

Transportation Impact Study

PROPOSED RESIDENTIAL DEVELOPMENT

12 & 26 Park Street E
City of Mississauga

July 30, 2026
Project No: NT-25-054

520 Industrial Parkway South, Suite 201
Aurora ON L4G 6W8

Phone: 905-503-2563
www.nextrans.ca



NextEng Consulting Group Inc.

July 30, 2026

Canahahns Company Limited
77 Bloor Street W, Suite 1100
Toronto, ON M5S 1M2

Attention: Tong Hahn

**Re: Engineering Service – Transportation Impact Study
Proposed Residential Development
12 & 26 Park Street E, Mississauga
Our Project No. NT-25-054**

NexTrans Consulting Engineers (a Division of NextEng Consulting Group Inc.) is pleased to present the enclosed Transportation Impact Study in support of an Official Plan Amendment and Zoning By-Law Amendment application for a proposed residential development at the above noted property.

The subject lands are currently occupied by a 5-storey residential building at 12 Park Street E and a 7-storey residential building at 26 Park Street E, together with associated surface parking areas. Based on the site plan prepared by Kohn Partnership Architects Inc., the proposed development consists of a new 26-storey, 288-unit infill residential building to be constructed within the existing surface parking area. A total of 298 vehicle parking spaces (261 resident spaces and 37 visitor spaces) are proposed to serve both the existing and proposed buildings. Vehicular access is proposed via a one-way driveway loop, with the inbound driveway located east of the existing building at 26 Park Street E and the outbound driveway located between the existing buildings at 12 and 26 Park Street E.

The study concludes that the proposed development can adequately be accommodated by the existing transportation network with a negligible traffic impact to the adjacent public roadways. We trust the enclosed sufficiently addresses your needs. Should you have any questions, please do not hesitate to contact the undersigned.

Yours truly,

NEXTRANS CONSULTING ENGINEERS

Prepared by:

A handwritten signature in black ink, appearing to read "Kristian Aviles".

Kristian Aviles, B.Eng.
Transportation Analyst

Approved by:

A handwritten signature in black ink, appearing to read "R. Pernicky".

Richard Pernicky, MITE
Principal

Issues and Revisions Registry

Identification	Date	Description of issued and/or revision
Transportation Impact Study	July 30, 2026	For ZBA submission

EXECUTIVE SUMMARY

NexTrans Consulting Engineers (A Division of NextEng Consulting Group Ltd.) was retained Canahahns Company Limited (the 'Client') to undertake a Transportation Impact Study for a proposed residential development. The subject property is located north of Park Street E and east of Stavebank Road and is municipally addressed as 12 & 26 Park Street E (herein referred to as the "subject site") in the City of Mississauga.

Development Proposal

The subject lands are currently occupied by a 5-storey residential building at 12 Park Street E and a 7-storey residential building at 26 Park Street E, together with associated surface parking areas. Based on the site plan prepared by Kohn Partnership Architects Inc., the proposed development consists of a new 26-storey, 288-unit infill residential building to be constructed within the existing surface parking area. A total of 298 vehicle parking spaces (261 resident spaces and 37 visitor spaces) are proposed to serve both the existing and proposed buildings. Vehicular access is proposed via a one-way driveway loop, with the inbound driveway located east of the existing building at 26 Park Street E and the outbound driveway located between the existing buildings at 12 and 26 Park Street E.

Capacity Analysis

Capacity analyses were undertaken for existing, future background, and future total traffic conditions to assess the operational impacts of the proposed 288-unit infill residential development. The analyses indicate that all study area intersections, including the proposed site accesses, are expected to continue operating with residual capacity, acceptable levels of service, and manageable delays and queue lengths under future total traffic conditions. The forecast increase in site-generated traffic can be accommodated by the existing and planned transportation network, and no transportation infrastructure improvements are required to support the proposed development.

Parking Review

The proposed parking supply is considered appropriate for the subject site, recognizing its location within Parking Precinct 1 and the absence of minimum parking requirements under the City of Mississauga Zoning By-law. The proposed development also provides loading facilities, bicycle parking, and internal circulation that support the safe and efficient operation of the site, with AutoTURN analyses confirming adequate maneuverability for passenger vehicles, emergency fire vehicles, and waste collection vehicles. In addition, the site's proximity to Port Credit GO Station, existing transit services, and active transportation facilities, together with the recommended Transportation Demand Management (TDM) measures, support reduced reliance on private vehicle travel and are consistent with the City's transit-oriented planning objectives.

TABLE OF CONTENTS

1.0	INTRODUCTION	1
1.1.	Study Approach	2
2.0	EXISTING TRAFFIC CONDITIONS	2
2.1.	Existing Road Network.....	2
2.2.	Existing Transit Infrastructure	3
2.3.	Existing Active Transportation Infrastructure	4
2.4.	Existing Traffic Volumes.....	5
2.5.	Existing Traffic Assessment	6
3.0	FUTURE BACKGROUND CONDITIONS	7
3.1.	Future Infrastructure Improvements	7
3.2.	Future Corridor Growth.....	8
3.3.	Background Developments	9
3.4.	Future Background Traffic Assessment	10
4.0	SITE TRAFFIC	12
4.1.	Trip Generation	12
4.1.1.	Existing Trip Generation	12
4.1.2.	New Trip Generation.....	12
4.1.3.	Net Trip Generation	13
4.2.	Site Trip Distribution and Assignment.....	14
5.0	FUTURE TOTAL TRAFFIC CONDITIONS	16
6.0	PARKING ASSESSMENT.....	18
6.1.	Vehicle Parking Requirements.....	18
6.2.	Barrier Free Parking Requirements	19
6.2.1.	Bicycle Parking Requirements	19
6.2.2.	Loading Requirements	20
7.0	SITE PLAN REVIEW	20
7.1.	Vehicle Maneuverability Assessment.....	20
8.0	Transportation Demand Management.....	20
9.0	CONCLUSION / FINDINGS	21
9.1.	Study Findings.....	21
9.2.	Study Conclusions & Recommendations.....	22

LIST OF FIGURES

Figure 1-1 – Site Location
Figure 1-2 – Proposed Site Plan
Figure 2-1 – Existing Lane Configuration
Figure 2-2 - Existing Transit and Active Transportation Network
Figure 2-2 - Existing Traffic Volumes
Figure 3-1 – Preferred ROW Alternative (Segment 5B: Stavebank Road to Hurontario Street)
Figure 3-2 – Baseline Future Background Traffic Volumes
Figure 3-3 – Background Development Site Traffic Volumes
Figure 3-4 – Future Background Total Traffic Volumes
Figure 4-1 – Existing Site Traffic Redistribution
Figure 4-2 – Proposed Development Site Traffic
Figure 4-3 – Net Site Traffic
Figure 5-1 – Future Total Traffic Volumes

LIST OF TABLES

Table 2.1: Traffic Data Collection Summary
Table 2.3: Existing Traffic Assessments
Table 3.2: Background Developments
Table 3.2: Future Background Traffic Assessments
Table 4.1: Existing Site Traffic Trip Generation
Table 4.2: Site Traffic Trip Generation
Table 4-3 – Auto Site Traffic Trip Distribution
Table 5.1: Future Total Traffic Assessments
Table 6.1: Proposed Vehicle Parking Supply
Table 6-4: Bicycle Parking Requirements

APPENDICES

Appendix A – Proposed Site Plan
Appendix B – Terms of Reference
Appendix C – Existing Traffic Data
Appendix D – Existing Traffic Assessment
Appendix E – Background Development Site Traffic Excerpts
Appendix F – Future Background Traffic Assessment
Appendix G – ITE Trip Generation Manual Excerpts
Appendix H – 2022 TTS Data Extractions
Appendix I – Future Total Traffic Assessment
Appendix J – Vehicle Maneuverability Analyses

1.0 INTRODUCTION

NexTrans Consulting Engineers (A Division of NextEng Consulting Group Ltd.) was retained Canahahns Company Limited (the 'Client') to undertake a Transportation Impact Study for a proposed residential development. The subject property is located north of Park Street E and east of Stavebank Road and is municipally addressed as 12 & 26 Park Street E (herein referred to as the "subject site") in the City of Mississauga.

The location of the proposed development is illustrated in **Figure 1-1**.

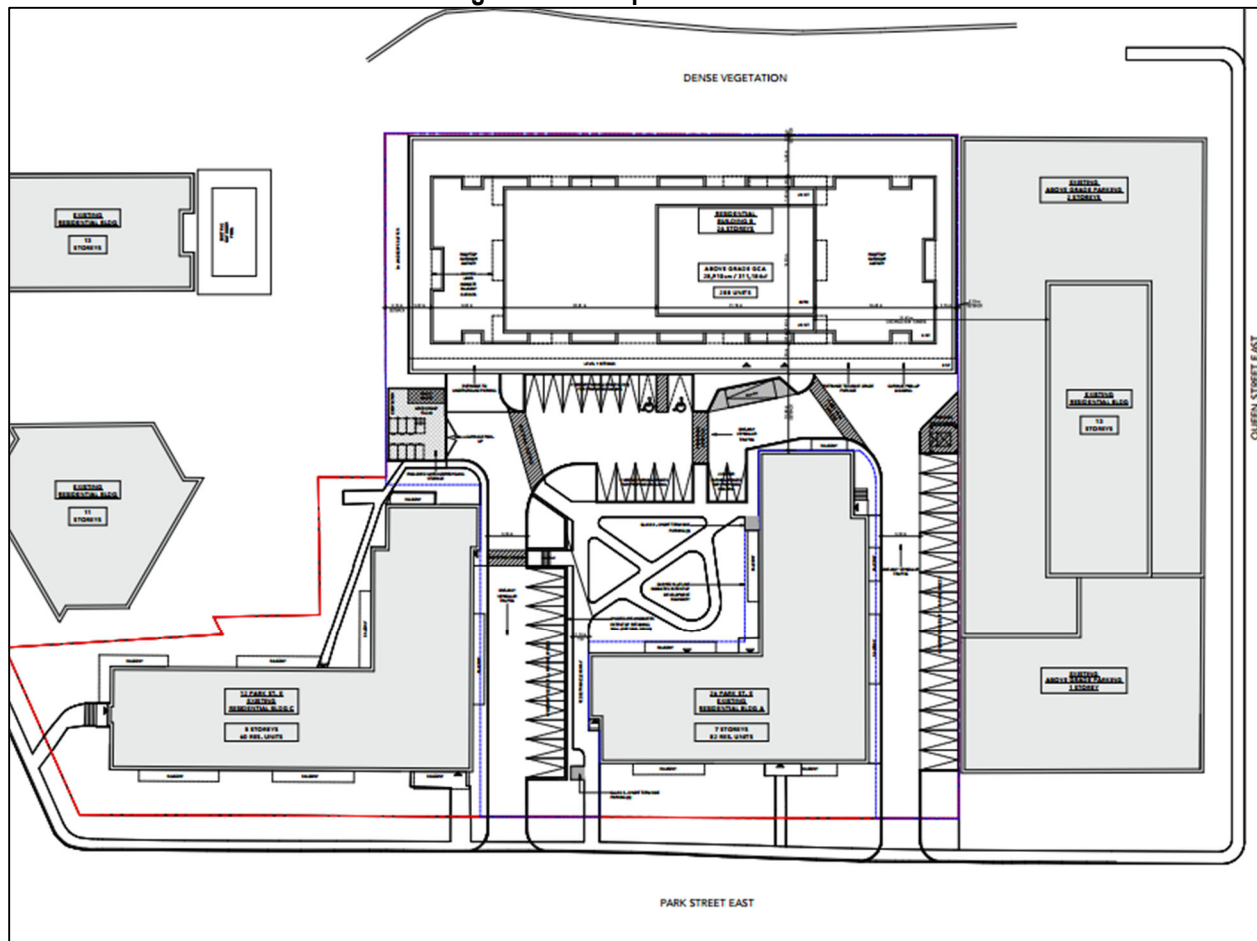
Figure 1-1 – Site Location



The subject lands are currently occupied by a 5-storey residential building at 12 Park Street E and a 7-storey residential building at 26 Park Street E, together with associated surface parking areas. Based on the site plan prepared by Kohn Partnership Architects Inc., the proposed development consists of a new 26-storey, 288-unit infill residential building to be constructed within the existing surface parking area. A total of 298 vehicle parking spaces (261 resident spaces and 37 visitor spaces) are proposed to serve both the existing and proposed buildings. Vehicular access is proposed via a one-way driveway loop, with the inbound driveway located east of the existing building at 26 Park Street E and the outbound driveway located between the existing buildings at 12 and 26 Park Street E.

The site plan is illustrated in **Figure 1-2** and is enclosed in full detail in **Appendix A**.

Figure 1-2 – Proposed Site Plan



1.1. Study Approach

This study was prepared in accordance with the City of Mississauga's Transportation Impact Study Guidelines. The city's standard Pre-Study Consultation Checklist was completed by Nextrans and approved by City staff and is enclosed in **Appendix B**. In accordance with the Terms of Reference approved by staff, weekday morning (AM) and weekday afternoon (PM) peak hour traffic study periods were assessed. The baseline year of 2026 was considered for existing conditions.

2.0 EXISTING TRAFFIC CONDITIONS

2.1. Existing Road Network

The study area intersections are described below and the existing lane configurations are illustrated in **Figure 2-1**.

Park Street East is an east-west local roadway under the jurisdiction of the City of Mississauga. Within the study area, Park Street East generally consists of a two (2) lane cross-section with one (1) travel lane in each direction. Within the area of the subject site, Park Street East has a posted speed limit of 40 km/h.

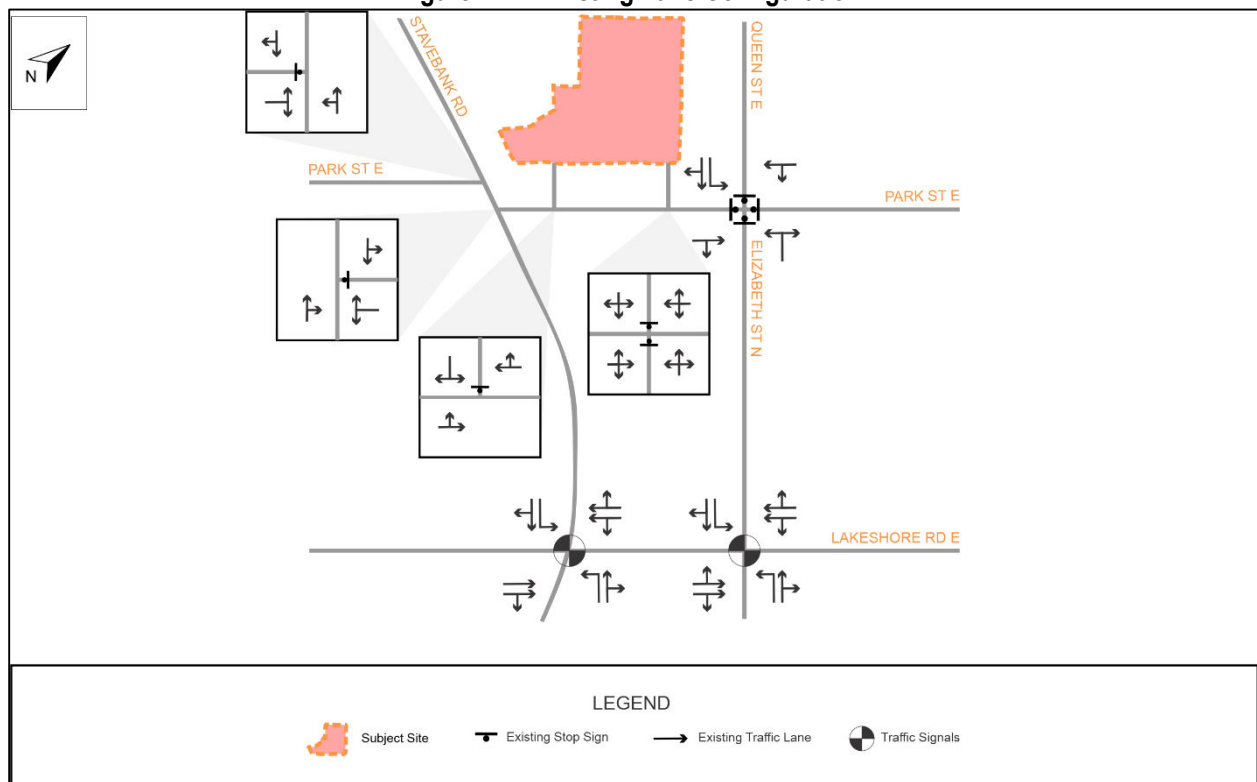
Stavebank Road is a north-south minor collector roadway under the jurisdiction of the City of Mississauga. Within the study area, Stavebank Road generally consists of a two (2) lane cross-section with one (1) travel lane in each direction. Within the area of the subject site, Stavebank Road has a posted speed limit of 40 km/h.

Elizabeth Street North is a north-south minor collector-residential roadway under the jurisdiction of the City of Mississauga. Within the study area, Elizabeth Street North generally consists of a two (2) lane cross-section with one (1) travel lane in each direction. Within the area of the subject site, Elizabeth Street North has a posted speed limit of 40 km/h.

High Street East is an east-west local roadway under the jurisdiction of the City of Mississauga. Within the study area, High Street East generally consists of a two (2) lane cross-section with one (1) travel lane in each direction. Within the area of the subject site, High Street East has a posted speed limit of 40 km/h.

Lakeshore Road East is an east-west arterial roadway under the jurisdiction of the City of Mississauga. Within the study area, Lakeshore Road East generally consists of a four (4) lane cross-section with two (2) travel lanes in each direction, with auxiliary turning lanes provided at select intersections. Within the area of the subject site, Lakeshore Road East has a posted speed limit of 40 km/h.

Figure 2-1 – Existing Lane Configuration



2.2. Existing Transit Infrastructure

Based on the Transit Supportive Guidelines prepared by the Ministry of Transportation of Ontario (MTO), dated January 2012, transit users are generally willing to walk 400 metres to a local transit stop or 800 metres to a transit station. The

subject site located within close proximity of the Port Credit GO Station and is also well served by MiWay transit service, with Routes 2, 8, 14, and 23 operating within walking distance. These routes are described below.

- Port Credit GO Station is located approximately 150 metres from the Park Street East frontage of the subject site, representing an approximate two (2)-minute walk. The station is served by GO Transit's Lakeshore West rail corridor, providing frequent commuter rail service between Union Station in downtown Toronto and West Harbour GO Station in Hamilton, with additional train service extending to Niagara Falls during select periods. The station is also served by several GO Transit and MiWay bus routes, providing convenient connections to destinations throughout Mississauga and the Greater Toronto and Hamilton Area (GTHA). Port Credit GO Station is a fully accessible station offering amenities including passenger waiting areas, bicycle parking, passenger pick-up/drop-off facilities, and commuter parking.
- Route 2 Hurontario travels generally in a north-south direction and operates primarily along Hurontario Street between Port Credit GO Station to the south and Brampton Gateway Terminal to the north. Route 2 operates all day, every day with frequent service throughout the day. The closest bus stops are located along Hurontario Street at Lakeshore Road East, approximately [insert walking distance/time] from the subject site. Accessible buses and bike racks are provided on this route.
- Route 8 Cawthra travels generally in a north-south direction and operates primarily along Cawthra Road between Port Credit GO Station and the area of Eglinton Avenue East. Route 8 operates all day, every day with increased service during weekday peak periods. The closest bus stop is located at Lakeshore Road East and Cawthra Road, approximately [insert walking distance/time] from the subject site. Accessible buses and bike racks are provided on this route.
- Route 14 Lorne Park travels generally in an east-west direction and operates primarily between Clarkson GO Station and Port Credit GO Station via Indian Road, Lorne Park Road, and Lakeshore Road West. Route 14 operates all day, every day. The closest bus stop is located along Lakeshore Road East near the subject site, approximately [insert walking distance/time] away. Accessible buses and bike racks are provided on this route.
- Route 23 Lakeshore travels generally in an east-west direction and operates primarily along Lakeshore Road between Clarkson GO Station to the west and Long Branch GO Station/Toronto boundary to the east, serving the Port Credit area. Route 23 operates all day, every day with frequent service throughout the day. The closest bus stop is located along Lakeshore Road East, within approximately [insert walking distance/time] of the subject site. Accessible buses and bike racks are provided on this route.

The existing transit facilities within proximity of the subject site are illustrated in **Figure 2-3**.

2.3. Existing Active Transportation Infrastructure

Sidewalks

Currently, sidewalks are available as follows:

- Both sides of Stavebank Road;
- Both sides of Park Street East;
- Both sides of Elizabeth Street North;
- Both sides of Queen Street East; and,
- Both sides of Lakeshore Road East.

The existing pedestrian network provides continuous connectivity throughout the study area and offers convenient access to the surrounding land uses, nearby transit services, and Port Credit GO Station. The existing pedestrian facilities are considered adequate to accommodate the existing and future pedestrian travel demands associated with the proposed development.

Cycling

Based on the City of Mississauga Cycling Map, existing cycling facilities are provided along Lakeshore Road East within the vicinity of the subject site. Additional signed cycling routes and neighbourhood bikeways are available throughout the surrounding Port Credit area, providing connections to the City's broader active transportation network.

Figure 2-3 further illustrates the existing active transportation and transit facilities within the vicinity of the subject sit

Figure 2-2 - Existing Transit and Active Transportation Network



2.4. Existing Traffic Volumes

Weekday morning and afternoon peak period turning movement counts (TMC) were undertaken by Spectrum Traffic Inc. on behalf of Nextrans for all study area intersections.

The signal timing plan for the signalized intersections within the study area were obtained from the City of Mississauga. Growth rates were also provided by City staff.

Existing TMC data and signal timing plans are enclosed in **Appendix C**. A summary of traffic data collection is detailed in **Table 2.1**.

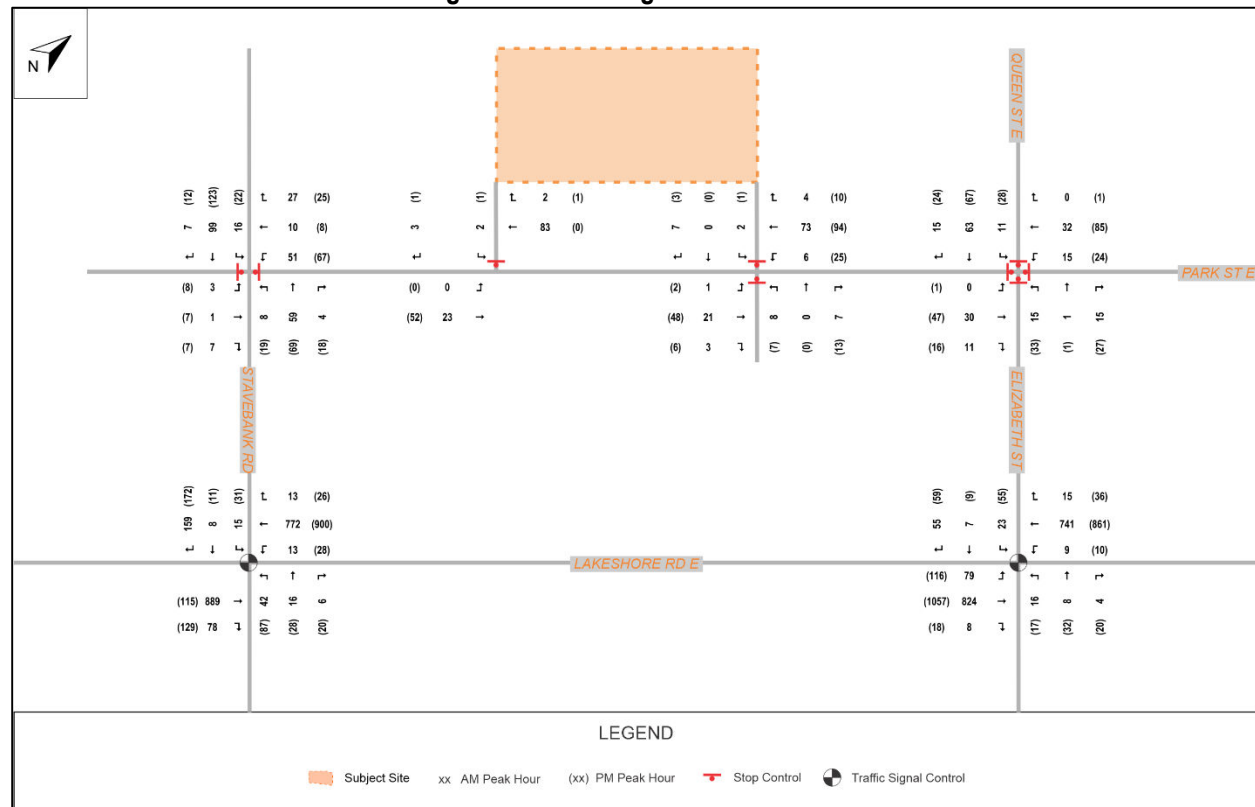
Table 2.1: Traffic Data Collection Summary

Intersection	Date
Turning Movement Count Data	
Stavebank Road & Park Street E	Collected on: June 23, 2026
12 Park Street E Access & Park Street E	
26 Park Street E Access & Park Street E	
Park Street E & Elizabeth Street / Queen Street E	
Elizabeth Street & Lakeshore Road E	
Stavebank Road & Lakeshore Road E	
Signal Timing Plans	
Elizabeth Street & Lakeshore Road E	Retrieved on: June 24, 2026
Stavebank Road & Lakeshore Road E	

2.5. Existing Traffic Assessment

The existing traffic volumes are illustrated in **Figure 2-3** and were analyzed using Synchro 10 software. The methodology of the software follows the procedures described and outlined in the highway capacity manual, HCM 2000, published by the Transportation Research Board for the signalized and unsignalized intersections, whereas the all-way stop-control intersection follows HCM 2010 methodology.

Figure 2-3 - Existing Traffic Volumes



Intersection peak hour factor (PHF) was used for each study area intersection for weekday AM and PM peak hours, respectively. The detailed results are enclosed in **Appendix D**, and the weekday AM and PM peak periods are summarized in **Table 2.3**.

Table 2.2: Existing Traffic Assessments

Intersection	Movement	Weekday AM Peak Hour					Weekday PM Peak Hour				
		v/c	Delay (s)	LOS	Queue		v/c	Delay (s)	LOS	Queue	
					50 th	95 th				50 th	95 th
Signalized Intersections											
Elizabeth Street S/Elizabeth Street N & Lakeshore Road E	Overall	0.46	20.5	C	-	-	0.65	17.3	B	-	-
	EBT	0.55	27.1	C	128.8	153.3	0.79	18.9	B	100.1	136.0
	WBT	0.37	9.0	A	45.7	56.1	0.44	11.3	B	52.5	65.5
	NBL	0.07	44.7	D	4.0	11.0	0.05	34.1	C	3.0	9.0
	NBT	0.03	44.0	D	2.0	7.9	0.09	34.5	C	5.9	16.2
	SBL	0.13	46.1	D	5.9	14.6	0.22	37.3	D	10.5	22.0
	SBT	0.07	44.7	D	1.8	14.5	0.07	34.3	C	1.6	13.0
Stavebank Road S/Stavebank Road & Lakeshore Road E	Overall	0.53	21.7	C	-	-	0.47	24.3	C	-	-
	EBT	0.69	21.5	C	92.6	116.6	0.12	13.5	B	6.6	12.8
	WBT	0.43	16.9	B	59.4	84.1	0.55	24.1	C	80.5	107.1
	NBL	0.16	42.7	D	9.3	22.7	0.31	38.4	D	18.5	34.7
	NBT	0.04	40.3	D	3.4	12.0	0.08	33.6	C	5.5	16.1
	SBL	0.04	34.5	C	3.1	8.6	0.07	26.1	C	4.8	11.6
	SBT	0.17	36.7	D	5.9	24.3	0.31	30.2	C	23.0	42.9
Unsignalized Intersections											
Stavebank Road & Park Street E	EB	0.02	9.9	A	-	0.4	0.05	12.2	B	-	1.3
	WB	0.14	10.9	B	-	3.6	0.25	14.1	B	-	7.3
	NB	0.01	0.9	A	-	0.1	0.02	1.5	A	-	0.4
	SB	0.01	1.1	A	-	0.3	0.02	1.2	A	-	0.5
Park Street E & 12 Park Street E Access	SB	0.01	9.1	A	-	0.2	0.00	8.6	A	-	0.0
21 Park Street E Access/26 Park Street E Access & Park Street E	EB	0.00	0.2	A	-	0.0	0.00	0.2	A	-	0.0
	WB	0.01	0.6	A	-	0.1	0.02	1.6	A	-	0.5
	NB	0.02	9.7	A	-	0.6	0.03	10.0	B	-	0.8
	SB	0.01	9.2	A	-	0.3	0.01	10.0	A	-	0.2
Elizabeth Street N/Queen Street E & Park Street E	EB	0.04	7.3	A	-	0.1	0.08	7.8	A	-	0.3
	WB	0.05	7.4	A	-	0.2	0.09	8.3	A	-	0.3
	NB	0.07	7.9	A	-	0.2	0.15	7.9	A	-	0.5
	SB	0.02	8.5	A	-	0.4	0.05	7.6	A	-	0.5

Based on the capacity analysis of existing traffic conditions, all study area intersections, as well as both of the existing driveway accesses to the subject site are currently operating with residual capacity, acceptable levels of service and manageable delay and queue lengths.

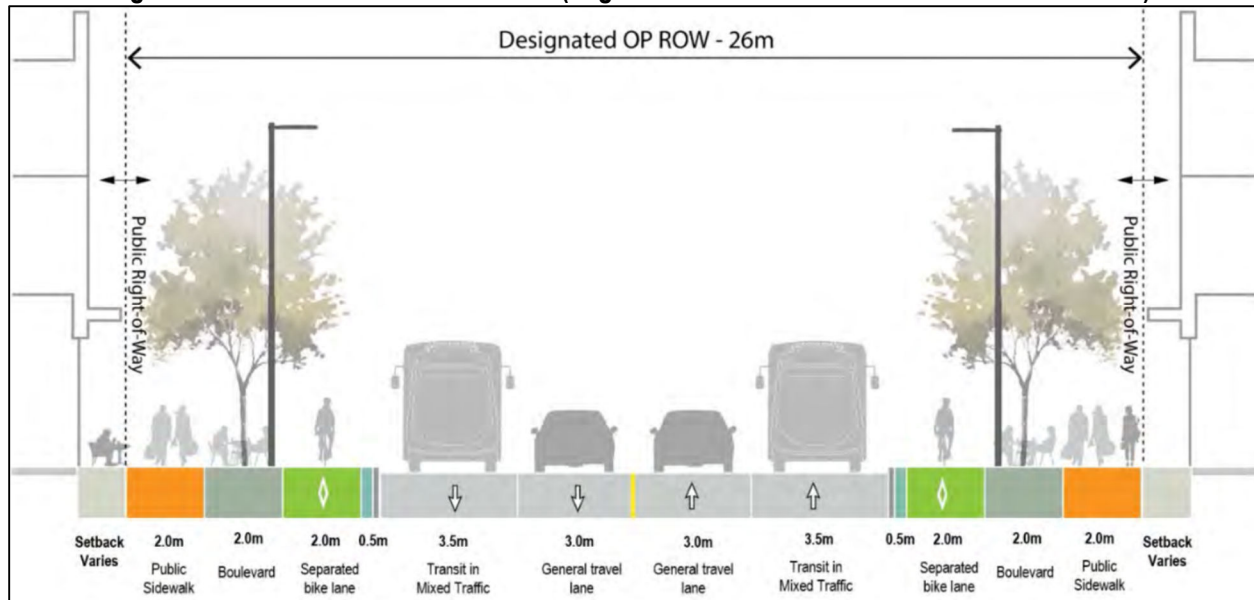
3.0 FUTURE BACKGROUND CONDITIONS

3.1 Future Infrastructure Improvements

The City of Mississauga's Lakeshore Connecting Communities Transportation Master Plan identifies planned multimodal transportation improvements along the Lakeshore Road corridor in the vicinity of the subject site. The preferred concept for the Port Credit area (Segment 5B) maintains four general purpose traffic lanes while introducing separated cycling facilities, sidewalks on both sides of the roadway, lay-by parking with streetscape enhancements, and future express transit service along the corridor. The Master Plan also identifies improvements to pedestrian and cycling connections to Port Credit GO Station. Implementation of these improvements is subject to future funding,

detailed design, and municipal priorities. The preferred cross-section for Segment 5A, which is adjacent to the subject site, is illustrated in **Figure 3-1**.

Figure 3-1 – Preferred ROW Alternative (Segment 5B: Stavebank Road to Hurontario Street)



Other Planned Municipal Works

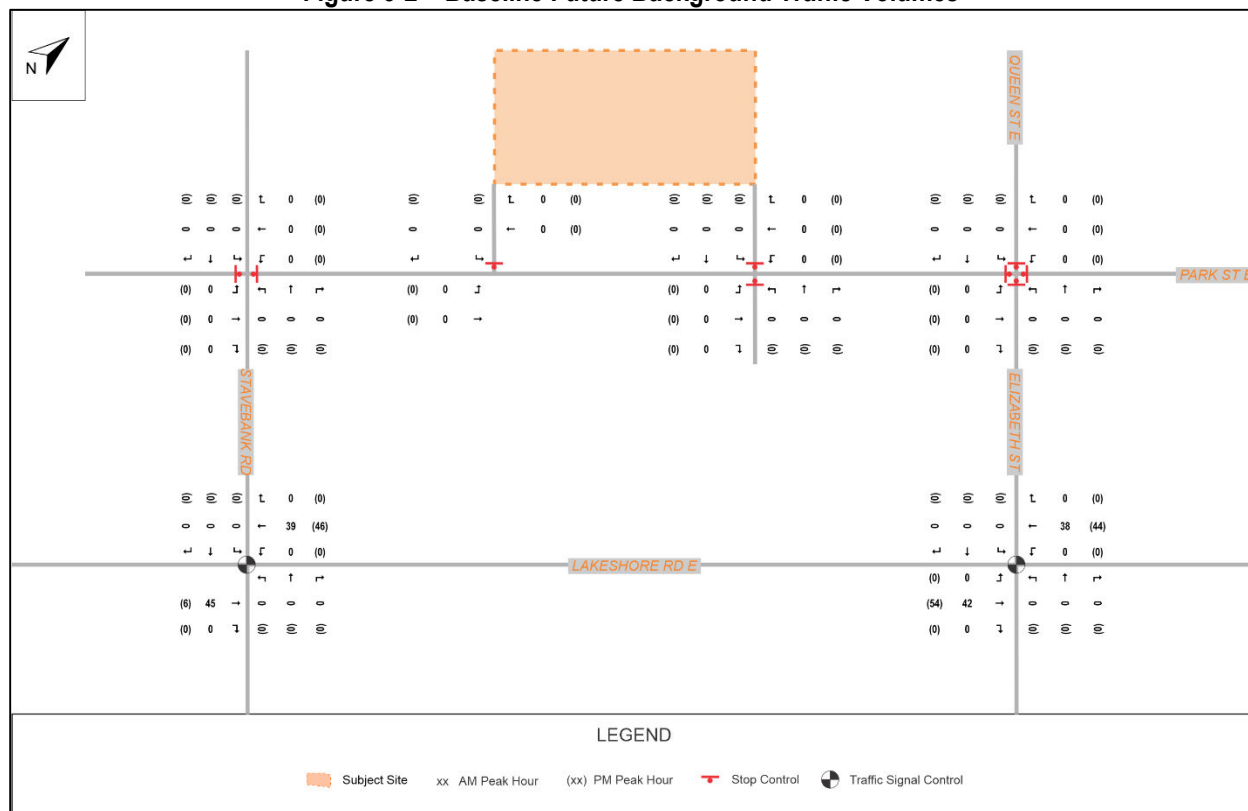
City staff identified a planned on-road shared bicycle route along Park Street East (2028) and a storm sewer rehabilitation project along Park Street East (2026). Based on the information available at the time of this study, these projects are not anticipated to modify the existing roadway lane configuration or intersection geometry used in the operational analysis. Should detailed design identify changes affecting traffic operations, these may be considered during future design stages.

3.2. Future Corridor Growth

Future traffic volumes were developed by applying background traffic growth rates to the existing traffic volumes. The City of Mississauga provided direction that a compound annual growth rate of 1.0% be applied to traffic volumes along Lakeshore Road to establish the future horizon year traffic conditions. Accordingly, existing traffic volumes were projected to the 2031 horizon year using the City-prescribed growth rate.

The baseline future background traffic volumes (i.e., existing traffic + corridor growth) are illustrated in **Figure 3-2**.

Figure 3-2 – Baseline Future Background Traffic Volumes



3.3. Background Developments

A comprehensive review of nearby background developments was conducted to identify future contributors of traffic in the study area. A number of background developments to be included in this study were noted in our Terms of Reference; however, several of the respective traffic studies could not be retrieved within the timeline of preparing this report.

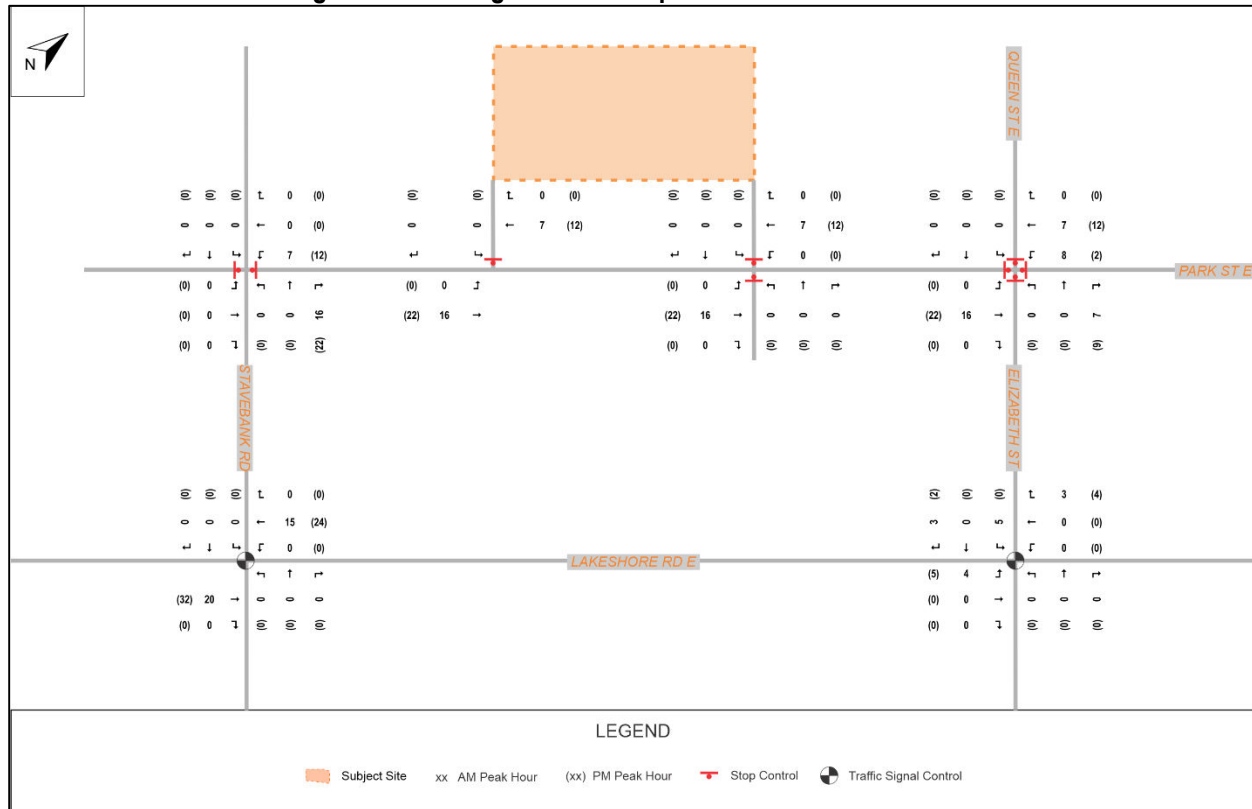
The background developments incorporated in this study are detailed in **Table 3.1**.

Table 3.1: Background Developments

Development Address	Description	Study Source
17 & 19 Ann Street, 84 High Street and 90 High Street	22-storey mixed-use residential building with 359 dwelling units, 309m ² of commercial space	BA Group December 2021
42-46 Park Street E & 23 Elizabeth Street N	30-storey residential building with 378 dwelling units	LEA Consulting August 2025
88 Park Street E	North tower: 712 units, 380m ² commercial GFA, 2,017m ² office GFA and 907m ² daycare GFA South tower: 616 units, 1,300m ² GFA	GHD Limited June 2023

Excerpts of the site traffic figures from the included background developments are enclosed in **Appendix E** and the sum of the background development site traffic volumes are illustrated in **Figure 3-3**.

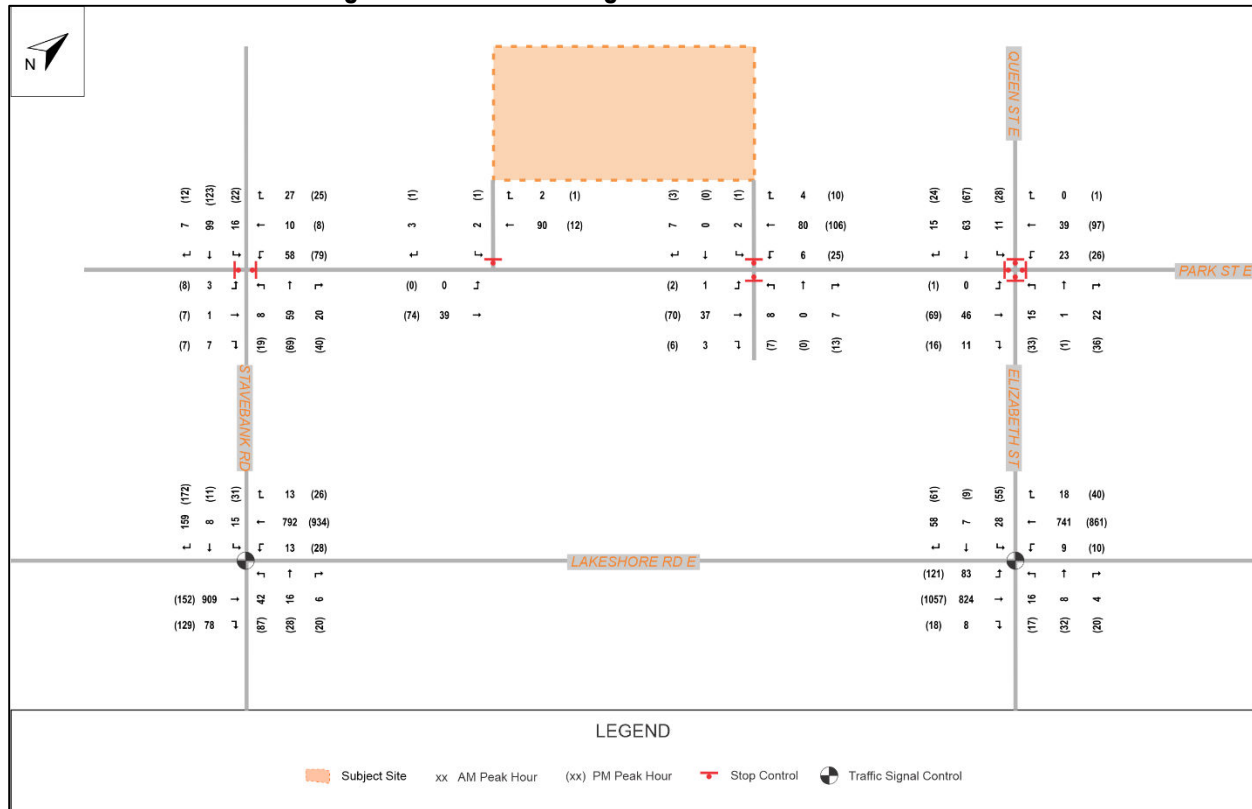
Figure 3-3 – Background Development Site Traffic Volumes



3.4. Future Background Traffic Assessment

A five (5)-year horizon of 2031 was selected for the assessment of future traffic volumes. The estimated future background total traffic volumes (i.e., existing + corridor growth + background developments) are illustrated in **Figure 3-5**.

Figure 3-4 – Future Background Total Traffic Volumes



The detailed calculations are enclosed in **Appendix F**, and the results of the weekday AM and PM peak period traffic assessments are summarized in **Table 3.2**.

Table 3.2: Future Background Traffic Assessments

Intersection	Movement	Weekday AM Peak Hour					Weekday PM Peak Hour				
		v/c	Delay (s)	LOS	Queue		v/c	Delay (s)	LOS	Queue	
					50 th	95 th				50 th	95 th
Signalized Intersections											
Elizabeth Street S/Elizabeth Street N & Lakeshore Road E	Overall	0.48	20.9	C	-	-	0.66	18.0	B	-	-
	EBT	0.56	27.7	C	131.	156.3	0.81	20.2	C	105.3	142.4
	WBT	0.37	9.0	A	6	56.4	0.44	11.4	B	52.8	66.1
	NBL	0.07	44.7	D	46.0	11.0	0.05	34.1	C	3.0	9.0
	NBT	0.03	44.0	D	4.0	7.9	0.09	34.5	C	5.9	16.2
	SBL	0.15	46.6	D	2.0	16.4	0.22	37.3	D	10.5	22.0
	SBT	0.07	44.7	D	7.1	15.0	0.07	34.3	C	1.6	13.0
Stavebank Road S/Stavebank Road & Lakeshore Road E	Overall	0.57	22.6	C	-	-	0.48	24.3	C	-	-
	EBT	0.74	23.4	C	99.6	126.5	0.15	13.8	B	9.0	15.6
	WBT	0.44	17.2	B	61.9	86.9	0.57	24.4	C	83.5	110.6
	NBL	0.16	42.7	D	9.3	22.7	0.31	38.4	D	18.5	34.7
	NBT	0.04	40.3	D	3.4	12.0	0.08	33.6	C	5.5	16.1
	SBL	0.04	34.5	C	3.1	8.6	0.07	26.1	C	4.8	11.6
	SBT	0.18	36.9	D	7.3	26.1	0.32	30.4	C	23.9	43.9

Table 3.3: Future Background Traffic Assessments (Continued)

Intersection	Movement	Weekday AM Peak Hour					Weekday PM Peak Hour				
		v/c	Delay (s)	LOS	Queue		v/c	Delay (s)	LOS	Queue	
					50 th	95 th				50 th	95 th
Unsignalized Intersections											
Stavebank Road & Park Street E	EB	0.02	9.9	A	-	0.4	0.05	12.4	B	-	1.3
	WB	0.15	11.1	B	-	4.1	0.29	15.0	B	-	9.0
	NB	0.01	0.7	A	-	0.1	0.02	1.3	A	-	0.4
	SB	0.01	1.1	A	-	0.3	0.02	1.2	A	-	0.5
Park Street E & 12 Park Street E Access	SB	0.01	9.2	A	-	0.2	0.00	8.8	A	-	0.0
21 Park Street E Access/26 Park Street E Access & Park Street E	EB	0.00	0.1	A	-	0.0	0.00	0.2	A	-	0.0
	WB	0.01	0.6	A	-	0.1	0.02	1.5	A	-	0.5
	NB	0.03	9.9	A	-	0.6	0.04	10.3	B	-	0.8
	SB	0.01	9.3	A	-	0.3	0.01	10.1	A	-	0.2
Elizabeth Street N/Queen Street E & Park Street E	EB	0.05	7.6	A	-	0.02	0.10	8.1	A	-	0.3
	WB	0.08	8.0	A	-	0.2	0.12	8.5	A	-	0.4
	NB	0.09	7.4	A	-	0.3	0.17	8.0	A	-	0.6
	SB	0.13	7.6	A	-	0.4	0.15	7.7	A	-	0.5

Based on the capacity analysis of forecasted future background traffic conditions, all study area intersections are projected to operate with residual capacity, acceptable levels of service and manageable delays and queue lengths.

4.0 SITE TRAFFIC

4.1. Trip Generation

4.1.1. Existing Trip Generation

The subject lands are currently occupied by a 5-storey residential building at 12 Park Street East containing 60 dwelling units and a 7-storey residential building at 26 Park Street East containing 82 dwelling units. Existing trip generation was determined based on the turning movement count (TMC) data collected at the site and is summarized in **Table 4.1**.

Table 4.1: Existing Site Traffic Trip Generation

Parameter	Morning Peak Hour			Afternoon Peak Hour		
	Inbound	Outbound	Total	Inbound	Outbound	Total
Gross Trips	7	14	21	13	6	19
Trip Rate	0.05	0.10	0.15	0.09	0.04	0.13

Based on existing TMC observations, the existing subject site currently generates a total of 21 two-way trips (seven (7) inbound and 14 outbound) during AM peak hour and 19 two-way trips (13 inbound and six (6) outbound) during PM peak hour.

4.1.2. New Trip Generation

Trip generation for the proposed 288-unit infill residential development was estimated using the Trip Generation Manual, 11th Edition, published by the Institute of Transportation Engineers (ITE). Trip rates for Multifamily Housing (High-Rise) Not Close to Rail Transit (Land Use Code 222) were used to forecast the AM and PM peak hour site traffic.

Although the Trip Generation Manual also includes trip generation data for Multifamily Housing (High-Rise) Close to Rail Transit, that land use is based on a more limited dataset. Accordingly, the Not Close to Rail Transit land use was selected for this assessment, as it is derived from a more robust database and provides a more reliable basis for forecasting site-generated traffic.

The trip generation summary is detailed in **Table 4.2** and excerpts from the Trip Generation Manual are enclosed in **Appendix G**.

Table 4.2: Site Traffic Trip Generation

ITE Land Use	Parameter	Morning Peak Hour			Afternoon Peak Hour		
		Inbound	Outbound	Total	Inbound	Outbound	Total
LUC 222 (288 units)	Vehicle Trips	17	41	58	46	29	75

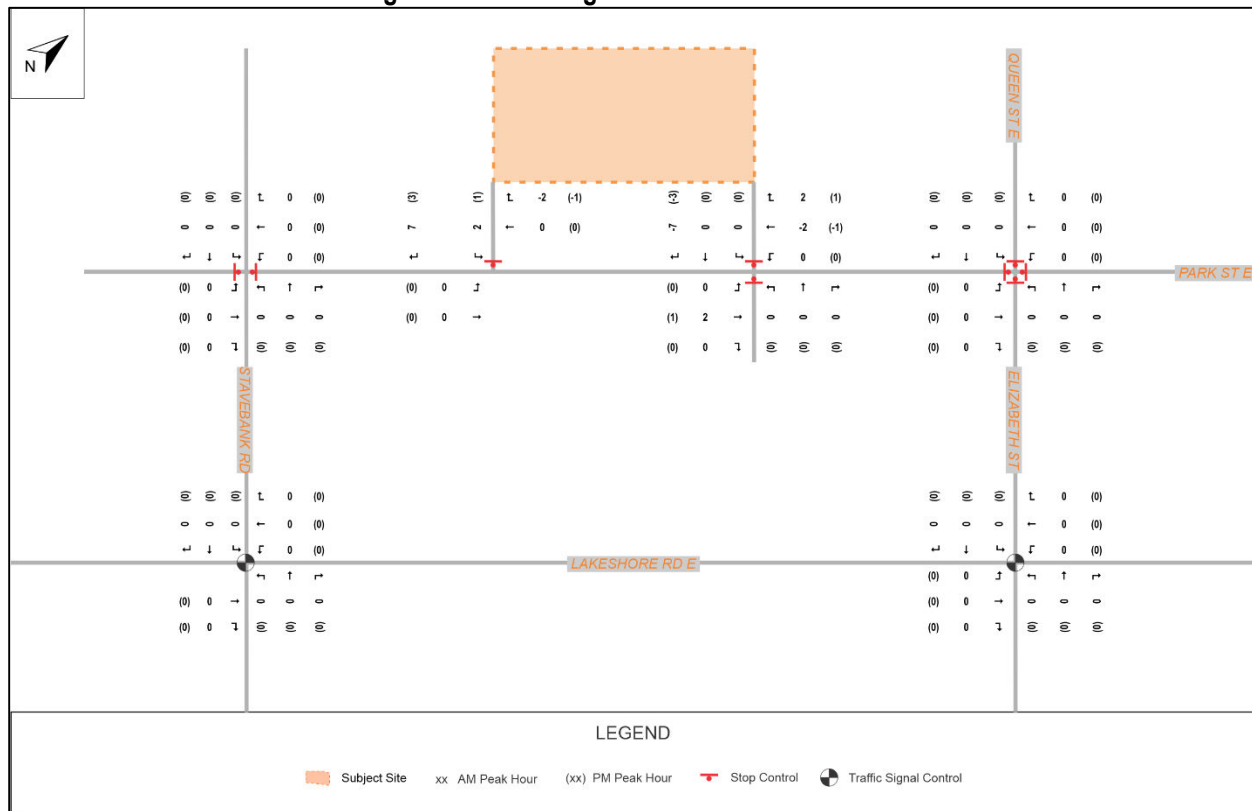
Based on trip generation calculations, a total of 58 new two-way trips (17 inbound and 41 outbound) are projected during AM peak hour, and a total of 75 new two-way trips (46 inbound and 29 outbound) are projected during PM peak hour.

4.1.3. Net Trip Generation

As part of the proposed development, the existing driveway configuration will be modified to create a one-way internal driveway loop. The easterly access at 26 Park Street East will operate as the inbound driveway, while the access at 12 Park Street East will operate as the outbound driveway. Accordingly, the existing site-generated trips were redistributed to reflect the proposed access configuration.

The resulting redistribution of existing site traffic is illustrated in **Figure 4-1**.

Figure 4-1 – Existing Site Traffic Redistribution



4.2. Site Trip Distribution and Assignment

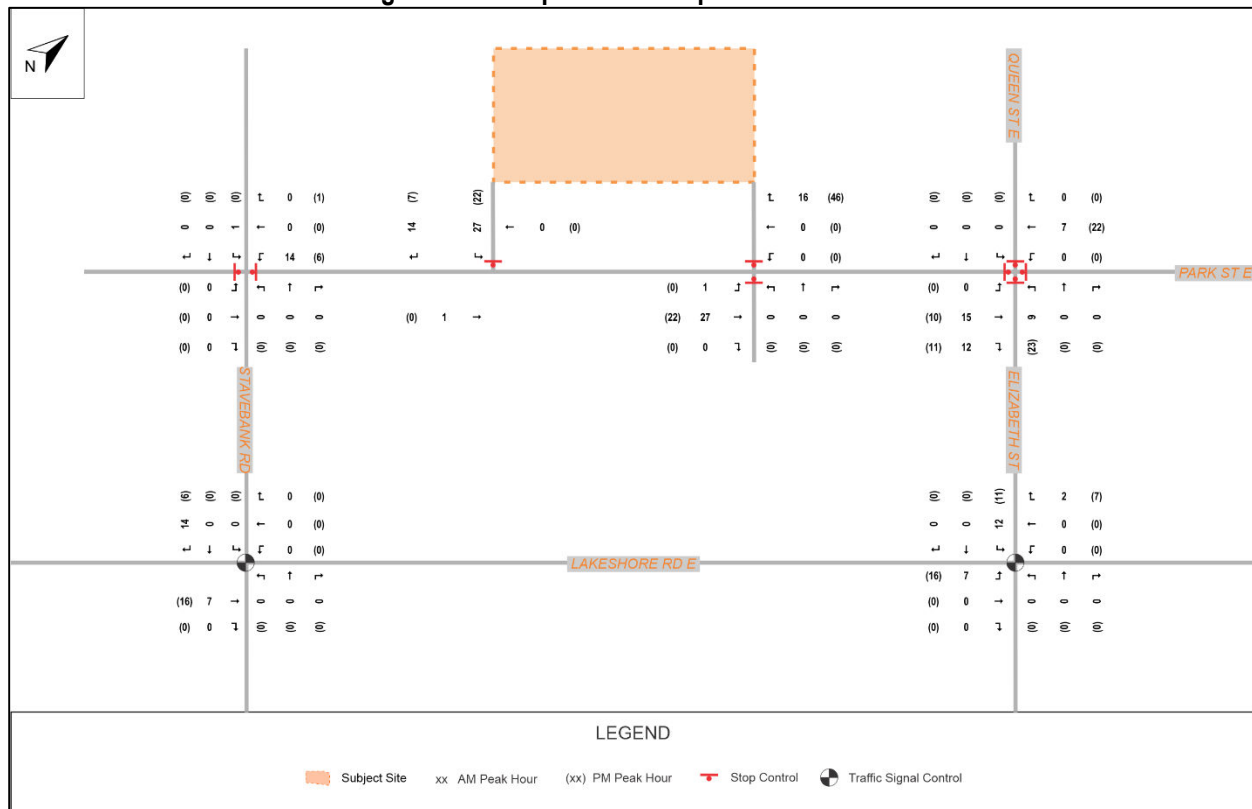
The distribution of residential site-generated traffic was estimated using data extracted from the 2022 Transportation Tomorrow Survey (TTS), as well as assumptions based on existing road configuration and routes that travellers would be likely to take when accessing the subject site. Auto trip distribution assumptions are summarized in **Table 4.3** and TTS data extraction is enclosed in **Appendix H**.

Table 4-3 – Auto Site Traffic Trip Distribution

Corridor	Direction	AM		PM	
		Inbound	Outbound	Inbound	Outbound
Lakeshore Road E	East	11%	29%	15%	39%
	West	41%	35%	36%	21%
Hurontario Street	North	44%	36%	48%	36%
Stavebank Road	North	5%	0%	1%	4%
Total		100%	100%	100%	100%

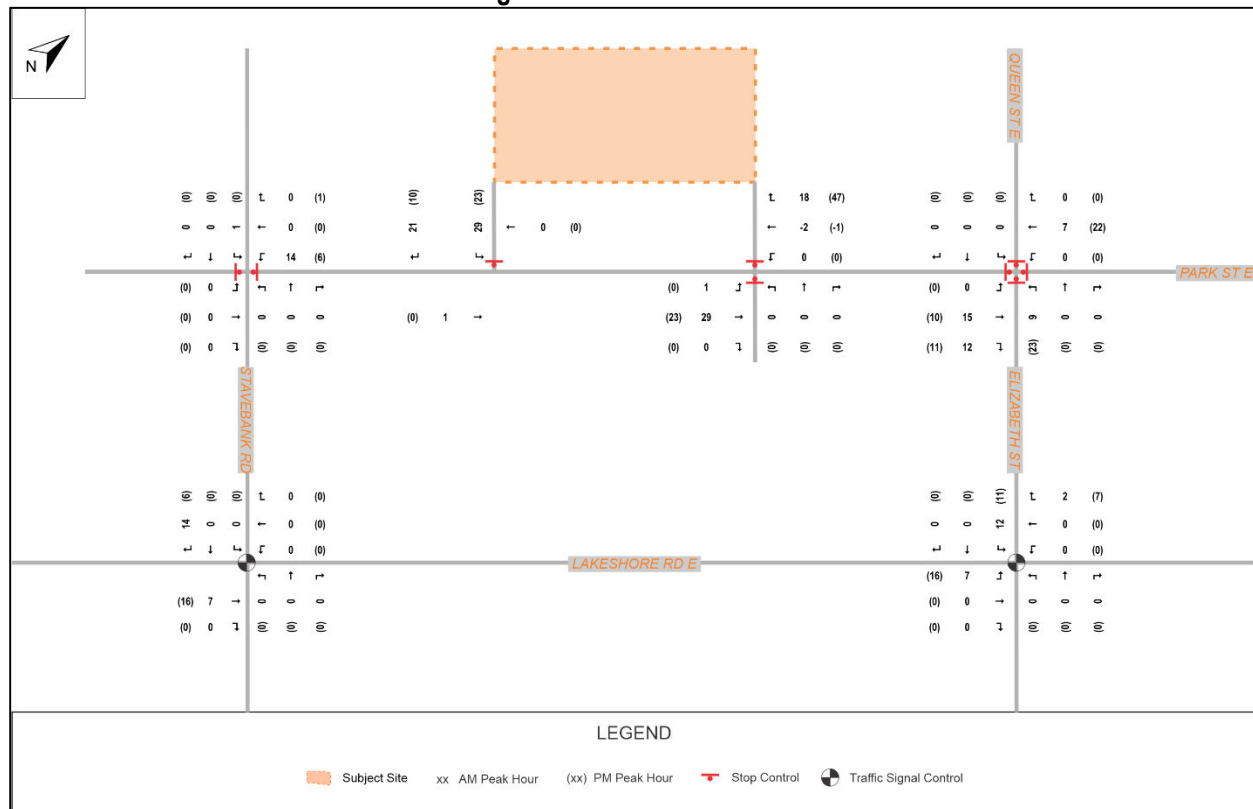
The resulting trip assignment for the proposed development site traffic is illustrated in **Figure 4-2**.

Figure 4-2 – Proposed Development Site Traffic



The resulting net trip assignment for the site is illustrated in **Figure 4-3**.

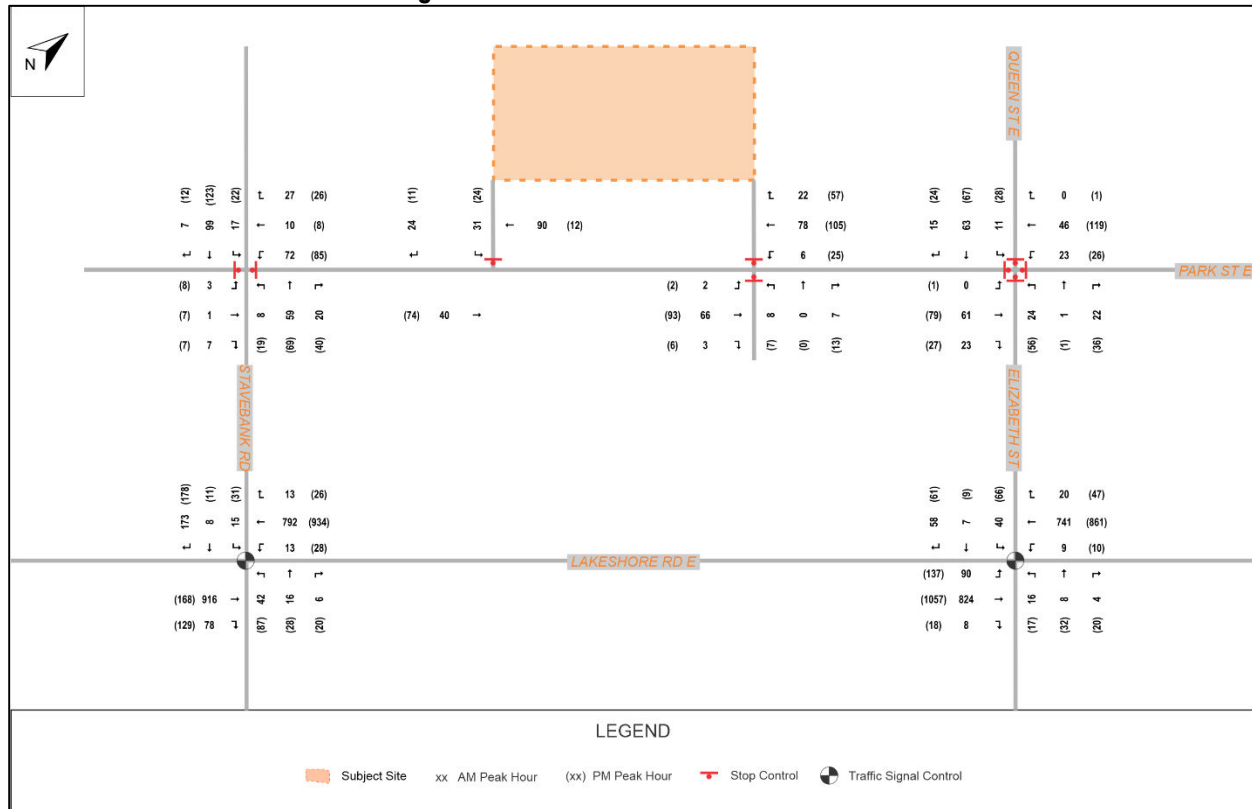
Figure 4-3 – Net Site Traffic



5.0 FUTURE TOTAL TRAFFIC CONDITIONS

The forecasted future total traffic volumes (future background total volumes plus net site generated traffic volumes) are illustrated in **Figure 5-1** and were analyzed using Synchro 10 software.

Figure 5-1 – Future Total Traffic Volumes



The detailed calculations are enclosed in **Appendix I** and are summarized in **Table 5.1**.

Table 5.1: Future Total Traffic Assessments

Intersection	Movement	Weekday AM Peak Hour					Weekday PM Peak Hour				
		v/c	Delay (s)	LOS	Queue		v/c	Delay (s)	LOS	Queue	
					50 th	95 th				50 th	95 th
Signalized Intersections											
Elizabeth Street S/Elizabeth Street N & Lakeshore Road E	Overall	0.51	21.5	C	-	-	0.70	19.6	B	-	-
	EBT	0.58	28.4	C	132.	8	0.85	23.0	C	112.4	153.0
	WBT	0.37	9.0	A	46.1	56.6	0.44	11.5	B	53.4	66.8
	NBL	0.07	44.7	D	4.0	11.0	0.05	34.1	C	3.0	9.0
	NBT	0.03	44.0	D	2.0	7.9	0.09	34.5	C	5.9	16.2
	SBL	0.22	48.1	D	10.2	21.6	0.26	38.2	D	12.7	25.6
	SBT	0.07	44.7	D	1.8	15.0	0.07	34.3	C	1.6	13.0
Stavebank Road S/Stavebank Road & Lakeshore Road E	Overall	0.58	22.9	C	-	-	0.49	24.4	C	-	-
	EBT	0.75	23.6	C	100.	9	0.16	13.9	B	9.9	16.9
	WBT	0.44	17.2	B	62.0	87.1	0.57	24.7	C	84.1	111.1
	NBL	0.17	42.7	D	9.3	22.7	0.31	38.4	D	18.6	34.7
	NBT	0.04	40.3	D	3.4	12.0	0.08	33.6	C	5.5	16.1
	SBL	0.04	34.5	C	3.1	8.6	0.07	26.1	C	4.8	11.6
	SBT	0.21	37.5	D	10.4	30.9	0.33	30.6	C	25.2	45.5

Table 5.1: Future Total Traffic Assessments (Continued)

Intersection	Movement	Weekday AM Peak Hour					Weekday PM Peak Hour				
		v/c	Delay (s)	LOS	Queue		v/c	Delay (s)	LOS	Queue	
					50 th	95 th				50 th	95 th
Unsignalized Intersections											
Stavebank Road & Park Street E	EB	0.02	9.9	A	-	0.4	0.05	12.4	B	-	1.3
	WB	0.18	11.3	B	-	4.9	0.31	15.3	C	-	9.8
	NB	0.01	0.7	A	-	0.1	0.02	1.3	A	-	0.4
	SB	0.01	1.1	A	-	0.3	0.02	1.2	A	-	0.5
Park Street E & 12 Park Street E Access	SB	0.09	9.6	A	-	2.1	0.05	9.1	A	-	1.1
21 Park Street E Access/26 Park Street E Access & Park Street E	EB	0.00	0.3	A	-	0.0	0.00	0.1	A	-	0.0
	WB	0.01	0.5	A	-	0.1	0.02	1.2	A	-	0.5
	NB	0.03	10.1	B	-	0.6	0.04	10.6	B	-	0.9
	SB	0.00	10.6	B	-	0.1	0.00	12.8	B	-	0.0
Elizabeth Street N/Queen Street E & Park Street E	EB	0.06	7.7	A	-	0.2	0.14	8.4	A	-	0.5
	WB	0.11	8.1	A	-	0.4	0.15	8.9	A	-	0.5
	NB	0.10	7.7	A	-	0.3	0.21	8.5	A	-	0.8
	SB	0.13	7.7	A	-	0.4	0.15	7.9	A	-	0.5

Based on the results of the capacity analysis under future total traffic conditions, all study area intersections are projected to operate with residual capacity and with manageable delay and queue lengths.

On this basis, the site traffic generated by the proposed development is expected to have a negligible impact on the future traffic operations of the surrounding road network.

6.0 PARKING ASSESSMENT

6.1. Vehicle Parking Requirements

The subject lands are located within Parking Precinct 1 of the City of Mississauga Zoning By-law 0225-2007. In accordance with the applicable parking standards for this precinct, no minimum resident or visitor parking spaces are required for the proposed residential development. Accordingly, the proposed parking supply is not subject to a minimum parking requirement under the Zoning By-law.

Notwithstanding the absence of a minimum parking requirement, the proposed development will provide a total of 298 vehicle parking spaces, consisting of 261 resident parking spaces and 37 visitor parking spaces, as summarized in **Table 6.1**.

Table 6.1: Proposed Vehicle Parking Supply

Allocation	Resident Spaces	Visitor Spaces	Total Parking Spaces
12 Park Street E	49	3	52
26 Park Street E	67	5	72
Proposed Infill Building	145	29	174
Total	261	37	298

The proposed parking supply equates to :

- 0.87 resident parking spaces per unit for the existing 60-unit apartment building at 12 Park Street East,
- 0.82 resident parking spaces per unit for the existing 82-unit apartment building at 26 Park Street East, and
- 0.50 resident parking spaces per unit for the proposed 288-unit infill apartment building.

In addition, 37 visitor parking spaces will be provided to serve the overall development.

Although the subject lands are not subject to minimum parking requirements under the City of Mississauga Zoning By-law, the proposed parking supply is considered appropriate given the site's transit-oriented location and the availability of viable alternatives to private automobile travel. The subject lands are located approximately 150 m from Port Credit GO Station, providing convenient access to GO Transit rail service, GO bus service, and several MiWay bus routes. In addition, the surrounding neighbourhood is well served by an extensive sidewalk network and offers convenient walking access to a wide range of commercial, institutional, recreational, and community amenities. The subject lands are also located in close proximity to the Waterfront Trail, providing direct cycling connections throughout Mississauga and neighbouring municipalities.

Collectively, these characteristics support a transit-oriented and walkable development pattern where reliance on private vehicle ownership is expected to be lower than in more automobile-oriented areas. Accordingly, the proposed parking supply is considered appropriate for the subject site.

6.2. Barrier Free Parking Requirements

In accordance with Table 3.1.3.1 – Accessible Parking Regulations in the City's Zoning By-law 0225-2007, accessible parking spaces requirements are based on visitor parking supply as well as non-residential parking supply. For a visitor parking supply of 29 spaces, 4% of the total number of provided spaces are required to be accessible parking spaces.

On this basis, two (2) accessible parking spaces are required, where one (1) space must be designated as a Type A space and one (2) space must be designated as a Type B space. The proposed accessible parking supply of one (1) Type A space and two (2) Type B spaces is thereby compliant with the minimum requirements.

6.2.1. Bicycle Parking Requirements

The City of Mississauga Zoning By-law 0225-2007 stipulates bicycle parking requirements for all areas within the City in Section 230.5.10.1 (5). It is noted that the subject site is located within Bicycle Zone 2. The number of bicycle parking spaces required for this development are calculated in **Table 6.3**.

Table 6-2: Bicycle Parking Requirements

Type	No. of Units	Rate		Minimum Spaces Required	Supply
Apartment	288	Class A	0.6 spaces / unit	173	192
		Class B	Greater of 0.05 spaces/unit or 6 spaces	15	15
Total				188	207

Based on the City of Mississauga Zoning By-law, the proposed 288-unit infill apartment building requires a minimum of 188 bicycle parking spaces, consisting of 173 Class A spaces and 15 Class B spaces. A comparison of the required and proposed bicycle parking supply demonstrates that the proposed development complies with the applicable bicycle parking requirements of the Zoning By-law and provides a technical surplus of 19 Class A bicycle parking spaces.

6.2.2. Loading Requirements

In accordance with the City of Mississauga Zoning By-law 0225-2007, one (1) loading space is required for each apartment building containing a minimum of 30 dwelling units.

The existing apartment buildings at 12 and 26 Park Street East do not provide dedicated loading spaces. Waste generated by the existing buildings is stored within outdoor waste collection bins located on concrete pads, and it is assumed that waste collection vehicles service these bins directly from their existing storage locations.

As part of the proposed development, a dedicated loading space is provided to serve the proposed 288-unit infill apartment building. In addition, waste and recycling generated by the proposed building will be stored within a fenced outdoor enclosure. It is anticipated that on-site staff will move the waste and recycling bins from the enclosure to an appropriate collection location on collection days, after which the bins will be returned to the enclosure following waste collection.

Although the waste collection area does not constitute a dedicated loading space as defined by the Zoning By-law, the proposed arrangement represents an improvement over the existing condition by providing an enclosed waste storage area that enhances site organization and screening while maintaining a practical and functional waste collection operation.

7.0 SITE PLAN REVIEW

7.1. Vehicle Maneuverability Assessment

AutoTURN software was used to generate a vehicular turning template to confirm and demonstrate the accessibility of the proposed development. The AutoTURN analysis demonstrates that a Peel Region front-loading waste collection vehicle can maneuver the loading space and site unencumbered. AutoTURN analyses also confirms the on-site maneuverability of emergency fire vehicles. Additionally, AutoTURN analyses were prepared for passenger vehicles (P TAC-2017) and the analyses demonstrates that the site is maneuverable for passenger vehicles.

The AutoTURN analyses are enclosed in **Appendix J**.

8.0 Transportation Demand Management

Transportation Demand Management (TDM) measures are intended to encourage the use of sustainable modes of transportation and reduce reliance on single-occupant vehicle travel. Given the subject site's transit-supportive location and excellent access to active transportation facilities, the following TDM measures are recommended for the proposed development.

Transit

The subject lands are located approximately 150 m from Port Credit GO Station, providing residents with convenient access to GO Transit rail service, GO bus service, and several MiWay bus routes. The site's proximity to high-quality transit provides future residents with a practical alternative to private vehicle travel for both local and regional trips.

To further encourage transit use, it is recommended that a resident welcome package be provided upon occupancy containing information regarding available transit services, including system maps, route information, schedules, and

PRESTO fare information. In addition, it is recommended that each residential unit be offered a one-time PRESTO card preloaded with a transit credit equivalent to the cost of one monthly transit pass. This incentive would encourage residents to become familiar with the transit services available from the outset of occupancy and promote transit as a convenient travel option.

Walking

The proposed site design incorporates a network of pedestrian walkways that provide direct, safe, and convenient connections between the building entrances, parking areas, bicycle parking facilities, and the adjacent public sidewalk network. Combined with the site's proximity to Port Credit GO Station and numerous commercial, institutional, recreational, and community amenities within walking distance, the proposed pedestrian facilities will encourage walking as a convenient mode of transportation for both utilitarian and recreational trips.

Cycling

The subject lands benefit from convenient access to the City's cycling network, including the nearby Waterfront Trail, which provides regional cycling connections throughout Mississauga and neighbouring municipalities.

The proposed development includes bicycle parking that exceeds the minimum requirements of the City of Mississauga Zoning By-law. The bicycle parking area is designed with a dedicated cyclist entrance to facilitate convenient access while minimizing conflicts with pedestrians and vehicles. In addition, a bicycle repair station is proposed within the bicycle storage area to support residents who choose cycling as a regular mode of transportation. Together, these facilities provide a high-quality cycling environment that encourages bicycle use for both commuting and recreational purposes.

Given the subject site's proximity to higher-order transit and active transportation facilities, the recommended TDM measures are expected to reduce dependence on private vehicle ownership and single-occupant vehicle travel while encouraging the use of more sustainable transportation modes.

9.0 CONCLUSION / FINDINGS

9.1. Study Findings

The findings of our analysis are as follows:

- The subject lands are currently occupied by a 5-storey residential building at 12 Park Street E and a 7-storey residential building at 26 Park Street E, together with associated surface parking areas. Based on the site plan prepared by Kohn Partnership Architects Inc., the proposed development consists of a new 26-storey, 288-unit infill residential building to be constructed within the existing surface parking area. A total of 298 vehicle parking spaces (261 resident spaces and 37 visitor spaces) are proposed to serve both the existing and proposed buildings. Vehicular access is proposed via a one-way driveway loop, with the inbound driveway located east of the existing building at 26 Park Street E and the outbound driveway located between the existing buildings at 12 and 26 Park Street E.
- Based on the capacity analysis of existing traffic conditions, all study area intersections, as well as both of the existing driveway accesses to the subject site are currently operating with residual capacity, acceptable levels of service and manageable delay and queue lengths.

- Based on the capacity analysis of forecasted future background traffic conditions, all study area intersections are projected to operate with residual capacity, acceptable levels of service and manageable delays and queue lengths.
- Based on existing TMC observations, the existing subject site currently generates a total of 21 two-way trips (seven (7) inbound and 14 outbound) during AM peak hour and 19 two-way trips (13 inbound and six (6) outbound) during PM peak hour.
- Based on trip generation calculations, a total of 58 new two-way trips (17 inbound and 41 outbound) are projected during AM peak hour, and a total of 75 new two-way trips (46 inbound and 29 outbound) are projected during PM peak hour.
- Based on the results of the capacity analysis under future total traffic conditions, all study area intersections are projected to operate with residual capacity and with manageable delay and queue lengths.
- The proposed parking supply is considered appropriate for the subject site, despite the absence of minimum parking requirements under the City of Mississauga Zoning By-law, given the site's transit-oriented location, excellent walkability, and access to cycling infrastructure, which are expected to reduce reliance on private vehicle ownership.
- Two (2) accessible parking spaces are required, where one (1) space must be designated as a Type A space and one (2) space must be designated as a Type B space. The proposed accessible parking supply of one (1) Type A space and two (2) Type B spaces is thereby compliant with the minimum requirements.
- Based on the City of Mississauga Zoning By-law, the proposed 288-unit infill apartment building requires a minimum of 188 bicycle parking spaces, consisting of 173 Class A spaces and 15 Class B spaces. A comparison of the required and proposed bicycle parking supply demonstrates that the proposed development complies with the applicable bicycle parking requirements of the Zoning By-law and provides a technical surplus of 19 Class A bicycle parking spaces.
- The proposed development includes one loading space for the infill apartment building and an enclosed waste storage area that improves upon the existing waste collection arrangement by enhancing site organization, screening, and operational efficiency.
- AutoTURN analyses confirm that the proposed development provides safe and efficient on-site maneuverability for passenger vehicles, emergency fire vehicles, and waste collection vehicles.
- The proposed development incorporates Transportation Demand Management (TDM) measures, including transit incentives, enhanced pedestrian connectivity, and high-quality cycling facilities, that are expected to encourage the use of sustainable transportation modes and reduce reliance on single-occupant vehicle travel.

9.2. Study Conclusions & Recommendations

Based on the findings of this study, our report concludes and / or recommends the following:

- The proposed 288-unit infill residential development can be accommodated by the existing and planned transportation network, with all study area intersections projected to continue operating with residual capacity, acceptable levels of service, and manageable delays under future total traffic conditions.
- The proposed site access, parking supply, loading facilities, and internal circulation are appropriate for the proposed development, with AutoTURN analyses confirming safe and efficient on-site maneuverability for passenger vehicles, emergency fire vehicles, and waste collection vehicles.
- The proposed development supports the City's transit-oriented planning objectives through an appropriate parking supply, compliant bicycle parking, and Transportation Demand Management measures that encourage transit, walking, and cycling while reducing reliance on private vehicle travel. %.

Appendix A: **Proposed Site Plan**

- SOLID WASTE MANAGEMENT SERVICES NOTES:**
1. TRAINED ON-SITE STAFF MEMBERS WILL BE AVAILABLE TO MANOEUVRE BINS FROM THE BUILDING FOR THE COLLECTION DRIVER AND ALSO ACT AS A FLAGMAN WHEN THE TRUCK IS REVERSING. IN THE EVENT THE ON-SITE STAFF IS UNAVAILABLE AT THE TIME THE CITY COLLECTION VEHICLE ARRIVES AT THE SITE, THE COLLECTION VEHICLE WILL LEAVE THE SITE AND NOT RETURN UNTIL THE NEXT SCHEDULED COLLECTION DAY.
 2. A WARNING SYSTEM WILL BE INSTALLED TO CAUTION MOTORISTS LEAVING THE PARKING GARAGE OF HEAVY VEHICLES WHEN LOADING OPERATIONS ARE OCCURRING. THIS WARNING SYSTEM WILL INCLUDE BOTH LIGHTS AND SIGNS AND WILL BE INSTALLED NEAR THE LOADING BAY.
 3. LOADING ENCLOSURE MUST HAVE A 200 mm THICK REINFORCED CONCRETE FLOOR THAT IS LEVEL +/- 2%.

PORT CREDIT GO STATION
WEST PARKING LOT

DENSE VEGETATION

PARK STREET EAST

QUEEN STREET EAST

KEY MAP

SITE AND BUILDING STATISTICS

	AREA (sqm)	AREA (sqft)
PROPOSED GFA - BUILDING B	19,981 sqm	215,069 sqft
EXISTING GFA - BUILDING A	6,305 sqm	67,877 sqft
EXISTING GFA - BUILDING C	4,657 sqm	50,127 sqft
LOT AREA	8,648 sqm	93,086 sqft
LOT FRONTAGE	119.72 m	393 ft
LOT DEPTH	93.36 m	306 ft
BUILDING HEIGHT	83.95 m	275 ft
NO. OF STOREYS	26 STOREYS	
DENSITY (PSI)	3.58	
BUILDING COVERAGE	2,387 sqm (27.4%)	
HARDSCAPE COVERAGE	2,838 sqm (32.8%)	
LANDSCAPE COVERAGE	1,803 sqm (20.9%)	

NOTES:
* ZBA GFA FOR BUILDING A, B, AND C IS BASED ON COMMON AND SERVICE AREAS DEDUCTED.

PROPOSED GROSS FLOOR AREA AND UNIT MIX

	1B	1B-D	2B	2B-D	3B	TOTAL	GCA _{net}	GCA _{gross}	GFA _{net}	GFA _{gross}	
LEVEL 1	0	0	0	0	0	2,237	24,076	311	3,346		
LEVEL 2	0	0	0	0	0	2,427	26,122	46	900		
LEVEL 3	0	0	0	0	0	2,427	26,122	46	900		
LEVEL 4	1	12	0	3	4	1,487	16,002	1,435	15,445		
LEVEL 5	1	12	0	3	4	20	1,487	16,002	1,435	15,445	
LEVEL 6	1	12	0	3	4	20	1,487	16,002	1,435	15,445	
LEVEL 7	0	0	0	0	0	847	9,115	80	858		
LEVEL 8	1	7	3	0	1	12	852	9,167	800	8,607	
LEVEL 9	1	7	3	0	1	12	852	9,167	800	8,607	
LEVEL 10	1	7	3	0	1	12	852	9,167	800	8,607	
LEVEL 11	1	7	3	0	1	12	852	9,167	800	8,607	
LEVEL 12	1	7	3	0	1	12	852	9,167	800	8,607	
LEVEL 13	1	7	3	0	1	12	852	9,167	800	8,607	
LEVEL 14	1	7	3	0	1	12	852	9,167	800	8,607	
LEVEL 15	1	7	3	0	1	12	852	9,167	800	8,607	
LEVEL 16	1	7	3	0	1	12	852	9,167	800	8,607	
LEVEL 17	1	7	3	0	1	12	852	9,167	800	8,607	
LEVEL 18	1	7	3	0	1	12	852	9,167	800	8,607	
LEVEL 19	1	7	3	0	1	12	852	9,167	800	8,607	
LEVEL 20	1	7	3	0	1	12	852	9,167	800	8,607	
LEVEL 21	1	7	3	0	1	12	852	9,167	800	8,607	
LEVEL 22	1	7	3	0	1	12	852	9,167	800	8,607	
LEVEL 23	1	7	3	0	1	12	852	9,167	800	8,607	
LEVEL 24	1	7	3	0	1	12	852	9,167	800	8,607	
LEVEL 25	1	7	3	0	1	12	852	9,167	800	8,607	
LEVEL 26	1	7	3	0	1	12	852	9,167	800	8,607	
LEVEL MPH	0	0	0	0	0	331	3,363	0			
TOTAL	22	169	57	9	31	288	28,910	311,184	10,881	215,069	

AMENITY SPACES
TOTAL REQUIRED
INDOOR PROPOSED
OUTDOOR PROPOSED
TOTAL PROPOSED AMENITY AREA
1,152 sqm
717 sqm
435 sqm
1,183 sqm

NOTE:
* PROVIDED AMENITY AREAS BASED ON BUILDING B UNIT COUNT ONLY.

GREEN ROOF
GREEN ROOF AREA PROPOSED
77.2 sqm ABOVE GARBAGE ENCLOSURE

PARKING SPACE RATES

RESIDENTIAL RATES REQUIRED	VISITOR RATE REQUIRED
NA	NA

PARKING SPACES

DRIVE AISLE WIDTH	STANDARD PARKING SPACE	TYPE A - B.F. PARKING SPACE	TYPE B - B.F. PARKING SPACE
5.20m (ONE-WAY) / 7.00m (TWO-WAY)	5.20m x 2.50m MIN.	5.20m x 3.40m MIN.	5.20m x 2.40m MIN.

RESIDENTIAL

26 PARK ST. E - BLDG A	26 PARK ST. E - BLDG B	26 PARK ST. E - BLDG C	
67 (incl. 10 m. sq. spaces)	145	45	
5	29 (incl. 10 m. sq. spaces)	12	
31	3,363	0	
TOTAL SPACES	261 SPACES	37 SPACES	296 SPACES

BARRIER FREE SPACES
3 (incl. 1.80 m for BLDG A and 2.00 m for BLDG B)

NOTES:
* TYPE A AND TYPE B PARKING SPACES TO BE LOCATED AT GRADE.
* REQUIRED BIKE PARKING COUNT BASED ON BUILDING B UNIT COUNT ONLY.
* ALL CLASS A AND CLASS B BICYCLE PARKING SPACES TO BE LOCATED AT GRADE. 8 CLASS B SPACES TO BE LOCATED ON EXTERIOR AND 7 TO BE LOCATED WITHIN LEVEL 1 BICYCLE STORAGE ROOM.

LOADING SPACE RATES
(BASED ON MISSISSAUGA ZONING BY-LAW 025-0007)

ONE LOADING SPACE PER APARTMENT CONTAINING MINIMUM OF 30 DWELLING UNITS.	REQUIRED	PROPOSED
26 PARK ST. E - BLDG A	0	0
PROPOSED BLDG B	1	1
26 PARK ST. E - BLDG C	0	0

LOADING SPACES

SURVEY INFORMATION
PLAN OF SURVEY WITH TOPOGRAPHY OF PART LOT 16 AND PART OF LOT 11 NORTH SIDE OF PARK STREET EAST, EAST OF THE CREDIT RIVER - PLAN PC-2
CITY OF MISSISSAUGA
PREPARED BY: TARASCHUK/MILLAN/KUBICKI LIMITED - ONTARIO LAND SURVEYORS
4141 BRADVIEW CRESCENT, UNIT 42
MISSISSAUGA, ON
L5L 0K2
T: (905) 569-8849
F: (905) 569-3160

Kohn

Kohn Partnership Architects Inc.
116 Spadina Avenue, Suite 501, Toronto ON M5V 2K6
Tel 416.703.6700 www.kohnarchitects.com

ALL DIMENSIONS ARE GIVEN IN MILLIMETRES UNLESS OTHERWISE INDICATED.
DO NOT SCALE DRAWINGS.
CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF MISSISSAUGA ZONING BY-LAW 025-0007. PRIOR TO STARTING ANY OF THE WORK, THE ARCHITECT SHALL BE NOTIFIED BY THE ARCHITECT AND CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF MISSISSAUGA ZONING BY-LAW 025-0007. THE ARCHITECT SHALL BE RESPONSIBLE FOR THE INTERPRETATION OF THESE DOCUMENTS BY THE CONTRACTOR. UPON WRITTEN APPLICATION, THE ARCHITECT WILL PROVIDE WRITTEN OR GRAPHIC CLARIFICATION AS SUPPLEMENTARY INFORMATION REGARDING THE INTENT OF THE CONTRACT DOCUMENTS.
LOCATION OF EXPOSED MECHANICAL OR ELECTRICAL DEVICES, FITTINGS AND FIXTURES ARE INDICATED ON ARCHITECTURAL DRAWINGS. THESE SHALL COORDINATE WITH THE MECHANICAL AND ELECTRICAL DRAWINGS. THESE ITEMS NOT CLEARLY LOCATED TO BE LOCATED AS DIRECTED BY THE ARCHITECT.
NO INVESTIGATION HAS BEEN UNDERTAKEN OR REPORTED ON THIS OFFICE IN REGARDS TO THE ENVIRONMENTAL CONDITIONS OR POLLUTION OF THE SITE.
COPYRIGHT 2025 KOHN ARCHITECTS INC.
COPYRIGHT OF THIS DRAWING AND THE DESIGN INTENT IS RESERVED BY THE ARCHITECT. THE DRAWINGS AND ALL ASSOCIATED DOCUMENTS ARE AN INSTRUMENT OF SERVICE BY KOHN ARCHITECTS INC. THE DRAWINGS AND THE INFORMATION CONTAINED THEREIN MAY NOT BE REPRODUCED IN WHOLE OR IN PART WITHOUT THE WRITTEN PERMISSION OF KOHN ARCHITECTS INC.
ALL DRAWINGS ARE THE PROPERTY OF THE ARCHITECT AND MUST BE RETURNED ON REQUEST.

ISSUE DATES AND DISTRIBUTION LOG		
No.	Date	Note
1	2007/30	OPA/ZBA APPLICATION

TYPICAL VEHICULAR PARKING SPACE:

AS PER MISSISSAUGA BY-LAW 025-0007

DRIVE AISLE: 5.20m (ONE-WAY) & 7.00m (TWO-WAY)

TYPICAL PARKING SPACE DIMENSIONS:

WIDTH: MIN. 2.60-2.70m LENGTH: 5.20m

VERTICAL CLEARANCE: 2.10m

TYPICAL ACCESSIBLE PARKING SPACE DIMENSIONS:

TYPE A, WIDTH: MIN. 2.40m LENGTH: 5.20m

TYPE B, WIDTH: MIN. 3.40m LENGTH: 5.20m

VERTICAL CLEARANCE: 2.10m

TYPE B TYPE A

2500 2700 3000 2700 6700

3000 2500 2700 3000 6700

2400 1500 3400 6000

TYPE B TYPE A

2500 2700 3000 2700 6700

3000 2500 2700 3000 6700

2400 1500 3400 6000

TYPE B TYPE A

2500 2700 3000 2700 6700

3000 2500 2700 3000 6700

2400 1500 3400 6000

TYPE B TYPE A

2500 2700 3000 2700 6700

3000 2500 2700 3000 6700

2400 1500 3400 6000

TYPE B TYPE A

2500 2700 3000 2700 6700

3000 2500 2700 3000 6700

2400 1500 3400 6000

TYPE B TYPE A

2500 2700 3000 2700 6700

3000 2500 2700 3000 6700

2400 1500 3400 6000

TYPE B TYPE A

2500 2700 3000 2700 6700

3000 2500 2700 3000 6700

2400 1500 3400 6000

TYPE B TYPE A

2500 2700 3000 2700 6700

3000 2500 2700 3000 6700

2400 1500 3400 6000

TYPE B TYPE A

2500 2700 3000 2700 6700

3000 2500 2700 3000 6700

2400 1500 3400 6000

TYPE B TYPE A

2500 2700 3000 2700 6700

3000 2500 2700 3000 6700

2400 1500 3400 6000

TYPE B TYPE A

2500 2700 3000 2700 6700

3000 2500 2700 3000 6700

2400 1500 3400 6000

TYPE B TYPE A

2500 2700 3000 2700 6700

3000 2500 2700 3000 6700

2400 1500 3400 6000

TYPE B TYPE A

2500 2700 3000 2700 6700

3000 2500 2700 3000 6700

2400 1500 3400 6000

TYPE B TYPE A

2500 2700 3000 2700 6700

3000 2500 2700 3000 6700

2400 1500 3400 6000

TYPE B TYPE A

2500 2700 3000 2700 6700

3000 2500 2700 3000 6700

2400 1500 3400 6000

TYPE B TYPE A

2500 2700 3000 2700 6700

3000 2500 2700 3000 6700

2400 1500 3400 6000

TYPE B TYPE A

2500 2700 3000 2700 6700

3000 2500 2700 3000 6700

2400 1500 3400 6000

TYPE B TYPE A

2500 2700 3000 2700 6700

3000 2500 2700 3000 6700

2400 1500 3400 6000

TYPE B TYPE A

2500 2700 3000 2700 6700

3000 2500 2700 3000 6700

2400 1500 3400 6000

TYPE B TYPE A

2500 2700 3000 2700 6700

3000 2500 2700 3000 6700

2400 1500 3400 6000

TYPE B TYPE A

2500 2700 3000 2700 6700

3000 2500 2700 3000 6700

2400 1500 3400 6000

TYPE B TYPE A

2500 2700 3000 2700 6700

3000 2500 2700 3000 6700

2400 1500 3400 6000

TYPE B TYPE A

2500 2700 3000 2700 6700

3000 2500 2700 3000 6700

2400 1500 3400 6000

TYPE B TYPE A

2500 2700 3000 2700 6700

3000 2500 2700 3000 6700

2400 1500 3400 6000

TYPE B TYPE A

2500 2700 3000 2700 6700

3000 2500 2700 3000 6700

2400 1500 3400 6000

TYPE B TYPE A

2500 2700 3000 2700 6700

3000 2500 2700 3000 6700

2400 1500 3400 6000

TYPE B TYPE A

2500 2700 3000 2700 6700

3000 2500 2700 3000 6700

2400 1500 3400 6000

TYPE B TYPE A

2500 2700 3000 2700 6700

3000 2500 2700 3000 6700

2400 1500 3400 6000

TYPE B TYPE A

2500 2700 3000 2700 6700

3000 2500 2700 3000 6700

2400 1500 3400 6000

TYPE B TYPE A

2500 2700 3000 2700 6700

3000 2500 2700 3000 6700

2400 1500 3400 6000

TYPE B TYPE A

2500 2700 3000 2700 6700

3000 2500 2700 3000 6700

2400 1500 3400 6000</

Appendix B: Terms of Reference

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 Aurora this 25th day of May, 2026.
(City) (Day) (Month) (Year)

Name: Kristian Aviles

Professional Title: Transportation Analyst

Signature: 

Office Contact Information (Please Print)

Address: 520 Industrial Parkway South, Suite 201

City/Postal Code: Aurora ON L4G 6W8

Telephone/Extension: 905 503 2563 ext. 206

E-mail Address: kristian@nextrans.ca

Appendix B

APPROVED

By Kate Vassilyev at 1:49 pm, Jun 16, 2026

Pre-Study Consultation Checklist

Description	Information	Section Reference
Development Information		
Development Description (land use, size, and number of phases of development)	Phase 1: We wish to confirm the following work plan for a Transportation Impact Study for a proposed residential building development located on the southwest corner of Park Street East and Elizabeth Street North, municipally known as 12 and 26 Park Street East, (herein referred to as the "subject site"), in the City of Mississauga. The subject site is designated under the City of Mississauga Comprehensive Zoning By-law 0225-2007. The subject lands are currently occupied by two existing residential apartment buildings. At the time of preparing this Terms of Reference, it is noted that a conceptual plan has been provided and a residential building consisting of 576 dwelling units. The development will include 164 parking spaces. Vehicular access to the subject lands is envisioned via a one-way driveway from Park Street East and a one-way exit is envisioned onto Park Street East. A 26-storey residential building with 288 dwelling units. Vehicular one way IN and OUT onto Park Street East. Phase 2: Phase 3:	2.3.6

Description	Information	Section Reference
Transportation Impact Assessment		
Step 1 – Screening		
Type of Application (attach a drawing)	☒ Official Plan Amendment ☒ Zoning Amendment ☐ Site Plan Control Application ☐ Plan of Subdivision ☐ Other: _____	2.3.5
Screening Criteria	☒ Trip Generation Trigger Satisfied ☐ Location Trigger Satisfied ☐ Operational/Safety Trigger Satisfied	2.2.1
Type of Study	☒ Transportation Impact Study ☐ Access Review ☐ No Additional Study Required	2.2.1
Step 2 – Scoping		
Study Area (intersections to be analyzed) Note: The Transportation Consultant is responsible to identify any further intersections impacted as the study progresses.	1. Park Street East / Elizabeth Street North (unsignalized); 2. High Street East / Elizabeth Street North (unsignalized); 3. Lakeshore Road East / Elizabeth Street North (signalized); and 4. Park Street East / Stavebank Road (unsignalized). 2. Park Street East / Site Access #1 5. Park Street East / Site Access #2 6. Stavebank Road / Lakeshore Road East	2.3.8
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)		2.3.13
Existing Transportation Conditions	☒ City data sources ☒ New data collection _____ ☐ Other: _____	2.3.14

Description	Information	Section Reference
Planned Network Improvements (with timing)	1. Lakeshore Connecting Communities (2036) 2. Storm Sewer Rehabilitation along Park Street East. (2026) 3. Cycling Infrastructure Program. On-Road Shared Bike Route along Park Street East (2028)	2.3.16
Other Planned Developments (per City's Website)	• 1489 Hurontario Street – OZ/OPA 24 13 W1 and 21T M 24 6 W1 • 49 South Service Road – OZ/OPA 22 23 W1 • 17 and 19 Ann Street, 84 and 90 High Street, and 91 Park Street East – OZ/OPA 22 3 W1 • 128 Lakeshore Road East OZ/OPA 22 5 W1 • 42 Port Street East and 99 Lakeshore Road East OZ/OPA 22 30 W1 • 170 Lakeshore Road East OZ/OPA 21 16 W1 • 50 High Street East OZ 25 19 W1 • 46 Park Street East - OZ 25-10 W1 • 88 Park Street East - SP 25-5 W1 and OZ 22-10 W1	2.3.17
Identification of Mitigation Improvement Measures	☒ Neighbourhood Traffic Management Plan ☐ Other: _____	2.3.23
Safety Analysis / Access Review Details (potential safety issues including but not limited to)	☐ Sight line analysis ☒ Corner clearance ☒ Access conflicts ☒ Clear throat ☒ Driveway spacing (tangent separation, adjacent driveways, etc.) ☐ Other: _____	2.3.25 2.3.26
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 ☒ Peel Region Waste Collection Truck ☐ Other: _____	2.3.26
Impacts During Construction (any special issues)		2.3.27
Step 3 – Forecasting		
Growth Rate	☒ Obtained from City ☒ Historical Traffic Counts ☐ Travel Demand Forecasts ☐ Proposed Growth Rate: _____	2.3.15

Description	Information	Section Reference
Site Trip Generation	☒ ITE Trip Generation Manual ☐ "First Principles" ☐ Observed Rates from Similar Developments in Area ☐ Observed Rates from Subject Site ☐ Other: _____	2.3.19
Trip Reductions	☐ Internal Capture Reductions for Mixed Use Development ☒ Non-Auto Mode Split ☐ 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
Community Impacts Section		
Format (projected traffic impacts and response to traffic-related community feedback)	☒ Within a TIA Report ☐ Other: _____	2.3.28 2.3.22
Additional Comments		
Community Impacts: Any transportation related impacts on the existing community and comments from the public through the planning approvals process shall be addressed in the report.		

Appendix C: Existing Traffic Data



Turning Movement Count (1 . PARK STREET E & ELIZABETH STREET N)

Start Time	Southbound QUEEN ST E						Westbound PARK ST E						Northbound ELIZABETH ST N						Eastbound PARK ST E						Int. Total (15 min)	Int. Total (1 hr)
	Right N-W	Thru N-S	Left N-E	UTurn N-N	Peds N:	Approach Total	Right E-N	Thru E-W	Left E-S	UTurn E-E	Peds E:	Approach Total	Right S-E	Thru S-N	Left S-W	UTurn S-S	Peds S:	Approach Total	Right W-S	Thru W-E	Left W-N	UTurn W-W	Peds W:	Approach Total		
2026-06-23 07:00:00	2	7	2	0	4	11	0	5	2	0	4	7	1	0	2	0	0	3	2	7	0	0	5	9	30	
2026-06-23 07:15:00	1	14	3	0	3	18	0	2	1	0	8	3	3	0	4	0	1	7	4	5	0	0	9	9	37	
2026-06-23 07:30:00	5	13	6	0	1	24	0	10	3	0	1	13	6	0	1	0	1	7	5	10	0	0	3	15	59	
2026-06-23 07:45:00	5	20	2	0	6	27	0	5	7	0	6	12	4	0	2	0	4	6	4	8	0	0	13	12	57	183
2026-06-23 08:00:00	3	13	1	0	4	17	0	9	3	0	2	12	2	0	3	0	3	5	2	5	0	0	6	7	41	194
2026-06-23 08:15:00	2	17	2	0	11	21	0	8	2	0	5	10	3	1	9	0	4	13	0	7	0	0	21	7	51	208
2026-06-23 08:30:00	1	6	3	0	5	10	0	7	2	0	4	9	5	0	5	0	20	10	2	4	0	0	11	6	35	184
2026-06-23 08:45:00	8	9	1	0	2	18	0	16	1	0	7	17	6	1	2	0	6	9	1	9	0	0	7	10	54	181
2026-06-23 09:00:00	0	9	4	0	3	13	0	10	5	0	6	15	7	1	3	0	9	11	4	7	0	0	4	11	50	190
2026-06-23 09:15:00	0	10	5	0	5	15	0	9	3	0	4	12	3	0	2	0	2	5	0	13	0	0	6	13	45	184
2026-06-23 09:30:00	1	11	3	0	3	15	0	4	5	0	5	9	5	1	2	0	4	8	3	15	0	0	2	18	50	199
2026-06-23 09:45:00	3	9	4	0	4	16	0	3	2	0	3	5	5	0	4	0	1	9	5	1	0	0	5	6	36	181
BREAK																										
2026-06-23 16:00:00	3	9	5	0	8	17	0	20	3	0	5	23	5	0	8	0	7	13	0	2	0	0	5	2	55	
2026-06-23 16:15:00	5	6	2	0	2	13	0	18	1	0	7	19	3	0	8	0	7	11	3	9	0	0	5	12	55	
2026-06-23 16:30:00	6	20	8	0	0	34	0	17	4	0	4	21	7	0	6	0	6	13	4	7	0	0	18	11	79	
2026-06-23 16:45:00	1	14	7	0	3	22	0	21	6	0	2	27	3	2	11	0	5	16	3	4	0	0	9	7	72	261
2026-06-23 17:00:00	1	21	5	0	9	27	0	15	4	0	4	19	5	2	9	0	7	16	2	7	0	0	22	9	71	277
2026-06-23 17:15:00	1	13	6	0	5	20	0	19	6	0	3	25	10	2	5	0	3	17	3	12	0	0	13	15	77	299
2026-06-23 17:30:00	15	21	4	0	6	40	0	20	6	0	5	26	7	0	7	0	4	14	7	9	1	0	12	17	97	317
2026-06-23 17:45:00	1	13	6	0	6	20	0	19	6	0	2	25	6	0	12	0	5	18	1	14	0	0	8	15	78	323
2026-06-23 18:00:00	6	22	9	0	6	37	0	17	6	0	14	23	4	0	6	0	3	10	3	9	0	0	13	12	82	334
2026-06-23 18:15:00	2	11	9	0	3	22	1	29	6	0	4	36	10	1	8	0	8	19	5	15	0	0	4	20	97	354
2026-06-23 18:30:00	4	15	3	0	0	22	0	16	3	0	7	19	5	1	7	0	8	13	6	9	0	0	8	15	69	326
2026-06-23 18:45:00	2	12	4	0	2	18	0	12	3	0	2	15	2	0	8	0	1	10	4	14	0	0	7	18	61	309
Grand Total	78	315	104	0	101	497	1	311	90	0	114	402	117	12	134	0	119	263	73	202	1	0	216	276	1438	-
Approach%	15.7%	63.4%	20.9%	0%	-	-	0.2%	77.4%	22.4%	0%	-	-	44.5%	4.6%	51%	0%	-	-	26.4%	73.2%	0.4%	0%	-	-	-	-
Totals %	5.4%	21.9%	7.2%	0%	-	34.6%	0.1%	21.6%	6.3%	0%	-	28%	8.1%	0.8%	9.3%	0%	-	18.3%	5.1%	14%	0.1%	0%	-	19.2%	-	-
Heavy	2	97	2	0	-	-	0	5	4	0	-	-	0	0	2	0	-	-	1	3	0	0	-	-	-	-
Heavy %	2.6%	30.8%	1.9%	0%	-	-	0%	1.6%	4.4%	0%	-	-	0%	0%	1.5%	0%	-	-	1.4%	1.5%	0%	0%	-	-	-	-
Bicycles	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycle %	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Peak Hour: 07:30 AM - 08:30 AM Weather: Clear Sky (14 °C)

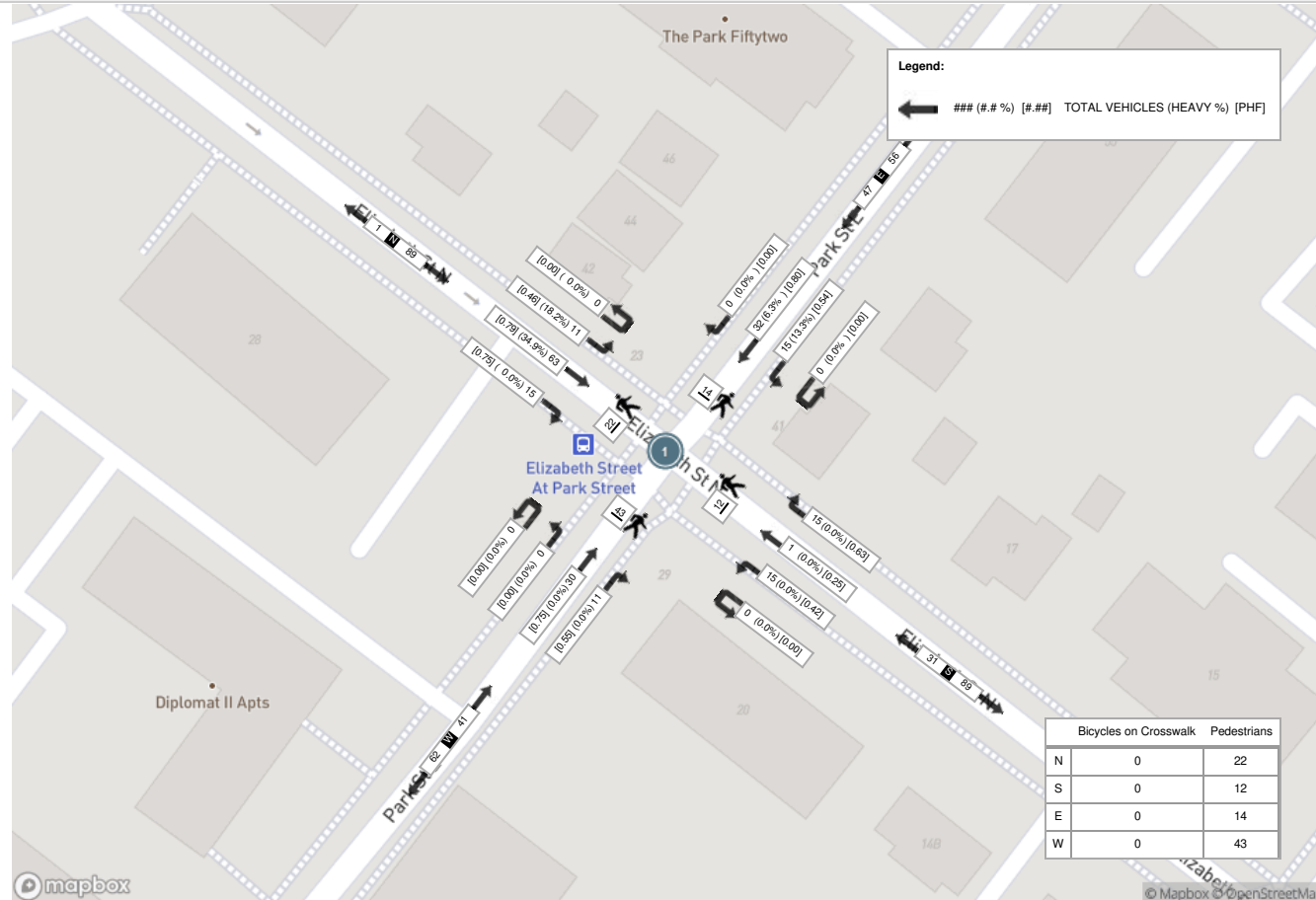
Start Time	Southbound QUEEN ST E						Westbound PARK ST E						Northbound ELIZABETH ST N						Eastbound PARK ST E						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
2026-06-23 07:30:00	5	13	6	0	1	24	0	10	3	0	1	13	6	0	1	0	1	7	5	10	0	0	3	15	59
2026-06-23 07:45:00	5	20	2	0	6	27	0	5	7	0	6	12	4	0	2	0	4	6	4	8	0	0	13	12	57
2026-06-23 08:00:00	3	13	1	0	4	17	0	9	3	0	2	12	2	0	3	0	3	5	2	5	0	0	6	7	41
2026-06-23 08:15:00	2	17	2	0	11	21	0	8	2	0	5	10	3	1	9	0	4	13	0	7	0	0	21	7	51
Grand Total	15	63	11	0	22	89	0	32	15	0	14	47	15	1	15	0	12	31	11	30	0	0	43	41	208
Approach%	16.9%	70.8%	12.4%	0%		-	0%	68.1%	31.9%	0%		-	48.4%	3.2%	48.4%	0%		-	26.8%	73.2%	0%	0%		-	-
Totals %	7.2%	30.3%	5.3%	0%		42.8%	0%	15.4%	7.2%	0%		22.6%	7.2%	0.5%	7.2%	0%		14.9%	5.3%	14.4%	0%	0%		19.7%	-
PHF	0.75	0.79	0.46	0		0.82	0	0.8	0.54	0		0.9	0.63	0.25	0.42	0		0.6	0.55	0.75	0	0		0.68	0.88
Heavy	0	22	2	0		24	0	2	2	0		4	0	0	0	0		0	0	0	0	0		0	28
Heavy %	0%	34.9%	18.2%	0%		27%	0%	6.3%	13.3%	0%		8.5%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	13.5%
Lights	15	40	9	0		64	0	29	13	0		42	15	0	15	0		30	11	30	0	0		41	177
Lights %	100%	63.5%	81.8%	0%		71.9%	0%	90.6%	86.7%	0%		89.4%	100%	0%	100%	0%		96.8%	100%	100%	0%	0%		100%	85.1%
Single-Unit Trucks	0	1	0	0		1	0	1	1	0		2	0	0	0	0		0	0	0	0	0		0	3
Single-Unit Trucks %	0%	1.6%	0%	0%		1.1%	0%	3.1%	6.7%	0%		4.3%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	1.4%
Buses	0	21	2	0		23	0	1	1	0		2	0	0	0	0		0	0	0	0	0		0	25
Buses %	0%	33.3%	18.2%	0%		25.8%	0%	3.1%	6.7%	0%		4.3%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	12%
Bicycles on Road	0	1	0	0		1	0	1	0	0		1	0	1	0	0		1	0	0	0	0		0	3
Bicycles on Road %	0%	1.6%	0%	0%		1.1%	0%	3.1%	0%	0%		2.1%	0%	100%	0%	0%		3.2%	0%	0%	0%	0%		0%	1.4%
Pedestrians	-	-	-	-	22	-	-	-	-	-	14	-	-	-	-	-	12	-	-	-	-	-	43	-	-
Pedestrians%	-	-	-	-	24.2%	-	-	-	-	-	15.4%	-	-	-	-	-	13.2%	-	-	-	-	-	47.3%	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
Bicycles on Crosswalk%	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-



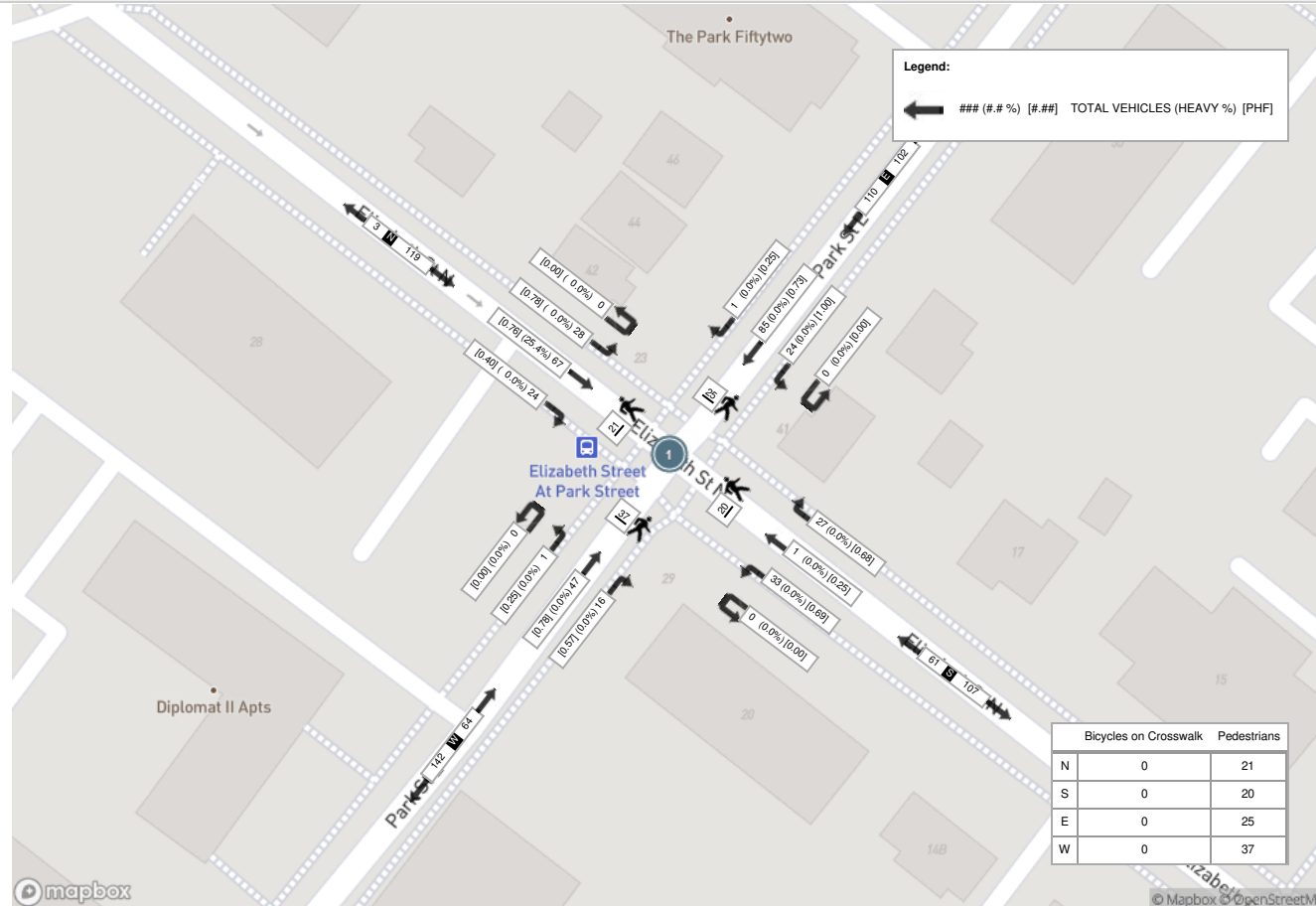
Peak Hour: 05:30 PM - 06:30 PM Weather: Clear Sky (24 °C)

Start Time	Southbound QUEEN ST E						Westbound PARK ST E						Northbound ELIZABETH ST N						Eastbound PARK ST E						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
2026-06-23 17:30:00	15	21	4	0	6	40	0	20	6	0	5	26	7	0	7	0	4	14	7	9	1	0	12	17	97
2026-06-23 17:45:00	1	13	6	0	6	20	0	19	6	0	2	25	6	0	12	0	5	18	1	14	0	0	8	15	78
2026-06-23 18:00:00	6	22	9	0	6	37	0	17	6	0	14	23	4	0	6	0	3	10	3	9	0	0	13	12	82
2026-06-23 18:15:00	2	11	9	0	3	22	1	29	6	0	4	36	10	1	8	0	8	19	5	15	0	0	4	20	97
Grand Total	24	67	28	0	21	119	1	85	24	0	25	110	27	1	33	0	20	61	16	47	1	0	37	64	354
Approach%	20.2%	56.3%	23.5%	0%		-	0.9%	77.3%	21.8%	0%		-	44.3%	1.6%	54.1%	0%		-	25%	73.4%	1.6%	0%		-	-
Totals %	6.8%	18.9%	7.9%	0%		33.6%	0.3%	24%	6.8%	0%		31.1%	7.6%	0.3%	9.3%	0%		17.2%	4.5%	13.3%	0.3%	0%		18.1%	-
PHF	0.4	0.76	0.78	0		0.74	0.25	0.73	1	0		0.76	0.68	0.25	0.69	0		0.8	0.57	0.78	0.25	0		0.8	0.91
Heavy	0	17	0	0		17	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	17
Heavy %	0%	25.4%	0%	0%		14.3%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	4.8%
Lights	23	49	28	0		100	1	80	24	0		105	26	1	32	0		59	14	46	1	0		61	325
Lights %	95.8%	73.1%	100%	0%		84%	100%	94.1%	100%	0%		95.5%	96.3%	100%	97%	0%		96.7%	87.5%	97.9%	100%	0%		95.3%	91.8%
Single-Unit Trucks	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
Single-Unit Trucks %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%
Buses	0	17	0	0		17	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	17
Buses %	0%	25.4%	0%	0%		14.3%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	4.8%
Bicycles on Road	1	1	0	0		2	0	5	0	0		5	1	0	1	0		2	2	1	0	0		3	12
Bicycles on Road %	4.2%	1.5%	0%	0%		1.7%	0%	5.9%	0%	0%		4.5%	3.7%	0%	3%	0%		3.3%	12.5%	2.1%	0%	0%		4.7%	3.4%
Pedestrians	-	-	-	-	21	-	-	-	-	25	-	-	-	-	-	20	-	-	-	-	-	-	37	-	-
Pedestrians%	-	-	-	-	20.4%	-	-	-	-	24.3%	-	-	-	-	-	19.4%	-	-	-	-	-	-	35.9%	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
Bicycles on Crosswalk%	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	0%	-	-

Peak Hour: 07:30 AM - 08:30 AM Weather: Clear Sky (14 °C)



Peak Hour: 05:30 PM - 06:30 PM Weather: Clear Sky (24 °C)





Turning Movement Count (4 . PARK STREET E & STAVEBANK ROAD)

Start Time	Southbound PARK STREET E						Westbound STAVEBANK ROAD						Northbound PARK STREET E						Eastbound STAVEBANK ROAD						Int. Total (15 min)	Int. Total (1 hr)	
	Right N-W	Thru N-S	Left N-E	UTurn N-N	Peds N:	Approach Total	Right E-N	Thru E-W	Left E-S	UTurn E-E	Peds E:	Approach Total	Right S-E	Thru S-N	Left S-W	UTurn S-S	Peds S:	Approach Total	Right W-S	Thru W-E	Left W-N	UTurn W-W	Peds W:	Approach Total			
2026-06-23 07:00:00	6	1	4	0	4	11	1	10	0	0	1	11	2	0	0	0	2	2	0	9	1	0	1	10	34		
2026-06-23 07:15:00	7	0	4	0	3	11	6	31	0	0	1	37	1	0	0	0	2	1	2	9	2	0	1	13	62		
2026-06-23 07:30:00	4	0	13	0	2	17	0	12	1	0	2	13	2	0	0	0	3	2	0	4	0	0	2	4	36		
2026-06-23 07:45:00	4	0	12	0	4	16	1	16	4	0	2	21	3	0	1	0	3	4	2	12	3	0	1	17	58	190	
2026-06-23 08:00:00	5	1	14	0	1	20	1	11	0	0	1	12	2	0	0	0	1	2	0	16	1	0	1	17	51	207	
2026-06-23 08:15:00	9	4	9	0	4	22	0	20	2	0	0	22	4	0	2	0	1	6	3	26	3	0	3	32	82	227	
2026-06-23 08:30:00	7	2	11	0	3	20	0	13	3	0	2	16	1	0	1	0	1	2	2	23	3	1	4	29	67	258	
2026-06-23 08:45:00	7	3	17	0	1	27	2	15	1	0	2	18	0	0	0	0	2	0	1	29	7	1	3	38	83	283	
2026-06-23 09:00:00	4	1	14	1	2	20	2	11	2	0	3	15	2	1	0	0	1	3	1	21	3	0	4	25	63	295	
2026-06-23 09:15:00	2	3	6	0	4	11	4	11	2	1	0	18	1	0	0	0	1	1	1	26	7	1	2	35	65	278	
2026-06-23 09:30:00	4	3	5	0	3	12	1	8	2	0	4	11	0	0	1	0	3	1	1	14	7	0	6	22	46	257	
2026-06-23 09:45:00	3	1	8	0	4	12	1	12	3	0	0	16	1	1	0	0	4	2	2	28	1	1	7	32	62	236	
BREAK																											
2026-06-23 16:00:00	9	3	8	0	10	20	0	16	0	0	5	16	2	0	1	0	2	3	2	27	2	0	2	31	70		
2026-06-23 16:15:00	9	0	16	0	7	25	3	10	4	0	1	17	3	3	0	0	1	6	3	16	4	0	1	23	71		
2026-06-23 16:30:00	4	1	15	0	14	20	4	14	4	1	4	23	1	0	2	0	1	3	2	31	6	1	3	40	86		
2026-06-23 16:45:00	8	0	16	0	3	24	5	19	1	0	3	25	2	2	0	0	2	4	1	36	6	0	4	43	96	323	
2026-06-23 17:00:00	6	0	11	0	3	17	4	18	1	0	0	23	0	0	1	0	4	1	0	16	2	0	3	18	59	312	
2026-06-23 17:15:00	3	0	16	0	7	19	2	13	3	0	4	18	3	1	1	0	3	5	1	35	9	0	8	45	87	328	
2026-06-23 17:30:00	2	3	20	0	5	25	9	19	4	0	1	32	1	2	0	0	4	3	1	19	3	0	6	23	83	325	
2026-06-23 17:45:00	10	2	17	0	8	29	4	16	6	1	10	27	2	2	5	0	10	9	4	47	9	0	7	60	125	354	
2026-06-23 18:00:00	7	1	14	0	11	22	3	18	6	0	1	27	0	0	3	0	3	3	2	18	3	0	5	23	75	370	
2026-06-23 18:15:00	6	2	16	0	6	24	2	16	3	0	5	21	4	3	0	0	5	7	5	39	7	1	4	52	104	387	
2026-06-23 18:30:00	8	3	8	0	7	19	6	12	4	0	1	22	6	5	1	0	3	12	0	24	3	0	0	27	80	384	
2026-06-23 18:45:00	2	1	14	0	4	17	4	20	2	0	4	26	1	7	0	0	6	8	1	31	4	0	2	36	87	346	
Grand Total	136	35	288	1	120	460	65	361	58	3	57	487	44	27	19	0	68	90	37	556	96	6	80	695	1732	-	
Approach%	29.6%	7.6%	62.6%	0.2%	-	-	13.3%	74.1%	11.9%	0.6%	-	-	48.9%	30%	21.1%	0%	-	-	5.3%	80%	13.8%	0.9%	-	-	-	-	
Totals %	7.9%	2%	16.6%	0.1%	-	26.6%	3.8%	20.8%	3.3%	0.2%	-	28.1%	2.5%	1.6%	1.1%	0%	-	5.2%	2.1%	32.1%	5.5%	0.3%	-	40.1%	-	-	
Heavy	4	1	3	0	-	-	3	5	0	0	-	-	4	0	0	0	-	-	1	4	1	0	-	-	-	-	
Heavy %	2.9%	2.9%	1%	0%	-	-	4.6%	1.4%	0%	0%	-	-	9.1%	0%	0%	0%	-	-	2.7%	0.7%	1%	0%	-	-	-	-	
Bicycles	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Bicycle %	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	



Peak Hour: 08:15 AM - 09:15 AM Weather: Clear Sky (14 °C)

Start Time	Southbound PARK STREET E						Westbound STAVEBANK ROAD						Northbound PARK STREET E						Eastbound STAVEBANK ROAD						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
2026-06-23 08:15:00	9	4	9	0	4	22	0	20	2	0	0	22	4	0	2	0	1	6	3	26	3	0	3	32	82
2026-06-23 08:30:00	7	2	11	0	3	20	0	13	3	0	2	16	1	0	1	0	1	2	2	23	3	1	4	29	67
2026-06-23 08:45:00	7	3	17	0	1	27	2	15	1	0	2	18	0	0	0	0	2	0	1	29	7	1	3	38	83
2026-06-23 09:00:00	4	1	14	1	2	20	2	11	2	0	3	15	2	1	0	0	1	3	1	21	3	0	4	25	63
Grand Total	27	10	51	1	10	89	4	59	8	0	7	71	7	1	3	0	5	11	7	99	16	2	14	124	295
Approach%	30.3%	11.2%	57.3%	1.1%	-	-	5.6%	83.1%	11.3%	0%	-	-	63.6%	9.1%	27.3%	0%	-	-	5.6%	79.8%	12.9%	1.6%	-	-	-
Totals %	9.2%	3.4%	17.3%	0.3%	-	30.2%	1.4%	20%	2.7%	0%	-	24.1%	2.4%	0.3%	1%	0%	-	3.7%	2.4%	33.6%	5.4%	0.7%	-	42%	-
PHF	0.75	0.63	0.75	0.25	-	0.82	0.5	0.74	0.67	0	-	0.81	0.44	0.25	0.38	0	-	0.46	0.58	0.85	0.57	0.5	-	0.82	0.89
Heavy	3	1	1	0	-	5	0	0	0	0	-	0	2	0	0	0	-	2	0	1	1	0	-	2	9
Heavy %	11.1%	10%	2%	0%	-	5.6%	0%	0%	0%	0%	-	0%	28.6%	0%	0%	0%	-	18.2%	0%	1%	6.3%	0%	-	1.6%	3.1%
Lights	23	9	48	1	-	81	4	50	8	0	-	62	5	1	3	0	-	9	6	93	15	2	-	116	268
Lights %	85.2%	90%	94.1%	100%	-	91%	100%	84.7%	100%	0%	-	87.3%	71.4%	100%	100%	0%	-	81.8%	85.7%	93.9%	93.8%	100%	-	93.5%	90.8%
Single-Unit Trucks	1	1	1	0	-	3	0	0	0	0	-	0	2	0	0	0	-	2	0	0	1	0	-	1	6
Single-Unit Trucks %	3.7%	10%	2%	0%	-	3.4%	0%	0%	0%	0%	-	0%	28.6%	0%	0%	0%	-	18.2%	0%	0%	6.3%	0%	-	0.8%	2%
Buses	2	0	0	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	3
Buses %	7.4%	0%	0%	0%	-	2.2%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	1%	0%	0%	-	0.8%	1%
Bicycles on Road	1	0	2	0	-	3	0	9	0	0	-	9	0	0	0	0	-	0	1	5	0	0	-	6	18
Bicycles on Road %	3.7%	0%	3.9%	0%	-	3.4%	0%	15.3%	0%	0%	-	12.7%	0%	0%	0%	0%	-	0%	14.3%	5.1%	0%	0%	-	4.8%	6.1%
Pedestrians	-	-	-	-	10	-	-	-	-	-	5	-	-	-	-	-	5	-	-	-	-	-	14	-	-
Pedestrians%	-	-	-	-	27.8%	-	-	-	-	-	13.9%	-	-	-	-	-	13.9%	-	-	-	-	-	38.9%	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-
Bicycles on Crosswalk%	-	-	-	-	0%	-	-	-	-	-	5.6%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-



Peak Hour: 05:30 PM - 06:30 PM Weather: Clear Sky (24 °C)

Start Time	Southbound PARK STREET E						Westbound STAVEBANK ROAD						Northbound PARK STREET E						Eastbound STAVEBANK ROAD						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
2026-06-23 17:30:00	2	3	20	0	5	25	9	19	4	0	1	32	1	2	0	0	4	3	1	19	3	0	6	23	83
2026-06-23 17:45:00	10	2	17	0	8	29	4	16	6	1	10	27	2	2	5	0	10	9	4	47	9	0	7	60	125
2026-06-23 18:00:00	7	1	14	0	11	22	3	18	6	0	1	27	0	0	3	0	3	3	2	18	3	0	5	23	75
2026-06-23 18:15:00	6	2	16	0	6	24	2	16	3	0	5	21	4	3	0	0	5	7	5	39	7	1	4	52	104
Grand Total	25	8	67	0	30	100	18	69	19	1	17	107	7	7	8	0	22	22	12	123	22	1	22	158	387
Approach%	25%	8%	67%	0%		-	16.8%	64.5%	17.8%	0.9%		-	31.8%	31.8%	36.4%	0%		-	7.6%	77.8%	13.9%	0.6%		-	-
Totals %	6.5%	2.1%	17.3%	0%		25.8%	4.7%	17.8%	4.9%	0.3%		27.6%	1.8%	1.8%	2.1%	0%		5.7%	3.1%	31.8%	5.7%	0.3%		40.8%	-
PHF	0.63	0.67	0.84	0		0.86	0.5	0.91	0.79	0.25		0.84	0.44	0.58	0.4	0		0.61	0.6	0.65	0.61	0.25		0.66	0.77
Heavy	0	0	0	0		0	0	1	0	0		1	0	0	0	0		0	0	1	0	0		1	2
Heavy %	0%	0%	0%	0%		0%	0%	1.4%	0%	0%		0.9%	0%	0%	0%	0%		0%	0%	0.8%	0%	0%		0.6%	0.5%
Lights	23	7	64	0		94	18	60	18	1		97	7	7	7	0		21	11	115	22	1		149	361
Lights %	92%	87.5%	95.5%	0%		94%	100%	87%	94.7%	100%		90.7%	100%	100%	87.5%	0%		95.5%	91.7%	93.5%	100%	100%		94.3%	93.3%
Single-Unit Trucks	0	0	0	0		0	0	1	0	0		1	0	0	0	0		0	0	1	0	0		1	2
Single-Unit Trucks %	0%	0%	0%	0%		0%	0%	1.4%	0%	0%		0.9%	0%	0%	0%	0%		0%	0%	0.8%	0%	0%		0.6%	0.5%
Buses	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
Buses %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%
Bicycles on Road	2	1	3	0		6	0	8	1	0		9	0	0	1	0		1	1	7	0	0		8	24
Bicycles on Road %	8%	12.5%	4.5%	0%		6%	0%	11.6%	5.3%	0%		8.4%	0%	0%	12.5%	0%		4.5%	8.3%	5.7%	0%	0%		5.1%	6.2%
Pedestrians	-	-	-	-	30	-	-	-	-	17		-	-	-	-	17		-	-	-	-	22		-	-
Pedestrians%	-	-	-	-	33%	-	-	-	-	18.7%		-	-	-	-	18.7%		-	-	-	-	24.2%		-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0		-	-	-	-	5		-	-	-	-	0		-	-
Bicycles on Crosswalk%	-	-	-	-	0%	-	-	-	-	0%		-	-	-	-	5.5%		-	-	-	-	0%		-	-

Peak Hour: 08:15 AM - 09:15 AM Weather: Clear Sky (14 °C)



Peak Hour: 05:30 PM - 06:30 PM Weather: Clear Sky (24 °C)





Turning Movement Count (3 . STAVEBANK RD & LAKESHORE ROAD E)

Start Time	Southbound STAVEBANK RD						Westbound LAKESHORE RD E						Northbound STAVEBANK RD						Eastbound LAKESHORE RD E						Int. Total (15 min)	Int. Total (1 hr)
	Right N-W	Thru N-S	Left N-E	UTurn N-N	Peds N:	Approach Total	Right E-N	Thru E-W	Left E-S	UTurn E-E	Peds E:	Approach Total	Right S-E	Thru S-N	Left S-W	UTurn S-S	Peds S:	Approach Total	Right W-S	Thru W-E	Left W-N	UTurn W-W	Peds W:	Approach Total		
2026-06-23 07:00:00	20	1	2	0	9	23	2	86	0	0	1	88	0	0	3	0	1	3	3	164	1	0	2	168	282	
2026-06-23 07:15:00	18	0	2	0	15	20	0	118	1	0	11	119	1	1	2	0	13	4	11	181	3	0	4	195	338	
2026-06-23 07:30:00	24	1	1	0	4	26	1	125	2	0	2	128	1	2	4	0	4	7	17	250	1	0	3	268	429	
2026-06-23 07:45:00	26	1	2	0	15	29	2	167	4	0	1	173	2	3	9	0	1	14	8	242	2	0	8	252	468	1517
2026-06-23 08:00:00	30	3	0	0	8	33	2	194	1	0	2	197	2	6	5	0	10	13	13	212	1	0	4	226	469	1704
2026-06-23 08:15:00	44	2	4	0	8	50	3	166	0	0	3	169	1	3	11	0	10	15	20	199	0	0	9	219	453	1819
2026-06-23 08:30:00	35	2	1	0	12	38	2	204	3	0	3	209	0	6	10	0	5	16	24	240	0	0	6	264	527	1917
2026-06-23 08:45:00	46	3	5	0	19	54	5	200	7	0	6	212	0	3	6	0	17	9	21	236	1	0	18	258	533	1982
2026-06-23 09:00:00	34	1	5	0	17	40	3	202	3	0	3	208	5	4	15	0	9	24	13	214	0	0	5	227	499	2012
2026-06-23 09:15:00	33	1	4	0	12	38	8	173	6	0	3	187	0	4	10	0	12	14	21	174	0	0	6	195	434	1993
2026-06-23 09:30:00	21	0	1	0	18	22	6	176	5	0	5	187	2	1	8	0	9	11	16	140	1	0	16	157	377	1843
2026-06-23 09:45:00	37	0	4	0	20	41	6	135	4	0	10	145	5	3	8	0	16	16	11	153	0	0	4	164	366	1676
BREAK																										
2026-06-23 16:00:00	33	4	6	0	26	43	7	204	8	0	12	219	6	8	19	0	24	33	20	265	0	0	19	285	580	
2026-06-23 16:15:00	40	4	4	0	54	48	6	241	8	0	9	255	8	5	14	0	32	27	25	280	0	0	27	305	635	
2026-06-23 16:30:00	64	7	12	0	22	83	9	204	10	0	8	223	4	7	26	0	26	37	35	245	1	0	28	281	624	
2026-06-23 16:45:00	46	0	10	0	35	56	9	242	9	0	9	260	4	3	17	0	12	24	24	303	1	0	16	328	668	2507
2026-06-23 17:00:00	38	5	9	0	37	52	7	197	7	0	20	211	7	7	27	0	31	41	38	268	0	0	33	306	610	2537
2026-06-23 17:15:00	51	4	6	0	33	61	5	237	5	0	15	247	4	7	24	0	34	35	33	301	0	0	17	334	677	2579
2026-06-23 17:30:00	37	2	6	0	36	45	5	224	7	0	15	236	5	11	19	0	28	35	34	281	1	0	21	316	632	2587
2026-06-23 17:45:00	53	4	10	0	53	67	8	233	7	0	17	248	4	10	20	0	42	34	26	264	0	0	30	290	639	2558
2026-06-23 18:00:00	38	9	2	0	67	49	11	245	7	0	24	263	6	12	24	0	32	42	32	199	0	0	31	231	585	2533
2026-06-23 18:15:00	51	3	9	0	60	63	10	242	4	0	20	256	6	5	15	0	65	26	27	255	0	0	34	282	627	2483
2026-06-23 18:30:00	49	6	5	0	78	60	12	202	7	0	24	221	4	8	23	0	54	35	25	207	0	0	47	232	548	2399
2026-06-23 18:45:00	43	3	8	0	66	54	15	233	16	0	29	264	5	4	20	0	42	29	25	183	0	0	49	208	555	2315
Grand Total	912	66	118	0	724	1096	144	4652	131	0	252	4927	82	123	339	0	529	544	522	5456	13	0	437	5991	12558	-
Approach%	83.2%	6%	10.8%	0%	-	-	2.9%	94.4%	2.7%	0%	-	-	15.1%	22.6%	62.3%	0%	-	-	8.7%	91.1%	0.2%	0%	-	-	-	-
Totals %	7.3%	0.5%	0.9%	0%	-	8.7%	1.1%	37%	1%	0%	-	39.2%	0.7%	1%	2.7%	0%	-	4.3%	4.2%	43.4%	0.1%	0%	-	47.7%	-	-
Heavy	17	0	2	0	-	-	4	128	1	0	-	-	1	2	3	0	-	-	1	155	0	0	-	-	-	-
Heavy %	1.9%	0%	1.7%	0%	-	-	2.8%	2.8%	0.8%	0%	-	-	1.2%	1.6%	0.9%	0%	-	-	0.2%	2.8%	0%	0%	-	-	-	-
Bicycles	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycle %	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Peak Hour: 08:15 AM - 09:15 AM Weather: Clear Sky (14 °C)

Start Time	Southbound STAVEBANK RD						Westbound LAKESHORE RD E						Northbound STAVEBANK RD						Eastbound LAKESHORE RD E						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
2026-06-23 08:15:00	44	2	4	0	8	50	3	166	0	0	3	169	1	3	11	0	10	15	20	199	0	0	9	219	453
2026-06-23 08:30:00	35	2	1	0	12	38	2	204	3	0	3	209	0	6	10	0	5	16	24	240	0	0	6	264	527
2026-06-23 08:45:00	46	3	5	0	19	54	5	200	7	0	6	212	0	3	6	0	17	9	21	236	1	0	18	258	533
2026-06-23 09:00:00	34	1	5	0	17	40	3	202	3	0	3	208	5	4	15	0	9	24	13	214	0	0	5	227	499
Grand Total	159	8	15	0	56	182	13	772	13	0	15	798	6	16	42	0	41	64	78	889	1	0	38	968	2012
Approach%	87.4%	4.4%	8.2%	0%		-	1.6%	96.7%	1.6%	0%		-	9.4%	25%	65.6%	0%		-	8.1%	91.8%	0.1%	0%		-	-
Totals %	7.9%	0.4%	0.7%	0%		9%	0.6%	38.4%	0.6%	0%		39.7%	0.3%	0.8%	2.1%	0%		3.2%	3.9%	44.2%	0%	0%		48.1%	-
PHF	0.86	0.67	0.75	0		0.84	0.65	0.95	0.46	0		0.94	0.3	0.67	0.7	0		0.67	0.81	0.93	0.25	0		0.92	0.94
Heavy	6	0	0	0		6	0	33	0	0		33	0	0	2	0		2	0	31	0	0		31	72
Heavy %	3.8%	0%	0%	0%		3.3%	0%	4.3%	0%	0%		4.1%	0%	0%	4.8%	0%		3.1%	0%	3.5%	0%	0%		3.2%	3.6%
Lights	151	7	15	0		173	12	739	13	0		764	6	15	39	0		60	77	856	1	0		934	1931
Lights %	95%	87.5%	100%	0%		95.1%	92.3%	95.7%	100%	0%		95.7%	100%	93.8%	92.9%	0%		93.8%	98.7%	96.3%	100%	0%		96.5%	96%
Single-Unit Trucks	3	0	0	0		3	0	17	0	0		17	0	0	1	0		1	0	20	0	0		20	41
Single-Unit Trucks %	1.9%	0%	0%	0%		1.6%	0%	2.2%	0%	0%		2.1%	0%	0%	2.4%	0%		1.6%	0%	2.2%	0%	0%		2.1%	2%
Buses	3	0	0	0		3	0	15	0	0		15	0	0	0	0		0	0	7	0	0		7	25
Buses %	1.9%	0%	0%	0%		1.6%	0%	1.9%	0%	0%		1.9%	0%	0%	0%	0%		0%	0%	0.8%	0%	0%		0.7%	1.2%
Articulated Trucks	0	0	0	0		0	0	1	0	0		1	0	0	1	0		1	0	4	0	0		4	6
Articulated Trucks %	0%	0%	0%	0%		0%	0%	0.1%	0%	0%		0.1%	0%	0%	2.4%	0%		1.6%	0%	0.4%	0%	0%		0.4%	0.3%
Bicycles on Road	2	1	0	0		3	1	0	0	0		1	0	1	1	0		2	1	2	0	0		3	9
Bicycles on Road %	1.3%	12.5%	0%	0%		1.6%	7.7%	0%	0%	0%		0.1%	0%	6.3%	2.4%	0%		3.1%	1.3%	0.2%	0%	0%		0.3%	0.4%
Pedestrians	-	-	-	-	55	-	-	-	-	-	14	-	-	-	-	-	37	-	-	-	-	-	34	-	-
Pedestrians%	-	-	-	-	36.7%	-	-	-	-	-	9.3%	-	-	-	-	-	24.7%	-	-	-	-	-	22.7%	-	-
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	4	-	-	-	-	-	4	-	-
Bicycles on Crosswalk%	-	-	-	-	0.7%	-	-	-	-	-	0.7%	-	-	-	-	-	2.7%	-	-	-	-	-	2.7%	-	-



Peak Hour: 04:45 PM - 05:45 PM Weather: Clear Sky (24 °C)

Start Time	Southbound STAVEBANK RD						Westbound LAKESHORE RD E						Northbound STAVEBANK RD						Eastbound LAKESHORE RD E						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
2026-06-23 16:45:00	46	0	10	0	35	56	9	242	9	0	9	260	4	3	17	0	12	24	24	303	1	0	16	328	668
2026-06-23 17:00:00	38	5	9	0	37	52	7	197	7	0	20	211	7	7	27	0	31	41	38	268	0	0	33	306	610
2026-06-23 17:15:00	51	4	6	0	33	61	5	237	5	0	15	247	4	7	24	0	34	35	33	301	0	0	17	334	677
2026-06-23 17:30:00	37	2	6	0	36	45	5	224	7	0	15	236	5	11	19	0	28	35	34	281	1	0	21	316	632
Grand Total	172	11	31	0	141	214	26	900	28	0	59	954	20	28	87	0	105	135	129	1153	2	0	87	1284	2587
Approach%	80.4%	5.1%	14.5%	0%		-	2.7%	94.3%	2.9%	0%		-	14.8%	20.7%	64.4%	0%		-	10%	89.8%	0.2%	0%		-	-
Totals %	6.6%	0.4%	1.2%	0%		8.3%	1%	34.8%	1.1%	0%		36.9%	0.8%	1.1%	3.4%	0%		5.2%	5%	44.6%	0.1%	0%		49.6%	-
PHF	0.84	0.55	0.78	0		0.88	0.72	0.93	0.78	0		0.92	0.71	0.64	0.81	0		0.82	0.85	0.95	0.5	0		0.96	0.96
Heavy	2	0	0	0		2	0	11	0	0		11	0	0	0	0		0	0	14	0	0		14	27
Heavy %	1.2%	0%	0%	0%		0.9%	0%	1.2%	0%	0%		1.2%	0%	0%	0%	0%		0%	0%	1.2%	0%	0%		1.1%	1%
Lights	167	10	31	0		208	26	886	28	0		940	20	26	86	0		132	128	1138	2	0		1268	2548
Lights %	97.1%	90.9%	100%	0%		97.2%	100%	98.4%	100%	0%		98.5%	100%	92.9%	98.9%	0%		97.8%	99.2%	98.7%	100%	0%		98.8%	98.5%
Single-Unit Trucks	2	0	0	0		2	0	4	0	0		4	0	0	0	0		0	0	5	0	0		5	11
Single-Unit Trucks %	1.2%	0%	0%	0%		0.9%	0%	0.4%	0%	0%		0.4%	0%	0%	0%	0%		0%	0%	0.4%	0%	0%		0.4%	0.4%
Buses	0	0	0	0		0	0	7	0	0		7	0	0	0	0		0	0	8	0	0		8	15
Buses %	0%	0%	0%	0%		0%	0%	0.8%	0%	0%		0.7%	0%	0%	0%	0%		0%	0%	0.7%	0%	0%		0.6%	0.6%
Articulated Trucks	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	1	0	0		1	1
Articulated Trucks %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0.1%	0%	0%		0.1%	0%
Bicycles on Road	3	1	0	0		4	0	3	0	0		3	0	2	1	0		3	1	1	0	0		2	12
Bicycles on Road %	1.7%	9.1%	0%	0%		1.9%	0%	0.3%	0%	0%		0.3%	0%	7.1%	1.1%	0%		2.2%	0.8%	0.1%	0%	0%		0.2%	0.5%
Pedestrians	-	-	-	-	132	-	-	-	-	-	55	-	-	-	-	-	100	-	-	-	-	-	82	-	-
Pedestrians%	-	-	-	-	33.7%	-	-	-	-	-	14%	-	-	-	-	-	25.5%	-	-	-	-	-	20.9%	-	-
Bicycles on Crosswalk	-	-	-	-	9	-	-	-	-	-	4	-	-	-	-	-	5	-	-	-	-	-	5	-	-
Bicycles on Crosswalk%	-	-	-	-	2.3%	-	-	-	-	-	1%	-	-	-	-	-	1.3%	-	-	-	-	-	1.3%	-	-

Peak Hour: 08:15 AM - 09:15 AM Weather: Clear Sky (14 °C)



Peak Hour: 04:45 PM - 05:45 PM Weather: Clear Sky (24 °C)





Turning Movement Count (2 . LAKESHORE ROAD E & ELIZABETH STREET N)

Start Time	Southbound ELIZABETH ST N						Westbound LAKESHORE RD E						Northbound ELIZABETH ST N						Eastbound LAKESHORE RD E						Int. Total (15 min)	Int. Total (1 hr)	
	Right N-W	Thru N-S	Left N-E	UTurn N-N	Peds N:	Approach Total	Right E-N	Thru E-W	Left E-S	UTurn E-E	Peds E:	Approach Total	Right S-E	Thru S-N	Left S-W	UTurn S-S	Peds S:	Approach Total	Right W-S	Thru W-E	Left W-N	UTurn W-W	Peds W:	Approach Total			
2026-06-23 07:00:00	9	1	6	0	7	16	4	85	1	0	5	90	2	1	0	0	4	3	0	156	6	0	2	162	271		
2026-06-23 07:15:00	7	1	11	0	7	19	2	103	1	0	6	106	1	4	0	0	6	5	0	160	13	0	4	173	303		
2026-06-23 07:30:00	18	1	12	0	6	31	1	109	1	0	0	111	5	3	0	0	7	8	2	255	6	0	0	263	413		
2026-06-23 07:45:00	14	3	7	0	11	24	3	159	1	0	10	163	1	1	1	0	3	3	4	219	16	0	2	239	429	1416	
2026-06-23 08:00:00	19	1	14	0	5	34	6	170	0	0	3	176	1	2	3	0	8	6	0	205	11	0	6	216	432	1577	
2026-06-23 08:15:00	16	1	8	0	4	25	4	174	2	0	15	180	2	1	2	0	7	5	0	194	25	0	1	219	429	1703	
2026-06-23 08:30:00	13	2	4	0	6	19	3	170	0	0	11	173	1	6	4	0	6	11	4	201	20	0	3	225	428	1718	
2026-06-23 08:45:00	12	2	7	0	26	21	3	209	2	0	6	214	0	1	5	0	13	6	3	238	16	0	5	257	498	1787	
2026-06-23 09:00:00	14	2	4	0	24	20	5	188	5	0	14	198	1	0	5	0	9	6	1	191	18	0	5	210	434	1789	
2026-06-23 09:15:00	10	0	6	0	14	16	2	169	2	0	9	173	0	4	4	0	11	8	4	171	16	0	5	191	388	1748	
2026-06-23 09:30:00	13	3	6	0	20	22	7	174	2	0	9	183	1	3	3	0	18	7	2	127	19	0	1	148	360	1680	
2026-06-23 09:45:00	13	5	9	0	18	27	6	132	3	0	7	141	2	2	2	0	18	6	6	140	16	0	7	162	336	1518	
BREAK																											
2026-06-23 16:00:00	12	3	6	0	44	21	9	213	3	0	24	225	3	8	6	0	12	17	4	249	23	0	19	276	539		
2026-06-23 16:15:00	15	1	6	0	54	22	7	224	2	0	21	233	3	4	6	0	13	13	6	269	20	0	17	295	563		
2026-06-23 16:30:00	15	3	7	0	23	25	2	218	3	0	22	223	8	7	3	0	29	18	3	226	29	0	18	258	524		
2026-06-23 16:45:00	13	3	17	0	50	33	5	218	3	0	15	226	3	6	5	0	9	14	4	274	31	0	0	309	582	2208	
2026-06-23 17:00:00	12	0	7	0	61	19	9	211	4	0	24	224	9	7	6	0	23	22	5	248	29	0	21	282	547	2216	
2026-06-23 17:15:00	17	3	10	0	47	30	12	205	1	0	25	218	2	10	1	0	40	13	5	287	26	0	21	318	579	2232	
2026-06-23 17:30:00	17	3	21	0	37	41	10	227	2	0	31	239	6	9	5	0	41	20	4	248	30	0	25	282	582	2290	
2026-06-23 17:45:00	19	4	12	0	56	35	15	217	4	0	39	236	0	2	6	0	38	8	3	258	27	0	17	288	567	2275	
2026-06-23 18:00:00	11	2	11	1	67	25	6	243	2	0	27	251	3	6	7	0	57	16	6	174	27	0	40	207	499	2227	
2026-06-23 18:15:00	26	0	14	0	60	40	4	214	7	0	33	225	6	3	5	0	48	14	4	234	22	0	26	260	539	2187	
2026-06-23 18:30:00	16	3	6	0	59	25	9	221	4	0	27	234	6	6	7	0	52	19	11	179	27	0	27	217	495	2100	
2026-06-23 18:45:00	20	3	8	0	59	31	8	230	4	0	31	242	7	4	6	0	41	17	9	168	23	0	47	200	490	2023	
Grand Total	351	50	219	1	765	621	142	4483	59	0	414	4684	73	100	92	0	513	265	90	5072	496	0	319	5658	11228	-	
Approach%	56.5%	8.1%	35.3%	0.2%	-	-	3%	95.7%	1.3%	0%	-	-	27.5%	37.7%	34.7%	0%	-	-	1.6%	89.6%	8.8%	0%	-	-	-	-	
Totals %	3.1%	0.4%	2%	0%	5.5%	1.3%	39.9%	0.5%	0%	41.7%	0.7%	0.9%	0.8%	0%	2.4%	0.8%	45.2%	4.4%	50.4%	-	-	-	-	-	-		
Heavy	30	0	61	0	-	3	95	1	0	-	0	1	1	0	-	4	138	10	0	-	-	-	-	-	-		
Heavy %	8.5%	0%	27.9%	0%	-	2.1%	2.1%	1.7%	0%	-	0%	1%	1.1%	0%	-	4.4%	2.7%	2%	0%	-	-	-	-	-	-		
Bicycles	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Bicycle %	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		



Peak Hour: 08:15 AM - 09:15 AM Weather: Clear Sky (14 °C)

Start Time	Southbound ELIZABETH ST N						Westbound LAKESHORE RD E						Northbound ELIZABETH ST N						Eastbound LAKESHORE RD E						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
2026-06-23 08:15:00	16	1	8	0	4	25	4	174	2	0	15	180	2	1	2	0	7	5	0	194	25	0	1	219	429
2026-06-23 08:30:00	13	2	4	0	6	19	3	170	0	0	11	173	1	6	4	0	6	11	4	201	20	0	3	225	428
2026-06-23 08:45:00	12	2	7	0	26	21	3	209	2	0	6	214	0	1	5	0	13	6	3	238	16	0	5	257	498
2026-06-23 09:00:00	14	2	4	0	24	20	5	188	5	0	14	198	1	0	5	0	9	6	1	191	18	0	5	210	434
Grand Total	55	7	23	0	60	85	15	741	9	0	46	765	4	8	16	0	35	28	8	824	79	0	14	911	1789
Approach%	64.7%	8.2%	27.1%	0%		-	2%	96.9%	1.2%	0%		-	14.3%	28.6%	57.1%	0%		-	0.9%	90.5%	8.7%	0%		-	-
Totals %	3.1%	0.4%	1.3%	0%		4.8%	0.8%	41.4%	0.5%	0%		42.8%	0.2%	0.4%	0.9%	0%		1.6%	0.4%	46.1%	4.4%	0%		50.9%	-
PHF	0.86	0.88	0.72	0		0.85	0.75	0.89	0.45	0		0.89	0.5	0.33	0.8	0		0.64	0.5	0.87	0.79	0		0.89	0.9
Heavy	7	0	9	0		16	2	27	0	0		29	0	0	1	0		1	0	27	2	0		29	75
Heavy %	12.7%	0%	39.1%	0%		18.8%	13.3%	3.6%	0%	0%		3.8%	0%	0%	6.3%	0%		3.6%	0%	3.3%	2.5%	0%		3.2%	4.2%
Lights	48	6	14	0		68	12	713	9	0		734	4	7	15	0		26	8	792	76	0		876	1704
Lights %	87.3%	85.7%	60.9%	0%		80%	80%	96.2%	100%	0%		95.9%	100%	87.5%	93.8%	0%		92.9%	100%	96.1%	96.2%	0%		96.2%	95.2%
Single-Unit Trucks	0	0	1	0		1	2	16	0	0		18	0	0	1	0		1	0	13	2	0		15	35
Single-Unit Trucks %	0%	0%	4.3%	0%		1.2%	13.3%	2.2%	0%	0%		2.4%	0%	0%	6.3%	0%		3.6%	0%	1.6%	2.5%	0%		1.6%	2%
Buses	7	0	8	0		15	0	8	0	0		8	0	0	0	0		0	0	10	0	0		10	33
Buses %	12.7%	0%	34.8%	0%		17.6%	0%	1.1%	0%	0%		1%	0%	0%	0%	0%		0%	0%	1.2%	0%	0%		1.1%	1.8%
Articulated Trucks	0	0	0	0		0	0	3	0	0		3	0	0	0	0		0	0	4	0	0		4	7
Articulated Trucks %	0%	0%	0%	0%		0%	0%	0.4%	0%	0%		0.4%	0%	0%	0%	0%		0%	0%	0.5%	0%	0%		0.4%	0.4%
Bicycles on Road	0	1	0	0		1	1	1	0	0		2	0	1	0	0		1	0	5	1	0		6	10
Bicycles on Road %	0%	14.3%	0%	0%		1.2%	6.7%	0.1%	0%	0%		0.3%	0%	12.5%	0%	0%		3.6%	0%	0.6%	1.3%	0%		0.7%	0.6%
Pedestrians	-	-	-	-	58	-	-	-	-	-	46	-	-	-	-	-	35	-	-	-	-	-	14	-	-
Pedestrians%	-	-	-	-	37.4%	-	-	-	-	-	29.7%	-	-	-	-	-	22.6%	-	-	-	-	-	9%	-	-
Bicycles on Crosswalk	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
Bicycles on Crosswalk%	-	-	-	-	1.3%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-



Peak Hour: 04:45 PM - 05:45 PM Weather: Clear Sky (24 °C)

Start Time	Southbound ELIZABETH ST N						Westbound LAKESHORE RD E						Northbound ELIZABETH ST N						Eastbound LAKESHORE RD E						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
2026-06-23 16:45:00	13	3	17	0	50	33	5	218	3	0	15	226	3	6	5	0	9	14	4	274	31	0	0	309	582
2026-06-23 17:00:00	12	0	7	0	61	19	9	211	4	0	24	224	9	7	6	0	23	22	5	248	29	0	21	282	547
2026-06-23 17:15:00	17	3	10	0	47	30	12	205	1	0	25	218	2	10	1	0	40	13	5	287	26	0	21	318	579
2026-06-23 17:30:00	17	3	21	0	37	41	10	227	2	0	31	239	6	9	5	0	41	20	4	248	30	0	25	282	582
Grand Total	59	9	55	0	195	123	36	861	10	0	95	907	20	32	17	0	113	69	18	1057	116	0	67	1191	2290
Approach%	48%	7.3%	44.7%	0%		-	4%	94.9%	1.1%	0%		-	29%	46.4%	24.6%	0%		-	1.5%	88.7%	9.7%	0%		-	-
Totals %	2.6%	0.4%	2.4%	0%		5.4%	1.6%	37.6%	0.4%	0%		39.6%	0.9%	1.4%	0.7%	0%		3%	0.8%	46.2%	5.1%	0%		52%	-
PHF	0.87	0.75	0.65	0		0.75	0.75	0.95	0.63	0		0.95	0.56	0.8	0.71	0		0.78	0.9	0.92	0.94	0		0.94	0.98
Heavy	4	0	12	0		16	0	5	0	0		5	0	0	0	0		0	0	13	1	0		14	35
Heavy %	6.8%	0%	21.8%	0%		13%	0%	0.6%	0%	0%		0.6%	0%	0%	0%	0%		0%	0%	1.2%	0.9%	0%		1.2%	1.5%
Lights	54	9	43	0		106	36	850	10	0		896	19	28	17	0		64	18	1043	115	0		1176	2242
Lights %	91.5%	100%	78.2%	0%		86.2%	100%	98.7%	100%	0%		98.8%	95%	87.5%	100%	0%		92.8%	100%	98.7%	99.1%	0%		98.7%	97.9%
Single-Unit Trucks	0	0	2	0		2	0	4	0	0		4	0	0	0	0		0	0	5	1	0		6	12
Single-Unit Trucks %	0%	0%	3.6%	0%		1.6%	0%	0.5%	0%	0%		0.4%	0%	0%	0%	0%		0%	0%	0.5%	0.9%	0%		0.5%	0.5%
Buses	4	0	10	0		14	0	1	0	0		1	0	0	0	0		0	0	7	0	0		7	22
Buses %	6.8%	0%	18.2%	0%		11.4%	0%	0.1%	0%	0%		0.1%	0%	0%	0%	0%		0%	0%	0.7%	0%	0%		0.6%	1%
Articulated Trucks	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	1	0	0		1	1
Articulated Trucks %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0.1%	0%	0%		0.1%	0%
Bicycles on Road	1	0	0	0		1	0	6	0	0		6	1	4	0	0		5	0	1	0	0		1	13
Bicycles on Road %	1.7%	0%	0%	0%		0.8%	0%	0.7%	0%	0%		0.7%	5%	12.5%	0%	0%		7.2%	0%	0.1%	0%	0%		0.1%	0.6%
Pedestrians	-	-	-	-	182	-	-	-	-	-	90	-	-	-	-	-	113	-	-	-	-	-	67	-	-
Pedestrians%	-	-	-	-	38.7%	-	-	-	-	-	19.1%	-	-	-	-	-	24%	-	-	-	-	-	14.3%	-	-
Bicycles on Crosswalk	-	-	-	-	13	-	-	-	-	-	5	-	-	-	-	-	0	-	-	-	-	-	0	-	-
Bicycles on Crosswalk%	-	-	-	-	2.8%	-	-	-	-	-	1.1%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-

Peak Hour: 08:15 AM - 09:15 AM Weather: Clear Sky (14 °C)



Peak Hour: 04:45 PM - 05:45 PM Weather: Clear Sky (24 °C)





Turning Movement Count (6 . PARK ST E & 26 PARK ST E EAST DRIVEWAY)

Start Time	Southbound 26 PARK ST E EAST DRIVEWAY						Westbound PARK ST E						Northbound SOUTH DRIVEWAY						Eastbound PARK ST E						Int. Total (15 min)	Int. Total (1 hr)
	Right N-W	Thru N-S	Left N-E	UTurn N-N	Peds N:	Approach Total	Right E-N	Thru E-W	Left E-S	UTurn E-E	Peds E:	Approach Total	Right S-E	Thru S-N	Left S-W	UTurn S-S	Peds S:	Approach Total	Right W-S	Thru W-E	Left W-N	UTurn W-W	Peds W:	Approach Total		
2026-06-23 07:00:00	1	0	3	0	3	4	2	9	0	0	3	11	1	0	1	0	3	2	0	1	1	0	0	2	19	
2026-06-23 07:15:00	0	0	1	0	7	1	1	7	0	0	1	8	1	0	2	0	0	3	1	6	0	0	0	7	19	
2026-06-23 07:30:00	3	0	4	0	8	7	4	12	1	1	0	18	4	0	3	0	1	7	0	2	0	0	0	2	34	
2026-06-23 07:45:00	3	0	1	0	6	4	1	11	0	0	1	12	3	0	3	0	8	6	0	4	0	0	0	4	26	98
2026-06-23 08:00:00	0	0	2	0	6	2	1	15	1	0	3	17	3	0	4	0	3	7	0	1	0	0	0	1	27	106
2026-06-23 08:15:00	1	0	1	0	6	2	1	17	2	0	1	20	1	0	4	0	14	5	0	3	0	0	0	3	30	117
2026-06-23 08:30:00	3	0	0	0	4	3	0	13	1	0	1	14	1	0	3	0	15	4	0	3	0	0	0	3	24	107
2026-06-23 08:45:00	1	0	0	0	5	1	1	25	1	0	0	27	4	0	1	0	9	5	2	7	0	0	0	9	42	123
2026-06-23 09:00:00	2	0	1	0	5	3	2	18	2	0	1	22	1	0	0	0	9	1	1	8	1	0	0	10	36	132
2026-06-23 09:15:00	0	0	1	0	4	1	1	9	2	0	1	12	2	0	0	0	4	2	1	10	0	1	1	12	27	129
2026-06-23 09:30:00	1	0	0	0	10	1	1	7	1	0	2	9	3	0	2	0	5	5	0	11	0	0	2	11	26	131
2026-06-23 09:45:00	0	0	2	0	3	2	3	9	1	0	1	13	0	0	3	0	2	3	0	2	0	0	0	2	20	109
BREAK																										
2026-06-23 16:00:00	0	0	0	0	8	0	3	19	6	0	1	28	0	1	2	0	10	3	0	2	0	0	0	2	33	
2026-06-23 16:15:00	0	0	2	0	1	2	3	23	1	0	0	27	2	0	3	0	11	5	1	8	0	0	0	9	43	
2026-06-23 16:30:00	0	0	1	0	4	1	1	22	4	0	0	27	2	0	2	0	12	4	1	10	0	0	0	11	43	
2026-06-23 16:45:00	0	1	0	0	6	1	3	22	3	0	0	28	0	0	3	0	12	3	1	9	0	0	0	10	42	161
2026-06-23 17:00:00	0	0	1	0	13	1	4	16	5	0	2	25	1	0	1	0	9	2	0	6	0	0	2	6	34	162
2026-06-23 17:15:00	0	0	0	0	11	0	3	16	5	0	2	24	2	0	2	0	11	4	0	14	0	0	0	14	42	161
2026-06-23 17:30:00	0	0	0	0	10	0	2	22	3	0	1	27	2	0	3	0	6	5	0	15	0	0	0	15	47	165
2026-06-23 17:45:00	1	0	1	0	24	2	4	29	8	0	0	41	0	0	4	0	10	4	1	14	2	0	9	17	64	187
2026-06-23 18:00:00	1	0	0	0	15	1	2	20	4	0	1	26	4	0	1	0	11	5	1	6	0	0	1	7	39	192
2026-06-23 18:15:00	1	0	0	0	12	1	2	26	10	0	3	38	4	0	0	0	11	4	2	13	0	0	2	15	58	208
2026-06-23 18:30:00	0	0	0	0	3	0	2	19	3	0	4	24	5	0	2	0	9	7	2	15	0	0	1	17	48	209
2026-06-23 18:45:00	0	0	0	0	6	0	1	20	3	0	0	24	3	0	1	0	6	4	2	15	0	0	1	17	45	190
Grand Total	18	1	21	0	180	40	48	406	67	1	29	522	49	1	50	0	191	100	16	185	4	1	19	206	868	-
Approach%	45%	2.5%	52.5%	0%	-	-	9.2%	77.8%	12.8%	0.2%	-	-	49%	1%	50%	0%	-	-	7.8%	89.8%	1.9%	0.5%	-	-	-	-
Totals %	2.1%	0.1%	2.4%	0%	4.6%	5.5%	5.5%	46.8%	7.7%	0.1%	60.1%	5.6%	0.1%	5.8%	0%	11.5%	1.8%	21.3%	0.5%	0.1%	23.7%	-	-	-	-	
Heavy	0	0	0	0	-	0	0	6	0	0	-	-	0	0	0	0	-	0	4	0	0	-	-	-	-	
Heavy %	0%	0%	0%	0%	-	0%	1.5%	0%	0%	0%	-	-	0%	0%	0%	0%	-	0%	2.2%	0%	0%	-	-	-	-	
Bicycles	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Bicycle %	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	



Peak Hour: 08:15 AM - 09:15 AM Weather: Clear Sky (14 °C)

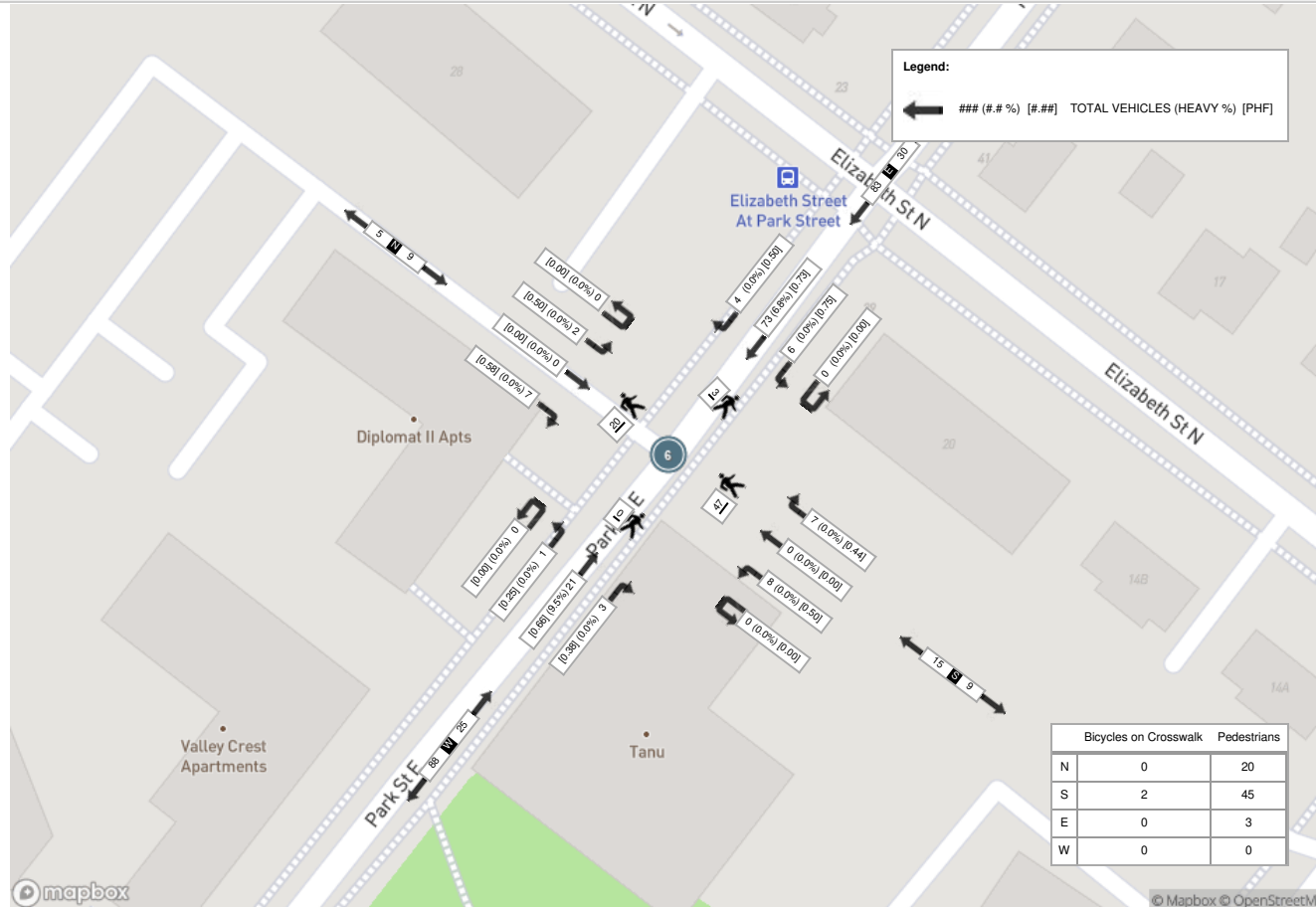
Start Time	Southbound 26 PARK ST E EAST DRIVEWAY						Westbound PARK ST E						Northbound SOUTH DRIVEWAY						Eastbound PARK ST E						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
2026-06-23 08:15:00	1	0		0	6	2	1	17	2	0	1	20	1	0	4	0	14	5	0	3	0	0	0	3	30
2026-06-23 08:30:00	3	0	0	0	4	3	0	13	1	0	1	14	1	0	3	0	15	4	0	3	0	0	0	3	24
2026-06-23 08:45:00	1	0	0	0	5	1	1	25	1	0	0	27	4	0	1	0	9	5	2	7	0	0	0	9	42
2026-06-23 09:00:00	2	0	1	0	5	3	2	18	2	0	1	22	1	0	0	0	9	1	1	8	1	0	0	10	36
Grand Total	7	0	2	0	20	9	4	73	6	0	3	83	7	0	8	0	47	15	3	21	1	0	0	25	132
Approach%	77.8%	0%	22.2%	0%	-	-	4.8%	88%	7.2%	0%	-	-	46.7%	0%	53.3%	0%	-	-	12%	84%	4%	0%	-	-	-
Totals %	5.3%	0%	1.5%	0%	6.8%	3%	55.3%	4.5%	0%	62.9%	5.3%	0%	6.1%	0%	11.4%	2.3%	15.9%	0.8%	0%	18.9%	-	-	-	-	-
PHF	0.58	0	0.5	0	0.75	0.5	0.73	0.75	0	0.77	0.44	0	0.5	0	0.75	0.38	0.66	0.25	0	0.63	0.79	-	-	-	-
Heavy	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	2	0	0	2	7	
Heavy %	0%	0%	0%	0%	0%	0%	0%	6.8%	0%	0%	6%	0%	0%	0%	0%	0%	0%	9.5%	0%	0%	8%	5.3%	-	-	-
Lights	7	0	2	0	9	4	65	6	0	75	7	0	8	0	15	3	18	1	0	22	121	-	-	-	
Lights %	100%	0%	100%	0%	100%	100%	89%	100%	0%	90.4%	100%	0%	100%	0%	100%	100%	85.7%	100%	0%	88%	91.7%	-	-	-	
Single-Unit Trucks	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	2	0	0	2	5	
Single-Unit Trucks %	0%	0%	0%	0%	0%	0%	0%	4.1%	0%	0%	3.6%	0%	0%	0%	0%	0%	9.5%	0%	0%	8%	3.8%	-	-	-	
Buses	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
Buses %	0%	0%	0%	0%	0%	0%	0%	2.7%	0%	0%	2.4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1.5%	
Bicycles on Road	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	1	0	0	1	4	
Bicycles on Road %	0%	0%	0%	0%	0%	0%	0%	4.1%	0%	0%	3.6%	0%	0%	0%	0%	0%	4.8%	0%	0%	4%	3%	-	-	-	
Pedestrians	-	-	-	-	20	-	-	-	-	-	3	-	-	-	-	-	45	-	-	-	-	0	-	-	
Pedestrians%	-	-	-	-	28.6%	-	-	-	-	-	4.3%	-	-	-	-	-	64.3%	-	-	-	-	0%	-	-	
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	0	-	-	
Bicycles on Crosswalk%	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	2.9%	-	-	-	-	0%	-	-	



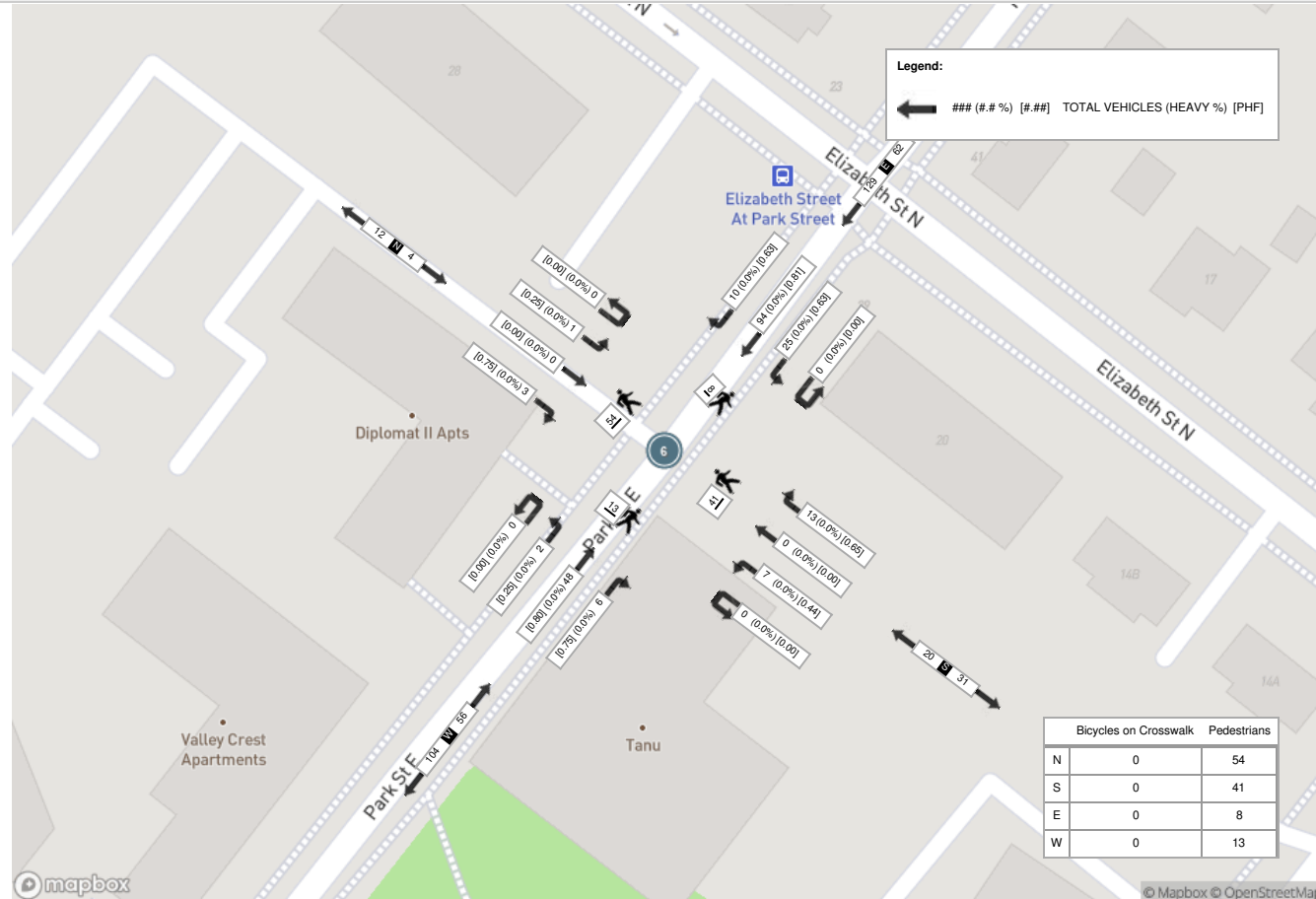
Peak Hour: 05:45 PM - 06:45 PM Weather: Clear Sky (24 °C)

Start Time	Southbound 26 PARK ST E EAST DRIVEWAY						Westbound PARK ST E						Northbound SOUTH DRIVEWAY						Eastbound PARK ST E						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
2026-06-23 17:45:00	1	0	1	0	24	2	4	29	8	0	0	41	0	0	4	0	10	4	1	14	2	0	9	17	64
2026-06-23 18:00:00	1	0	0	0	15	1	2	20	4	0	1	26	4	0	1	0	11	5	1	6	0	0	1	7	39
2026-06-23 18:15:00	1	0	0	0	12	1	2	26	10	0	3	38	4	0	0	0	11	4	2	13	0	0	2	15	58
2026-06-23 18:30:00	0	0	0	0	3	0	2	19	3	0	4	24	5	0	2	0	9	7	2	15	0	0	1	17	48
Grand Total	3	0	1	0	54	4	10	94	25	0	8	129	13	0	7	0	41	20	6	48	2	0	13	56	209
Approach%	75%	0%	25%	0%	-	-	7.8%	72.9%	19.4%	0%	-	-	65%	0%	35%	0%	-	-	10.7%	85.7%	3.6%	0%	-	-	-
Totals %	1.4%	0%	0.5%	0%	1.9%	1.9%	4.8%	45%	12%	0%	61.7%	61.7%	6.2%	0%	3.3%	0%	9.6%	9.6%	2.9%	23%	1%	0%	26.8%	26.8%	-
PHF	0.75	0	0.25	0	0.5	0.5	0.63	0.81	0.63	0	0.79	0.79	0.65	0	0.44	0	0.71	0.71	0.75	0.8	0.25	0	0.82	0.82	0.82
Heavy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Lights	3	0	1	0	4	4	10	89	25	0	124	124	11	0	7	0	18	18	6	47	2	0	55	55	201
Lights %	100%	0%	100%	0%	100%	100%	100%	94.7%	100%	0%	96.1%	96.1%	84.6%	0%	100%	0%	90%	90%	100%	97.9%	100%	0%	98.2%	98.2%	96.2%
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bicycles on Road	0	0	0	0	0	0	0	5	0	0	5	5	2	0	0	0	2	2	0	1	0	0	1	1	8
Bicycles on Road %	0%	0%	0%	0%	0%	0%	0%	5.3%	0%	0%	3.9%	3.9%	15.4%	0%	0%	0%	10%	10%	2.1%	0%	0%	1.8%	1.8%	3.8%	3.8%
Pedestrians	-	-	-	-	54	-	-	-	-	8	-	-	-	-	-	-	41	-	-	-	-	-	13	-	-
Pedestrians%	-	-	-	-	46.6%	-	-	-	-	6.9%	-	-	-	-	-	-	35.3%	-	-	-	-	-	11.2%	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	0	-	-	-
Bicycles on Crosswalk%	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	-	-	0%	-	-	-	-	0%	-	-	-

Peak Hour: 08:15 AM - 09:15 AM Weather: Clear Sky (14 °C)



Peak Hour: 05:45 PM - 06:45 PM Weather: Clear Sky (24 °C)





Turning Movement Count (5 . PARK ST E & 26 PARK ST E WEST DRIVEWAY)

Start Time	Southbound 26 PARK ST E WEST DRIVEWAY					Westbound PARK ST E					Eastbound PARK ST E					Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Left N:E	UTurn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	UTurn E:E	Peds E:	Approach Total	Thru W:E	Left W:N	UTurn W:W	Peds W:	Approach Total		
2026-06-23 07:00:00	0	0	0	3	0	0	10	0	1	10	2	0	0	0	2	12	
2026-06-23 07:15:00	1	2	0	3	3	0	10	0	7	10	8	0	0	0	8	21	
2026-06-23 07:30:00	0	0	0	4	0	0	17	0	2	17	0	0	0	1	0	17	
2026-06-23 07:45:00	1	0	0	0	1	1	15	0	4	16	4	0	0	0	4	21	71
2026-06-23 08:00:00	1	1	0	4	2	0	18	0	1	18	2	0	0	2	2	22	81
2026-06-23 08:15:00	0	0	0	3	0	0	22	0	0	22	3	0	0	1	3	25	85
2026-06-23 08:30:00	2	0	0	3	2	1	18	0	3	19	3	0	0	0	3	24	92
2026-06-23 08:45:00	1	0	0	3	1	0	26	0	0	26	10	0	0	0	10	37	108
2026-06-23 09:00:00	0	2	0	3	2	1	17	0	1	18	7	0	0	3	7	27	113
2026-06-23 09:15:00	1	0	0	4	1	1	9	0	1	10	11	0	0	0	11	22	110
2026-06-23 09:30:00	2	2	0	6	4	0	10	0	2	10	8	0	0	0	8	22	108
2026-06-23 09:45:00	1	0	0	2	1	1	11	0	0	12	3	0	0	0	3	16	87
BREAK																	
2026-06-23 16:00:00	2	0	0	3	2	0	19	0	1	19	2	0	0	2	2	23	
2026-06-23 16:15:00	1	0	0	2	1	2	23	0	0	25	9	1	0	1	10	36	
2026-06-23 16:30:00	0	0	0	5	0	2	19	0	2	21	10	0	0	2	10	31	
2026-06-23 16:45:00	0	1	0	5	1	2	24	0	3	26	12	2	0	2	14	41	131
2026-06-23 17:00:00	0	0	0	3	0	2	17	0	7	19	5	0	0	1	5	24	132
2026-06-23 17:15:00	2	0	0	8	2	0	16	0	5	16	13	0	0	4	13	31	127
2026-06-23 17:30:00	0	0	0	5	0	0	25	0	0	25	15	0	0	0	15	40	136
2026-06-23 17:45:00	0	0	0	14	0	0	32	0	4	32	16	0	0	3	16	48	143
2026-06-23 18:00:00	0	0	0	12	0	0	22	0	6	22	7	0	0	4	7	29	148
2026-06-23 18:15:00	1	1	0	6	2	1	22	1	2	24	14	0	0	1	14	40	157
2026-06-23 18:30:00	0	0	0	4	0	0	18	1	0	19	15	0	0	1	15	34	151
2026-06-23 18:45:00	1	0	0	3	1	0	16	1	1	17	14	1	0	0	15	33	136
Grand Total	17	9	0	108	26	14	436	3	53	453	193	4	0	28	197	676	-
Approach%	65.4%	34.6%	0%	-	-	3.1%	96.2%	0.7%	-	-	98%	2%	0%	-	-	-	-
Totals %	2.5%	1.3%	0%	-	3.8%	2.1%	64.5%	0.4%	-	67%	28.6%	0.6%	0%	-	29.1%	-	-
Heavy	0	0	0	-	-	0	8	0	-	-	6	0	0	-	-	-	-
Heavy %	0%	0%	0%	-	-	0%	1.8%	0%	-	-	3.1%	0%	0%	-	-	-	-
Bicycles	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycle %	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Peak Hour: 08:15 AM - 09:15 AM Weather: Clear Sky (14 °C)

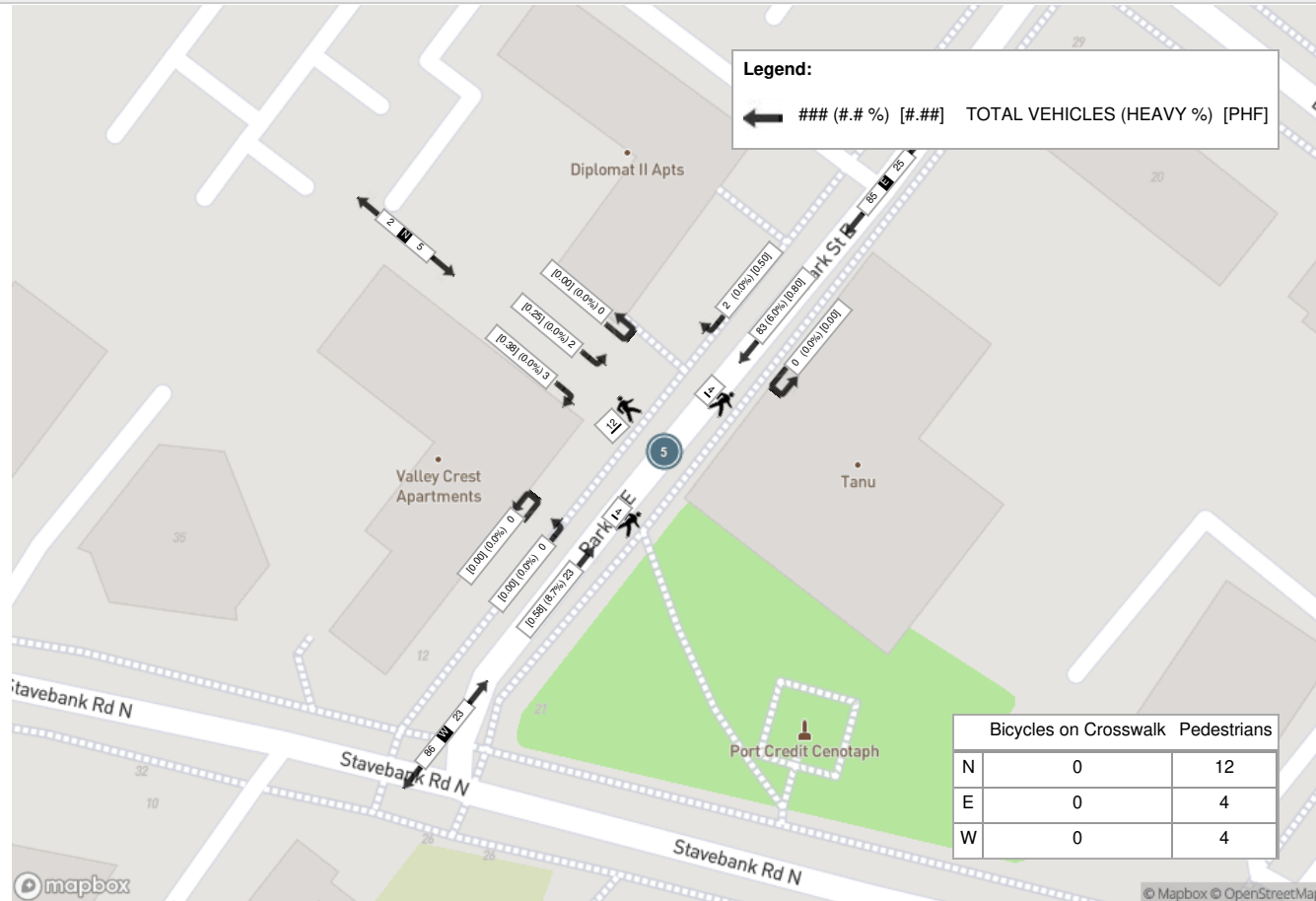
Start Time	Southbound 26 PARK ST E WEST DRIVEWAY					Westbound PARK ST E					Eastbound PARK ST E					Int. Total (15 min)
	Right	Left	UTurn	Peds	Approach Total	Right	Thru	UTurn	Peds	Approach Total	Thru	Left	UTurn	Peds	Approach Total	
2026-06-23 08:15:00	0	0	0	3	0	0	22	0	0	22	3	0	0	1	3	25
2026-06-23 08:30:00	2	0	0	3	2	1	18	0	3	19	3	0	0	0	3	24
2026-06-23 08:45:00	1	0	0	3	1	0	26	0	0	26	10	0	0	0	10	37
2026-06-23 09:00:00	0	2	0	3	2	1	17	0	1	18	7	0	0	3	7	27
Grand Total	3	2	0	12	5	2	83	0	4	85	23	0	0	4	23	113
Approach%	60%	40%	0%		-	2.4%	97.6%	0%		-	100%	0%	0%		-	-
Totals %	2.7%	1.8%	0%		4.4%	1.8%	73.5%	0%		75.2%	20.4%	0%	0%		20.4%	-
PHF	0.38	0.25	0		0.63	0.5	0.8	0		0.82	0.58	0	0		0.58	0.76
Heavy	0	0	0		0	0	5	0		5	2	0	0		2	7
Heavy %	0%	0%	0%		0%	0%	6%	0%		5.9%	8.7%	0%	0%		8.7%	6.2%
Lights	3	2	0		5	2	75	0		77	20	0	0		20	102
Lights %	100%	100%	0%		100%	100%	90.4%	0%		90.6%	87%	0%	0%		87%	90.3%
Single-Unit Trucks	0	0	0		0	0	3	0		3	2	0	0		2	5
Single-Unit Trucks %	0%	0%	0%		0%	0%	3.6%	0%		3.5%	8.7%	0%	0%		8.7%	4.4%
Buses	0	0	0		0	0	2	0		2	0	0	0		0	2
Buses %	0%	0%	0%		0%	0%	2.4%	0%		2.4%	0%	0%	0%		0%	1.8%
Bicycles on Road	0	0	0		0	0	3	0		3	1	0	0		1	4
Bicycles on Road %	0%	0%	0%		0%	0%	3.6%	0%		3.5%	4.3%	0%	0%		4.3%	3.5%
Pedestrians	-	-	-	12	-	-	-	-	4	-	-	-	-	4	-	-
Pedestrians%	-	-	-	60%		-	-	-	20%		-	-	-	20%		-
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
Bicycles on Crosswalk%	-	-	-	0%		-	-	-	0%		-	-	-	0%		-



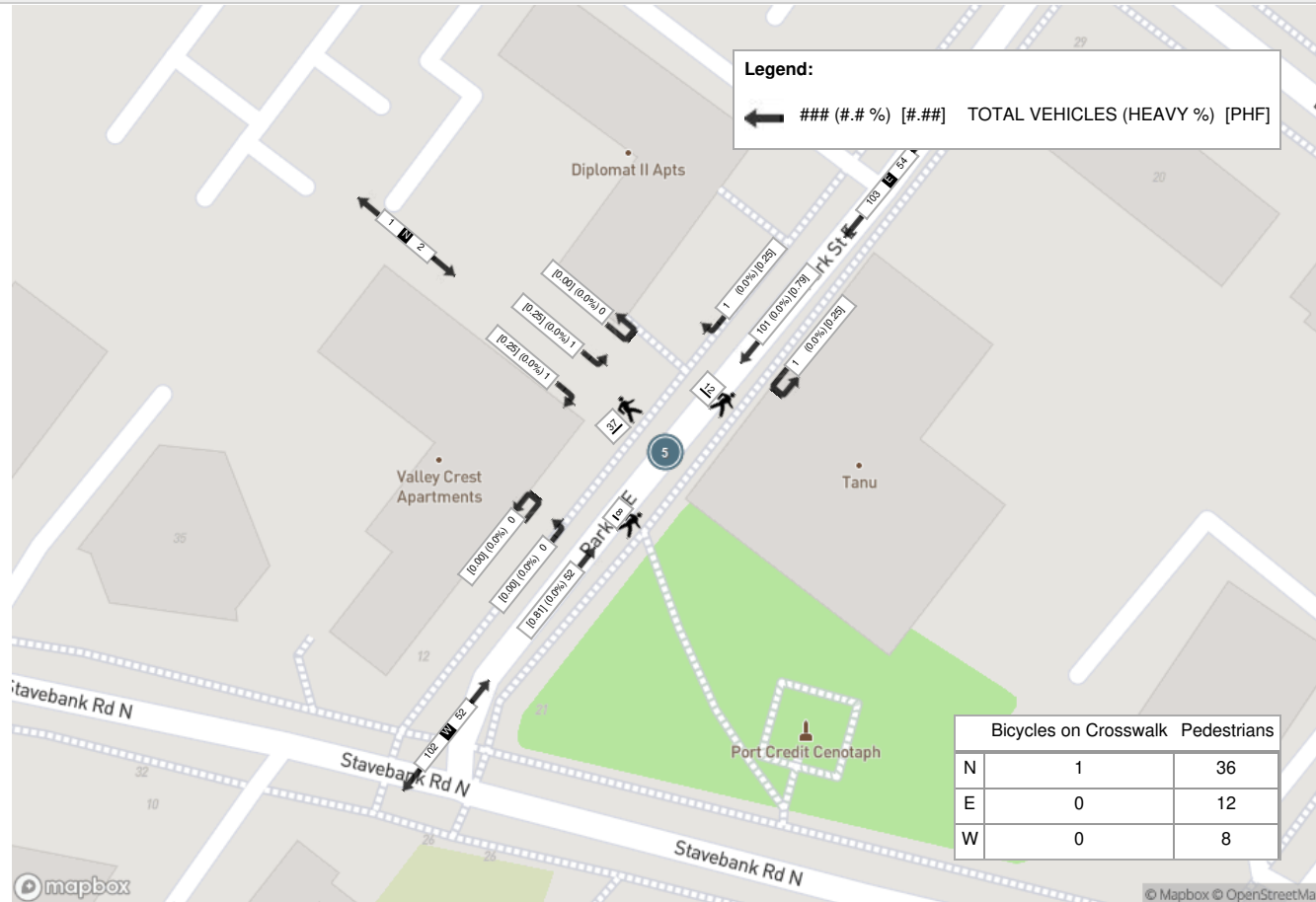
Peak Hour: 05:30 PM - 06:30 PM Weather: Clear Sky (24 °C)

Start Time	Southbound 26 PARK ST E WEST DRIVEWAY					Westbound PARK ST E					Eastbound PARK ST E					Int. Total (15 min)
	Right	Left	UTurn	Peds	Approach Total	Right	Thru	UTurn	Peds	Approach Total	Thru	Left	UTurn	Peds	Approach Total	
2026-06-23 17:30:00	0	0	0	5	0	0	25	0	0	25	15	0	0	0	15	40
2026-06-23 17:45:00	0	0	0	14	0	0	32	0	4	32	16	0	0	3	16	48
2026-06-23 18:00:00	0	0	0	12	0	0	22	0	6	22	7	0	0	4	7	29
2026-06-23 18:15:00	1	1	0	6	2	1	22	1	2	24	14	0	0	1	14	40
Grand Total	1	1	0	37	2	1	101	1	12	103	52	0	0	8	52	157
Approach%	50%	50%	0%		-	1%	98.1%	1%		-	100%	0%	0%		-	-
Totals %	0.6%	0.6%	0%		1.3%	0.6%	64.3%	0.6%		65.6%	33.1%	0%	0%		33.1%	-
PHF	0.25	0.25	0		0.25	0.25	0.79	0.25		0.8	0.81	0	0		0.81	0.82
Heavy	0	0	0		0	0	0	0		0	0	0	0		0	0
Heavy %	0%	0%	0%		0%	0%	0%	0%		0%	0%	0%	0%		0%	0%
Lights	1	1	0		2	1	96	1		98	50	0	0		50	150
Lights %	100%	100%	0%		100%	100%	95%	100%		95.1%	96.2%	0%	0%		96.2%	95.5%
Single-Unit Trucks	0	0	0		0	0	0	0		0	0	0	0		0	0
Single-Unit Trucks %	0%	0%	0%		0%	0%	0%	0%		0%	0%	0%	0%		0%	0%
Buses	0	0	0		0	0	0	0		0	0	0	0		0	0
Buses %	0%	0%	0%		0%	0%	0%	0%		0%	0%	0%	0%		0%	0%
Bicycles on Road	0	0	0		0	0	5	0		5	2	0	0		2	7
Bicycles on Road %	0%	0%	0%		0%	0%	5%	0%		4.9%	3.8%	0%	0%		3.8%	4.5%
Pedestrians	-	-	-	36	-	-	-	-	12	-	-	-	-	8	-	-
Pedestrians%	-	-	-	63.2%		-	-	-	21.1%		-	-	-	14%		-
Bicycles on Crosswalk	-	-	-	1	-	-	-	-	0	-	-	-	-	0	-	-
Bicycles on Crosswalk%	-	-	-	1.8%		-	-	-	0%		-	-	-	0%		-

Peak Hour: 08:15 AM - 09:15 AM Weather: Clear Sky (14 °C)



Peak Hour: 05:30 PM - 06:30 PM Weather: Clear Sky (24 °C)



Intelight		0808			LAKESHORE ROAD E @ Elizabeth Street				
Phase - Plan 1	Units	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Phase Description*	String	"P.P. EBLT"	"EB/WB"		"NB/SB"				
Walk	Sec	0	10	0	10	0	0	0	0
Ped Clear	Sec	0	17	0	19	0	0	0	0
Min Green	Sec	7	10	0	10	0	0	0	0
Passage	Sec	2.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0
Maximum 1	Sec	10	80	0	30	0	0	0	0
Maximum 2	Sec	10	80	0	30	0	0	0	0
Yellow Change	Sec	3.0	3.0	3.0	3.0	3.0	4.0	3.0	4.0
Red Clearance	Sec	0.0	3.0	0.0	3.5	0.0	0.0	0.0	0.0
Red Revert	Sec	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Added Initial	Sec	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce By	Sec	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Gap	Sec	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Dynamic Max Step	Sec	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pre Green*	Sec	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pre Clearance*	Sec	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
[P2] Standard Options	Bit	0:Enabled 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 13:Actuated Rest In Walk		0:Enabled Phase 5:Non Lock Detector Memory				
Intelight Options*	Bit		15:Ped NA+ Mode 20:Ped Recycle						
Coordination - Pattern 1-32	Units	1	2	3	4	5	6	7	8
Cycle Time	Sec	140	120	120	120	0	0	0	0
Offset	Sec	116	1	73	73	0	0	0	0
Split	Split	1	2	3	4	0	0	0	0
Sequence	Sequence	1	1	1	1	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 1-32	Units	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Split 1 - Mode	Enum	maximumVehicleRecall	none	none	minimumVehicleRecall	none	none	none	none
Split 1 - Time	Sec	12	92	0	36	0	0	0	0
Split 1 - Coord	Enum	False	True	False	False	False	False	False	False
Split 1 - Coord Phase Options*	Bit		0: Reference Point						
Split 2 - Mode	Enum	maximumVehicleRecall	none	none	minimumVehicleRecall	none	none	none	none
Split 2 - Time	Sec	10	73	0	37	0	0	0	0
Split 2 - Coord	Enum	False	True	False	False	False	False	False	False
Split 2 - Coord Phase Options*	Bit		0: Reference Point						
Split 3 - Mode	Enum	maximumVehicleRecall	none	none	minimumVehicleRecall	none	none	none	none
Split 3 - Time	Sec	13	70	0	37	0	0	0	0
Split 3 - Coord	Enum	False	True	False	False	False	False	False	False
Split 3 - Coord Phase Options*	Bit		0: Reference Point						
Split 4 - Mode	Enum	maximumVehicleRecall	none	none	pedestrianRecall	none	none	none	none
Split 4 - Time	Sec	13	70	0	37	0	0	0	0
Split 4 - Coord	Enum	False	True	False	False	False	False	False	False
Split 4 - Coord Phase Options*	Bit		0: Reference Point						
Time Base - Schedule 1-100	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	----F-	-M----	----F-	-M----	--W---
Day of Month	Bit	12345678901234567890123456789012345678901	12345678901234567890123456789012345678901	12345678901234567890123456789012345678901	1-----6-----	-----3-----	-----8-----	-----1-----	
Day Plan	Number	1	3	2	3	3	3	3	3
Time Base - Schedule 1-100	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-----	----F-	-M----	---T--	--W---	SMTWTFS
Day of Month	Bit	--3-----7-----	-----2-----	-----5-----	-----8-----	-----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	Evt 7	Evt 8
Plan 1 Hour	Hour	0	3	6	9	15	16	18	19
Plan 1 Action	Number	8	7	1	2	3	4	3	2
Plan 2 Hour	Hour	0	7	3	0	0	0	0	0
Plan 2 Action	Number	8	2	7	0	0	0	0	0
Plan 3 Hour	Hour	0	8	23	3	0	0	0	0
Plan 3 Action	Number	8	2	8	7	0	0	0	0
Time Base - Action 1-128	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

Intelight		0807		LAKESHORE ROAD E @ Slavebank Road					
Phase - Plan 1	Units	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Phase Description*	String		"EB"	"SBRT / SBLT"	"NB"		"WB"		"SB"
Walk	Sec	0		0	10	0	10	0	10
Ped Clear	Sec	0	14	0	15	0	14	0	15
Min Green	Sec	0	10	12	10	12	10	12	10
Passage	Sec	0.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Maximum 1	Sec	0	48	15	29	12	48	15	29
Maximum 2	Sec	0	48	15	29	12	48	15	29
Yellow Change	Sec	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clearance	Sec	0.0	3.5	0.0	3.5	0.0	3.5	0.0	3.5
Red Revert	Sec	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Added Initial	Sec	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce By	Sec	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Gap	Sec	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Dynamic Max Step	Sec	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delayed Green*	Sec	0	5	0	0	0	5	0	0
Pre Green*	Sec	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pre Clearance*	Sec	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
[P2] Standard Options	Bit	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	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	5:Non Lock Detector Memory	0:Enabled Phase 5:Non Lock Detector Memory 10:Dual Entry Phase
Intelight Options*	Bit		15:Ped NA+ Mode 20:Ped Recycle				15:Ped NA+ Mode 20:Ped Recycle		
Red Clear Extension Max*	Sec	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear Extension Passage*	Sec	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Jump Service Time*	Sec	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pre Clearance 2"	Sec	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Warning Extension Time*	Sec	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Passage 2"	Sec	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Coordination - Pattern 1-32	Units	1	2	3	4	5	6	7	8
Cycle Time	Sec	140	120	120	0	0	0	0	0
Offset	Sec	92	8	55	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
Max Mode*	Enum	none	none	none	none	none	none	none	none
Force Off Mode*	Enum	phase	phase	phase	phase	phase	phase	phase	phase
Transition Cover Peds*	Enum	phase	phase	phase	phase	phase	phase	phase	phase
Min Permissive Mode*	Enum	phaseOnly	phaseOnly	phaseOnly	phaseOnly	phaseOnly	phaseOnly	phaseOnly	phaseOnly
Correction Mode*	Enum	shortway	shortway	shortway	shortway	shortway	shortway	shortway	shortway
Advanced Options*	Bit	2-Allow No Coord Phase	2-Allow No Coord Phase	2-Allow No Coord Phase	2-Allow No Coord Phase				
Coordination - Splits 1-32	Units	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Split 1 - Mode	Enum	none	none	minimumVehicleRecall	none	none	none	minimumVehicleRecall	none
Split 1 - Time	Sec	0	93	15	32	0	93	0	47
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 1 - Force Off Mode*	Enum	float	fixed	fixed	fixed	float	fixed	fixed	fixed
Split 1 - Pri Force Off Mode*	Enum	float	float	float	float	float	float	float	float
Split 2 - Mode	Enum	none	none	minimumVehicleRecall	none	none	none	minimumVehicleRecall	none
Split 2 - Time	Sec	0	73	15	32	0	73	0	47
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 2 - Force Off Mode*	Enum	float	fixed	fixed	fixed	float	fixed	fixed	fixed
Split 2 - Pri Force Off Mode*	Enum	float	float	float	float	float	float	float	float
Split 3 - Mode	Enum	none	none	minimumVehicleRecall	none	none	none	minimumVehicleRecall	none
Split 3 - Time	Sec	0	73	15	32	0	73	0	47
Split 3 - Coord	Enum	False	True	False	False	False	True	False	False
Split 3 - Coord Phase Options*	Bit		0: Reference Point				0: Reference Point		
Split 3 - Force Off Mode*	Enum	float	fixed	fixed	fixed	float	fixed	fixed	fixed
Split 3 - Pri Force Off Mode*	Enum	float	float	float	float	float	float	float	float
Time Base - Schedule 1-100	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	----F-	-M-----	----F-	-M----	---W---
Day of Month	Bit	12345678901234567890123456789012345678901	12345678901234567890123456789012345678901	12345678901234567890123456789012345678901	1-----	-----6-----	-----3-----	-----8-----	1-----
Day Plan	Number	1	3	3	3	3	3	3	3
Enabled*	Enum	Enabled	Enabled	Enabled	Enabled	Enabled	Enabled	Enabled	Enabled
Time Base - Schedule 1-100	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----	----F-	-M-----	---T---	---W---	SMTWTFS
Day of Month	Bit	-3-----	---7-----	---2-----	-----5-----	-----8-----	-----4-----		
Day Plan	Number	3	3	3	3	3	3	3	0
Enabled*	Enum	Enabled	Enabled	Enabled	Enabled	Enabled	Enabled	Enabled	Enabled
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 Action	Number	8	1	2	3	2	7		
Plan 2 Hour	Hour	0	7	3	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 Action	Number	8	2	8	7	0	0		
Time Base - Action 1-128	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

Kristian Aviles

From: Tyler Xuereb <Tyler.Xuereb@mississauga.ca>
Sent: June 22, 2026 9:32 AM
To: Jason Pernicky
Cc: Kristian Aviles
Subject: RE: Transportation Impact Assessment Terms of Reference 12, 26 Park Street E.
Approved

Follow Up Flag: Follow up
Flag Status: Flagged

[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.]

Hi Jason,

I hope you had a great weekend.

Please find below the recommended growth rates to be used along Lakeshore Road. These rates are compounded annually from existing to 2031.

Lakeshore Road

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

Regards,



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

[City of Mississauga](#) | Transportation and Works Department,
Infrastructure Planning and Engineering Services Division

From: Jason Pernicky <Jason@nextrans.ca>
Sent: Wednesday, June 17, 2026 4:36 PM
To: Tyler Xuereb <Tyler.Xuereb@mississauga.ca>

Cc: Kristian Aviles <kristian@nextrans.ca>

Subject: [EXTERNAL] FW: Transportation Impact Assessment Terms of Reference 12, 26 Park Street E. Approved

[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.]

Good afternoon Tyler,

I hope you are doing well.

We are currently preparing a Transportation Impact Study for the proposed development at 12 & 26 Park Street East and have attached the approved Terms of Reference for reference.

As noted in the TOR, could you please provide the applicable growth rates for Lakeshore Road within the study area? Additionally, if you believe any other roadway growth rates would be appropriate for our study area, please provide those as well.

Thank you for your assistance, and please let me know if you require any additional information.

Kind regards,

Jason Pernicky, B. Eng., EIT
Transportation Analyst

c: 289-221-5379

e: jason@nextrans.ca

w: www.nextrans.ca

NexTrans Consulting Engineers
A Division of NextEng Consulting Group Inc.
520 Industrial Parkway South, Suite 201
Aurora ON L4G 6W8

From: Kate Vassilyev <Kate.Vassilyev@mississauga.ca>

Sent: June 16, 2026 2:06 PM

To: Kristian Aviles <kristian@nextrans.ca>

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

Subject: RE: Transportation Impact Assessment Terms of Reference 12, 26 Park Street E. Approved

[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.]

Good afternoon Kristian,

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 Wright from the City's Transportation Planning Section (William.Wright@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.
-

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



Kate (Jekaterina) Vassilyev, C.Tech.

Traffic Planning Technologist

T 905-615-3200 ext.4246

kate.vassilyev@mississauga.ca

[City of Mississauga](#) | Planning & Building Department
300 City Centre Drive | Mississauga ON | L5B 3C1

Please consider the environment before printing.

From: Kristian Aviles <kristian@nextrans.ca>

Sent: Monday, June 8, 2026 2:41 PM

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

Subject: [EXTERNAL] Transportation Impact Assessment Terms of Reference

[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.]

Good afternoon,

Nextrans has been retained to prepare a Traffic Impact Assessment for a proposed residential development municipally addressed as 12, 26 Park Street E. Please see the attached Terms of Reference for your review and advise if acceptable.

Additionally, we kindly request that the background developments noted in the TOR be provided to us for inclusion in our study.

Thank you,

Kristian Aviles, B.Eng.
Transportation Analyst

o: 905-503-2563 ext. 206

c: 647-928-1222

e: kristian@nextrans.ca

w: www.nextrans.ca

NexTrans Consulting Engineers
A Division of NextEng Consulting Group Inc.
520 Industrial Parkway South, Suite 201
Aurora ON L4G 6W8

Appendix D:

Existing Traffic Assessment

HCM Unsignalized Intersection Capacity Analysis

Existing AM Conditions

1: Stavebank Road & Park Street E

07/22/2026

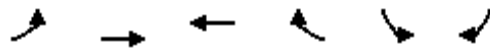
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	1	7	51	10	27	8	59	4	16	99	7
Future Volume (Veh/h)	3	1	7	51	10	27	8	59	4	16	99	7
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	3	1	8	57	11	30	9	66	4	18	111	8
Pedestrians		5			10			7			14	
Lane Width (m)		3.7			3.7			3.7			3.7	
Walking Speed (m/s)		1.1			1.1			1.1			1.1	
Percent Blockage		0			1			1			1	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (m)								246				
pX, platoon unblocked												
vC, conflicting volume	292	254	127	262	256	92	124			80		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	292	254	127	262	256	92	124			80		
tC, single (s)	7.1	6.5	6.5	7.1	6.6	6.3	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.6	3.5	4.1	3.4	2.2			2.3		
p0 queue free %	100	100	99	91	98	97	99			99		
cM capacity (veh/h)	607	632	846	655	614	919	1468			1478		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	12	98	79	137								
Volume Left	3	57	9	18								
Volume Right	8	30	4	8								
cSH	751	712	1468	1478								
Volume to Capacity	0.02	0.14	0.01	0.01								
Queue Length 95th (m)	0.4	3.6	0.1	0.3								
Control Delay (s)	9.9	10.9	0.9	1.1								
Lane LOS	A	B	A	A								
Approach Delay (s)	9.9	10.9	0.9	1.1								
Approach LOS	A	B										
Intersection Summary												
Average Delay			4.3									
Intersection Capacity Utilization			27.8%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

2: Park Street E & 12 Park Street E Access

Existing AM Conditions

07/22/2026



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	23	83	2	2	3
Future Volume (Veh/h)	0	23	83	2	2	3
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	0	30	109	3	3	4
Pedestrians		12			4	
Lane Width (m)		3.7			3.7	
Walking Speed (m/s)		1.1			1.1	
Percent Blockage		1			0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (m)			54			
pX, platoon unblocked						
vC, conflicting volume	116				144	126
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	116				144	126
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1479				849	915
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	30	112	7			
Volume Left	0	0	3			
Volume Right	0	3	4			
cSH	1479	1700	886			
Volume to Capacity	0.00	0.07	0.01			
Queue Length 95th (m)	0.0	0.0	0.2			
Control Delay (s)	0.0	0.0	9.1			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	9.1			
Approach LOS			A			
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization		18.9%		ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

Existing AM Conditions

3: 21 Park Street E Access/26 Park Street E Access & Park Street E

07/22/2026

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	1	21	3	6	73	4	8	0	7	2	0	7	
Future Volume (Veh/h)	1	21	3	6	73	4	8	0	7	2	0	7	
Sign Control	Free			Free			Stop			Stop			
Grade	0%			0%			0%			0%			
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	
Hourly flow rate (vph)	1	27	4	8	92	5	10	0	9	3	0	9	
Pedestrians					3					47			
Lane Width (m)					3.7					3.7			
Walking Speed (m/s)					1.1					1.1			
Percent Blockage					0					5			
Right turn flare (veh)													
Median type	None			None									
Median storage (veh)													
Upstream signal (m)	48												
pX, platoon unblocked													
vC, conflicting volume	117			78			198	211	79	174	210	114	
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	117			78			198	211	79	174	210	114	
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2	
tC, 2 stage (s)													
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3	
p0 queue free %	100			99			99	100	99	100	100	99	
cM capacity (veh/h)	1455			1463			684	641	939	727	642	925	
Direction, Lane #	EB 1	WB 1	NB 1	SB 1									
Volume Total	32	105	19	12									
Volume Left	1	8	10	3									
Volume Right	4	5	9	9									
cSH	1455	1463	785	866									
Volume to Capacity	0.00	0.01	0.02	0.01									
Queue Length 95th (m)	0.0	0.1	0.6	0.3									
Control Delay (s)	0.2	0.6	9.7	9.2									
Lane LOS	A	A	A	A									
Approach Delay (s)	0.2	0.6	9.7	9.2									
Approach LOS			A	A									
Intersection Summary													
Average Delay			2.2										
Intersection Capacity Utilization			22.2%	ICU Level of Service					A				
Analysis Period (min)			15										

HCM Unsignalized Intersection Capacity Analysis 4: Elizabeth Street N/Queen Street E & Park Street E

Existing AM Conditions

07/22/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	30	11	15	32	0	15	0	15	11	63	15
Future Volume (vph)	0	30	11	15	32	0	15	0	15	11	63	15
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	0	34	13	17	36	0	17	0	17	13	72	17
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2							
Volume Total (vph)	47	53	34	13	89							
Volume Left (vph)	0	17	17	13	0							
Volume Right (vph)	13	0	17	0	17							
Hadj (s)	-0.17	0.20	-0.20	0.81	0.21							
Departure Headway (s)	4.1	4.5	4.2	5.6	5.0							
Degree Utilization, x	0.05	0.07	0.04	0.02	0.12							
Capacity (veh/h)	839	775	835	625	704							
Control Delay (s)	7.4	7.8	7.3	7.5	7.5							
Approach Delay (s)	7.4	7.8	7.3	7.5								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			7.5									
Level of Service			A									
Intersection Capacity Utilization			29.3%			ICU Level of Service			A			
Analysis Period (min)			15									

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	30	11	15	32	0	15	0	15	11	63	15
Future Vol, veh/h	0	30	11	15	32	0	15	0	15	11	63	15
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	0	0	0	13	6	0	0	0	0	18	25	0
Mvmt Flow	0	34	13	17	36	0	17	0	17	13	72	17
Number of Lanes	0	1	0	0	1	0	0	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	1
HCM Control Delay	7.4	7.9	7.3	8.5
HCM LOS	A	A	A	A

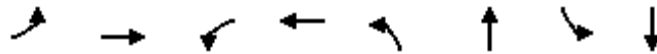
Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	50%	0%	32%	100%	0%
Vol Thru, %	0%	73%	68%	0%	81%
Vol Right, %	50%	27%	0%	0%	19%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	30	41	47	11	78
LT Vol	15	0	15	11	0
Through Vol	0	30	32	0	63
RT Vol	15	11	0	0	15
Lane Flow Rate	34	47	53	12	89
Geometry Grp	5	2	2	7	7
Degree of Util (X)	0.039	0.054	0.068	0.019	0.123
Departure Headway (Hd)	4.152	4.14	4.574	5.498	4.981
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	866	870	787	647	714
Service Time	2.16	2.143	2.578	3.27	2.753
HCM Lane V/C Ratio	0.039	0.054	0.067	0.019	0.125
HCM Control Delay	7.3	7.4	7.9	8.4	8.5
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.2	0.1	0.4

Queues

Existing AM Conditions

5: Elizabeth Street S/Elizabeth Street N & Lakeshore Road E

07/22/2026



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↔↔		↔↔	↔	↔	↔	↔
Traffic Volume (vph)	79	824	9	741	16	8	23	7
Future Volume (vph)	79	824	9	741	16	8	23	7
Lane Group Flow (vph)	0	1013	0	850	18	13	26	69
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases	1	2		2		4		4
Permitted Phases	2		2		4		4	
Detector Phase	1	2	2	2	4	4	4	4
Switch Phase								
Minimum Initial (s)	7.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.0	33.0	33.0	33.0	35.5	35.5	35.5	35.5
Total Split (s)	12.0	92.0	92.0	92.0	36.0	36.0	36.0	36.0
Total Split (%)	8.6%	65.7%	65.7%	65.7%	25.7%	25.7%	25.7%	25.7%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	0.0	3.0	3.0	3.0	3.5	3.5	3.5	3.5
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0		6.0	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	C-Max	C-Max	Max	Max	Max	Max
v/c Ratio		0.55		0.37	0.07	0.03	0.13	0.19
Control Delay		28.2		9.0	45.2	35.5	46.9	14.3
Queue Delay		50.7		0.0	0.0	0.0	0.0	0.0
Total Delay		79.0		9.0	45.2	35.5	46.9	14.3
Queue Length 50th (m)		128.8		45.7	4.0	2.0	5.9	1.8
Queue Length 95th (m)		153.3		56.1	11.0	7.9	14.6	14.5
Internal Link Dist (m)		94.2		432.1		72.3		213.9
Turn Bay Length (m)					12.0		12.0	
Base Capacity (vph)		1839		2289	266	380	203	354
Starvation Cap Reductn		979		0	0	0	0	0
Spillback Cap Reductn		0		20	0	0	0	0
Storage Cap Reductn		0		0	0	0	0	0
Reduced v/c Ratio		1.18		0.37	0.07	0.03	0.13	0.19

Intersection Summary

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 25.5 (18%), Referenced to phase 2:EBWB, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Splits and Phases: 5: Elizabeth Street S/Elizabeth Street N & Lakeshore Road E



HCM Signalized Intersection Capacity Analysis

5: Elizabeth Street S/Elizabeth Street N & Lakeshore Road E

Existing AM Conditions

07/22/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	824	8	9	741	15	16	8	4	23	7	55
Future Volume (vph)	79	824	8	9	741	15	16	8	4	23	7	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		6.5	6.5		6.5	6.5	
Lane Util. Factor		0.95			0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes		1.00			1.00		1.00	0.98		1.00	0.97	
Flpb, ped/bikes		1.00			1.00		0.98	1.00		0.93	1.00	
Frt		1.00			1.00		1.00	0.95		1.00	0.87	
Flt Protected		1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		3509			3480		1690	1789		1227	1452	
Flt Permitted		0.75			0.94		0.71	1.00		0.75	1.00	
Satd. Flow (perm)		2626			3269		1267	1789		968	1452	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	88	916	9	10	823	17	18	9	4	26	8	61
RTOR Reduction (vph)	0	0	0	0	1	0	0	3	0	0	48	0
Lane Group Flow (vph)	0	1013	0	0	849	0	18	10	0	26	21	0
Confl. Peds. (#/hr)	60		35	35		60	14		46	46		14
Heavy Vehicles (%)	3%	3%	0%	0%	4%	13%	6%	0%	0%	39%	0%	13%
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	2			2			4			4	
Permitted Phases	2			2			4			4		
Actuated Green, G (s)		98.0			98.0		29.5	29.5		29.5	29.5	
Effective Green, g (s)		98.0			98.0		29.5	29.5		29.5	29.5	
Actuated g/C Ratio		0.70			0.70		0.21	0.21		0.21	0.21	
Clearance Time (s)		6.0			6.0		6.5	6.5		6.5	6.5	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		1838			2288		266	376		203	305	
v/s Ratio Prot								0.01			0.01	
v/s Ratio Perm		c0.39			0.26		0.01			c0.03		
v/c Ratio		0.55			0.37		0.07	0.03		0.13	0.07	
Uniform Delay, d1		10.3			8.5		44.2	43.8		44.8	44.2	
Progression Factor		2.62			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.3			0.5		0.5	0.1		1.3	0.4	
Delay (s)		27.1			9.0		44.7	44.0		46.1	44.7	
Level of Service		C			A		D	D		D	D	
Approach Delay (s)		27.1			9.0			44.4			45.1	
Approach LOS		C			A			D			D	
Intersection Summary												
HCM 2000 Control Delay			20.5			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.46									
Actuated Cycle Length (s)			140.0			Sum of lost time (s)				15.5		
Intersection Capacity Utilization			87.4%			ICU Level of Service				E		
Analysis Period (min)			15									
c Critical Lane Group												

Queues

Existing AM Conditions

6: Stavebank Road S/Stavebank Road & Lakeshore Road E

07/22/2026



Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↑↑		↑↑	↑	↑	↑	↑
Traffic Volume (vph)	889	13	772	42	16	15	8
Future Volume (vph)	889	13	772	42	16	15	8
Lane Group Flow (vph)	1029	0	849	45	23	16	178
Turn Type	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases	2		6		4	3	8
Permitted Phases		6		4		8	
Detector Phase	2	6	6	4	4	3	8
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	12.0	10.0
Minimum Split (s)	30.5	30.5	30.5	31.5	31.5	15.0	31.5
Total Split (s)	93.0	93.0	93.0	32.0	32.0	15.0	47.0
Total Split (%)	66.4%	66.4%	66.4%	22.9%	22.9%	10.7%	33.6%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	3.5	3.5	3.5	3.5	3.5	0.0	3.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5		6.5	6.5	6.5	3.0	6.5
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	C-Max	Max	Max	Max	Max	None	Max
v/c Ratio	0.68		0.42	0.16	0.05	0.04	0.33
Control Delay	20.3		15.9	47.1	36.6	33.6	10.6
Queue Delay	27.5		2.3	0.0	0.0	0.0	0.0
Total Delay	47.8		18.3	47.1	36.6	33.6	10.6
Queue Length 50th (m)	92.6		59.4	9.3	3.4	3.1	5.9
Queue Length 95th (m)	116.6		84.1	22.7	12.0	8.6	24.3
Internal Link Dist (m)	444.2		94.2		80.4		221.7
Turn Bay Length (m)				15.0		20.0	
Base Capacity (vph)	1514		2000	276	455	449	532
Starvation Cap Reductn	0		980	0	0	0	0
Spillback Cap Reductn	527		0	0	0	0	0
Storage Cap Reductn	0		0	0	0	0	0
Reduced v/c Ratio	1.04		0.83	0.16	0.05	0.04	0.33

Intersection Summary

Cycle Length: 140

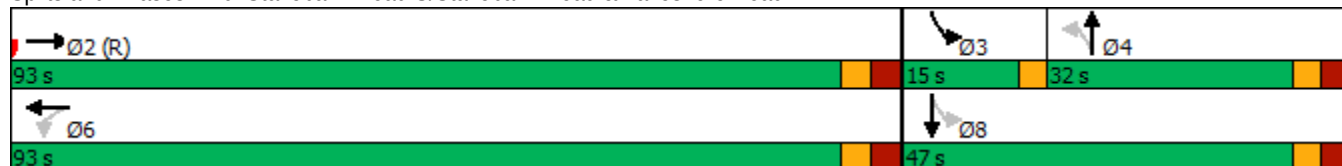
Actuated Cycle Length: 140

Offset: 92 (66%), Referenced to phase 2:EBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Splits and Phases: 6: Stavebank Road S/Stavebank Road & Lakeshore Road E

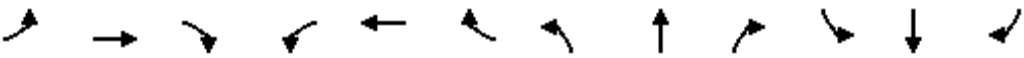


HCM Signalized Intersection Capacity Analysis

6: Stavebank Road S/Stavebank Road & Lakeshore Road E

Existing AM Conditions

07/22/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑		↑	↑		↑	↑	
Traffic Volume (vph)	0	889	78	13	772	13	42	16	6	15	8	159
Future Volume (vph)	0	889	78	13	772	13	42	16	6	15	8	159
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		3.0	6.5	
Lane Util. Factor		0.95			0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes		0.99			1.00		1.00	0.99		1.00	0.93	
Flpb, ped/bikes		1.00			1.00		0.95	1.00		0.98	1.00	
Frt		0.99			1.00		1.00	0.96		1.00	0.86	
Flt Protected		1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		2443			3491		1651	1828		1797	1475	
Flt Permitted		1.00			0.93		0.64	1.00		0.68	1.00	
Satd. Flow (perm)		2443			3237		1121	1828		1292	1475	
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)	0	946	83	14	821	14	45	17	6	16	9	169
RTOR Reduction (vph)	0	5	0	0	1	0	0	5	0	0	104	0
Lane Group Flow (vph)	0	1024	0	0	848	0	45	18	0	16	74	0
Confl. Peds. (#/hr)	56		41	41		56	38		15	15		38
Heavy Vehicles (%)	0%	50%	0%	0%	4%	0%	5%	0%	0%	0%	0%	4%
Turn Type		NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		2			6			4		3	8	
Permitted Phases				6			4			8		
Actuated Green, G (s)		84.7			84.7		34.5	34.5		42.3	42.3	
Effective Green, g (s)		84.7			84.7		34.5	34.5		42.3	42.3	
Actuated g/C Ratio		0.61			0.61		0.25	0.25		0.30	0.30	
Clearance Time (s)		6.5			6.5		6.5	6.5		3.0	6.5	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		1478			1958		276	450		407	445	
v/s Ratio Prot		c0.42						0.01		0.00	c0.05	
v/s Ratio Perm					0.26		0.04			0.01		
v/c Ratio		0.69			0.43		0.16	0.04		0.04	0.17	
Uniform Delay, d1		18.8			14.8		41.4	40.2		34.4	35.9	
Progression Factor		1.00			1.10		1.00	1.00		1.00	1.00	
Incremental Delay, d2		2.7			0.7		1.3	0.2		0.0	0.8	
Delay (s)		21.5			16.9		42.7	40.3		34.5	36.7	
Level of Service		C			B		D	D		C	D	
Approach Delay (s)		21.5			16.9			41.9			36.5	
Approach LOS		C			B			D			D	
Intersection Summary												
HCM 2000 Control Delay			21.7				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.53									
Actuated Cycle Length (s)			140.0				Sum of lost time (s)			16.0		
Intersection Capacity Utilization			76.5%				ICU Level of Service			D		
Analysis Period (min)			15									

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

Existing PM Conditions

1: Stavebank Road & Park Street E

07/22/2026

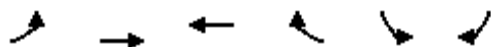
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	7	7	67	8	25	19	69	18	22	123	12
Future Volume (Veh/h)	8	7	7	67	8	25	19	69	18	22	123	12
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Hourly flow rate (vph)	10	9	9	87	10	32	25	90	23	29	160	16
Pedestrians		22			30			17			22	
Lane Width (m)		3.7			3.7			3.7			3.7	
Walking Speed (m/s)		1.1			1.1			1.1			1.1	
Percent Blockage		2			3			2			2	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (m)								246				
pX, platoon unblocked												
vC, conflicting volume	458	441	207	438	438	154	198			143		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	458	441	207	438	438	154	198			143		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	98	99	81	98	96	98			98		
cM capacity (veh/h)	437	469	807	462	471	853	1357			1409		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	28	129	138	205								
Volume Left	10	87	25	29								
Volume Right	9	32	23	16								
cSH	526	522	1357	1409								
Volume to Capacity	0.05	0.25	0.02	0.02								
Queue Length 95th (m)	1.3	7.3	0.4	0.5								
Control Delay (s)	12.2	14.1	1.5	1.2								
Lane LOS	B	B	A	A								
Approach Delay (s)	12.2	14.1	1.5	1.2								
Approach LOS	B	B										
Intersection Summary												
Average Delay			5.3									
Intersection Capacity Utilization			30.7%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

2: Park Street E & 12 Park Street E Access

Existing PM Conditions

07/22/2026



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	52	0	1	1	1
Future Volume (Veh/h)	0	52	0	1	1	1
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Hourly flow rate (vph)	0	63	0	1	1	1
Pedestrians		8	4		2	
Lane Width (m)		3.7	3.7		3.7	
Walking Speed (m/s)		1.1	1.1		1.1	
Percent Blockage		1	0		0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (m)			54			
pX, platoon unblocked						
vC, conflicting volume	3				70	10
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	3				70	10
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1629				935	1066
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	63	1	2			
Volume Left	0	0	1			
Volume Right	0	1	1			
cSH	1629	1700	996			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (m)	0.0	0.0	0.0			
Control Delay (s)	0.0	0.0	8.6			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	8.6			
Approach LOS			A			
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			16.3%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

Existing PM Conditions

3: 21 Park Street E Access/26 Park Street E Access & Park Street E

07/22/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	48	6	25	94	10	7	0	13	1	0	3
Future Volume (Veh/h)	2	48	6	25	94	10	7	0	13	1	0	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Hourly flow rate (vph)	2	59	7	30	115	12	9	0	16	1	0	4
Pedestrians		13			8			41			54	
Lane Width (m)		3.7			3.7			3.7			3.7	
Walking Speed (m/s)		1.1			1.1			1.1			1.1	
Percent Blockage		1			1			4			5	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (m)					48							
pX, platoon unblocked												
vC, conflicting volume	181			107			306	348	112	326	346	188
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	181			107			306	348	112	326	346	188
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			98			98	100	98	100	100	100
cM capacity (veh/h)	1332			1436			561	514	902	533	516	803
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	68	157	25	5								
Volume Left	2	30	9	1								
Volume Right	7	12	16	4								
cSH	1332	1436	740	729								
Volume to Capacity	0.00	0.02	0.03	0.01								
Queue Length 95th (m)	0.0	0.5	0.8	0.2								
Control Delay (s)	0.2	1.6	10.0	10.0								
Lane LOS	A	A	B	A								
Approach Delay (s)	0.2	1.6	10.0	10.0								
Approach LOS			B	A								
Intersection Summary												
Average Delay				2.2								
Intersection Capacity Utilization				27.4%	ICU Level of Service				A			
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis 4: Elizabeth Street N/Queen Street E & Park Street E

Existing PM Conditions

07/22/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	1	47	16	24	85	1	33	1	27	28	67	24
Future Volume (vph)	1	47	16	24	85	1	33	1	27	28	67	24
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
Hourly flow rate (vph)	1	52	18	26	93	1	36	1	30	31	74	26
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2							
Volume Total (vph)	71	120	67	31	100							
Volume Left (vph)	1	26	36	31	0							
Volume Right (vph)	18	1	30	0	26							
Hadj (s)	-0.15	0.04	-0.16	0.50	0.13							
Departure Headway (s)	4.4	4.5	4.5	5.5	5.1							
Degree Utilization, x	0.09	0.15	0.08	0.05	0.14							
Capacity (veh/h)	779	754	763	623	670							
Control Delay (s)	7.8	8.3	7.9	7.6	7.8							
Approach Delay (s)	7.8	8.3	7.9	7.7								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			7.9									
Level of Service			A									
Intersection Capacity Utilization			32.0%		ICU Level of Service				A			
Analysis Period (min)			15									

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	47	16	24	85	1	33	1	27	28	67	24
Future Vol, veh/h	1	47	16	24	85	1	33	1	27	28	67	24
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	0	0	0	0	0	0	0	0	0	25	0
Mvmt Flow	1	52	18	26	93	1	36	1	30	31	74	26
Number of Lanes	0	1	0	0	1	0	0	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	1
HCM Control Delay	7.8	8.3	7.9	8.8
HCM LOS	A	A	A	A

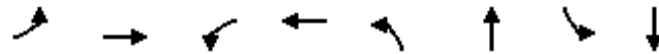
Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	54%	2%	22%	100%	0%
Vol Thru, %	2%	73%	77%	0%	74%
Vol Right, %	44%	25%	1%	0%	26%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	61	64	110	28	91
LT Vol	33	1	24	28	0
Through Vol	1	47	85	0	67
RT Vol	27	16	1	0	24
Lane Flow Rate	67	70	121	31	100
Geometry Grp	5	2	2	7	7
Degree of Util (X)	0.083	0.086	0.152	0.047	0.145
Departure Headway (Hd)	4.451	4.389	4.514	5.498	5.237
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	805	817	797	652	686
Service Time	2.477	2.409	2.531	3.222	2.961
HCM Lane V/C Ratio	0.083	0.086	0.152	0.048	0.146
HCM Control Delay	7.9	7.8	8.3	8.5	8.9
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.3	0.3	0.5	0.1	0.5

Queues

Existing PM Conditions

5: Elizabeth Street S/Elizabeth Street N & Lakeshore Road E

07/22/2026



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↔↔		↔↔	↔	↔	↔	↔
Traffic Volume (vph)	116	1057	10	861	17	32	55	9
Future Volume (vph)	116	1057	10	861	17	32	55	9
Lane Group Flow (vph)	0	1215	0	926	17	53	56	69
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases	1	2		2		4		4
Permitted Phases	2		2		4		4	
Detector Phase	1	2	2	2	4	4	4	4
Switch Phase								
Minimum Initial (s)	7.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.0	33.0	33.0	33.0	35.5	35.5	35.5	35.5
Total Split (s)	10.0	73.0	73.0	73.0	37.0	37.0	37.0	37.0
Total Split (%)	8.3%	60.8%	60.8%	60.8%	30.8%	30.8%	30.8%	30.8%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	0.0	3.0	3.0	3.0	3.5	3.5	3.5	3.5
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0		6.0	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	C-Max	C-Max	Max	Max	Max	Max
v/c Ratio		0.79		0.44	0.05	0.12	0.22	0.17
Control Delay		20.9		11.4	34.6	24.4	38.2	11.8
Queue Delay		20.5		0.0	0.0	0.0	0.0	0.1
Total Delay		41.4		11.4	34.6	24.4	38.2	11.9
Queue Length 50th (m)		100.1		52.5	3.0	5.9	10.5	1.6
Queue Length 95th (m)		136.0		65.5	9.0	16.2	22.0	13.0
Internal Link Dist (m)		94.2		432.1		72.3		213.9
Turn Bay Length (m)					12.0		12.0	
Base Capacity (vph)		1536		2123	321	453	257	412
Starvation Cap Reductn		353		0	0	0	0	0
Spillback Cap Reductn		0		69	30	0	0	37
Storage Cap Reductn		0		0	0	0	0	0
Reduced v/c Ratio		1.03		0.45	0.06	0.12	0.22	0.18

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 25.5 (21%), Referenced to phase 2:EBWB, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Splits and Phases: 5: Elizabeth Street S/Elizabeth Street N & Lakeshore Road E



HCM Signalized Intersection Capacity Analysis

5: Elizabeth Street S/Elizabeth Street N & Lakeshore Road E

Existing PM Conditions

07/22/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔		↔	↔		↔	↔	
Traffic Volume (vph)	116	1057	18	10	861	36	17	32	20	55	9	59
Future Volume (vph)	116	1057	18	10	861	36	17	32	20	55	9	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		6.5	6.5		6.5	6.5	
Lane Util. Factor		0.95			0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes		1.00			0.98		1.00	0.95		1.00	0.92	
Flpb, ped/bikes		0.99			1.00		0.92	1.00		0.89	1.00	
Frt		1.00			0.99		1.00	0.94		1.00	0.87	
Flt Protected		1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		3541			3527		1687	1725		1332	1447	
Flt Permitted		0.67			0.94		0.71	1.00		0.72	1.00	
Satd. Flow (perm)		2393			3305		1265	1725		1013	1447	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	118	1079	18	10	879	37	17	33	20	56	9	60
RTOR Reduction (vph)	0	1	0	0	2	0	0	15	0	0	45	0
Lane Group Flow (vph)	0	1214	0	0	924	0	17	38	0	56	24	0
Confl. Peds. (#/hr)	195		113	113		195	67		95	95		67
Heavy Vehicles (%)	1%	1%	0%	0%	1%	0%	0%	0%	0%	22%	0%	7%
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	2			2			4			4	
Permitted Phases	2			2			4			4		
Actuated Green, G (s)		77.0			77.0		30.5	30.5		30.5	30.5	
Effective Green, g (s)		77.0			77.0		30.5	30.5		30.5	30.5	
Actuated g/C Ratio		0.64			0.64		0.25	0.25		0.25	0.25	
Clearance Time (s)		6.0			6.0		6.5	6.5		6.5	6.5	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		1535			2120		321	438		257	367	
v/s Ratio Prot								0.02			0.02	
v/s Ratio Perm		c0.51			0.28		0.01			c0.06		
v/c Ratio		0.79			0.44		0.05	0.09		0.22	0.07	
Uniform Delay, d1		15.6			10.7		33.8	34.1		35.3	33.9	
Progression Factor		1.02			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		2.9			0.7		0.3	0.4		1.9	0.3	
Delay (s)		18.9			11.3		34.1	34.5		37.3	34.3	
Level of Service		B			B		C	C		D	C	
Approach Delay (s)		18.9			11.3			34.4			35.6	
Approach LOS		B			B			C			D	
Intersection Summary												
HCM 2000 Control Delay			17.3			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.65									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			15.5			
Intersection Capacity Utilization			98.4%			ICU Level of Service			F			
Analysis Period (min)			15									
c Critical Lane Group												

Queues

Existing PM Conditions

6: Stavebank Road S/Stavebank Road & Lakeshore Road E

07/22/2026



Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↑↑		↑↑	↑	↑	↑	↑
Traffic Volume (vph)	115	28	900	87	28	31	11
Future Volume (vph)	115	28	900	87	28	31	11
Lane Group Flow (vph)	254	0	994	91	50	32	190
Turn Type	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases	2		6		4	3	8
Permitted Phases		6		4		8	
Detector Phase	2	6	6	4	4	3	8
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	12.0	10.0
Minimum Split (s)	30.5	30.5	30.5	31.5	31.5	15.0	31.5
Total Split (s)	73.0	73.0	73.0	32.0	32.0	15.0	47.0
Total Split (%)	60.8%	60.8%	60.8%	26.7%	26.7%	12.5%	39.2%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	3.5	3.5	3.5	3.5	3.5	0.0	3.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5		6.5	6.5	6.5	3.0	6.5
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	C-Max	Max	Max	Max	Max	None	Max
v/c Ratio	0.15		0.54	0.31	0.11	0.06	0.37
Control Delay	6.2		23.3	42.1	25.6	25.0	23.0
Queue Delay	0.0		3.6	0.0	0.0	0.0	0.0
Total Delay	6.2		26.9	42.1	25.6	25.0	23.0
Queue Length 50th (m)	6.6		80.5	18.5	5.5	4.8	23.0
Queue Length 95th (m)	12.8		107.1	34.7	16.1	11.6	42.9
Internal Link Dist (m)	444.2		94.2		80.4		221.7
Turn Bay Length (m)				15.0		20.0	
Base Capacity (vph)	1642		1843	290	469	495	519
Starvation Cap Reductn	0		735	0	0	0	0
Spillback Cap Reductn	225		0	0	1	0	0
Storage Cap Reductn	0		0	0	0	0	0
Reduced v/c Ratio	0.18		0.90	0.31	0.11	0.06	0.37

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 92 (77%), Referenced to phase 2:EBT, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Splits and Phases: 6: Stavebank Road S/Stavebank Road & Lakeshore Road E



HCM Signalized Intersection Capacity Analysis

6: Stavebank Road S/Stavebank Road & Lakeshore Road E

Existing PM Conditions

07/22/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑		↑	↑		↑	↑	
Traffic Volume (vph)	0	115	129	28	900	26	87	28	20	31	11	172
Future Volume (vph)	0	115	129	28	900	26	87	28	20	31	11	172
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		3.0	6.5	
Lane Util. Factor		0.95			0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes		0.85			0.99		1.00	0.96		1.00	0.87	
Flpb, ped/bikes		1.00			0.99		0.90	1.00		0.95	1.00	
Frt		0.92			1.00		1.00	0.94		1.00	0.86	
Flt Protected		1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		2856			3541		1649	1728		1738	1427	
Flt Permitted		1.00			0.94		0.64	1.00		0.66	1.00	
Satd. Flow (perm)		2856			3324		1108	1728		1210	1427	
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)	0	120	134	29	938	27	91	29	21	32	11	179
RTOR Reduction (vph)	0	61	0	0	2	0	0	15	0	0	37	0
Lane Group Flow (vph)	0	193	0	0	992	0	91	35	0	32	153	0
Confl. Peds. (#/hr)	141		105	105		141	87		59	59		87
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	1%
Turn Type		NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		2			6			4		3	8	
Permitted Phases				6			4			8		
Actuated Green, G (s)		65.3			65.3		31.5	31.5		41.7	41.7	
Effective Green, g (s)		65.3			65.3		31.5	31.5		41.7	41.7	
Actuated g/C Ratio		0.54			0.54		0.26	0.26		0.35	0.35	
Clearance Time (s)		6.5			6.5		6.5	6.5		3.0	6.5	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		1554			1808		290	453		452	495	
v/s Ratio Prot		0.07						0.02		0.00	c0.11	
v/s Ratio Perm					c0.30		0.08			0.02		
v/c Ratio		0.12			0.55		0.31	0.08		0.07	0.31	
Uniform Delay, d1		13.4			17.8		35.6	33.3		26.1	28.6	
Progression Factor		1.00			1.30		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.2			1.1		2.8	0.3		0.1	1.6	
Delay (s)		13.5			24.1		38.4	33.6		26.1	30.2	
Level of Service		B			C		D	C		C	C	
Approach Delay (s)		13.5			24.1			36.7			29.6	
Approach LOS		B			C			D			C	
Intersection Summary												
HCM 2000 Control Delay			24.3									HCM 2000 Level of Service C
HCM 2000 Volume to Capacity ratio			0.47									
Actuated Cycle Length (s)			120.0									Sum of lost time (s) 16.0
Intersection Capacity Utilization			91.6%									ICU Level of Service F
Analysis Period (min)			15									
c Critical Lane Group												

Appendix E:

Background Development Site Traffic Excerpts

4.4 TRIP DISTRIBUTION AND ASSIGNMENT

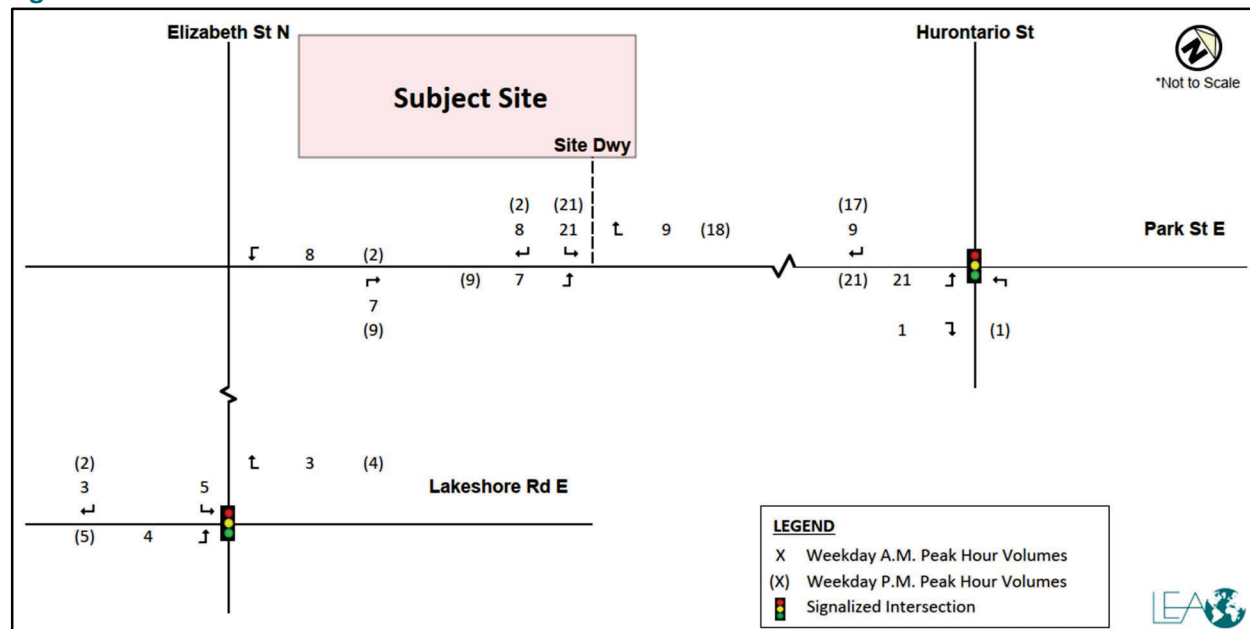
Directional trip distribution of site traffic was derived using Transportation Tomorrow Survey (TTS) 2022 data. The estimated trip distribution for this study is outlined in **Table 4-4**. The site traffic was assigned to the road network based on the trip patterns in the study area, location and configuration of the site access, and the route providing the shortest travel time. Detailed trip distribution calculations are provided in **Appendix E**.

Table 4-4: Subject Site Trip Distribution

Path (To/From)	AM Peak Hour		PM Peak Hour	
	In	Out	In	Out
Hurontario Street (North)	57%	77%	77%	57%
Hurontario Street (South)	2%	0%	0%	2%
Park Street East (West)	1%	0%	0%	1%
Park Street East (East)	1%	0%	0%	1%
Lakeshore Road East (West)	17%	8%	8%	17%
Lakeshore Road East (East)	22%	15%	15%	22%
Total	100%	100%	100%	100%

The total site-generated traffic volumes for the weekday AM and PM peak hours are illustrated in **Figure 4-1**.

Figure 4-1: Total Site Traffic Volumes



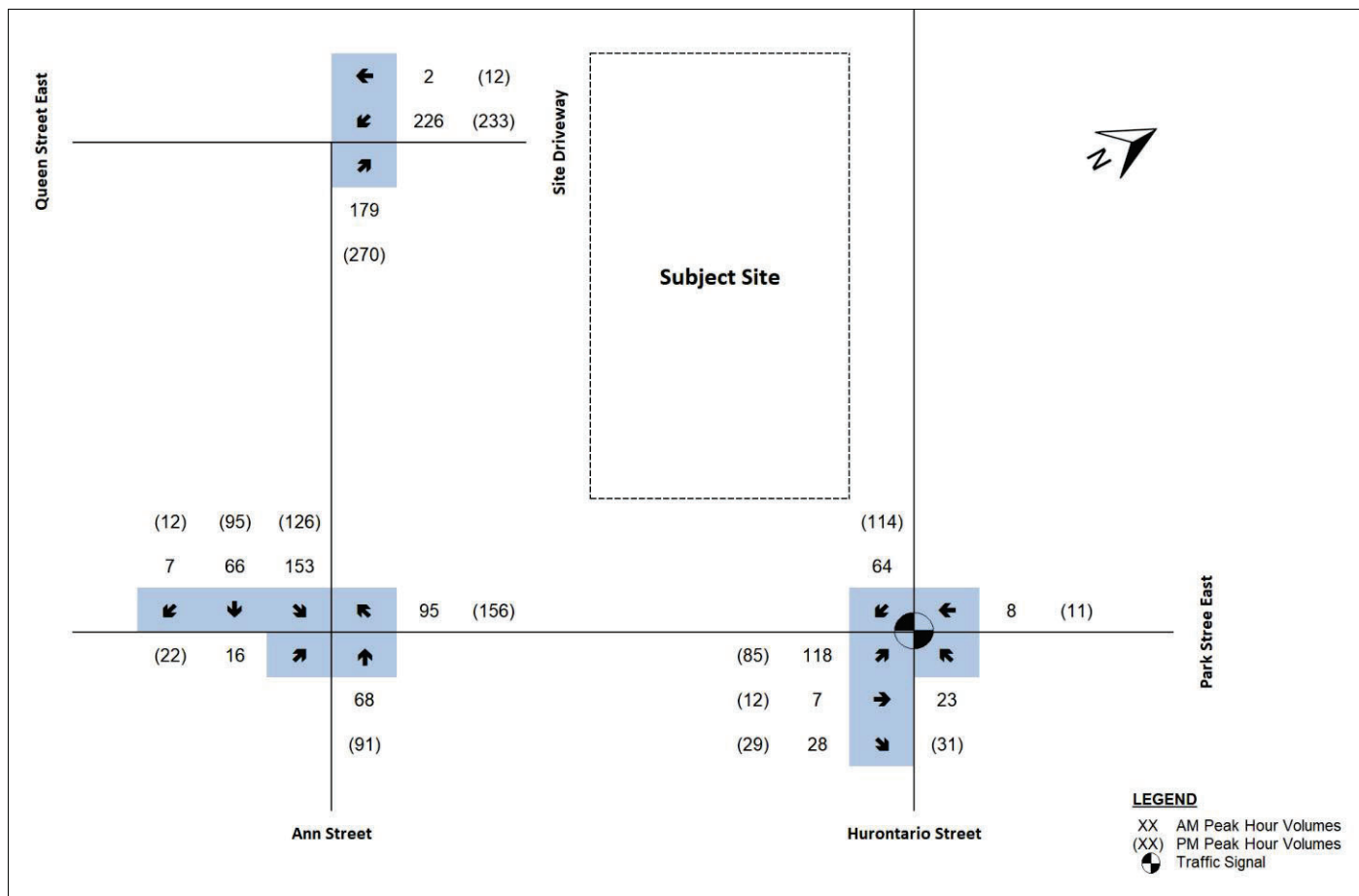


Figure 21 Total Overall Site Trips

7. Future Total Traffic

The future total traffic conditions in the weekday a.m. and p.m. peak hours for the 2028 planning horizon was derived by combining the projected future background traffic with the corresponding estimated site generated traffic. The resulting traffic volumes are presented in **Figure 22**

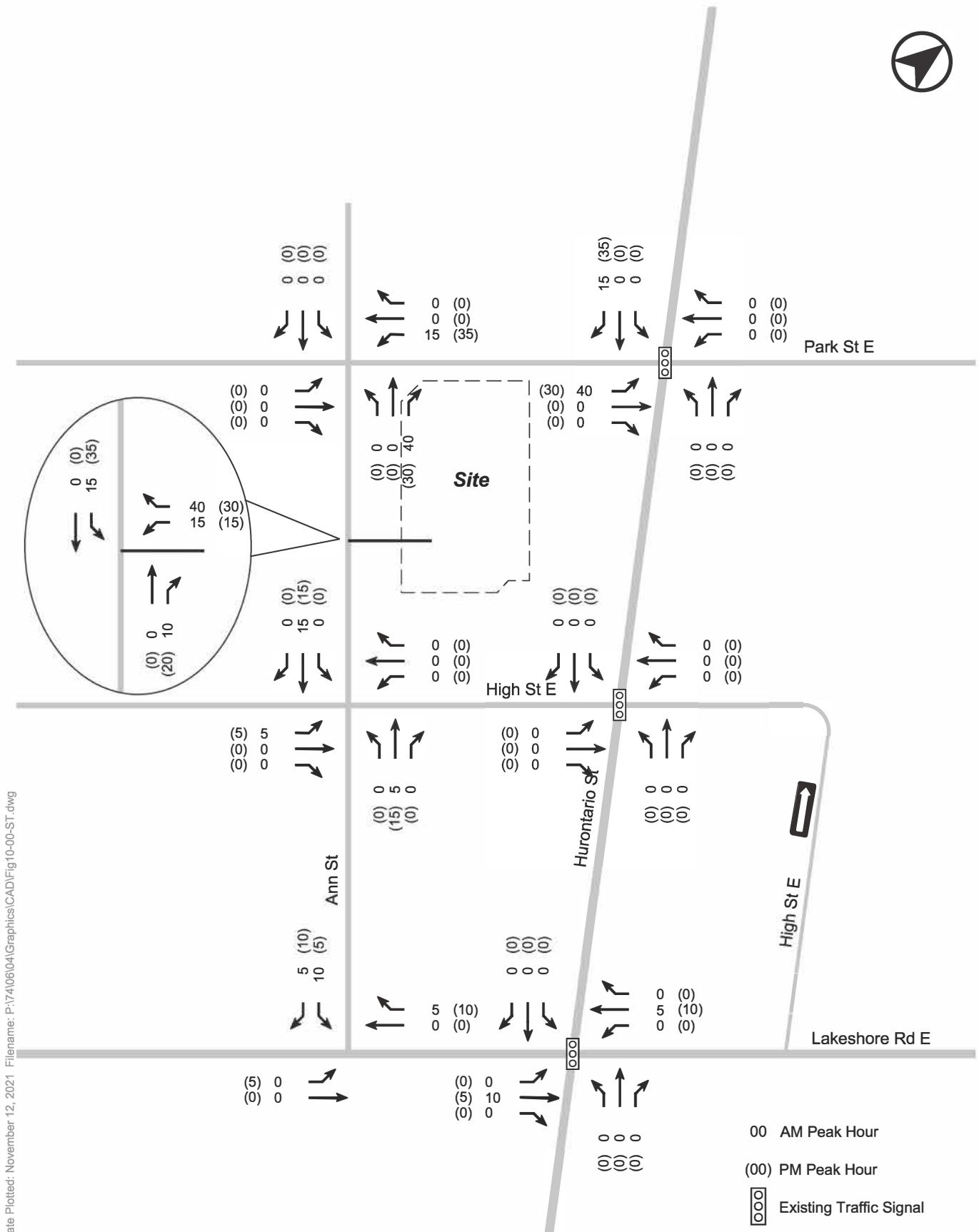


FIGURE 12 TOTAL SITE TRAFFIC VOLUMES

Appendix F:

Future Background Traffic Assessment

HCM Unsignalized Intersection Capacity Analysis

Future Background AM Conditions

1: Stavebank Road & Park Street E

07/22/2026

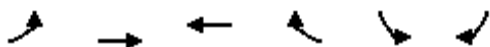
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	1	7	58	10	27	8	59	20	16	99	7
Future Volume (Veh/h)	3	1	7	58	10	27	8	59	20	16	99	7
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	3	1	8	65	11	30	9	66	22	18	111	8
Pedestrians		5			10			7			14	
Lane Width (m)		3.7			3.7			3.7			3.7	
Walking Speed (m/s)		1.1			1.1			1.1			1.1	
Percent Blockage		0			1			1			1	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (m)								246				
pX, platoon unblocked												
vC, conflicting volume	300	272	127	272	265	101	124			98		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	300	272	127	272	265	101	124			98		
tC, single (s)	7.1	6.5	6.5	7.1	6.6	6.3	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.6	3.5	4.1	3.4	2.2			2.3		
p0 queue free %	99	100	99	90	98	97	99			99		
cM capacity (veh/h)	598	617	846	646	607	909	1468			1456		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	12	106	97	137								
Volume Left	3	65	9	18								
Volume Right	8	30	22	8								
cSH	746	698	1468	1456								
Volume to Capacity	0.02	0.15	0.01	0.01								
Queue Length 95th (m)	0.4	4.1	0.1	0.3								
Control Delay (s)	9.9	11.1	0.7	1.1								
Lane LOS	A	B	A	A								
Approach Delay (s)	9.9	11.1	0.7	1.1								
Approach LOS	A	B										
Intersection Summary												
Average Delay			4.3									
Intersection Capacity Utilization			29.0%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

2: Park Street E & 12 Park Street E Access

Future Background AM Conditions

07/22/2026



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	39	90	2	2	3
Future Volume (Veh/h)	0	39	90	2	2	3
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	0	51	118	3	3	4
Pedestrians		12			4	
Lane Width (m)		3.7			3.7	
Walking Speed (m/s)		1.1			1.1	
Percent Blockage		1			0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	125				174	136
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	125				174	136
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1468				817	904
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	51	121	7			
Volume Left	0	0	3			
Volume Right	0	3	4			
cSH	1468	1700	865			
Volume to Capacity	0.00	0.07	0.01			
Queue Length 95th (m)	0.0	0.0	0.2			
Control Delay (s)	0.0	0.0	9.2			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	9.2			
Approach LOS			A			
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			19.2%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

Future Background AM Conditions

3: 21 Park Street E Access/26 Park Street E Access & Park Street E

07/22/2026

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	1	37	3	6	80	4	8	0	7	2	0	7	
Future Volume (Veh/h)	1	37	3	6	80	4	8	0	7	2	0	7	
Sign Control	Free			Free			Stop			Stop			
Grade	0%			0%			0%			0%			
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	
Hourly flow rate (vph)	1	47	4	8	101	5	10	0	9	3	0	9	
Pedestrians					3					47			20
Lane Width (m)					3.7					3.7			3.7
Walking Speed (m/s)					1.1					1.1			1.1
Percent Blockage					0					5			2
Right turn flare (veh)													
Median type	None			None									
Median storage (veh)													
Upstream signal (m)													
pX, platoon unblocked													
vC, conflicting volume	126			98			226	240	99	202	240	124	
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	126			98			226	240	99	202	240	124	
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2	
tC, 2 stage (s)													
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3	
p0 queue free %	100			99			98	100	99	100	100	99	
cM capacity (veh/h)	1444			1438			655	618	915	696	618	914	
Direction, Lane #	EB 1	WB 1	NB 1	SB 1									
Volume Total	52	114	19	12									
Volume Left	1	8	10	3									
Volume Right	4	5	9	9									
cSH	1444	1438	757	848									
Volume to Capacity	0.00	0.01	0.03	0.01									
Queue Length 95th (m)	0.0	0.1	0.6	0.3									
Control Delay (s)	0.1	0.6	9.9	9.3									
Lane LOS	A	A	A	A									
Approach Delay (s)	0.1	0.6	9.9	9.3									
Approach LOS				A	A								
Intersection Summary													
Average Delay				1.9									
Intersection Capacity Utilization				22.2%	ICU Level of Service				A				
Analysis Period (min)				15									

HCM Unsignalized Intersection Capacity Analysis 4: Elizabeth Street N/Queen Street E & Park Street E

Future Background AM Conditions

07/22/2026

																			
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR							
Lane Configurations																			
Sign Control		Stop			Stop			Stop			Stop								
Traffic Volume (vph)	0	46	11	23	39	0	15	1	22	11	63	15							
Future Volume (vph)	0	46	11	23	39	0	15	1	22	11	63	15							
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88							
Hourly flow rate (vph)	0	52	13	26	44	0	17	1	25	13	72	17							
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2														
Volume Total (vph)	65	70	43	13	89														
Volume Left (vph)	0	26	17	13	0														
Volume Right (vph)	13	0	25	0	17														
Hadj (s)	-0.12	0.22	-0.27	0.81	0.21														
Departure Headway (s)	4.2	4.5	4.2	5.7	5.1														
Degree Utilization, x	0.08	0.09	0.05	0.02	0.13														
Capacity (veh/h)	820	763	824	612	687														
Control Delay (s)	7.6	8.0	7.4	7.6	7.6														
Approach Delay (s)	7.6	8.0	7.4	7.6															
Approach LOS	A	A	A	A															
Intersection Summary																			
Delay				7.6															
Level of Service				A															
Intersection Capacity Utilization				29.7%	ICU Level of Service	A													
Analysis Period (min)				15															

Intersection

Intersection Delay, s/veh 8.1

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	46	11	23	39	0	15	1	22	11	63	15
Future Vol, veh/h	0	46	11	23	39	0	15	1	22	11	63	15
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	0	0	0	13	6	0	0	0	0	18	25	0
Mvmt Flow	0	52	13	26	44	0	17	1	25	13	72	17
Number of Lanes	0	1	0	0	1	0	0	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	1
HCM Control Delay	7.6	8.1	7.4	8.6
HCM LOS	A	A	A	A

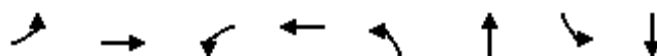
Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	39%	0%	37%	100%	0%
Vol Thru, %	3%	81%	63%	0%	81%
Vol Right, %	58%	19%	0%	0%	19%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	38	57	62	11	78
LT Vol	15	0	23	11	0
Through Vol	1	46	39	0	63
RT Vol	22	11	0	0	15
Lane Flow Rate	43	65	70	12	89
Geometry Grp	5	2	2	7	7
Degree of Util (X)	0.05	0.076	0.091	0.019	0.124
Departure Headway (Hd)	4.17	4.228	4.626	5.568	5.051
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	861	852	779	636	700
Service Time	2.182	2.232	2.631	3.366	2.849
HCM Lane V/C Ratio	0.05	0.076	0.09	0.019	0.127
HCM Control Delay	7.4	7.6	8.1	8.5	8.6
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.3	0.1	0.4

Queues

Future Background AM Conditions

5: Elizabeth Street S/Elizabeth Street N & Lakeshore Road E

07/22/2026



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↔↔		↔↔	↔	↔	↔	↔
Traffic Volume (vph)	83	824	9	741	16	8	28	7
Future Volume (vph)	83	824	9	741	16	8	28	7
Lane Group Flow (vph)	0	1017	0	853	18	13	31	72
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases	1	2		2		4		4
Permitted Phases	2		2		4		4	
Detector Phase	1	2	2	2	4	4	4	4
Switch Phase								
Minimum Initial (s)	7.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.0	33.0	33.0	33.0	35.5	35.5	35.5	35.5
Total Split (s)	12.0	92.0	92.0	92.0	36.0	36.0	36.0	36.0
Total Split (%)	8.6%	65.7%	65.7%	65.7%	25.7%	25.7%	25.7%	25.7%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	0.0	3.0	3.0	3.0	3.5	3.5	3.5	3.5
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0		6.0	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	C-Max	C-Max	Max	Max	Max	Max
v/c Ratio		0.56		0.37	0.07	0.03	0.15	0.20
Control Delay		28.9		9.0	45.2	35.5	47.5	14.1
Queue Delay		50.9		0.0	0.0	0.0	0.0	0.0
Total Delay		79.7		9.1	45.2	35.5	47.5	14.1
Queue Length 50th (m)		131.6		46.0	4.0	2.0	7.1	1.8
Queue Length 95th (m)		156.3		56.4	11.0	7.9	16.4	15.0
Internal Link Dist (m)		94.2		432.1		72.3		213.9
Turn Bay Length (m)					12.0		12.0	
Base Capacity (vph)		1811		2285	266	380	203	356
Starvation Cap Reductn		976		0	0	0	0	0
Spillback Cap Reductn		0		38	0	0	0	0
Storage Cap Reductn		0		0	0	0	0	0
Reduced v/c Ratio		1.22		0.38	0.07	0.03	0.15	0.20

Intersection Summary

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 25.5 (18%), Referenced to phase 2:EBWB, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Splits and Phases: 5: Elizabeth Street S/Elizabeth Street N & Lakeshore Road E

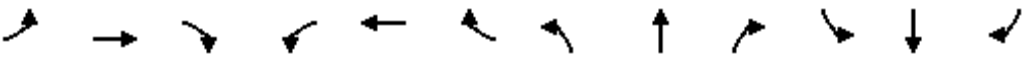


HCM Signalized Intersection Capacity Analysis

Future Background AM Conditions

5: Elizabeth Street S/Elizabeth Street N & Lakeshore Road E

07/22/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔		↔	↔		↔	↔	
Traffic Volume (vph)	83	824	8	9	741	18	16	8	4	28	7	58
Future Volume (vph)	83	824	8	9	741	18	16	8	4	28	7	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		6.5	6.5		6.5	6.5	
Lane Util. Factor		0.95			0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes		1.00			1.00		1.00	0.98		1.00	0.97	
Flpb, ped/bikes		1.00			1.00		0.98	1.00		0.93	1.00	
Frt		1.00			1.00		1.00	0.95		1.00	0.87	
Flt Protected		1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		3508			3475		1690	1789		1227	1450	
Flt Permitted		0.73			0.94		0.71	1.00		0.75	1.00	
Satd. Flow (perm)		2586			3264		1263	1789		968	1450	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	92	916	9	10	823	20	18	9	4	31	8	64
RTOR Reduction (vph)	0	0	0	0	1	0	0	3	0	0	51	0
Lane Group Flow (vph)	0	1017	0	0	852	0	18	10	0	31	21	0
Confl. Peds. (#/hr)	60		35	35		60	14		46	46		14
Heavy Vehicles (%)	3%	3%	0%	0%	4%	13%	6%	0%	0%	39%	0%	13%
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	2			2			4			4	
Permitted Phases	2			2			4			4		
Actuated Green, G (s)		98.0			98.0		29.5	29.5		29.5	29.5	
Effective Green, g (s)		98.0			98.0		29.5	29.5		29.5	29.5	
Actuated g/C Ratio		0.70			0.70		0.21	0.21		0.21	0.21	
Clearance Time (s)		6.0			6.0		6.5	6.5		6.5	6.5	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		1810			2284		266	376		203	305	
v/s Ratio Prot								0.01			0.01	
v/s Ratio Perm		c0.39			0.26		0.01			c0.03		
v/c Ratio		0.56			0.37		0.07	0.03		0.15	0.07	
Uniform Delay, d1		10.4			8.5		44.2	43.8		45.1	44.3	
Progression Factor		2.64			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.3			0.5		0.5	0.1		1.6	0.4	
Delay (s)		27.7			9.0		44.7	44.0		46.6	44.7	
Level of Service		C			A		D	D		D	D	
Approach Delay (s)		27.7			9.0			44.4			45.3	
Approach LOS		C			A			D			D	
Intersection Summary												
HCM 2000 Control Delay			20.9			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.48									
Actuated Cycle Length (s)			140.0			Sum of lost time (s)				15.5		
Intersection Capacity Utilization			87.6%			ICU Level of Service				E		
Analysis Period (min)			15									

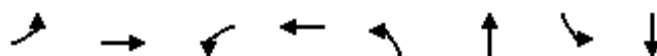
c Critical Lane Group

Queues

Future Background AM Conditions

6: Stavebank Road S/Stavebank Road & Lakeshore Road E

07/22/2026



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↑↑		↑↑	↑	↑	↑	↑
Traffic Volume (vph)	1	909	13	792	42	16	15	8
Future Volume (vph)	1	909	13	792	42	16	15	8
Lane Group Flow (vph)	0	1051	0	871	45	23	16	178
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	12.0	10.0
Minimum Split (s)	30.5	30.5	30.5	30.5	31.5	31.5	15.0	31.5
Total Split (s)	93.0	93.0	93.0	93.0	32.0	32.0	15.0	47.0
Total Split (%)	66.4%	66.4%	66.4%	66.4%	22.9%	22.9%	10.7%	33.6%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	0.0	3.5
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.5		6.5	6.5	6.5	3.0	6.5
Lead/Lag					Lag	Lag	Lead	
Lead-Lag Optimize?					Yes	Yes	Yes	
Recall Mode	C-Max	C-Max	Max	Max	Max	Max	None	Max
v/c Ratio		0.73		0.44	0.16	0.05	0.04	0.34
Control Delay		22.0		16.2	47.1	36.6	33.6	11.6
Queue Delay		49.8		2.5	0.0	0.0	0.0	0.0
Total Delay		71.8		18.7	47.1	36.6	33.6	11.6
Queue Length 50th (m)		99.6		61.9	9.3	3.4	3.1	7.3
Queue Length 95th (m)		126.5		86.9	22.7	12.0	8.6	26.1
Internal Link Dist (m)		444.2		94.2		80.4		221.7
Turn Bay Length (m)					15.0		20.0	
Base Capacity (vph)		1446		2000	276	455	449	527
Starvation Cap Reductn		0		966	0	0	0	0
Spillback Cap Reductn		529		0	0	0	0	0
Storage Cap Reductn		0		0	0	0	0	0
Reduced v/c Ratio		1.15		0.84	0.16	0.05	0.04	0.34

Intersection Summary

Cycle Length: 140

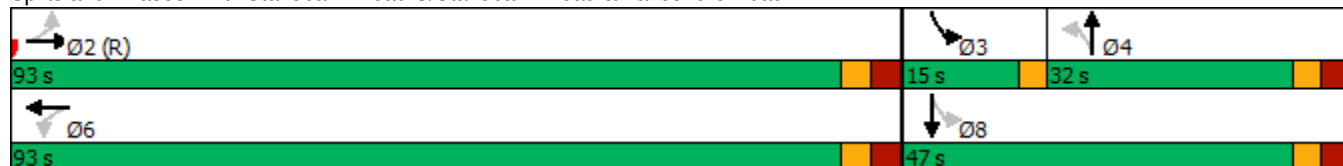
Actuated Cycle Length: 140

Offset: 92 (66%), Referenced to phase 2:EBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Splits and Phases: 6: Stavebank Road S/Stavebank Road & Lakeshore Road E



HCM Signalized Intersection Capacity Analysis

Future Background AM Conditions

6: Stavebank Road S/Stavebank Road & Lakeshore Road E

07/22/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑		↑	↑		↑	↑	
Traffic Volume (vph)	1	909	78	13	792	13	42	16	6	15	8	159
Future Volume (vph)	1	909	78	13	792	13	42	16	6	15	8	159
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		3.0	6.5	
Lane Util. Factor		0.95			0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes		0.99			1.00		1.00	0.99		1.00	0.93	
Flpb, ped/bikes		1.00			1.00		0.95	1.00		0.98	1.00	
Frt		0.99			1.00		1.00	0.96		1.00	0.86	
Flt Protected		1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		2443			3492		1651	1828		1797	1475	
Flt Permitted		0.95			0.93		0.64	1.00		0.68	1.00	
Satd. Flow (perm)		2333			3237		1121	1828		1292	1475	
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)	1	967	83	14	843	14	45	17	6	16	9	169
RTOR Reduction (vph)	0	5	0	0	1	0	0	5	0	0	99	0
Lane Group Flow (vph)	0	1046	0	0	870	0	45	18	0	16	79	0
Confl. Peds. (#/hr)	56		41	41		56	38		15	15		38
Heavy Vehicles (%)	0%	50%	0%	0%	4%	0%	5%	0%	0%	0%	0%	4%
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)		84.7			84.7		34.5	34.5		42.3	42.3	
Effective Green, g (s)		84.7			84.7		34.5	34.5		42.3	42.3	
Actuated g/C Ratio		0.61			0.61		0.25	0.25		0.30	0.30	
Clearance Time (s)		6.5			6.5		6.5	6.5		3.0	6.5	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		1411			1958		276	450		407	445	
v/s Ratio Prot								0.01		0.00	c0.05	
v/s Ratio Perm		c0.45			0.27		0.04			0.01		
v/c Ratio		0.74			0.44		0.16	0.04		0.04	0.18	
Uniform Delay, d1		19.8			14.9		41.4	40.2		34.4	36.0	
Progression Factor		1.00			1.10		1.00	1.00		1.00	1.00	
Incremental Delay, d2		3.6			0.7		1.3	0.2		0.0	0.9	
Delay (s)		23.4			17.2		42.7	40.3		34.5	36.9	
Level of Service		C			B		D	D		C	D	
Approach Delay (s)		23.4			17.2			41.9			36.7	
Approach LOS		C			B			D			D	
Intersection Summary												
HCM 2000 Control Delay			22.6			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.57									
Actuated Cycle Length (s)			140.0			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			77.0%			ICU Level of Service			D			
Analysis Period (min)			15									

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

Future Background PM Conditions

1: Stavebank Road & Park Street E

07/22/2026

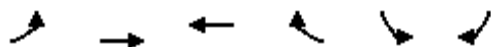
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	7	7	79	8	25	19	69	40	22	123	12
Future Volume (Veh/h)	8	7	7	79	8	25	19	69	40	22	123	12
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Hourly flow rate (vph)	10	9	9	103	10	32	25	90	52	29	160	16
Pedestrians		22			30			17			22	
Lane Width (m)		3.7			3.7			3.7			3.7	
Walking Speed (m/s)		1.1			1.1			1.1			1.1	
Percent Blockage		2			3			2			2	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (m)								246				
pX, platoon unblocked												
vC, conflicting volume	473	470	207	452	452	168	198			172		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	473	470	207	452	452	168	198			172		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	98	99	77	98	96	98			98		
cM capacity (veh/h)	427	451	807	452	462	837	1357			1376		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	28	145	167	205								
Volume Left	10	103	25	29								
Volume Right	9	32	52	16								
cSH	513	504	1357	1376								
Volume to Capacity	0.05	0.29	0.02	0.02								
Queue Length 95th (m)	1.3	9.0	0.4	0.5								
Control Delay (s)	12.4	15.0	1.3	1.2								
Lane LOS	B	C	A	A								
Approach Delay (s)	12.4	15.0	1.3	1.2								
Approach LOS	B	C										
Intersection Summary												
Average Delay			5.5									
Intersection Capacity Utilization			31.7%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

2: Park Street E & 12 Park Street E Access

Future Background PM Conditions

07/22/2026



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	74	12	1	1	1
Future Volume (Veh/h)	0	74	12	1	1	1
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Hourly flow rate (vph)	0	90	15	1	1	1
Pedestrians		8	4		2	
Lane Width (m)		3.7	3.7		3.7	
Walking Speed (m/s)		1.1	1.1		1.1	
Percent Blockage		1	0		0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	18				112	26
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	18				112	26
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1609				885	1046
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	90	16	2			
Volume Left	0	0	1			
Volume Right	0	1	1			
cSH	1609	1700	959			
Volume to Capacity	0.00	0.01	0.00			
Queue Length 95th (m)	0.0	0.0	0.0			
Control Delay (s)	0.0	0.0	8.8			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	8.8			
Approach LOS			A			
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			16.3%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

Future Background PM Conditions

3: 21 Park Street E Access/26 Park Street E Access & Park Street E

07/22/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	70	6	25	106	10	7	0	13	1	0	3
Future Volume (Veh/h)	2	70	6	25	106	10	7	0	13	1	0	3
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Hourly flow rate (vph)	2	85	7	30	129	12	9	0	16	1	0	4
Pedestrians	13			8			41			54		
Lane Width (m)	3.7			3.7			3.7			3.7		
Walking Speed (m/s)	1.1			1.1			1.1			1.1		
Percent Blockage	1			1			4			5		
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	195			133			346	388	138	366	386	202
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	195			133			346	388	138	366	386	202
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			98			98	100	98	100	100	99
cM capacity (veh/h)	1317			1406			528	488	873	501	490	789
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	94	171	25	5								
Volume Left	2	30	9	1								
Volume Right	7	12	16	4								
cSH	1317	1406	707	708								
Volume to Capacity	0.00	0.02	0.04	0.01								
Queue Length 95th (m)	0.0	0.5	0.8	0.2								
Control Delay (s)	0.2	1.5	10.3	10.1								
Lane LOS	A	A	B	B								
Approach Delay (s)	0.2	1.5	10.3	10.1								
Approach LOS			B	B								
Intersection Summary												
Average Delay				2.0								
Intersection Capacity Utilization				28.0%	ICU Level of Service				A			
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis 4: Elizabeth Street N/Queen Street E & Park Street E

Future Background PM Conditions

07/22/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	1	69	16	26	97	1	33	1	36	28	67	24
Future Volume (vph)	1	69	16	26	97	1	33	1	36	28	67	24
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
Hourly flow rate (vph)	1	76	18	29	107	1	36	1	40	31	74	26
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2							
Volume Total (vph)	95	137	77	31	100							
Volume Left (vph)	1	29	36	31	0							
Volume Right (vph)	18	1	40	0	26							
Hadj (s)	-0.11	0.04	-0.22	0.50	0.13							
Departure Headway (s)	4.5	4.6	4.5	5.6	5.3							
Degree Utilization, x	0.12	0.17	0.10	0.05	0.15							
Capacity (veh/h)	762	743	749	606	651							
Control Delay (s)	8.1	8.5	8.0	7.7	8.0							
Approach Delay (s)	8.1	8.5	8.0	7.9								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			8.2									
Level of Service			A									
Intersection Capacity Utilization			32.7%		ICU Level of Service				A			
Analysis Period (min)			15									

Intersection

Intersection Delay, s/veh 8.5

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	69	16	26	97	1	33	1	36	28	67	24
Future Vol, veh/h	1	69	16	26	97	1	33	1	36	28	67	24
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	0	0	0	0	0	0	0	0	0	25	0
Mvmt Flow	1	76	18	29	107	1	36	1	40	31	74	26
Number of Lanes	0	1	0	0	1	0	0	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	1
HCM Control Delay	8.1	8.6	8	8.9
HCM LOS	A	A	A	A

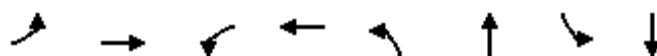
Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	47%	1%	21%	100%	0%
Vol Thru, %	1%	80%	78%	0%	74%
Vol Right, %	51%	19%	1%	0%	26%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	70	86	124	28	91
LT Vol	33	1	26	28	0
Through Vol	1	69	97	0	67
RT Vol	36	16	1	0	24
Lane Flow Rate	77	95	136	31	100
Geometry Grp	5	2	2	7	7
Degree of Util (X)	0.096	0.117	0.173	0.048	0.148
Departure Headway (Hd)	4.496	4.475	4.57	5.604	5.343
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	797	801	786	640	672
Service Time	2.526	2.499	2.592	3.333	3.072
HCM Lane V/C Ratio	0.097	0.119	0.173	0.048	0.149
HCM Control Delay	8	8.1	8.6	8.6	9
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.3	0.4	0.6	0.2	0.5

Queues

Future Background PM Conditions

5: Elizabeth Street S/Elizabeth Street N & Lakeshore Road E

07/22/2026



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↔↔		↔↔	↔	↔	↔	↔
Traffic Volume (vph)	121	1057	10	861	17	32	55	9
Future Volume (vph)	121	1057	10	861	17	32	55	9
Lane Group Flow (vph)	0	1220	0	930	17	53	56	71
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases	1	2		2		4		4
Permitted Phases	2		2		4		4	
Detector Phase	1	2	2	2	4	4	4	4
Switch Phase								
Minimum Initial (s)	7.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.0	33.0	33.0	33.0	35.5	35.5	35.5	35.5
Total Split (s)	10.0	73.0	73.0	73.0	37.0	37.0	37.0	37.0
Total Split (%)	8.3%	60.8%	60.8%	60.8%	30.8%	30.8%	30.8%	30.8%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	0.0	3.0	3.0	3.0	3.5	3.5	3.5	3.5
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0		6.0	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	C-Max	C-Max	Max	Max	Max	Max
v/c Ratio		0.81		0.44	0.05	0.12	0.22	0.17
Control Delay		22.4		11.4	34.6	24.4	38.2	11.6
Queue Delay		26.4		0.0	0.0	0.0	0.0	0.1
Total Delay		48.7		11.5	34.6	24.4	38.2	11.7
Queue Length 50th (m)		105.3		52.8	3.0	5.9	10.5	1.6
Queue Length 95th (m)		142.4		66.1	9.0	16.2	22.0	13.0
Internal Link Dist (m)		94.2		432.1		72.3		213.9
Turn Bay Length (m)					12.0		12.0	
Base Capacity (vph)		1513		2117	321	453	257	413
Starvation Cap Reductn		345		0	0	0	0	0
Spillback Cap Reductn		0		87	31	0	0	38
Storage Cap Reductn		0		0	0	0	0	0
Reduced v/c Ratio		1.04		0.46	0.06	0.12	0.22	0.19

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 25.5 (21%), Referenced to phase 2:EBWB, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Splits and Phases: 5: Elizabeth Street S/Elizabeth Street N & Lakeshore Road E



HCM Signalized Intersection Capacity Analysis

Future Background PM Conditions

5: Elizabeth Street S/Elizabeth Street N & Lakeshore Road E

07/22/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔		↔	↔		↔	↔	
Traffic Volume (vph)	121	1057	18	10	861	40	17	32	20	55	9	61
Future Volume (vph)	121	1057	18	10	861	40	17	32	20	55	9	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		6.5	6.5		6.5	6.5	
Lane Util. Factor		0.95			0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes		1.00			0.98		1.00	0.95		1.00	0.92	
Flpb, ped/bikes		0.99			1.00		0.92	1.00		0.89	1.00	
Frt		1.00			0.99		1.00	0.94		1.00	0.87	
Flt Protected		0.99			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		3539			3519		1688	1725		1332	1445	
Flt Permitted		0.66			0.94		0.71	1.00		0.72	1.00	
Satd. Flow (perm)		2356			3297		1263	1725		1013	1445	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	123	1079	18	10	879	41	17	33	20	56	9	62
RTOR Reduction (vph)	0	1	0	0	2	0	0	15	0	0	46	0
Lane Group Flow (vph)	0	1219	0	0	928	0	17	38	0	56	25	0
Confl. Peds. (#/hr)	195		113	113		195	67		95	95		67
Heavy Vehicles (%)	1%	1%	0%	0%	1%	0%	0%	0%	0%	22%	0%	7%
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	2			2			4			4	
Permitted Phases	2			2			4			4		
Actuated Green, G (s)		77.0			77.0		30.5	30.5		30.5	30.5	
Effective Green, g (s)		77.0			77.0		30.5	30.5		30.5	30.5	
Actuated g/C Ratio		0.64			0.64		0.25	0.25		0.25	0.25	
Clearance Time (s)		6.0			6.0		6.5	6.5		6.5	6.5	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		1511			2115		321	438		257	367	
v/s Ratio Prot								0.02			0.02	
v/s Ratio Perm		c0.52			0.28		0.01			c0.06		
v/c Ratio		0.81			0.44		0.05	0.09		0.22	0.07	
Uniform Delay, d1		16.0			10.7		33.8	34.1		35.3	34.0	
Progression Factor		1.06			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		3.3			0.7		0.3	0.4		1.9	0.4	
Delay (s)		20.2			11.4		34.1	34.5		37.3	34.3	
Level of Service		C			B		C	C		D	C	
Approach Delay (s)		20.2			11.4			34.4			35.6	
Approach LOS		C			B			C			D	
Intersection Summary												
HCM 2000 Control Delay			18.0			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.66									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			15.5			
Intersection Capacity Utilization			98.7%			ICU Level of Service			F			
Analysis Period (min)			15									

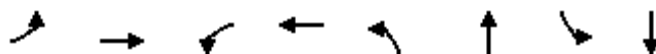
c Critical Lane Group

Queues

Future Background PM Conditions

6: Stavebank Road S/Stavebank Road & Lakeshore Road E

07/22/2026



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↑↑		↑↑	↑	↑	↑	↑
Traffic Volume (vph)	2	152	28	934	87	28	31	11
Future Volume (vph)	2	152	28	934	87	28	31	11
Lane Group Flow (vph)	0	294	0	1029	91	50	32	190
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	12.0	10.0
Minimum Split (s)	30.5	30.5	30.5	30.5	31.5	31.5	15.0	31.5
Total Split (s)	73.0	73.0	73.0	73.0	32.0	32.0	15.0	47.0
Total Split (%)	60.8%	60.8%	60.8%	60.8%	26.7%	26.7%	12.5%	39.2%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	0.0	3.5
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.5		6.5	6.5	6.5	3.0	6.5
Lead/Lag					Lag	Lag	Lead	
Lead-Lag Optimize?					Yes	Yes	Yes	
Recall Mode	C-Max	C-Max	Max	Max	Max	Max	None	Max
v/c Ratio		0.18		0.56	0.31	0.11	0.06	0.37
Control Delay		7.3		23.6	42.1	25.6	25.0	23.9
Queue Delay		0.0		4.4	0.0	0.0	0.0	0.0
Total Delay		7.3		27.9	42.1	25.6	25.0	23.9
Queue Length 50th (m)		9.0		83.5	18.5	5.5	4.8	23.9
Queue Length 95th (m)		15.6		110.6	34.7	16.1	11.6	43.9
Internal Link Dist (m)		444.2		94.2		80.4		221.7
Turn Bay Length (m)					15.0		20.0	
Base Capacity (vph)		1615		1842	290	469	495	516
Starvation Cap Reductn		0		720	0	0	0	0
Spillback Cap Reductn		255		0	0	1	0	0
Storage Cap Reductn		0		0	0	0	0	0
Reduced v/c Ratio		0.22		0.92	0.31	0.11	0.06	0.37

Intersection Summary

Cycle Length: 120

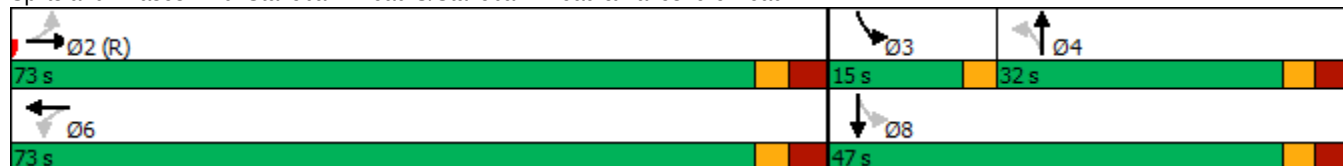
Actuated Cycle Length: 120

Offset: 92 (77%), Referenced to phase 2:EBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Splits and Phases: 6: Stavebank Road S/Stavebank Road & Lakeshore Road E



HCM Signalized Intersection Capacity Analysis

Future Background PM Conditions

6: Stavebank Road S/Stavebank Road & Lakeshore Road E

07/22/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑		↑	↑		↑	↑	
Traffic Volume (vph)	2	152	129	28	934	26	87	28	20	31	11	172
Future Volume (vph)	2	152	129	28	934	26	87	28	20	31	11	172
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		3.0	6.5	
Lane Util. Factor		0.95			0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes		0.87			0.99		1.00	0.96		1.00	0.87	
Flpb, ped/bikes		1.00			1.00		0.90	1.00		0.95	1.00	
Frt		0.93			1.00		1.00	0.94		1.00	0.86	
Flt Protected		1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		2953			3545		1649	1728		1738	1427	
Flt Permitted		0.95			0.94		0.64	1.00		0.66	1.00	
Satd. Flow (perm)		2807			3323		1108	1728		1210	1427	
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)	2	158	134	29	973	27	91	29	21	32	11	179
RTOR Reduction (vph)	0	61	0	0	2	0	0	15	0	0	34	0
Lane Group Flow (vph)	0	233	0	0	1027	0	91	35	0	32	156	0
Confl. Peds. (#/hr)	141		105	105		141	87		59	59		87
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	1%
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)		65.3			65.3		31.5	31.5		41.7	41.7	
Effective Green, g (s)		65.3			65.3		31.5	31.5		41.7	41.7	
Actuated g/C Ratio		0.54			0.54		0.26	0.26		0.35	0.35	
Clearance Time (s)		6.5			6.5		6.5	6.5		3.0	6.5	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		1527			1808		290	453		452	495	
v/s Ratio Prot								0.02		0.00	c0.11	
v/s Ratio Perm		0.08			c0.31		0.08			0.02		
v/c Ratio		0.15			0.57		0.31	0.08		0.07	0.32	
Uniform Delay, d1		13.6			18.0		35.6	33.3		26.1	28.7	
Progression Factor		1.00			1.29		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.2			1.2		2.8	0.3		0.1	1.7	
Delay (s)		13.8			24.4		38.4	33.6		26.1	30.4	
Level of Service		B			C		D	C		C	C	
Approach Delay (s)		13.8			24.4			36.7			29.7	
Approach LOS		B			C			D			C	
Intersection Summary												
HCM 2000 Control Delay			24.3			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.48									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			92.5%			ICU Level of Service			F			
Analysis Period (min)			15									

c Critical Lane Group

Appendix G:

ITE Trip Generation Manual Excerpts

Multifamily Housing (High-Rise) Not Close to Rail Transit (222)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 23

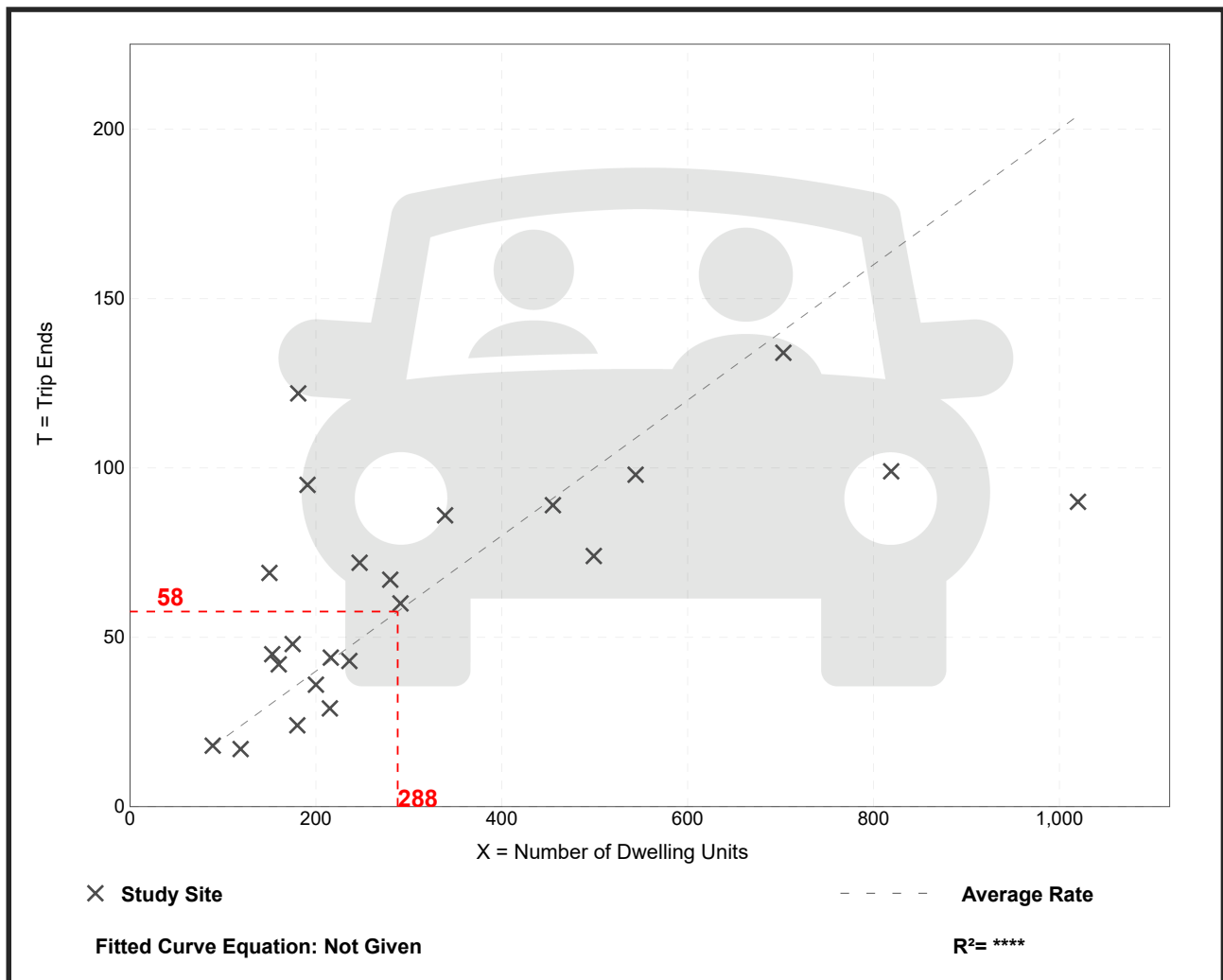
Avg. Num. of Dwelling Units: 324

Directional Distribution: 29% entering, 71% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.20	0.09 - 0.67	0.12

Data Plot and Equation



Multifamily Housing (High-Rise) Not Close to Rail Transit (222)

Vehicle Trip Ends vs: Dwelling Units

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: 23

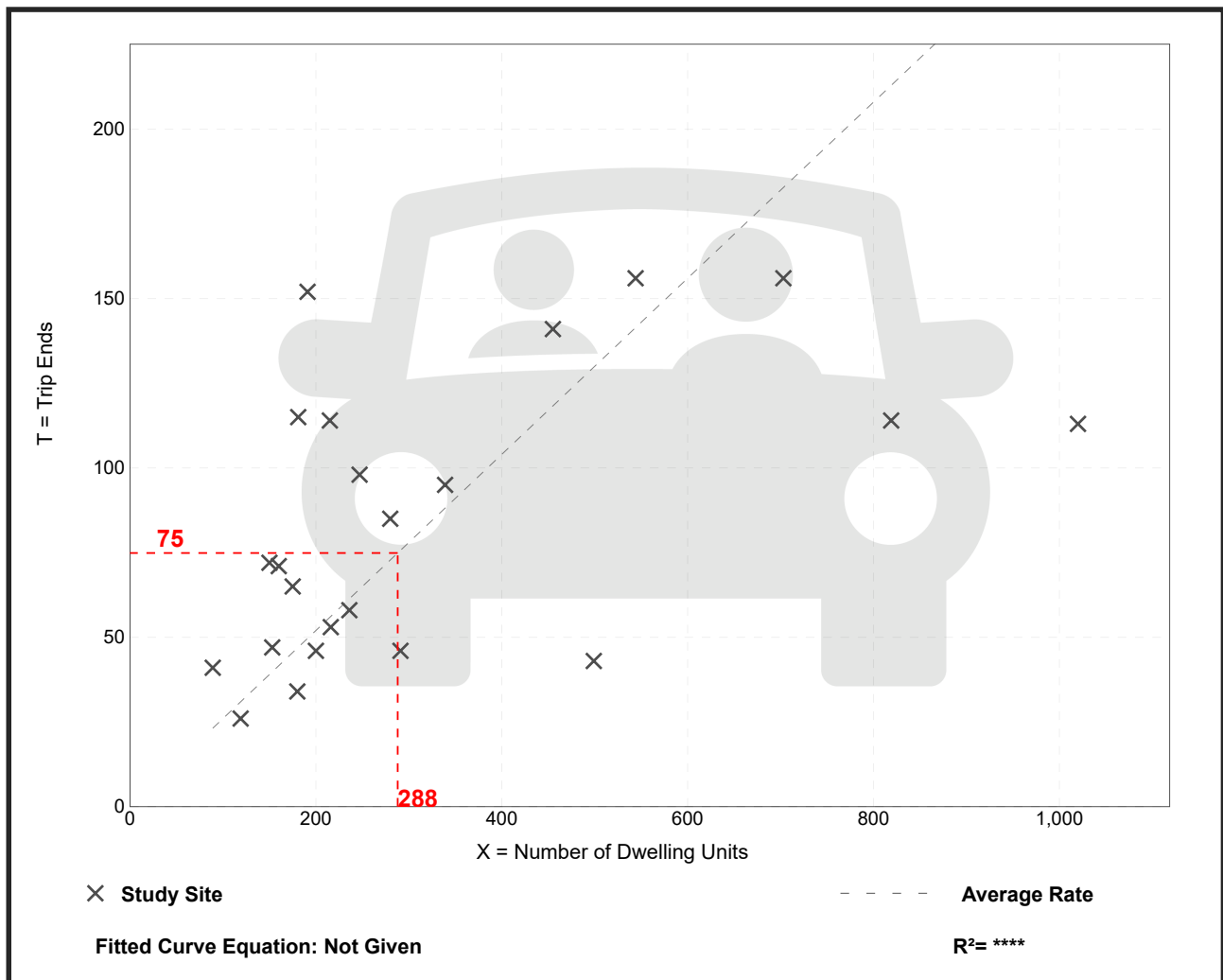
Avg. Num. of Dwelling Units: 324

Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.26	0.09 - 0.80	0.16

Data Plot and Equation



Appendix H:

2022 TTS Data Extractions

Corridor	Direction	AM		PM	
		Inbound	Outbound	Inbound	Outbound
Lakeshore Road E	East	11%	29%	15%	39%
	West	41%	35%	36%	21%
Huronario Street	North	44%	36%	48%	36%
Stavebank Road	North	5%	0%	1%	4%
Total		100%	100%	100%	100%

AM inbound

Tue Jul 21 2026 15:13:35 GMT-0400 (Eastern Daylight Time) - Run Time: 3231ms

Cross Tabulation Query Form - Trip - 2022

Row: Planning district of origin - pd_orig

Column: 2006 GTA zone of destination - gta06_dest

RowG:

CoG(3877)

TiG

on Rd N, Mississauga, ON L5J 2W5

Filters:

Start time of trip - start_time In 700-1000

and

Trip purpose - trip_purp In 1

3

and

Planning district of origin - pd_orig Not In 36

and

2006 GTA zone of destination - gta06_dest In 3877

and

Primary travel mode of trip -

x ON L5E 114

Trip 2022

Table:

r, Mississauga, ON L5A 1J1

1

PD 2 of Toronto

12

PD 4 of Toronto

33

PD 6 of Toronto

5

PD 8 of Toronto

54

PD 12 of Toronto

40

PD 16 of Toronto

4

Brampton

8

Oakville

217

Burlington

40

Rd E, Mississauga, ON L4Z 3V5

uqa, ON L5R 3G3

sasauga, ON L4Z 1Z5

sasauga, ON L5V 2Y1

Dundas St E, Mississauga, ON L4X 1L8

z, Mississauga, ON L4W 5A8

ja, ON L5T 2S6

Tue Jul 21 2026 15:15:09 GMT-0400 (Eastern Daylight Time) - Run Time: 3091ms

SR 088

Cross Tabulation Query Form - Trip - 2022

ies Dr, Mississauga, ON L5B 0N1

Row: 2006 GTA zone of origin - gta06_orig

Column: 2006 GTA zone of destination - gta06_dest

sasauga, ON L5B 3Y6

RowG:

CoG(3877)

TiG

sasauga, ON L5G 0B3

Filters:

Start time of trip - start_time In 700-1000

and

Trip purpose - trip_purp In 1

3

and

Planning district of origin - pd_orig In 36

and

2006 GTA zone of destination - gta06_dest In 3877

and

Primary travel mode of trip -

Trip 2022

Table:

1

3623

5

3641

21

3642

96

3646

17

3647

40

3648

12

3649

9

3,652

104

3655

7

3656

8

3658

17

3659

4

3694

24

3698

7

3655

11

3672

19

3878

39

IAZPD

Trips

Distribution/Via

PD 2 of Toronto

31

1% Park WB

PD 4 of Toronto

33

4% Park WB

PD 6 of Toronto

5

1% Park WB

PD 8 of Toronto

54

6% Lakeshore E

PD 12 of Toronto

40

5% Lakeshore W

PD 16 of Toronto

4

0% Park WB

Brampton

8

1% Park WB

Oakville

217

25% Lakeshore E

Burlington

40

5% Lakeshore E

3623

5

1% Lakeshore

3641

21

2% Lakeshore E

3642

96

11% Park WB

3646

17

2% Lakeshore

3647

40

5% Stavebank S

3648

12

1% Park WB

3649

9

1% Park WB

3,652

104

12% Park WB

3655

7

1% Park WB

3656

8

1% Lakeshore

3658

17

2% Park WB

3659

4

0% Park WB

3694

24

3% Park WB

3698

7

1% Park WB

3655

11

1% Park WB

3672

19

2% Park WB

3878

39

5% Lakeshore E

Total

853

100%

Row Labels

Sum of Distribution

Lakeshore EB

41%

Park WB

44%

Stavebank SB

5%

Lakeshore WB

11%

Grand Total

100%

Tue Jul 21 2026 15:14:14 GMT-0400 (Eastern Daylight Time) - Run Time: 3097ms

Cross Tabulation Query Form - Trip - 2022

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

RowG:
ColG:(3877)
TblG:

Filters:
Start time of trip - start_time in 1600-1900
and
Trip purpose 3
and
Planning district of origin - pd_orig Not In 36
and
2006 GTA zone of destination - gta06_dest In 3877
Primary trav

Trip 2022
Table:

PD 1 of Torc	1		
PD 6 of Torc	3		
PD 8 of Torc	16		
PD 10 of Torc	18		
PD 12 of Torc	35		
Vaughan	65		
Brampton	53		
Oakville	34		
Burlington	4		
Ancaster	37		
Guelph	1		

Row Labels

Sum of Distribution

Lakeshore EB36%

Lakeshore WB15%

Park WB45%

Staveland SB1%

Grand Total100%

Tue Jul 21 2026 15:15:57 GMT-0400 (Eastern Daylight Time) - Run Time: 3260ms

Cross Tabulation Query Form - Trip - 2022

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

RowG:
ColG:(3877)
TblG:

Filters:
Start time of trip - start_time in 1600-1900
and
Trip purpose 3
and
Planning district of origin - pd_orig In 36
and
2006 GTA zone of destination - gta06_dest In 3877
Primary trav

Trip 2022
Table:

3601	1		
3601	28		
3606	11		
3634	33		
3639	39		
3640	22		
3641	136		
3642	53		
3643	16		
3647	9		
3648	58		
3649	13		
3651	17		
3653	13		
3655	16		
3659	76		
3662	49		
3663	4		
3668	10		
3669	49		
3816	53		
3835	38		
3842	24		
3853	35		
3864	70		
3874	9		
3876	14		
3878	9		

Row Labels

Sum of Distribution

Lakeshore EB36%

Lakeshore WB15%

Park WB45%

Staveland SB1%

Grand Total100%

[illegible]

Tue Jul 21 2026 15:18:17 GMT-0400 (Eastern Daylight Time) - Run Time: 3105ms

Cross Tabulation Query Form - Trip - 2022

Row: Planning district of destination - pd_dest

Column: 2006 GTA zone of origin - gta06_orig

RowG:

ColG:(3877)

TotG:

Filters:

Start time of trip - start_time In 1600-1900

and

Trip purpose 3

and

Planning district of destination - pd_dest Not In 36

and

2006 GTA zone of origin - gta06_orig In 3877

and

Primary trav

Trip 2022

Table:

PD 4 of Torc

1

PD 8 of Torc

250

PD 9 of Torc

4

PD 10 of Torc

51

PD 16 of To

4

Brampton

191

Oakville

66

Hamilton

12

Waterloo

6

Guelph/Erar

24

3639

39

3641

21

3642

68

3643

14

3645

14

3647

55

3,648

203

3649

5

3650

14

3651

9

3653

24

3655

7

3659

45

3663

23

3664

9

3,671

118

3672

10

3681

15

3685

4

3686

24

3689

49

3693

70

3814

63

3816

19

3865

11

3878

27

Total

1621

2%

Lakeshore EB

15%

Lakeshore EB

0%

Park EB

3%

Lakeshore EB

0%

Lakeshore EB

12%

Lakeshore EB

4%

Lakeshore WB

1%

Lakeshore WB

0%

Lakeshore WB

1%

Lakeshore WB

2%

Lakeshore WB

1%

Lakeshore WB

4%

Lakeshore WB

1%

Lakeshore WB

1%

Lakeshore WB

3%

Stavbank NB

1%

Park EB

0%

Lakeshore EB

1%

Lakeshore WB

1%

Lakeshore WB

0%

Park EB

3%

Park EB

1%

Lakeshore WB

0%

Lakeshore WB

1%

Stavbank NB

0%

Lakeshore WB

3%

Park EB

4%

Park EB

5%

Lakeshore WB

1%

Park EB

1%

Park EB

2%

Lakeshore EB

Tue Jul 21 2026 15:19:50 GMT-0400 (Eastern Daylight Time) - Run Time: 3037ms

Cross Tabulation Query Form - Trip - 2022

Row: 2006 GTA zone of destination - gta06_dest

Column: 2006 GTA zone of origin - gta06_orig

RowG:

ColG:(3877)

TotG:

Filters:

Start time of trip - start_time In 1600-1900

and

Trip purpose 3

and

Planning district of destination - pd_dest In 36

and

2006 GTA zone of origin - gta06_orig In 3877

and

Primary trav

Trip 2022

Table:

1

3639

39

3641

21

3642

68

3643

14

3645

14

3647

55

3,648

203

3649

5

3650

14

3651

9

3653

24

3655

7

3659

45

3663

23

3664

9

3,671

118

3672

10

3681

15

3685

4

3686

24

3689

49

3693

70

3814

63

3816

19

3865

11

3878

27

Lakeshore EB

39%

Lakeshore WB

21%

Park EB

36%

Stavbank NB

4%

Grand Total

100%

Appendix I:

Future Total Traffic Assessment

HCM Unsignalized Intersection Capacity Analysis

Future Total AM Conditions

1: Stavebank Road & Park Street E

07/22/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	1	7	72	10	27	8	59	20	17	99	7
Future Volume (Veh/h)	3	1	7	72	10	27	8	59	20	17	99	7
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	3	1	8	81	11	30	9	66	22	19	111	8
Pedestrians	5			10			7			14		
Lane Width (m)	3.7			3.7			3.7			3.7		
Walking Speed (m/s)	1.1			1.1			1.1			1.1		
Percent Blockage	0			1			1			1		
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (m)							246					
pX, platoon unblocked												
vC, conflicting volume	302	274	127	274	267	101	124				98	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	302	274	127	274	267	101	124				98	
tC, single (s)	7.1	6.5	6.5	7.1	6.6	6.3	4.1				4.2	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.6	3.5	4.1	3.4	2.2				2.3	
p0 queue free %	99	100	99	87	98	97	99				99	
cM capacity (veh/h)	596	615	846	644	605	909	1468				1456	
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	12	122	97	138								
Volume Left	3	81	9	19								
Volume Right	8	30	22	8								
cSH	745	689	1468	1456								
Volume to Capacity	0.02	0.18	0.01	0.01								
Queue Length 95th (m)	0.4	4.9	0.1	0.3								
Control Delay (s)	9.9	11.3	0.7	1.1								
Lane LOS	A	B	A	A								
Approach Delay (s)	9.9	11.3	0.7	1.1								
Approach LOS	A	B										
Intersection Summary												
Average Delay				4.7								
Intersection Capacity Utilization				30.4%	ICU Level of Service				A			
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

2: Park Street E & 12 Park Street E Access

Future Total AM Conditions

07/22/2026



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	40	90	0	31	24
Future Volume (Veh/h)	0	40	90	0	31	24
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	0	53	118	0	41	32
Pedestrians		12			4	
Lane Width (m)		3.7			3.7	
Walking Speed (m/s)		1.1			1.1	
Percent Blockage		1			0	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	122				175	134
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	122				175	134
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				95	96
cM capacity (veh/h)	1472				816	906
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	53	118	73			
Volume Left	0	0	41			
Volume Right	0	0	32			
cSH	1472	1700	853			
Volume to Capacity	0.00	0.07	0.09			
Queue Length 95th (m)	0.0	0.0	2.1			
Control Delay (s)	0.0	0.0	9.6			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	9.6			
Approach LOS			A			
Intersection Summary						
Average Delay			2.9			
Intersection Capacity Utilization			19.4%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

Future Total AM Conditions

3: 21 Park Street E Access/26 Park Street E Access & Park Street E

07/22/2026

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	2	66	3	6	78	22	8	0	7	2	0	0	
Future Volume (Veh/h)	2	66	3	6	78	22	8	0	7	2	0	0	
Sign Control	Free			Free			Stop			Stop			
Grade	0%			0%			0%			0%			
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	
Hourly flow rate (vph)	3	84	4	8	99	28	10	0	9	3	0	0	
Pedestrians					3					47			20
Lane Width (m)					3.7					3.7			3.7
Walking Speed (m/s)					1.1					1.1			1.1
Percent Blockage					0					5			2
Right turn flare (veh)													
Median type	None			None									
Median storage (veh)													
Upstream signal (m)													
pX, platoon unblocked													
vC, conflicting volume	147			135			268	302	136	253	290	133	
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	147			135			268	302	136	253	290	133	
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2	
tC, 2 stage (s)													
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3	
p0 queue free %	100			99			98	100	99	100	100	100	
cM capacity (veh/h)	1419			1395			621	570	873	644	579	904	
Direction, Lane #	EB 1	WB 1	NB 1	SB 1									
Volume Total	91	135	19	3									
Volume Left	3	8	10	3									
Volume Right	4	28	9	0									
cSH	1419	1395	719	644									
Volume to Capacity	0.00	0.01	0.03	0.00									
Queue Length 95th (m)	0.0	0.1	0.6	0.1									
Control Delay (s)	0.3	0.5	10.1	10.6									
Lane LOS	A	A	B	B									
Approach Delay (s)	0.3	0.5	10.1	10.6									
Approach LOS				B	B								
Intersection Summary													
Average Delay				1.3									
Intersection Capacity Utilization				22.4%	ICU Level of Service				A				
Analysis Period (min)				15									

HCM Unsignalized Intersection Capacity Analysis 4: Elizabeth Street N/Queen Street E & Park Street E

Future Total AM Conditions
07/22/2026

																			
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR							
Lane Configurations																			
Sign Control		Stop			Stop			Stop			Stop								
Traffic Volume (vph)	0	61	23	23	46	0	24	1	22	11	63	15							
Future Volume (vph)	0	61	23	23	46	0	24	1	22	11	63	15							
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88							
Hourly flow rate (vph)	0	69	26	26	52	0	27	1	25	13	72	17							
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2														
Volume Total (vph)	95	78	53	13	89														
Volume Left (vph)	0	26	27	13	0														
Volume Right (vph)	26	0	25	0	17														
Hadj (s)	-0.16	0.21	-0.18	0.81	0.21														
Departure Headway (s)	4.2	4.6	4.4	5.8	5.2														
Degree Utilization, x	0.11	0.10	0.06	0.02	0.13														
Capacity (veh/h)	819	743	784	598	669														
Control Delay (s)	7.7	8.1	7.7	7.7	7.7														
Approach Delay (s)	7.7	8.1	7.7	7.7															
Approach LOS	A	A	A	A															
Intersection Summary																			
Delay				7.8															
Level of Service				A															
Intersection Capacity Utilization				29.9%	ICU Level of Service	A													
Analysis Period (min)				15															

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	61	23	23	46	0	24	1	22	11	63	15
Future Vol, veh/h	0	61	23	23	46	0	24	1	22	11	63	15
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	0	0	0	13	6	0	0	0	0	18	25	0
Mvmt Flow	0	69	26	26	52	0	27	1	25	13	72	17
Number of Lanes	0	1	0	0	1	0	0	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	1
HCM Control Delay	7.8	8.2	7.7	8.7
HCM LOS	A	A	A	A

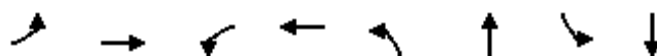
Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	51%	0%	33%	100%	0%
Vol Thru, %	2%	73%	67%	0%	81%
Vol Right, %	47%	27%	0%	0%	19%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	47	84	69	11	78
LT Vol	24	0	23	11	0
Through Vol	1	61	46	0	63
RT Vol	22	23	0	0	15
Lane Flow Rate	53	95	78	12	89
Geometry Grp	5	2	2	7	7
Degree of Util (X)	0.065	0.112	0.102	0.02	0.129
Departure Headway (Hd)	4.354	4.22	4.682	5.753	5.235
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	825	851	768	624	687
Service Time	2.371	2.234	2.697	3.468	2.951
HCM Lane V/C Ratio	0.064	0.112	0.102	0.019	0.13
HCM Control Delay	7.7	7.8	8.2	8.6	8.7
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.2	0.4	0.3	0.1	0.4

Queues

Future Total AM Conditions

5: Elizabeth Street S/Elizabeth Street N & Lakeshore Road E

07/22/2026



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↔↔		↔↔	↔	↔	↔	↔
Traffic Volume (vph)	90	824	9	741	16	8	40	7
Future Volume (vph)	90	824	9	741	16	8	40	7
Lane Group Flow (vph)	0	1025	0	855	18	13	44	72
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases	1	2		2		4		4
Permitted Phases	2		2		4		4	
Detector Phase	1	2	2	2	4	4	4	4
Switch Phase								
Minimum Initial (s)	7.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.0	33.0	33.0	33.0	35.5	35.5	35.5	35.5
Total Split (s)	12.0	92.0	92.0	92.0	36.0	36.0	36.0	36.0
Total Split (%)	8.6%	65.7%	65.7%	65.7%	25.7%	25.7%	25.7%	25.7%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	0.0	3.0	3.0	3.0	3.5	3.5	3.5	3.5
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0		6.0	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	C-Max	C-Max	Max	Max	Max	Max
v/c Ratio		0.58		0.37	0.07	0.03	0.22	0.20
Control Delay		29.7		9.1	45.2	35.5	49.1	14.1
Queue Delay		50.9		0.0	0.0	0.0	0.0	0.0
Total Delay		80.6		9.1	45.2	35.5	49.1	14.1
Queue Length 50th (m)		132.8		46.1	4.0	2.0	10.2	1.8
Queue Length 95th (m)		157.6		56.6	11.0	7.9	21.6	15.0
Internal Link Dist (m)		94.2		432.1		72.3		213.9
Turn Bay Length (m)					12.0		12.0	
Base Capacity (vph)		1762		2283	266	380	203	356
Starvation Cap Reductn		941		0	0	0	0	0
Spillback Cap Reductn		0		38	0	0	0	0
Storage Cap Reductn		0		0	0	0	0	0
Reduced v/c Ratio		1.25		0.38	0.07	0.03	0.22	0.20

Intersection Summary

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 25.5 (18%), Referenced to phase 2:EBWB, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Splits and Phases: 5: Elizabeth Street S/Elizabeth Street N & Lakeshore Road E



HCM Signalized Intersection Capacity Analysis

5: Elizabeth Street S/Elizabeth Street N & Lakeshore Road E

Future Total AM Conditions

07/22/2026

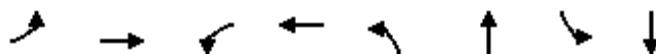
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔		↔	↔		↔	↔	
Traffic Volume (vph)	90	824	8	9	741	20	16	8	4	40	7	58
Future Volume (vph)	90	824	8	9	741	20	16	8	4	40	7	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		6.5	6.5		6.5	6.5	
Lane Util. Factor		0.95			0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes		1.00			1.00		1.00	0.98		1.00	0.97	
Flpb, ped/bikes		1.00			1.00		0.98	1.00		0.93	1.00	
Frt		1.00			1.00		1.00	0.95		1.00	0.87	
Flt Protected		1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		3506			3472		1690	1789		1227	1450	
Flt Permitted		0.71			0.94		0.71	1.00		0.75	1.00	
Satd. Flow (perm)		2516			3261		1263	1789		968	1450	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	100	916	9	10	823	22	18	9	4	44	8	64
RTOR Reduction (vph)	0	0	0	0	1	0	0	3	0	0	51	0
Lane Group Flow (vph)	0	1025	0	0	854	0	18	10	0	44	21	0
Confl. Peds. (#/hr)	60		35	35		60	14		46	46		14
Heavy Vehicles (%)	3%	3%	0%	0%	4%	13%	6%	0%	0%	39%	0%	13%
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	2			2			4			4	
Permitted Phases	2			2			4			4		
Actuated Green, G (s)		98.0			98.0		29.5	29.5		29.5	29.5	
Effective Green, g (s)		98.0			98.0		29.5	29.5		29.5	29.5	
Actuated g/C Ratio		0.70			0.70		0.21	0.21		0.21	0.21	
Clearance Time (s)		6.0			6.0		6.5	6.5		6.5	6.5	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		1761			2282		266	376		203	305	
v/s Ratio Prot								0.01			0.01	
v/s Ratio Perm		c0.41			0.26		0.01			c0.05		
v/c Ratio		0.58			0.37		0.07	0.03		0.22	0.07	
Uniform Delay, d1		10.6			8.5		44.2	43.8		45.7	44.3	
Progression Factor		2.64			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.3			0.5		0.5	0.1		2.4	0.4	
Delay (s)		28.4			9.0		44.7	44.0		48.1	44.7	
Level of Service		C			A		D	D		D	D	
Approach Delay (s)		28.4			9.0			44.4			46.0	
Approach LOS		C			A			D			D	
Intersection Summary												
HCM 2000 Control Delay			21.5			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.51									
Actuated Cycle Length (s)			140.0			Sum of lost time (s)				15.5		
Intersection Capacity Utilization			87.8%			ICU Level of Service				E		
Analysis Period (min)			15									
c Critical Lane Group												

Queues

Future Total AM Conditions

6: Stavebank Road S/Stavebank Road & Lakeshore Road E

07/22/2026



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↑↑		↑↑	↵	↑	↵	↑
Traffic Volume (vph)	1	916	13	792	42	16	15	8
Future Volume (vph)	1	916	13	792	42	16	15	8
Lane Group Flow (vph)	0	1058	0	871	45	23	16	193
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	12.0	10.0
Minimum Split (s)	30.5	30.5	30.5	30.5	31.5	31.5	15.0	31.5
Total Split (s)	93.0	93.0	93.0	93.0	32.0	32.0	15.0	47.0
Total Split (%)	66.4%	66.4%	66.4%	66.4%	22.9%	22.9%	10.7%	33.6%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	0.0	3.5
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.5		6.5	6.5	6.5	3.0	6.5
Lead/Lag					Lag	Lag	Lead	
Lead-Lag Optimize?					Yes	Yes	Yes	
Recall Mode	C-Max	C-Max	Max	Max	Max	Max	None	Max
v/c Ratio		0.73		0.44	0.17	0.05	0.04	0.37
Control Delay		22.2		16.2	47.2	36.6	33.6	13.6
Queue Delay		49.9		2.5	0.0	0.0	0.0	0.0
Total Delay		72.1		18.7	47.2	36.6	33.6	13.6
Queue Length 50th (m)		100.9		62.0	9.3	3.4	3.1	10.4
Queue Length 95th (m)		128.1		87.1	22.7	12.0	8.6	30.9
Internal Link Dist (m)		444.2		94.2		80.4		221.7
Turn Bay Length (m)					15.0		20.0	
Base Capacity (vph)		1446		2000	272	455	449	527
Starvation Cap Reductn		0		966	0	0	0	0
Spillback Cap Reductn		552		0	0	0	0	0
Storage Cap Reductn		0		0	0	0	0	0
Reduced v/c Ratio		1.18		0.84	0.17	0.05	0.04	0.37

Intersection Summary

Cycle Length: 140

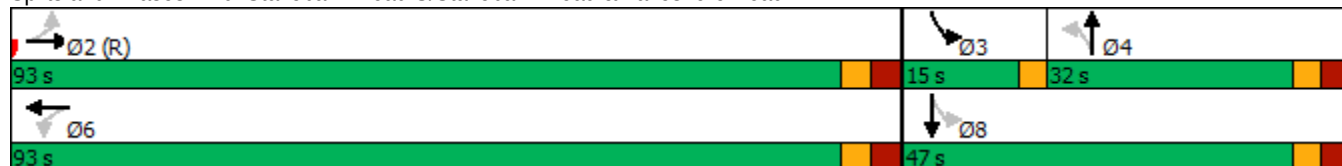
Actuated Cycle Length: 140

Offset: 92 (66%), Referenced to phase 2:EBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Splits and Phases: 6: Stavebank Road S/Stavebank Road & Lakeshore Road E



HCM Signalized Intersection Capacity Analysis

6: Stavebank Road S/Stavebank Road & Lakeshore Road E

Future Total AM Conditions

07/22/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑		↑	↑		↑	↑	
Traffic Volume (vph)	1	916	78	13	792	13	42	16	6	15	8	173
Future Volume (vph)	1	916	78	13	792	13	42	16	6	15	8	173
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		3.0	6.5	
Lane Util. Factor		0.95			0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes		0.99			1.00		1.00	0.99		1.00	0.93	
Flpb, ped/bikes		1.00			1.00		0.95	1.00		0.98	1.00	
Frt		0.99			1.00		1.00	0.96		1.00	0.86	
Flt Protected		1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		2443			3492		1653	1828		1797	1473	
Flt Permitted		0.95			0.93		0.64	1.00		0.68	1.00	
Satd. Flow (perm)		2333			3236		1107	1828		1292	1473	
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)	1	974	83	14	843	14	45	17	6	16	9	184
RTOR Reduction (vph)	0	5	0	0	1	0	0	5	0	0	99	0
Lane Group Flow (vph)	0	1053	0	0	870	0	45	18	0	16	94	0
Confl. Peds. (#/hr)	56		41	41		56	38		15	15		38
Heavy Vehicles (%)	0%	50%	0%	0%	4%	0%	5%	0%	0%	0%	0%	4%
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)		84.7			84.7		34.5	34.5		42.3	42.3	
Effective Green, g (s)		84.7			84.7		34.5	34.5		42.3	42.3	
Actuated g/C Ratio		0.61			0.61		0.25	0.25		0.30	0.30	
Clearance Time (s)		6.5			6.5		6.5	6.5		3.0	6.5	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		1411			1957		272	450		407	445	
v/s Ratio Prot								0.01		0.00	c0.06	
v/s Ratio Perm		c0.45			0.27		0.04			0.01		
v/c Ratio		0.75			0.44		0.17	0.04		0.04	0.21	
Uniform Delay, d1		19.9			14.9		41.4	40.2		34.4	36.4	
Progression Factor		1.00			1.10		1.00	1.00		1.00	1.00	
Incremental Delay, d2		3.6			0.7		1.3	0.2		0.0	1.1	
Delay (s)		23.6			17.2		42.7	40.3		34.5	37.5	
Level of Service		C			B		D	D		C	D	
Approach Delay (s)		23.6			17.2			41.9			37.3	
Approach LOS		C			B			D			D	
Intersection Summary												
HCM 2000 Control Delay			22.9			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.58									
Actuated Cycle Length (s)			140.0			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			77.0%			ICU Level of Service			D			
Analysis Period (min)			15									

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

Future Total PM Conditions

1: Stavebank Road & Park Street E

07/22/2026

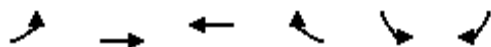
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	7	7	85	8	26	19	69	40	22	123	12
Future Volume (Veh/h)	8	7	7	85	8	26	19	69	40	22	123	12
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Hourly flow rate (vph)	10	9	9	110	10	34	25	90	52	29	160	16
Pedestrians		22			30			17			22	
Lane Width (m)		3.7			3.7			3.7			3.7	
Walking Speed (m/s)		1.1			1.1			1.1			1.1	
Percent Blockage		2			3			2			2	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (m)								246				
pX, platoon unblocked												
vC, conflicting volume	475	470	207	452	452	168	198			172		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	475	470	207	452	452	168	198			172		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	98	99	76	98	96	98			98		
cM capacity (veh/h)	424	451	807	452	462	837	1357			1376		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	28	154	167	205								
Volume Left	10	110	25	29								
Volume Right	9	34	52	16								
cSH	512	504	1357	1376								
Volume to Capacity	0.05	0.31	0.02	0.02								
Queue Length 95th (m)	1.3	9.8	0.4	0.5								
Control Delay (s)	12.4	15.3	1.3	1.2								
Lane LOS	B	C	A	A								
Approach Delay (s)	12.4	15.3	1.3	1.2								
Approach LOS	B	C										
Intersection Summary												
Average Delay			5.7									
Intersection Capacity Utilization			32.1%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

2: Park Street E & 12 Park Street E Access

Future Total PM Conditions

07/22/2026



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	74	12	0	24	11
Future Volume (Veh/h)	0	74	12	0	24	11
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Hourly flow rate (vph)	0	90	15	0	29	13
Pedestrians		8	4		2	
Lane Width (m)		3.7	3.7		3.7	
Walking Speed (m/s)		1.1	1.1		1.1	
Percent Blockage		1	0		0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	17				111	25
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	17				111	25
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				97	99
cM capacity (veh/h)	1610				886	1047
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	90	15	42			
Volume Left	0	0	29			
Volume Right	0	0	13			
cSH	1610	1700	930			
Volume to Capacity	0.00	0.01	0.05			
Queue Length 95th (m)	0.0	0.0	1.1			
Control Delay (s)	0.0	0.0	9.1			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	9.1			
Approach LOS			A			
Intersection Summary						
Average Delay			2.6			
Intersection Capacity Utilization			16.3%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

Future Total PM Conditions

3: 21 Park Street E Access/26 Park Street E Access & Park Street E

07/22/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	93	6	25	105	57	7	0	13	1	0	0
Future Volume (Veh/h)	2	93	6	25	105	57	7	0	13	1	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Hourly flow rate (vph)	2	113	7	30	128	70	9	0	16	1	0	0
Pedestrians		13			8			41			54	
Lane Width (m)		3.7			3.7			3.7			3.7	
Walking Speed (m/s)		1.1			1.1			1.1			1.1	
Percent Blockage		1			1			4			5	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	252			161			398	474	166	422	442	230
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	252			161			398	474	166	422	442	230
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			98			98	100	98	100	100	100
cM capacity (veh/h)	1255			1373			490	437	842	460	455	761
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	122	228	25	1								
Volume Left	2	30	9	1								
Volume Right	7	70	16	0								
cSH	1255	1373	669	460								
Volume to Capacity	0.00	0.02	0.04	0.00								
Queue Length 95th (m)	0.0	0.5	0.9	0.0								
Control Delay (s)	0.1	1.2	10.6	12.8								
Lane LOS	A	A	B	B								
Approach Delay (s)	0.1	1.2	10.6	12.8								
Approach LOS			B	B								
Intersection Summary												
Average Delay			1.5									
Intersection Capacity Utilization			31.8%	ICU Level of Service					A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis 4: Elizabeth Street N/Queen Street E & Park Street E

Future Total PM Conditions
07/22/2026

																			
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR							
Lane Configurations																			
Sign Control		Stop			Stop			Stop			Stop								
Traffic Volume (vph)	1	79	27	26	119	1	56	1	36	28	67	24							
Future Volume (vph)	1	79	27	26	119	1	56	1	36	28	67	24							
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							
Hourly flow rate (vph)	1	87	30	29	131	1	62	1	40	31	74	26							
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2														
Volume Total (vph)	118	161	103	31	100														
Volume Left (vph)	1	29	62	31	0														
Volume Right (vph)	30	1	40	0	26														
Hadj (s)	-0.15	0.03	-0.11	0.50	0.13														
Departure Headway (s)	4.6	4.7	4.8	5.8	5.4														
Degree Utilization, x	0.15	0.21	0.14	0.05	0.15														
Capacity (veh/h)	736	724	708	586	627														
Control Delay (s)	8.4	8.9	8.5	7.9	8.2														
Approach Delay (s)	8.4	8.9	8.5	8.1															
Approach LOS	A	A	A	A															
Intersection Summary																			
Delay				8.5															
Level of Service				A															
Intersection Capacity Utilization				34.3%	ICU Level of Service	A													
Analysis Period (min)				15															

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	79	27	26	119	1	56	1	36	28	67	24
Future Vol, veh/h	1	79	27	26	119	1	56	1	36	28	67	24
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	0	0	0	0	0	0	0	0	0	25	0
Mvmt Flow	1	87	30	29	131	1	62	1	40	31	74	26
Number of Lanes	0	1	0	0	1	0	0	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	1
HCM Control Delay	8.4	8.9	8.5	9.1
HCM LOS	A	A	A	A

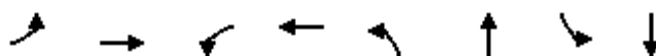
Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	60%	1%	18%	100%	0%
Vol Thru, %	1%	74%	82%	0%	74%
Vol Right, %	39%	25%	1%	0%	26%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	93	107	146	28	91
LT Vol	56	1	26	28	0
Through Vol	1	79	119	0	67
RT Vol	36	27	1	0	24
Lane Flow Rate	102	118	160	31	100
Geometry Grp	5	2	2	7	7
Degree of Util (X)	0.134	0.148	0.208	0.049	0.152
Departure Headway (Hd)	4.72	4.539	4.664	5.749	5.487
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	757	789	769	622	652
Service Time	2.764	2.576	2.698	3.492	3.23
HCM Lane V/C Ratio	0.135	0.15	0.208	0.05	0.153
HCM Control Delay	8.5	8.4	8.9	8.8	9.2
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.5	0.5	0.8	0.2	0.5

Queues

Future Total PM Conditions

5: Elizabeth Street S/Elizabeth Street N & Lakeshore Road E

07/22/2026



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↔↔		↔↔	↔	↔	↔	↔
Traffic Volume (vph)	137	1057	10	861	17	32	66	9
Future Volume (vph)	137	1057	10	861	17	32	66	9
Lane Group Flow (vph)	0	1237	0	937	17	53	67	71
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases	1	2		2		4		4
Permitted Phases	2		2		4		4	
Detector Phase	1	2	2	2	4	4	4	4
Switch Phase								
Minimum Initial (s)	7.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.0	33.0	33.0	33.0	35.5	35.5	35.5	35.5
Total Split (s)	10.0	73.0	73.0	73.0	37.0	37.0	37.0	37.0
Total Split (%)	8.3%	60.8%	60.8%	60.8%	30.8%	30.8%	30.8%	30.8%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	0.0	3.0	3.0	3.0	3.5	3.5	3.5	3.5
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0		6.0	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	C-Max	C-Max	Max	Max	Max	Max
v/c Ratio		0.85		0.44	0.05	0.12	0.26	0.17
Control Delay		25.3		11.5	34.6	24.4	39.1	11.6
Queue Delay		35.5		0.0	0.0	0.0	0.0	0.1
Total Delay		60.8		11.5	34.6	24.4	39.1	11.7
Queue Length 50th (m)		112.4		53.4	3.0	5.9	12.7	1.6
Queue Length 95th (m)		153.0		66.8	9.0	16.2	25.6	13.0
Internal Link Dist (m)		94.2		432.1		72.3		213.9
Turn Bay Length (m)					12.0		12.0	
Base Capacity (vph)		1461		2107	321	453	257	413
Starvation Cap Reductn		305		0	0	0	0	0
Spillback Cap Reductn		0		89	31	0	0	38
Storage Cap Reductn		0		0	0	0	0	0
Reduced v/c Ratio		1.07		0.46	0.06	0.12	0.26	0.19

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 25.5 (21%), Referenced to phase 2:EBWB, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Splits and Phases: 5: Elizabeth Street S/Elizabeth Street N & Lakeshore Road E

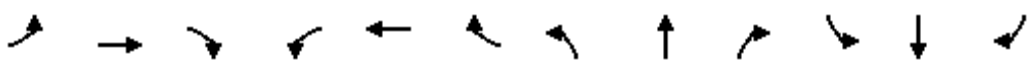


HCM Signalized Intersection Capacity Analysis

5: Elizabeth Street S/Elizabeth Street N & Lakeshore Road E

Future Total PM Conditions

07/22/2026

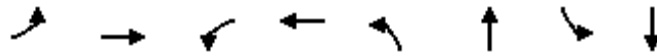
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔		↔	↔		↔	↔	
Traffic Volume (vph)	137	1057	18	10	861	47	17	32	20	66	9	61
Future Volume (vph)	137	1057	18	10	861	47	17	32	20	66	9	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		6.5	6.5		6.5	6.5	
Lane Util. Factor		0.95			0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes		1.00			0.98		1.00	0.95		1.00	0.92	
Flpb, ped/bikes		0.99			1.00		0.92	1.00		0.89	1.00	
Frt		1.00			0.99		1.00	0.94		1.00	0.87	
Flt Protected		0.99			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		3534			3504		1688	1725		1332	1445	
Flt Permitted		0.64			0.94		0.71	1.00		0.72	1.00	
Satd. Flow (perm)		2273			3282		1263	1725		1013	1445	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	140	1079	18	10	879	48	17	33	20	67	9	62
RTOR Reduction (vph)	0	1	0	0	3	0	0	15	0	0	46	0
Lane Group Flow (vph)	0	1236	0	0	934	0	17	38	0	67	25	0
Confl. Peds. (#/hr)	195		113	113		195	67		95	95		67
Heavy Vehicles (%)	1%	1%	0%	0%	1%	0%	0%	0%	0%	22%	0%	7%
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	2			2			4			4	
Permitted Phases	2			2			4			4		
Actuated Green, G (s)		77.0			77.0		30.5	30.5		30.5	30.5	
Effective Green, g (s)		77.0			77.0		30.5	30.5		30.5	30.5	
Actuated g/C Ratio		0.64			0.64		0.25	0.25		0.25	0.25	
Clearance Time (s)		6.0			6.0		6.5	6.5		6.5	6.5	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		1458			2105		321	438		257	367	
v/s Ratio Prot								0.02			0.02	
v/s Ratio Perm		c0.54			0.28		0.01			c0.07		
v/c Ratio		0.85			0.44		0.05	0.09		0.26	0.07	
Uniform Delay, d1		16.9			10.8		33.8	34.1		35.7	34.0	
Progression Factor		1.08			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		4.8			0.7		0.3	0.4		2.5	0.4	
Delay (s)		23.0			11.5		34.1	34.5		38.2	34.3	
Level of Service		C			B		C	C		D	C	
Approach Delay (s)		23.0			11.5			34.4			36.2	
Approach LOS		C			B			C			D	
Intersection Summary												
HCM 2000 Control Delay			19.6			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.70									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			15.5			
Intersection Capacity Utilization			99.4%			ICU Level of Service			F			
Analysis Period (min)			15									
c Critical Lane Group												

Queues

Future Total PM Conditions

6: Stavebank Road S/Stavebank Road & Lakeshore Road E

07/22/2026



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↑↑		↑↑	↑	↑	↑	↑
Traffic Volume (vph)	2	168	28	934	87	28	31	11
Future Volume (vph)	2	168	28	934	87	28	31	11
Lane Group Flow (vph)	0	311	0	1029	91	50	32	196
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	12.0	10.0
Minimum Split (s)	30.5	30.5	30.5	30.5	31.5	31.5	15.0	31.5
Total Split (s)	73.0	73.0	73.0	73.0	32.0	32.0	15.0	47.0
Total Split (%)	60.8%	60.8%	60.8%	60.8%	26.7%	26.7%	12.5%	39.2%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	0.0	3.5
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.5		6.5	6.5	6.5	3.0	6.5
Lead/Lag					Lag	Lag	Lead	
Lead-Lag Optimize?					Yes	Yes	Yes	
Recall Mode	C-Max	C-Max	Max	Max	Max	Max	None	Max
v/c Ratio		0.19		0.56	0.32	0.11	0.06	0.38
Control Delay		7.6		23.8	42.2	25.6	25.0	24.4
Queue Delay		0.0		4.4	0.0	0.0	0.0	0.0
Total Delay		7.7		28.1	42.2	25.6	25.0	24.4
Queue Length 50th (m)		9.9		84.1	18.6	5.5	4.8	25.2
Queue Length 95th (m)		16.9		111.1	34.7	16.1	11.6	45.5
Internal Link Dist (m)		444.2		94.2		80.4		221.7
Turn Bay Length (m)					15.0		20.0	
Base Capacity (vph)		1634		1841	288	469	495	515
Starvation Cap Reductn		0		719	0	0	0	0
Spillback Cap Reductn		293		0	0	2	0	0
Storage Cap Reductn		0		0	0	0	0	0
Reduced v/c Ratio		0.23		0.92	0.32	0.11	0.06	0.38

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 92 (77%), Referenced to phase 2:EBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Splits and Phases: 6: Stavebank Road S/Stavebank Road & Lakeshore Road E



HCM Signalized Intersection Capacity Analysis

6: Stavebank Road S/Stavebank Road & Lakeshore Road E

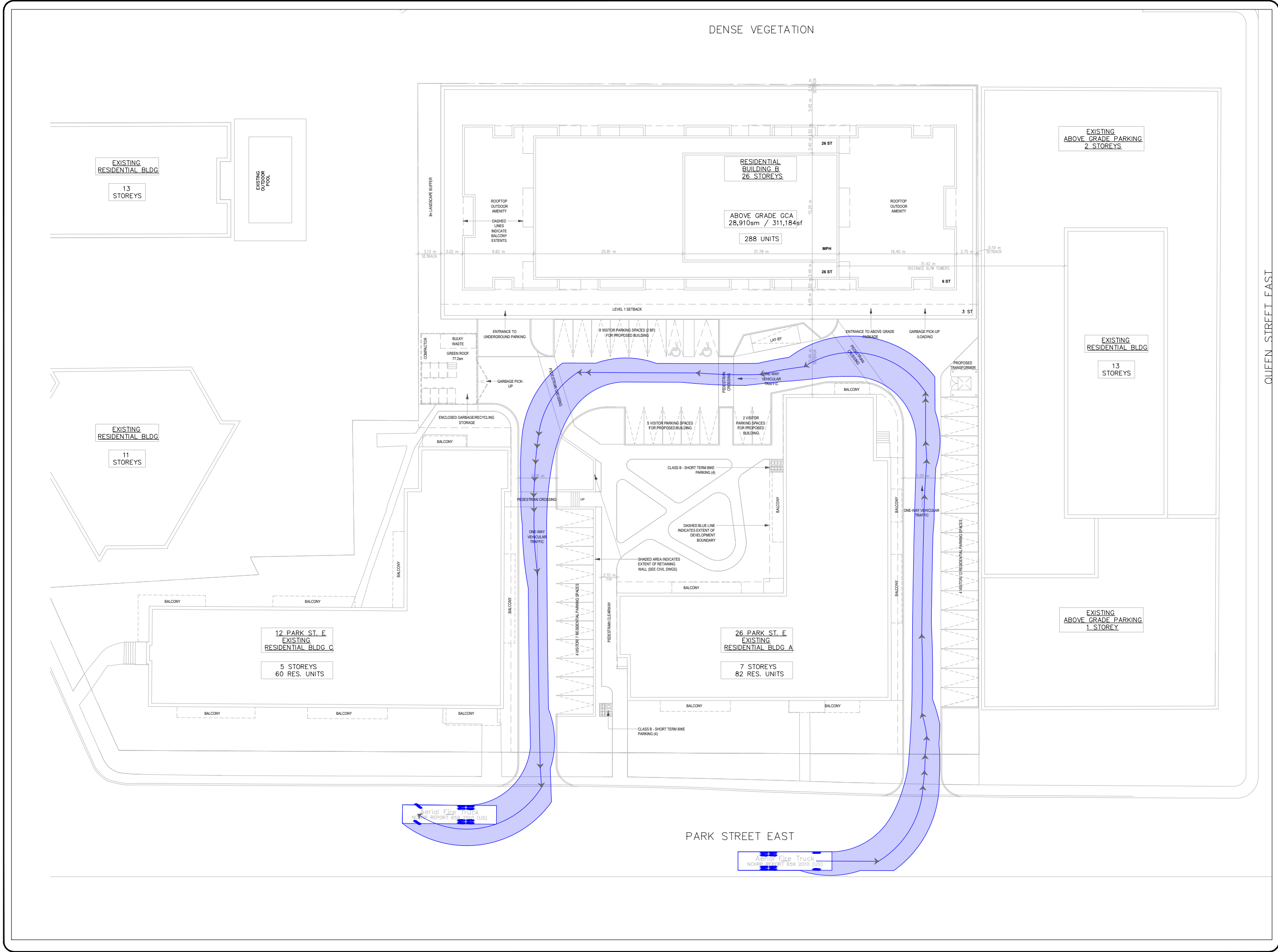
Future Total PM Conditions

07/22/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑		↑	↑		↑	↑	
Traffic Volume (vph)	2	168	129	28	934	26	87	28	20	31	11	178
Future Volume (vph)	2	168	129	28	934	26	87	28	20	31	11	178
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		3.0	6.5	
Lane Util. Factor		0.95			0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes		0.88			0.99		1.00	0.96		1.00	0.87	
Flpb, ped/bikes		1.00			1.00		0.90	1.00		0.95	1.00	
Frt		0.94			1.00		1.00	0.94		1.00	0.86	
Flt Protected		1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		2988			3545		1651	1728		1738	1426	
Flt Permitted		0.95			0.94		0.63	1.00		0.66	1.00	
Satd. Flow (perm)		2841			3320		1103	1728		1210	1426	
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)	2	175	134	29	973	27	91	29	21	32	11	185
RTOR Reduction (vph)	0	61	0	0	2	0	0	15	0	0	34	0
Lane Group Flow (vph)	0	250	0	0	1027	0	91	35	0	32	162	0
Confl. Peds. (#/hr)	141		105	105		141	87		59	59		87
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	1%
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)		65.3			65.3		31.5	31.5		41.7	41.7	
Effective Green, g (s)		65.3			65.3		31.5	31.5		41.7	41.7	
Actuated g/C Ratio		0.54			0.54		0.26	0.26		0.35	0.35	
Clearance Time (s)		6.5			6.5		6.5	6.5		3.0	6.5	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		1545			1806		289	453		452	495	
v/s Ratio Prot								0.02		0.00	c0.11	
v/s Ratio Perm		0.09			c0.31		0.08			0.02		
v/c Ratio		0.16			0.57		0.31	0.08		0.07	0.33	
Uniform Delay, d1		13.7			18.1		35.6	33.3		26.1	28.8	
Progression Factor		1.00			1.30		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.2			1.2		2.8	0.3		0.1	1.8	
Delay (s)		13.9			24.7		38.4	33.6		26.1	30.6	
Level of Service		B			C		D	C		C	C	
Approach Delay (s)		13.9			24.7			36.7			30.0	
Approach LOS		B			C			D			C	
Intersection Summary												
HCM 2000 Control Delay			24.4									HCM 2000 Level of Service C
HCM 2000 Volume to Capacity ratio			0.49									
Actuated Cycle Length (s)			120.0							16.0		
Intersection Capacity Utilization			92.5%									ICU Level of Service F
Analysis Period (min)			15									
c Critical Lane Group												

Appendix J:

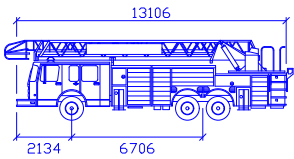
Vehicle Maneuverability Analyses



KEY PLAN



DESIGN VEHICLE



Aerial Fire Truck

Width	mm
Track	: 2591
Lock to Lock Time	: 2591
Steering Angle	: 6.0
	: 33.3

SCALE: 1:500

REVISIONS

NO	REVISION	DATE	BY

STAMP



Suite 201, 520 Industrial Parkway South
Aurora ON L4G 6W8
Tel: 905-503-2563
Web: www.nextrans.ca

PROJECT NAME:

Residential Development

12 & 26 Park Street E

City of Mississauga

DRAWING TITLE:

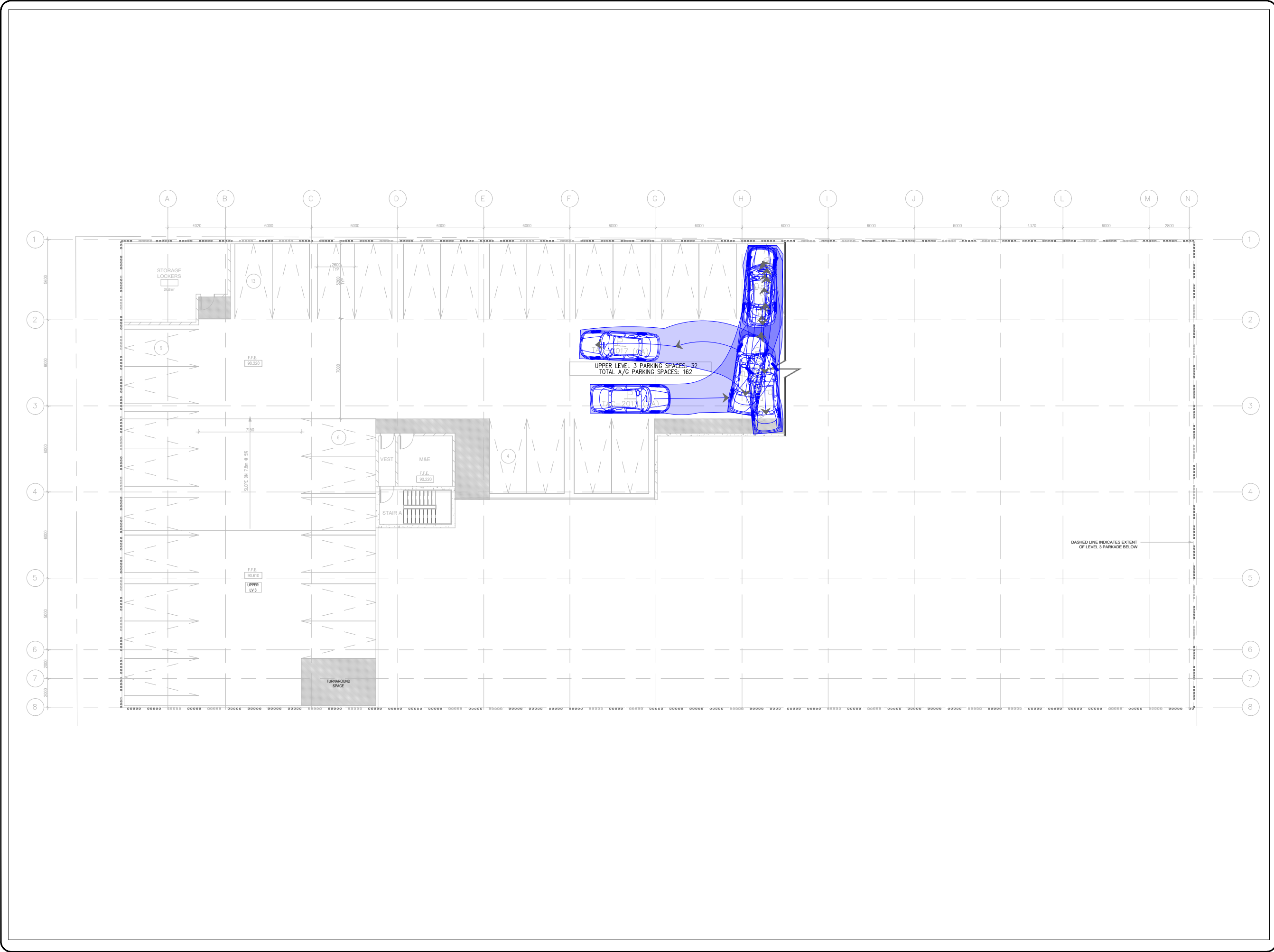
AutoTURN Analysis

Aerial Fire Truck

NCHRP Report 659

DESIGN BY: J.P.	DATE: July 30, 2026
CHECKED BY: K.A.	PROJECT NO.
DRAWN BY: J.P.	NT-25-054
SCALE: 1:500	DRAWING NO.

Figure 1



KEY PLAN

DESIGN VEHICLE

P

Width : 2000 mm
Track : 2000 mm
Lock to Lock Time: 6.0
Steering Angle : 35.9

SCALE: 1:500

REVISIONS

NO	REVISION	DATE	BY

STAMP

Suite 201, 520 Industrial Parkway South
Aurora ON L4G 6W8
Tel: 905-503-2563
Web: www.nextrans.ca

PROJECT NAME:
Residential Development
12 & 26 Park Street E
City of Mississauga

DRAWING TITLE:
AutoTURN Analysis
P TAC-2017

DESIGN BY: J.P.	DATE: July 22, 2026
CHECKED BY: K.A.	PROJECT NO. NT-25-054
DRAWN BY: J.P.	DRAWING NO.
SCALE: 1:250	Figure 4