5100 Erin Mills Parkway – Traffic Impact Study

Chick-fil-A

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1. Introduction

1.1 Objective

EXP Services Inc. (EXP) has been retained by Chick-fil-A Canada ULC (the Client) to conduct a Traffic Impact Study (TIS) for the proposed restaurant development located at 5100 Erin Mills Parkway (the Site) in the City of Mississauga (the "City").

This report is prepared to support the Site Plan Control Application. The terms of reference and correspondence with the City of Mississauga are provided in **Appendix A.** The certification form for the study is also included in **Appendix A.**

This report has been prepared in support of the associated Site Plan Approval (SPA) and Zoning By-Law Amendment (ZBA) applications. The structure used for this report is based on the City of Mississauga Transportation Impact Study Guidelines (December 2022). The report will cover the transportation considerations for the development to determine the following:

- Examination of existing peak hour conditions and traffic operational analysis for the mentioned intersections during weekday PM and Saturday peak hours.
- Obtain background information regarding any developments within the study area, or any capital works projects affecting any study intersections which may affect traffic control or lane configuration.
- Site generated traffic will be estimated based on rates outlined in the Institute of Transportation Engineers Trip Generation Manual 12th Edition.
- Trip reductions will be estimated based on rates outlined in the Institute of Transportation Engineers Trip Generation Manual 12th Edition.
- Site trips will be generated and distributed based on information from the Transportation of Tomorrow Survey (TTS) 2016 data, the existing traffic data and engineering judgement.
- Vehicle maneuvering diagrams will be provided to ensure appropriate maneuverability for parking, loading, waste collection and site circulation.
- A drive-thru queue assessment will be performed to determine the anticipated demand for the proposed Dual Drive-Thru facilities. This proposed stacking capacity will be compared against the anticipated demand. The assessment will be performed via the MM/s Poisson model.
- Parking assessment will be conducted for the development site to determine its compliance with the Mississauga Zoning By-law 0225-2007.

As per the City of Mississauga Transportation Impact Study Guidelines (December 2022), the deficient movements for the unsignalized intersections will be flagged based on the following criteria, and deemed in this report as "critical":

- Any movements operating with a Level of Service (LOS) of 'F'; and,
- Any turning movements with a 95th percentile queue length exceeding the available storage.

As per the City of Mississauga Traffic Impact Study Guidelines (December 2022), the deficient movements for the signalized intersections will be flagged based on the following criteria, and deemed in this report as "critical":

- The v/c ratio for the overall intersection operation is equal to or greater than 0.85;
- The v/c ratio for individual through or turning movements is equal or greater than 1.00;
- Any turning movements with a 95th percentile queue length exceeding the available storage.

Synchro 11 and HCM methodology will be used in the operational analysis of this study. Intersection LOS is a recognized method of quantifying the efficiency of traffic flow at intersections. It is based on the delay experienced

by individual vehicles executing various movements (Left, Through, and Right) heading to a specific direction. The intersection analysis considered three separate measures of performance: the LOS for each turning movement, the v/c for each turning movement and the 95th percentile queue length.

The highest possible rating is LOS A, under which the average total delay is equal or less than 10 seconds per vehicle. When the average delay exceeds 80 seconds at signalized intersections, the movement is classed as LOS F, a failed condition, and potential remedial measures are proposed. **Table 1** summarizes the HCM delay thresholds.

Table 1: Highway Capacity Manual (HCM) Delay Threshold

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

1.2 Development Description

1.2.1 Existing Conditions

The property under study is a 0.447 ha site located on the north-east corner of the Eglinton Avenue W and Metcalfe Avenue intersection in Mississauga, Ontario. The subject site is currently occupied by landscaping and parking spaces and bounded by an existing restaurant to the east and the Erin Mills Town Centre mall to the north, Eglinton Avenue W to the south, and streets to the east and west. **Figure 1** illustrating the proposed development and the study area intersections.

The study area was established based on the impact of the vehicle and pedestrian traffic generated by the proposed development. The study area includes the following intersections:

- Eglinton Avenue W & Erin Mills Parkway (signalized);
- Eglinton Avenue W & 2520 Eglinton Avenue W / Erin Mills Access (signalized);
- Eglinton Avenue W & Metcalfe Avenue (signalized);
- Eglinton Avenue W & Glen Erin Drive (signalized);
- Metcalfe Avenue & Erin Mills Ring Road (unsignalized).

Figure 1: Site Study Area

1.2.2 Proposed Development

The proposed development consists of the construction of a proposed 486.25 m^2 (5,233.95 ft^2) Chick-fil-A restaurant accompanied by parking spaces, sidewalks, landscaped areas, and a drive-thru. A total of 47 parking spaces (including 2 barrier-free parking spaces and 4 EV ready parking spaces) will be provided. The development is also proposing 6 Type B bike stalls. The development is proposed to have a drive-thru with a queuing capacity of up to 22 vehicles. Access to the site is via the existing, full movement site access along Erin Mills Ring Road. The draft site plan is provided in **Figure 2.**

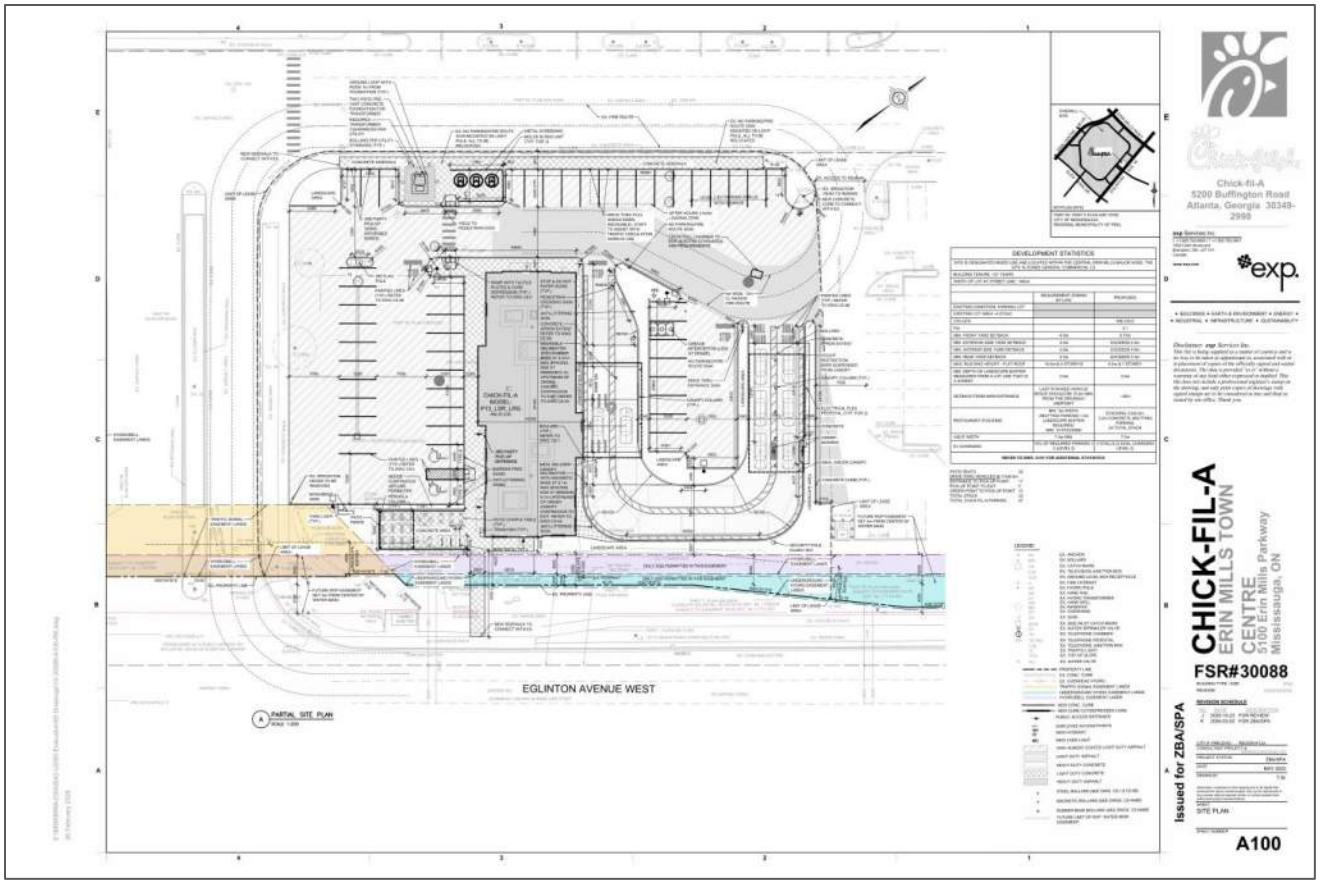


Figure 2: Site Plan

2. Existing Conditions

2.1 Road Network Characteristics

The following roadways make up the boundary road network that surrounds the subject site:

Eglinton Avenue W is an east-west arterial road with a posted speed limit of 60 km/h and a six-lane cross-section. It provides sidewalks on both sides with partial sections of multi-use paths near the site.

Erin Mills Parkway is a north-south regional arterial road along the east of the site with a six-lane cross-section. It has a posted speed limit of 70 km/h. There is a multi-use path along the west side of the street and pedestrian sidewalks along the east side.

Glen Erin Drive is a north-south four-lane major collector adjacent the west border of site. It has a posted speed limit of 50 km/h and pedestrian sidewalks on both sides of the street.

Metcalf Avenue is a north-south residential road with a posted speed limit of 40 km/h and a two-lane cross section. It has sidewalks on both sides and speed humps along the corridor.

2520 Eglinton Avenue W is a private roadway which acts as an access to 3 condo buildings and local businesses.

Erin Mills Ring Road is a private road that provides access Erin Mills Town Centre and the surrounding commercial properties.

The existing lane configuration is illustrated in **Figure 3.**

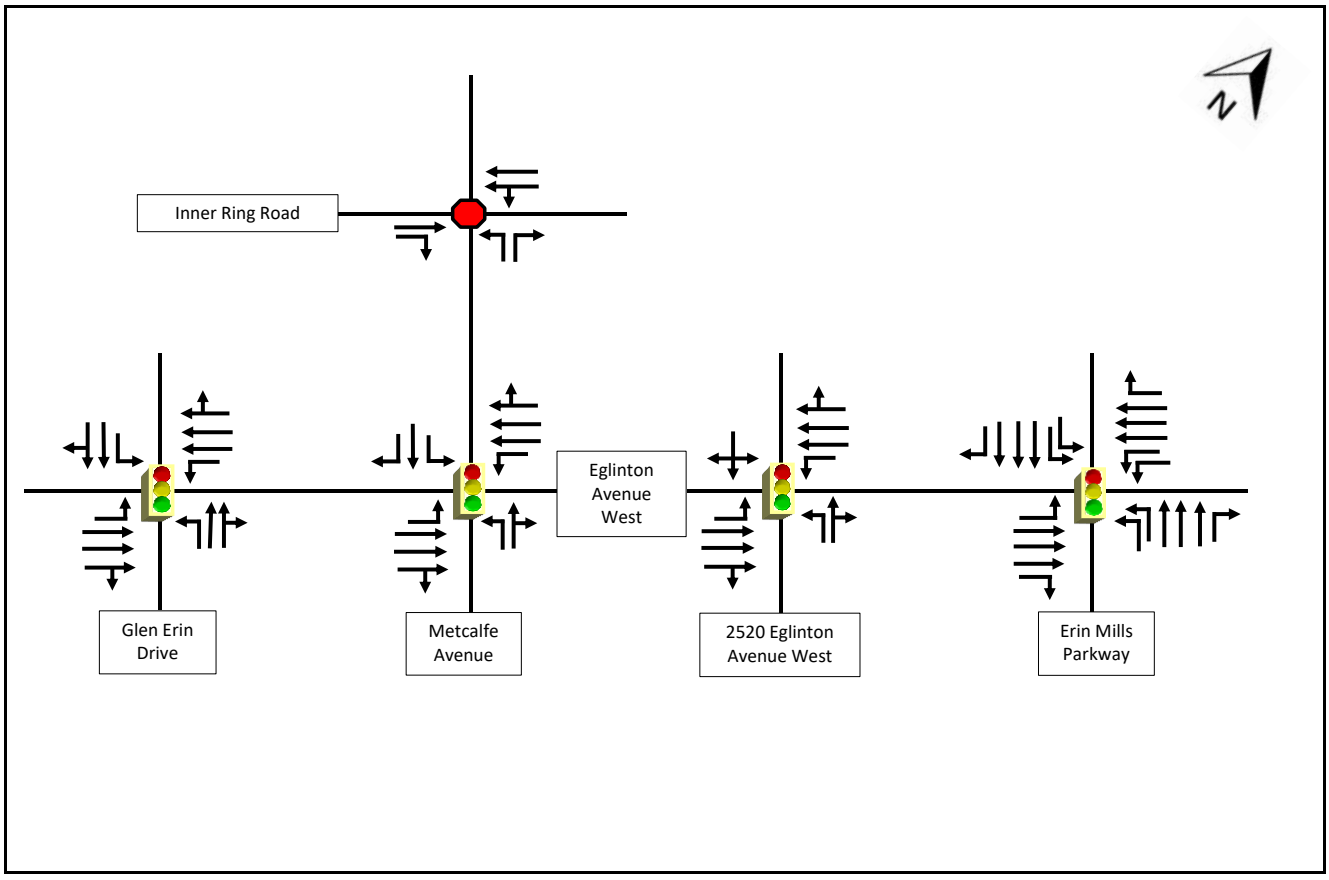


Figure 3: Existing Lane Configurations

2.2 Existing Transit Stops and Routes

The subject site is located within an urban town centre with an excellent level of transit accessibility serviced by transit facilities operated by the City of Mississauga's transit provider, MiWay. There are established transit stops within walking distance of the site, providing convenient access for both employees and customers. The surrounding road network (Eglinton Avenue W, Erin Mills Parkway, Glen Erin Drive) supports frequent bus service, as well as a major transit terminal is located at the Erin Mills Town Centre. A figure of the transit presence in the study area is provided in **Figure 4**.

- **Route 9 (Rathburn)** runs east-west from Churchill Meadows Community Centre to the City Centre Transit Terminal via Rathburn Road and Thomas Street. It operates daily, with service from 5:00 AM to 11:45 PM on weekdays every 20 minutes and until about 11:13 PM on weekends every 25 minutes.
- **Route 13 (Glen Erin)** provides north-south service between Clarkson GO Station and Meadowvale Town Centre along Southdown Road and Glen Erin Drive. It runs seven days a week, with weekday peak service every 20 minutes, midday every 28 minutes, and evening service every 35 minutes; Saturday service is every 40 minutes, and Sunday service is every 35 minutes.
- **Route 35 (Eglinton)** runs east-west along Eglinton Avenue, connecting Churchill Meadows Community Centre to Kipling Terminal. Service operates daily from early morning to late evening, with about 10-minute frequency during weekday peaks and 25-30 minutes on weekends.
- **Route 46 (Tenth Line)** travels north-south between Meadowvale Town Centre and Erin Mills Station via Tenth Line and Osprey Boulevard. It operates daily, with weekday peak service every 20 minutes, midday every 23 minutes, and evening service every 35 minutes; Saturday service is every 23 minutes, and Sunday service is every 35 minutes.

- **Route 48 (Erin Mills)** connects Meadowvale Town Centre to South Common Centre along Erin Mills Parkway. It runs every day, with weekday service from 5:00 AM to 12:50 AM every 40 to 52 minutes and Sunday service from 8:00 AM to 10:20 PM every 43 to 50 minutes.
- **Route 49 (McDowell)** links McDowell Drive at Churchill Meadows Boulevard to Erin Mills Town Centre via Winston Churchill Boulevard and Erin Centre Boulevard. It operates only on weekdays from 9:09 AM to 3:20 PM every 44 to 48 minutes and does not run on weekends.
- **Route 109 (Meadowvale Express)** operates as an east-west express service between Meadowvale Town Centre and Kipling Terminal. It runs every day, with weekday service from approximately 5:17 AM to 11:16 PM every 8 to 22 minutes, Saturday service from 6:10 AM to 10:42 PM every 20 to 26 minutes, and Sunday service from 6:55 AM to 10:42 PM every 26 to 32 minutes.
- **Route 135 (Eglinton Express)** operates as an east-west express service along Eglinton Avenue and the Mississauga Transitway, running between Winston Churchill Station and Renforth Station. It provides weekday-only service during peak hours, operating from 6:01 AM to 9:00 AM and from 3:00 PM to 6:00 PM, with buses arriving approximately every 12 minutes.

Figure 4: Existing Transit Network

2.3 Existing Pedestrian and Cycling Facilities

The area surrounding the site is supported with a strong active transportation network. Sidewalks are present on both sides of Eglinton west of Glen Erin Drive and east of Erin Mills Parkway. Multi-use paths are present on the south-side of Eglinton between Erin Mills Parkway and Glen Erin Drive. Internal pedestrian pathways do connect the mall entrances, bus terminal, and parking areas, and throughout the lands surrounding the Erin Mills Town Centre.

Figure 5 shows the cycling infrastructure surrounding the subject site. All signalized intersections within the study area include delineated crosswalks along with pedestrian signals and pushbuttons.

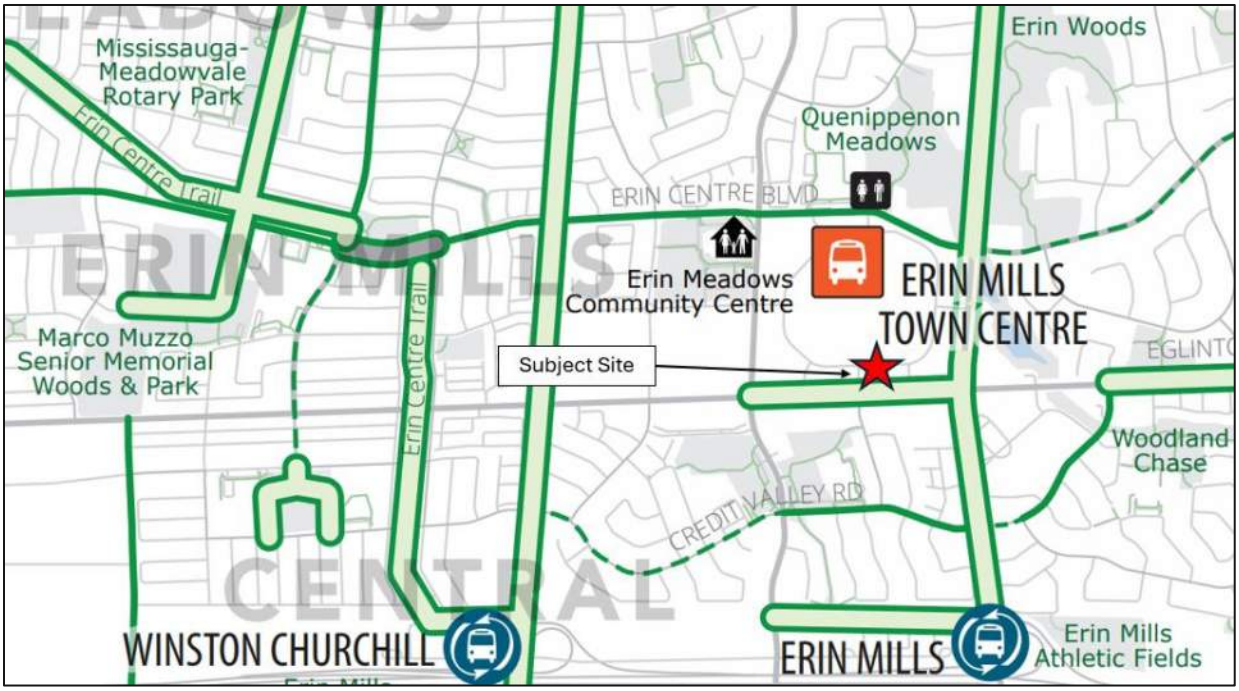


Figure 5: Existing Cycling Facilities

2.4 Data Collection

In preparation for the traffic analysis, Turning Movement Counts (TMCs) were referenced from the Traffic Report *"5100 Erin Mills Parkway – Erin Mills Town Centre Block 1 – Transportation Impact Study"*, prepared by WSP on October 10, 2024. This is approved by the City of Mississauga during the Terms of Reference consultation process.

As per the referenced study, Weekday TMCs were undertaken on Thursday March 21, 2024, during the PM peak period (4:00 PM – 6:00 PM) for the intersections of Eglinton Avenue and Glen Erin Drive, Eglinton Avenue and Metcalfe Avenue, and Eglinton Avenue and Erin Mills Parkway. Weekend TMC's were undertaken on Saturday March 23, 2024, during the Saturday peak period (11:00 am to 2:00 pm) for the intersections of Eglinton Avenue and Erin Mills Parkway, and Eglinton Avenue and Metcalfe Avenue. However, it was conducted on April 6, 2024 for the intersection of Eglinton Avenue and Glen Erin Drive.

For the intersection of Eglinton Avenue and 2520 Eglinton Avenue West, City of Mississauga has provided EXP with traffic counts for the PM Peak Period that was conducted on Wednesday April 24, 2024. The weekend counts were established based on a factor between the PM and Saturday counts from the intersection of Metcalfe Avenue.

For the intersection of Metcalfe Avenue and the Inner Mall Ring Road, this was extrapolated from Metcalfe Avenue counts and the directional split of 75%/25% for the Inner Road, noting this approach was approved by City staff.

The full detailed traffic counts with the assumptions are provided in **Appendix B.** The traffic counts details are provided in **Table 2.**

Traffic Signal Timing Plans (STP's) for the study area were obtained from the Region, and are provided in **Appendix B.**

Table 2: Traffic Data Information

Intersection	Weekday PM	Weekend
Eglinton Avenue W & Erin Mills Parkway	Thursday March 21, 2024 – 4:00 pm to 7:00 pm	Saturday March 23, 2024 – 11:00 am to 2:00 pm
Eglinton Avenue W & 2520 Eglinton Avenue W / Erin Mills Access	Wednesday April 24, 2024 – 4:00 pm to 6:00	Established based on a factor between the PM and Saturday counts from the intersection of Metcalfe Avenue
Eglinton Avenue W & Metcalfe Avenue	Thursday March 21, 2024 – 4:00 pm to 7:00 pm	Saturday March 23, 2024 - 11:00 am to 2:00 pm
Eglinton Avenue W & Glen Erin Drive	Thursday March 21, 2024 – 4:00 pm to 7:00 pm	Saturday April 6, 2024 - 11:00 am to 2:00 pm
Metcalfe Avenue & Erin Mills Ring Road	Extrapolated from Metcalfe Avenue counts and the directional split of 75%/25% for the Inner Road, this was approved by the City staff.	Extrapolated from Metcalfe Avenue counts and the directional split of 75%/25% for the Inner Road, this was approved by the City staff.

2.5 Existing Traffic Volumes and Operations

The 2024 traffic counts has been balanced and grown to 2026 to perform the analysis for the existing conditions, the growth rates that were used are discussed in **Section 3.2.** The balanced TMCs that are used to perform the 2026 existing traffic analysis for the study area intersections are illustrated in **Figure 6.**

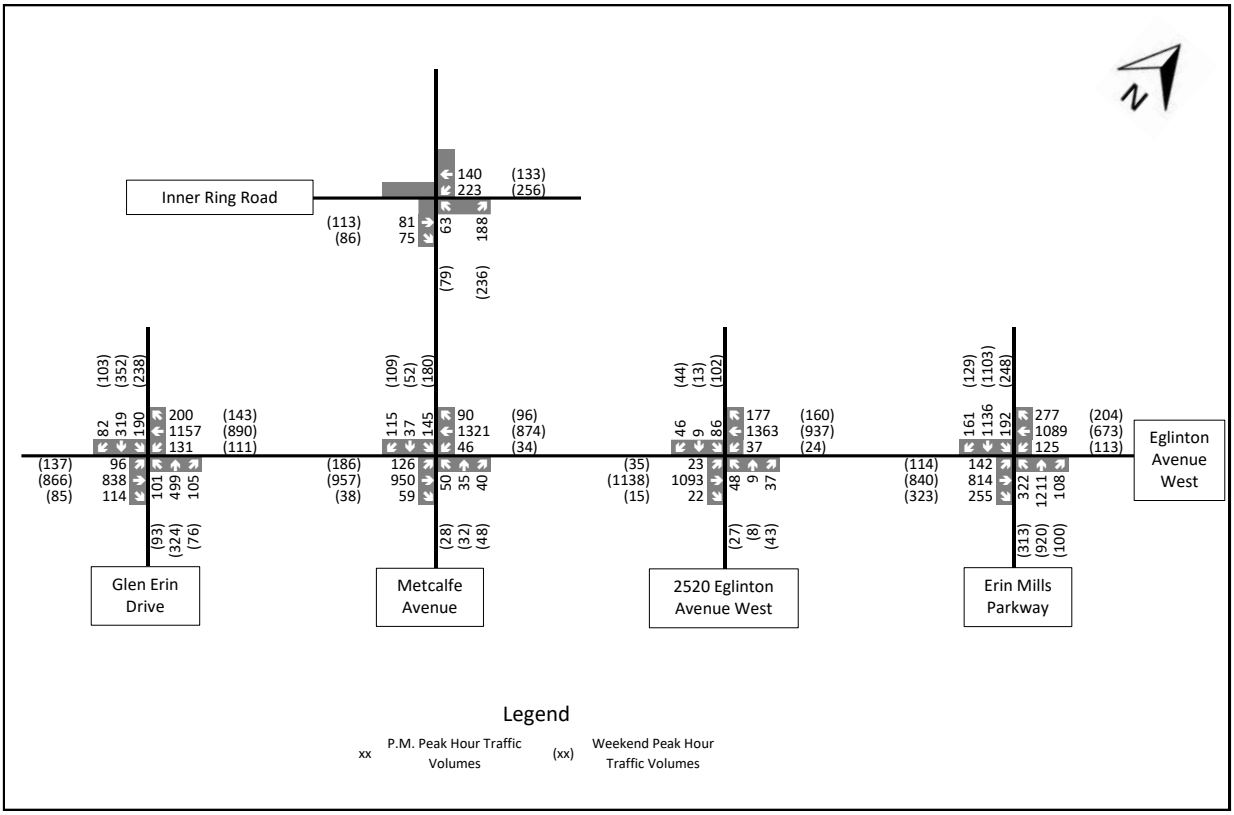


Figure 6: Existing Balanced 2026 Traffic Volumes

Using the existing 2026 traffic volumes presented in **Figure 6**, the automobile performance analysis for the study area was conducted based on Synchro 11, and HCM methodology. A summary of the automobile performance analysis is provided in **Table 3**. Critical movements as per **Section 1.3** are highlighted in red. Detailed Synchro outputs are provided in **Appendix C.**

Table 3: Existing 2026 Traffic Conditions – Synchro HCM Traffic Analysis

Intersection	Movement	PM Peak Hour				Saturday Peak Hour				Storage Length (m)
		V/C	Delay (s)	LOS	95th Queue (m)	V/C	Delay (s)	LOS	95th Queue (m)	
1: Glen Erin Dr & Eglinton Ave W	Overall	0.84	35.2	D		0.6	36.9	D		
	EBL	0.81	69.3	E	71.3	0.4	11.7	B	27.7	99
	EBT	0.37	19.7	B	84.0	0.29	12.2	B	63.2	
	WBL	0.60	36.7	D	63.0	0.37	26.9	C	56.7	106
	WBT	0.52	24.5	C	118.6	0.36	21.1	C	124.8	
	NBL	0.51	55.4	E	**49.0**	0.68	75.6	E	**47.2**	25
	NBT	0.80	63.2	E	118.0	0.73	69.0	E	77.1	
	SBL	0.85	62.9	E	66.9	1.05	127.1	F	**105.1**	85
	SBT	0.35	39.0	D	61.5	0.51	51.2	D	75.2	

Intersection	Movement	PM Peak Hour				Saturday Peak Hour				Storage Length (m)
		V/C	Delay (s)	LOS	95th Queue (m)	V/C	Delay (s)	LOS	95th Queue (m)	
2: Metcalfe Ave & Eglinton Ave W	Overall	0.65	12.0	B		0.59	18.9	B		
	EBL	0.61	18.8	B	60.7	0.52	19.4	B	66.5	160
	EBT	0.28	3.5	A	25.4	0.27	8.8	A	72.9	
	WBL	0.13	2.1	A	6.5	0.1	7.4	A	8.7	73
	WBT	0.38	1.9	A	41.3	0.27	8.2	A	51.3	
	NBL	0.25	59.9	E	27.2	0.12	55.1	E	16.3	25
	NBT	0.18	59.0	E	26.5	0.14	55.3	E	23.4	
	SBL	0.74	77.0	E	68.8	0.79	79.5	E	79.9	
	SBT	0.13	58.3	E	20.9	0.16	55.5	E	25.6	
	SBR	0.14	58.5	E	22.5	0.07	54.5	D	16.2	
3: 2520 Eglinton Ave W/Erin Mills Access & Eglinton Ave W	Overall	0.47	18.5	B		0.4	10.8	B		
	EBL	0.12	6.3	A	10.4	0.12	6.6	A	14.3	20
	EBT	0.29	7.5	A	96.8	0.32	7.3	A	99.1	
	WBL	0.12	12.2	B	10.0	0.09	1.2	A	0.7	35
	WBT	0.41	18.2	B	159.9	0.3	0.9	A	5.3	
	NBL	0.31	63.7	E	27.0	0.16	60.0	E	17.4	
	NBT	0.07	60.6	E	14.3	0.06	58.9	E	14.9	
	SBT	0.76	83.5	F	63.5	0.78	83.0	F	73.6	
5: Erin Mills Pkwy & Eglinton Ave W	Overall	0.77	59.9	E		0.65	50.3	D		
	EBL	0.90	113.8	F	92.2	0.83	116.3	F	74.4	78
	EBT	0.46	55.4	E	103.3	0.48	36.8	D	64.9	
	EBR	0.22	138.1	F	62.3	0.37	31.9	C	10.4	120
	WBL	0.65	80.2	F	33.5	0.55	75.9	E	30.1	78
	WBT	0.67	48.1	D	133.2	0.41	41.8	D	75.7	
	WBR	0.26	40.3	D	36.5	0.14	37.8	D	18.3	125
	NBL	0.89	91.0	F	82.1	0.89	92.2	F	79.3	100
	NBT	0.77	51.5	D	154.6	0.54	43.1	D	104.1	
	NBR	0.07	37.1	D	14.4	0.07	35.2	D	13.4	125
	SBL	0.68	77.2	E	46.7	0.9	101.2	F	68.3	160
	SBT	0.78	54.6	D	147.1	0.69	49.6	D	134.0	
	SBR	0.14	41.1	D	23.7	0.09	38.0	D	15.4	120
4: Metcalfe Ave & Erin Mills Ring Road	Overall		9.9	A			11.2	A		
	EBT	0.14	9.4	A	#92.2	0.2	10.3	A	#74.4	
	EBR	0.07	6.5		103.3	0.08	6.5		64.9	
	WBLT	0.47	12.5	B	62.3	0.55	15.0	B	10.4	
	WBT	0.15	8.1		33.5	0.15	8.4		30.1	
	NBL	0.12	8.9	A	133.2	0.16	9.5	B	75.7	
	NBR	0.29	8.9		36.5	0.38	10.3		18.3	

The operational analysis for the existing conditions indicates that there are minimal concerns regarding capacity and delay within the study area. The intersections are expected to operate with acceptable Level of service and volume to capacity ratios during the weekday PM and Saturday peak hours. The critical movements are listed below:

Eglinton Avenue West and Glen Erin Drive

The Northbound left-turn movement 95th percentile queue is exceeding the storage length by approximately three vehicles during the PM and Saturday Peak Hours. The Southbound left-turn movement 95th percentile queue is exceeding the storage length by approximately three vehicles during the Saturday Peak Hour.

Eglinton Avenue West and Metcalfe Avenue

The Northbound left-turn movement 95th percentile queue is exceeding the storage length by approximately one vehicle during the PM Peak Hour.

Eglinton Avenue West and Erin Mills Parkway

The Eastbound left-turn movement 95th percentile queue is exceeding the storage length by approximately two vehicles during the PM Peak Hour.

3. Future Background Conditions

This section will discuss the future background conditions, it will discuss horizon years, traffic growth rates, background developments and the traffic analysis for the future horizon year.

3.1 Horizon Year

The proposed analysis will be conducted for the following horizon years, which aligns with the City of Mississauga Transportation Impact Studies guidelines (December 2022) and the circulated Terms of Reference:

- 2026 (Existing); and,
- 2031 (five-year horizon following date of TIS).

3.2 Traffic Growth Rates

The traffic growth rate for the study area was provided by the City of Mississauga for Eglinton Avenue West and Glen Erin Drive and by Peel Region for Erin Mills Parkway. The annual growth rates applied to the calculation of future traffic volumes are summarized in **Table 4.** These rates were applied to the respective corridors within the study area. The Growth Rates are provided in **Appendix D.** The growth rate of the PM peak will be assumed for the weekend mid-day peak to establish the future background growth.

Table 4: Annual Growth Rates

Corridor	Direction	AM Growth Rate (%)	PM Growth Rate (%)
Eglinton Avenue	Eastbound	1.0%	1.0%
	Westbound	1.0%	1.0%
Glen Erin Drive	Northbound	1.5%	1.0%
	Southbound	1.5%	1.0%
Erin Mills Parkway	Northbound	0.5%	0.5%
	Southbound	0.5%	0.5%

3.3 Planned Network Improvements

The following planned network improvements are proposed:

- Cycle tracks are proposed on both sides of Glen Erin Drive from Eglinton Avenue West to Dundas Street West, this project is expected to be completed in the near-term future.
- Bus queue jump lanes are proposed on the intersections of Eglinton Avenue West and Erin Mills Parkway and also Eglinton Avenue West and Winston Churchill Boulevard. This project is expected to be completed in the near-term future.

3.4 Background Developments in the Study Area

Based on a review of the City of Mississauga's Active Development Applications, two background developments were identified that may have an impact on conditions at the study area intersections:

- 5100 Erin Mills Parkway: As per the Transportation Impact Study prepared by WSP on October 2024, the proposed development consists of 9 residential high-rise buildings featuring a total of 3,162 residential condo units. The existing commercial uses on site will be demolished once the development is fully built. 50% build-out is expected to be completed by 2031.
- 2475 Eglinton Avenue: As per the Transportation Impact Study prepared by WSP on October 2024, the proposed development consists of 351 residential units. The trips were sourced from Figures 3-5 and 3-6 from the referenced report. The development is expected to be completed by 2031.

Figure 7 displays the background development trips that have been included in the analysis as per their trip distribution. The background development information is provided in **Appendix E.**

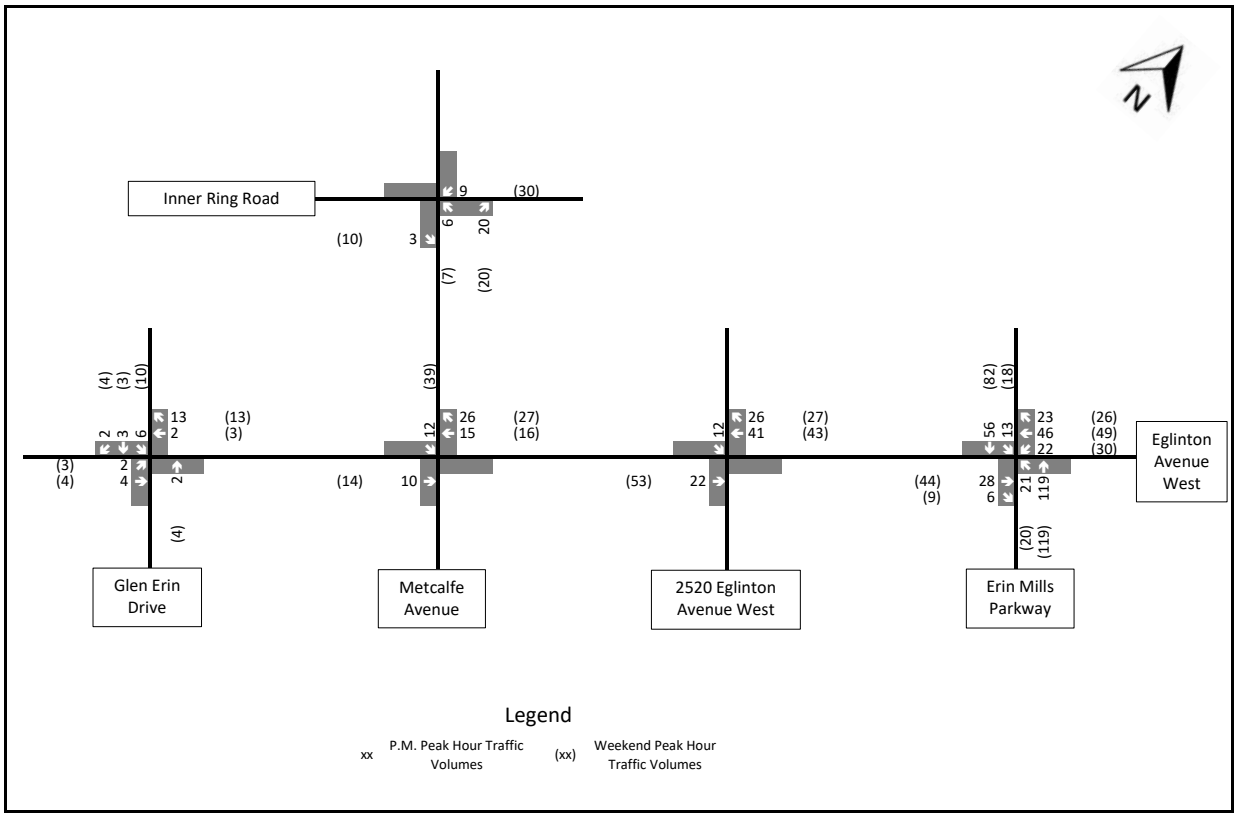


Figure 7: Background Development Trips

3.5 Future Background Transportation Conditions

The traffic volumes for the 2031 background horizon, including the growth rate and background development trips are shown in **Figure 8.** The results of the automobile performance analysis for key movements under future 2031 background horizon conditions are summarized in **Table 5.** Non-complying movements are highlighted in categories of deficiency. Detailed model outputs are included in **Appendix F.**

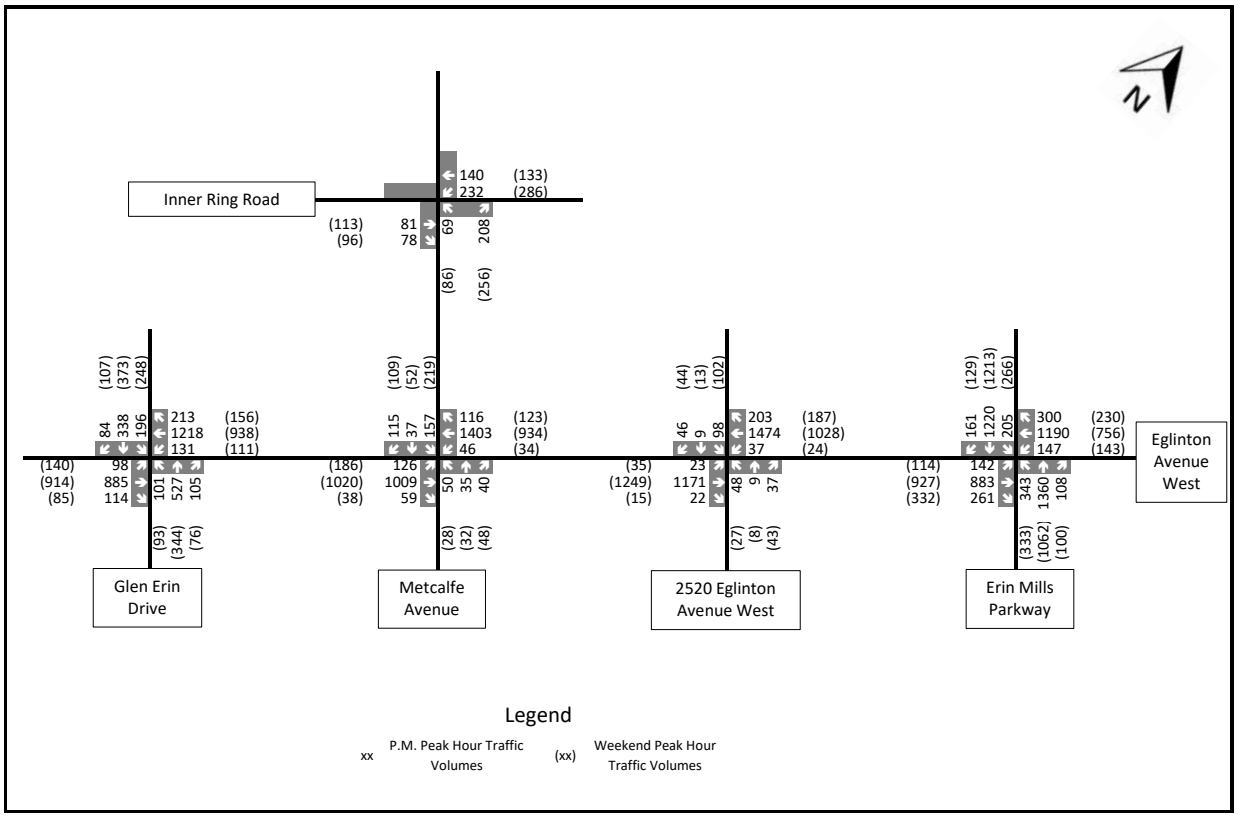


Figure 8: Future 2031 Background Horizon Volumes

Table 5: Future 2031 Background Horizon Automobile LOS Summary

Intersection	Movement	PM Peak Hour				Saturday Peak Hour				Storage Length (m)
		V/C	Delay (s)	LOS	95th Queue (m)	V/C	Delay (s)	LOS	95th Queue (m)	
1: Glen Erin Dr & Eglinton Ave W	Overall	**0.95**	38.4	D		0.65	39.4	D		
	EBL	0.98	116.2	F	79.3	0.44	12.4	B	28.5	99
	EBT	0.39	21.0	C	91.7	0.31	12.7	B	67.8	
	WBL	0.66	45.6	D	74.7	0.4	30.3	C	57.1	106
	WBT	0.56	29.4	C	137.8	0.39	24.8	C	134.7	
	NBL	0.50	53.9	D	**48.4**	0.67	74.7	E	**47.1**	25
	NBT	0.80	62.4	E	122.3	0.74	69.1	E	81.0	
	SBL	0.87	65.4	E	72.4	1.1	144.4	F	**115.9**	85
	SBT	0.36	38.1	D	63.7	0.53	51.0	D	79.4	

Intersection	Movement	PM Peak Hour				Saturday Peak Hour				Storage Length (m)
		V/C	Delay (s)	LOS	95th Queue (m)	V/C	Delay (s)	LOS	95th Queue (m)	
2: Metcalfe Ave & Eglinton Ave W	Overall	0.74	12.2	B		0.68	20.7	C		
	EBL	0.71	28.0	C	71.3	0.61	26.7	C	76.7	160
	EBT	0.29	3.5	A	25.8	0.3	11.2	B	85.5	
	WBL	0.15	2.3	A	6.1	0.11	8.8	A	9.0	73
	WBT	0.42	2.1	A	42.6	0.3	9.7	A	55.5	
	NBL	0.24	58.8	E	**26.8**	0.1	51.2	D	15.4	25
	NBT	0.18	57.9	E	26.1	0.13	51.4	D	22.1	
	SBL	0.76	77.8	E	73.0	0.83	78.7	E	93.1	
	SBT	0.12	57.3	E	20.6	0.13	51.5	D	24.2	
	SBR	0.16	57.8	E	24.3	0.07	50.8	D	15.3	
3: 2520 Eglinton Ave W/Erin Mills Access & Eglinton Ave W	Overall	0.52	20.3	C		0.43	10.2	B		
	EBL	0.15	7.6	A	11.9	0.14	6.3	A	14.9	20
	EBT	0.32	8.1	A	107.1	0.35	7.2	A	114.0	
	WBL	0.14	13.7	B	10.6	0.1	1.4	A	0.7	35
	WBT	0.45	21.4	C	178.2	0.34	0.9	A	5.8	
	NBL	0.29	61.9	E	26.5	0.16	60.0	E	17.4	
	NBT	0.06	59.2	E	14.1	0.06	58.9	E	14.9	
	SBT	0.78	83.9	F	68.0	0.78	83.0	F	73.6	
5: Erin Mills Pkwy & Eglinton Ave W	Overall	0.83	61.9	E		0.71	52.5	D		
	EBL	0.90	111.5	F	**92.1**	0.83	118.6	F	74.6	78
	EBT	0.50	56.1	E	114.5	0.54	36.8	D	66.3	
	EBR	0.23	127.0	F	66.1	0.4	29.3	C	9.0	120
	WBL	0.74	87.0	F	41.2	0.66	79.6	E	36.5	78
	WBT	0.73	50.1	D	148.3	0.46	42.8	D	85.7	
	WBR	0.31	41.3	D	45.5	0.18	38.7	D	25.4	125
	NBL	0.93	97.8	F	90.2	0.93	100.9	F	87.2	100
	NBT	0.87	56.8	E	180.0	0.62	45.1	D	123.0	
	NBR	0.07	37.3	D	14.4	0.07	35.2	D	13.4	125
	SBL	0.71	78.7	E	49.5	0.97	116.5	F	75.4	160
	SBT	0.84	57.9	E	160.8	0.76	52.2	D	150.5	
	SBR	0.15	41.3	D	24.3	0.09	38.2	D	15.4	120
4: Metcalfe Ave & Erin Mills Ring Road	Overall		10.2	A			12.3	A		
	EBT	0.14	9.5	A	#92.1	0.21	10.5	A	#74.6	
	EBR	0.08	6.5		114.5	0.09	6.5		66.3	
	WBLT	0.49	13.1	B	66.1	0.61	17.3	C	9.0	
	WBT	0.15	8.2		#41.2	0.15	8.6		36.5	
	NBL	0.13	9.1	A	148.3	0.17	9.8	B	85.7	
	NBR	0.32	9.3		45.5	0.42	11.1		25.4	

The operational analysis for the future 2031 background conditions indicates that there continue to be minimal concerns regarding capacity and delay within the study area. The intersections are expected to operate with acceptable Level of service and volume to capacity ratios during the weekday PM and Saturday peak hours. The critical movements are listed below:

Eglinton Avenue West and Glen Erin Drive

The overall intersection is expected to operate with v/c ratio of 0.95 during the PM Peak Hour. The Northbound left-turn movement 95th percentile queue is expected to exceed the storage length by approximately three vehicles during the PM and Saturday Peak Hours. The Southbound left-turn movement 95th percentile queue is expected to exceed the storage length by approximately four vehicles during the Saturday Peak Hour.

Eglinton Avenue West and Metcalfe Avenue

The Northbound left-turn movement 95th percentile queue is expected to exceed the storage length by approximately one vehicle during the PM Peak Hour.

Eglinton Avenue West and Erin Mills Parkway

The Eastbound left-turn movement 95th percentile queue is expected to exceed the storage length by approximately two vehicles during the PM Peak Hour.

4. Site Trip Generation and Mode Share

Trip generation for the development was calculated using the Institute of Transportation Engineer's Trip Generation Manual, 12th Edition. Variables such as land use, independent variables, rates, equations, and distributions were sourced from this manual. The proposed Chick-fil-A restaurant and drive-thru was classified as a Fast-Food Restaurant with Drive-thru Window (LUC 934). Since the restaurant will open after the morning peak period, only the PM peak hour and Saturday mid-day peak hour are included in the analysis; the AM peak hour is excluded.

Table 6 outlines the calculated trip generation for the development in the PM peak hour and the Saturday mid-day peak hour. As per the ITE Trip Generation Manual, a pass-by trip rate of 55% will be applied for the weekday PM peak hour, this will also be applied to the Saturday peak hour.

Table 6: Trip Generation for the Proposed Chick-fil-A

Land Use Category	Weekday PM Peak Hour of Adjacent Street		SAT Peak Hour Generator	
1000 ft² GFA (IV)	5.23			
Direction	In	Out	In	Out
Average Rate	31.60		50.75	
Distribution	52%	48%	51%	49%
Gross Trips	165		265	
	86	79	135	130
Pass-By Trip Reduction	55%		55%	
Pass-By Trips	91		146	
	47	44	74	72
Primary (Net) Trips	74		119	
	39	35	61	58

As indicated in **Table 2**, the proposed Chick-fil-A is anticipated to generate 74 new vehicle trips (39 inbound, 35 outbound) during the PM peak hour, along with an additional 91 pass-by trips (47 inbound, 44 outbound). For the Saturday mid-day peak hour, the proposed Chick-fil-A is expected to generate 119 new trips (61 inbound, 58 outbound) and 146 pass-by trips (74 inbound, 72 outbound). Detailed Trip Generation calculations based on ITE 12th Edition are provided in **Appendix G**.

4.1 Site Trip Distribution

The trip distribution for the development is derived from the Transportation Tomorrow Survey (TTS) trip data outlined in **Appendix G**. This was used to determine origin and destinations for the proposed Chick-fil-A Trips with the trips assigned along the probable routes to and from the development. The trip distribution is summarized in **Table 7.**

Table 7: Trip Distribution

Intersection	PM (IN)	PM (OUT)	SAT (IN)	SAT (OUT)
Eglinton Avenue (East)	18%	31%	19%	43%
Eglinton Avenue (West)	27%	7%	21%	4%
Erin Mills Parkway (North)	15%	15%	15%	17%
Erin Mills Parkway (South)	16%	27%	16.7%	14.5%
Glen Erin Drive (North)	11%	3%	16.2%	9.7%

Glen Erin Drive (South)	12%	17%	9.9%	9.9%
Metcalfe Avenue (South)	1%	2%	1.5%	1.5%
Total	**100%**	**100%**	**100%**	**100%**

4.2 Site Trip Assignment

The proposed development pass-by trips are illustrated in **Figure 9**, the proposed development new trips are illustrated in **Figure 10**, the proposed development net trips are illustrated in **Figure 11.**

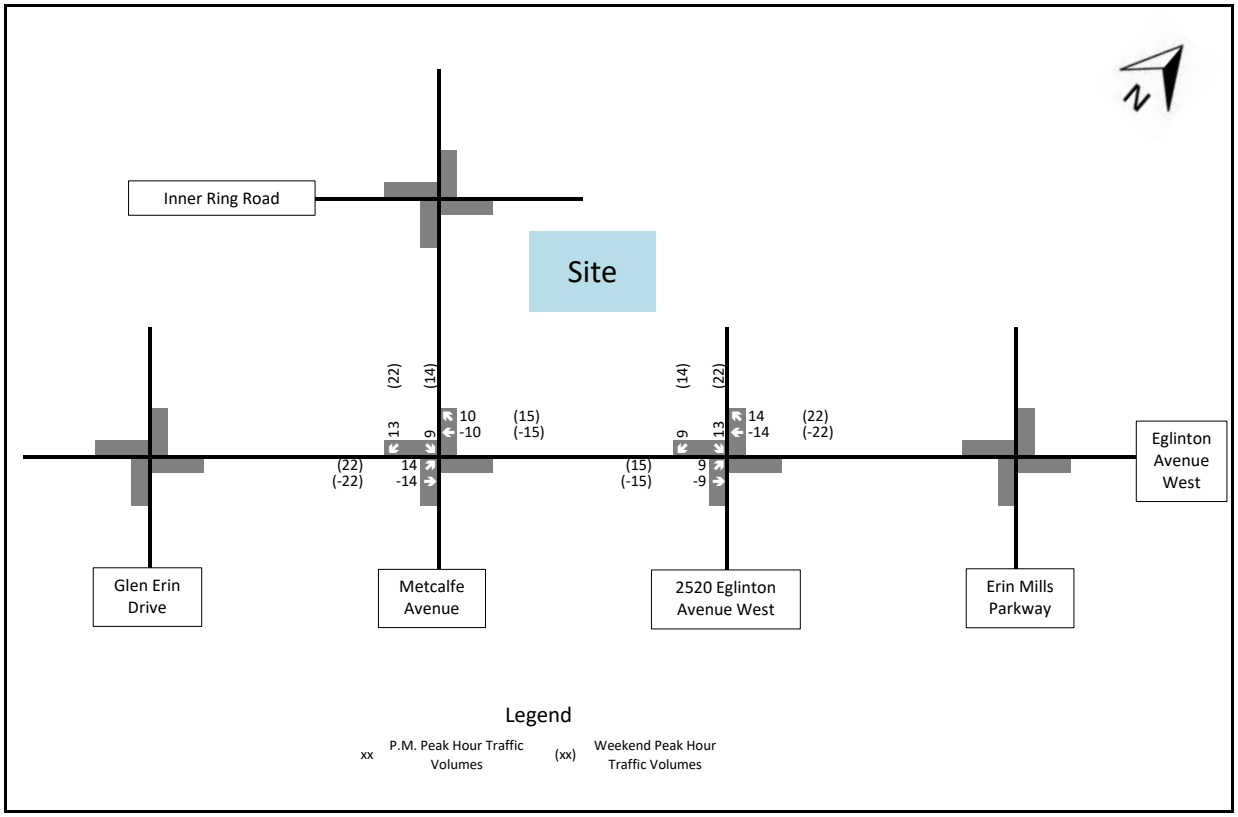


Figure 9: Proposed Development Pass-by Trips

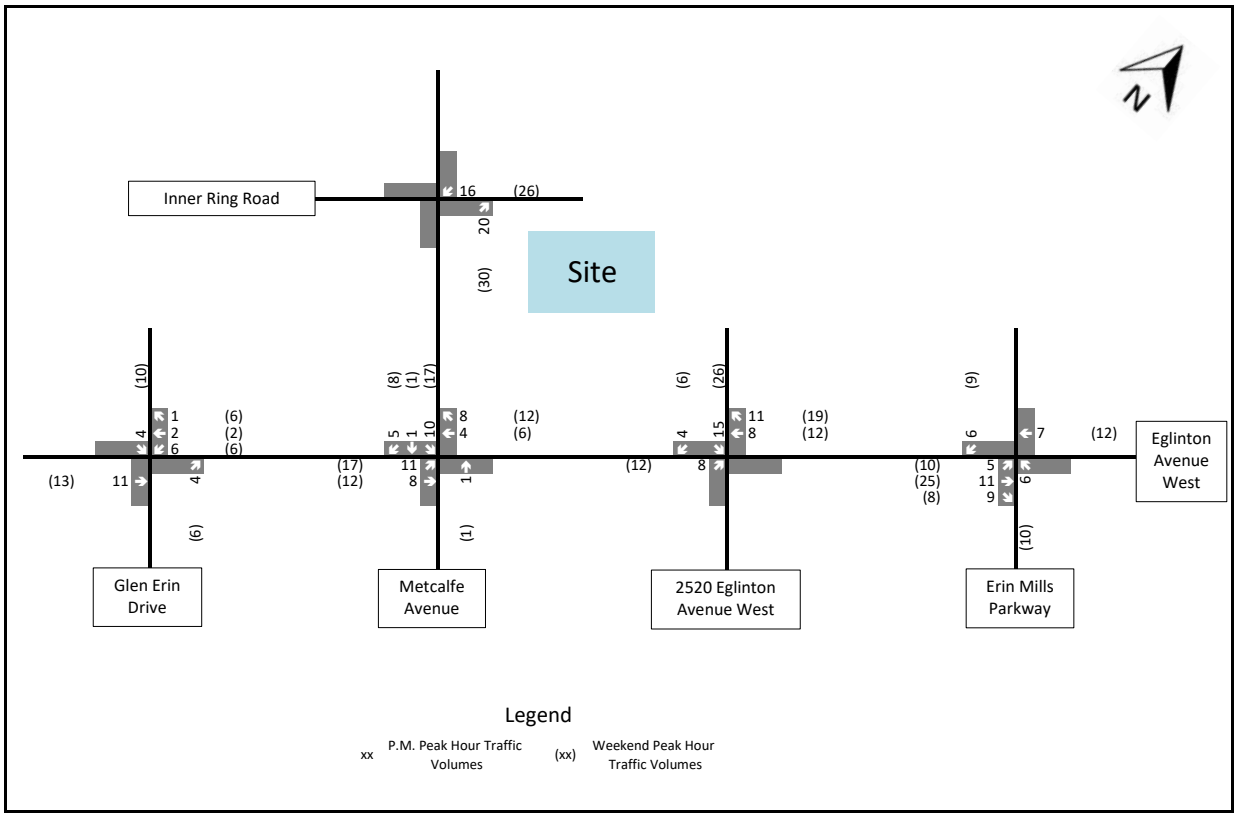


Figure 10: Proposed Development New Trips

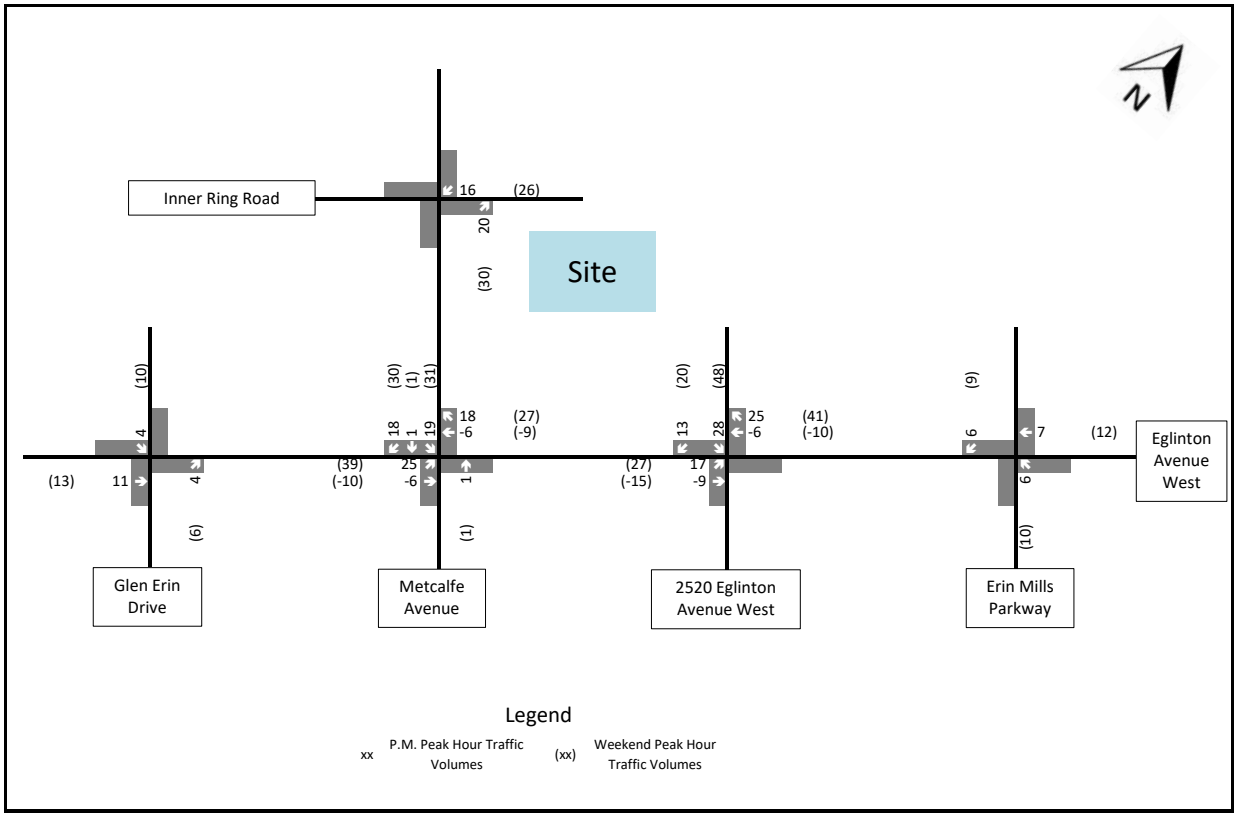


Figure 11: Proposed Development Net Trips

4.3 Future Total Transportation Conditions

The 2031 Future Total analysis will be conducted to understand the impact of the proposed development on the 2031 future background. The 2031 future total traffic volumes are illustrated in **Figure 12.** The results of the automobile performance analysis for key movements under the 2031 future total horizon conditions are summarized in **Table 8.** Non-complying movements are highlighted in categories of deficiency. Detailed model outputs are included in **Appendix H.**

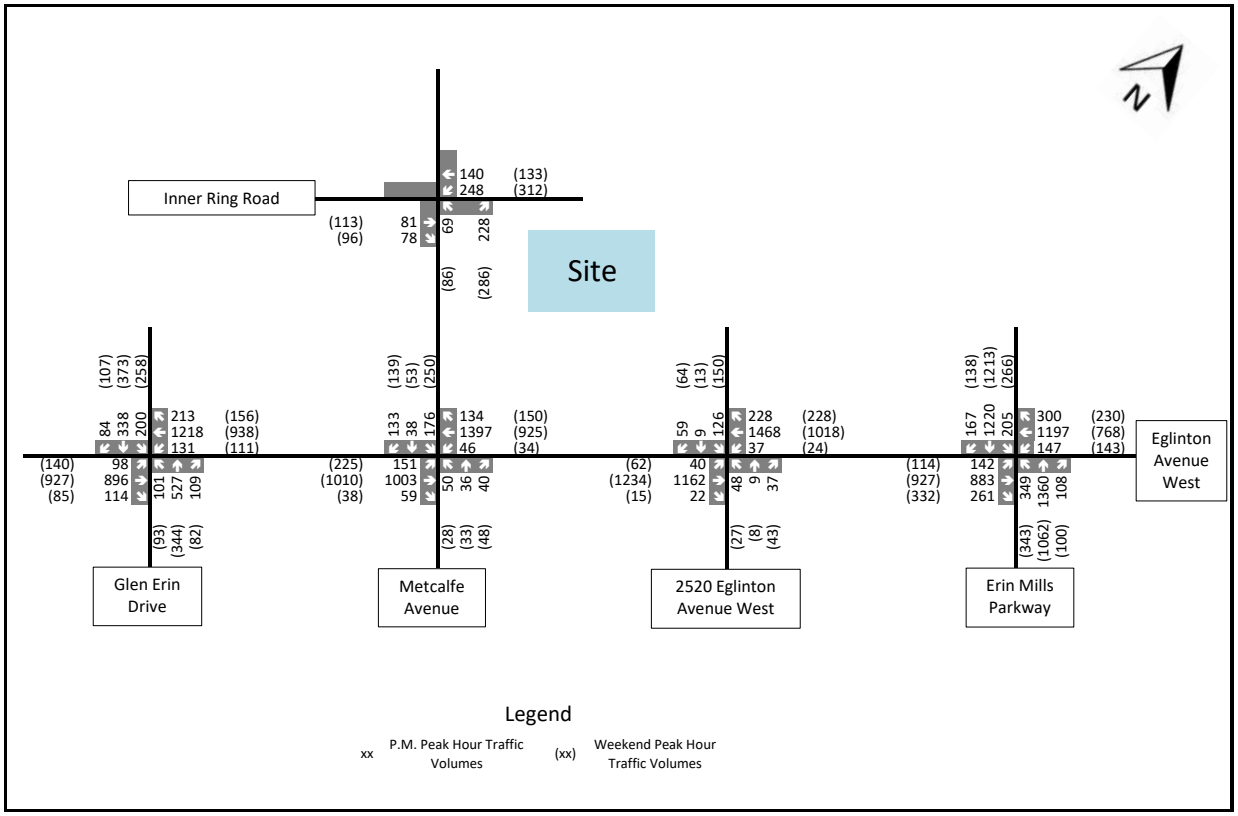


Figure 12: Future 2031 Total Horizon Volumes

Table 8: Future Total 2031 Traffic Conditions – Synchro HCM Traffic Analysis

Intersection	Movement	PM Peak Hour V/C	PM Peak Hour Delay (s)	PM Peak Hour LOS	PM Peak Hour 95th Queue (m)	Saturday Peak Hour V/C	Saturday Peak Hour Delay (s)	Saturday Peak Hour LOS	Saturday Peak Hour 95th Queue (m)	Storage Length (m)
1: Glen Erin Dr & Eglinton Ave W	Overall	**0.96**	40.8	D		0.67	41.2	D		
	EBL	0.99	119.4	F	79.7	0.44	12.5	B	28.5	99
	EBT	0.4	21.2	C	93.3	0.32	12.9	B	68.7	
	WBL	0.68	52.2	D	76.4	0.40	31.0	C	57.2	106
	WBT	0.56	34.5	C	163.9	0.39	25.7	C	133.8	
	NBL	0.5	53.7	D	**48.2**	0.67	73.9	E	**47.1**	25
	NBT	0.8	62.3	E	122.8	0.75	69.2	E	82.2	
	SBL	0.89	69.0	E	76.7	1.16	162.6	F	**125.1**	85
	SBT	0.36	37.8	D	63.6	0.52	50.8	D	79.4	
	Overall	**0.89**	14.4	B		0.82	23.6	C		

Intersection	Movement	PM Peak Hour				Saturday Peak Hour				Storage Length (m)
		V/C	Delay (s)	LOS	95th Queue (m)	V/C	Delay (s)	LOS	95th Queue (m)	
2: Metcalfe Ave & Eglinton Ave W	EBL	0.89	54.7	D	93.8	0.79	43.8	D	103.0	160
	EBT	0.3	3.9	A	26.8	0.31	12.7	B	86.1	
	WBL	0.15	2.7	A	6.0	0.12	9.9	A	9.1	73
	WBT	0.43	2.5	A	44.9	0.32	11.0	B	56.8	
	NBL	0.22	56.9	E	**26.1**	0.09	48.0	D	14.8	25
	NBT	0.17	56.1	E	26.3	0.12	48.4	D	21.7	
	SBL	0.79	78.8	E	79.7	0.85	77.8	E	103.6	
	SBT	0.12	55.5	E	20.4	0.12	48.4	D	23.8	
	SBR	0.22	56.8	E	30.3	0.09	48.0	D	15.9	
3: 2520 Eglinton Ave W/Erin Mills Access & Eglinton Ave W	Overall	0.56	24.3	C		0.49	13.2	B		
	EBL	0.29	15.3	B	21.4	0.29	12.9	B	17.4	20
	EBT	0.33	10.9	B	111.0	0.37	10.5	B	115.3	
	WBL	0.14	16.6	B	12.0	0.11	1.9	A	0.8	35
	WBT	0.48	25.5	C	180.9	0.37	1.3	A	6.2	
	NBL	0.24	57.1	E	25.4	0.12	52.8	D	16.6	
	NBT	0.06	54.8	D	13.5	0.06	51.9	D	14.3	
	SBT	0.82	83.9	F	84.0	0.84	81.7	F	103.3	
5: Erin Mills Pkwy & Eglinton Ave W	Overall	0.84	61.6	E		0.71	52.0	D		
	EBL	0.9	109.1	F	**91.6**	0.83	123.9	F	72.0	78
	EBT	0.5	54.2	D	114.8	0.54	33.1	C	45.6	
	EBR	0.23	121.0	F	67.4	0.40	22.9	C	8.3	120
	WBL	0.74	87.0	F	41.2	0.66	79.6	E	36.5	78
	WBT	0.74	50.2	D	149.2	0.46	43.0	D	87.2	
	WBR	0.31	41.3	D	45.5	0.18	38.7	D	25.4	125
	NBL	0.94	101.2	F	92.3	0.96	106.9	F	90.9	100
	NBT	0.87	56.8	E	180.0	0.62	45.1	D	123.0	
	NBR	0.07	37.3	D	14.4	0.07	35.2	D	13.4	125
	SBL	0.71	78.7	E	49.5	0.97	116.5	F	75.4	160
	SBT	0.84	57.9	E	160.8	0.76	52.2	D	150.5	
	SBR	0.16	41.6	D	26.8	0.09	38.3	D	15.9	120
4: Metcalfe Ave & Erin Mills Ring Road	Overall		10.8	A			13.8	A		
	EBT	0.14	9.7	A	m#91.6	0.21	10.8	A	m#72.0	
	EBR	0.08	6.5		114.8	0.09	6.5		45.6	
	WBLT	0.53	14.1	B	67.4	0.68	20.2	C	m8.3	
	WBT	0.15	8.3		#41.2	0.16	8.7		36.5	
	NBL	0.13	9.2	A	149.2	0.17	9.9	B	87.2	
	NBR	0.36	9.9		45.5	0.48	12.3		25.4	

The operational analysis for the future 2031 total conditions indicates that there continues to be minimal concerns regarding capacity and delay within the study area. The intersections are expected to operate with acceptable Level of service and volume to capacity ratios during the weekday PM and Saturday peak hours. The critical movements are listed below:

Eglinton Avenue West and Glen Erin Drive

The overall intersection is expected to operate with v/c ratio of 0.96 during the PM Peak Hour. The Northbound left-turn movement 95th percentile queue is expected to exceed the storage length by approximately three vehicles during the PM and Saturday Peak Hours. The Southbound left-turn movement 95th percentile queue is expected to exceed the storage length by approximately five vehicles during the Saturday Peak Hour.

Eglinton Avenue West and Metcalfe Avenue

The overall intersection is expected to operate with v/c ratio of 0.89 during the PM Peak Hour. The Northbound left-turn movement 95th percentile queue is expected to exceed the storage length by approximately one vehicle during the PM Peak Hour.

Eglinton Avenue West and Erin Mills Parkway

The Eastbound left-turn movement 95th percentile queue is expected to exceed the storage length by approximately two vehicles during the PM Peak Hour.

The proposed development is expected to have little impact on the future background traffic conditions.

5. Site Plan Review

5.1 Site Access and Circulation

The proposed site plan has been assessed for vehicular circulation.

Design Vehicles for the assessment include passenger vehicles (P), medium single unit trucks (MSU) for maneuvering of delivery vehicles, and a pumper fire truck for the assessment of an emergency vehicle within the site. All design vehicles were able to perform all maneuvers into the site access safely. The vehicular circulation figures are as follows:

- The passenger vehicle circulation maneuvering diagram between parking is shown as **Figure 1** in **Appendix I**, demonstrating the inbound and outbound maneuvering to and from the site. Passenger vehicles do not have issues navigating the parking lot or entering or exiting parking spaces.
- The MSU maneuvering diagram is provided as **Figure 2** in **Appendix I**, showing the inbound and outbound maneuvering to and from the delivery area.
- The pumper fire truck maneuvering diagram is provided as **Figure 3** in **Appendix I**, showing the inbound and outbound maneuvering to and from site. Fire trucks have no issue navigating the fire route in front of the proposed building.
- The passenger vehicle maneuvering diagram within the drive-thru facilities is provided as **Figure 4** in **Appendix I**. showing the inbound and outbound maneuvering. Passenger vehicles have no issues maneuvering through the drive-thru.

Swept path analysis drawings are provided in **Appendix I**.

5.2 Pedestrian Circulation

The pedestrian circulation plan is provided in **Figure 13** outlining the pathways around the development. Pedestrians can access the development using the new proposed sidewalks that connects the developments to Eglinton Avenue West. Moreover, crosswalks are available to cross from the proposed development to the Erin Mills Town Centre.

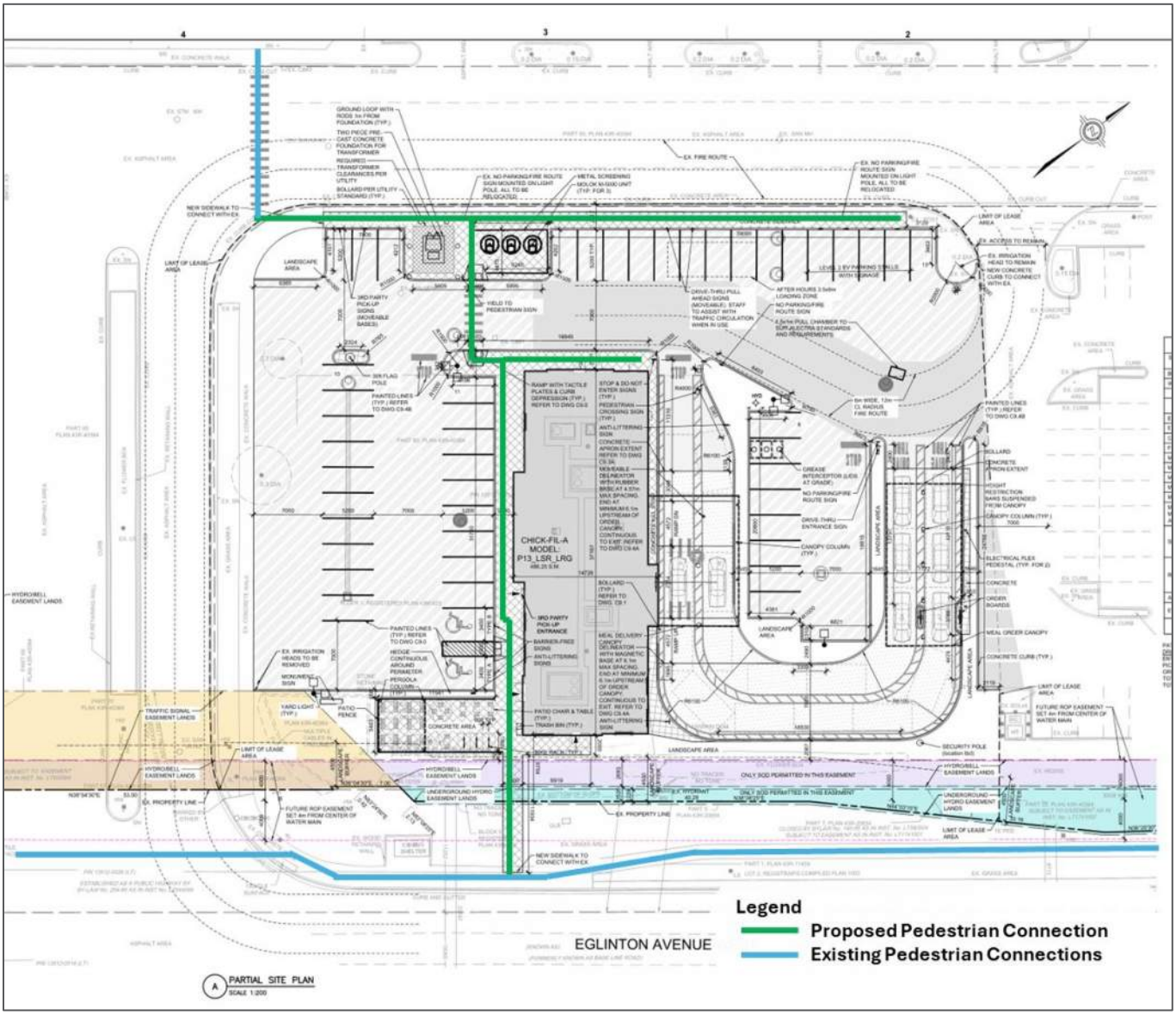


Figure 13: Pedestrian Circulation Plan

5.3 Parking Review – Chick-fil-A Site

5.3.1 Auto Parking

The parking requirements were assessed based on the City of Mississauga Zoning By-law 0225-2007. The subject site is located within Parking Precinct 3 as per Schedule B of the Zoning By-law. The proposed development will be defined as "Convenience Restaurant" with the parking rate summarized as per Table 3.1.2.2. of the Zoning By-Law in **Table 9**. The number of parking spaces required for the site is 44. The site proposes a total of 47 parking spaces, which exceeds the minimum requirement by 3 spaces.

Table 9: Required Number of Parking Spaces for Non-Residential Uses

Use	Precinct 3 Parking Rate	Proposed GFA	Required Number of Parking Spaces	Proposed Number of Parking Spaces
Convenience Restaurant Over 220 m^2 GFA	9.0 Spaces per 100 m^2 GFA	486.25 m^2	44 Parking Spaces	47 Parking Spaces

5.3.2 Accessible Parking

Accessible parking was reviewed according to Table 3.1.3.1 - Accessible Parking Regulation of the Zoning By-law, which requires Type A accessible spaces at 4% of total parking (2 out of 44 spaces). With 2 accessible spaces provided, the site meets Zoning By-Law requirements as summarized in **Table 10.**

Table 10: Required Number of Accessible Parking Spaces

Total Number of Required Non-Residential Parking Spaces	Rate of Required Accessible Parking Spaces	Minimum Number of Required Accessible Parking Spaces	Proposed Number of Accessible Parking Spaces
44	4% of the total	2	2

5.3.3 Bicycle Parking

As per section 3.1.6 - Bicycle Parking Regulation of the Zoning By-law, a Class A bicycle parking rate of 0.15 spaces per 100 m^2 GFA and Class B bicycle parking rate of 0.2 spaces per 100 m^2 is required. As summarized in **Table 11**, 1 Class A and 1 Class B Bicycle parking space is required. However, 3.1.6.1.3 of the Zoning By-law states that bicycle parking spaces shall not be required for non-residential uses with less than 1,000 m^2 of GFA. As the site provides 6 Type B bicycle parking spaces, this exceeds the Zoning By-law's minimum requirements.

Table 11: Required Number of Bicycle Parking Spaces for Non-Residential Uses

Land Use	Bicycle Parking Class A Rate	Bicycle Parking Class B Rate	Required Number of Bicycle Parking Class A Spaces	Required Number of Bicycle Parking Class B Spaces	Proposed Number of Bicycle Parking Spaces
Convenience Restaurant	0.15 Spaces per 100 m^2 GFA	0.2 Spaces per 100 m^2 GFA	1	1	0 Type A & 6 Type B

5.3.4 Electric Vehicle Ready Parking

As per Zoning By-law 0117-2022 (Table 3.1.1.12), a minimum of 10% of the total required parking spaces must be Electric Vehicle (EV) ready. As shown in **Table 12**, the Zoning By-law requires a minimum of 4 EV ready parking spaces. By providing 4 EV ready parking spaces, the proposed supply will meet the Zoning By-law requirements.

Table 12: Required Number of Electric Vehicle Ready Parking Spaces

Land Use	EV Ready Parking Spaces Rate	Required EV Ready Parking Spaces	Proposed EV Ready Parking Spaces
Non-Residential Use	10% of the total required parking spaces	4	4

5.4 Parking Review – Shopping Centre

A parking review was also performed for the entirety of the Erin Mills Town Centre as a whole. The site consists of the main retail centre surrounded by various developments of commercial uses. The details of the existing site with the proposed Chick-fil-A are summarized in **Table 13**.

Table 13: Existing and Proposed Retail Centre Commercial Units Details

Type of Use	Tenant	GFA (m^2)
Retail Centre	Erin Mills Town Centre	75,931.49
South Block		
Financial Institution	CIBC	926.34
Retail Store	Indigo	1,978.37
Retail Store	LCBO	1,490.54
East Block		
Restaurant >220 m^2	IHOP	540.14
West Block		
Building 1		
Restaurant >220 m^2	Hero Burger	115.20
Restaurant >220 m^2	Pizza Pizza	197.98
Restaurant >220 m^2	Restaurant	110.09
Service Establishment	Studio 10	74.13
Medical Office	Chiropractor	111.95
Medical Office	Dentist	120.31
Medical Office	Mi Clinic	547.2
Building 2		
Retail Store	HomeSense	2,452.64
Retail Store	Bouclair	836.13

Type of Use	Tenant	GFA (m^2)
Retail Store	Dollarama	856.10
Southeast Block		
Building 3		
Convenience Restaurant >220 m^2	Tim Horton's / Wendys	480.87
Retail Store	One Vape	69.31
Restaurant <220 m^2	Bar Burrito, available restaurant space	275.92
Retail Store	One Plant	115.76
Convenience Restaurant >220 m^2	Proposed Chick-fil-A	486.25

The entire retail centre can be broken down by building and land use as per Table 3.1.2.2. of the Zoning By-Law and summarized in **Table 14**. The number of parking spaces required for the entire retail centre site including the proposed Chick-Fil-A is 3,970. With the addition of the proposed Chick-fil-A, the entire site proposes a total of 4,704 parking spaces, which results in a surplus of 734 spaces, in comparison to the City of Mississauga zoning by-law requirements.

Table 14: Required Number of Parking Spaces for Retail Centre

Use and Parking Rate	Tenant	Existing/Proposed GFA (m^2)	Required Number of Parking Spaces	Existing/Proposed Number of Parking Spaces
Retail Centre > 2,000 m^2 @ 4.5 Spaces per 100m^2	Erin Mills Town Centre	75,931.49	3,417	3,865
South Block				
Financial Institution @ 4.0 Spaces per 100m^2	CIBC	926.34	37	230
Retail Store @ 4.0 Spaces per 100m^2	Indigo	1,978.37	79	
Retail Store @ 4.0 Spaces per 100m^2	LCBO	1,490.54	60	
		Total	176	
East Block				
Restaurant >220 m^2 @ 9.0 Spaces per 100m^2	IHOP	540.14	49	68
Convenience Restaurant >220 m^2 @ 9.0 Spaces per 100m^2	Chick-Fil-A Restaurant	486.25	44	47

Use and Parking Rate	Tenant	Existing/Proposed GFA (m^2)	Required Number of Parking Spaces	Existing/Proposed Number of Parking Spaces
West Block				
Restaurant >220 m^2 @ 4.0 Spaces per 100m^2	Hero Burger	115.20	5	312
Restaurant >220 m^2 @ 4.0 Spaces per 100m^2	Pizza Pizza	197.98	8	
Restaurant >220 m^2 @ 4.0 Spaces per 100m^2	Restaurant	110.09	5	
Service Establishment @ 4.0 Spaces per 100m^2	Studio 10	74.13	3	
Medical Office @ 4.5 Spaces per 100m^2	Chiropractor	111.95	5	
Medical Office @ 4.5 Spaces per 100m^2	Dentist	120.31	5	
Medical Office @ 4.5 Spaces per 100m^2	Mi Clinic	547.2	25	
Retail Store @ 4.0 Spaces per 100m^2	HomeSense/Bouclair /Dollarama	4,144.87	166	
		Total	222	
Southeast Block				
Convenience Restaurant >220 m^2 @ 9.0 Spaces per 100m^2	Tim Horton's / Wendys	480.87	43	139
Restaurant <220 m^2 @ 4.0 Spaces per 100m^2 & Retail Store @ 4.0 Spaces per 100m^2	One Vape / Bar Burrito, available restaurant & retail space / One Plant	460.99	19	
		Total	64	
		Total Parking	**3,970**	**4,704 (734 Surplus)**

6. Queuing Analysis

Chick-fil-A has a unique service model for outdoor guest service. Guests and third-party order Aggregators (e.g., DoorDash, Uber Eats, etc.), who choose to pick up food using outdoor guest service options, enter a double-lane drive-thru located at the east corner of the development. Orders will be placed at a dual-order point canopy. During peak hours, staff are equipped with electronic handheld devices to assist guests with their orders at the "order point canopy". During non-peak hours, the drive-thru lanes are equipped with stationary order points at the canopy, allowing team members inside the restaurant to assist orders via an intercom system.

After orders are taken, vehicles proceed clockwise to the east side of the building while meals are prepared. As vehicles approach the southeast corner of the building, they will enter a double-lane Meal Delivery Area where team members can deliver meals to vehicles.

The inner lane provides a storage queue of 8 vehicles (5 between the order point canopy and meal delivery area, 3 between the order point canopy and entrance to the drive-thru), and the outer lane provides a storage queue of 11 vehicles (8 between the order point canopy and meal delivery area, 3 between the order point canopy and entrance to the drive-thru).

6.1.1 Proxy Site - 2331 Appleby Line, Burlington

A proxy site survey was conducted at the Chick-fil-A restaurant located at 2331 Appleby Line, Burlington, on Saturday, January 31st, 2026, and Tuesday, February 3rd, 2026. Both surveys were conducted between 11:00 AM and 7:00 PM.

The Burlington location was chosen as a suitable proxy site as both proxy site and the proposed site locations are within the Greater Toronto Area and would experience similar population catchments. Additionally, both locations are within a larger commercial area near an intersection with two arterial roads.

The Burlington Chick-fil-A has a GFA of approximately 452 m^2. The results from the survey determined that the Tuesday PM peak hour was between 12:15-1:15 PM, and the Saturday peak hour was between 1:30-2:30 PM. The drive-thru count summary is provided in **Table 15**, while the full survey sheets are provided in **Appendix J**.

Table 15: Burlington CFA Drive-thru

Day & Peak Hour	Tuesday (Feb 3rd)		Saturday (Jan 31st)	
	12:15 - 1:15 PM		1:30 - 2:30 PM	
Drive-thru	120		128	
	Entering	Exiting	Entering	Exiting
	60	60	66	62

Drive-thru trips were the greatest on Saturday between 1:30 – 2:30 PM, 128 drive-thru trips were observed, with 66 inbound and 62 outbound. When considering the other trips accessing the restaurant, 221 total trips were generated during this peak hour, noting some of these trips were primary trips, pass-by trips and internal synergy trips.

6.1.2 Operational Analysis

A queueing assessment was undertaken to evaluate the potential for queues to extend beyond the drive-thru entrance.

The following assumptions were used:

- Queuing was estimated based on an M/M/N model (Poisson arrival, Poisson service, dual server)
- The cycle time per order is referenced from information provided to EXP by Chick-fil-A.

- The number of vehicles serviced is derived from the proxy site drive-thru survey. The highest inbound drive-thru trips were used to project worst observed conditions; 66 inbound drive-thru trips were observed between 1:30 – 2:30 PM on Saturday.
- Three queues were estimated: Single Order (the queue for the order window with a single queue lane), Dual Order (the queue for the order window with a dual order lane), and Service Area (the order window to service window queue).

The probability of the queue exceeding the available drive-thru storage was calculated, with detailed calculations and assumptions provided in **Appendix J**. A summary of the queueing analysis is provided in **Table 16**.

The results indicate that the probability of the queue length exceeding one vehicle during the anticipated peak hour is approximately 13.0%. Our analysis indicates that there is a low probability of the queue exceeding the available storage space. It is expected that vehicles queuing for the drive-thru will seldomly impact the internal laneway or disrupt traffic circulation within the Erin Mills Town Centre.

Table 16: Queuing Analysis

Queue Estimation	Single Order	Dual Order	Service Area
Cycle Time	68 seconds	34 seconds	34 seconds
Maximum Capacity for Queued Vehicles	8	19	19
Number of Vehicles Serviced (veh/hr)	66		
Cycle Arrival (veh/cycle)	1.25	0.62	0.62
Probability of 1 vehicle queued	35.4%	13.0%	13.0%
Probability of 2 vehicles queued	13.1%	2.5%	2.5%
Probability of 3 vehicles queued	3.8%	0.4%	0.4%
Probability of queue exceeding maximum capacity	0.001%	0.000002%	0.000002%

Given the results of the queuing analysis, which considered anticipated trip generation and average service times, operations at the proposed Chick-fil-A drive-thru are deemed acceptable. The assessment, supported by Poisson distribution modeling, indicates that vehicle queues are unlikely to encroach into internal roadways within the Erin Mills Town Centre, with a 95th-percentile confidence level.

6.2 Queueing Mitigative Measures

The queueing analysis determined that there is very minor probability of the queue exceeding its capacity, as per the cycle times provided by Chick-fil-A. The opening of the restaurant could result in excessive trip generation and cause additional traffic issues.

It is noted from the surveys that queue lengths could contain up to 5 or 6 vehicles per queue lane (discussions with the surveyors indicated that maximum queue notations were the total vehicles queuing, and the distribution was

relatively even. Chick-fil-A had opened both queue lanes on the survey days). Surveyors also noted that the ordering queue would back into the adjacent lane for the plaza. However, overflow into the travel lanes will not be a concern for the proposed Chick-fil-A, as the ordering queue contains space to store up to 8 vehicles.

To pre-emptively prevent queuing concerns at the proposed Chick-fil-A, it is recommended that the restaurant take several mitigative measures:

- Encourage use of parking spaces for drive-thru customers whose orders will require additional preparation time. The proposed site provides 2 spaces.
- Monitor the conditions of the queue and open the additional lane prior to peak conditions.

6.3 TDM Measures

As per the City of Mississauga's Transportation Demand Management (TDM) Strategy and Implementation Plan, several TDM measures are recommended for the proposed Chick-fil-A to implement. The TDM measures are specifically for employees of the restaurant; aimed at reducing single occupancy vehicle usage.

Transit Information and Promotion

- Provide employees with information on nearby transit routes, schedules, and trip planning tools to support commuting by bus rather than private automobile. The proposed Chick-fil-A has several transit options due to its location at the intersections of Eglinton Ave W with Metcalfe Ave, 2520 Eglinton Ave W, and Glen Erin Dr.

Bicycle Parking

- Provide secure, visible bicycle parking for employees and customers. This is aligned with the Plan's emphasis on encouraging cycling through end of trip facilities and low-cost infrastructure improvements.

7. Conclusions and Recommendations

EXP Services Inc. (EXP) has been retained by Chick-fil-A Canada ULC (the Client) to conduct a Traffic Impact Study (TIS) for the proposed restaurant development located at 5100 Erin Mills Parkway (the Site) in the City of Mississauga (the "City").

The proposed Chick-fil-A is anticipated to generate 74 primary vehicle trips (39 inbound, 35 outbound) during the PM peak hour, along with an additional 91 pass-by trips (47 inbound, 44 outbound). For the Saturday mid-day peak hour, the proposed Chick-fil-A is expected to generate 119 primary trips (61 inbound, 58 outbound) and 146 pass-by trips (74 inbound, 72 outbound).

7.1 Traffic Analysis

The operational analysis for the existing, future background 2031 and future total 2031 conditions indicates that there are minimal concerns regarding capacity and delay within the study area. The proposed development is expected to have a negligible impact on the future background traffic conditions.

7.2 Parking Review

Parking Review was conducted as per the City of Mississauga Zoning By-Law 0225-2007, the subject site is located within Parking Precinct 3 as per Schedule B of the Zoning By-law. The proposed development will be defined as "Convenience Restaurant" as per Section 1 – Definitions.

The required number of parking spaces for the site is 44. The site proposes a total of 47 parking spaces, which exceeds the minimum requirement by 3 spaces.

Accessible parking was reviewed according to Table 3.1.3.1 - Accessible Parking Regulation of the Zoning By-law, which requires Type A accessible spaces at 4% of total parking (2 out of 44 spaces). With 2 accessible spaces provided, the site meets Zoning By-Law requirements

As per section 3.1.6 - Bicycle Parking Regulation of the Zoning By-law, a Class A bicycle parking rate of 0.15 spaces per 100 m^2 GFA and Class B bicycle parking rate of 0.2 spaces per 100 m^2 is required. 1 Class A and 1 Class B Bicycle parking space is required. However, 3.1.6.1.3 of the Zoning By-law states that bicycle parking spaces shall not be required for non-residential uses with less than 1,000 m^2 of GFA. As the site provides 6 Type B bicycle parking spaces, this exceeds the Zoning By-law's minimum requirements.

As per Zoning By-law 0117-2022 (Table 3.1.1.12), a minimum of 10% of the total required parking spaces must be Electric Vehicle (EV) ready. The Zoning By-law requires a minimum of 4 EV ready parking spaces. By providing 4 EV ready parking spaces, the proposed supply will meet the Zoning By-law requirements.

Moreover, a parking review was also performed for the entirety of the Erin Mills Town Centre as a whole. The site consists of the main retail centre surrounded by various developments of commercial uses. The number of parking spaces required for the entire retail centre site including the proposed Chick-Fil-A is 3,970. With the addition of the proposed Chick-fil-A, the entire site proposes a total of 4,704 parking spaces, which results in a surplus of 734 spaces, in comparison to the City of Mississauga zoning by-law requirements.

7.3 Queuing Analysis

A queuing analysis was conducted for the proposed drive-thru that will feature two lanes, accommodating up to 22 vehicles.

A proxy site traffic and queueing study was conducted at the Chick-fil-A in Burlington to assess potential impacts. The highest observed demand occurred on Saturday from 1:30–2:30 PM, with 66 inbound drive-thru vehicles. Using a conservative M/M/N queueing model and Chick-fil-A service time data, the analysis found a low likelihood of queues exceeding available storage. The probability of queues exceeding one vehicle during peak conditions is approximately 13%, indicating that drive-thru operations are expected to function efficiently without spilling into internal roadways or disrupting circulation. Overall, the proposed drive-thru operations are considered acceptable and well-managed under anticipated peak conditions.

Mitigation measures for possible queuing involve encouraging the use of the 2 parking spaces for drive-thru customers whose orders will require additional preparation time and continued monitoring of queue conditions and opening the additional lane prior to peak conditions.

Appendix A –
Terms of Reference and Certification Form

Appendix A

Certification Form

Individuals submitting reports will be responsible for all aspects of development-related transportation assessment and reporting, and undertaking such work, in accordance and compliance with the City of Mississauga's Official Plan, Transportation Master Plan, and Transportation Impact Study Guidelines.

By submitting the attached report (and any associated documents) and signing this document, I acknowledge that:

- I have reviewed and have a sound understanding of the objectives, needs, and requirements of the City of Mississauga's Official Plan, Transportation Master Plan, and the Transportation Impact Study Guidelines as they apply to this submission;
- I have sound knowledge of industry standard practices pertaining to the preparation of development-related transportation study reports;
- I have substantial experience (more than five years) in completing development-related transportation studies and strong background knowledge of the transportation planning and engineering principles underpinning these studies; and
- I am registered as a Professional Engineer (P.Eng.), Licensed Engineering Technologist (LET), Certified Engineering Technologist (C.E.T.), or Registered Professional Planner (RPP) in good standing in the Province of Ontario with specific training in transportation planning and engineering.

Dated at London (City) this 27 (Day) day of February (Month), 2026 (Year).

Name: Tim Kooistra

Professional Title: C.E.T.

Signature:

Office Contact Information (Please Print)

Address: 15701 Robin's Hill Road Unit 2

City/Postal Code: London, Ontario N5V 0A5

Telephone/Extension: (226) 721-6014 ext. 63441

E-mail Address: Tim.Kooistra@exp.com

Appendix B

APPROVED
By James Emerson at 4:04 pm, Dec 12, 2025

Pre-Study Consultation Checklist

Description	Information	Section Reference
Development Information		
Development Description (land use, size, and number of phases of development)	• Phase 1: • Phase 2: • Phase 3: Proposed fast-food restaurant: -464.23 sq M building -Removing 80 parking spaces, re-adding 48 parking spaces for a net loss of 32 parking spaces -2 Drive-Through lanes, 13 vehicle stack and 12 vehicle stack -Full movement access will be existing IHOP access onto the Erin Mills Town Centre ring road.	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.	• Eglinton Ave W & Metcalfe Ave • Eglinton Ave W & Glen Erin Dr • Eglinton Ave W & 5250 Eglinton Ave W / Erin Mills Access • Metcalfe Ave & Erin Mills Ring Road • Eglinton Ave W & Erin Mills Parkway • • • •	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)	• ~~Eglinton Ave W & 5250 Eglinton Ave W / Erin Mills Access~~ and Metcalfe Ave & Erin Mills Ring Road intersections will be derived using surrounding traffic counts. • Assuming a 25/75 distributional split on Erin Mills Ring Road	2.3.13
Existing Transportation Conditions	☒ City data sources ☒ New data collection_____ ☒ Other 5100 Erin Mills Pwky traffic counts (collected March 2024)	2.3.14
Planned Network Improvements (with timing)	• - Cycle Tracks (both sides) — Glen Erin Drive from Eglinton Avenue West to Dundas Street West (2026) • - Bus Queue Jump Lanes - Eglinton Avenue West & Erin Mills Parkway and Eglinton Avenue West & Winston Churchill Boulevard (2026)	2.3.16
Other Planned Developments (per City's Website)	• 5100 Erin Mills Pwky •	2.3.17
Identification of Mitigation Improvement Measures	☐ Neighbourhood Traffic Management Plan ☐ Other_____	2.3.23
Safety Analysis (any special issues)	•	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_____	2.3.26
Impacts During Construction (any special issues)	•	2.3.27

Description	Information	Section Reference
Step 3 – Forecasting		
Growth Rate	☒ Obtained from City ☐ 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 ☐ Other _____	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		
Queuing Analysis - an analysis of the drive-through queuing will be conducted using Poisson distribution. Parking Review - determine that the reduction in parking (32 spaces) is acceptable as per the Zoning By-Law. Recommend TDM measures to mitigative parking reduction.		

Adnan Abou Alway

From: James Emerson <James.Emerson@mississauga.ca> on behalf of Trans Projects <Trans.Projects@mississauga.ca>
Sent: Friday, December 12, 2025 4:32 PM
To: Matt Cavasin
Cc: John Sousa; Tim Kooistra; Trans Projects; Adnan Abou Alway; Frankie Sica; okemal@mhbcplan.com; lsaito@mhbcplan.com; roland.garro@cfacorp.ca
Subject: RE: CFA 30088 Erin Mills SPA - TIS Screening Form
Attachments: CFA Erin Mills TOR Checklist - APPROVED.pdf; Appendix A Certification Form - TEMPLATE.pdf

Hi Matt,

I received the email from Adnan, but to reiterate my response below:

- Per the Attached TOR, new or city provided Traffic data for intersections where data was not included in the 5100 Erin Mills background TIS will be required. The historic application submitted for the developments on the south side of Eglington Ave W were completed over 5 years ago with the buildings constructed and would not provide accurate representation of the current traffic network.

Please find attached stamped and approved ToR for the proposed development, which encompasses City comments. Other items to note:

- **Certification Form** - The Transportation Consultant must complete, sign, and seal (if appropriate) the attached Certification Form from the City's TIS Guidelines (2022) and append the document to the report to ensure compliance with qualification requirements. The TIS Guidelines can be found at https://www.mississauga.ca/wp-content/uploads/2023/03/CMississauga-TIS-Guidelines-Version-5.1-Dec-2022.pdf . It must be ensured that the report conforms to the City's TIS Guidelines.
- **Growth Rates** - Please contact Tyler Xuereb from the City's Transportation Planning Section (tyler.xuereb@mississauga.ca, Ext. 4783) to confirm growth rates and/or obtain traffic data for the study area roadways. **Please include the correspondence with the city confirming the growth rates in the TIS appendices.**
- **Traffic Data** - Please contact to William Wrigh from the City's Transportation Planning Section (William.Wrigh@mississauga.ca, Ext. 3221) to obtain traffic data for the study area roadways. **Please include the correspondence with the city confirming the traffic data in the TIS appendices.**

- **Signal Timing Plans** - Signal timing plans for signalized intersections under the City's jurisdiction can be obtained dependant on signal location:
    - **North of Highway 403:**
        - Please contact Amir Koda (amir.koda@mississauga.ca, Ext. 3468).
    - **South of the Highway 403**:
        - Please contact Dennis Shaw (Dennis.Shaw@mississauga.ca, Ext. 3107).
    - **Please include the correspondence with the city confirming the timing plans in the TIS appendices.**
- **TOR Document and Correspondence -** Please include the TOR approved by the city in the TIS appendices as well as any relevant additional correspondence with Traffic Planning staff, if applicable.

Regards,

James Emerson
Traffic Planning Technologist
T 905-615-3200 ext.3043
james.emerson@mississauga.ca

City of Mississauga | Planning & Building Department,
300 City Centre Drive | Mississauga ON | L5B 3C1

Honoured to live and work on the Treaty Lands and Territory of the Mississaugas of the Credit First Nations as well as the traditional territory of the Huron-Wendat, and the Haudenosaunee people.

Please consider the environment before printing.

From: Matt Cavasin <Matthew.Cavasin@exp.com>
Sent: Wednesday, December 10, 2025 4:42 PM
To: Trans Projects <Trans.Projects@mississauga.ca>
Cc: John Sousa <john.sousa@exp.com>; Tim Kooistra <Tim.Kooistra@exp.com>; Adnan Abou Alway <adnan.aboualway@exp.com>; Frankie Sica <frankie.sica@exp.com>; Connor DiPietro <Connor.DiPietro@mississauga.ca>; Jim Greenfield <Jim.Greenfield@mississauga.ca>; Lauren Eramo-Russo <Lauren.EramoRusso@mississauga.ca>; okemal@mhbcplan.com; lsaito@mhbcplan.com; roland.garro@cfacorp.ca
Subject: [EXTERNAL] CFA 30088 Erin Mills SPA - TIS Screening Form

---

[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,

I have attached the screening from of the proposed Chick-fil-A located on 2595 Eglinton Avenue West (DARC 25-232 W9).

Given that scheduling traffic counts a few weeks before Christmas is impractical, our scoping plan will utilize the traffic data collected during the 5100 Erin Mills TIS, as well as any data from nearby developments to the proposed CFA, if available. My colleague Adnan Abou Alway has sent an email inquiring about the studies for the locations we're interested in.

If there are any questions or comments regarding the scoping document, please reach out to me.

Regards,

Matt Cavasin, C.Tech.
EXP | Transportation Engineering Technologist
t : +1.289.301.5679 | m : +1.437.228.3310 | e : Matthew.Cavasin@exp.com
220 Commerce Valley Drive West
Suite 110
Markham, ON L3T 0A8
CANADA

Appendix B –
Turning Movement Counts and Signal Timing Plans

Horizon Data Services Ltd

(416) 840-6619

Your Traffic Count Specialist

File Name : Eglinton Avenue at Glen Erin Drive
Site Code : 00000000
Start Date : 2024-03-21
Page No : 4

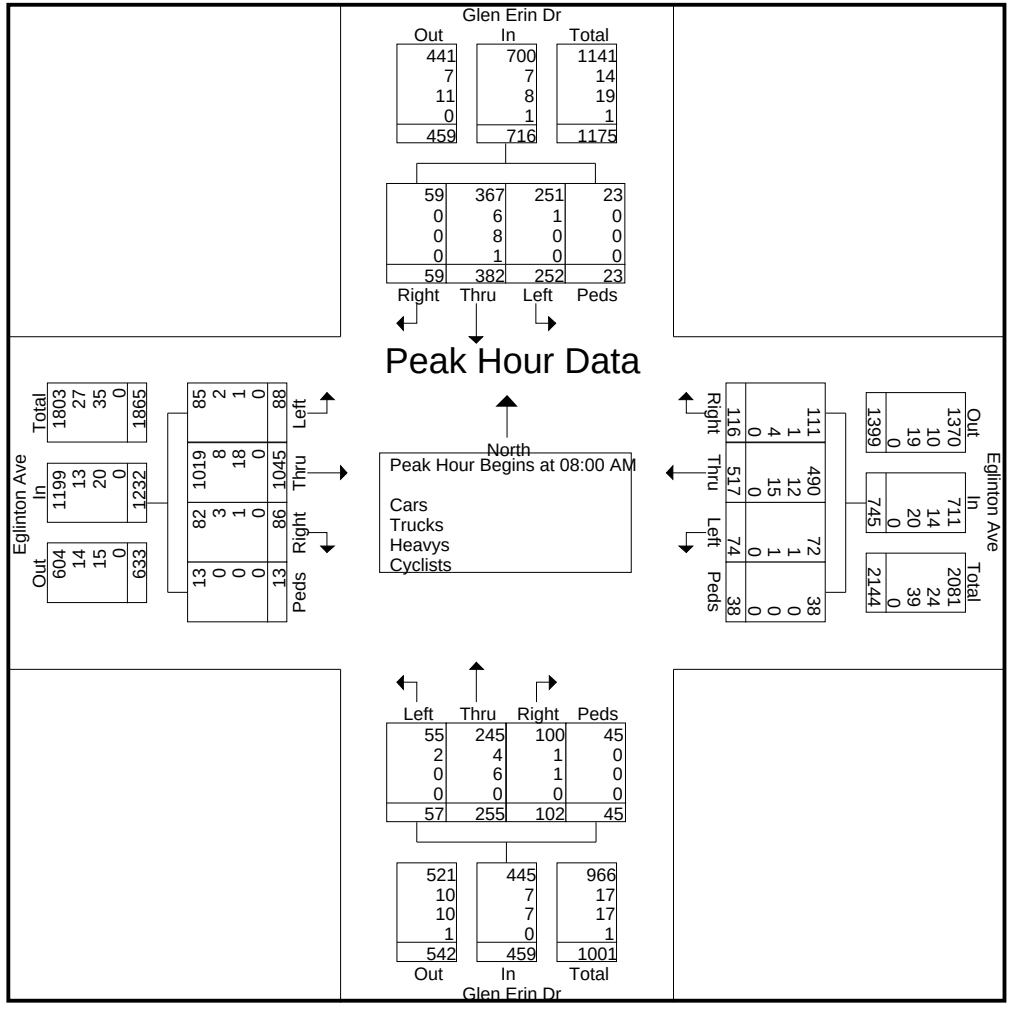
	Glen Erin Dr From North					Eglinton Ave From East					Glen Erin Dr From South					Eglinton Ave From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	12	82	57	**9**	160	31	102	12	**25**	170	20	**80**	11	**20**	**131**	15	207	23	5	250	711
08:15 AM	**20**	**104**	**79**	8	**211**	**33**	**144**	17	7	**201**	29	70	12	11	122	19	275	**33**	**6**	333	**867**
08:30 AM	20	98	67	2	187	26	143	**23**	2	194	**31**	44	10	8	93	**28**	**285**	23	0	**336**	810
08:45 AM	7	98	49	4	158	26	128	22	4	180	22	61	**24**	6	113	24	278	9	2	313	764
Total Volume	59	382	252	23	716	116	517	74	38	745	102	255	57	45	459	86	1045	88	13	1232	3152
% App. Total	8.2	53.4	35.2	3.2		15.6	69.4	9.9	5.1		22.2	55.6	12.4	9.8		7	84.8	7.1	1.1		
PHF	.738	.918	.797	.639	.848	.879	.898	.804	.380	.927	.823	.797	.594	.563	.876	.768	.917	.667	.542	.917	.909
Cars	59	367	251	23	700	111	490	72	38	711	100	245	55	45	445	82	1019	85	13	1199	3055
% Cars	100	96.1	99.6	100	97.8	95.7	94.8	97.3	100	95.4	98.0	96.1	96.5	100	96.9	95.3	97.5	96.6	100	97.3	96.9
Trucks	0	6	1	0	7	1	12	1	0	14	1	4	2	0	7	3	8	2	0	13	41
% Trucks	0	1.6	0.4	0	1.0	0.9	2.3	1.4	0	1.9	1.0	1.6	3.5	0	1.5	3.5	0.8	2.3	0	1.1	1.3
Heavys	0	8	0	0	8	4	15	1	0	20	1	6	0	0	7	1	18	1	0	20	55
% Heavys	0	2.1	0	0	1.1	3.4	2.9	1.4	0	2.7	1.0	2.4	0	0	1.5	1.2	1.7	1.1	0	1.6	1.7
Cyclists	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Cyclists	0	0.3	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0

Horizon Data Services Ltd

(416) 840-6619

Your Traffic Count Specialist

File Name : Eglinton Avenue at Glen Erin Drive
Site Code : 00000000
Start Date : 2024-03-21
Page No : 5



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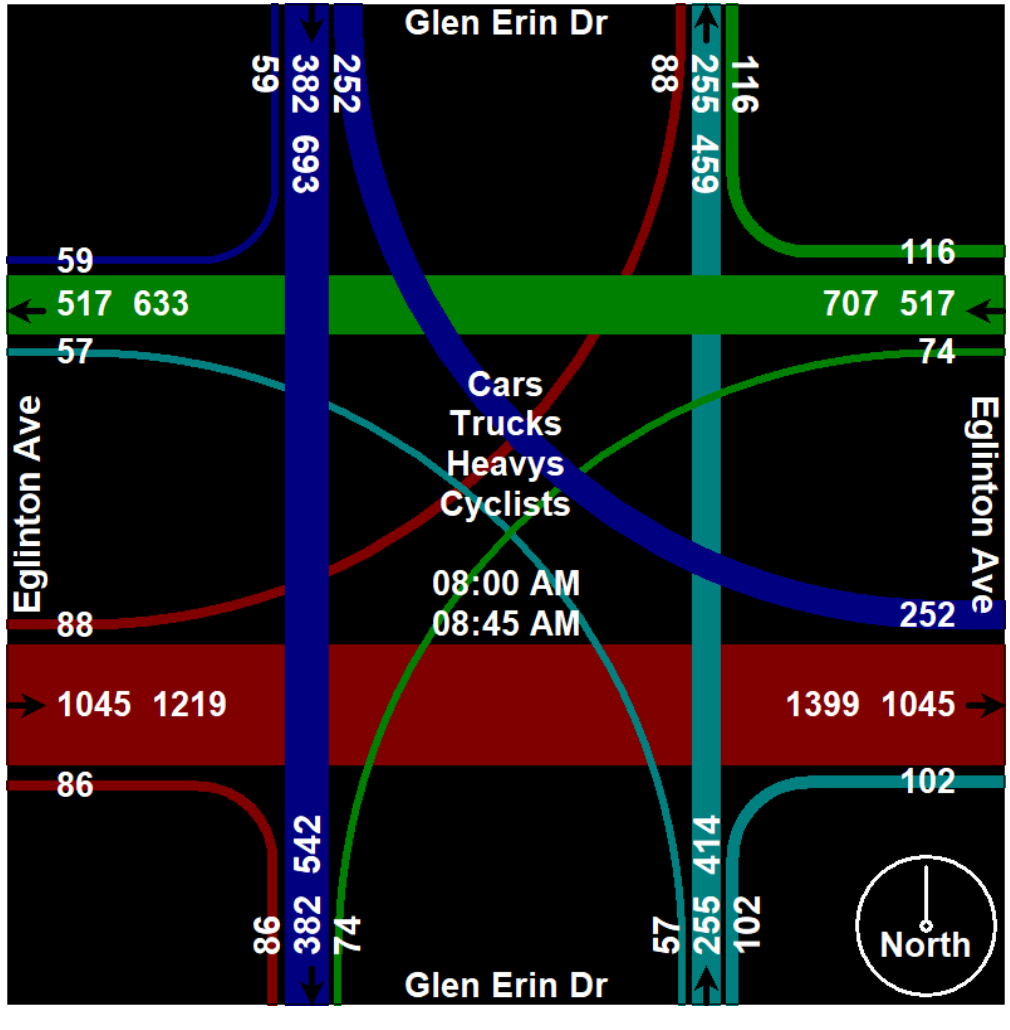
(416) 840-6619

Your Traffic Count Specialist

File Name : Eglinton Avenue at Glen Erin Drive
Site Code : 00000000
Start Date : 2024-03-21
Page No : 6



Horizon Data Services Ltd

(416) 840-6619

Your Traffic Count Specialist

File Name : Eglinton Avenue at Glen Erin Drive
Site Code : 00000000
Start Date : 2024-03-21
Page No : 7

	Glen Erin Dr From North					Eglinton Ave From East					Glen Erin Dr From South					Eglinton Ave From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	17	**83**	46	7	153	45	267	21	4	337	28	119	22	**6**	175	22	175	27	**10**	234	899
05:15 PM	**24**	80	44	7	155	**59**	**314**	37	**8**	**418**	**32**	116	**28**	6	182	30	**252**	**28**	9	**319**	**1074**
05:30 PM	17	76	**50**	**10**	153	51	272	30	8	361	23	**137**	25	6	**191**	25	195	20	7	247	952
05:45 PM	24	73	50	10	**157**	45	281	**43**	5	374	22	117	26	5	170	**37**	216	21	6	280	981
Total Volume	82	312	190	34	618	200	1134	131	25	1490	105	489	101	23	718	114	838	96	32	1080	3906
% App. Total	13.3	50.5	30.7	5.5		13.4	76.1	8.8	1.7		14.6	68.1	14.1	3.2		10.6	77.6	8.9	3		
PHF	.854	.940	.950	.850	.984	.847	.903	.762	.781	.891	.820	.892	.902	.958	.940	.770	.831	.857	.800	.846	.909
Cars	82	308	188	34	612	200	1123	130	25	1478	105	486	101	23	715	114	829	96	32	1071	3876
% Cars	100	98.7	98.9	100	99.0	100	99.0	99.2	100	99.2	100	99.4	100	100	99.6	100	98.9	100	100	99.2	99.2
Trucks	0	1	1	0	2	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	6
% Trucks	0	0.3	0.5	0	0.3	0	0.2	0	0	0.1	0	0	0	0	0	0	0.2	0	0	0.2	0.2
Heavys	0	3	0	0	3	0	9	1	0	10	0	3	0	0	3	0	7	0	0	7	23
% Heavys	0	1.0	0	0	0.5	0	0.8	0.8	0	0.7	0	0.6	0	0	0.4	0	0.8	0	0	0.6	0.6
Cyclists	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Cyclists	0	0	0.5	0	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0

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Your Traffic Count Specialist

File Name : Eglinton Avenue at Glen Erin Drive
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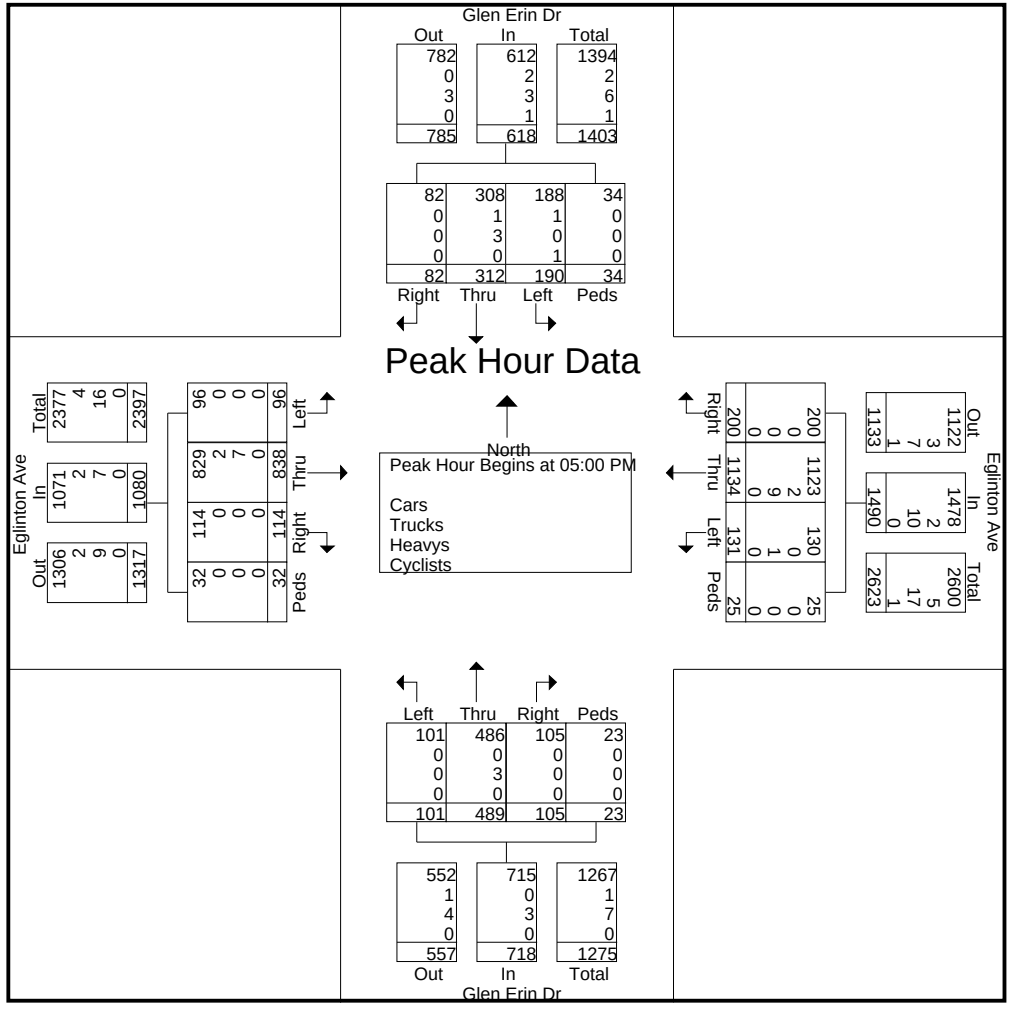

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Your Traffic Count Specialist

File Name : Eglinton Avenue at Glen Erin Drive
Site Code : 00000000
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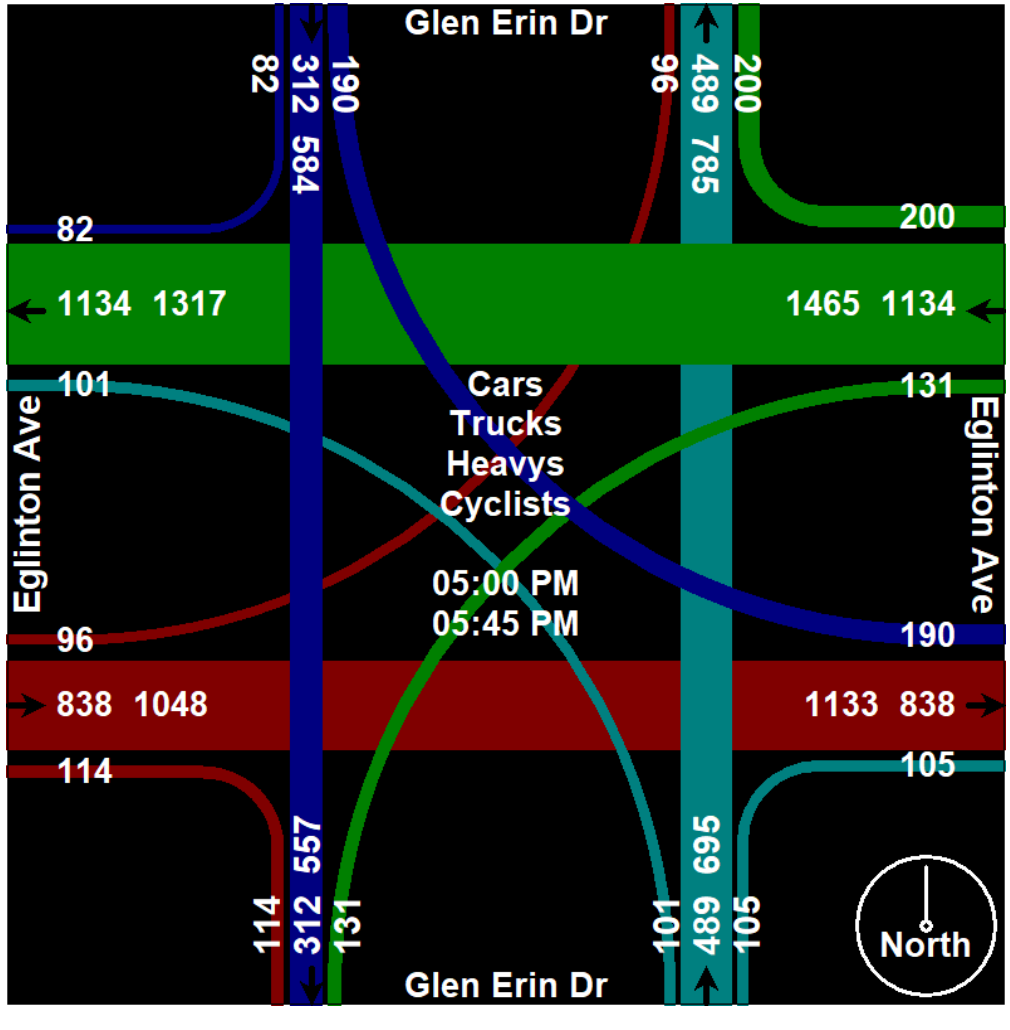

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Your Traffic Count Specialist

File Name : Eglinton Avenue at Glen Erin Drive-SAT
Site Code : 00000000
Start Date : 2024-04-06
Page No : 1

Groups Printed- Cars - Trucks - Heavys - Cyclists

	Glen Erin Dr From North					Eglinton Ave From East					Glen Erin Dr From South					Eglinton Ave From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	26	75	62	10	173	36	138	10	7	191	17	62	19	5	103	17	141	30	8	196	663
11:15 AM	20	48	39	10	117	40	190	22	8	260	18	75	23	7	123	27	174	31	9	241	741
11:30 AM	17	63	50	19	149	34	183	24	3	244	18	66	24	8	116	21	206	28	5	260	769
11:45 AM	17	91	64	11	183	37	190	20	8	255	19	74	26	7	126	20	171	27	4	222	786
Total	80	277	215	50	622	147	701	76	26	950	72	277	92	27	468	85	692	116	26	919	2959
12:00 PM	17	50	40	13	120	41	200	21	7	269	17	62	27	8	114	14	211	24	8	257	760
12:15 PM	22	67	57	6	152	24	213	21	6	264	20	122	28	5	175	14	207	21	3	245	836
12:30 PM	23	80	61	10	174	39	199	32	4	274	14	69	23	2	108	27	182	39	8	256	812
12:45 PM	24	74	48	9	155	37	212	32	4	285	17	64	23	10	114	21	230	43	11	305	859
Total	86	271	206	38	601	141	824	106	21	1092	68	317	101	25	511	76	830	127	30	1063	3267
01:00 PM	34	94	57	13	198	31	214	29	9	283	18	89	26	1	134	17	166	29	11	223	838
01:15 PM	21	70	54	16	161	40	210	28	4	282	14	65	22	7	108	23	231	39	9	302	853
01:30 PM	14	82	53	7	156	44	221	24	3	292	18	70	17	7	112	21	218	33	14	286	846
01:45 PM	34	99	56	11	200	28	227	30	11	296	20	93	28	4	145	24	170	36	8	238	879
Total	103	345	220	47	715	143	872	111	27	1153	70	317	93	19	499	85	785	137	42	1049	3416
Grand Total	269	893	641	135	1938	431	2397	293	74	3195	210	911	286	71	1478	246	2307	380	98	3031	9642
Apprch %	13.9	46.1	33.1	7		13.5	75	9.2	2.3		14.2	61.6	19.4	4.8		8.1	76.1	12.5	3.2		
Total %	2.8	9.3	6.6	1.4	20.1	4.5	24.9	3	0.8	33.1	2.2	9.4	3	0.7	15.3	2.6	23.9	3.9	1	31.4	
Cars	268	885	638	135	1926	429	2386	292	74	3181	208	903	283	71	1465	244	2292	379	98	3013	9585
% Cars	99.6	99.1	99.5	100	99.4	99.5	99.5	99.7	100	99.6	99	99.1	99	100	99.1	99.2	99.3	99.7	100	99.4	99.4
Trucks	1	2	2	0	5	1	5	0	0	6	2	1	2	0	5	1	6	0	0	7	23
% Trucks	0.4	0.2	0.3	0	0.3	0.2	0.2	0	0	0.2	1	0.1	0.7	0	0.3	0.4	0.3	0	0	0.2	0.2
Heavys	0	6	1	0	7	1	6	1	0	8	0	6	0	0	6	1	8	1	0	10	31
% Heavys	0	0.7	0.2	0	0.4	0.2	0.3	0.3	0	0.3	0	0.7	0	0	0.4	0.4	0.3	0.3	0	0.3	0.3
Cyclists	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	1	0	0	1	3
% Cyclists	0	0	0	0	0	0	0	0	0	0	0	0.1	0.3	0	0.1	0	0	0	0	0	0

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Your Traffic Count Specialist

File Name : Eglinton Avenue at Glen Erin Drive-SAT
Site Code : 00000000
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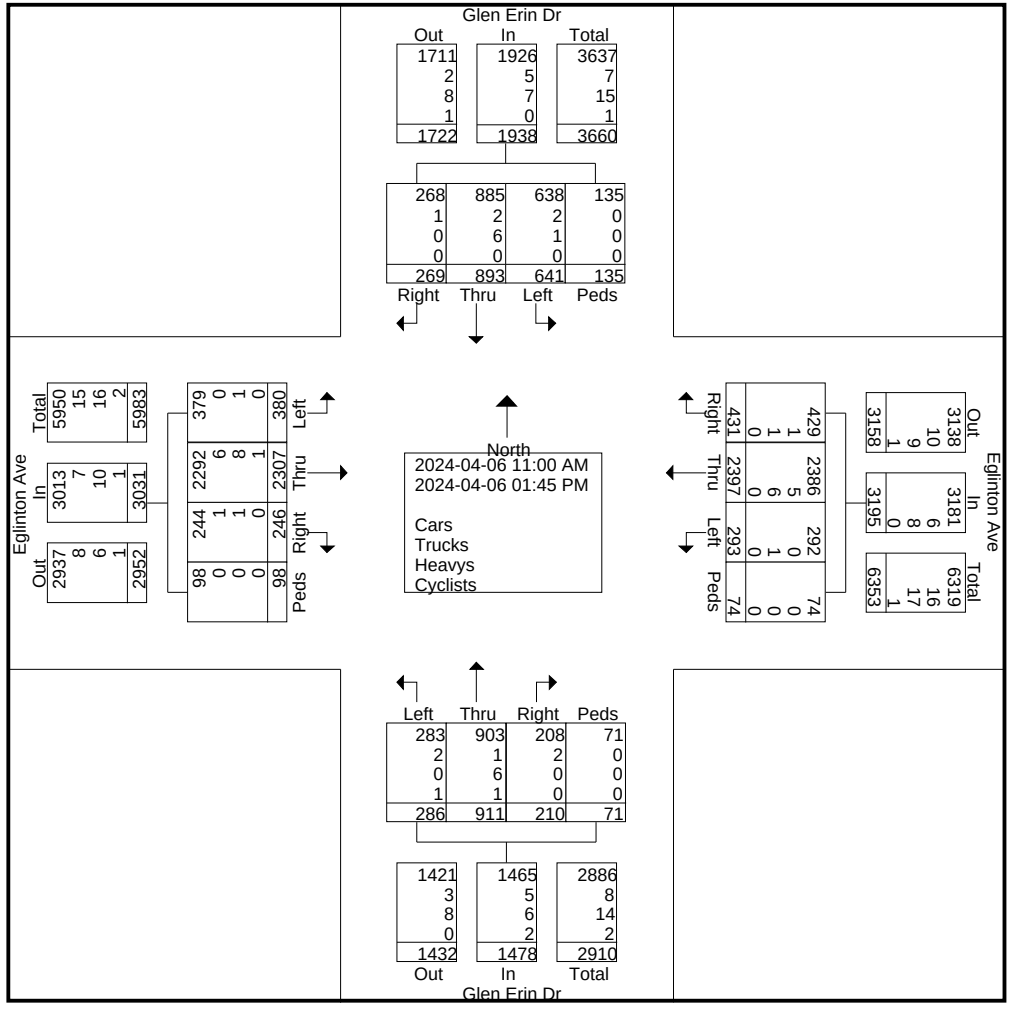

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Your Traffic Count Specialist

File Name : Eglinton Avenue at Glen Erin Drive-SAT
Site Code : 00000000
Start Date : 2024-04-06
Page No : 3

	Glen Erin Dr From North					Eglinton Ave From East					Glen Erin Dr From South					Eglinton Ave From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 01:00 PM																					
01:00 PM	**34**	94	**57**	13	198	31	214	29	9	283	18	89	26	1	134	17	166	29	11	223	838
01:15 PM	21	70	54	**16**	161	40	210	28	4	282	14	65	22	**7**	108	23	**231**	**39**	9	**302**	853
01:30 PM	14	82	53	7	156	**44**	221	24	3	292	18	70	17	7	112	21	218	33	**14**	286	846
01:45 PM	34	**99**	56	11	**200**	28	**227**	**30**	**11**	**296**	**20**	**93**	**28**	4	**145**	**24**	170	36	8	238	**879**
Total Volume	103	345	220	47	715	143	872	111	27	1153	70	317	93	19	499	85	785	137	42	1049	3416
% App. Total	14.4	48.3	30.8	6.6		12.4	75.6	9.6	2.3		14	63.5	18.6	3.8		8.1	74.8	13.1	4		
PHF	.757	.871	.965	.734	.894	.813	.960	.925	.614	.974	.875	.852	.830	.679	.860	.885	.850	.878	.750	.868	.972
Cars	103	342	220	47	712	143	869	111	27	1150	68	315	93	19	495	84	782	137	42	1045	3402
% Cars	100	99.1	100	100	99.6	100	99.7	100	100	99.7	97.1	99.4	100	100	99.2	98.8	99.6	100	100	99.6	99.6
Trucks	0	1	0	0	1	0	1	0	0	1	2	0	0	0	2	1	0	0	0	1	5
% Trucks	0	0.3	0	0	0.1	0	0.1	0	0	0.1	2.9	0	0	0	0.4	1.2	0	0	0	0.1	0.1
Heavys	0	2	0	0	2	0	2	0	0	2	0	2	0	0	2	0	3	0	0	3	9
% Heavys	0	0.6	0	0	0.3	0	0.2	0	0	0.2	0	0.6	0	0	0.4	0	0.4	0	0	0.3	0.3
Cyclists	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Cyclists	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Your Traffic Count Specialist

File Name : Eglinton Avenue at Glen Erin Drive-SAT
Site Code : 00000000
Start Date : 2024-04-06
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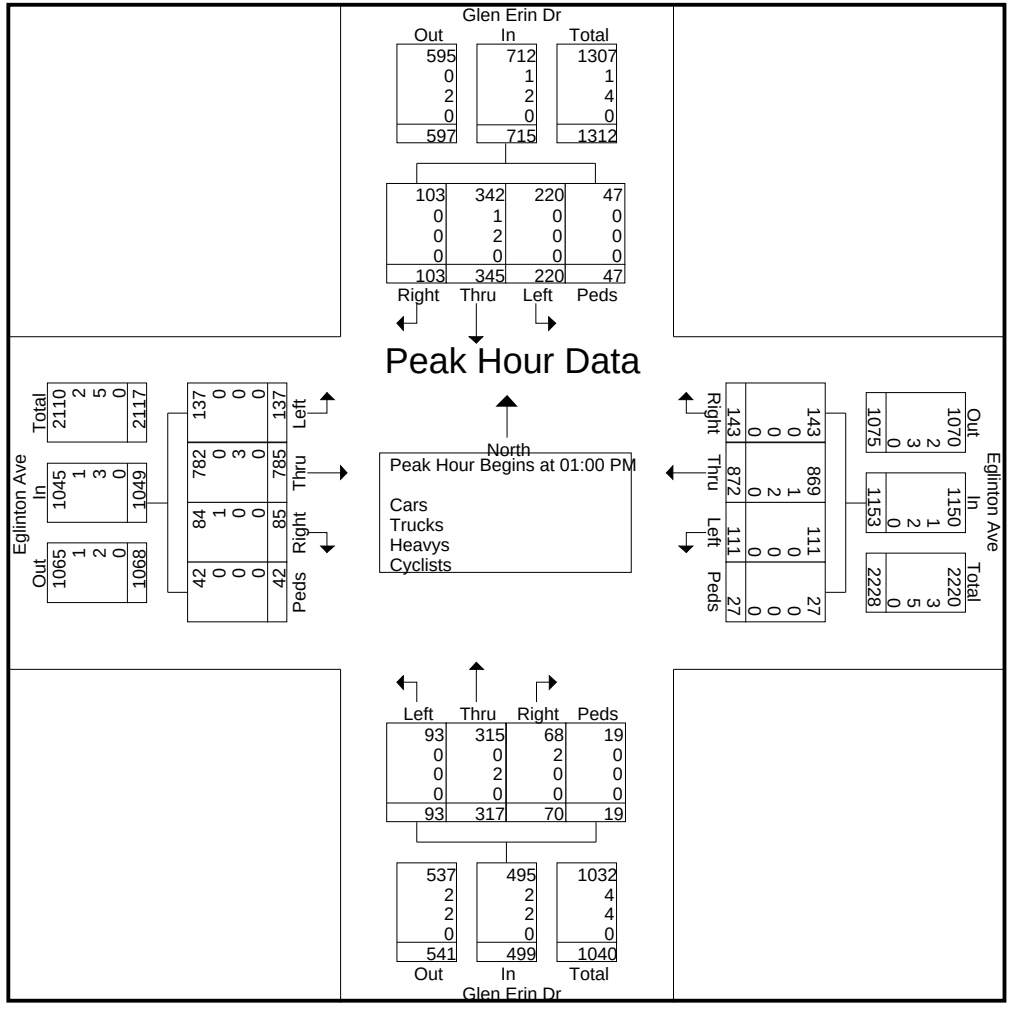

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File Name : Eglinton Avenue at Glen Erin Drive-SAT
Site Code : 00000000
Start Date : 2024-04-06
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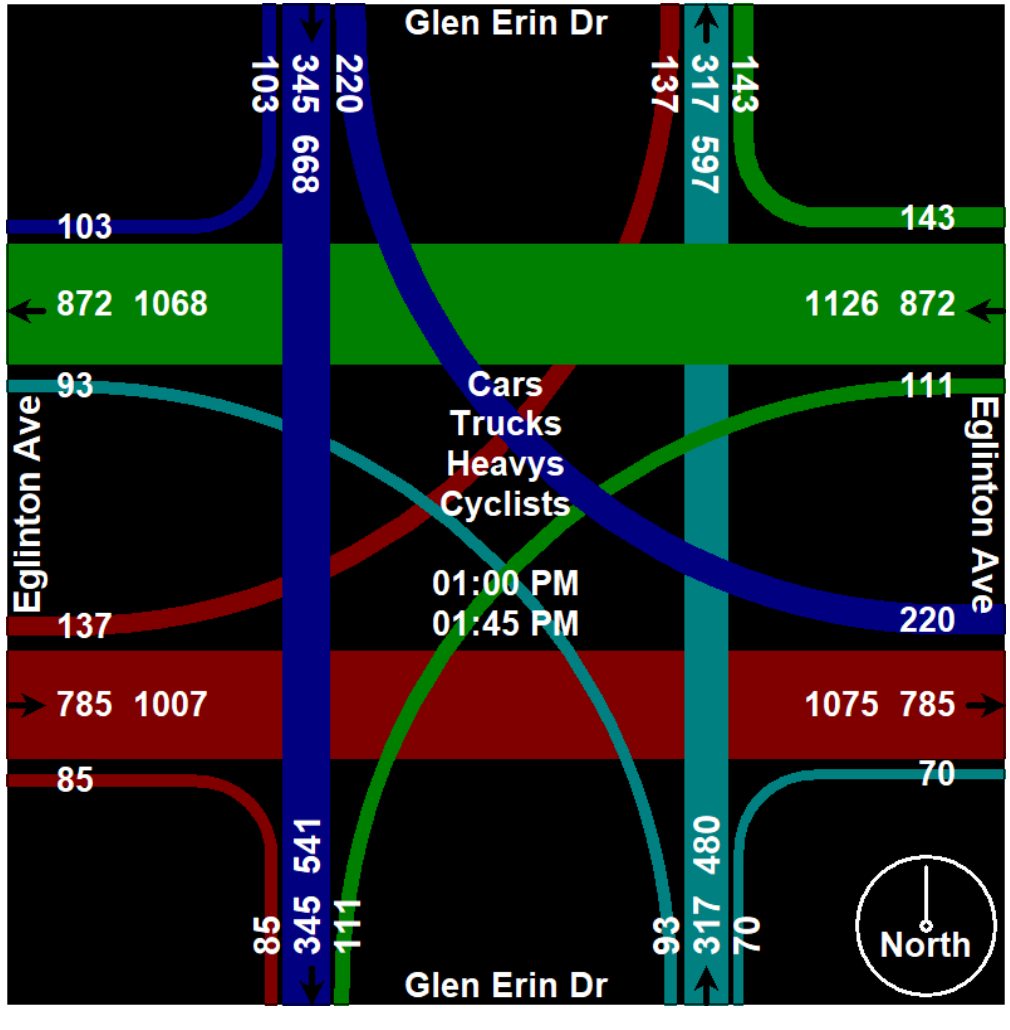

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Your Traffic Count Specialist

File Name : Eglinton Avenue at South Mall Access
Site Code : 00000000
Start Date : 2024-03-21
Page No : 1

Groups Printed- Cars - Trucks - Heavys - Cyclists

	South Mall Access From North					Eglinton Ave From East					Metcalfe Ave From South					Eglinton Ave From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	6	2	7	1	16	5	81	6	1	93	6	3	6	0	15	2	159	9	1	171	295
07:15 AM	3	4	8	1	16	14	72	2	1	89	13	1	3	1	18	6	133	10	0	149	272
07:30 AM	7	2	21	3	33	12	110	3	0	125	13	4	5	1	23	6	228	8	1	243	424
07:45 AM	3	4	12	5	24	8	119	7	0	134	13	6	3	4	26	2	310	12	5	329	513
Total	19	12	48	10	89	39	382	18	2	441	45	14	17	6	82	16	830	39	7	892	1504
08:00 AM	4	8	19	4	35	17	170	5	19	211	10	25	4	2	41	8	254	10	19	291	578
08:15 AM	13	13	27	3	56	20	193	5	15	233	14	12	7	0	33	14	369	8	2	393	715
08:30 AM	10	5	16	0	31	10	140	5	2	157	19	1	13	0	33	13	371	12	4	400	621
08:45 AM	7	2	23	3	35	17	164	4	2	187	19	8	14	1	42	15	296	15	2	328	592
Total	34	28	85	10	157	64	667	19	38	788	62	46	38	3	149	50	1290	45	27	1412	2506
09:00 AM	8	6	24	3	41	11	138	18	2	169	13	6	10	3	32	20	301	23	7	351	593
09:15 AM	14	3	14	3	34	17	137	8	1	163	18	8	8	2	36	5	210	27	2	244	477
09:30 AM	7	2	26	2	37	17	145	6	4	172	13	4	9	2	28	8	169	21	1	199	436
09:45 AM	9	5	23	0	37	25	149	2	2	178	14	4	2	4	24	6	159	24	2	191	430
Total	38	16	87	8	149	70	569	34	9	682	58	22	29	11	120	39	839	95	12	985	1936
04:00 PM	29	18	36	4	87	22	274	8	6	310	8	12	11	5	36	11	233	41	8	293	726
04:15 PM	40	12	32	3	87	28	329	12	6	375	6	9	5	1	21	7	209	29	6	251	734
04:30 PM	36	14	39	1	90	23	269	15	9	316	3	7	5	4	19	9	190	27	4	230	655
04:45 PM	23	8	32	4	67	37	326	10	0	373	14	8	14	2	38	17	222	31	9	279	757
Total	128	52	139	12	331	110	1198	45	21	1374	31	36	35	12	114	44	854	128	27	1053	2872
05:00 PM	31	13	39	4	87	21	309	16	5	351	7	5	9	2	23	8	213	27	9	257	718
05:15 PM	31	8	41	5	85	18	305	6	2	331	10	18	15	4	47	15	270	39	12	336	799
05:30 PM	30	8	33	4	75	13	339	13	6	371	9	4	12	5	30	19	239	29	5	292	768
05:45 PM	24	13	34	4	75	26	308	19	4	357	13	8	12	2	35	17	219	36	8	280	747
Total	116	42	147	17	322	78	1261	54	17	1410	39	35	48	13	135	59	941	131	34	1165	3032
06:00 PM	33	10	30	6	79	24	254	10	3	291	5	12	12	2	31	9	223	33	15	280	681
06:15 PM	23	9	22	2	56	31	296	18	3	348	12	7	11	4	34	12	233	27	1	273	711
06:30 PM	16	7	49	3	75	19	263	20	3	305	12	9	4	4	29	16	220	31	7	274	683
06:45 PM	31	10	37	3	81	17	287	9	4	317	15	13	10	1	39	17	201	35	1	254	691
Total	103	36	138	14	291	91	1100	57	13	1261	44	41	37	11	133	54	877	126	24	1081	2766

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Your Traffic Count Specialist

File Name : Eglinton Avenue at South Mall Access
Site Code : 00000000
Start Date : 2024-03-21

Groups Printed- Cars - Trucks - Heavys - Cyclists

	South Mall Access From North					Eglinton Ave From East					Metcalfe Ave From South					Eglinton Ave From West					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Grand Total	438	186	644	71	1339	452	5177	227	100	5956	279	194	204	56	733	262	5631	564	131	6588	14616
Apprch %	32.7	13.9	48.1	5.3		7.6	86.9	3.8	1.7		38.1	26.5	27.8	7.6		4	85.5	8.6	2		
Total %	3	1.3	4.4	0.5	9.2	3.1	35.4	1.6	0.7	40.7	1.9	1.3	1.4	0.4	5	1.8	38.5	3.9	0.9	45.1	
Cars	435	184	640	71	1330	451	5083	223	100	5857	273	194	193	56	716	257	5513	557	131	6458	14361
% Cars	99.3	98.9	99.4	100	99.3	99.8	98.2	98.2	100	98.3	97.8	100	94.6	100	97.7	98.1	97.9	98.8	100	98	98.3
Trucks	1	2	1	0	4	1	31	2	0	34	1	0	5	0	6	1	39	4	0	44	88
% Trucks	0.2	1.1	0.2	0	0.3	0.2	0.6	0.9	0	0.6	0.4	0	2.5	0	0.8	0.4	0.7	0.7	0	0.7	0.6
Heavys	2	0	3	0	5	0	63	2	0	65	5	0	6	0	11	4	78	3	0	85	166
% Heavys	0.5	0	0.5	0	0.4	0	1.2	0.9	0	1.1	1.8	0	2.9	0	1.5	1.5	1.4	0.5	0	1.3	1.1
Cyclists	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Cyclists	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Your Traffic Count Specialist

File Name : Eglinton Avenue at South Mall Access
Site Code : 00000000
Start Date : 2024-03-21
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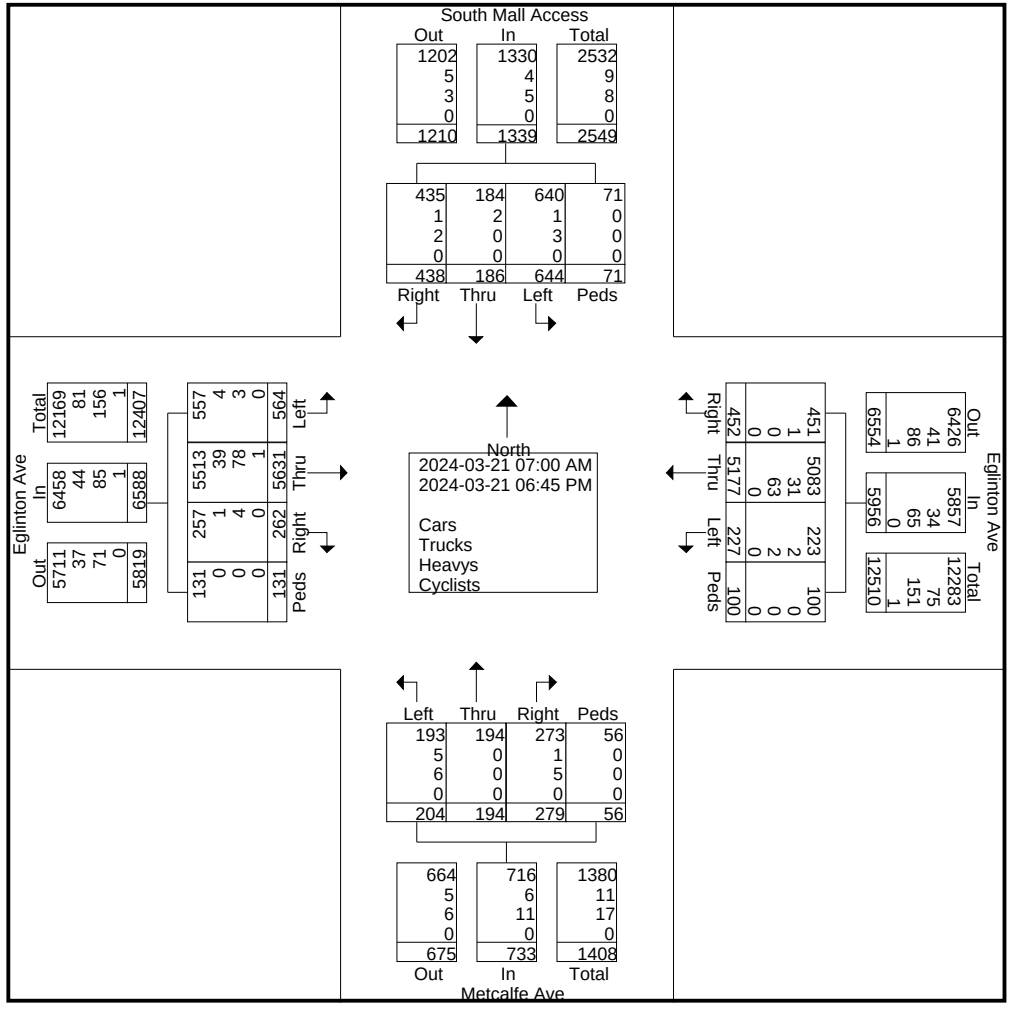

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Your Traffic Count Specialist

File Name : Eglinton Avenue at South Mall Access
Site Code : 00000000
Start Date : 2024-03-21

	South Mall Access From North					Eglinton Ave From East					Metcalfe Ave From South					Eglinton Ave From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:15 AM																					
08:15 AM	**13**	**13**	**27**	**3**	**56**	**20**	**193**	5	**15**	**233**	14	**12**	7	0	33	14	369	8	2	393	**715**
08:30 AM	10	5	16	0	31	10	140	5	2	157	**19**	1	13	0	33	13	**371**	12	4	**400**	621
08:45 AM	7	2	23	3	35	17	164	4	2	187	19	8	**14**	1	**42**	15	296	15	2	328	592
09:00 AM	8	6	24	3	41	11	138	**18**	2	169	13	6	10	**3**	32	**20**	301	**23**	**7**	351	593
Total Volume	38	26	90	9	163	58	635	32	21	746	65	27	44	4	140	62	1337	58	15	1472	2521
% App. Total	23.3	16	55.2	5.5		7.8	85.1	4.3	2.8		46.4	19.3	31.4	2.9		4.2	90.8	3.9	1		
PHF	.731	.500	.833	.750	.728	.725	.823	.444	.350	.800	.855	.563	.786	.333	.833	.775	.901	.630	.536	.920	.881
Cars	37	26	89	9	161	57	611	32	21	721	64	27	40	4	135	60	1302	58	15	1435	2452
% Cars	97.4	100	98.9	100	98.8	98.3	96.2	100	100	96.6	98.5	100	90.9	100	96.4	96.8	97.4	100	100	97.5	97.3
Trucks	1	0	0	0	1	1	10	0	0	11	0	0	1	0	1	0	17	0	0	17	30
% Trucks	2.6	0	0	0	0.6	1.7	1.6	0	0	1.5	0	0	2.3	0	0.7	0	1.3	0	0	1.2	1.2
Heavys	0	0	1	0	1	0	14	0	0	14	1	0	3	0	4	2	18	0	0	20	39
% Heavys	0	0	1.1	0	0.6	0	2.2	0	0	1.9	1.5	0	6.8	0	2.9	3.2	1.3	0	0	1.4	1.5
Cyclists	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Cyclists	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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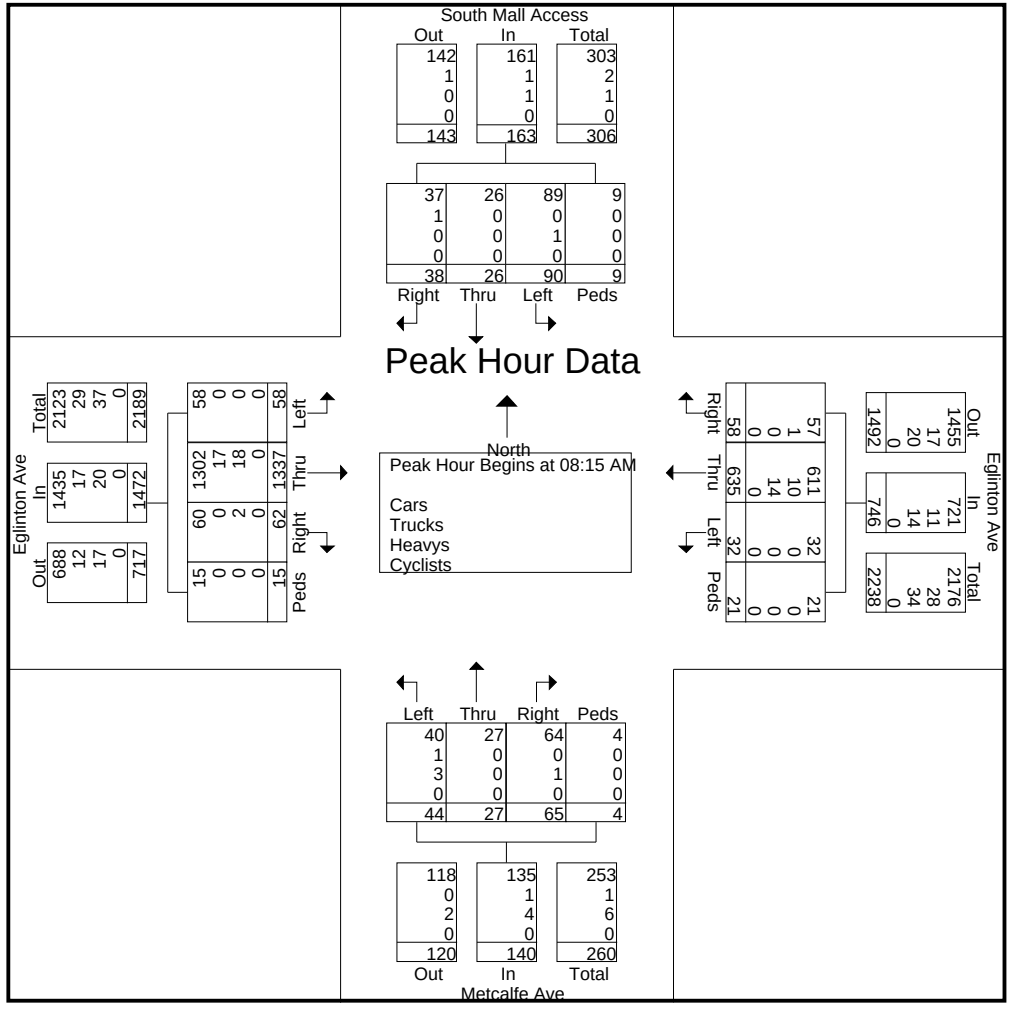
Your Traffic Count Specialist

File Name : Eglinton Avenue at South Mall Access
Site Code : 00000000
Start Date : 2024-03-21
Page No : 5



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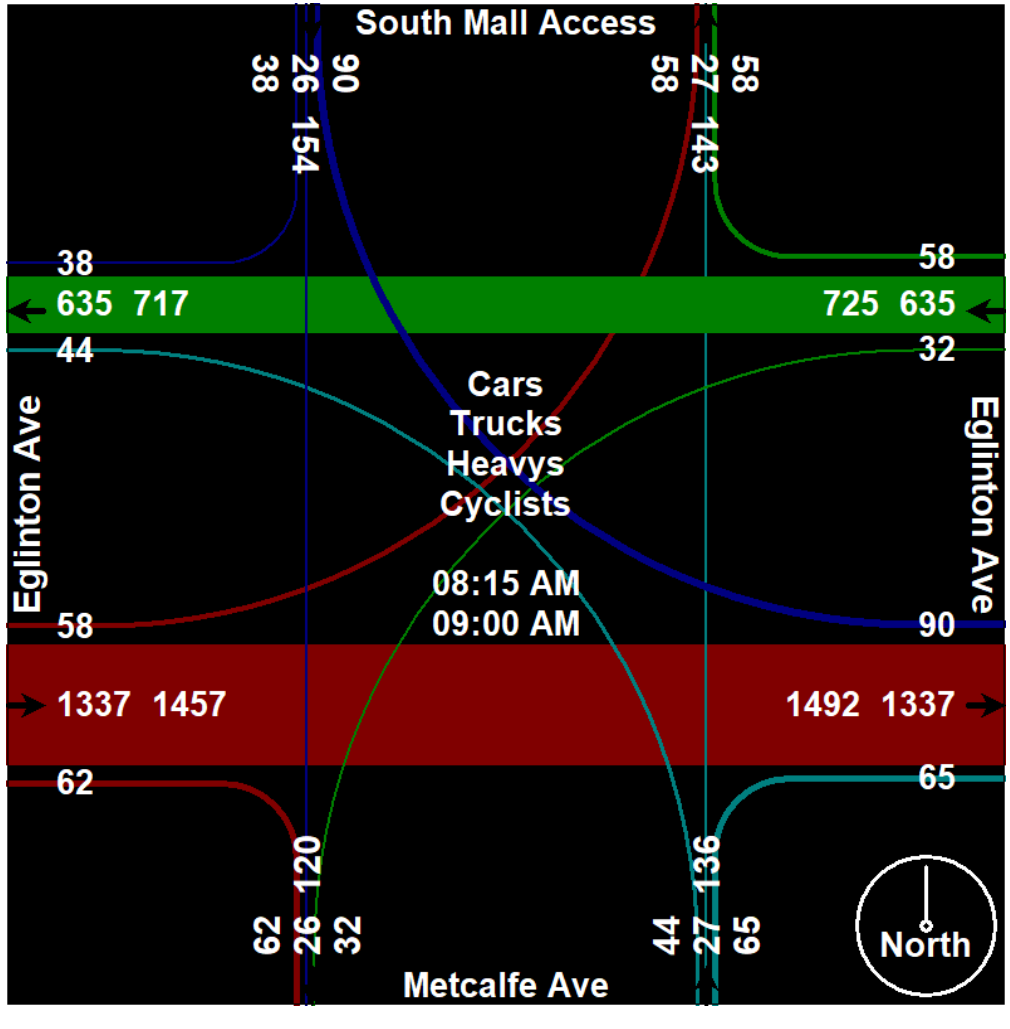
Your Traffic Count Specialist

File Name : Eglinton Avenue at South Mall Access
Site Code : 00000000
Start Date : 2024-03-21
Page No : 6



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Your Traffic Count Specialist

File Name : Eglinton Avenue at South Mall Access
Site Code : 00000000
Start Date : 2024-03-21
Page No : 7

	South Mall Access From North					Eglinton Ave From East					Metcalfe Ave From South					Eglinton Ave From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	23	8	32	4	67	**37**	326	10	0	**373**	**14**	8	14	2	38	17	222	31	9	279	757
05:00 PM	**31**	**13**	39	4	**87**	21	309	**16**	5	351	7	5	9	2	23	8	213	27	9	257	718
05:15 PM	31	8	**41**	**5**	85	18	305	6	2	331	10	**18**	**15**	4	**47**	15	**270**	**39**	**12**	**336**	**799**
05:30 PM	30	8	33	4	75	13	**339**	13	**6**	371	9	4	12	**5**	30	**19**	239	29	5	292	768
Total Volume	115	37	145	17	314	89	1279	45	13	1426	40	35	50	13	138	59	944	126	35	1164	3042
% App. Total	36.6	11.8	46.2	5.4		6.2	89.7	3.2	0.9		29	25.4	36.2	9.4		5.1	81.1	10.8	3		
PHF	.927	.712	.884	.850	.902	.601	.943	.703	.542	.956	.714	.486	.833	.650	.734	.776	.874	.808	.729	.866	.952
Cars	115	37	145	17	314	89	1268	45	13	1415	40	35	50	13	138	59	933	125	35	1152	3019
% Cars	100	100	100	100	100	100	99.1	100	100	99.2	100	100	100	100	100	100	98.8	99.2	100	99.0	99.2
Trucks	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	1	0	3	6
% Trucks	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0	0.2	0.8	0	0.3	0.2
Heavys	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	8	0	0	8	16
% Heavys	0	0	0	0	0	0	0.6	0	0	0.6	0	0	0	0	0	0	0.8	0	0	0.7	0.5
Cyclists	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Cyclists	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0.1	0.0

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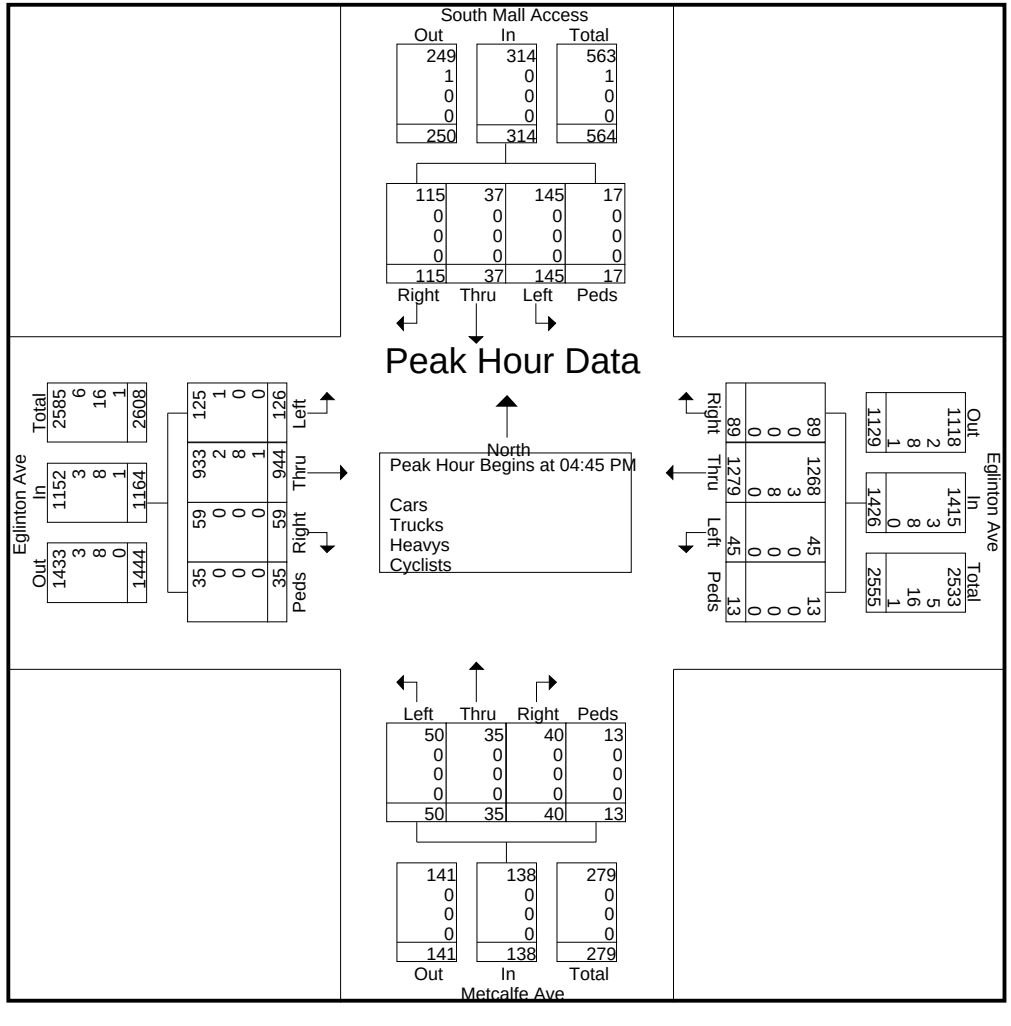
Your Traffic Count Specialist

File Name : Eglinton Avenue at South Mall Access
Site Code : 00000000
Start Date : 2024-03-21
Page No : 8



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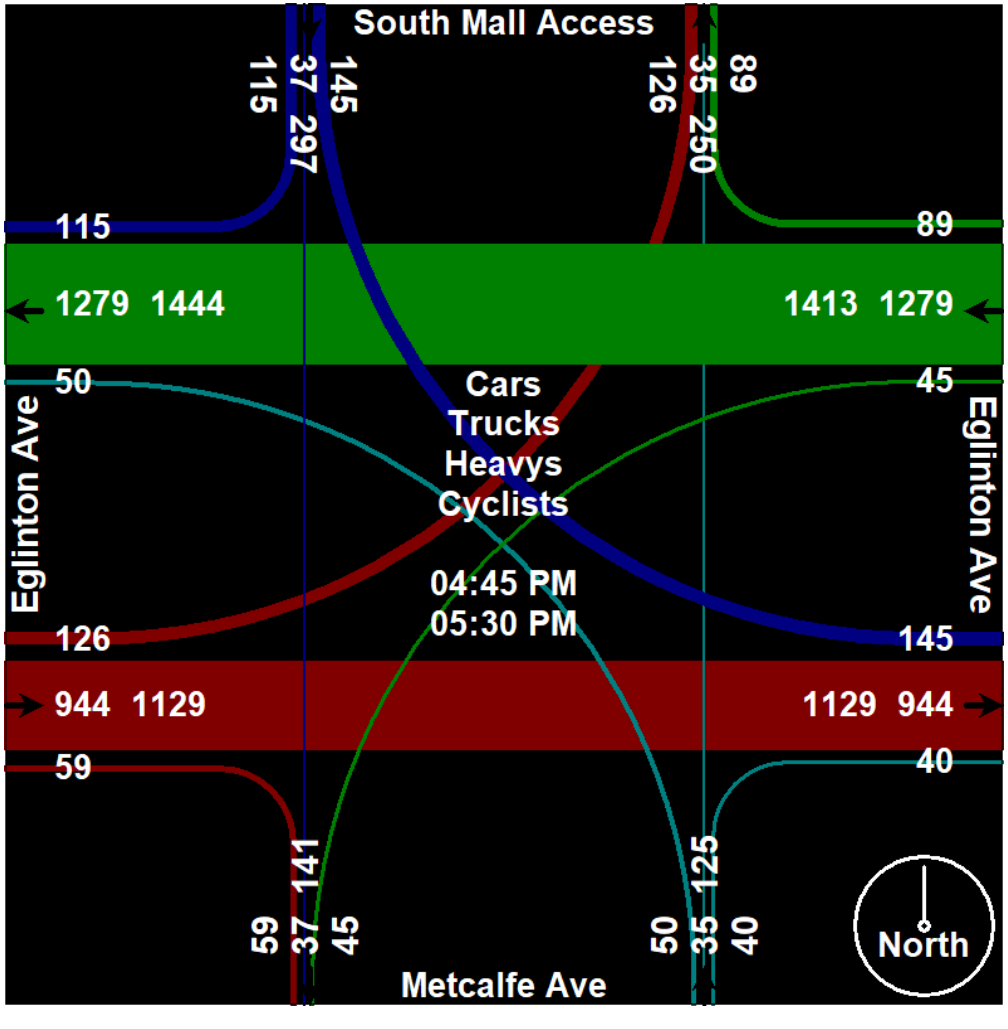
Your Traffic Count Specialist

File Name : Eglinton Avenue at South Mall Access
Site Code : 00000000
Start Date : 2024-03-21
Page No : 9



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Your Traffic Count Specialist

File Name : Eglinton Avenue at South Mall Access-SAT
Site Code : 00000000
Start Date : 2024-03-23
Page No : 1

Groups Printed- Cars - Trucks - Heavys - Cyclists

	South Mall Access From North					Eglinton Ave From East					Metcalfe Ave From South					Eglinton Ave From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	17	11	34	3	65	14	166	4	1	185	10	8	4	1	23	5	198	33	2	238	511
11:15 AM	25	5	36	1	67	24	184	7	3	218	16	6	10	2	34	14	186	26	4	230	549
11:30 AM	22	4	47	2	75	24	190	7	3	224	6	3	11	2	22	11	227	46	4	288	609
11:45 AM	21	3	40	0	64	24	155	2	1	182	10	11	8	0	29	7	208	45	3	263	538
Total	85	23	157	6	271	86	695	20	8	809	42	28	33	5	108	37	819	150	13	1019	2207
12:00 PM	34	14	35	2	85	35	190	8	1	234	7	7	9	3	26	7	199	38	4	248	593
12:15 PM	25	4	46	1	76	30	191	2	3	226	8	6	7	3	24	3	209	34	4	250	576
12:30 PM	15	12	45	4	76	20	201	6	1	228	15	11	7	2	35	5	199	39	3	246	585
12:45 PM	31	12	42	3	88	23	203	5	11	242	12	7	9	6	34	10	258	49	6	323	687
Total	105	42	168	10	325	108	785	21	16	930	42	31	32	14	119	25	865	160	17	1067	2441
01:00 PM	31	13	41	2	87	18	219	14	4	255	11	8	10	5	34	8	246	49	2	305	681
01:15 PM	28	16	44	2	90	31	202	8	6	247	9	7	7	3	26	10	225	45	2	282	645
01:30 PM	19	11	53	0	83	24	232	7	1	264	16	10	2	1	29	10	209	43	6	268	644
01:45 PM	40	15	48	6	109	25	204	3	9	241	5	8	6	6	25	5	156	34	2	197	572
Total	118	55	186	10	369	98	857	32	20	1007	41	33	25	15	114	33	836	171	12	1052	2542
Grand Total	308	120	511	26	965	292	2337	73	44	2746	125	92	90	34	341	95	2520	481	42	3138	7190
Apprch %	31.9	12.4	53	2.7		10.6	85.1	2.7	1.6		36.7	27	26.4	10		3	80.3	15.3	1.3		
Total %	4.3	1.7	7.1	0.4	13.4	4.1	32.5	1	0.6	38.2	1.7	1.3	1.3	0.5	4.7	1.3	35	6.7	0.6	43.6	
Cars	306	120	509	26	961	291	2315	73	44	2723	124	92	90	34	340	95	2499	481	42	3117	7141
% Cars	99.4	100	99.6	100	99.6	99.7	99.1	100	100	99.2	99.2	100	100	100	99.7	100	99.2	100	100	99.3	99.3
Trucks	2	0	1	0	3	1	14	0	0	15	1	0	0	0	1	0	11	0	0	11	30
% Trucks	0.6	0	0.2	0	0.3	0.3	0.6	0	0	0.5	0.8	0	0	0	0.3	0	0.4	0	0	0.4	0.4
Heavys	0	0	1	0	1	0	8	0	0	8	0	0	0	0	0	0	10	0	0	10	19
% Heavys	0	0	0.2	0	0.1	0	0.3	0	0	0.3	0	0	0	0	0	0	0.4	0	0	0.3	0.3
Cyclists	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Cyclists	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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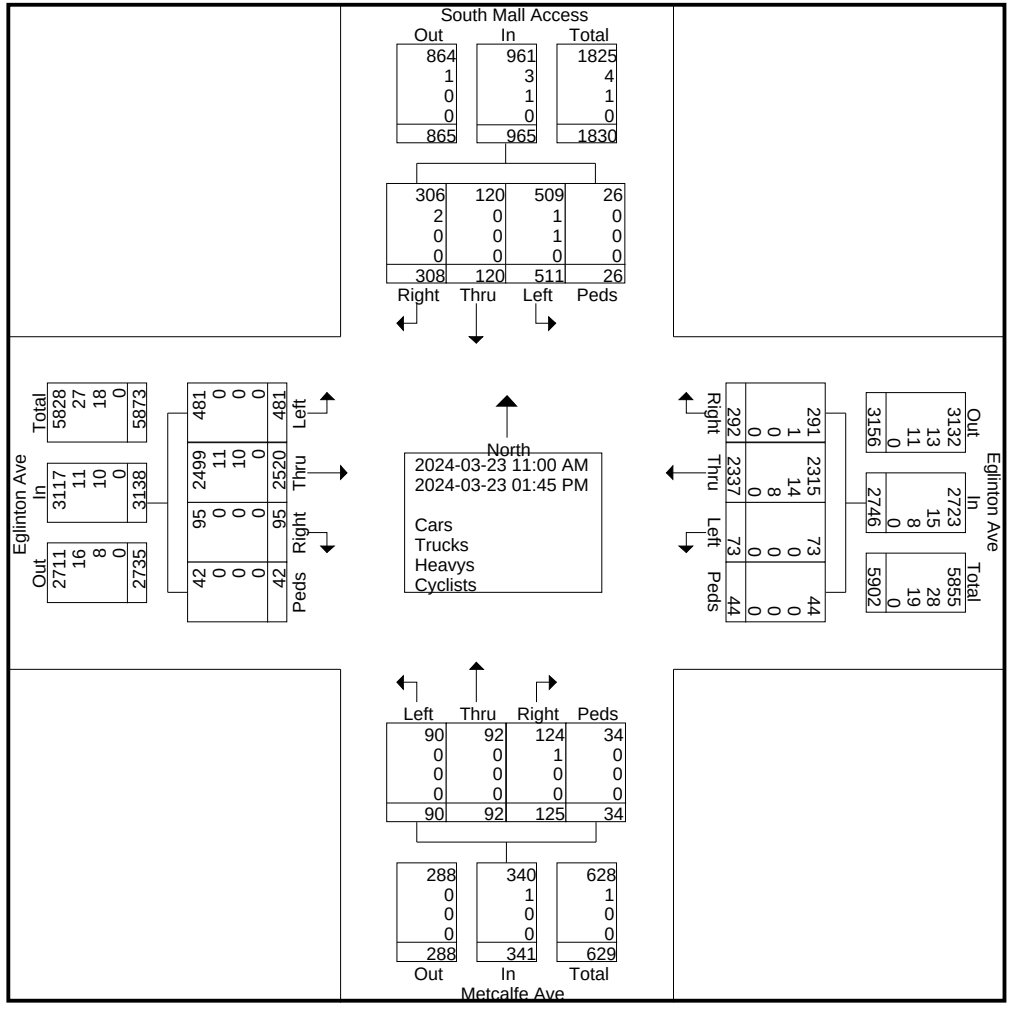
Your Traffic Count Specialist

File Name : Eglinton Avenue at South Mall Access-SAT
Site Code : 00000000
Start Date : 2024-03-23
Page No : 2



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Your Traffic Count Specialist

File Name : Eglinton Avenue at South Mall Access-SAT
Site Code : 00000000
Start Date : 2024-03-23
Page No : 3

	South Mall Access From North					Eglinton Ave From East					Metcalfe Ave From South					Eglinton Ave From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:45 PM																					
12:45 PM	**31**	12	42	**3**	88	23	203	5	**11**	242	12	7	9	**6**	**34**	**10**	**258**	**49**	**6**	**323**	**687**
01:00 PM	31	13	41	2	87	18	219	**14**	4	255	11	8	**10**	5	34	8	246	49	2	305	681
01:15 PM	28	**16**	44	2	**90**	**31**	202	8	6	247	9	7	7	3	26	10	225	45	2	282	645
01:30 PM	19	11	**53**	0	83	24	**232**	7	1	**264**	**16**	**10**	2	1	29	10	209	43	6	268	644
Total Volume	109	52	180	7	348	96	856	34	22	1008	48	32	28	15	123	38	938	186	16	1178	2657
% App. Total	31.3	14.9	51.7	2		9.5	84.9	3.4	2.2		39	26	22.8	12.2		3.2	79.6	15.8	1.4		
PHF	.879	.813	.849	.583	.967	.774	.922	.607	.500	.955	.750	.800	.700	.625	.904	.950	.909	.949	.667	.912	.967
Cars	109	52	179	7	347	96	853	34	22	1005	48	32	28	15	123	38	929	186	16	1169	2644
% Cars	100	100	99.4	100	99.7	100	99.6	100	100	99.7	100	100	100	100	100	100	99.0	100	100	99.2	99.5
Trucks	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	7
% Trucks	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0	0.5	0	0	0.4	0.3
Heavys	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	6
% Heavys	0	0	0.6	0	0.3	0	0.1	0	0	0.1	0	0	0	0	0	0	0.4	0	0	0.3	0.2
Cyclists	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Cyclists	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Your Traffic Count Specialist

File Name : Eglinton Avenue at South Mall Access-SAT
Site Code : 00000000
Start Date : 2024-03-23
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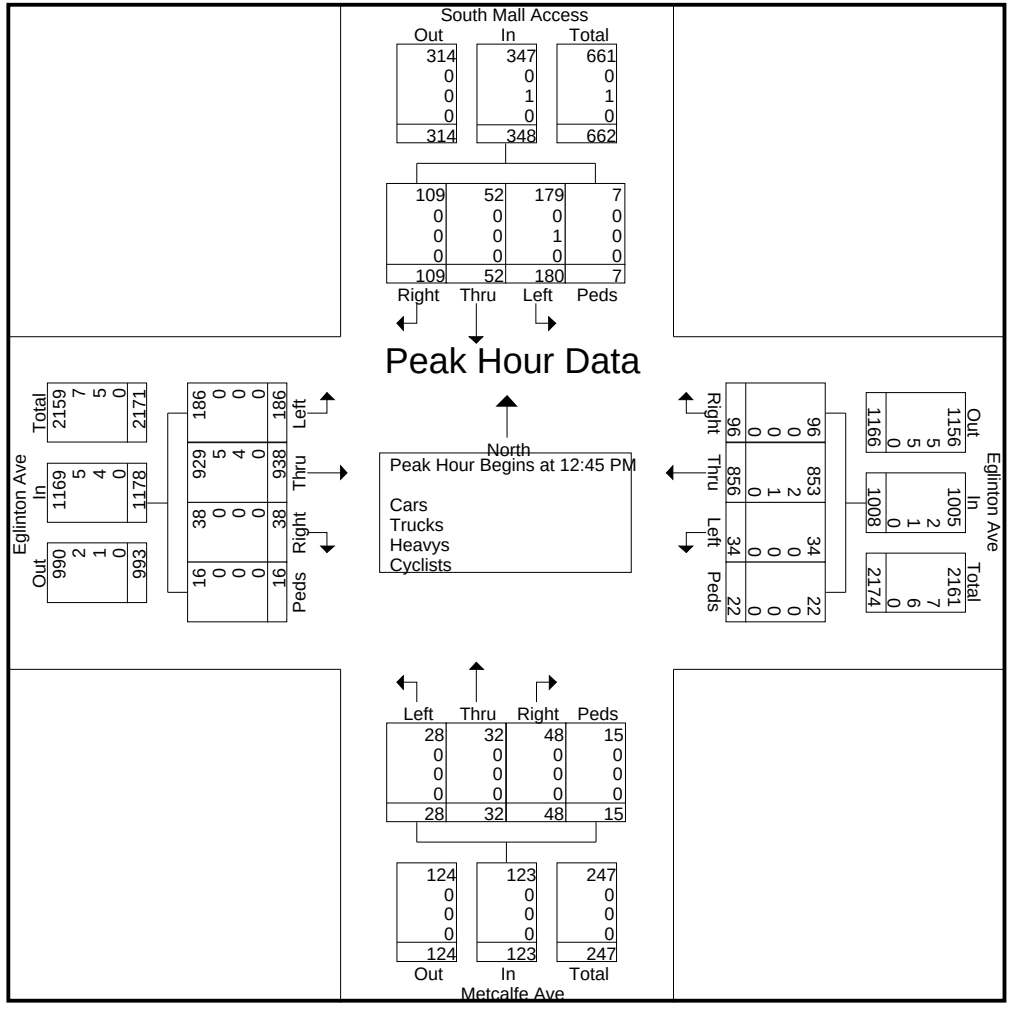

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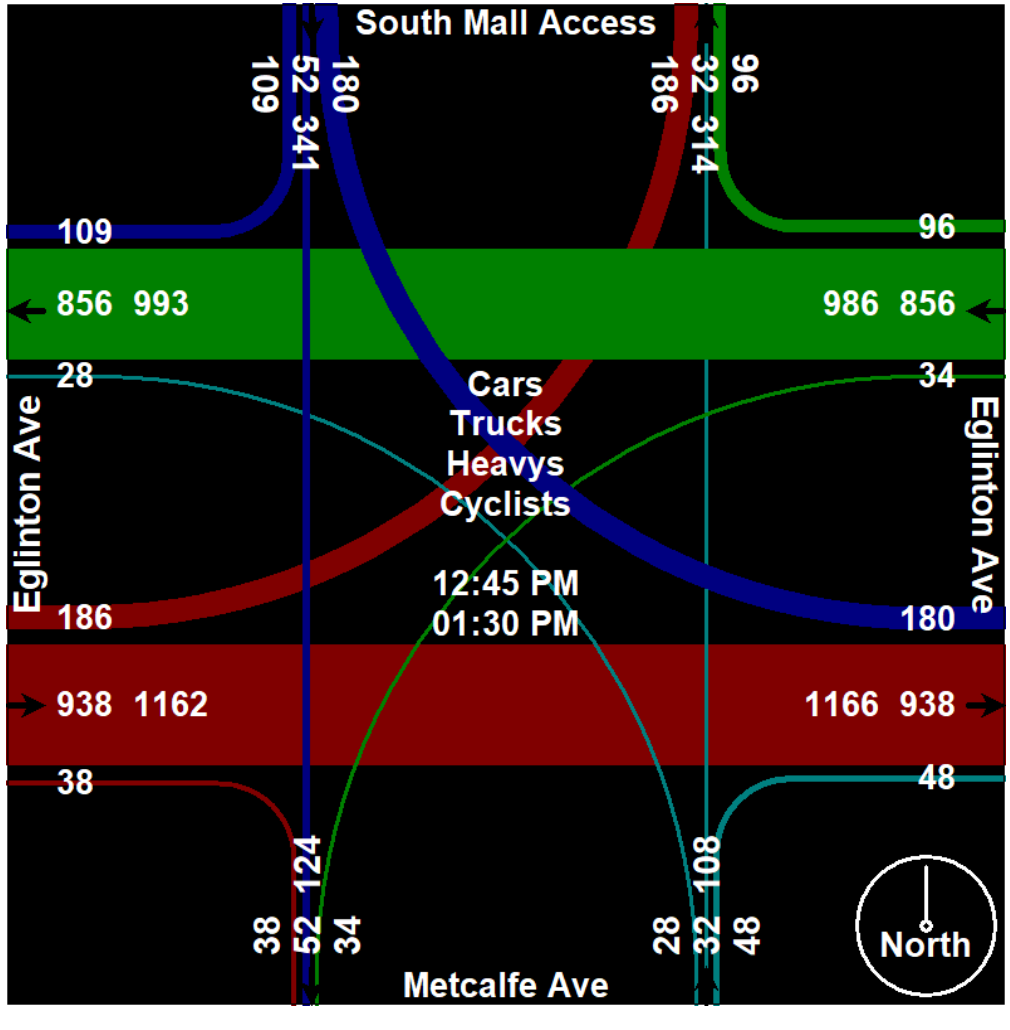
Your Traffic Count Specialist

File Name : Eglinton Avenue at South Mall Access-SAT
Site Code : 00000000
Start Date : 2024-03-23
Page No : 5



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Your Traffic Count Specialist

File Name : Erin Centre Boulevard at Erin Mills Parkway
Site Code : 00000000
Start Date : 2024-03-21

Groups Printed- Cars - Trucks - Heavys - Cyclists

	Erin Mills Pkwy From North					Erin Centre Blvd From East					Erin Mills Pkwy From South					Erin Centre Blvd From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	17	310	3	0	330	0	2	6	0	8	1	159	7	0	167	22	6	17	0	45	550
07:15 AM	11	248	0	0	259	3	5	13	0	21	0	195	18	0	213	23	24	20	1	68	561
07:30 AM	17	313	2	0	332	5	14	15	0	34	6	240	12	0	258	35	21	27	0	83	707
07:45 AM	60	371	9	1	441	2	17	8	0	27	2	223	26	0	251	33	14	33	0	80	799
Total	105	1242	14	1	1362	10	38	42	0	90	9	817	63	0	889	113	65	97	1	276	2617
08:00 AM	117	358	8	4	487	11	52	10	0	73	8	261	28	2	299	56	33	58	2	149	1008
08:15 AM	129	379	10	9	527	13	40	13	2	68	4	287	43	0	334	77	66	64	1	208	1137
08:30 AM	35	296	11	4	346	7	15	22	0	44	6	252	25	1	284	44	29	53	0	126	800
08:45 AM	23	370	15	0	408	19	12	15	0	46	13	292	23	1	329	33	19	24	1	77	860
Total	304	1403	44	17	1768	50	119	60	2	231	31	1092	119	4	1246	210	147	199	4	560	3805
09:00 AM	33	293	11	2	339	5	14	18	0	37	13	199	13	1	226	24	23	41	0	88	690
09:15 AM	25	309	10	4	348	8	12	11	0	31	7	233	18	0	258	19	14	19	1	53	690
09:30 AM	39	287	6	1	333	4	13	17	0	34	7	195	16	2	220	28	10	24	2	64	651
09:45 AM	33	226	6	3	268	10	8	10	0	28	10	204	14	0	228	22	17	39	3	81	605
Total	130	1115	33	10	1288	27	47	56	0	130	37	831	61	3	932	93	64	123	6	286	2636
04:00 PM	45	276	4	0	325	14	31	17	2	64	14	307	37	2	360	22	27	72	0	121	870
04:15 PM	44	338	16	3	401	13	25	12	2	52	23	374	37	2	436	22	24	43	4	93	982
04:30 PM	43	289	10	2	344	2	32	20	0	54	24	340	32	0	396	27	33	49	3	112	906
04:45 PM	48	324	15	2	389	11	23	20	0	54	12	298	42	0	352	14	23	40	5	82	877
Total	180	1227	45	7	1459	40	111	69	4	224	73	1319	148	4	1544	85	107	204	12	408	3635
05:00 PM	55	301	6	1	363	20	39	23	2	84	26	340	34	2	402	32	32	45	2	111	960
05:15 PM	79	372	15	1	467	15	32	13	0	60	20	338	34	2	394	17	29	59	4	109	1030
05:30 PM	58	316	10	3	387	12	25	23	0	60	29	330	38	0	397	24	37	53	1	115	959
05:45 PM	62	278	13	2	355	16	31	15	2	64	26	325	36	2	389	25	32	53	1	111	919
Total	254	1267	44	7	1572	63	127	74	4	268	101	1333	142	6	1582	98	130	210	8	446	3868
06:00 PM	55	320	8	1	384	20	35	19	0	74	24	322	33	0	379	23	42	60	2	127	964
06:15 PM	59	316	10	0	385	8	41	29	1	79	30	292	33	1	356	30	42	49	4	125	945
06:30 PM	38	292	7	0	337	14	24	18	3	59	24	302	32	0	358	28	31	50	2	111	865
06:45 PM	38	291	12	1	342	8	37	18	4	67	30	267	32	5	334	23	41	50	2	116	859
Total	190	1219	37	2	1448	50	137	84	8	279	108	1183	130	6	1427	104	156	209	10	479	3633

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Your Traffic Count Specialist

File Name : Erin Centre Boulevard at Erin Mills Parkway
Site Code : 00000000
Start Date : 2024-03-21

Groups Printed- Cars - Trucks - Heavys - Cyclists

	Erin Mills Pkwy From North					Erin Centre Blvd From East					Erin Mills Pkwy From South					Erin Centre Blvd From West					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Grand Total	1163	7473	217	44	8897	240	579	385	18	1222	359	6575	663	23	7620	703	669	1042	41	2455	20194
Apprch %	13.1	84	2.4	0.5		19.6	47.4	31.5	1.5		4.7	86.3	8.7	0.3		28.6	27.3	42.4	1.7		
Total %	5.8	37	1.1	0.2	44.1	1.2	2.9	1.9	0.1	6.1	1.8	32.6	3.3	0.1	37.7	3.5	3.3	5.2	0.2	12.2	
Cars	1124	7250	211	44	8629	236	574	382	18	1210	354	6335	655	23	7367	654	665	1007	41	2367	19573
% Cars	96.6	97	97.2	100	97	98.3	99.1	99.2	100	99	98.6	96.3	98.8	100	96.7	93	99.4	96.6	100	96.4	96.9
Trucks	8	73	1	0	82	1	0	2	0	3	2	89	3	0	94	9	2	8	0	19	198
% Trucks	0.7	1	0.5	0	0.9	0.4	0	0.5	0	0.2	0.6	1.4	0.5	0	1.2	1.3	0.3	0.8	0	0.8	1
Heavys	31	150	5	0	186	3	5	1	0	9	3	151	5	0	159	40	2	27	0	69	423
% Heavys	2.7	2	2.3	0	2.1	1.2	0.9	0.3	0	0.7	0.8	2.3	0.8	0	2.1	5.7	0.3	2.6	0	2.8	2.1
Cyclists	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Cyclists	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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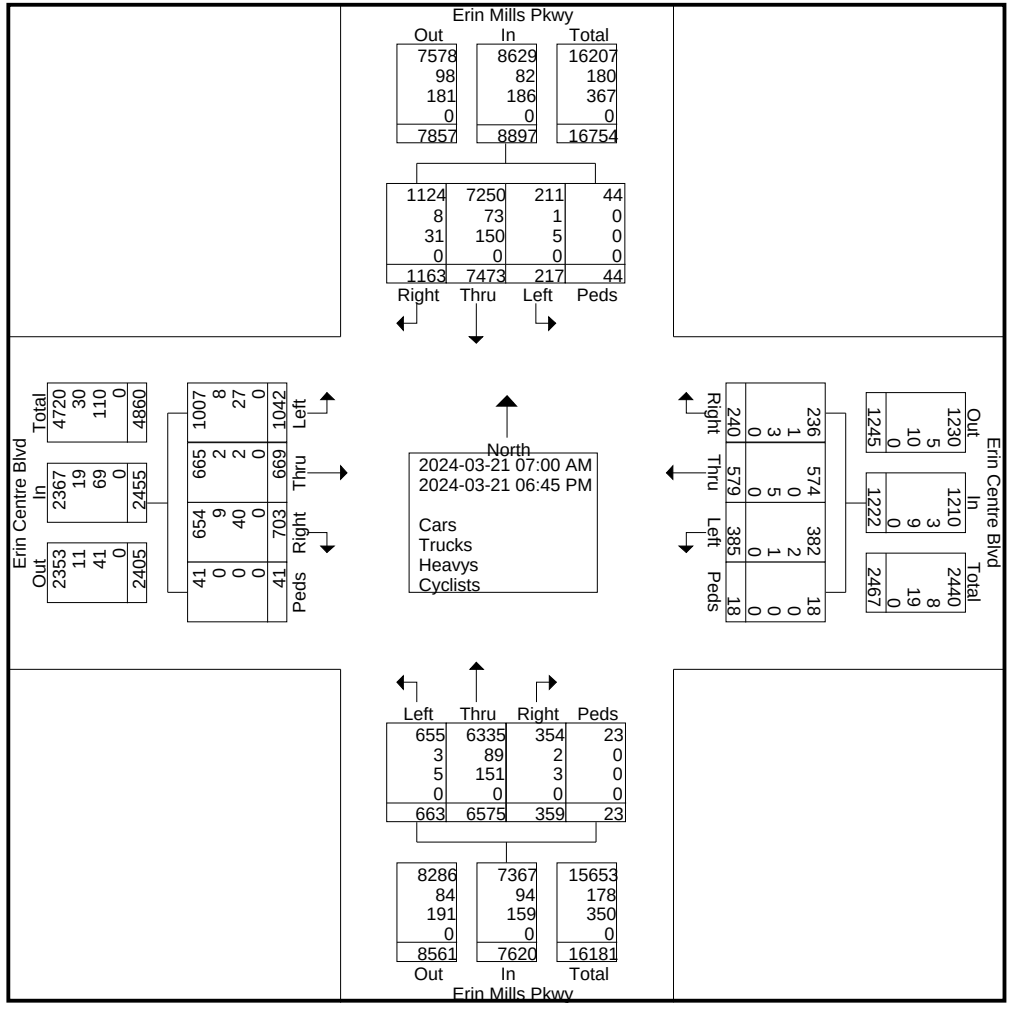
Your Traffic Count Specialist

File Name : Erin Centre Boulevard at Erin Mills Parkway
Site Code : 00000000
Start Date : 2024-03-21
Page No : 3



Horizon Data Services Ltd

(416) 840-6619

Your Traffic Count Specialist

File Name : Erin Centre Boulevard at Erin Mills Parkway
Site Code : 00000000
Start Date : 2024-03-21

	Erin Mills Pkwy From North					Erin Centre Blvd From East					Erin Mills Pkwy From South					Erin Centre Blvd From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	117	358	8	4	487	11	**52**	10	0	**73**	8	261	28	**2**	299	56	33	58	**2**	149	1008
08:15 AM	**129**	**379**	10	**9**	**527**	13	40	13	**2**	68	4	287	**43**	0	**334**	**77**	**66**	**64**	1	**208**	**1137**
08:30 AM	35	296	11	4	346	7	15	**22**	0	44	6	252	25	1	284	44	29	53	0	126	800
08:45 AM	23	370	**15**	0	408	**19**	12	15	0	46	**13**	**292**	23	1	329	33	19	24	1	77	860
Total Volume	304	1403	44	17	1768	50	119	60	2	231	31	1092	119	4	1246	210	147	199	4	560	3805
% App. Total	17.2	79.4	2.5	1		21.6	51.5	26	0.9		2.5	87.6	9.6	0.3		37.5	26.2	35.5	0.7		
PHF	.589	.925	.733	.472	.839	.658	.572	.682	.250	.791	.596	.935	.692	.500	.933	.682	.557	.777	.500	.673	.837
Cars	295	1347	40	17	1699	47	117	58	2	224	29	1049	117	4	1199	197	145	193	4	539	3661
% Cars	97.0	96.0	90.9	100	96.1	94.0	98.3	96.7	100	97.0	93.5	96.1	98.3	100	96.2	93.8	98.6	97.0	100	96.3	96.2
Trucks	4	16	1	0	21	1	0	1	0	2	1	13	1	0	15	7	1	1	0	9	47
% Trucks	1.3	1.1	2.3	0	1.2	2.0	0	1.7	0	0.9	3.2	1.2	0.8	0	1.2	3.3	0.7	0.5	0	1.6	1.2
Heavys	5	40	3	0	48	2	2	1	0	5	1	30	1	0	32	6	1	5	0	12	97
% Heavys	1.6	2.9	6.8	0	2.7	4.0	1.7	1.7	0	2.2	3.2	2.7	0.8	0	2.6	2.9	0.7	2.5	0	2.1	2.5
Cyclists	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Cyclists	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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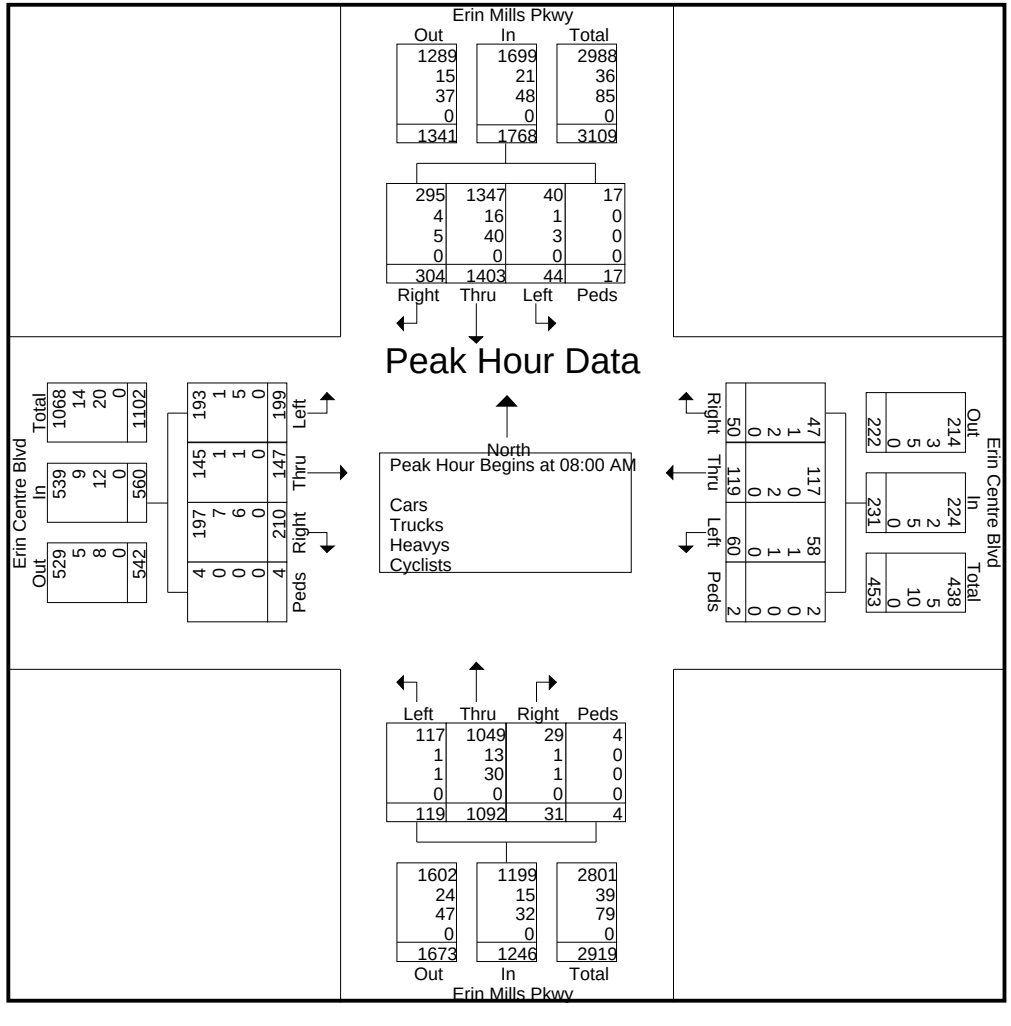
Your Traffic Count Specialist

File Name : Erin Centre Boulevard at Erin Mills Parkway
Site Code : 00000000
Start Date : 2024-03-21
Page No : 5



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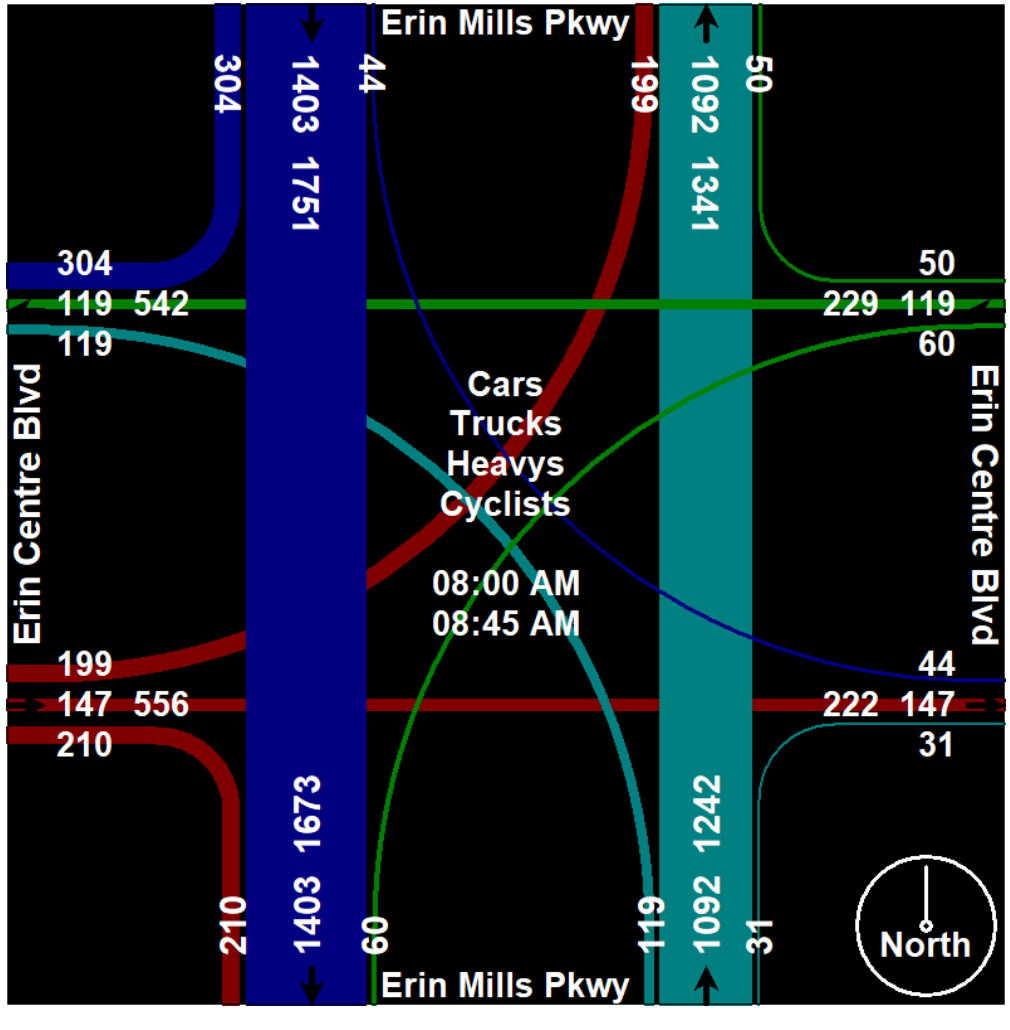
Your Traffic Count Specialist

File Name : Erin Centre Boulevard at Erin Mills Parkway
Site Code : 00000000
Start Date : 2024-03-21
Page No : 6



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Your Traffic Count Specialist

File Name : Erin Centre Boulevard at Erin Mills Parkway
Site Code : 00000000
Start Date : 2024-03-21

	Erin Mills Pkwy From North					Erin Centre Blvd From East					Erin Mills Pkwy From South					Erin Centre Blvd From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	55	301	6	1	363	**20**	**39**	**23**	**2**	**84**	26	**340**	34	**2**	**402**	**32**	32	45	2	111	960
05:15 PM	**79**	**372**	**15**	1	**467**	15	32	13	0	60	20	338	34	2	394	17	29	**59**	**4**	109	**1030**
05:30 PM	58	316	10	**3**	387	12	25	23	0	60	**29**	330	**38**	0	397	24	**37**	53	1	**115**	959
05:45 PM	62	278	13	2	355	16	31	15	2	64	26	325	36	2	389	25	32	53	1	111	919
Total Volume	254	1267	44	7	1572	63	127	74	4	268	101	1333	142	6	1582	98	130	210	8	446	3868
% App. Total	16.2	80.6	2.8	0.4		23.5	47.4	27.6	1.5		6.4	84.3	9	0.4		22	29.1	47.1	1.8		
PHF	.804	.851	.733	.583	.842	.788	.814	.804	.500	.798	.871	.980	.934	.750	.984	.766	.878	.890	.500	.970	.939
Cars	249	1244	44	7	1544	63	127	74	4	268	101	1307	142	6	1556	91	130	204	8	433	3801
% Cars	98.0	98.2	100	100	98.2	100	100	100	100	100	100	98.0	100	100	98.4	92.9	100	97.1	100	97.1	98.3
Trucks	0	7	0	0	7	0	0	0	0	0	0	8	0	0	8	1	0	1	0	2	17
% Trucks	0	0.6	0	0	0.4	0	0	0	0	0	0	0.6	0	0	0.5	1.0	0	0.5	0	0.4	0.4
Heavys	5	16	0	0	21	0	0	0	0	0	0	18	0	0	18	6	0	5	0	11	50
% Heavys	2.0	1.3	0	0	1.3	0	0	0	0	0	0	1.4	0	0	1.1	6.1	0	2.4	0	2.5	1.3
Cyclists	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Cyclists	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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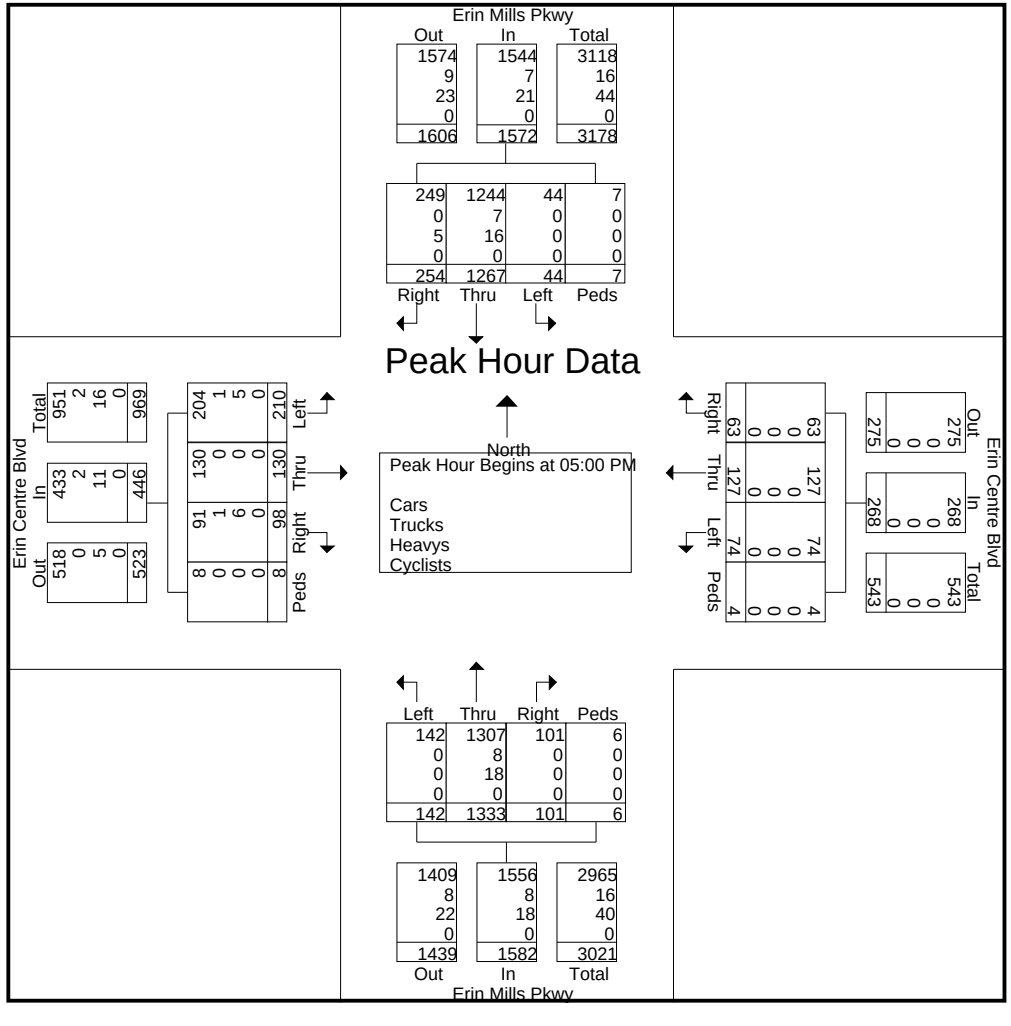
Your Traffic Count Specialist

File Name : Erin Centre Boulevard at Erin Mills Parkway
Site Code : 00000000
Start Date : 2024-03-21
Page No : 8



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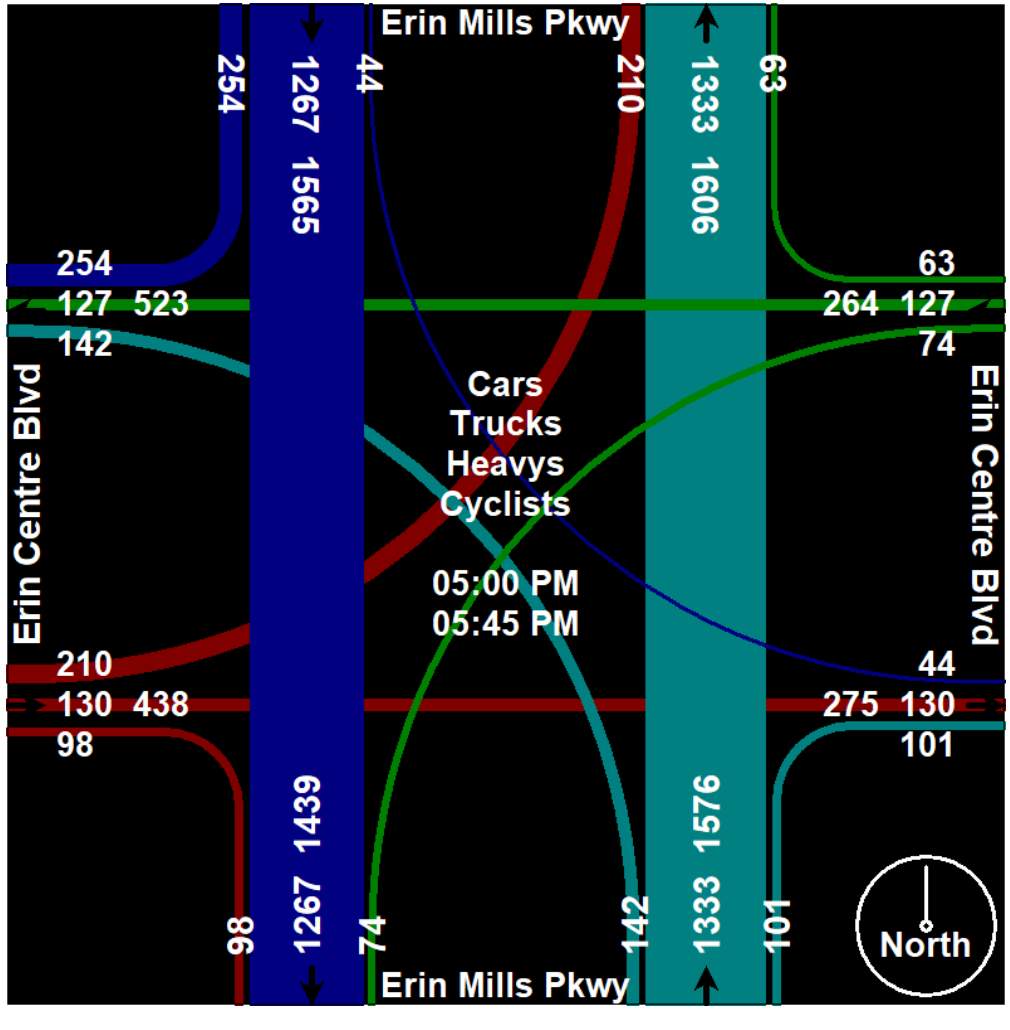
Your Traffic Count Specialist

File Name : Erin Centre Boulevard at Erin Mills Parkway
Site Code : 00000000
Start Date : 2024-03-21
Page No : 9



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Your Traffic Count Specialist

File Name : Erin Centre Boulevard at Erin Mills Parkway-SAT
Site Code : 00000000
Start Date : 2024-03-23
Page No : 1

Groups Printed- Cars - Trucks - Heavys - Cyclists

	Erin Mills Pkwy From North					Erin Centre Blvd From East					Erin Mills Pkwy From South					Erin Centre Blvd From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	37	299	15	2	353	4	9	13	2	28	11	177	22	1	211	28	13	30	2	73	665
11:15 AM	39	243	5	1	288	5	19	12	1	37	8	173	20	2	203	23	27	47	2	99	627
11:30 AM	29	277	7	1	314	7	18	15	0	40	17	169	24	1	211	29	24	40	0	93	658
11:45 AM	51	293	7	5	356	10	15	9	1	35	14	219	24	2	259	30	31	50	4	115	765
Total	156	1112	34	9	1311	26	61	49	4	140	50	738	90	6	884	110	95	167	8	380	2715
12:00 PM	37	252	12	0	301	11	20	22	1	54	24	151	26	0	201	35	38	55	1	129	685
12:15 PM	80	331	9	2	422	9	36	20	1	66	10	228	60	1	299	22	24	24	0	70	857
12:30 PM	55	269	10	8	342	16	29	19	2	66	17	186	25	1	229	93	51	68	1	213	850
12:45 PM	44	335	6	1	386	10	25	19	1	55	15	252	30	1	298	41	38	60	3	142	881
Total	216	1187	37	11	1451	46	110	80	5	241	66	817	141	3	1027	191	151	207	5	554	3273
01:00 PM	42	298	9	1	350	11	10	14	0	35	16	245	30	1	292	38	31	46	1	116	793
01:15 PM	34	285	9	0	328	12	21	23	0	56	10	230	16	1	257	26	35	48	1	110	751
01:30 PM	40	272	7	2	321	7	16	14	1	38	12	267	30	1	310	29	35	49	2	115	784
01:45 PM	45	301	6	1	353	8	21	19	0	48	20	222	28	0	270	36	31	44	3	114	785
Total	161	1156	31	4	1352	38	68	70	1	177	58	964	104	3	1129	129	132	187	7	455	3113
Grand Total	533	3455	102	24	4114	110	239	199	10	558	174	2519	335	12	3040	430	378	561	20	1389	9101
Apprch %	13	84	2.5	0.6		19.7	42.8	35.7	1.8		5.7	82.9	11	0.4		31	27.2	40.4	1.4		
Total %	5.9	38	1.1	0.3	45.2	1.2	2.6	2.2	0.1	6.1	1.9	27.7	3.7	0.1	33.4	4.7	4.2	6.2	0.2	15.3	
Cars	523	3406	102	24	4055	110	239	199	10	558	174	2483	335	12	3004	416	378	549	20	1363	8980
% Cars	98.1	98.6	100	100	98.6	100	100	100	100	100	100	98.6	100	100	98.8	96.7	100	97.9	100	98.1	98.7
Trucks	1	24	0	0	25	0	0	0	0	0	0	19	0	0	19	1	0	2	0	3	47
% Trucks	0.2	0.7	0	0	0.6	0	0	0	0	0	0	0.8	0	0	0.6	0.2	0	0.4	0	0.2	0.5
Heavys	9	25	0	0	34	0	0	0	0	0	0	17	0	0	17	13	0	10	0	23	74
% Heavys	1.7	0.7	0	0	0.8	0	0	0	0	0	0	0.7	0	0	0.6	3	0	1.8	0	1.7	0.8
Cyclists	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Cyclists	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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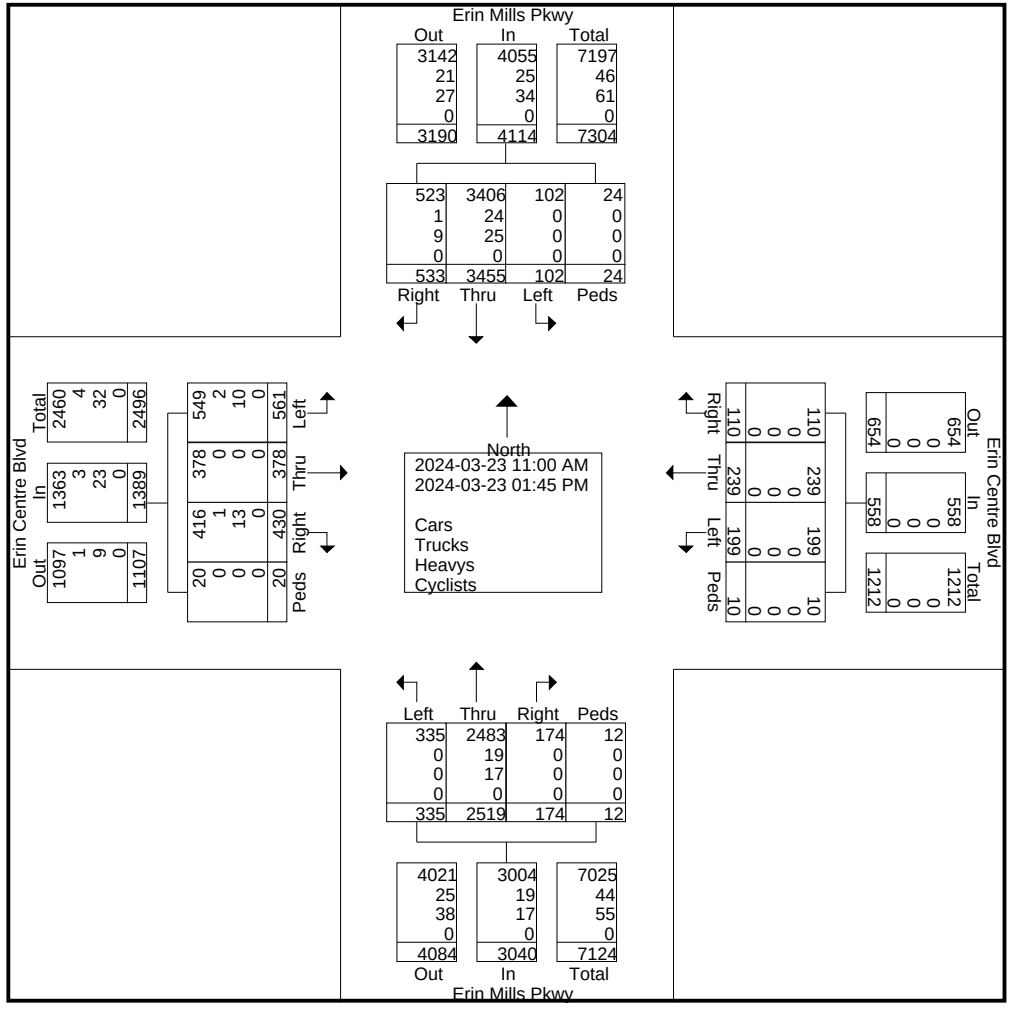
Your Traffic Count Specialist

File Name : Erin Centre Boulevard at Erin Mills Parkway-SAT
Site Code : 00000000
Start Date : 2024-03-23
Page No : 2



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Your Traffic Count Specialist

File Name : Erin Centre Boulevard at Erin Mills Parkway-SAT
Site Code : 00000000
Start Date : 2024-03-23

	Erin Mills Pkwy From North					Erin Centre Blvd From East					Erin Mills Pkwy From South					Erin Centre Blvd From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:15 PM																					
12:15 PM	**80**	331	9	2	**422**	9	**36**	**20**	1	**66**	10	228	**60**	**1**	**299**	22	24	24	0	70	857
12:30 PM	55	269	**10**	**8**	342	**16**	29	19	**2**	66	**17**	186	25	1	229	**93**	**51**	**68**	1	**213**	850
12:45 PM	44	**335**	6	1	386	10	25	19	1	55	15	**252**	30	1	298	41	38	60	**3**	142	**881**
01:00 PM	42	298	9	1	350	11	10	14	0	35	16	245	30	1	292	38	31	46	1	116	793
Total Volume	221	1233	34	12	1500	46	100	72	4	222	58	911	145	4	1118	194	144	198	5	541	3381
% App. Total	14.7	82.2	2.3	0.8		20.7	45	32.4	1.8		5.2	81.5	13	0.4		35.9	26.6	36.6	0.9		
PHF	.691	.920	.850	.375	.889	.719	.694	.900	.500	.841	.853	.904	.604	1.00	.935	.522	.706	.728	.417	.635	.959
Cars	217	1216	34	12	1479	46	100	72	4	222	58	899	145	4	1106	189	144	194	5	532	3339
% Cars	98.2	98.6	100	100	98.6	100	100	100	100	100	100	98.7	100	100	98.9	97.4	100	98.0	100	98.3	98.8
Trucks	1	10	0	0	11	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	18
% Trucks	0.5	0.8	0	0	0.7	0	0	0	0	0	0	0.7	0	0	0.5	0.5	0	0	0	0.2	0.5
Heavys	3	7	0	0	10	0	0	0	0	0	0	6	0	0	6	4	0	4	0	8	24
% Heavys	1.4	0.6	0	0	0.7	0	0	0	0	0	0	0.7	0	0	0.5	2.1	0	2.0	0	1.5	0.7
Cyclists	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Cyclists	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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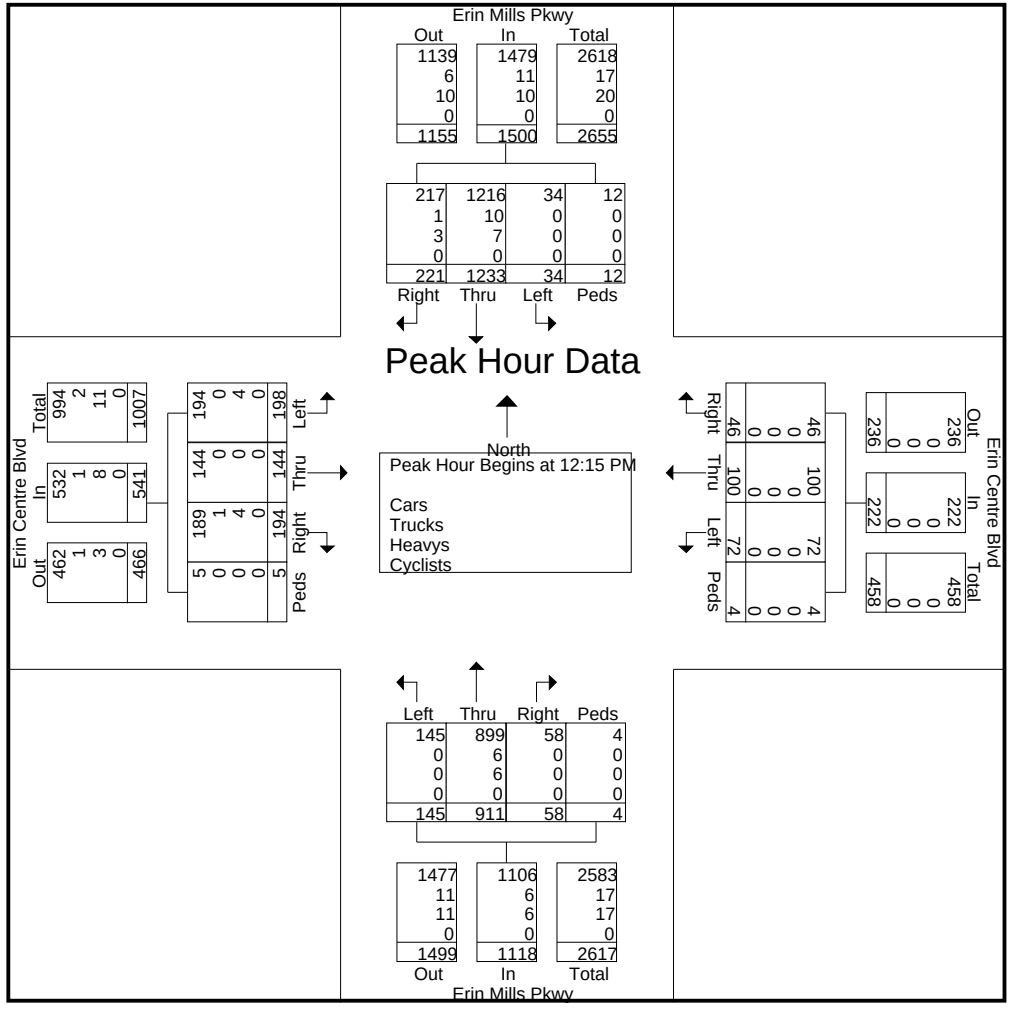
Your Traffic Count Specialist

File Name : Erin Centre Boulevard at Erin Mills Parkway-SAT
Site Code : 00000000
Start Date : 2024-03-23
Page No : 4



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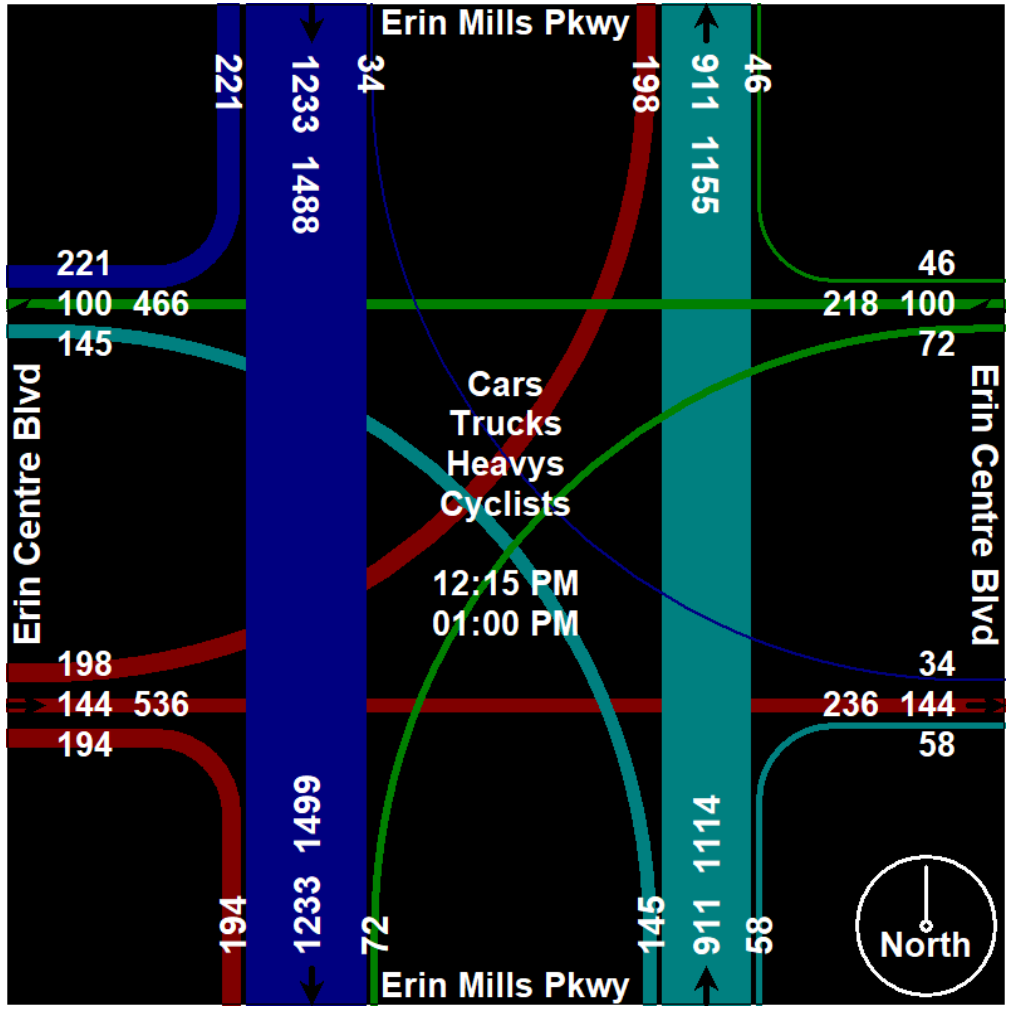
Your Traffic Count Specialist

File Name : Erin Centre Boulevard at Erin Mills Parkway-SAT
Site Code : 00000000
Start Date : 2024-03-23
Page No : 5



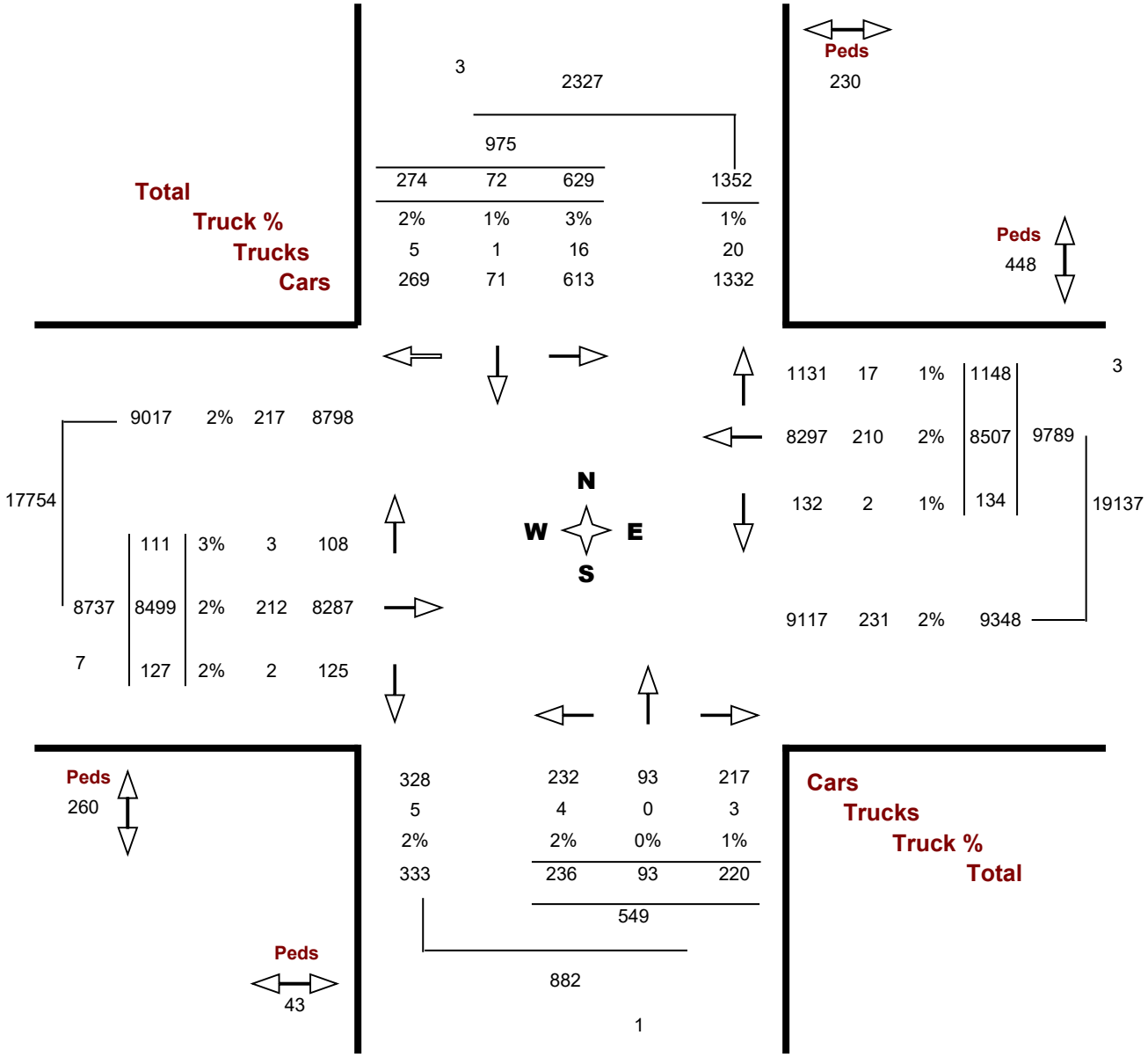
Turning Movements Count - Full Study Report

Location..... EGLINTON AVE W @ UNNAMED UCOM

Municipality..... Mississauga

GeoID..... 345486 **Count Date.....** Wednesday, 24 April, 2024

Road 1 UNNAMED UCOM **Road 2** EGLINTON AVE W



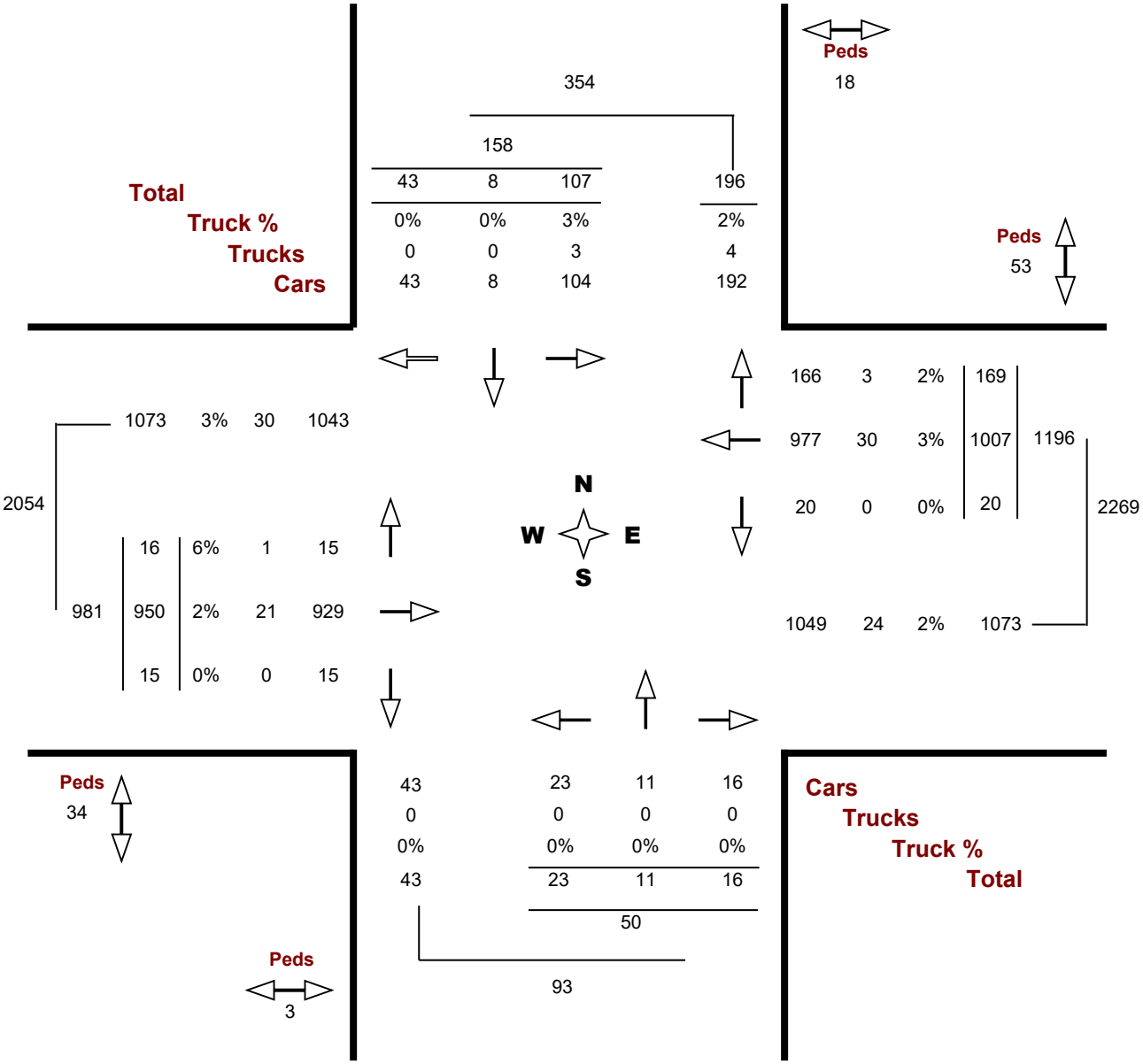
Turning Movements Report - MD Period

Location..... EGLINTON AVE W @ UNNAMED UCOM

Municipality..... Mississauga **GeoID.....** 345486

Count Date..... Wednesday, 24 April, 2024 **Peak Hour.....** 12:45 PM — 01:45 PM

Road 1 UNNAMED UCOM **Road 2** EGLINTON AVE W



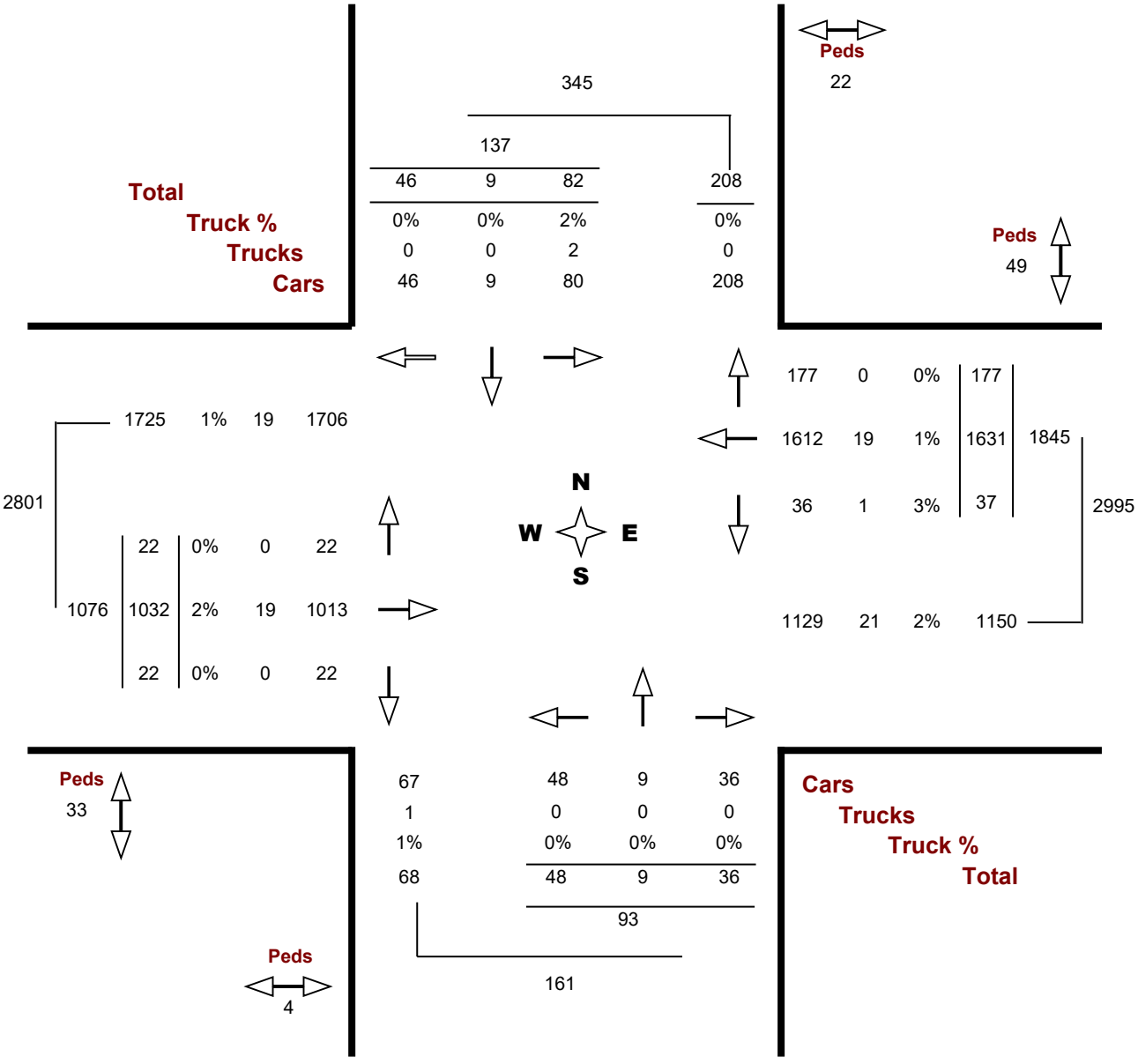
Turning Movements Report - PM Period

Location..... EGLINTON AVE W @ UNNAMED UCOM

Municipality..... Mississauga **GeoID.....** 345486

Count Date..... Wednesday, 24 April, 2024 **Peak Hour.....** 04:30 PM — 05:30 PM

Road 1 UNNAMED UCOM **Road 2** EGLINTON AVE W



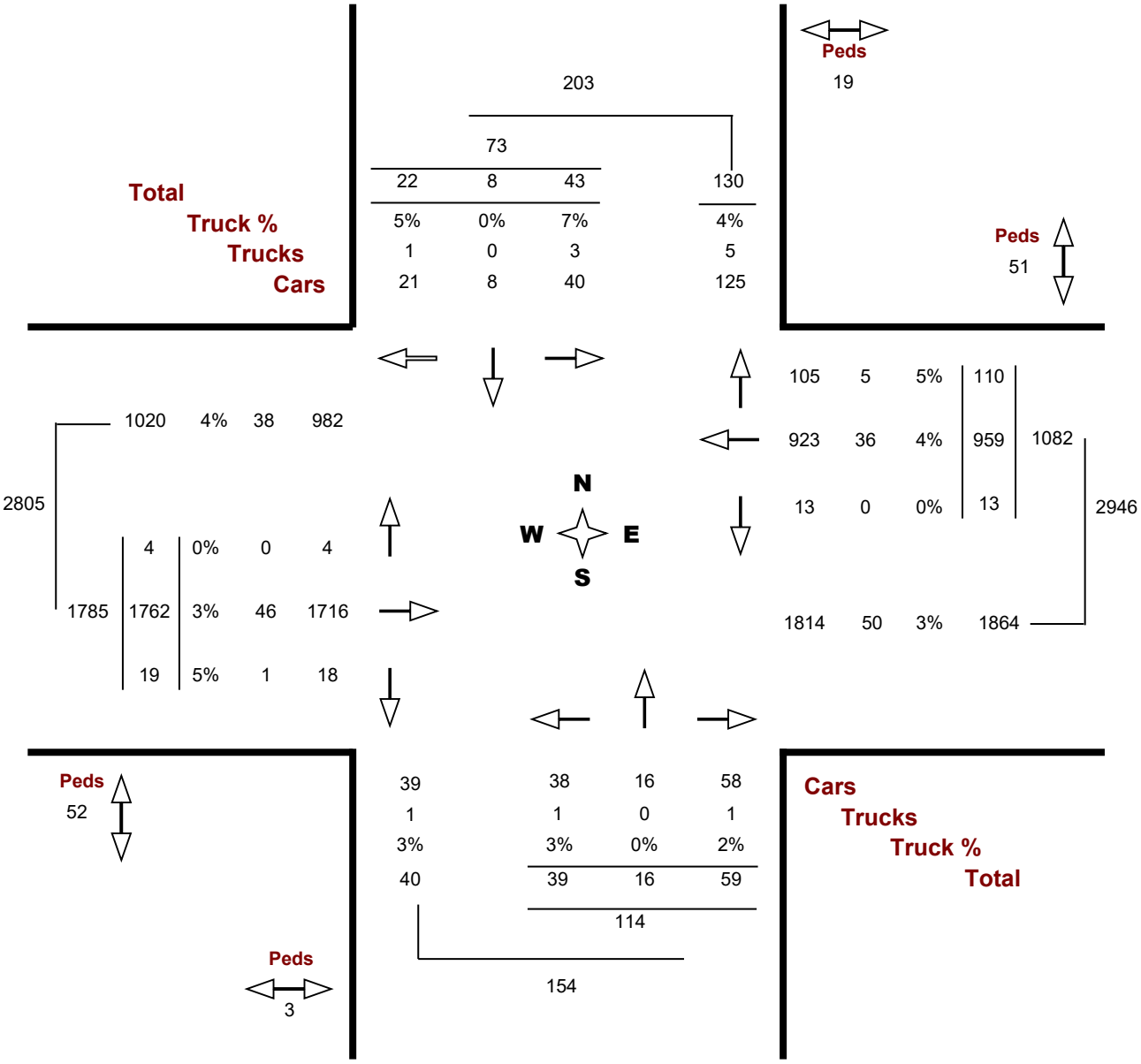
Turning Movements Report - AM Period

Location..... EGLINTON AVE W @ UNNAMED UCOM

Municipality..... Mississauga **GeoID.....** 345486

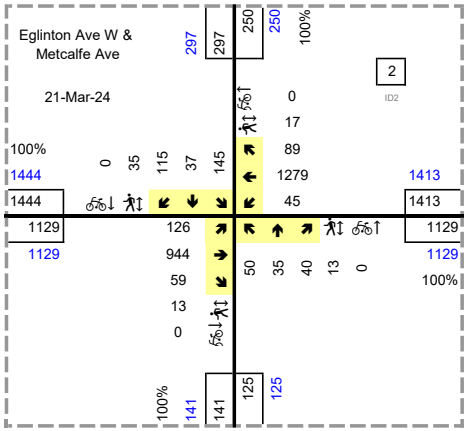
Count Date..... Wednesday, 24 April, 2024 **Peak Hour.....** 08:00 AM — 09:00 AM

Road 1 UNNAMED UCOM **Road 2** EGLINTON AVE W

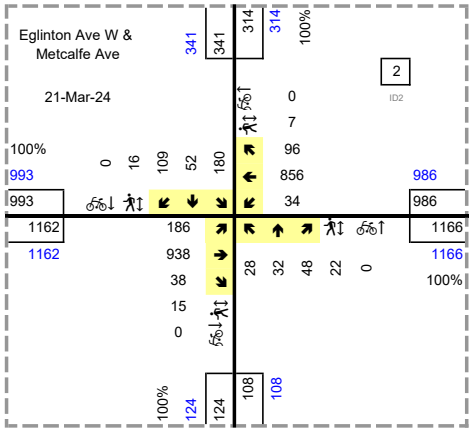


This sheet is prepared to establish a factor between the PM and Saturday for Metcalfe and then apply it to the intersection of Eglinton Avenue W and 2520 Eglinton Avenue W

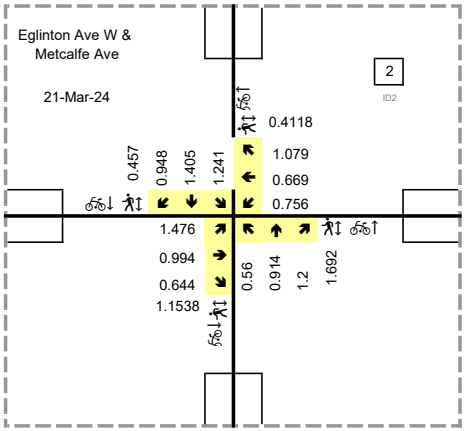
PM



SAT



FACTOR



Controller Type:	Intelight	ID:	3204	Location:	EGLINTON AVENUE E @ Metcalfe Road-Mall Access				
Phase - Parameter 1-16	**Units**	**Phase 1**	**Phase 2**	**Phase 3**	**Phase 4**	**Phase 5**	**Phase 6**	**Phase 7**	**Phase 8**
Phase Description*	String								
Walk	Sec	0	10	0	10	0	10	0	10
Ped Clear	Sec	0	27	0	28	0	27	0	28
Min Green	Sec	0	10	0	20	0	10	0	20
Passage	Sec	3	3	2	3	2	3	3	3
Maximum 1	Sec	0	35	0	25	0	35	0	25
Maximum 2	Sec	0	35	0	25	0	35	0	25
Yellow Change	Sec	3	4	3	3.5	3	4	3	3.5
Red Clearance	Sec	0	3	0	3.5	0	3	0	3.5
Red Revert	Sec	0	0	0	0	0	0	0	0
Added Initial	Sec	0	0	0	0	0	0	0	0
Max Initial	Sec	0	0	0	0	0	0	0	0
Time Before Reduction	Sec	0	0	0	0	0	0	0	0
Cars Before Reduction	Veh	0	0	0	0	0	0	0	0
Time To Reduce	Sec	0	0	0	0	0	0	0	0
Reduce By	Sec	0	0	0	0	0	0	0	0
Min Gap	Sec	0	0	0	0	0	0	0	0
Dynamic Max Limit	Sec	0	0	0	0	0	0	0	0
Dynamic Max Step	Sec	0	0	0	0	0	0	0	0
[P2] Start Up	Enum	other	redClear	other	phaseNotOn	phaseNotOn	redClear	other	phaseNotOn
[P2] Options	Bit	:Non Lock Detector Memo	0:Enabled Phase 1:Automatic Flash Entry Phase 2:Automatic Flash Exit Phase 3:Non-Actuated 1 7:Max Vehicle Recall 8:Ped. Recall 10:Dual Entry Phase 13:Actuated Rest In Walk	:Non Lock Detector Memo	0:Enabled Phase 5:Non Lock Detector Memory 10:Dual Entry Phase	:Non Lock Detector Memo	0:Enabled Phase 1:Automatic Flash Entry Phase 2:Automatic Flash Exit Phase 3:Non-Actuated 1 7:Max Vehicle Recall 8:Ped. Recall 10:Dual Entry Phase 13:Actuated Rest In Walk	:Non Lock Detector Memo	0:Enabled Phase 5:Non Lock Detector Memory 6:Min. Vehicle Recall 10:Dual Entry Phase
[P2] Ring	Ring	0	1	0	1	0	2	0	2
[P2] Concurrency	Phase (,)	()	(6,13,9)	()	-8	()	(2,13,9)	()	-4
Coordination - Pattern 1-32	**Units**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Cycle Time	Sec	160	160	160	0	0	0	0	0
Offset	Sec	102	144	22	0	0	0	0	0
Split	Split	1	2	3	4	5	6	7	8
Sequence	Sequence	1	1	1	1	1	1	1	1
Phase Parameter Table*	Number	1	1	1	1	1	1	1	1
Coord Phase Reference Point*	Enum	green	green	green	green	green	green	green	green
Coord Mode*	Enum	singlePermissive	singlePermissive	singlePermissive	singlePermissive	singlePermissive	singlePermissive	singlePermissive	singlePermissive
Coordination - Splits	**Units**	**Phase 1**	**Phase 2**	**Phase 3**	**Phase 4**	**Phase 5**	**Phase 6**	**Phase 7**	**Phase 8**
Split 1 - Mode	Enum	none	none	none	none	none	none	none	none
Split 1 - Time	Sec	0	104	0	56	0	104	0	56
Split 1 - Coord	Enum	FALSE	TRUE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE
Split 1 - Coord Phase Options*	Bit		0: Reference Point				0: Reference Point		
Split 2 - Mode	Enum	none	none	none	none	none	none	none	none
Split 2 - Time	Sec	0	98	0	62	0	98	0	62
Split 2 - Coord	Enum	FALSE	TRUE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE
Split 2 - Coord Phase Options*	Bit		0: Reference Point				0: Reference Point		
Split 3 - Mode	Enum	none	none	none	none	none	none	none	none
Split 3 - Time	Sec	0	102	0	58	0	102	0	58
Split 3 - Coord	Enum	FALSE	TRUE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE
Split 3 - Coord Phase Options*	Bit		0: Reference Point				0: Reference Point		
Time Base - Schedule 1-16	**Units**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Month	Bit	JFMAMJJASOND	JFMAMJJASOND	JFMAMJJASOND	J----------	-F---------	---A--------	----M-------	------J-----
Day of Week	Bit	-MTWTF-	S------	------S	----T--	-M-----	-----F-	-M-----	--T----
Day of Month	Bit	1.23457E+30	1.23457E+30	1.23457E+30	1----------	----------7----------	----------8----------	----------9----------	1----------
Day Plan	Number	1	3	2	3	3	3	3	3
Time Base - Schedule 1-16	**Units**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Month	Bit	-------A----	--------S---	---------O--	----------D	----------D	----------D	--------S---	----------
Day of Week	Bit	-M-----	-M-----	-M-----	----T--	-----F-	---W---	--T----	SMTWTFS
Day of Month	Bit	---4----------	1----------	----------3----------	----------5------	----------6-----	----------4-------	----------0-	----------
Day Plan	Number	3	3	3	3	3	3	3	0
Time Base - Day Plans	**Units**	**Evt 1**	**Evt 2**	**Evt 3**	**Evt 4**	**Evt 5**	**Evt 6**		
Plan 1 Hour	Hour	0	3	6	9	15	19		
Plan 1 Minute	Min	0	0	0	30	0	30		
Plan 1 Action	Number	8	7	1	2	3	2		
Plan 2 Hour	Hour	0	7	3	0	0	0		
Plan 2 Minute	Min	0	0	0	0	0	0		
Time Base - Day Plans	**Units**	**Evt 1**	**Evt 2**	**Evt 3**	**Evt 4**	**Evt 5**	**Evt 6**		
Plan 2 Action	Number	8	2	7	0	0	0		
Plan 3 Hour	Hour	0	8	23	3	0	0		
Plan 3 Minute	Min	0	0	0	0	0	0		
Plan 3 Action	Number	8	2	8	7	0	0		
Time Base - Action 1-32	**Units**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Pattern	Enum	Pattern 1	Pattern 2	Pattern 3	Pattern 4	Pattern 5	Pattern 6	Free	Free
Aux. Functions	Bit								

Location	EGLINTON AVENUE E @ Metcalfe Road/ Mall Access	LPI	Bike Phase
Phase 1			
Phase 2	Eglinton Avenue - E/W	**5 Sec**	✓
Phase 3			
Phase 4	Metcalfe Road-NB	**5 Sec**	
Phase 5			
Phase 6	Eglinton Avenue - WB	**5 Sec**	
Phase 7			
Phase 8	Private Access - SB	**5 Sec**	

REGIONAL MUNICIPALITY OF PEEL

Traffic Signal Timing Parameters

Database Date	**January 5, 2026**		**Prepared Date**	**January 6, 2026**
Database Rev	**iNet**		**Completed By**	**JL**
Timing Card / Field rev	**37**		**Checked By**	**HA**
Location	**Erin Mills Parkway at Eglinton Avenue**			

Phase #	Street Name - Direction	Vehicle Minimum (s)	Pedestrian Minimum (s)		Amber (s)	All Red (s)	TIME PERIOD (s)		
			WALK	FDWALK			AM SPLITS	OFF SPLITS	PM SPLITS
1	Erin Mills Pkwy - NBLT Prot.	7.0	0.0	0.0	3.0	2.0	20.0	22.0	23.0
2	Erin Mills Pkwy - SB	10.0	10.0	36.0	4.3	3.2	59.0	59.0	56.0
3	Eglinton Ave - EBLT Prot.	7.0	0.0	0.0	3.0	2.0	20.0	18.0	20.0
4	Eglinton Ave - WB	10.0	10.0	42.0	4.0	4.1	61.0	61.0	61.0
5	Erin Mills Pkwy - SBLT Prot.	7.0	0.0	0.0	3.0	2.0	23.0	18.0	20.0
6	Erin Mills Pkwy - NB	10.0	10.0	36.0	4.3	3.2	56.0	63.0	59.0
7	Eglinton Ave - WBLT Prot.	7.0	0.0	0.0	3.0	2.0	15.0	16.0	15.0
8	Eglinton Ave - EB	10.0	10.0	42.0	4.0	4.1	66.0	63.0	66.0

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

Controller Type: **Intelight** ID: **3211** Location: **EGLINTON AVENUE E @ Erin Mills Town Centre-Daniels Condo**

Phase - Parameter 1-16	**Units**	**Phase 1**	**Phase 2**	**Phase 3**	**Phase 4**	**Phase 5**	**Phase 6**	**Phase 7**	**Phase 8**
Phase Description*	String		"EB - Eglinton Ave."		"NB - Condo Access"		"WB - Eglinton Ave."		"SB - Erin Mills Town Centre
Walk	Sec	0	10	0	10	0	10	0	10
Ped Clear	Sec	0	14	0	27	0	14	0	27
Min Green	Sec	0	10	0	10	0	10	0	10
Passage	Sec	0	3	0	3	0	3	0	3
Maximum 1	Sec	0	20	0	30	0	20	0	30
Maximum 2	Sec	0	20	0	30	0	20	0	30
Yellow Change	Sec	3	4	3	3	3	4	3	3
Red Clearance	Sec	0	2.5	0	4.5	0	2.5	0	4.5
Red Revert	Sec	0	0	0	0	0	0	0	0
Added Initial	Sec	0	0	0	0	0	0	0	0
Max Initial	Sec	0	0	0	0	0	0	0	0
Time Before Reduction	Sec	0	0	0	0	0	0	0	0
Cars Before Reduction	Veh	0	0	0	0	0	0	0	0
Time To Reduce	Sec	0	0	0	0	0	0	0	0
Reduce By	Sec	0	0	0	0	0	0	0	0
Min Gap	Sec	0	0	0	0	0	0	0	0
Dynamic Max Limit	Sec	0	0	0	0	0	0	0	0
Dynamic Max Step	Sec	0	0	0	0	0	0	0	0
[P2] Start Up	Enum	other	redClear	other	phaseNotOn	other	redClear	other	phaseNotOn
[P2] Options	Bit		0:Enabled Phase 1:Automatic Flash Entry Phase 2:Automatic Flash Exit Phase 3:Non-Actuated 1 7:Max Vehicle Recall 8:Ped. Recall 10:Dual Entry Phase 13:Actuated Rest In Walk		0:Enabled Phase 5:Non Lock Detector Memory 10:Dual Entry Phase		0:Enabled Phase 1:Automatic Flash Entry Phase 2:Automatic Flash Exit Phase 3:Non-Actuated 1 7:Max Vehicle Recall 8:Ped. Recall 10:Dual Entry Phase 13:Actuated Rest In Walk		0:Enabled Phase 5:Non Lock Detector Memory 10:Dual Entry Phase
[P2] Ring	Ring	0	1	0	1	0	2	0	2
[P2] Concurrency	Phase (,)	()	(6,13,9)	()	-8	()	(2,13,9)	()	-4

Coordination - Pattern 1-32	**Units**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Cycle Time	Sec	160	160	160	0	0	0	0	0
Offset	Sec	104	155	135	0	0	0	0	0
Split	Split	1	2	3	0	0	0	0	0
Sequence	Sequence	1	1	1	0	0	0	0	0
Phase Parameter Table*	Number	1	1	1	1	1	1	1	1
Coord Phase Reference Point*	Enum	green	green	green	green	green	green	green	green
Coord Mode*	Enum	singlePermissive	singlePermissive	singlePermissive	singlePermissive	singlePermissive	singlePermissive	singlePermissive	singlePermissive

Coordination - Splits	**Units**	**Phase 1**	**Phase 2**	**Phase 3**	**Phase 4**	**Phase 5**	**Phase 6**	**Phase 7**	**Phase 8**
Split 1 - Mode	Enum	none	none	none	none	none	none	none	none
Split 1 - Time	Sec	0	115	0	45	0	115	0	45
Split 1 - Coord	Enum	FALSE	TRUE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE
Split 1 - Coord Phase Options*	Bit		0: Reference Point				0: Reference Point		
Split 2 - Mode	Enum	none	none	none	none	none	none	none	none
Split 2 - Time	Sec	0	115	0	45	0	115	0	45
Split 2 - Coord	Enum	FALSE	TRUE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE
Split 2 - Coord Phase Options*	Bit		0: Reference Point				0: Reference Point		
Split 3 - Mode	Enum	none	none	none	none	none	none	none	none
Split 3 - Time	Sec	0	115	0	45	0	115	0	45
Split 3 - Coord	Enum	FALSE	TRUE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE
Split 3 - Coord Phase Options*	Bit		0: Reference Point				0: Reference Point		

Time Base - Schedule 1-16	**Units**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Month	Bit	JFMAMJJASOND	JFMAMJJASOND	JFMAMJJASOND	J----------	-F---------	---A-------	----M------	------J-----
Day of Week	Bit	-MTWTF-	S------	------S	----T--	-M-----	-----F-	-M-----	--T----
Day of Month	Bit	1.23457E+30	1.23457E+30	1.23457E+30	1----------	----------7----------	----------8----------	----------9----------	1----------
Day Plan	Number	1	3	2	3	3	3	3	3

Time Base - Schedule 1-16	**Units**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Month	Bit	-------A----	--------S---	---------O--	----------D	----------D	----------D	--------S---	----------
Day of Week	Bit	-M-----	-M-----	-M-----	----T--	-----F-	---W---	--T----	SMTWTFS
Day of Month	Bit	---4----------	1----------	----------3----------	----------5------	----------6-----	----------4-------	----------0-	----------
Day Plan	Number	3	3	3	3	3	3	3	0

Time Base - Day Plans	**Units**	**Evt 1**	**Evt 2**	**Evt 3**	**Evt 4**	**Evt 5**	**Evt 6**
Plan 1 Hour	Hour	0	6	9	15	19	3
Plan 1 Minute	Min	0	0	30	0	30	0
Plan 1 Action	Number	8	1	2	3	2	7
Plan 2 Hour	Hour	0	7	3	0	0	0
Plan 2 Minute	Min	0	0	0	0	0	0
Plan 2 Action	Number	8	2	7	0	0	0
Plan 3 Hour	Hour	0	8	23	3	0	0
Plan 3 Minute	Min	0	0	0	0	0	0
Plan 3 Action	Number	8	2	8	7	0	0

Time Base - Action 1-32	**Units**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Pattern	Enum	Pattern 1	Pattern 2	Pattern 3	Pattern 4	Pattern 5	Pattern 6	Free	Free
Aux. Functions	Bit								

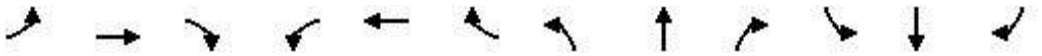
Location	EGLINTON AVENUE E @ Erin Mills Town Centre/ Daniels Condo	LPI	Bike Phase
Phase 1			
Phase 2	Eglinton Avenue - EB	**5 Sec**	✓
Phase 3			
Phase 4	Condo Access - NB	**5 Sec**	
Phase 5			
Phase 6	Eglinton Avenue - WB	**5 Sec**	
Phase 7			
Phase 8	Erin Mills Town Centre - SB	**5 Sec**	

Controller Type: **Intelight** ID: **3203** Location: **EGLINTON AVENUE E @ Glen Erin Drive**

Phase - Parameter 1-16	**Units**	**Phase 1**	**Phase 2**	**Phase 3**	**Phase 4**	**Phase 5**	**Phase 6**	**Phase 7**	**Phase 8**
Phase Description*	String		"EB"	"P.P. SBL"	"NB"	"P.P. EBL"	"WB"		"SB"
Walk	Sec	0	10	0	10	0	10	0	10
Ped Clear	Sec	0	29	0	32	0	29	0	32
Min Green	Sec	0	10	7	10	7	10	0	10
Passage	Sec	0	3	2	3	2	3	0	3
Maximum 1	Sec	0	50	10	30	10	50	0	30
Maximum 2	Sec	0	50	10	30	10	50	0	30
Yellow Change	Sec	3	4	3	3.5	3	4	3	3.5
Red Clearance	Sec	0	3	0	4	0	3	0	4
Red Revert	Sec	0	0	0	0	0	0	0	0
Added Initial	Sec	0	0	0	0	0	0	0	0
Max Initial	Sec	0	0	0	0	0	0	0	0
Time Before Reduction	Sec	0	0	0	0	0	0	0	0
Cars Before Reduction	Veh	0	0	0	0	0	0	0	0
Time To Reduce	Sec	0	0	0	0	0	0	0	0
Reduce By	Sec	0	0	0	0	0	0	0	0
Min Gap	Sec	0	0	0	0	0	0	0	0
Dynamic Max Limit	Sec	0	0	0	0	0	0	0	0
Dynamic Max Step	Sec	0	0	0	0	0	0	0	0
[P2] Start Up	Enum	other	redClear	phaseNotOn	phaseNotOn	phaseNotOn	redClear	other	phaseNotOn
[P2] Options	Bit		0:Enabled Phase 1:Automatic Flash Entry Phase 2:Automatic Flash Exit Phase 3:Non-Actuated 1 7:Max Vehicle Recall 8:Ped. Recall 10:Dual Entry Phase 13:Actuated Rest In Walk	0:Enabled Phase 5:Non Lock Detector Memory	0:Enabled Phase 5:Non Lock Detector Memory 10:Dual Entry Phase	0:Enabled Phase 5:Non Lock Detector Memory	0:Enabled Phase 1:Automatic Flash Entry Phase 2:Automatic Flash Exit Phase 3:Non-Actuated 1 7:Max Vehicle Recall 8:Ped. Recall 10:Dual Entry Phase 13:Actuated Rest In Walk		0:Enabled Phase 5:Non Lock Detector Memory 10:Dual Entry Phase
[P2] Ring	Ring	0	1	1	1	2	2	0	2
[P2] Concurrency	Phase (,)	()	(5,6)	-8	-8	-2	-2	()	(3,4)
Coordination - Pattern 1-32	**Units**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Cycle Time	Sec	160	160	160	0	0	0	0	0
Offset	Sec	82	151	56	0	0	0	0	0
Split	Split	1	2	3	4	5	6	7	8
Sequence	Sequence	1	1	1	1	1	1	1	1
Phase Parameter Table*	Number	1	1	1	1	1	1	1	1
Coord Phase Reference Point*	Enum	green	green	green	green	green	green	green	green
Coord Mode*	Enum	singlePermissive	singlePermissive	singlePermissive	singlePermissive	singlePermissive	singlePermissive	singlePermissive	singlePermissive
Coordination - Splits	**Units**	**Phase 1**	**Phase 2**	**Phase 3**	**Phase 4**	**Phase 5**	**Phase 6**	**Phase 7**	**Phase 8**
Split 1 - Mode	Enum	none	none	none	none	none	none	none	none
Split 1 - Time	Sec	0	82	19	59	0	82	0	78
Split 1 - Coord	Enum	FALSE	TRUE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE
Split 1 - Coord Phase Options*	Bit		0: Reference Point				0: Reference Point		
Split 2 - Mode	Enum	none	none	none	none	none	none	none	none
Split 2 - Time	Sec	0	80	16	64	0	80	0	80
Split 2 - Coord	Enum	FALSE	TRUE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE
Split 2 - Coord Phase Options*	Bit		0: Reference Point				0: Reference Point		
Split 3 - Mode	Enum	none	none	none	none	none	none	none	none
Split 3 - Time	Sec	0	94	16	50	12	82	0	66
Split 3 - Coord	Enum	FALSE	TRUE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE
Split 3 - Coord Phase Options*	Bit		0: Reference Point						
Time Base - Schedule 1-16	**Units**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Month	Bit	JFMAMJJASOND	JFMAMJJASOND	JFMAMJJASOND	J----------	-F----------	---A--------	----M-------	------J-----
Day of Week	Bit	-MTWTF-	S------	------S	----T--	-M-----	-----F-	-M-----	--T----
Day of Month	Bit	1.23457E+30	1.23457E+30	1.23457E+30	1----------	----------7----------	----------8----------	----------9----------	1----------
Day Plan	Number	1	3	2	3	3	3	3	3
Time Base - Schedule 1-16	**Units**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Month	Bit	-------A----	--------S---	---------O--	----------D	----------D	=----------D	--------S---	----------
Day of Week	Bit	-M-----	-M-----	-M-----	----T--	-----F-	---W---	--T----	SMTWTFS
Day of Month	Bit	---4----------	1----------	----------3----------	----------5------	----------6-----	----------4-------	----------0-	----------
Day Plan	Number	3	3	3	3	3	3	3	0
Time Base - Day Plans	**Units**	**Evt 1**	**Evt 2**	**Evt 3**	**Evt 4**	**Evt 5**	**Evt 6**		
Plan 1 Hour	Hour	0	6	9	15	19	3		
Plan 1 Minute	Min	0	0	30	0	30	0		
Plan 1 Action	Number	8	1	2	3	2	7		
Plan 2 Hour	Hour	0	7	3	0	0	0		
Plan 2 Minute	Min	0	0	0	0	0	0		
Plan 2 Action	Number	8	2	7	0	0	0		
Plan 3 Hour	Hour	0	8	23	3	0	0		
Plan 3 Minute	Min	0	0	0	0	0	0		
Plan 3 Action	Number	8	2	8	7	0	0		
Time Base - Action 1-32	**Units**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Pattern	Enum	Pattern 1	Pattern 2	Pattern 3	Pattern 4	Pattern 5	Pattern 6	Free	Free
Aux. Functions	Bit								

Location	EGLINTON AVENUE E @ Glen Erin Drive	LPI
Phase 1		
Phase 2	Eglinton Avenue - EB	**5 Sec**
Phase 3	Glen Erin Drive - SBLT	
Phase 4	Glen Erin Drive - NB	**5 Sec**
Phase 5	Eglinton Avenue - EBLT	
Phase 6	Eglinton Avenue - WB	**5 Sec**
Phase 7		
Phase 8	Glen Erin Drive - SB	**5 Sec**

Appendix C –
2026 Existing Conditions – Synchro HCM Detailed Analysis

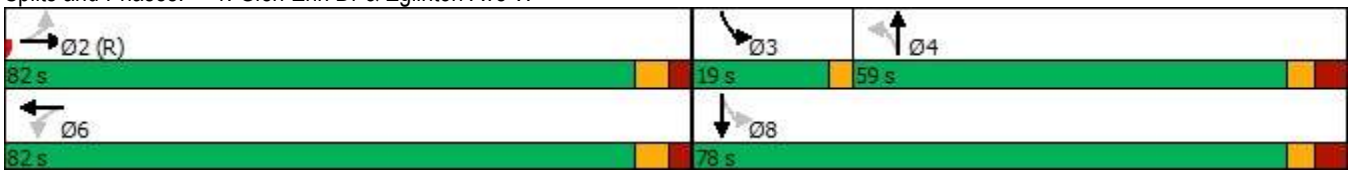


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	96	838	114	131	1157	200	101	499	105	190	319	82
Future Volume (vph)	96	838	114	131	1157	200	101	499	105	190	319	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	99.0		0.0	106.0		0.0	25.0		0.0	85.0		0.0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (m)	35.0			45.0			60.0			20.0		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00		0.99	0.99		0.98	0.99		0.99	0.99	
Frt		0.982			0.978			0.974			0.969	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1825	5037	0	1807	5046	0	1825	3502	0	1825	3475	0
Flt Permitted	0.121			0.227			0.496			0.152		
Satd. Flow (perm)	232	5037	0	430	5046	0	934	3502	0	290	3475	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21			29			16			22	
Link Speed (k/h)		60			60			50			50	
Link Distance (m)		206.5			356.7			216.8			214.8	
Travel Time (s)		12.4			21.4			15.6			15.5	
Confl. Peds. (#/hr)	34		23	23		34	32		25	25		32
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	2%	0%	1%	1%	0%	0%	1%	0%	0%	1%	0%
Adj. Flow (vph)	105	921	125	144	1271	220	111	548	115	209	351	90
Shared Lane Traffic (%)												
Lane Group Flow (vph)	105	1046	0	144	1491	0	111	663	0	209	441	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.7			3.7			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	6.1	30.5		6.1	30.5		6.1	30.5		6.1	30.5	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	6.1	1.8		6.1	1.8		6.1	1.8		6.1	1.8	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(m)		28.7			28.7			28.7			28.7	
Detector 2 Size(m)		1.8			1.8			1.8			1.8	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		2			6			4		3	8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		3	8	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		7.0	10.0	
Minimum Split (s)	46.0	46.0		46.0	46.0		49.5	49.5		10.0	49.5	
Total Split (s)	82.0	82.0		82.0	82.0		59.0	59.0		19.0	78.0	
Total Split (%)	51.3%	51.3%		51.3%	51.3%		36.9%	36.9%		11.9%	48.8%	
Maximum Green (s)	75.0	75.0		75.0	75.0		51.5	51.5		16.0	70.5	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.5	3.5		3.0	3.5	
All-Red Time (s)	3.0	3.0		3.0	3.0		4.0	4.0		0.0	4.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0		7.0	7.0		7.5	7.5		3.0	7.5	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		2.0	3.0	
Recall Mode	C-Max	C-Max		Max	Max		None	None		None	None	
Walk Time (s)	10.0	10.0		10.0	10.0		10.0	10.0			10.0	
Flash Dont Walk (s)	29.0	29.0		29.0	29.0		32.0	32.0			32.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0			0	
Act Effct Green (s)	89.9	89.9		89.9	89.9		37.2	37.2		60.1	55.6	
Actuated g/C Ratio	0.56	0.56		0.56	0.56		0.23	0.23		0.38	0.35	
v/c Ratio	0.81	0.37		0.60	0.52		0.51	0.80		0.82	0.36	
Control Delay	73.8	20.1		42.1	25.0		61.0	64.0		59.2	37.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	73.8	20.1		42.1	25.0		61.0	64.0		59.2	37.0	
LOS	E	C		D	C		E	E		E	D	
Approach Delay		25.0			26.5			63.6			44.1	
Approach LOS		C			C			E			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 35.6		Intersection LOS: D	
Intersection Capacity Utilization 100.4%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 1: Glen Erin Dr & Eglinton Ave W



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	105	1046	144	1491	111	663	209	441
v/c Ratio	0.81	0.37	0.60	0.52	0.51	0.80	0.82	0.36
Control Delay	73.8	20.1	42.1	25.0	61.0	64.0	59.2	37.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.8	20.1	42.1	25.0	61.0	64.0	59.2	37.0
Queue Length 50th (m)	26.1	64.5	19.3	71.3	31.1	103.6	46.6	52.0
Queue Length 95th (m)	#71.3	84.0	63.0	118.6	49.0	118.0	#66.9	61.5
Internal Link Dist (m)		182.5		332.7		192.8		190.8
Turn Bay Length (m)	99.0		106.0		25.0		85.0	
Base Capacity (vph)	130	2840	241	2849	300	1138	262	1543
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.37	0.60	0.52	0.37	0.58	0.80	0.29

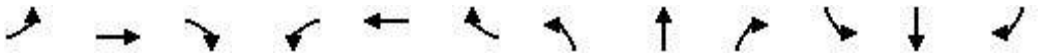
Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	96	838	114	131	1157	200	101	499	105	190	319	82
Future Volume (vph)	96	838	114	131	1157	200	101	499	105	190	319	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0		7.0	7.0		7.5	7.5		3.0	7.5	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		0.99	1.00		0.98	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.98		1.00	0.97		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1818	5037		1797	5045		1789	3502		1823	3476	
Flt Permitted	0.12	1.00		0.23	1.00		0.50	1.00		0.15	1.00	
Satd. Flow (perm)	231	5037		429	5045		935	3502		291	3476	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	105	921	125	144	1271	220	111	548	115	209	351	90
RTOR Reduction (vph)	0	9	0	0	13	0	0	12	0	0	14	0
Lane Group Flow (vph)	105	1037	0	144	1478	0	111	651	0	209	427	0
Confl. Peds. (#/hr)	34		23	23		34	32		25	25		32
Heavy Vehicles (%)	0%	2%	0%	1%	1%	0%	0%	1%	0%	0%	1%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		2			6			4		3	8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	89.9	89.9		89.9	89.9		37.3	37.3		55.6	55.6	
Effective Green, g (s)	89.9	89.9		89.9	89.9		37.3	37.3		55.6	55.6	
Actuated g/C Ratio	0.56	0.56		0.56	0.56		0.23	0.23		0.35	0.35	
Clearance Time (s)	7.0	7.0		7.0	7.0		7.5	7.5		3.0	7.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		2.0	3.0	
Lane Grp Cap (vph)	129	2830		241	2834		217	816		247	1207	
v/s Ratio Prot		0.21			0.29			0.19		c0.08	0.12	
v/s Ratio Perm	c0.45			0.34			0.12			c0.21		
v/c Ratio	0.81	0.37		0.60	0.52		0.51	0.80		0.85	0.35	
Uniform Delay, d1	28.3	19.3		23.1	21.7		53.4	57.8		41.2	38.8	
Progression Factor	1.00	1.00		1.15	1.10		1.00	1.00		1.00	1.00	
Incremental Delay, d2	41.0	0.4		10.0	0.7		2.0	5.5		21.7	0.2	
Delay (s)	69.3	19.7		36.7	24.5		55.4	63.2		62.9	39.0	
Level of Service	E	B		D	C		E	E		E	D	
Approach Delay (s)		24.2			25.6			62.1			46.7	
Approach LOS		C			C			E			D	

Intersection Summary			
HCM 2000 Control Delay	35.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	17.5
Intersection Capacity Utilization	100.4%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group



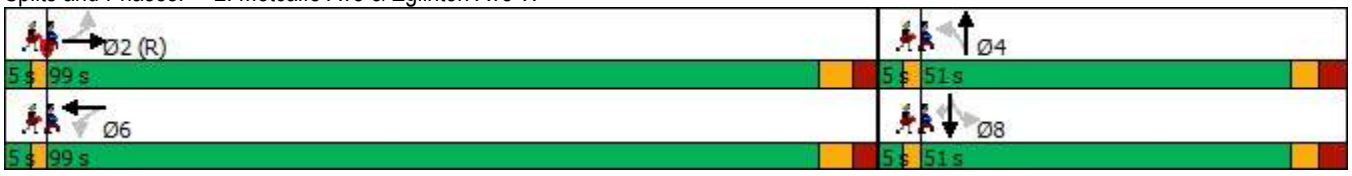
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	126	950	59	46	1321	90	50	35	40	145	37	115
Future Volume (vph)	126	950	59	46	1321	90	50	35	40	145	37	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	160.0		0.0	73.0		0.0	25.0		0.0	0.0		0.0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (m)	45.0			32.0			21.0			2.5		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		0.99	1.00		0.95	0.98		0.98		0.94
Frt		0.991			0.990			0.920				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1825	5086	0	1825	5132	0	1825	1739	0	1825	1921	1633
Flt Permitted	0.151			0.249			0.732			0.706		
Satd. Flow (perm)	289	5086	0	475	5132	0	1338	1739	0	1333	1921	1532
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			11			35				103
Link Speed (k/h)		60			60			50			50	
Link Distance (m)		356.7			165.8			99.9			89.8	
Travel Time (s)		21.4			9.9			7.2			6.5	
Confl. Peds. (#/hr)	17		13	13		17	35		13	13		35
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	2%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	133	1000	62	48	1391	95	53	37	42	153	39	121
Shared Lane Traffic (%)												
Lane Group Flow (vph)	133	1062	0	48	1486	0	53	79	0	153	39	121
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.7			3.7			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (m)	6.1	30.5		6.1	30.5		6.1	30.5		6.1	30.5	6.1
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Size(m)	6.1	1.8		6.1	1.8		6.1	1.8		6.1	1.8	6.1
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(m)		28.7			28.7			28.7			28.7	
Detector 2 Size(m)		1.8			1.8			1.8			1.8	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	Ø1	Ø3	Ø5	Ø7
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Ideal Flow (vphpl)				
Storage Length (m)				
Storage Lanes				
Taper Length (m)				
Lane Util. Factor				
Ped Bike Factor				
Frt				
Flt Protected				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Right Turn on Red				
Satd. Flow (RTOR)				
Link Speed (k/h)				
Link Distance (m)				
Travel Time (s)				
Confl. Peds. (#/hr)				
Peak Hour Factor				
Heavy Vehicles (%)				
Adj. Flow (vph)				
Shared Lane Traffic (%)				
Lane Group Flow (vph)				
Enter Blocked Intersection				
Lane Alignment				
Median Width(m)				
Link Offset(m)				
Crosswalk Width(m)				
Two way Left Turn Lane				
Headway Factor				
Turning Speed (k/h)				
Number of Detectors				
Detector Template				
Leading Detector (m)				
Trailing Detector (m)				
Detector 1 Position(m)				
Detector 1 Size(m)				
Detector 1 Type				
Detector 1 Channel				
Detector 1 Extend (s)				
Detector 1 Queue (s)				
Detector 1 Delay (s)				
Detector 2 Position(m)				
Detector 2 Size(m)				
Detector 2 Type				
Detector 2 Channel				
Detector 2 Extend (s)				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		8
Detector Phase	2	2		6	6		4	4		8	8	8
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		20.0	20.0		20.0	20.0	20.0
Minimum Split (s)	39.0	39.0		39.0	39.0		40.0	40.0		40.0	40.0	40.0
Total Split (s)	99.0	99.0		99.0	99.0		51.0	51.0		51.0	51.0	51.0
Total Split (%)	61.9%	61.9%		61.9%	61.9%		31.9%	31.9%		31.9%	31.9%	31.9%
Maximum Green (s)	92.0	92.0		92.0	92.0		44.0	44.0		44.0	44.0	44.0
Yellow Time (s)	4.0	4.0		4.0	4.0		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	3.0	3.0		3.0	3.0		3.5	3.5		3.5	3.5	3.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Lead/Lag	Lag	Lag		Lag	Lag		Lag	Lag		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	C-Max	C-Max		Max	Max		None	None		None	None	None
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	27.0	27.0		27.0	27.0		28.0	28.0		28.0	28.0	28.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effct Green (s)	121.0	121.0		121.0	121.0		25.0	25.0		25.0	25.0	25.0
Actuated g/C Ratio	0.76	0.76		0.76	0.76		0.16	0.16		0.16	0.16	0.16
v/c Ratio	0.61	0.28		0.13	0.38		0.25	0.26		0.74	0.13	0.37
Control Delay	22.8	3.7		2.4	2.0		60.6	34.9		84.4	56.8	16.6
Queue Delay	0.0	0.0		0.0	0.1		0.0	0.0		0.0	0.0	0.0
Total Delay	22.8	3.7		2.4	2.1		60.6	34.9		84.4	56.8	16.6
LOS	C	A		A	A		E	C		F	E	B
Approach Delay		5.8			2.1			45.2			54.8	
Approach LOS		A			A			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 22 (14%), Referenced to phase 2:EBTL, Start of Green			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 10.5		Intersection LOS: B	
Intersection Capacity Utilization 85.9%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 2: Metcalfe Ave & Eglinton Ave W



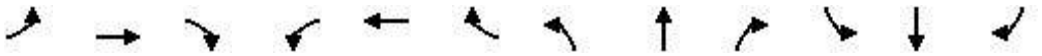
Lane Group	Ø1	Ø3	Ø5	Ø7
Turn Type				
Protected Phases	1	3	5	7
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	3.0	3.0	3.0	3.0
Minimum Split (s)	5.0	5.0	5.0	5.0
Total Split (s)	5.0	5.0	5.0	5.0
Total Split (%)	3%	3%	3%	3%
Maximum Green (s)	3.0	3.0	3.0	3.0
Yellow Time (s)	2.0	2.0	2.0	2.0
All-Red Time (s)	0.0	0.0	0.0	0.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None
Walk Time (s)	0.0	0.0	0.0	0.0
Flash Dont Walk (s)	0.0	0.0	0.0	0.0
Pedestrian Calls (#/hr)	0	0	0	0
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				

Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	133	1062	48	1486	53	79	153	39	121
v/c Ratio	0.61	0.28	0.13	0.38	0.25	0.26	0.74	0.13	0.37
Control Delay	22.8	3.7	2.4	2.0	60.6	34.9	84.4	56.8	16.6
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay	22.8	3.7	2.4	2.1	60.6	34.9	84.4	56.8	16.6
Queue Length 50th (m)	8.9	18.8	0.3	3.4	15.2	12.4	47.5	11.0	5.0
Queue Length 95th (m)	m60.7	25.4	m6.5	41.3	27.2	26.5	68.8	20.9	22.5
Internal Link Dist (m)		332.7		141.8		75.9		65.8	
Turn Bay Length (m)	160.0		73.0		25.0				
Base Capacity (vph)	218	3848	359	3883	367	503	366	528	495
Starvation Cap Reductn	0	0	0	866	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.28	0.13	0.49	0.14	0.16	0.42	0.07	0.24

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	126	950	59	46	1321	90	50	35	40	145	37	115
Future Volume (vph)	126	950	59	46	1321	90	50	35	40	145	37	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.98		1.00	1.00	0.94
Flpb, ped/bikes	1.00	1.00		0.99	1.00		0.95	1.00		0.98	1.00	1.00
Frt	1.00	0.99		1.00	0.99		1.00	0.92		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1820	5087		1812	5134		1737	1739		1794	1921	1532
Flt Permitted	0.15	1.00		0.25	1.00		0.73	1.00		0.71	1.00	1.00
Satd. Flow (perm)	289	5087		475	5134		1338	1739		1333	1921	1532
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)	133	1000	62	48	1391	95	53	37	42	153	39	121
RTOR Reduction (vph)	0	2	0	0	3	0	0	30	0	0	0	87
Lane Group Flow (vph)	133	1060	0	48	1483	0	53	49	0	153	39	34
Confl. Peds. (#/hr)	17		13	13		17	35		13	13		35
Heavy Vehicles (%)	0%	2%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		8
Actuated Green, G (s)	121.0	121.0		121.0	121.0		25.0	25.0		25.0	25.0	25.0
Effective Green, g (s)	121.0	121.0		121.0	121.0		25.0	25.0		25.0	25.0	25.0
Actuated g/C Ratio	0.76	0.76		0.76	0.76		0.16	0.16		0.16	0.16	0.16
Clearance Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	218	3847		359	3882		209	271		208	300	239
v/s Ratio Prot		0.21			0.29			0.03			0.02	
v/s Ratio Perm	c0.46			0.10			0.04			c0.11		0.02
v/c Ratio	0.61	0.28		0.13	0.38		0.25	0.18		0.74	0.13	0.14
Uniform Delay, d1	8.8	6.0		5.3	6.7		59.3	58.6		64.3	58.1	58.3
Progression Factor	0.89	0.56		0.25	0.25		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	11.0	0.2		0.7	0.3		0.6	0.3		12.7	0.2	0.3
Delay (s)	18.8	3.5		2.1	1.9		59.9	59.0		77.0	58.3	58.5
Level of Service	B	A		A	A		E	E		E	E	E
Approach Delay (s)		5.2			1.9			59.4			67.5	
Approach LOS		A			A			E			E	

Intersection Summary			
HCM 2000 Control Delay	12.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	85.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

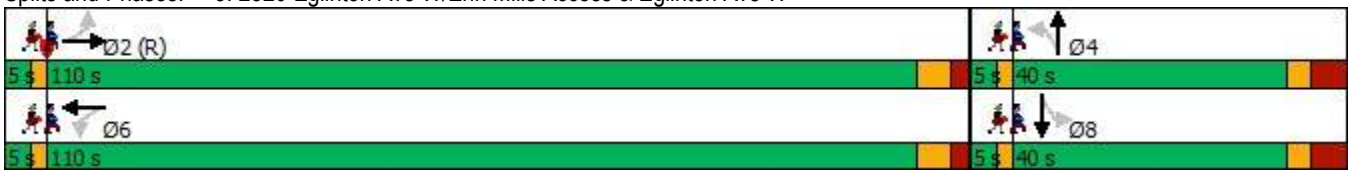
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	1093	22	37	1363	177	48	9	37	86	9	46
Future Volume (vph)	23	1093	22	37	1363	177	48	9	37	86	9	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	20.0		0.0	35.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (m)	35.0			38.0			2.5			2.5		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		1.00	0.99		0.97	0.93			0.94	
Frt		0.997			0.983			0.878			0.956	
Flt Protected	0.950			0.950			0.950				0.970	
Satd. Flow (prot)	1825	5125	0	1772	5001	0	1825	1572	0	0	1715	0
Flt Permitted	0.133			0.223			0.641				0.785	
Satd. Flow (perm)	256	5125	0	415	5001	0	1189	1572	0	0	1329	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			29			39			14	
Link Speed (k/h)		60			60			50			50	
Link Distance (m)		165.8			169.6			61.1			86.9	
Travel Time (s)		9.9			10.2			4.4			6.3	
Confl. Peds. (#/hr)	22		4	4		22	33		49	49		33
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	2%	0%	3%	2%	0%	0%	0%	0%	3%	0%	0%
Adj. Flow (vph)	24	1139	23	39	1420	184	50	9	39	90	9	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	24	1162	0	39	1604	0	50	48	0	0	147	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.7			3.7			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	6.1	30.5		6.1	30.5		6.1	30.5		6.1	30.5	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	6.1	1.8		6.1	1.8		6.1	1.8		6.1	1.8	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(m)		28.7			28.7			28.7			28.7	
Detector 2 Size(m)		1.8			1.8			1.8			1.8	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	Ø1	Ø3	Ø5	Ø7
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Ideal Flow (vphpl)				
Storage Length (m)				
Storage Lanes				
Taper Length (m)				
Lane Util. Factor				
Ped Bike Factor				
Frt				
Flt Protected				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Right Turn on Red				
Satd. Flow (RTOR)				
Link Speed (k/h)				
Link Distance (m)				
Travel Time (s)				
Confl. Peds. (#/hr)				
Peak Hour Factor				
Heavy Vehicles (%)				
Adj. Flow (vph)				
Shared Lane Traffic (%)				
Lane Group Flow (vph)				
Enter Blocked Intersection				
Lane Alignment				
Median Width(m)				
Link Offset(m)				
Crosswalk Width(m)				
Two way Left Turn Lane				
Headway Factor				
Turning Speed (k/h)				
Number of Detectors				
Detector Template				
Leading Detector (m)				
Trailing Detector (m)				
Detector 1 Position(m)				
Detector 1 Size(m)				
Detector 1 Type				
Detector 1 Channel				
Detector 1 Extend (s)				
Detector 1 Queue (s)				
Detector 1 Delay (s)				
Detector 2 Position(m)				
Detector 2 Size(m)				
Detector 2 Type				
Detector 2 Channel				
Detector 2 Extend (s)				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	25.5	25.5		25.5	25.5		39.5	39.5		39.5	39.5	
Total Split (s)	110.0	110.0		110.0	110.0		40.0	40.0		40.0	40.0	
Total Split (%)	68.8%	68.8%		68.8%	68.8%		25.0%	25.0%		25.0%	25.0%	
Maximum Green (s)	103.5	103.5		103.5	103.5		32.5	32.5		32.5	32.5	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.5	2.5		2.5	2.5		4.5	4.5		4.5	4.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		7.5	7.5			7.5	
Lead/Lag	Lag	Lag		Lag	Lag		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Max	C-Max		Max	Max		None	None		None	None	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	14.0	14.0		14.0	14.0		27.0	27.0		27.0	27.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	124.5	124.5		124.5	124.5		21.5	21.5			21.5	
Actuated g/C Ratio	0.78	0.78		0.78	0.78		0.13	0.13			0.13	
v/c Ratio	0.12	0.29		0.12	0.41		0.31	0.20			0.77	
Control Delay	8.3	8.1		16.1	19.3		65.4	21.9			85.1	
Queue Delay	0.0	0.1		0.0	1.0		0.0	0.0			0.0	
Total Delay	8.3	8.2		16.1	20.3		65.4	21.9			85.1	
LOS	A	A		B	C		E	C			F	
Approach Delay		8.2			20.2			44.1			85.1	
Approach LOS		A			C			D			F	

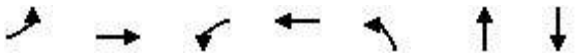
Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 46 (29%), Referenced to phase 2:EBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 19.5		Intersection LOS: B	
Intersection Capacity Utilization 65.5%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 3: 2520 Eglinton Ave W/Erin Mills Access & Eglinton Ave W



Lane Group	Ø1	Ø3	Ø5	Ø7
Turn Type				
Protected Phases	1	3	5	7
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	3.0	3.0	3.0	3.0
Minimum Split (s)	5.0	5.0	5.0	5.0
Total Split (s)	5.0	5.0	5.0	5.0
Total Split (%)	3%	3%	3%	3%
Maximum Green (s)	3.0	3.0	3.0	3.0
Yellow Time (s)	2.0	2.0	2.0	2.0
All-Red Time (s)	0.0	0.0	0.0	0.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None
Walk Time (s)	0.0	0.0	0.0	0.0
Flash Dont Walk (s)	0.0	0.0	0.0	0.0
Pedestrian Calls (#/hr)	0	0	0	0
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	24	1162	39	1604	50	48	147
v/c Ratio	0.12	0.29	0.12	0.41	0.31	0.20	0.77
Control Delay	8.3	8.1	16.1	19.3	65.4	21.9	85.1
Queue Delay	0.0	0.1	0.0	1.0	0.0	0.0	0.0
Total Delay	8.3	8.2	16.1	20.3	65.4	21.9	85.1
Queue Length 50th (m)	2.1	70.6	6.0	138.0	14.6	2.5	41.6
Queue Length 95th (m)	10.4	96.8	m10.0	159.9	27.0	14.3	63.5
Internal Link Dist (m)		141.8		145.6		37.1	62.9
Turn Bay Length (m)	20.0		35.0				
Base Capacity (vph)	199	3990	323	3898	241	350	281
Starvation Cap Reductn	0	1541	0	1910	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.47	0.12	0.81	0.21	0.14	0.52

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	1093	22	37	1363	177	48	9	37	86	9	46
Future Volume (vph)	23	1093	22	37	1363	177	48	9	37	86	9	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5	6.5		7.5	7.5			7.5	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00			1.00	
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	0.93			0.98	
Flpb, ped/bikes	0.99	1.00		1.00	1.00		0.97	1.00			0.96	
Frt	1.00	1.00		1.00	0.98		1.00	0.88			0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.97	
Satd. Flow (prot)	1812	5125		1767	5000		1763	1572			1643	
Flt Permitted	0.13	1.00		0.22	1.00		0.64	1.00			0.78	
Satd. Flow (perm)	253	5125		415	5000		1190	1572			1329	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	24	1139	23	39	1420	184	50	9	39	90	9	48
RTOR Reduction (vph)	0	1	0	0	6	0	0	34	0	0	12	0
Lane Group Flow (vph)	24	1161	0	39	1598	0	50	14	0	0	135	0
Confl. Peds. (#/hr)	22		4	4		22	33		49	49		33
Heavy Vehicles (%)	0%	2%	0%	3%	2%	0%	0%	0%	0%	3%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	124.5	124.5		124.5	124.5		21.5	21.5			21.5	
Effective Green, g (s)	124.5	124.5		124.5	124.5		21.5	21.5			21.5	
Actuated g/C Ratio	0.78	0.78		0.78	0.78		0.13	0.13			0.13	
Clearance Time (s)	6.5	6.5		6.5	6.5		7.5	7.5			7.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	196	3987		322	3890		159	211			178	
v/s Ratio Prot		0.23			c0.32			0.01				
v/s Ratio Perm	0.09			0.09			0.04				c0.10	
v/c Ratio	0.12	0.29		0.12	0.41		0.31	0.07			0.76	
Uniform Delay, d1	4.4	5.1		4.3	5.8		62.6	60.5			66.7	
Progression Factor	1.17	1.43		2.68	3.10		1.00	1.00			1.00	
Incremental Delay, d2	1.2	0.2		0.6	0.2		1.1	0.1			16.7	
Delay (s)	6.3	7.5		12.2	18.2		63.7	60.6			83.5	
Level of Service	A	A		B	B		E	E			F	
Approach Delay (s)		7.5			18.0			62.2			83.5	
Approach LOS		A			B			E			F	

Intersection Summary			
HCM 2000 Control Delay	18.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	65.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	81	75	223	140	63	188
Future Volume (vph)	81	75	223	140	63	188
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected				0.970	0.950	
Satd. Flow (prot)	1921	1633	0	3541	1825	1633
Flt Permitted				0.970	0.950	
Satd. Flow (perm)	1921	1633	0	3541	1825	1633
Link Speed (k/h)	48			48	48	
Link Distance (m)	67.2			76.6	89.8	
Travel Time (s)	5.0			5.7	6.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	88	82	242	152	68	204
Shared Lane Traffic (%)						
Lane Group Flow (vph)	88	82	0	394	68	204
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)		14	24		24	14
Sign Control	Stop			Stop	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.2%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	81	75	223	140	63	188
Future Volume (vph)	81	75	223	140	63	188
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	88	82	242	152	68	204

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total (vph)	88	82	293	101	68	204
Volume Left (vph)	0	0	242	0	68	0
Volume Right (vph)	0	82	0	0	0	204
Hadj (s)	0.00	-0.60	0.41	0.00	0.50	-0.70
Departure Headway (s)	5.5	3.2	5.8	5.3	6.3	5.1
Degree Utilization, x	0.14	0.07	0.47	0.15	0.12	0.29
Capacity (veh/h)	610	1121	608	647	543	668
Control Delay (s)	9.4	6.5	12.5	8.1	8.9	8.9
Approach Delay (s)	8.0		11.4		8.9	
Approach LOS	A		B		A	

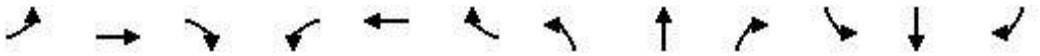
Intersection Summary			
Delay	9.9		
Level of Service	A		
Intersection Capacity Utilization	29.2%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	142	814	255	125	1089	277	322	1211	108	192	1136	161
Future Volume (vph)	142	814	255	125	1089	277	322	1211	108	192	1136	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	78.0		120.0	78.0		125.0	100.0		125.0	160.0		120.0
Storage Lanes	1		1	2		1	2		1	2		1
Taper Length (m)	35.0			60.0			50.0			50.0		
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor	1.00		0.96	0.99		0.97	1.00		0.97	1.00		0.97
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1825	5142	1617	3404	5193	1601	3506	5092	1633	3506	5092	1601
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1819	5142	1555	3377	5193	1554	3491	5092	1585	3495	5092	1547
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			233			243			115			148
Link Speed (k/h)		60			60			70			70	
Link Distance (m)		169.6			214.1			203.5			258.0	
Travel Time (s)		10.2			12.8			10.5			13.3	
Confl. Peds. (#/hr)	19		29	29		19	21		17	17		21
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	2%	1%	4%	1%	2%	1%	3%	0%	1%	3%	2%
Adj. Flow (vph)	151	866	271	133	1159	295	343	1288	115	204	1209	171
Shared Lane Traffic (%)												
Lane Group Flow (vph)	151	866	271	133	1159	295	343	1288	115	204	1209	171
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		7.4			7.4			7.4			7.4	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (m)	6.1	30.5	6.1	6.1	30.5	6.1	6.1	30.5	6.1	6.1	30.5	6.1
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	6.1	1.8	6.1	6.1	1.8	6.1	6.1	1.8	6.1	6.1	1.8	6.1
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (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
Detector 1 Queue (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
Detector 1 Delay (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
Detector 2 Position(m)		28.7			28.7			28.7			28.7	
Detector 2 Size(m)		1.8			1.8			1.8			1.8	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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%
Maximum Green (s)	15.0	57.9	57.9	10.0	52.9	52.9	18.0	51.5	51.5	15.0	48.5	48.5
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?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
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
Recall Mode	None	Max	Max	None	Max	Max	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)		10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0
Flash Dont Walk (s)		42.0	42.0		42.0	42.0		36.0	36.0		36.0	36.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	14.8	58.2	58.2	9.7	53.1	53.1	17.7	52.8	52.8	13.7	48.8	48.8
Actuated g/C Ratio	0.09	0.36	0.36	0.06	0.33	0.33	0.11	0.33	0.33	0.09	0.30	0.30
v/c Ratio	0.89	0.46	0.38	0.65	0.67	0.44	0.88	0.77	0.19	0.68	0.78	0.30
Control Delay	117.2	55.7	27.5	88.5	48.4	10.4	93.9	51.9	6.8	83.0	55.0	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.1
Total Delay	117.2	55.7	27.5	88.5	48.4	10.4	96.4	51.9	6.8	83.0	55.0	10.2
LOS	F	E	C	F	D	B	F	D	A	F	D	B
Approach Delay		57.0			44.7			57.7			53.7	
Approach LOS		E			D			E			D	

Intersection Summary			
Area Type:	Other		
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: 0.89			
Intersection Signal Delay: 53.2		Intersection LOS: D	
Intersection Capacity Utilization 120.1%		ICU Level of Service H	
Analysis Period (min) 15			

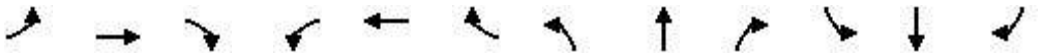
Splits and Phases: 5: Erin Mills Pkwy & Eglinton Ave W



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	151	866	271	133	1159	295	343	1288	115	204	1209	171
v/c Ratio	0.89	0.46	0.38	0.65	0.67	0.44	0.88	0.77	0.19	0.68	0.78	0.30
Control Delay	117.2	55.7	27.5	88.5	48.4	10.4	93.9	51.9	6.8	83.0	55.0	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.1
Total Delay	117.2	55.7	27.5	88.5	48.4	10.4	96.4	51.9	6.8	83.0	55.0	10.2
Queue Length 50th (m)	50.4	85.6	34.9	21.7	116.6	11.5	56.2	136.2	0.0	32.8	129.4	5.2
Queue Length 95th (m)	#92.2	103.3	62.3	33.5	133.2	36.5	#82.1	154.6	14.4	46.7	147.1	23.7
Internal Link Dist (m)		145.6			190.1			179.5			234.0	
Turn Bay Length (m)	78.0		120.0	78.0		125.0	100.0		125.0	160.0		120.0
Base Capacity (vph)	171	1870	714	212	1723	678	394	1681	600	328	1552	574
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	14	0	0	0	0	45
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.88	0.46	0.38	0.63	0.67	0.44	0.90	0.77	0.19	0.62	0.78	0.32

Intersection Summary

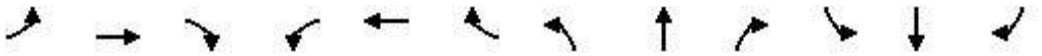
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	142	814	255	125	1089	277	322	1211	108	192	1136	161
Future Volume (vph)	142	814	255	125	1089	277	322	1211	108	192	1136	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	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	0.96	1.00	1.00	0.97	1.00	1.00	0.97	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)	1825	5142	1555	3404	5193	1554	3506	5092	1585	3506	5092	1547
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)	1825	5142	1555	3404	5193	1554	3506	5092	1585	3506	5092	1547
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	151	866	271	133	1159	295	343	1288	115	204	1209	171
RTOR Reduction (vph)	0	0	148	0	0	162	0	0	77	0	0	103
Lane Group Flow (vph)	151	866	123	133	1159	133	343	1288	38	204	1209	68
Confl. Peds. (#/hr)	19		29	29		19	21		17	17		21
Heavy Vehicles (%)	0%	2%	1%	4%	1%	2%	1%	3%	0%	1%	3%	2%
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)	14.8	58.2	58.2	9.7	53.1	53.1	17.7	52.8	52.8	13.7	48.8	48.8
Effective Green, g (s)	14.8	58.2	58.2	9.7	53.1	53.1	17.7	52.8	52.8	13.7	48.8	48.8
Actuated g/C Ratio	0.09	0.36	0.36	0.06	0.33	0.33	0.11	0.33	0.33	0.09	0.30	0.30
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)	168	1870	565	206	1723	515	387	1680	523	300	1553	471
v/s Ratio Prot	c0.08	0.17		0.04	c0.22		c0.10	c0.25		0.06	0.24	
v/s Ratio Perm			0.08			0.09			0.02			0.04
v/c Ratio	0.90	0.46	0.22	0.65	0.67	0.26	0.89	0.77	0.07	0.68	0.78	0.14
Uniform Delay, d1	71.9	38.9	35.2	73.5	46.0	39.0	70.2	48.1	36.8	71.0	50.7	40.4
Progression Factor	1.02	1.40	3.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	40.3	0.8	0.9	6.8	2.1	1.2	20.8	3.4	0.3	6.2	3.9	0.6
Delay (s)	113.8	55.4	138.1	80.2	48.1	40.3	91.0	51.5	37.1	77.2	54.6	41.1
Level of Service	F	E	F	F	D	D	F	D	D	E	D	D
Approach Delay (s)		79.6			49.3			58.3			56.0	
Approach LOS		E			D			E			E	

Intersection Summary			
HCM 2000 Control Delay	59.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.6
Intersection Capacity Utilization	120.1%	ICU Level of Service	H
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)	137	866	85	111	890	143	93	324	76	238	352	103
Future Volume (vph)	137	866	85	111	890	143	93	324	76	238	352	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	99.0		0.0	106.0		0.0	25.0		0.0	85.0		0.0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (m)	35.0			45.0			60.0			20.0		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.99	1.00		0.99	0.99		0.97	0.99		0.98	0.99	
Frt		0.987			0.979			0.972			0.966	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1825	5100	0	1825	5042	0	1825	3472	0	1825	3452	0
Flt Permitted	0.217			0.280			0.483			0.258		
Satd. Flow (perm)	413	5100	0	533	5042	0	905	3472	0	488	3452	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			26			17			27	
Link Speed (k/h)		60			60			50			50	
Link Distance (m)		206.5			356.7			216.8			214.8	
Travel Time (s)		12.4			21.4			15.6			15.5	
Confl. Peds. (#/hr)	47		27	27		47	42		27	27		42
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	2%	0%	1%	0%	0%	1%	3%	0%	1%	0%
Adj. Flow (vph)	141	893	88	114	918	147	96	334	78	245	363	106
Shared Lane Traffic (%)												
Lane Group Flow (vph)	141	981	0	114	1065	0	96	412	0	245	469	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.7			3.7			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	6.1	30.5		6.1	30.5		6.1	30.5		6.1	30.5	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	6.1	1.8		6.1	1.8		6.1	1.8		6.1	1.8	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(m)		28.7			28.7			28.7			28.7	
Detector 2 Size(m)		1.8			1.8			1.8			1.8	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	5	2			6			4		3	8	
Permitted Phases	2			6			4			8		
Detector Phase	5	2		6	6		4	4		3	8	
Switch Phase												
Minimum Initial (s)	7.0	10.0		10.0	10.0		10.0	10.0		7.0	10.0	
Minimum Split (s)	10.0	46.0		46.0	46.0		49.5	49.5		10.0	49.5	
Total Split (s)	12.0	94.0		82.0	82.0		50.0	50.0		16.0	66.0	
Total Split (%)	7.5%	58.8%		51.3%	51.3%		31.3%	31.3%		10.0%	41.3%	
Maximum Green (s)	9.0	87.0		75.0	75.0		42.5	42.5		13.0	58.5	
Yellow Time (s)	3.0	4.0		4.0	4.0		3.5	3.5		3.0	3.5	
All-Red Time (s)	0.0	3.0		3.0	3.0		4.0	4.0		0.0	4.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	7.0		7.0	7.0		7.5	7.5		3.0	7.5	
Lead/Lag	Lead			Lag	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes		
Vehicle Extension (s)	2.0	3.0		3.0	3.0		3.0	3.0		2.0	3.0	
Recall Mode	None	C-Max		Max	Max		None	None		None	None	
Walk Time (s)		10.0		10.0	10.0		10.0	10.0			10.0	
Flash Dont Walk (s)		29.0		29.0	29.0		32.0	32.0			32.0	
Pedestrian Calls (#/hr)		0		0	0		0	0			0	
Act Effct Green (s)	108.3	104.3		92.1	92.1		25.2	25.2		45.7	41.2	
Actuated g/C Ratio	0.68	0.65		0.58	0.58		0.16	0.16		0.29	0.26	
v/c Ratio	0.39	0.29		0.37	0.37		0.68	0.73		0.99	0.52	
Control Delay	13.2	12.6		31.1	21.6		85.4	69.1		103.5	49.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	13.2	12.6		31.1	21.6		85.4	69.1		103.5	49.2	
LOS	B	B		C	C		F	E		F	D	
Approach Delay		12.7			22.5			72.2			67.8	
Approach LOS		B			C			E			E	

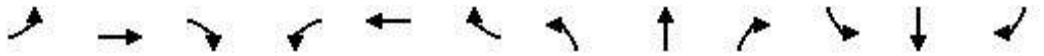
Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 56 (35%), Referenced to phase 2:EBTL, Start of Green			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.99			
Intersection Signal Delay: 35.7		Intersection LOS: D	
Intersection Capacity Utilization 103.1%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 1: Glen Erin Dr & Eglinton Ave W

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	141	981	114	1065	96	412	245	469
v/c Ratio	0.39	0.29	0.37	0.37	0.68	0.73	0.99	0.52
Control Delay	13.2	12.6	31.1	21.6	85.4	69.1	103.5	49.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.2	12.6	31.1	21.6	85.4	69.1	103.5	49.2
Queue Length 50th (m)	14.6	45.3	18.1	56.1	29.4	64.3	65.1	64.2
Queue Length 95th (m)	27.7	63.2	56.7	124.8	47.2	77.1	#105.1	75.2
Internal Link Dist (m)		182.5		332.7		192.8		190.8
Turn Bay Length (m)	99.0		106.0		25.0		85.0	
Base Capacity (vph)	366	3330	306	2914	240	934	248	1279
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.29	0.37	0.37	0.40	0.44	0.99	0.37

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	137	866	85	111	890	143	93	324	76	238	352	103
Future Volume (vph)	137	866	85	111	890	143	93	324	76	238	352	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	7.0		7.0	7.0		7.5	7.5		3.0	7.5	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		0.99	1.00		0.97	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.98		1.00	0.97		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1822	5098		1810	5044		1779	3470		1819	3453	
Flt Permitted	0.22	1.00		0.28	1.00		0.48	1.00		0.26	1.00	
Satd. Flow (perm)	415	5098		533	5044		905	3470		493	3453	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	141	893	88	114	918	147	96	334	78	245	363	106
RTOR Reduction (vph)	0	6	0	0	11	0	0	14	0	0	20	0
Lane Group Flow (vph)	141	975	0	114	1054	0	96	398	0	245	449	0
Confl. Peds. (#/hr)	47		27	27		47	42		27	27		42
Heavy Vehicles (%)	0%	1%	2%	0%	1%	0%	0%	1%	3%	0%	1%	0%
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	5	2			6			4		3	8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	104.3	104.3		92.1	92.1		25.2	25.2		41.2	41.2	
Effective Green, g (s)	104.3	104.3		92.1	92.1		25.2	25.2		41.2	41.2	
Actuated g/C Ratio	0.65	0.65		0.58	0.58		0.16	0.16		0.26	0.26	
Clearance Time (s)	3.0	7.0		7.0	7.0		7.5	7.5		3.0	7.5	
Vehicle Extension (s)	2.0	3.0		3.0	3.0		3.0	3.0		2.0	3.0	
Lane Grp Cap (vph)	351	3323		306	2903		142	546		234	889	
v/s Ratio Prot	c0.02	0.19			0.21			0.11		c0.08	0.13	
v/s Ratio Perm	c0.24			0.21			0.11			c0.18		
v/c Ratio	0.40	0.29		0.37	0.36		0.68	0.73		1.05	0.51	
Uniform Delay, d1	11.5	12.0		18.3	18.2		63.6	64.1		55.4	50.7	
Progression Factor	1.00	1.00		1.28	1.14		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.3	0.2		3.4	0.3		12.0	4.8		71.7	0.5	
Delay (s)	11.7	12.2		26.9	21.1		75.6	69.0		127.1	51.2	
Level of Service	B	B		C	C		E	E		F	D	
Approach Delay (s)		12.2			21.6			70.2			77.2	
Approach LOS		B			C			E			E	

Intersection Summary			
HCM 2000 Control Delay	36.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.5
Intersection Capacity Utilization	103.1%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

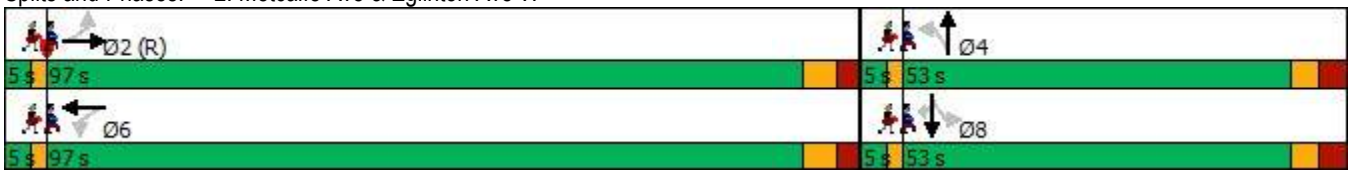
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	186	957	38	34	874	96	28	32	48	180	52	109
Future Volume (vph)	186	957	38	34	874	96	28	32	48	180	52	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	160.0		0.0	73.0		0.0	25.0		0.0	0.0		0.0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (m)	45.0			32.0			21.0			2.5		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		0.99	1.00		0.98	0.97		0.97		0.97
Frt		0.994			0.985			0.910				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1825	5152	0	1825	5109	0	1825	1703	0	1807	1921	1633
Flt Permitted	0.265			0.257			0.722			0.704		
Satd. Flow (perm)	508	5152	0	490	5109	0	1357	1703	0	1301	1921	1576
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			19			47				112
Link Speed (k/h)		60			60			40			40	
Link Distance (m)		356.7			165.8			99.9			89.8	
Travel Time (s)		21.4			9.9			9.0			8.1	
Confl. Peds. (#/hr)	7		15	15		7	16		22	22		16
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	192	987	39	35	901	99	29	33	49	186	54	112
Shared Lane Traffic (%)												
Lane Group Flow (vph)	192	1026	0	35	1000	0	29	82	0	186	54	112
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.7			3.7			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (m)	6.1	30.5		6.1	30.5		6.1	30.5		6.1	30.5	6.1
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Size(m)	6.1	1.8		6.1	1.8		6.1	1.8		6.1	1.8	6.1
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(m)		28.7			28.7			28.7			28.7	
Detector 2 Size(m)		1.8			1.8			1.8			1.8	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	Ø1	Ø3	Ø5	Ø7
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Ideal Flow (vphpl)				
Storage Length (m)				
Storage Lanes				
Taper Length (m)				
Lane Util. Factor				
Ped Bike Factor				
Frt				
Flt Protected				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Right Turn on Red				
Satd. Flow (RTOR)				
Link Speed (k/h)				
Link Distance (m)				
Travel Time (s)				
Confl. Peds. (#/hr)				
Peak Hour Factor				
Heavy Vehicles (%)				
Adj. Flow (vph)				
Shared Lane Traffic (%)				
Lane Group Flow (vph)				
Enter Blocked Intersection				
Lane Alignment				
Median Width(m)				
Link Offset(m)				
Crosswalk Width(m)				
Two way Left Turn Lane				
Headway Factor				
Turning Speed (k/h)				
Number of Detectors				
Detector Template				
Leading Detector (m)				
Trailing Detector (m)				
Detector 1 Position(m)				
Detector 1 Size(m)				
Detector 1 Type				
Detector 1 Channel				
Detector 1 Extend (s)				
Detector 1 Queue (s)				
Detector 1 Delay (s)				
Detector 2 Position(m)				
Detector 2 Size(m)				
Detector 2 Type				
Detector 2 Channel				
Detector 2 Extend (s)				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		8
Detector Phase	2	2		6	6		4	4		8	8	8
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		20.0	20.0		20.0	20.0	20.0
Minimum Split (s)	39.0	39.0		39.0	39.0		40.0	40.0		40.0	40.0	40.0
Total Split (s)	97.0	97.0		97.0	97.0		53.0	53.0		53.0	53.0	53.0
Total Split (%)	60.6%	60.6%		60.6%	60.6%		33.1%	33.1%		33.1%	33.1%	33.1%
Maximum Green (s)	90.0	90.0		90.0	90.0		46.0	46.0		46.0	46.0	46.0
Yellow Time (s)	4.0	4.0		4.0	4.0		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	3.0	3.0		3.0	3.0		3.5	3.5		3.5	3.5	3.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Lead/Lag	Lag	Lag		Lag	Lag		Lag	Lag		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	C-Max	C-Max		Max	Max		None	None		None	None	None
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	27.0	27.0		27.0	27.0		28.0	28.0		28.0	28.0	28.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effct Green (s)	117.1	117.1		117.1	117.1		28.9	28.9		28.9	28.9	28.9
Actuated g/C Ratio	0.73	0.73		0.73	0.73		0.18	0.18		0.18	0.18	0.18
v/c Ratio	0.52	0.27		0.10	0.27		0.12	0.24		0.79	0.16	0.30
Control Delay	23.6	9.4		9.5	8.7		52.6	26.1		85.3	53.6	9.9
Queue Delay	0.0	0.0		0.0	0.1		0.0	0.0		0.0	0.0	0.0
Total Delay	23.6	9.4		9.5	8.8		52.6	26.1		85.3	53.6	9.9
LOS	C	A		A	A		D	C		F	D	A
Approach Delay		11.7			8.8			33.0			56.5	
Approach LOS		B			A			C			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 144 (90%), Referenced to phase 2:EBTL, Start of Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 17.3		Intersection LOS: B	
Intersection Capacity Utilization 82.0%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 2: Metcalfe Ave & Eglinton Ave W



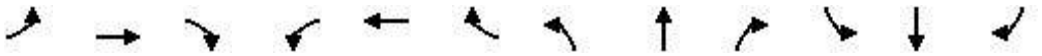
Lane Group	Ø1	Ø3	Ø5	Ø7
Turn Type				
Protected Phases	1	3	5	7
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	3.0	3.0	3.0	3.0
Minimum Split (s)	5.0	5.0	5.0	5.0
Total Split (s)	5.0	5.0	5.0	5.0
Total Split (%)	3%	3%	3%	3%
Maximum Green (s)	3.0	3.0	3.0	3.0
Yellow Time (s)	2.0	2.0	2.0	2.0
All-Red Time (s)	0.0	0.0	0.0	0.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None
Walk Time (s)	0.0	0.0	0.0	0.0
Flash Dont Walk (s)	0.0	0.0	0.0	0.0
Pedestrian Calls (#/hr)	0	0	0	0
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				

Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	192	1026	35	1000	29	82	186	54	112
v/c Ratio	0.52	0.27	0.10	0.27	0.12	0.24	0.79	0.16	0.30
Control Delay	23.6	9.4	9.5	8.7	52.6	26.1	85.3	53.6	9.9
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay	23.6	9.4	9.5	8.8	52.6	26.1	85.3	53.6	9.9
Queue Length 50th (m)	21.0	24.7	3.7	39.5	7.9	9.5	57.5	14.7	0.0
Queue Length 95th (m)	m66.5	m72.9	m8.7	51.3	16.3	23.4	79.9	25.6	16.2
Internal Link Dist (m)		332.7		141.8		75.9		65.8	
Turn Bay Length (m)	160.0		73.0		25.0				
Base Capacity (vph)	372	3772	358	3744	390	523	374	552	532
Starvation Cap Reductn	0	0	0	1283	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.27	0.10	0.41	0.07	0.16	0.50	0.10	0.21

Intersection Summary

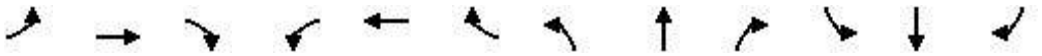
m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	186	957	38	34	874	96	28	32	48	180	52	109
Future Volume (vph)	186	957	38	34	874	96	28	32	48	180	52	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.97		1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00		0.99	1.00		0.98	1.00		0.97	1.00	1.00
Frt	1.00	0.99		1.00	0.99		1.00	0.91		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1821	5154		1810	5109		1786	1704		1755	1921	1576
Flt Permitted	0.27	1.00		0.26	1.00		0.72	1.00		0.70	1.00	1.00
Satd. Flow (perm)	508	5154		490	5109		1357	1704		1300	1921	1576
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	192	987	39	35	901	99	29	33	49	186	54	112
RTOR Reduction (vph)	0	2	0	0	5	0	0	39	0	0	0	92
Lane Group Flow (vph)	192	1024	0	35	995	0	29	43	0	186	54	20
Confl. Peds. (#/hr)	7		15	15		7	16		22	22		16
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	1%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		8
Actuated Green, G (s)	117.1	117.1		117.1	117.1		28.9	28.9		28.9	28.9	28.9
Effective Green, g (s)	117.1	117.1		117.1	117.1		28.9	28.9		28.9	28.9	28.9
Actuated g/C Ratio	0.73	0.73		0.73	0.73		0.18	0.18		0.18	0.18	0.18
Clearance Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	371	3772		358	3739		245	307		234	346	284
v/s Ratio Prot		0.20			0.19			0.03			0.03	
v/s Ratio Perm	c0.38			0.07			0.02			c0.14		0.01
v/c Ratio	0.52	0.27		0.10	0.27		0.12	0.14		0.79	0.16	0.07
Uniform Delay, d1	9.3	7.2		6.2	7.1		54.9	55.1		62.7	55.3	54.4
Progression Factor	1.60	1.21		1.11	1.13		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	4.6	0.2		0.5	0.2		0.2	0.2		16.8	0.2	0.1
Delay (s)	19.4	8.8		7.4	8.2		55.1	55.3		79.5	55.5	54.5
Level of Service	B	A		A	A		E	E		E	E	D
Approach Delay (s)		10.5			8.2			55.3			67.9	
Approach LOS		B			A			E			E	

Intersection Summary			
HCM 2000 Control Delay	18.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	82.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



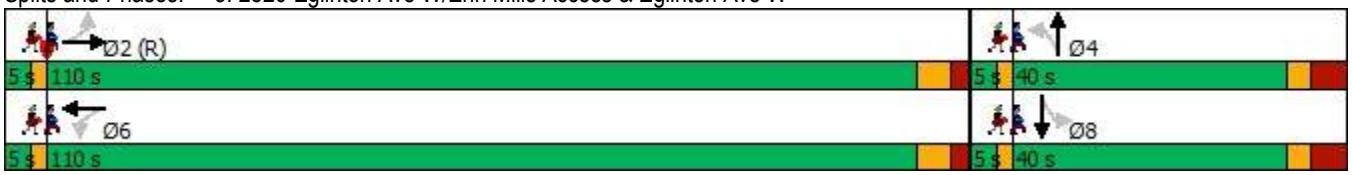
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	1138	15	24	937	160	27	8	43	102	13	44
Future Volume (vph)	35	1138	15	24	937	160	27	8	43	102	13	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	20.0		0.0	35.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (m)	35.0			38.0			2.5			2.5		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.978			0.874			0.963	
Flt Protected	0.950			0.950			0.950				0.969	
Satd. Flow (prot)	1825	5183	0	1825	5086	0	1825	1679	0	0	1793	0
Flt Permitted	0.214			0.200			0.645				0.772	
Satd. Flow (perm)	411	5183	0	384	5086	0	1239	1679	0	0	1428	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			42			47			11	
Link Speed (k/h)		48			48			48			60	
Link Distance (m)		165.8			169.6			61.1			86.9	
Travel Time (s)		12.4			12.7			4.6			5.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	38	1237	16	26	1018	174	29	9	47	111	14	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	38	1253	0	26	1192	0	29	56	0	0	173	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.7			3.7			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	6.1	30.5		6.1	30.5		6.1	30.5		6.1	30.5	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	6.1	1.8		6.1	1.8		6.1	1.8		6.1	1.8	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(m)		28.7			28.7			28.7			28.7	
Detector 2 Size(m)		1.8			1.8			1.8			1.8	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	

Lane Group	Ø1	Ø3	Ø5	Ø7
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Ideal Flow (vphpl)				
Storage Length (m)				
Storage Lanes				
Taper Length (m)				
Lane Util. Factor				
Frt				
Flt Protected				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Right Turn on Red				
Satd. Flow (RTOR)				
Link Speed (k/h)				
Link Distance (m)				
Travel Time (s)				
Peak Hour Factor				
Heavy Vehicles (%)				
Adj. Flow (vph)				
Shared Lane Traffic (%)				
Lane Group Flow (vph)				
Enter Blocked Intersection				
Lane Alignment				
Median Width(m)				
Link Offset(m)				
Crosswalk Width(m)				
Two way Left Turn Lane				
Headway Factor				
Turning Speed (k/h)				
Number of Detectors				
Detector Template				
Leading Detector (m)				
Trailing Detector (m)				
Detector 1 Position(m)				
Detector 1 Size(m)				
Detector 1 Type				
Detector 1 Channel				
Detector 1 Extend (s)				
Detector 1 Queue (s)				
Detector 1 Delay (s)				
Detector 2 Position(m)				
Detector 2 Size(m)				
Detector 2 Type				
Detector 2 Channel				
Detector 2 Extend (s)				
Turn Type				
Protected Phases	1	3	5	7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	25.5	25.5		25.5	25.5		39.5	39.5		39.5	39.5	
Total Split (s)	110.0	110.0		110.0	110.0		40.0	40.0		40.0	40.0	
Total Split (%)	68.8%	68.8%		68.8%	68.8%		25.0%	25.0%		25.0%	25.0%	
Maximum Green (s)	103.5	103.5		103.5	103.5		32.5	32.5		32.5	32.5	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.5	2.5		2.5	2.5		4.5	4.5		4.5	4.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		7.5	7.5			7.5	
Lead/Lag	Lag	Lag		Lag	Lag		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Max	C-Max		Max	Max		None	None		None	None	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	14.0	14.0		14.0	14.0		27.0	27.0		27.0	27.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	122.5	122.5		122.5	122.5		23.5	23.5			23.5	
Actuated g/C Ratio	0.77	0.77		0.77	0.77		0.15	0.15			0.15	
v/c Ratio	0.12	0.32		0.09	0.31		0.16	0.20			0.79	
Control Delay	8.4	7.9		1.4	0.9		58.5	19.4			85.1	
Queue Delay	0.0	0.2		0.0	0.1		0.0	0.0			0.0	
Total Delay	8.4	8.0		1.4	1.0		58.5	19.4			85.1	
LOS	A	A		A	A		E	B			F	
Approach Delay		8.0			1.0			32.7			85.1	
Approach LOS		A			A			C			F	

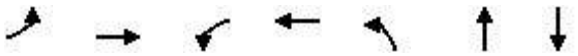
Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 7 (4%), Referenced to phase 2:EBTL, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 10.5		Intersection LOS: B	
Intersection Capacity Utilization 56.4%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3: 2520 Eglinton Ave W/Erin Mills Access & Eglinton Ave W



Lane Group	Ø1	Ø3	Ø5	Ø7
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	3.0	3.0	3.0	3.0
Minimum Split (s)	5.0	5.0	5.0	5.0
Total Split (s)	5.0	5.0	5.0	5.0
Total Split (%)	3%	3%	3%	3%
Maximum Green (s)	3.0	3.0	3.0	3.0
Yellow Time (s)	2.0	2.0	2.0	2.0
All-Red Time (s)	0.0	0.0	0.0	0.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None
Walk Time (s)	0.0	0.0	0.0	0.0
Flash Dont Walk (s)	0.0	0.0	0.0	0.0
Pedestrian Calls (#/hr)	0	0	0	0
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				

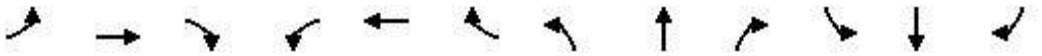
Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	38	1253	26	1192	29	56	173
v/c Ratio	0.12	0.32	0.09	0.31	0.16	0.20	0.79
Control Delay	8.4	7.9	1.4	0.9	58.5	19.4	85.1
Queue Delay	0.0	0.2	0.0	0.1	0.0	0.0	0.0
Total Delay	8.4	8.0	1.4	1.0	58.5	19.4	85.1
Queue Length 50th (m)	3.4	45.3	0.3	3.6	8.2	2.5	50.6
Queue Length 95th (m)	m14.3	99.1	m0.7	5.3	17.4	14.9	73.6
Internal Link Dist (m)		141.8		145.6		37.1	62.9
Turn Bay Length (m)	20.0		35.0				
Base Capacity (vph)	314	3967	293	3903	251	378	298
Starvation Cap Reductn	0	1478	0	1002	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.50	0.09	0.41	0.12	0.15	0.58

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	1138	15	24	937	160	27	8	43	102	13	44
Future Volume (vph)	35	1138	15	24	937	160	27	8	43	102	13	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5	6.5		7.5	7.5			7.5	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00			1.00	
Frt	1.00	1.00		1.00	0.98		1.00	0.87			0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.97	
Satd. Flow (prot)	1825	5183		1825	5086		1825	1679			1792	
Flt Permitted	0.21	1.00		0.20	1.00		0.65	1.00			0.77	
Satd. Flow (perm)	412	5183		384	5086		1240	1679			1428	
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)	38	1237	16	26	1018	174	29	9	47	111	14	48
RTOR Reduction (vph)	0	0	0	0	10	0	0	40	0	0	9	0
Lane Group Flow (vph)	38	1253	0	26	1182	0	29	16	0	0	164	0
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	122.5	122.5		122.5	122.5		23.5	23.5			23.5	
Effective Green, g (s)	122.5	122.5		122.5	122.5		23.5	23.5			23.5	
Actuated g/C Ratio	0.77	0.77		0.77	0.77		0.15	0.15			0.15	
Clearance Time (s)	6.5	6.5		6.5	6.5		7.5	7.5			7.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	315	3968		294	3893		182	246			209	
v/s Ratio Prot		c0.24			0.23			0.01				
v/s Ratio Perm	0.09			0.07			0.02				c0.11	
v/c Ratio	0.12	0.32		0.09	0.30		0.16	0.06			0.78	
Uniform Delay, d1	4.8	5.8		4.7	5.7		59.6	58.8			65.8	
Progression Factor	1.20	1.22		0.14	0.12		1.00	1.00			1.00	
Incremental Delay, d2	0.8	0.2		0.5	0.2		0.4	0.1			17.2	
Delay (s)	6.6	7.3		1.2	0.9		60.0	58.9			83.0	
Level of Service	A	A		A	A		E	E			F	
Approach Delay (s)		7.3			0.9			59.3			83.0	
Approach LOS		A			A			E			F	

Intersection Summary			
HCM 2000 Control Delay	10.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	56.4%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	113	86	256	133	79	236
Future Volume (vph)	113	86	256	133	79	236
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected				0.968	0.950	
Satd. Flow (prot)	1921	1633	0	3533	1825	1633
Flt Permitted				0.968	0.950	
Satd. Flow (perm)	1921	1633	0	3533	1825	1633
Link Speed (k/h)	48			48	48	
Link Distance (m)	67.2			76.6	89.8	
Travel Time (s)	5.0			5.7	6.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	123	93	278	145	86	257
Shared Lane Traffic (%)						
Lane Group Flow (vph)	123	93	0	423	86	257
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)		14	24		24	14
Sign Control	Stop			Stop	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 31.9%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	113	86	256	133	79	236
Future Volume (vph)	113	86	256	133	79	236
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	123	93	278	145	86	257

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total (vph)	123	93	326	97	86	257
Volume Left (vph)	0	0	278	0	86	0
Volume Right (vph)	0	93	0	0	0	257
Hadj (s)	0.00	-0.60	0.43	0.00	0.50	-0.70
Departure Headway (s)	5.8	3.2	6.1	5.6	6.5	5.3
Degree Utilization, x	0.20	0.08	0.55	0.15	0.16	0.38
Capacity (veh/h)	580	1121	570	614	525	643
Control Delay (s)	10.3	6.5	15.0	8.4	9.5	10.3
Approach Delay (s)	8.7		13.5		10.1	
Approach LOS	A		B		B	

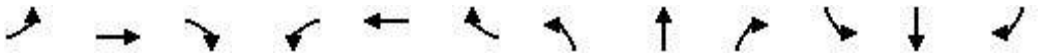
Intersection Summary				
Delay	11.2			
Level of Service	B			
Intersection Capacity Utilization	31.9%	ICU Level of Service		A
Analysis Period (min)	15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	114	840	323	113	673	204	313	920	100	248	1103	129
Future Volume (vph)	114	840	323	113	673	204	313	920	100	248	1103	129
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	78.0		120.0	78.0		125.0	100.0		125.0	160.0		120.0
Storage Lanes	1		1	2		1	2		1	2		1
Taper Length (m)	35.0			60.0			50.0			50.0		
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor	0.99		0.96	0.99		0.97	1.00		0.96	0.99		0.97
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1825	5193	1617	3437	5193	1601	3506	5142	1617	3541	5142	1617
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1809	5193	1553	3409	5193	1546	3494	5142	1551	3513	5142	1573
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			209			213			104			134
Link Speed (k/h)		60			60			70			70	
Link Distance (m)		169.6			214.1			203.5			258.0	
Travel Time (s)		10.2			12.8			10.5			13.3	
Confl. Peds. (#/hr)	25		30	30		25	15		28	28		15
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	1%	3%	1%	2%	1%	2%	1%	0%	2%	1%
Adj. Flow (vph)	119	875	336	118	701	213	326	958	104	258	1149	134
Shared Lane Traffic (%)												
Lane Group Flow (vph)	119	875	336	118	701	213	326	958	104	258	1149	134
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		7.4			7.4			7.4			7.4	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (m)	6.1	30.5	6.1	6.1	30.5	6.1	6.1	30.5	6.1	6.1	30.5	6.1
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	6.1	1.8	6.1	6.1	1.8	6.1	6.1	1.8	6.1	6.1	1.8	6.1
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (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
Detector 1 Queue (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
Detector 1 Delay (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
Detector 2 Position(m)		28.7			28.7			28.7			28.7	
Detector 2 Size(m)		1.8			1.8			1.8			1.8	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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)	18.0	63.0	63.0	16.0	61.0	61.0	22.0	63.0	63.0	18.0	59.0	59.0
Total Split (%)	11.3%	39.4%	39.4%	10.0%	38.1%	38.1%	13.8%	39.4%	39.4%	11.3%	36.9%	36.9%
Maximum Green (s)	13.0	54.9	54.9	11.0	52.9	52.9	17.0	55.5	55.5	13.0	51.5	51.5
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?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
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
Recall Mode	None	Max	Max	None	Max	Max	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)		10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0
Flash Dont Walk (s)		42.0	42.0		42.0	42.0		36.0	36.0		36.0	36.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	12.6	55.9	55.9	10.0	53.3	53.3	16.8	55.5	55.5	13.0	51.7	51.7
Actuated g/C Ratio	0.08	0.35	0.35	0.06	0.33	0.33	0.10	0.35	0.35	0.08	0.32	0.32
v/c Ratio	0.83	0.48	0.50	0.55	0.41	0.32	0.89	0.54	0.17	0.90	0.69	0.22
Control Delay	122.6	37.1	14.0	82.4	42.1	5.8	95.5	43.3	6.5	104.4	49.9	6.5
Queue Delay	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	122.6	37.1	14.3	82.4	42.1	5.8	95.5	43.3	6.5	104.4	49.9	6.5
LOS	F	D	B	F	D	A	F	D	A	F	D	A
Approach Delay		39.0			39.2			52.8			55.3	
Approach LOS		D			D			D			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 91 (57%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 47.4		Intersection LOS: D	
Intersection Capacity Utilization 118.2%		ICU Level of Service H	
Analysis Period (min) 15			

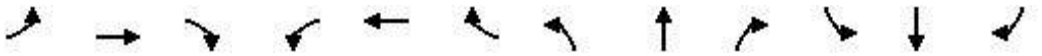
Splits and Phases: 5: Erin Mills Pkwy & Eglinton Ave W



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	119	875	336	118	701	213	326	958	104	258	1149	134
v/c Ratio	0.83	0.48	0.50	0.55	0.41	0.32	0.89	0.54	0.17	0.90	0.69	0.22
Control Delay	122.6	37.1	14.0	82.4	42.1	5.8	95.5	43.3	6.5	104.4	49.9	6.5
Queue Delay	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	122.6	37.1	14.3	82.4	42.1	5.8	95.5	43.3	6.5	104.4	49.9	6.5
Queue Length 50th (m)	35.8	89.4	46.5	19.0	63.4	0.0	53.6	89.6	0.0	42.6	117.3	0.0
Queue Length 95th (m)	#74.4	64.9	10.4	30.1	75.7	18.3	#79.3	104.1	13.4	#68.3	134.0	15.4
Internal Link Dist (m)		145.6			190.1			179.5			234.0	
Turn Bay Length (m)	78.0		120.0	78.0		125.0	100.0		125.0	160.0		120.0
Base Capacity (vph)	148	1812	678	236	1729	656	372	1783	605	287	1661	599
Starvation Cap Reductn	0	0	66	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	0.80	0.48	0.55	0.50	0.41	0.32	0.88	0.54	0.17	0.90	0.69	0.22

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	114	840	323	113	673	204	313	920	100	248	1103	129
Future Volume (vph)	114	840	323	113	673	204	313	920	100	248	1103	129
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	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	0.96	1.00	1.00	0.97	1.00	1.00	0.96	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)	1825	5193	1553	3437	5193	1546	3506	5142	1551	3541	5142	1573
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)	1825	5193	1553	3437	5193	1546	3506	5142	1551	3541	5142	1573
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	119	875	336	118	701	212	326	958	104	258	1149	134
RTOR Reduction (vph)	0	0	136	0	0	142	0	0	68	0	0	91
Lane Group Flow (vph)	119	875	200	118	701	71	326	958	36	258	1149	43
Confl. Peds. (#/hr)	25		30	30		25	15		28	28		15
Heavy Vehicles (%)	0%	1%	1%	3%	1%	2%	1%	2%	1%	0%	2%	1%
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)	12.6	55.9	55.9	10.0	53.3	53.3	16.8	55.5	55.5	13.0	51.7	51.7
Effective Green, g (s)	12.6	55.9	55.9	10.0	53.3	53.3	16.8	55.5	55.5	13.0	51.7	51.7
Actuated g/C Ratio	0.08	0.35	0.35	0.06	0.33	0.33	0.11	0.35	0.35	0.08	0.32	0.32
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)	143	1814	542	214	1729	515	368	1783	538	287	1661	508
v/s Ratio Prot	c0.07	c0.17		0.03	0.13		c0.09	c0.19		0.07	c0.22	
v/s Ratio Perm			0.13			0.05			0.02			0.03
v/c Ratio	0.83	0.48	0.37	0.55	0.41	0.14	0.89	0.54	0.07	0.90	0.69	0.09
Uniform Delay, d1	72.7	40.7	38.9	72.8	41.1	37.3	70.7	41.9	34.9	72.8	47.2	37.7
Progression Factor	1.17	0.88	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	30.9	0.9	1.9	3.1	0.7	0.6	21.6	1.2	0.2	28.3	2.4	0.3
Delay (s)	116.3	36.8	31.9	75.9	41.8	37.8	92.2	43.1	35.2	101.2	49.6	38.0
Level of Service	F	D	C	E	D	D	F	D	D	F	D	D
Approach Delay (s)		42.7			44.9			54.1			57.2	
Approach LOS		D			D			D			E	

Intersection Summary			
HCM 2000 Control Delay	50.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.6
Intersection Capacity Utilization	118.2%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Appendix D – Growth Rates

Adnan Abou Alway

From: Tyler Xuereb <Tyler.Xuereb@mississauga.ca>
Sent: Wednesday, December 17, 2025 11:29 AM
To: Matt Cavasin
Cc: Tim Kooistra; Adnan Abou Alway; Frankie Sica
Subject: RE: CFA 30088 Erin Mills SPA - Traffic Growth Data

Hi Matt,

Below are the recommended growth rates to be used along Eglinton Avenue and Glen Erin Drive. These rates are compounded annually from existing to 2031.

Eglinton Avenue

	Compounded Annual Growth from Existing to 2031	
	EB	WB
AM Peak	1.0%	1.0%
PM Peak	1.0%	1.0%

Glen Erin Drive

	Compounded Annual Growth from Existing to 2031	
	NB	SB
AM Peak	1.5%	1.5%
PM Peak	1.0%	1.0%

Regards,

Date: December 17, 2025
Requestor: Matt Cavasin, EXP
Request Type: Growth Rate Data Request
Location: Erin Mills Parkway at Eglington Avenue West

Matt Cavasin,

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

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

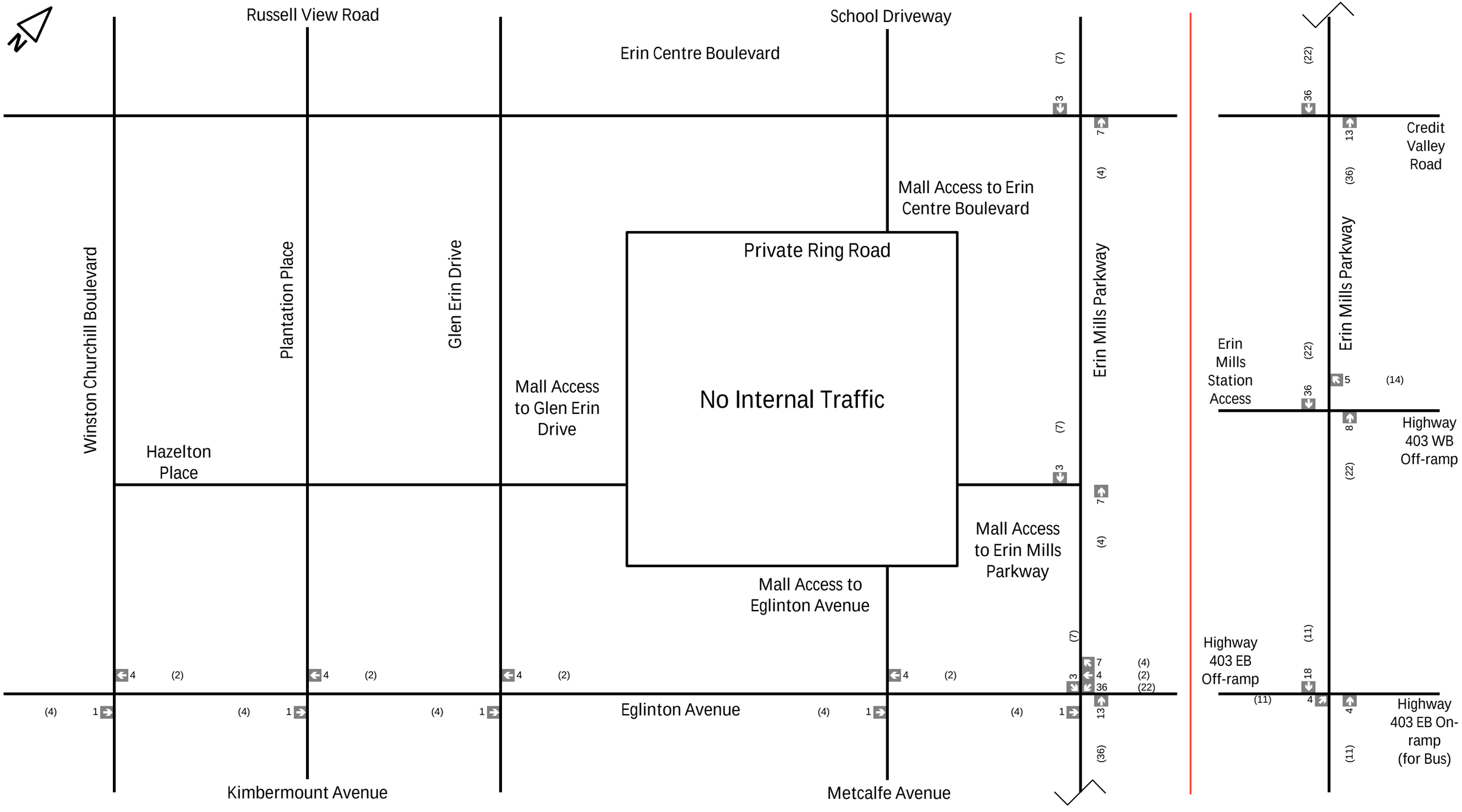
Please note that these growth rates do not account for the accelerated population and employment targets set out by Bill 23 and are estimated using several sources including socioeconomic data and results from the Region of Peel's Travel Demand Forecasting Model. It is important to exercise professional judgment when using these values.

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

Regards,

Luciano Marchesan
Transportation Data & Modelling Analyst,
Transportation Policy & Modelling
Transportation Division | Public Works | Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor

Appendix E –
Background Developments



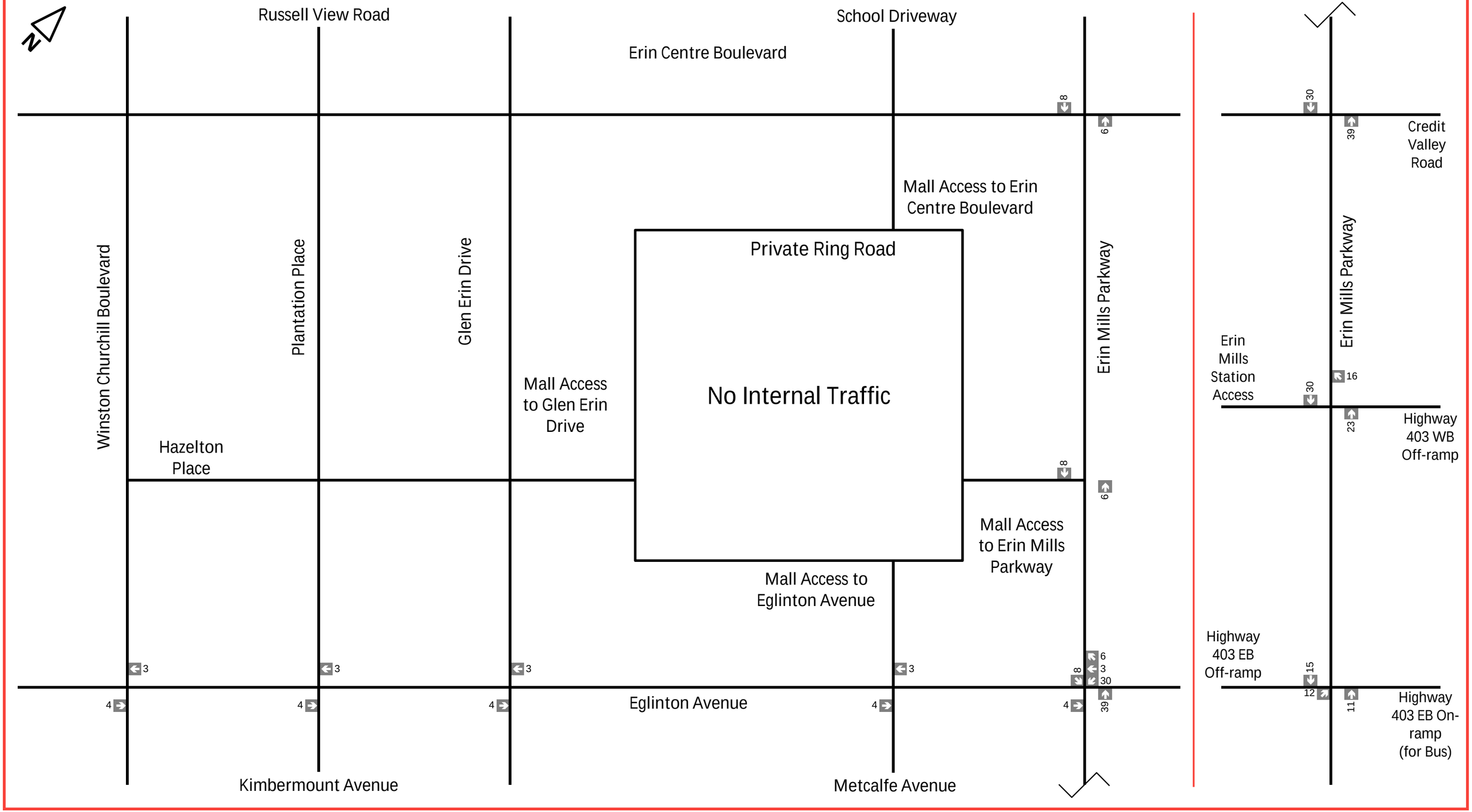
Legend

xx A.M. Peak Hour Traffic Volumes

(xx) P.M. Peak Hour Traffic Volumes

Figure 3-5

Background Development Traffic Volumes - Weekday



Legend

xx Saturday Peak Hour Traffic Volumes

Figure 3-6

Background Development Traffic Volumes - Saturday

4.2 SITE TRIP GENERATION

The development statistics for each horizon year are summarized in **Table 4-1**. While it is recognized that the site may be further phased into 5 phases as noted in the architectural plan, **the future total traffic evaluation of the 50% and 100% buildout horizons indicate there are no geometric improvements required**. Moreover, the **lane configurations for any sub-phase will follow either of the 50% of 100% arrangements**. As noted earlier, during the interim horizon(s) leading up to 50% site buildout, the retail uses on the subject site will continue to operate. Therefore, the traffic generated by the existing retail uses have been studied as part of the interim 50% buildout horizon.

Table 4-1: Study Horizons and Development Phases

Horizon Year	Site Statistics
Interim 2032	1,581 residential units (50% completion) plus existing retail uses
Ultimate 2040	3,162 residential units (100% completion)

The residential site-generated traffic volumes were first calculated based the ultimate conditions, and then prorated based on the 50% buildout percentage for the interim horizon.

MODE SPLIT REDUCTION

The Toronto Transportation Survey (TTS) was used to determine the travel mode split within the study area for home-based trips, based on Zones 3601, 3602, 3638, 3837, and 3838. The resulting mode spilt distribution is summarized in **Table 4-2**. The TTS query inputs and outputs are provided in **Appendix E** for reference.

Table 4-2: TTS Mode Split for the Study Area

Travel Mode	AM In	AM Out	PM In	PM Out	SAT In	SAT Out
Auto Driver	86%	56%	71%	70%	68%	71%
Auto Passenger	2%	17%	12%	21%	18%	15%
Transit	2%	14%	14%	5%	13%	9%
Cycling	3%	1%	0%	3%	0%	0%
Walk	7%	12%	3%	1%	1%	5%
Total	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**
Non-Auto %	12%	27%	17%	9%	14%	14%

As shown in Table 4-2, the study area has a non-auto mode ranging from 9% to 27% depending on the time period and direction of travel. The non-auto reduction factor was applied as part of the trip generation.

These mode split percentages are conservative since it includes data from all residential types, including single detached dwellings, which typically have higher auto mode split since detached units have more parking spaces available that induce higher auto ownership and dependence. Moreover, the non-auto % does not consider auto passenger, who are not generating single occupant trips, which is conservative.

MULTI-USE REDUCTION

The site is located within 200 metres from the Erin Mills Town Centre, a major retail shopping centre in the area. Considering the size of the mall, diversity of land uses (grocery store, entertainment, employment opportunities, and retail) and the close proximity, there will likely be a modest degree of multi-use / internal capture interaction with residents walking to the mall for typical daily shopping, recreation or employment.

We have calculated the multi-use reduction factor based on the methodology described in the NCHRP Project 8-51 *Enhancing Internal Trip Capture Estimation for Mixed-Use Developments*. It accounts for multiple factors such as the types and proximity of different uses and trip correlations based on historical data. The resulting multi-use adjustment factors for each peak period are shown in **Table 4-3**. The NCHRP worksheet was used and inputs are provided in **Appendix E** for reference.

Table 4-3: Residential Multi-Use Reduction with Consideration of Erin Mills Town Centre Mall

	AM In	AM Out	PM In	PM Out	SAT In	SAT Out
Multi-Use Reduction	2%	1%	46%	23%	44%	31%

As shown in Table 4-3, the methodology estimates substantial multi-use interaction ranging from 23 to 46 percent during the weekday PM and Saturday midday peak hours. For the conservative nature of this submission, the **multi-use adjustments were not applied to the site generated traffic.** Therefore, the site trip generation and associated future total analyses **is very conservative and represent the worst-case scenario.**

TRIP GENERATION

The proposed development features 9 residential high-rise buildings with a total of 3,162 residential units. The Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition rates for Land Use 222 “Residential High-Rise” were used for trip generation. The weekday peaks use the “peak hour of adjacent street” equations while the Saturday peak hour forecast uses the “peak hour of generator” equation since the adjacent street data is not available.

During the interim horizon, the proposed development is expected to be at 50% buildout. It was assumed that the existing retail uses on site today remain operational during the interim horizon, albeit with one less driveway.

For the ultimate horizon, the development will be fully completed, and the existing retail uses will be demolished. During the review of the traffic survey videos at the site driveways fronting onto the ring road, some vehicles were observed entering and leaving the site to/from the Erin Mills Town Centre mall area. It is therefore assumed that these vehicles will continue to visit the mall after site buildout, while the remaining trips were removed. Based on the ITE equation rates and the above reduction factors, the resulting auto trip generation for the proposed development is summarized in **Table 4-4**. The excerpts of the ITE rates used are provided in **Appendix E** for reference.

Table 4-4: Site Trip Generation

Land Use (magnitude)	Parameter	AM Peak			PM Peak			SAT Peak		
		In	Out	Total	In	Out	Total	In	Out	Total
Residential High-Rise - ITE Code 222 (3,162 units)	Equation (x = # units)	T = 0.22 X + 18.85			T = 0.26 X + 23.12			T = 0.3 X + 30.34		
	In/Out	26%	74%	100%	62%	38%	100%	57%	43%	100%
	Rate	0.06	0.17	0.23	0.17	0.10	0.27	0.18	0.13	0.31
	Raw Generated Trips	186	529	715	525	322	847	558	421	979
	Mode Split Reduction	12%	27%	--	17%	9%	--	14%	14%	--
		-23	-143	-166	-90	-29	-119	-79	-59	-138
	Net Generated Trips	163	386	549	435	293	728	479	362	841
Interim Horizon Net Trips (50%)		**82**	**193**	**275**	**218**	**147**	**365**	**240**	**181**	**421**
Removed Existing Driveway Trips		-90	-51	-141	-221	-238	-459	-296	-303	-599
Observed Mall Interaction		--	--	--	21	11	32	33	36	69
ULTIMATE NET TRIPS		**73**	**335**	**408**	**235**	**66**	**301**	**216**	**95**	**311**

As shown in Table 4-4, during the interim horizon, the proposed development is forecast to generate 275, 365, and 421 trips during the weekday a.m., weekday p.m., and Saturday mid-day peak hours, respectively.

For the ultimate horizon, the removal of the existing retail uses results in similar net site trips compared to the interim conditions. At full buildout, the proposed development is forecast to generate a net of 408, 301, and 311 auto trips during the weekday a.m., weekday p.m., and Saturday mid-day peak hours, respectively.

4.3 SITE TRIP DISTRIBUTION

Trip distribution data for home-based trips in Traffic Analysis Zones 3601, 3602, 3683, 3837, 3838 from TTS were reviewed to determine the development traffic distribution. **Table 4-5** outlines the resulting TTS trip distribution.

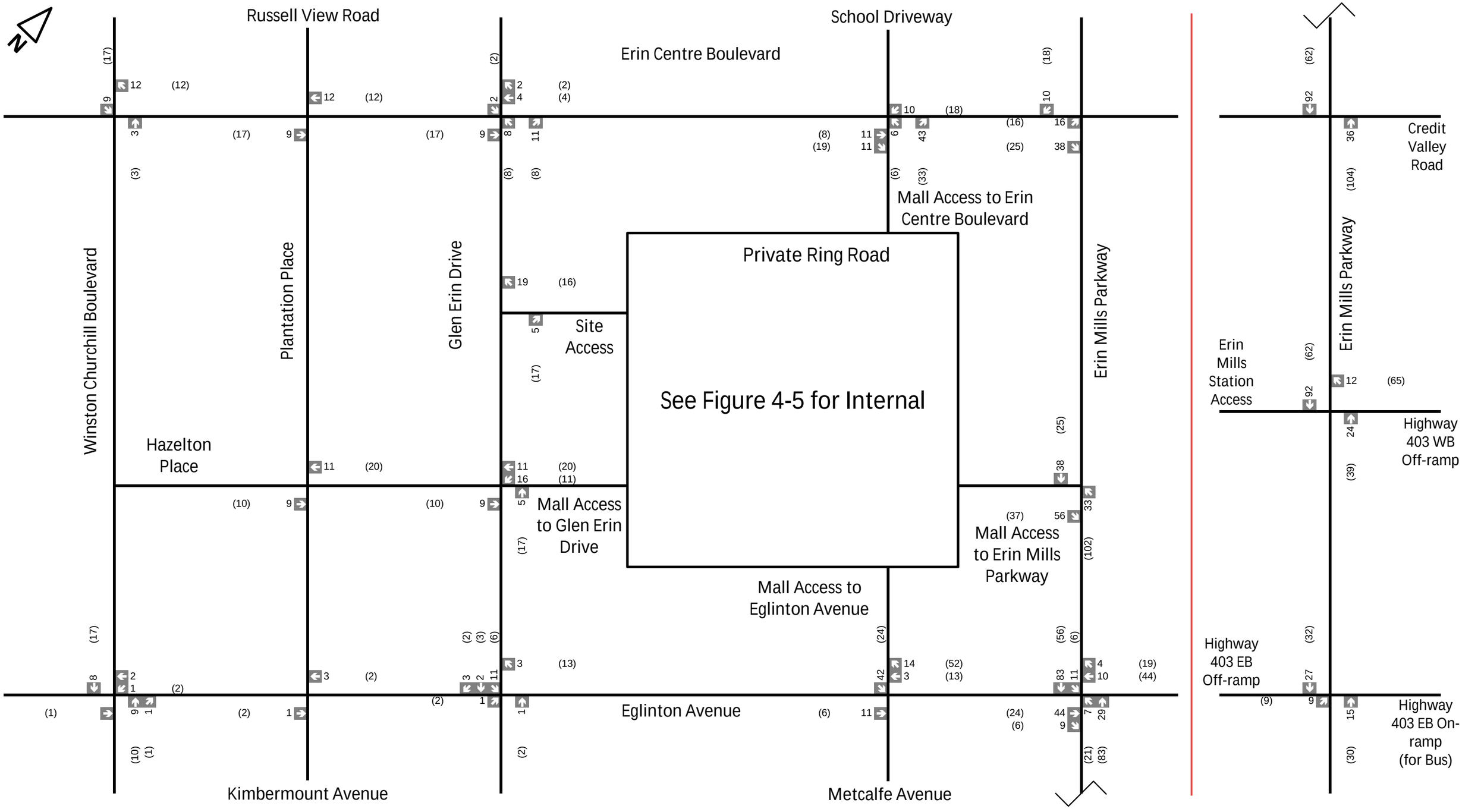
The site generated trips were assigned to the surrounding roadway network based these existing distributions and the most logical route to and from the multiple site driveways.

Table 4-5: TTS Trip Distribution for the Study Area

Direction	AM In	AM Out	PM In	PM Out	SAT In	SAT Out
Northwest	0%	3%	1%	1%	0%	3%
North	5%	6%	5%	8%	5%	6%
Northeast	36%	15%	18%	22%	36%	15%
East	12%	37%	37%	16%	12%	37%
Southeast	8%	24%	23%	24%	8%	24%
South	8%	3%	2%	7%	8%	3%
Southwest	31%	9%	12%	23%	31%	9%
West	0%	3%	2%	0%	0%	3%
Total	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**

During the interim horizon, the west site access along the internal ring road will be relocated to provide resident access. The resulting interim residential trips are shown in **Figures 4-4 to 4-7**. As noted previously, the centre and east retail accesses along the ring road will remain while the existing retail uses remain operational. Accordingly, for the interim horizon analysis, the existing retail trips at the west driveway were reassigned to the centre driveway, as shown in **Figures 4-8 to 4-9**. This reassignment does not have an impact on the external boundary intersection operations.

The ultimate horizon trip assignment is shown in **Figures 4-10 to 4-13**. The centre driveway onto the ring road will be removed and the traffic was reassigned to the eastern driveway, as shown in **Figure 4-14 to 4-15**.



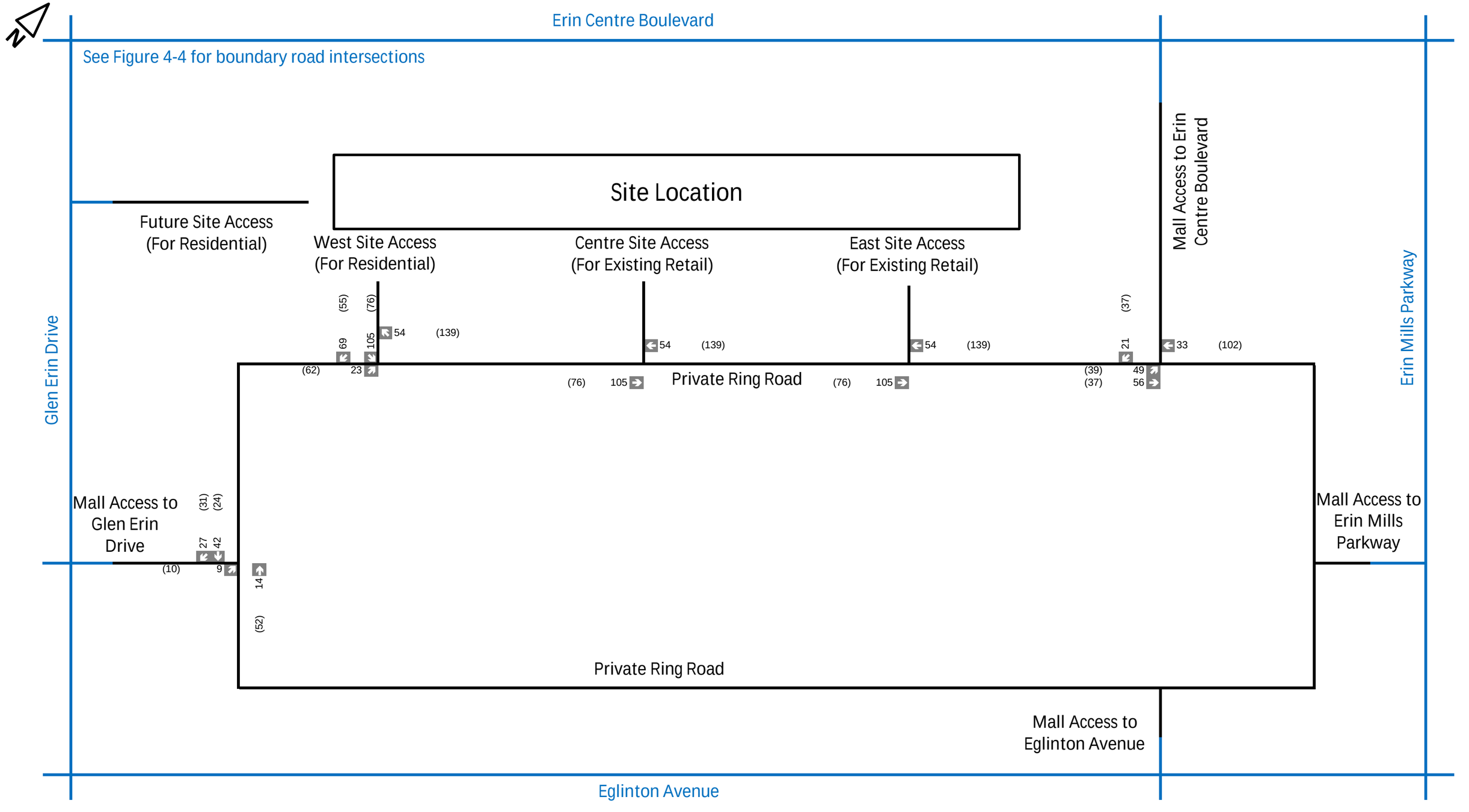
Legend

xx A.M. Peak Hour Traffic Volumes

(xx) P.M. Peak Hour Traffic Volumes

Figure 4-4

2032 Site Generated Traffic Volumes - Weekday External



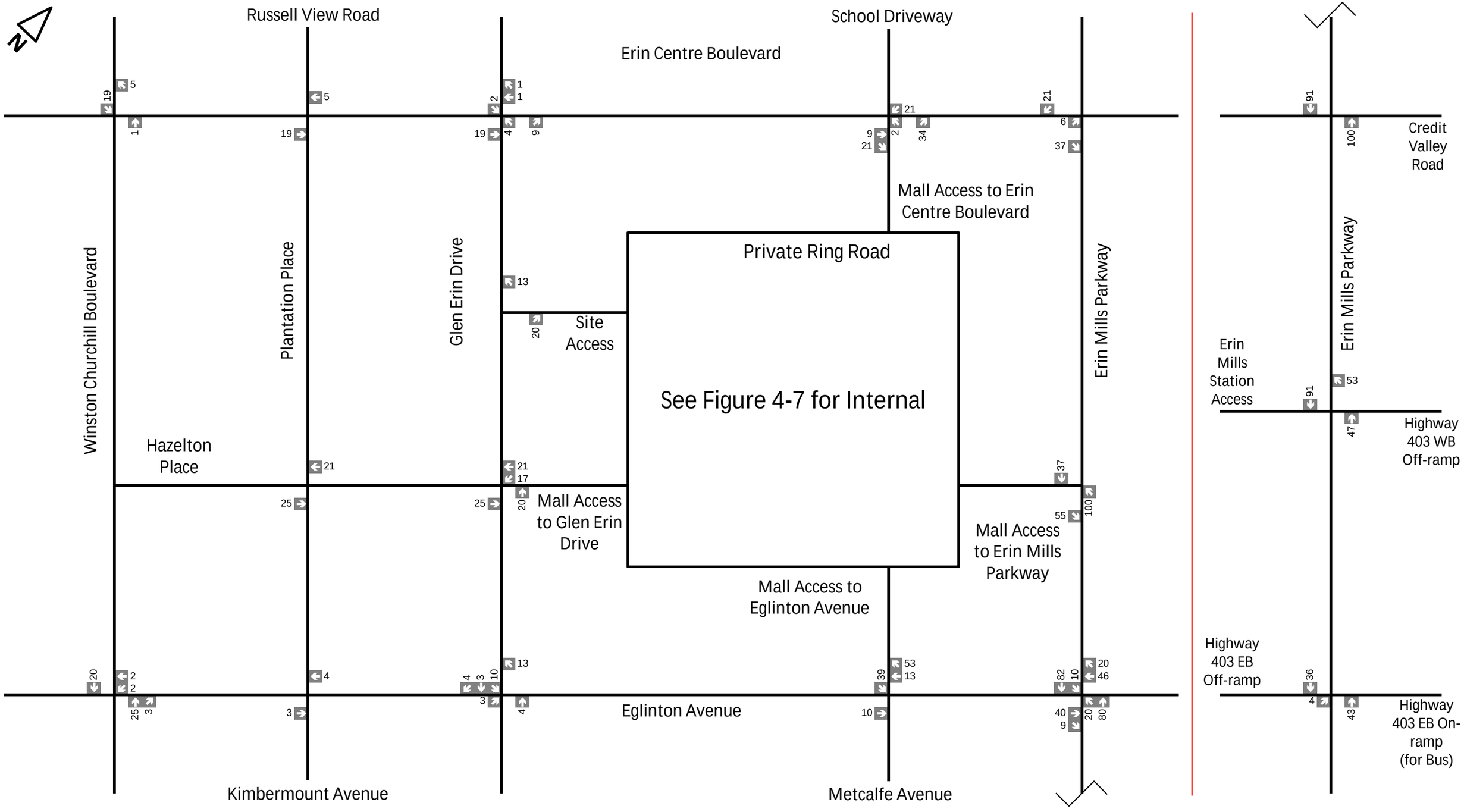
Legend

xx A.M. Peak Hour Traffic Volumes

(xx) P.M. Peak Hour Traffic Volumes

Figure 4-5

2032 Site Generated Traffic Volumes - Weekday Internal

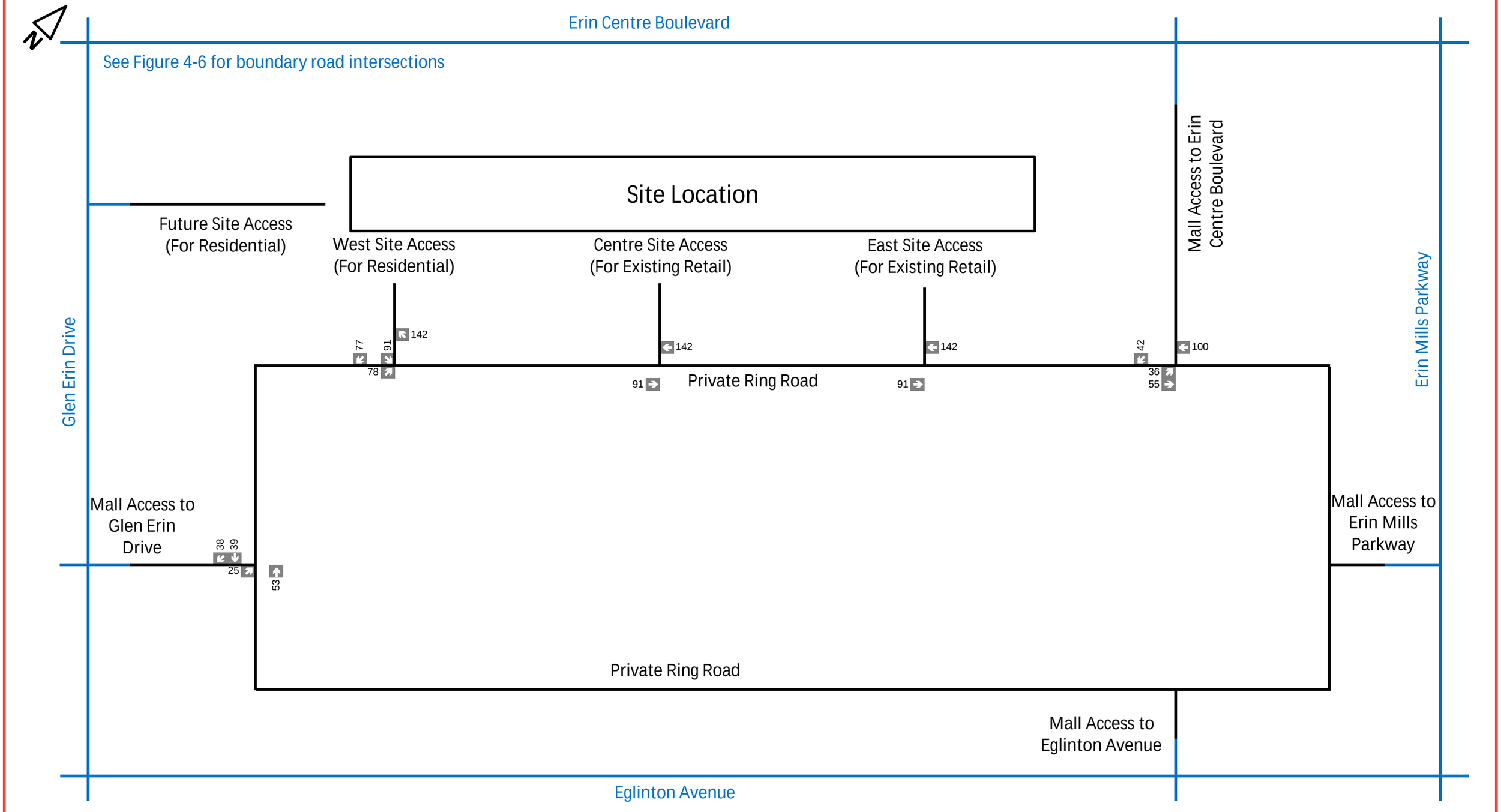


Legend

xx Saturday Peak Hour Traffic Volumes

Figure 4-6

2032 Site Generated Traffic Volumes - Saturday External



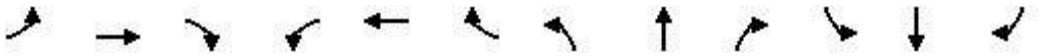
Legend

xx Saturday Peak Hour Traffic Volumes

Figure 4-7

2032 Site Generated Traffic Volumes - Saturday Internal

Appendix F –
2031 Future Background – Synchro HCM Detailed Analysis

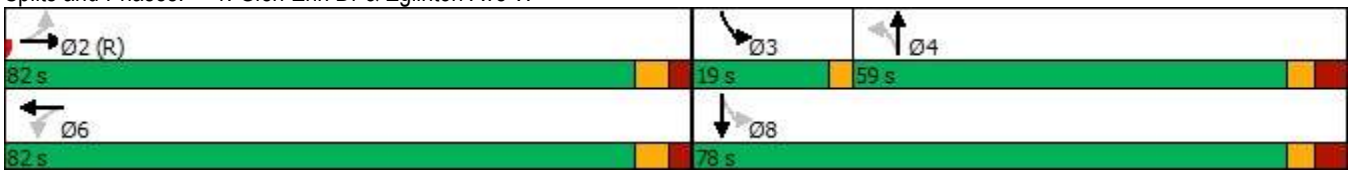


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	885	114	131	1218	213	101	527	105	196	338	84
Future Volume (vph)	98	885	114	131	1218	213	101	527	105	196	338	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	99.0		0.0	106.0		0.0	25.0		0.0	85.0		0.0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (m)	35.0			45.0			60.0			20.0		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00		1.00	0.99		0.98	0.99		0.99	0.99	
Frt		0.983			0.978			0.975			0.970	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1825	5043	0	1807	5046	0	1825	3506	0	1825	3479	0
Flt Permitted	0.105			0.209			0.486			0.144		
Satd. Flow (perm)	201	5043	0	396	5046	0	916	3506	0	274	3479	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19			29			15			18	
Link Speed (k/h)		60			60			50			50	
Link Distance (m)		206.5			356.7			216.8			214.8	
Travel Time (s)		12.4			21.4			15.6			15.5	
Confl. Peds. (#/hr)	34		23	23		34	32		25	25		32
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	2%	0%	1%	1%	0%	0%	1%	0%	0%	1%	0%
Adj. Flow (vph)	108	973	125	144	1338	234	111	579	115	215	371	92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	108	1098	0	144	1572	0	111	694	0	215	463	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.7			3.7			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	6.1	30.5		6.1	30.5		6.1	30.5		6.1	30.5	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	6.1	1.8		6.1	1.8		6.1	1.8		6.1	1.8	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(m)		28.7			28.7			28.7			28.7	
Detector 2 Size(m)		1.8			1.8			1.8			1.8	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		2			6			4		3	8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		3	8	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		7.0	10.0	
Minimum Split (s)	46.0	46.0		46.0	46.0		49.5	49.5		10.0	49.5	
Total Split (s)	82.0	82.0		82.0	82.0		59.0	59.0		19.0	78.0	
Total Split (%)	51.3%	51.3%		51.3%	51.3%		36.9%	36.9%		11.9%	48.8%	
Maximum Green (s)	75.0	75.0		75.0	75.0		51.5	51.5		16.0	70.5	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.5	3.5		3.0	3.5	
All-Red Time (s)	3.0	3.0		3.0	3.0		4.0	4.0		0.0	4.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0		7.0	7.0		7.5	7.5		3.0	7.5	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		2.0	3.0	
Recall Mode	C-Max	C-Max		Max	Max		None	None		None	None	
Walk Time (s)	10.0	10.0		10.0	10.0		10.0	10.0			10.0	
Flash Dont Walk (s)	29.0	29.0		29.0	29.0		32.0	32.0			32.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0			0	
Act Effct Green (s)	88.2	88.2		88.2	88.2		38.9	38.9		61.8	57.3	
Actuated g/C Ratio	0.55	0.55		0.55	0.55		0.24	0.24		0.39	0.36	
v/c Ratio	0.98	0.39		0.66	0.56		0.50	0.80		0.84	0.37	
Control Delay	118.1	21.5		51.4	30.0		59.1	63.0		61.5	36.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	118.1	21.5		51.4	30.0		59.1	63.0		61.5	36.5	
LOS	F	C		D	C		E	E		E	D	
Approach Delay		30.1			31.8			62.5			44.4	
Approach LOS		C			C			E			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 38.9		Intersection LOS: D	
Intersection Capacity Utilization 100.7%		ICU Level of Service G	
Analysis Period (min) 15			

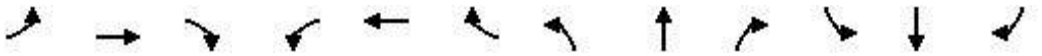
Splits and Phases: 1: Glen Erin Dr & Eglinton Ave W



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	108	1098	144	1572	111	694	215	463
v/c Ratio	0.98	0.39	0.66	0.56	0.50	0.80	0.84	0.37
Control Delay	118.1	21.5	51.4	30.0	59.1	63.0	61.5	36.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	118.1	21.5	51.4	30.0	59.1	63.0	61.5	36.5
Queue Length 50th (m)	32.9	71.0	22.8	89.6	30.6	107.8	47.0	54.5
Queue Length 95th (m)	#79.3	91.7	#74.7	137.8	48.4	122.3	#72.4	63.7
Internal Link Dist (m)		182.5		332.7		192.8		190.8
Turn Bay Length (m)	99.0		106.0		25.0		85.0	
Base Capacity (vph)	110	2789	218	2795	294	1138	260	1543
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.98	0.39	0.66	0.56	0.38	0.61	0.83	0.30

Intersection Summary

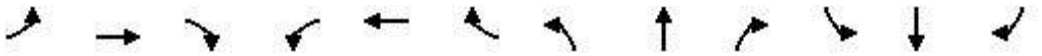
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	885	114	131	1218	213	101	527	105	196	338	84
Future Volume (vph)	98	885	114	131	1218	213	101	527	105	196	338	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0		7.0	7.0		7.5	7.5		3.0	7.5	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		0.99	1.00		0.98	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.98		1.00	0.98		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1819	5042		1798	5044		1790	3507		1824	3480	
Flt Permitted	0.10	1.00		0.21	1.00		0.49	1.00		0.14	1.00	
Satd. Flow (perm)	200	5042		396	5044		915	3507		277	3480	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	108	973	125	144	1338	234	111	579	115	215	371	92
RTOR Reduction (vph)	0	9	0	0	13	0	0	11	0	0	12	0
Lane Group Flow (vph)	108	1089	0	144	1559	0	111	683	0	215	451	0
Confl. Peds. (#/hr)	34		23	23		34	32		25	25		32
Heavy Vehicles (%)	0%	2%	0%	1%	1%	0%	0%	1%	0%	0%	1%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		2			6			4		3	8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	88.2	88.2		88.2	88.2		38.9	38.9		57.3	57.3	
Effective Green, g (s)	88.2	88.2		88.2	88.2		38.9	38.9		57.3	57.3	
Actuated g/C Ratio	0.55	0.55		0.55	0.55		0.24	0.24		0.36	0.36	
Clearance Time (s)	7.0	7.0		7.0	7.0		7.5	7.5		3.0	7.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		2.0	3.0	
Lane Grp Cap (vph)	110	2779		218	2780		222	852		248	1246	
v/s Ratio Prot		0.22			0.31			0.19		c0.08	0.13	
v/s Ratio Perm	c0.54			0.36			0.12			c0.23		
v/c Ratio	0.98	0.39		0.66	0.56		0.50	0.80		0.87	0.36	
Uniform Delay, d1	35.1	20.6		25.3	23.3		52.2	56.9		40.4	37.9	
Progression Factor	1.00	1.00		1.25	1.23		1.00	1.00		1.00	1.00	
Incremental Delay, d2	81.0	0.4		13.9	0.8		1.8	5.5		25.0	0.2	
Delay (s)	116.2	21.0		45.6	29.4		53.9	62.4		65.4	38.1	
Level of Service	F	C		D	C		D	E		E	D	
Approach Delay (s)		29.5			30.8			61.2			46.7	
Approach LOS		C			C			E			D	

Intersection Summary			
HCM 2000 Control Delay	38.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	17.5
Intersection Capacity Utilization	100.7%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group



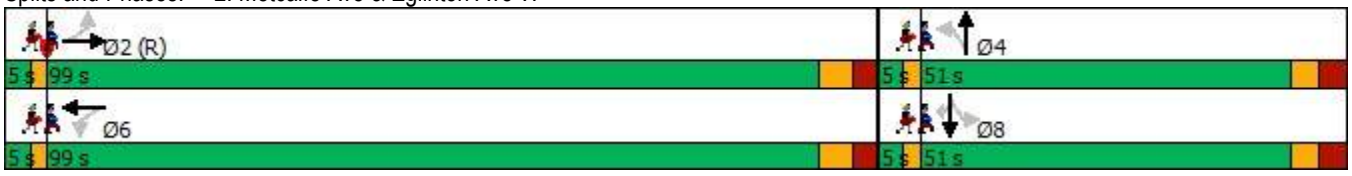
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	126	1009	59	46	1403	116	50	35	40	157	37	115
Future Volume (vph)	126	1009	59	46	1403	116	50	35	40	157	37	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	160.0		0.0	73.0		0.0	25.0		0.0	0.0		0.0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (m)	45.0			32.0			21.0			2.5		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		0.99	1.00		0.95	0.98		0.98		0.94
Frt		0.992			0.989			0.920				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1825	5092	0	1825	5125	0	1825	1739	0	1825	1921	1633
Flt Permitted	0.131			0.231			0.732			0.706		
Satd. Flow (perm)	251	5092	0	441	5125	0	1338	1739	0	1333	1921	1532
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			14			35				96
Link Speed (k/h)		60			60			50			50	
Link Distance (m)		356.7			165.8			99.9			89.8	
Travel Time (s)		21.4			9.9			7.2			6.5	
Confl. Peds. (#/hr)	17		13	13		17	35		13	13		35
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	2%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	133	1062	62	48	1477	122	53	37	42	165	39	121
Shared Lane Traffic (%)												
Lane Group Flow (vph)	133	1124	0	48	1599	0	53	79	0	165	39	121
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.7			3.7			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (m)	6.1	30.5		6.1	30.5		6.1	30.5		6.1	30.5	6.1
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Size(m)	6.1	1.8		6.1	1.8		6.1	1.8		6.1	1.8	6.1
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(m)		28.7			28.7			28.7			28.7	
Detector 2 Size(m)		1.8			1.8			1.8			1.8	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	Ø1	Ø3	Ø5	Ø7
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Ideal Flow (vphpl)				
Storage Length (m)				
Storage Lanes				
Taper Length (m)				
Lane Util. Factor				
Ped Bike Factor				
Frt				
Flt Protected				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Right Turn on Red				
Satd. Flow (RTOR)				
Link Speed (k/h)				
Link Distance (m)				
Travel Time (s)				
Confl. Peds. (#/hr)				
Peak Hour Factor				
Heavy Vehicles (%)				
Adj. Flow (vph)				
Shared Lane Traffic (%)				
Lane Group Flow (vph)				
Enter Blocked Intersection				
Lane Alignment				
Median Width(m)				
Link Offset(m)				
Crosswalk Width(m)				
Two way Left Turn Lane				
Headway Factor				
Turning Speed (k/h)				
Number of Detectors				
Detector Template				
Leading Detector (m)				
Trailing Detector (m)				
Detector 1 Position(m)				
Detector 1 Size(m)				
Detector 1 Type				
Detector 1 Channel				
Detector 1 Extend (s)				
Detector 1 Queue (s)				
Detector 1 Delay (s)				
Detector 2 Position(m)				
Detector 2 Size(m)				
Detector 2 Type				
Detector 2 Channel				
Detector 2 Extend (s)				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		8
Detector Phase	2	2		6	6		4	4		8	8	8
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		20.0	20.0		20.0	20.0	20.0
Minimum Split (s)	39.0	39.0		39.0	39.0		40.0	40.0		40.0	40.0	40.0
Total Split (s)	99.0	99.0		99.0	99.0		51.0	51.0		51.0	51.0	51.0
Total Split (%)	61.9%	61.9%		61.9%	61.9%		31.9%	31.9%		31.9%	31.9%	31.9%
Maximum Green (s)	92.0	92.0		92.0	92.0		44.0	44.0		44.0	44.0	44.0
Yellow Time (s)	4.0	4.0		4.0	4.0		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	3.0	3.0		3.0	3.0		3.5	3.5		3.5	3.5	3.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Lead/Lag	Lag	Lag		Lag	Lag		Lag	Lag		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	C-Max	C-Max		Max	Max		None	None		None	None	None
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	27.0	27.0		27.0	27.0		28.0	28.0		28.0	28.0	28.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effct Green (s)	119.8	119.8		119.8	119.8		26.2	26.2		26.2	26.2	26.2
Actuated g/C Ratio	0.75	0.75		0.75	0.75		0.16	0.16		0.16	0.16	0.16
v/c Ratio	0.71	0.29		0.15	0.42		0.24	0.25		0.76	0.12	0.37
Control Delay	33.2	3.7		2.7	2.2		59.0	33.9		84.8	55.4	18.2
Queue Delay	0.0	0.0		0.0	0.1		0.0	0.0		0.0	0.0	0.0
Total Delay	33.2	3.7		2.7	2.3		59.0	33.9		84.8	55.4	18.2
LOS	C	A		A	A		E	C		F	E	B
Approach Delay		6.8			2.3			44.0			56.4	
Approach LOS		A			A			D			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 22 (14%), Referenced to phase 2:EBTL, Start of Green			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 10.9		Intersection LOS: B	
Intersection Capacity Utilization 88.1%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 2: Metcalfe Ave & Eglinton Ave W



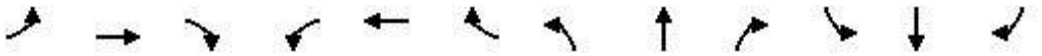
Lane Group	Ø1	Ø3	Ø5	Ø7
Turn Type				
Protected Phases	1	3	5	7
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	3.0	3.0	3.0	3.0
Minimum Split (s)	5.0	5.0	5.0	5.0
Total Split (s)	5.0	5.0	5.0	5.0
Total Split (%)	3%	3%	3%	3%
Maximum Green (s)	3.0	3.0	3.0	3.0
Yellow Time (s)	2.0	2.0	2.0	2.0
All-Red Time (s)	0.0	0.0	0.0	0.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None
Walk Time (s)	0.0	0.0	0.0	0.0
Flash Dont Walk (s)	0.0	0.0	0.0	0.0
Pedestrian Calls (#/hr)	0	0	0	0
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				

Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	133	1124	48	1599	53	79	165	39	121
v/c Ratio	0.71	0.29	0.15	0.42	0.24	0.25	0.76	0.12	0.37
Control Delay	33.2	3.7	2.7	2.2	59.0	33.9	84.8	55.4	18.2
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay	33.2	3.7	2.7	2.3	59.0	33.9	84.8	55.4	18.2
Queue Length 50th (m)	12.2	19.5	0.5	24.5	15.0	12.3	51.2	10.8	6.9
Queue Length 95th (m)	m#71.3	25.8	m6.1	42.6	26.8	26.1	73.0	20.6	24.3
Internal Link Dist (m)		332.7		141.8		75.9		65.8	
Turn Bay Length (m)	160.0		73.0		25.0				
Base Capacity (vph)	187	3815	330	3841	367	503	366	528	490
Starvation Cap Reductn	0	0	0	688	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.29	0.15	0.51	0.14	0.16	0.45	0.07	0.25

Intersection Summary

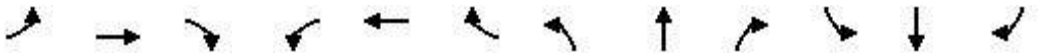
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	126	1009	59	46	1403	116	50	35	40	157	37	115
Future Volume (vph)	126	1009	59	46	1403	116	50	35	40	157	37	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.98		1.00	1.00	0.94
Flpb, ped/bikes	1.00	1.00		0.99	1.00		0.95	1.00		0.98	1.00	1.00
Frt	1.00	0.99		1.00	0.99		1.00	0.92		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1821	5090		1814	5123		1737	1739		1794	1921	1532
Flt Permitted	0.13	1.00		0.23	1.00		0.73	1.00		0.71	1.00	1.00
Satd. Flow (perm)	251	5090		441	5123		1338	1739		1333	1921	1532
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)	133	1062	62	48	1477	122	53	37	42	165	39	121
RTOR Reduction (vph)	0	2	0	0	4	0	0	29	0	0	0	80
Lane Group Flow (vph)	133	1122	0	48	1595	0	53	50	0	165	39	41
Confl. Peds. (#/hr)	17		13	13		17	35		13	13		35
Heavy Vehicles (%)	0%	2%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		8
Actuated Green, G (s)	119.8	119.8		119.8	119.8		26.2	26.2		26.2	26.2	26.2
Effective Green, g (s)	119.8	119.8		119.8	119.8		26.2	26.2		26.2	26.2	26.2
Actuated g/C Ratio	0.75	0.75		0.75	0.75		0.16	0.16		0.16	0.16	0.16
Clearance Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	187	3811		330	3835		219	284		218	314	250
v/s Ratio Prot		0.22			0.31			0.03			0.02	
v/s Ratio Perm	c0.53			0.11			0.04			c0.12		0.03
v/c Ratio	0.71	0.29		0.15	0.42		0.24	0.18		0.76	0.12	0.16
Uniform Delay, d1	10.8	6.5		5.7	7.3		58.3	57.6		63.9	57.1	57.5
Progression Factor	0.88	0.52		0.26	0.24		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	18.5	0.2		0.8	0.3		0.6	0.3		13.9	0.2	0.3
Delay (s)	28.0	3.5		2.3	2.1		58.8	57.9		77.8	57.3	57.8
Level of Service	C	A		A	A		E	E		E	E	E
Approach Delay (s)		6.1			2.1			58.3			67.9	
Approach LOS		A			A			E			E	

Intersection Summary			
HCM 2000 Control Delay	12.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	88.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



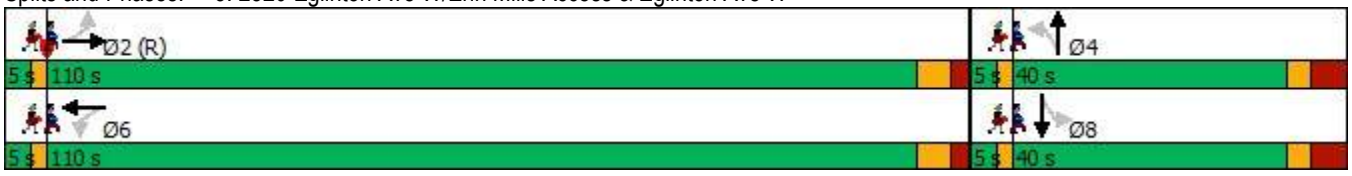
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	1171	22	37	1474	203	48	9	37	98	9	46
Future Volume (vph)	23	1171	22	37	1474	203	48	9	37	98	9	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	20.0		0.0	35.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (m)	35.0			38.0			2.5			2.5		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		1.00	0.99		0.97	0.93			0.94	
Frt		0.997			0.982			0.878			0.959	
Flt Protected	0.950			0.950			0.950				0.969	
Satd. Flow (prot)	1825	5125	0	1772	4993	0	1825	1572	0	0	1720	0
Flt Permitted	0.110			0.202			0.650				0.777	
Satd. Flow (perm)	211	5125	0	376	4993	0	1207	1572	0	0	1318	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			31			39			12	
Link Speed (k/h)		60			60			50			50	
Link Distance (m)		165.8			169.6			61.1			86.9	
Travel Time (s)		9.9			10.2			4.4			6.3	
Confl. Peds. (#/hr)	22		4	4		22	33		49	49		33
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	2%	0%	3%	2%	0%	0%	0%	0%	3%	0%	0%
Adj. Flow (vph)	24	1220	23	39	1535	211	50	9	39	102	9	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	24	1243	0	39	1746	0	50	48	0	0	159	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.7			3.7			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	6.1	30.5		6.1	30.5		6.1	30.5		6.1	30.5	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	6.1	1.8		6.1	1.8		6.1	1.8		6.1	1.8	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(m)		28.7			28.7			28.7			28.7	
Detector 2 Size(m)		1.8			1.8			1.8			1.8	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	Ø1	Ø3	Ø5	Ø7
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Ideal Flow (vphpl)				
Storage Length (m)				
Storage Lanes				
Taper Length (m)				
Lane Util. Factor				
Ped Bike Factor				
Frt				
Flt Protected				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Right Turn on Red				
Satd. Flow (RTOR)				
Link Speed (k/h)				
Link Distance (m)				
Travel Time (s)				
Confl. Peds. (#/hr)				
Peak Hour Factor				
Heavy Vehicles (%)				
Adj. Flow (vph)				
Shared Lane Traffic (%)				
Lane Group Flow (vph)				
Enter Blocked Intersection				
Lane Alignment				
Median Width(m)				
Link Offset(m)				
Crosswalk Width(m)				
Two way Left Turn Lane				
Headway Factor				
Turning Speed (k/h)				
Number of Detectors				
Detector Template				
Leading Detector (m)				
Trailing Detector (m)				
Detector 1 Position(m)				
Detector 1 Size(m)				
Detector 1 Type				
Detector 1 Channel				
Detector 1 Extend (s)				
Detector 1 Queue (s)				
Detector 1 Delay (s)				
Detector 2 Position(m)				
Detector 2 Size(m)				
Detector 2 Type				
Detector 2 Channel				
Detector 2 Extend (s)				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	25.5	25.5		25.5	25.5		39.5	39.5		39.5	39.5	
Total Split (s)	110.0	110.0		110.0	110.0		40.0	40.0		40.0	40.0	
Total Split (%)	68.8%	68.8%		68.8%	68.8%		25.0%	25.0%		25.0%	25.0%	
Maximum Green (s)	103.5	103.5		103.5	103.5		32.5	32.5		32.5	32.5	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.5	2.5		2.5	2.5		4.5	4.5		4.5	4.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		7.5	7.5			7.5	
Lead/Lag	Lag	Lag		Lag	Lag		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Max	C-Max		Max	Max		None	None		None	None	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	14.0	14.0		14.0	14.0		27.0	27.0		27.0	27.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	122.8	122.8		122.8	122.8		23.2	23.2			23.2	
Actuated g/C Ratio	0.77	0.77		0.77	0.77		0.14	0.14			0.14	
v/c Ratio	0.15	0.32		0.14	0.45		0.29	0.18			0.79	
Control Delay	10.1	8.7		18.2	22.8		62.7	21.0			86.2	
Queue Delay	0.0	0.2		0.0	1.8		0.0	0.0			0.0	
Total Delay	10.1	8.9		18.2	24.6		62.7	21.0			86.2	
LOS	B	A		B	C		E	C			F	
Approach Delay		8.9			24.4			42.3			86.2	
Approach LOS		A			C			D			F	

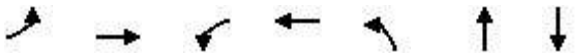
Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 46 (29%), Referenced to phase 2:EBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 22.0		Intersection LOS: C	
Intersection Capacity Utilization 68.1%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 3: 2520 Eglinton Ave W/Erin Mills Access & Eglinton Ave W



Lane Group	Ø1	Ø3	Ø5	Ø7
Turn Type				
Protected Phases	1	3	5	7
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	3.0	3.0	3.0	3.0
Minimum Split (s)	5.0	5.0	5.0	5.0
Total Split (s)	5.0	5.0	5.0	5.0
Total Split (%)	3%	3%	3%	3%
Maximum Green (s)	3.0	3.0	3.0	3.0
Yellow Time (s)	2.0	2.0	2.0	2.0
All-Red Time (s)	0.0	0.0	0.0	0.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None
Walk Time (s)	0.0	0.0	0.0	0.0
Flash Dont Walk (s)	0.0	0.0	0.0	0.0
Pedestrian Calls (#/hr)	0	0	0	0
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				

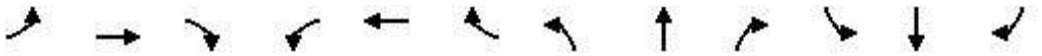
Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	24	1243	39	1746	50	48	159
v/c Ratio	0.15	0.32	0.14	0.45	0.29	0.18	0.79
Control Delay	10.1	8.7	18.2	22.8	62.7	21.0	86.2
Queue Delay	0.0	0.2	0.0	1.8	0.0	0.0	0.0
Total Delay	10.1	8.9	18.2	24.6	62.7	21.0	86.2
Queue Length 50th (m)	2.1	78.6	6.5	156.8	14.4	2.5	46.0
Queue Length 95th (m)	m11.9	107.1	m10.6	178.2	26.5	14.1	68.0
Internal Link Dist (m)		141.8		145.6		37.1	62.9
Turn Bay Length (m)	20.0		35.0				
Base Capacity (vph)	161	3933	288	3838	245	350	277
Starvation Cap Reductn	0	1436	0	1850	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.50	0.14	0.88	0.20	0.14	0.57

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	1171	22	37	1474	203	48	9	37	98	9	46
Future Volume (vph)	23	1171	22	37	1474	203	48	9	37	98	9	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5	6.5		7.5	7.5			7.5	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00			1.00	
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	0.93			0.98	
Flpb, ped/bikes	0.99	1.00		1.00	1.00		0.97	1.00			0.96	
Frt	1.00	1.00		1.00	0.98		1.00	0.88			0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.97	
Satd. Flow (prot)	1816	5126		1767	4993		1765	1572			1644	
Flt Permitted	0.11	1.00		0.20	1.00		0.65	1.00			0.78	
Satd. Flow (perm)	211	5126		376	4993		1208	1572			1318	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	24	1220	23	39	1535	211	50	9	39	102	9	48
RTOR Reduction (vph)	0	1	0	0	7	0	0	33	0	0	10	0
Lane Group Flow (vph)	24	1242	0	39	1739	0	50	15	0	0	149	0
Confl. Peds. (#/hr)	22		4	4		22	33		49	49		33
Heavy Vehicles (%)	0%	2%	0%	3%	2%	0%	0%	0%	0%	3%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	122.8	122.8		122.8	122.8		23.2	23.2			23.2	
Effective Green, g (s)	122.8	122.8		122.8	122.8		23.2	23.2			23.2	
Actuated g/C Ratio	0.77	0.77		0.77	0.77		0.14	0.14			0.14	
Clearance Time (s)	6.5	6.5		6.5	6.5		7.5	7.5			7.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	161	3934		288	3832		175	227			191	
v/s Ratio Prot		0.24			c0.35			0.01				
v/s Ratio Perm	0.11			0.10			0.04				c0.11	
v/c Ratio	0.15	0.32		0.14	0.45		0.29	0.06			0.78	
Uniform Delay, d1	4.9	5.7		4.8	6.6		61.0	59.0			65.9	
Progression Factor	1.18	1.38		2.71	3.18		1.00	1.00			1.00	
Incremental Delay, d2	1.9	0.2		0.6	0.3		0.9	0.1			17.9	
Delay (s)	7.6	8.1		13.7	21.4		61.9	59.2			83.9	
Level of Service	A	A		B	C		E	E			F	
Approach Delay (s)		8.0			21.2			60.6			83.9	
Approach LOS		A			C			E			F	

Intersection Summary			
HCM 2000 Control Delay	20.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	68.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

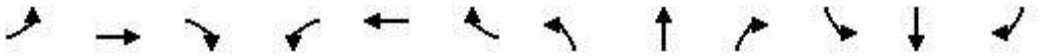
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	81	78	232	140	69	208
Future Volume (vph)	81	78	232	140	69	208
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected				0.970	0.950	
Satd. Flow (prot)	1921	1633	0	3541	1825	1633
Flt Permitted				0.970	0.950	
Satd. Flow (perm)	1921	1633	0	3541	1825	1633
Link Speed (k/h)	48			48	48	
Link Distance (m)	67.2			76.6	89.8	
Travel Time (s)	5.0			5.7	6.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	88	85	252	152	75	226
Shared Lane Traffic (%)						
Lane Group Flow (vph)	88	85	0	404	75	226
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)		14	24		24	14
Sign Control	Stop			Stop	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 30.0%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	81	78	232	140	69	208
Future Volume (vph)	81	78	232	140	69	208
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	88	85	252	152	75	226

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total (vph)	88	85	303	101	75	226
Volume Left (vph)	0	0	252	0	75	0
Volume Right (vph)	0	85	0	0	0	226
Hadj (s)	0.00	-0.60	0.42	0.00	0.50	-0.70
Departure Headway (s)	5.6	3.2	5.8	5.4	6.3	5.1
Degree Utilization, x	0.14	0.08	0.49	0.15	0.13	0.32
Capacity (veh/h)	598	1121	599	636	540	664
Control Delay (s)	9.5	6.5	13.1	8.2	9.1	9.3
Approach Delay (s)	8.0		11.9		9.2	
Approach LOS	A		B		A	

Intersection Summary			
Delay	10.2		
Level of Service	B		
Intersection Capacity Utilization	30.0%	ICU Level of Service	A
Analysis Period (min)	15		

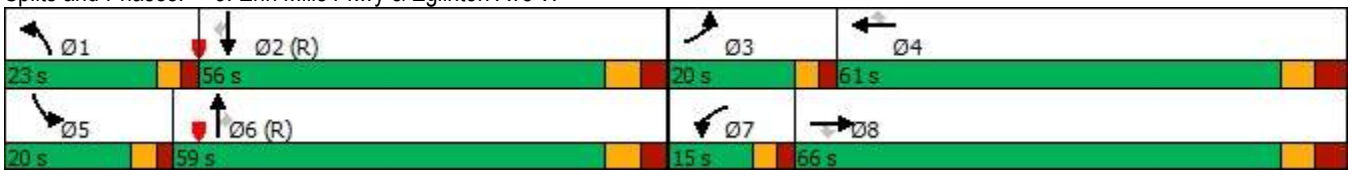


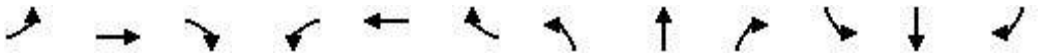
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	142	883	261	147	1190	300	343	1360	108	205	1220	161
Future Volume (vph)	142	883	261	147	1190	300	343	1360	108	205	1220	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	78.0		120.0	78.0		125.0	100.0		125.0	160.0		120.0
Storage Lanes	1		1	2		1	2		1	2		1
Taper Length (m)	35.0			60.0			50.0			50.0		
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor	1.00		0.96	0.99		0.97	1.00		0.97	1.00		0.97
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1825	5142	1617	3404	5193	1601	3506	5092	1633	3506	5092	1601
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1820	5142	1555	3380	5193	1554	3493	5092	1585	3497	5092	1547
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			229			241			115			146
Link Speed (k/h)		60			60			70			70	
Link Distance (m)		169.6			214.1			203.5			258.0	
Travel Time (s)		10.2			12.8			10.5			13.3	
Confl. Peds. (#/hr)	19		29	29		19	21		17	17		21
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	2%	1%	4%	1%	2%	1%	3%	0%	1%	3%	2%
Adj. Flow (vph)	151	939	278	156	1266	319	365	1447	115	218	1298	171
Shared Lane Traffic (%)												
Lane Group Flow (vph)	151	939	278	156	1266	319	365	1447	115	218	1298	171
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		7.4			7.4			7.4			7.4	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (m)	6.1	30.5	6.1	6.1	30.5	6.1	6.1	30.5	6.1	6.1	30.5	6.1
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	6.1	1.8	6.1	6.1	1.8	6.1	6.1	1.8	6.1	6.1	1.8	6.1
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (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
Detector 1 Queue (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
Detector 1 Delay (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
Detector 2 Position(m)		28.7			28.7			28.7			28.7	
Detector 2 Size(m)		1.8			1.8			1.8			1.8	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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%
Maximum Green (s)	15.0	57.9	57.9	10.0	52.9	52.9	18.0	51.5	51.5	15.0	48.5	48.5
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?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
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
Recall Mode	None	Max	Max	None	Max	Max	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)		10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0
Flash Dont Walk (s)		42.0	42.0		42.0	42.0		36.0	36.0		36.0	36.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	14.8	58.0	58.0	9.9	53.1	53.1	18.0	52.5	52.5	14.0	48.5	48.5
Actuated g/C Ratio	0.09	0.36	0.36	0.06	0.33	0.33	0.11	0.33	0.33	0.09	0.30	0.30
v/c Ratio	0.89	0.50	0.39	0.75	0.73	0.47	0.93	0.87	0.19	0.71	0.84	0.30
Control Delay	115.2	56.4	28.6	94.8	50.3	12.9	99.6	57.1	6.8	84.4	58.2	10.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	43.5	0.0	0.0	0.0	0.0	0.2
Total Delay	115.2	56.4	28.6	94.8	50.3	12.9	143.0	57.1	6.8	84.4	58.2	10.6
LOS	F	E	C	F	D	B	F	E	A	F	E	B
Approach Delay		57.2			47.5			70.4			56.7	
Approach LOS		E			D			E			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 51 (32%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay: 58.3		Intersection LOS: E	
Intersection Capacity Utilization 120.7%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 5: Erin Mills Pkwy & Eglinton Ave W

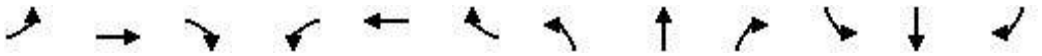




Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	151	939	278	156	1266	319	365	1447	115	218	1298	171
v/c Ratio	0.89	0.50	0.39	0.75	0.73	0.47	0.93	0.87	0.19	0.71	0.84	0.30
Control Delay	115.2	56.4	28.6	94.8	50.3	12.9	99.6	57.1	6.8	84.4	58.2	10.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	43.5	0.0	0.0	0.0	0.0	0.2
Total Delay	115.2	56.4	28.6	94.8	50.3	12.9	143.0	57.1	6.8	84.4	58.2	10.6
Queue Length 50th (m)	50.8	93.6	37.4	25.6	130.9	17.5	60.3	160.1	0.0	35.1	142.1	5.7
Queue Length 95th (m)	#92.1	114.5	66.1	#41.2	148.3	45.5	#90.2	180.0	14.4	49.5	160.8	24.3
Internal Link Dist (m)		145.6			190.1			179.5			234.0	
Turn Bay Length (m)	78.0		120.0	78.0		125.0	100.0		125.0	160.0		120.0
Base Capacity (vph)	171	1864	709	212	1723	677	394	1671	598	328	1543	570
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	60	0	0	0	0	86
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.88	0.50	0.39	0.74	0.73	0.47	1.09	0.87	0.19	0.66	0.84	0.35

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	142	883	261	147	1190	300	343	1360	108	205	1220	161
Future Volume (vph)	142	883	261	147	1190	300	343	1360	108	205	1220	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	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	0.96	1.00	1.00	0.97	1.00	1.00	0.97	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)	1825	5142	1555	3404	5193	1554	3506	5092	1585	3506	5092	1547
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)	1825	5142	1555	3404	5193	1554	3506	5092	1585	3506	5092	1547
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	151	939	278	156	1266	319	365	1447	115	218	1298	171
RTOR Reduction (vph)	0	0	146	0	0	161	0	0	77	0	0	102
Lane Group Flow (vph)	151	939	132	156	1266	158	365	1447	38	218	1298	69
Confl. Peds. (#/hr)	19		29	29		19	21		17	17		21
Heavy Vehicles (%)	0%	2%	1%	4%	1%	2%	1%	3%	0%	1%	3%	2%
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)	14.8	58.0	58.0	9.9	53.1	53.1	18.0	52.5	52.5	14.0	48.5	48.5
Effective Green, g (s)	14.8	58.0	58.0	9.9	53.1	53.1	18.0	52.5	52.5	14.0	48.5	48.5
Actuated g/C Ratio	0.09	0.36	0.36	0.06	0.33	0.33	0.11	0.33	0.33	0.09	0.30	0.30
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)	168	1863	563	210	1723	515	394	1670	520	306	1543	468
v/s Ratio Prot	c0.08	c0.18		0.05	c0.24		c0.10	c0.28		0.06	0.25	
v/s Ratio Perm			0.08			0.10			0.02			0.04
v/c Ratio	0.90	0.50	0.23	0.74	0.73	0.31	0.93	0.87	0.07	0.71	0.84	0.15
Uniform Delay, d1	71.9	39.8	35.5	73.8	47.2	39.8	70.3	50.5	37.0	71.0	52.1	40.7
Progression Factor	0.99	1.39	3.55	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	40.1	0.9	0.9	13.2	2.8	1.5	27.4	6.3	0.3	7.6	5.7	0.7
Delay (s)	111.5	56.1	127.0	87.0	50.1	41.3	97.8	56.8	37.3	78.7	57.9	41.3
Level of Service	F	E	F	F	D	D	F	E	D	E	E	D
Approach Delay (s)		76.7			51.8			63.4			58.9	
Approach LOS		E			D			E			E	

Intersection Summary			
HCM 2000 Control Delay	61.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.6
Intersection Capacity Utilization	120.7%	ICU Level of Service	H
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)	140	914	85	111	938	156	93	344	76	248	373	107
Future Volume (vph)	140	914	85	111	938	156	93	344	76	248	373	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	99.0		0.0	106.0		0.0	25.0		0.0	85.0		0.0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (m)	35.0			45.0			60.0			20.0		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.99	1.00		0.99	0.99		0.98	0.99		0.99	0.99	
Frt		0.987			0.979			0.973			0.967	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1825	5101	0	1825	5041	0	1825	3477	0	1825	3456	0
Flt Permitted	0.198			0.266			0.471			0.243		
Satd. Flow (perm)	377	5101	0	507	5041	0	883	3477	0	460	3456	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			27			16			26	
Link Speed (k/h)		60			60			50			50	
Link Distance (m)		206.5			356.7			216.8			214.8	
Travel Time (s)		12.4			21.4			15.6			15.5	
Confl. Peds. (#/hr)	47		27	27		47	42		27	27		42
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	2%	0%	1%	0%	0%	1%	3%	0%	1%	0%
Adj. Flow (vph)	144	942	88	114	967	161	96	355	78	256	385	110
Shared Lane Traffic (%)												
Lane Group Flow (vph)	144	1030	0	114	1128	0	96	433	0	256	495	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.7			3.7			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	6.1	30.5		6.1	30.5		6.1	30.5		6.1	30.5	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	6.1	1.8		6.1	1.8		6.1	1.8		6.1	1.8	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(m)		28.7			28.7			28.7			28.7	
Detector 2 Size(m)		1.8			1.8			1.8			1.8	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	5	2			6			4		3	8	
Permitted Phases	2			6			4			8		
Detector Phase	5	2		6	6		4	4		3	8	
Switch Phase												
Minimum Initial (s)	7.0	10.0		10.0	10.0		10.0	10.0		7.0	10.0	
Minimum Split (s)	10.0	46.0		46.0	46.0		49.5	49.5		10.0	49.5	
Total Split (s)	12.0	94.0		82.0	82.0		50.0	50.0		16.0	66.0	
Total Split (%)	7.5%	58.8%		51.3%	51.3%		31.3%	31.3%		10.0%	41.3%	
Maximum Green (s)	9.0	87.0		75.0	75.0		42.5	42.5		13.0	58.5	
Yellow Time (s)	3.0	4.0		4.0	4.0		3.5	3.5		3.0	3.5	
All-Red Time (s)	0.0	3.0		3.0	3.0		4.0	4.0		0.0	4.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	7.0		7.0	7.0		7.5	7.5		3.0	7.5	
Lead/Lag	Lead			Lag	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes		
Vehicle Extension (s)	2.0	3.0		3.0	3.0		3.0	3.0		2.0	3.0	
Recall Mode	None	C-Max		Max	Max		None	None		None	None	
Walk Time (s)		10.0		10.0	10.0		10.0	10.0			10.0	
Flash Dont Walk (s)		29.0		29.0	29.0		32.0	32.0			32.0	
Pedestrian Calls (#/hr)		0		0	0		0	0			0	
Act Effct Green (s)	107.5	103.5		91.2	91.2		26.0	26.0		46.5	42.0	
Actuated g/C Ratio	0.67	0.65		0.57	0.57		0.16	0.16		0.29	0.26	
v/c Ratio	0.43	0.31		0.40	0.39		0.67	0.75		1.05	0.53	
Control Delay	14.2	13.1		35.2	25.4		84.5	69.5		117.9	49.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	14.2	13.1		35.2	25.4		84.5	69.5		117.9	49.4	
LOS	B	B		D	C		F	E		F	D	
Approach Delay		13.2			26.3			72.2			72.8	
Approach LOS		B			C			E			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 56 (35%), Referenced to phase 2:EBTL, Start of Green			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.05			
Intersection Signal Delay: 38.2		Intersection LOS: D	
Intersection Capacity Utilization 103.3%		ICU Level of Service G	
Analysis Period (min) 15			

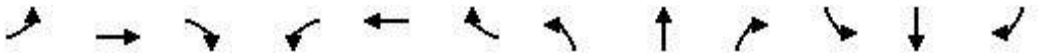
Splits and Phases: 1: Glen Erin Dr & Eglinton Ave W

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	144	1030	114	1128	96	433	256	495
v/c Ratio	0.43	0.31	0.40	0.39	0.67	0.75	1.05	0.53
Control Delay	14.2	13.1	35.2	25.4	84.5	69.5	117.9	49.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.2	13.1	35.2	25.4	84.5	69.5	117.9	49.4
Queue Length 50th (m)	15.2	49.1	31.1	110.5	29.2	67.8	~72.5	68.1
Queue Length 95th (m)	28.5	67.8	57.1	134.7	47.1	81.0	#115.9	79.4
Internal Link Dist (m)		182.5		332.7		192.8		190.8
Turn Bay Length (m)	99.0		106.0		25.0		85.0	
Base Capacity (vph)	343	3305	288	2885	234	935	244	1280
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.31	0.40	0.39	0.41	0.46	1.05	0.39

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

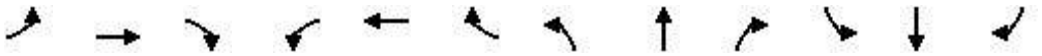
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	914	85	111	938	156	93	344	76	248	373	107
Future Volume (vph)	140	914	85	111	938	156	93	344	76	248	373	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	7.0		7.0	7.0		7.5	7.5		3.0	7.5	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		0.99	1.00		0.98	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.98		1.00	0.97		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1822	5102		1811	5039		1781	3477		1820	3455	
Flt Permitted	0.20	1.00		0.27	1.00		0.47	1.00		0.24	1.00	
Satd. Flow (perm)	380	5102		507	5039		883	3477		465	3455	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	144	942	88	114	967	161	96	355	78	256	385	110
RTOR Reduction (vph)	0	5	0	0	12	0	0	13	0	0	19	0
Lane Group Flow (vph)	144	1025	0	114	1116	0	96	420	0	256	476	0
Confl. Peds. (#/hr)	47		27	27		47	42		27	27		42
Heavy Vehicles (%)	0%	1%	2%	0%	1%	0%	0%	1%	3%	0%	1%	0%
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	5	2			6			4		3	8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	103.5	103.5		91.2	91.2		26.0	26.0		42.0	42.0	
Effective Green, g (s)	103.5	103.5		91.2	91.2		26.0	26.0		42.0	42.0	
Actuated g/C Ratio	0.65	0.65		0.57	0.57		0.16	0.16		0.26	0.26	
Clearance Time (s)	3.0	7.0		7.0	7.0		7.5	7.5		3.0	7.5	
Vehicle Extension (s)	2.0	3.0		3.0	3.0		3.0	3.0		2.0	3.0	
Lane Grp Cap (vph)	329	3300		288	2872		143	565		232	906	
v/s Ratio Prot	c0.03	0.20			0.22			0.12		c0.09	0.14	
v/s Ratio Perm	c0.26			0.22			0.11			c0.20		
v/c Ratio	0.44	0.31		0.40	0.39		0.67	0.74		1.10	0.53	
Uniform Delay, d1	12.1	12.5		19.1	19.0		63.0	63.8		54.8	50.5	
Progression Factor	1.00	1.00		1.38	1.28		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.3	0.2		4.0	0.4		11.7	5.2		89.6	0.6	
Delay (s)	12.4	12.7		30.3	24.8		74.7	69.1		144.4	51.0	
Level of Service	B	B		C	C		E	E		F	D	
Approach Delay (s)		12.7			25.3			70.1			82.8	
Approach LOS		B			C			E			F	

Intersection Summary			
HCM 2000 Control Delay	39.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.5
Intersection Capacity Utilization	103.3%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group



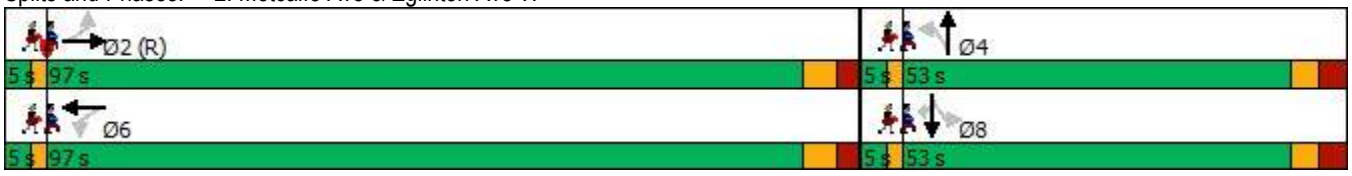
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	186	1020	38	34	934	123	28	32	48	219	52	109
Future Volume (vph)	186	1020	38	34	934	123	28	32	48	219	52	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	160.0		0.0	73.0		0.0	25.0		0.0	0.0		0.0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (m)	45.0			32.0			21.0			2.5		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		0.99	1.00		0.98	0.97		0.97		0.97
Frt		0.995			0.983			0.910				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1825	5158	0	1825	5097	0	1825	1703	0	1807	1921	1633
Flt Permitted	0.235			0.235			0.722			0.704		
Satd. Flow (perm)	451	5158	0	448	5097	0	1357	1703	0	1301	1921	1576
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			24			47				112
Link Speed (k/h)		60			60			40			40	
Link Distance (m)		356.7			165.8			99.9			89.8	
Travel Time (s)		21.4			9.9			9.0			8.1	
Confl. Peds. (#/hr)	7		15	15		7	16		22	22		16
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	192	1052	39	35	963	127	29	33	49	226	54	112
Shared Lane Traffic (%)												
Lane Group Flow (vph)	192	1091	0	35	1090	0	29	82	0	226	54	112
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.7			3.7			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (m)	6.1	30.5		6.1	30.5		6.1	30.5		6.1	30.5	6.1
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Size(m)	6.1	1.8		6.1	1.8		6.1	1.8		6.1	1.8	6.1
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(m)		28.7			28.7			28.7			28.7	
Detector 2 Size(m)		1.8			1.8			1.8			1.8	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	Ø1	Ø3	Ø5	Ø7
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Ideal Flow (vphpl)				
Storage Length (m)				
Storage Lanes				
Taper Length (m)				
Lane Util. Factor				
Ped Bike Factor				
Frt				
Flt Protected				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Right Turn on Red				
Satd. Flow (RTOR)				
Link Speed (k/h)				
Link Distance (m)				
Travel Time (s)				
Confl. Peds. (#/hr)				
Peak Hour Factor				
Heavy Vehicles (%)				
Adj. Flow (vph)				
Shared Lane Traffic (%)				
Lane Group Flow (vph)				
Enter Blocked Intersection				
Lane Alignment				
Median Width(m)				
Link Offset(m)				
Crosswalk Width(m)				
Two way Left Turn Lane				
Headway Factor				
Turning Speed (k/h)				
Number of Detectors				
Detector Template				
Leading Detector (m)				
Trailing Detector (m)				
Detector 1 Position(m)				
Detector 1 Size(m)				
Detector 1 Type				
Detector 1 Channel				
Detector 1 Extend (s)				
Detector 1 Queue (s)				
Detector 1 Delay (s)				
Detector 2 Position(m)				
Detector 2 Size(m)				
Detector 2 Type				
Detector 2 Channel				
Detector 2 Extend (s)				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		8
Detector Phase	2	2		6	6		4	4		8	8	8
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		20.0	20.0		20.0	20.0	20.0
Minimum Split (s)	39.0	39.0		39.0	39.0		40.0	40.0		40.0	40.0	40.0
Total Split (s)	97.0	97.0		97.0	97.0		53.0	53.0		53.0	53.0	53.0
Total Split (%)	60.6%	60.6%		60.6%	60.6%		33.1%	33.1%		33.1%	33.1%	33.1%
Maximum Green (s)	90.0	90.0		90.0	90.0		46.0	46.0		46.0	46.0	46.0
Yellow Time (s)	4.0	4.0		4.0	4.0		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	3.0	3.0		3.0	3.0		3.5	3.5		3.5	3.5	3.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Lead/Lag	Lag	Lag		Lag	Lag		Lag	Lag		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	C-Max	C-Max		Max	Max		None	None		None	None	None
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	27.0	27.0		27.0	27.0		28.0	28.0		28.0	28.0	28.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effct Green (s)	112.4	112.4		112.4	112.4		33.6	33.6		33.6	33.6	33.6
Actuated g/C Ratio	0.70	0.70		0.70	0.70		0.21	0.21		0.21	0.21	0.21
v/c Ratio	0.61	0.30		0.11	0.30		0.10	0.21		0.83	0.13	0.27
Control Delay	33.4	12.1		11.5	10.3		47.9	23.5		83.6	49.0	8.7
Queue Delay	0.0	0.0		0.0	0.1		0.0	0.0		0.0	0.0	0.0
Total Delay	33.4	12.1		11.5	10.4		47.9	23.5		83.6	49.0	8.7
LOS	C	B		B	B		D	C		F	D	A
Approach Delay		15.2			10.4			29.8			57.4	
Approach LOS		B			B			C			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 144 (90%), Referenced to phase 2:EBTL, Start of Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 19.6		Intersection LOS: B	
Intersection Capacity Utilization 82.0%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 2: Metcalfe Ave & Eglinton Ave W



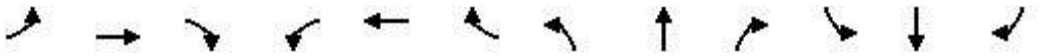
Lane Group	Ø1	Ø3	Ø5	Ø7
Turn Type				
Protected Phases	1	3	5	7
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	3.0	3.0	3.0	3.0
Minimum Split (s)	5.0	5.0	5.0	5.0
Total Split (s)	5.0	5.0	5.0	5.0
Total Split (%)	3%	3%	3%	3%
Maximum Green (s)	3.0	3.0	3.0	3.0
Yellow Time (s)	2.0	2.0	2.0	2.0
All-Red Time (s)	0.0	0.0	0.0	0.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None
Walk Time (s)	0.0	0.0	0.0	0.0
Flash Dont Walk (s)	0.0	0.0	0.0	0.0
Pedestrian Calls (#/hr)	0	0	0	0
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				

Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	192	1091	35	1090	29	82	226	54	112
v/c Ratio	0.61	0.30	0.11	0.30	0.10	0.21	0.83	0.13	0.27
Control Delay	33.4	12.1	11.5	10.3	47.9	23.5	83.6	49.0	8.7
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay	33.4	12.1	11.5	10.4	47.9	23.5	83.6	49.0	8.7
Queue Length 50th (m)	29.2	31.6	3.7	42.2	7.6	9.1	69.7	14.2	0.0
Queue Length 95th (m)	m76.7	m85.5	m9.0	55.5	15.4	22.1	93.1	24.2	15.3
Internal Link Dist (m)		332.7		141.8		75.9		65.8	
Turn Bay Length (m)	160.0		73.0		25.0				
Base Capacity (vph)	316	3626	314	3588	390	523	374	552	532
Starvation Cap Reductn	0	0	0	1043	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.30	0.11	0.43	0.07	0.16	0.60	0.10	0.21

Intersection Summary

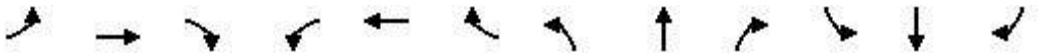
m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	186	1020	38	34	934	123	28	32	48	219	52	109
Future Volume (vph)	186	1020	38	34	934	123	28	32	48	219	52	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.97		1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00		0.99	1.00		0.98	1.00		0.97	1.00	1.00
Frt	1.00	0.99		1.00	0.98		1.00	0.91		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1821	5156		1812	5095		1786	1704		1755	1921	1576
Flt Permitted	0.24	1.00		0.23	1.00		0.72	1.00		0.70	1.00	1.00
Satd. Flow (perm)	451	5156		448	5095		1357	1704		1300	1921	1576
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	192	1052	39	35	963	127	29	33	49	226	54	112
RTOR Reduction (vph)	0	2	0	0	7	0	0	37	0	0	0	88
Lane Group Flow (vph)	192	1089	0	35	1083	0	29	45	0	226	54	24
Confl. Peds. (#/hr)	7		15	15		7	16		22	22		16
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	1%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		8
Actuated Green, G (s)	112.4	112.4		112.4	112.4		33.6	33.6		33.6	33.6	33.6
Effective Green, g (s)	112.4	112.4		112.4	112.4		33.6	33.6		33.6	33.6	33.6
Actuated g/C Ratio	0.70	0.70		0.70	0.70		0.21	0.21		0.21	0.21	0.21
Clearance Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	316	3622		314	3579		284	357		273	403	330
v/s Ratio Prot		0.21			0.21			0.03			0.03	
v/s Ratio Perm	c0.43			0.08			0.02			c0.17		0.01
v/c Ratio	0.61	0.30		0.11	0.30		0.10	0.13		0.83	0.13	0.07
Uniform Delay, d1	12.4	9.0		7.7	9.0		51.0	51.3		60.4	51.4	50.7
Progression Factor	1.55	1.22		1.06	1.06		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	7.6	0.2		0.7	0.2		0.2	0.2		18.3	0.2	0.1
Delay (s)	26.7	11.2		8.8	9.7		51.2	51.4		78.7	51.5	50.8
Level of Service	C	B		A	A		D	D		E	D	D
Approach Delay (s)		13.5			9.7			51.4			67.0	
Approach LOS		B			A			D			E	

Intersection Summary			
HCM 2000 Control Delay	20.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	82.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



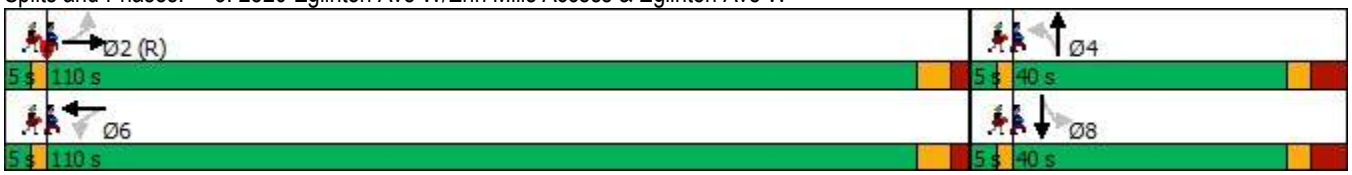
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	1249	15	24	1028	187	27	8	43	102	13	44
Future Volume (vph)	35	1249	15	24	1028	187	27	8	43	102	13	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	20.0		0.0	35.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (m)	35.0			38.0			2.5			2.5		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.977			0.874			0.963	
Flt Protected	0.950			0.950			0.950				0.969	
Satd. Flow (prot)	1825	5183	0	1825	5081	0	1825	1679	0	0	1793	0
Flt Permitted	0.185			0.173			0.645				0.772	
Satd. Flow (perm)	355	5183	0	332	5081	0	1239	1679	0	0	1428	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			46			47			11	
Link Speed (k/h)		48			48			48			60	
Link Distance (m)		165.8			169.6			61.1			86.9	
Travel Time (s)		12.4			12.7			4.6			5.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	38	1358	16	26	1117	203	29	9	47	111	14	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	38	1374	0	26	1320	0	29	56	0	0	173	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.7			3.7			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	6.1	30.5		6.1	30.5		6.1	30.5		6.1	30.5	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	6.1	1.8		6.1	1.8		6.1	1.8		6.1	1.8	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(m)		28.7			28.7			28.7			28.7	
Detector 2 Size(m)		1.8			1.8			1.8			1.8	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	

Lane Group	Ø1	Ø3	Ø5	Ø7
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Ideal Flow (vphpl)				
Storage Length (m)				
Storage Lanes				
Taper Length (m)				
Lane Util. Factor				
Frt				
Flt Protected				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Right Turn on Red				
Satd. Flow (RTOR)				
Link Speed (k/h)				
Link Distance (m)				
Travel Time (s)				
Peak Hour Factor				
Heavy Vehicles (%)				
Adj. Flow (vph)				
Shared Lane Traffic (%)				
Lane Group Flow (vph)				
Enter Blocked Intersection				
Lane Alignment				
Median Width(m)				
Link Offset(m)				
Crosswalk Width(m)				
Two way Left Turn Lane				
Headway Factor				
Turning Speed (k/h)				
Number of Detectors				
Detector Template				
Leading Detector (m)				
Trailing Detector (m)				
Detector 1 Position(m)				
Detector 1 Size(m)				
Detector 1 Type				
Detector 1 Channel				
Detector 1 Extend (s)				
Detector 1 Queue (s)				
Detector 1 Delay (s)				
Detector 2 Position(m)				
Detector 2 Size(m)				
Detector 2 Type				
Detector 2 Channel				
Detector 2 Extend (s)				
Turn Type				
Protected Phases	1	3	5	7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	25.5	25.5		25.5	25.5		39.5	39.5		39.5	39.5	
Total Split (s)	110.0	110.0		110.0	110.0		40.0	40.0		40.0	40.0	
Total Split (%)	68.8%	68.8%		68.8%	68.8%		25.0%	25.0%		25.0%	25.0%	
Maximum Green (s)	103.5	103.5		103.5	103.5		32.5	32.5		32.5	32.5	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.5	2.5		2.5	2.5		4.5	4.5		4.5	4.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		7.5	7.5			7.5	
Lead/Lag	Lag	Lag		Lag	Lag		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Max	C-Max		Max	Max		None	None		None	None	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	14.0	14.0		14.0	14.0		27.0	27.0		27.0	27.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	122.5	122.5		122.5	122.5		23.5	23.5			23.5	
Actuated g/C Ratio	0.77	0.77		0.77	0.77		0.15	0.15			0.15	
v/c Ratio	0.14	0.35		0.10	0.34		0.16	0.20			0.79	
Control Delay	8.1	7.8		1.6	1.0		58.5	19.4			85.1	
Queue Delay	0.0	0.2		0.0	0.1		0.0	0.0			0.0	
Total Delay	8.1	7.9		1.6	1.0		58.5	19.4			85.1	
LOS	A	A		A	A		E	B			F	
Approach Delay		7.9			1.1			32.7			85.1	
Approach LOS		A			A			C			F	

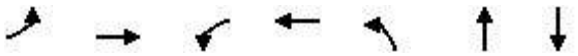
Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 7 (4%), Referenced to phase 2:EBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 10.0		Intersection LOS: A	
Intersection Capacity Utilization 56.4%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3: 2520 Eglinton Ave W/Erin Mills Access & Eglinton Ave W



Lane Group	Ø1	Ø3	Ø5	Ø7
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	3.0	3.0	3.0	3.0
Minimum Split (s)	5.0	5.0	5.0	5.0
Total Split (s)	5.0	5.0	5.0	5.0
Total Split (%)	3%	3%	3%	3%
Maximum Green (s)	3.0	3.0	3.0	3.0
Yellow Time (s)	2.0	2.0	2.0	2.0
All-Red Time (s)	0.0	0.0	0.0	0.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None
Walk Time (s)	0.0	0.0	0.0	0.0
Flash Dont Walk (s)	0.0	0.0	0.0	0.0
Pedestrian Calls (#/hr)	0	0	0	0
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				

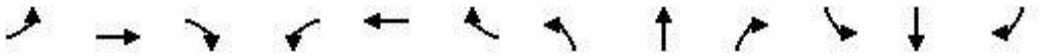
Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	38	1374	26	1320	29	56	173
v/c Ratio	0.14	0.35	0.10	0.34	0.16	0.20	0.79
Control Delay	8.1	7.8	1.6	1.0	58.5	19.4	85.1
Queue Delay	0.0	0.2	0.0	0.1	0.0	0.0	0.0
Total Delay	8.1	7.9	1.6	1.0	58.5	19.4	85.1
Queue Length 50th (m)	3.8	56.3	0.3	4.0	8.2	2.5	50.6
Queue Length 95th (m)	m14.9	114.0	m0.7	m5.8	17.4	14.9	73.6
Internal Link Dist (m)		141.8		145.6		37.1	62.9
Turn Bay Length (m)	20.0		35.0				
Base Capacity (vph)	271	3967	253	3900	251	378	298
Starvation Cap Reductn	0	1358	0	850	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.53	0.10	0.43	0.12	0.15	0.58

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	1249	15	24	1028	187	27	8	43	102	13	44
Future Volume (vph)	35	1249	15	24	1028	187	27	8	43	102	13	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5	6.5		7.5	7.5			7.5	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00			1.00	
Frt	1.00	1.00		1.00	0.98		1.00	0.87			0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.97	
Satd. Flow (prot)	1825	5184		1825	5081		1825	1679			1792	
Flt Permitted	0.18	1.00		0.17	1.00		0.65	1.00			0.77	
Satd. Flow (perm)	355	5184		333	5081		1240	1679			1428	
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)	38	1358	16	26	1117	203	29	9	47	111	14	48
RTOR Reduction (vph)	0	0	0	0	11	0	0	40	0	0	9	0
Lane Group Flow (vph)	38	1374	0	26	1309	0	29	16	0	0	164	0
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	122.5	122.5		122.5	122.5		23.5	23.5			23.5	
Effective Green, g (s)	122.5	122.5		122.5	122.5		23.5	23.5			23.5	
Actuated g/C Ratio	0.77	0.77		0.77	0.77		0.15	0.15			0.15	
Clearance Time (s)	6.5	6.5		6.5	6.5		7.5	7.5			7.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	271	3969		254	3890		182	246			209	
v/s Ratio Prot		c0.26			0.26			0.01				
v/s Ratio Perm	0.11			0.08			0.02				c0.11	
v/c Ratio	0.14	0.35		0.10	0.34		0.16	0.06			0.78	
Uniform Delay, d1	4.9	6.0		4.8	5.9		59.6	58.8			65.8	
Progression Factor	1.08	1.17		0.14	0.13		1.00	1.00			1.00	
Incremental Delay, d2	1.0	0.2		0.7	0.2		0.4	0.1			17.2	
Delay (s)	6.3	7.2		1.4	0.9		60.0	58.9			83.0	
Level of Service	A	A		A	A		E	E			F	
Approach Delay (s)		7.2			1.0			59.3			83.0	
Approach LOS		A			A			E			F	

Intersection Summary			
HCM 2000 Control Delay	10.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	56.4%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	113	96	286	133	86	256
Future Volume (vph)	113	96	286	133	86	256
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected				0.967	0.950	
Satd. Flow (prot)	1921	1633	0	3530	1825	1633
Flt Permitted				0.967	0.950	
Satd. Flow (perm)	1921	1633	0	3530	1825	1633
Link Speed (k/h)	48			48	48	
Link Distance (m)	67.2			76.6	89.8	
Travel Time (s)	5.0			5.7	6.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	123	104	311	145	93	278
Shared Lane Traffic (%)						
Lane Group Flow (vph)	123	104	0	456	93	278
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)		14	24		24	14
Sign Control	Stop			Stop	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 33.9%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	113	96	286	133	86	256
Future Volume (vph)	113	96	286	133	86	256
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	123	104	311	145	93	278

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total (vph)	123	104	359	97	93	278
Volume Left (vph)	0	0	311	0	93	0
Volume Right (vph)	0	104	0	0	0	278
Hadj (s)	0.00	-0.60	0.43	0.00	0.50	-0.70
Departure Headway (s)	6.0	3.2	6.2	5.7	6.6	5.4
Degree Utilization, x	0.21	0.09	0.61	0.15	0.17	0.42
Capacity (veh/h)	565	1121	564	603	517	632
Control Delay (s)	10.5	6.5	17.3	8.6	9.8	11.1
Approach Delay (s)	8.7		15.4		10.7	
Approach LOS	A		C		B	

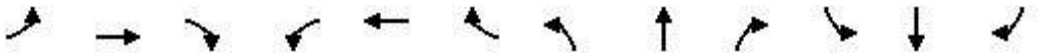
Intersection Summary			
Delay	12.3		
Level of Service	B		
Intersection Capacity Utilization	33.9%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	114	927	332	143	756	230	333	1062	100	266	1213	129
Future Volume (vph)	114	927	332	143	756	230	333	1062	100	266	1213	129
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	78.0		120.0	78.0		125.0	100.0		125.0	160.0		120.0
Storage Lanes	1		1	2		1	2		1	2		1
Taper Length (m)	35.0			60.0			50.0			50.0		
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor	0.99		0.96	0.99		0.97	1.00		0.96	0.99		0.97
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1825	5193	1617	3437	5193	1601	3506	5142	1617	3541	5142	1617
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1811	5193	1553	3413	5193	1546	3496	5142	1551	3518	5142	1573
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			199			218			104			134
Link Speed (k/h)		60			60			70			70	
Link Distance (m)		169.6			214.1			203.5			258.0	
Travel Time (s)		10.2			12.8			10.5			13.3	
Confl. Peds. (#/hr)	25		30	30		25	15		28	28		15
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	1%	3%	1%	2%	1%	2%	1%	0%	2%	1%
Adj. Flow (vph)	119	966	346	149	788	240	347	1106	104	277	1264	134
Shared Lane Traffic (%)												
Lane Group Flow (vph)	119	966	346	149	788	240	347	1106	104	277	1264	134
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		7.4			7.4			7.4			7.4	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (m)	6.1	30.5	6.1	6.1	30.5	6.1	6.1	30.5	6.1	6.1	30.5	6.1
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	6.1	1.8	6.1	6.1	1.8	6.1	6.1	1.8	6.1	6.1	1.8	6.1
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (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
Detector 1 Queue (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
Detector 1 Delay (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
Detector 2 Position(m)		28.7			28.7			28.7			28.7	
Detector 2 Size(m)		1.8			1.8			1.8			1.8	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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)	18.0	63.0	63.0	16.0	61.0	61.0	22.0	63.0	63.0	18.0	59.0	59.0
Total Split (%)	11.3%	39.4%	39.4%	10.0%	38.1%	38.1%	13.8%	39.4%	39.4%	11.3%	36.9%	36.9%
Maximum Green (s)	13.0	54.9	54.9	11.0	52.9	52.9	17.0	55.5	55.5	13.0	51.5	51.5
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?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
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
Recall Mode	None	Max	Max	None	Max	Max	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)		10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0
Flash Dont Walk (s)		42.0	42.0		42.0	42.0		36.0	36.0		36.0	36.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	12.6	55.3	55.3	10.6	53.3	53.3	17.0	55.5	55.5	13.0	51.5	51.5
Actuated g/C Ratio	0.08	0.35	0.35	0.07	0.33	0.33	0.11	0.35	0.35	0.08	0.32	0.32
v/c Ratio	0.83	0.54	0.52	0.66	0.46	0.36	0.93	0.62	0.17	0.97	0.76	0.22
Control Delay	124.8	37.0	14.3	87.1	43.1	7.9	102.4	45.3	6.5	116.7	52.5	6.5
Queue Delay	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	124.8	37.0	14.7	87.1	43.1	7.9	102.4	45.3	6.5	116.7	52.5	6.5
LOS	F	D	B	F	D	A	F	D	A	F	D	A
Approach Delay		38.9			41.5			55.5			59.4	
Approach LOS		D			D			E			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 91 (57%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay: 49.7		Intersection LOS: D	
Intersection Capacity Utilization 118.8%		ICU Level of Service H	
Analysis Period (min) 15			

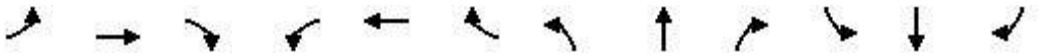
Splits and Phases: 5: Erin Mills Pkwy & Eglinton Ave W



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	119	966	346	149	788	240	347	1106	104	277	1264	134
v/c Ratio	0.83	0.54	0.52	0.66	0.46	0.36	0.93	0.62	0.17	0.97	0.76	0.22
Control Delay	124.8	37.0	14.3	87.1	43.1	7.9	102.4	45.3	6.5	116.7	52.5	6.5
Queue Delay	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	124.8	37.0	14.7	87.1	43.1	7.9	102.4	45.3	6.5	116.7	52.5	6.5
Queue Length 50th (m)	36.2	100.8	52.3	24.2	72.6	4.8	57.4	107.3	0.0	46.1	132.8	0.0
Queue Length 95th (m)	#74.6	66.3	9.0	36.5	85.7	25.4	#87.2	123.0	13.4	#75.4	150.5	15.4
Internal Link Dist (m)		145.6			190.1			179.5			234.0	
Turn Bay Length (m)	78.0		120.0	78.0		125.0	100.0		125.0	160.0		120.0
Base Capacity (vph)	148	1796	667	236	1729	660	372	1783	605	287	1655	597
Starvation Cap Reductn	0	0	62	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	0.80	0.54	0.57	0.63	0.46	0.36	0.93	0.62	0.17	0.97	0.76	0.22

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	114	927	332	143	756	230	333	1062	100	266	1213	129
Future Volume (vph)	114	927	332	143	756	230	333	1062	100	266	1213	129
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	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	0.96	1.00	1.00	0.97	1.00	1.00	0.96	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)	1825	5193	1553	3437	5193	1546	3506	5142	1551	3541	5142	1573
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)	1825	5193	1553	3437	5193	1546	3506	5142	1551	3541	5142	1573
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	119	966	346	149	788	240	347	1106	104	277	1264	134
RTOR Reduction (vph)	0	0	130	0	0	145	0	0	68	0	0	91
Lane Group Flow (vph)	119	966	216	149	788	95	347	1106	36	277	1264	43
Confl. Peds. (#/hr)	25		30	30		25	15		28	28		15
Heavy Vehicles (%)	0%	1%	1%	3%	1%	2%	1%	2%	1%	0%	2%	1%
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)	12.6	55.3	55.3	10.6	53.3	53.3	17.0	55.5	55.5	13.0	51.5	51.5
Effective Green, g (s)	12.6	55.3	55.3	10.6	53.3	53.3	17.0	55.5	55.5	13.0	51.5	51.5
Actuated g/C Ratio	0.08	0.35	0.35	0.07	0.33	0.33	0.11	0.35	0.35	0.08	0.32	0.32
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)	143	1794	536	227	1729	515	372	1783	538	287	1655	506
v/s Ratio Prot	c0.07	c0.19		0.04	0.15		c0.10	c0.22		0.08	c0.25	
v/s Ratio Perm			0.14			0.06			0.02			0.03
v/c Ratio	0.83	0.54	0.40	0.66	0.46	0.18	0.93	0.62	0.07	0.97	0.76	0.09
Uniform Delay, d1	72.7	42.1	39.8	72.9	41.9	37.9	70.9	43.5	34.9	73.3	48.8	37.8
Progression Factor	1.21	0.85	0.68	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	30.7	1.1	2.1	6.7	0.9	0.8	30.0	1.6	0.2	43.3	3.4	0.3
Delay (s)	118.6	36.8	29.3	79.6	42.8	38.7	100.9	45.1	35.2	116.5	52.2	38.2
Level of Service	F	D	C	E	D	D	F	D	D	F	D	D
Approach Delay (s)		41.8			46.6			56.9			61.7	
Approach LOS		D			D			E			E	

Intersection Summary			
HCM 2000 Control Delay	52.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.6
Intersection Capacity Utilization	118.8%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Appendix G –
Site Trip Generation Sheets and Trip Distribution Outputs

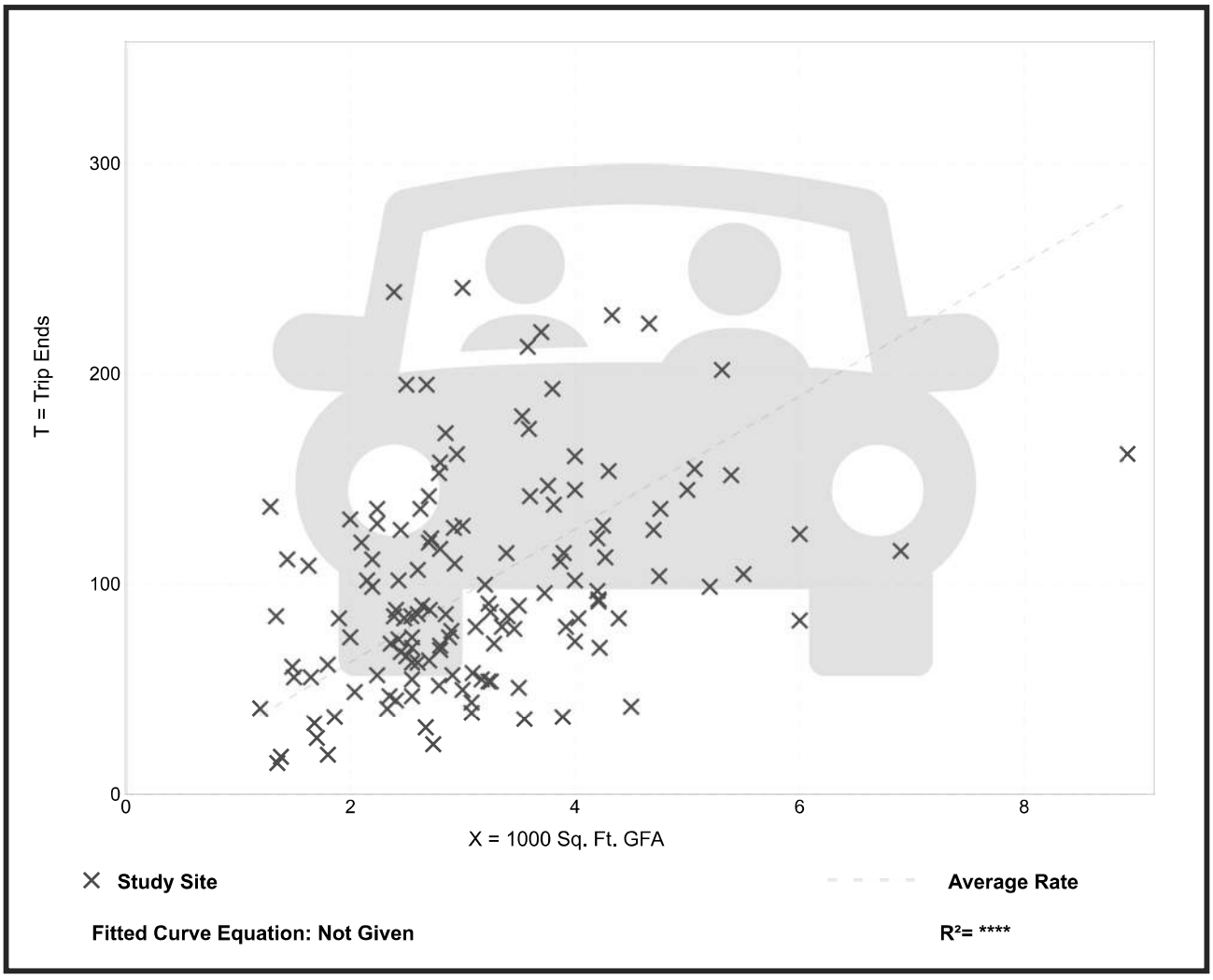
Fast-Food Restaurant with Drive-Through Window
(934)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 139
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
31.60	8.77 - 106.20	16.21

Data Plot and Equation



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Fast-Food Restaurant with Drive-Through Window
(934)

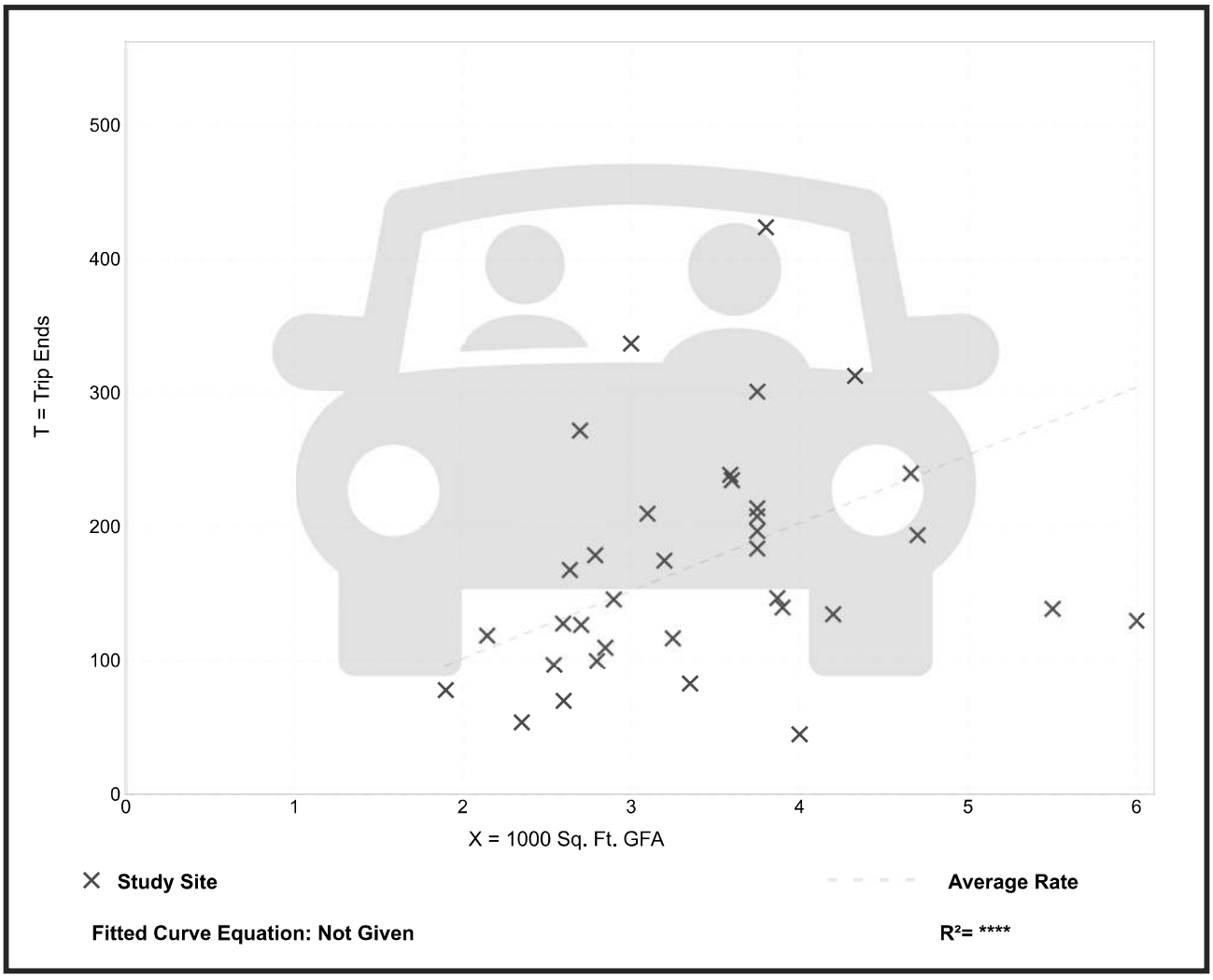
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Saturday, Peak Hour of Generator**

Setting/Location: **General Urban/Suburban**
Number of Studies: 36
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
50.75	11.25 - 112.33	23.80

Data Plot and Equation



Trip Gen Manual, 12th Edition ● Institute of Transportation Engineers

TTS Raw Data: PM (IN)

Query Inputs:

Field	Selection	Value
Row variable:	2006 GTA zone of origin	-
Column variable:	2006 GTA zone of destination	-
Filter 1:	2006 GTA zone of destination	3601,3838
Filter 2:	Start time of trip	0630-0930
Filter 3:	Trip purpose of destination	Market/Shop (M)

Outputs:

PM (IN)	Internal									External								Totals
	Internal	Internal	Internal	Internal	Internal	Internal	Internal	Internal	Internal	External	External	External	External	External	External	External	External	
Direction	I	NW	N	NE	E	SE	S	SW	W	NW	N	NE	E	SE	S	SW	W	
Trips	154	315	391	311	204	140	289	253	198	44	0	67	136	48	0	142	19	2711
%	5.68%	11.62%	14.42%	11.47%	7.52%	5.16%	10.66%	9.33%	7.30%	1.62%	0.00%	2.47%	5.02%	1.77%	0.00%	5.24%	0.70%	100.00%
% w/o trips in subject TAZ	0.00%	12.32%	15.29%	12.16%	7.98%	5.48%	11.30%	9.89%	7.74%	1.72%	0.00%	2.62%	5.32%	1.88%	0.00%	5.55%	0.74%	100.00%

Input Area Format

Sum	Direction	Finalized Direction	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include
			Thu Feb 19 2026 09:16:33 GMT-0500 (Eastern Standard Time) - Run Time: 2607ms															
			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	3838	3603													
			and															
			Start time of trip - start_time In 1400-1800															
			and															
			Trip purpose of destination - purp_dest In M)															
			Trip 2016															
			Table:															
						3601	3603	3838										
19	XSE	XSE	21			19	0	0										
29	XSE	XSE	29			29	0	0										
35	XE	XE	231			35	0	0										
57	XE	XE	326			57	0	0										
21	XE	XE	357			21	0	0										
23	XE	XE	458			23	0	0										
24	XNE	XNE	3323			24	0	0										
39	XNE	XNE	3421			39	0	0										
4	XNE	XNE	3480			4	0	0										
122	I	I	3601			122	0	0										
72	N	N	3602			72	0	0										
81	NE	NE	3603			38	43	0										
11	NE	NE	3608			11	0	0										
56	E	E	3613			32	24	0										
66	NW	NW	3615			66	0	0										
8	SE	SE	3631			8	0	0										
40	SW	SW	3634			40	0	0										
105	SW	SW	3635			105	0	0										
108	SW	SW	3636			108	0	0										
11	N	N	3637			11	0	0										
17	S	S	3639			17	0	0										
42	SE	SE	3655			42	0	0										
32	S	S	3662			32	0	0										
31	SE	SE	3663			31	0	0										
13	SE	SE	3664			13	0	0										
11	SE	SE	3665			11	0	0										
15	E	E	3681			15	0	0										
190	S	S	3683			190	0	0										
45	E	E	3684			45	0	0										
30	E	E	3685			30	0	0										
45	E	E	3688			45	0	0										
5	NE	NE	3694			5	0	0										
13	NE	NE	3704			13	0	0										
40	N	N	3714			40	0	0										
29	NE	NE	3715			29	0	0										
60	N	N	3716			60	0	0										
20	N	N	3719			20	0	0										
34	N	N	3721			34	0	0										
152	NW	NW	3809			152	0	0										
97	NW	NW	3810			97	0	0										
198	W	W	3811			178	0	20										
23	S	S	3812			23	0	0										
35	SE	SE	3814			35	0	0										
44	N	N	3820			44	0	0										
53	N	N	3821			53	0	0										
57	N	N	3822			57	0	0										
82	NE	NE	3836			82	0	0										
90	NE	NE	3837			90	0	0										
32	I	I	3838			32	0	0										
16	S	S	3840			16	0	0										
13	E	E	3851			13	0	0										
11	S	S	3868			11	0	0										
24	XSW	XSW	4006			24	0	0										
8	XSW	XSW	4008			8	0	0										
96	XSW	XSW	4029			96	0	0										
14	XSW	XSW	4045			14	0	0										
19	XW	XW	4074			19	0	0										
44	XNW	XNW	4162			44	0	0										

TTS Raw Data: PM (OUT)

Query Inputs:

Field	Selection	Value
Row variable:	2006 GTA zone of destination	-
Column variable:	2006 GTA zone of origin	-
Filter 1:	2006 GTA zone of origin	3601,3838
Filter 2:	Start time of trip	0630-0930
Filter 3:	Trip purpose of origin	Market/Shop (M)

Outputs:

PM (OUT)	Internal									External								Totals
	Internal	Internal	Internal	Internal	Internal	Internal	Internal	Internal	Internal	External	External	External	External	External	External	External	External	
Direction	I	NW	N	NE	E	SE	S	SW	W	NW	N	NE	E	SE	S	SW	W	
Trips	192	27	36	236	126	27	265	57	0	0	0	115	0	17	0	27	0	1125
%	17.07%	2.40%	3.20%	20.98%	11.20%	2.40%	23.56%	5.07%	0.00%	0.00%	0.00%	10.22%	0.00%	1.51%	0.00%	2.40%	0.00%	100.00%
% w/o trips in subject TAZ	0.00%	2.89%	3.86%	25.29%	13.50%	2.89%	28.40%	6.11%	0.00%	0.00%	0.00%	12.33%	0.00%	1.82%	0.00%	2.89%	0.00%	100.00%

Input Area Format

Sum	Default Direction	Finalized Direction	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include
			Thu Feb 19 2026 09:17:40 GMT-0500 (Eastern Standard Time) - Run Time: 2520ms															
			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	3838	3603													
			and															
			Start time of trip - start_time In 1400-1800															
			and															
			Trip purpose of destination - purp_dest In M)															
			Trip 2016															
			Table:															
						3601	3603	3838										
17	XSE	XSE	31			17	0	0										
60	XNE	XNE	3327			0	0	60										
7	XNE	XNE	3467			7	0	0										
48	XNE	XNE	3493			48	0	0										
192	I	I	3601			122	38	32										
43	NE	NE	3603			0	43	0										
136	NE	NE	3608			63	73	0										
13	E	E	3610			0	13	0										
10	S	S	3614			0	10	0										
57	SW	SW	3634			35	22	0										
22	S	S	3639			22	0	0										
47	S	S	3662			47	0	0										
27	SE	SE	3677			7	20	0										
15	E	E	3686			15	0	0										
22	NE	NE	3694			22	0	0										
36	N	N	3716			36	0	0										
27	NW	NW	3809			18	9	0										
8	NE	NE	3831			8	0	0										
27	NE	NE	3836			0	27	0										
13	E	E	3843			13	0	0										
77	E	E	3851			77	0	0										
8	E	E	3855			8	0	0										
186	S	S	3868			73	113	0										
27	XSW	XSW	4024			27	0	0										

TTS Raw Data: SAT (IN)

Query Inputs:

Field	Selection	Value
Row variable:	2006 GTA zone of origin	-
Column variable:	2006 GTA zone of destination	-
Filter 1:	2006 GTA zone of destination	3601,3838
Filter 2:	Start time of trip	1530-1830
Filter 3:	Trip purpose of destination	Market/Shop (M)

Outputs:

SAT (IN)	Internal									External								Totals
	Internal	Internal	Internal	Internal	Internal	Internal	Internal	Internal	Internal	External	External	External	External	External	External	External	External	
Direction	I	NW	N	NE	E	SE	S	SW	W	NW	N	NE	E	SE	S	SW	W	
Trips	259	692	786	212	421	368	492	188	59	68	0	60	43	29	0	45	23	3745
%	6.92%	18.48%	20.99%	5.66%	11.24%	9.83%	13.14%	5.02%	1.58%	1.82%	0.00%	1.60%	1.15%	0.77%	0.00%	1.20%	0.61%	100.00%
% w/o trips in subject TAZ	0.00%	19.85%	22.55%	6.08%	12.08%	10.56%	14.11%	5.39%	1.69%	1.95%	0.00%	1.72%	1.23%	0.83%	0.00%	1.29%	0.66%	100.00%

Input Area Format

	Sum	Direction	Finalized Direction	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include
Include				Thu Feb 19 2026 09:15:28 GMT-0500 (Eastern Standard Time) - Run Time: 2676ms															
Include																			
Include				Cross Tabulation Query Form - Trip - 2016															
Include																			
Include				Row: 2006 GTA zone of origin - gta06_orig															
Include				Column: 2006 GTA zone of destination - gta06_dest															
Include																			
Include																			
Include				Filters:															
Include				(2006 GTA	3838	3603													
Include				and															
Include				Start time of trip - start_time In 1000-1400															
Include				and															
Include				Trip purpose of destination - purp_dest In M)															
Include																			
Include				Trip 2016															
Include				Table:															
Include																			
Include					3601	3603	3838												
Include	29	XSE	XSE	29	29	0	0												
Include	43	XE	XE	309	43	0	0												
Include	24	XNE	XNE	3323	24	0	0												
Include	14	XNE	XNE	3375	14	0	0												
Include	8	XNE	XNE	3430	8	0	0												
Include	14	XNE	XNE	3487	14	0	0												
Include	161	I	I	3601	141	20	0												
Include	119	N	N	3602	119	0	0												
Include	37	NE	NE	3603	37	0	0												
Include	45	NE	NE	3604	45	0	0												
Include	8	E	E	3607	8	0	0												
Include	5	NE	NE	3608	5	0	0												
Include	48	E	E	3613	48	0	0												
Include	88	NW	NW	3615	88	0	0												
Include	35	N	N	3616	35	0	0												
Include	298	N	N	3617	298	0	0												
Include	35	NE	NE	3618	35	0	0												
Include	10	SE	SE	3632	10	0	0												
Include	57	SW	SW	3634	57	0	0												
Include	74	SW	SW	3635	74	0	0												
Include	57	SW	SW	3636	57	0	0												
Include	13	N	N	3637	13	0	0												
Include	11	N	N	3638	11	0	0												
Include	20	S	S	3639	20	0	0												
Include	7	SE	SE	3642	7	0	0												
Include	33	S	S	3650	33	0	0												
Include	12	SE	SE	3651	12	0	0												
Include	21	SE	SE	3652	21	0	0												
Include	33	SE	SE	3653	33	0	0												
Include	59	SE	SE	3655	59	0	0												
Include	28	S	S	3662	28	0	0												
Include	88	SE	SE	3663	88	0	0												
Include	54	SE	SE	3664	54	0	0												
Include	8	E	E	3671	8	0	0												
Include	17	E	E	3674	17	0	0												
Include	23	S	S	3676	23	0	0												
Include	46	SE	SE	3677	46	0	0												
Include	62	E	E	3679	62	0	0												
Include	15	E	E	3681	15	0	0												
Include	131	S	S	3683	131	0	0												
Include	96	E	E	3684	96	0	0												
Include	23	E	E	3685	23	0	0												
Include	16	E	E	3687	16	0	0												
Include	66	E	E	3689	66	0	0												
Include	20	NE	NE	3691	20	0	0												
Include	23	E	E	3701	23	0	0												
Include	4	E	E	3702	4	0	0												
Include	68	N	N	3714	68	0	0												
Include	20	NE	NE	3715	20	0	0												
Include	131	N	N	3716	131	0	0												
Include	3	N	N	3717	3	0	0												
Include	5	NE	NE	3718	5	0	0												
Include	61	N	N	3719	61	0	0												
Include	363	NW	NW	3809	363	0	0												
Include	241	NW	NW	3810	241	0	0												
Include	59	W	W	3811	39	0	20												
Include	14	S	S	3813	14	0	0												
Include	31	SE	SE	3814	31	0	0												
Include	9	N	N	3819	9	0	0												
Include	38	N	N	3820	38	0	0												
Include	23	NE	NE	3828	23	0	0												
Include	22	NE	NE	3836	22	0	0												
Include	98	I	I	3838	98	0	0												
Include	42	S	S	3840	42	0	0												
Include	15	E	E	3841	15	0	0												
Include	9	E	E	3851	9	0	0												
Include	133	S	S	3868	133	0	0												
Include	9	S	S	3869	9	0	0												
Include	50	S	S	3870	50	0	0												
Include	7	SE	SE	3871	7	0	0												
Include	11	E	E	3874	11	0	0												
Include	9	S	S	3879	9	0	0												
Include	9	XSW	XSW	4030	9	0	0												
Include	36	XSW	XSW	4037	36	0	0												
Include	32	XNW	XNW	4110	32	0	0												
Include	9	XNW	XNW	4120	9	0	0												
Include	17	XNW	XNW	4124	17	0	0												
Include	10	XNW	XNW	4125	10	0	0												
Include	23	XW	XW	4190	23	0	0												
Include																			
Include																			
Include																			
Include																			
Include																			
Include																			
Include																			
Include																			
Include																			
Include																			
Include																			
Include																			

TTS Raw Data: SAT (OUT)

Query inputs:

Field	Selection	Value
Row variable:	2006 GTA zone of destination	-
Column variable:	2006 GTA zone of origin	-
Filter 1:	2006 GTA zone of origin	3601,3838
Filter 2:	Start time of trip	1530-1830
Filter 3:	Trip purpose of origin	Market/Shop (M)

Outputs:

SAT (OUT)	Internal									External								Totals
	Internal	Internal	Internal	Internal	Internal	Internal	Internal	Internal	Internal	External	External	External	External	External	External	External	External	
Direction	I	NW	N	NE	E	SE	S	SW	W	NW	N	NE	E	SE	S	SW	W	
Trips	276	0	198	154	331	103	138	60	0	0	0	0	17	0	0	22	0	1299
%	21.25%	0.00%	15.24%	11.86%	25.48%	7.93%	10.62%	4.62%	0.00%	0.00%	0.00%	0.00%	1.31%	0.00%	0.00%	1.69%	0.00%	100.00%
% w/o trips in subject TAZ	0.00%	0.00%	19.35%	15.05%	32.36%	10.07%	13.49%	5.87%	0.00%	0.00%	0.00%	0.00%	1.66%	0.00%	0.00%	2.15%	0.00%	100.00%

Input Area Format

Sum	Direction	Finalized Direction	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include
			Thu Feb 19 2026 09:14:48 GMT-0500 (Eastern Standard Time) - Run Time: 2494ms															
			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	3838	3603													
			and															
			Start time of trip - start_time In 1000-1400															
			and															
			Trip purpose of destination - purp_dest In M)															
			Trip 2016															
			Table:															
						3601	3603	3838										
12	XE	XE	299			12	0	0										
5	XE	XE	423			0	0	5										
276	I	I	3601			141	37	98										
17	N	N	3602			17	0	0										
20	NE	NE	3603			20	0	0										
11	E	E	3607			11	0	0										
115	NE	NE	3608			0	115	0										
11	N	N	3612			11	0	0										
66	N	N	3617			66	0	0										
60	SW	SW	3634			27	18	15										
17	S	S	3650			17	0	0										
6	SE	SE	3651			6	0	0										
3	E	E	3661			0	3	0										
44	S	S	3662			44	0	0										
11	SE	SE	3665			11	0	0										
19	E	E	3671			8	11	0										
15	E	E	3674			15	0	0										
86	SE	SE	3677			75	11	0										
7	E	E	3685			0	7	0										
9	NE	NE	3694			9	0	0										
29	N	N	3714			29	0	0										
23	N	N	3716			23	0	0										
42	N	N	3717			0	13	29										
10	N	N	3819			10	0	0										
10	NE	NE	3836			10	0	0										
13	E	E	3843			13	0	0										
263	E	E	3851			68	86	109										
68	S	S	3868			49	0	19										
9	S	S	3870			9	0	0										
22	XSW	XSW	4024			22	0	0										

TTS Directional Distribution Summary: 2595 Eglinton Avenue West - CFA Mississauga

Notes:

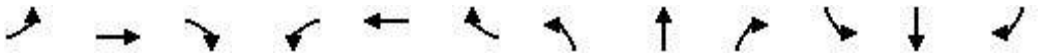
1. Directions determined based on centroid coordinates of destination/origin planning districts.

2. 'Internal' refers to local trips made within the home planning district(s), while 'External' refers to trips made to areas outside of the home planning district(s).

3. 'I' refers to local trips made within the subject TAZ that do not have a cardinal direction assigned to them. These trips are excluded from the analysis.

			Internal										External								
	Time Period	Direction	I	NW	N	NE	E	SE	S	SW	W	Total	NW	N	NE	E	SE	S	SW	W	Total
Trips	PM	Inbound	154	315	391	311	204	140	289	253	198	2101	44	0	67	136	48	0	142	19	456
		Outbound	192	27	36	236	126	27	265	57	0	774	0	0	115	0	17	0	27	0	159
	SAT	Inbound	259	692	786	212	421	368	492	188	59	3218	68	0	60	43	29	0	45	23	268
		Outbound	276	0	198	154	331	103	138	60	0	984	0	0	0	17	0	0	22	0	39
Percentage	PM	Inbound	6%	12%	14%	11%	8%	5%	11%	9%	7%	77%	2%	0%	2%	5%	2%	0%	5%	1%	17%
		Outbound	17%	2%	3%	21%	11%	2%	24%	5%	0%	69%	0%	0%	10%	0%	2%	0%	2%	0%	14%
	SAT	Inbound	7%	18%	21%	6%	11%	10%	13%	5%	2%	86%	2%	0%	2%	1%	1%	0%	1%	1%	7%
		Outbound	21%	0%	15%	12%	25%	8%	11%	5%	0%	76%	0%	0%	0%	1%	0%	0%	2%	0%	3%

Appendix H –
2031 Future Total – Synchro HCM Detailed Analysis

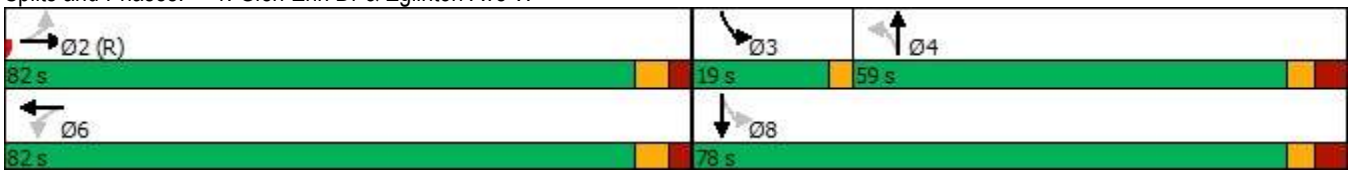


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	896	114	131	1218	213	101	527	109	200	338	84
Future Volume (vph)	98	896	114	131	1218	213	101	527	109	200	338	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	99.0		0.0	106.0		0.0	25.0		0.0	85.0		0.0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (m)	35.0			45.0			60.0			20.0		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00		1.00	0.99		0.98	0.99		0.99	0.99	
Frt		0.983			0.978			0.974			0.970	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1825	5043	0	1807	5046	0	1825	3502	0	1825	3479	0
Flt Permitted	0.104			0.206			0.486			0.142		
Satd. Flow (perm)	199	5043	0	390	5046	0	916	3502	0	271	3479	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19			29			16			18	
Link Speed (k/h)		60			60			50			50	
Link Distance (m)		206.5			356.7			216.8			214.8	
Travel Time (s)		12.4			21.4			15.6			15.5	
Confl. Peds. (#/hr)	34		23	23		34	32		25	25		32
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	2%	0%	1%	1%	0%	0%	1%	0%	0%	1%	0%
Adj. Flow (vph)	108	985	125	144	1338	234	111	579	120	220	371	92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	108	1110	0	144	1572	0	111	699	0	220	463	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.7			3.7			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	6.1	30.5		6.1	30.5		6.1	30.5		6.1	30.5	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	6.1	1.8		6.1	1.8		6.1	1.8		6.1	1.8	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(m)		28.7			28.7			28.7			28.7	
Detector 2 Size(m)		1.8			1.8			1.8			1.8	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		2			6			4		3	8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		3	8	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		7.0	10.0	
Minimum Split (s)	46.0	46.0		46.0	46.0		49.5	49.5		10.0	49.5	
Total Split (s)	82.0	82.0		82.0	82.0		59.0	59.0		19.0	78.0	
Total Split (%)	51.3%	51.3%		51.3%	51.3%		36.9%	36.9%		11.9%	48.8%	
Maximum Green (s)	75.0	75.0		75.0	75.0		51.5	51.5		16.0	70.5	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.5	3.5		3.0	3.5	
All-Red Time (s)	3.0	3.0		3.0	3.0		4.0	4.0		0.0	4.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0		7.0	7.0		7.5	7.5		3.0	7.5	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		2.0	3.0	
Recall Mode	C-Max	C-Max		Max	Max		None	None		None	None	
Walk Time (s)	10.0	10.0		10.0	10.0		10.0	10.0			10.0	
Flash Dont Walk (s)	29.0	29.0		29.0	29.0		32.0	32.0			32.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0			0	
Act Effct Green (s)	87.9	87.9		87.9	87.9		39.1	39.1		62.1	57.6	
Actuated g/C Ratio	0.55	0.55		0.55	0.55		0.24	0.24		0.39	0.36	
v/c Ratio	0.99	0.40		0.67	0.56		0.50	0.81		0.86	0.37	
Control Delay	122.8	21.7		58.1	35.3		58.8	62.8		64.2	36.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	122.8	21.7		58.1	35.3		58.8	62.8		64.2	36.3	
LOS	F	C		E	D		E	E		E	D	
Approach Delay		30.7			37.2			62.3			45.3	
Approach LOS		C			D			E			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.99			
Intersection Signal Delay: 41.2		Intersection LOS: D	
Intersection Capacity Utilization 101.0%		ICU Level of Service G	
Analysis Period (min) 15			

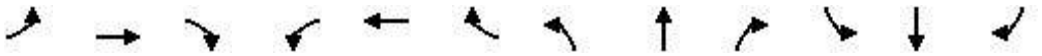
Splits and Phases: 1: Glen Erin Dr & Eglinton Ave W



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	108	1110	144	1572	111	699	220	463
v/c Ratio	0.99	0.40	0.67	0.56	0.50	0.81	0.86	0.37
Control Delay	122.8	21.7	58.1	35.3	58.8	62.8	64.2	36.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	122.8	21.7	58.1	35.3	58.8	62.8	64.2	36.3
Queue Length 50th (m)	33.4	72.2	27.1	106.5	30.6	108.4	48.2	54.3
Queue Length 95th (m)	#79.7	93.3	#76.4	163.9	48.2	122.8	#76.7	63.6
Internal Link Dist (m)		182.5		332.7		192.8		190.8
Turn Bay Length (m)	99.0		106.0		25.0		85.0	
Base Capacity (vph)	109	2779	214	2785	294	1138	260	1543
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.99	0.40	0.67	0.56	0.38	0.61	0.85	0.30

Intersection Summary

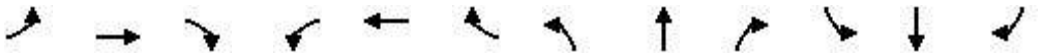
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	896	114	131	1218	213	101	527	109	200	338	84
Future Volume (vph)	98	896	114	131	1218	213	101	527	109	200	338	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0		7.0	7.0		7.5	7.5		3.0	7.5	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		0.98	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.98		1.00	0.97		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1819	5043		1798	5044		1790	3503		1824	3480	
Flt Permitted	0.10	1.00		0.21	1.00		0.49	1.00		0.14	1.00	
Satd. Flow (perm)	200	5043		389	5044		915	3503		273	3480	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	108	985	125	144	1338	234	111	579	120	220	371	92
RTOR Reduction (vph)	0	9	0	0	13	0	0	12	0	0	12	0
Lane Group Flow (vph)	108	1101	0	144	1559	0	111	687	0	220	451	0
Confl. Peds. (#/hr)	34		23	23		34	32		25	25		32
Heavy Vehicles (%)	0%	2%	0%	1%	1%	0%	0%	1%	0%	0%	1%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		2			6			4		3	8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	87.9	87.9		87.9	87.9		39.1	39.1		57.6	57.6	
Effective Green, g (s)	87.9	87.9		87.9	87.9		39.1	39.1		57.6	57.6	
Actuated g/C Ratio	0.55	0.55		0.55	0.55		0.24	0.24		0.36	0.36	
Clearance Time (s)	7.0	7.0		7.0	7.0		7.5	7.5		3.0	7.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		2.0	3.0	
Lane Grp Cap (vph)	109	2770		213	2771		223	856		248	1252	
v/s Ratio Prot		0.22			0.31			0.20		c0.09	0.13	
v/s Ratio Perm	c0.54			0.37			0.12			c0.23		
v/c Ratio	0.99	0.40		0.68	0.56		0.50	0.80		0.89	0.36	
Uniform Delay, d1	35.7	20.8		25.8	23.5		52.0	56.8		40.4	37.7	
Progression Factor	1.00	1.00		1.44	1.44		1.00	1.00		1.00	1.00	
Incremental Delay, d2	83.8	0.4		15.0	0.8		1.7	5.5		28.6	0.2	
Delay (s)	119.4	21.2		52.2	34.5		53.7	62.3		69.0	37.8	
Level of Service	F	C		D	C		D	E		E	D	
Approach Delay (s)		29.9			36.0			61.1			47.9	
Approach LOS		C			D			E			D	

Intersection Summary			
HCM 2000 Control Delay	40.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	17.5
Intersection Capacity Utilization	101.0%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group



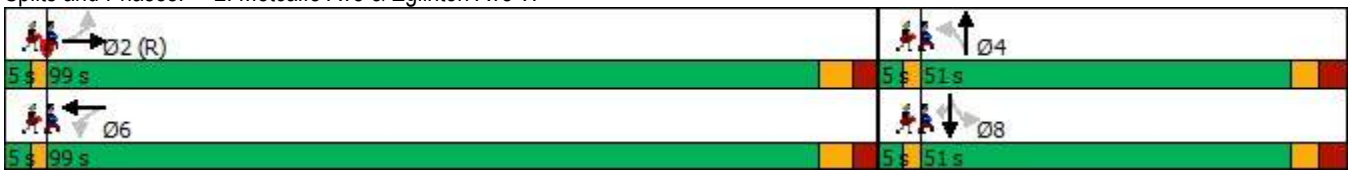
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	151	1003	59	46	1397	134	50	36	40	176	38	133
Future Volume (vph)	151	1003	59	46	1397	134	50	36	40	176	38	133
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	160.0		0.0	73.0		0.0	25.0		0.0	0.0		0.0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (m)	45.0			32.0			21.0			2.5		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		0.99	1.00		0.95	0.98		0.98		0.94
Frt		0.992			0.987			0.921				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1825	5092	0	1825	5113	0	1825	1741	0	1825	1921	1633
Flt Permitted	0.127			0.231			0.731			0.705		
Satd. Flow (perm)	244	5092	0	441	5113	0	1337	1741	0	1331	1921	1532
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			17			34				97
Link Speed (k/h)		60			60			50			50	
Link Distance (m)		356.7			165.8			99.9			89.8	
Travel Time (s)		21.4			9.9			7.2			6.5	
Confl. Peds. (#/hr)	17		13	13		17	35		13	13		35
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	2%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	159	1056	62	48	1471	141	53	38	42	185	40	140
Shared Lane Traffic (%)												
Lane Group Flow (vph)	159	1118	0	48	1612	0	53	80	0	185	40	140
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.7			3.7			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (m)	6.1	30.5		6.1	30.5		6.1	30.5		6.1	30.5	6.1
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Size(m)	6.1	1.8		6.1	1.8		6.1	1.8		6.1	1.8	6.1
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(m)		28.7			28.7			28.7			28.7	
Detector 2 Size(m)		1.8			1.8			1.8			1.8	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	Ø1	Ø3	Ø5	Ø7
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Ideal Flow (vphpl)				
Storage Length (m)				
Storage Lanes				
Taper Length (m)				
Lane Util. Factor				
Ped Bike Factor				
Frt				
Flt Protected				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Right Turn on Red				
Satd. Flow (RTOR)				
Link Speed (k/h)				
Link Distance (m)				
Travel Time (s)				
Confl. Peds. (#/hr)				
Peak Hour Factor				
Heavy Vehicles (%)				
Adj. Flow (vph)				
Shared Lane Traffic (%)				
Lane Group Flow (vph)				
Enter Blocked Intersection				
Lane Alignment				
Median Width(m)				
Link Offset(m)				
Crosswalk Width(m)				
Two way Left Turn Lane				
Headway Factor				
Turning Speed (k/h)				
Number of Detectors				
Detector Template				
Leading Detector (m)				
Trailing Detector (m)				
Detector 1 Position(m)				
Detector 1 Size(m)				
Detector 1 Type				
Detector 1 Channel				
Detector 1 Extend (s)				
Detector 1 Queue (s)				
Detector 1 Delay (s)				
Detector 2 Position(m)				
Detector 2 Size(m)				
Detector 2 Type				
Detector 2 Channel				
Detector 2 Extend (s)				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		8
Detector Phase	2	2		6	6		4	4		8	8	8
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		20.0	20.0		20.0	20.0	20.0
Minimum Split (s)	39.0	39.0		39.0	39.0		40.0	40.0		40.0	40.0	40.0
Total Split (s)	99.0	99.0		99.0	99.0		51.0	51.0		51.0	51.0	51.0
Total Split (%)	61.9%	61.9%		61.9%	61.9%		31.9%	31.9%		31.9%	31.9%	31.9%
Maximum Green (s)	92.0	92.0		92.0	92.0		44.0	44.0		44.0	44.0	44.0
Yellow Time (s)	4.0	4.0		4.0	4.0		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	3.0	3.0		3.0	3.0		3.5	3.5		3.5	3.5	3.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Lead/Lag	Lag	Lag		Lag	Lag		Lag	Lag		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	C-Max	C-Max		Max	Max		None	None		None	None	None
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	27.0	27.0		27.0	27.0		28.0	28.0		28.0	28.0	28.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effct Green (s)	117.7	117.7		117.7	117.7		28.3	28.3		28.3	28.3	28.3
Actuated g/C Ratio	0.74	0.74		0.74	0.74		0.18	0.18		0.18	0.18	0.18
v/c Ratio	0.89	0.30		0.15	0.43		0.22	0.24		0.79	0.12	0.40
Control Delay	60.6	4.2		3.2	2.7		56.3	33.1		85.0	53.2	21.8
Queue Delay	0.0	0.0		0.0	0.1		0.0	0.0		0.0	0.0	0.0
Total Delay	60.6	4.2		3.2	2.7		56.3	33.1		85.0	53.2	21.8
LOS	E	A		A	A		E	C		F	D	C
Approach Delay		11.2			2.8			42.3			57.3	
Approach LOS		B			A			D			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 22 (14%), Referenced to phase 2:EBTL, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 13.2		Intersection LOS: B	
Intersection Capacity Utilization 88.4%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 2: Metcalfe Ave & Eglinton Ave W



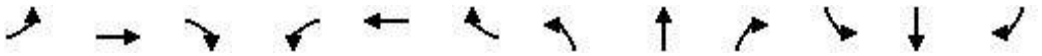
Lane Group	Ø1	Ø3	Ø5	Ø7
Turn Type				
Protected Phases	1	3	5	7
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	3.0	3.0	3.0	3.0
Minimum Split (s)	5.0	5.0	5.0	5.0
Total Split (s)	5.0	5.0	5.0	5.0
Total Split (%)	3%	3%	3%	3%
Maximum Green (s)	3.0	3.0	3.0	3.0
Yellow Time (s)	2.0	2.0	2.0	2.0
All-Red Time (s)	0.0	0.0	0.0	0.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None
Walk Time (s)	0.0	0.0	0.0	0.0
Flash Dont Walk (s)	0.0	0.0	0.0	0.0
Pedestrian Calls (#/hr)	0	0	0	0
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				

Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	159	1118	48	1612	53	80	185	40	140
v/c Ratio	0.89	0.30	0.15	0.43	0.22	0.24	0.79	0.12	0.40
Control Delay	60.6	4.2	3.2	2.7	56.3	33.1	85.0	53.2	21.8
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay	60.6	4.2	3.2	2.7	56.3	33.1	85.0	53.2	21.8
Queue Length 50th (m)	42.7	20.6	1.5	43.2	14.7	12.6	57.3	10.9	11.8
Queue Length 95th (m)	m#93.8	26.8	m6.0	44.9	26.1	26.3	79.7	20.4	30.3
Internal Link Dist (m)		332.7		141.8		75.9		65.8	
Turn Bay Length (m)	160.0		73.0		25.0				
Base Capacity (vph)	179	3748	324	3766	367	503	366	528	491
Starvation Cap Reductn	0	0	0	673	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.30	0.15	0.52	0.14	0.16	0.51	0.08	0.29

Intersection Summary

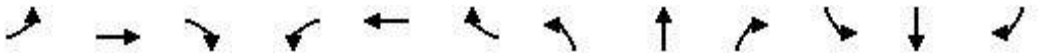
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	151	1003	59	46	1397	134	50	36	40	176	38	133
Future Volume (vph)	151	1003	59	46	1397	134	50	36	40	176	38	133
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.98		1.00	1.00	0.94
Flpb, ped/bikes	1.00	1.00		0.99	1.00		0.95	1.00		0.98	1.00	1.00
Frt	1.00	0.99		1.00	0.99		1.00	0.92		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1821	5090		1814	5112		1737	1741		1794	1921	1532
Flt Permitted	0.13	1.00		0.23	1.00		0.73	1.00		0.70	1.00	1.00
Satd. Flow (perm)	244	5090		442	5112		1337	1741		1331	1921	1532
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)	159	1056	62	48	1471	141	53	38	42	185	40	140
RTOR Reduction (vph)	0	2	0	0	4	0	0	28	0	0	0	80
Lane Group Flow (vph)	159	1116	0	48	1608	0	53	52	0	185	40	60
Confl. Peds. (#/hr)	17		13	13		17	35		13	13		35
Heavy Vehicles (%)	0%	2%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		8
Actuated Green, G (s)	117.7	117.7		117.7	117.7		28.3	28.3		28.3	28.3	28.3
Effective Green, g (s)	117.7	117.7		117.7	117.7		28.3	28.3		28.3	28.3	28.3
Actuated g/C Ratio	0.74	0.74		0.74	0.74		0.18	0.18		0.18	0.18	0.18
Clearance Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	179	3744		325	3760		236	307		235	339	270
v/s Ratio Prot		0.22			0.31			0.03			0.02	
v/s Ratio Perm	c0.65			0.11			0.04			c0.14		0.04
v/c Ratio	0.89	0.30		0.15	0.43		0.22	0.17		0.79	0.12	0.22
Uniform Delay, d1	16.1	7.2		6.3	8.2		56.4	55.9		63.0	55.4	56.4
Progression Factor	0.94	0.53		0.29	0.27		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	39.5	0.2		0.9	0.3		0.5	0.3		15.9	0.2	0.4
Delay (s)	54.7	3.9		2.7	2.5		56.9	56.1		78.8	55.5	56.8
Level of Service	D	A		A	A		E	E		E	E	E
Approach Delay (s)		10.3			2.5			56.5			67.8	
Approach LOS		B			A			E			E	

Intersection Summary			
HCM 2000 Control Delay	14.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	88.4%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



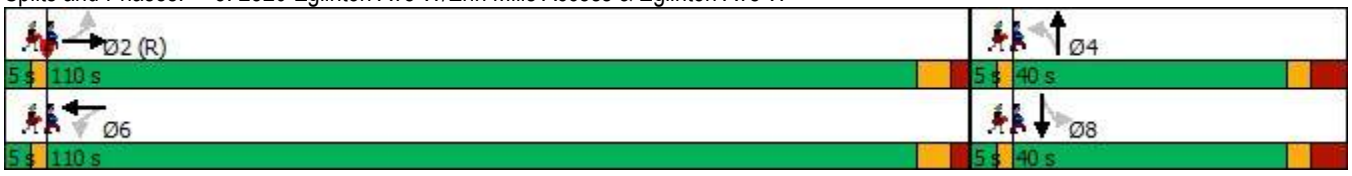
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	1162	22	37	1468	228	48	9	37	126	9	59
Future Volume (vph)	40	1162	22	37	1468	228	48	9	37	126	9	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	20.0		0.0	35.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (m)	35.0			38.0			2.5			2.5		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		1.00	0.99		0.97	0.93			0.94	
Frt		0.997			0.980			0.878			0.959	
Flt Protected	0.950			0.950			0.950				0.968	
Satd. Flow (prot)	1825	5125	0	1772	4977	0	1825	1572	0	0	1717	0
Flt Permitted	0.104			0.201			0.642				0.774	
Satd. Flow (perm)	200	5125	0	374	4977	0	1197	1572	0	0	1311	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			37			39			12	
Link Speed (k/h)		60			60			50			50	
Link Distance (m)		165.8			169.6			61.1			86.9	
Travel Time (s)		9.9			10.2			4.4			6.3	
Confl. Peds. (#/hr)	22		4	4		22	33		49	49		33
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	2%	0%	3%	2%	0%	0%	0%	0%	3%	0%	0%
Adj. Flow (vph)	42	1210	23	39	1529	238	50	9	39	131	9	61
Shared Lane Traffic (%)												
Lane Group Flow (vph)	42	1233	0	39	1767	0	50	48	0	0	201	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.7			3.7			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	6.1	30.5		6.1	30.5		6.1	30.5		6.1	30.5	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	6.1	1.8		6.1	1.8		6.1	1.8		6.1	1.8	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(m)		28.7			28.7			28.7			28.7	
Detector 2 Size(m)		1.8			1.8			1.8			1.8	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	Ø1	Ø3	Ø5	Ø7
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Ideal Flow (vphpl)				
Storage Length (m)				
Storage Lanes				
Taper Length (m)				
Lane Util. Factor				
Ped Bike Factor				
Frt				
Flt Protected				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Right Turn on Red				
Satd. Flow (RTOR)				
Link Speed (k/h)				
Link Distance (m)				
Travel Time (s)				
Confl. Peds. (#/hr)				
Peak Hour Factor				
Heavy Vehicles (%)				
Adj. Flow (vph)				
Shared Lane Traffic (%)				
Lane Group Flow (vph)				
Enter Blocked Intersection				
Lane Alignment				
Median Width(m)				
Link Offset(m)				
Crosswalk Width(m)				
Two way Left Turn Lane				
Headway Factor				
Turning Speed (k/h)				
Number of Detectors				
Detector Template				
Leading Detector (m)				
Trailing Detector (m)				
Detector 1 Position(m)				
Detector 1 Size(m)				
Detector 1 Type				
Detector 1 Channel				
Detector 1 Extend (s)				
Detector 1 Queue (s)				
Detector 1 Delay (s)				
Detector 2 Position(m)				
Detector 2 Size(m)				
Detector 2 Type				
Detector 2 Channel				
Detector 2 Extend (s)				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	25.5	25.5		25.5	25.5		39.5	39.5		39.5	39.5	
Total Split (s)	110.0	110.0		110.0	110.0		40.0	40.0		40.0	40.0	
Total Split (%)	68.8%	68.8%		68.8%	68.8%		25.0%	25.0%		25.0%	25.0%	
Maximum Green (s)	103.5	103.5		103.5	103.5		32.5	32.5		32.5	32.5	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.5	2.5		2.5	2.5		4.5	4.5		4.5	4.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		7.5	7.5			7.5	
Lead/Lag	Lag	Lag		Lag	Lag		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Max	C-Max		Max	Max		None	None		None	None	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	14.0	14.0		14.0	14.0		27.0	27.0		27.0	27.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	117.6	117.6		117.6	117.6		28.4	28.4			28.4	
Actuated g/C Ratio	0.74	0.74		0.74	0.74		0.18	0.18			0.18	
v/c Ratio	0.29	0.33		0.14	0.48		0.24	0.15			0.83	
Control Delay	19.8	11.8		21.6	26.9		56.6	19.0			85.4	
Queue Delay	0.0	0.2		0.0	2.1		0.0	0.0			0.0	
Total Delay	19.8	11.9		21.6	28.9		56.6	19.0			85.4	
LOS	B	B		C	C		E	B			F	
Approach Delay		12.2			28.8			38.2			85.4	
Approach LOS		B			C			D			F	

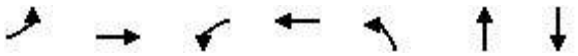
Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 46 (29%), Referenced to phase 2:EBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 26.2		Intersection LOS: C	
Intersection Capacity Utilization 69.4%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 3: 2520 Eglinton Ave W/Erin Mills Access & Eglinton Ave W



Lane Group	Ø1	Ø3	Ø5	Ø7
Turn Type				
Protected Phases	1	3	5	7
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	3.0	3.0	3.0	3.0
Minimum Split (s)	5.0	5.0	5.0	5.0
Total Split (s)	5.0	5.0	5.0	5.0
Total Split (%)	3%	3%	3%	3%
Maximum Green (s)	3.0	3.0	3.0	3.0
Yellow Time (s)	2.0	2.0	2.0	2.0
All-Red Time (s)	0.0	0.0	0.0	0.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None
Walk Time (s)	0.0	0.0	0.0	0.0
Flash Dont Walk (s)	0.0	0.0	0.0	0.0
Pedestrian Calls (#/hr)	0	0	0	0
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	42	1233	39	1767	50	48	201
v/c Ratio	0.29	0.33	0.14	0.48	0.24	0.15	0.83
Control Delay	19.8	11.8	21.6	26.9	56.6	19.0	85.4
Queue Delay	0.0	0.2	0.0	2.1	0.0	0.0	0.0
Total Delay	19.8	11.9	21.6	28.9	56.6	19.0	85.4
Queue Length 50th (m)	7.7	83.6	6.6	161.6	13.8	2.4	58.8
Queue Length 95th (m)	m21.4	111.0	m12.0	m180.9	25.4	13.5	84.0
Internal Link Dist (m)		141.8		145.6		37.1	62.9
Turn Bay Length (m)	20.0		35.0				
Base Capacity (vph)	146	3766	274	3666	251	360	284
Starvation Cap Reductn	0	1368	0	1692	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.51	0.14	0.90	0.20	0.13	0.71

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	1162	22	37	1468	228	48	9	37	126	9	59
Future Volume (vph)	40	1162	22	37	1468	228	48	9	37	126	9	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5	6.5		7.5	7.5			7.5	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00			1.00	
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	0.93			0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		0.97	1.00			0.96	
Frt	1.00	1.00		1.00	0.98		1.00	0.88			0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.97	
Satd. Flow (prot)	1817	5126		1768	4976		1771	1572			1641	
Flt Permitted	0.10	1.00		0.20	1.00		0.64	1.00			0.77	
Satd. Flow (perm)	199	5126		374	4976		1196	1572			1312	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	42	1210	23	39	1529	238	50	9	39	131	9	61
RTOR Reduction (vph)	0	1	0	0	10	0	0	32	0	0	10	0
Lane Group Flow (vph)	42	1232	0	39	1757	0	50	16	0	0	191	0
Confl. Peds. (#/hr)	22		4	4		22	33		49	49		33
Heavy Vehicles (%)	0%	2%	0%	3%	2%	0%	0%	0%	0%	3%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	117.6	117.6		117.6	117.6		28.4	28.4			28.4	
Effective Green, g (s)	117.6	117.6		117.6	117.6		28.4	28.4			28.4	
Actuated g/C Ratio	0.73	0.73		0.73	0.73		0.18	0.18			0.18	
Clearance Time (s)	6.5	6.5		6.5	6.5		7.5	7.5			7.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	146	3767		274	3657		212	279			232	
v/s Ratio Prot		0.24			c0.35			0.01				
v/s Ratio Perm	0.21			0.10			0.04				c0.15	
v/c Ratio	0.29	0.33		0.14	0.48		0.24	0.06			0.82	
Uniform Delay, d1	7.1	7.4		6.3	8.7		56.5	54.7			63.4	
Progression Factor	1.48	1.45		2.53	2.90		1.00	1.00			1.00	
Incremental Delay, d2	4.7	0.2		0.7	0.3		0.6	0.1			20.5	
Delay (s)	15.3	10.9		16.6	25.5		57.1	54.8			83.9	
Level of Service	B	B		B	C		E	D			F	
Approach Delay (s)		11.1			25.3			55.9			83.9	
Approach LOS		B			C			E			F	

Intersection Summary			
HCM 2000 Control Delay	24.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	69.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	81	78	248	140	69	228
Future Volume (vph)	81	78	248	140	69	228
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected				0.969	0.950	
Satd. Flow (prot)	1921	1633	0	3537	1825	1633
Flt Permitted				0.969	0.950	
Satd. Flow (perm)	1921	1633	0	3537	1825	1633
Link Speed (k/h)	48			48	48	
Link Distance (m)	67.2			76.6	89.8	
Travel Time (s)	5.0			5.7	6.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	88	85	270	152	75	248
Shared Lane Traffic (%)						
Lane Group Flow (vph)	88	85	0	422	75	248
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)		14	24		24	14
Sign Control	Stop			Stop	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 30.9%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	81	78	248	140	69	228
Future Volume (vph)	81	78	248	140	69	228
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	88	85	270	152	75	248

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total (vph)	88	85	321	101	75	248
Volume Left (vph)	0	0	270	0	75	0
Volume Right (vph)	0	85	0	0	0	248
Hadj (s)	0.00	-0.60	0.42	0.00	0.50	-0.70
Departure Headway (s)	5.8	3.2	5.9	5.5	6.4	5.2
Degree Utilization, x	0.14	0.08	0.53	0.15	0.13	0.36
Capacity (veh/h)	586	1121	582	628	535	658
Control Delay (s)	9.7	6.5	14.1	8.3	9.2	9.9
Approach Delay (s)	8.1		12.7		9.7	
Approach LOS	A		B		A	

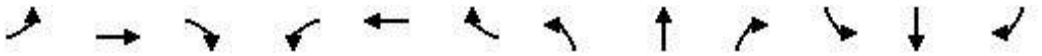
Intersection Summary				
Delay	10.8			
Level of Service	B			
Intersection Capacity Utilization	30.9%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	142	883	261	147	1197	300	349	1360	108	205	1220	167
Future Volume (vph)	142	883	261	147	1197	300	349	1360	108	205	1220	167
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	78.0		120.0	78.0		125.0	100.0		125.0	160.0		120.0
Storage Lanes	1		1	2		1	2		1	2		1
Taper Length (m)	35.0			60.0			50.0			50.0		
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor	1.00		0.96	0.99		0.97	1.00		0.97	1.00		0.97
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1825	5142	1617	3404	5193	1601	3506	5092	1633	3506	5092	1601
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1820	5142	1555	3380	5193	1554	3493	5092	1585	3497	5092	1547
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			229			241			115			145
Link Speed (k/h)		60			60			70			70	
Link Distance (m)		169.6			214.1			203.5			258.0	
Travel Time (s)		10.2			12.8			10.5			13.3	
Confl. Peds. (#/hr)	19		29	29		19	21		17	17		21
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	2%	1%	4%	1%	2%	1%	3%	0%	1%	3%	2%
Adj. Flow (vph)	151	939	278	156	1273	319	371	1447	115	218	1298	178
Shared Lane Traffic (%)												
Lane Group Flow (vph)	151	939	278	156	1273	319	371	1447	115	218	1298	178
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		7.4			7.4			7.4			7.4	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (m)	6.1	30.5	6.1	6.1	30.5	6.1	6.1	30.5	6.1	6.1	30.5	6.1
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	6.1	1.8	6.1	6.1	1.8	6.1	6.1	1.8	6.1	6.1	1.8	6.1
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (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
Detector 1 Queue (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
Detector 1 Delay (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
Detector 2 Position(m)		28.7			28.7			28.7			28.7	
Detector 2 Size(m)		1.8			1.8			1.8			1.8	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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%
Maximum Green (s)	15.0	57.9	57.9	10.0	52.9	52.9	18.0	51.5	51.5	15.0	48.5	48.5
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?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
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
Recall Mode	None	Max	Max	None	Max	Max	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)		10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0
Flash Dont Walk (s)		42.0	42.0		42.0	42.0		36.0	36.0		36.0	36.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	14.8	58.0	58.0	9.9	53.1	53.1	18.0	52.5	52.5	14.0	48.5	48.5
Actuated g/C Ratio	0.09	0.36	0.36	0.06	0.33	0.33	0.11	0.33	0.33	0.09	0.30	0.30
v/c Ratio	0.89	0.50	0.39	0.75	0.74	0.47	0.94	0.87	0.19	0.71	0.84	0.31
Control Delay	112.9	54.4	27.3	94.8	50.5	12.9	102.2	57.1	6.8	84.4	58.2	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	44.4	0.0	0.0	0.0	0.0	0.5
Total Delay	112.9	54.4	27.3	94.8	50.5	12.9	146.7	57.1	6.8	84.4	58.2	11.8
LOS	F	D	C	F	D	B	F	E	A	F	E	B
Approach Delay		55.4			47.6			71.3			56.7	
Approach LOS		E			D			E			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 51 (32%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay: 58.2		Intersection LOS: E	
Intersection Capacity Utilization 120.8%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 5: Erin Mills Pkwy & Eglinton Ave W

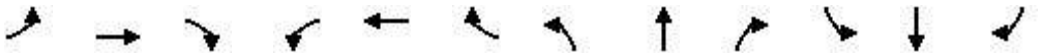


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	151	939	278	156	1273	319	371	1447	115	218	1298	178
v/c Ratio	0.89	0.50	0.39	0.75	0.74	0.47	0.94	0.87	0.19	0.71	0.84	0.31
Control Delay	112.9	54.4	27.3	94.8	50.5	12.9	102.2	57.1	6.8	84.4	58.2	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	44.4	0.0	0.0	0.0	0.0	0.5
Total Delay	112.9	54.4	27.3	94.8	50.5	12.9	146.7	57.1	6.8	84.4	58.2	11.8
Queue Length 50th (m)	50.6	94.2	39.1	25.6	131.8	17.5	61.4	160.1	0.0	35.1	142.1	7.5
Queue Length 95th (m)	m#91.6	114.8	67.4	#41.2	149.2	45.5	#92.3	180.0	14.4	49.5	160.8	26.8
Internal Link Dist (m)		145.6			190.1			179.5			234.0	
Turn Bay Length (m)	78.0		120.0	78.0		125.0	100.0		125.0	160.0		120.0
Base Capacity (vph)	171	1864	709	212	1723	677	394	1671	598	328	1543	569
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	63	0	0	0	0	147
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.88	0.50	0.39	0.74	0.74	0.47	1.12	0.87	0.19	0.66	0.84	0.42

Intersection Summary

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	142	883	261	147	1197	300	349	1360	108	205	1220	167
Future Volume (vph)	142	883	261	147	1197	300	349	1360	108	205	1220	167
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	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	0.96	1.00	1.00	0.97	1.00	1.00	0.97	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)	1825	5142	1555	3404	5193	1554	3506	5092	1585	3506	5092	1547
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)	1825	5142	1555	3404	5193	1554	3506	5092	1585	3506	5092	1547
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	151	939	278	156	1273	319	371	1447	115	218	1298	178
RTOR Reduction (vph)	0	0	146	0	0	161	0	0	77	0	0	101
Lane Group Flow (vph)	151	939	132	156	1273	158	371	1447	38	218	1298	77
Confl. Peds. (#/hr)	19		29	29		19	21		17	17		21
Heavy Vehicles (%)	0%	2%	1%	4%	1%	2%	1%	3%	0%	1%	3%	2%
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)	14.8	58.0	58.0	9.9	53.1	53.1	18.0	52.5	52.5	14.0	48.5	48.5
Effective Green, g (s)	14.8	58.0	58.0	9.9	53.1	53.1	18.0	52.5	52.5	14.0	48.5	48.5
Actuated g/C Ratio	0.09	0.36	0.36	0.06	0.33	0.33	0.11	0.33	0.33	0.09	0.30	0.30
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)	168	1863	563	210	1723	515	394	1670	520	306	1543	468
v/s Ratio Prot	c0.08	c0.18		0.05	c0.25		c0.11	c0.28		0.06	0.25	
v/s Ratio Perm			0.08			0.10			0.02			0.05
v/c Ratio	0.90	0.50	0.23	0.74	0.74	0.31	0.94	0.87	0.07	0.71	0.84	0.16
Uniform Delay, d1	71.9	39.8	35.5	73.8	47.3	39.8	70.5	50.5	37.0	71.0	52.1	40.9
Progression Factor	0.97	1.34	3.38	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	39.8	0.9	0.9	13.2	2.9	1.5	30.7	6.3	0.3	7.6	5.7	0.8
Delay (s)	109.1	54.2	121.0	87.0	50.2	41.3	101.2	56.8	37.3	78.7	57.9	41.6
Level of Service	F	D	F	F	D	D	F	E	D	E	E	D
Approach Delay (s)		73.8			51.9			64.1			58.8	
Approach LOS		E			D			E			E	

Intersection Summary			
HCM 2000 Control Delay	61.6	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.6
Intersection Capacity Utilization	120.8%	ICU Level of Service	H
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)	140	927	85	111	938	156	93	344	82	258	373	107
Future Volume (vph)	140	927	85	111	938	156	93	344	82	258	373	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	99.0		0.0	106.0		0.0	25.0		0.0	85.0		0.0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (m)	35.0			45.0			60.0			20.0		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.99	1.00		0.99	0.99		0.98	0.99		0.99	0.99	
Frt		0.987			0.979			0.971			0.967	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1825	5102	0	1825	5041	0	1825	3467	0	1825	3456	0
Flt Permitted	0.198			0.262			0.471			0.237		
Satd. Flow (perm)	377	5102	0	499	5041	0	883	3467	0	449	3456	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			27			18			26	
Link Speed (k/h)		60			60			50			50	
Link Distance (m)		206.5			356.7			216.8			214.8	
Travel Time (s)		12.4			21.4			15.6			15.5	
Confl. Peds. (#/hr)	47		27	27		47	42		27	27		42
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	2%	0%	1%	0%	0%	1%	3%	0%	1%	0%
Adj. Flow (vph)	144	956	88	114	967	161	96	355	85	266	385	110
Shared Lane Traffic (%)												
Lane Group Flow (vph)	144	1044	0	114	1128	0	96	440	0	266	495	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.7			3.7			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	6.1	30.5		6.1	30.5		6.1	30.5		6.1	30.5	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	6.1	1.8		6.1	1.8		6.1	1.8		6.1	1.8	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(m)		28.7			28.7			28.7			28.7	
Detector 2 Size(m)		1.8			1.8			1.8			1.8	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	5	2			6			4		3	8	
Permitted Phases	2			6			4			8		
Detector Phase	5	2		6	6		4	4		3	8	
Switch Phase												
Minimum Initial (s)	7.0	10.0		10.0	10.0		10.0	10.0		7.0	10.0	
Minimum Split (s)	10.0	46.0		46.0	46.0		49.5	49.5		10.0	49.5	
Total Split (s)	12.0	94.0		82.0	82.0		50.0	50.0		16.0	66.0	
Total Split (%)	7.5%	58.8%		51.3%	51.3%		31.3%	31.3%		10.0%	41.3%	
Maximum Green (s)	9.0	87.0		75.0	75.0		42.5	42.5		13.0	58.5	
Yellow Time (s)	3.0	4.0		4.0	4.0		3.5	3.5		3.0	3.5	
All-Red Time (s)	0.0	3.0		3.0	3.0		4.0	4.0		0.0	4.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	7.0		7.0	7.0		7.5	7.5		3.0	7.5	
Lead/Lag	Lead			Lag	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes		
Vehicle Extension (s)	2.0	3.0		3.0	3.0		3.0	3.0		2.0	3.0	
Recall Mode	None	C-Max		Max	Max		None	None		None	None	
Walk Time (s)		10.0		10.0	10.0		10.0	10.0			10.0	
Flash Dont Walk (s)		29.0		29.0	29.0		32.0	32.0			32.0	
Pedestrian Calls (#/hr)		0		0	0		0	0			0	
Act Effct Green (s)	107.3	103.3		91.0	91.0		26.2	26.2		46.7	42.2	
Actuated g/C Ratio	0.67	0.65		0.57	0.57		0.16	0.16		0.29	0.26	
v/c Ratio	0.43	0.32		0.40	0.39		0.67	0.76		1.10	0.53	
Control Delay	14.3	13.2		36.1	26.4		83.8	69.3		131.3	49.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	14.3	13.2		36.1	26.4		83.8	69.3		131.3	49.2	
LOS	B	B		D	C		F	E		F	D	
Approach Delay		13.4			27.3			71.9			77.9	
Approach LOS		B			C			E			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 56 (35%), Referenced to phase 2:EBTL, Start of Green			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.10			
Intersection Signal Delay: 39.6		Intersection LOS: D	
Intersection Capacity Utilization 103.3%		ICU Level of Service G	
Analysis Period (min) 15			

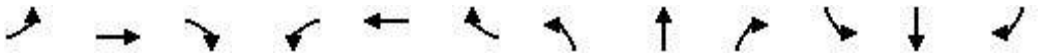
Splits and Phases: 1: Glen Erin Dr & Eglinton Ave W

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	144	1044	114	1128	96	440	266	495
v/c Ratio	0.43	0.32	0.40	0.39	0.67	0.76	1.10	0.53
Control Delay	14.3	13.2	36.1	26.4	83.8	69.3	131.3	49.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.3	13.2	36.1	26.4	83.8	69.3	131.3	49.2
Queue Length 50th (m)	15.3	50.4	31.4	111.6	29.1	68.6	~79.8	68.0
Queue Length 95th (m)	28.5	68.7	57.2	133.8	47.1	82.2	#125.1	79.4
Internal Link Dist (m)		182.5		332.7		192.8		190.8
Turn Bay Length (m)	99.0		106.0		25.0		85.0	
Base Capacity (vph)	343	3299	283	2877	234	934	242	1280
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.32	0.40	0.39	0.41	0.47	1.10	0.39

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

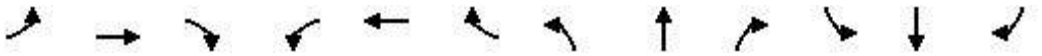
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	927	85	111	938	156	93	344	82	258	373	107
Future Volume (vph)	140	927	85	111	938	156	93	344	82	258	373	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	7.0		7.0	7.0		7.5	7.5		3.0	7.5	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		0.99	1.00		0.98	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.98		1.00	0.97		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1822	5104		1811	5039		1781	3467		1820	3455	
Flt Permitted	0.20	1.00		0.26	1.00		0.47	1.00		0.24	1.00	
Satd. Flow (perm)	379	5104		499	5039		883	3467		455	3455	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	144	956	88	114	967	161	96	355	85	266	385	110
RTOR Reduction (vph)	0	5	0	0	12	0	0	15	0	0	19	0
Lane Group Flow (vph)	144	1039	0	114	1116	0	96	425	0	266	476	0
Confl. Peds. (#/hr)	47		27	27		47	42		27	27		42
Heavy Vehicles (%)	0%	1%	2%	0%	1%	0%	0%	1%	3%	0%	1%	0%
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	5	2			6			4		3	8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	103.3	103.3		91.0	91.0		26.2	26.2		42.2	42.2	
Effective Green, g (s)	103.3	103.3		91.0	91.0		26.2	26.2		42.2	42.2	
Actuated g/C Ratio	0.65	0.65		0.57	0.57		0.16	0.16		0.26	0.26	
Clearance Time (s)	3.0	7.0		7.0	7.0		7.5	7.5		3.0	7.5	
Vehicle Extension (s)	2.0	3.0		3.0	3.0		3.0	3.0		2.0	3.0	
Lane Grp Cap (vph)	328	3295		283	2865		144	567		230	911	
v/s Ratio Prot	c0.03	0.20			0.22			0.12		c0.09	0.14	
v/s Ratio Perm	c0.26			0.23			0.11			c0.21		
v/c Ratio	0.44	0.32		0.40	0.39		0.67	0.75		1.16	0.52	
Uniform Delay, d1	12.2	12.6		19.3	19.1		62.8	63.8		54.5	50.3	
Progression Factor	1.00	1.00		1.40	1.32		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.3	0.3		4.1	0.4		11.1	5.4		108.1	0.5	
Delay (s)	12.5	12.9		31.0	25.7		73.9	69.2		162.6	50.8	
Level of Service	B	B		C	C		E	E		F	D	
Approach Delay (s)		12.8			26.2			70.0			89.9	
Approach LOS		B			C			E			F	

Intersection Summary			
HCM 2000 Control Delay	41.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.5
Intersection Capacity Utilization	103.3%	ICU Level of Service	G
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)	225	1010	38	34	925	150	28	33	48	250	53	139
Future Volume (vph)	225	1010	38	34	925	150	28	33	48	250	53	139
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	160.0		0.0	73.0		0.0	25.0		0.0	0.0		0.0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (m)	45.0			32.0			21.0			2.5		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		0.99	1.00		0.98	0.97		0.97		0.97
Frt		0.995			0.979			0.911				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1825	5158	0	1825	5075	0	1825	1705	0	1807	1921	1633
Flt Permitted	0.227			0.235			0.721			0.703		
Satd. Flow (perm)	435	5158	0	448	5075	0	1355	1705	0	1299	1921	1576
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			32			46				143
Link Speed (k/h)		60			60			40			40	
Link Distance (m)		356.7			165.8			99.9			89.8	
Travel Time (s)		21.4			9.9			9.0			8.1	
Confl. Peds. (#/hr)	7		15	15		7	16		22	22		16
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	232	1041	39	35	954	155	29	34	49	258	55	143
Shared Lane Traffic (%)												
Lane Group Flow (vph)	232	1080	0	35	1109	0	29	83	0	258	55	143
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.7			3.7			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (m)	6.1	30.5		6.1	30.5		6.1	30.5		6.1	30.5	6.1
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Size(m)	6.1	1.8		6.1	1.8		6.1	1.8		6.1	1.8	6.1
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(m)		28.7			28.7			28.7			28.7	
Detector 2 Size(m)		1.8			1.8			1.8			1.8	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

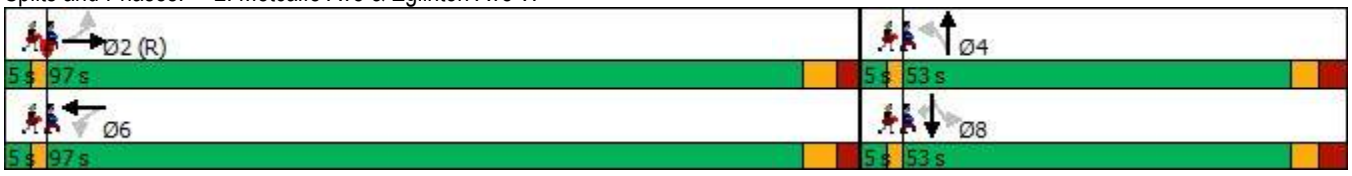
Lane Group	Ø1	Ø3	Ø5	Ø7
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Ideal Flow (vphpl)				
Storage Length (m)				
Storage Lanes				
Taper Length (m)				
Lane Util. Factor				
Ped Bike Factor				
Frt				
Flt Protected				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Right Turn on Red				
Satd. Flow (RTOR)				
Link Speed (k/h)				
Link Distance (m)				
Travel Time (s)				
Confl. Peds. (#/hr)				
Peak Hour Factor				
Heavy Vehicles (%)				
Adj. Flow (vph)				
Shared Lane Traffic (%)				
Lane Group Flow (vph)				
Enter Blocked Intersection				
Lane Alignment				
Median Width(m)				
Link Offset(m)				
Crosswalk Width(m)				
Two way Left Turn Lane				
Headway Factor				
Turning Speed (k/h)				
Number of Detectors				
Detector Template				
Leading Detector (m)				
Trailing Detector (m)				
Detector 1 Position(m)				
Detector 1 Size(m)				
Detector 1 Type				
Detector 1 Channel				
Detector 1 Extend (s)				
Detector 1 Queue (s)				
Detector 1 Delay (s)				
Detector 2 Position(m)				
Detector 2 Size(m)				
Detector 2 Type				
Detector 2 Channel				
Detector 2 Extend (s)				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		8
Detector Phase	2	2		6	6		4	4		8	8	8
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		20.0	20.0		20.0	20.0	20.0
Minimum Split (s)	39.0	39.0		39.0	39.0		40.0	40.0		40.0	40.0	40.0
Total Split (s)	97.0	97.0		97.0	97.0		53.0	53.0		53.0	53.0	53.0
Total Split (%)	60.6%	60.6%		60.6%	60.6%		33.1%	33.1%		33.1%	33.1%	33.1%
Maximum Green (s)	90.0	90.0		90.0	90.0		46.0	46.0		46.0	46.0	46.0
Yellow Time (s)	4.0	4.0		4.0	4.0		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	3.0	3.0		3.0	3.0		3.5	3.5		3.5	3.5	3.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Lead/Lag	Lag	Lag		Lag	Lag		Lag	Lag		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	C-Max	C-Max		Max	Max		None	None		None	None	None
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	27.0	27.0		27.0	27.0		28.0	28.0		28.0	28.0	28.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effct Green (s)	108.5	108.5		108.5	108.5		37.5	37.5		37.5	37.5	37.5
Actuated g/C Ratio	0.68	0.68		0.68	0.68		0.23	0.23		0.23	0.23	0.23
v/c Ratio	0.79	0.31		0.12	0.32		0.09	0.19		0.85	0.12	0.30
Control Delay	49.9	13.7		12.9	11.5		44.5	22.4		81.7	45.7	7.5
Queue Delay	0.0	0.0		0.0	0.1		0.0	0.0		0.0	0.0	0.0
Total Delay	49.9	13.7		12.9	11.6		44.5	22.4		81.7	45.7	7.5
LOS	D	B		B	B		D	C		F	D	A
Approach Delay		20.1			11.6			28.1			54.1	
Approach LOS		C			B			C			D	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 144 (90%), Referenced to phase 2:EBTL, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 22.3 Intersection LOS: C
Intersection Capacity Utilization 82.0% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 2: Metcalfe Ave & Eglinton Ave W



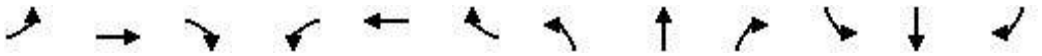
Lane Group	Ø1	Ø3	Ø5	Ø7
Turn Type				
Protected Phases	1	3	5	7
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	3.0	3.0	3.0	3.0
Minimum Split (s)	5.0	5.0	5.0	5.0
Total Split (s)	5.0	5.0	5.0	5.0
Total Split (%)	3%	3%	3%	3%
Maximum Green (s)	3.0	3.0	3.0	3.0
Yellow Time (s)	2.0	2.0	2.0	2.0
All-Red Time (s)	0.0	0.0	0.0	0.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None
Walk Time (s)	0.0	0.0	0.0	0.0
Flash Dont Walk (s)	0.0	0.0	0.0	0.0
Pedestrian Calls (#/hr)	0	0	0	0
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				

Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	232	1080	35	1109	29	83	258	55	143
v/c Ratio	0.79	0.31	0.12	0.32	0.09	0.19	0.85	0.12	0.30
Control Delay	49.9	13.7	12.9	11.5	44.5	22.4	81.7	45.7	7.5
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay	49.9	13.7	12.9	11.6	44.5	22.4	81.7	45.7	7.5
Queue Length 50th (m)	45.2	36.2	3.7	46.3	7.3	9.3	78.8	13.9	0.0
Queue Length 95th (m)	m#103.0	m86.1	m9.1	56.8	14.8	21.7	103.6	23.8	15.9
Internal Link Dist (m)		332.7		141.8		75.9		65.8	
Turn Bay Length (m)	160.0		73.0		25.0				
Base Capacity (vph)	294	3498	303	3450	395	529	379	560	560
Starvation Cap Reductn	0	0	0	925	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.31	0.12	0.44	0.07	0.16	0.68	0.10	0.26

Intersection Summary

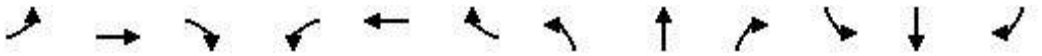
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	225	1010	38	34	925	150	28	33	48	250	53	139
Future Volume (vph)	225	1010	38	34	925	150	28	33	48	250	53	139
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.97		1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00		0.99	1.00		0.98	1.00		0.97	1.00	1.00
Frt	1.00	0.99		1.00	0.98		1.00	0.91		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1821	5156		1812	5075		1786	1706		1755	1921	1576
Flt Permitted	0.23	1.00		0.23	1.00		0.72	1.00		0.70	1.00	1.00
Satd. Flow (perm)	435	5156		448	5075		1356	1706		1299	1921	1576
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	232	1041	39	35	954	155	29	34	49	258	55	143
RTOR Reduction (vph)	0	2	0	0	10	0	0	35	0	0	0	109
Lane Group Flow (vph)	232	1078	0	35	1099	0	29	48	0	258	55	34
Confl. Peds. (#/hr)	7		15	15		7	16		22	22		16
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	1%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		8
Actuated Green, G (s)	108.5	108.5		108.5	108.5		37.5	37.5		37.5	37.5	37.5
Effective Green, g (s)	108.5	108.5		108.5	108.5		37.5	37.5		37.5	37.5	37.5
Actuated g/C Ratio	0.68	0.68		0.68	0.68		0.23	0.23		0.23	0.23	0.23
Clearance Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	294	3496		303	3441		317	399		304	450	369
v/s Ratio Prot		0.21			0.22			0.03			0.03	
v/s Ratio Perm	c0.53			0.08			0.02			c0.20		0.02
v/c Ratio	0.79	0.31		0.12	0.32		0.09	0.12		0.85	0.12	0.09
Uniform Delay, d1	17.8	10.5		9.0	10.6		47.9	48.2		58.5	48.3	47.9
Progression Factor	1.49	1.20		1.02	1.01		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	17.2	0.2		0.7	0.2		0.1	0.1		19.3	0.1	0.1
Delay (s)	43.8	12.7		9.9	11.0		48.0	48.4		77.8	48.4	48.0
Level of Service	D	B		A	B		D	D		E	D	D
Approach Delay (s)		18.2			10.9			48.3			64.9	
Approach LOS		B			B			D			E	

Intersection Summary			
HCM 2000 Control Delay	23.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	82.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



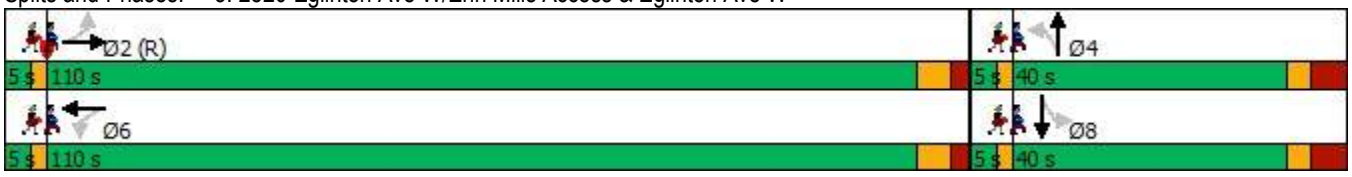
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	1234	15	24	1018	228	27	8	43	150	13	64
Future Volume (vph)	62	1234	15	24	1018	228	27	8	43	150	13	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	20.0		0.0	35.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (m)	35.0			38.0			2.5			2.5		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.973			0.874			0.962	
Flt Protected	0.950			0.950			0.950				0.968	
Satd. Flow (prot)	1825	5183	0	1825	5062	0	1825	1679	0	0	1789	0
Flt Permitted	0.171			0.170			0.634				0.767	
Satd. Flow (perm)	329	5183	0	327	5062	0	1218	1679	0	0	1417	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			64			47			11	
Link Speed (k/h)		48			48			48			60	
Link Distance (m)		165.8			169.6			61.1			86.9	
Travel Time (s)		12.4			12.7			4.6			5.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	67	1341	16	26	1107	248	29	9	47	163	14	70
Shared Lane Traffic (%)												
Lane Group Flow (vph)	67	1357	0	26	1355	0	29	56	0	0	247	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.7			3.7			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	6.1	30.5		6.1	30.5		6.1	30.5		6.1	30.5	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	6.1	1.8		6.1	1.8		6.1	1.8		6.1	1.8	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(m)		28.7			28.7			28.7			28.7	
Detector 2 Size(m)		1.8			1.8			1.8			1.8	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	

Lane Group	Ø1	Ø3	Ø5	Ø7
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Ideal Flow (vphpl)				
Storage Length (m)				
Storage Lanes				
Taper Length (m)				
Lane Util. Factor				
Frt				
Flt Protected				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Right Turn on Red				
Satd. Flow (RTOR)				
Link Speed (k/h)				
Link Distance (m)				
Travel Time (s)				
Peak Hour Factor				
Heavy Vehicles (%)				
Adj. Flow (vph)				
Shared Lane Traffic (%)				
Lane Group Flow (vph)				
Enter Blocked Intersection				
Lane Alignment				
Median Width(m)				
Link Offset(m)				
Crosswalk Width(m)				
Two way Left Turn Lane				
Headway Factor				
Turning Speed (k/h)				
Number of Detectors				
Detector Template				
Leading Detector (m)				
Trailing Detector (m)				
Detector 1 Position(m)				
Detector 1 Size(m)				
Detector 1 Type				
Detector 1 Channel				
Detector 1 Extend (s)				
Detector 1 Queue (s)				
Detector 1 Delay (s)				
Detector 2 Position(m)				
Detector 2 Size(m)				
Detector 2 Type				
Detector 2 Channel				
Detector 2 Extend (s)				
Turn Type				
Protected Phases	1	3	5	7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	25.5	25.5		25.5	25.5		39.5	39.5		39.5	39.5	
Total Split (s)	110.0	110.0		110.0	110.0		40.0	40.0		40.0	40.0	
Total Split (%)	68.8%	68.8%		68.8%	68.8%		25.0%	25.0%		25.0%	25.0%	
Maximum Green (s)	103.5	103.5		103.5	103.5		32.5	32.5		32.5	32.5	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.5	2.5		2.5	2.5		4.5	4.5		4.5	4.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		7.5	7.5			7.5	
Lead/Lag	Lag	Lag		Lag	Lag		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Max	C-Max		Max	Max		None	None		None	None	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	14.0	14.0		14.0	14.0		27.0	27.0		27.0	27.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	114.1	114.1		114.1	114.1		31.9	31.9			31.9	
Actuated g/C Ratio	0.71	0.71		0.71	0.71		0.20	0.20			0.20	
v/c Ratio	0.29	0.37		0.11	0.37		0.12	0.15			0.85	
Control Delay	15.3	11.0		2.1	1.3		51.1	16.8			83.7	
Queue Delay	0.0	0.2		0.0	0.1		0.0	0.0			0.0	
Total Delay	15.3	11.2		2.1	1.4		51.1	16.8			83.7	
LOS	B	B		A	A		D	B			F	
Approach Delay		11.4			1.4			28.5			83.7	
Approach LOS		B			A			C			F	

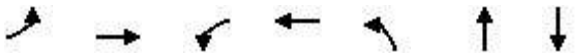
Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 7 (4%), Referenced to phase 2:EBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 13.2		Intersection LOS: B	
Intersection Capacity Utilization 69.7%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 3: 2520 Eglinton Ave W/Erin Mills Access & Eglinton Ave W



Lane Group	Ø1	Ø3	Ø5	Ø7
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	3.0	3.0	3.0	3.0
Minimum Split (s)	5.0	5.0	5.0	5.0
Total Split (s)	5.0	5.0	5.0	5.0
Total Split (%)	3%	3%	3%	3%
Maximum Green (s)	3.0	3.0	3.0	3.0
Yellow Time (s)	2.0	2.0	2.0	2.0
All-Red Time (s)	0.0	0.0	0.0	0.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None
Walk Time (s)	0.0	0.0	0.0	0.0
Flash Dont Walk (s)	0.0	0.0	0.0	0.0
Pedestrian Calls (#/hr)	0	0	0	0
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				

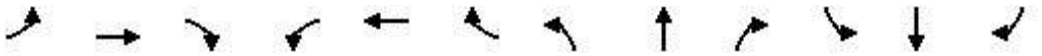
Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	67	1357	26	1355	29	56	247
v/c Ratio	0.29	0.37	0.11	0.37	0.12	0.15	0.85
Control Delay	15.3	11.0	2.1	1.3	51.1	16.8	83.7
Queue Delay	0.0	0.2	0.0	0.1	0.0	0.0	0.0
Total Delay	15.3	11.2	2.1	1.4	51.1	16.8	83.7
Queue Length 50th (m)	8.7	67.2	0.4	5.0	7.6	2.3	72.8
Queue Length 95th (m)	m17.4	115.3	m0.8	m6.2	16.6	14.3	103.3
Internal Link Dist (m)		141.8		145.6		37.1	62.9
Turn Bay Length (m)	20.0		35.0				
Base Capacity (vph)	234	3695	233	3626	263	400	315
Starvation Cap Reductn	0	1253	0	804	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.56	0.11	0.48	0.11	0.14	0.78

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	1234	15	24	1018	228	27	8	43	150	13	64
Future Volume (vph)	62	1234	15	24	1018	228	27	8	43	150	13	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5	6.5		7.5	7.5			7.5	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00			1.00	
Frt	1.00	1.00		1.00	0.97		1.00	0.87			0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.97	
Satd. Flow (prot)	1825	5184		1825	5059		1825	1679			1789	
Flt Permitted	0.17	1.00		0.17	1.00		0.63	1.00			0.77	
Satd. Flow (perm)	328	5184		327	5059		1218	1679			1417	
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)	67	1341	16	26	1107	248	29	9	47	163	14	70
RTOR Reduction (vph)	0	1	0	0	18	0	0	38	0	0	9	0
Lane Group Flow (vph)	67	1356	0	26	1337	0	29	18	0	0	238	0
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	114.1	114.1		114.1	114.1		31.9	31.9			31.9	
Effective Green, g (s)	114.1	114.1		114.1	114.1		31.9	31.9			31.9	
Actuated g/C Ratio	0.71	0.71		0.71	0.71		0.20	0.20			0.20	
Clearance Time (s)	6.5	6.5		6.5	6.5		7.5	7.5			7.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	233	3696		233	3607		242	334			282	
v/s Ratio Prot		0.26			c0.26			0.01				
v/s Ratio Perm	0.20			0.08			0.02				c0.17	
v/c Ratio	0.29	0.37		0.11	0.37		0.12	0.06			0.84	
Uniform Delay, d1	8.3	8.9		7.2	8.9		52.5	51.8			61.7	
Progression Factor	1.20	1.15		0.14	0.11		1.00	1.00			1.00	
Incremental Delay, d2	2.9	0.3		0.8	0.2		0.2	0.1			20.1	
Delay (s)	12.9	10.5		1.9	1.3		52.8	51.9			81.7	
Level of Service	B	B		A	A		D	D			F	
Approach Delay (s)		10.6			1.3			52.2			81.7	
Approach LOS		B			A			D			F	

Intersection Summary			
HCM 2000 Control Delay	13.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	69.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	113	96	312	133	86	286
Future Volume (vph)	113	96	312	133	86	286
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected				0.966	0.950	
Satd. Flow (prot)	1921	1633	0	3526	1825	1633
Flt Permitted				0.966	0.950	
Satd. Flow (perm)	1921	1633	0	3526	1825	1633
Link Speed (k/h)	48			48	48	
Link Distance (m)	67.2			76.6	89.8	
Travel Time (s)	5.0			5.7	6.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	123	104	339	145	93	311
Shared Lane Traffic (%)						
Lane Group Flow (vph)	123	104	0	484	93	311
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)		14	24		24	14
Sign Control	Stop			Stop	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.4%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	113	96	312	133	86	286
Future Volume (vph)	113	96	312	133	86	286
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	123	104	339	145	93	311

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total (vph)	123	104	387	97	93	311
Volume Left (vph)	0	0	339	0	93	0
Volume Right (vph)	0	104	0	0	0	311
Hadj (s)	0.00	-0.60	0.44	0.00	0.50	-0.70
Departure Headway (s)	6.2	3.2	6.3	5.8	6.7	5.5
Degree Utilization, x	0.21	0.09	0.68	0.16	0.17	0.48
Capacity (veh/h)	547	1121	556	592	509	622
Control Delay (s)	10.8	6.5	20.2	8.7	9.9	12.3
Approach Delay (s)	8.8		17.9		11.7	
Approach LOS	A		C		B	

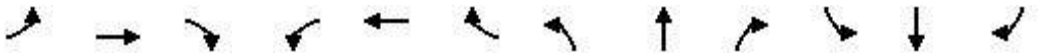
Intersection Summary			
Delay	13.8		
Level of Service	B		
Intersection Capacity Utilization	35.4%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	114	927	332	143	768	230	343	1062	100	266	1213	138
Future Volume (vph)	114	927	332	143	768	230	343	1062	100	266	1213	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	78.0		120.0	78.0		125.0	100.0		125.0	160.0		120.0
Storage Lanes	1		1	2		1	2		1	2		1
Taper Length (m)	35.0			60.0			50.0			50.0		
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor	0.99		0.96	0.99		0.97	1.00		0.96	0.99		0.97
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1825	5193	1617	3437	5193	1601	3506	5142	1617	3541	5142	1617
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1811	5193	1553	3413	5193	1546	3496	5142	1551	3518	5142	1573
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			199			218			104			144
Link Speed (k/h)		60			60			70			70	
Link Distance (m)		169.6			214.1			203.5			258.0	
Travel Time (s)		10.2			12.8			10.5			13.3	
Confl. Peds. (#/hr)	25		30	30		25	15		28	28		15
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	1%	3%	1%	2%	1%	2%	1%	0%	2%	1%
Adj. Flow (vph)	119	966	346	149	800	240	357	1106	104	277	1264	144
Shared Lane Traffic (%)												
Lane Group Flow (vph)	119	966	346	149	800	240	357	1106	104	277	1264	144
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		7.4			7.4			7.4			7.4	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (m)	6.1	30.5	6.1	6.1	30.5	6.1	6.1	30.5	6.1	6.1	30.5	6.1
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	6.1	1.8	6.1	6.1	1.8	6.1	6.1	1.8	6.1	6.1	1.8	6.1
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (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
Detector 1 Queue (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
Detector 1 Delay (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
Detector 2 Position(m)		28.7			28.7			28.7			28.7	
Detector 2 Size(m)		1.8			1.8			1.8			1.8	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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)	18.0	63.0	63.0	16.0	61.0	61.0	22.0	63.0	63.0	18.0	59.0	59.0
Total Split (%)	11.3%	39.4%	39.4%	10.0%	38.1%	38.1%	13.8%	39.4%	39.4%	11.3%	36.9%	36.9%
Maximum Green (s)	13.0	54.9	54.9	11.0	52.9	52.9	17.0	55.5	55.5	13.0	51.5	51.5
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?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
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
Recall Mode	None	Max	Max	None	Max	Max	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)		10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0
Flash Dont Walk (s)		42.0	42.0		42.0	42.0		36.0	36.0		36.0	36.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	12.6	55.3	55.3	10.6	53.3	53.3	17.0	55.5	55.5	13.0	51.5	51.5
Actuated g/C Ratio	0.08	0.35	0.35	0.07	0.33	0.33	0.11	0.35	0.35	0.08	0.32	0.32
v/c Ratio	0.83	0.54	0.52	0.66	0.46	0.36	0.96	0.62	0.17	0.97	0.76	0.24
Control Delay	129.5	33.3	11.6	87.1	43.2	7.9	107.5	45.3	6.5	116.7	52.5	6.4
Queue Delay	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	129.5	33.3	11.9	87.1	43.2	7.9	107.5	45.3	6.5	116.7	52.5	6.4
LOS	F	C	B	F	D	A	F	D	A	F	D	A
Approach Delay		36.1			41.6			56.9			59.1	
Approach LOS		D			D			E			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 91 (57%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay: 49.4		Intersection LOS: D	
Intersection Capacity Utilization 119.1%		ICU Level of Service H	
Analysis Period (min) 15			

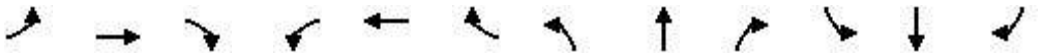
Splits and Phases: 5: Erin Mills Pkwy & Eglinton Ave W



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	119	966	346	149	800	240	357	1106	104	277	1264	144
v/c Ratio	0.83	0.54	0.52	0.66	0.46	0.36	0.96	0.62	0.17	0.97	0.76	0.24
Control Delay	129.5	33.3	11.6	87.1	43.2	7.9	107.5	45.3	6.5	116.7	52.5	6.4
Queue Delay	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	129.5	33.3	11.9	87.1	43.2	7.9	107.5	45.3	6.5	116.7	52.5	6.4
Queue Length 50th (m)	40.1	99.6	20.0	24.2	73.9	4.8	59.2	107.3	0.0	46.1	132.8	0.0
Queue Length 95th (m)	m#72.0	45.6	m8.3	36.5	87.2	25.4	#90.9	123.0	13.4	#75.4	150.5	15.9
Internal Link Dist (m)		145.6			190.1			179.5			234.0	
Turn Bay Length (m)	78.0		120.0	78.0		125.0	100.0		125.0	160.0		120.0
Base Capacity (vph)	148	1796	667	236	1729	660	372	1783	605	287	1655	603
Starvation Cap Reductn	0	0	57	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	0.80	0.54	0.57	0.63	0.46	0.36	0.96	0.62	0.17	0.97	0.76	0.24

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



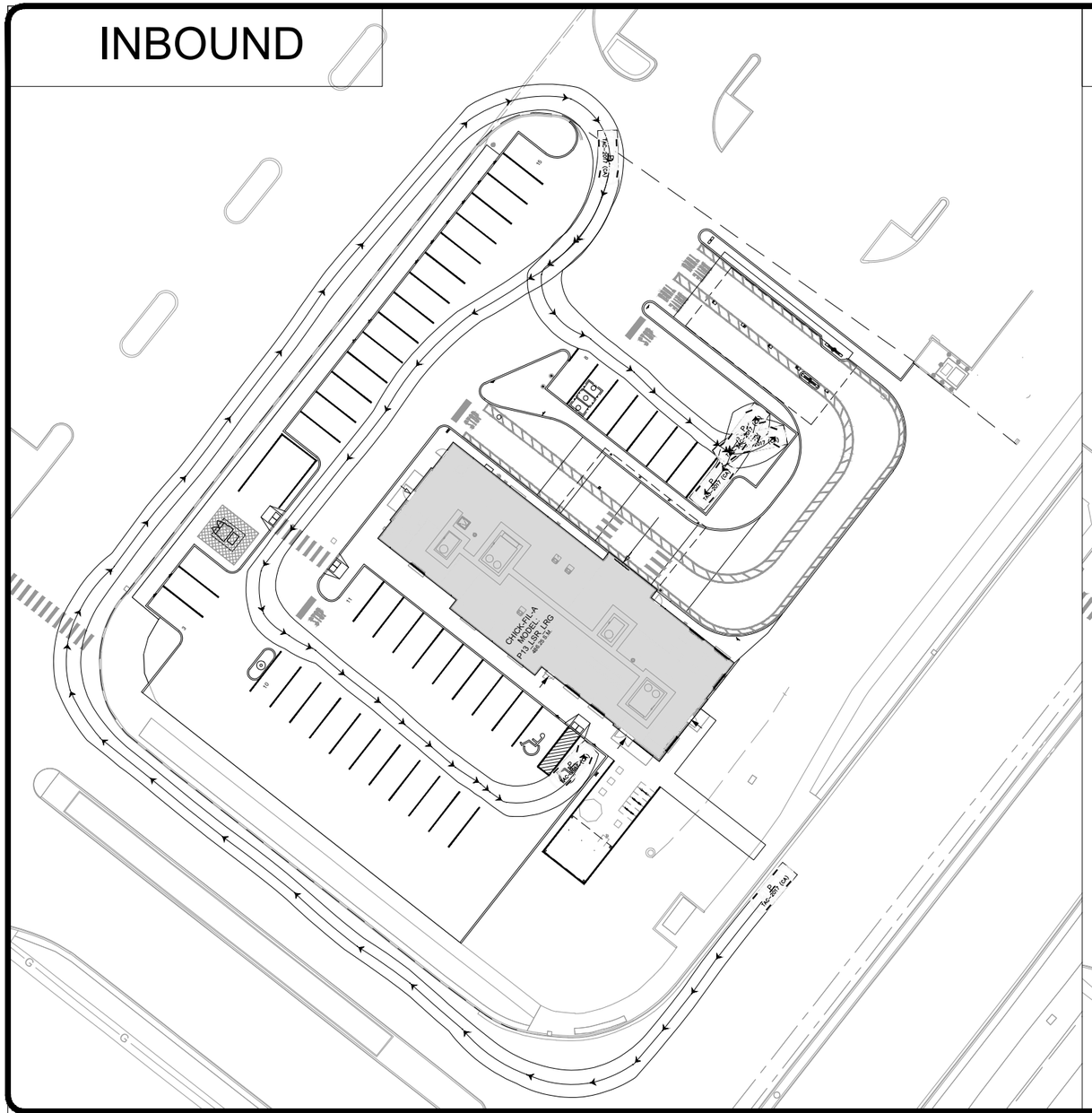
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	114	927	332	143	768	230	343	1062	100	266	1213	138
Future Volume (vph)	114	927	332	143	768	230	343	1062	100	266	1213	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	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	0.96	1.00	1.00	0.97	1.00	1.00	0.96	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)	1825	5193	1553	3437	5193	1546	3506	5142	1551	3541	5142	1573
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)	1825	5193	1553	3437	5193	1546	3506	5142	1551	3541	5142	1573
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	119	966	346	149	800	240	357	1106	104	277	1264	144
RTOR Reduction (vph)	0	0	130	0	0	145	0	0	68	0	0	98
Lane Group Flow (vph)	119	966	216	149	800	95	357	1106	36	277	1264	46
Confl. Peds. (#/hr)	25		30	30		25	15		28	28		15
Heavy Vehicles (%)	0%	1%	1%	3%	1%	2%	1%	2%	1%	0%	2%	1%
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)	12.6	55.3	55.3	10.6	53.3	53.3	17.0	55.5	55.5	13.0	51.5	51.5
Effective Green, g (s)	12.6	55.3	55.3	10.6	53.3	53.3	17.0	55.5	55.5	13.0	51.5	51.5
Actuated g/C Ratio	0.08	0.35	0.35	0.07	0.33	0.33	0.11	0.35	0.35	0.08	0.32	0.32
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)	143	1794	536	227	1729	515	372	1783	538	287	1655	506
v/s Ratio Prot	c0.07	c0.19		0.04	0.15		c0.10	c0.22		0.08	c0.25	
v/s Ratio Perm			0.14			0.06			0.02			0.03
v/c Ratio	0.83	0.54	0.40	0.66	0.46	0.18	0.96	0.62	0.07	0.97	0.76	0.09
Uniform Delay, d1	72.7	42.1	39.8	72.9	42.1	37.9	71.2	43.5	34.9	73.3	48.8	37.9
Progression Factor	1.29	0.76	0.52	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	30.2	1.1	2.1	6.7	0.9	0.8	35.7	1.6	0.2	43.3	3.4	0.4
Delay (s)	123.9	33.1	22.9	79.6	43.0	38.7	106.9	45.1	35.2	116.5	52.2	38.3
Level of Service	F	C	C	E	D	D	F	D	D	F	D	D
Approach Delay (s)		38.2			46.7			58.5			61.6	
Approach LOS		D			D			E			E	

Intersection Summary			
HCM 2000 Control Delay	52.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.6
Intersection Capacity Utilization	119.1%	ICU Level of Service	H
Analysis Period (min)	15		

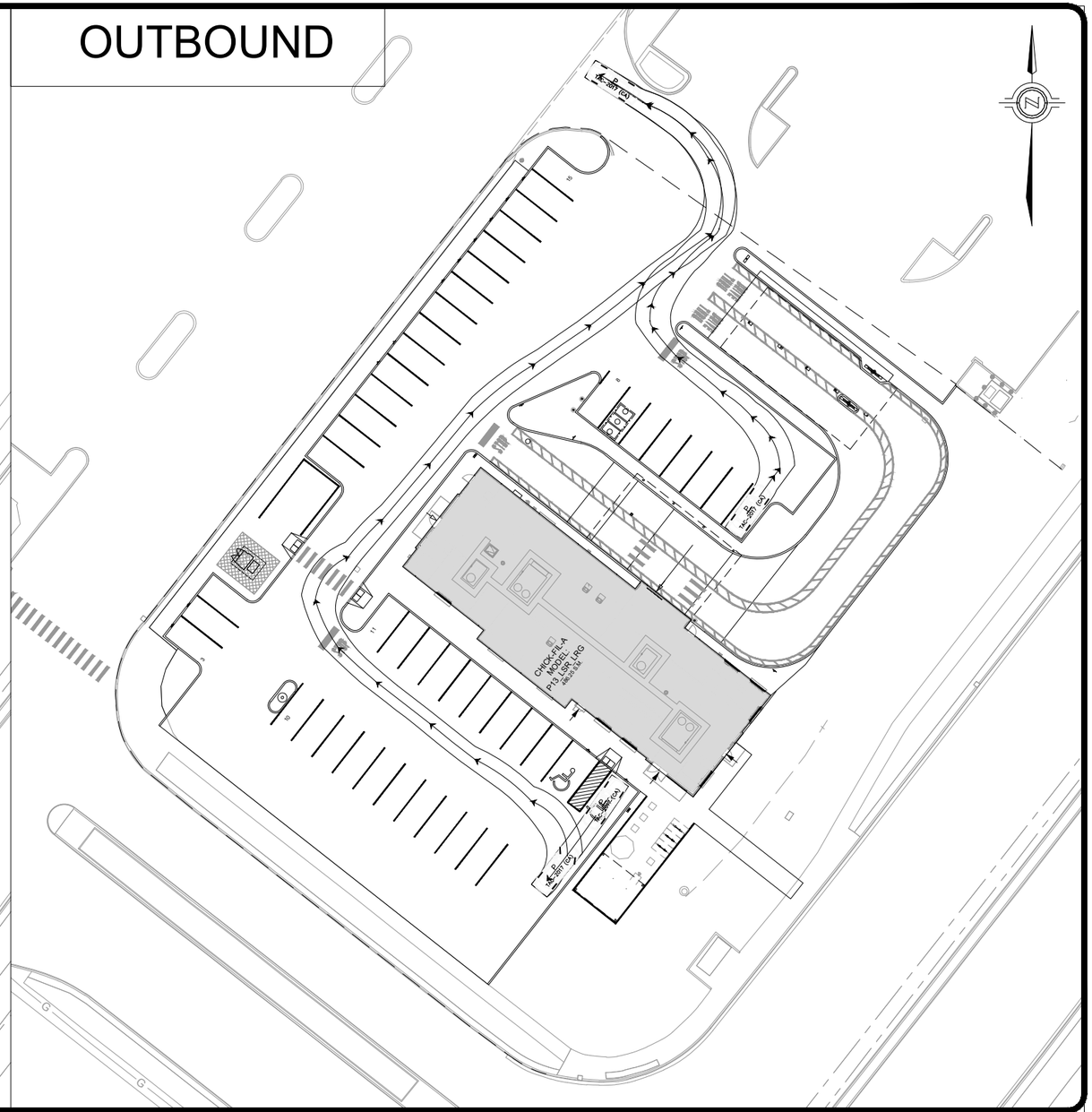
c Critical Lane Group

Appendix I –
Swept Path Analysis

INBOUND



OUTBOUND



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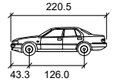
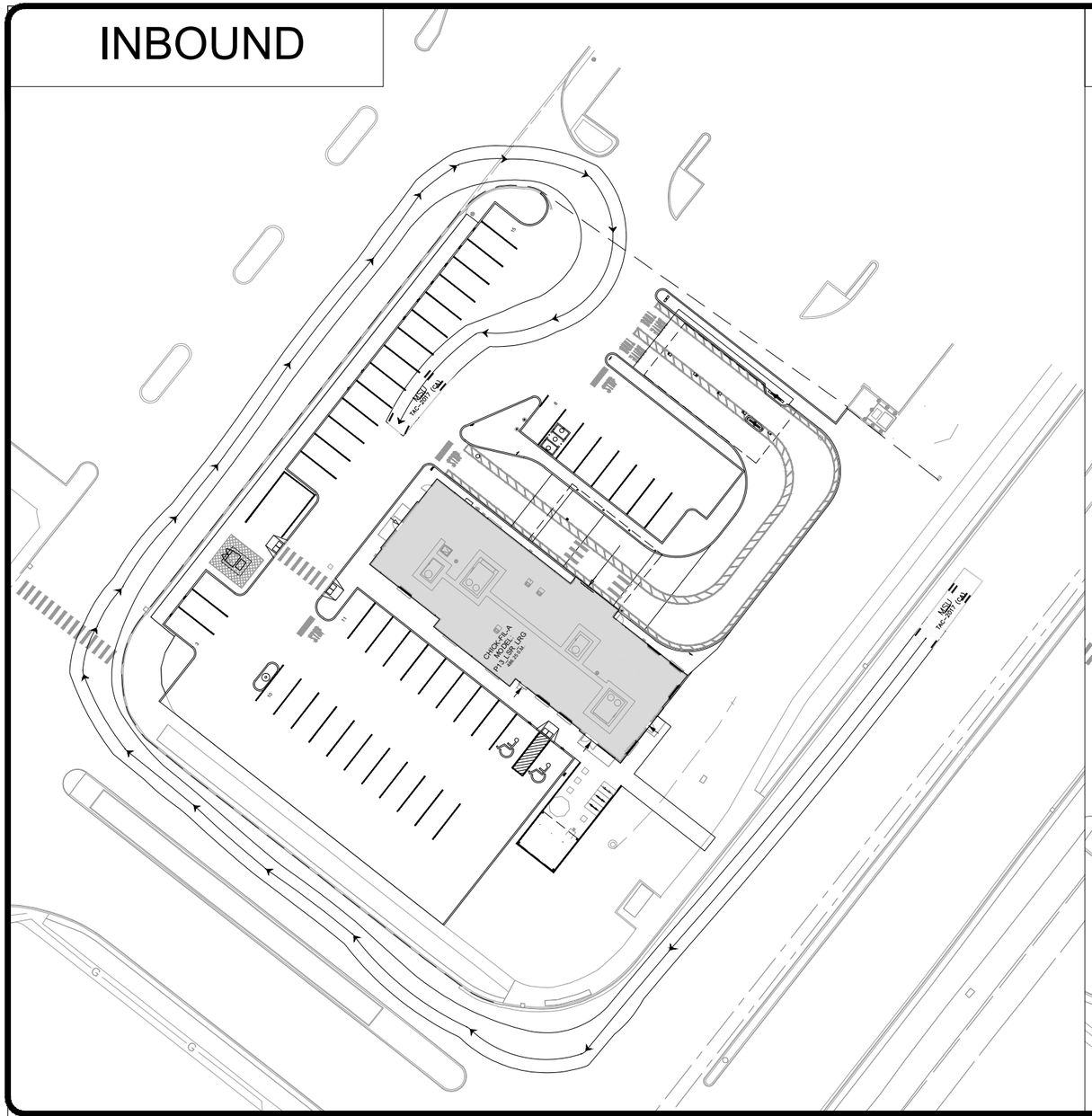


P

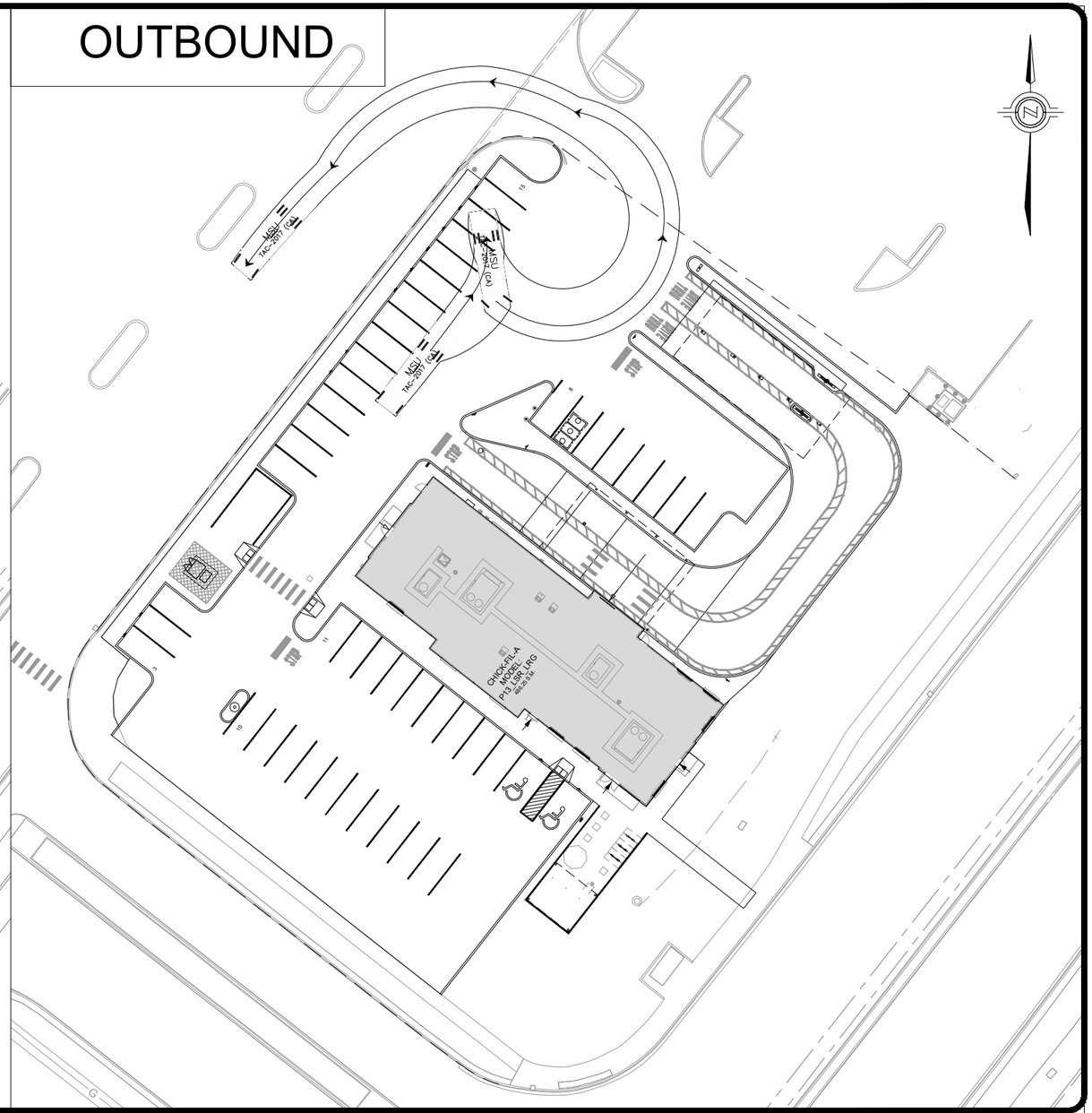
	inches
Width	: 78.7
Track	: 78.7
Lock to Lock Time	: 6.0
Steering Angle	: 35.9

Project: CHICK-FIL-A 2595 EGLINTON AVE W			
Title: AutoTURN PASSENGER CAR MANEUVERING			
Approved by: T.K	Date: FEB 2026	Project No.: BRM-23002042	
Drawn by: F.S.	Scale: N.T.S.	Figure no.: 01	

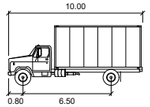
INBOUND



OUTBOUND



exp.

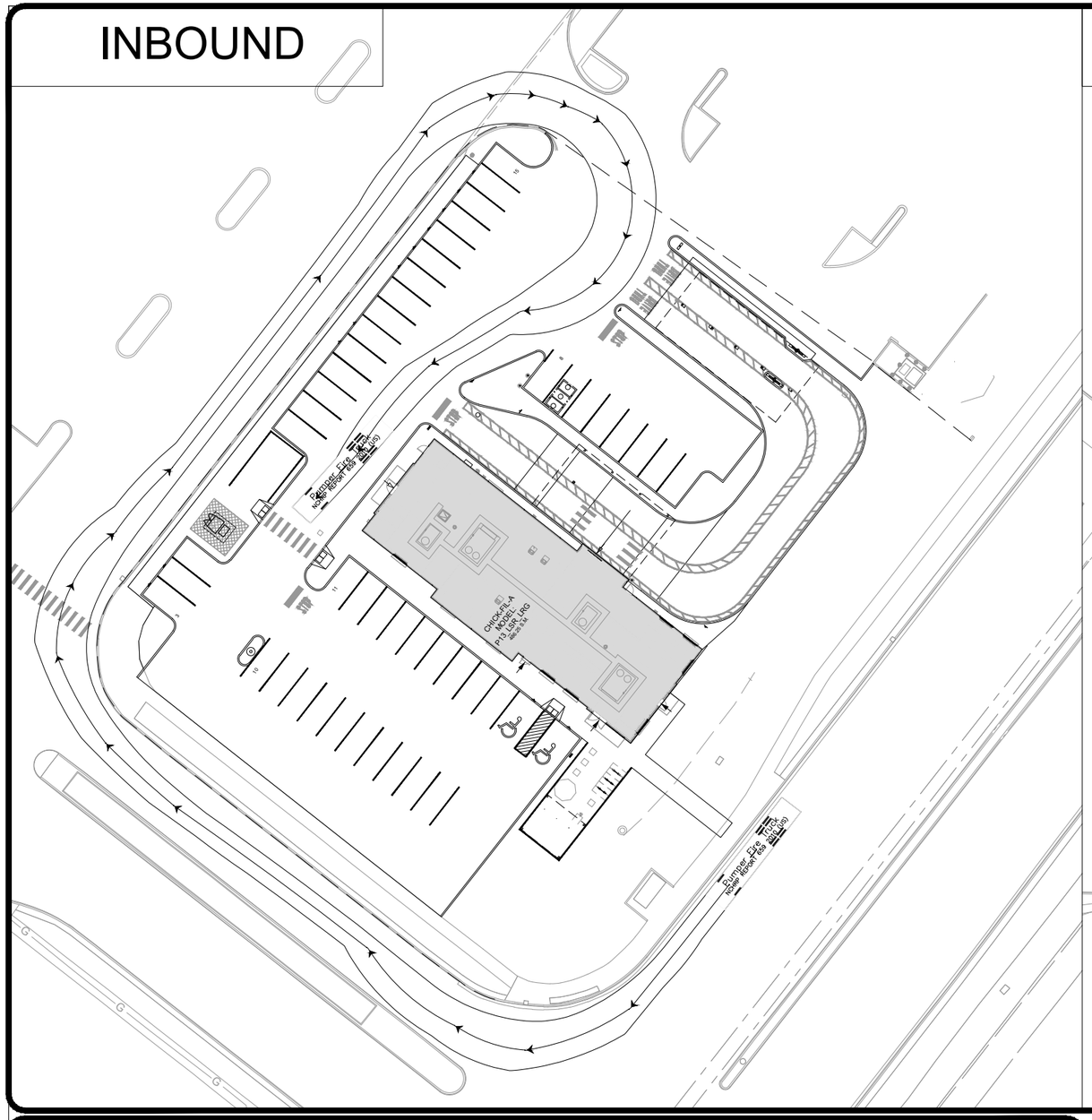


MSU

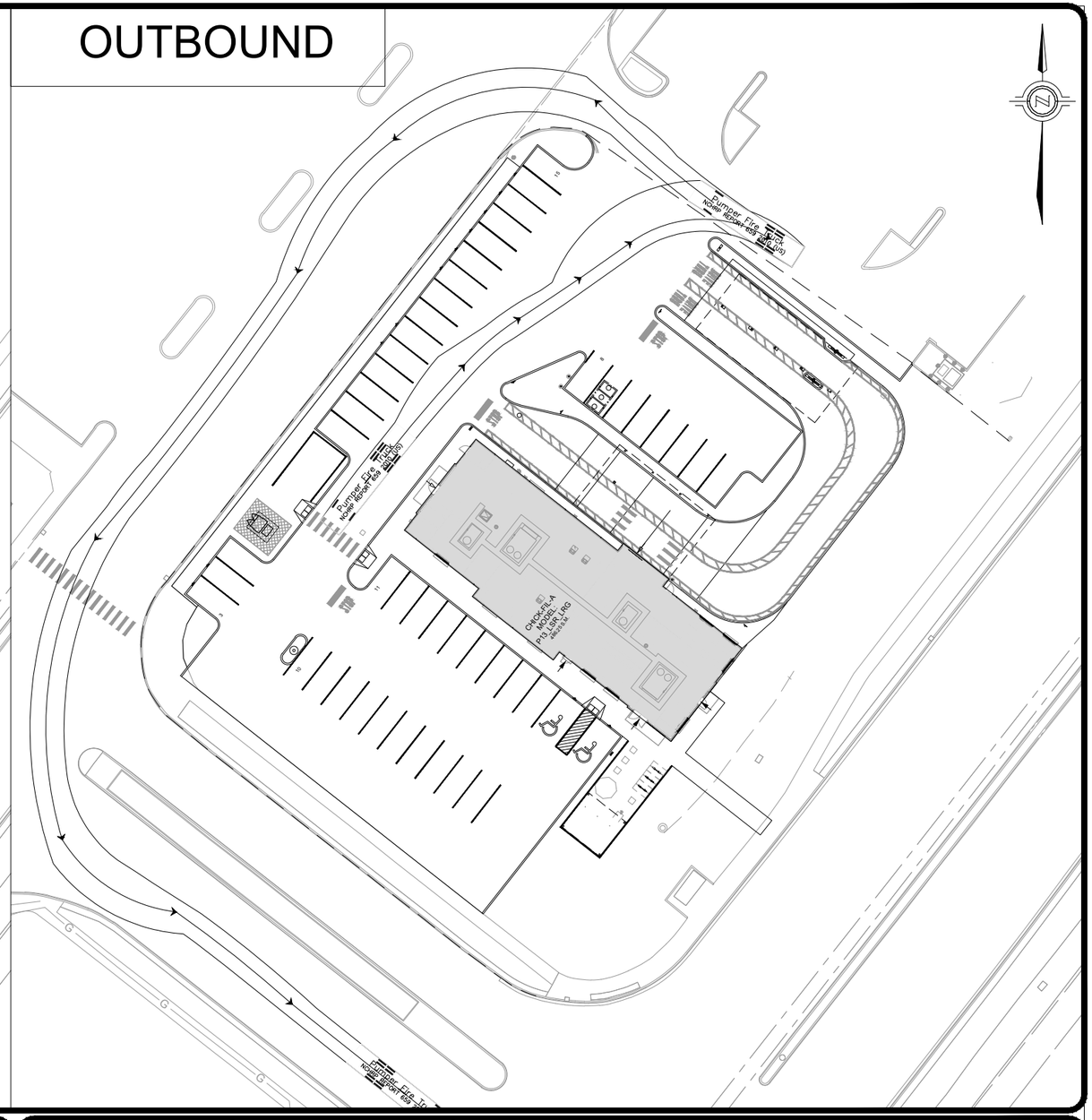
	meters
Width	: 2.60
Track	: 2.60
Lock to Lock Time	: 6.0
Steering Angle	: 40.2

Project: CHICK-FIL-A 2595 EGLINTON AVE W			
Title: AutoTURN MSU MANEUVERING			
Approved by: T.K	Date: FEB 2026	Project No.: BRM-23002042	
Drawn by: F.S.	Scale: N.T.S.	Figure no.: 02	

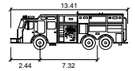
INBOUND



OUTBOUND



exp.

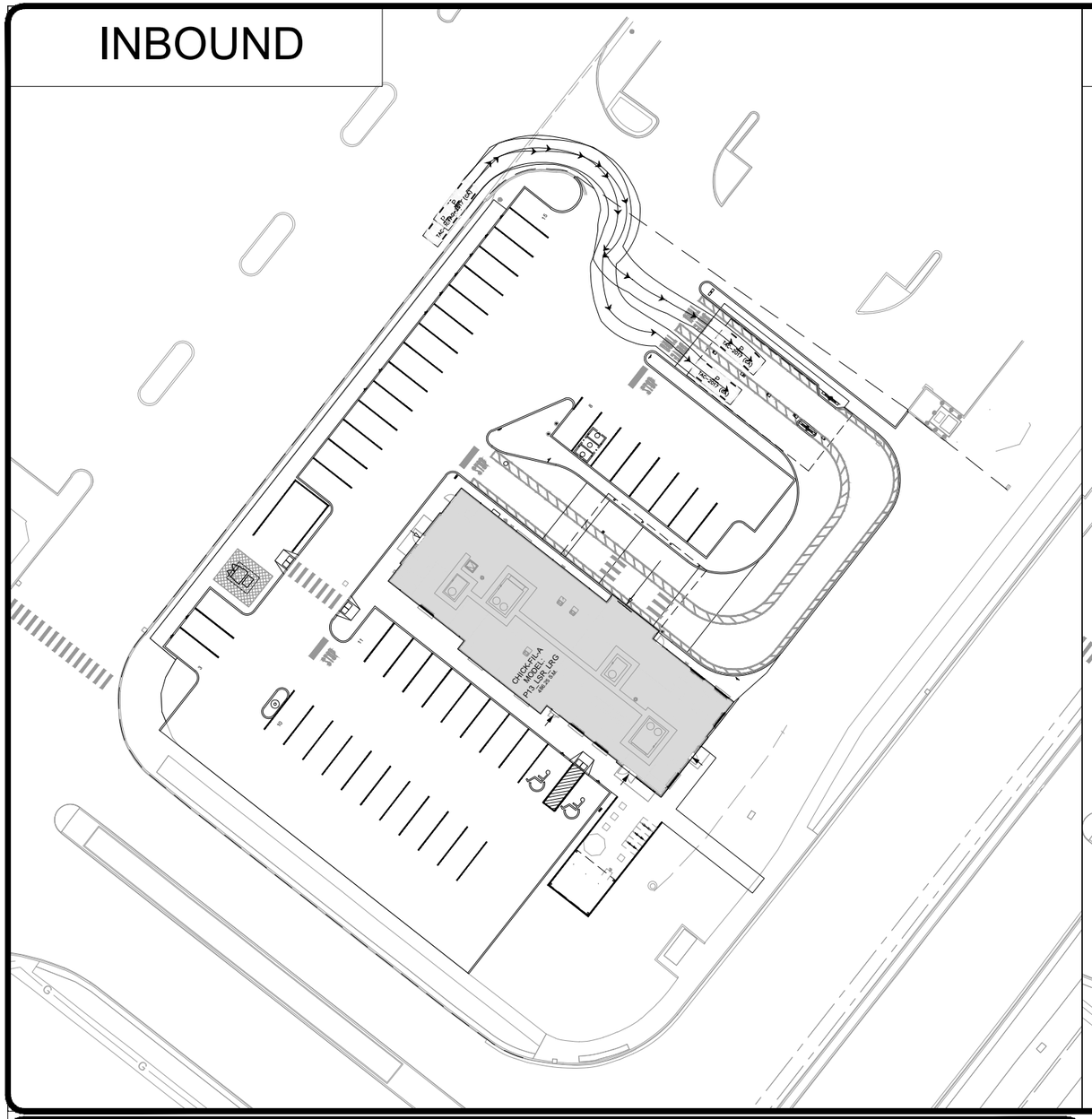


Pumper Fire Truck

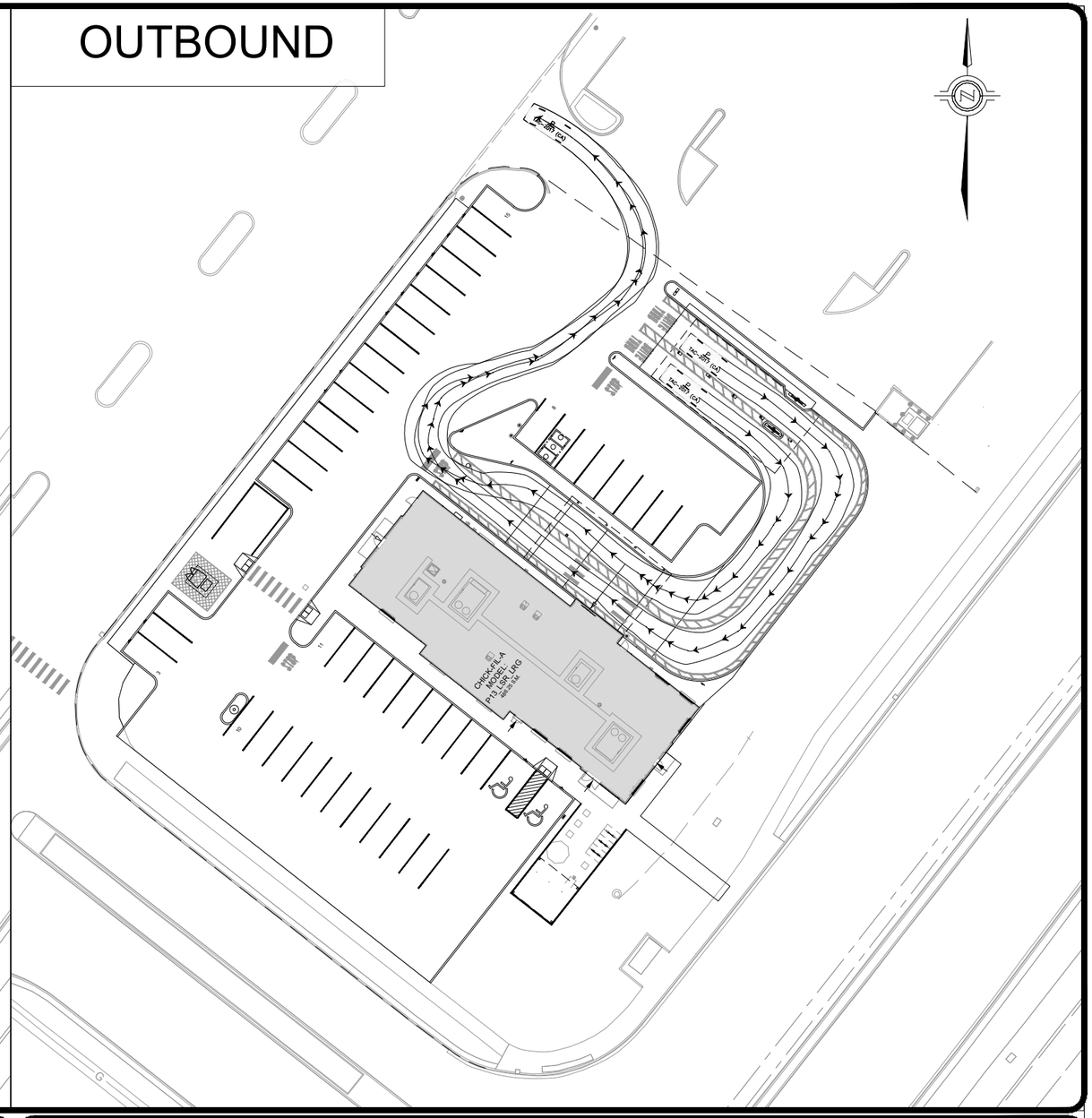
	meters
Width	: 2.59
Track	: 2.59
Lock to Lock Time	: 6.0
Steering Angle	: 37.8

Project: CHICK-FIL-A 2595 EGLINTON AVE W			
Title: AutoTURN FIRE TRUCK MANEUVERING			
Approved by: T.K	Date: FEB 2026	Project No.: BRM-23002042	
Drawn by: F.S.	Scale: N.T.S.	Figure no.: 03	

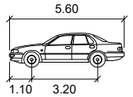
INBOUND



OUTBOUND



exp.



P

	meters
Width	: 2.00
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 35.9

Project: CHICK-FIL-A 2595 EGLINTON AVE W

Title: AutoTURN DRIVE-THRU MANEUVERING

Approved by:	T.K	Date:	FEB 2026	Project No.:	BRM-23002042
Drawn by:	F.S.	Scale:	N.T.S.	Figure no.:	04

Appendix J –
Drive-Thru Queuing Analysis

Chick-Fil-A Drive-Through - 2331 Appleby Line, Burlington, ON L7L 0J3	
Surveyor	Ahmed Hassan
Weather	11:00 : -16°c [clear], 5:00 : -12°c [clear]
Date	Saturday Jan 31, 2026

Start Time	End Time	# IN	No.	# OUT	No.
11:00:00 AM	11:15:00 AM	III	3	IIII	5
11:15:00 AM	11:30:00 AM	IIII IIII II	12	IIII III I	11
11:30:00 AM	11:45:00 AM	IIII IIII	9	III III	8
11:45:00 AM	12:00:00 PM	III II	7	III I	6
12:00:00 PM	12:15:00 PM	IIII IIII III	13	III IIII	10
12:15:00 PM	12:30:00 PM	IIII IIII I	11	III II	7
12:30:00 PM	12:45:00 PM	IIII IIII IIII I	16	IIII IIII IIII	15
12:45:00 PM	1:00:00 PM	IIII IIII IIII II	17	III III II	12

Start Time	End Time	# IN	No.	# OUT	No.
1:00:00 PM	1:15:00 PM	𝍸 𝍸 I	11	𝍸 𝍸 IIII	14
1:15:00 PM	1:30:00 PM	𝍸 𝍸 I	11	𝍸 IIII	9
1:30:00 PM	1:45:00 PM	𝍸 𝍸 𝍸 𝍸 II	22	𝍸 𝍸 IIII	14
1:45:00 PM	2:00:00 PM	𝍸 𝍸 III	13	𝍸 𝍸 𝍸 𝍸	20
2:00:00 PM	2:15:00 PM	𝍸 𝍸 I	11	𝍸 𝍸 III	13
2:15:00 PM	2:30:00 PM	𝍸 𝍸 𝍸 𝍸	20	𝍸 𝍸 𝍸	15
2:30:00 PM	2:45:00 PM	𝍸 𝍸 II	12	𝍸 𝍸 𝍸 I	16
2:45:00 PM	3:00:00 PM	𝍸 III	8	𝍸 II	7
3:00:00 PM	3:15:00 PM	𝍸 𝍸	10	𝍸 I	6
3:15:00 PM	3:30:00 PM	𝍸 𝍸	10	𝍸 𝍸 𝍸 I	16
3:30:00 PM	3:45:00 PM	IIII	4	𝍸 IIII	9

Start Time	End Time	# IN	No.	# OUT	No.
3:45:00 PM	4:00:00 PM	18	18	15	15
4:00:00 PM	4:15:00 PM	17	17	14	14
4:15:00 PM	4:30:00 PM	6	6	11	11
4:30:00 PM	4:45:00 PM	12	12	9	9
4:45:00 PM	5:00:00 PM	17	17	9	9
5:00:00 PM	5:15:00 PM	9	9	17	17
5:15:00 PM	5:30:00 PM	12	12	11	11
5:30:00 PM	5:45:00 PM	12	12	9	9
5:45:00 PM	6:00:00 PM	9	9	10	10
6:00:00 PM	6:15:00 PM	13	13	9	9
6:15:00 PM	6:30:00 PM	9	9	14	14

Start Time	End Time	# IN	No.	# OUT	No.
6:30:00 PM	6:45:00 PM	𝍸 𝍸	10	𝍸 𝍸 ||||	14
6:45:00 PM	7:00:00 PM	𝍸 𝍸 𝍸 |||	18	𝍸 𝍸 𝍸 ||	16

Extra Notes

12:01: 3 ~~cars~~ vehicles queued

12:04: 4 ~~cars~~ vehicles queued

12:40: 8 ~~cars~~ vehicles queued

1:40: 13 vehicles queued

2:18: 14 vehicles queued [MAX]

4:17: 10 vehicles queued

Whenever ~~traffic~~ the queue ~~for~~ to enter the Drive thru would get long enough to spill into the adjacent road this would cause vehicles travelling down the adjacent road to drive around the cars guard up.

Also when the drive thru queue got long enough to fill up the entire drive thru, vehicles waiting to turn into the drive thru would cause traffic to build behind them

Chick-Fil-A Drive-Through - 2331 Appleby Line, Burlington, ON L7L 0J3	
Surveyor	Ahmed Hassan
Weather	11:00 : -5°C Overcast
Date	Tuesday February 3, 2026

Start Time	End Time	# IN	No.	# OUT	No.
11:00:00 AM	11:15:00 AM	𝍸	4	𝍸	5
11:15:00 AM	11:30:00 AM	𝍸 𝍸	9	𝍸	4
11:30:00 AM	11:45:00 AM	𝍸	8	𝍸 𝍸	9
11:45:00 AM	12:00:00 PM	𝍸	4	𝍸	8
12:00:00 PM	12:15:00 PM	𝍸 𝍸	12	𝍸	7
12:15:00 PM	12:30:00 PM	𝍸 𝍸 𝍸	17	𝍸 𝍸	14
12:30:00 PM	12:45:00 PM	𝍸 𝍸 𝍸	16	𝍸 𝍸 𝍸	19
12:45:00 PM	1:00:00 PM	𝍸 𝍸	11	𝍸 𝍸	14

rt Time	End Time	# IN	No.	# OUT	No.
1:00:00 PM	1:15:00 PM	𝍸 𝍸 𝍸 I	16	𝍸 𝍸 III	13
1:15:00 PM	1:30:00 PM	𝍸 𝍸 II	12	𝍸 𝍸 III	13
1:30:00 PM	1:45:00 PM	𝍸 𝍸 III	13	𝍸 𝍸 III	13
1:45:00 PM	2:00:00 PM	𝍸 𝍸	10	𝍸 𝍸 II	12
2:00:00 PM	2:15:00 PM	𝍸 𝍸	10	𝍸 I	6
2:15:00 PM	2:30:00 PM	𝍸 I	6	𝍸 IIII	9
2:30:00 PM	2:45:00 PM	𝍸 𝍸 III	13	𝍸 𝍸 I	11
2:45:00 PM	3:00:00 PM	𝍸 III	8	𝍸 III	8
3:00:00 PM	3:15:00 PM	𝍸 II	7	𝍸 II	7
3:15:00 PM	3:30:00 PM	𝍸 IIII	9	𝍸 𝍸 II	12
3:30:00 PM	3:45:00 PM	𝍸 I	6	𝍸 II	7

Start Time	End Time	# IN	No.	# OUT	No.
3:45:00 PM	4:00:00 PM	𝍸 𝍸 I	11	𝍸	5
4:00:00 PM	4:15:00 PM	IIII	4	𝍸 𝍸	10
4:15:00 PM	4:30:00 PM	𝍸 𝍸 III	13	IIII	4
4:30:00 PM	4:45:00 PM	𝍸 𝍸 III	13	𝍸 𝍸 𝍸 I	16
4:45:00 PM	5:00:00 PM	𝍸 𝍸 I	11	𝍸 𝍸 IIII	14
5:00:00 PM	5:15:00 PM	𝍸 IIII	9	𝍸 I	6
5:15:00 PM	5:30:00 PM	𝍸 𝍸 II	12	𝍸 𝍸 II	12
5:30:00 PM	5:45:00 PM	𝍸 𝍸 I	11	𝍸 𝍸 I	11
5:45:00 PM	6:00:00 PM	𝍸 IIII	9	𝍸 𝍸 I	11
6:00:00 PM	6:15:00 PM	𝍸 𝍸	10	𝍸 IIII	9
6:15:00 PM	6:30:00 PM	𝍸 𝍸 𝍸 II	18	𝍸 𝍸 𝍸 I	16

Start Time	End Time	# IN	No.	# OUT	No.
6:30:00 PM	6:45:00 PM	𝍸 𝍸 ||	12	𝍸 𝍸 𝍸 |	16
6:45:00 PM	7:00:00 PM	𝍸 ||	7	𝍸 |||	8

Extra Notes

Vehicles in Drive-Through queue

11:00 : 2 vehicles

12:00 : 5 vehicles

1:00 : 2 vehicles

2:00 : 2 vehicles

3:00 : 5 vehicles

4:00 : 7 vehicles

4:30 : 10 vehicles [MAX]

5:00 : 3 vehicles

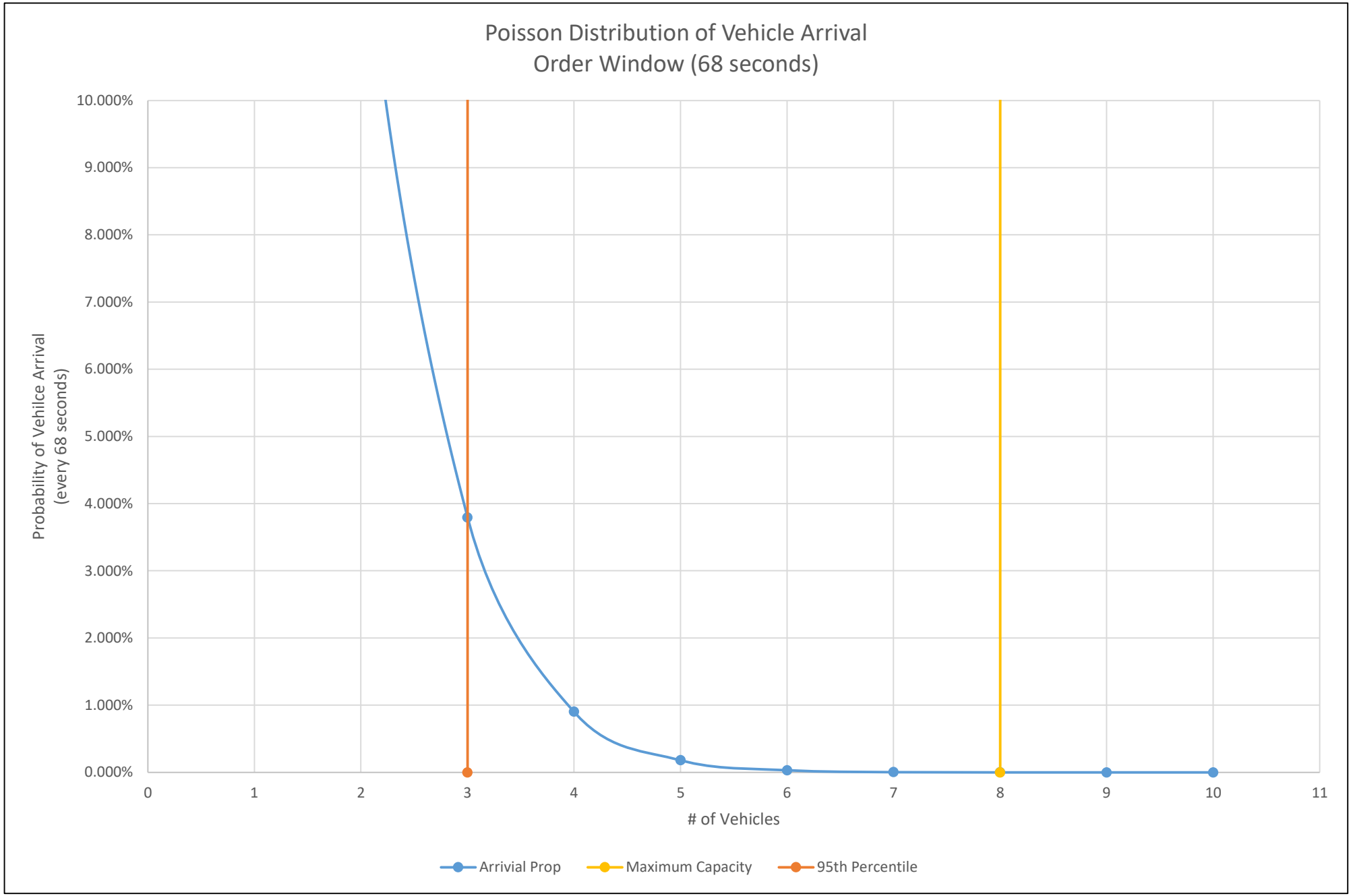
5:30 : 6 vehicles

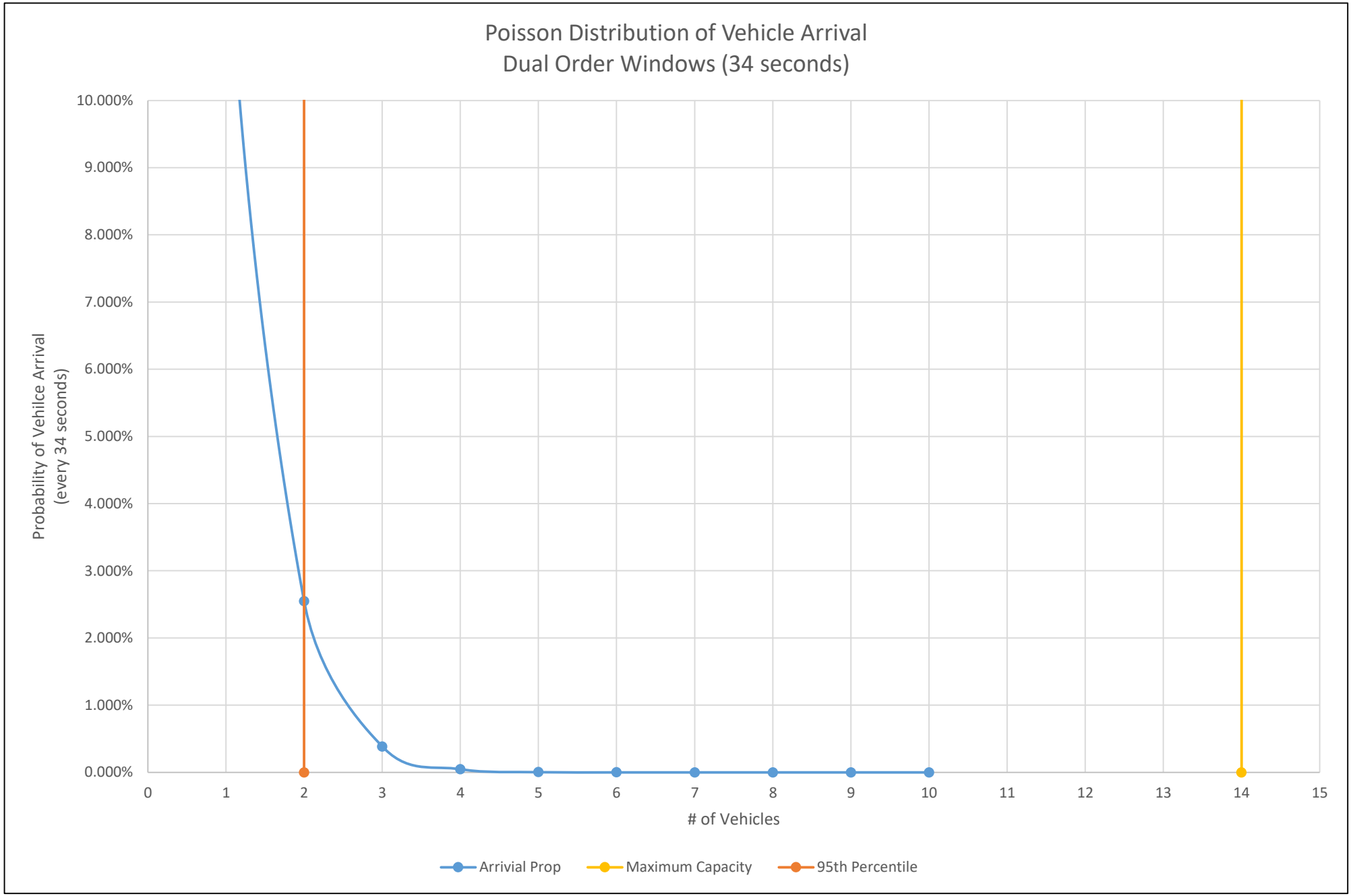
6:00 : 5 vehicles

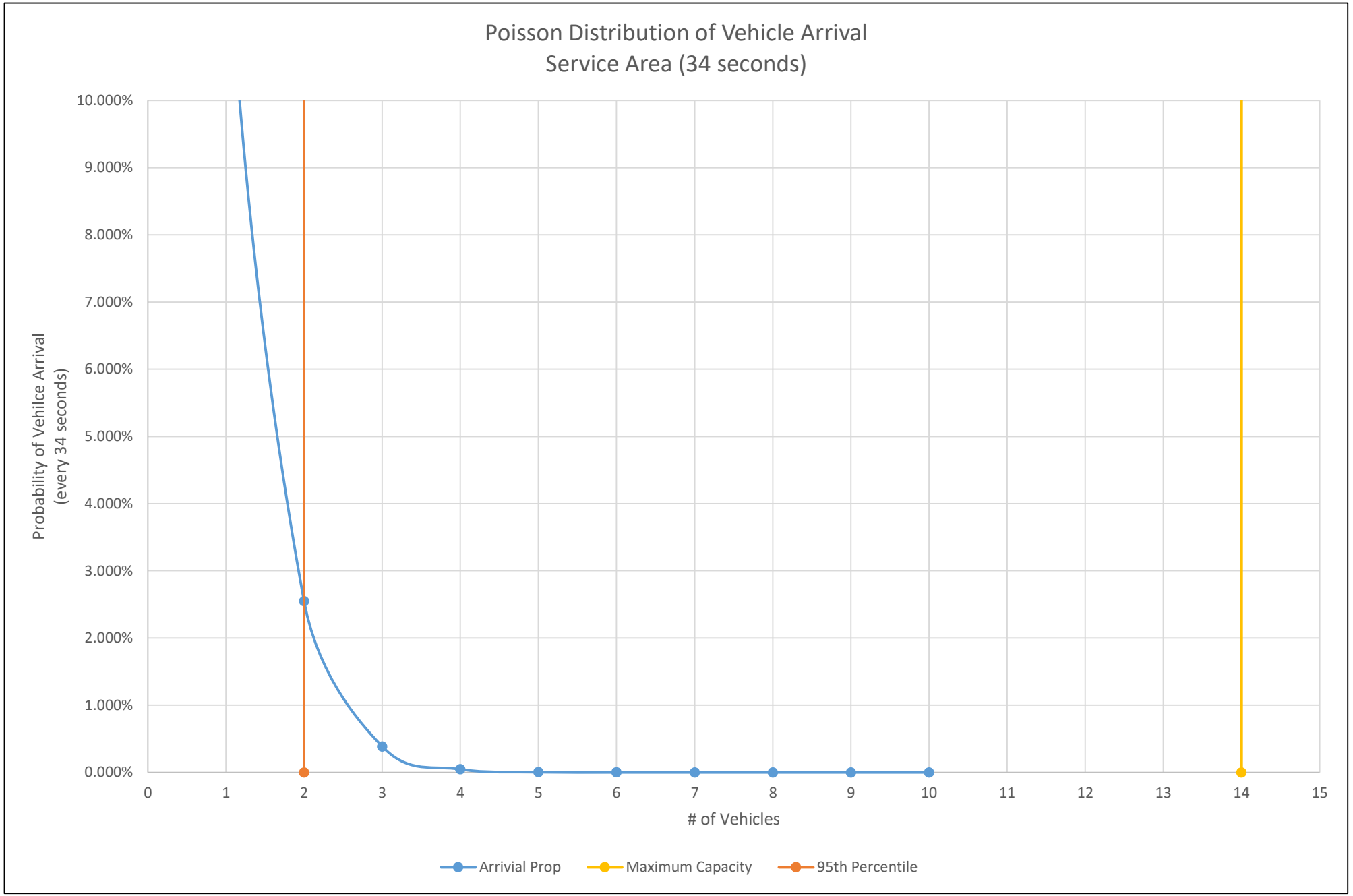
~~7:00~~

6:30 : 8 vehicles

7:00 : 3 vehicles


Poisson Distribution of Vehicle Arrival
Order Window (68 seconds)
Probability of Vehilce Arrival
(every 68 seconds)
10.000%
9.000%
8.000%
7.000%
6.000%
5.000%
4.000%
3.000%
2.000%
1.000%
0.000%
0
1
2
3
4
5
6
7
8
9
10
11
# of Vehicles
Arrivial Prop
Maximum Capacity
95th Percentile


Poisson Distribution of Vehicle Arrival
Dual Order Windows (34 seconds)
Probability of Vehilce Arrival
(every 34 seconds)
10.000%
9.000%
8.000%
7.000%
6.000%
5.000%
4.000%
3.000%
2.000%
1.000%
0.000%
0
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
# of Vehicles
Arrivial Prop
Maximum Capacity
95th Percentile


Poisson Distribution of Vehicle Arrival
Service Area (34 seconds)
Probability of Vehilce Arrival
(every 34 seconds)
10.000%
9.000%
8.000%
7.000%
6.000%
5.000%
4.000%
3.000%
2.000%
1.000%
0.000%
0
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
# of Vehicles
Arrivial Prop
Maximum Capacity
95th Percentile