



June 30, 2023

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RE: 895 LAWRENCE AVENUE EAST – RESPONSE TO CITY STAFF COMMENTS (APPLICATION NO. 22 180913 NNY 16 OZ) & OPA/ZBA RESUBMISSION

Dear Joshua Butcher:

The following letter provides responses to comments received from City of Toronto staff relating to the Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) application for 895 Lawrence Avenue East submitted in July 2022.

1.0 INTRODUCTION

BA Group has been retained by FCHT Holdings (Ontario) Corporation to provide transportation consulting services for a proposed mixed-use development located at 895 Lawrence Avenue East in the City of Toronto (herein referred to as the “Site”). The Site is located within the southwest quadrant of The Donway West / Lawrence Avenue East intersection.

BA Group previously prepared a report for the proposed development as part of an initial OPA/ZBA application made to the City of Toronto in July 2022, entitled, *895 Lawrence Avenue East Mixed Use Development – City of Toronto – Urban Transportation Considerations – Official Plan Amendment & Zoning By-law Amendment*, dated July 2022 (referred to as ‘July 2022 BA Report’).

The July 2022 application envisioned a mixed-use redevelopment with two buildings connected by podium, with a consolidated single driveway access at The Donway West, located directly across from the terminus of Marie Labatte Road. The driveway was proposed to provide access to an at-grade pick-up & drop-off (PUDO) loop, at-grade consolidated loading facility, and an underground parking garage.

City of Toronto staff have since provided comments (Transportation Services and Transportation Planning) pertaining to the July 2022 report.

2.0 CURRENT APPLICATION & THIS LETTER

Since the submission of the initial application in July 2022, the development proposal has been updated to address City of Toronto staff comments provided across all disciplines, although the fundamental development concept remains similar to the original submission. A revised OPA/ZBA resubmission is being made to the City of Toronto. Reduced scale architectural plans are included in **Appendix A**.

In **Table 1**, a summary of key transportation related elements of the initial and current development program is provided.

Table 1 Summary of Changes to the Development Program

	Initial OPA/ZBA Application (July 2022)	Current OPA/ZBA Application
Building Program		
Residential	438 dwelling units	unchanged
Retail	1,513 m ² GFA	1,472 m ² GFA
Transportation Elements		
Pedestrian Access	Residential: multiple accesses across the site and central concierge service at vehicle PUDO loop Retail spaces: accessed at Lawrence Avenue East and The Donway West	Unchanged
Vehicle Access	Consolidated single driveway access at The Donway West, located directly across from the terminus of Marie Labatte Road	Unchanged
Vehicle Parking	Resident Parking: 268 parking spaces Shared Non-Resident Parking (residential visitors and retail): 66 parking spaces Total: 334 parking spaces	Unchanged with exception of 1 car share parking space now included among 66 shared non-resident parking spaces.
Bicycle Parking	Long-Term: 397 bicycle parking spaces Short-Term: 52 bicycle parking spaces Total: 449 bicycle parking spaces	Unchanged
Loading	1 Type C loading space 1 shared Type G/B loading space 2 Total loading spaces	Unchanged with exception to minor change to overhead door location.

Notes:

1. Based on architectural Site plans prepared by WZMH Architects dated June 30, 2023.

Within this letter, updated assessment of the OPA/ZBA application for the Site is provided, reflective of the updated development program and comments provided by City of Toronto staff. In addition, comment responses are provided to address City of Toronto staff comments.

BA Group plans and functional assessments that are new or updated included as part of this submission include:

- **Appendix B:** Vehicle Manoeuvring Diagrams
- **Appendix C:** Functional Design
- **Appendix D:** Donway West / Marie Labatte Road / New Site Driveway Intersection Stopping Sight Distance
- **Appendix E:** Pavement Marking & Signage Plan

The findings of the July 2022 BA Report remain applicable unless noted otherwise.

3.0 RESPONSES TO CITY OF TORONTO STAFF COMMENTS

Provided below are responses to the transportation-related comments received from City of Toronto staff contained within the memoranda from City Planning (Transportation Planning) dated February 23, 2023 and Development Engineering (Transportation Services) dated September 29, 2022, regarding the OPA/ZBA application made in July 2022.

3.1 City Planning (Transportation Planning)

Draft OPA Comment #2 & #3

“With respect to increasing the maximum permitted density, Section 4.2 of the Secondary Plan states:

The Transportation Study prepared as background for this Secondary Plan notes that the transportation infrastructure, even with recommended improvements, cannot accommodate more development than 1.0 times the lot area in the Mixed Use Areas and those commercial lands shown on Map 24-1 as Neighbourhood ‘A’, Apartment Neighbourhood ‘A’ and Apartment Neighbourhood ‘B’.

In order to ensure equitable distribution of development potential, and to ensure that the capacity of the transportation infrastructure is not exceeded, a general density limit of 1.0 times the lot area will apply to all lands in the Secondary Plan Area designated as Mixed Use Areas, Neighbourhood ‘A’, Apartment Neighbourhood ‘A’ and Apartment Neighbourhood ‘B’ on Map 24-1.

In the event that a review of this policy is undertaken in conjunction with consideration of an amendment to the Secondary Plan to permit densities on lands described in the previous paragraph in excess of 1.0 times the lot area, such a review will be undertaken on a comprehensive, rather than site specific basis.

Transportation Planning staff are requesting additional information in order to comprehensively understand the cumulative impacts of the proposed development on the transportation infrastructure and whether the increased density is appropriate, as required by the Secondary Plan. Please submit a Terms of Reference to Marlon Gullusci, Transportation Planner, at Marlon.Gallusci@toronto.ca”

“With respect to increasing the maximum permitted height, it is noted that as height is related to density, City Planning staff will only consider increasing the permitted height subject to the applicant demonstrating that the City’s transportation infrastructure can accommodate the proposed development. Additional comments related to the proposed height from the built form perspective are provided later in the memo.”

Response

Response to the transportation elements of these comments is provided in **Section 4.0** of this letter.

In summary, it is our opinion that it is demonstrated by with the findings of the July 2022 BA Report and the additional information and analysis provided in this letter, that the City’s transportation infrastructure can accommodate the proposed development.

Transportation Demand Management Comment #23, #24, & #25

“In accordance with the policies in the City’s Official Plan, Toronto Green Standard (TGS) – Version 4 and Guidelines for the Preparation of Transportation Impact Studies (2013), the applicant shall identify the appropriate Travel Demand Management (TDM) programs/measures to be implemented on/for the subject site to reduce the single occupancy auto vehicle trips generated by the proposed development.”

“The following chart summarizes the proposed TDM measures (excluding parking management strategies, City's policy / by-law / TGS requirements and promotional / educational strategies) as noted in the Transportation Impact Study (TIS) Report prepared by BA Group (dated July 2022) and City Planning staff's comments:”

TDM Measure	TIS Proposal	City Comments
Local Cycling Network Improvement Funding	<ul style="list-style-type: none"> • A funding contribution to the Toronto bicycle infrastructure fund will be considered. 	<ul style="list-style-type: none"> • Please provide additional clarification on the proposed funding for Local Cycling Network Improvements such as location and the total funding contribution.
Bike-Share	<ul style="list-style-type: none"> • A funding contribution to the Bike Share Toronto bicycle infrastructure fund will be considered. • A Bike Share station may be located on site if desired by Bike Share Toronto. 	<ul style="list-style-type: none"> • Coordinate with the City/Toronto Parking Authority (TPA) to secure a financial contribution for future implementation of bike-share facilities and programs in the area. • We accept the applicant's proposal to provide funding for Bike Share station. We request the applicant provide two Bike Share stations at a total value of \$100,000.

“A stronger TDM plan is required for this site to support the proposed parking reduction, address the site related vehicular traffic issues, and satisfy the requirements in the Toronto Green Standard. The following is a list of additional TDM measures that are considered appropriate for the subject site:

- a) Pre-loaded Transit Passes – Provided to each residential unit upon occupancy at the value of a TTC monthly pass (\$150).*
- b) Car-Share Vehicle and Space – provision of car-share vehicle and parking space in a highly visible and publicly accessible location.”*

Response

Noted. A revised TDM plan is outlined in **Section 5.0**. One car-share parking space is included in the architectural plan as illustrated in **Appendix A**.

3.2 Development Engineering (Transportation Services)

Section A Comment 1.1(a) Transportation Services

“Provide an updated Transportation Impact Study Addendum to address the comments outlined in Traffic Assessment – Section D.”

Response

Noted. This letter is the Transportation Impact Study Addendum.

Section A Comment 1.1(b) Transportation Services & Section D Background, Roadways Comments

“Delineate and identify on all drawings the following lands as being conveyed to City for a nominal sum and free of any obstructions:

- (i) A 0.40m wide strip of land along the The Donway West frontage of the site, to be conveyed to the City, in order to satisfy the Official Plan requirement.”*

“According to the City's Official Plan, Sheppard Avenue West is identified as a 27.0 metre wide right-of-way at this location. In order to achieve this width, the conveyance of a 0.40 metre wide strip of land is required along the the Donway West frontage of the site.

Include a notation on the site plan and landscape plan stating that " the 0.40m wide strip of land along the The Donway West frontage of this property will be conveyed to the City in an unencumbered manner for a nominal sum, to the satisfaction of the City."

Response

Noted. The land conveyance is identified on the architectural plans included in **Appendix A**.

Section A Comment 1.1(c) Transportation Services

"Include a notation on the site plan and landscape plan stating that "The 0.40m wide strip of land along the The Donway West frontage of the site will be conveyed to the City in an unencumbered manner for a nominal sum, to the satisfaction of the City."

Response

Noted. The land conveyance is identified on the architectural plans included in **Appendix A**.

Section A Comment 1.1(d) Transportation Services & Section B Comments 1 & 2 & Section D Background, Parking Comments

"Provide parking spaces in accordance with the following minimum requirements:

Residential Condominium Use

- *Bachelor Units(more than 45m²):* 0.7 spaces per unit;
- *1-Bedroom Units:* 0.8 spaces per unit;
- *2-Bedroom Units:* 0.9 space per unit;
- *3+ Bedroom Units:* 1.1 spaces per unit;
- *Visitor Spaces:* 0.15 spaces per unit;

Retail Use

- *Retail:* 1.0 space per 100m² of GFA."

"Provide parking spaces in accordance with the following maximum requirements:

Residential Condominium Use

- *Bachelor Units (more than 45m²):* 1.0 spaces per unit;
- *1-Bedroom Units:* 1.2 spaces per unit;
- *2-Bedroom Units:* 1.3 space per unit;
- *3+ Bedroom Units:* 1.6 spaces per unit."

"The parking space requirements for the project are governed by the applicable parking provisions contained in the Toronto Zoning By-law No. 569-2013 amended by By-law No. 89-2022 (Bill 81- 2022). However, the new bylaw is currently under appeal. Until it is resolved, both the new and old zoning regulations are applicable law under the Planning Act. During this period, if there are conflicts between the regulations, the more restrictive requirement would prevail."

"In this case, the former By-law regulations would apply. The parking requirements for the project are governed by the applicable parking provisions contained in the former North York Zoning By- law No. 7625 and Zoning By-law 569-2013. However, Zoning By-law 569-2013 was developed by City staff in order to update the parking requirements for developments. The parking provisions contained in this By-law are based on more recent information when compared to the former City of North York general Zoning By-law. The subject site falls within the Rest of the City, however, given the

location of the site, Transportation Services can support the parking rates under Policy Area 4 (PA4). As a result, we require that parking for this project be provided in accordance with Zoning By-law No. 569-2013 for PA4, as defined in the By-law. A summary of the parking requirements for this project is provided in Table 2.”

“According to the site statistics, a total of 334 parking spaces are proposed, including 268 resident spaces, 44 visitor spaces and 22 retail spaces, which does not meet the minimum parking requirement. However, several parking spaces will not meet the parking space dimensional requirements of City of Toronto Zoning By-law 569-2013. Therefore, these spaces cannot be counted towards the parking provision.”

“Transportation Services acknowledge that a number of ongoing and approved resident and visitor parking reductions were referenced in the Transportation Impact Study in Tables 9 to justify the proposed resident and visitor parking space reduction. However, no information was provided in terms of unit mix/unit breakdown. For all development applications selected, a breakdown of tenure and associated unit mix must be included in the analysis. It is noted that some of the approved developments are currently under review by the City, which are not acceptable. In addition, proxy sites with rental tenure are not acceptable, since the subject site does not have a rental component.”

“The report also provided proxy site surveys for resident and visitor parking demand in Table 10 and Table 11. However, the studies were conducted from 2012 to 2018, which are outdated. Proxy sites that are rental are not acceptable, since the subject site is not a rental project. In addition, no information was provided in terms of unit mix/unit breakdown.”

“Due to the Covid-19 circumstances, in lieu of a parking survey, our group can accept a review of developments in a similar location context that have been approved recently within the last 5 years that have a parking rate consistent with your proposal. The chosen developments must be the same as the proposal in terms of the type of tenure and have a similar scale and unit mix.”

“The enacted bylaw number and/or OMB/LPAT/OLT decision with parking rate specified must be provided for each of the referenced sites. Be advised, sites that are rental use or currently under appeal and/or under review by the City with no site-specific bylaws enacted to amend their applicable bylaws, which are not deemed an appropriate comparison. In addition, scale and tenure of the referenced sites must be specified.”

“Reduced parking standards could be considered provided that acceptable documentation is submitted for review which justifies alternate parking standards. At this time, we require that parking for the project be provided in accordance with the PA4 rates stipulated in Zoning By-law No. 569-2013, unless acceptable documentation is submitted which justifies otherwise.”

Response

As with the July 2022 OPA/ZBA submission and as outlined in the July 2022 BA Report, it is proposed to provide vehicular parking in accordance with the minimum parking rates outlined below:

- 0.61 parking spaces per unit (residents)
- Residential visitor and retail parking provided on a shared, non-exclusive basis, based on a combination of the following parking supply ratios:
 - 0.10 parking spaces per unit (residential visitors)
 - 1.50 parking spaces per 100 m² GFA (retail)
- One (1) car-share parking space provided within shared non-resident parking area

The proposed parking supply is identical to what was proposed as part of the July 2022 OPA/ZBA submission, as is outlined in **Table 1** of this letter, aside from allocating one parking space to car-share use.

It is noted in the comment that parking space requirements are governed by the applicable parking provisions contained in the Toronto Zoning By-law 569-2013 amended by By-law No. 89-2022 (Bill 81- 2022), which were noted to be under appeal.

Since the time the comments were provided (the Development Engineering memorandum was dated September 29, 2022), the appeals of By-law 89-2022 (and By-law 125-2022) were resolved. On October 12, 2022, the Ontario Land Tribunal issued an order (OLT-22-002960) that the By-laws shall be deemed to have come into force on the day each was passed. The dates of passing for By-law 89-2022 and By-law 125-2022 pre-dated the application of the initial OPA/ZBA submission for the site.

Therefore, all comments provided relating to accepting Zoning By-law 569-2013 Policy Area 4 minimum parking rates, and all comments related to requirements for acceptable justification are no longer applicable. The proposed parking rates outlined above are compliant with Zoning By-law 569-2013, as amended by By-law No. 89-2022 and By-law 125-2022.

It is noted that BA Group consulted with Transportation Services staff in a meeting on May 25, 2023 and it is understood that this comment can be considered to be resolved.

Section A Comment 1.1(e) Transportation Services & Section D Background, Toronto Green Standard (TGS) Comment

“Demonstrate compliance with the requirements of the Toronto Green Standards (TGS) Version 4.0, as further discussed in Section D.”

“Reduce single-occupancy auto vehicle trips generated by the proposed development by 25 percent through a variety of multimodal infrastructure strategies and Transportation Demand Management (TDM) measures. This requirement has not been satisfied. The retained transportation consultant is required to submit acceptable documentation which:

- 1) Describes in detail all measures that will be adopted to reduce single-occupancy auto vehicle trips; and*
- 2) Individually quantifies how much each measure is expected to reduce single- occupancy auto-vehicle trips using appropriate and reasonable data/methodologies.*

Be advised, that parking spaces reductions below the bylaw requirement do not count towards the required 25 percent reduction. Measures that are not specific can be identified, but cannot be counted as part of the 25 percent requirement.”

Response

Noted. Further rationale to address TGS AQ 1.1 is provided in **Section 5.2** of this letter.

Section A Comment 1.1(f) Transportation Services

“The corner radii at the intersection of Lawrence Avenue East and The Donway West must be designed as per the City's Curb Radii Guidelines.”

Response

Noted. The corner radii is noted at 7.0 metres at the intersection of Lawrence Avenue East and The Donway West in conformance with the City's Curb Radii Guidelines, as illustrated in **Appendix A**.

Section A Comment 1.1(g) Transportation Services

“The applicant must submit acceptable functional plans illustrating the modifications to the pavement markings and signage along Lawrence Avenue East and The Donway West, along with the required civil works related to the curb radii modifications and other road improvements on both streets.”

Response

A functional plan illustrating modifications to the intersection of Lawrence Avenue East and The Donway West (due to corner radii change noted above) has been prepared. Please refer to **Appendix C**.

Section A Comment 1.1(h) Transportation Services & Section D Background, Traffic Assessment Comment 6 – Traffic Signal Drawing and Cost Estimate

“Provide acceptable functional traffic signal plans and cost estimates for the potential new traffic signal at the The Donway West / Marie Labatte Road / New site driveway intersection, which must also reflect any changes required to adjacent existing traffic control signals.”

Response

A functional plan illustrating changes to the intersection of The Donway West / Marie Labatte Road / New Site Driveway to accommodate the new site driveway and signalize the intersection has been prepared. Please refer to **Appendix C**.

It is noted that the existing pavement width east of the The Donway West / Marie Labatte Road / New Site Driveway intersection has a pavement width of 17.80 metres. As part of the functional design plan, the proposed pavement width will be reduced to 15.00 metres. The existing boulevard width (on the north/west side of The Donway West) is 3.45 metres. The change to the pavement width will result in increase to the boulevard width to 6.70 metres (also considering 0.4 metre conveyance).

Section D Background, Traffic Assessment Comment 1 – Traffic Counts

“Turning movement counts for site driveway intersections were collected in May 2022 and during the Covid-19 pandemic. The use of current turning movement counts is not appropriate given the ongoing pandemic as they may not be reflective of typical conditions. In addition, any existing counts that are greater than 3 years old must be bumped-up to estimates 2022 levels using an appropriately derived growth rate. Furthermore, all data used to determine the growth rate must be included in the Appendices of the study.”

“Traffic analyses shall be revised to reflect the updated traffic counts.”

Response

Noted. New turning movement counts were conducted in April 2023 and form the basis of a revised traffic analysis provided in **Section 7.0** of this letter. The new turning movement counts are included in **Appendix F**.

It is noted that BA Group consulted with Transportation Services staff in a meeting on May 25, 2023 and it is understood that this comment can be considered to be resolved based on the undertaking and utilization of newer traffic data.

Section D Background, Traffic Assessment Comment 2 – Horizon Year and Development Phasing

“A 2027 horizon year (5 year) was selected by the consultant for the future traffic analyses. Given the scope and size of the development proposal, it is unlikely that it will be built entirely within the assessed time frame. Therefore, additional information is required to justify the selected horizon year. Also, further details are required with respect to phasing of the development and whether multiple horizon years must be assessed.”

Response

Section 3.2.1 of the City of Toronto “Guidelines for the Preparation of Transportation Impact Studies 2013” states the following, regarding horizon years:

Typically, a TIS horizon year is five years from the date the study is commissioned, unless an earlier development ‘build-out’ date is set. Analysis for additional horizon years is required when a phased development and associated transportation improvements are proposed, or where future major transportation improvements will affect travel to/from the development.

It also important to note that the comment says that the project is unlikely to be constructed within the assessed timeframe. This comment is unfounded and speculative, and contradictory to the City’s TIS guidelines, as noted above.

Further, while the proposal includes two towers, they will be connected by podium and constructed at once. The project will not be constructed in multiple phases, it will be constructed in a single phase.

No major transportation improvements are proposed for the local area, aside from the project itself proposing to signalize the The Donway West / Marie Labatte Road / New site driveway intersection as part of the construction of the project.

Therefore, as per the Guidelines, given that there are no applicable phasing considerations and no applicable major transportation improvements, it remains appropriate to apply a typical five year horizon for the purpose of assessing future background and future total traffic conditions. No changes have been made in this letter, in this regard, to the updated.

It is noted that BA Group consulted with Transportation Services staff in a meeting on May 25, 2023 and it is understood that this comment can be considered to be resolved.

Section D Background, Traffic Assessment Comment 3 – Traffic Analysis and Adjustment Factors

“Section 9.3 of the study discusses the parameters that were made in the traffic analyses for future traffic conditions. The study indicates that the default Synchro lane utilization factors (LUF) were adopted, except where High Occupancy Vehicle (HOV) lanes are present along Don Mills Road. Lane utilization studies were undertaken for Don Mills Road to determine accurate lane utilization factors, which were then adopted within the Synchro model. If a different value is used, a filed survey must be undertaken and documented to support this calibration in the study.”

Response

A lane utilization study was undertaken at the intersection of Don Mills Road / Lawrence Avenue on Tuesday October 22, 2019. The field study was used to inform the lane utilization factors for this traffic analysis and a summary is included within **Appendix J**.

Section D Background, Traffic Assessment Comment 4 – Trip Generation

“The vehicle trip generation rates adopted for the purposes of this study are based on proxy site surveyed trip generation rates for the residential component. However, two sites (1 & 33 Elm Drive West Condo and 156 Enfield Place) listed in Table 17 are not deemed acceptable as these sites are located in the City of Mississauga, whereas the subject site is located in the City of Toronto.”

“In addition, it is noted two proxy sites (1750185 Bonis Avenue & 195-205-215 Bonis Avenue and 101 Subway Crescent) are located next to rapid transit (600m away from the subway station or less), whereas, the subject site is located approximately 2.3km away from the nearest subway station. Therefore, the selected sites are not deemed appropriate.”

“For Saturday peak hour, proxy site or ITE trip generation rates must be used.”

“All proxy site surveys used to derive the trip generation rates must be provided in the Appendices.”

Response

The requested proxy sites have been removed and updated local proxy sites have been added to **Section 6.3.3** (survey data included in **Appendix H**). ITE rates have been adopted for Saturday trip generation in the absence of additional proxy data.

Section D Background, Traffic Assessment Comment 5 – Synchro Summary Tables

“a) “In addition to the level-of-service and v/c ratio information provided in the study, separate tables must also be provided which summarize delay information, 50th, and 95th percentile queues for all intersections and each movement. Mitigating measures must be considered in cases where projected queues extend into adjacent intersections or beyond available storage areas.”

“Available storage area for all applicable movements must also be provided in the tables. This information must not include any applicable taper areas.”

Response

Updated tables have been provided in **Section 7.0**, including delay time and queue lengths with available storage (not including taper lengths).

Section D Background, Traffic Assessment Comment 7 – Collision and Safety Analysis

“A safety evaluation must be undertaken for each intersection and major accesses within the study area to identify locations where traffic safety should be given extra consideration. The analysis should include recent collision history (5 years) and mitigation measures should be recommended where required.”

Response

A 5-year collision history review (2018 - 2022) was undertaken for intersections where data were available from the City of Toronto (**Appendix N**). Further information is provided in **Section 9.0**.

Section D Background, Traffic Assessment Comment 8 – New Signalized Intersection

“As part of this application, a new traffic signal is proposed by the consultant at the The Donway West / Marie Labatte Road / New site driveway intersection. The consultant included a signal warrant analysis for the proposed signal. According to this information, the signal is warranted at full build-out based on Justification 3 (volume/delay combinations) of the Ontario Traffic Manual. However, Justification 3 shall be applied only in unusual cases. In addition, Transportation Services has significant concerns with the proposed traffic signal given its close proximity to The Donway bend.

As a result, the consultant will be responsible for justifying the need for a new signal by addressing the following:

- i) Details of the full 8-hour signal warrant data and output using OTM Book 12, Justification 1 – (Minimum Eight-Hour Vehicle Volume);*
- ii) A safety audit to determine if the proposed traffic management plan could result in a safer overall operation. The audit will be based on the most recent collision data available for the 5 previous calendar years.*
- iii) In the event that aforementioned signal warrant analysis indicates that traffic signal control is warranted at the subject intersection, the owner will be responsible to submit all required design drawings/ supporting materials including a detailed review of proposed geometry/alignment (functional plan), pavement markings and signage, signal head locations, new or modified traffic islands and install the warranted traffic control signal in accordance with applicable City of Toronto practices, requirements and standards, as determined by Transportation Services.*

If the updated signal warrant analysis requested under item (i) indicates that traffic control signal is not warranted, we need the study to be updated to include an all-way stop control warrant analysis.”

Response

A revised signal warrant analysis has been completed and is provided in **Section 8.0** and **Appendix M**. Based on Justification 1 (Minimum Vehicular Volume), a signal is 96% warranted for Part A and 97% warranted for Part B. A signal remains justified for consideration under Justification 3 (Combination) and further discussion is provided with the revised warrant analysis.

Section D Background, Traffic Assessment Comment 9 – Optimized Signal Timing

“It appears that the signal timing plans for some of the signalized intersections have been modified to accommodate the future traffic volumes. The consultant is required to provide a summary of all changes made to the existing signal timing plans to accommodate future traffic conditions. A review of these optimizations (i.e., cycle lengths, phasings, and offsets) must be undertaken by our Traffic Signal group. If deemed acceptable, a request will be made to the applicant to implement these changes, including any associated infrastructure, at their cost.”

Response

Signal timings were modified within SCOOT parameters at the intersection of Lawrence Avenue East / Don Mills Road for the purposes of this analysis. Details of the optimizations are provided in **Section 7.7**. It is noted that in reality, given the signal operates using SCOOT timings, the signal's computer system would update phasing splits and its cycle length based on real-time traffic conditions to ensure optimal operations.

Section D Background, Traffic Assessment Comment 10 – Sight-Line Analysis

“The consultant should evaluate the safe stopping and corner sight distances for the Donway West / Marie Labatte Road / New site driveway intersection, to ensure there is sufficient stopping sight distance to allow drivers to stop their vehicle completely prior to reaching the back of queue waiting at the intersection.”

Response

The available Stopping Sight Distance (SSD) westbound/southbound on The Donway West approaching the site driveway is appropriate for a 40 km/hr design speed. Refer to **Appendix D**.

Section D Background, Traffic Assessment Comment 11 – On-Site Signage and Wayfinding

“The retained transportation consultant must submit an acceptable on-site signage and wayfinding plan to help facilitate the safe movement of traffic and regulate the parking, loading, and pick-up/drop-off activity that is intended to be accommodated by the site.”

Response

An on-site pavement marking and signage plan has been prepared. Please refer to **Appendix E** for more information.

Section D Background, Traffic Assessment Comment 12 – Digital Synchro File

“In order to fully assess the traffic impacts, digital Synchro and SimTraffic files must be provided. Additional comments pertaining to the Synchro/SimTraffic analysis may be provided upon further review.”

Response

Noted. Digital Synchro files are provided alongside the resubmission and this letter.

Section D Background, Traffic Assessment Comment 13 – Multi-modal Analysis and Transportation Demand Management

“Please contact Transportation Planning unit of the City's Planning Division to confirm the exact requirements.”

Response

Noted. Comments were provided by Transportation Planning which are addressed as part of this letter.

4.0 CENTRAL DON MILLS SECONDARY PLAN – TRANSPORTATION

As outlined in **Section 3.1** of this letter, as part of Draft OPA Comments #2 and #3 provided in memoranda from City Planning (Transportation Planning) dated February 23, 2023, the following requests were made:

- *“Transportation Planning staff are requesting additional information in order to comprehensively understand the cumulative impacts of the proposed development on the transportation infrastructure and whether the increased density is appropriate, as required by the Secondary Plan. Please submit a Terms of Reference to Marlon Gullusci, Transportation Planner, at Marlon.Gallusci@toronto.ca.”*
- *““With respect to increasing the maximum permitted height, it is noted that as height is related to density, City Planning staff will only consider increasing the permitted height subject to the applicant demonstrating that the City's transportation infrastructure can accommodate the proposed development. Additional comments related to the proposed height from the built form perspective are provided later in the memo.”*

BA Group consulted with Transportation Planning staff (Marlon Gullusci) in a meeting on May 25, 2023 and following the meeting, Transportation Planning staff provided further comments in an email dated June 5, 2023:

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Transportation Study

We request the applicant submit a Terms of Reference that will:

- Build on the findings of the Central Don Mills - Mobility Planning Study and policies of the Central Don Mills Secondary Plan to provide updated recommendations to support new development;*
- ensure that the transportation network and infrastructure can accommodate existing and new development and provide efficient and safe transportation for all modes including cycling and walking;*
- identify transportation infrastructure for the lands;*
- identify transportation network improvements to support growth in the study area;*
- consider an area of influence bounded by the Central Don Mills Secondary Plan Area. ; and*

Travel Demand Management (TDM) plan - In accordance with the policies in the City's Official Plan, Toronto Green Standard (TGS) – Version 4 and Guidelines for the Preparation of Transportation Impact Studies (2013), the applicant shall identify the appropriate travel demand management programs/measures to be implemented on/for the subject site to reduce the single occupancy auto vehicle trips generated by the proposed development.

- *Based on the Transportation Impact Study (TIS) Report prepared by BA Group (dated July 2022), the proposed TDM measures (excluding parking management strategies, City's policy/by-law/TGS requirements and promotional/educational strategies) include:*
 - *Local Cycling Network Improvement Funding – A funding contribution to the Toronto bicycle infrastructure fund will be considered.*
 - *Please provide additional clarification on the proposed funding for Local Cycling Network Improvements such as location and the total funding contribution.*
 - *Bike-Share (funding contribution) – A funding contribution to the Bike Share Toronto bicycle infrastructure fund will be considered; a Bike Share station may be located on site if desired by Bike Share Toronto.*
 - *Coordinate with the City/Toronto Parking Authority (TPA) to secure a financial contribution for future implementation of bike-share facilities and programs in the area.*

- *We accept the applicant's proposal to provide funding for Bike Share station. We request the applicant provide two Bike Share stations at a total value of \$100,000.*
- *A stronger TDM plan is required for this site to support the proposed parking reduction, address the site related vehicular traffic issues, and satisfy the requirements in the Toronto Green Standard. The following is a list of additional TDM measures that are considered appropriate for the subject site:*
 - *Pre-loaded Transit Passes – Provided to each residential unit upon occupancy at the value of a TTC monthly pass (\$150).*
 - *Car-Share Vehicle and Space – provision of car-share vehicle and parking space in a highly visible and publicly accessible location.*

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With respect to the TDM Plan, BA Group has updated the TDM plan proposed as part of the project as outlined in **Section 5.0**.

With respect to the Transportation Study, BA Group provides the following response below.

The Transportation Study referenced as being prepared as background study for the Secondary Plan is the Central Don Mills Transportation Study, from May 1988. The 1988 Study analyzed the performance of the present-day transportation network (at that time) and the effect of two future development scenarios with development assumptions for a number of sites in the area (including 895 Lawrence Avenue East); various transportation improvements identified that were deemed necessary if redevelopment were to occur at levels analyzed in the study. Since that time, some of these changes have been implemented (e.g. Don Mills Road road widening).

The site (895 Lawrence Avenue East) was identified in the 1988 Study as a commercial site with potential to be redeveloped with a mix of office and commercial (the mix varied depending on Official Plan and Zoning By-Law Amendment permissions at the time) as part of the larger area-wide development scenarios. Relevant to these land uses – one of the findings of the 1988 Study was an inability of the local transportation network to handle the highest development scenario (with high levels of potential commercial development) over existing levels at the time. However, it was stated that all considered residential development proposed at the time could proceed. This finding was carried forward into the Central Don Mills Secondary Plan in Section 1.2.2 where it states: “There is a considerable impact on traffic generation from commercial and office developments, but the level of residential development within the limits set by this Secondary Plan is basically neutral to peak hour traffic generation.” The relevance of this finding is that the 1988 Study never accounted for the subject site (895 Lawrence Avenue East) being redeveloped as a mixed-use development prominently featuring residential land use, as is proposed today.

Further to this point, the existing site today is an active and operational commercial plaza. Vehicular trip generation attributable to the existing site was compared to the proposed development (mixed-use development prominently featuring residential land use); this comparison has been provided in BA Group’s 2022 Urban Transportation Considerations report and is updated as part of this July 2023 OPA/ZBA resubmission (see **Section 6.3.3**) based on updated traffic volumes collected in 2023 (in response to comments from Transportation Services). A summary of the comparison between traffic generated by the existing commercial plaza and traffic generated by the proposed development is provided below across weekday morning and afternoon peak hour scenarios, and a Saturday peak hour scenario.

Existing site (Commercial Plaza):

- 65 two-way vehicle trips – weekday morning peak hour
- 305 two-way vehicle trips – weekday afternoon peak hour
- 290 two-way vehicle trips – Saturday peak hour

Proposed mixed-use development:

- 120 two-way vehicle trips – weekday morning peak hour
- 160 two-way vehicle trips – weekday afternoon peak hour
- 205 two-way vehicle trips – Saturday peak hour

While there is an increase in vehicle traffic generated by the site in weekday morning peak hour (+55 two-way vehicle trips), the assessed decreases in vehicle traffic for the weekday afternoon peak hour (-145 two-way vehicle trips) and Saturday peak hour (-85 two-way vehicle trips) are notably larger. Especially for the two latter scenarios, if existing transportation infrastructure can accommodate demand of the existing site, it will be able to accommodate demand generated by the proposed development.

It is worth noting that, as outlined in BA Group’s 2022 Urban Transportation Considerations report, pedestrian and cycling activity is also expected to slightly increase during weekday morning peak hour and decrease during weekday afternoon peak hour and Saturday peak hour.

Further, the impact of the proposed development was evaluated in BA Group’s 2022 Urban Transportation Considerations report on local area intersections. It was found that all area signalized and unsignalized intersections will operate within capacity in the future with buildout of the development. Notably, no recommendations were identified as being required relating to transportation network improvements. The signalization of the The Donway West / Marie Labatte Road / site driveway intersection is proposed in order to a) accommodate the new site driveway location (different than existing condition), and b) as a pedestrian safety measure to allow for safe pedestrian crossing. However, this is not viewed as a “network” improvement but rather a change intended to better integrate the site with its immediate surrounding street network.

Comments were provided by Transportation Services in response to the submission which are being addressed in the July 2023 resubmission. Notably, the general approach to addressing Transportation Services comments was agreed upon in a meeting with Transportation Services staff in a May 25, 2023 meeting. The findings advanced as part of this July 2023 OPA/ZBA resubmission are the same: no recommendations are identified as being required relating to transportation network improvements. The signalization of the The Donway West / Marie Labatte Road / site driveway intersection remains proposed to better integrate the site with its immediate surrounding street network.

The finding outlined above – that all area signalized and unsignalized intersections will operate within capacity in the future with buildout of the development – is comparable to a key finding of the 1988 Study (and echoed in the Secondary Plan) in that it projects a primarily residential development that can be accommodated by the existing transportation network.

Geographically, a large portion of the Central Don Mills Secondary Plan Area was considered as part of BA Group’s 2022 Urban Transportation Considerations report. Notable intersections included but were not limited to:

- Lawrence Avenue East / The Donway West
- Lawrence Avenue East / Don Mills Road
- The Donway West / Overland Drive / Clocktower Road
- Don Mills Road / The Donway (South)

In review of BA Group’s 2022 Urban Transportation Considerations report, Transportation Services did not comment on a need to expand the geographical scope of the study. Generally, the geographical scope of the traffic analysis is typical for a mixed-use development application of the scope proposed (438 units, ~1,500 m² GFA).

In summary of the above rationale, it is our opinion that it is demonstrated that the City’s transportation infrastructure can accommodate the proposed development. As it is demonstrated that the City’s transportation infrastructure can accommodate the proposed development, a Terms of Reference will not be submitted for further study as part of this application.

5.0 TRANSPORTATION DEMAND MANAGEMENT & TORONTO GREEN STANDARD VERSION AQ 1.1

5.1 TDM Strategies & Initiatives

An updated TDM plan has been developed in response to comments provided by city staff, primarily from Transportation Planning staff. The updated TDM program is provided below in **Table 2**.

Table 2 Potential and Recommended Site TDM Measures

TDM Measure	Overview	Impact
Cycling Related		
Local Cycling Network Infrastructure Funding Contribution	A funding contribution to the Toronto bicycle infrastructure fund will be considered, intended to be allocated to local cycling network improvements as allocated by the City of Toronto. Value of funding is \$50,000. Location for the funding to be allocated can be determined by the City of Toronto.	Improved cycling convenience.
Bike Share Toronto Infrastructure Funding Contribution	A funding contribution to the Bike Share Toronto bicycle infrastructure fund will be provided. Based upon City of Toronto staff comments, a total of \$100,000 will be provided to fund the future implementation of two Bike Share stations in the local area.	Improved cycling convenience.
Bicycle Repair Station	Bike repair station(s) will be provided within the secure long-term bicycle parking rooms of the underground parking garage. This allows residents of the proposed building to change tires, inflate tires, adjust seat, etc.	Improved cycling convenience.
Bicycle Parking	Bicycle parking will be provided for the proposed buildings to meet Zoning By-law and Toronto Green Standard (TGS) requirements.	Improved cycling convenience.
Transit Related		
Travel Information Brochures	Provide a travel information brochure to residents providing an overview of transportation (walk, cycle, car-share, transit) in the area.	Identifies mobility choices in the area.
Pre-loaded Transit Passes	Provide each residential unit upon occupancy a PRESTO transit pass pre-loaded with \$150.	Promote transit usage
Automobile Infrastructure		
Lower Parking Rates	A lower parking supply than requested by Transportation Services is proposed, as is outlined in Section 3.2 of this letter.	Lower vehicle numbers and related traffic generated by the site.
Car-Share	The provision of one car-share vehicle and parking space is provided on-site as illustrated in Appendix A .	Lower vehicle numbers and car ownership

5.2 Toronto Green Standard AQ 1.1

The Toronto Green Standard (TGS) is Toronto’s sustainable design requirement for new developments that aim to promote sustainable site and building design across five areas. TGS consists of multiple tiers of sustainable performance measures (from Tier 1 to Tier 4) where Tier 1 is mandatory as part of the planning approval process, whereas Tiers 2 to 4 are voluntary.

The Tier 1 standard within the updated TGS requires all development proposals to reduce single-occupancy auto vehicle trips generated by the Project by 25% through the adopted TDM measures and multi-modal infrastructure strategies for the Site, including the proposed parking reduction.

To achieve the reduced automobile travel targets set in the TGS Version 4, the benefits of the aforementioned multimodal infrastructure strategies and TDM measures, as discussed in greater detail in **Section 5.1** above, are most effectively realized when implemented in conjunction with reduced rates of automobile parking.

To ensure this trip reduction, a reduction in parking supply compared to the applicable requirements of Zoning By-law 569-2013 (what were previously the minimum parking requirements and are now the maximum parking requirements) is proposed. While the latter requires 519 parking spaces for the development, a total of 334 parking spaces are proposed. Overall, this equates to a reduction of 36% parking supply reduction, exceeding the 25% trip reduction requirement.

In this manner, the TDM measures proposed as part of the TDM Plan are part of the rationale for the proposed parking supply being appropriate, and as such, are influential to a key influencer of reducing single-occupancy auto vehicle trips (parking).

Another method of demonstrating the trip reduction is a comparison of existing two-way peak hour trips generated by the Site, compared to its projected two-way peak hour trips in future. **Table 3** outlines a comparison of the two scenarios, indicating that the development will reduce two-way vehicular trips by an average of **36%** during peak hours.

Table 3 TGS V4, AQ 1.1 - Trip Generation Rate Comparison

	Two Way Peak Hour Trips			
	AM	PM	SAT	Total
Total existing two-way peak trips	65	305	290	660
Total projected future two-way peak trips	120	160	205	485
Difference	-	-	-	-27%

By both analytical methods, TGS Requirement AQ 1.1 is met.

6.0 TRAVEL DEMAND FORECAST UPDATE

6.1 Existing Traffic Volumes

New traffic survey data was obtained at key intersections, including the two existing site driveways. The surveys were undertaken on Thursday April 13 and Saturday April 15, 2023. New volumes were used as a baseline for existing conditions and to determine existing site trip generation and future traffic removal.

Table 4 summarizes the range of survey data used for traffic analysis. **Appendix I** contains the raw survey data.

Table 4 Existing Traffic Count Summary

Intersection	Control Type	Date of Count
Lawrence Avenue East / The Donway West	Signal	Thu, April 13, 2023 Sat, April 15, 2023
Lawrence Avenue East / Don Mills Road	Signal	Thu, May 05, 2022 Sat, May 07, 2022
The Donway West / Overland Drive / Clocktower Road	Signal	Thu, May 05, 2022 Sat, May 07, 2022
Don Mills Road / The Donway (South)	Signal	Thu, May 05, 2022 Sat, May 07, 2022
Don Mills Road / Clocktower Road	Signal	Thu, May 05, 2022 Sat, May 07, 2022
The Donway West / Marie Labatte Road / Future Site Driveway	STOP Control (proposed to be signalized)	Thu, April 13, 2023 Sat, April 15, 2023
Lawrence Avenue East / Existing Site Driveway (North)	STOP Control	Thu, April 13, 2023 Sat, April 15, 2023
The Donway West / Existing Site Driveway (South)	STOP Control	Thu, April 13, 2023 Sat, April 15, 2023
The Donway West / Sanderling Place	STOP Control	Thu, May 05, 2022 Sat, May 07, 2022
The Donway West / Flaire Condos Driveway	STOP Control	Thu, May 05, 2022 Sat, May 07, 2022

Volumes were balanced along The Donway West, however, volumes along Lawrence Avenue East and Don Mills Road were not balanced due to the presence of multiple driveways along each road.

Existing traffic volumes are summarized in **Figure 1**.



FIGURE 1 EXISTING TRAFFIC FIGURES

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6.2 Background Traffic Volumes

6.2.1 Corridor Growth

Corridor growth methodology remains consistent with July 2022 BA report. Based on evaluation of historical data between 2002 and 2019 (to represent pre-pandemic growth), compounding corridor growth rates were applied along both corridors. All corridor growth rates have been applied over five years and are compounded annually. Average rates were used and applied two-way along the major traffic corridors. For the Saturday peak, weekday afternoon growth was adopted due to insufficient historical weekend data availability.

Although negative growth was calculated north-south along Don Mills Road, a rate of 0% was conservatively adopted for analysis purposes.

Corridor growth rates are based on the rates outlined in **Table 5** below and calculations are attached in **Appendix G**.

Table 5 Annual Corridor Growth Rates

	AM Peak Hour	PM Peak Hour
East-west on Lawrence Avenue East	0.5%	1.25%
North-south on Don Mills Road	0.0%	0.0%

6.2.2 Other Background Development

City of Toronto's development applications map was reviewed to check for other development applications within the surrounding area that may impact traffic growth at the study intersections. One additional background development (150 The Donway West) was identified since BA Group's July 2022 transportation report.

Background development applications at the following locations were included within the background traffic forecast for this analysis:

- 2, 4, & 6 The Donway East & 1053 Don Mills Road (transportation report dated September 2021)
- 230 & 240 The Donway West (transportation report dated March 2022)
- 150 The Donway West & 4 Overland Drive (transportation report dated November 2022)

6.2.3 Future Background Traffic

Future background traffic volumes reflect a combination of existing traffic volumes, projected corridor growth allowance and future area development related traffic activity. A study horizon of five years was considered for this analysis.

Future background traffic volumes on the area road network for the weekday morning, weekday afternoon and Saturday peak hours are summarized for the on **Figure 2**.



FIGURE 2 FUTURE BACKGROUND TRAFFIC VOLUMES

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6.3 Site Traffic

6.3.1 Trip Distribution and Assignment

Trip distribution patterns and traffic route assignment for the Site are derived from a 2016 Transportation Tomorrow Survey (TTS) residential travel query for 2006 GTA Zones 224, 225, 238 & 240-244.

Table 6 presents adopted distribution of inbound and outbound vehicle traffic, which is identical to what was provided as part of the July 2022 BA report.

Table 6 Site Trip Distribution

Direction (to or from)	Percentage Distribution	
	Outbound	Inbound
North	15%	10%
South	40%	15%
East	35%	60%
West	10%	15%
Total	100%	100%

6.3.2 Existing Site Traffic

Traffic surveys for the Site's existing driveway demonstrated the generation of some peak hour traffic. Future total conditions account for existing Site traffic removal based on the approximate trip distribution patterns realized within the existing survey data. Since BA Group's July 2022 transportation report, new traffic volume survey data was collected at key intersections in the study area, specifically including the two existing site driveways. This new data informs existing site traffic generation.

6.3.3 Site Vehicle Trip Forecast

The vehicle trip generation rates adopted for the purposes of this study are based on proxy site surveyed trip generation rates for the residential component. For the retail component of the Site, a pro-rated trip generation forecast was made using the existing driveway traffic counts to derive a trip generation rate per parking space (137 existing spaces vs 22 proposed retail spaces).

Table 7 is a summary of trip generation, including the rates utilized for each component and an existing site traffic removal allowance. Based on city comments, proxy sites from outside the City of Toronto and which are too close to rapid transit have been removed. Two new proxy sites from the local area (99 The Donway West and 75 & 85 The Donway West in Toronto) have been added to supplement proxy trip generation data.

Additionally, Saturday residential trip generation was previously based on pro-rated rates from the afternoon peak hour using patterns from the ITE Trip Generation Manual. For the updated analysis, Saturday residential trip generation is directly based on ITE surveyed rates.

Table 7 Vehicle Trip Generation

	Units or size	Auto Mode Split (2016 TTS) ³	AM Peak Hour			PM Peak Hour			SAT Peak Hour		
			In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
ITE Trip Generation Manual, 11th Edition											
Multifamily Housing (High-Rise) - LUC 222	-	-	0.09	0.18	0.27	0.18	0.14	0.32	0.21	0.15	0.36
Proxy Site Surveys											
55 & 65 Skymark Drive, Toronto	434 units	70% (69%)	0.10	0.17	0.27	0.12	0.08	0.21	-	-	-
151 & 181 Village Green Square, Toronto	603 units	64% (55%)	0.06	0.20	0.26	0.13	0.11	0.24	-	-	-
99 The Donway West, Toronto (Tue Feb 28, 2023)	285 units	57% (57%)	0.07	0.20	0.27	0.18	0.16	0.34	-	-	-
99 The Donway West, Toronto (Wed Mar 1, 2023)	285 units	57% (57%)	0.03	0.21	0.24	0.13	0.09	0.22	-	-	-
99 The Donway West, Toronto (Thurs Jan 12, 2023)	285 units	57% (57%)	0.05	0.20	0.25	0.15	0.09	0.24	-	-	-
99 The Donway West, Toronto (Thurs Jan 19, 2023)	285 units	57% (57%)	0.07	0.14	0.21	0.15	0.11	0.26	-	-	-
75 & 85 The Donway West, Toronto (Thurs Jan 12, 2023)	277 units	57% (57%)	0.04	0.19	0.23	0.15	0.10	0.25	-	-	-
75 & 85 The Donway West, Toronto (Thurs Jan 19, 2023)	277 units	57% (57%)	0.03	0.16	0.19	0.14	0.09	0.22	-	-	-
Average Rate	341 units	59.5% (58.25%)	0.06	0.18	0.24	0.14	0.10	0.25	-	-	-
Adopted for 895 Lawrence Avenue East	-	57% (57%)	0.06	0.19	0.25	0.15	0.10	0.25	0.21	0.15	0.36
Retail Trip Generation											
Existing retail trip generation per parking space	137 spaces	-	0.31	0.15	0.47	1.09	1.14	2.23	1.07	1.06	2.12
Site Trips Generated											
Resident Site Trips Generated	438 units	-	25	85	110	65	45	110	90	65	155
Retail Site Trips Generated	22 spaces	-	5	5	10	25	25	50	25	25	50
Total Site Trip Generation	-	-	30	90	120	90	70	160	115	90	205
Existing Site Trips to be Removed	-	-	-40	-25	-65	-150	-155	-305	-145	-145	-290
Net-New Site Generated Traffic	-	-	-10	65	55	-60	-85	-145	-30	-55	-85

Notes:

1. Trips rounded to the nearest five (5).
2. Proxy site surveys undertaken between 2011 and 2023.
3. XX% (XX%) = AM (PM).

Based on the trip generation methodology outlined above, the Site is expected to generate in the order of **55** net-new two-way vehicle trips in the weekday morning peak hour. In the afternoon peak hour, the Site is expected to generate **145 less** two-way trips than existing. In the Saturday peak hour, the Site will generate **85 less** trips than existing conditions. These reductions are primarily the result of a change in land use from high traffic generating retail, to lower traffic generating residential use.

Existing site traffic to be removed is illustrated on **Figure 3**. Net-new site traffic volumes are illustrated on **Figure 4**.

6.3.4 Mode Split

Modal share characteristics for resident (home-based) travel during the morning and afternoon peak periods are summarized in **Table 8** and are based on a 2016 Transportation Tomorrow Survey (TTS) data query.

Table 8 Area Residential Mode Split (2016 TTS Zone 242)

Mode	Morning Peak Period Outbound	Afternoon Peak Period Inbound
Auto Driver	57%	57%
Auto Passenger ¹	9%	7%
Transit	17%	17%
Cycle	2%	2%
Walk	15%	17%
Total	100%	100%

Notes:

1. Auto passenger trips (includes auto passengers, school bus passengers and taxi passengers).

Overall, the area has an auto driver mode share in the order of 57% for morning outbound and afternoon inbound home-based trips during the peak travel periods.

6.3.5 Site Multimodal Trips

A multimodal person trip forecast was undertaken through back-calculation of vehicular trip generation and modal split percentages. **Table 9** summarizes net-new person trips forecast to result from the proposed development during peak hours.

Table 9 Net-New Site Person Trips

	AM Peak Hour			PM Peak Hour			SAT Peak Hour		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Area Mode Split									
Driver		57%			57%			57%	
Passenger		9%			7%			7%	
Transit		17%			17%			17%	
Walk		15%			17%			17%	
Cycle		2%			2%			2%	
Multimodal Trips Generated									
Trips	-	-	-	-	-	-	-	-	-
Driver	-10	65	55	-60	-85	-145	-30	-55	-85
Passenger	-2	10	8	-7	-10	-17	-4	-7	-11
Transit	-3	19	16	-18	-25	-43	-9	-16	-25
Walk	-3	17	14	-18	-25	-43	-9	-16	-25
Cycle	0	2	2	-2	-3	-5	-1	-2	-3
Total Site Trips	-20	115	95	-105	-150	-255	-55	-95	-150

Notes:

1. Total trips are rounded to the nearest five.
2. Afternoon peak mode split adopted for Saturday peak hour.

The proposed development is forecast to generate **95** net-new two-way person trips during the weekday morning peak hour. In the afternoon the development is forecast to generate **255 less** trips than are existing. During the Saturday peak hour, the development is forecast to generate **150 less** person trips than existing.

While this is an accurate method of estimating multimodal trips for the overall TTS zone, given that the Site is located very close to retail areas, it is estimated that pedestrians may be slightly under-represented due to the convenience of living so close to retail zones. However, this under-representation will not be significant enough to affect capacity analysis results.

The very small number of new transit trips in the morning peak hour will utilize the nearby bus services on Lawrence Avenue East – adding only one new outbound passenger every 3 minutes during the peak hour. In the afternoon peak hour, there will be a net reduction in transit trips compared to the existing conditions.

6.4 Future Total Traffic Volumes

Future total traffic volumes during the weekday morning and afternoon peak hours reflect the sum of future background traffic volumes and net-new site traffic volumes. Future total traffic volumes are illustrated on **Figure 5**.



FIGURE 3 EXISTING SITE TRAFFIC TO BE REMOVED



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FIGURE 4 NET NEW SITE TRAFFIC VOLUMES



FIGURE 5 FUTURE TOTAL TRAFFIC VOLUMES

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7.0 TRAFFIC OPERATIONS ANALYSIS UPDATE

7.1 Analysis Methodology

Traffic operations analyses have been undertaken at the area intersections using standard capacity analysis procedures as follows.

Signalized Intersections:

Analyses undertaken at intersections operating under traffic signal control have been undertaken using the methodologies and procedures outlined in the Highway Capacity Manual (HCM) 2000, and in accordance with the City of Toronto's guidelines for analyses undertaken using Synchro 11.0 software. The product of the signalized intersection evaluation is an intersection performance index (volume to capacity ratio or V/C), where a V/C index of 1.00 indicates 'at or near capacity' conditions.

Unsignalized Intersections:

Unsignalized intersection analyses have been carried out using standard capacity procedures for intersections operating under "Two-way" and "All-Way" STOP control and in accordance with the methodologies outlined in the Highway Capacity Manual 2000 (HCM 2000).

The product of these analyses is a level of service (LOS) designation, ranging from LOS of A to F; which provides a relative indication of the level of delay experienced by motorists completing a turning manoeuvre at an intersection. LOS A represents conditions under which motorists would experience little delay and LOS F reflects conditions where more extended delays can be expected.

HCM level of service (LOS) criteria for unsignalized intersections is as follow:

- LOS A: Control Delay $\leq 10s$
- LOS B: $10s < \text{Control Delay} \leq 15s$
- LOS C: $15s < \text{Control Delay} \leq 25s$
- LOS D: $25s < \text{Control Delay} \leq 35s$
- LOS E: $35s < \text{Control Delay} \leq 50s$
- LOS F: Control Delay $> 50s$

7.2 Analysis Scope and Scenarios

The following scope of intersections has been considered for this analysis:

Signalized Intersections

- Lawrence Avenue East / The Donway West
- Lawrence Avenue East / Don Mills Road
- The Donway West / Overland Drive / Clocktower Road
- Don Mills Road / The Donway (South)
- Don Mills Road / Clocktower Road
- The Donway West / Marie Labatte Road / Future Site Driveway (Future Total Only)

Unsignalized Intersections

- Lawrence Avenue East / Existing Site Driveway (North)
- The Donway West / Existing Site Driveway (South)
- The Donway West / Marie Labatte Road (Signalized for Future Total)
- The Donway West / Sanderling Place
- The Donway West / Flaire Condos Driveway

In the future total scenario, a new traffic signal at the intersection of The Donway / Marie Labatte Road / Future Site Driveway is shown. This signal was requested by Arthur Lo, Transportation Planning, during the March 21, 2022 Pre-Application Consultation (PAC) meeting.

The following analysis scenarios have been analyzed for the weekday morning, afternoon and Saturday peak hours:

1. Existing Traffic Conditions;
2. 5-Year Future Background Traffic Conditions with general corridor growth and future background developments; and
3. 5-Year Future Total Traffic Conditions with general corridor growth, future background developments and the full build-out of the development.

7.3 Network-Wide Parameters

Key analysis parameters were assumed based on requirements contained in the City of Toronto's *Guidelines for Using Synchro 11 (Including SimTraffic 11)* (January 2021), summarized as follows:

Network Assumptions

The existing area road network lane configuration and traffic control were maintained throughout all scenarios analyzed, except for the Site's existing driveways which have been removed and replaced with a single signalized access to The Donway West.

Existing Signal Timing

Existing signal timings (including SCOOT) and cycle lengths were obtained from the City of Toronto. Existing signal timings adopted as the basis for the traffic operations analyses are attached with turning movement count data for the analysis in **Appendix I**.

Future Signal Timing

Existing signal cycle lengths were maintained during the analysis of future conditions for all SCOOT intersections along Lawrence Avenue East and Don Mills Road. Signal timings were maintained for the intersection at The Donway West / Clock Tower Road and a cycle length of 75 seconds was adopted for the proposed signalized site driveway on The Donway West.

Base Saturation Flow Rates

The City of Toronto *Guidelines for Using Synchro 11 (Including SimTraffic 11)* (January 2021), specifies a base saturation flow rate of 1,900 passenger cars per hour of green time per lane (pcphgpl) for signalized and unsignalized intersections. These default rates were adopted in the analysis for the proposed development.

Heavy Vehicle Assumptions

Heavy and medium truck percentages incorporated into the analysis were based upon information provided as part of intersection turning movement counts.

Lost Time Adjustments

The City of Toronto *Guidelines for Using Synchro 11 (Including SimTraffic 11)* (January 2021), specify a base lost time adjustment factor of -1.0 seconds (i.e. a total loss time per phase equal to the amber plus all-red time minus 1 second). This default value was adopted in the analysis, except at key movements where additional calibrations have been applied based on field studies undertaken at area intersections. These calibrations are described further in the following section.

Peak Hour Factors

The City of Toronto *Guidelines for Using Synchro 11 (Including SimTraffic 11)* (January 2021), specifies that default peak hour factors should be used except where site-specific values can be calculated from existing traffic count information. These guidelines specify that a default peak hour factor of 0.90 should be used for through and turn movements during the weekday morning peak hour; and 0.95 for the through movements and 0.90 for turn movements during the weekday afternoon peak hour.

For this study, peak hour factors were calculated based on the existing traffic volume data extracted from the traffic counts utilized in this study for the operations analysis.

Lane Utilization Factors

Default Synchro lane utilization factors (LUF) were adopted, except where High Occupancy Vehicle (HOV) lanes are present along Don Mills Road. Lane utilization studies were undertaken for Don Mills Road to determine accurate lane utilization factors, which were then adopted within the Synchro model.

7.4 Model Calibration

For left-turning phases at busy urban intersections that are near or at-capacity, the left turn phases are often coded with a protected (i.e. left turns have right-of-passage) and permissive (i.e. pedestrians and through and right turn traffic have right-of-passage but left turns may proceed on a suitable gap) phases. In both phase types at a busy urban intersection, drivers will continue to advance into the intersection during the intergreen time following each phase’s respective green time based on explanations (a) and (b). This “consumed” intergreen time typically exceeds the City of Toronto’s recommended default lost time adjustment (LTA) adjustment of -1.0 seconds.

A field study capturing the “intergreen effect” was undertaken at the Don Mills Road / Lawrence Avenue East intersection. The LTA parameters applied in the Synchro model for the purposes of calibrating the in-field intergreen behaviour are summarized in **Table 10**. For the Saturday peak hour, intergreen values were left as the City of Toronto default -1.0 second. The intergreen study is provided in **Appendix K**.

Table 10 Intergreen Study and Lost Time Adjustment

Movement	Observed Number of Sneakers ¹		Applied Lost Time Adjustment (s)	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
Westbound Left	1.9	2.2	-2.0	-2.0
Northbound Left	2.2	1.8	-2.0	-2.0

Notes:

1. Average number of “sneakers” observed per cycle.

7.5 Signalized Intersections

This section contains an analysis of signalized intersections under existing, future background and future total traffic conditions for the morning, afternoon and Saturday peak hours. Detailed capacity analysis calculation worksheets for all intersections are attached in **Appendix L**.

7.5.1 Lawrence Avenue East / The Donway West

The Lawrence Avenue East / The Donway West intersection currently operates under traffic signal control with cycle lengths of 144 seconds in all peak hours. **Table 11** summarizes the capacity analysis results of this intersection under the three analysis scenarios.

Under existing conditions, the intersection operates within capacity during the weekday morning, afternoon and Saturday midday peak hours, with overall v/c ratios of 0.50, 0.61 and 0.44, respectively.

Under all future conditions, the intersection continues to operate within capacity during the weekday morning, afternoon and Saturday midday peak hours, with overall v/c ratios of 0.52, 0.72 and 0.52, respectively.

Based on the foregoing, no improvements or mitigation measures are recommended at this intersection.

Table 11 Lawrence Avenue East / The Donway West Result Summary

Mvmt.	Existing Traffic Conditions			Future Background Traffic Conditions			Future Total Traffic Conditions		
	V/C	LOS	Delay (s)	V/C	LOS	Delay (s)	V/C	LOS	Delay (s)
EBL	0.42 (0.37) [0.19]	B (B) [B]	18 (16) [15]	0.45 (0.42) [0.20]	B (B) [B]	19 (18) [15]	0.45 (0.38) [0.19]	B (B) [B]	19 (13) [13]
EBT	0.38 (0.45) [0.33]	B (B) [B]	13 (15) [15]	0.40 (0.48) [0.36]	B (B) [B]	13 (16) [15]	0.40 (0.45) [0.34]	B (B) [B]	13 (12) [13]
EBR	0.20 (0.23) [0.23]	B (B) [B]	11 (13) [14]	0.20 (0.26) [0.23]	B (B) [B]	11 (13) [14]	0.19 (0.23) [0.20]	B (B) [B]	11 (10) [12]
WBL	0.34 (0.55) [0.35]	B (C) [B]	17 (27) [11]	0.35 (0.61) [0.37]	B (C) [B]	18 (33) [12]	0.41 (0.67) [0.49]	B (D) [B]	19 (40) [18]
WBT	0.48 (0.28) [0.32]	B (B) [A]	16 (17) [9]	0.50 (0.30) [0.35]	B (C) [B]	18 (20) [10]	0.50 (0.28) [0.34]	B (C) [B]	18 (23) [13]
WBR	0.04 (0.05) [0.04]	D (D) [B]	40 (50) [13]	0.03 (0.07) [0.04]	F (D) [B]	88 (40) [17]	0.03 (0.07) [0.04]	F (D) [C]	87 (42) [31]
NBL	0.53 (0.71) [0.57]	D (D) [D]	42 (48) [40]	0.56 (0.72) [0.58]	D (D) [D]	43 (48) [40]	0.55 (0.80) [0.55]	D (E) [D]	43 (62) [42]
NBT	0.20 (0.24) [0.16]	D (D) [C]	38 (38) [34]	0.18 (0.25) [0.16]	D (D) [C]	39 (37) [34]	0.20 (0.26) [0.15]	D (D) [D]	39 (42) [37]
NBR	0.07 (0.28) [0.28]	D (D) [D]	37 (38) [36]	0.08 (0.32) [0.31]	D (D) [D]	37 (38) [36]	0.14 (0.36) [0.34]	D (D) [D]	38 (44) [39]
SBL	0.55 (0.52) [0.55]	E (E) [E]	60 (60) [61]	0.59 (0.58) [0.55]	E (E) [E]	62 (62) [61]	0.60 (0.58) [0.54]	E (E) [E]	62 (62) [61]
SBT	0.46 (0.52) [0.36]	E (E) [E]	57 (58) [56]	0.43 (0.51) [0.36]	E (E) [E]	56 (57) [56]	0.41 (0.47) [0.28]	E (E) [E]	56 (57) [55]
SBR	0.48 (0.09) [0.08]	E (D) [D]	58 (53) [53]	0.53 (0.10) [0.08]	E (D) [D]	59 (53) [53]	0.53 (0.10) [0.08]	E (D) [D]	58 (53) [53]
Overall	0.50 (0.61) [0.44]	C (C) [C]	24 (26) [23]	0.53 (0.66) [0.45]	C (C) [C]	25 (27) [23]	0.52 (0.72) [0.52]	C (C) [C]	25 (28) [23]

Notes:

1. XX (XX) [XX] – Weekday Morning Peak Hour (Weekday Afternoon Peak Hour) [Saturday Peak Hour].

7.5.2 Lawrence Avenue East / Don Mills Road

The Lawrence Avenue East / Don Mills Road intersection currently operates under traffic signal control with cycle lengths of 144 seconds in all peak hours. **Table 12** summarizes the capacity analysis results of this intersection under the three analysis scenarios.

Under existing conditions, the intersection operates within capacity during the weekday morning, afternoon and Saturday midday peak hours, with overall v/c ratios of 0.93, 0.95 and 0.85, respectively.

Under all future conditions, timing splits were optimized within SCOOT parameters and the intersection continues to operate within capacity during the weekday morning, afternoon and Saturday midday peak hours, with overall v/c ratios of 0.97, 0.96 and 0.87, respectively.

Based on the foregoing, no improvements or mitigation measures are recommended at this intersection.

Table 12 Lawrence Avenue East / Don Mills Road Result Summary

Mvmt.	Existing Traffic Conditions			Future Background Traffic Conditions			Future Total Traffic Conditions		
	V/C	LOS	Delay (s)	V/C	LOS	Delay (s)	V/C	LOS	Delay (s)
EBL	0.47 (0.39) [0.49]	D (C) [D]	46 (33) [45]	0.50 (0.41) [0.49]	D (C) [D]	45 (32) [44]	0.56 (0.42) [0.55]	D (C) [D]	48 (31) [45]
EBT	0.92 (0.96) [0.77]	E (E) [D]	65 (65) [51]	0.96 (0.97) [0.79]	E (E) [D]	72 (68) [51]	0.99 (0.97) [0.76]	F (E) [D]	80 (67) [47]
EBR	0.23 (0.09) [0.18]	F (F) [E]	80 (99) [70]	0.23 (0.11) [0.18]	F (F) [E]	85 (81) [66]	0.23 (0.11) [0.18]	F (E) [E]	83 (76) [55]
WBL	0.93 (0.85) [0.86]	E (E) [D]	79 (65) [54]	0.94 (0.92) [0.85]	F (E) [D]	83 (79) [54]	0.94 (0.92) [0.87]	F (E) [E]	83 (79) [55]
WBT	0.76 (0.48) [0.78]	D (D) [D]	45 (36) [45]	0.80 (0.48) [0.79]	D (C) [D]	47 (33) [43]	0.82 (0.50) [0.82]	D (C) [D]	48 (33) [45]
WBR	0.07 (0.11) [0.17]	C (C) [C]	31 (30) [32]	0.07 (0.11) [0.17]	C (C) [C]	32 (28) [30]	0.07 (0.11) [0.17]	C (C) [C]	32 (28) [30]
NBL	0.88 (0.67) [0.69]	E (C) [D]	74 (33) [42]	0.90 (0.72) [0.77]	E (D) [D]	79 (39) [49]	0.90 (0.72) [0.77]	E (D) [D]	79 (39) [50]
NBTR	0.46 (0.85) [0.76]	D (D) [D]	36 (49) [48]	0.52 (0.94) [0.75]	D (E) [D]	37 (59) [48]	0.51 (0.94) [0.75]	D (E) [D]	37 (59) [48]
SBL	0.70 (0.92) [0.74]	C (F) [D]	27 (82) [43]	0.76 (0.96) [0.83]	C (F) [D]	32 (91) [54]	0.76 (0.95) [0.84]	C (F) [E]	31 (88) [55]
SBTR	0.92 (0.61) [0.84]	D (D) [D]	50 (39) [53]	0.94 (0.68) [0.84]	D (D) [D]	53 (44) [53]	0.94 (0.68) [0.85]	D (D) [D]	53 (44) [53]
Overall	0.93 (0.95) [0.85]	D (D) [D]	51 (51) [49]	0.96 (0.97) [0.86]	E (E) [D]	55 (56) [49]	0.97 (0.96) [0.87]	E (E) [D]	57 (55) [48]

Notes:

1. XX (XX) [XX] – Weekday Morning Peak Hour (Weekday Afternoon Peak Hour) [Saturday Peak Hour].

7.5.3 The Donway West / Clock Tower Road

The Donway West / Clock Tower Road intersection currently operates under traffic signal control with a floating cycle length in all peak hours (49 seconds average, with vehicular actuation). **Table 13** summarizes the capacity analysis results of this intersection under the three analysis scenarios.

Under existing conditions, the intersection operates within capacity during the weekday morning, afternoon and Saturday midday peak hours, with overall v/c ratios of 0.32, 0.34 and 0.23, respectively.

Under all future conditions, the intersection continues to operate within capacity during the weekday morning, afternoon and Saturday midday peak hours, with overall v/c ratios of 0.34, 0.32 and 0.24, respectively.

Based on the foregoing, no improvements or mitigation measures are recommended at this intersection.

Table 13 The Donway West / Clock Tower Road Result Summary

Mvmt.	Existing Traffic Conditions			Future Background Traffic Conditions			Future Total Traffic Conditions		
	V/C	LOS	Delay (s)	V/C	LOS	Delay (s)	V/C	LOS	Delay (s)
EBTLR	0.40 (0.45) [0.43]	B (B) [B]	17 (17) [19]	0.40 (0.45) [0.43]	B (B) [B]	17 (17) [19]	0.40 (0.45) [0.43]	B (B) [B]	17 (17) [19]
WBTL	0.09 (0.13) [0.20]	B (B) [B]	15 (15) [17]	0.09 (0.13) [0.20]	B (B) [B]	15 (15) [17]	0.09 (0.13) [0.20]	B (B) [B]	15 (15) [17]
WBR	0.03 (0.03) [0.04]	B (B) [B]	15 (15) [17]	0.03 (0.03) [0.04]	B (B) [B]	15 (15) [17]	0.03 (0.02) [0.03]	B (B) [B]	15 (15) [17]
NBL	0.05 (0.02) [0.02]	A (A) [A]	4 (4) [3]	0.05 (0.02) [0.02]	A (A) [A]	4 (4) [3]	0.05 (0.02) [0.02]	A (A) [A]	4 (4) [3]
NBTR	0.13 (0.19) [0.13]	A (A) [A]	4 (5) [4]	0.13 (0.20) [0.13]	A (A) [A]	4 (5) [4]	0.12 (0.19) [0.12]	A (A) [A]	4 (5) [4]
SBL	0.03 (0.04) [0.03]	A (A) [A]	4 (4) [3]	0.03 (0.04) [0.03]	A (A) [A]	4 (4) [3]	0.04 (0.03) [0.02]	A (A) [A]	4 (4) [3]
SBTR	0.26 (0.28) [0.17]	A (A) [A]	5 (5) [4]	0.26 (0.28) [0.17]	A (A) [A]	5 (5) [4]	0.29 (0.25) [0.17]	A (A) [A]	5 (5) [4]
Overall	0.32 (0.34) [0.23]	A (A) [A]	8 (8) [8]	0.32 (0.34) [0.23]	A (A) [A]	8 (8) [8]	0.34 (0.32) [0.24]	A (A) [A]	8 (8) [8]

Notes:

1. XX (XX) [XX] – Weekday Morning Peak Hour (Weekday Afternoon Peak Hour) [Saturday Peak Hour].

7.5.4 Don Mills Road / The Donway (South)

The Don Mills Road / The Donway (South) intersection currently operates under traffic signal control with cycle lengths of 128 seconds in all peak hours. **Table 14** summarizes the capacity analysis results of this intersection under the three analysis scenarios.

Under existing conditions, the intersection operates within capacity during the weekday morning, afternoon and Saturday midday peak hours, with overall v/c ratios of 0.83, 0.51 and 0.42, respectively.

Under all future conditions, the intersection continues to operate within capacity during the weekday morning, afternoon and Saturday midday peak hours, with overall v/c ratios of 0.85, 0.82 and 0.42, respectively.

Based on the foregoing, no improvements or mitigation measures are recommended at this intersection.

Table 14 Don Mills Road / The Donway (South) Result Summary

Mvmt.	Existing Traffic Conditions			Future Background Traffic Conditions			Future Total Traffic Conditions		
	V/C	LOS	Delay (s)	V/C	LOS	Delay (s)	V/C	LOS	Delay (s)
EBL	0.05 (0.08) [0.06]	D (D) [D]	41 (46) [46]	0.05 (0.08) [0.06]	C (D) [D]	33 (45) [46]	0.05 (0.09) [0.06]	C (D) [D]	33 (45) [46]
EBT	0.12 (0.23) [0.11]	D (D) [D]	41 (48) [47]	0.09 (0.22) [0.11]	C (D) [D]	33 (46) [47]	0.09 (0.15) [0.11]	C (D) [D]	33 (46) [47]
EBR	0.30 (0.07) [0.07]	D (D) [D]	43 (46) [46]	0.22 (0.08) [0.07]	D (D) [D]	35 (45) [46]	0.27 (0.07) [0.09]	D (D) [D]	35 (45) [47]
WBL	0.82 (0.42) [0.40]	E (D) [D]	69 (50) [50]	0.90 (0.55) [0.40]	E (D) [D]	71 (52) [50]	0.90 (0.54) [0.40]	E (D) [D]	71 (52) [50]
WBTR	0.23 (0.21) [0.11]	D (D) [D]	42 (48) [47]	0.28 (0.31) [0.11]	D (D) [D]	36 (47) [47]	0.28 (0.31) [0.11]	D (D) [D]	36 (47) [47]
NBL	0.83 (0.32) [0.43]	E (A) [B]	61 (7) [12]	0.89 (0.36) [0.43]	F (A) [B]	83 (9) [12]	0.83 (0.33) [0.36]	E (A) [B]	70 (8) [10]
NBTR	0.35 (0.47) [0.40]	A (A) [A]	7 (6) [5]	0.40 (0.49) [0.40]	B (A) [A]	12 (6) [5]	0.40 (0.48) [0.39]	B (A) [A]	12 (6) [5]
SBL	0.19 (0.53) [0.43]	A (B) [B]	7 (19) [10]	0.31 (0.90) [0.43]	B (E) [B]	15 (69) [10]	0.31 (0.88) [0.42]	B (E) [A]	15 (65) [9]
SBTR	0.59 (0.30) [0.41]	B (A) [A]	12 (4) [3]	0.67 (0.31) [0.41]	B (A) [A]	18 (5) [3]	0.67 (0.31) [0.41]	B (A) [A]	18 (5) [3]
Overall	0.83 (0.51) [0.42]	B (B) [A]	17 (10) [8]	0.89 (0.83) [0.42]	C (B) [A]	24 (13) [8]	0.85 (0.82) [0.42]	C (B) [A]	23 (13) [8]

Notes:

1. XX (XX) [XX] – Weekday Morning Peak Hour (Weekday Afternoon Peak Hour) [Saturday Peak Hour].

7.5.5 Don Mills Road / Clock Tower Road

The Don Mills Road / Clock Tower Road intersection currently operates under traffic signal control with cycle lengths of 128 seconds in all peak hours. **Table 15** summarizes the capacity analysis results of this intersection under the three analysis scenarios.

Under existing conditions, the intersection operates within capacity during the weekday morning, afternoon and Saturday midday peak hours, with overall v/c ratios of 0.52, 0.42 and 0.51, respectively.

Under all future conditions, the intersection continues to operate within capacity during the weekday morning, afternoon and Saturday midday peak hours, with overall v/c ratios of 0.53, 0.43 and 0.50, respectively.

Based on the foregoing, no improvements or mitigation measures are recommended at this intersection.

Table 15 Don Mills Road / Clock Tower Road Result Summary

Mvmt.	Existing Traffic Conditions			Future Background Traffic Conditions			Future Total Traffic Conditions		
	V/C	LOS	Delay (s)	V/C	LOS	Delay (s)	V/C	LOS	Delay (s)
EBL	0.44 (0.66) [0.70]	E (E) [E]	59 (57) [58]	0.44 (0.66) [0.70]	E (E) [E]	59 (57) [58]	0.44 (0.66) [0.70]	E (E) [E]	59 (57) [58]
EBR	0.02 (0.06) [0.07]	E (D) [D]	55 (47) [45]	0.02 (0.06) [0.07]	E (D) [D]	55 (47) [45]	0.02 (0.06) [0.06]	E (D) [D]	55 (47) [45]
NBL	0.22 (0.23) [0.44]	B (A) [B]	10 (3) [18]	0.23 (0.24) [0.44]	A (A) [B]	8 (4) [18]	0.23 (0.21) [0.41]	A (A) [B]	8 (4) [16]
NBT	0.23 (0.36) [0.32]	A (A) [A]	2 (4) [5]	0.26 (0.37) [0.32]	A (A) [A]	2 (4) [5]	0.26 (0.37) [0.32]	A (A) [A]	2 (4) [5]
SBTR	0.54 (0.35) [0.46]	A (A) [B]	5 (7) [10]	0.54 (0.36) [0.46]	A (A) [B]	6 (7) [10]	0.54 (0.36) [0.45]	A (A) [B]	6 (7) [10]
Overall	0.52 (0.42) [0.51]	A (B) [B]	6 (10) [13]	0.53 (0.43) [0.51]	A (B) [B]	6 (10) [13]	0.53 (0.43) [0.50]	A (B) [B]	6 (10) [13]

Notes:

1. XX (XX) [XX] – Weekday Morning Peak Hour (Weekday Afternoon Peak Hour) [Saturday Peak Hour].

7.5.6 The Donway West / Marie Labatte Road / New Site Driveway

The Donway West / Marie Labatte Road intersection is currently a three-leg intersection that does not service the Site and operates under STOP control.

In the future total scenario, a new traffic signal at this intersection is proposed. This signal was requested by Arthur Lo, Transportation Planning, during the March 21, 2022 Pre-Application Consultation (PAC) meeting and as a result, was proposed as part of the July 2022 BA report. It continues to be proposed as part of this submission, as discussed with Transportation Services staff on May 25, 2023.

In future, buildout of the Site means the intersection will gain a fourth leg (site driveway) and will be signalized. **Table 16** summarizes the capacity analysis results of this intersection under the traffic signal control with future total traffic volumes. Results for the unsignalized analysis of existing and future background volumes is in the following section.

Under future conditions, with an adopted cycle length of 75 seconds for the new traffic signal (including 5 seconds of east-west Leading Pedestrian Interval time), the intersection can operate within capacity during the weekday morning, afternoon and Saturday midday peak hours, with overall v/c ratios of 0.34, 0.32 and 0.27, respectively.

Table 16 The Donway West / Marie Labatte Rd / New Site Driveway Result Summary

Mvmt.	Existing Traffic Conditions			Future Background Traffic Conditions			Future Total Traffic Conditions		
	V/C	LOS	Delay (s)	V/C	LOS	Delay (s)	V/C	LOS	Delay (s)
EBL							0.01 (0.03) [0.03]	A (A) [A]	3 (4) [4]
EBTR							0.25 (0.27) [0.21]	A (A) [A]	5 (5) [5]
WBL							0.14 (0.24) [0.23]	A (A) [A]	4 (5) [5]
WBTR							0.33 (0.34) [0.26]	A (A) [A]	5 (5) [5]
NBLT							0.04 (0.04) [0.09]	C (C) [C]	29 (28) [28]
NBR							0.05 (0.13) [0.16]	C (C) [C]	29 (29) [29]
SBTLR							0.38 (0.21) [0.30]	C (C) [C]	31 (30) [30]
Overall							0.34 (0.32) [0.27]	A (B) [B]	9 (11) [12]

Notes:

1. XX (XX) [XX] – Weekday Morning Peak Hour (Weekday Afternoon Peak Hour) [Saturday Peak Hour].

7.6 Signalized Queue Assessment

This section contains an assessment of vehicular queueing behavior within the study area at signalized intersections, comparing existing conditions with the future study horizon. **Table 17** denotes queue lengths for area signalized, including 50th percentile and 95th percentile queue lengths indicated in metres.

Table 17 Signalized Intersections Queue Length Summary

Lane Group	Existing		Future Background		Future Total		Turn Lane Storage (m)
	50 th %ile	95 th %ile	50 th %ile	95 th %ile	50 th %ile	95 th %ile	
The Donway West / Lawrence Avenue East							
EBL	13 (21) [8]	37 (37) [22]	14 (24) [8]	34 (42) [23]	14 (17) [7]	34 (41) [20]	45
EBT	56 (76) [50]	89 (92) [84]	62 (86) [55]	82 (101) [91]	62 (63) [51]	82 (100) [78]	-
EBR	8 (12) [7]	25 (26) [27]	9 (15) [8]	23 (30) [30]	9 (10) [6]	22 (27) [22]	15*
WBL	2 (27) [4]	40 (68) [45]	10 (38) [3]	37 (65) [44]	15 (48) [19]	42 (79) [67]	45*
WBT	23 (61) [12]	177 (98) [106]	137 (71) [12]	183 (97) [114]	138 (66) [22]	184 (96) [122]	-
WBR	0 (3) [0]	8 (15) [7]	0 (8) [0]	4 (18) [7]	0 (6) [0]	3 (18) [8]	20
NBL	43 (59) [57]	57 (97) [67]	44 (59) [57]	64 (102) [68]	44 (60) [50]	64 (78) [66]	25*
NBT	24 (31) [21]	35 (49) [29]	21 (31) [21]	34 (51) [29]	23 (31) [18]	38 (45) [28]	-
NBR	0 (19) [14]	12 (40) [31]	0 (23) [19]	14 (46) [35]	4 (26) [21]	20 (45) [41]	25*
SBL	25 (22) [23]	40 (37) [38]	28 (25) [23]	45 (41) [38]	28 (25) [23]	45 (41) [38]	15*
SBT	36 (41) [27]	52 (58) [41]	34 (40) [27]	50 (58) [41]	32 (37) [21]	48 (54) [34]	-
SBR	23 (0) [0]	46 (17) [16]	27 (0) [0]	52 (17) [16]	27 (0) [0]	51 (17) [16]	15*
The Donway West / Marie Labatte Road / Future Site Driveway							
EBL	Intersection signalized as part of the future development.				0 (0) [0]	1 (3) [3]	50
EBT					15 (15) [12]	30 (33) [26]	-
WBL					4 (7) [7]	11 (18) [19]	42
WBT					21 (19) [13]	41 (41) [30]	-
NBLT					0 (0) [2]	3 (3) [7]	-
NBR					0 (0) [0]	9 (16) [17]	50
SBT					8 (4) [7]	20 (15) [19]	-
Don Mills Road / The Donway West / The Donway East							
EBL	2 (3) [2]	7 (9) [7]	2 (3) [2]	7 (9) [7]	2 (3) [2]	7 (9) [7]	50
EBT	9 (16) [7]	19 (26) [15]	9 (15) [7]	19 (26) [15]	9 (10) [7]	19 (20) [15]	-
EBR	17 (0) [0]	33 (14) [14]	16 (0) [0]	33 (15) [14]	21 (0) [1]	41 (14) [15]	130
WBL	44 (19) [18]	74 (31) [30]	77 (27) [18]	134 (41) [30]	77 (27) [18]	134 (41) [30]	60
WBT	14 (11) [5]	30 (23) [16]	18 (18) [5]	43 (33) [16]	18 (18) [5]	43 (33) [16]	-
NBL	16 (5) [5]	30 (22) [27]	15 (7) [5]	55 (25) [27]	13 (6) [4]	50 (22) [20]	90

Lane Group	Existing		Future Background		Future Total		Turn Lane Storage (m)
	50 th %ile	95 th %ile	50 th %ile	95 th %ile	50 th %ile	95 th %ile	
NBT	39 (42) [33]	54 (89) [72]	43 (50) [33]	54 (91) [72]	43 (49) [32]	54 (90) [71]	-
SBL	6 (5) [5]	14 (39) [26]	9 (30) [5]	21 (49) [26]	9 (29) [5]	21 (49) [22]	40
SBT	146 (23) [35]	167 (74) [109]	155 (47) [35]	165 (75) [109]	156 (46) [34]	165 (74) [49]	-
Don Mills Road / Lawrence Avenue East							
EBL	11 (23) [13]	29 (39) [36]	13 (28) [13]	30 (39) [35]	14 (23) [17]	31 (39) [32]	50
EBT	97 (157) [89]	172 (215) [142]	117 (194) [93]	185 (235) [152]	122 (187) [91]	192 (232) [146]	-
EBR	4 (3) [2]	48 (19) [36]	9 (9) [1]	45 (25) [37]	9 (6) [1]	42 (24) [33]	165
WBL	49 (40) [40]	102 (84) [102]	51 (48) [41]	105 (98) [107]	51 (48) [38]	105 (98) [105]	95*
WBT	129 (72) [136]	156 (91) [152]	133 (77) [147]	161 (96) [163]	137 (81) [152]	165 (100) [170]	-
WBR	0 (2) [9]	7 (16) [24]	0 (2) [9]	7 (15) [24]	0 (2) [8]	7 (15) [24]	30
NBL	34 (27) [39]	79 (42) [110]	37 (29) [40]	84 (51) [114]	37 (29) [41]	84 (51) [114]	75*
NBT	62 (137) [107]	80 (158) [114]	72 (147) [106]	91 (177) [114]	72 (147) [106]	91 (177) [114]	-
SBL	41 (43) [43]	60 (93) [119]	42 (43) [44]	61 (94) [122]	42 (43) [45]	61 (94) [121]	100*
SBT	182 (97) [130]	208 (117) [141]	186 (102) [128]	217 (123) [141]	186 (103) [129]	217 (124) [142]	-
Don Mills Road / Clock Tower Road							
EBL	13 (42) [52]	27 (63) [74]	13 (42) [52]	27 (63) [74]	13 (42) [52]	27 (63) [74]	30*
EBR	0 (0) [0]	10 (15) [15]	0 (0) [0]	10 (15) [15]	0 (0) [0]	11 (15) [14]	30
NBL	1 (1) [5]	4 (8) [28]	1 (3) [5]	4 (8) [28]	1 (3) [7]	4 (7) [24]	45
NBT	13 (11) [38]	21 (53) [48]	15 (37) [38]	22 (53) [48]	15 (37) [41]	22 (53) [48]	-
SBT	70 (42) [64]	95 (63) [95]	71 (45) [64]	97 (68) [95]	71 (45) [64]	97 (67) [95]	-
The Donway West / Overland Drive / Clock Tower Road							
EBT	8 (9) [7]	15 (17) [13]	8 (9) [7]	15 (17) [13]	8 (9) [7]	15 (17) [13]	-
WBT	2 (3) [3]	5 (7) [7]	2 (3) [3]	5 (7) [7]	2 (3) [3]	5 (7) [7]	-
WBR	0 (0) [0]	1 (0) [1]	0 (0) [0]	1 (0) [1]	0 (0) [0]	1 (0) [0]	-
NBL	0 (0) [0]	5 (2) [2]	0 (0) [0]	5 (2) [2]	0 (0) [0]	5 (2) [2]	20
NBT	4 (6) [4]	16 (21) [15]	4 (7) [4]	15 (22) [15]	4 (6) [3]	15 (21) [14]	-
SBL	0 (0) [0]	4 (5) [4]	0 (0) [0]	4 (5) [4]	0 (0) [0]	5 (4) [2]	40
SBT	7 (8) [4]	26 (29) [18]	7 (9) [4]	26 (30) [18]	8 (7) [5]	29 (26) [19]	-

Notes:

- 00 (00) [00]: Weekday morning peak hour (Weekday afternoon peak hour) [Saturday peak hour].
- * Storage exceeded under existing or future background conditions and not caused by Site traffic.

In the table above, where storage lengths have been exceeded by 95th percentile projected queue lengths, the storage length is highlighted in orange. In each of the cases where queue lengths exceed storage lengths, this is caused under either existing or future background traffic conditions and is not a result of the Site. As a result, no additional measures or recommendations are proposed as part of this development to rectify existing queuing problems

7.7 Signal Timing Adjustments for Analysis Purposes

For the purposes of analysis, signal timings were optimized in Synchro for the future conditions analyses in order to closely predict future traffic conditions at the intersection of Lawrence Avenue East / Don Mills Road. In reality, given the signal operates using SCOOT timings, the signal's computer would update phasing splits and the cycle length based on real-time traffic conditions for the most optimal operations.

Table 18 provides a summary of signal timing adjustments made in the Synchro model between existing and future conditions at the intersection.

Table 18 Signal Timing Optimization Summary – Lawrence Avenue East & Don Mills Road

Phase	Parameter	Existing Timings (seconds)			Future Timings (seconds)			Delta (seconds)		
		AM	PM	SAT	AM	PM	SAT	AM	PM	SAT
1 SBL	Maximum Split	23.6	17	10	22.6	16.6	10	-1	-0.4	0
	Yellow	3	3	3	3	3	3	0	0	0
	All-Red	1	1	1	1	1	1	0	0	0
	Walk	-	-	-	-	-	-	-	-	-
	Flash Don't Walk	-	-	-	-	-	-	-	-	-
2 NBTL	Maximum Split	57.2	56	60	57	52.6	59.2	-0.2	-3.4	-0.8
	Yellow	3.8	3.8	3.8	3.8	3.8	3.8	0	0	0
	All-Red	3.5	3.5	3.5	3.5	3.5	3.5	0	0	0
	Walk	16	16	16	16	16	16	0	0	0
	Flash Don't Walk	28	28	28	28	28	28	0	0	0
3 WBL	Maximum Split	18.2	17	11	19	18.2	11	+0.8	+1.2	0
	Yellow	3	3	3	3	3	3	0	0	0
	All-Red	1	1	1	1	1	1	0	0	0
	Walk	-	-	-	-	-	-	-	-	-
	Flash Don't Walk	-	-	-	-	-	-	-	-	-
4 EBTL	Maximum Split	45	54	63	45.3	56.6	63.8	+0.3	+2.6	+0.8
	Yellow	3.8	3.8	3.8	3.8	3.8	3.8	0	0	0
	All-Red	3.5	3.5	3.5	3.5	3.5	3.5	0	0	0
	Walk	9	9	9	9	9	9	0	0	0
	Flash Don't Walk	28	28	28	28	28	28	0	0	0

Phase	Parameter	Existing Timings (seconds)			Future Timings (seconds)			Delta (seconds)		
		AM	PM	SAT	AM	PM	SAT	AM	PM	SAT
5 NBL	Maximum Split	15.2	14.7	10	16	15.6	10	+0.8	+0.9	0
	Yellow	3	3	3	3	3	3	0	0	0
	All-Red	1	1	1	1	1	1	0	0	0
	Walk	-	-	-	-	-	-	-	-	-
	Flash Don't Walk	-	-	-	-	-	-	-	-	-
6 SBTL	Maximum Split	65.6	58.3	60	63.7	53.6	59.2	-1.9	-4.7	-0.8
	Yellow	3.8	3.8	3.8	3.8	3.8	3.8	0	0	0
	All-Red	3.5	3.5	3.5	3.5	3.5	3.5	0	0	0
	Walk	16	16	16	16	16	16	0	0	0
	Flash Don't Walk	28	28	28	28	28	28	0	0	0
7 EBL	Maximum Split	9.6	12.6	11	9.6	12.6	11	0	0	0
	Yellow	3	3	3	3	3	3	0	0	0
	All-Red	1	1	1	1	1	1	0	0	0
	Walk	-	-	-	-	-	-	-	-	-
	Flash Don't Walk	-	-	-	-	-	-	-	-	-
8 WBTL	Maximum Split	53.6	58.4	63	54.7	62.2	63.8	+1.1	+3.8	+0.8
	Yellow	3.8	3.8	3.8	3.8	3.8	3.8	0	0	0
	All-Red	3.5	3.5	3.5	3.5	3.5	3.5	0	0	0
	Walk	9	9	9	9	9	9	0	0	0
	Flash Don't Walk	28	28	28	28	28	28	0	0	0
Cycle Length		144	144	144	144	144	144	0	0	0

7.8 Unsignalized Intersections

Unsignalized intersection operations were analyzed under existing, future background and future total traffic conditions for the weekday morning, afternoon and Saturday peak hours. **Table 19** summarizes results of the unsignalized intersection traffic operations analyses.

Table 19 Unsignalized Intersection Analysis Summary

Mvmt.	Existing Traffic Conditions		Future Background Traffic Conditions		Future Total Traffic Conditions	
	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)
Existing Site Dwy & Lawrence Ave E						
WBL	A (B) [B]	0 (13) [10]	A (B) [B]	0 (13) [11]	Site driveway is removed in future with buildout of the Site.	
NBLR	A (D) [D]	0 (34) [27]	A (E) [D]	0 (41) [30]		
Existing Site Dwy & The Donway W						
EBL	A (A) [A]	8 (8) [8]	A (A) [A]	8 (8) [8]	Site driveway is removed in future with buildout of the Site.	
SBLR	C (D) [D]	15 (31) [31]	C (D) [D]	15 (33) [31]		
Marie Labatte Rd & The Donway W						
WBL	A (A) [A]	8 (8) [8]	A (A) [A]	8 (8) [8]	Intersection is signalized in future with buildout of the Site. Capacity analysis results are above in Section 7.5.6 .	
NBL	C (C) [C]	18 (22) [19]	C (C) [C]	18 (23) [19]		
NBR	B (B) [B]	10 (12) [12]	B (B) [B]	10 (12) [12]		
The Donway W & Sanderling Pl						
EBLR	B (B) [B]	13 (12) [14]	B (B) [B]	13 (13) [14]	B (B) [B]	13 (12) [14]
NBL	A (A) [A]	8 (8) [0]	A (A) [A]	8 (8) [0]	A (A) [A]	8 (8) [0]
The Donway W & Flaire Condos Dwy						
WBLR	B (D) [D]	10 (29) [30]	B (D) [D]	10 (30) [30]	B (D) [D]	10 (29) [29]
SBL	A (A) [A]	7 (8) [7]	A (A) [A]	7 (8) [7]	A (A) [A]	7 (8) [7]

Note:

1. XX (XX) [XX]: weekday morning peak hour (weekday afternoon peak hour) [Saturday peak hour].
2. Movements not reported by Synchro are not shown in this table due to zero (0) seconds calculated delay.

All area unsignalized intersections operate adequately today and will continue to do so under future conditions with background traffic growth and redevelopment of the Site.

7.9 Unsignalized Queue Assessment

This section contains an assessment of vehicular queueing behavior within the study area at unsignalized intersections, comparing existing conditions with the future study horizon.

Table 20 Unsignalized Intersections Queue Length Summary

Lane Group	Existing	Future Background	Future Total	Turn Lane Storage (m)
	95 th %ile			
Lawrence Avenue East / Site Driveway				
NBLR ²	0 (3) [1]	0 (3) [1]	0 (0) [0]	-
The Donway West / Site Driveway (Existing)				
EBL	0 (1) [1]	0 (1) [1]	Removed in future.	-
SBLR	1 (23) [22]	2 (25) [22]		-
The Donway West / Marie Labatte Road				
WBL	2 (3) [3]	2 (3) [3]	Signalized in future.	-
NBL	0 (0) [1]	0 (0) [1]		20
NBR	2 (9) [11]	2 (9) [11]		-
The Donway West / Flaire Condos Driveway				
WBLR	1 (4) [8]	1 (4) [8]	1 (4) [8]	-

Notes:

1. 00 (00): Weekday morning peak hour (Weekday afternoon peak hour).
2. No left-turns projected in future.
3. Movements with zero queue length not shown.

As shown in the table above, with a few exceptions, unsignalized intersection queues can be accommodated by planned storage provisions.

8.0 SIGNAL WARRANT – THE DONWAY WEST / MARIE LABATTE ROAD / SITE DRIVEWAY

In the future total scenario, a new traffic signal is proposed at the intersection of The Donway West / Marie Labatte Road / Future Site Driveway. This signal was requested by Arthur Lo, Transportation Planning, during the March 21, 2022 Pre-Application Consultation (PAC) meeting and as a result, was proposed as part of the July 2022 BA report. It continues to be proposed as part of this submission, as discussed with Transportation Services staff on May 25, 2023.

In addition to this City request, a signal warrant analysis was undertaken for the intersection of The Donway West / Marie Labatte Road / Site Driveway under future conditions. *Ontario Traffic Manual (OTM) Book 12 (March, 2012)* – Justifications 1 through 4 (Volume Warrants) were evaluated for the warrant. Calculation sheets and volume extrapolation details are attached in **Appendix M**.

New 10-hour traffic volumes were collected at the intersection on Thursday April 13, 2023 to undertake an updated signal justification analysis. From the 10 hours of data collected, per OTM methodology, the highest 8 hours of data were used for assessment. Pedestrian volumes were increased slightly for the analysis based on new pedestrians expected to be generated by the Site – assuming that a number of existing pedestrians would continue to use the intersection to cross between retail areas and the new residential area or existing transit stops.

Given that the intersection has only three legs under its existing configuration, volumes for the additional movements to be created were added from the future site traffic volumes derived as part of this analysis during peak hours. ITE temporal variation data for a residential land use was then used to calculate site traffic volumes outside of the observed peak hours, then added for the remaining non-peak hours of analysis.

Utilizing the calculated 8-hour volumes, the supplementary OTM spreadsheet for traffic signal justifications 1 – 4 (Volume Warrants) was used to determine if a traffic signal is warranted at the intersection. Based on result outputs of the tool, **a signal is warranted at the location under Justification 3 – Combination**.

Justification 3 – Combination relies on greater than 80% compliance for both parts A and B of the previous two Justifications (Minimum Vehicular Volume & Delay to Cross Traffic). The signal is therefore justified with a compliance rate of 96% for part A of the justification and 82% for part B.

Further, Justification 1 – Minimum Vehicular Volume is very close to being met, with compliance rates of 97% and 96% for parts A and B, respectively. While the signal is not warranted by Justification 1, the near compliance is notable; the high percentages indicate that there are nearly a sufficient enough number of vehicles to warrant the signal on that basis. Future development applications in the local area may add the small number of volumes needed to reach compliance.

For Justification 5 – Collision Experience, based on the previous 5-years collision history at the intersection (**Appendix N**), a compliance of 53% was calculated.

In addition to standard signal warrant analysis, it is considered that the proposed signalized intersection represents an improvement to the pedestrian experience in the local area both for pedestrians that use the site today and for future pedestrians that will live and visit the subject site. During the public consultation process in Spring 2023 following the July 2022 submission, a number of residents expressed that they were in favour of the signalized intersection in this location as anecdotally, they had observed jaywalking around the area of the intersection. Further, Marie Labatte Road is the most direct connection to CF Shops and Don Mills from the subject site and as such, a signalized intersection at this location may entice more pedestrian activity than forecasted.

Therefore, in summary, it is proposed to signalize the The Donway West / Marie Labatte Road / Site Driveway as part of the site's redevelopment given its justification under OTM Book 12 Justification 3, it's near compliance OTM Book 12 Justification 1 based on traffic volumes, and the consideration that a signalized intersection in that location will improve the pedestrian experience for the local area.

9.0 AREA COLLISION REVIEW

To assess road safety in the general vicinity of the Site, a collision review was undertaken based on available data provided by the City of Toronto. Collision data was available for the intersections of Lawrence Avenue East / The Donway West, and for The Donway West / Marie Labatte Road. **Table 21** provides a summary of collisions within the 5-year period between 2018 – 2022.

Table 21 5-Year Area Collision Summary (2018 - 2022)

Intersection	Class of Collision				Total
	Fatal	Personal Injury	Property Damage	N/A	
Lawrence Avenue East / The Donway West	0	7	46	1	54
The Donway West / Marie Labatte Road	0	1	4	0	5
Total	0	8	50	1	59

Data indicate that within the 5-year period between 2018 – 2022, a combined total of 59 collisions were reported at the two intersections. 50 of the reported collisions were property damage only, with a large majority occurring at the intersection of Lawrence Avenue East / The Donway West. Of the 59 recorded collisions, 8 resulted in personal injury, with 0 fatalities recorded.

The implementation of a traffic signal at the intersection of The Donway West and Marie Labatte Road in future (when the Site driveway is constructed) will be beneficial to increase road safety at the location as it would add a signalized pedestrian crossing in close proximity and could act as a traffic calming measure to slow vehicles approaching the Lawrence Avenue East / The Donway West intersection.

To increase road safety in the general area, the City of Toronto could pursue safety enhancements (via design changes or enforcement measures) for the intersection of Lawrence Avenue East / The Donway West in order to minimize the number of collisions occurring at the intersection in future. To this end, as illustrated in BA Group’s Functional Plan (**Appendix C**), corner radii at the Lawrence Avenue East / The Donway West intersection is proposed to be modified as per the City’s Curb Radii Guidelines, in response to Transportation Services comment.

* * * * *

We trust that the foregoing will be of assistance in your considerations. Please do not hesitate to contact us if there any questions or concerns.

Sincerely,

BA Consulting Group Ltd.

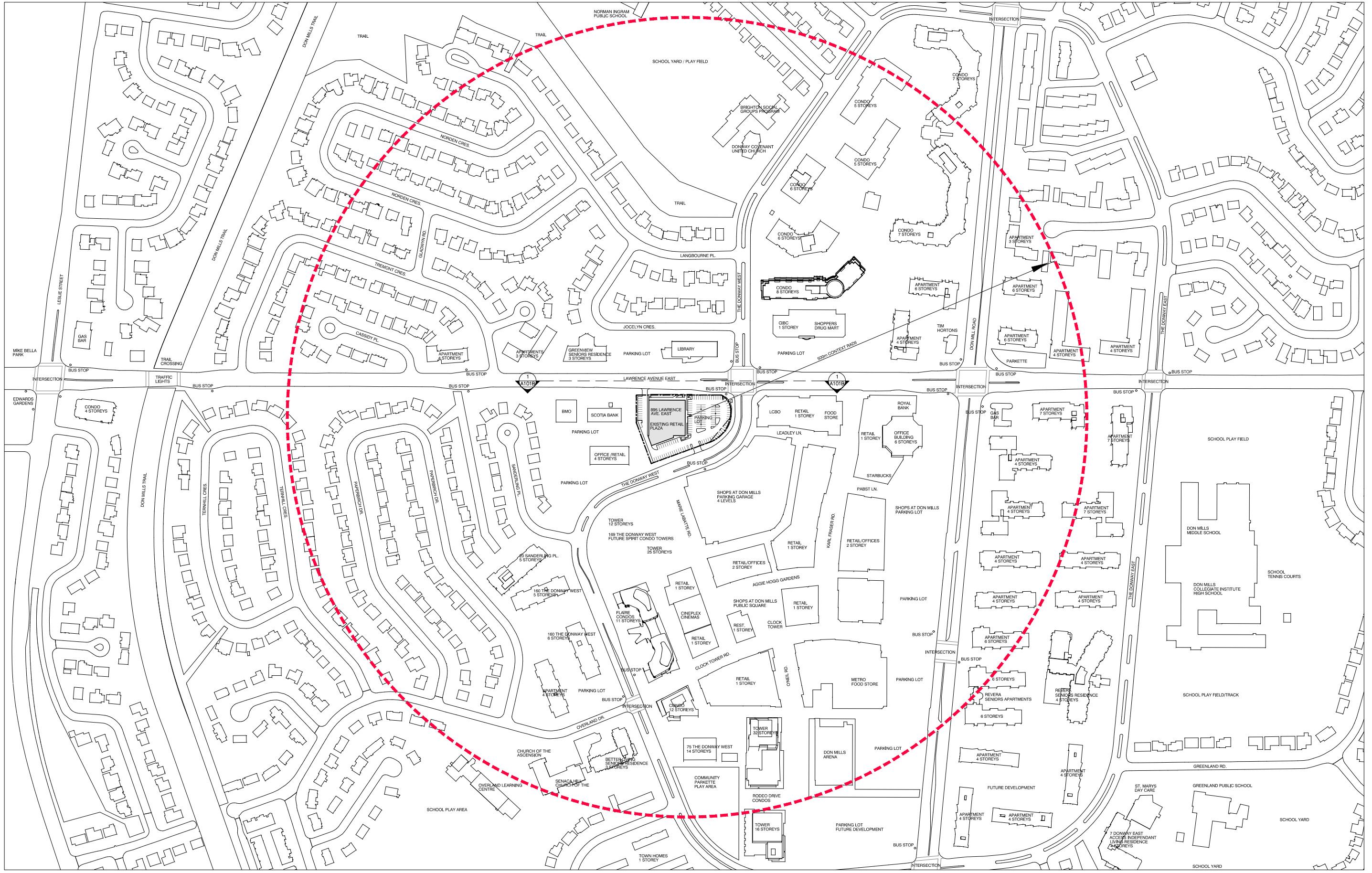


Michael Giallonardo, M.PL.
Associate

cc.

Chris Asmanis, BA Group
Cristina Campos Herrera, C.E.T., BA Group

Appendix A:
Reduced Scale Architectural Plans



1 CONTEXT PLAN
A101 1:1500

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#2	RE-ISSUED FOR ZONING BY-LAW AMENDMENT	23.06.20			

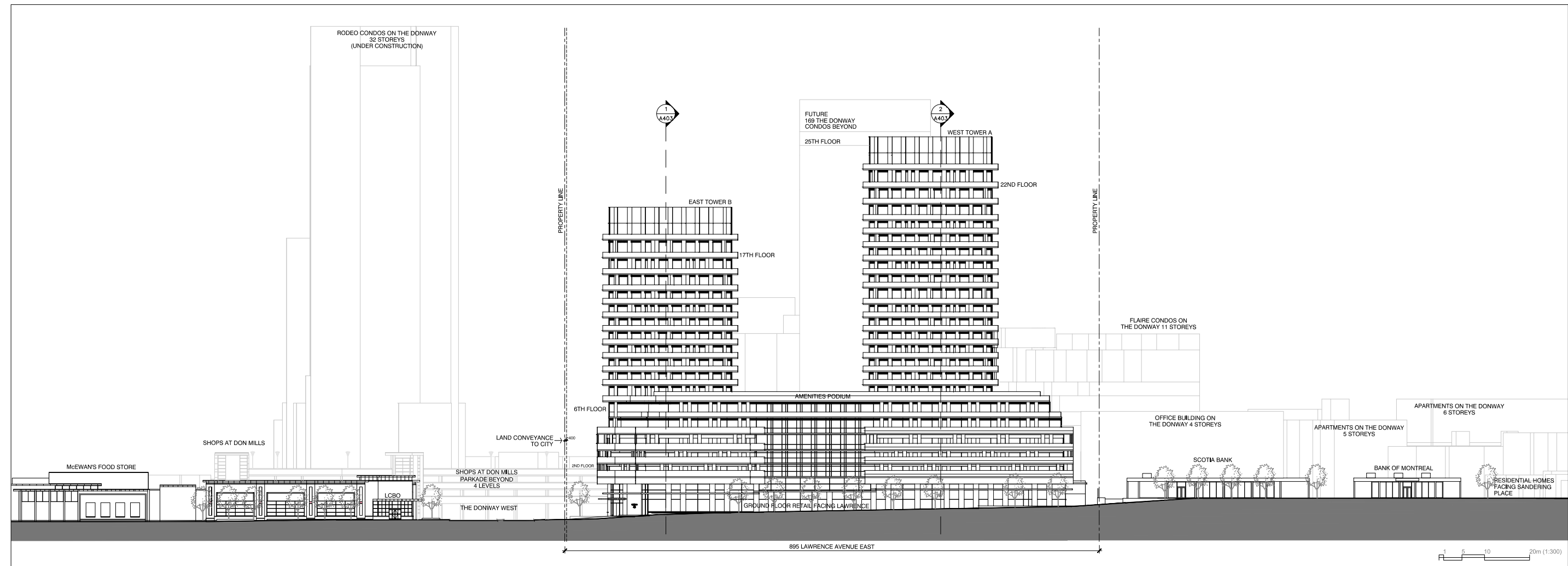


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 North York, Ontario
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Sheet No.	

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1
A102
1:300
CONTEXT EAST-WEST SECTION LOOKING SOUTH ALONG LAWRENCE AVE. EAST

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#1	ISSUED FOR ZONING BY-LAW AMENDMENT	22.07.18			
#2	RE-ISSUED FOR ZONING BY-LAW AMENDMENT	23.06.20			

KEY PLAN

Project North



FIRST CAPITAL
FCHT Holdings (Ontario) Corporation

WZMH
WZMH Architects
95 St. Clair Ave. W., Suite 1500
Toronto, Ontario, Canada M6V 1T6
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www.wzmh.com

895 Lawrence Ave East
North York, Ontario

Drawing Title
CONTEXT SITE SECTION

Sheet
22/04/11

Title
AS NOTED

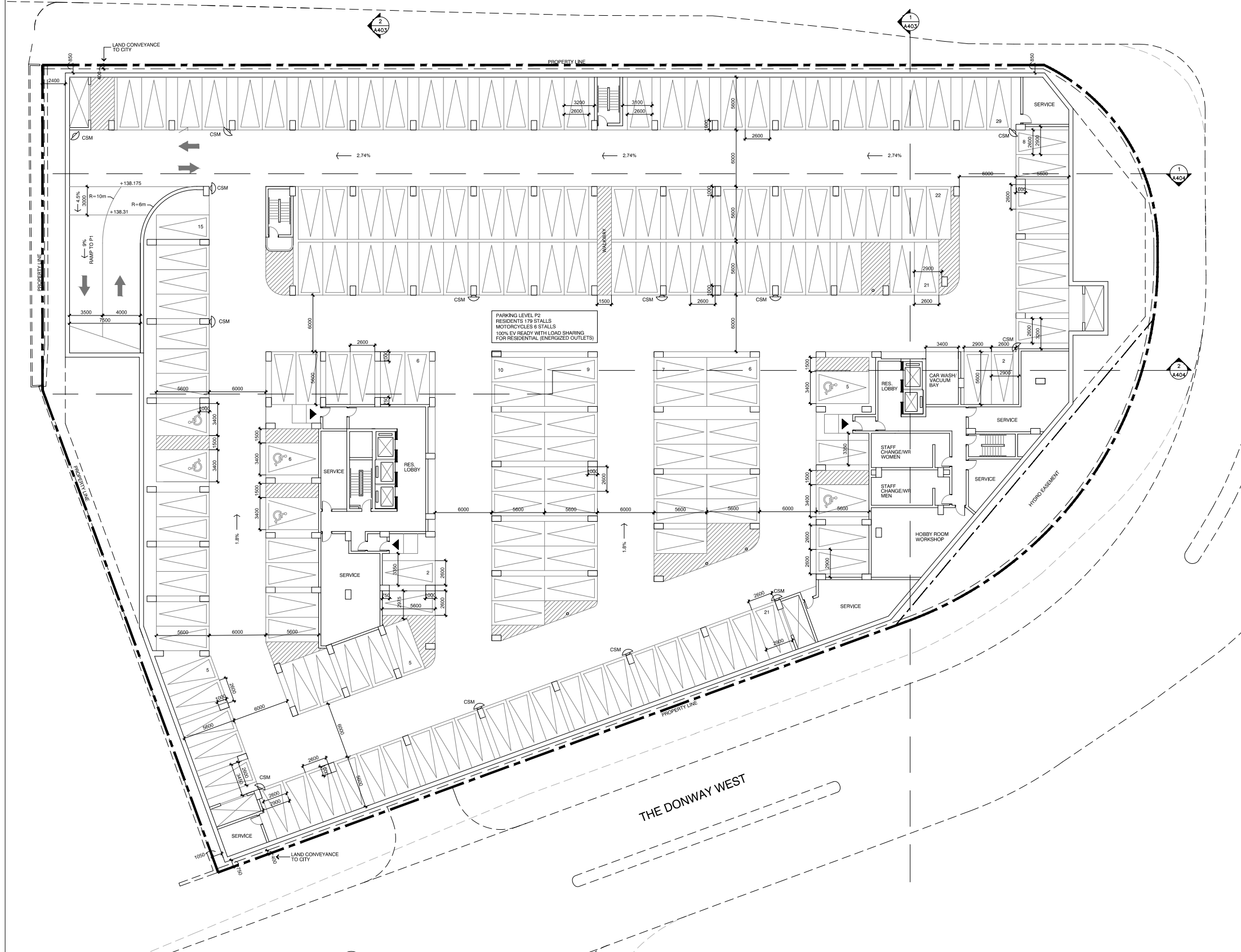
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SB

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JG

Project No.
7611.4

Sheet No.
A-101B

LAWRENCE AVE. EAST



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#2	RE-ISSUED FOR ZONING BY-LAW AMENDMENT	23.06.20			

KEY PLAN	



FIRST CAPITAL
FCHT Holdings (Ontario) Corporation

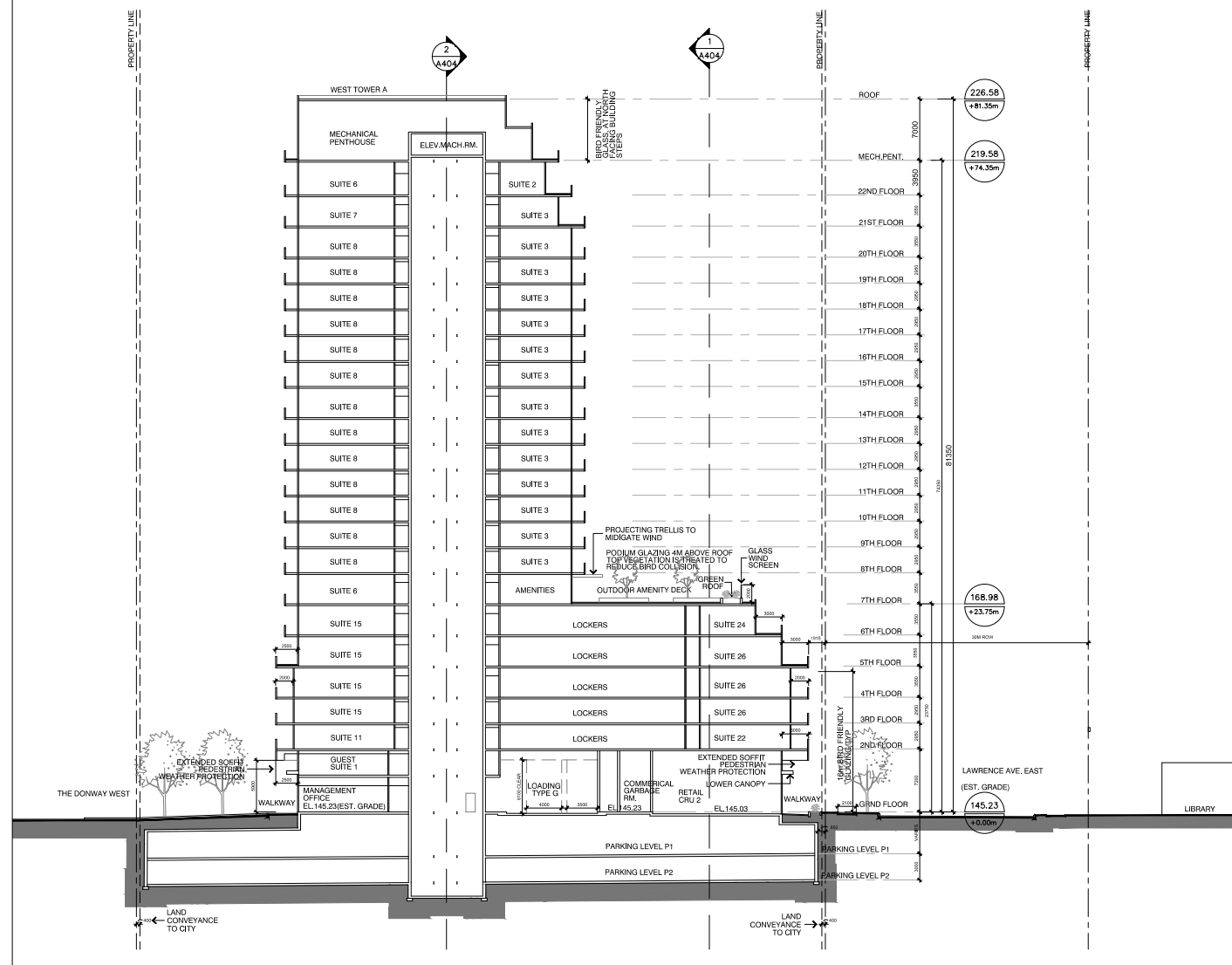
WZMH
WZMH Architects
95 St. Clair Ave. W., Suite 1500
Toronto, Ontario, Canada M4V 1T6
Tel: 416-960-4411
www.wzmh.com

895 Lawrence Ave East
North York, Ontario

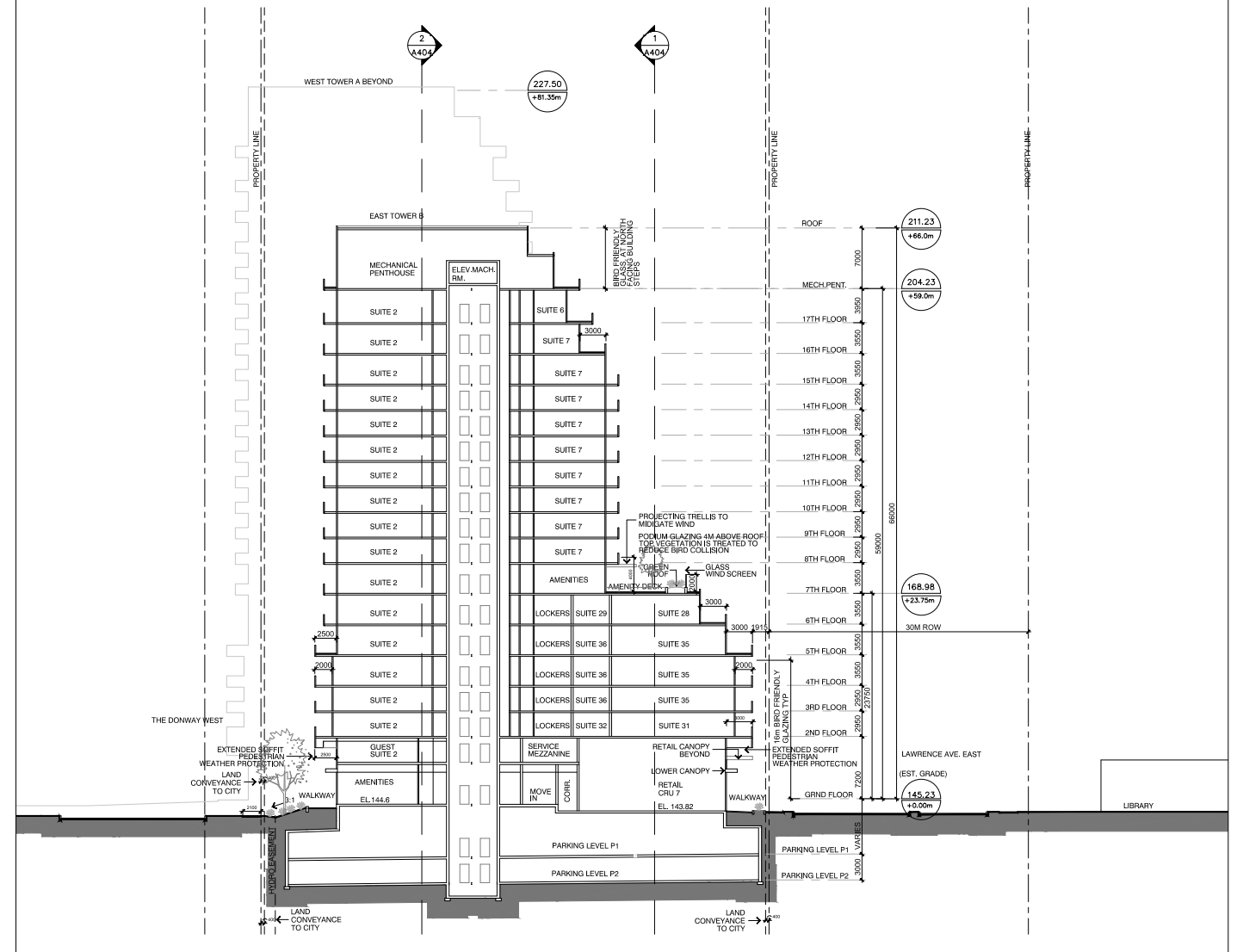
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A-201



2 NORTH-SOUTH SECTION LOOKING WEST THRU TOWER A
A403 1:250



1 NORTH-SOUTH SECTION LOOKING WEST THRU TOWER B
A403 1:250



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#2	RE-ISSUED FOR ZONING BY-LAW AMENDMENT	23.06.20			

KEY PLAN	

Project North

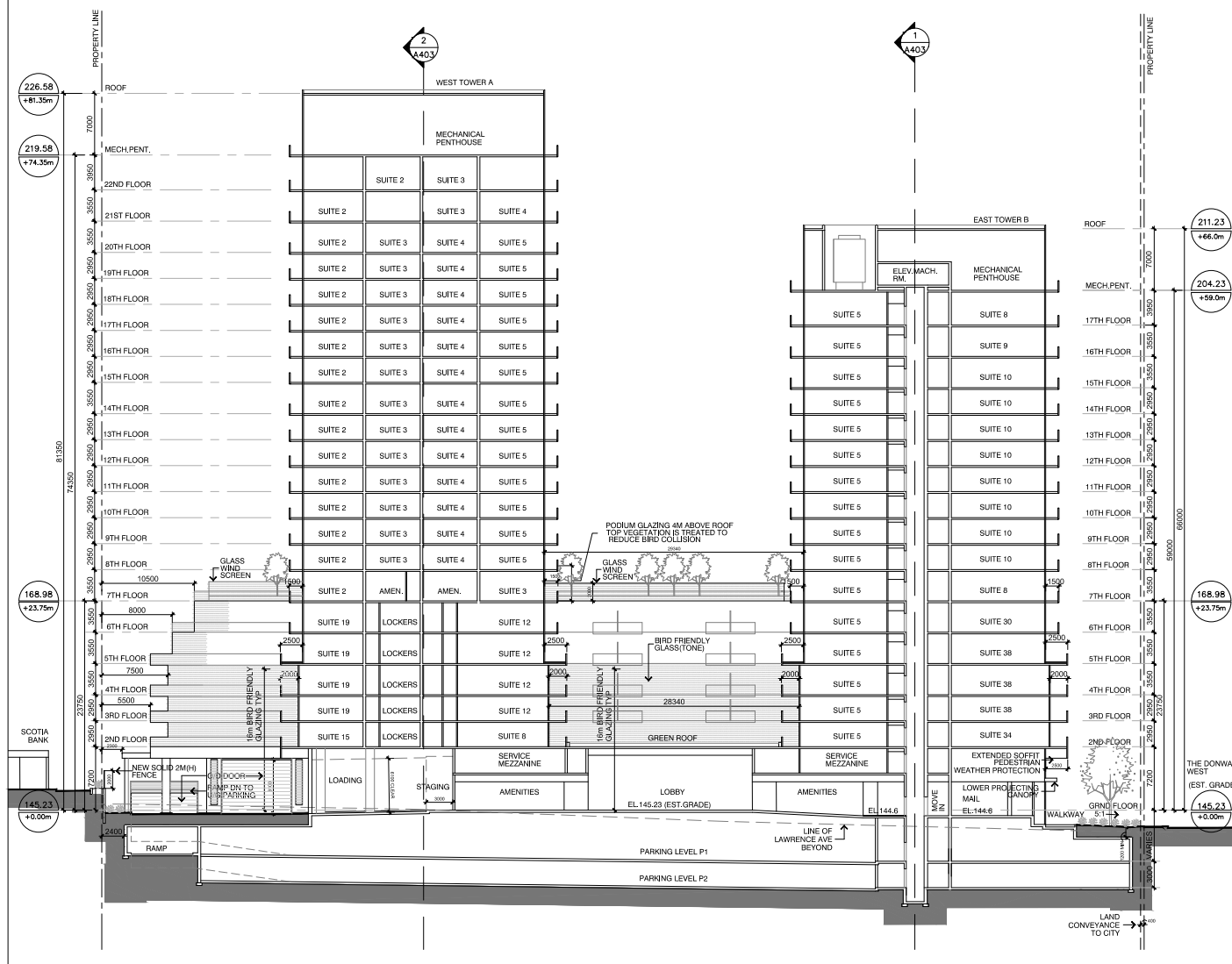
FCHT Holdings (Ontario) Corporation

WZMH Architects
95 St. Clair Ave. W., Suite 1500
Toronto, Ontario, Canada M5V 1T6
Tel: 416-593-1111
www.wzmf.com

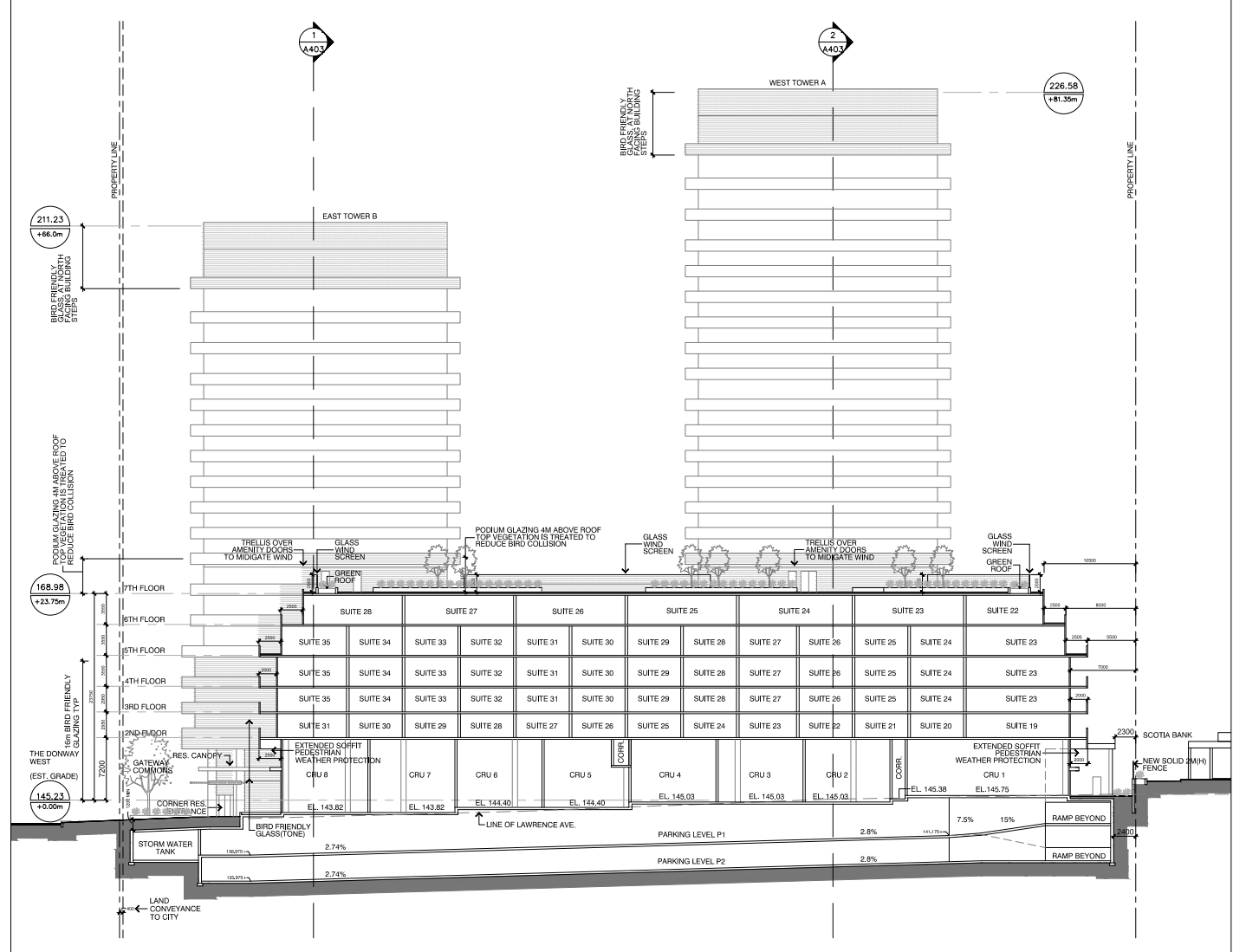
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North York, Ontario

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BUILDING SECTIONS

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Project No. 7611.4
Sheet No. **A-403**



2 EAST-WEST SECTION LOOKING NORTH
A404 1:250



1 EAST-WEST SECTION LOOKING SOUTH THRU PODIUM
A404 1:250

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#2	RE-ISSUED FOR ZONING BY-LAW AMENDMENT	23.06.20				



895 Lawrence Ave East
North York, Ontario



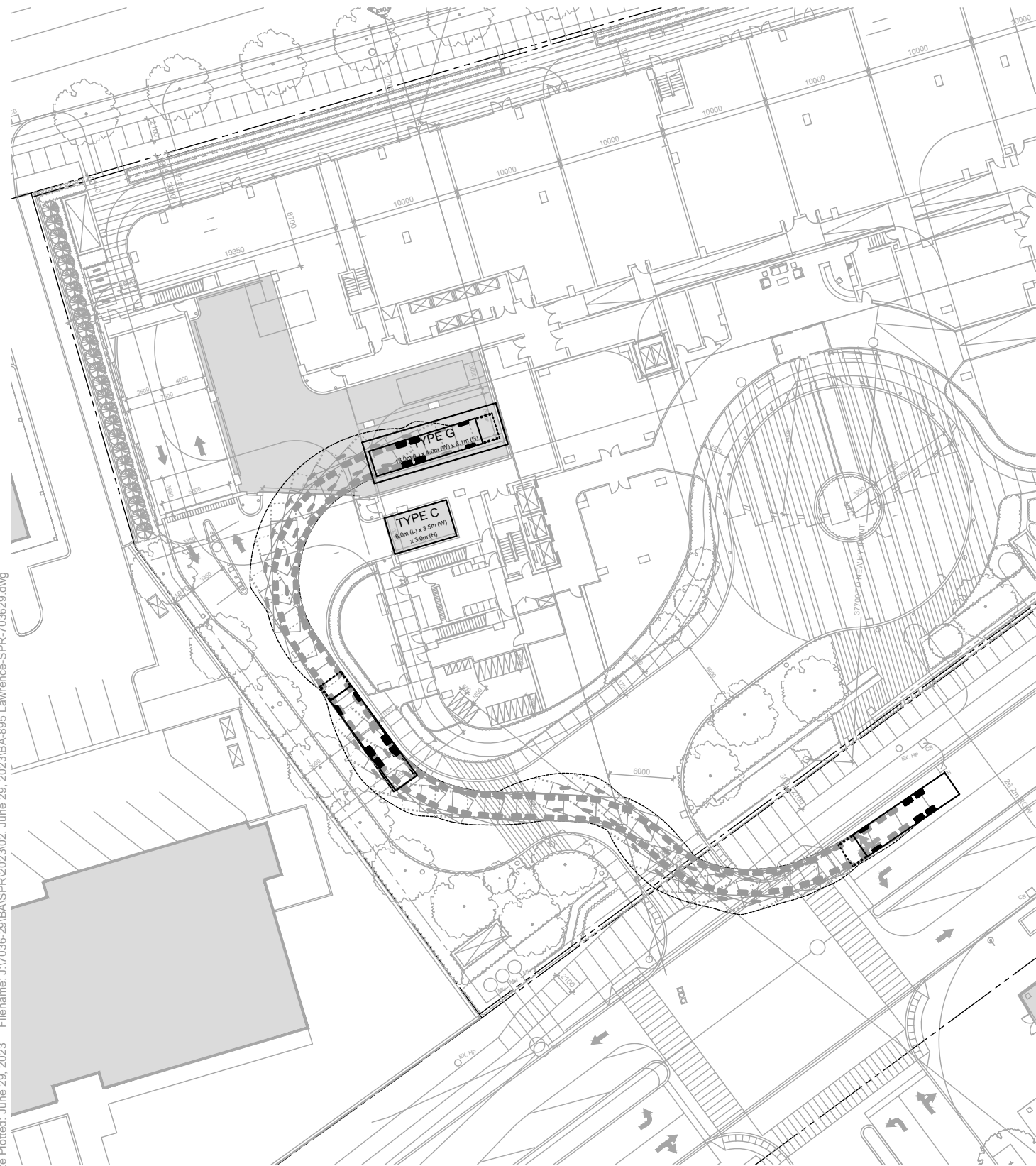
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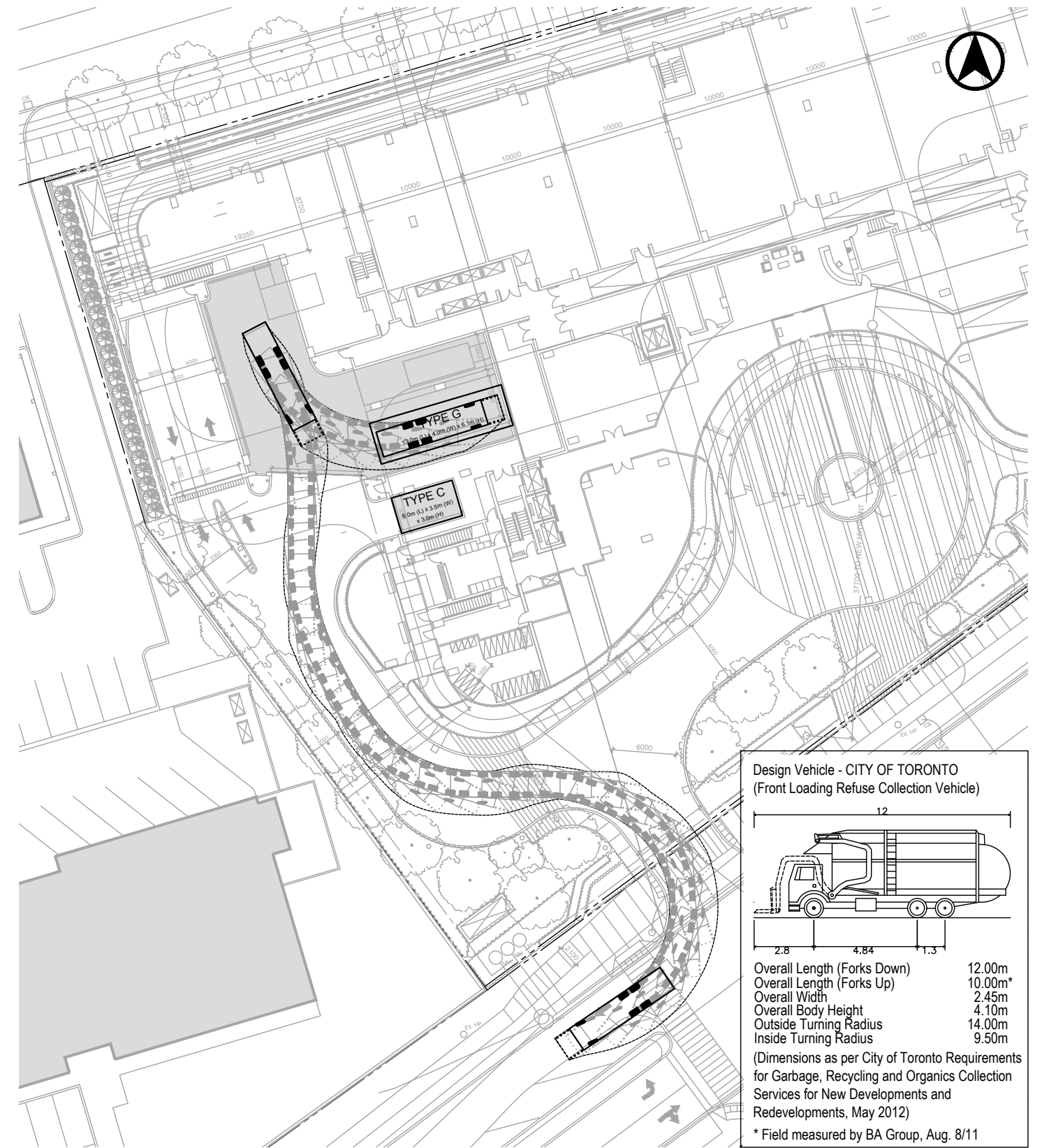
A-404

Appendix B: Vehicle Maneuvering Diagrams

INBOUND



OUTBOUND



Design Vehicle - CITY OF TORONTO
(Front Loading Refuse Collection Vehicle)

Overall Length (Forks Down)	12.00m
Overall Length (Forks Up)	10.00m*
Overall Width	2.45m
Overall Body Height	4.10m
Outside Turning Radius	14.00m
Inside Turning Radius	9.50m

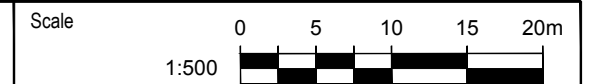
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* Field measured by BA Group, Aug. 8/11

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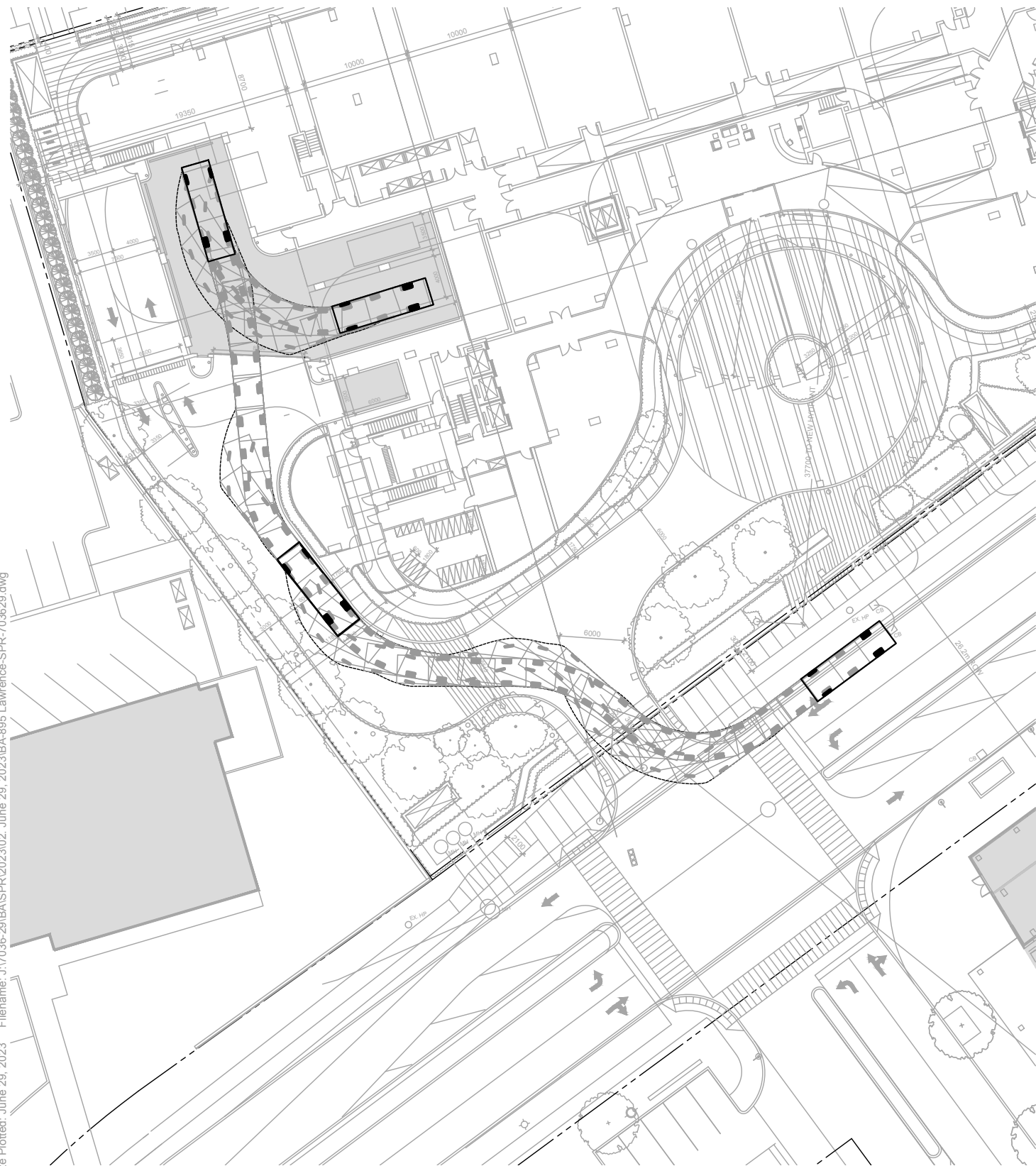
895 LAWRENCE AVE EAST
VEHICLE MANOEUVRING DIAGRAM
CITY OF TORONTO WASTE COLLECTION VEHICLE

Project: 895 LAWRENCE AVE E
Project No. 7036-29
Date: June 29, 2023
Revised: --

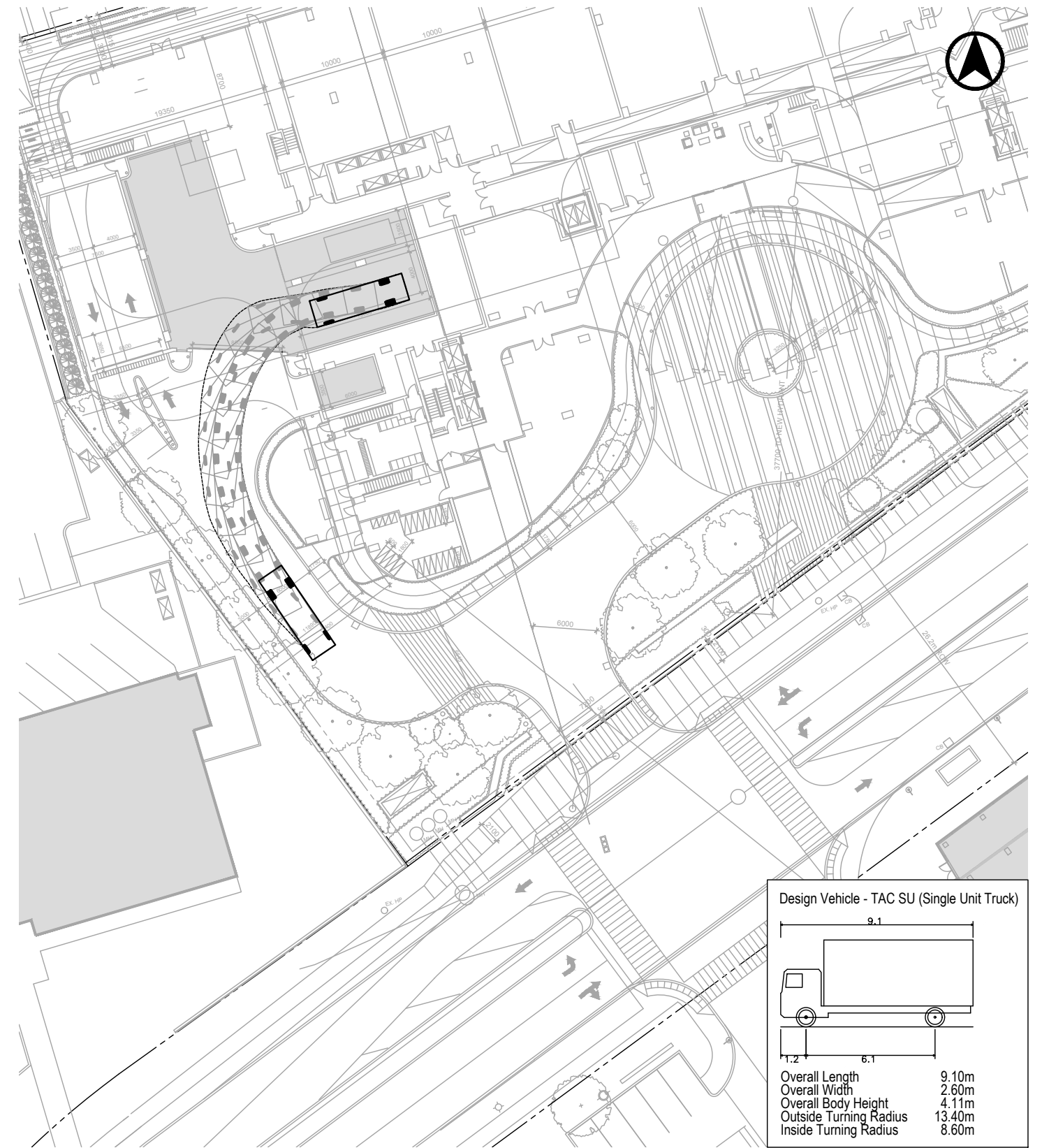


Drawing No. **VMD-01**

INBOUND



OUTBOUND



Date Plotted: June 29, 2023 File name: J:\7036-29\BA\SPR\2023\02 - June 29, 2023\BA-895 Lawrence-SPR-703629.dwg

Design Vehicle - TAC SU (Single Unit Truck)

Overall Length	9.10m
Overall Width	2.60m
Overall Body Height	4.11m
Outside Turning Radius	13.40m
Inside Turning Radius	8.60m



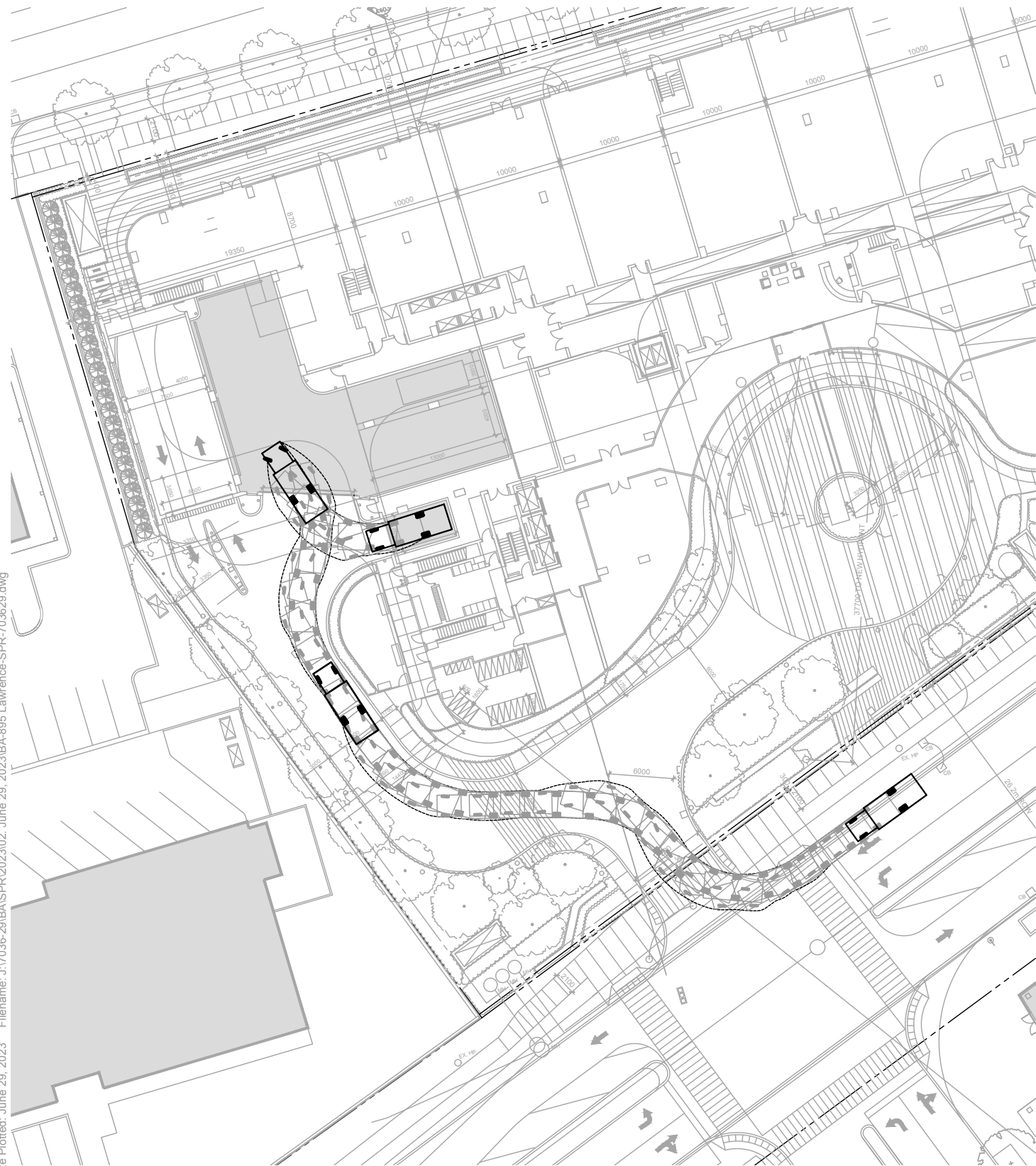
**895 LAWRENCE AVE EAST
VEHICLE MANOEUVRING DIAGRAM
TAC SINGLE UNIT TRUCK**

Project: 895 LAWRENCE AVE E
Project No. 7036-29
Date: June 29, 2023
Revised: --

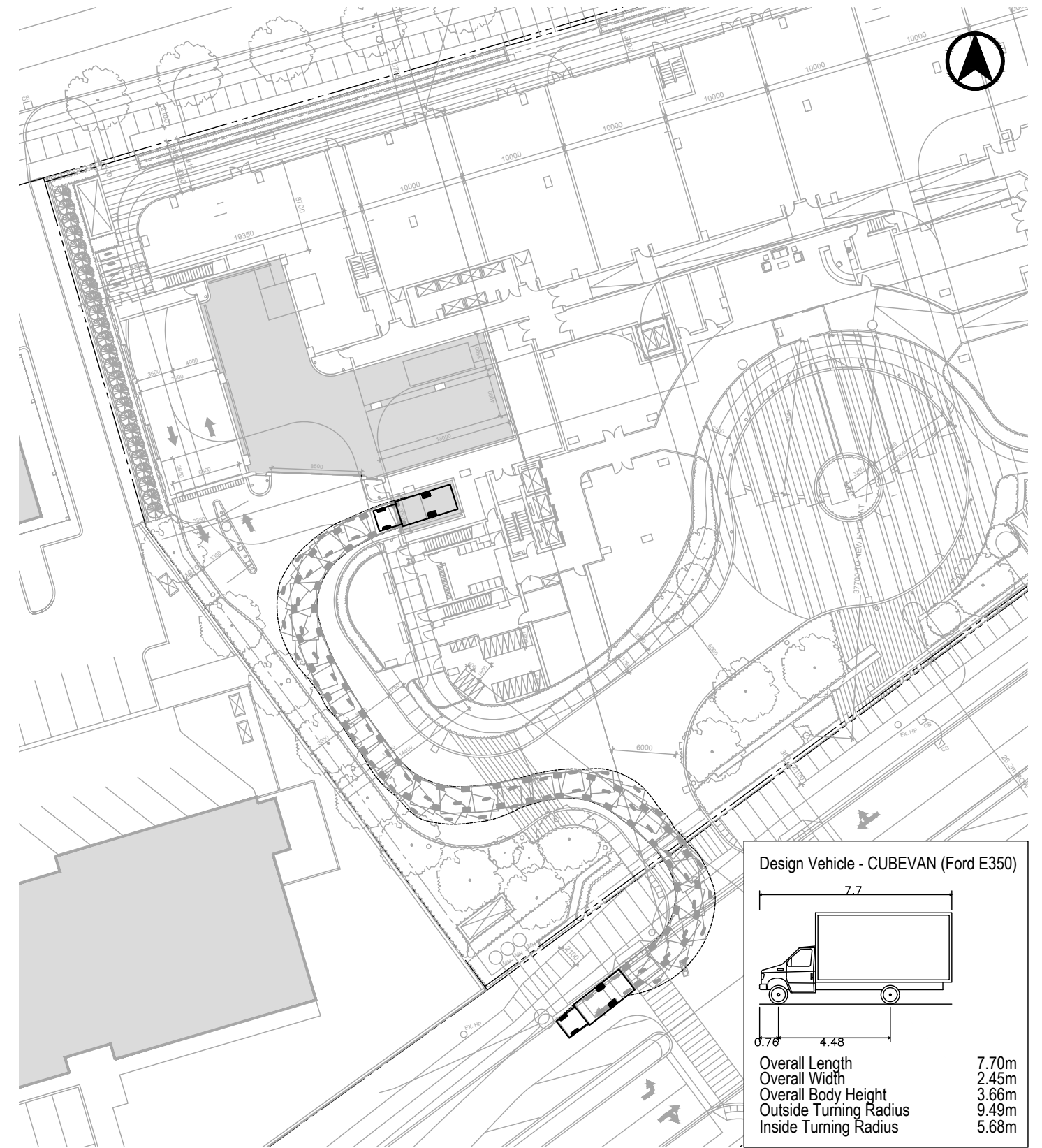


Drawing No. **VMD-02**

INBOUND



OUTBOUND



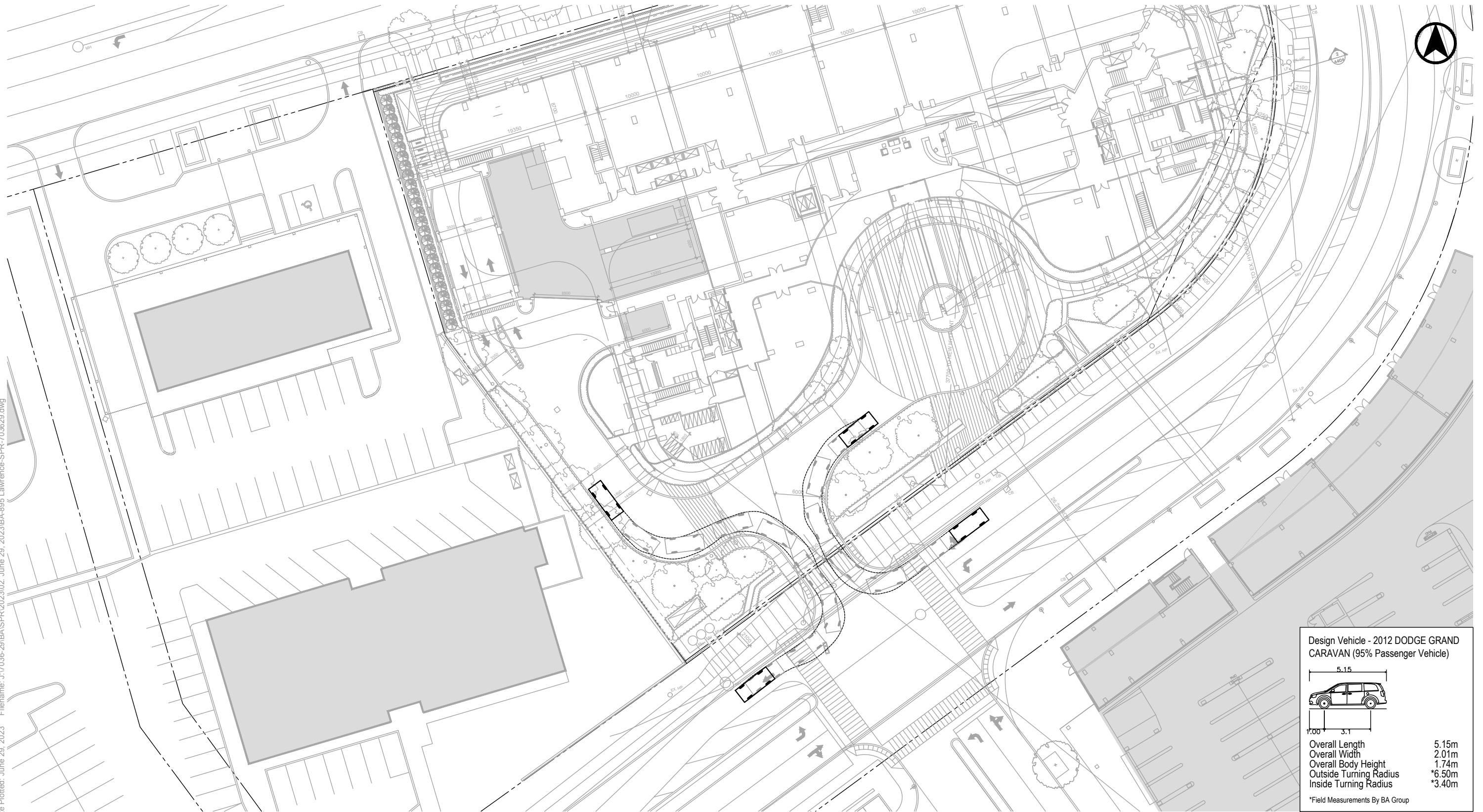
Design Vehicle - CUBEVAN (Ford E350)

Overall Length	7.70m
Overall Width	2.45m
Overall Body Height	3.66m
Outside Turning Radius	9.49m
Inside Turning Radius	5.68m

Date Plotted: June 29, 2023 File name: J:\7036-29\BA\SPR\2023\02_June 29_2023\BA-895 Lawrence-SPR-703629.dwg

	<h2>895 LAWRENCE AVE EAST</h2> <h3>VEHICLE MANOEUVRING DIAGRAM</h3> <h4>CUBEVAN (FORD E350)</h4>	Project: 895 LAWRENCE AVE E Project No. 7036-29 Date: June 29, 2023 Revised: --	Scale: 1:500
		Drawing No. VMD-03	

Date Plotted: June 29, 2023 File name: J:\7036-29\BA\SPR\2023\02_June 29_2023\BA-695 Lawrence-SPR-703629.dwg



Design Vehicle - 2012 DODGE GRAND CARAVAN (95% Passenger Vehicle)

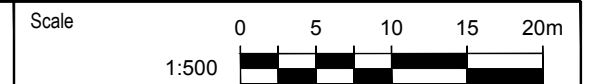
5.15
2.01
1.74
*6.50m
*3.40m

*Field Measurements By BA Group



**895 LAWRENCE AVE EAST
VEHICLE MANOEUVRING DIAGRAM
DODGE GRAND CARAVAN (95% PASSENGER VEHICLE)**

Project: 895 LAWRENCE AVE E
Project No. 7036-29
Date: June 29, 2023
Revised: --



Drawing No. **VMD-04**

Appendix C: Functional Design

Date Plotted: June 29, 2023 File name: J:\7036-29\BA\FD\2023\01 June 29, 2023\BA-895 Lawrence-FD-7036-29.dwg



LEGEND

- CATCH BASIN (EXISTING)
- HYDRO POLE (EXISTING)
- MANHOLE (EXISTING)
- SIDEWALK (MATCH EXISTING)

NOTES

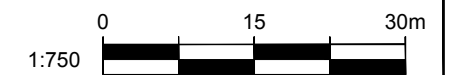
- A. TACTILE WALKING SURFACE INDICATOR AND CURB RAMP DETAIL DESIGNED AS PER CITY OF TORONTO STANDARD T.310.030-10
- B. CONCRETE DROPPED CURB AND GUTTER DETAIL DESIGNED AS PER CITY OF TORONTO STANDARD T.310-030-10
- C. SIGNALIZED INTERSECTION CONFIGURATION DESIGNED AS PER CITY OF TORONTO STANDARD T.310.030-7
- D. DRIVEWAY ENTRANCE DESIGNED AS PER CITY OF TORONTO STANDARD T-350.01

BOUNDARY AND PLAN INFORMATION SHOWN HEREON HAS BEEN COMPILED FROM SURVEYOR'S REAL PROPERTY REPORT BY SCHAEFER DZALDOV BENNETT LTD., DATED SEPTEMBER 19, 2012 (JOB No. 12-358-00).



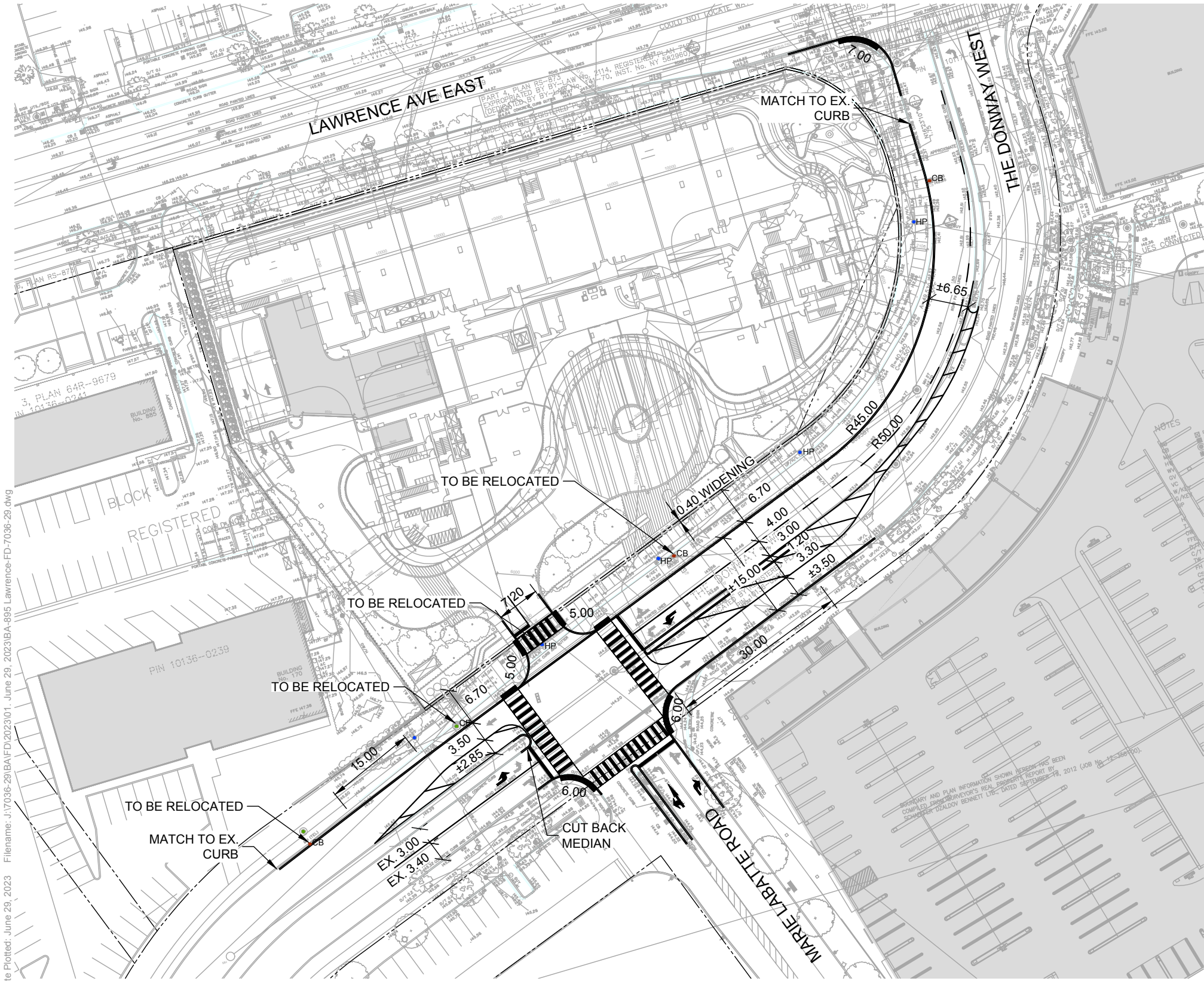
**895 LAWRENCE AVENUE EAST
EXISTING FUNCTIONAL PLAN**

Project: 895 Lawrence Ave E
 Project No. 7036-29
 Date: June 29, 2023
 Revised: --



Drawing No.

FD-01A



LEGEND

- CATCH BASIN (EXISTING)
- HYDRO POLE (EXISTING)
- MANHOLE (EXISTING)
- SIDEWALK (MATCH EXISTING)

NOTES

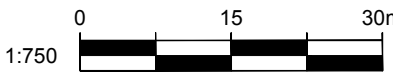
- A. TACTILE WALKING SURFACE INDICATOR AND CURB RAMP DETAIL DESIGNED AS PER CITY OF TORONTO STANDARD T.310.030-10
- B. CONCRETE DROPPED CURB AND GUTTER DETAIL DESIGNED AS PER CITY OF TORONTO STANDARD T.310-030-10
- C. SIGNALIZED INTERSECTION CONFIGURATION DESIGNED AS PER CITY OF TORONTO STANDARD T.310.030-7
- D. DRIVEWAY ENTRANCE DESIGNED AS PER CITY OF TORONTO STANDARD T-350.01

Date Plotted: June 29, 2023 File name: J:\7036-29\BA\FD\2023\01 June 29, 2023\BA-895 Lawrence-FD-7036-29.dwg



**895 LAWRENCE AVENUE EAST
PROPOSED FUNCTIONAL DESIGN**

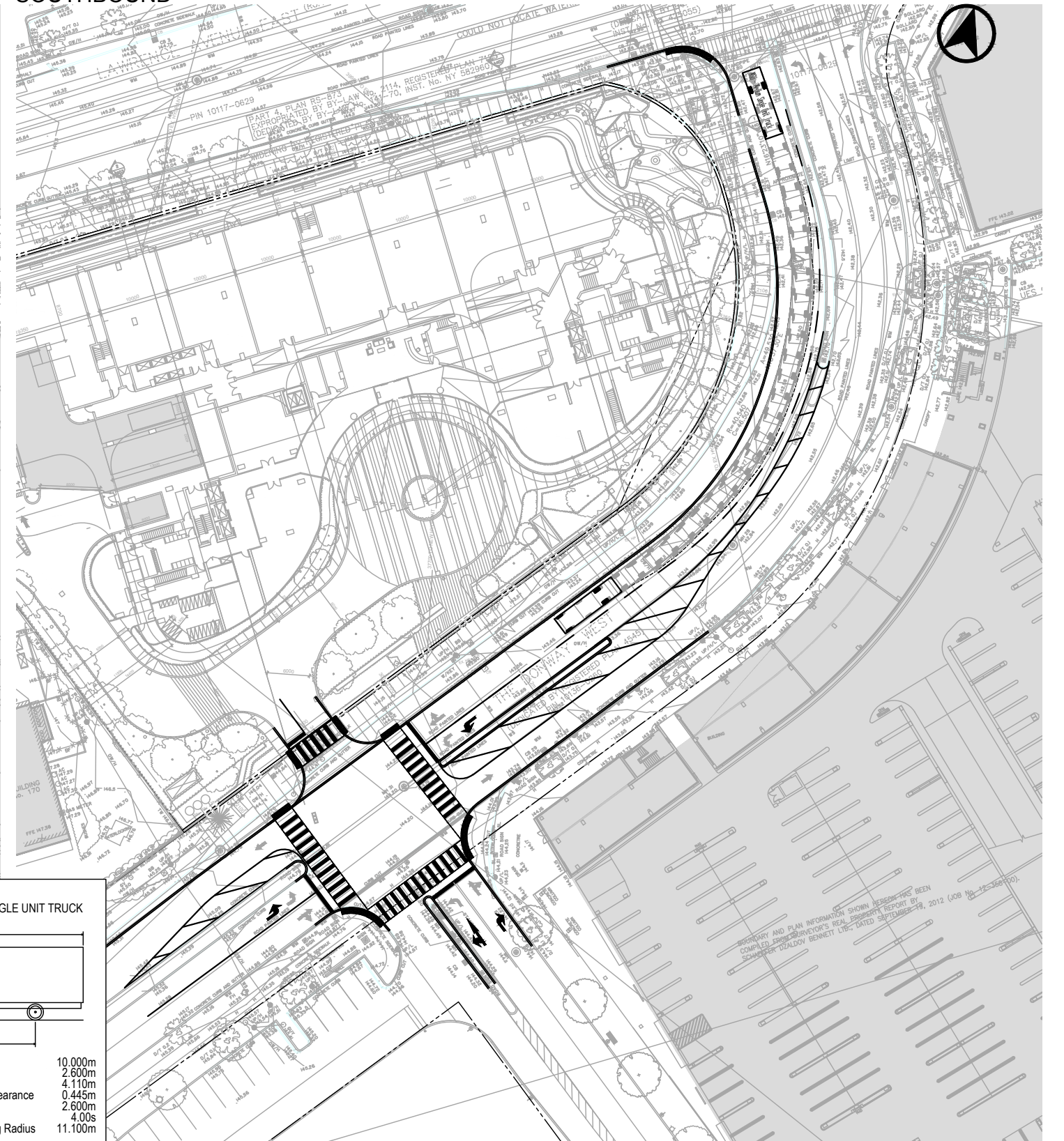
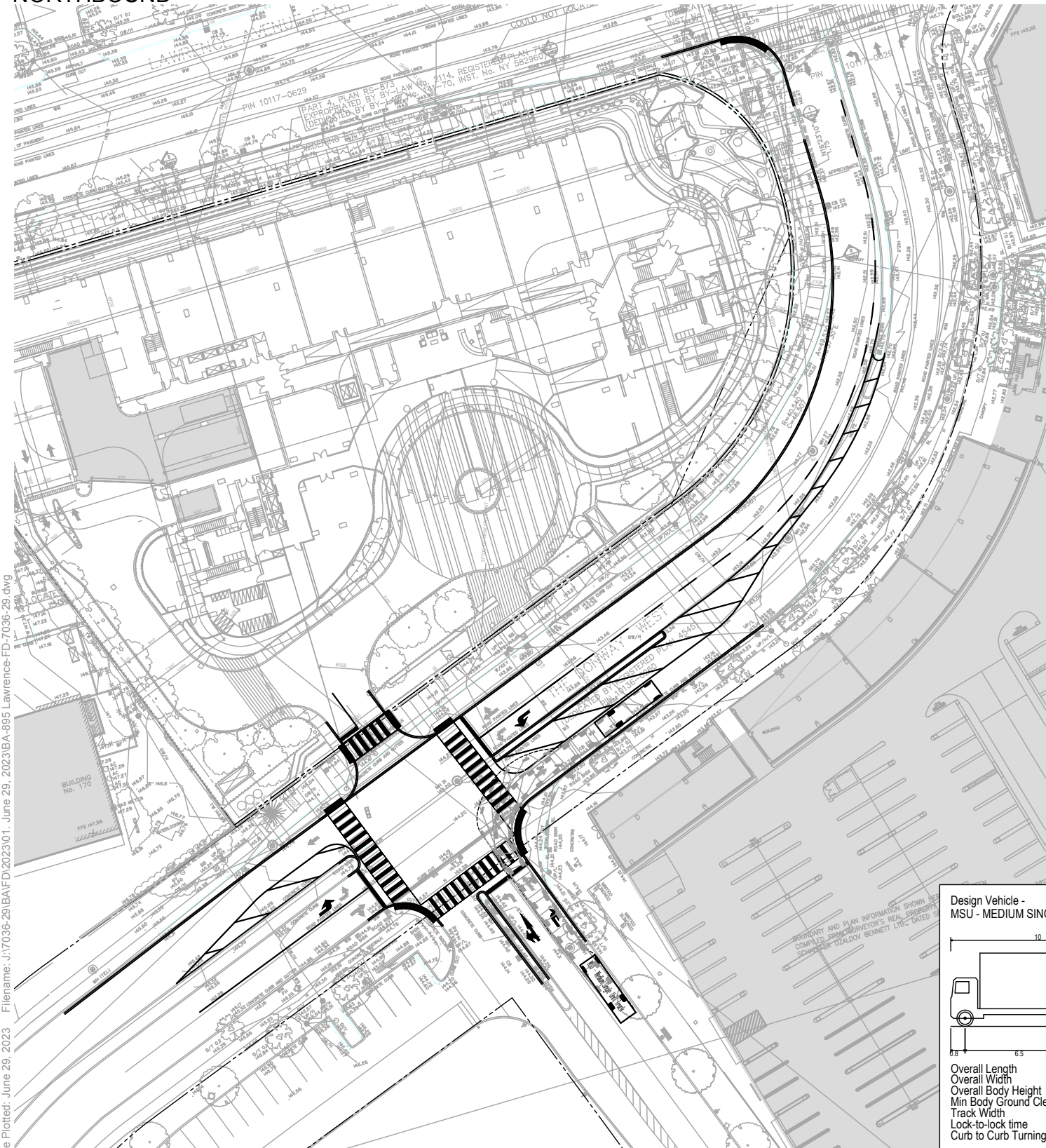
Project: 895 Lawrence Ave E
 Project No. 7036-29
 Date: June 29, 2023
 Revised: --



Drawing No. **FD-01B**

NORTHBOUND

SOUTHBOUND



Design Vehicle -
MSU - MEDIUM SINGLE UNIT TRUCK

Overall Length	10.000m
Overall Width	2.600m
Overall Body Height	4.110m
Min Body Ground Clearance	0.445m
Track Width	2.600m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	11.100m

Date Plotted: June 29, 2023 File Name: J:\7036-29\BA\FD\2023\01 - June 29, 2023\BA-895 Lawrence-FD-7036-29.dwg



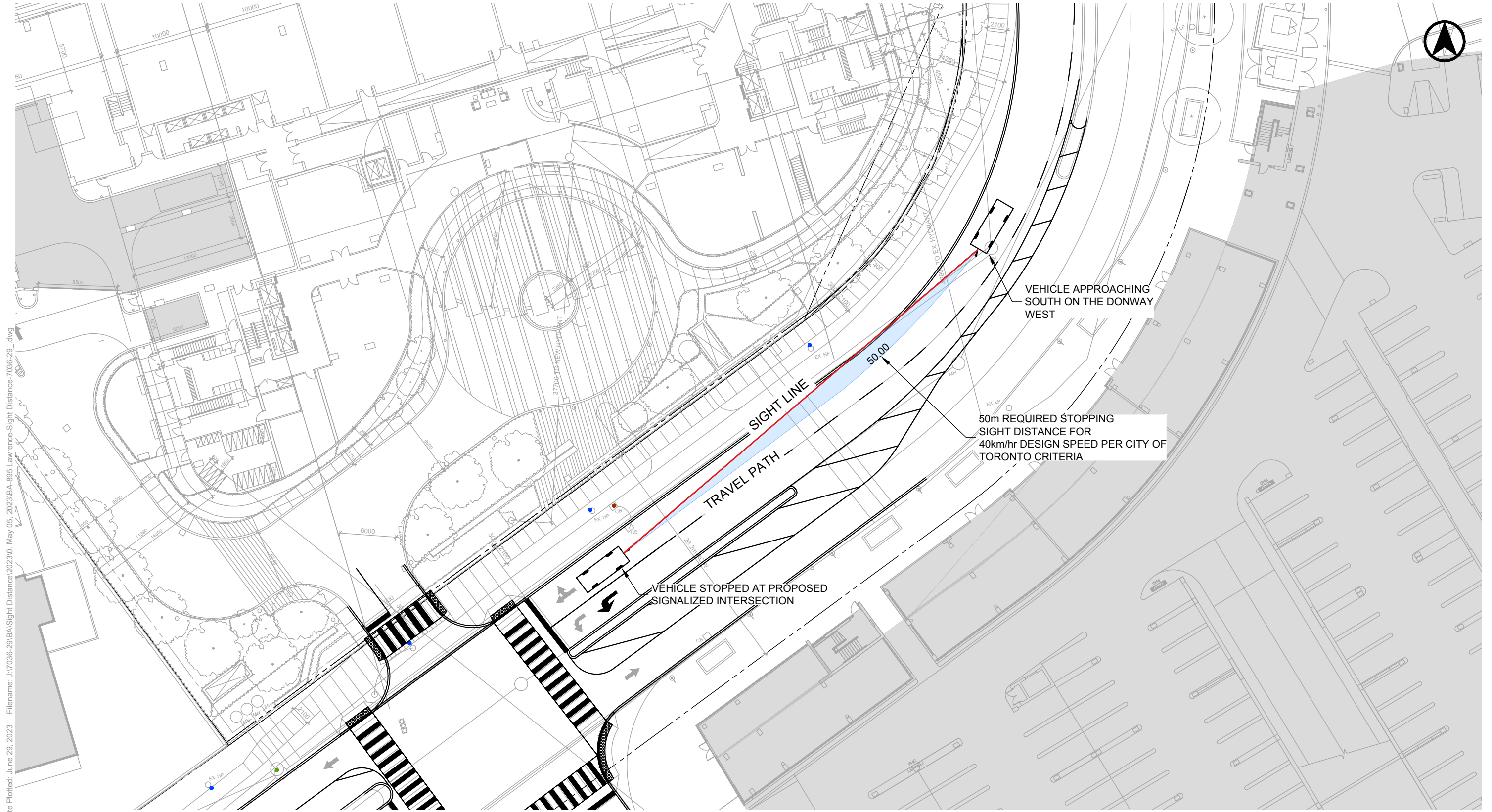
895 LAWRENCE AVENUE EAST
VEHICLE MANOEUVRING DIAGRAM
MEDIUM SINGLE UNIT TRUCK

Project: 895 Lawrence Ave E
Project No. 7036-29
Date: June 29, 2023
Revised: --



Drawing No. VMD-01

Appendix D:
Donway West / Marie Labatte Road / New Site Driveway Intersection
Stopping Sight Distance



Date Plotted: June 29, 2023 File name: J:\7036-29\BA\Sight Distance\2023\0_May 05_2023\BA-895 Lawrence-Sight Distance-7036-29.dwg

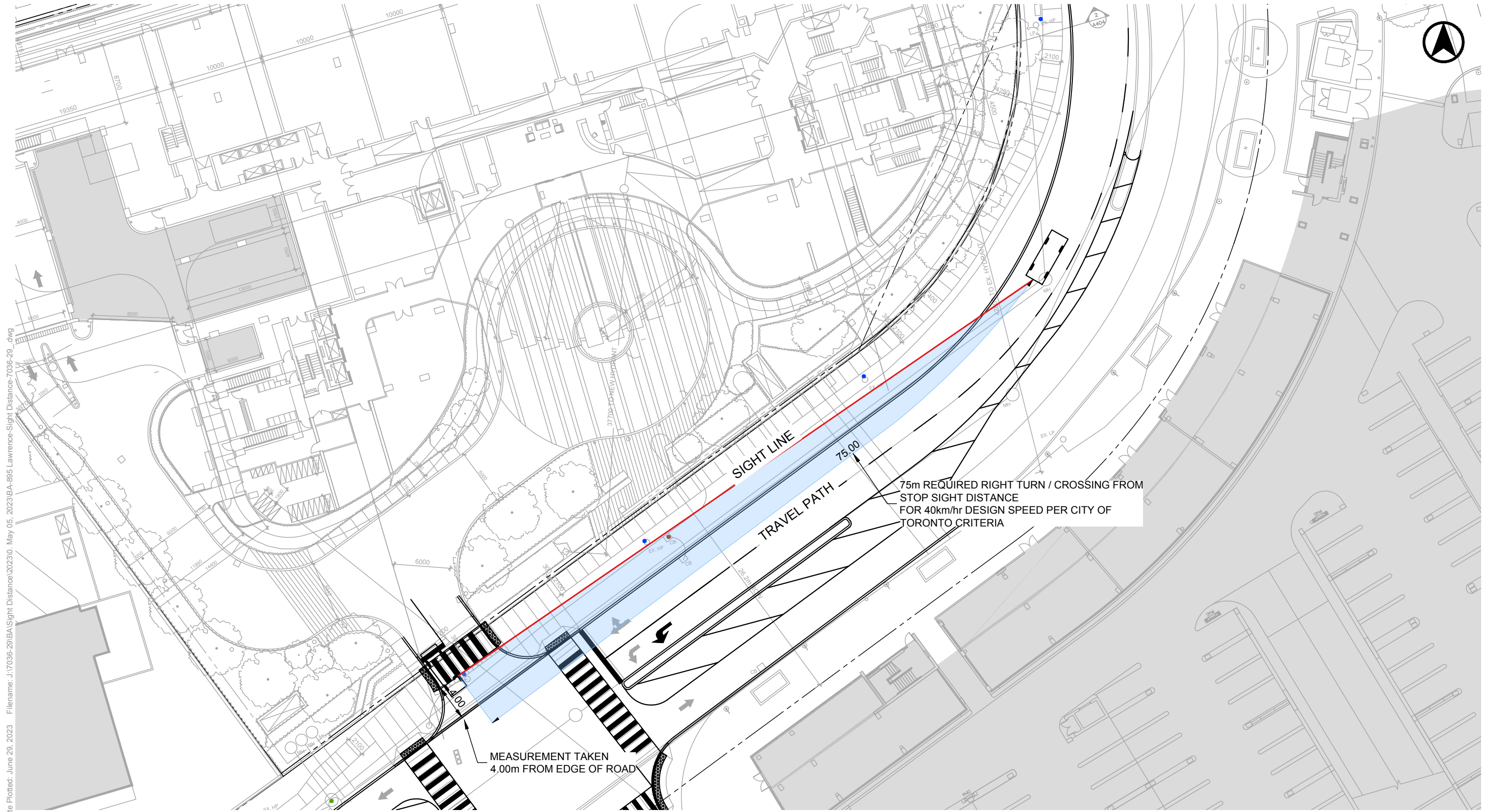


895 LAWRENCE AVENUE EAST
CITY OF TORONTO SIGHT LINE POLICY
STOPPING SIGHT DISTANCE (SSD)

Project: 895 Lawrence Ave E
 Project No. 7036-29
 Date: June 29, 2023
 Revised: --

Scale 0 2 4 6 8 10 20m
 1:400

Drawing No. **SD-01**

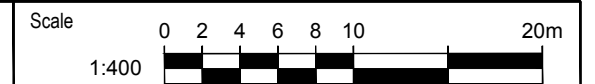


Date Plotted: June 29, 2023 File name: J:\7036-29\BA\Sight Distance\2023\0_May 05_2023\BA-895 Lawrence-Sight Distance-7036-29_.dwg



895 LAWRENCE AVENUE EAST
CITY OF TORONTO SIGHT LINE POLICY
RIGHT TURN / CROSSING FROM STOP SIGHT DISTANCE

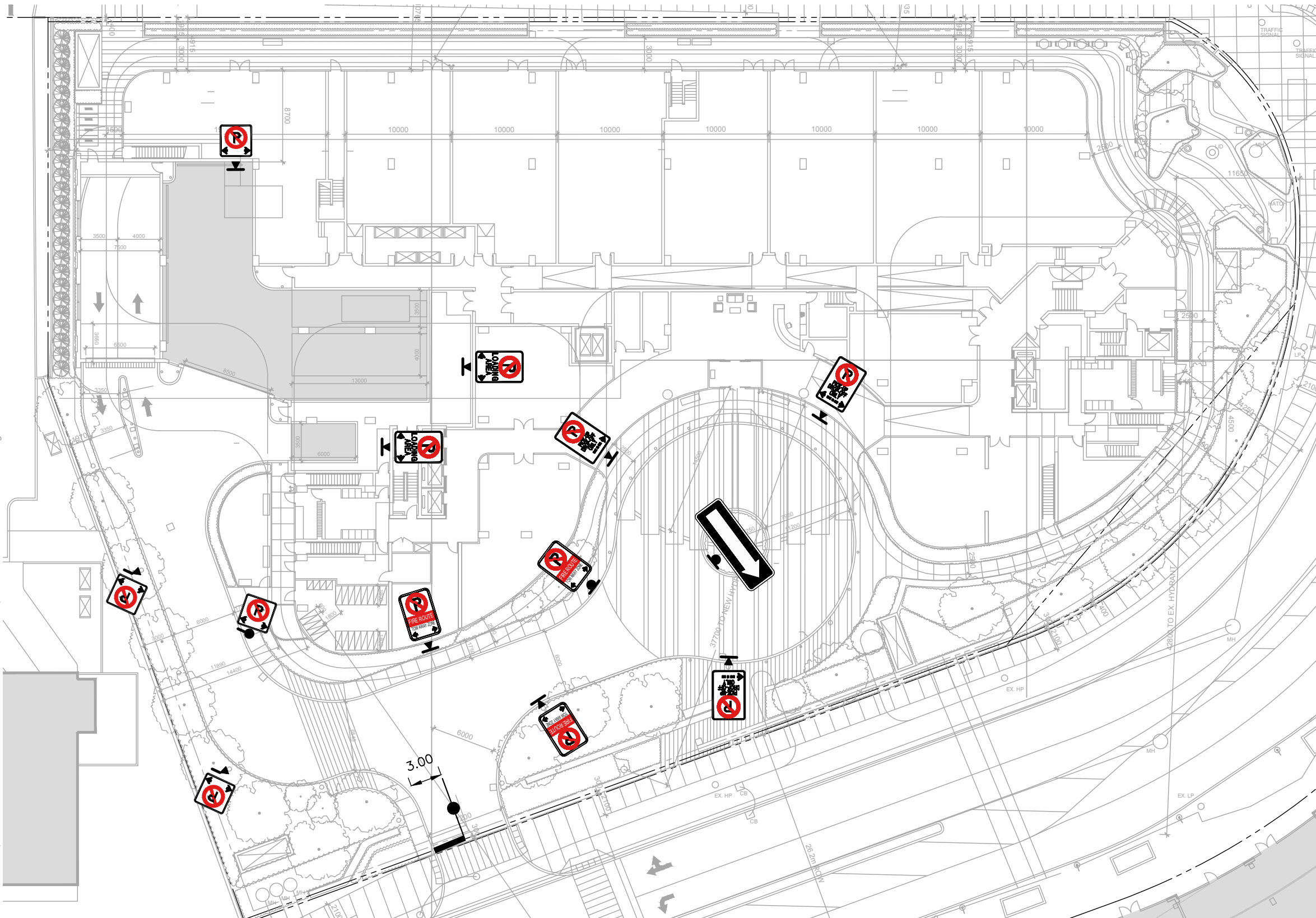
Project: 895 Lawrence Ave E
 Project No. 7036-29
 Date: June 29, 2023
 Revised: --



Drawing No. **SD-02**

Appendix E: Pavement Marking & Signage Plan

Date Plotted: June 29, 2023
 Filename: J:\7036-29\BASIGNAGE\2023\2. June 29, 2023\BA-895 Lawrence-SN-7036-29.dwg



SIGNAGE LEGEND



SIGN MOUNT LEGEND

ALL SIGNS ARE SHOWN IN APPROXIMATE LOCATIONS AND TO BE DETERMINED ON SITE. SIGNS MUST BE VISIBLE TO DRIVER AND NOT OBSTRUCTED BY LANDSCAPE.

- PROPOSED POST
- PROPOSED WALL/COLUMN MOUNT SIGN
- PROPOSED POST PERPENDICULAR SIGN
- PROPOSED WALL / COLUMN PERPENDICULAR
- CONVEX MIRROR

PAVEMENT MARKING:

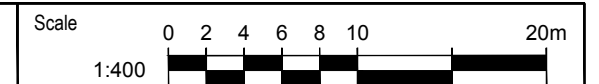
(NOTE-ALL MARKINGS MUST CONFORM TO THE ONTARIO TRAFFIC MANUAL (OTM) BOOK 11

- 10cm (4 in.) YELLOW SOLID
- THROUGH ARROW (3m (10 ft.))
- ALL STOP BARS TO BE 60cm (2 ft.) WHITE SOLID
- INTERNATIONAL SYMBOL OF ACCESS (1.5m x 1.5m)
 - BORDER AND SYMBOL TRAFFIC WHITE
 - BORDER TO BE 10cm WIDE
 - BLUE BACKGROUND
- ZONE PAINTING
 - 10cm SOLID TRAFFIC YELLOW
 - 45° ANGLE
 - 60cm O/C



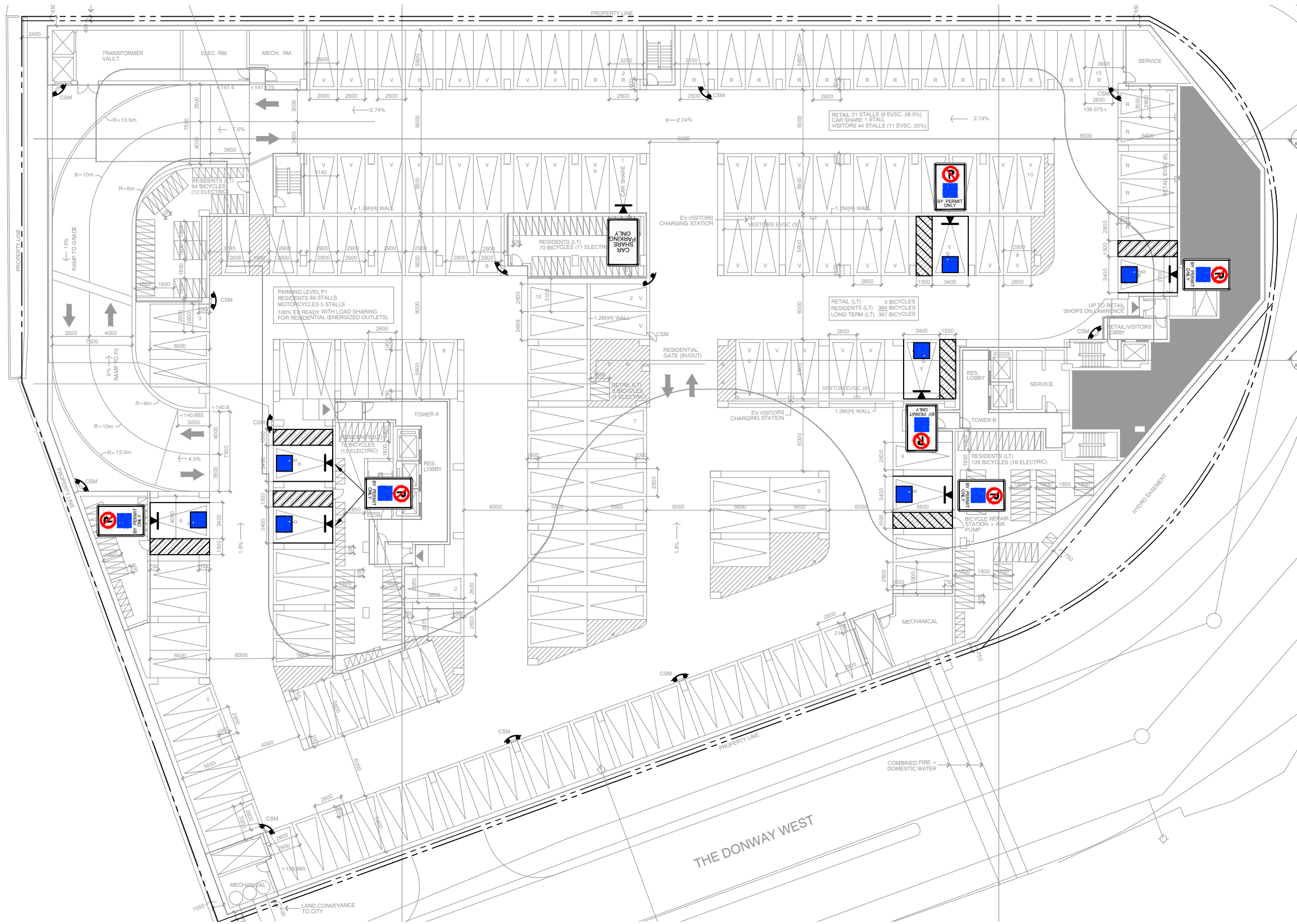
**895 LAWRENCE AVE EAST
 PAVEMENT MARKING AND SIGNAGE PLAN
 GROUND FLOOR**

Project: 895 Lawrence Ave E
 Project No. 7036-29
 Date: June 29, 2023
 Revised: --

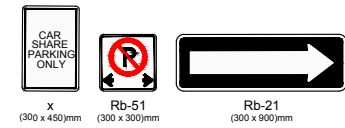
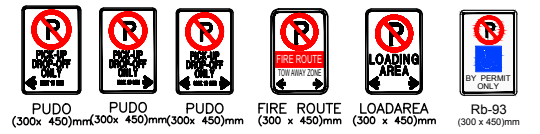


Drawing No. **SN-01**

Date Plotted: June 29, 2023 File name: J:\7036-29\BASIGNAGE\2023\2. June 29, 2023\BA-895 Lawrence-SN-7036-29.dwg



SIGNAGE LEGEND



SIGN MOUNT LEGEND

ALL SIGNS ARE SHOWN IN APPROXIMATE LOCATIONS AND TO BE DETERMINED ON SITE. SIGNS MUST BE VISIBLE TO DRIVER AND NOT OBSTRUCTED BY LANDSCAPE.

- PROPOSED POST
- PROPOSED WALL/COLUMN MOUNT SIGN
- PROPOSED POST PERPENDICULAR SIGN
- PROPOSED WALL / COLUMN PERPENDICULAR
- CONVEX MIRROR

PAVEMENT MARKING:

(NOTE-ALL MARKINGS MUST CONFORM TO THE ONTARIO TRAFFIC MANUAL (OTM) BOOK 11

- 10cm (4 in.) YELLOW SOLID
- THROUGH ARROW (3m (10 ft.))
- ALL STOP BARS TO BE 60cm (2 ft.) WHITE SOLID
- INTERNATIONAL SYMBOL OF ACCESS (1.5m x 1.5m)
 - BORDER AND SYMBOL TRAFFIC WHITE
 - BORDER TO BE 10cm WIDE
 - BLUE BACKGROUND
- ZONE PAINTING
 - 10cm SOLID TRAFFIC YELLOW
 - 45° ANGLE
 - 60cm O/C



**895 LAWRENCE AVE EAST
PAVEMENT MARKING AND SIGNAGE PLAN
PARKING LEVEL P1**

Project: 895 Lawrence Ave E
Project No. 7036-29
Date: June 29, 2023
Revised: --

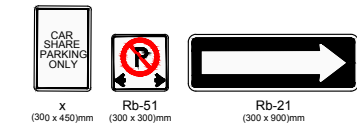


Drawing No. **SN-02**

Date Plotted: June 29, 2023 File name: J:\7036-29\BASIGNAGE\2023\2 June 29, 2023\BA-895 Lawrence-SN-7036-29.dwg



SIGNAGE LEGEND



SIGN MOUNT LEGEND

ALL SIGNS ARE SHOWN IN APPROXIMATE LOCATIONS AND TO BE DETERMINED ON SITE. SIGNS MUST BE VISIBLE TO DRIVER AND NOT OBSTRUCTED BY LANDSCAPE.

- PROPOSED POST
- PROPOSED WALL/COLUMN MOUNT SIGN
- PROPOSED POST PERPENDICULAR SIGN
- PROPOSED WALL / COLUMN PERPENDICULAR
- CONVEX MIRROR

PAVEMENT MARKING:

(NOTE-ALL MARKINGS MUST CONFORM TO THE ONTARIO TRAFFIC MANUAL (OTM) BOOK 11

- 10cm (4 in.) YELLOW SOLID
- THROUGH ARROW (3m (10 ft.))
- ALL STOP BARS TO BE 60cm (2 ft.) WHITE SOLID
- INTERNATIONAL SYMBOL OF ACCESS (1.5m x 1.5m)
 - BORDER AND SYMBOL TRAFFIC WHITE
 - BORDER TO BE 10cm WIDE
 - BLUE BACKGROUND
- ZONE PAINTING
 - 10cm SOLID TRAFFIC YELLOW
 - 45° ANGLE
 - 60cm O/C



**895 LAWRENCE AVE EAST
PAVEMENT MARKING AND SIGNAGE PLAN
PARKING LEVEL P2**

Project: 895 Lawrence Ave E
Project No. 7036-29
Date: June 29, 2023
Revised: --



Drawing No. **SN-03**

Appendix F: Turning Movement Counts



Turning Movement Count (3 - LAWRENCE AVE E & 895 LAWRENCE AVE E PARKING LOT DRIVEWAY)

Start Time	N Approach LIBRARY DRIVEWAY						Approach Total	E Approach LAWRENCE AVE E					Approach Total	S Approach 895 LAWRENCE AVE E (PARKING ACCESS)					Approach Total	W Approach LAWRENCE AVE E					Approach Total	NW Approach LIBRARY DRIVEWAY					Approach Total	Int. Total (15 min)	Int. Total (1 hr)			
	Hard Right N:W	Right N:W	Thru N:S	Left N:E	UTurn N:N	Peds N:		Right E:N	Bear Right E:W	Thru E:W	Left E:S	UTurn E:E		Peds E:	Right S:E	Thru S:N	Bear Left S:NW	Left S:W		UTurn S:S	Peds S:	Right W:S	Thru W:E	Left W:N		Hard Left W:NW	UTurn W:W	Peds W:	Hard Right NW:W	Bear Right NW:S				Bear Left NW:E	Hard Left NW:N	UTurn NW:NW
07:00:00	0	0	0	0	0	2	0	0	0	0	0	113	0	0	0	0	0	1	0	86	0	0	0	0	0	87	0	0	0	0	0	1	0	0	200	
07:15:00	0	0	0	0	0	1	0	0	0	0	0	195	1	0	0	0	0	0	1	0	127	0	0	0	0	127	0	0	0	0	0	0	0	0	323	
07:30:00	0	1	0	0	0	1	1	0	0	0	0	219	0	0	0	0	0	2	0	136	0	0	0	0	137	0	0	0	0	0	2	0	0	358		
07:45:00	0	1	0	0	0	1	1	0	0	0	0	264	0	0	0	1	0	1	1	159	0	1	0	0	161	0	0	0	0	0	1	0	0	427	1308	
08:00:00	0	1	0	0	0	3	1	0	2	0	0	304	0	0	0	0	0	2	2	217	0	0	0	0	218	0	0	0	0	0	3	0	0	527	1635	
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15:15:00	1	3	0	0	0	13	4	0	3	0	0	260	1	0	0	0	15	1	3	27	0	0	0	0	30	1	0	0	0	0	7	1	0	300	1548	
15:30:00	0	1	0	0	0	3	1	0	3	0	0	191	4	0	0	0	14	2	6	259	0	2	0	0	267	0	0	0	0	0	4	0	0	468	1617	
15:45:00	0	0	0	1	0	7	1	0	1	0	1	221	1	0	0	1	0	3	2	6	290	0	3	0	1	299	0	0	0	0	0	5	0	0	526	1694
16:00:00	0	0	0	3	0	8	3	1	3	0	0	196	0	0	1	0	12	1	8	321	0	3	0	0	332	0	0	0	0	0	5	0	0	536	1830	
16:15:00	0	1	0	2	0	5	3	1	6	0	0	268	1	0	0	0	12	3	11	328	0	2	0	0	341	1	0	0	0	0	13	1	0	624	2154	
16:30:00	0	0	0	0	0	3	0	0	3	0	0	229	2	0	0	0	13	2	7	336	0	8	0	0	351	1	0	0	0	0	1	1	0	588	2274	
16:45:00	0	7	0	0	0	0	7	1	8	0	0	197	1	0	0	2	0	4	13	318	0	5	0	0	336	0	0	0	0	0	1	0	0	544	2292	
17:00:00	0	3	0	1	0	3	4	0	3	0	0	213	1	0	0	2	0	6	3	14	299	0	3	0	0	316	0	0	0	0	0	3	0	0	540	2296
17:15:00	0	2	0	0	0	3	2	0	2	0	0	223	4	0	0	1	0	3	5	13	324	0	1	0	0	338	0	0	0	0	0	2	0	0	574	2246
17:30:00	0	4	0	0	0	5	4	0	3	0	0	204	1	0	0	0	7	3	14	286	1	4	0	0	305	0	0	0	0	0	5	0	0	516	2174	
17:45:00	0	0	0	0	0	3	0	0	2	0	0	185	2	0	0	0	7	1	15	336	0	1	0	0	352	0	0	0	0	0	5	0	0	542	2172	
18:00:00	0	3	0	0	0	11	3	2	3	0	0	224	2	0	0	0	231	3	0	0	246	0	3	0	0	255	2	0	0	0	0	10	2	0	495	2127
18:15:00	0	0	0	0	0	5	0	0	1	0	0	183	2	0	0	0	186	2	0	0	186	1	1	0	0	278	0	0	0	0	0	6	0	0	469	2022
18:30:00	0	0	0	3	0	5	3	0	4	0	0	190	1	0	0	0	0	3	5	2	266	0	0	0	0	268	0	0	0	0	0	3	0	0	471	1977
18:45:00	0	2	0	0	0	2	2	0	0	0	0	197	0	0	0	1	0	1	1	272	0	3	0	0												



Grand Total	2	73	0	36	0	349	111	8	131	10308	55	4	18	10506	73	0	0	45	0	310	118	217	10656	2	85	0	13	10960	5	0	1	0	0	264	6	21701	-						
Approach%	1.8%	65.8%	0%	32.4%	0%	-	0.1%	1.2%	98.1%	0.5%	0%	-	61.9%	0%	0%	38.1%	0%	-	2%	97.2%	0%	0.8%	0%	-	83.3%	0%	16.7%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	-	-				
Totals %	0%	0.3%	0%	0.2%	0%	0.5%	0%	0.6%	47.5%	0.3%	0%	48.4%	0.3%	0%	0%	0.2%	0%	0.5%	1%	49.1%	0%	0.4%	0%	50.5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	-		
Heavy	1	0	0	0	0	-	0	1	414	0	0	-	5	0	0	1	0	-	7	463	0	1	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
Heavy %	50%	0%	0%	0%	0%	-	0%	0.8%	4%	0%	0%	-	6.8%	0%	0%	2.2%	0%	-	3.2%	4.3%	0%	1.2%	0%	-	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	-
Bicycles	0	0	0	1	0	-	0	0	17	0	0	-	0	0	0	0	0	-	0	6	0	0	0	-	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
Bicycle %	0%	0%	0%	2.8%	0%	-	0%	0%	0.2%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.1%	0%	0%	0%	-	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	-



Peak Hour: 08:15 AM - 09:15 AM Weather: Clear Sky (14.75 °C)

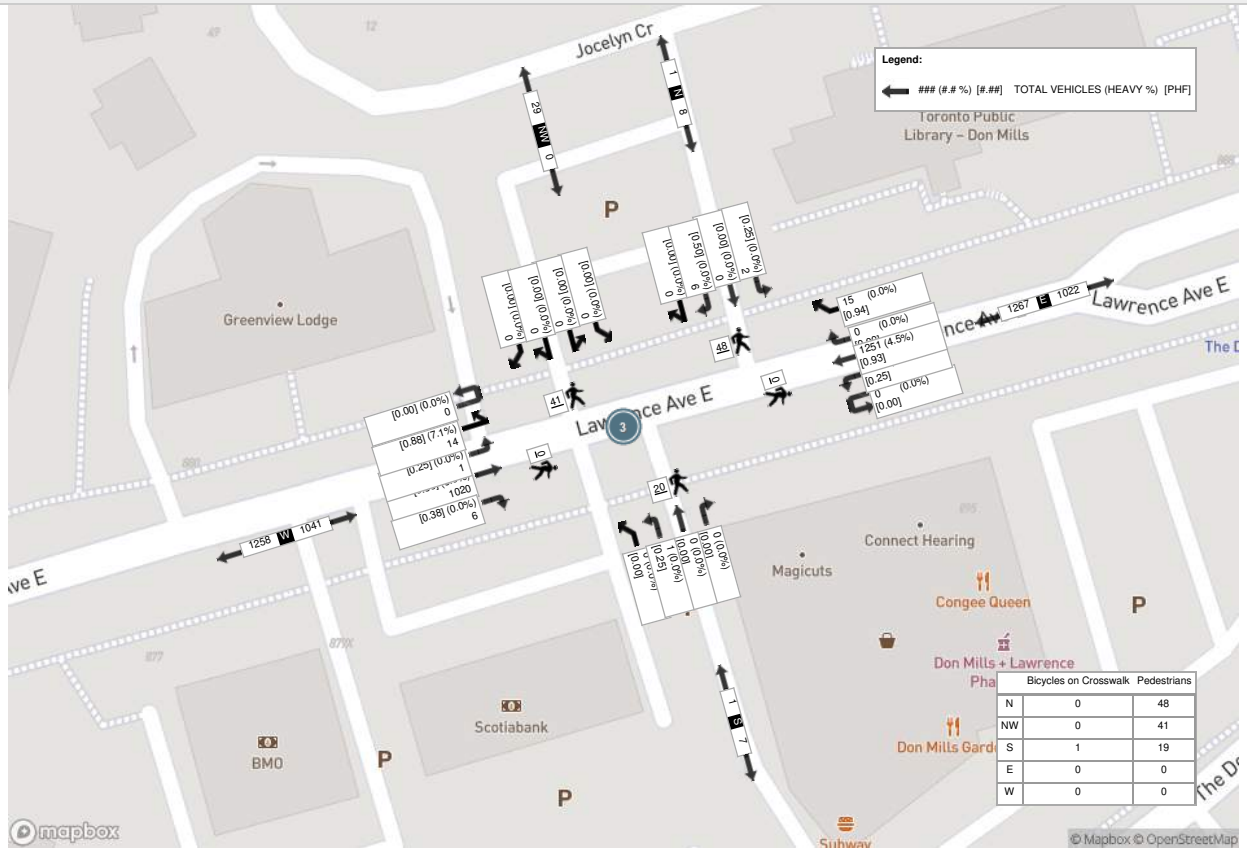
Start Time	N Approach LIBRARY DRIVEWAY						E Approach LAWRENCE AVE E						S Approach 895 LAWRENCE AVE E (PARKING ACCESS)						W Approach LAWRENCE AVE E						NW Approach LIBRARY DRIVEWAY						Int. Total (15 min)						
	Hard Right	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Bear Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Bear Left	Left	UTurn	Peds	Approach Total	Right	Thru	Left	Hard Left	UTurn	Peds	Approach Total	Hard Right	Bear Right		Bear Left	Hard Left	UTurn	Peds	Approach Total	
08:15:00	0	3	0	0	0	8	3	0	4	338	0	0	0	342	0	0	0	0	0	3	0	1	213	0	2	0	0	216	0	0	0	0	0	6	0	561	
08:30:00	0	0	0	2	0	3	2	0	4	295	0	0	0	299	0	0	0	0	0	4	0	4	272	0	4	0	0	280	0	0	0	0	0	3	0	581	
08:45:00	0	3	0	0	0	4	3	0	3	324	1	0	0	328	0	0	0	1	0	3	1	0	295	1	4	0	0	300	0	0	0	0	0	4	0	632	
09:00:00	0	0	0	0	0	33	0	0	4	294	0	0	0	298	0	0	0	0	0	10	0	1	240	0	4	0	0	245	0	0	0	0	0	28	0	543	
Grand Total	0	6	0	2	0	48	8	0	15	1251	1	0	0	1267	0	0	0	1	0	20	1	6	1020	1	14	0	0	1041	0	0	0	0	0	41	0	2317	
Approach%	0%	75%	0%	25%	0%	-	0%	1.2%	98.7%	0.1%	0%	-	0%	0%	0%	100%	0%	-	0.6%	98%	0.1%	1.3%	0%	-	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	-		
Totals %	0%	0.3%	0%	0.1%	0%	0.3%	0%	0.6%	54%	0%	0%	54.7%	0%	0%	0%	0%	0%	0%	0.3%	44%	0%	0.6%	0%	44.9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	
PHF	0	0.5	0	0.25	0	0.67	0	0.94	0.93	0.25	0	0.93	0	0	0	0.25	0	0.25	0.38	0.86	0.25	0.88	0	0.87	0	0	0	0	0	0	0	0	0	0	-		
Heavy	0	0	0	0	0	0	0	0	56	0	0	0	56	0	0	0	0	0	0	0	61	0	1	0	62	0	0	0	0	0	0	0	0	0	-		
Heavy %	0%	0%	0%	0%	0%	0%	0%	0%	4.5%	0%	0%	4.4%	0%	0%	0%	0%	0%	0%	0%	6%	0%	7.1%	0%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	
Lights	0	6	0	2	0	8	0	15	1195	1	0	1211	0	0	0	1	0	1	6	959	1	13	0	979	0	0	0	0	0	0	0	0	0	0	0	-	
Lights %	0%	100%	0%	100%	0%	100%	0%	100%	95.5%	100%	0%	95.6%	0%	0%	0%	100%	0%	100%	100%	94%	100%	92.9%	0%	94%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	
Single-Unit Trucks	0	0	0	0	0	0	0	0	24	0	0	0	24	0	0	0	0	0	0	24	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	-	
Single-Unit Trucks %	0%	0%	0%	0%	0%	0%	0%	0%	1.9%	0%	0%	1.9%	0%	0%	0%	0%	0%	0%	0%	2.4%	0%	0%	0%	2.3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	
Buses	0	0	0	0	0	0	0	0	30	0	0	0	30	0	0	0	0	0	0	37	0	1	0	38	0	0	0	0	0	0	0	0	0	0	0	-	
Buses %	0%	0%	0%	0%	0%	0%	0%	0%	2.4%	0%	0%	2.4%	0%	0%	0%	0%	0%	0%	0%	3.6%	0%	7.1%	0%	3.7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	
Articulated Trucks	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
Articulated Trucks %	0%	0%	0%	0%	0%	0%	0%	0%	0.2%	0%	0%	0.2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-
Pedestrians	-	-	-	-	-	48	-	-	-	-	-	0	-	-	-	-	-	19	-	-	-	-	0	-	-	-	-	-	-	-	-	-	41	-	-		
Pedestrians%	-	-	-	-	-	44%	-	-	-	-	-	0%	-	-	-	-	-	17.4%	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	37.6%	-	-		
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	0	-	-	-	-	-	-	-	-	-	0	-	-		
Bicycles on Crosswalk%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0.9%	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	0%	-	-		
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	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%	-	-		



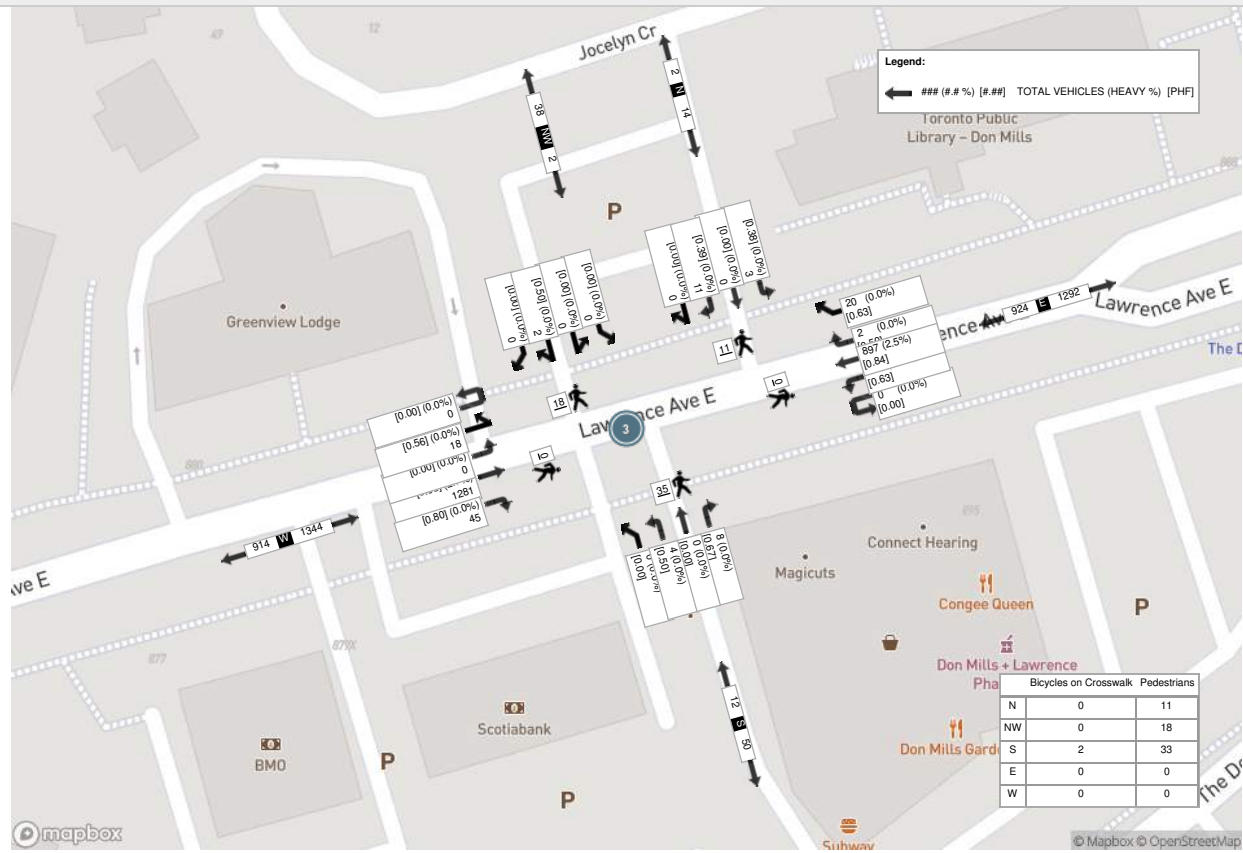
Selected Hour: 04:15 PM - 05:15 PM Weather:

Start Time	N Approach LIBRARY DRIVEWAY						E Approach LAWRENCE AVE E						S Approach 895 LAWRENCE AVE E (PARKING ACCESS)						W Approach LAWRENCE AVE E						NW Approach LIBRARY DRIVEWAY						Int. Total (15 min)					
	Hard Right	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Bear Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Bear Left	Left	UTurn	Peds	Approach Total	Right	Thru	Left	Hard Left	UTurn	Peds	Approach Total	Hard Right	Bear Right		Bear Left	Hard Left	UTurn	Peds	Approach Total
16:15:00	0	1	0	2	0	5	3	1	6	268	1	0	0	276	3	0	0	0	0	12	3	11	328	0	2	0	0	341	1	0	0	0	0	13	1	624
16:30:00	0	0	0	0	0	3	0	0	3	229	2	0	0	234	2	0	0	0	0	13	2	7	336	0	8	0	0	351	1	0	0	0	0	1	1	588
16:45:00	0	7	0	0	0	0	7	1	8	187	1	0	0	197	2	0	0	2	0	4	4	13	318	0	5	0	0	336	0	0	0	0	0	1	0	544
17:00:00	0	3	0	1	0	3	4	0	3	213	1	0	0	217	1	0	0	2	0	6	3	14	299	0	3	0	0	316	0	0	0	0	0	3	0	540
Grand Total	0	11	0	3	0	11	14	2	20	897	5	0	0	924	8	0	0	4	0	35	12	45	1281	0	18	0	0	1344	2	0	0	0	0	18	2	2296
Approach%	0%	78.6%	0%	21.4%	0%	-	0.2%	2.2%	97.1%	0.5%	0%	-	66.7%	0%	0%	33.3%	0%	-	3.3%	95.3%	0%	1.3%	0%	-	100%	0%	0%	0%	0%	0%	-	-	-	-		
Totals %	0%	0.5%	0%	0.1%	0%	0.6%	0.1%	0.9%	39.1%	0.2%	0%	40.2%	0.3%	0%	0%	0.2%	0%	0.5%	2%	55.8%	0%	0.8%	0%	58.5%	0.1%	0%	0%	0%	0%	0.1%	-	-	-	-		
PHF	0	0.39	0	0.38	0	0.5	0.5	0.63	0.84	0.63	0	0.84	0.67	0	0	0.5	0	0.75	0.8	0.95	0	0.56	0	0.96	0.5	0	0	0	0	0	0	0	0.5	-		
Heavy	0	0	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	0	0	35	0	0	35	0	0	0	0	0	0	0	0	0	0	0	-	
Heavy %	0%	0%	0%	0%	0%	0%	0%	0%	2.5%	0%	0%	2.4%	0%	0%	0%	0%	0%	0%	0%	2.7%	0%	0%	2.6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	
Lights	0	11	0	3	0	14	2	20	875	5	0	902	8	0	0	4	0	12	45	1246	0	18	0	1309	2	0	0	0	0	0	0	0	2	-		
Lights %	0%	100%	0%	100%	0%	100%	100%	100%	97.5%	100%	0%	97.6%	100%	0%	0%	100%	0%	100%	100%	97.3%	0%	100%	97.4%	100%	0%	0%	0%	0%	0%	0%	0%	0%	100%	-		
Single-Unit Trucks	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	12	0	0	12	0	0	12	0	0	0	0	0	0	0	0	0	-	
Single-Unit Trucks %	0%	0%	0%	0%	0%	0%	0%	0%	0.7%	0%	0%	0.6%	0%	0%	0%	0%	0%	0%	0.9%	0%	0%	0%	0%	0.9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	
Buses	0	0	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	22	0	0	22	0	0	22	0	0	0	0	0	0	0	0	0	-	
Buses %	0%	0%	0%	0%	0%	0%	0%	0%	1.7%	0%	0%	1.6%	0%	0%	0%	0%	0%	0%	1.7%	0%	0%	1.6%	0%	0%	1.6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	
Articulated Trucks	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	-	
Articulated Trucks %	0%	0%	0%	0%	0%	0%	0%	0%	0.1%	0%	0%	0.1%	0%	0%	0%	0%	0%	0%	0.1%	0%	0%	0%	0%	0.1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-
Pedestrians	-	-	-	-	-	11	-	-	-	-	-	0	-	-	-	-	-	33	-	-	-	-	0	-	-	-	-	-	-	-	-	18	-	-		
Pedestrians %	-	-	-	-	-	17.2%	-	-	-	-	-	0%	-	-	-	-	-	51.6%	-	-	-	-	0%	-	-	-	-	-	-	-	-	28.1%	-	-	-	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	0	-	-	-	-	-	-	-	-	0	-	-	-	
Bicycles on Crosswalk %	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	3.1%	-	-	-	-	0%	-	-	-	-	-	-	-	-	0%	-	-	-	
Bicycles on Road	0	0	0	1	0	0	-	0	0	2	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%	-	-	-	-	-	-	-	-	-	-	-	-	-

Peak Hour: 08:15 AM - 09:15 AM Weather: Clear Sky (14.75 °C)



Selected Hour: 04:15 PM - 05:15 PM Weather:





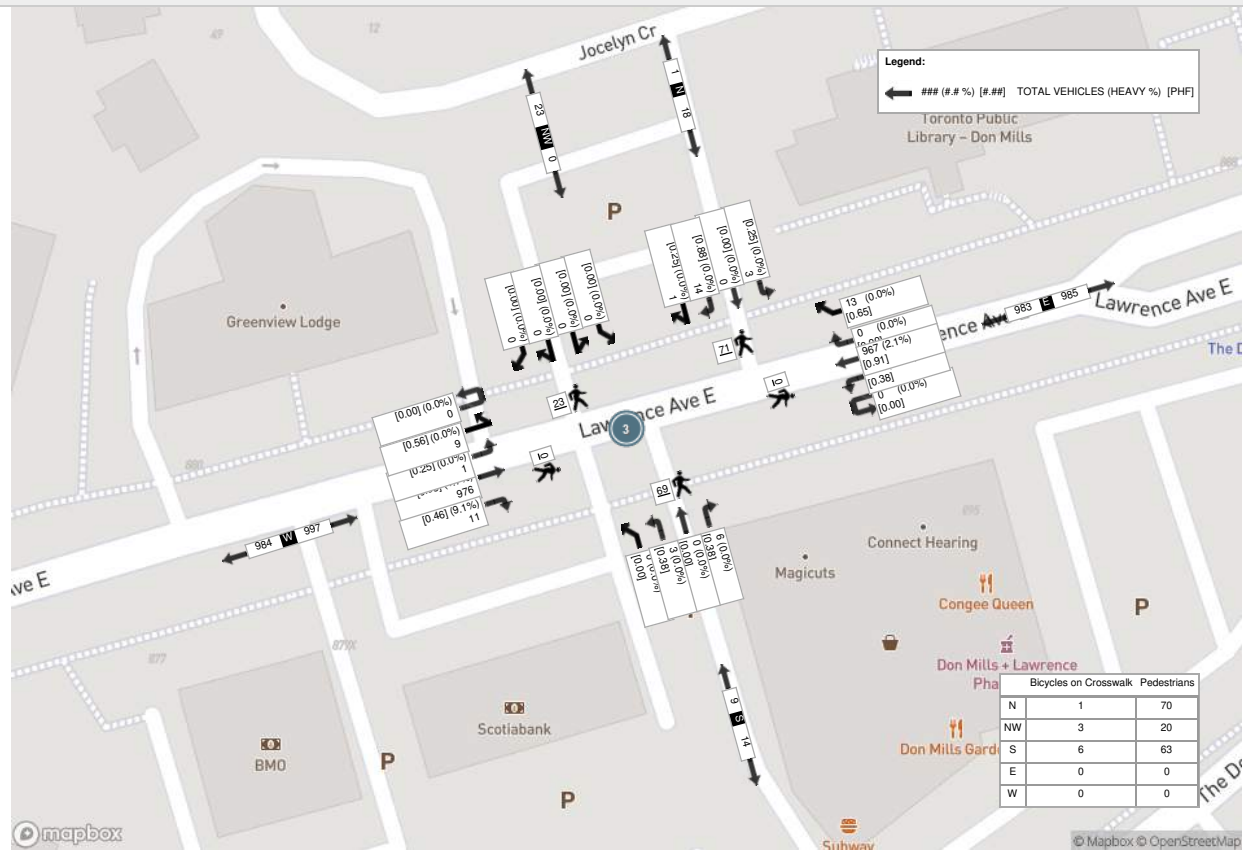
Grand Total	1	74	1	48	0	558	124	7	108	8320	82	4	10	8521	94	0	1	48	0	392	143	131	9825	6	76	1	11	10039	4	0	0	3	0	213	7	18834	-
Approach%	0.8%	59.7%	0.8%	38.7%	0%	-	0.1%	1.3%	97.6%	1%	0%	-	65.7%	0%	0.7%	33.6%	0%	-	1.3%	97.9%	0.1%	0.8%	0%	-	57.1%	0%	0%	0%	42.9%	0%	-	-	-	-	-	-	
Totals %	0%	0.4%	0%	0.3%	0%	0.7%	0%	0.6%	44.2%	0.4%	0%	45.2%	0.5%	0%	0%	0.3%	0%	0.8%	0.7%	52.2%	0%	0.4%	0%	53.3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Heavy	0	0	0	0	0	-	0	0	170	0	0	-	4	0	0	1	0	-	1	172	0	0	0	-	0	0	0	0	1	0	-	-	-	-	-	-	
Heavy %	0%	0%	0%	0%	0%	-	0%	0%	2%	0%	0%	-	4.3%	0%	0%	2.1%	0%	-	0.8%	1.8%	0%	0%	0%	-	0%	0%	0%	33.3%	0%	-	-	-	-	-	-		
Bicycles	0	0	0	0	0	-	0	0	59	0	0	-	0	0	0	0	0	-	2	28	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycle %	0%	0%	0%	0%	0%	-	0%	0%	0.7%	0%	0%	-	0%	0%	0%	0%	0%	-	1.5%	0.3%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		



Peak Hour: 01:45 PM - 02:45 PM Weather: Scattered Clouds (13.83 °C)

Start Time	N Approach LIBRARY DRIVEWAY						E Approach LAWRENCE AVE E						S Approach 895 LAWRENCE AVE E (PARKING ACCESS)						W Approach LAWRENCE AVE E						NW Approach LIBRARY DRIVEWAY						Int. Total (15 min)								
	Hard Right	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Bear Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Bear Left	Left	UTurn	Peds	Approach Total	Right	Thru	Left	Hard Left	UTurn	Peds	Approach Total	Hard Right	Bear Right		Bear Left	Hard Left	UTurn	Peds	Approach Total			
13:45:00	0	4	0	0	0	14	4	0	3	236	0	0	0	239	0	0	0	0	0	12	0	6	258	0	4	0	0	268	0	0	0	0	0	4	0	511			
14:00:00	0	2	0	0	0	19	2	0	2	232	2	0	0	236	0	0	0	2	0	10	2	1	240	0	2	0	0	243	0	0	0	0	0	9	0	483			
14:15:00	1	4	0	0	0	21	5	0	5	265	0	0	0	270	2	0	0	1	0	20	3	2	241	0	2	0	0	245	0	0	0	0	0	8	0	523			
14:30:00	0	4	0	3	0	17	7	0	3	234	1	0	0	238	4	0	0	0	0	27	4	2	237	1	1	0	0	241	0	0	0	0	0	2	0	490			
Grand Total	1	14	0	3	0	71	18	0	13	967	3	0	0	983	6	0	0	3	0	69	9	11	976	1	9	0	0	997	0	0	0	0	0	23	0	2007			
Approach%	5.6%	77.8%	0%	16.7%	0%	-	0%	1.3%	98.4%	0.3%	0%	-	66.7%	0%	0%	33.3%	0%	-	1.1%	97.9%	0.1%	0.9%	0%	-	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	-				
Totals %	0%	0.7%	0%	0.1%	0%	0.9%	0%	0.6%	48.2%	0.1%	0%	49%	0.3%	0%	0%	0.1%	0%	0.4%	0.5%	48.6%	0%	0.4%	0%	49.7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	-			
PHF	0.25	0.88	0	0.25	0	0.64	0	0.65	0.91	0.38	0	0.91	0.38	0	0	0.38	0	0.56	0.46	0.95	0.25	0.56	0	0.93	0	0	0	0	0	0	0	0	0	0	-	-			
Heavy	0	0	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	1	17	0	0	0	18	0	0	0	0	0	0	0	0	0	0	-	-			
Heavy %	0%	0%	0%	0%	0%	0%	0%	0%	2.1%	0%	0%	2%	0%	0%	0%	0%	0%	0%	9.1%	1.7%	0%	0%	0%	1.8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	-		
Lights	1	14	0	3	0	18	0	13	947	3	0	963	6	0	0	3	0	9	10	959	1	9	0	979	0	0	0	0	0	0	0	0	0	0	0	-	-		
Lights %	100%	100%	0%	100%	0%	100%	0%	100%	97.9%	100%	0%	98%	100%	0%	0%	100%	0%	100%	90.9%	98.3%	100%	100%	0%	98.2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	-		
Single-Unit Trucks	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
Single-Unit Trucks %	0%	0%	0%	0%	0%	0%	0%	0%	0.7%	0%	0%	0.7%	0%	0%	0%	0%	0%	0%	9.1%	0.5%	0%	0%	0%	0.6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	-	
Buses	0	0	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
Buses %	0%	0%	0%	0%	0%	0%	0%	0%	1.3%	0%	0%	1.3%	0%	0%	0%	0%	0%	0%	0%	1.2%	0%	0%	0%	1.2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	-	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
Articulated Trucks %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	-
Pedestrians	-	-	-	-	-	70	-	-	-	-	-	0	-	-	-	-	-	63	-	-	-	-	0	-	-	-	-	-	-	-	-	-	-	20	-	-	-	-	
Pedestrians %	-	-	-	-	-	42.9%	-	-	-	-	-	0%	-	-	-	-	-	38.7%	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	12.3%	-	-	-	-	-	
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	6	-	-	-	-	0	-	-	-	-	-	-	-	-	-	3	-	-	-	-	-	
Bicycles on Crosswalk %	-	-	-	-	-	0.6%	-	-	-	-	-	0%	-	-	-	-	-	3.7%	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	1.8%	-	-	-	-	-	-
Bicycles on Road	0	0	0	0	0	0	-	0	0	3	0	0	0	-	0	0	0	0	0	0	0	0	-	0	0	0	0	-	0	0	0	0	0	0	0	-	-	-	
Bicycles on Road %	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-

Peak Hour: 01:45 PM - 02:45 PM Weather: Scattered Clouds (13.83 °C)





Turning Movement Count (4 . LAWRENCE AVE E & THE DONWAY W)

Start Time	N Approach THE DONWAY W						E Approach LAWRENCE AVE E						S Approach THE DONWAY W						W Approach LAWRENCE AVE 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		
07:00:00	12	1	5	0	3	18	2	81	5	0	8	88	10	3	20	0	1	33	14	67	3	0	3	84	223	
07:15:00	16	4	9	0	3	29	6	166	14	0	9	186	11	3	15	0	1	29	22	105	4	0	7	131	375	
07:30:00	23	16	13	0	5	52	7	169	10	0	7	186	16	11	30	0	4	57	12	115	6	0	3	133	428	
07:45:00	26	21	12	0	3	59	6	208	15	0	9	229	20	11	35	0	3	66	32	113	12	0	5	157	511	1537
08:00:00	47	25	21	0	6	93	10	218	19	0	4	247	22	15	37	0	5	74	38	165	19	1	2	223	637	1951
08:15:00	42	21	28	0	4	91	9	259	19	0	16	287	19	14	40	0	8	73	32	164	18	0	4	214	665	2241
08:30:00	47	28	17	0	9	92	17	199	22	0	11	238	25	23	51	0	9	99	44	194	22	0	4	260	689	2502
08:45:00	50	34	18	0	6	102	11	240	28	0	8	279	25	25	40	0	5	90	63	207	26	0	12	296	767	2758
09:00:00	36	30	19	0	12	85	10	227	33	0	19	270	14	33	36	0	16	83	51	172	22	0	18	245	683	2804
09:15:00	35	31	21	0	6	87	13	154	29	0	12	196	20	16	34	0	6	70	48	159	22	0	8	229	582	2721
09:30:00	36	24	17	0	9	77	11	152	23	0	13	186	14	18	31	0	3	63	27	113	23	0	5	163	489	2521
09:45:00	26	28	21	0	15	75	7	134	24	0	25	165	26	24	33	0	15	83	48	126	23	0	10	197	520	2274
10:00:00	35	17	20	0	10	72	6	152	27	0	16	185	21	21	27	0	13	69	53	119	9	0	7	181	507	2098
10:15:00	29	17	24	0	9	70	13	130	12	0	16	155	27	16	26	0	16	69	41	99	24	0	17	164	458	1974
10:30:00	21	28	18	0	7	67	10	98	26	0	23	134	26	19	41	0	16	86	37	126	30	0	4	193	480	1965
10:45:00	25	26	16	0	11	67	13	124	27	0	20	164	32	27	26	0	8	85	49	115	25	0	11	189	505	1950
11:00:00	25	22	19	0	11	66	9	104	23	0	23	136	37	30	29	0	14	96	40	137	25	0	12	202	500	1943
11:15:00	28	27	18	0	10	73	17	134	22	0	23	173	42	17	34	0	10	93	39	135	20	0	4	194	533	2018
11:30:00	27	29	14	0	12	70	8	115	31	0	24	154	22	22	41	0	17	85	38	134	19	0	16	191	500	2038
11:45:00	25	26	21	0	11	72	6	136	20	0	18	162	33	22	53	0	14	108	66	139	21	0	5	226	568	2101
12:00:00	38	23	18	0	11	79	12	107	26	0	33	145	36	32	43	0	19	111	52	140	29	0	11	221	556	2157
12:15:00	30	20	29	0	18	79	18	125	25	1	25	169	29	14	46	0	17	89	46	131	21	0	8	198	535	2159
12:30:00	34	26	15	0	8	75	15	134	27	0	27	176	49	27	56	0	22	132	43	152	17	0	12	212	595	2254
12:45:00	36	13	21	0	16	70	14	134	24	0	32	172	36	24	42	0	24	102	48	125	29	0	17	202	546	2232
13:00:00	22	23	23	0	11	68	13	133	24	0	26	170	34	17	62	0	15	113	43	147	22	0	9	212	563	2239
13:15:00	22	24	13	0	14	59	10	128	21	0	16	159	36	24	49	0	15	109	59	153	15	0	9	227	554	2258
13:30:00	27	22	17	0	12	66	16	114	24	0	18	154	46	24	47	0	17	117	41	141	12	0	11	194	531	2194
13:45:00	23	15	13	0	9	51	13	119	32	0	25	164	43	31	47	0	10	121	40	151	17	0	10	208	544	2192
14:00:00	24	27	15	0	14	66	14	133	34	0	30	181	39	35	64	0	20	138	36	167	24	0	6	227	612	2241
14:15:00	26	25	21	0	7	72	10	129	20	0	38	159	52	37	64	0	14	153	41	195	21	0	8	257	641	2328
14:30:00	25	23	20	0	17	68	7	113	19	0	34	139	29	26	67	0	14	122	36	143	16	0	11	195	524	2321
14:45:00	26	28	16	0	9	70	18	187	24	0	28	229	54	22	73	0	19	149	39	102	14	0	14	155	603	2380
15:00:00	34	24	21	0	16	79	10	151	17	0	25	178	52	22	54	0	18	128	26	118	23	0	10	167	552	2320
15:15:00	36	30	19	0	28	85	13	158	29	0	27	200	34	22	64	0	26	120	5	20	3	0	8	28	433	2112
15:30:00	27	24	15	0	31	66	12	128	23	0	31	163	42	40	43	0	18	125	53	177	32	0	28	262	616	2204
15:45:00	31	54	25	0	8	110	9	132	23	1	27	165	31	37	59	0	19	127	48	192	45	0	13	285	687	2288
16:00:00	29	41	23	0	11	93	13	115	18	0	21	146	40	34	57	0	22	131	51	239	47	0	36	337	707	2443
16:15:00	29	35	19	0	27	83	17	189	27	0	32	233	27	26	58	0	18	111	50	245	30	0	19	325	752	2762
16:30:00	27	26	13	0	20	66	11	153	34	0	26	198	37	25	54	0	16	116	53	244	31	0	21	328	708	2854
16:45:00	26	33	19	0	10	78	12	115	35	0	19	162	46	36	56	0	13	138	55	222	33	0	12	310	688	2855
17:00:00	37	39	22	0	21	98	17	114	39	0	24	170	44	42	67	0	18	153	52	193	45	0	20	290	711	2859
17:15:00	35	36	18	0	18	89	13	140	38	0	25	191	40	36	56	0	18	132	56	231	43	0	13	330	742	2849
17:30:00	41	28	14	0	20	83	18	123	28	0	27	169	38	30	40	0	21	108	46	212	47	0	22	305	665	2806
17:45:00	37	41	28	0	21	106	15	110	27	0	22	152	43	27	40	0	20	110	71	209	50	0	18	330	698	2816
18:00:00	37	34	23	0	10	94	13	131	26	1	34	171	30	29	67	0	22	126	56	173	37	0	17	266	657	2762



18:15:00	15	22	16	0	7	53	7	107	31	0	14	145	33	27	61	0	18	121	57	186	22	0	15	265	584	2604
18:30:00	31	27	18	0	15	76	18	121	31	1	17	171	46	30	44	0	10	120	53	203	25	0	12	281	648	2587
18:45:00	27	16	17	0	8	60	17	120	30	0	19	167	35	17	48	0	10	100	61	191	20	0	13	272	599	2488
Grand Total	1443	1234	882	0	579	3559	566	6863	1185	4	1026	8618	1563	1163	2207	0	677	4933	2111	7506	1143	1	560	10761	27871	-
Approach%	40.5%	34.7%	24.8%	0%	-	6.6%	79.6%	13.8%	0%	-	31.7%	23.6%	44.7%	0%	-	19.6%	69.8%	10.6%	0%	-	-	-	-	-	-	-
Totals %	5.2%	4.4%	3.2%	0%	12.8%	2%	24.6%	4.3%	0%	30.9%	5.6%	4.2%	7.9%	0%	17.7%	7.6%	26.9%	4.1%	0%	38.6%	-	-	-	-	-	-
Heavy	23	17	14	0	-	11	338	32	0	-	34	16	51	0	-	36	392	39	0	-	-	-	-	-	-	-
Heavy %	1.6%	1.4%	1.6%	0%	-	1.9%	4.9%	2.7%	0%	-	2.2%	1.4%	2.3%	0%	-	1.7%	5.2%	3.4%	0%	-	-	-	-	-	-	-
Bicycles	10	7	1	0	-	0	4	0	0	-	0	3	3	0	-	0	1	4	0	-	-	-	-	-	-	-
Bicycle %	0.7%	0.6%	0.1%	0%	-	0%	0.1%	0%	0%	-	0%	0.3%	0.1%	0%	-	0%	0%	0.3%	0%	-	-	-	-	-	-	-



Peak Hour: 04:15 PM - 05:15 PM Weather: Clear Sky (14.75 °C)

Start Time	N Approach THE DONWAY W						E Approach LAWRENCE AVE E						S Approach THE DONWAY W						W Approach LAWRENCE AVE 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	
16:15:00	29	35	19	0	27	83	17	189	27	0	32	233	27	26	58	0	18	111	50	245	30	0	19	325	752
16:30:00	27	26	13	0	20	66	11	153	34	0	26	198	37	25	54	0	16	116	53	244	31	0	21	328	708
16:45:00	26	33	19	0	10	78	12	115	35	0	19	162	46	36	56	0	13	138	55	222	33	0	12	310	688
17:00:00	37	39	22	0	21	98	17	114	39	0	24	170	44	42	67	0	18	153	52	193	45	0	20	290	711
Grand Total	119	133	73	0	78	325	57	571	135	0	101	763	154	129	235	0	65	518	210	904	139	0	72	1253	2859
Approach%	36.6%	40.9%	22.5%	0%	-	-	7.5%	74.8%	17.7%	0%	-	-	29.7%	24.9%	45.4%	0%	-	-	16.8%	72.1%	11.1%	0%	-	-	-
Totals %	4.2%	4.7%	2.6%	0%	11.4%	11.4%	2%	20%	4.7%	0%	26.7%	26.7%	5.4%	4.5%	8.2%	0%	18.1%	18.1%	7.3%	31.6%	4.9%	0%	43.8%	43.8%	-
PHF	0.8	0.85	0.83	0	0.83	0.83	0.84	0.76	0.87	0	0.82	0.82	0.84	0.77	0.88	0	0.85	0.85	0.95	0.92	0.77	0	0.96	0.96	-
Heavy	1	1	1	0	3	3	1	18	2	0	21	21	1	1	3	0	5	5	3	31	2	0	36	36	-
Heavy %	0.8%	0.8%	1.4%	0%	0.9%	0.9%	1.8%	3.2%	1.5%	0%	2.8%	2.8%	0.6%	0.8%	1.3%	0%	1%	1%	1.4%	3.4%	1.4%	0%	2.9%	2.9%	-
Lights	118	132	72	0	322	322	56	553	133	0	742	742	153	128	232	0	513	513	207	873	137	0	1217	1217	-
Lights %	99.2%	99.2%	98.6%	0%	99.1%	99.1%	98.2%	96.8%	98.5%	0%	97.2%	97.2%	99.4%	99.2%	98.7%	0%	99%	99%	98.6%	96.6%	98.6%	0%	97.1%	97.1%	-
Single-Unit Trucks	0	1	0	0	1	1	0	4	0	0	4	4	0	1	2	0	3	3	2	10	0	0	12	12	-
Single-Unit Trucks %	0%	0.8%	0%	0%	0.3%	0.3%	0%	0.7%	0%	0%	0.5%	0.5%	0%	0.8%	0.9%	0%	0.6%	0.6%	1%	1.1%	0%	0%	1%	1%	-
Buses	1	0	1	0	2	2	1	13	2	0	16	16	1	0	1	0	2	2	1	20	2	0	23	23	-
Buses %	0.8%	0%	1.4%	0%	0.6%	0.6%	1.8%	2.3%	1.5%	0%	2.1%	2.1%	0.6%	0%	0.4%	0%	0.4%	0.4%	0.5%	2.2%	1.4%	0%	1.8%	1.8%	-
Articulated Trucks	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	1	0	0	1	1	-
Articulated Trucks %	0%	0%	0%	0%	0%	0%	0%	0.2%	0%	0%	0.1%	0.1%	0%	0%	0%	0%	0%	0%	0%	0.1%	0%	0%	0.1%	0.1%	-
Pedestrians	-	-	-	-	78	78	-	-	-	-	101	101	-	-	-	-	61	61	-	-	-	-	70	70	-
Pedestrians%	-	-	-	-	24.7%	24.7%	-	-	-	-	32%	32%	-	-	-	-	19.3%	19.3%	-	-	-	-	22.2%	22.2%	-
Bicycles on Crosswalk	-	-	-	-	0	0	-	-	-	-	0	0	-	-	-	-	4	4	-	-	-	-	2	2	-
Bicycles on Crosswalk%	-	-	-	-	0%	0%	-	-	-	-	0%	0%	-	-	-	-	1.3%	1.3%	-	-	-	-	0.6%	0.6%	-
Bicycles on Road	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	-
Bicycles on Road%	-	-	-	-	0%	0%	-	-	-	-	0%	0%	-	-	-	-	0%	0%	-	-	-	-	0%	0%	-



Selected Hour: 08:15 AM - 09:15 AM Weather:

Start Time	N Approach THE DONWAY W						E Approach LAWRENCE AVE E						S Approach THE DONWAY W						W Approach LAWRENCE AVE 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	
08:15:00	42	21	28	0	4	91	9	259	19	0	16	287	19	14	40	0	8	73	32	164	18	0	4	214	665
08:30:00	47	28	17	0	9	92	17	199	22	0	11	238	25	23	51	0	9	99	44	194	22	0	4	260	689
08:45:00	50	34	18	0	6	102	11	240	28	0	8	279	25	25	40	0	5	90	63	207	26	0	12	296	767
09:00:00	36	30	19	0	12	85	10	227	33	0	19	270	14	33	36	0	16	83	51	172	22	0	18	245	683
Grand Total	175	113	82	0	31	370	47	925	102	0	54	1074	83	95	167	0	38	345	190	737	88	0	38	1015	2804
Approach%	47.3%	30.5%	22.2%	0%	-	-	4.4%	86.1%	9.5%	0%	-	-	24.1%	27.5%	48.4%	0%	-	-	18.7%	72.6%	8.7%	0%	-	-	-
Totals %	6.2%	4%	2.9%	0%	13.2%	13.2%	1.7%	33%	3.6%	0%	38.3%	38.3%	3%	3.4%	6%	0%	12.3%	12.3%	6.8%	26.3%	3.1%	0%	36.2%	36.2%	-
PHF	0.88	0.83	0.73	0	0.91	0.91	0.69	0.89	0.77	0	0.94	0.94	0.83	0.72	0.82	0	0.87	0.87	0.75	0.89	0.85	0	0.86	0.86	-
Heavy	5	0	3	0	8	8	1	48	4	0	53	53	3	2	3	0	8	8	7	46	7	0	60	60	-
Heavy %	2.9%	0%	3.7%	0%	2.2%	2.2%	2.1%	5.2%	3.9%	0%	4.9%	4.9%	3.6%	2.1%	1.8%	0%	2.3%	2.3%	3.7%	6.2%	8%	0%	5.9%	5.9%	-
Lights	170	113	79	0	362	362	46	877	98	0	1021	1021	80	93	164	0	337	337	183	691	81	0	955	955	-
Lights %	97.1%	100%	96.3%	0%	97.8%	97.8%	97.9%	94.8%	96.1%	0%	95.1%	95.1%	96.4%	97.9%	98.2%	0%	97.7%	97.7%	96.3%	93.8%	92%	0%	94.1%	94.1%	-
Single-Unit Trucks	1	0	1	0	2	2	1	21	1	0	23	23	2	1	0	0	3	3	1	19	3	0	23	23	-
Single-Unit Trucks %	0.6%	0%	1.2%	0%	0.5%	0.5%	2.1%	2.3%	1%	0%	2.1%	2.1%	2.4%	1.1%	0%	0%	0.9%	0.9%	0.5%	2.6%	3.4%	0%	2.3%	2.3%	-
Buses	4	0	2	0	6	6	0	25	2	0	27	27	1	1	3	0	5	5	6	27	4	0	37	37	-
Buses %	2.3%	0%	2.4%	0%	1.6%	1.6%	0%	2.7%	2%	0%	2.5%	2.5%	1.2%	1.1%	1.8%	0%	1.4%	1.4%	3.2%	3.7%	4.5%	0%	3.6%	3.6%	-
Articulated Trucks	0	0	0	0	0	0	0	2	1	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	-
Articulated Trucks %	0%	0%	0%	0%	0%	0%	0%	0.2%	1%	0%	0.3%	0.3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-
Pedestrians	-	-	-	-	31	31	-	-	-	-	53	53	-	-	-	-	38	38	-	-	-	-	38	38	-
Pedestrians%	-	-	-	-	19.3%	19.3%	-	-	-	-	32.9%	32.9%	-	-	-	-	23.6%	23.6%	-	-	-	-	23.6%	23.6%	-
Bicycles on Crosswalk	-	-	-	-	0	0	-	-	-	-	1	1	-	-	-	-	0	0	-	-	-	-	0	0	-
Bicycles on Crosswalk%	-	-	-	-	0%	0%	-	-	-	-	0.6%	0.6%	-	-	-	-	0%	0%	-	-	-	-	0%	0%	-
Bicycles on Road	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%	0%	-

Peak Hour: 04:15 PM - 05:15 PM Weather: Clear Sky (14.75 °C)



Selected Hour: 08:15 AM - 09:15 AM Weather:





Turning Movement Count (4 . LAWRENCE AVE E & THE DONWAY W)

Start Time	N Approach THE DONWAY W						E Approach LAWRENCE AVE E						S Approach THE DONWAY W						W Approach LAWRENCE AVE 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		
07:00:00	4	3	2	0	3	9	5	33	1	0	4	39	4	3	8	0	3	15	4	52	2	0	5	58	121	
07:15:00	4	5	7	0	1	16	2	50	2	0	1	54	8	0	2	0	0	10	6	40	8	0	5	54	134	
07:30:00	8	1	5	1	1	15	3	52	3	0	6	58	8	3	6	0	6	17	7	50	1	0	1	58	148	
07:45:00	12	5	4	0	3	21	6	48	5	0	2	59	17	0	9	0	2	26	4	55	6	0	2	65	171	574
08:00:00	15	10	9	0	5	34	3	59	10	0	7	72	15	3	14	0	5	32	14	61	9	0	1	84	222	675
08:15:00	13	2	16	0	8	31	10	82	21	0	13	113	16	4	11	0	4	31	15	48	8	0	3	71	246	787
08:30:00	15	7	15	0	4	37	6	88	14	0	5	108	16	7	21	0	4	44	11	88	7	0	1	106	295	934
08:45:00	27	12	14	0	5	53	14	108	15	0	9	137	23	4	15	0	4	42	9	85	9	0	4	103	335	1098
09:00:00	14	10	12	0	7	36	12	96	20	0	9	128	24	10	18	0	5	52	20	101	17	0	4	138	354	1230
09:15:00	11	10	17	0	10	38	11	109	19	0	16	139	13	10	19	0	11	42	28	92	14	0	5	134	353	1337
09:30:00	23	18	24	0	8	65	10	92	23	0	17	125	27	9	30	0	3	66	21	117	14	0	5	152	408	1450
09:45:00	16	19	19	0	8	54	22	137	24	1	19	184	29	17	25	0	11	71	38	136	19	0	9	193	502	1617
10:00:00	32	22	17	0	14	71	23	125	27	1	28	176	20	18	28	0	15	66	35	136	23	0	12	194	507	1770
10:15:00	25	26	17	0	10	68	12	100	27	0	39	139	31	23	40	0	16	94	49	118	18	0	16	185	486	1903
10:30:00	28	11	14	0	13	53	7	128	25	0	32	160	41	11	37	0	15	89	46	146	18	1	18	211	513	2008
10:45:00	17	23	27	0	15	67	18	123	26	0	23	167	38	17	36	0	24	91	34	171	21	0	12	226	551	2057
11:00:00	22	14	24	0	13	60	10	127	39	0	36	176	27	15	51	0	44	93	43	154	17	0	10	214	543	2093
11:15:00	23	19	18	0	10	60	13	129	32	0	22	174	36	20	34	1	23	91	51	169	23	0	8	243	568	2175
11:30:00	34	24	30	0	16	88	13	125	22	0	36	160	44	23	43	0	19	110	49	170	23	0	18	242	600	2262
11:45:00	23	19	27	0	15	69	13	125	33	0	28	171	39	31	47	0	38	117	58	163	27	0	10	248	605	2316
12:00:00	32	21	19	0	16	72	25	112	28	0	32	165	45	26	47	0	14	118	65	171	25	0	14	261	616	2389
12:15:00	40	27	17	0	13	84	15	133	22	0	26	170	34	27	47	0	22	108	63	147	24	0	15	234	596	2417
12:30:00	24	26	18	0	16	68	11	127	32	0	30	170	57	29	61	0	22	147	52	153	22	0	15	227	612	2429
12:45:00	26	20	13	0	13	59	10	114	36	0	22	160	43	31	58	0	17	132	72	177	16	0	13	265	616	2440
13:00:00	30	17	21	0	15	68	17	121	40	0	32	178	40	23	61	0	14	124	42	188	24	1	9	255	625	2449
13:15:00	31	29	35	0	9	95	16	147	26	0	30	189	58	36	51	0	12	145	52	161	24	0	11	237	666	2519
13:30:00	27	24	16	0	7	67	14	137	27	0	32	178	48	20	59	0	27	127	50	174	22	0	8	246	618	2525
13:45:00	27	35	32	0	13	94	16	146	25	0	33	187	51	13	66	0	14	130	48	174	27	0	16	249	660	2569
14:00:00	20	24	17	0	15	61	11	158	36	0	27	205	40	20	58	1	23	119	59	167	24	0	15	250	635	2579
14:15:00	32	20	13	0	20	65	12	180	29	0	38	221	47	21	56	0	21	124	49	165	17	0	24	231	641	2554
14:30:00	23	22	27	0	7	72	14	159	20	0	32	193	42	26	56	0	26	124	66	181	19	0	12	266	655	2591
14:45:00	34	24	21	0	7	79	8	161	42	0	22	211	51	24	60	0	28	135	44	173	16	0	9	233	658	2589
15:00:00	22	27	20	0	23	69	14	157	22	0	34	193	61	24	70	0	15	155	55	149	15	1	15	220	637	2591
15:15:00	27	21	17	0	8	65	11	121	35	0	36	167	61	20	54	0	23	135	65	164	22	0	14	251	618	2568
15:30:00	20	18	21	0	8	59	14	172	33	1	29	220	39	25	47	0	34	111	52	190	21	0	14	263	653	2566
15:45:00	32	32	23	0	12	87	16	136	34	1	19	187	38	37	43	0	18	118	62	174	20	0	6	256	648	2556
16:00:00	24	18	19	0	14	61	14	148	32	0	19	194	48	27	52	0	22	127	59	184	18	0	19	261	643	2562
16:15:00	20	20	23	0	6	63	13	149	26	0	21	188	57	14	44	0	7	115	61	164	22	1	4	248	614	2558
16:30:00	35	20	14	0	5	69	12	137	34	0	27	183	49	12	48	0	16	109	52	185	21	0	4	258	619	2524
16:45:00	28	21	17	0	14	66	5	129	21	0	35	155	33	24	50	0	18	107	57	158	18	0	11	233	561	2437
17:00:00	19	24	13	0	10	56	7	135	27	0	30	169	35	17	53	0	27	105	61	183	21	0	6	265	595	2389
17:15:00	24	34	15	0	15	73	14	111	24	0	27	149	36	21	59	0	20	116	58	191	21	0	16	270	608	2383
17:30:00	17	21	15	0	6	53	11	92	28	0	37	131	47	21	41	0	14	109	57	167	22	0	7	246	539	2303
17:45:00	24	17	18	0	6	59	11	104	24	0	29	139	42	26	42	0	16	110	46	199	15	0	15	260	568	2310
18:00:00	23	30	17	0	4	70	10	107	30	1	31	148	54	20	59	0	22	133	75	224	20	0	5	319	670	2385



Turning Movement Count
 Location Name: LAWRENCE AVE E & THE DONWAY W
 Date: Sat, Apr 15, 2023 Deployment Lead: Walter Fugaj

BA Group
 300 45 ST. CLAIR AVE W
 TORONTO ONTARIO, M4V 1K9
 CANADA

18:15:00	10	19	17	0	12	46	9	99	31	0	32	139	56	21	54	0	14	131	42	167	17	0	6	226	542	2319
18:30:00	15	19	9	0	10	43	16	86	21	1	19	124	43	17	49	0	36	109	64	164	17	0	20	245	521	2301
18:45:00	21	19	17	0	15	57	8	90	22	0	23	120	47	12	45	0	23	104	56	179	14	0	13	249	530	2263
Grand Total	1073	909	842	1	488	2825	567	5604	1195	6	1156	7372	1778	862	1984	2	817	4626	2126	7025	848	4	485	10003	24826	-
Approach%	38%	32.2%	29.8%	0%	-	7.7%	76%	16.2%	0.1%	-	-	38.4%	18.6%	42.9%	0%	-	21.3%	70.2%	8.5%	0%	-	-	-	-	-	-
Totals %	4.3%	3.7%	3.4%	0%	11.4%	2.3%	22.6%	4.8%	0%	29.7%	7.2%	3.5%	8%	0%	18.6%	8.6%	28.3%	3.4%	0%	40.3%	-	-	-	-	-	-
Heavy	6	6	3	0	-	6	131	7	0	-	6	1	34	0	-	3	143	30	0	-	-	-	-	-	-	-
Heavy %	0.6%	0.7%	0.4%	0%	-	1.1%	2.3%	0.6%	0%	-	0.3%	0.1%	1.7%	0%	-	0.1%	2%	3.5%	0%	-	-	-	-	-	-	-
Bicycles	28	2	0	0	-	0	11	0	0	-	0	4	11	0	-	10	9	0	0	-	-	-	-	-	-	-
Bicycle %	2.6%	0.2%	0%	0%	-	0%	0.2%	0%	0%	-	0%	0.5%	0.6%	0%	-	0.5%	0.1%	0%	0%	-	-	-	-	-	-	-



Peak Hour: 02:15 PM - 03:15 PM Weather: Scattered Clouds (13.83 °C)

Start Time	N Approach THE DONWAY W						E Approach LAWRENCE AVE E						S Approach THE DONWAY W						W Approach LAWRENCE AVE 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	
14:15:00	32	20	13	0	20	65	12	180	29	0	38	221	47	21	56	0	21	124	49	165	17	0	24	231	641
14:30:00	23	22	27	0	7	72	14	159	20	0	32	193	42	26	56	0	26	124	66	181	19	0	12	266	655
14:45:00	34	24	21	0	7	79	8	161	42	0	22	211	51	24	60	0	28	135	44	173	16	0	9	233	658
15:00:00	22	27	20	0	23	69	14	157	22	0	34	193	61	24	70	0	15	155	55	149	15	1	15	220	637
Grand Total	111	93	81	0	57	285	48	657	113	0	126	818	201	95	242	0	90	538	214	668	67	1	60	950	2591
Approach%	38.9%	32.6%	28.4%	0%	-	-	5.9%	80.3%	13.8%	0%	-	-	37.4%	17.7%	45%	0%	-	22.5%	70.3%	7.1%	0.1%	-	-	-	-
Totals %	4.3%	3.6%	3.1%	0%	11%	11%	1.9%	25.4%	4.4%	0%	31.6%	31.6%	7.8%	3.7%	9.3%	0%	20.8%	8.3%	25.8%	2.6%	0%	36.7%	36.7%	-	-
PHF	0.82	0.86	0.75	0	0.9	0.9	0.86	0.91	0.67	0	0.93	0.93	0.82	0.91	0.86	0	0.87	0.81	0.92	0.88	0.25	0.89	0.89	-	-
Heavy	1	0	0	0	1	1	0	15	0	0	15	15	2	0	2	0	4	0	11	2	0	13	13	-	-
Heavy %	0.9%	0%	0%	0%	0.4%	0.4%	0%	2.3%	0%	0%	1.8%	1.8%	1%	0%	0.8%	0%	0.7%	0%	1.6%	3%	0%	1.4%	1.4%	-	-
Lights	110	93	81	0	284	284	48	642	113	0	803	803	199	95	240	0	534	214	657	65	1	937	937	-	-
Lights %	99.1%	100%	100%	0%	99.6%	99.6%	100%	97.7%	100%	0%	98.2%	98.2%	99%	100%	99.2%	0%	99.3%	100%	98.4%	97%	100%	98.6%	98.6%	-	-
Single-Unit Trucks	0	0	0	0	0	0	0	5	0	0	5	5	2	0	0	0	2	0	3	0	0	3	3	-	-
Single-Unit Trucks %	0%	0%	0%	0%	0%	0%	0%	0.8%	0%	0%	0.6%	0.6%	1%	0%	0%	0%	0.4%	0%	0.4%	0%	0%	0.3%	0.3%	-	-
Buses	1	0	0	0	1	1	0	10	0	0	10	10	0	0	2	0	2	0	8	2	0	10	10	-	-
Buses %	0.9%	0%	0%	0%	0.4%	0.4%	0%	1.5%	0%	0%	1.2%	1.2%	0%	0%	0.8%	0%	0.4%	0%	1.2%	3%	0%	1.1%	1.1%	-	-
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
Articulated Trucks %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	-
Pedestrians	-	-	-	-	54	-	-	-	-	-	120	-	-	-	-	-	83	-	-	-	-	56	-	-	-
Pedestrians%	-	-	-	-	16.2%	-	-	-	-	-	36%	-	-	-	-	-	24.9%	-	-	-	-	16.8%	-	-	-
Bicycles on Crosswalk	-	-	-	-	3	-	-	-	-	-	6	-	-	-	-	-	7	-	-	-	-	4	-	-	-
Bicycles on Crosswalk%	-	-	-	-	0.9%	-	-	-	-	-	1.8%	-	-	-	-	-	2.1%	-	-	-	-	1.2%	-	-	-
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	0	-	0	2	0	0	0	-	-
Bicycles on Road%	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	0%	-	-	-

Peak Hour: 02:15 PM - 03:15 PM Weather: Scattered Clouds (13.83 °C)





Turning Movement Count (2 . THE DONWAY WEST & 895 LAWRENCE AVE E PARKING LOT DRIVEWAY)

Start Time	N Approach 895 LAWRENCE AVE E (PARKING ACCESS)					E Approach THE DONWAY W					W Approach THE DONWAY W					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		
07:00:00	1	0	0	0	1	2	18	0	0	20	32	0	0	0	32	53	
07:15:00	0	0	0	5	0	0	39	0	0	39	29	0	0	0	29	68	
07:30:00	1	1	0	2	2	2	36	0	0	38	56	1	0	1	57	97	
07:45:00	1	3	0	3	4	2	66	0	0	68	62	3	0	1	65	137	355
08:00:00	1	1	0	1	2	4	78	0	0	82	78	1	0	0	79	163	465
08:15:00	1	0	0	7	1	3	65	0	0	68	74	0	0	2	74	143	540
08:30:00	1	1	0	4	2	2	95	0	0	97	94	1	0	1	95	194	637
08:45:00	2	2	0	7	4	6	120	0	0	126	90	3	0	2	93	223	723
09:00:00	2	3	0	5	5	8	103	0	0	111	79	2	0	3	81	197	757
09:15:00	3	7	0	4	10	10	101	0	0	111	62	3	0	1	65	186	800
09:30:00	2	3	0	5	5	5	66	0	1	71	59	6	0	2	65	141	747
09:45:00	5	4	0	2	9	15	86	0	0	101	79	4	0	0	83	193	717
10:00:00	7	6	0	4	13	12	88	0	1	100	64	4	0	2	68	181	701
10:15:00	5	11	0	2	16	7	64	0	1	71	57	7	0	1	64	151	666
10:30:00	4	9	0	4	13	16	71	0	0	87	79	4	0	1	83	183	708
10:45:00	4	8	0	2	12	21	86	0	0	107	73	9	0	4	82	201	716
11:00:00	3	13	0	10	16	8	77	0	0	85	84	3	0	1	87	188	723
11:15:00	8	13	0	2	21	11	73	0	1	84	79	11	0	4	90	195	767
11:30:00	7	8	0	9	15	12	86	0	0	98	84	6	0	2	90	203	787
11:45:00	9	15	0	2	24	16	97	0	4	113	87	12	0	0	99	236	822
12:00:00	3	19	0	7	22	16	83	0	1	99	94	8	0	3	102	223	857
12:15:00	6	19	0	13	25	26	67	0	2	93	79	6	0	5	85	203	865
12:30:00	12	21	0	4	33	15	82	0	2	97	106	6	0	3	112	242	904
12:45:00	14	16	0	9	30	13	70	0	2	83	87	5	0	1	92	205	873
13:00:00	9	18	0	4	27	16	74	0	0	90	92	9	0	3	101	218	868
13:15:00	9	13	0	3	22	14	91	0	2	105	98	7	0	0	105	232	897
13:30:00	4	16	0	0	20	12	76	0	0	88	101	6	1	0	108	216	871
13:45:00	7	24	0	8	31	19	69	0	0	88	94	3	0	7	97	216	882
14:00:00	8	10	0	3	18	11	88	0	0	99	129	7	0	0	136	253	917
14:15:00	8	21	0	3	29	19	67	0	0	86	129	5	0	1	134	249	934
14:30:00	7	16	0	3	23	12	64	0	2	76	109	7	0	4	116	215	933
14:45:00	9	23	0	6	32	15	76	0	0	91	125	10	0	1	135	258	975
15:00:00	5	10	0	8	15	14	55	0	1	69	120	4	0	3	124	208	930



15:15:00	8	9	0	4	17	9	51	0	1	60	116	9	0	2	125	202	883
15:30:00	12	11	0	5	23	17	83	1	1	101	116	10	0	5	126	250	918
15:45:00	14	17	0	6	31	12	108	0	0	120	107	10	0	4	117	268	928
16:00:00	11	14	0	11	25	15	101	0	0	116	106	6	0	2	112	253	973
16:15:00	18	13	0	3	31	21	87	0	0	108	109	9	0	4	118	257	1028
16:30:00	15	14	0	5	29	18	94	0	0	112	101	10	0	1	111	252	1030
16:45:00	15	16	0	5	31	10	114	0	0	124	113	6	0	1	119	274	1036
17:00:00	14	27	0	12	41	14	113	0	0	127	127	12	0	0	139	307	1090
17:15:00	18	25	0	6	43	22	107	0	0	129	107	7	0	0	114	286	1119
17:30:00	12	18	0	8	30	10	94	0	0	104	90	9	0	2	99	233	1100
17:45:00	15	15	0	7	30	17	117	0	0	134	102	12	0	4	114	278	1104
18:00:00	9	21	0	4	30	13	109	0	0	122	94	11	0	0	105	257	1054
18:15:00	15	23	0	5	38	23	87	0	4	110	99	9	0	0	108	256	1024
18:30:00	8	20	0	10	28	19	88	0	2	107	101	7	0	5	108	243	1034
18:45:00	10	22	0	4	32	11	97	0	1	108	76	10	0	1	86	226	982
Grand Total	362	599	0	246	961	595	3927	1	29	4523	4328	300	1	90	4629	10113	-

Approach%	37.7%	62.3%	0%	-	13.2%	86.8%	0%	-	93.5%	6.5%	0%	-	-	-
Totals %	3.6%	5.9%	0%	9.5%	5.9%	38.8%	0%	44.7%	42.8%	3%	0%	45.8%	-	-
Heavy	4	3	0	-	6	51	0	-	74	0	0	-	-	-
Heavy %	1.1%	0.5%	0%	-	1%	1.3%	0%	-	1.7%	0%	0%	-	-	-
Bicycles	4	0	0	-	1	11	0	-	9	0	0	-	-	-
Bicycle %	1.1%	0%	0%	-	0.2%	0.3%	0%	-	0.2%	0%	0%	-	-	-



Peak Hour: 04:30 PM - 05:30 PM Weather: Clear Sky (14.75 °C)

Start Time	N Approach 895 LAWRENCE AVE E (PARKING ACCESS)					E Approach THE DONWAY W					W Approach THE DONWAY W					Int. Total (15 min)
	Right	Left	UTurn	Peds	Approach Total	Right	Thru	UTurn	Peds	Approach Total	Thru	Left	UTurn	Peds	Approach Total	
16:30:00	15	14	0	5	29	18	94	0	0	112	101	10	0	1	111	252
16:45:00	15	16	0	5	31	10	114	0	0	124	113	6	0	1	119	274
17:00:00	14	27	0	12	41	14	113	0	0	127	127	12	0	0	139	307
17:15:00	18	25	0	6	43	22	107	0	0	129	107	7	0	0	114	286
Grand Total	62	82	0	28	144	64	428	0	0	492	448	35	0	2	483	1119
Approach%	43.1%	56.9%	0%	-	-	13%	87%	0%	-	-	92.8%	7.2%	0%	-	-	-
Totals %	5.5%	7.3%	0%	12.9%	12.9%	5.7%	38.2%	0%	44%	44%	40%	3.1%	0%	43.2%	43.2%	-
PHF	0.86	0.76	0	0.84	0.84	0.73	0.94	0	0.95	0.95	0.88	0.73	0	0.87	0.87	-
Heavy	0	0	0	0	0	0	3	0	3	3	4	0	0	4	4	-
Heavy %	0%	0%	0%	0%	0%	0%	0.7%	0%	0.6%	0.6%	0.9%	0%	0%	0.8%	0.8%	-
Lights	62	82	0	144	144	64	425	0	489	489	444	35	0	479	479	-
Lights %	100%	100%	0%	100%	100%	100%	99.3%	0%	99.4%	99.4%	99.1%	100%	0%	99.2%	99.2%	-
Single-Unit Trucks	0	0	0	0	0	0	2	0	2	2	2	0	0	2	2	-
Single-Unit Trucks %	0%	0%	0%	0%	0%	0%	0.5%	0%	0.4%	0.4%	0.4%	0%	0%	0.4%	0.4%	-
Buses	0	0	0	0	0	0	1	0	1	1	2	0	0	2	2	-
Buses %	0%	0%	0%	0%	0%	0%	0.2%	0%	0.2%	0.2%	0.4%	0%	0%	0.4%	0.4%	-
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
Articulated Trucks %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-
Pedestrians	-	-	-	27	-	-	-	0	-	-	-	-	-	2	-	-
Pedestrians%	-	-	-	90%	-	-	-	0%	-	-	-	-	-	6.7%	-	-
Bicycles on Crosswalk	-	-	-	1	-	-	-	0	-	-	-	-	-	0	-	-
Bicycles on Crosswalk%	-	-	-	3.3%	-	-	-	0%	-	-	-	-	-	0%	-	-
Bicycles on Road	3	0	0	0	-	0	1	0	-	-	3	0	0	0	-	-
Bicycles on Road%	-	-	-	0%	-	-	-	0%	-	-	-	-	-	0%	-	-



Selected Hour: 08:30 AM - 09:30 AM Weather:

Start Time	N Approach 895 LAWRENCE AVE E (PARKING ACCESS)					E Approach THE DONWAY W					W Approach THE DONWAY W					Int. Total (15 min)
	Right	Left	UTurn	Peds	Approach Total	Right	Thru	UTurn	Peds	Approach Total	Thru	Left	UTurn	Peds	Approach Total	
08:30:00	1	1	0	4	2	2	95	0	0	97	94	1	0	1	95	194
08:45:00	2	2	0	7	4	6	120	0	0	126	90	3	0	2	93	223
09:00:00	2	3	0	5	5	8	103	0	0	111	79	2	0	3	81	197
09:15:00	3	7	0	4	10	10	101	0	0	111	62	3	0	1	65	186
Grand Total	8	13	0	20	21	26	419	0	0	445	325	9	0	7	334	800
Approach%	38.1%	61.9%	0%	-	-	5.8%	94.2%	0%	-	-	97.3%	2.7%	0%	-	-	-
Totals %	1%	1.6%	0%	2.6%	3.3%	52.4%	0%	55.6%	40.6%	1.1%	0%	41.8%	-	-	-	-
PHF	0.67	0.46	0	0.53	0.65	0.87	0	0.88	0.86	0.75	0	0.88	-	-	-	-
Heavy	1	0	0	1	3	7	0	10	7	0	0	7	-	-	-	-
Heavy %	12.5%	0%	0%	4.8%	11.5%	1.7%	0%	2.2%	2.2%	0%	0%	2.1%	-	-	-	-
Lights	7	13	0	20	23	412	0	435	318	9	0	327	-	-	-	-
Lights %	87.5%	100%	0%	95.2%	88.5%	98.3%	0%	97.8%	97.8%	100%	0%	97.9%	-	-	-	-
Single-Unit Trucks	0	0	0	0	2	2	0	4	3	0	0	3	-	-	-	-
Single-Unit Trucks %	0%	0%	0%	0%	7.7%	0.5%	0%	0.9%	0.9%	0%	0%	0.9%	-	-	-	-
Buses	1	0	0	1	1	5	0	6	4	0	0	4	-	-	-	-
Buses %	12.5%	0%	0%	4.8%	3.8%	1.2%	0%	1.3%	1.2%	0%	0%	1.2%	-	-	-	-
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
Articulated Trucks %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	-	-	-
Pedestrians	-	-	-	19	-	-	-	0	-	-	-	7	-	-	-	-
Pedestrians%	-	-	-	70.4%	-	-	-	0%	-	-	-	25.9%	-	-	-	-
Bicycles on Crosswalk	-	-	-	1	-	-	-	0	-	-	-	0	-	-	-	-
Bicycles on Crosswalk%	-	-	-	3.7%	-	-	-	0%	-	-	-	0%	-	-	-	-
Bicycles on Road	0	0	0	0	-	0	1	0	0	-	0	0	0	-	-	-
Bicycles on Road%	-	-	-	0%	-	-	-	0%	-	-	-	0%	-	-	-	-

Peak Hour: 04:30 PM - 05:30 PM Weather: Clear Sky (14.75 °C)



Selected Hour: 08:30 AM - 09:30 AM Weather:





Turning Movement Count (2 . THE DONWAY WEST & 895 LAWRENCE AVE E PARKING LOT DRIVEWAY)

Start Time	N Approach 895 LAWRENCE AVE E (PARKING ACCESS)					E Approach THE DONWAY W					W Approach THE DONWAY W					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		
07:00:00	0	0	0	1	0	0	8	0	0	8	15	1	0	0	16	24	
07:15:00	0	1	0	3	1	1	11	0	0	12	9	0	0	0	9	22	
07:30:00	0	0	0	0	0	0	12	0	0	12	19	0	0	0	19	31	
07:45:00	2	1	0	0	3	1	13	0	0	14	25	0	0	0	25	42	119
08:00:00	1	0	0	1	1	2	31	0	0	33	30	0	0	0	30	64	159
08:15:00	1	1	0	3	2	2	36	0	0	38	30	0	0	1	30	70	207
08:30:00	1	0	0	2	1	3	28	0	0	31	45	1	0	0	46	78	254
08:45:00	2	2	0	0	4	3	35	0	0	38	39	3	0	0	42	84	296
09:00:00	1	1	0	2	2	4	44	0	0	48	52	1	0	0	53	103	335
09:15:00	3	1	0	2	4	10	48	0	0	58	40	4	0	0	44	106	371
09:30:00	2	4	0	2	6	9	48	0	1	57	63	4	0	0	67	130	423
09:45:00	3	4	0	4	7	11	67	0	2	78	66	3	0	0	69	154	493
10:00:00	7	6	0	9	13	14	72	0	0	86	59	4	0	0	63	162	552
10:15:00	5	13	0	10	18	17	85	0	0	102	81	5	0	0	86	206	652
10:30:00	3	10	0	9	13	8	73	0	0	81	86	4	0	2	90	184	706
10:45:00	8	9	0	2	17	20	64	0	1	84	80	8	0	2	88	189	741
11:00:00	5	12	0	17	17	15	73	0	1	88	80	4	0	5	84	189	768
11:15:00	7	12	0	19	19	18	90	0	0	108	85	9	0	2	94	221	783
11:30:00	5	9	0	24	14	21	75	0	0	96	100	8	0	3	108	218	817
11:45:00	10	19	0	9	29	26	82	0	0	108	101	16	0	3	117	254	882
12:00:00	11	20	0	13	31	24	85	0	0	109	98	11	0	3	109	249	942
12:15:00	3	19	0	9	22	22	94	0	1	116	87	8	0	3	95	233	954
12:30:00	7	20	0	5	27	21	84	0	0	105	123	8	0	3	131	263	999
12:45:00	13	26	0	16	39	23	107	0	0	130	98	13	0	2	111	280	1025
13:00:00	8	16	0	6	24	16	83	0	0	99	109	9	0	3	118	241	1017
13:15:00	11	35	0	30	46	30	76	0	4	106	115	12	0	4	127	279	1063
13:30:00	6	25	0	14	31	12	86	0	0	98	102	6	0	5	108	237	1037
13:45:00	16	17	0	13	33	18	90	0	1	108	106	9	0	10	115	256	1013
14:00:00	11	20	0	31	31	20	103	0	0	123	103	9	0	8	112	266	1038
14:15:00	9	23	0	9	32	18	77	0	5	95	100	12	0	5	112	239	998
14:30:00	10	19	0	6	29	18	93	0	3	111	103	11	0	2	114	254	1015
14:45:00	7	19	0	10	26	27	81	0	0	108	113	10	0	1	123	257	1016
15:00:00	13	18	0	16	31	15	87	0	0	102	136	4	0	5	140	273	1023



15:15:00	4	25	0	27	29	23	99	0	0	122	110	12	0	2	122	273	1057
15:30:00	14	22	0	29	36	15	88	0	11	103	87	8	0	6	95	234	1037
15:45:00	15	19	0	10	34	11	114	0	4	125	98	4	0	10	102	261	1041
16:00:00	16	16	0	22	32	18	91	0	6	109	110	8	0	8	118	259	1027
16:15:00	6	20	0	11	26	10	93	0	0	103	97	9	0	11	106	235	989
16:30:00	8	21	0	4	29	15	91	0	13	106	91	5	0	3	96	231	986
16:45:00	9	20	0	6	29	23	77	0	0	100	83	13	0	3	96	225	950
17:00:00	11	16	0	6	27	20	88	1	3	109	91	6	0	1	97	233	924
17:15:00	6	24	0	13	30	23	93	0	1	116	92	8	0	1	100	246	935
17:30:00	10	20	0	9	30	21	84	0	3	105	85	4	0	4	89	224	928
17:45:00	9	16	0	5	25	19	71	0	3	90	96	13	0	4	109	224	927
18:00:00	13	26	0	7	39	17	117	0	4	134	109	10	0	6	119	292	986
18:15:00	7	35	0	9	42	25	65	1	1	91	96	9	0	4	105	238	978
18:30:00	10	25	0	7	35	29	77	0	0	106	79	6	0	3	85	226	980
18:45:00	8	20	0	5	28	21	74	0	0	95	85	7	0	4	92	215	971
Grand Total	337	707	0	467	1044	739	3463	2	68	4204	3907	319	0	142	4226	9474	-

Approach%	32.3%	67.7%	0%	-	17.6%	82.4%	0%	-	92.5%	7.5%	0%	-	-	-
Totals %	3.6%	7.5%	0%	11%	7.8%	36.6%	0%	44.4%	41.2%	3.4%	0%	44.6%	-	-
Heavy	1	0	0	-	4	12	0	-	39	2	0	-	-	-
Heavy %	0.3%	0%	0%	-	0.5%	0.3%	0%	-	1%	0.6%	0%	-	-	-
Bicycles	2	1	0	-	2	21	0	-	25	1	0	-	-	-
Bicycle %	0.6%	0.1%	0%	-	0.3%	0.6%	0%	-	0.6%	0.3%	0%	-	-	-



Peak Hour: 12:30 PM - 01:30 PM Weather: Scattered Clouds (13.83 °C)

Start Time	N Approach 895 LAWRENCE AVE E (PARKING ACCESS)					E Approach THE DONWAY W					W Approach THE DONWAY W					Int. Total (15 min)
	Right	Left	UTurn	Peds	Approach Total	Right	Thru	UTurn	Peds	Approach Total	Thru	Left	UTurn	Peds	Approach Total	
12:30:00	7	20	0	5	27	21	84	0	0	105	123	8	0	3	131	263
12:45:00	13	26	0	16	39	23	107	0	0	130	98	13	0	2	111	280
13:00:00	8	16	0	6	24	16	83	0	0	99	109	9	0	3	118	241
13:15:00	11	35	0	30	46	30	76	0	4	106	115	12	0	4	127	279
Grand Total	39	97	0	57	136	90	350	0	4	440	445	42	0	12	487	1063
Approach%	28.7%	71.3%	0%	-	-	20.5%	79.5%	0%	-	-	91.4%	8.6%	0%	-	-	-
Totals %	3.7%	9.1%	0%	12.8%	12.8%	8.5%	32.9%	0%	41.4%	41.4%	41.9%	4%	0%	45.8%	45.8%	-
PHF	0.75	0.69	0	0.74	0.74	0.75	0.82	0	0.85	0.85	0.9	0.81	0	0.93	0.93	-
Heavy	0	0	0	0	0	1	3	0	4	4	5	1	0	6	6	-
Heavy %	0%	0%	0%	0%	0%	1.1%	0.9%	0%	0.9%	0.9%	1.1%	2.4%	0%	1.2%	1.2%	-
Lights	39	97	0	136	136	89	347	0	436	436	440	41	0	481	481	-
Lights %	100%	100%	0%	100%	100%	98.9%	99.1%	0%	99.1%	99.1%	98.9%	97.6%	0%	98.8%	98.8%	-
Single-Unit Trucks	0	0	0	0	0	1	2	0	3	3	2	1	0	3	3	-
Single-Unit Trucks %	0%	0%	0%	0%	0%	1.1%	0.6%	0%	0.7%	0.7%	0.4%	2.4%	0%	0.6%	0.6%	-
Buses	0	0	0	0	0	0	1	0	1	1	3	0	0	3	3	-
Buses %	0%	0%	0%	0%	0%	0%	0.3%	0%	0.2%	0.2%	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	-
Articulated Trucks %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-
Pedestrians	-	-	-	56	-	-	-	-	4	-	-	-	-	12	-	-
Pedestrians%	-	-	-	76.7%	-	-	-	-	5.5%	-	-	-	-	16.4%	-	-
Bicycles on Crosswalk	-	-	-	1	-	-	-	-	0	-	-	-	-	0	-	-
Bicycles on Crosswalk%	-	-	-	1.4%	-	-	-	-	0%	-	-	-	-	0%	-	-
Bicycles on Road	0	1	0	0	-	1	3	0	0	-	6	0	0	0	-	-
Bicycles on Road%	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-	-



Selected Hour: 08:30 AM - 09:30 AM Weather:

Start Time	N Approach 895 LAWRENCE AVE E (PARKING ACCESS)					E Approach THE DONWAY W					W Approach THE DONWAY W					Int. Total (15 min)
	Right	Left	UTurn	Peds	Approach Total	Right	Thru	UTurn	Peds	Approach Total	Thru	Left	UTurn	Peds	Approach Total	
08:30:00	1	0	0	2	1	3	28	0	0	31	45	1	0	0	46	78
08:45:00	2	2	0	0	4	3	35	0	0	38	39	3	0	0	42	84
09:00:00	1	1	0	2	2	4	44	0	0	48	52	1	0	0	53	103
09:15:00	3	1	0	2	4	10	48	0	0	58	40	4	0	0	44	106
Grand Total	7	4	0	6	11	20	155	0	0	175	176	9	0	0	185	371
Approach%	63.6%	36.4%	0%	-	-	11.4%	88.6%	0%	-	-	95.1%	4.9%	0%	-	-	-
Totals %	1.9%	1.1%	0%	3%	3%	5.4%	41.8%	0%	47.2%	47.2%	47.4%	2.4%	0%	49.9%	49.9%	-
PHF	0.58	0.5	0	0.69	0.69	0.5	0.81	0	0.75	0.75	0.85	0.56	0	0.87	0.87	-
Heavy	0	0	0	0	0	0	0	0	0	0	2	1	0	3	3	-
Heavy %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1.1%	11.1%	0%	1.6%	1.6%	-
Lights	7	4	0	11	11	20	155	0	175	175	174	8	0	182	182	-
Lights %	100%	100%	0%	100%	100%	100%	100%	0%	100%	100%	98.9%	88.9%	0%	98.4%	98.4%	-
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	-
Single-Unit Trucks %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	11.1%	0%	0.5%	0.5%	-
Buses	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	-
Buses %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1.1%	0%	0%	1.1%	1.1%	-
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
Articulated Trucks %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-
Pedestrians	-	-	-	6	-	-	-	0	-	-	-	-	-	0	-	-
Pedestrians%	-	-	-	100%	-	-	-	0%	-	-	-	-	-	0%	-	-
Bicycles on Crosswalk	-	-	-	0	-	-	-	0	-	-	-	-	-	0	-	-
Bicycles on Crosswalk%	-	-	-	0%	-	-	-	0%	-	-	-	-	-	0%	-	-
Bicycles on Road	0	0	0	0	-	0	0	0	-	-	0	0	0	0	-	-
Bicycles on Road%	-	-	-	0%	-	-	-	0%	-	-	-	-	-	0%	-	-

Peak Hour: 12:30 PM - 01:30 PM Weather: Scattered Clouds (13.83 °C)



Selected Hour: 08:30 AM - 09:30 AM Weather:





Turning Movement Count (1 . THE DONWAY WEST & MARIE LABATTE RD)

Start Time	E Approach THE DONWAY W					S Approach MARIE LABATTE RD					W Approach THE DONWAY W					Int. Total (15 min)	Int. Total (1 hr)
	Thru E:W	Left E:S	UTurn E:E	Peds E:	Approach Total	Right S:E	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	UTurn W:W	Peds W:	Approach Total		
07:00:00	9	10	0	0	19	1	0	0	3	1	0	32	0	0	32	52	
07:15:00	35	4	0	0	39	3	1	0	1	4	0	26	0	0	26	69	
07:30:00	27	9	1	0	37	3	0	0	1	3	0	52	0	0	52	92	
07:45:00	57	10	0	0	67	7	0	0	1	7	1	58	0	0	59	133	346
08:00:00	61	18	0	0	79	8	0	0	1	8	1	73	0	0	74	161	455
08:15:00	62	4	0	0	66	4	0	0	3	4	0	71	0	1	71	141	527
08:30:00	80	16	0	1	96	12	0	0	4	12	0	81	0	0	81	189	624
08:45:00	95	27	0	0	122	23	1	0	1	24	3	72	0	0	75	221	712
09:00:00	88	17	0	2	105	9	1	0	3	10	0	70	1	2	71	186	737
09:15:00	80	24	0	1	104	19	1	0	2	20	1	46	0	1	47	171	767
09:30:00	45	23	0	1	68	18	0	0	0	18	5	47	0	0	52	138	716
09:45:00	57	33	0	0	90	21	0	0	2	21	6	64	0	1	70	181	676
10:00:00	56	36	3	0	95	16	0	0	3	16	4	48	0	1	52	163	653
10:15:00	45	23	0	0	68	26	1	0	0	27	3	38	0	2	41	136	618
10:30:00	55	21	0	1	76	23	3	0	5	26	2	61	0	1	63	165	645
10:45:00	59	29	0	0	88	30	0	0	1	30	2	53	0	0	55	173	637
11:00:00	55	25	0	1	80	28	1	0	3	29	2	57	0	5	59	168	642
11:15:00	58	24	0	0	82	31	5	0	6	36	5	59	0	1	64	182	688
11:30:00	63	31	0	0	94	33	2	0	3	35	3	57	0	4	60	189	712
11:45:00	63	44	0	4	107	31	1	0	2	32	2	69	0	4	71	210	749
12:00:00	43	42	0	1	85	36	0	0	9	36	5	67	0	4	72	193	774
12:15:00	43	31	0	0	74	34	4	0	3	38	3	51	0	5	54	166	758
12:30:00	61	31	1	0	93	43	1	0	3	44	3	65	0	3	68	205	774
12:45:00	56	30	0	1	86	26	1	0	6	27	4	69	0	6	73	186	750
13:00:00	51	31	0	2	82	30	4	0	3	34	2	69	0	1	71	187	744
13:15:00	69	29	0	0	98	39	3	0	5	42	6	66	1	7	73	213	791
13:30:00	55	24	0	2	79	52	3	0	21	55	4	59	0	6	63	197	783
13:45:00	43	31	0	5	74	32	1	0	15	33	3	61	0	1	64	171	768
14:00:00	58	36	2	1	96	46	3	0	11	49	3	86	0	2	89	234	815
14:15:00	52	23	0	2	75	49	3	0	9	52	4	86	0	3	90	217	819
14:30:00	45	27	0	3	72	49	2	0	8	51	4	67	0	9	71	194	816
14:45:00	53	31	0	0	84	46	4	0	1	50	2	90	0	3	92	226	871
15:00:00	35	25	1	0	61	44	0	0	2	44	3	79	0	6	82	187	824
15:15:00	45	16	0	0	61	42	4	0	5	46	4	80	0	1	84	191	798



15:30:00	71	23	0	3	94	48	1	0	2	49	1	79	0	2	80	223	827
15:45:00	95	28	1	0	124	52	2	0	2	54	5	62	0	5	67	245	846
16:00:00	74	36	0	3	110	41	3	0	4	44	3	75	0	3	78	232	891
16:15:00	72	34	0	0	106	50	3	0	0	53	1	67	0	2	68	227	927
16:30:00	83	27	0	2	110	38	0	0	2	38	2	72	0	2	74	222	926
16:45:00	88	39	1	0	128	44	2	0	6	46	5	75	0	2	80	254	935
17:00:00	91	38	0	0	129	46	3	0	0	49	1	93	0	3	94	272	975
17:15:00	89	34	1	2	124	39	2	0	4	41	0	73	0	0	73	238	986
17:30:00	72	34	1	3	107	36	4	0	5	40	4	61	0	2	65	212	976
17:45:00	80	52	1	6	133	38	3	0	11	41	4	75	0	5	79	253	975
18:00:00	59	56	0	2	115	44	1	0	1	45	4	63	0	5	67	227	930
18:15:00	77	23	2	1	102	46	1	0	1	47	0	58	0	3	58	207	899
18:30:00	57	39	1	5	97	29	3	0	1	32	3	78	0	3	81	210	897
18:45:00	71	35	0	2	106	29	2	0	2	31	2	59	0	3	61	198	842
Grand Total	2938	1333	16	57	4287	1494	80	0	187	1574	125	3119	2	120	3246	9107	-
Approach%	68.5%	31.1%	0.4%	-	-	94.9%	5.1%	0%	-	-	3.9%	96.1%	0.1%	-	-	-	-
Totals %	32.3%	14.6%	0.2%	-	47.1%	16.4%	0.9%	0%	17.3%	1.4%	34.2%	0%	-	35.6%	-	-	-
Heavy	52	7	1	-	-	14	0	0	-	-	3	58	0	-	-	-	-
Heavy %	1.8%	0.5%	6.3%	-	-	0.9%	0%	0%	-	-	2.4%	1.9%	0%	-	-	-	-
Bicycles	9	1	0	-	-	3	1	0	-	-	0	5	0	-	-	-	-
Bicycle %	0.3%	0.1%	0%	-	-	0.2%	1.3%	0%	-	-	0%	0.2%	0%	-	-	-	-



Peak Hour: 04:30 PM - 05:30 PM Weather: Clear Sky (14.75 °C)

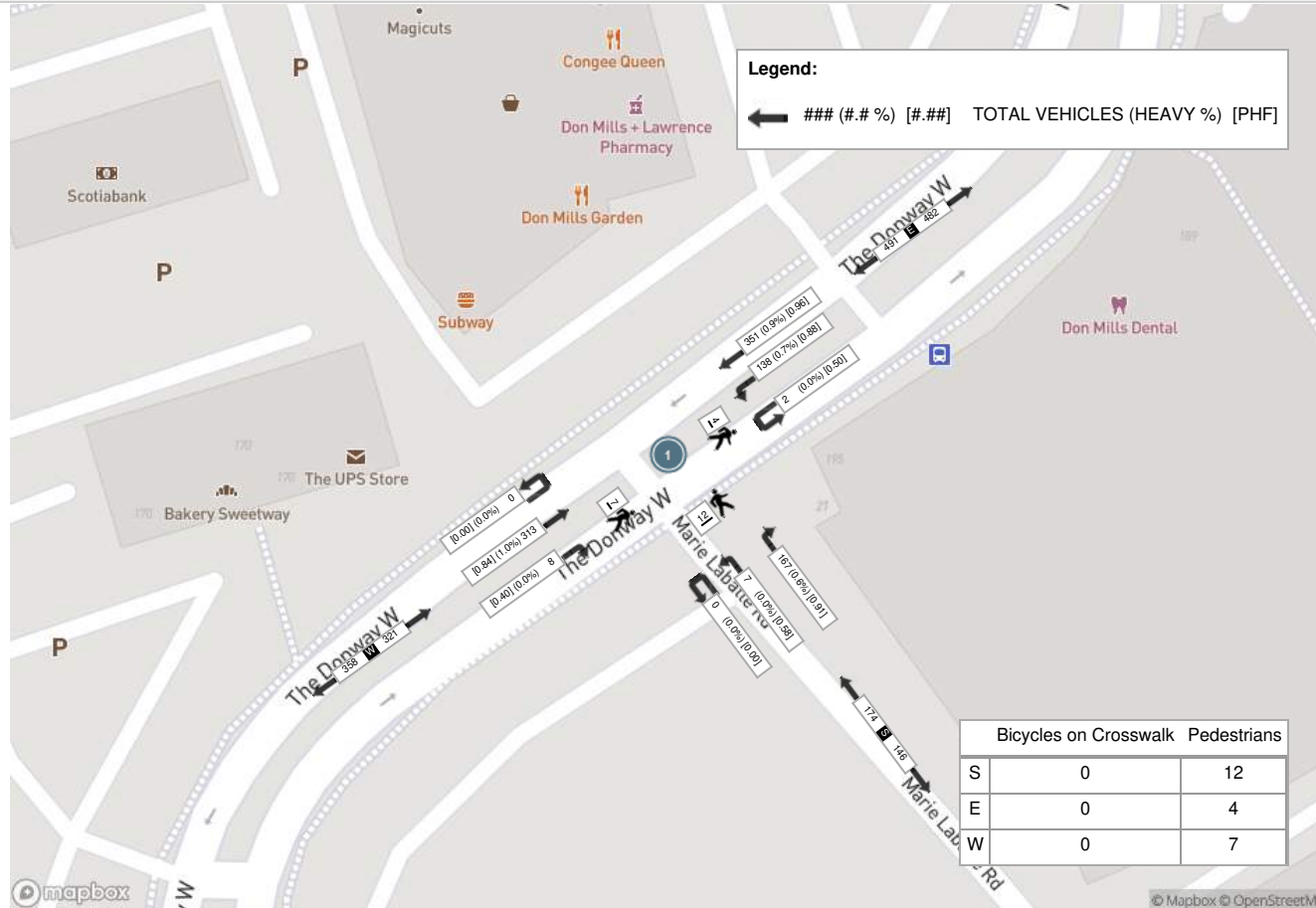
Start Time	E Approach THE DONWAY W					S Approach MARIE LABATTE RD					W Approach THE DONWAY W					Int. Total (15 min)
	Thru	Left	UTurn	Peds	Approach Total	Right	Left	UTurn	Peds	Approach Total	Right	Thru	UTurn	Peds	Approach Total	
16:30:00	83	27	0	2	110	38	0	0	2	38	2	72	0	2	74	222
16:45:00	88	39	1	0	128	44	2	0	6	46	5	75	0	2	80	254
17:00:00	91	38	0	0	129	46	3	0	0	49	1	93	0	3	94	272
17:15:00	89	34	1	2	124	39	2	0	4	41	0	73	0	0	73	238
Grand Total	351	138	2	4	491	167	7	0	12	174	8	313	0	7	321	986
Approach%	71.5%	28.1%	0.4%	-	-	96%	4%	0%	-	-	2.5%	97.5%	0%	-	-	-
Totals %	35.6%	14%	0.2%	49.8%	16.9%	0.7%	0%	17.6%	0.8%	31.7%	0%	32.6%	-	-	-	-
PHF	0.96	0.88	0.5	0.95	0.91	0.58	0	0.89	0.4	0.84	0	0.85	-	-	-	-
Heavy	3	1	0	4	1	0	0	1	0	3	0	3	-	-	-	-
Heavy %	0.9%	0.7%	0%	0.8%	0.6%	0%	0%	0.6%	0%	1%	0%	0.9%	-	-	-	-
Lights	348	137	2	487	166	7	0	173	8	310	0	318	-	-	-	-
Lights %	99.1%	99.3%	100%	99.2%	99.4%	100%	0%	99.4%	100%	99%	0%	99.1%	-	-	-	-
Single-Unit Trucks	1	1	0	2	1	0	0	1	0	1	0	1	-	-	-	-
Single-Unit Trucks %	0.3%	0.7%	0%	0.4%	0.6%	0%	0%	0.6%	0%	0.3%	0%	0.3%	-	-	-	-
Buses	2	0	0	2	0	0	0	0	0	2	0	2	-	-	-	-
Buses %	0.6%	0%	0%	0.4%	0%	0%	0%	0%	0%	0.6%	0%	0.6%	-	-	-	-
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
Articulated Trucks %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	-	-	-
Pedestrians	-	-	-	4	-	-	-	12	-	-	-	-	7	-	-	-
Pedestrians%	-	-	-	17.4%	-	-	-	52.2%	-	-	-	-	30.4%	-	-	-
Bicycles on Crosswalk	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	-
Bicycles on Crosswalk%	-	-	-	0%	-	-	-	0%	-	-	-	0%	-	-	-	-
Bicycles on Road	1	0	0	0	-	3	0	0	0	-	0	0	0	0	-	-
Bicycles on Road%	-	-	-	0%	-	-	-	0%	-	-	-	0%	-	-	-	-



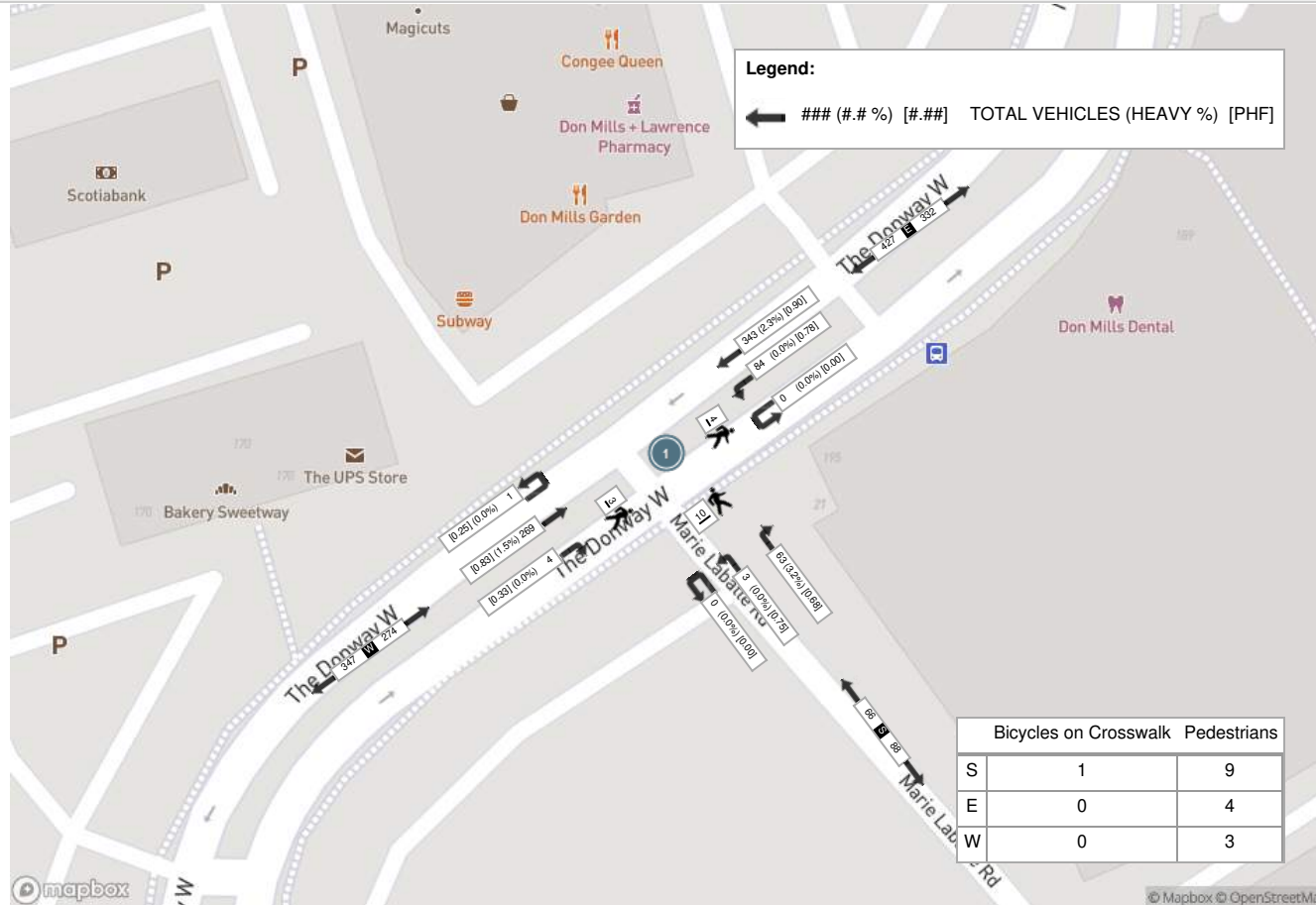
Selected Hour: 08:30 AM - 09:30 AM Weather:

Start Time	E Approach THE DONWAY W					S Approach MARIE LABATTE RD					W Approach THE DONWAY W					Int. Total (15 min)
	Thru	Left	UTurn	Peds	Approach Total	Right	Left	UTurn	Peds	Approach Total	Right	Thru	UTurn	Peds	Approach Total	
08:30:00	80	16	0	1	96	12	0	0	4	12	0	81	0	0	81	189
08:45:00	95	27	0	0	122	23	1	0	1	24	3	72	0	0	75	221
09:00:00	88	17	0	2	105	9	1	0	3	10	0	70	1	2	71	186
09:15:00	80	24	0	1	104	19	1	0	2	20	1	46	0	1	47	171
Grand Total	343	84	0	4	427	63	3	0	10	66	4	269	1	3	274	767
Approach%	80.3%	19.7%	0%	-	-	95.5%	4.5%	0%	-	-	1.5%	98.2%	0.4%	-	-	-
Totals %	44.7%	11%	0%	55.7%	8.2%	0.4%	0%	8.6%	0.5%	35.1%	0.1%	35.7%	-	-	-	-
PHF	0.9	0.78	0	0.88	0.68	0.75	0	0.69	0.33	0.83	0.25	0.85	-	-	-	-
Heavy	8	0	0	8	2	0	0	2	0	4	0	4	-	-	-	-
Heavy %	2.3%	0%	0%	1.9%	3.2%	0%	0%	3%	0%	1.5%	0%	1.5%	-	-	-	-
Lights	335	84	0	419	61	3	0	64	4	265	1	270	-	-	-	-
Lights %	97.7%	100%	0%	98.1%	96.8%	100%	0%	97%	100%	98.5%	100%	98.5%	-	-	-	-
Single-Unit Trucks	2	0	0	2	2	0	0	2	0	1	0	1	-	-	-	-
Single-Unit Trucks %	0.6%	0%	0%	0.5%	3.2%	0%	0%	3%	0%	0.4%	0%	0.4%	-	-	-	-
Buses	6	0	0	6	0	0	0	0	0	3	0	3	-	-	-	-
Buses %	1.7%	0%	0%	1.4%	0%	0%	0%	0%	0%	1.1%	0%	1.1%	-	-	-	-
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
Articulated Trucks %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	-	-	-
Pedestrians	-	-	-	4	-	-	-	9	-	-	-	3	-	-	-	-
Pedestrians%	-	-	-	23.5%	-	-	-	52.9%	-	-	-	17.6%	-	-	-	-
Bicycles on Crosswalk	-	-	-	0	-	-	-	1	-	-	-	0	-	-	-	-
Bicycles on Crosswalk%	-	-	-	0%	-	-	-	5.9%	-	-	-	0%	-	-	-	-
Bicycles on Road	0	0	0	0	-	0	0	0	-	0	0	0	-	-	-	-
Bicycles on Road%	-	-	-	0%	-	-	-	0%	-	-	-	0%	-	-	-	-

Peak Hour: 04:30 PM - 05:30 PM Weather: Clear Sky (14.75 °C)



Selected Hour: 08:30 AM - 09:30 AM Weather:





Turning Movement Count (1 . THE DONWAY WEST & MARIE LABATTE RD)

Start Time	E Approach THE DONWAY W					S Approach MARIE LABATTE RD					W Approach THE DONWAY W					Int. Total (15 min)	Int. Total (1 hr)
	Thru E:W	Left E:S	UTurn E:E	Peds E:	Approach Total	Right S:E	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	UTurn W:W	Peds W:	Approach Total		
07:00:00	7	1	0	0	8	1	0	0	2	1	0	16	0	1	16	25	
07:15:00	10	2	0	1	12	3	0	0	1	3	0	5	0	1	5	20	
07:30:00	8	2	0	0	10	4	0	0	0	4	0	15	0	0	15	29	
07:45:00	12	3	0	0	15	3	0	0	0	3	0	22	0	0	22	40	114
08:00:00	24	9	0	0	33	5	0	0	2	5	1	26	0	0	27	65	154
08:15:00	27	9	0	1	36	9	0	0	0	9	1	22	0	0	23	68	202
08:30:00	25	5	1	0	31	8	1	0	0	9	0	36	0	0	36	76	249
08:45:00	30	7	0	0	37	7	0	0	6	7	1	36	1	1	38	82	291
09:00:00	29	15	0	0	44	11	0	0	1	11	0	41	0	1	41	96	322
09:15:00	33	18	0	0	51	9	0	0	1	9	0	35	0	0	35	95	349
09:30:00	32	19	0	0	51	17	0	0	4	17	0	50	0	0	50	118	391
09:45:00	48	21	0	0	69	14	2	0	1	16	0	55	0	0	55	140	449
10:00:00	48	31	0	1	79	12	0	0	3	12	7	54	0	3	61	152	505
10:15:00	55	35	0	2	90	33	4	0	6	37	1	50	0	3	51	178	588
10:30:00	49	27	0	2	76	25	0	0	8	25	3	69	0	3	72	173	643
10:45:00	39	33	0	0	72	25	3	0	9	28	2	60	0	2	62	162	665
11:00:00	50	29	0	2	79	27	0	0	5	27	2	56	1	3	59	165	678
11:15:00	59	38	0	1	97	29	1	0	4	30	3	66	0	1	69	196	696
11:30:00	56	26	0	2	82	31	0	0	4	31	3	74	0	3	77	190	713
11:45:00	57	38	0	0	95	37	2	0	2	39	6	80	0	5	86	220	771
12:00:00	60	35	1	1	96	45	2	0	2	47	5	63	0	3	68	211	817
12:15:00	59	38	0	4	97	39	1	0	5	40	6	56	1	9	63	200	821
12:30:00	42	50	1	3	93	30	2	0	3	32	6	97	0	2	103	228	859
12:45:00	73	45	0	1	118	43	3	1	6	47	0	70	0	6	70	235	874
13:00:00	53	40	0	1	93	46	3	0	8	49	4	73	1	9	78	220	883
13:15:00	49	36	0	5	85	45	4	0	3	49	4	80	0	5	84	218	901
13:30:00	54	39	0	6	93	48	4	1	5	53	2	61	0	4	63	209	882
13:45:00	67	41	0	11	108	36	2	0	2	38	1	77	0	5	78	224	871
14:00:00	68	47	0	4	115	45	1	1	15	47	3	68	0	5	71	233	884
14:15:00	57	30	0	2	87	38	1	0	6	39	7	74	0	9	81	207	873
14:30:00	67	38	0	0	105	47	3	0	2	50	2	68	0	5	70	225	889
14:45:00	57	33	0	0	90	55	5	0	3	60	5	69	0	1	74	224	889
15:00:00	56	44	0	0	100	65	6	0	10	71	1	73	0	3	74	245	901
15:15:00	68	35	0	2	103	54	0	0	9	54	4	71	0	3	75	232	926



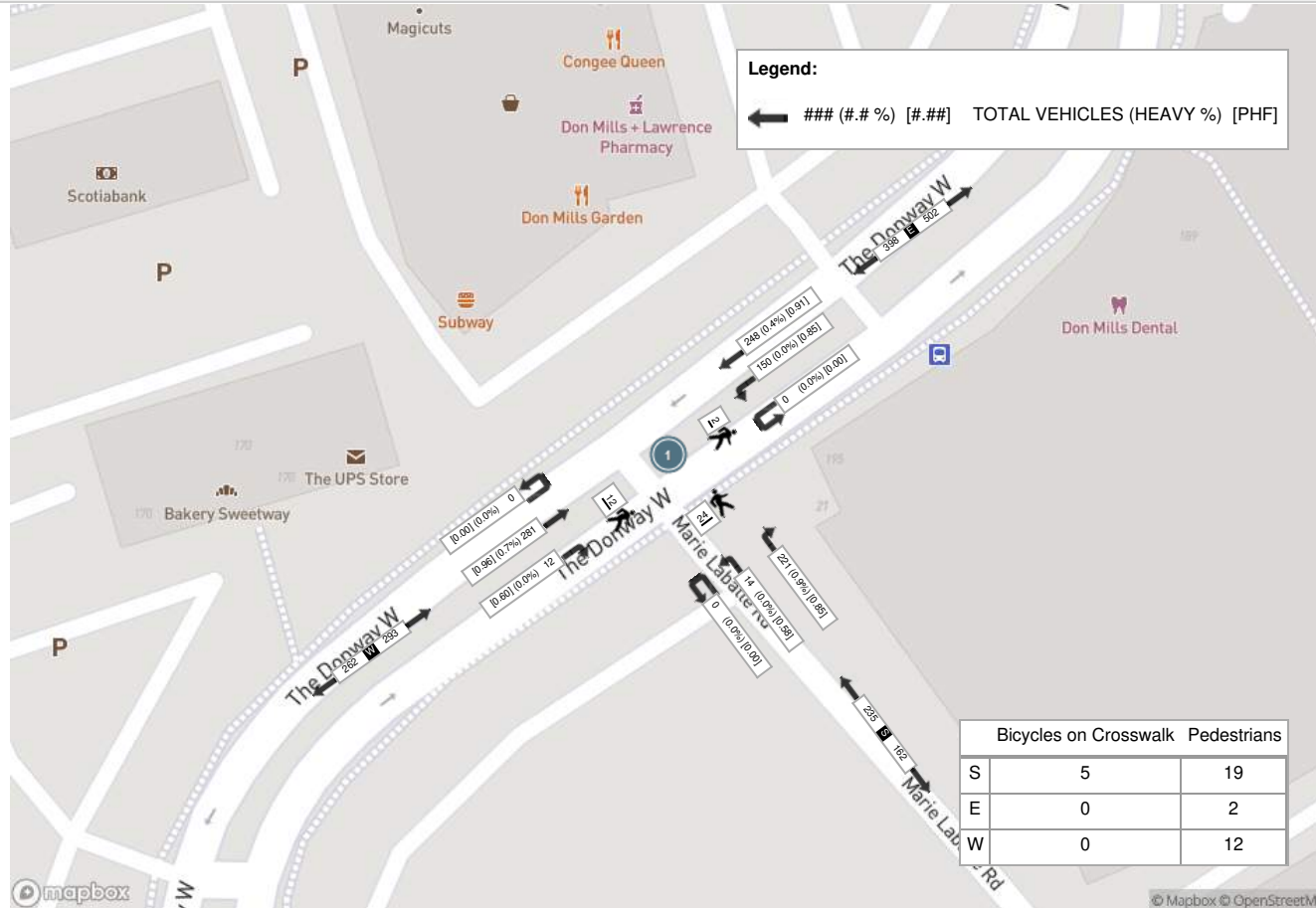
15:30:00	58	44	0	0	102	43	1	1	5	45	7	50	0	0	57	204	905
15:45:00	70	60	0	6	130	53	0	0	1	53	5	50	0	6	55	238	919
16:00:00	61	48	1	5	110	51	5	1	3	57	5	63	0	6	68	235	909
16:15:00	58	42	0	0	100	49	2	0	9	51	0	57	0	5	57	208	885
16:30:00	53	47	0	3	100	39	4	0	11	43	1	57	0	6	58	201	882
16:45:00	52	35	0	1	87	34	3	0	1	37	3	61	0	3	64	188	832
17:00:00	48	49	0	0	97	44	2	0	6	46	2	52	1	7	55	198	795
17:15:00	49	50	0	0	99	43	5	0	7	48	3	58	0	0	61	208	795
17:30:00	44	52	0	0	96	56	7	0	1	63	2	34	0	7	36	195	789
17:45:00	34	42	0	0	76	51	3	0	4	54	5	58	0	5	63	193	794
18:00:00	64	65	0	0	129	59	2	0	5	61	3	62	0	0	65	255	851
18:15:00	47	27	0	2	74	53	1	0	6	54	4	50	0	0	54	182	825
18:30:00	48	40	0	0	88	44	5	1	9	50	1	40	0	2	41	179	809
18:45:00	46	37	0	0	83	50	3	0	11	53	4	42	0	0	46	182	798
Grand Total	2260	1557	4	69	3821	1615	93	6	217	1714	125	2602	5	143	2732	8267	-
Approach%	59.1%	40.7%	0.1%	-	-	94.2%	5.4%	0.4%	-	-	4.6%	95.2%	0.2%	-	-	-	-
Totals %	27.3%	18.8%	0%	-	46.2%	19.5%	1.1%	0.1%	-	20.7%	1.5%	31.5%	0.1%	-	33%	-	-
Heavy	4	2	0	-	-	4	0	0	-	-	0	34	0	-	-	-	-
Heavy %	0.2%	0.1%	0%	-	-	0.2%	0%	0%	-	-	0%	1.3%	0%	-	-	-	-
Bicycles	10	16	0	-	-	14	1	0	-	-	0	8	0	-	-	-	-
Bicycle %	0.4%	1%	0%	-	-	0.9%	1.1%	0%	-	-	0%	0.3%	0%	-	-	-	-



Peak Hour: 02:30 PM - 03:30 PM Weather: Scattered Clouds (13.83 °C)

Start Time	E Approach THE DONWAY W					S Approach MARIE LABATTE RD					W Approach THE DONWAY W					Int. Total (15 min)
	Thru	Left	UTurn	Peds	Approach Total	Right	Left	UTurn	Peds	Approach Total	Right	Thru	UTurn	Peds	Approach Total	
14:30:00	67	38	0	0	105	47	3	0	2	50	2	68	0	5	70	225
14:45:00	57	33	0	0	90	55	5	0	3	60	5	69	0	1	74	224
15:00:00	56	44	0	0	100	65	6	0	10	71	1	73	0	3	74	245
15:15:00	68	35	0	2	103	54	0	0	9	54	4	71	0	3	75	232
Grand Total	248	150	0	2	398	221	14	0	24	235	12	281	0	12	293	926
Approach%	62.3%	37.7%	0%	-	-	94%	6%	0%	-	-	4.1%	95.9%	0%	-	-	-
Totals %	26.8%	16.2%	0%	43%	23.9%	1.5%	0%	25.4%	1.3%	30.3%	0%	31.6%	-	-	-	-
PHF	0.91	0.85	0	0.95	0.85	0.58	0	0.83	0.6	0.96	0	0.98	-	-	-	-
Heavy	1	0	0	1	2	0	0	2	0	2	0	2	0	2	2	-
Heavy %	0.4%	0%	0%	0.3%	0.9%	0%	0%	0.9%	0%	0.7%	0%	0.7%	0%	0.7%	0.7%	-
Lights	247	150	0	397	219	14	0	233	12	279	0	291	0	291	291	-
Lights %	99.6%	100%	0%	99.7%	99.1%	100%	0%	99.1%	100%	99.3%	0%	99.3%	0%	99.3%	99.3%	-
Single-Unit Trucks	1	0	0	1	2	0	0	2	0	0	0	0	0	0	0	-
Single-Unit Trucks %	0.4%	0%	0%	0.3%	0.9%	0%	0%	0.9%	0%	0%	0%	0%	0%	0%	0%	-
Buses	0	0	0	0	0	0	0	0	0	2	0	2	0	2	2	-
Buses %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.7%	0%	0.7%	0%	0.7%	0.7%	-
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
Articulated Trucks %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-
Pedestrians	-	-	-	2	-	-	-	19	-	-	-	-	12	-	-	-
Pedestrians%	-	-	-	5.3%	-	-	-	50%	-	-	-	-	31.6%	-	-	-
Bicycles on Crosswalk	-	-	-	0	-	-	-	5	-	-	-	-	0	-	-	-
Bicycles on Crosswalk%	-	-	-	0%	-	-	-	13.2%	-	-	-	-	0%	-	-	-
Bicycles on Road	2	0	0	0	-	1	0	0	0	-	0	0	0	-	-	-
Bicycles on Road%	-	-	-	0%	-	-	-	0%	-	-	-	-	0%	-	-	-

Peak Hour: 02:30 PM - 03:30 PM Weather: Scattered Clouds (13.83 °C)





Turning Movement Count (10 . DON MILLS RD & CLOCK TOWER RD)

Start Time	N Approach DON MILLS RD					S Approach DON MILLS RD					W Approach CLOCK TOWER RD					Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	UTurn N:N	Peds N:	Approach Total	Thru S:N	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Left W:N	UTurn W:W	Peds W:	Approach Total		
07:30:00	5	190	0	1	195	94	7	0	2	101	2	4	0	2	6	302	
07:45:00	9	289	2	4	300	120	8	0	2	128	4	9	0	0	13	441	
08:00:00	4	289	0	1	293	182	8	0	4	190	5	11	0	3	16	499	
08:15:00	5	297	0	4	302	188	8	0	4	196	6	14	0	3	20	518	1760
08:30:00	8	433	0	8	441	208	11	0	8	219	10	9	0	1	19	679	2137
08:45:00	11	404	0	6	415	198	5	0	5	203	5	10	0	1	15	633	2329
09:00:00	12	401	0	2	413	154	11	0	9	165	6	14	0	0	20	598	2428
09:15:00	11	424	0	12	435	124	12	0	5	136	9	19	0	3	28	599	2509
BREAK																	
16:00:00	22	207	1	11	230	345	18	0	13	363	18	49	0	7	67	660	
16:15:00	22	180	1	11	203	359	22	0	8	381	23	48	0	7	71	655	
16:30:00	19	150	0	8	169	368	16	0	5	384	18	38	0	8	56	609	
16:45:00	18	180	0	9	198	383	21	0	13	404	23	36	0	6	59	661	2585
17:00:00	29	201	1	4	231	385	17	0	15	402	30	30	0	7	60	693	2618
17:15:00	19	221	0	14	240	332	18	0	14	350	21	47	0	6	68	658	2621
17:30:00	32	227	0	5	259	342	21	0	17	363	20	44	0	3	64	686	2698
17:45:00	25	213	0	5	238	369	26	0	17	395	27	42	0	6	69	702	2739
Grand Total	251	4306	5	105	4562	4151	229	0	141	4380	227	424	0	63	651	9593	-
Approach%	5.5%	94.4%	0.1%	-	-	94.8%	5.2%	0%	-	-	34.9%	65.1%	0%	-	-	-	-
Totals %	2.6%	44.9%	0.1%	-	47.6%	43.3%	2.4%	0%	-	45.7%	2.4%	4.4%	0%	-	6.8%	-	-
Heavy	3	170	0	-	-	162	4	0	-	-	2	5	0	-	-	-	-
Heavy %	1.2%	3.9%	0%	-	-	3.9%	1.7%	0%	-	-	0.9%	1.2%	0%	-	-	-	-
Bicycles	1	8	0	-	-	3	0	0	-	-	0	0	0	-	-	-	-
Bicycle %	0.4%	0.2%	0%	-	-	0.1%	0%	0%	-	-	0%	0%	0%	-	-	-	-



Peak Hour: 08:30 AM - 09:30 AM Weather: Broken Clouds (8.49 °C)

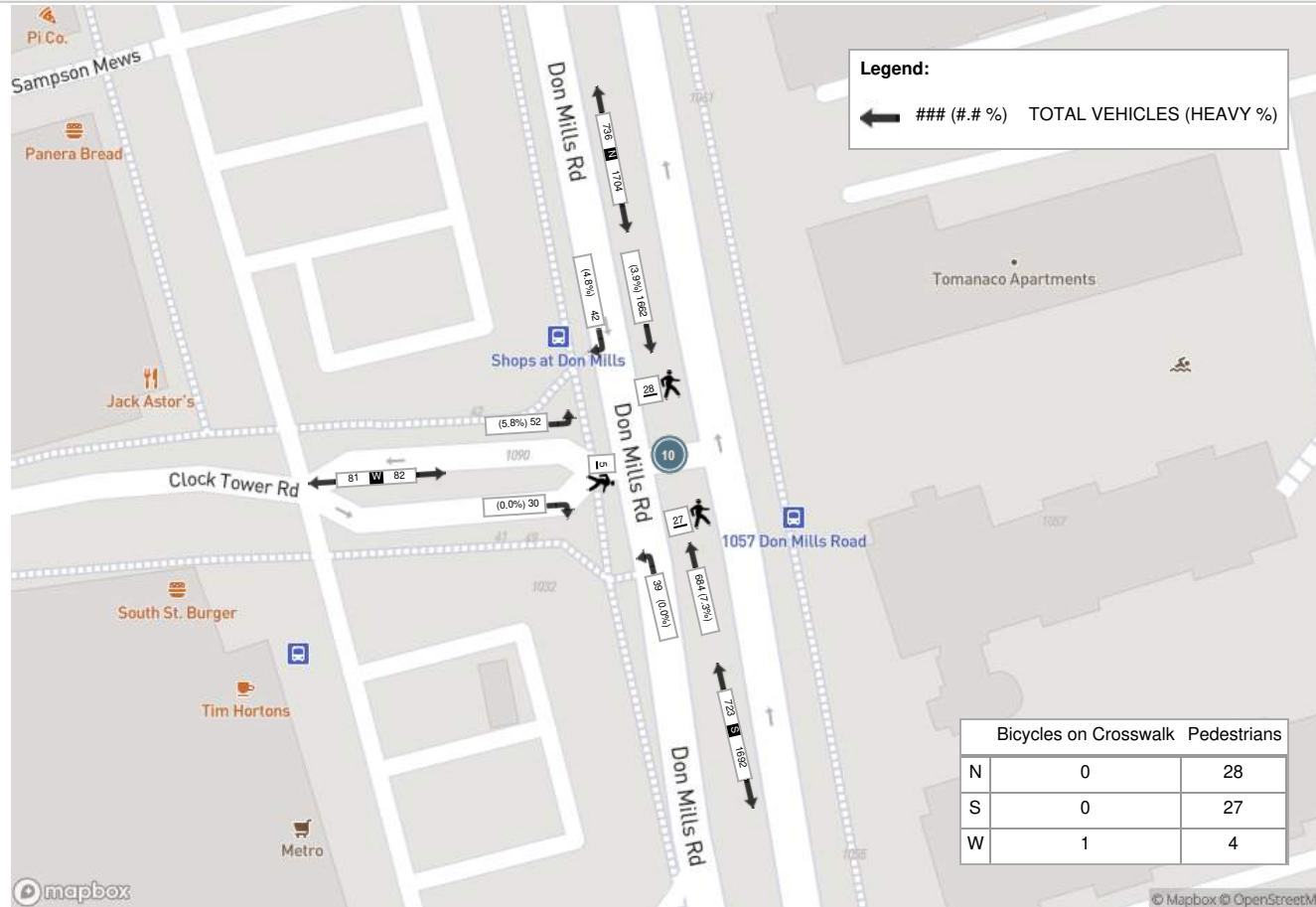
Start Time	N Approach DON MILLS RD					S Approach DON MILLS RD					W Approach CLOCK TOWER RD					Int. Total (15 min)
	Right	Thru	UTurn	Peds	Approach Total	Thru	Left	UTurn	Peds	Approach Total	Right	Left	UTurn	Peds	Approach Total	
08:30:00	8	433	0	8	441	208	11	0	8	219	10	9	0	1	19	679
08:45:00	11	404	0	6	415	198	5	0	5	203	5	10	0	1	15	633
09:00:00	12	401	0	2	413	154	11	0	9	165	6	14	0	0	20	598
09:15:00	11	424	0	12	435	124	12	0	5	136	9	19	0	3	28	599
Grand Total	42	1662	0	28	1704	684	39	0	27	723	30	52	0	5	82	2509
Approach%	2.5%	97.5%	0%	-	-	94.6%	5.4%	0%	-	-	36.6%	63.4%	0%	-	-	-
Totals %	1.7%	66.2%	0%	67.9%	67.9%	27.3%	1.6%	0%	28.8%	28.8%	1.2%	2.1%	0%	3.3%	3.3%	-
PHF	0.88	0.96	0	0.97	0.97	0.82	0.81	0	0.83	0.83	0.75	0.68	0	0.73	0.73	-
Heavy	2	65	0	67	67	50	0	0	50	50	0	3	0	3	3	-
Heavy %	4.8%	3.9%	0%	3.9%	3.9%	7.3%	0%	0%	6.9%	6.9%	0%	5.8%	0%	3.7%	3.7%	-
Lights	40	1597	0	1637	1637	634	39	0	673	673	30	49	0	79	79	-
Lights %	95.2%	96.1%	0%	96.1%	96.1%	92.7%	100%	0%	93.1%	93.1%	100%	94.2%	0%	96.3%	96.3%	-
Single-Unit Trucks	2	41	0	43	43	30	0	0	30	30	0	3	0	3	3	-
Single-Unit Trucks %	4.8%	2.5%	0%	2.5%	2.5%	4.4%	0%	0%	4.1%	4.1%	0%	5.8%	0%	3.7%	3.7%	-
Buses	0	18	0	18	18	20	0	0	20	20	0	0	0	0	0	-
Buses %	0%	1.1%	0%	1.1%	1.1%	2.9%	0%	0%	2.8%	2.8%	0%	0%	0%	0%	0%	-
Articulated Trucks	0	6	0	6	6	0	0	0	0	0	0	0	0	0	0	-
Articulated Trucks %	0%	0.4%	0%	0.4%	0.4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-
Pedestrians	-	-	-	28	-	-	-	-	27	-	-	-	-	4	-	-
Pedestrians%	-	-	-	46.7%	-	-	-	-	45%	-	-	-	-	6.7%	-	-
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
Bicycles on Crosswalk%	-	-	-	0%	-	-	-	-	0%	-	-	-	-	1.7%	-	-
Bicycles on Road	0	2	0	0	-	0	0	0	0	-	0	0	0	0	-	-
Bicycles on Road%	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-	-



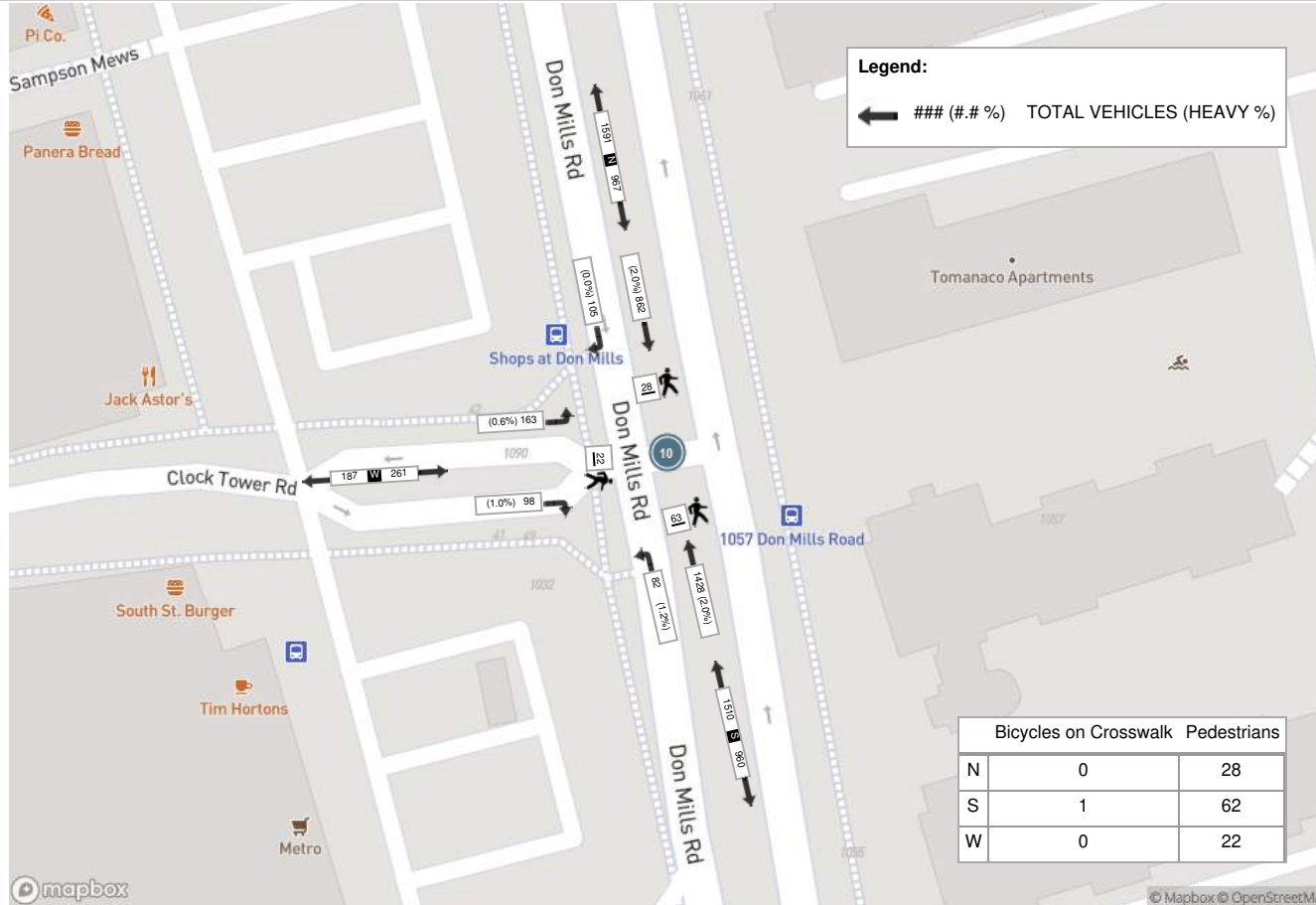
Peak Hour: 05:00 PM - 06:00 PM Weather: Overcast Clouds (14.85 °C)

Start Time	N Approach DON MILLS RD					S Approach DON MILLS RD					W Approach CLOCK TOWER RD					Int. Total (15 min)
	Right	Thru	UTurn	Peds	Approach Total	Thru	Left	UTurn	Peds	Approach Total	Right	Left	UTurn	Peds	Approach Total	
17:00:00	29	201	1	4	231	385	17	0	15	402	30	30	0	7	60	693
17:15:00	19	221	0	14	240	332	18	0	14	350	21	47	0	6	68	658
17:30:00	32	227	0	5	259	342	21	0	17	363	20	44	0	3	64	686
17:45:00	25	213	0	5	238	369	26	0	17	395	27	42	0	6	69	702
Grand Total	105	862	1	28	968	1428	82	0	63	1510	98	163	0	22	261	2739
Approach%	10.8%	89%	0.1%	-	-	94.6%	5.4%	0%	-	-	37.5%	62.5%	0%	-	-	-
Totals %	3.8%	31.5%	0%	-	35.3%	52.1%	3%	0%	-	55.1%	3.6%	6%	0%	-	9.5%	-
PHF	0.82	0.95	0.25	-	0.93	0.93	0.79	0	-	0.94	0.82	0.87	0	-	0.95	-
Heavy	0	17	0	-	17	29	1	0	-	30	1	1	0	-	2	-
Heavy %	0%	2%	0%	-	1.8%	2%	1.2%	0%	-	2%	1%	0.6%	0%	-	0.8%	-
Lights	105	845	1	-	951	1399	81	0	-	1480	97	162	0	-	259	-
Lights %	100%	98%	100%	-	98.2%	98%	98.8%	0%	-	98%	99%	99.4%	0%	-	99.2%	-
Single-Unit Trucks	0	3	0	-	3	8	1	0	-	9	0	1	0	-	1	-
Single-Unit Trucks %	0%	0.3%	0%	-	0.3%	0.6%	1.2%	0%	-	0.6%	0%	0.6%	0%	-	0.4%	-
Buses	0	14	0	-	14	21	0	0	-	21	1	0	0	-	1	-
Buses %	0%	1.6%	0%	-	1.4%	1.5%	0%	0%	-	1.4%	1%	0%	0%	-	0.4%	-
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	-
Articulated Trucks %	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	-
Pedestrians	-	-	-	28	-	-	-	-	62	-	-	-	-	22	-	-
Pedestrians%	-	-	-	24.8%	-	-	-	-	54.9%	-	-	-	-	19.5%	-	-
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-	-
Bicycles on Crosswalk%	-	-	-	0%	-	-	-	-	0.9%	-	-	-	-	0%	-	-
Bicycles on Road	1	4	0	0	-	1	0	0	0	-	0	0	0	0	-	-
Bicycles on Road%	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-	-

Peak Hour: 08:30 AM - 09:30 AM Weather: Broken Clouds (8.49 °C)



Peak Hour: 05:00 PM - 06:00 PM Weather: Overcast Clouds (14.85 °C)





Turning Movement Count (10 . DON MILLS RD & CLOCK TOWER RD)

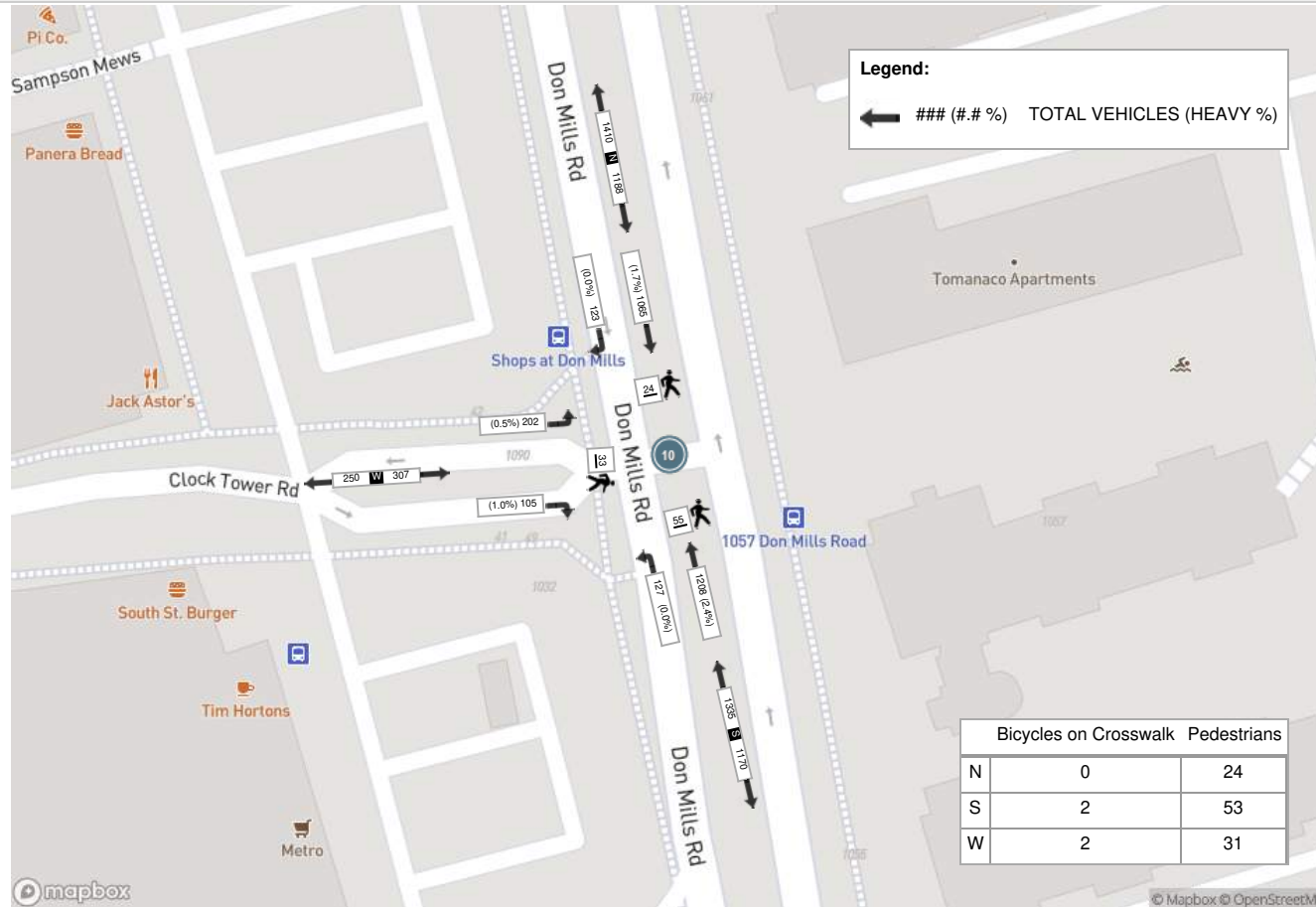
Start Time	N Approach DON MILLS RD					S Approach DON MILLS RD					W Approach CLOCK TOWER RD					Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	UTurn N:N	Peds N:	Approach Total	Thru S:N	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Left W:N	UTurn W:W	Peds W:	Approach Total		
12:00:00	35	266	1	5	302	246	23	0	12	269	16	36	0	5	52	623	
12:15:00	33	258	0	3	291	314	20	0	20	334	22	54	0	4	76	701	
12:30:00	16	247	0	4	263	330	25	0	19	355	21	48	0	4	69	687	
12:45:00	27	259	3	2	289	304	29	0	13	333	20	49	0	2	69	691	2702
13:00:00	21	242	2	3	265	298	20	0	8	318	26	34	0	5	60	643	2722
13:15:00	15	255	0	5	270	303	20	0	9	323	19	41	0	10	60	653	2674
13:30:00	17	217	0	5	234	301	31	0	9	332	27	47	0	7	74	640	2627
13:45:00	24	256	0	6	280	306	22	1	10	329	29	38	0	2	67	676	2612
14:00:00	28	268	0	7	296	296	31	0	14	327	20	51	0	7	71	694	2663
14:15:00	29	251	0	5	280	297	35	0	13	332	27	44	0	4	71	683	2693
14:30:00	28	279	0	6	307	310	22	0	18	332	28	54	0	17	82	721	2774
14:45:00	38	267	0	6	305	305	39	0	10	344	30	53	0	5	83	732	2830
Grand Total	311	3065	6	57	3382	3610	317	1	155	3928	285	549	0	72	834	8144	-
Approach%	9.2%	90.6%	0.2%	-	-	91.9%	8.1%	0%	-	-	34.2%	65.8%	0%	-	-	-	-
Totals %	3.8%	37.6%	0.1%	-	41.5%	44.3%	3.9%	0%	-	48.2%	3.5%	6.7%	0%	-	10.2%	-	-
Heavy	0	61	0	-	-	76	2	0	-	-	1	3	0	-	-	-	-
Heavy %	0%	2%	0%	-	-	2.1%	0.6%	0%	-	-	0.4%	0.5%	0%	-	-	-	-
Bicycles	1	36	0	-	-	2	0	0	-	-	1	0	0	-	-	-	-
Bicycle %	0.3%	1.2%	0%	-	-	0.1%	0%	0%	-	-	0.4%	0%	0%	-	-	-	-



Peak Hour: 02:00 PM - 03:00 PM Weather: Clear Sky (12.92 °C)

Start Time	N Approach DON MILLS RD					S Approach DON MILLS RD					W Approach CLOCK TOWER RD					Int. Total (15 min)
	Right	Thru	UTurn	Peds	Approach Total	Thru	Left	UTurn	Peds	Approach Total	Right	Left	UTurn	Peds	Approach Total	
14:00:00	28	268	0	7	296	296	31	0	14	327	20	51	0	7	71	694
14:15:00	29	251	0	5	280	297	35	0	13	332	27	44	0	4	71	683
14:30:00	28	279	0	6	307	310	22	0	18	332	28	54	0	17	82	721
14:45:00	38	267	0	6	305	305	39	0	10	344	30	53	0	5	83	732
Grand Total	123	1065	0	24	1188	1208	127	0	55	1335	105	202	0	33	307	2830
Approach%	10.4%	89.6%	0%	-	-	90.5%	9.5%	0%	-	-	34.2%	65.8%	0%	-	-	-
Totals %	4.3%	37.6%	0%	-	42%	42.7%	4.5%	0%	-	47.2%	3.7%	7.1%	0%	-	10.8%	-
PHF	0.81	0.95	0	-	0.97	0.97	0.81	0	-	0.97	0.88	0.94	0	-	0.92	-
Heavy	0	18	0	-	18	29	0	0	-	29	1	1	0	-	2	-
Heavy %	0%	1.7%	0%	-	1.5%	2.4%	0%	0%	-	2.2%	1%	0.5%	0%	-	0.7%	-
Lights	123	1047	0	-	1170	1179	127	0	-	1306	104	201	0	-	305	-
Lights %	100%	98.3%	0%	-	98.5%	97.6%	100%	0%	-	97.8%	99%	99.5%	0%	-	99.3%	-
Single-Unit Trucks	0	5	0	-	5	12	0	0	-	12	0	1	0	-	1	-
Single-Unit Trucks %	0%	0.5%	0%	-	0.4%	1%	0%	0%	-	0.9%	0%	0.5%	0%	-	0.3%	-
Buses	0	11	0	-	11	17	0	0	-	17	0	0	0	-	0	-
Buses %	0%	1%	0%	-	0.9%	1.4%	0%	0%	-	1.3%	0%	0%	0%	-	0%	-
Articulated Trucks	0	2	0	-	2	0	0	0	-	0	1	0	0	-	1	-
Articulated Trucks %	0%	0.2%	0%	-	0.2%	0%	0%	0%	-	0%	1%	0%	0%	-	0.3%	-
Pedestrians	-	-	-	24	-	-	-	-	53	-	-	-	-	31	-	-
Pedestrians%	-	-	-	21.4%	-	-	-	-	47.3%	-	-	-	-	27.7%	-	-
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	2	-	-	-	-	2	-	-
Bicycles on Crosswalk%	-	-	-	0%	-	-	-	-	1.8%	-	-	-	-	1.8%	-	-
Bicycles on Road	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	-
Bicycles on Road%	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-	-

Peak Hour: 02:00 PM - 03:00 PM Weather: Clear Sky (12.92 °C)





Turning Movement Count (1 . DON MILLS RD & LAWRENCE AVE E)

Start Time	N Approach DON MILLS RD						E Approach LAWRENCE AVE E						S Approach DON MILLS RD						W Approach LAWRENCE AVE 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		
07:30:00	19	165	79	0	15	263	12	187	34	0	16	233	13	68	25	0	14	106	10	110	8	0	21	128	730	
07:45:00	9	246	102	0	20	357	10	187	46	0	18	243	22	74	28	0	9	124	19	192	7	0	16	218	942	
08:00:00	21	233	64	0	28	318	11	172	36	0	19	219	32	106	43	0	20	181	20	187	11	0	23	218	936	
08:15:00	21	236	64	0	36	321	20	209	46	0	23	275	25	136	45	0	21	206	27	203	12	1	30	243	1045	3653
08:30:00	25	381	58	1	33	465	18	200	52	0	16	270	30	140	43	0	46	213	58	217	19	0	44	294	1242	4165
08:45:00	26	306	67	0	31	399	26	249	50	0	35	325	23	147	38	0	48	208	50	216	19	2	34	287	1219	4442
09:00:00	32	344	60	0	31	436	25	227	44	0	21	296	25	98	36	1	31	160	50	198	12	1	32	261	1153	4659
09:15:00	40	351	61	1	22	453	23	169	57	0	19	249	17	88	40	1	28	146	36	153	13	2	29	204	1052	4666
BREAK																										
16:00:00	31	164	40	0	32	235	27	159	40	0	23	226	90	259	31	0	37	380	31	301	22	1	38	355	1196	
16:15:00	19	148	37	0	25	204	24	156	42	0	26	222	87	262	44	0	44	393	26	263	30	0	26	319	1138	
16:30:00	21	134	35	0	26	190	20	151	43	0	16	214	121	236	24	1	35	382	18	269	17	0	36	304	1090	
16:45:00	22	185	41	0	11	248	19	129	38	1	22	187	133	273	38	0	26	444	23	245	27	1	25	296	1175	4599
17:00:00	26	185	46	0	21	257	29	176	42	1	12	248	118	255	29	0	35	402	19	271	29	1	31	320	1227	4630
17:15:00	21	204	45	0	60	270	26	136	50	0	33	212	89	249	42	0	30	380	23	305	32	0	55	360	1222	4714
17:30:00	22	184	54	0	36	260	21	144	40	1	22	206	91	216	51	0	37	358	37	254	32	1	40	324	1148	4772
17:45:00	22	188	46	0	20	256	30	124	54	0	20	208	117	269	40	2	34	428	26	236	20	1	48	283	1175	4772
Grand Total	377	3654	899	2	447	4932	341	2775	714	3	341	3833	1033	2876	597	5	495	4511	473	3620	310	11	528	4414	17690	-
Approach%	7.6%	74.1%	18.2%	0%	-	-	8.9%	72.4%	18.6%	0.1%	-	-	22.9%	63.8%	13.2%	0.1%	-	10.7%	82%	7%	0.2%	-	-	-	-	
Totals %	2.1%	20.7%	5.1%	0%	-	27.9%	1.9%	15.7%	4%	0%	-	21.7%	5.8%	16.3%	3.4%	0%	-	25.5%	2.7%	20.5%	1.8%	0.1%	25%	-	-	
Heavy	6	138	19	1	-	-	6	109	25	0	-	-	28	117	24	0	-	12	114	5	0	-	-	-	-	
Heavy %	1.6%	3.8%	2.1%	50%	-	-	1.8%	3.9%	3.5%	0%	-	-	2.7%	4.1%	4%	0%	-	2.5%	3.1%	1.6%	0%	-	-	-	-	
Bicycles	0	5	0	0	-	-	0	0	0	0	-	-	0	3	0	0	-	0	4	0	0	-	-	-	-	
Bicycle %	0%	0.1%	0%	0%	-	-	0%	0%	0%	0%	-	-	0%	0.1%	0%	0%	-	0%	0.1%	0%	0%	-	-	-	-	



Peak Hour: 08:30 AM - 09:30 AM Weather: Broken Clouds (8.49 °C)

Start Time	N Approach DON MILLS RD						E Approach LAWRENCE AVE E						S Approach DON MILLS RD						W Approach LAWRENCE AVE 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	
08:30:00	25	381	58	1	33	465	18	200	52	0	16	270	30	140	43	0	46	213	58	217	19	0	44	294	1242
08:45:00	26	306	67	0	31	399	26	249	50	0	35	325	23	147	38	0	48	208	50	216	19	2	34	287	1219
09:00:00	32	344	60	0	31	436	25	227	44	0	21	296	25	98	36	1	31	160	50	198	12	1	32	261	1153
09:15:00	40	351	61	1	22	453	23	169	57	0	19	249	17	88	40	1	28	146	36	153	13	2	29	204	1052
Grand Total	123	1382	246	2	117	1753	92	845	203	0	91	1140	95	473	157	2	153	727	194	784	63	5	139	1046	4666
Approach%	7%	78.8%	14%	0.1%	-	-	8.1%	74.1%	17.8%	0%	-	-	13.1%	65.1%	21.6%	0.3%	-	-	18.5%	75%	6%	0.5%	-	-	-
Totals %	2.6%	29.6%	5.3%	0%	37.6%	-	2%	18.1%	4.4%	0%	24.4%	-	2%	10.1%	3.4%	0%	15.6%	-	4.2%	16.8%	1.4%	0.1%	22.4%	-	-
PHF	0.77	0.91	0.92	0.5	0.94	-	0.88	0.85	0.89	0	0.88	-	0.79	0.8	0.91	0.5	0.85	-	0.84	0.9	0.83	0.63	0.89	-	-
Heavy	3	54	8	1	66	-	0	35	12	0	47	-	7	33	14	0	54	-	5	43	1	0	49	-	-
Heavy %	2.4%	3.9%	3.3%	50%	3.8%	-	0%	4.1%	5.9%	0%	4.1%	-	7.4%	7%	8.9%	0%	7.4%	-	2.6%	5.5%	1.6%	0%	4.7%	-	-
Lights	120	1328	238	1	1687	-	92	810	191	0	1093	-	88	440	143	2	673	-	189	741	62	5	997	-	-
Lights %	97.6%	96.1%	96.7%	50%	96.2%	-	100%	95.9%	94.1%	0%	95.9%	-	92.6%	93%	91.1%	100%	92.6%	-	97.4%	94.5%	98.4%	100%	95.3%	-	-
Single-Unit Trucks	2	31	8	1	42	-	0	16	10	0	26	-	7	15	12	0	34	-	5	11	1	0	17	-	-
Single-Unit Trucks %	1.6%	2.2%	3.3%	50%	2.4%	-	0%	1.9%	4.9%	0%	2.3%	-	7.4%	3.2%	7.6%	0%	4.7%	-	2.6%	1.4%	1.6%	0%	1.6%	-	-
Buses	1	23	0	0	24	-	0	19	1	0	20	-	0	18	2	0	20	-	0	30	0	0	30	-	-
Buses %	0.8%	1.7%	0%	0%	1.4%	-	0%	2.2%	0.5%	0%	1.8%	-	0%	3.8%	1.3%	0%	2.8%	-	0%	3.8%	0%	0%	2.9%	-	-
Articulated Trucks	0	0	0	0	0	-	0	0	1	0	1	-	0	0	0	0	0	-	0	2	0	0	2	-	-
Articulated Trucks %	0%	0%	0%	0%	0%	-	0%	0%	0.5%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0.3%	0%	0%	0.2%	-	-
Pedestrians	-	-	-	-	114	-	-	-	-	91	-	-	-	-	-	153	-	-	-	-	-	-	137	-	-
Pedestrians%	-	-	-	-	22.8%	-	-	-	-	18.2%	-	-	-	-	-	30.6%	-	-	-	-	-	-	27.4%	-	-
Bicycles on Crosswalk	-	-	-	-	3	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	2	-	-
Bicycles on Crosswalk%	-	-	-	-	0.6%	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	0.4%	-	-
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	-	-	0	0	0	0	-	-	0	1	0	0	0	-	-
Bicycles on Road%	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	0%	-	-



Peak Hour: 05:00 PM - 06:00 PM Weather: Overcast Clouds (14.85 °C)

Start Time	N Approach DON MILLS RD						E Approach LAWRENCE AVE E						S Approach DON MILLS RD						W Approach LAWRENCE AVE 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	
17:00:00	26	185	46	0	21	257	29	176	42	1	12	248	118	255	29	0	35	402	19	271	29	1	31	320	1227
17:15:00	21	204	45	0	60	270	26	136	50	0	33	212	89	249	42	0	30	380	23	305	32	0	55	360	1222
17:30:00	22	184	54	0	36	260	21	144	40	1	22	206	91	216	51	0	37	358	37	254	32	1	40	324	1148
17:45:00	22	188	46	0	20	256	30	124	54	0	20	208	117	269	40	2	34	428	26	236	20	1	48	283	1175
Grand Total	91	761	191	0	137	1043	106	580	186	2	87	874	415	989	162	2	136	1568	105	1066	113	3	174	1287	4772
Approach%	8.7%	73%	18.3%	0%	-	-	12.1%	66.4%	21.3%	0.2%	-	-	26.5%	63.1%	10.3%	0.1%	-	-	8.2%	82.8%	8.8%	0.2%	-	-	-
Totals %	1.9%	15.9%	4%	0%	21.9%	21.9%	2.2%	12.2%	3.9%	0%	18.3%	18.3%	8.7%	20.7%	3.4%	0%	32.9%	32.9%	2.2%	22.3%	2.4%	0.1%	27%	27%	-
PHF	0.88	0.93	0.88	0	0.97	0.97	0.88	0.82	0.86	0.5	0.88	0.88	0.88	0.92	0.79	0.25	0.92	0.92	0.71	0.87	0.88	0.75	0.89	0.89	-
Heavy	0	16	4	0	20	20	4	18	1	0	23	23	3	28	0	0	31	31	0	26	2	0	28	28	-
Heavy %	0%	2.1%	2.1%	0%	1.9%	1.9%	3.8%	3.1%	0.5%	0%	2.6%	2.6%	0.7%	2.8%	0%	0%	2%	2%	0%	2.4%	1.8%	0%	2.2%	2.2%	-
Lights	91	745	187	0	1023	1023	102	562	185	2	851	851	412	961	162	2	1537	1537	105	1040	111	3	1259	1259	-
Lights %	100%	97.9%	97.9%	0%	98.1%	98.1%	96.2%	96.9%	99.5%	100%	97.4%	97.4%	99.3%	97.2%	100%	100%	98%	98%	100%	97.6%	98.2%	100%	97.8%	97.8%	-
Single-Unit Trucks	0	2	3	0	5	5	4	4	1	0	9	9	1	7	0	0	8	8	0	8	2	0	10	10	-
Single-Unit Trucks %	0%	0.3%	1.6%	0%	0.5%	0.5%	3.8%	0.7%	0.5%	0%	1%	1%	0.2%	0.7%	0%	0%	0.5%	0.5%	0%	0.8%	1.8%	0%	0.8%	0.8%	-
Buses	0	14	1	0	15	15	0	14	0	0	14	14	2	21	0	0	23	23	0	18	0	0	18	18	-
Buses %	0%	1.8%	0.5%	0%	1.4%	1.4%	0%	2.4%	0%	0%	1.6%	1.6%	0.5%	2.1%	0%	0%	1.5%	1.5%	0%	1.7%	0%	0%	1.4%	1.4%	-
Articulated 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	-
Articulated 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%	-
Pedestrians	-	-	-	-	136	136	-	-	-	-	87	87	-	-	-	-	135	135	-	-	-	-	173	173	-
Pedestrians%	-	-	-	-	25.5%	25.5%	-	-	-	-	16.3%	16.3%	-	-	-	-	25.3%	25.3%	-	-	-	-	32.4%	32.4%	-
Bicycles on Crosswalk	-	-	-	-	1	1	-	-	-	-	0	0	-	-	-	-	1	1	-	-	-	-	1	1	-
Bicycles on Crosswalk%	-	-	-	-	0.2%	0.2%	-	-	-	-	0%	0%	-	-	-	-	0.2%	0.2%	-	-	-	-	0.2%	0.2%	-
Bicycles on Road	0	3	0	0	0	3	0	0	0	0	0	0	0	1	0	0	1	1	0	3	0	0	0	3	-
Bicycles on Road%	-	-	-	-	0%	0%	-	-	-	-	0%	0%	-	-	-	-	0%	0%	-	-	-	-	0%	0%	-

Peak Hour: 08:30 AM - 09:30 AM Weather: Broken Clouds (8.49 °C)



Peak Hour: 05:00 PM - 06:00 PM Weather: Overcast Clouds (14.85 °C)





Turning Movement Count (1 . DON MILLS RD & LAWRENCE AVE E)

Start Time	N Approach DON MILLS RD						E Approach LAWRENCE AVE E						S Approach DON MILLS RD						W Approach LAWRENCE AVE 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		
12:00:00	27	235	67	0	20	329	38	252	56	0	29	346	66	170	45	0	29	281	34	192	21	0	22	247	1203	
12:15:00	29	214	47	0	19	299	34	255	57	1	17	347	62	233	53	0	32	348	42	205	27	0	29	274	1259	
12:30:00	46	205	48	0	34	299	33	210	51	0	27	294	103	225	52	1	28	381	43	224	19	1	24	287	1261	
12:45:00	34	220	51	0	31	305	28	223	53	0	14	304	102	190	46	0	26	338	36	197	23	2	39	258	1205	4928
13:00:00	39	206	54	0	23	299	21	207	50	0	22	278	110	156	51	1	23	318	41	238	17	0	25	296	1191	4916
13:15:00	29	212	51	0	19	292	27	205	40	0	25	272	93	181	62	0	22	336	36	232	25	0	34	293	1193	4850
13:30:00	30	188	49	0	19	267	21	191	54	0	26	266	103	193	63	1	30	360	37	194	23	1	33	255	1148	4737
13:45:00	20	248	52	0	30	320	27	175	43	0	15	245	85	177	45	0	28	307	28	232	30	3	34	293	1165	4697
14:00:00	41	225	52	0	12	318	20	198	45	1	14	264	90	214	57	0	35	361	38	217	18	1	19	274	1217	4723
14:15:00	32	242	49	0	25	323	29	169	43	0	14	241	60	232	45	0	17	337	28	228	24	1	30	281	1182	4712
14:30:00	37	248	51	0	18	336	21	176	43	0	6	240	103	202	48	1	22	354	41	253	27	0	29	321	1251	4815
14:45:00	31	248	50	0	26	329	14	181	51	0	24	246	79	222	46	0	24	347	41	248	36	3	24	328	1250	4900
Grand Total	395	2691	621	0	276	3707	313	2442	586	2	233	3343	1056	2395	613	4	316	4068	445	2660	290	12	342	3407	14525	-
Approach%	10.7%	72.6%	16.8%	0%	-	-	9.4%	73%	17.5%	0.1%	-	-	26%	58.9%	15.1%	0.1%	-	-	13.1%	78.1%	8.5%	0.4%	-	-	-	-
Totals %	2.7%	18.5%	4.3%	0%	-	25.5%	2.2%	16.8%	4%	0%	-	23%	7.3%	16.5%	4.2%	0%	-	28%	3.1%	18.3%	2%	0.1%	-	23.5%	-	-
Heavy	4	53	18	0	-	-	2	34	8	0	-	-	11	63	4	0	-	-	0	37	2	0	-	-	-	-
Heavy %	1%	2%	2.9%	0%	-	-	0.6%	1.4%	1.4%	0%	-	-	1%	2.6%	0.7%	0%	-	-	0%	1.4%	0.7%	0%	-	-	-	-
Bicycles	2	33	0	0	-	-	0	0	0	0	-	-	0	1	0	0	-	-	1	1	0	0	-	-	-	-
Bicycle %	0.5%	1.2%	0%	0%	-	-	0%	0%	0%	0%	-	-	0%	0%	0%	0%	-	-	0.2%	0%	0%	0%	-	-	-	-



Peak Hour: 12:00 PM - 01:00 PM Weather: Clear Sky (12.92 °C)

Start Time	N Approach DON MILLS RD						E Approach LAWRENCE AVE E						S Approach DON MILLS RD						W Approach LAWRENCE AVE 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	
12:00:00	27	235	67	0	20	329	38	252	56	0	29	346	66	170	45	0	29	281	34	192	21	0	22	247	1203
12:15:00	29	214	47	0	19	290	34	255	57	1	17	347	62	233	53	0	32	348	42	205	27	0	29	274	1259
12:30:00	46	205	48	0	34	299	33	210	51	0	27	294	103	225	52	1	28	381	43	224	19	1	24	287	1261
12:45:00	34	220	51	0	31	305	28	223	53	0	14	304	102	190	46	0	26	338	36	197	23	2	39	258	1205
Grand Total	136	874	213	0	104	1223	133	940	217	1	87	1291	333	818	196	1	115	1348	155	818	90	3	114	1066	4928
Approach%	11.1%	71.5%	17.4%	0%	-	-	10.3%	72.8%	16.8%	0.1%	-	-	24.7%	60.7%	14.5%	0.1%	-	-	14.5%	76.7%	8.4%	0.3%	-	-	-
Totals %	2.8%	17.7%	4.3%	0%	24.8%	2.7%	19.1%	4.4%	0%	26.2%	6.8%	16.6%	4%	0%	27.4%	3.1%	16.6%	1.8%	0.1%	21.6%	-	-	-	-	
PHF	0.74	0.93	0.79	0	0.93	0.88	0.92	0.95	0.25	0.93	0.81	0.88	0.92	0.25	0.88	0.9	0.91	0.83	0.38	0.93	-	-	-	-	
Heavy	0	14	5	0	19	1	12	1	0	14	4	18	0	0	22	0	12	0	0	12	-	-	-	-	
Heavy %	0%	1.6%	2.3%	0%	1.6%	0.8%	1.3%	0.5%	0%	1.1%	1.2%	2.2%	0%	0%	1.6%	0%	1.5%	0%	0%	1.1%	-	-	-	-	
Lights	136	860	208	0	1204	132	928	216	1	1277	329	800	196	1	1326	155	806	90	3	1054	-	-	-	-	
Lights %	100%	98.4%	97.7%	0%	98.4%	99.2%	98.7%	99.5%	100%	98.9%	98.8%	97.8%	100%	100%	98.4%	100%	98.5%	100%	100%	98.9%	-	-	-	-	
Single-Unit Trucks	0	3	1	0	4	1	4	0	0	5	3	3	0	0	6	0	4	0	0	4	-	-	-	-	
Single-Unit Trucks %	0%	0.3%	0.5%	0%	0.3%	0.8%	0.4%	0%	0%	0.4%	0.9%	0.4%	0%	0%	0.4%	0%	0.5%	0%	0%	0.4%	-	-	-	-	
Buses	0	11	4	0	15	0	8	0	0	8	0	13	0	0	13	0	8	0	0	8	-	-	-	-	
Buses %	0%	1.3%	1.9%	0%	1.2%	0%	0.9%	0%	0%	0.6%	0%	1.6%	0%	0%	1%	0%	1%	0%	0%	0.8%	-	-	-	-	
Articulated Trucks	0	0	0	0	0	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	-	-	-	-	
Articulated Trucks %	0%	0%	0%	0%	0%	0%	0%	0.5%	0%	0.1%	0.3%	0.2%	0%	0%	0.2%	0%	0%	0%	0%	0%	-	-	-	-	
Pedestrians	-	-	-	-	100	-	-	-	-	85	-	-	-	-	112	-	-	-	-	109	-	-	-	-	
Pedestrians%	-	-	-	-	23.8%	-	-	-	-	20.2%	-	-	-	-	26.7%	-	-	-	-	26%	-	-	-	-	
Bicycles on Crosswalk	-	-	-	-	4	-	-	-	-	2	-	-	-	-	3	-	-	-	-	5	-	-	-	-	
Bicycles on Crosswalk%	-	-	-	-	1%	-	-	-	-	0.5%	-	-	-	-	0.7%	-	-	-	-	1.2%	-	-	-	-	
Bicycles on Road	2	31	0	0	0	-	0	0	0	0	-	0	0	0	0	1	0	0	0	0	-	-	-	-	
Bicycles on Road%	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	

Peak Hour: 12:00 PM - 01:00 PM Weather: Clear Sky (12.92 °C)





Turning Movement Count (2 . DON MILLS RD & THE DONWAY W (SOUTH INTERSECTION))

Start Time	N Approach DON MILLS RD						E Approach THE DONWAY E					S Approach DON MILLS RD					W Approach THE DONWAY W					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
07:30:00	1	182	5	0	6	188	12	4	22	0	4	38	17	98	10	0	1	125	9	3	0	0	1	12	363	
07:45:00	1	263	7	0	4	271	7	11	35	0	0	53	10	124	11	0	1	145	11	11	2	0	2	24	493	
08:00:00	4	313	5	0	4	322	16	7	18	0	4	41	13	189	14	0	3	216	15	4	1	0	1	20	599	
08:15:00	5	295	11	0	9	311	18	9	31	0	0	58	29	197	15	0	7	241	16	7	2	0	6	25	635	2090
08:30:00	2	427	12	1	7	442	16	14	44	0	1	74	48	216	25	0	13	289	29	9	1	0	4	39	844	2571
08:45:00	1	384	8	0	2	393	19	12	62	0	2	93	61	189	22	0	7	272	24	15	2	0	2	41	799	2877
09:00:00	4	402	12	0	2	418	14	10	34	0	0	58	32	176	20	0	7	228	16	12	4	0	4	32	736	3014
09:15:00	7	441	13	1	4	462	12	5	20	0	2	37	16	116	16	0	1	148	24	6	3	0	6	33	680	3059
BREAK																										
16:00:00	11	212	18	1	8	242	5	9	22	0	5	36	59	370	25	0	10	454	38	18	2	0	15	58	790	
16:15:00	10	213	16	0	7	239	14	7	13	0	6	34	51	415	18	0	4	484	33	17	2	0	15	52	809	
16:30:00	4	173	16	2	8	195	9	11	11	0	5	31	50	394	15	0	9	459	27	23	6	0	14	56	741	
16:45:00	8	194	18	1	6	221	14	9	19	0	10	42	52	409	29	1	6	491	32	23	1	0	7	56	810	3150
17:00:00	5	215	19	1	14	240	19	7	21	0	6	47	71	396	22	0	6	489	23	12	4	1	8	40	816	3176
17:15:00	2	248	19	3	14	272	10	10	14	0	4	34	49	374	22	0	7	445	23	15	5	0	7	43	794	3161
17:30:00	11	228	19	1	0	259	7	10	21	0	3	38	45	393	24	0	7	462	29	14	3	0	5	46	805	3225
17:45:00	5	239	18	3	9	265	10	6	24	0	7	40	46	376	14	0	0	436	24	13	3	0	8	40	781	3196
Grand Total	81	4429	216	14	104	4740	202	141	411	0	59	754	649	4432	302	1	89	5384	373	202	41	1	105	617	11495	-
Approach%	1.7%	93.4%	4.6%	0.3%	-	-	26.8%	18.7%	54.5%	0%	-	-	12.1%	82.3%	5.6%	0%	-	60.5%	32.7%	6.6%	0.2%	-	-	-	-	-
Totals %	0.7%	38.5%	1.9%	0.1%	-	41.2%	1.8%	1.2%	3.6%	0%	-	6.6%	5.6%	38.6%	2.6%	0%	-	46.8%	3.2%	1.8%	0.4%	0%	-	5.4%	-	-
Heavy	5	162	4	0	-	-	8	5	16	0	-	-	13	157	8	0	-	9	7	2	0	-	-	-	-	-
Heavy %	6.2%	3.7%	1.9%	0%	-	-	4%	3.5%	3.9%	0%	-	-	2%	3.5%	2.6%	0%	-	2.4%	3.5%	4.9%	0%	-	-	-	-	-
Bicycles	0	7	0	0	-	-	0	5	1	0	-	-	0	4	0	0	-	0	1	0	0	-	-	-	-	-
Bicycle %	0%	0.2%	0%	0%	-	-	0%	3.5%	0.2%	0%	-	-	0%	0.1%	0%	0%	-	0%	0.5%	0%	0%	-	-	-	-	-



Peak Hour: 08:30 AM - 09:30 AM Weather: Broken Clouds (8.49 °C)

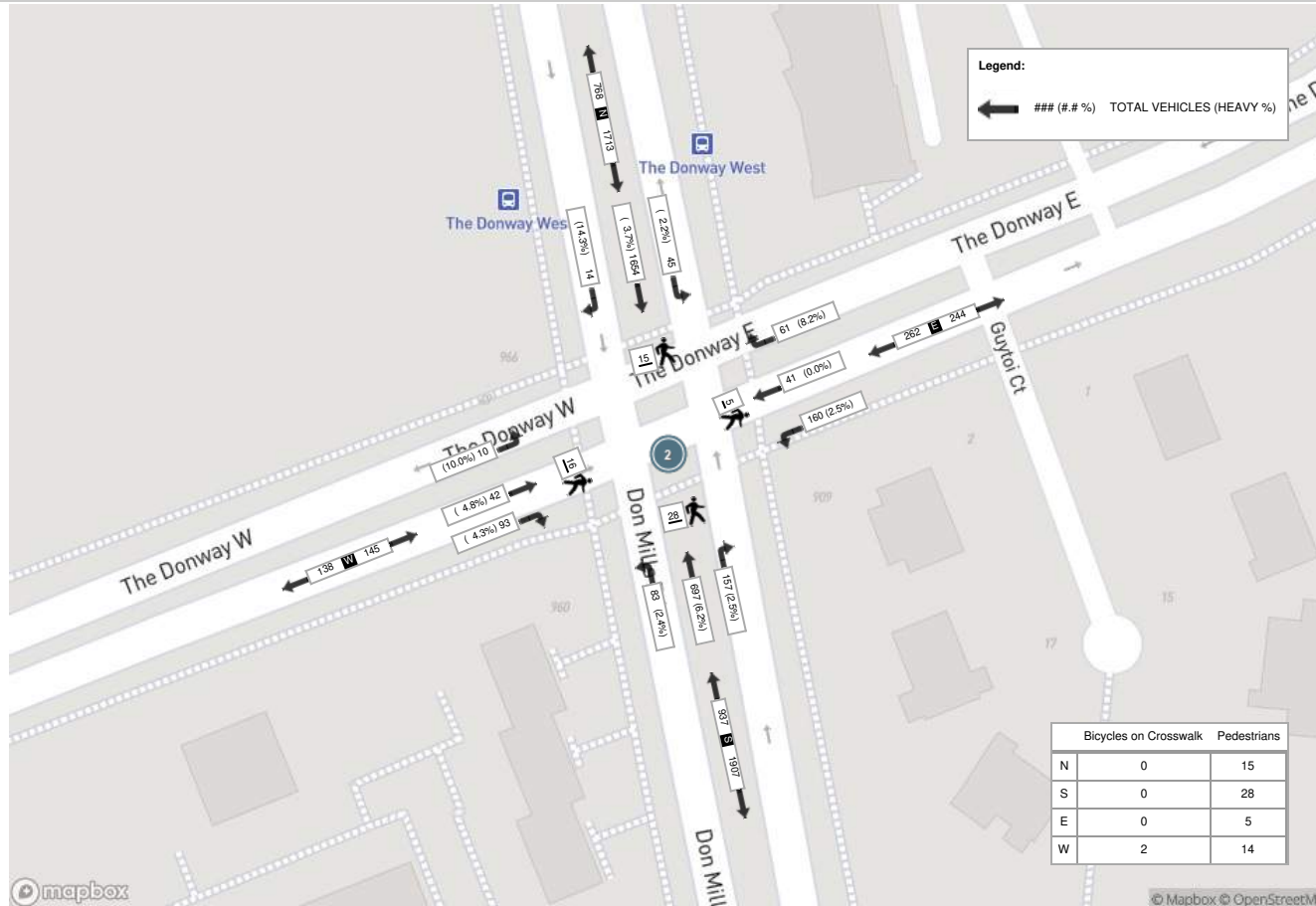
Start Time	N Approach DON MILLS RD						E Approach THE DONWAY E						S Approach DON MILLS RD						W Approach THE DONWAY W						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
08:30:00	2	427	12	1	7	442	16	14	44	0	1	74	48	216	25	0	13	289	29	9	1	0	4	39	844
08:45:00	1	384	8	0	2	393	19	12	62	0	2	93	61	189	22	0	7	272	24	15	2	0	2	41	799
09:00:00	4	402	12	0	2	418	14	10	34	0	0	58	32	176	20	0	7	228	16	12	4	0	4	32	736
09:15:00	7	441	13	1	4	462	12	5	20	0	2	37	16	116	16	0	1	148	24	6	3	0	6	33	680
Grand Total	14	1654	45	2	15	1715	61	41	160	0	5	262	157	697	83	0	28	937	93	42	10	0	16	145	3059
Approach%	0.8%	96.4%	2.6%	0.1%	-	-	23.3%	15.6%	61.1%	0%	-	-	16.8%	74.4%	8.9%	0%	-	64.1%	29%	6.9%	0%	-	-	-	
Totals %	0.5%	54.1%	1.5%	0.1%	56.1%	2%	1.3%	5.2%	0%	8.6%	5.1%	22.8%	2.7%	0%	30.6%	3%	1.4%	0.3%	0%	4.7%	-	-	-		
PHF	0.5	0.94	0.87	0.5	0.93	0.8	0.73	0.65	0	0.7	0.64	0.81	0.83	0	0.81	0.8	0.7	0.63	0	0.88	-	-	-		
Heavy	2	61	1	0	64	5	0	4	0	9	4	43	2	0	49	4	2	1	0	7	-	-	-		
Heavy %	14.3%	3.7%	2.2%	0%	3.7%	8.2%	0%	2.5%	0%	3.4%	2.5%	6.2%	2.4%	0%	5.2%	4.3%	4.8%	10%	0%	4.8%	-	-	-		
Lights	12	1593	44	2	1651	56	41	156	0	253	153	654	81	0	888	89	40	9	0	138	-	-	-		
Lights %	85.7%	96.3%	97.8%	100%	96.3%	91.8%	100%	97.5%	0%	96.6%	97.5%	93.8%	97.6%	0%	94.8%	95.7%	95.2%	90%	0%	95.2%	-	-	-		
Single-Unit Trucks	2	36	1	0	39	3	0	0	0	3	1	25	1	0	27	2	1	1	0	4	-	-	-		
Single-Unit Trucks %	14.3%	2.2%	2.2%	0%	2.3%	4.9%	0%	0%	0%	1.1%	0.6%	3.6%	1.2%	0%	2.9%	2.2%	2.4%	10%	0%	2.8%	-	-	-		
Buses	0	24	0	0	24	2	0	4	0	6	3	18	1	0	22	2	1	0	0	3	-	-	-		
Buses %	0%	1.5%	0%	0%	1.4%	3.3%	0%	2.5%	0%	2.3%	1.9%	2.6%	1.2%	0%	2.3%	2.2%	2.4%	0%	0%	2.1%	-	-	-		
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-		
Articulated Trucks %	0%	0.1%	0%	0%	0.1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	-	-		
Pedestrians	-	-	-	-	15	-	-	-	-	5	-	-	-	-	28	-	-	-	-	14	-	-	-		
Pedestrians%	-	-	-	-	23.4%	-	-	-	-	7.8%	-	-	-	-	43.8%	-	-	-	-	21.9%	-	-	-		
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	2	-	-	-		
Bicycles on Crosswalk%	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	3.1%	-	-	-		
Bicycles on Road	0	1	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%	-	-	-		



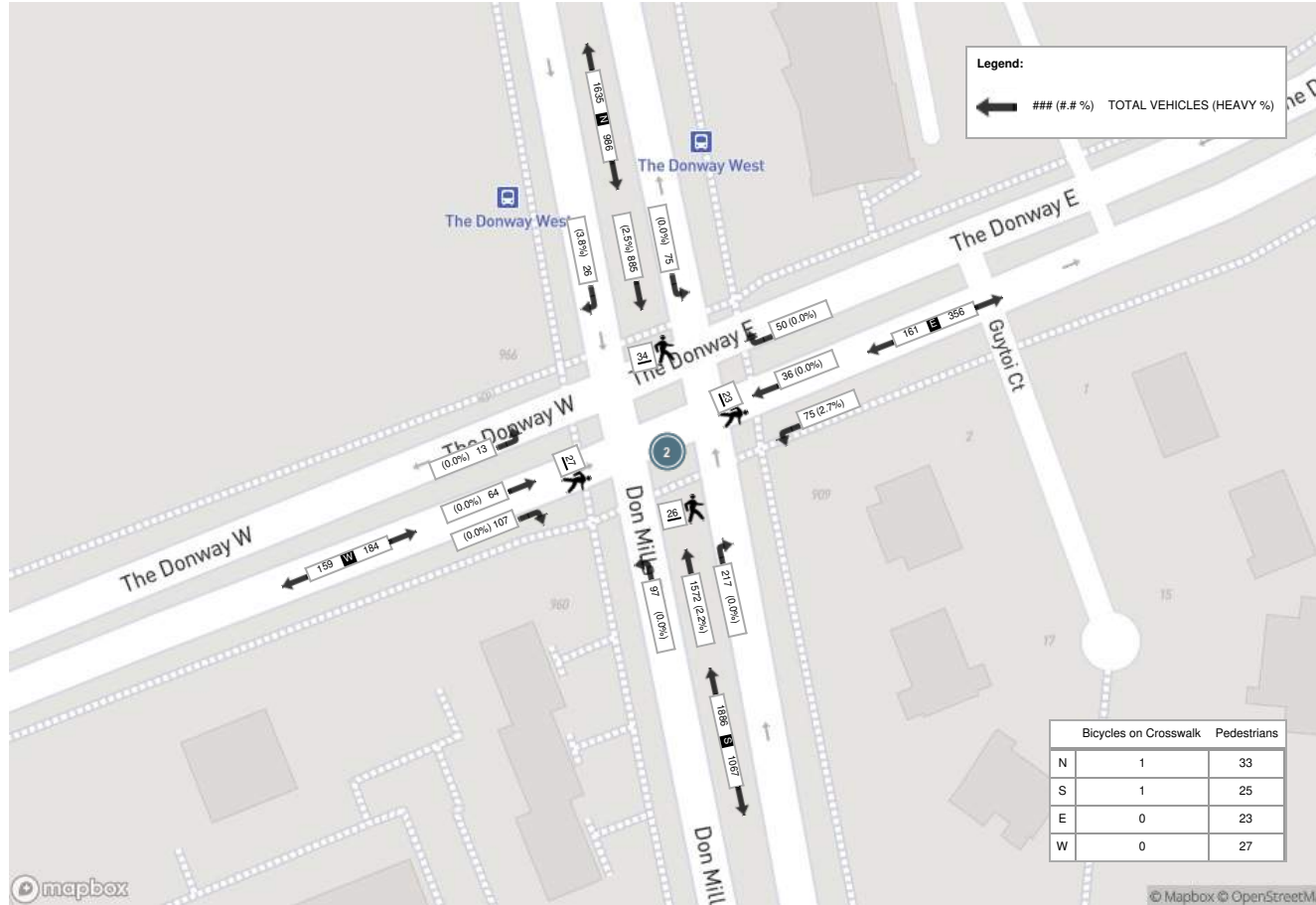
Peak Hour: 04:45 PM - 05:45 PM Weather: Overcast Clouds (14.85 °C)

Start Time	N Approach DON MILLS RD						E Approach THE DONWAY E						S Approach DON MILLS RD						W Approach THE DONWAY W						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	
16:45:00	8	194	18	1	6	221	14	9	19	0	10	42	52	409	29	1	6	491	32	23	1	0	7	56	810
17:00:00	5	215	19	1	14	240	19	7	21	0	6	47	71	396	22	0	6	489	23	12	4	1	8	40	816
17:15:00	2	248	19	3	14	272	10	10	14	0	4	34	49	374	22	0	7	445	23	15	5	0	7	43	794
17:30:00	11	228	19	1	0	259	7	10	21	0	3	38	45	393	24	0	7	462	29	14	3	0	5	46	805
Grand Total	26	885	75	6	34	992	50	36	75	0	23	161	217	1572	97	1	26	1887	107	64	13	1	27	185	3225
Approach%	2.6%	89.2%	7.6%	0.6%	-	-	31.1%	22.4%	46.6%	0%	-	-	11.5%	83.3%	5.1%	0.1%	-	-	57.8%	34.6%	7%	0.5%	-	-	-
Totals %	0.8%	27.4%	2.3%	0.2%	30.8%	1.6%	1.1%	2.3%	0%	5%	6.7%	48.7%	3%	0%	58.5%	3.3%	2%	0.4%	0%	5.7%	-	-	-	-	
PHF	0.59	0.89	0.99	0.5	0.91	0.66	0.9	0.89	0	0.86	0.76	0.96	0.84	0.25	0.96	0.84	0.7	0.65	0.25	0.83	-	-	-	-	
Heavy	1	22	0	0	23	0	0	2	0	2	0	34	0	0	34	0	0	0	0	0	0	0	0	-	
Heavy %	3.8%	2.5%	0%	0%	2.3%	0%	0%	2.7%	0%	1.2%	0%	2.2%	0%	0%	1.8%	0%	0%	0%	0%	0%	0%	0%	0%	-	
Lights	25	863	75	6	969	50	36	73	0	159	217	1538	97	1	1853	107	64	13	1	185	-	-	-		
Lights %	96.2%	97.5%	100%	100%	97.7%	100%	100%	97.3%	0%	98.8%	100%	97.8%	100%	100%	98.2%	100%	100%	100%	100%	100%	100%	100%	100%	-	
Single-Unit Trucks	1	5	0	0	6	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	0	0	-	
Single-Unit Trucks %	3.8%	0.6%	0%	0%	0.6%	0%	0%	0%	0%	0%	0%	0.7%	0%	0%	0.6%	0%	0%	0%	0%	0%	0%	0%	0%	-	
Buses	0	17	0	0	17	0	0	2	0	2	0	23	0	0	23	0	0	0	0	0	0	0	0	-	
Buses %	0%	1.9%	0%	0%	1.7%	0%	0%	2.7%	0%	1.2%	0%	1.5%	0%	0%	1.2%	0%	0%	0%	0%	0%	0%	0%	0%	-	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
Articulated Trucks %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	
Pedestrians	-	-	-	-	33	-	-	-	-	23	-	-	-	-	25	-	-	-	-	-	27	-	-	-	
Pedestrians%	-	-	-	-	30%	-	-	-	-	20.9%	-	-	-	-	22.7%	-	-	-	-	-	24.5%	-	-	-	
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	0	-	-	-	-	1	-	-	-	-	-	0	-	-	-	
Bicycles on Crosswalk%	-	-	-	-	0.9%	-	-	-	-	0%	-	-	-	-	0.9%	-	-	-	-	-	0%	-	-	-	
Bicycles on Road	0	2	0	0	0	-	0	2	1	0	0	-	0	1	0	0	0	-	0	0	0	0	0	-	
Bicycles on Road%	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	

Peak Hour: 08:30 AM - 09:30 AM Weather: Broken Clouds (8.49 °C)



Peak Hour: 04:45 PM - 05:45 PM Weather: Overcast Clouds (14.85 °C)





Turning Movement Count (2 . DON MILLS RD & THE DONWAY W (SOUTH INTERSECTION))

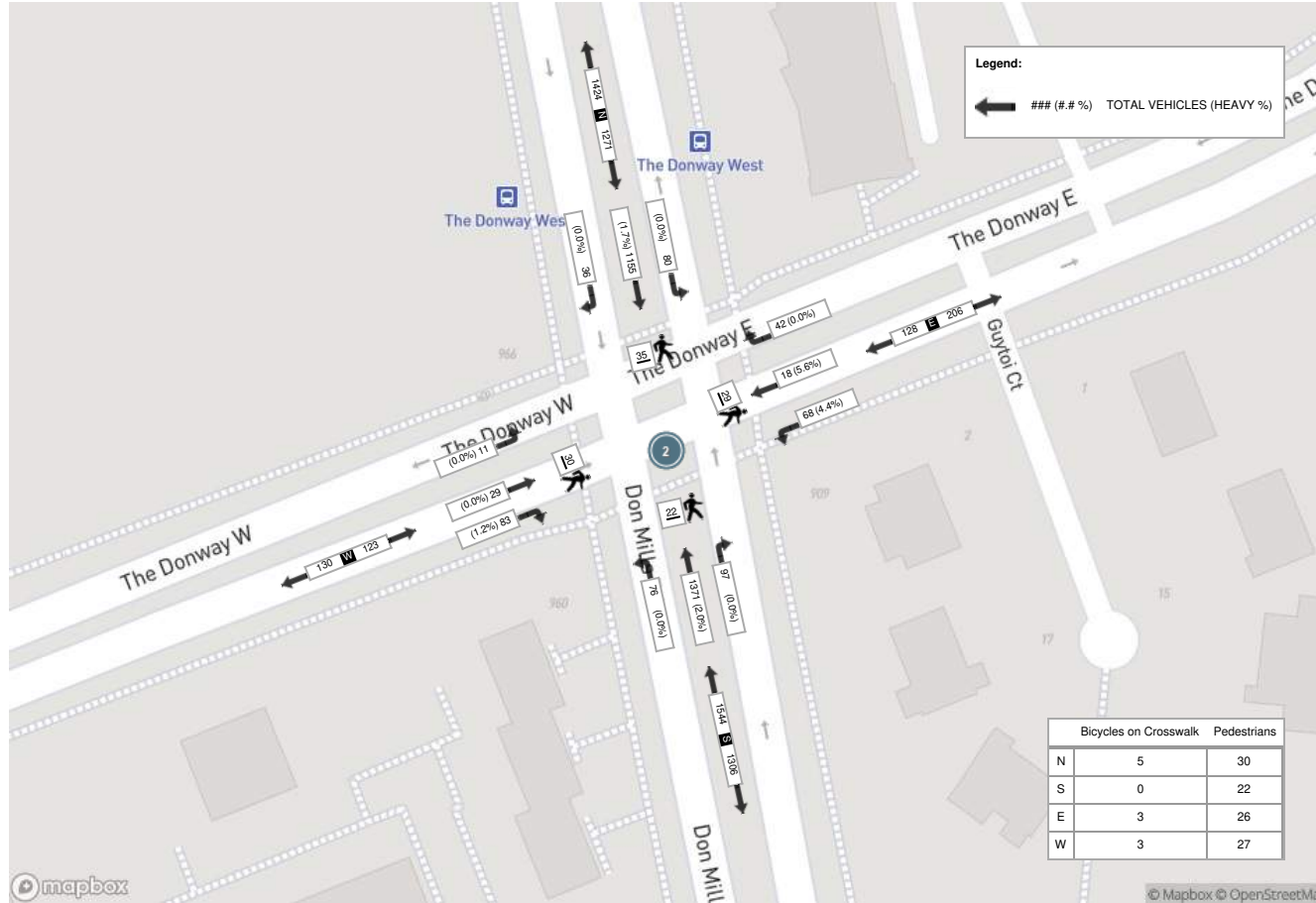
Start Time	N Approach DON MILLS RD						E Approach THE DONWAY E						S Approach DON MILLS RD						W Approach THE DONWAY W						Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	Left N:E	UTurn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	Left E:S	UTurn E:E	Peds E:	Approach Total	Right S:E	Thru 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		
12:00:00	9	245	28	4	2	286	10	8	25	0	4	43	18	274	19	0	4	311	12	5	1	0	8	18	658	
12:15:00	5	270	25	3	12	303	8	4	20	0	11	32	18	346	23	0	14	387	18	14	3	0	14	35	757	
12:30:00	7	236	24	1	10	268	13	2	24	0	2	39	33	359	23	0	1	415	16	11	4	0	4	31	753	
12:45:00	5	270	24	1	4	300	9	9	16	0	2	34	34	354	19	1	3	408	18	9	0	1	13	28	770	2938
13:00:00	7	262	21	4	1	294	11	7	31	0	3	49	29	328	22	0	10	379	13	12	1	0	17	26	748	3028
13:15:00	2	246	21	6	3	275	13	5	20	0	3	38	28	336	20	0	8	384	26	12	1	0	9	39	736	3007
13:30:00	8	234	14	1	6	257	8	5	27	0	2	40	42	340	20	0	3	402	14	11	1	0	1	26	725	2979
13:45:00	4	285	18	4	17	311	16	11	20	0	10	47	34	337	24	0	3	395	17	6	2	0	3	25	778	2987
14:00:00	9	296	25	0	8	330	7	2	18	0	2	27	19	338	18	0	6	375	12	9	1	0	5	22	754	2993
14:15:00	4	254	14	2	1	274	13	7	15	0	7	35	25	340	10	0	1	375	30	10	1	0	4	41	725	2982
14:30:00	14	308	19	4	19	345	9	3	19	0	16	31	28	353	22	0	9	403	21	4	5	0	16	30	809	3066
14:45:00	9	297	22	3	7	331	13	6	16	0	4	35	25	340	26	1	6	392	20	6	4	0	5	30	788	3076
Grand Total	83	3203	255	33	90	3574	130	69	251	0	66	450	333	4045	246	2	68	4626	217	109	24	1	99	351	9001	-
Approach%	2.3%	89.6%	7.1%	0.9%	-	-	28.9%	15.3%	55.8%	0%	-	-	7.2%	87.4%	5.3%	0%	-	-	61.8%	31.1%	6.8%	0.3%	-	-	-	-
Totals %	0.9%	35.6%	2.8%	0.4%	-	39.7%	1.4%	0.8%	2.8%	0%	-	5%	3.7%	44.9%	2.7%	0%	-	51.4%	2.4%	1.2%	0.3%	0%	-	3.9%	-	-
Heavy	0	58	1	0	-	-	1	1	9	0	-	-	3	76	1	0	-	-	1	1	0	0	-	-	-	-
Heavy %	0%	1.8%	0.4%	0%	-	-	0.8%	1.4%	3.6%	0%	-	-	0.9%	1.9%	0.4%	0%	-	-	0.5%	0.9%	0%	0%	-	-	-	-
Bicycles	0	35	1	0	-	-	2	1	0	0	-	-	0	3	0	0	-	-	0	2	0	0	-	-	-	-
Bicycle %	0%	1.1%	0.4%	0%	-	-	1.5%	1.4%	0%	0%	-	-	0%	0.1%	0%	0%	-	-	0%	1.8%	0%	0%	-	-	-	-



Peak Hour: 02:00 PM - 03:00 PM Weather: Clear Sky (12.92 °C)

Start Time	N Approach DON MILLS RD						E Approach THE DONWAY E						S Approach DON MILLS RD						W Approach THE DONWAY W						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	
14:00:00	9	296	25	0	8	330	7	2	18	0	2	27	19	338	18	0	6	375	12	9	1	0	5	22	754
14:15:00	4	254	14	2	1	274	13	7	15	0	7	35	25	340	10	0	1	375	30	10	1	0	4	41	725
14:30:00	14	308	19	4	19	345	9	3	19	0	16	31	28	353	22	0	9	403	21	4	5	0	16	30	809
14:45:00	9	297	22	3	7	331	13	6	16	0	4	35	25	340	26	1	6	392	20	6	4	0	5	30	788
Grand Total	36	1155	80	9	35	1280	42	18	68	0	29	128	97	1371	76	1	22	1545	83	29	11	0	30	123	3076
Approach%	2.8%	90.2%	6.3%	0.7%	-	-	32.8%	14.1%	53.1%	0%	-	-	6.3%	88.7%	4.9%	0.1%	-	-	67.5%	23.6%	8.9%	0%	-	-	-
Totals %	1.2%	37.5%	2.6%	0.3%	41.6%	1.4%	0.6%	2.2%	0%	4.2%	3.2%	44.6%	2.5%	0%	50.2%	2.7%	0.9%	0.4%	0%	4%	-	-	-	-	-
PHF	0.64	0.94	0.8	0.56	0.93	0.81	0.64	0.89	0	0.91	0.87	0.97	0.73	0.25	0.96	0.69	0.73	0.55	0	0.75	-	-	-	-	-
Heavy	0	20	0	0	20	0	1	3	0	4	0	28	0	0	28	1	0	0	0	1	-	-	-	-	-
Heavy %	0%	1.7%	0%	0%	1.6%	0%	5.6%	4.4%	0%	3.1%	0%	2%	0%	0%	1.8%	1.2%	0%	0%	0%	0.8%	-	-	-	-	-
Lights	36	1135	80	9	1260	42	17	65	0	124	97	1343	76	1	1517	82	29	11	0	122	-	-	-	-	-
Lights %	100%	98.3%	100%	100%	98.4%	100%	94.4%	95.6%	0%	96.9%	100%	98%	100%	100%	98.2%	98.8%	100%	100%	0%	99.2%	-	-	-	-	-
Single-Unit Trucks	0	4	0	0	4	0	1	0	0	1	0	12	0	0	12	1	0	0	0	1	-	-	-	-	-
Single-Unit Trucks %	0%	0.3%	0%	0%	0.3%	0%	5.6%	0%	0%	0.8%	0%	0.9%	0%	0%	0.8%	1.2%	0%	0%	0%	0.8%	-	-	-	-	-
Buses	0	14	0	0	14	0	0	3	0	3	0	16	0	0	16	0	0	0	0	0	-	-	-	-	-
Buses %	0%	1.2%	0%	0%	1.1%	0%	0%	4.4%	0%	2.3%	0%	1.2%	0%	0%	1%	0%	0%	0%	0%	0%	-	-	-	-	-
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-
Articulated Trucks %	0%	0.2%	0%	0%	0.2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	-	-	-	-
Pedestrians	-	-	-	-	30	-	-	-	-	26	-	-	-	-	22	-	-	-	-	27	-	-	-	-	-
Pedestrians%	-	-	-	-	25.9%	-	-	-	-	22.4%	-	-	-	-	19%	-	-	-	-	23.3%	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	5	-	-	-	-	3	-	-	-	-	0	-	-	-	-	3	-	-	-	-	-
Bicycles on Crosswalk%	-	-	-	-	4.3%	-	-	-	-	2.6%	-	-	-	-	0%	-	-	-	-	2.6%	-	-	-	-	-
Bicycles on Road	0	0	0	0	0	-	1	0	0	0	-	0	1	0	0	-	0	0	0	0	-	-	-	-	-
Bicycles on Road%	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	-

Peak Hour: 02:00 PM - 03:00 PM Weather: Clear Sky (12.92 °C)





Turning Movement Count (4 . LAWRENCE AVE E & 895 LAWRENCE AVE E (PARKING ACCESS) / LIBRARY DRIVEWAYS)

Start Time	N Approach LIBRARY DRIVEWAY							E Approach LAWRENCE AVE E							S Approach 895 LAWRENCE AVE E (PARKING ACCESS)							W Approach LAWRENCE AVE E							NW Approach LIBRARY DRIVEWAY							Int. Total (15 min)	Int. Total (1 hr)
	Hard Right N:NW	Right N:W	Thru N:S	Left N:E	UTurn N:N	Peds N:	Approach Total	Right E:N	Bear Right E:NW	Thru E:W	Left E:S	UTurn E:E	Peds E:	Approach Total	Right S:E	Thru S:N	Bear Left S:NW	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	Left W:N	Hard Left W:NW	UTurn W:W	Peds W:	Approach Total	Hard Right NW:W	Bear Right NW:S	Bear Left NW:E	Hard Left NW:N	UTurn NW:NW	Peds NW:	Approach Total		
07:30:00	0	0	0	0	0	3	0	0	230	0	0	0	230	0	0	0	1	0	0	1	0	121	0	1	0	0	122	0	0	0	0	0	3	0	353		
07:45:00	0	1	0	0	0	4	1	1	249	0	0	0	250	0	0	0	0	0	2	0	0	209	0	0	0	0	209	0	0	0	0	0	4	0	460		
08:00:00	0	0	0	1	0	4	1	2	241	0	0	0	243	0	0	0	1	0	2	1	226	1	0	0	0	228	1	0	0	0	0	4	1	474			
08:15:00	0	1	0	0	0	2	1	1	325	0	0	0	326	0	0	0	0	0	0	0	2	272	0	1	0	0	275	0	0	0	0	0	3	0	602	1889	
08:30:00	0	4	0	0	0	2	4	1	310	0	0	0	311	0	0	0	1	0	0	1	3	290	0	3	0	0	296	0	0	0	0	0	2	0	612	2148	
08:45:00	0	2	0	0	0	2	2	3	291	1	0	0	295	0	0	0	0	0	0	0	3	299	0	5	0	0	307	0	0	0	0	0	3	0	604	2292	
09:00:00	0	0	0	0	0	1	0	2	267	2	0	0	271	1	0	0	2	0	4	3	2	272	0	1	0	0	275	0	0	0	0	0	1	0	549	2367	
09:15:00	0	1	0	0	0	4	1	7	230	4	0	0	241	1	0	0	0	0	3	1	2	230	0	0	0	0	232	0	0	0	0	0	4	0	475	2240	
BREAK																																					
16:00:00	0	1	0	0	0	4	1	4	187	1	1	0	193	1	0	0	1	0	11	2	11	352	0	2	0	1	365	0	0	0	0	0	3	0	561		
16:15:00	0	2	0	0	0	5	2	1	253	1	0	0	255	2	0	0	0	0	11	2	10	336	1	3	0	0	350	0	0	0	0	0	4	0	609		
16:30:00	0	1	0	0	0	4	1	0	200	2	0	0	202	1	0	0	0	0	10	1	11	295	0	5	0	1	311	0	0	0	0	0	4	0	515		
16:45:00	0	1	0	0	0	2	1	5	192	2	0	0	199	2	0	0	0	0	10	2	19	358	0	5	0	0	382	0	0	0	0	0	2	0	584	2269	
17:00:00	0	4	0	0	0	1	4	2	233	1	0	0	236	0	0	0	1	0	9	1	8	300	0	4	0	0	312	0	0	0	0	0	1	0	553	2261	
17:15:00	0	6	0	0	0	2	6	1	209	0	0	0	210	0	0	0	1	0	2	1	5	370	0	2	0	0	377	0	0	0	0	0	2	0	594	2246	
17:30:00	0	4	0	1	0	3	5	1	219	1	0	0	221	2	0	0	2	0	2	4	5	303	0	2	0	0	310	0	0	0	0	0	5	0	540	2271	
17:45:00	0	0	0	1	0	3	1	1	202	2	0	0	205	3	0	0	4	0	4	7	7	298	0	1	0	0	306	0	0	0	0	0	3	0	519	2206	
Grand Total	0	28	0	3	0	46	31	0	3838	17	1	0	3888	13	0	0	14	0	70	27	89	4531	2	35	0	2	4657	1	0	0	0	0	48	1	8604	-	
Approach%	0%	90.3%	0%	9.7%	0%	-	-	0%	0.8%	98.7%	0.4%	0%	-	48.1%	0%	0%	51.9%	0%	-	1.9%	97.3%	0%	0.8%	0%	-	100%	0%	0%	0%	0%	0%	-	-	-	-		
Totals %	0%	0.3%	0%	0%	0%	0.4%	0.4%	0%	44.6%	0.2%	0%	45.2%	0.2%	0%	0%	0.2%	0%	0.3%	0.3%	1%	52.7%	0%	0.4%	0%	54.1%	0%	0%	0%	0%	0%	0%	0%	-	-	-		
Heavy	0	0	0	0	0	-	-	0	150	0	0	-	-	0	0	0	1	0	-	0	137	0	0	0	-	0	0	0	0	0	0	0	0	-	-	-	
Heavy %	0%	0%	0%	0%	0%	-	-	0%	3.9%	0%	0%	-	-	0%	0%	0%	7.1%	0%	-	0%	3%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	-	-	-	
Bicycles	0	0	0	0	0	-	-	0	6	0	0	-	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	0	0	-	-	-	
Bicycle %	0%	0%	0%	0%	0%	-	-	0%	0.2%	0%	0%	-	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	-	-	-	



Peak Hour: 08:15 AM - 09:15 AM Weather: Broken Clouds (8.49 °C)

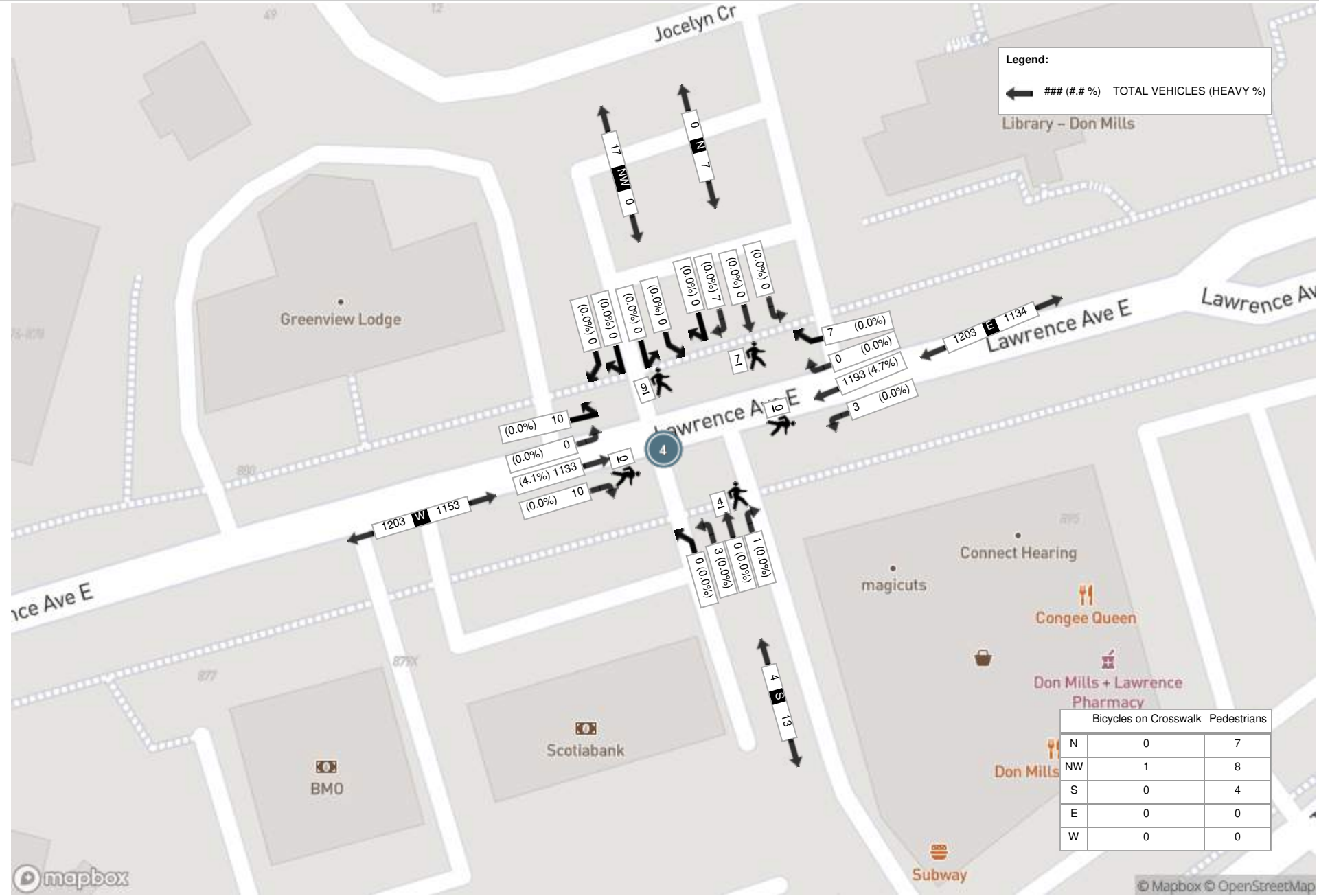
Start Time	N Approach LIBRARY DRIVEWAY							E Approach LAWRENCE AVE E							S Approach 895 LAWRENCE AVE E (PARKING ACCESS)							W Approach LAWRENCE AVE E							NW Approach LIBRARY DRIVEWAY							Int. Total (15 min)		
	Hard Right	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Bear Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Bear Left	Left	UTurn	Peds	Approach Total	Right	Thru	Left	Hard Left	UTurn	Peds	Approach Total	Hard Right	Bear Right	Bear Left	Hard Left	UTurn	Peds	Approach Total			
08:15:00	0	1	0	0	0	2	1	0	1	325	0	0	0	326	0	0	0	0	0	0	0	0	2	272	0	1	0	0	275	0	0	0	0	0	0	3	0	602
08:30:00	0	4	0	0	0	2	4	0	1	310	0	0	0	311	0	0	0	1	0	0	1	0	3	290	0	3	0	0	296	0	0	0	0	0	0	2	0	612
08:45:00	0	2	0	0	0	2	2	0	3	291	1	0	0	295	0	0	0	0	0	0	0	0	3	299	0	5	0	0	307	0	0	0	0	0	0	3	0	604
09:00:00	0	0	0	0	0	1	0	0	2	267	2	0	0	271	1	0	0	2	0	4	3	0	2	272	0	1	0	0	275	0	0	0	0	0	0	1	0	549
Grand Total	0	7	0	0	0	7	7	0	7	1193	3	0	0	1203	1	0	0	3	0	4	4	0	10	1133	0	10	0	0	1153	0	0	0	0	0	0	9	0	2367
Approach%	0%	100%	0%	0%	0%	-	-	0%	0.6%	99.2%	0.2%	0%	-	25%	0%	0%	75%	0%	-	0.9%	98.3%	0%	0.9%	0%	-	0%	0%	0%	0%	0%	-	-	-					
Totals %	0%	0.3%	0%	0%	0%	0.3%	0.3%	0%	0.3%	50.4%	0.1%	0%	50.8%	0%	0%	0%	0.1%	0%	0.2%	0.4%	47.9%	0%	0.4%	0%	48.7%	0%	0%	0%	0%	0%	0%	0%	0%					
PHF	0	0.44	0	0	0	0.44	0.44	0	0.58	0.92	0.38	0	0.92	0.25	0	0	0.38	0	0.33	0.83	0.95	0	0.5	0	0.94	0	0	0	0	0	0	0	0					
Heavy	0	0	0	0	0	0	0	0	0	56	0	0	56	0	0	0	0	0	0	0	46	0	0	0	46	0	0	0	0	0	0	0	0					
Heavy %	0%	0%	0%	0%	0%	0%	0%	0%	0%	4.7%	0%	0%	4.7%	0%	0%	0%	0%	0%	0%	0%	4.1%	0%	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%	0%					
Lights	0	7	0	0	0	7	7	0	7	1137	3	0	1147	1	0	0	3	0	4	10	1087	0	10	0	1107	0	0	0	0	0	0	0	0					
Lights %	0%	100%	0%	0%	0%	100%	100%	0%	100%	95.3%	100%	0%	95.3%	100%	0%	0%	100%	0%	100%	100%	95.9%	0%	100%	0%	96%	0%	0%	0%	0%	0%	0%	0%	0%					
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	24	0	0	24	0	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0	0	0	0						
Single-Unit Trucks %	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	1.1%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%						
Buses	0	0	0	0	0	0	0	0	0	32	0	0	32	0	0	0	0	0	0	33	0	0	0	33	0	0	0	0	0	0	0	0						
Buses %	0%	0%	0%	0%	0%	0%	0%	0%	0%	2.7%	0%	0%	2.7%	0%	0%	0%	0%	0%	0%	2.9%	0%	0%	0%	2.9%	0%	0%	0%	0%	0%	0%	0%	0%						
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0						
Articulated Trucks %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.1%	0%	0%	0%	0.1%	0%	0%	0%	0%	0%	0%	0%	0%						
Pedestrians	-	-	-	-	-	7	-	-	-	-	-	-	0	-	-	-	-	-	-	4	-	-	-	0	-	-	-	-	-	-	-	8	-	-				
Pedestrians%	-	-	-	-	-	35%	-	-	-	-	-	-	0%	-	-	-	-	-	-	20%	-	-	-	0%	-	-	-	-	-	-	-	40%	-	-				
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	0	-	-	-	-	-	-	-	1	-	-				
Bicycles on Crosswalk%	-	-	-	-	-	0%	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%	-	-	-	0%	-	-	-	-	-	-	-	5%	-	-				
Bicycles on Road	0	0	0	0	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%	-	-				



Peak Hour: 04:45 PM - 05:45 PM Weather: Overcast Clouds (14.85 °C)

Start Time	N Approach LIBRARY DRIVEWAY							E Approach LAWRENCE AVE E							S Approach 895 LAWRENCE AVE E (PARKING ACCESS)							W Approach LAWRENCE AVE E							NW Approach LIBRARY DRIVEWAY							Int. Total (15 min)	
	Hard Right	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Bear Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Bear Left	Left	UTurn	Peds	Approach Total	Right	Thru	Left	Hard Left	UTurn	Peds	Approach Total	Hard Right	Bear Right	Bear Left	Hard Left	UTurn	Peds	Approach Total		
16:45:00	0	1	0	0	0	2	1	0	5	192	2	0	0	199	2	0	0	0	0	10	2	19	358	0	5	0	0	382	0	0	0	0	0	2	0	584	
17:00:00	0	4	0	0	0	1	4	0	2	233	1	0	0	236	0	0	0	1	0	9	1	8	300	0	4	0	0	312	0	0	0	0	0	1	0	553	
17:15:00	0	6	0	0	0	2	6	0	1	209	0	0	0	210	0	0	0	1	0	2	1	5	370	0	2	0	0	377	0	0	0	0	0	2	0	594	
17:30:00	0	4	0	1	0	3	5	0	1	219	1	0	0	221	2	0	0	2	0	2	4	5	303	0	2	0	0	310	0	0	0	0	0	5	0	540	
Grand Total	0	15	0	1	0	8	16	0	9	853	4	0	0	866	4	0	0	4	0	23	8	37	1331	0	13	0	0	1381	0	0	0	0	0	10	0	2271	
Approach%	0%	93.8%	0%	6.3%	0%	-	-	0%	1%	98.5%	0.5%	0%	-	-	50%	0%	0%	50%	0%	-	2.7%	96.4%	0%	0.9%	0%	-	0%	0%	0%	0%	0%	0%	-	-	-		
Totals %	0%	0.7%	0%	0%	0%	0.7%	0.7%	0%	0.4%	37.6%	0.2%	0%	38.1%	0.4%	0.2%	0%	0.2%	0%	0.4%	1.6%	58.6%	0%	0.6%	0%	60.8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	-	
PHF	0	0.63	0	0.25	0	0.67	0.67	0	0.45	0.92	0.5	0	0.92	0.5	0	0	0.5	0	0.5	0.49	0.9	0	0.65	0	0.9	0	0	0	0	0	0	0	0	0	0	-	
Heavy	0	0	0	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	0	0	0	30	0	0	0	30	0	0	0	0	0	0	0	0	0	-	
Heavy %	0%	0%	0%	0%	0%	0%	0%	0%	0%	2.1%	0%	0%	2.1%	0%	0%	0%	0%	0%	0%	0%	2.3%	0%	0%	0%	2.2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	
Lights	0	15	0	1	0	16	16	0	9	835	4	0	848	4	0	0	4	0	8	37	1301	0	13	0	1351	0	0	0	0	0	0	0	0	0	0	-	
Lights %	0%	100%	0%	100%	0%	100%	100%	0%	100%	97.9%	100%	0%	97.9%	100%	0%	0%	100%	0%	100%	100%	97.7%	0%	100%	0%	97.8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	-	
Single-Unit Trucks %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.6%	0%	0%	0.6%	0%	0%	0%	0%	0%	0%	0%	0.4%	0%	0%	0%	0.4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	
Buses	0	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	0	24	0	0	0	24	0	0	0	0	0	0	0	0	0	0	-	
Buses %	0%	0%	0%	0%	0%	0%	0%	0%	0%	1.4%	0%	0%	1.4%	0%	0%	0%	0%	0%	0%	1.8%	0%	0%	0%	1.7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	
Articulated Trucks	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	
Articulated Trucks %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.1%	0%	0%	0.1%	0%	0%	0%	0%	0%	0%	0%	0.1%	0%	0%	0%	0.1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-
Pedestrians	-	-	-	-	-	7	-	-	-	-	-	-	0	-	-	-	-	-	20	-	-	-	-	0	-	-	-	-	-	-	-	-	8	-	-		
Pedestrians %	-	-	-	-	-	17.1%	-	-	-	-	-	-	0%	-	-	-	-	-	48.8%	-	-	-	-	0%	-	-	-	-	-	-	-	-	19.5%	-	-		
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	0	-	-	-	-	-	-	-	2	-	-			
Bicycles on Crosswalk %	-	-	-	-	-	2.4%	-	-	-	-	-	-	0%	-	-	-	-	-	7.3%	-	-	-	-	0%	-	-	-	-	-	-	-	4.9%	-	-			
Bicycles on Road	0	0	0	0	0	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%	-	-		

Peak Hour: 08:15 AM - 09:15 AM Weather: Broken Clouds (8.49 °C)



Peak Hour: 04:45 PM - 05:45 PM Weather: Overcast Clouds (14.85 °C)





Turning Movement Count (4 . LAWRENCE AVE E & 895 LAWRENCE AVE E (PARKING ACCESS) / LIBRARY DRIVEWAYS)

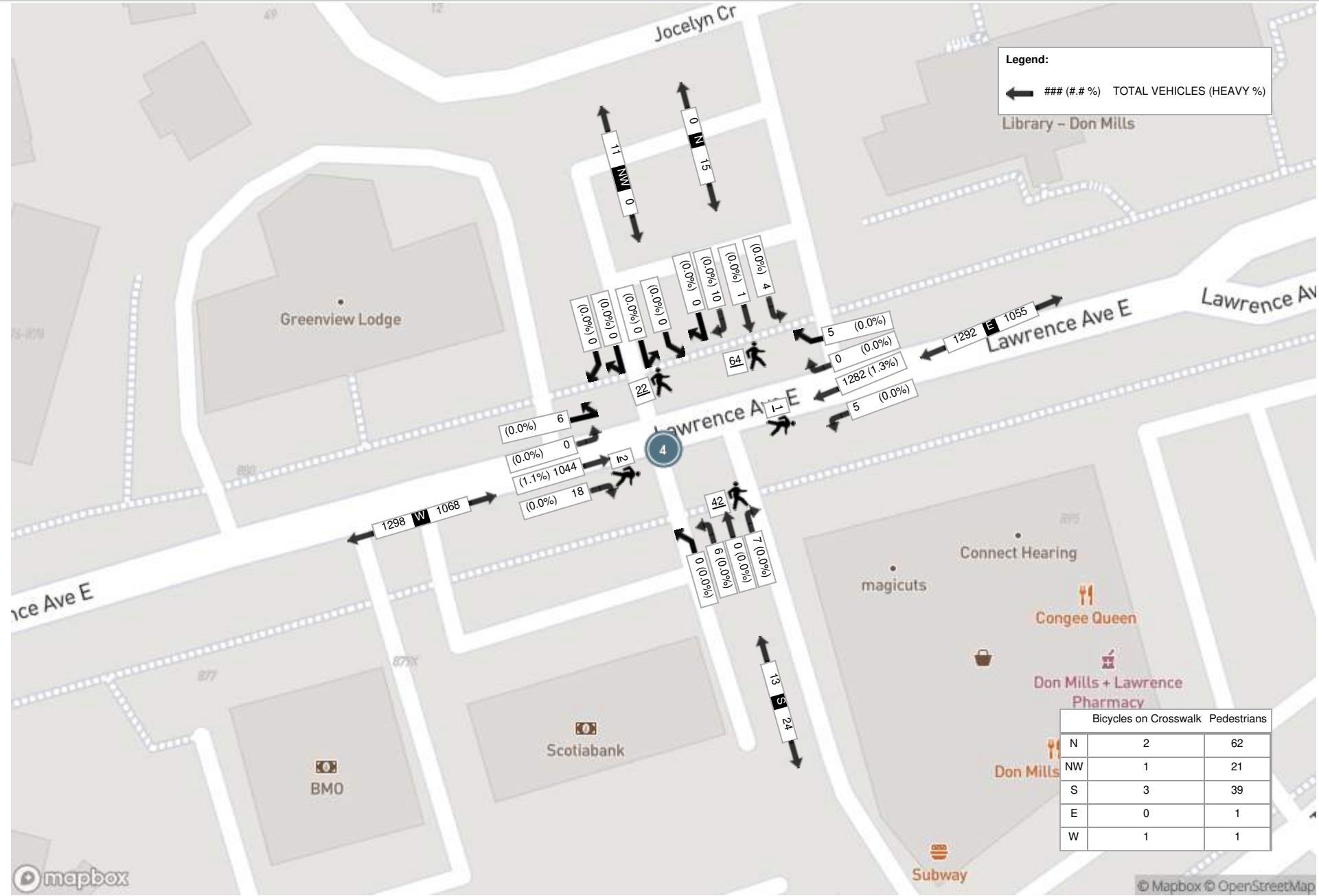
Start Time	N Approach LIBRARY DRIVEWAY							E Approach LAWRENCE AVE E							S Approach 895 LAWRENCE AVE E (PARKING ACCESS)							W Approach LAWRENCE AVE E							NW Approach LIBRARY DRIVEWAY							Int. Total (15 min)	Int. Total (1 hr)
	Hard Right N:NW	Right N:W	Thru N:S	Left N:E	UTurn N:N	Peds N:	Approach Total	Right E:N	Bear Right E:NW	Thru E:W	Left E:S	UTurn E:E	Peds E:	Approach Total	Right S:E	Thru S:N	Bear Left S:NW	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	Left W:N	Hard Left W:NW	UTurn W:W	Peds W:	Approach Total	Hard Right NW:W	Bear Right NW:S	Bear Left NW:E	Hard Left NW:N	UTurn NW:NW	Peds NW:	Approach Total		
12:00:00	0	0	0	1	0	13	1	0	1	305	4	0	0	310	7	0	0	3	0	22	10	5	251	0	2	0	2	258	0	0	0	0	0	4	0	579	
12:15:00	0	3	0	2	0	12	5	0	0	317	3	0	1	320	4	0	0	1	0	8	5	7	263	0	3	0	1	273	0	0	0	0	0	7	0	603	
12:30:00	0	2	1	0	0	25	3	0	3	317	0	0	0	320	2	0	0	1	0	6	3	4	268	0	0	0	1	272	0	0	0	0	0	7	0	598	
12:45:00	0	3	0	1	0	11	4	0	2	321	1	0	0	324	1	0	0	3	0	16	4	3	245	0	2	0	0	250	0	0	0	0	0	3	0	582	2362
13:00:00	0	2	0	1	0	16	3	0	0	327	1	0	0	328	0	0	0	1	0	12	1	4	268	0	1	0	0	273	0	0	0	0	0	5	0	605	2388
13:15:00	0	2	0	0	0	12	2	0	4	274	1	1	0	280	2	0	0	1	0	7	3	4	273	0	1	0	0	278	0	0	0	0	0	4	0	563	2348
13:30:00	0	2	0	2	0	14	4	0	4	273	3	1	0	281	3	0	0	1	0	9	4	6	265	0	3	0	1	274	1	0	0	0	0	8	1	564	2314
13:45:00	0	1	0	0	0	11	1	0	4	266	1	1	0	272	3	0	0	1	0	8	4	3	280	0	0	0	0	283	0	0	0	0	0	0	0	560	2292
14:00:00	0	2	0	1	0	12	3	0	2	261	0	0	0	263	1	0	0	0	0	11	1	2	245	0	0	0	0	247	0	0	0	0	0	4	0	514	2201
14:15:00	0	1	0	2	0	15	3	0	3	230	3	0	0	236	3	0	0	1	0	7	4	0	263	0	0	0	0	263	0	0	0	0	0	7	0	506	2144
14:30:00	0	0	0	1	0	13	1	0	1	255	3	0	0	259	3	0	0	2	0	3	5	8	273	0	1	0	0	282	0	0	0	0	0	4	0	547	2127
14:45:00	0	2	0	0	0	21	2	0	2	240	2	0	2	244	4	0	0	0	0	8	4	5	273	0	2	0	1	280	0	0	0	0	0	6	0	530	2097
Grand Total	0	20	1	11	0	175	32	0	26	3386	22	3	3	3437	33	0	0	15	0	117	48	51	3167	0	15	0	6	3233	1	0	0	0	0	59	1	6751	-
Approach%	0%	62.5%	3.1%	34.4%	0%	-	-	0%	0.8%	98.5%	0.6%	0.1%	-	68.8%	0%	0%	31.3%	0%	-	-	1.6%	98%	0%	0.5%	0%	-	100%	0%	0%	0%	0%	-	-	-	-		
Totals %	0%	0.3%	0%	0.2%	0%	0.5%	0.5%	0%	0.4%	50.2%	0.3%	0%	50.9%	0.5%	0%	0%	0.2%	0%	0.7%	0.7%	0.8%	46.9%	0%	0.2%	0%	47.9%	0%	0%	0%	0%	0%	0%	0%	0%	-		
Heavy	0	0	0	0	0	-	-	0	0	49	0	0	-	1	0	0	0	0	-	-	1	39	0	0	0	-	0	0	0	0	0	-	-	-	-		
Heavy %	0%	0%	0%	0%	0%	-	-	0%	0%	1.4%	0%	0%	-	3%	0%	0%	0%	0%	-	-	2%	1.2%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	-	-	-		
Bicycles	0	0	0	0	0	-	-	0	0	13	0	0	-	0	0	0	0	0	-	-	0	5	0	0	0	-	0	0	0	0	0	-	-	-	-		
Bicycle %	0%	0%	0%	0%	0%	-	-	0%	0%	0.4%	0%	0%	-	0%	0%	0%	0%	0%	-	-	0%	0.2%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	-	-	-		



Peak Hour: 12:15 PM - 01:15 PM Weather: Clear Sky (12.92 °C)

Start Time	N Approach LIBRARY DRIVEWAY							E Approach LAWRENCE AVE E							S Approach 895 LAWRENCE AVE E (PARKING ACCESS)							W Approach LAWRENCE AVE E							NW Approach LIBRARY DRIVEWAY							Int. Total (15 min)					
	Hard Right	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Bear Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Bear Left	Left	UTurn	Peds	Approach Total	Right	Thru	Left	Hard Left	UTurn	Peds	Approach Total	Hard Right	Bear Right	Bear Left	Hard Left	UTurn	Peds	Approach Total						
12:15:00	0	3	0	2	0	12	5	0	0	317	3	0	1	320	4	0	0	1	0	8	5	7	263	0	3	0	1	273	0	0	0	0	0	7	0	603					
12:30:00	0	2	1	0	0	25	3	0	3	317	0	0	0	320	2	0	0	1	0	6	3	4	268	0	0	0	1	272	0	0	0	0	0	7	0	598					
12:45:00	0	3	0	1	0	11	4	0	2	321	1	0	0	324	1	0	0	3	0	16	4	3	245	0	2	0	0	250	0	0	0	0	0	3	0	582					
13:00:00	0	2	0	1	0	16	3	0	0	327	1	0	0	328	0	0	0	1	0	12	1	4	268	0	1	0	0	273	0	0	0	0	0	5	0	605					
Grand Total	0	10	1	4	0	64	15	0	5	1282	5	0	1	1292	7	0	0	6	0	42	13	18	1044	0	6	0	2	1068	0	0	0	0	0	22	0	2388					
Approach%	0%	66.7%	6.7%	26.7%	0%	-	-	0%	0.4%	99.2%	0.4%	0%	-	-	53.8%	0%	0%	46.2%	0%	-	1.7%	97.8%	0%	0.6%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	-						
Totals %	0%	0.4%	0%	0.2%	0%	0.6%	0.6%	0%	0.2%	53.7%	0.2%	0%	54.1%	0.3%	0%	0%	0.3%	0%	0.5%	0.8%	43.7%	0%	0.3%	0%	44.7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	-					
PHF	0	0.83	0.25	0.5	0	0.75	0.75	0	0.42	0.98	0.42	0	0.98	0.44	0	0	0.5	0	0.65	0.64	0.97	0	0.5	0	0.98	0	0	0	0	0	0	0	0	0	0	-	-				
Heavy	0	0	0	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	-	-			
Heavy %	0%	0%	0%	0%	0%	0%	0%	0%	0%	1.3%	0%	0%	1.3%	0%	0%	0%	0%	0%	0%	0%	1.1%	0%	0%	1.1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	-			
Lights	0	10	1	4	0	15	15	0	5	1265	5	0	1275	7	0	0	6	0	13	18	1032	0	6	0	1056	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
Lights %	0%	100%	100%	100%	0%	100%	100%	0%	100%	98.7%	100%	0%	98.7%	100%	0%	0%	100%	0%	100%	100%	98.9%	0%	100%	0%	98.9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	-		
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	3	0	0	3	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%	0.5%	0%	0%	0.5%	0%	0%	0%	0%	0%	0%	0%	0.3%	0%	0%	0.3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	-		
Buses	0	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
Buses %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.9%	0%	0%	0.9%	0%	0%	0%	0%	0%	0%	0%	0.9%	0%	0%	0.8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	-		
Pedestrians	-	-	-	-	-	62	-	-	-	-	-	1	-	-	-	-	-	39	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	21	-	-	-	-	-		
Pedestrians%	-	-	-	-	-	47.3%	-	-	-	-	-	0.8%	-	-	-	-	29.8%	-	-	-	-	-	0.8%	-	-	-	-	-	-	-	-	-	16%	-	-	-	-	-	-		
Bicycles on Crosswalk	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-		
Bicycles on Crosswalk%	-	-	-	-	-	1.5%	-	-	-	-	-	0%	-	-	-	-	2.3%	-	-	-	-	-	0.8%	-	-	-	-	-	-	-	-	-	0.8%	-	-	-	-	-	-	-	
Bicycles on Road	0	0	0	0	0	0	-	0	0	12	0	0	0	-	0	0	0	0	0	0	2	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
Bicycles on Road%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-

Peak Hour: 12:15 PM - 01:15 PM Weather: Clear Sky (12.92 °C)





Turning Movement Count (3 . LAWRENCE AVE E & THE DONWAY W)

Start Time	N Approach THE DONWAY W						E Approach LAWRENCE AVE E					S Approach THE DONWAY W					W Approach LAWRENCE AVE 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
07:30:00	30	8	11	0	4	49	8	175	8	0	5	191	13	6	23	0	1	42	25	95	4	0	1	124	406	
07:45:00	25	17	11	0	3	53	7	192	15	0	3	214	14	2	35	0	3	51	30	168	15	0	1	213	531	
08:00:00	32	13	14	0	7	59	6	171	11	0	7	188	25	11	37	0	3	73	32	175	15	0	4	222	542	
08:15:00	42	12	18	0	3	72	9	236	18	0	12	263	21	20	46	0	4	87	37	227	13	0	3	277	699	2178
08:30:00	40	25	17	0	7	82	15	216	27	0	14	258	30	19	56	0	4	105	42	230	21	0	3	293	738	2510
08:45:00	35	37	22	0	4	94	8	218	26	0	13	252	33	19	43	0	7	95	35	218	30	0	7	283	724	2703
09:00:00	39	28	23	0	9	90	14	198	20	0	8	232	21	27	35	0	6	83	45	202	30	0	7	277	682	2843
09:15:00	32	33	22	0	15	87	13	175	17	0	26	205	16	15	34	0	3	65	51	162	27	0	6	240	597	2741
BREAK																										
16:00:00	28	39	28	0	13	95	6	111	36	0	43	153	46	29	53	0	17	128	71	243	37	0	20	351	727	
16:15:00	39	32	19	0	11	90	8	153	40	0	29	201	37	29	53	0	17	119	57	250	35	0	24	342	752	
16:30:00	27	33	20	0	11	80	17	124	34	0	38	175	38	42	50	0	19	130	45	214	28	0	11	287	672	
16:45:00	31	30	18	0	10	79	13	117	34	0	34	164	40	50	52	0	29	142	62	237	52	0	12	351	736	2887
17:00:00	28	47	27	0	15	102	19	138	32	0	35	189	54	30	68	0	18	152	55	213	36	0	14	304	747	2907
17:15:00	37	44	22	0	8	103	13	131	30	0	24	174	31	32	43	0	12	106	66	258	47	0	5	371	754	2909
17:30:00	26	37	21	0	6	84	24	139	26	0	17	189	42	32	56	0	17	130	58	223	35	0	12	316	719	2956
17:45:00	33	31	30	0	12	94	20	120	29	0	29	169	39	38	51	0	18	128	47	223	40	0	12	310	701	2921
Grand Total	524	466	323	0	138	1313	200	2614	403	0	337	3217	500	401	735	0	178	1636	758	3338	465	0	142	4561	10727	-
Approach%	39.9%	35.5%	24.6%	0%	-	-	6.2%	81.3%	12.5%	0%	-	-	30.6%	24.5%	44.9%	0%	-	-	16.6%	73.2%	10.2%	0%	-	-	-	-
Totals %	4.9%	4.3%	3%	0%	12.2%	1.9%	24.4%	3.8%	0%	30%	4.7%	3.7%	6.9%	3.8%	0%	15.3%	7.1%	31.1%	4.3%	0%	42.5%	-	-	-	-	-
Heavy	9	6	5	0	-	4	114	11	0	-	11	2	26	0	-	18	104	16	0	-	-	-	-	-	-	-
Heavy %	1.7%	1.3%	1.5%	0%	-	2%	4.4%	2.7%	0%	-	2.2%	0.5%	3.5%	0%	-	2.4%	3.1%	3.4%	0%	-	-	-	-	-	-	-
Bicycles	6	1	1	0	-	0	0	0	0	-	1	0	0	0	-	0	1	0	0	-	-	-	-	-	-	-
Bicycle %	1.1%	0.2%	0.3%	0%	-	0%	0%	0%	0%	-	0.2%	0%	0%	0%	-	0%	0%	0%	0%	-	-	-	-	-	-	-



Peak Hour: 08:15 AM - 09:15 AM Weather: Broken Clouds (8.49 °C)

Start Time	N Approach THE DONWAY W						E Approach LAWRENCE AVE E						S Approach THE DONWAY W						W Approach LAWRENCE AVE 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	
08:15:00	42	12	18	0	3	72	9	236	18	0	12	263	21	20	46	0	4	87	37	227	13	0	3	277	699
08:30:00	40	25	17	0	7	82	15	216	27	0	14	258	30	19	56	0	4	105	42	230	21	0	3	293	738
08:45:00	35	37	22	0	4	94	8	218	26	0	13	252	33	19	43	0	7	95	35	218	30	0	7	283	724
09:00:00	39	28	23	0	9	90	14	198	20	0	8	232	21	27	35	0	6	83	45	202	30	0	7	277	682
Grand Total	156	102	80	0	23	338	46	868	91	0	47	1005	105	85	180	0	21	370	159	877	94	0	20	1130	2843
Approach%	46.2%	30.2%	23.7%	0%	-	-	4.6%	86.4%	9.1%	0%	-	-	28.4%	23%	48.6%	0%	-	-	14.1%	77.6%	8.3%	0%	-	-	-
Totals %	5.5%	3.6%	2.8%	0%	11.9%	11.9%	1.6%	30.5%	3.2%	0%	35.3%	35.3%	3.7%	3%	6.3%	0%	13%	13%	5.6%	30.8%	3.3%	0%	39.7%	39.7%	-
PHF	0.93	0.69	0.87	0	0.9	0.9	0.77	0.92	0.84	0	0.96	0.96	0.8	0.79	0.8	0	0.88	0.88	0.88	0.95	0.78	0	0.96	0.96	-
Heavy	4	2	2	0	8	8	1	44	2	0	47	47	4	1	8	0	13	13	8	34	4	0	46	46	-
Heavy %	2.6%	2%	2.5%	0%	2.4%	2.4%	2.2%	5.1%	2.2%	0%	4.7%	4.7%	3.8%	1.2%	4.4%	0%	3.5%	3.5%	5%	3.9%	4.3%	0%	4.1%	4.1%	-
Lights	152	100	78	0	330	330	45	824	89	0	958	958	101	84	172	0	357	357	151	843	90	0	1084	1084	-
Lights %	97.4%	98%	97.5%	0%	97.6%	97.6%	97.8%	94.9%	97.8%	0%	95.3%	95.3%	96.2%	98.8%	95.6%	0%	96.5%	96.5%	95%	96.1%	95.7%	0%	95.9%	95.9%	-
Single-Unit Trucks	2	0	1	0	3	3	0	21	1	0	22	22	2	1	1	0	4	4	2	9	1	0	12	12	-
Single-Unit Trucks %	1.3%	0%	1.3%	0%	0.9%	0.9%	0%	2.4%	1.1%	0%	2.2%	2.2%	1.9%	1.2%	0.6%	0%	1.1%	1.1%	1.3%	1%	1.1%	0%	1.1%	1.1%	-
Buses	2	2	1	0	5	5	1	23	1	0	25	25	1	0	7	0	8	8	6	24	3	0	33	33	-
Buses %	1.3%	2%	1.3%	0%	1.5%	1.5%	2.2%	2.6%	1.1%	0%	2.5%	2.5%	1%	0%	3.9%	0%	2.2%	2.2%	3.8%	2.7%	3.2%	0%	2.9%	2.9%	-
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	1	0	0	1	1	-
Articulated Trucks %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0.3%	0.3%	0%	0.1%	0%	0%	0.1%	0.1%	-
Pedestrians	-	-	-	-	23	23	-	-	-	-	45	45	-	-	-	-	21	21	-	-	-	-	20	20	-
Pedestrians%	-	-	-	-	20.7%	20.7%	-	-	-	-	40.5%	40.5%	-	-	-	-	18.9%	18.9%	-	-	-	-	18%	18%	-
Bicycles on Crosswalk	-	-	-	-	0	0	-	-	-	-	2	2	-	-	-	-	0	0	-	-	-	-	0	0	-
Bicycles on Crosswalk%	-	-	-	-	0%	0%	-	-	-	-	1.8%	1.8%	-	-	-	-	0%	0%	-	-	-	-	0%	0%	-
Bicycles on Road	0	0	1	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%	0%	-



Peak Hour: 04:45 PM - 05:45 PM Weather: Overcast Clouds (14.85 °C)

Start Time	N Approach THE DONWAY W						E Approach LAWRENCE AVE E						S Approach THE DONWAY W						W Approach LAWRENCE AVE 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	
16:45:00	31	30	18	0	10	79	13	117	34	0	34	164	40	50	52	0	29	142	62	237	52	0	12	351	736
17:00:00	28	47	27	0	15	102	19	138	32	0	35	189	54	30	68	0	18	152	55	213	36	0	14	304	747
17:15:00	37	44	22	0	8	103	13	131	30	0	24	174	31	32	43	0	12	106	66	258	47	0	5	371	754
17:30:00	26	37	21	0	6	84	24	139	26	0	17	189	42	32	56	0	17	130	58	223	35	0	12	316	719
Grand Total	122	158	88	0	39	368	69	525	122	0	110	716	167	144	219	0	76	530	241	931	170	0	43	1342	2956
Approach%	33.2%	42.9%	23.9%	0%	-	-	9.6%	73.3%	17%	0%	-	-	31.5%	27.2%	41.3%	0%	-	-	18%	69.4%	12.7%	0%	-	-	-
Totals %	4.1%	5.3%	3%	0%	12.4%	12.4%	2.3%	17.8%	4.1%	0%	24.2%	24.2%	5.6%	4.9%	7.4%	0%	17.9%	17.9%	8.2%	31.5%	5.8%	0%	45.4%	45.4%	-
PHF	0.82	0.84	0.81	0	0.89	0.89	0.72	0.94	0.9	0	0.95	0.95	0.77	0.72	0.81	0	0.87	0.87	0.91	0.9	0.82	0	0.9	0.9	-
Heavy	0	1	3	0	4	4	1	13	2	0	16	16	2	0	5	0	7	7	3	23	4	0	30	30	-
Heavy %	0%	0.6%	3.4%	0%	1.1%	1.1%	1.4%	2.5%	1.6%	0%	2.2%	2.2%	1.2%	0%	2.3%	0%	1.3%	1.3%	1.2%	2.5%	2.4%	0%	2.2%	2.2%	-
Lights	122	157	85	0	364	364	68	512	120	0	700	700	165	144	214	0	523	523	238	908	166	0	1312	1312	-
Lights %	100%	99.4%	96.6%	0%	98.9%	98.9%	98.6%	97.5%	98.4%	0%	97.8%	97.8%	98.8%	100%	97.7%	0%	98.7%	98.7%	98.8%	97.5%	97.6%	0%	97.8%	97.8%	-
Single-Unit Trucks	0	1	2	0	3	3	0	3	1	0	4	4	2	0	2	0	4	4	2	2	1	0	5	5	-
Single-Unit Trucks %	0%	0.6%	2.3%	0%	0.8%	0.8%	0%	0.6%	0.8%	0%	0.6%	0.6%	1.2%	0%	0.9%	0%	0.8%	0.8%	0.8%	0.2%	0.6%	0%	0.4%	0.4%	-
Buses	0	0	1	0	1	1	1	10	1	0	12	12	0	0	2	0	2	2	0	21	3	0	24	24	-
Buses %	0%	0%	1.1%	0%	0.3%	0.3%	1.4%	1.9%	0.8%	0%	1.7%	1.7%	0%	0%	0.9%	0%	0.4%	0.4%	0%	2.3%	1.8%	0%	1.8%	1.8%	-
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	0	0	0	1	1	-
Articulated Trucks %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.5%	0%	0.2%	0.2%	0.4%	0%	0%	0%	0.1%	0.1%	-
Pedestrians	-	-	-	-	37	37	-	-	-	-	105	105	-	-	-	-	72	72	-	-	-	-	42	42	-
Pedestrians%	-	-	-	-	13.8%	13.8%	-	-	-	-	39.2%	39.2%	-	-	-	-	26.9%	26.9%	-	-	-	-	15.7%	15.7%	-
Bicycles on Crosswalk	-	-	-	-	2	2	-	-	-	-	5	5	-	-	-	-	4	4	-	-	-	-	1	1	-
Bicycles on Crosswalk%	-	-	-	-	0.7%	0.7%	-	-	-	-	1.9%	1.9%	-	-	-	-	1.5%	1.5%	-	-	-	-	0.4%	0.4%	-
Bicycles on Road	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-
Bicycles on Road%	-	-	-	-	0%	0%	-	-	-	-	0%	0%	-	-	-	-	0%	0%	-	-	-	-	0%	0%	-

Peak Hour: 08:15 AM - 09:15 AM Weather: Broken Clouds (8.49 °C)



Peak Hour: 04:45 PM - 05:45 PM Weather: Overcast Clouds (14.85 °C)





Turning Movement Count (3 . LAWRENCE AVE E & THE DONWAY W)

Start Time	N Approach THE DONWAY W						E Approach LAWRENCE AVE E						S Approach THE DONWAY W						W Approach LAWRENCE AVE 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		
12:00:00	40	35	23	0	13	98	15	216	34	0	28	265	29	26	55	0	23	110	58	174	17	0	8	249	722	
12:15:00	31	24	22	0	22	77	17	233	37	0	36	287	43	30	54	0	10	127	57	178	34	0	9	269	760	
12:30:00	46	21	22	0	20	89	14	209	32	0	43	255	52	26	62	0	19	140	67	189	18	0	14	274	758	
12:45:00	54	23	24	0	16	101	14	214	24	0	27	252	42	29	59	0	23	130	66	171	18	0	12	255	738	2978
13:00:00	54	32	38	0	22	124	19	220	32	0	37	271	30	25	55	0	21	110	57	188	23	0	14	268	773	3029
13:15:00	49	24	31	0	16	104	20	186	30	0	22	236	38	25	44	0	14	107	55	206	19	0	10	280	727	2996
13:30:00	35	19	19	0	16	73	16	195	25	0	17	236	35	23	49	0	28	107	40	194	23	0	15	257	673	2911
13:45:00	49	25	19	0	10	93	22	168	23	0	24	213	48	23	56	0	18	127	70	200	20	0	18	290	723	2896
14:00:00	20	27	24	0	15	71	15	188	35	0	36	238	40	25	56	0	28	121	38	189	18	0	19	245	675	2798
14:15:00	34	26	26	0	5	86	15	152	39	0	20	206	35	18	51	0	19	104	60	187	24	0	8	271	667	2738
14:30:00	40	32	27	0	4	99	14	158	34	0	34	206	69	37	58	0	19	164	57	191	19	0	8	267	736	2801
14:45:00	24	30	27	0	13	81	17	158	29	0	36	204	51	24	63	0	36	138	52	216	22	0	19	290	713	2791
Grand Total	476	318	302	0	172	1096	198	2297	374	0	360	2869	512	311	662	0	258	1485	677	2283	255	0	154	3215	8665	-
Approach%	43.4%	29%	27.6%	0%	-	-	6.9%	80.1%	13%	0%	-	-	34.5%	20.9%	44.6%	0%	-	-	21.1%	71%	7.9%	0%	-	-	-	-
Totals %	5.5%	3.7%	3.5%	0%	-	12.6%	2.3%	26.5%	4.3%	0%	-	33.1%	5.9%	3.6%	7.6%	0%	-	17.1%	7.8%	26.3%	2.9%	0%	-	37.1%	-	-
Heavy	3	1	3	0	-	-	2	36	2	0	-	-	1	1	10	0	-	-	3	30	7	0	-	-	-	-
Heavy %	0.6%	0.3%	1%	0%	-	-	1%	1.6%	0.5%	0%	-	-	0.2%	0.3%	1.5%	0%	-	-	0.4%	1.3%	2.7%	0%	-	-	-	-
Bicycles	8	2	0	0	-	-	0	3	0	0	-	-	1	1	0	0	-	-	1	2	2	0	-	-	-	-
Bicycle %	1.7%	0.6%	0%	0%	-	-	0%	0.1%	0%	0%	-	-	0.2%	0.3%	0%	0%	-	-	0.1%	0.1%	0.8%	0%	-	-	-	-



Peak Hour: 12:15 PM - 01:15 PM Weather: Clear Sky (12.92 °C)

Start Time	N Approach THE DONWAY W						E Approach LAWRENCE AVE E						S Approach THE DONWAY W						W Approach LAWRENCE AVE 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	
12:15:00	31	24	22	0	22	77	17	233	37	0	36	287	43	30	54	0	10	127	57	178	34	0	9	269	760
12:30:00	46	21	22	0	20	89	14	209	32	0	43	255	52	26	62	0	19	140	67	189	18	0	14	274	758
12:45:00	54	23	24	0	16	101	14	214	24	0	27	252	42	29	59	0	23	130	66	171	18	0	12	255	738
13:00:00	54	32	38	0	22	124	19	220	32	0	37	271	30	25	55	0	21	110	57	188	23	0	14	268	773
Grand Total	185	100	106	0	80	391	64	876	125	0	143	1065	167	110	230	0	73	507	247	726	93	0	49	1066	3029
Approach%	47.3%	25.6%	27.1%	0%	-	-	6%	82.3%	11.7%	0%	-	-	32.9%	21.7%	45.4%	0%	-	-	23.2%	68.1%	8.7%	0%	-	-	-
Totals %	6.1%	3.3%	3.5%	0%	12.9%	12.9%	2.1%	28.9%	4.1%	0%	35.2%	35.2%	5.5%	3.6%	7.6%	0%	16.7%	16.7%	8.2%	24%	3.1%	0%	35.2%	35.2%	-
PHF	0.86	0.78	0.7	0	0.79	0.79	0.84	0.94	0.84	0	0.93	0.93	0.8	0.92	0.93	0	0.91	0.91	0.92	0.96	0.68	0	0.97	0.97	-
Heavy	1	0	2	0	3	3	0	13	0	0	13	13	0	0	3	0	3	3	1	8	3	0	12	12	-
Heavy %	0.5%	0%	1.9%	0%	0.8%	0.8%	0%	1.5%	0%	0%	1.2%	1.2%	0%	0%	1.3%	0%	0.6%	0.6%	0.4%	1.1%	3.2%	0%	1.1%	1.1%	-
Lights	184	100	104	0	388	388	64	863	125	0	1052	1052	167	110	227	0	504	504	246	718	90	0	1054	1054	-
Lights %	99.5%	100%	98.1%	0%	99.2%	99.2%	100%	98.5%	100%	0%	98.8%	98.8%	100%	100%	98.7%	0%	99.4%	99.4%	99.6%	98.9%	96.8%	0%	98.9%	98.9%	-
Single-Unit Trucks	0	0	2	0	2	2	0	4	0	0	4	4	0	0	2	0	2	2	1	1	1	0	3	3	-
Single-Unit Trucks %	0%	0%	1.9%	0%	0.5%	0.5%	0%	0.5%	0%	0%	0.4%	0.4%	0%	0%	0.9%	0%	0.4%	0.4%	0.1%	1.1%	0%	0%	0.3%	0.3%	-
Buses	1	0	0	0	1	1	0	9	0	0	9	9	0	0	1	0	1	1	0	7	2	0	9	9	-
Buses %	0.5%	0%	0%	0%	0.3%	0.3%	0%	1%	0%	0%	0.8%	0.8%	0%	0%	0.4%	0%	0.2%	0.2%	0%	1%	2.2%	0%	0.8%	0.8%	-
Pedestrians	-	-	-	-	79	-	-	-	-	-	142	-	-	-	-	-	67	-	-	-	-	-	48	-	-
Pedestrians %	-	-	-	-	22.9%	-	-	-	-	-	41.2%	-	-	-	-	-	19.4%	-	-	-	-	-	13.9%	-	-
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	6	-	-	-	-	-	1	-	-
Bicycles on Crosswalk %	-	-	-	-	0.3%	-	-	-	-	-	0.3%	-	-	-	-	-	1.7%	-	-	-	-	-	0.3%	-	-
Bicycles on Road	8	1	0	0	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	1	0	0	0	-	-
Bicycles on Road %	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-

Peak Hour: 12:15 PM - 01:15 PM Weather: Clear Sky (12.92 °C)





Turning Movement Count (8 . THE DONWAY W & 150 DONWAY W ACCESS / 160 DONWAY W ACCESS / FLAIRE CONDOS ACCESS)

Start Time	N Approach THE DONWAY W							E Approach FLAIRE CONDOS ACCESS							S Approach THE DONWAY W							W Approach 150 DONWAY W ACCESS							NW Approach 160 DONWAY W ACCESS							Int. Total (15 min)	Int. Total (1 hr)
	Hard Right N:NW	Right N:W	Thru N:S	Left N:E	UTurn N:N	Peds N:	Approach Total	Right E:N	Bear Right E:NW	Thru E:W	Left E:S	UTurn E:E	Peds E:	Approach Total	Right S:E	Thru S:N	Bear Left S:NW	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	Left W:N	Hard Left W:NW	UTurn W:W	Peds W:	Approach Total	Hard Right NW:W	Bear Right NW:S	Bear Left NW:E	Hard Left NW:N	UTurn NW:NW	Peds NW:	Approach Total		
07:30:00	1	0	25	0	0	0	26	6	0	0	1	0	4	7	0	26	0	0	0	0	26	0	0	1	0	0	1	1	0	0	0	2	0	1	2	62	
07:45:00	0	0	45	1	0	0	46	6	0	0	2	0	0	8	1	42	0	0	0	1	43	0	0	0	0	0	1	0	0	2	1	0	0	1	3	100	
08:00:00	0	1	39	0	0	0	40	13	0	0	0	0	3	13	0	48	0	0	0	2	48	2	0	2	0	0	3	4	0	0	0	0	0	3	0	105	
08:15:00	0	0	43	3	0	0	46	11	0	0	0	0	0	11	0	71	0	0	0	0	71	0	0	3	0	0	1	3	0	0	0	2	0	6	2	133	400
08:30:00	0	1	84	1	0	2	86	12	0	0	1	0	1	13	0	74	0	0	0	0	74	0	0	1	0	0	4	1	0	0	0	1	0	4	1	175	513
08:45:00	1	0	72	1	0	0	74	10	0	0	0	0	3	10	2	60	0	0	0	0	62	0	0	0	0	0	2	0	0	0	0	0	0	3	0	146	559
09:00:00	0	0	63	1	0	0	64	9	0	0	1	0	2	10	0	65	0	0	1	2	66	0	0	1	0	0	0	1	0	0	0	1	0	0	1	142	596
09:15:00	0	2	74	1	0	2	77	15	0	0	1	0	2	16	1	43	0	0	0	0	44	0	0	2	0	0	4	2	0	0	0	0	0	3	0	139	602
BREAK																																					
16:00:00	2	1	74	10	0	2	87	5	0	0	0	0	6	5	1	72	0	1	0	3	74	0	0	0	0	0	9	0	0	1	0	1	0	10	2	168	
16:15:00	1	0	77	1	0	0	79	5	0	0	0	0	4	5	0	72	0	0	0	2	72	0	0	2	0	0	5	2	0	0	0	1	0	5	1	159	
16:30:00	1	1	70	4	0	0	76	9	0	0	1	0	6	10	2	67	0	1	0	0	70	0	0	0	0	0	9	0	0	0	0	0	0	12	0	156	
16:45:00	0	0	87	8	0	2	95	7	0	0	0	0	6	7	0	77	0	0	0	1	77	0	0	0	0	0	6	0	0	0	0	0	0	7	0	179	662
17:00:00	2	0	78	6	1	3	87	3	0	0	0	0	6	3	2	75	0	1	0	0	78	0	0	0	0	0	3	0	0	0	0	0	0	4	0	168	662
17:15:00	1	0	68	6	0	2	75	7	0	0	0	0	7	7	1	52	0	2	0	1	55	1	0	0	0	0	2	1	0	0	0	0	0	2	0	138	641
17:30:00	0	0	69	2	0	0	71	7	0	0	0	0	3	7	0	63	0	0	0	0	63	0	0	0	0	0	7	0	0	0	0	1	0	9	1	142	627
17:45:00	0	1	53	6	1	0	61	8	0	0	0	0	4	8	2	57	0	0	0	0	59	0	0	2	0	0	3	2	0	0	0	0	0	3	0	130	578
Grand Total	9	7	1021	51	2	13	1090	133	0	0	7	0	57	140	12	964	0	5	1	12	982	3	0	14	0	0	60	17	0	3	1	9	0	73	13	2242	-
Approach%	0.8%	0.6%	93.7%	4.7%	0.2%	-	-	95%	0%	0%	5%	0%	-	-	1.2%	98.2%	0%	0.5%	0.1%	-	-	17.6%	0%	82.4%	0%	0%	-	-	0%	23.1%	7.7%	69.2%	0%	-	-	-	-
Totals %	0.4%	0.3%	45.5%	2.3%	0.1%	48.6%	5.9%	0%	0%	0.3%	0%	6.2%	0.5%	43%	0%	0.2%	0%	0%	0%	43.8%	0.1%	0%	0.6%	0%	0%	0.8%	0%	0%	0.1%	0%	0.4%	0%	0.6%	-	-	-	
Heavy	0	0	32	0	0	-	1	0	0	0	0	-	1	30	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	0	-	-	-	
Heavy %	0%	0%	3.1%	0%	0%	-	0.8%	0%	0%	0%	0%	-	8.3%	3.1%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	-	-	
Bicycles	0	0	2	0	0	-	0	0	0	0	0	-	0	1	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	0	-	-	-	
Bicycle %	0%	0%	0.2%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.1%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	-	-	



Peak Hour: 08:30 AM - 09:30 AM Weather: Broken Clouds (8.49 °C)

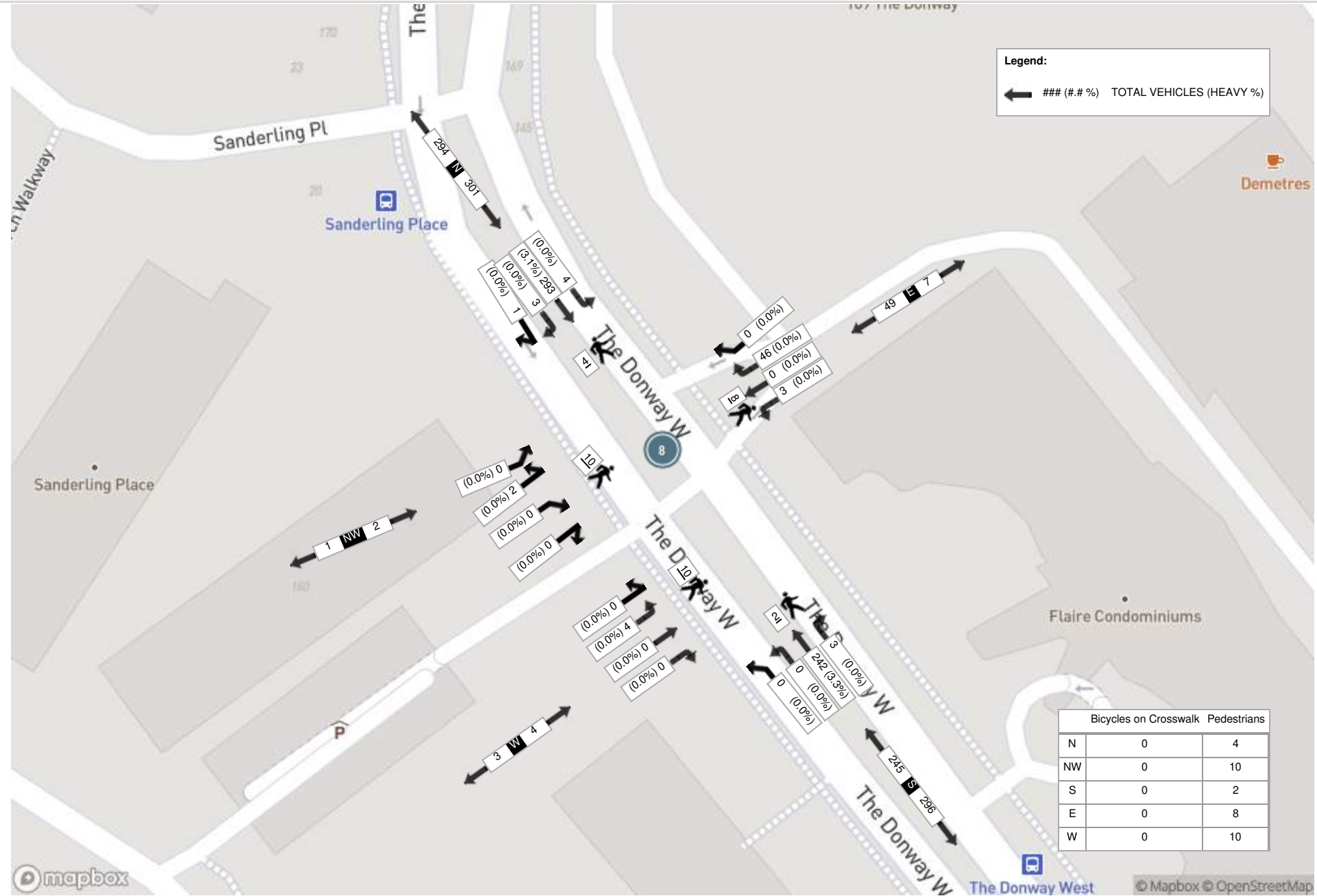
Start Time	N Approach THE DONWAY W							E Approach FLAIRE CONDOS ACCESS							S Approach THE DONWAY W							W Approach 150 DONWAY W ACCESS							NW Approach 160 DONWAY W ACCESS							Int. Total (15 min)	
	Hard Right	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Bear Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Bear Left	Left	UTurn	Peds	Approach Total	Right	Thru	Left	Hard Left	UTurn	Peds	Approach Total	Hard Right	Bear Right	Bear Left	Hard Left	UTurn	Peds	Approach Total		
08:30:00	0	1	84	1	0	2	86	12	0	0	1	0	1	13	0	74	0	0	0	0	74	0	0	1	0	0	4	1	0	0	0	1	0	4	1	175	
08:45:00	1	0	72	1	0	0	74	10	0	0	0	0	3	10	2	60	0	0	0	0	62	0	0	0	0	0	2	0	0	0	0	0	3	0	146		
09:00:00	0	0	63	1	0	0	64	9	0	0	1	0	2	10	0	65	0	0	1	2	66	0	0	1	0	0	0	1	0	0	0	0	1	142			
09:15:00	0	2	74	1	0	2	77	15	0	0	1	0	2	16	1	43	0	0	0	0	44	0	0	2	0	0	4	2	0	0	0	3	0	139			
Grand Total	1	3	293	4	0	4	301	46	0	0	3	0	8	49	3	242	0	0	1	2	246	0	0	4	0	0	10	4	0	0	0	2	0	10	2	602	
Approach%	0.3%	1%	97.3%	1.3%	0%	-	-	93.9%	0%	0%	6.1%	0%	-	-	1.2%	98.4%	0%	0%	0.4%	-	0%	0%	100%	0%	0%	-	0%	0%	0%	100%	0%	-	-	-	-		
Totals %	0.2%	0.5%	48.7%	0.7%	0%	50%	7.6%	0%	0%	0.5%	0%	8.1%	0.5%	40.2%	0%	0%	0.2%	40.9%	0%	0%	0.7%	0%	0%	0.7%	0%	0%	0%	0.3%	0%	0.3%	-	-	-	-	-		
PHF	0.25	0.38	0.87	1	0	0.88	0.77	0	0	0.75	0	0.77	0.38	0.82	0	0	0.25	0.83	0	0	0.5	0	0	0.5	0	0	0	0.5	0	0	0.5	-	-	-	-	-	
Heavy	0	0	9	0	0	9	0	0	0	0	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
Heavy %	0%	0%	3.1%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	3.3%	0%	0%	0%	3.3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	
Lights	1	3	284	4	0	292	46	0	0	3	0	49	3	234	0	0	1	238	0	0	4	0	0	4	0	0	4	0	0	0	2	0	2	-	-		
Lights %	100%	100%	96.9%	100%	0%	97%	100%	0%	0%	100%	0%	100%	100%	96.7%	0%	0%	100%	96.7%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%	0%	100%	0%	100%	-	-		
Single-Unit Trucks	0	0	3	0	0	3	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
Single-Unit Trucks %	0%	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	1.7%	0%	0%	0%	1.6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	
Buses	0	0	6	0	0	6	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
Buses %	0%	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	1.7%	0%	0%	0%	1.6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
Articulated Trucks %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-
Pedestrians	-	-	-	-	-	4	-	-	-	-	-	8	-	-	-	-	-	2	-	-	-	-	-	-	-	10	-	-	-	-	-	-	10	-	-	-	
Pedestrians%	-	-	-	-	-	11.8%	-	-	-	-	-	23.5%	-	-	-	-	5.9%	-	-	-	-	-	-	-	29.4%	-	-	-	-	-	-	29.4%	-	-	-	-	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	
Bicycles on Crosswalk%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-
Bicycles on Road	0	0	0	0	0	0	-	0	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%	-	-	-	-	-	-	-	-	-	-	-



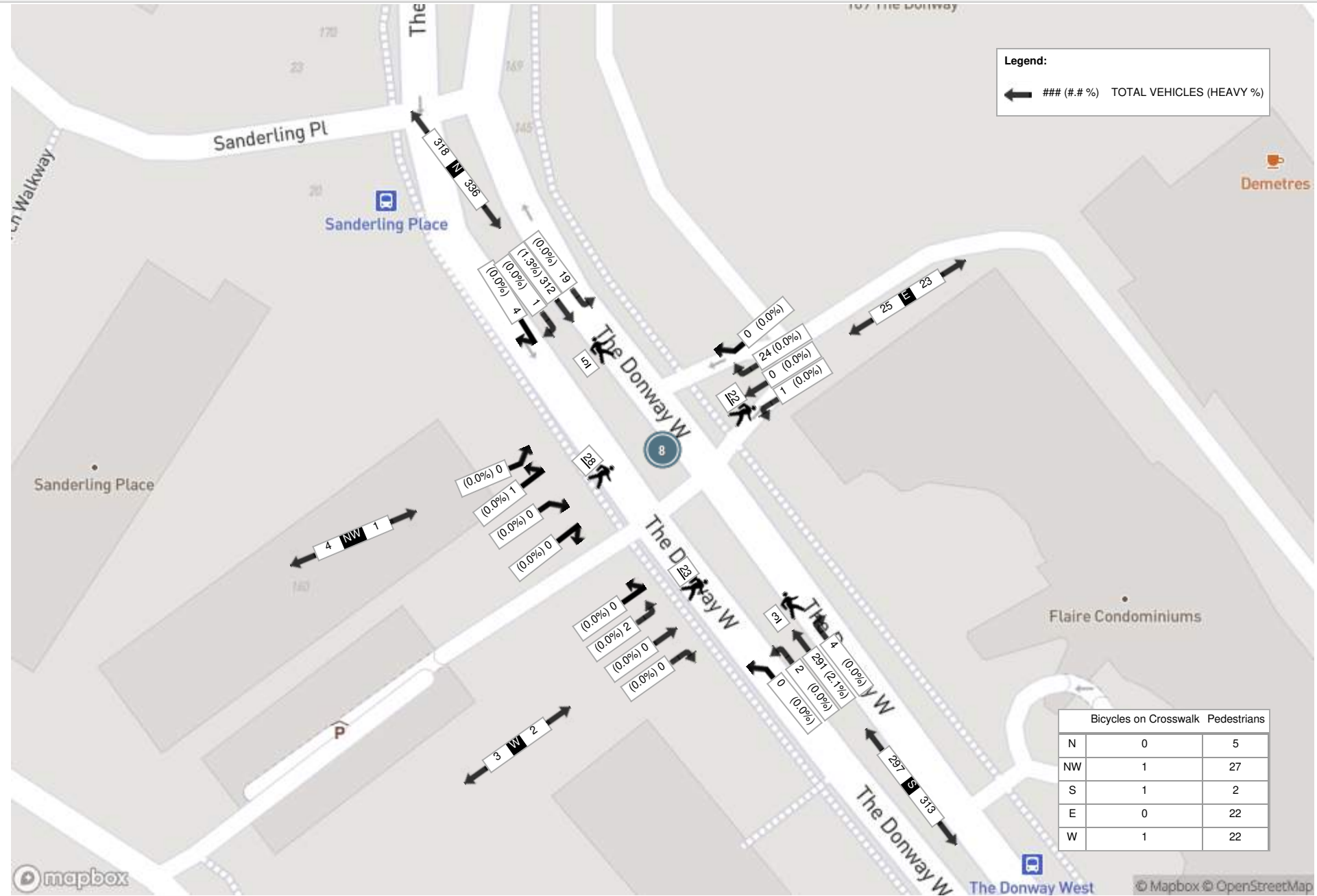
Peak Hour: 04:15 PM - 05:15 PM Weather: Overcast Clouds (14.85 °C)

Start Time	N Approach THE DONWAY W							E Approach FLAIRE CONDOS ACCESS							S Approach THE DONWAY W							W Approach 150 DONWAY W ACCESS							NW Approach 160 DONWAY W ACCESS							Int. Total (15 min)
	Hard Right	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Bear Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Bear Left	Left	UTurn	Peds	Approach Total	Right	Thru	Left	Hard Left	UTurn	Peds	Approach Total	Hard Right	Bear Right	Bear Left	Hard Left	UTurn	Peds	Approach Total	
16:15:00	1	0	77	1	0	0	79	5	0	0	0	0	4	5	0	72	0	0	0	2	72	0	0	2	0	0	5	2	0	0	0	1	0	5	1	159
16:30:00	1	1	70	4	0	0	76	9	0	0	1	0	6	10	2	67	0	1	0	0	70	0	0	0	0	0	9	0	0	0	0	0	0	12	0	156
16:45:00	0	0	87	8	0	2	95	7	0	0	0	0	6	7	0	77	0	0	0	1	77	0	0	0	0	0	6	0	0	0	0	0	0	7	0	179
17:00:00	2	0	78	6	1	3	87	3	0	0	0	0	6	3	2	75	0	1	0	0	78	0	0	0	0	0	3	0	0	0	0	0	0	4	0	168
Grand Total	4	1	312	19	1	5	337	24	0	0	1	0	22	25	4	291	0	2	0	3	297	0	0	2	0	0	23	2	0	0	0	1	0	28	1	662
Approach%	1.2%	0.3%	92.6%	5.6%	0.3%	-	-	96%	0%	0%	4%	0%	-	1.3%	98%	0%	0.7%	0%	-	0%	0%	100%	0%	0%	-	0%	0%	0%	0%	100%	0%	-	-			
Totals %	0.6%	0.2%	47.1%	2.9%	0.2%	50.9%	3.6%	0%	0%	0.2%	0%	3.8%	0.6%	44%	0%	0.3%	0%	44.9%	0%	0%	0.3%	0%	0%	0.3%	0%	0%	0%	0%	0.2%	0%	0.2%	-				
PHF	0.5	0.25	0.9	0.59	0.25	0.89	0.67	0	0	0.25	0	0.63	0.5	0.94	0	0.5	0	0.95	0	0	0.25	0	0	0.25	0	0	0	0	0.25	0	0.25	-				
Heavy	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	-				
Heavy %	0%	0%	1.3%	0%	0%	1.2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2.1%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-				
Lights	4	1	308	19	1	333	24	0	0	1	0	25	4	285	0	2	0	291	0	0	2	0	0	2	0	0	0	1	0	1	-					
Lights %	100%	100%	98.7%	100%	100%	98.8%	100%	0%	0%	100%	0%	100%	100%	97.9%	0%	100%	0%	98%	0%	0%	100%	0%	0%	100%	0%	0%	0%	100%	0%	100%	-					
Single-Unit Trucks	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	-				
Single-Unit Trucks %	0%	0%	0.6%	0%	0%	0.6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-				
Buses	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-				
Buses %	0%	0%	0.6%	0%	0%	0.6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.7%	0%	0%	0%	0.7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-				
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-				
Articulated Trucks %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.3%	0%	0%	0%	0.3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-				
Pedestrians	-	-	-	-	-	5	-	-	-	-	-	22	-	-	-	-	-	-	2	-	-	-	-	-	22	-	-	-	-	-	-	27	-			
Pedestrians%	-	-	-	-	-	6.2%	-	-	-	-	-	27.2%	-	-	-	-	-	-	2.5%	-	-	-	-	-	27.2%	-	-	-	-	-	-	33.3%	-			
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	-	1	-			
Bicycles on Crosswalk%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	1.2%	-	-	-	-	-	1.2%	-	-	-	-	-	-	1.2%	-			
Bicycles on Road	0	0	1	0	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%	-			

Peak Hour: 08:30 AM - 09:30 AM Weather: Broken Clouds (8.49 °C)



Peak Hour: 04:15 PM - 05:15 PM Weather: Overcast Clouds (14.85 °C)





Turning Movement Count (8 . THE DONWAY W & 150 DONWAY W ACCESS / 160 DONWAY W ACCESS / FLAIRE CONDOS ACCESS)

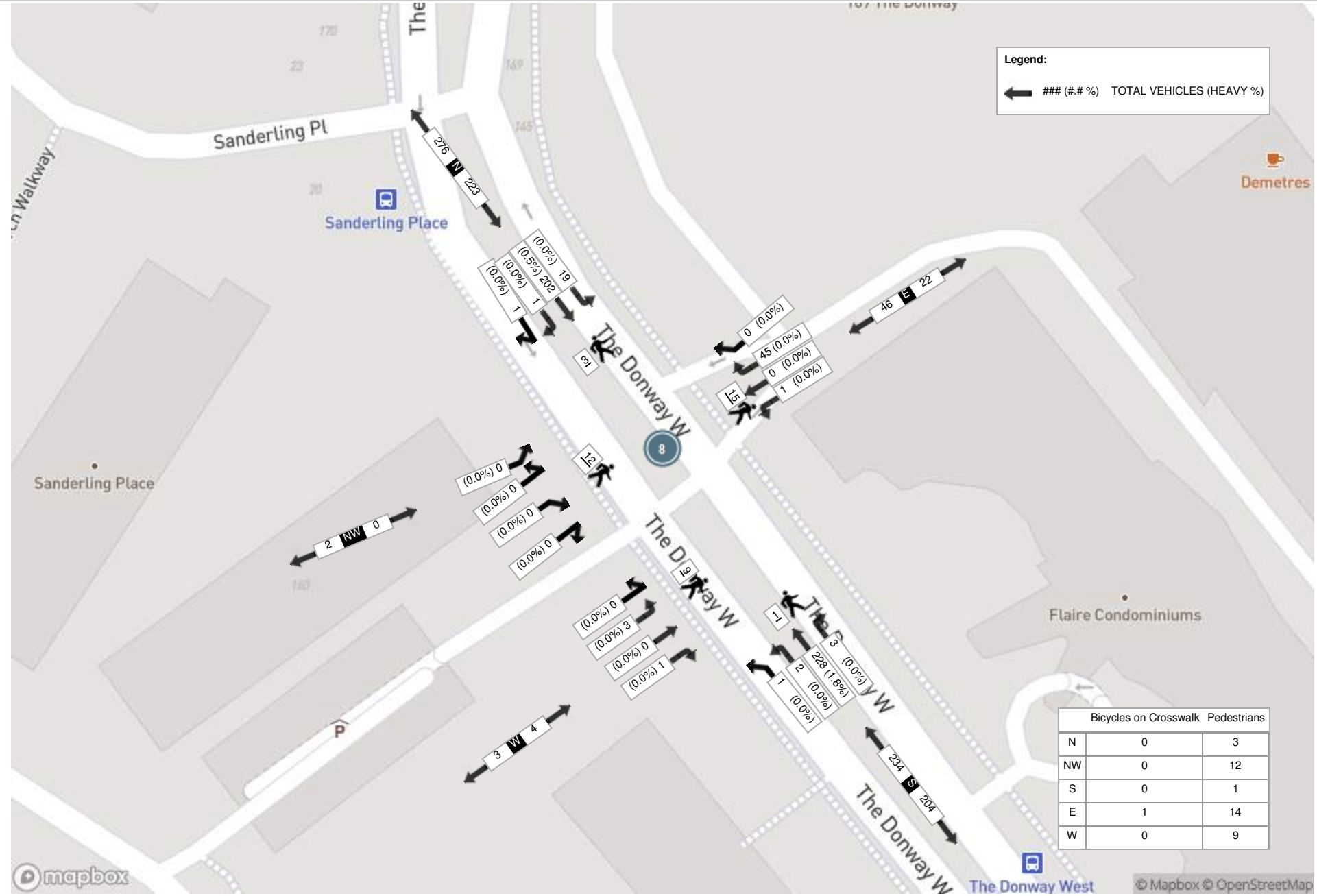
Start Time	N Approach THE DONWAY W							E Approach FLAIRE CONDOS ACCESS							S Approach THE DONWAY W							W Approach 150 DONWAY W ACCESS							NW Approach 160 DONWAY W ACCESS							Int. Total (15 min)	Int. Total (1 hr)
	Hard Right N:NW	Right N:W	Thru N:S	Left N:E	UTurn N:N	Peds N:	Approach Total	Right E:N	Bear Right E:NW	Thru E:W	Left E:S	UTurn E:E	Peds E:	Approach Total	Right S:E	Thru S:N	Bear Left S:NW	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	Left W:N	Hard Left W:NW	UTurn W:W	Peds W:	Approach Total	Hard Right NW:W	Bear Right NW:S	Bear Left NW:E	Hard Left NW:N	UTurn NW:NW	Peds NW:	Approach Total		
12:00:00	1	1	44	4	0	2	50	5	0	0	1	0	4	6	0	51	0	0	0	1	51	0	0	0	0	0	3	0	0	0	0	0	0	1	0	107	
12:15:00	0	0	58	4	0	0	62	4	0	0	1	0	4	5	3	63	0	1	0	0	67	0	0	1	0	0	1	1	0	0	0	0	0	0	2	135	
12:30:00	1	0	37	3	1	1	42	9	0	0	0	0	8	9	1	70	0	0	1	0	72	0	0	2	0	0	4	2	0	0	0	0	0	0	4	125	
12:45:00	0	1	50	4	0	0	55	10	0	0	1	0	6	11	0	50	0	1	0	1	51	0	0	1	0	0	6	1	0	0	0	0	0	0	6	118	485
13:00:00	0	1	51	4	0	1	56	9	0	0	0	0	7	9	1	53	0	0	0	0	54	0	0	1	0	0	8	1	0	1	0	0	0	0	9	121	499
13:15:00	0	1	47	4	2	1	54	8	0	0	0	0	2	8	1	42	1	0	0	0	44	0	0	0	0	0	5	0	0	0	0	0	0	0	5	106	470
13:30:00	0	0	50	2	0	1	52	10	0	0	0	0	5	10	1	43	0	0	0	0	44	0	0	2	0	0	8	2	0	0	0	1	0	8	1	109	454
13:45:00	0	2	47	10	0	0	59	9	0	0	0	0	3	9	0	68	0	0	0	3	68	0	0	1	0	0	1	1	0	0	0	0	0	0	4	137	473
14:00:00	0	1	45	3	0	0	49	10	0	0	0	0	2	10	1	51	1	1	1	1	55	0	0	0	0	0	2	0	0	0	0	0	0	0	2	114	466
14:15:00	0	0	57	5	0	2	62	13	0	0	0	0	4	13	1	39	0	0	0	0	40	0	0	0	0	0	4	0	0	0	0	0	0	0	4	115	475
14:30:00	1	0	46	7	0	0	54	10	0	0	0	0	5	10	0	75	0	1	0	0	76	1	0	1	0	0	0	2	0	0	0	0	0	0	2	142	508
14:45:00	0	0	54	4	0	1	58	12	0	0	1	0	4	13	1	63	0	0	0	0	64	0	0	2	0	0	3	2	0	0	0	0	0	0	4	137	508
Grand Total	3	7	586	54	3	9	653	109	0	0	4	0	54	113	10	668	2	4	2	6	686	1	0	11	0	0	45	12	0	1	0	1	0	51	2	1466	-
Approach%	0.5%	1.1%	89.7%	8.3%	0.5%	-	-	96.5%	0%	0%	3.5%	0%	-	-	1.5%	97.4%	0.3%	0.6%	0.3%	-	-	8.3%	0%	91.7%	0%	0%	-	-	0%	50%	0%	50%	0%	-	-	-	-
Totals %	0.2%	0.5%	40%	3.7%	0.2%	44.5%	7.4%	0%	0%	0.3%	0%	7.7%	0.7%	0.7%	45.6%	0.1%	0.3%	0.1%	46.8%	0.1%	0%	0.8%	0%	0%	0.8%	0%	0%	0.1%	0%	0.1%	0%	0.1%	0%	0.1%	-		
Heavy	0	0	3	0	0	-	0	0	0	0	0	0	-	0	0	11	0	0	1	-	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	-	-
Heavy %	0%	0%	0.5%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0%	0%	1.6%	0%	0%	50%	-	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	-	-
Bicycles	0	0	2	3	0	-	1	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	-	-
Bicycle %	0%	0%	0.3%	5.6%	0%	-	0.9%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	-	-



Peak Hour: 02:00 PM - 03:00 PM Weather: Clear Sky (12.92 °C)

Start Time	N Approach THE DONWAY W							E Approach FLAIRE CONDOS ACCESS							S Approach THE DONWAY W							W Approach 150 DONWAY W ACCESS							NW Approach 160 DONWAY W ACCESS							Int. Total (15 min)	
	Hard Right	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Bear Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Bear Left	Left	UTurn	Peds	Approach Total	Right	Thru	Left	Hard Left	UTurn	Peds	Approach Total	Hard Right	Bear Right	Bear Left	Hard Left	UTurn	Peds	Approach Total		
14:00:00	0	1	45	3	0	0	49	10	0	0	0	0	2	10	1	51	1	1	1	1	55	0	0	0	0	0	2	0	0	0	0	0	0	2	0	114	
14:15:00	0	0	57	5	0	2	62	13	0	0	0	0	4	13	1	39	0	0	0	0	40	0	0	0	0	0	4	0	0	0	0	0	0	4	0	115	
14:30:00	1	0	46	7	0	0	54	10	0	0	0	0	5	10	0	75	0	1	0	0	76	1	0	1	0	0	0	2	0	0	0	0	0	2	0	142	
14:45:00	0	0	54	4	0	1	58	12	0	0	1	0	4	13	1	63	0	0	0	0	64	0	0	2	0	0	3	2	0	0	0	0	0	4	0	137	
Grand Total	1	1	202	19	0	3	223	45	0	0	1	0	15	46	3	228	1	2	1	1	235	1	0	3	0	0	9	4	0	0	0	0	0	12	0	508	
Approach%	0.4%	0.4%	90.6%	8.5%	0%	-	-	97.8%	0%	0%	2.2%	0%	-	-	1.3%	97%	0.4%	0.9%	0.4%	-	-	25%	0%	75%	0%	0%	-	-	0%	0%	0%	0%	0%	-	-	-	-
Totals %	0.2%	0.2%	39.8%	3.7%	0%	43.9%	8.9%	0%	0%	0.2%	0%	9.1%	0.6%	44.9%	0.2%	0.4%	0.2%	46.3%	0.2%	0%	0.6%	0%	0%	0.8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-		
PHF	0.25	0.25	0.89	0.68	0	0.9	0.87	0	0	0.25	0	0.88	0.75	0.76	0.25	0.5	0.25	0.77	0.25	0	0.38	0	0	0.5	0	0	0	0	0	0	0	0	0	0	-		
Heavy	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		
Heavy %	0%	0%	0.5%	0%	0%	0.4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1.8%	0%	0%	0%	1.7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-		
Lights	1	1	201	19	0	222	45	0	0	1	0	46	3	224	1	2	1	231	1	0	3	0	0	4	0	0	0	0	0	0	0	0	0	0	-		
Lights %	100%	100%	99.5%	100%	0%	99.6%	100%	0%	0%	100%	0%	100%	100%	98.2%	100%	100%	100%	98.3%	100%	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-		
Single-Unit Trucks	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		
Single-Unit Trucks %	0%	0%	0.5%	0%	0%	0.4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.4%	0%	0%	0%	0.4%	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	3	0	0	0	3	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%	1.3%	0%	0%	0%	1.3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-		
Pedestrians	-	-	-	-	-	3	-	-	-	-	-	14	-	-	-	-	-	-	-	1	-	-	-	9	-	-	-	-	-	-	-	12	-	-	-		
Pedestrians%	-	-	-	-	-	7.5%	-	-	-	-	-	35%	-	-	-	-	-	-	-	2.5%	-	-	-	22.5%	-	-	-	-	-	-	-	30%	-	-	-		
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	-	-	0	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-		
Bicycles on Crosswalk%	-	-	-	-	-	0%	-	-	-	-	-	2.5%	-	-	-	-	-	-	-	0%	-	-	-	0%	-	-	-	-	-	-	-	0%	-	-	-		
Bicycles on Road	0	0	1	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%	-	-	-		

Peak Hour: 02:00 PM - 03:00 PM Weather: Clear Sky (12.92 °C)





Turning Movement Count (5 . THE DONWAY W & 895 LAWRENCE AVE E (PARKING ACCESS))

Start Time	N Approach 895 LAWRENCE AVE E (PARKING ACCESS)					E Approach THE DONWAY W					W Approach THE DONWAY W					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		
07:30:00	1	1	0	0	2	1	39	0	0	40	41	1	0	0	42	84	
07:45:00	0	1	0	1	1	1	60	0	0	61	51	0	0	0	51	113	
08:00:00	2	1	0	4	3	1	54	0	0	55	74	0	0	0	74	132	
08:15:00	2	2	0	0	4	1	65	0	0	66	92	1	0	0	93	163	492
08:30:00	2	2	0	2	4	2	94	0	0	96	97	0	0	0	97	197	605
08:45:00	2	1	0	2	3	5	90	0	0	95	90	1	0	0	91	189	681
09:00:00	3	2	0	0	5	3	92	0	0	95	86	2	0	1	88	188	737
09:15:00	4	3	0	4	7	4	94	0	0	98	68	5	0	2	73	178	752
BREAK																	
16:00:00	21	18	0	7	39	26	115	1	0	142	108	8	1	1	117	298	
16:15:00	17	25	0	9	42	27	101	0	4	128	108	9	0	2	117	287	
16:30:00	15	24	0	10	39	18	95	0	0	113	107	5	1	4	113	265	
16:45:00	21	28	0	7	49	15	112	0	0	127	111	11	0	1	122	298	1148
17:00:00	15	18	0	3	33	18	111	0	0	129	126	5	0	10	131	293	1143
17:15:00	8	14	0	4	22	17	114	0	0	131	101	11	0	7	112	265	1121
17:30:00	10	19	0	8	29	22	99	0	0	121	117	15	0	6	132	282	1138
17:45:00	16	17	0	5	33	21	84	0	0	105	104	7	0	2	111	249	1089
Grand Total	139	176	0	66	315	182	1419	1	4	1602	1481	81	2	36	1564	3481	-
Approach%	44.1%	55.9%	0%	-	-	11.4%	88.6%	0.1%	-	-	94.7%	5.2%	0.1%	-	-	-	-
Totals %	4%	5.1%	0%	9%	9%	5.2%	40.8%	0%	46%	46%	42.5%	2.3%	0.1%	44.9%	44.9%	-	-
Heavy	4	1	0	-	-	2	30	0	-	-	38	1	0	-	-	-	-
Heavy %	2.9%	0.6%	0%	-	-	1.1%	2.1%	0%	-	-	2.6%	1.2%	0%	-	-	-	-
Bicycles	1	1	0	-	-	0	1	0	-	-	0	2	0	-	-	-	-
Bicycle %	0.7%	0.6%	0%	-	-	0%	0.1%	0%	-	-	0%	2.5%	0%	-	-	-	-



Peak Hour: 08:30 AM - 09:30 AM Weather: Broken Clouds (8.49 °C)

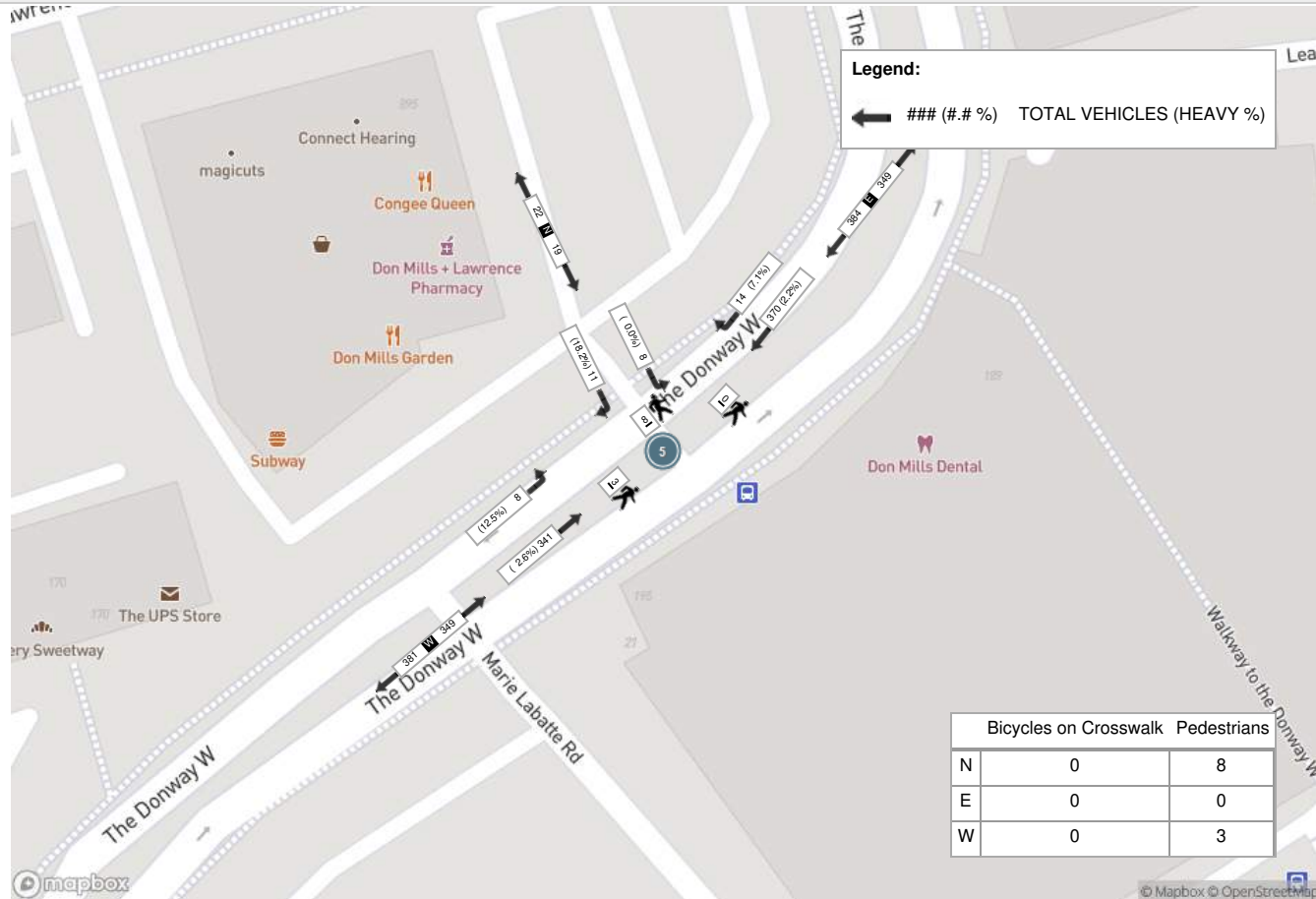
Start Time	N Approach 895 LAWRENCE AVE E (PARKING ACCESS)					E Approach THE DONWAY W					W Approach THE DONWAY W					Int. Total (15 min)
	Right	Left	UTurn	Peds	Approach Total	Right	Thru	UTurn	Peds	Approach Total	Thru	Left	UTurn	Peds	Approach Total	
08:30:00	2	2	0	2	4	2	94	0	0	96	97	0	0	0	97	197
08:45:00	2	1	0	2	3	5	90	0	0	95	90	1	0	0	91	189
09:00:00	3	2	0	0	5	3	92	0	0	95	86	2	0	1	88	188
09:15:00	4	3	0	4	7	4	94	0	0	98	68	5	0	2	73	178
Grand Total	11	8	0	8	19	14	370	0	0	384	341	8	0	3	349	752
Approach%	57.9%	42.1%	0%	-	-	3.6%	96.4%	0%	-	-	97.7%	2.3%	0%	-	-	-
Totals %	1.5%	1.1%	0%	2.5%	2.5%	1.9%	49.2%	0%	51.1%	45.3%	1.1%	0%	46.4%	46.4%	-	-
PHF	0.69	0.67	0	0.68	0.68	0.7	0.98	0	0.98	0.88	0.4	0	0.9	0.9	-	-
Heavy	2	0	0	2	2	1	8	0	9	9	1	0	10	10	-	-
Heavy %	18.2%	0%	0%	10.5%	10.5%	7.1%	2.2%	0%	2.3%	2.6%	12.5%	0%	2.9%	2.9%	-	-
Lights	9	8	0	17	17	13	362	0	375	332	7	0	339	339	-	-
Lights %	81.8%	100%	0%	89.5%	89.5%	92.9%	97.8%	0%	97.7%	97.4%	87.5%	0%	97.1%	97.1%	-	-
Single-Unit Trucks	2	0	0	2	2	1	2	0	3	5	1	0	6	6	-	-
Single-Unit Trucks %	18.2%	0%	0%	10.5%	10.5%	7.1%	0.5%	0%	0.8%	1.5%	12.5%	0%	1.7%	1.7%	-	-
Buses	0	0	0	0	0	0	6	0	6	4	0	0	4	4	-	-
Buses %	0%	0%	0%	0%	0%	0%	1.6%	0%	1.6%	1.2%	0%	0%	1.1%	1.1%	-	-
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
Articulated Trucks %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	-
Pedestrians	-	-	-	8	-	-	-	0	-	-	-	-	3	-	-	-
Pedestrians%	-	-	-	72.7%	-	-	-	0%	-	-	-	-	27.3%	-	-	-
Bicycles on Crosswalk	-	-	-	0	-	-	-	0	-	-	-	-	0	-	-	-
Bicycles on Crosswalk%	-	-	-	0%	-	-	-	0%	-	-	-	-	0%	-	-	-
Bicycles on Road	0	0	0	0	-	0	0	0	-	0	0	0	0	-	-	-
Bicycles on Road%	-	-	-	0%	-	-	-	0%	-	-	-	-	0%	-	-	-



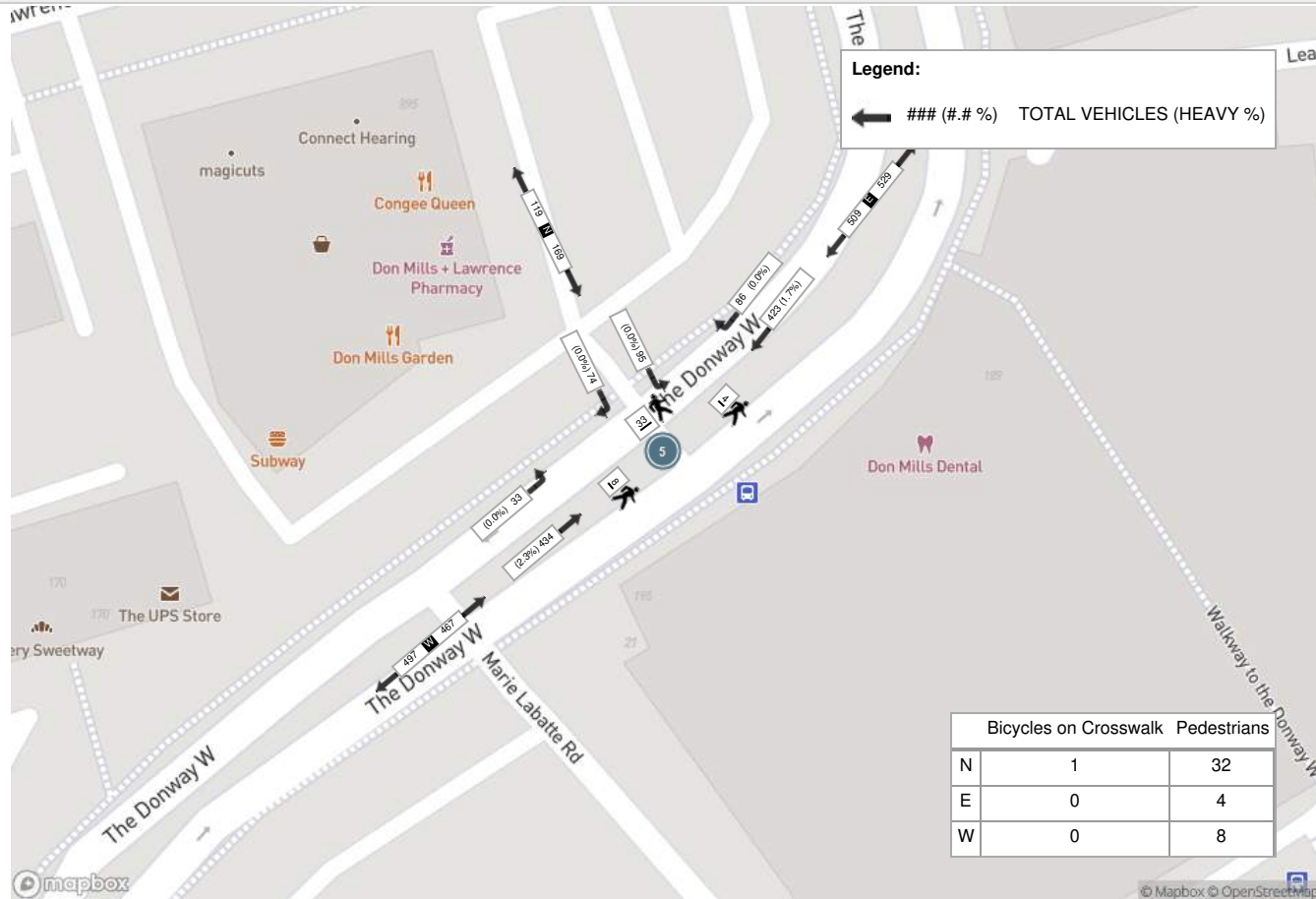
Peak Hour: 04:00 PM - 05:00 PM Weather: Overcast Clouds (14.85 °C)

Start Time	N Approach 895 LAWRENCE AVE E (PARKING ACCESS)					E Approach THE DONWAY W					W Approach THE DONWAY W					Int. Total (15 min)
	Right	Left	UTurn	Peds	Approach Total	Right	Thru	UTurn	Peds	Approach Total	Thru	Left	UTurn	Peds	Approach Total	
16:00:00	21	18	0	7	39	26	115	1	0	142	108	8	1	1	117	298
16:15:00	17	25	0	9	42	27	101	0	4	128	108	9	0	2	117	287
16:30:00	15	24	0	10	39	18	95	0	0	113	107	5	1	4	113	265
16:45:00	21	28	0	7	49	15	112	0	0	127	111	11	0	1	122	298
Grand Total	74	95	0	33	169	86	423	1	4	510	434	33	2	8	469	1148
Approach%	43.8%	56.2%	0%	-	-	16.9%	82.9%	0.2%	-	-	92.5%	7%	0.4%	-	-	-
Totals %	6.4%	8.3%	0%	14.7%	14.7%	7.5%	36.8%	0.1%	44.4%	44.4%	37.8%	2.9%	0.2%	40.9%	40.9%	-
PHF	0.88	0.85	0	0.86	0.86	0.8	0.92	0.25	0.9	0.9	0.98	0.75	0.5	0.96	0.96	-
Heavy	0	0	0	0	0	0	7	0	7	7	10	0	0	10	10	-
Heavy %	0%	0%	0%	0%	0%	0%	1.7%	0%	1.4%	1.4%	2.3%	0%	0%	2.1%	2.1%	-
Lights	74	95	0	169	169	86	416	1	503	503	424	33	2	459	459	-
Lights %	100%	100%	0%	100%	100%	100%	98.3%	100%	98.6%	98.6%	97.7%	100%	100%	97.9%	97.9%	-
Single-Unit Trucks	0	0	0	0	0	0	5	0	5	5	5	0	0	5	5	-
Single-Unit Trucks %	0%	0%	0%	0%	0%	0%	1.2%	0%	1%	1%	1.2%	0%	0%	1.1%	1.1%	-
Buses	0	0	0	0	0	0	2	0	2	2	5	0	0	5	5	-
Buses %	0%	0%	0%	0%	0%	0%	0.5%	0%	0.4%	0.4%	1.2%	0%	0%	1.1%	1.1%	-
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
Articulated Trucks %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-
Pedestrians	-	-	-	32	-	-	-	4	-	-	-	-	-	8	-	-
Pedestrians%	-	-	-	71.1%	-	-	-	8.9%	-	-	-	-	-	17.8%	-	-
Bicycles on Crosswalk	-	-	-	1	-	-	-	0	-	-	-	-	-	0	-	-
Bicycles on Crosswalk%	-	-	-	2.2%	-	-	-	0%	-	-	-	-	-	0%	-	-
Bicycles on Road	0	0	0	0	-	0	0	0	-	-	0	1	0	0	-	-
Bicycles on Road%	-	-	-	0%	-	-	-	0%	-	-	-	-	-	0%	-	-

Peak Hour: 08:30 AM - 09:30 AM Weather: Broken Clouds (8.49 °C)



Peak Hour: 04:00 PM - 05:00 PM Weather: Overcast Clouds (14.85 °C)





Turning Movement Count (5 . THE DONWAY W & 895 LAWRENCE AVE E (PARKING ACCESS))

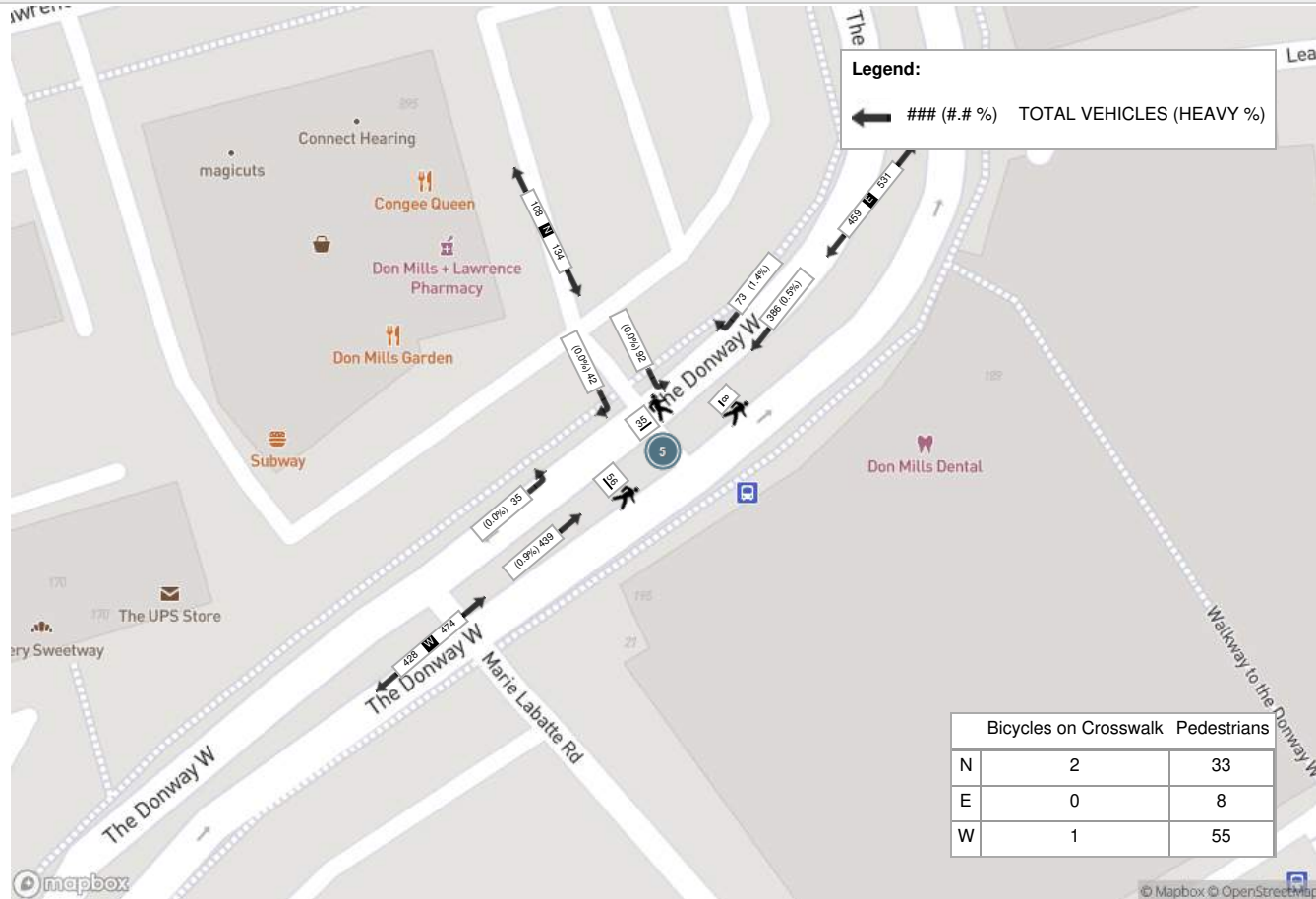
Start Time	N Approach 895 LAWRENCE AVE E (PARKING ACCESS)					E Approach THE DONWAY W					W Approach THE DONWAY W					Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Left N:E	UTurn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	UTurn E:E	Peds E:	Approach Total	Thru W:E	Left W:N	UTurn W:W	Peds W:	Approach Total		
12:00:00	7	27	0	7	34	24	101	0	2	125	86	11	0	8	97	256	
12:15:00	14	28	0	3	42	19	101	0	0	120	98	10	0	7	108	270	
12:30:00	10	25	0	14	35	28	88	0	0	116	117	11	0	4	128	279	
12:45:00	12	20	0	16	32	26	87	0	4	113	104	8	0	7	112	257	1062
13:00:00	12	19	0	12	31	31	91	0	0	122	91	7	0	12	98	251	1057
13:15:00	9	18	0	11	27	18	86	0	1	104	89	6	0	1	95	226	1013
13:30:00	17	23	0	16	40	18	71	0	1	89	80	11	0	14	91	220	954
13:45:00	13	17	0	14	30	22	93	0	4	115	109	13	0	4	122	267	964
14:00:00	9	27	0	9	36	17	84	0	2	101	92	7	0	9	99	236	949
14:15:00	17	15	0	7	32	23	98	0	4	121	93	6	0	2	99	252	975
14:30:00	4	29	0	8	33	14	111	0	2	125	138	9	1	7	148	306	1061
14:45:00	12	21	0	11	33	19	93	0	0	112	116	13	0	38	129	274	1068
Grand Total	136	269	0	128	405	259	1104	0	20	1363	1213	112	1	113	1326	3094	-
Approach%	33.6%	66.4%	0%	-	-	19%	81%	0%	-	-	91.5%	8.4%	0.1%	-	-	-	-
Totals %	4.4%	8.7%	0%	13.1%	-	8.4%	35.7%	0%	44.1%	-	39.2%	3.6%	0%	42.9%	-	-	-
Heavy	0	0	0	-	-	1	4	0	-	-	11	0	0	-	-	-	-
Heavy %	0%	0%	0%	-	-	0.4%	0.4%	0%	-	-	0.9%	0%	0%	-	-	-	-
Bicycles	0	0	0	-	-	1	4	0	-	-	2	0	0	-	-	-	-
Bicycle %	0%	0%	0%	-	-	0.4%	0.4%	0%	-	-	0.2%	0%	0%	-	-	-	-



Peak Hour: 02:00 PM - 03:00 PM Weather: Clear Sky (12.92 °C)

Start Time	N Approach 895 LAWRENCE AVE E (PARKING ACCESS)					E Approach THE DONWAY W					W Approach THE DONWAY W					Int. Total (15 min)
	Right	Left	UTurn	Peds	Approach Total	Right	Thru	UTurn	Peds	Approach Total	Thru	Left	UTurn	Peds	Approach Total	
14:00:00	9	27	0	9	36	17	84	0	2	101	92	7	0	9	99	236
14:15:00	17	15	0	7	32	23	98	0	4	121	93	6	0	2	99	252
14:30:00	4	29	0	8	33	14	111	0	2	125	138	9	1	7	148	306
14:45:00	12	21	0	11	33	19	93	0	0	112	116	13	0	38	129	274
Grand Total	42	92	0	35	134	73	386	0	8	459	439	35	1	56	475	1068
Approach%	31.3%	68.7%	0%	-	-	15.9%	84.1%	0%	-	-	92.4%	7.4%	0.2%	-	-	-
Totals %	3.9%	8.6%	0%	12.5%	6.8%	36.1%	0%	43%	41.1%	3.3%	0.1%	44.5%	-	-	-	-
PHF	0.62	0.79	0	0.93	0.79	0.87	0	0.92	0.8	0.67	0.25	0.8	-	-	-	-
Heavy	0	0	0	0	1	2	0	3	4	0	0	4	-	-	-	-
Heavy %	0%	0%	0%	0%	1.4%	0.5%	0%	0.7%	0.9%	0%	0%	0.8%	-	-	-	-
Lights	42	92	0	134	72	384	0	456	435	35	1	471	-	-	-	-
Lights %	100%	100%	0%	100%	98.6%	99.5%	0%	99.3%	99.1%	100%	100%	99.2%	-	-	-	-
Single-Unit Trucks	0	0	0	0	1	2	0	3	1	0	0	1	-	-	-	-
Single-Unit Trucks %	0%	0%	0%	0%	1.4%	0.5%	0%	0.7%	0.2%	0%	0%	0.2%	-	-	-	-
Buses	0	0	0	0	0	0	0	0	3	0	0	3	-	-	-	-
Buses %	0%	0%	0%	0%	0%	0%	0%	0%	0.7%	0%	0%	0.6%	-	-	-	-
Pedestrians	-	-	-	33	-	-	-	8	-	-	-	55	-	-	-	-
Pedestrians %	-	-	-	33.3%	-	-	-	8.1%	-	-	-	55.6%	-	-	-	-
Bicycles on Crosswalk	-	-	-	2	-	-	-	0	-	-	-	1	-	-	-	-
Bicycles on Crosswalk %	-	-	-	2%	-	-	-	0%	-	-	-	1%	-	-	-	-
Bicycles on Road	0	0	0	0	-	0	3	0	0	-	1	0	0	0	-	-
Bicycles on Road %	-	-	-	0%	-	-	-	0%	-	-	-	0%	-	-	-	-

Peak Hour: 02:00 PM - 03:00 PM Weather: Clear Sky (12.92 °C)





Turning Movement Count (6 . THE DONWAY W & MARIE LABATTE RD)

Start Time	E Approach THE DONWAY W					S Approach MARIE LABATTE RD					W Approach THE DONWAY W					Int. Total (15 min)	Int. Total (1 hr)
	Thru E:W	Left E:S	UTurn E:E	Peds E:	Approach Total	Right S:E	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	UTurn W:W	Peds W:	Approach Total		
07:00:00	9	9	0	0	18	3	0	0	5	3	0	36	1	0	37	58	
07:15:00	29	4	0	1	33	3	0	0	1	3	0	39	0	0	39	75	
07:30:00	33	9	0	0	42	4	0	0	2	4	0	38	0	0	38	84	
07:45:00	45	16	0	0	61	4	0	0	3	4	1	48	0	0	49	114	331
08:00:00	41	16	0	0	57	7	1	0	1	8	0	67	0	0	67	132	405
08:15:00	57	10	1	0	68	7	0	0	0	7	1	84	0	0	85	160	490
08:30:00	79	11	0	0	90	15	0	0	2	15	1	86	0	1	87	192	598
08:45:00	83	13	0	0	96	17	2	0	3	19	2	71	0	0	73	188	672
09:00:00	70	21	0	1	91	10	0	0	3	10	0	76	0	0	76	177	717
09:15:00	84	16	0	2	100	13	1	0	1	14	2	62	0	0	64	178	735
09:30:00	50	22	0	1	72	14	0	0	3	14	3	49	0	0	52	138	681
09:45:00	51	29	0	1	80	12	0	0	2	12	2	34	0	1	36	128	621
10:00:00	43	21	0	0	64	20	3	0	1	23	5	46	0	1	51	138	582
10:15:00	39	14	0	2	53	20	0	0	4	20	1	55	0	0	56	129	533
10:30:00	44	33	1	3	78	20	1	0	4	21	0	44	0	3	44	143	538
10:45:00	65	27	0	1	92	20	2	0	4	22	1	49	0	0	50	164	574
11:00:00	56	27	0	7	83	43	0	1	4	44	3	33	0	1	36	163	599
11:15:00	44	31	0	4	75	23	1	0	2	24	3	48	0	0	51	150	620
11:30:00	54	28	0	7	82	24	1	0	7	25	3	55	0	0	58	165	642
11:45:00	58	30	0	5	88	28	2	0	5	30	3	52	0	2	55	173	651
12:00:00	61	28	0	9	89	38	3	0	4	41	3	69	0	4	72	202	690
12:15:00	44	35	0	3	79	37	2	0	7	39	4	71	0	7	75	193	733
12:30:00	60	25	0	1	85	32	0	0	2	32	2	58	0	3	60	177	745
12:45:00	53	36	0	3	89	34	1	0	3	35	3	64	0	10	67	191	763
13:00:00	52	35	0	1	87	35	2	0	4	37	2	65	0	5	67	191	752
13:15:00	62	22	0	5	84	36	2	0	12	38	3	60	0	5	63	185	744
13:30:00	50	17	0	2	67	27	3	0	7	30	2	69	0	2	71	168	735
13:45:00	56	24	0	6	80	46	4	0	5	50	4	66	1	2	71	201	745
14:00:00	41	29	0	4	70	38	0	0	7	38	3	76	0	0	79	187	741
14:15:00	42	23	0	4	65	43	4	0	5	47	1	55	0	5	56	168	724
14:30:00	63	34	1	6	98	37	3	0	3	40	3	79	1	4	83	221	777
14:45:00	61	44	0	1	105	35	1	0	2	36	2	82	1	2	85	226	802
15:00:00	68	29	0	5	97	52	4	0	6	56	3	92	0	0	95	248	863
15:15:00	67	27	0	8	94	40	2	1	7	43	4	73	0	5	77	214	909



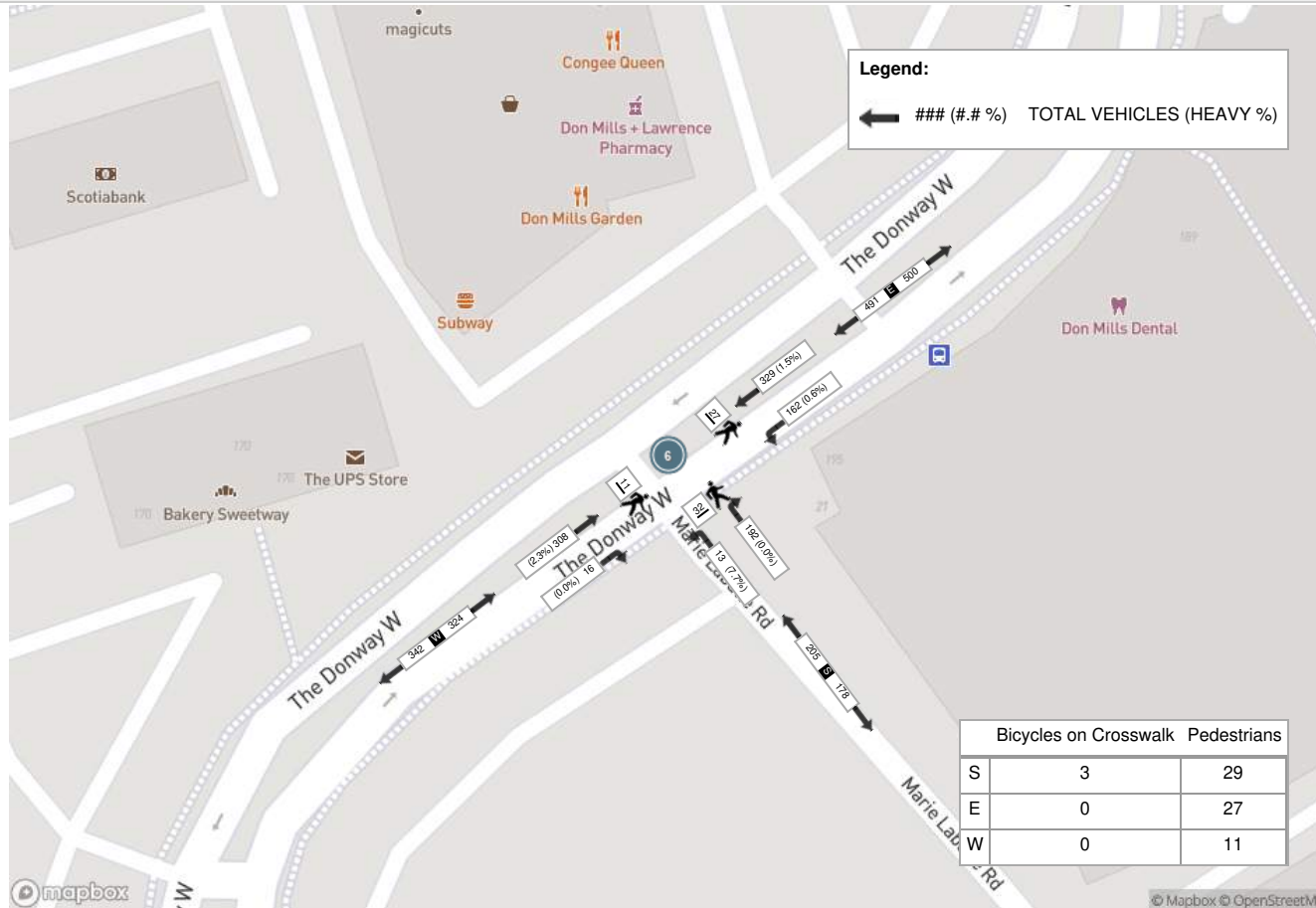
15:30:00	70	33	0	2	103	45	3	0	5	48	2	79	0	0	81	232	920
15:45:00	79	43	0	12	122	26	4	0	5	30	4	68	1	0	73	225	919
16:00:00	97	41	1	3	139	36	2	0	14	38	3	81	0	9	84	261	932
16:15:00	83	33	0	2	116	34	2	0	2	36	2	83	0	3	85	237	955
16:30:00	70	39	0	4	109	32	4	0	9	36	3	79	0	1	82	227	950
16:45:00	95	36	0	1	131	41	2	0	15	43	7	83	0	2	90	264	989
17:00:00	85	44	0	9	129	48	3	0	5	51	1	84	0	2	85	265	993
17:15:00	77	42	1	7	120	44	2	0	8	46	3	66	0	3	69	235	991
17:30:00	72	40	0	10	112	59	6	0	4	65	5	75	0	4	80	257	1021
17:45:00	66	30	0	4	96	37	0	0	10	37	6	71	0	3	77	210	967
Grand Total	2608	1176	5	147	3789	1239	73	2	208	1314	106	2820	5	90	2931	8034	-
Approach%	68.8%	31%	0.1%	-	-	94.3%	5.6%	0.2%	-	-	3.6%	96.2%	0.2%	-	-	-	-
Totals %	32.5%	14.6%	0.1%	47.2%	15.4%	0.9%	0%	16.4%	1.3%	35.1%	0.1%	36.5%	-	-	-	-	-
Heavy	77	9	0	-	19	4	0	-	3	98	1	-	-	-	-	-	-
Heavy %	3%	0.8%	0%	-	1.5%	5.5%	0%	-	2.8%	3.5%	20%	-	-	-	-	-	-
Bicycles	3	1	0	-	3	0	0	-	1	2	0	-	-	-	-	-	-
Bicycle %	0.1%	0.1%	0%	-	0.2%	0%	0%	-	0.9%	0.1%	0%	-	-	-	-	-	-



Peak Hour: 04:45 PM - 05:45 PM Weather: Broken Clouds (5.33 °C)

Start Time	E Approach THE DONWAY W					S Approach MARIE LABATTE RD					W Approach THE DONWAY W					Int. Total (15 min)
	Thru	Left	UTurn	Peds	Approach Total	Right	Left	UTurn	Peds	Approach Total	Right	Thru	UTurn	Peds	Approach Total	
16:45:00	95	36	0	1	131	41	2	0	15	43	7	83	0	2	90	264
17:00:00	85	44	0	9	129	48	3	0	5	51	1	84	0	2	85	265
17:15:00	77	42	1	7	120	44	2	0	8	46	3	66	0	3	69	235
17:30:00	72	40	0	10	112	59	6	0	4	65	5	75	0	4	80	257
Grand Total	329	162	1	27	492	192	13	0	32	205	16	308	0	11	324	1021
Approach%	66.9%	32.9%	0.2%	-	-	93.7%	6.3%	0%	-	-	4.9%	95.1%	0%	-	-	-
Totals %	32.2%	15.9%	0.1%	-	48.2%	18.8%	1.3%	0%	-	20.1%	1.6%	30.2%	0%	-	31.7%	-
PHF	0.87	0.92	0.25	-	0.94	0.81	0.54	0	-	0.79	0.57	0.92	0	-	0.9	-
Heavy	5	1	0	-	6	0	1	0	-	1	0	7	0	-	7	-
Heavy %	1.5%	0.6%	0%	-	1.2%	0%	7.7%	0%	-	0.5%	0%	2.3%	0%	-	2.2%	-
Lights	324	161	1	-	486	192	12	0	-	204	16	301	0	-	317	-
Lights %	98.5%	99.4%	100%	-	98.8%	100%	92.3%	0%	-	99.5%	100%	97.7%	0%	-	97.8%	-
Single-Unit Trucks	3	1	0	-	4	0	1	0	-	1	0	4	0	-	4	-
Single-Unit Trucks %	0.9%	0.6%	0%	-	0.8%	0%	7.7%	0%	-	0.5%	0%	1.3%	0%	-	1.2%	-
Buses	1	0	0	-	1	0	0	0	-	0	0	2	0	-	2	-
Buses %	0.3%	0%	0%	-	0.2%	0%	0%	0%	-	0%	0%	0.6%	0%	-	0.6%	-
Articulated Trucks	1	0	0	-	1	0	0	0	-	0	0	1	0	-	1	-
Articulated Trucks %	0.3%	0%	0%	-	0.2%	0%	0%	0%	-	0%	0%	0.3%	0%	-	0.3%	-
Pedestrians	-	-	-	27	-	-	-	-	29	-	-	-	-	11	-	-
Pedestrians%	-	-	-	38.6%	-	-	-	-	41.4%	-	-	-	-	15.7%	-	-
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	3	-	-	-	-	0	-	-
Bicycles on Crosswalk%	-	-	-	0%	-	-	-	-	4.3%	-	-	-	-	0%	-	-
Bicycles on Road	1	1	0	0	-	2	0	0	0	-	0	0	0	0	-	-
Bicycles on Road%	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-	-

Peak Hour: 04:45 PM - 05:45 PM Weather: Broken Clouds (5.33 °C)





Turning Movement Count (6 . THE DONWAY W & MARIE LABATTE RD)

Start Time	E Approach THE DONWAY W					S Approach MARIE LABATTE RD					W Approach THE DONWAY W					Int. Total (15 min)	Int. Total (1 hr)
	Thru E:W	Left E:S	UTurn E:E	Peds E:	Approach Total	Right S:E	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	UTurn W:W	Peds W:	Approach Total		
07:00:00	6	3	0	0	9	0	0	0	2	0	1	11	0	0	12	21	
07:15:00	8	1	0	0	9	1	0	0	0	1	0	5	0	0	5	15	
07:30:00	8	2	0	0	10	2	0	0	1	2	0	20	0	0	20	32	
07:45:00	13	7	0	0	20	1	0	0	2	1	0	18	0	0	18	39	107
08:00:00	9	5	0	0	14	8	0	0	2	8	0	22	0	0	22	44	130
08:15:00	13	10	0	0	23	12	1	0	0	13	0	30	0	0	30	66	181
08:30:00	15	9	0	0	24	11	0	0	2	11	1	32	0	0	33	68	217
08:45:00	26	15	1	1	42	9	1	0	1	10	0	37	0	0	37	89	267
09:00:00	18	6	0	2	24	6	0	0	2	6	0	26	0	0	26	56	279
09:15:00	25	8	0	0	33	6	0	0	3	6	0	44	0	0	44	83	296
09:30:00	21	15	0	1	36	12	1	0	1	13	1	51	0	0	52	101	329
09:45:00	38	19	0	2	57	14	1	0	5	15	3	50	0	0	53	125	365
10:00:00	36	25	0	3	61	17	1	0	5	18	3	48	0	0	51	130	439
10:15:00	42	29	0	2	71	30	3	0	1	33	4	65	0	0	69	173	529
10:30:00	47	39	0	2	86	34	2	1	2	37	4	56	0	0	60	183	611
10:45:00	47	27	0	1	74	28	1	0	4	29	4	53	0	2	57	160	646
11:00:00	44	32	0	1	76	34	2	0	8	36	7	70	0	4	77	189	705
11:15:00	43	47	1	1	91	50	0	0	3	50	5	71	0	3	76	217	749
11:30:00	48	42	0	2	90	32	1	0	6	33	3	74	0	6	77	200	766
11:45:00	45	42	0	7	87	26	2	0	9	28	4	70	0	10	74	189	795
12:00:00	58	54	0	8	112	42	0	0	4	42	4	56	0	6	60	214	820
12:15:00	58	51	1	8	110	40	3	0	4	43	2	65	1	5	68	221	824
12:30:00	56	46	0	5	102	42	0	0	5	42	8	87	0	3	95	239	863
12:45:00	55	43	0	7	98	48	2	0	3	50	1	63	0	1	64	212	886
13:00:00	60	44	0	8	104	33	1	0	12	34	7	63	0	3	70	208	880
13:15:00	51	46	0	4	97	42	3	0	2	45	1	54	0	4	55	197	856
13:30:00	56	28	0	13	84	36	3	0	4	39	5	56	0	2	61	184	801
13:45:00	61	45	0	9	106	45	2	0	9	47	3	75	0	2	78	231	820
14:00:00	51	47	0	8	98	43	2	0	4	45	1	62	0	2	63	206	818
14:15:00	62	55	0	6	117	41	2	0	6	43	4	54	0	4	58	218	839
14:30:00	57	54	0	4	111	61	3	0	3	64	3	86	1	3	90	265	920
14:45:00	64	45	1	41	110	50	2	1	7	53	3	77	0	4	80	243	932
15:00:00	65	52	0	16	117	46	3	1	4	50	1	64	0	6	65	232	958
15:15:00	61	44	1	12	106	76	3	1	6	80	5	53	1	4	59	245	985



15:30:00	55	51	0	4	106	47	1	0	4	48	2	82	1	0	85	239	959
15:45:00	57	43	0	9	100	63	2	0	5	65	4	67	0	2	71	236	952
16:00:00	62	66	0	4	128	59	4	1	7	64	7	54	0	5	61	253	973
16:15:00	49	53	0	1	102	56	7	0	6	63	4	42	0	7	46	211	939
16:30:00	52	38	0	7	90	44	5	0	1	49	4	61	0	3	65	204	904
16:45:00	65	40	0	11	105	55	3	0	5	58	1	57	0	10	58	221	889
17:00:00	52	40	0	6	92	73	4	1	3	78	3	67	0	7	70	240	876
17:15:00	50	53	0	6	103	63	6	0	2	69	0	41	0	0	41	213	878
17:30:00	65	53	0	8	118	49	1	0	14	50	3	65	0	3	68	236	910
17:45:00	65	35	0	2	100	63	3	0	5	66	2	48	0	2	50	216	905
Grand Total	1939	1509	5	232	3453	1550	81	6	184	1637	118	2352	4	113	2474	7564	-
Approach%	56.2%	43.7%	0.1%	-	-	94.7%	4.9%	0.4%	-	-	4.8%	95.1%	0.2%	-	-	-	-
Totals %	25.6%	19.9%	0.1%	-	45.7%	20.5%	1.1%	0.1%	-	21.6%	1.6%	31.1%	0.1%	-	32.7%	-	-
Heavy	10	5	0	-	-	3	0	0	-	-	0	36	0	-	-	-	-
Heavy %	0.5%	0.3%	0%	-	-	0.2%	0%	0%	-	-	0%	1.5%	0%	-	-	-	-
Bicycles	7	4	0	-	-	6	0	0	-	-	0	2	0	-	-	-	-
Bicycle %	0.4%	0.3%	0%	-	-	0.4%	0%	0%	-	-	0%	0.1%	0%	-	-	-	-



Peak Hour: 02:30 PM - 03:30 PM Weather: Overcast Clouds (7.41 °C)

Start Time	E Approach THE DONWAY W					S Approach MARIE LABATTE RD					W Approach THE DONWAY W					Int. Total (15 min)
	Thru	Left	UTurn	Peds	Approach Total	Right	Left	UTurn	Peds	Approach Total	Right	Thru	UTurn	Peds	Approach Total	
14:30:00	57	54	0	4	111	61	3	0	3	64	3	86	1	3	90	265
14:45:00	64	45	1	41	110	50	2	1	7	53	3	77	0	4	80	243
15:00:00	65	52	0	16	117	46	3	1	4	50	1	64	0	6	65	232
15:15:00	61	44	1	12	106	76	3	1	6	80	5	53	1	4	59	245
Grand Total	247	195	2	73	444	233	11	3	20	247	12	280	2	17	294	985
Approach%	55.6%	43.9%	0.5%	-	-	94.3%	4.5%	1.2%	-	-	4.1%	95.2%	0.7%	-	-	-
Totals %	25.1%	19.8%	0.2%	45.1%	23.7%	1.1%	0.3%	25.1%	1.2%	28.4%	0.2%	29.8%	-	-	-	-
PHF	0.95	0.9	0.5	0.95	0.77	0.92	0.75	0.77	0.6	0.81	0.5	0.82	-	-	-	-
Heavy	1	1	0	2	0	0	0	0	0	3	0	3	-	-	-	-
Heavy %	0.4%	0.5%	0%	0.5%	0%	0%	0%	0%	0%	1.1%	0%	1%	-	-	-	-
Lights	246	194	2	442	233	11	3	247	12	277	2	291	-	-	-	-
Lights %	99.6%	99.5%	100%	99.5%	100%	100%	100%	100%	100%	98.9%	100%	99%	-	-	-	-
Single-Unit Trucks	1	1	0	2	0	0	0	0	0	1	0	1	-	-	-	-
Single-Unit Trucks %	0.4%	0.5%	0%	0.5%	0%	0%	0%	0%	0%	0.4%	0%	0.3%	-	-	-	-
Buses	0	0	0	0	0	0	0	0	0	2	0	2	-	-	-	-
Buses %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.7%	0%	0.7%	-	-	-	-
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
Articulated Trucks %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	-	-	-
Pedestrians	-	-	-	71	-	-	-	19	-	-	-	17	-	-	-	-
Pedestrians%	-	-	-	64.5%	-	-	-	17.3%	-	-	-	15.5%	-	-	-	-
Bicycles on Crosswalk	-	-	-	2	-	-	-	1	-	-	-	0	-	-	-	-
Bicycles on Crosswalk%	-	-	-	1.8%	-	-	-	0.9%	-	-	-	0%	-	-	-	-
Bicycles on Road	1	0	0	0	-	1	0	0	0	-	0	1	0	0	-	-
Bicycles on Road%	-	-	-	0%	-	-	-	0%	-	-	-	0%	-	-	-	-

Peak Hour: 02:30 PM - 03:30 PM Weather: Overcast Clouds (7.41 °C)





Turning Movement Count (9 . THE DONWAY W & OVERLAND DR / CLOCK TOWER RD)

Start Time	N Approach THE DONWAY W						E Approach CLOCK TOWER RD						S Approach THE DONWAY W						W Approach OVERLAND DR						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		
07:30:00	9	14	1	0	1	24	4	2	6	0	5	12	5	13	2	0	2	20	1	1	9	0	1	11	67	
07:45:00	16	28	1	0	3	45	5	3	5	0	1	13	5	24	2	0	10	31	3	1	15	0	2	19	108	
08:00:00	17	25	1	0	3	43	7	3	4	0	1	14	2	24	3	0	9	29	4	1	16	0	3	21	107	
08:15:00	19	28	0	0	1	47	7	6	3	0	3	16	6	30	5	0	4	41	6	1	34	0	4	41	145	427
08:30:00	34	43	4	0	9	81	15	3	3	0	3	21	0	37	5	0	8	42	8	4	24	0	6	36	180	540
08:45:00	29	40	4	0	8	73	7	5	8	0	8	20	5	32	9	0	19	46	9	2	22	0	2	33	172	604
09:00:00	31	30	3	0	5	64	13	3	0	0	3	16	7	29	9	0	12	45	12	8	21	0	1	41	166	663
09:15:00	25	46	7	0	11	78	8	5	1	0	3	14	5	24	4	0	5	33	7	3	13	0	7	23	148	666
BREAK																										
16:00:00	25	52	2	0	12	79	12	5	5	0	8	22	8	48	4	1	15	61	6	8	16	0	12	30	192	
16:15:00	20	47	10	0	10	77	7	11	6	0	7	24	6	39	1	0	5	46	4	5	26	0	11	35	182	
16:30:00	22	42	3	0	6	67	9	3	7	0	7	19	6	32	3	0	5	41	5	3	28	0	7	36	163	
16:45:00	26	51	8	0	12	85	12	3	3	0	7	18	8	43	4	0	17	55	3	4	21	0	1	28	186	723
17:00:00	23	50	8	0	6	81	11	5	4	0	5	20	8	40	4	0	5	52	2	4	25	0	9	31	184	715
17:15:00	20	43	4	0	5	67	12	2	5	0	5	19	14	28	3	0	11	45	5	4	14	0	1	23	154	687
17:30:00	23	37	6	1	8	67	15	3	5	0	4	23	12	31	2	0	4	45	6	7	15	0	7	28	163	687
17:45:00	15	31	7	0	6	53	10	2	9	0	8	21	5	29	0	0	19	34	2	5	18	0	3	25	133	634
Grand Total	354	607	69	1	106	1031	154	64	74	0	78	292	102	503	60	1	150	666	83	61	317	0	77	461	2450	-
Approach%	34.3%	58.9%	6.7%	0.1%	-	-	52.7%	21.9%	25.3%	0%	-	-	15.3%	75.5%	9%	0.2%	-	18%	13.2%	68.8%	0%	-	-	-	-	
Totals %	14.4%	24.8%	2.8%	0%	-	42.1%	6.3%	2.6%	3%	0%	11.9%	4.2%	20.5%	2.4%	0%	27.2%	3.4%	2.5%	12.9%	0%	18.8%	-	-	-		
Heavy	13	17	2	0	-	-	1	0	1	0	-	-	3	13	5	0	-	4	1	16	0	-	-	-	-	
Heavy %	3.7%	2.8%	2.9%	0%	-	-	0.6%	0%	1.4%	0%	-	-	2.9%	2.6%	8.3%	0%	-	4.8%	1.6%	5%	0%	-	-	-	-	
Bicycles	2	0	1	0	-	-	0	3	1	0	-	-	2	1	2	0	-	0	2	0	0	-	-	-	-	
Bicycle %	0.6%	0%	1.4%	0%	-	-	0%	4.7%	1.4%	0%	-	-	2%	0.2%	3.3%	0%	-	0%	3.3%	0%	0%	-	-	-	-	



Peak Hour: 08:30 AM - 09:30 AM Weather: Broken Clouds (8.49 °C)

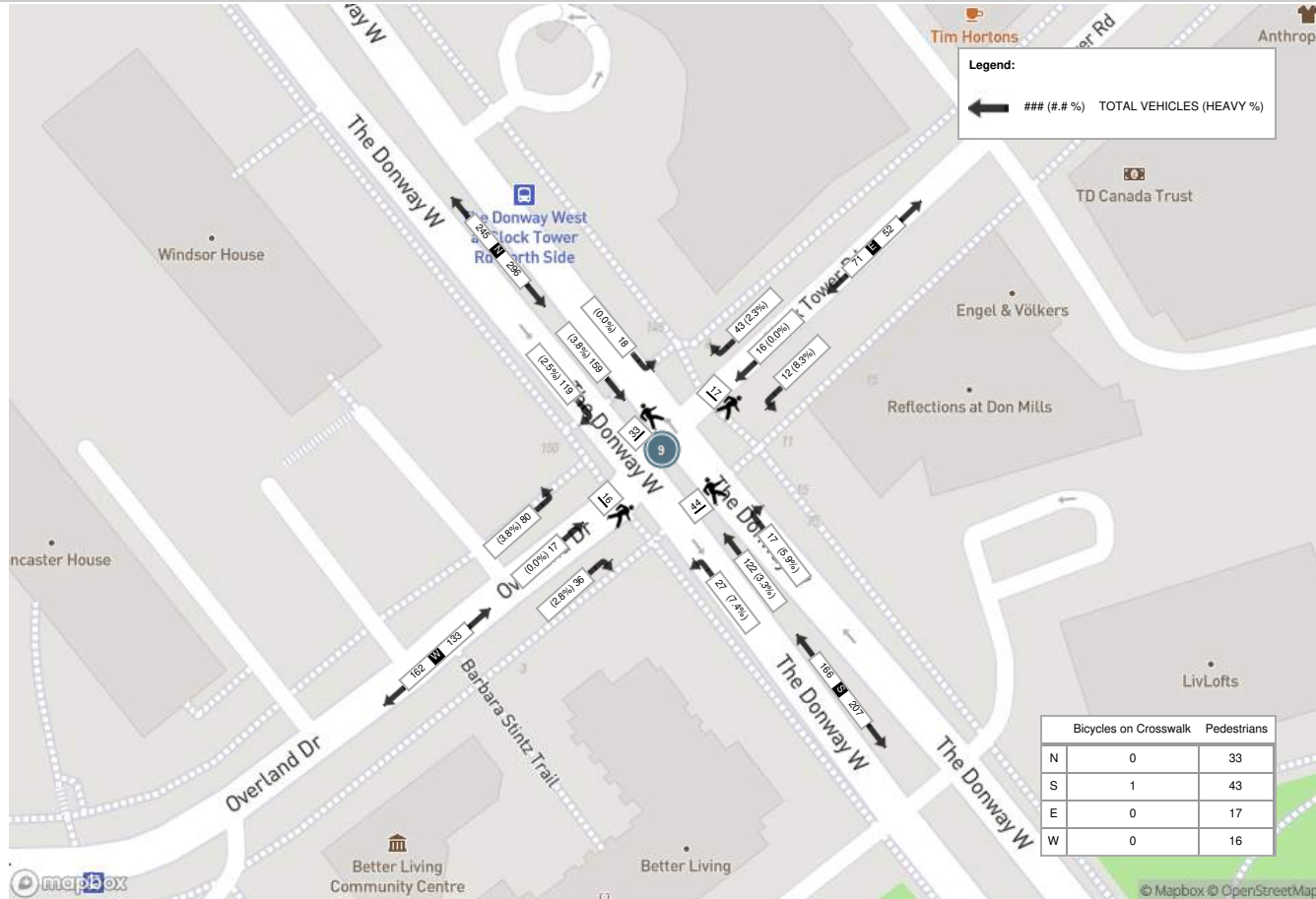
Start Time	N Approach THE DONWAY W						E Approach CLOCK TOWER RD						S Approach THE DONWAY W						W Approach OVERLAND DR						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
08:30:00	34	43	4	0	9	81	15	3	3	0	3	21	0	37	5	0	8	42	8	4	24	0	6	36	180
08:45:00	29	40	4	0	8	73	7	5	8	0	8	20	5	32	9	0	19	46	9	2	22	0	2	33	172
09:00:00	31	30	3	0	5	64	13	3	0	0	3	16	7	29	9	0	12	45	12	8	21	0	1	41	166
09:15:00	25	46	7	0	11	78	8	5	1	0	3	14	5	24	4	0	5	33	7	3	13	0	7	23	148
Grand Total	119	159	18	0	33	296	43	16	12	0	17	71	17	122	27	0	44	166	36	17	80	0	16	133	666
Approach%	40.2%	53.7%	6.1%	0%	-	-	60.6%	22.5%	16.9%	0%	-	-	10.2%	73.5%	16.3%	0%	-	-	27.1%	12.8%	60.2%	0%	-	-	-
Totals %	17.9%	23.9%	2.7%	0%	44.4%	10.7%	6.5%	2.4%	1.8%	0%	10.7%	2.6%	18.3%	4.1%	0%	24.9%	5.4%	2.6%	12%	0%	20%	-	-		
PHF	0.88	0.86	0.64	0	0.91	0.85	0.72	0.8	0.38	0	0.85	0.61	0.82	0.75	0	0.9	0.75	0.53	0.83	0	0.81	-	-		
Heavy	3	6	0	0	9	2	1	0	1	0	2	1	4	2	0	7	1	0	3	0	4	-	-		
Heavy %	2.5%	3.8%	0%	0%	3%	2.8%	2.3%	0%	8.3%	0%	2.8%	5.9%	3.3%	7.4%	0%	4.2%	2.8%	0%	3.8%	0%	3%	-	-		
Lights	116	153	18	0	287	69	42	16	11	0	69	16	118	25	0	159	35	17	77	0	129	-	-		
Lights %	97.5%	96.2%	100%	0%	97%	97.2%	97.7%	100%	91.7%	0%	97.2%	94.1%	96.7%	92.6%	0%	95.8%	97.2%	100%	96.3%	0%	97%	-	-		
Single-Unit Trucks	2	1	0	0	3	2	1	0	1	0	2	1	3	2	0	6	1	0	0	0	1	-	-		
Single-Unit Trucks %	1.7%	0.6%	0%	0%	1%	2.8%	2.3%	0%	8.3%	0%	2.8%	5.9%	2.5%	7.4%	0%	3.6%	2.8%	0%	0%	0%	0.8%	-	-		
Buses	1	5	0	0	6	0	0	0	0	0	0	0	1	0	0	1	0	0	3	0	3	-	-		
Buses %	0.8%	3.1%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0.8%	0%	0%	0.6%	0%	0%	3.8%	0%	2.3%	-	-		
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
Articulated Trucks %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	-		
Pedestrians	-	-	-	-	33	-	-	-	-	-	17	-	-	-	-	-	43	-	-	-	-	-	16	-	-
Pedestrians%	-	-	-	-	30%	-	-	-	-	-	15.5%	-	-	-	-	-	39.1%	-	-	-	-	-	14.5%	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
Bicycles on Crosswalk%	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0.9%	-	-	-	-	-	0%	-	-
Bicycles on Road	0	0	0	0	0	-	0	0	1	0	0	-	2	0	0	0	0	-	0	0	0	0	0	-	-
Bicycles on Road%	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-



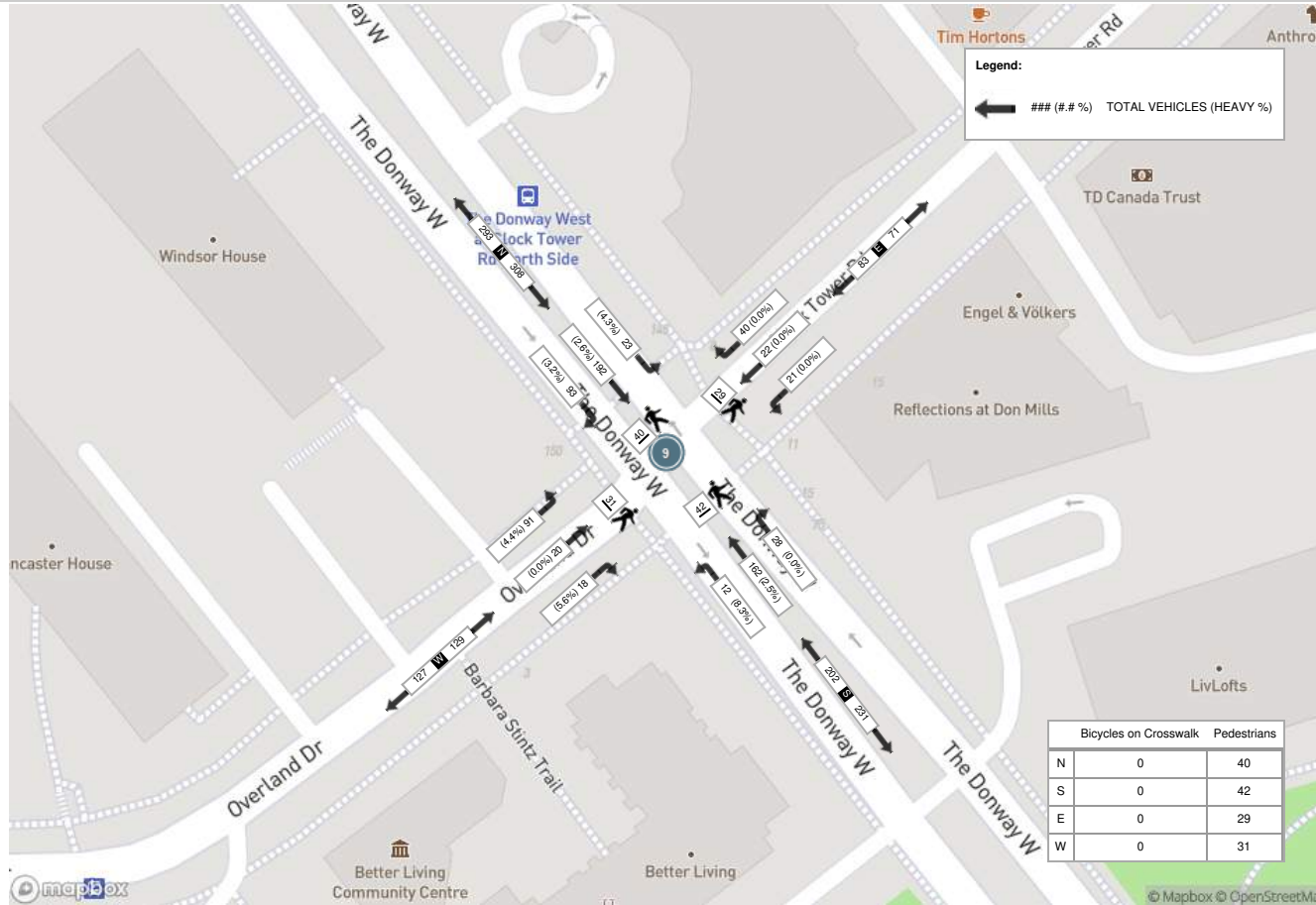
Peak Hour: 04:00 PM - 05:00 PM Weather: Overcast Clouds (14.85 °C)

Start Time	N Approach THE DONWAY W						E Approach CLOCK TOWER RD						S Approach THE DONWAY W						W Approach OVERLAND DR						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	
16:00:00	25	52	2	0	12	79	12	5	5	0	8	22	8	48	4	1	15	61	6	8	16	0	12	30	192
16:15:00	20	47	10	0	10	77	7	11	6	0	7	24	6	39	1	0	5	46	4	5	26	0	11	35	182
16:30:00	22	42	3	0	6	67	9	3	7	0	7	19	6	32	3	0	5	41	5	3	28	0	7	36	163
16:45:00	26	51	8	0	12	85	12	3	3	0	7	18	8	43	4	0	17	55	3	4	21	0	1	28	186
Grand Total	93	192	23	0	40	308	40	22	21	0	29	83	28	162	12	1	42	203	18	20	91	0	31	129	723
Approach%	30.2%	62.3%	7.5%	0%	-	-	48.2%	26.5%	25.3%	0%	-	-	13.8%	79.8%	5.9%	0.5%	-	-	14%	15.5%	70.5%	0%	-	-	-
Totals %	12.9%	26.6%	3.2%	0%	42.6%	-	5.5%	3%	2.9%	0%	11.5%	-	3.9%	22.4%	1.7%	0.1%	28.1%	-	2.5%	2.8%	12.6%	0%	17.8%	-	-
PHF	0.89	0.92	0.58	0	0.91	-	0.83	0.5	0.75	0	0.86	-	0.88	0.84	0.75	0.25	0.83	-	0.75	0.63	0.81	0	0.9	-	-
Heavy	3	5	1	0	9	-	0	0	0	0	0	-	0	4	1	0	5	-	1	0	4	0	5	-	-
Heavy %	3.2%	2.6%	4.3%	0%	2.9%	-	0%	0%	0%	0%	0%	-	0%	2.5%	8.3%	0%	2.5%	-	5.6%	0%	4.4%	0%	3.9%	-	-
Lights	90	187	22	0	299	-	40	22	21	0	83	-	28	158	11	1	198	-	17	20	87	0	124	-	-
Lights %	96.8%	97.4%	95.7%	0%	97.1%	-	100%	100%	100%	0%	100%	-	100%	97.5%	91.7%	100%	97.5%	-	94.4%	100%	95.6%	0%	96.1%	-	-
Single-Unit Trucks	1	4	1	0	6	-	0	0	0	0	0	-	0	3	0	0	3	-	1	0	0	0	1	-	-
Single-Unit Trucks %	1.1%	2.1%	4.3%	0%	1.9%	-	0%	0%	0%	0%	0%	-	0%	1.9%	0%	0%	1.5%	-	5.6%	0%	0%	0%	0.8%	-	-
Buses	2	1	0	0	3	-	0	0	0	0	0	-	0	1	1	0	2	-	0	0	4	0	4	-	-
Buses %	2.2%	0.5%	0%	0%	1%	-	0%	0%	0%	0%	0%	-	0%	0.6%	8.3%	0%	1%	-	0%	0%	4.4%	0%	3.1%	-	-
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	-
Articulated Trucks %	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	-
Pedestrians	-	-	-	-	40	-	-	-	-	-	29	-	-	-	-	-	42	-	-	-	-	-	31	-	-
Pedestrians%	-	-	-	-	28.2%	-	-	-	-	-	20.4%	-	-	-	-	-	29.6%	-	-	-	-	-	21.8%	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
Bicycles on Crosswalk%	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-
Bicycles on Road	1	0	1	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	0	2	0	0	0	-	-
Bicycles on Road%	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-

Peak Hour: 08:30 AM - 09:30 AM Weather: Broken Clouds (8.49 °C)



Peak Hour: 04:00 PM - 05:00 PM Weather: Overcast Clouds (14.85 °C)





Turning Movement Count (9 . THE DONWAY W & OVERLAND DR / CLOCK TOWER RD)

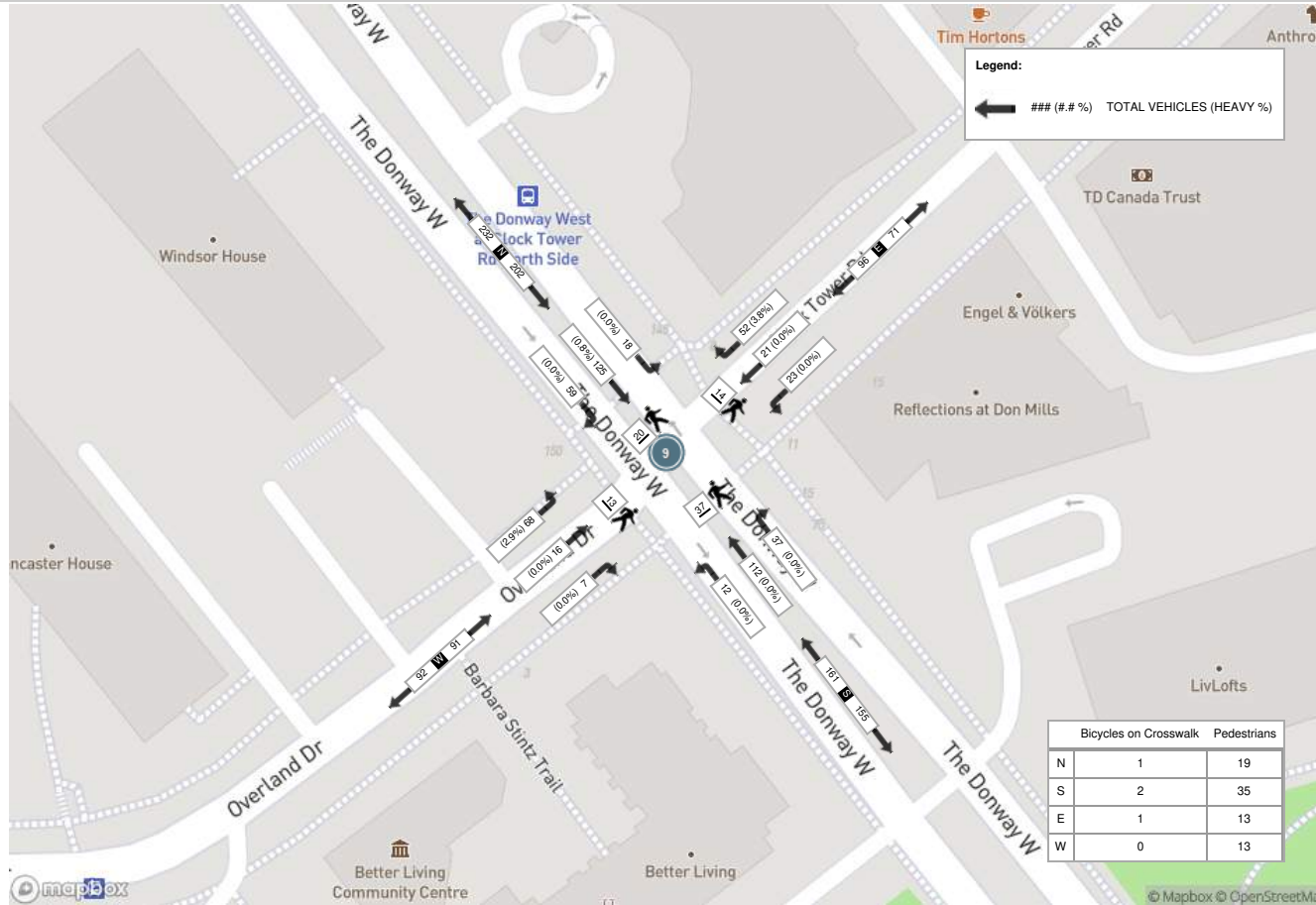
Start Time	N Approach THE DONWAY W						E Approach CLOCK TOWER RD						S Approach THE DONWAY W						W Approach OVERLAND DR						Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	Left N:E	UTurn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	Left E:S	UTurn E:E	Peds E:	Approach Total	Right S:E	Thru 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		
12:00:00	21	21	6	0	3	48	11	4	5	0	8	20	14	29	2	0	8	45	1	0	11	0	2	12	125	
12:15:00	13	41	3	0	3	57	8	4	3	0	12	15	11	34	5	0	13	50	4	6	23	0	1	33	155	
12:30:00	12	23	4	0	8	39	16	6	9	0	4	31	8	37	1	0	11	46	3	1	19	0	4	23	139	
12:45:00	13	33	3	0	5	49	7	0	8	0	6	15	4	33	2	1	2	40	1	2	11	0	3	14	118	537
13:00:00	20	26	5	0	4	51	11	2	7	0	10	20	11	31	1	0	4	43	1	2	12	0	2	15	129	541
13:15:00	14	28	4	0	12	46	12	2	8	0	5	22	8	22	6	0	7	36	4	4	9	0	0	17	121	507
13:30:00	16	29	3	0	6	48	5	3	2	0	9	10	6	31	2	0	10	39	3	6	5	0	5	14	111	479
13:45:00	15	28	3	0	1	46	18	6	6	0	11	30	9	29	1	0	11	39	2	1	19	0	3	22	137	498
14:00:00	15	27	3	0	7	45	13	7	5	0	3	25	8	28	2	0	8	38	1	5	15	0	1	21	129	498
14:15:00	21	32	5	0	5	58	10	3	7	0	3	20	7	15	2	0	12	24	3	3	14	0	4	20	122	499
14:30:00	10	31	4	0	6	45	15	6	4	0	3	25	12	36	5	0	5	53	3	6	23	0	4	32	155	543
14:45:00	13	35	6	1	2	55	14	5	7	0	5	26	10	33	3	0	12	46	0	2	16	0	4	18	145	551
Grand Total	183	354	49	1	62	587	140	48	71	0	79	259	108	358	32	1	103	499	26	38	177	0	33	241	1586	-
Approach%	31.2%	60.3%	8.3%	0.2%	-	-	54.1%	18.5%	27.4%	0%	-	-	21.6%	71.7%	6.4%	0.2%	-	-	10.8%	15.8%	73.4%	0%	-	-	-	-
Totals %	11.5%	22.3%	3.1%	0.1%	-	37%	8.8%	3%	4.5%	0%	-	16.3%	6.8%	22.6%	2%	0.1%	-	31.5%	1.6%	2.4%	11.2%	0%	-	15.2%	-	-
Heavy	1	2	1	0	-	-	2	0	0	0	-	-	0	3	0	0	-	-	1	0	6	0	-	-	-	-
Heavy %	0.5%	0.6%	2%	0%	-	-	1.4%	0%	0%	0%	-	-	0%	0.8%	0%	0%	-	-	3.8%	0%	3.4%	0%	-	-	-	-
Bicycles	0	2	0	0	-	-	0	7	0	0	-	-	1	0	2	0	-	-	0	9	0	0	-	-	-	-
Bicycle %	0%	0.6%	0%	0%	-	-	0%	14.6%	0%	0%	-	-	0.9%	0%	6.3%	0%	-	-	0%	23.7%	0%	0%	-	-	-	-



Peak Hour: 02:00 PM - 03:00 PM Weather: Clear Sky (12.92 °C)

Start Time	N Approach THE DONWAY W						E Approach CLOCK TOWER RD						S Approach THE DONWAY W						W Approach OVERLAND DR						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	
14:00:00	15	27	3	0	7	45	13	7	5	0	3	25	8	28	2	0	8	38	1	5	15	0	1	21	129
14:15:00	21	32	5	0	5	58	10	3	7	0	3	20	7	15	2	0	12	24	3	3	14	0	4	20	122
14:30:00	10	31	4	0	6	45	15	6	4	0	3	25	12	36	5	0	5	53	3	6	23	0	4	32	155
14:45:00	13	35	6	1	2	55	14	5	7	0	5	26	10	33	3	0	12	46	0	2	16	0	4	18	145
Grand Total	59	125	18	1	20	203	52	21	23	0	14	96	37	112	12	0	37	161	7	16	68	0	13	91	551
Approach%	29.1%	61.6%	8.9%	0.5%	-	-	54.2%	21.9%	24%	0%	-	-	23%	69.6%	7.5%	0%	-	-	7.7%	17.6%	74.7%	0%	-	-	-
Totals %	10.7%	22.7%	3.3%	0.2%	36.8%	-	9.4%	3.8%	4.2%	0%	17.4%	-	6.7%	20.3%	2.2%	0%	29.2%	-	1.3%	2.9%	12.3%	0%	16.5%	-	-
PHF	0.7	0.89	0.75	0.25	0.88	-	0.87	0.75	0.82	0	0.92	-	0.77	0.78	0.6	0	0.76	-	0.58	0.67	0.74	0	0.71	-	-
Heavy	0	1	0	0	1	-	2	0	0	0	2	-	0	0	0	0	0	-	0	0	2	0	2	-	-
Heavy %	0%	0.8%	0%	0%	0.5%	-	3.8%	0%	0%	0%	2.1%	-	0%	0%	0%	0%	0%	-	0%	0%	2.9%	0%	2.2%	-	-
Lights	59	124	18	1	202	-	50	21	23	0	94	-	37	112	12	0	161	-	7	16	66	0	89	-	-
Lights %	100%	99.2%	100%	100%	99.5%	-	96.2%	100%	100%	0%	97.9%	-	100%	100%	100%	0%	100%	-	100%	100%	97.1%	0%	97.8%	-	-
Single-Unit Trucks	0	1	0	0	1	-	1	0	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	-
Single-Unit Trucks %	0%	0.8%	0%	0%	0.5%	-	1.9%	0%	0%	0%	1%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	-
Buses	0	0	0	0	0	-	1	0	0	0	1	-	0	0	0	0	0	-	0	0	2	0	2	-	-
Buses %	0%	0%	0%	0%	0%	-	1.9%	0%	0%	0%	1%	-	0%	0%	0%	0%	0%	-	0%	0%	2.9%	0%	2.2%	-	-
Pedestrians	-	-	-	-	19	-	-	-	-	-	13	-	-	-	-	-	35	-	-	-	-	-	13	-	-
Pedestrians %	-	-	-	-	22.6%	-	-	-	-	-	15.5%	-	-	-	-	-	41.7%	-	-	-	-	-	15.5%	-	-
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	0	-	-
Bicycles on Crosswalk %	-	-	-	-	1.2%	-	-	-	-	-	1.2%	-	-	-	-	-	2.4%	-	-	-	-	-	0%	-	-
Bicycles on Road	0	1	0	0	0	-	0	2	0	0	0	-	0	0	1	0	0	-	0	2	0	0	0	-	-
Bicycles on Road %	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-

Peak Hour: 02:00 PM - 03:00 PM Weather: Clear Sky (12.92 °C)





Turning Movement Count (7 . THE DONWAY W & SANDERLING PLACE)

Start Time	N Approach THE DONWAY W					S Approach THE DONWAY W					W Approach SANDERLING PLACE					Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	UTurn N:N	Peds N:	Approach Total	Thru S:N	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Left W:N	UTurn W:W	Peds W:	Approach Total		
07:30:00	0	26	0	0	26	35	0	0	1	35	3	2	0	1	5	66	
07:45:00	0	45	0	0	45	48	0	0	0	48	1	1	0	2	2	95	
08:00:00	1	39	0	0	40	63	0	0	0	63	0	3	0	0	3	106	
08:15:00	1	47	0	0	48	86	0	0	0	86	0	1	0	2	1	135	402
08:30:00	1	83	0	0	84	86	1	0	0	87	3	3	0	4	6	177	513
08:45:00	3	73	0	0	76	71	0	0	0	71	2	2	0	0	4	151	569
09:00:00	1	63	0	0	64	76	1	0	1	77	0	1	0	0	1	142	605
09:15:00	0	75	0	0	75	59	1	0	1	60	2	3	0	2	5	140	610
BREAK																	
16:00:00	5	85	0	0	90	79	0	0	0	79	1	0	0	7	1	170	
16:15:00	3	78	0	1	81	80	0	0	0	80	2	2	0	6	4	165	
16:30:00	0	73	0	1	73	74	2	0	0	76	2	1	0	12	3	152	
16:45:00	1	96	0	0	97	83	2	0	0	85	0	1	0	4	1	183	670
17:00:00	0	86	0	0	86	76	3	0	0	79	2	1	0	6	3	168	668
17:15:00	3	72	0	0	75	57	1	0	0	58	1	2	0	2	3	136	639
17:30:00	1	71	0	0	72	68	0	2	0	70	0	1	0	1	1	143	630
17:45:00	4	59	1	0	64	68	0	0	3	68	0	0	0	3	0	132	579
Grand Total	24	1071	1	2	1096	1109	11	2	6	1122	19	24	0	52	43	2261	-
Approach%	2.2%	97.7%	0.1%	-	-	98.8%	1%	0.2%	-	-	44.2%	55.8%	0%	-	-	-	-
Totals %	1.1%	47.4%	0%	-	48.5%	49%	0.5%	0.1%	-	49.6%	0.8%	1.1%	0%	-	1.9%	-	-
Heavy	1	31	0	-	-	32	0	0	-	-	2	1	0	-	-	-	-
Heavy %	4.2%	2.9%	0%	-	-	2.9%	0%	0%	-	-	10.5%	4.2%	0%	-	-	-	-
Bicycles	0	2	0	-	-	1	0	0	-	-	0	0	0	-	-	-	-
Bicycle %	0%	0.2%	0%	-	-	0.1%	0%	0%	-	-	0%	0%	0%	-	-	-	-



Peak Hour: 08:30 AM - 09:30 AM Weather: Broken Clouds (8.49 °C)

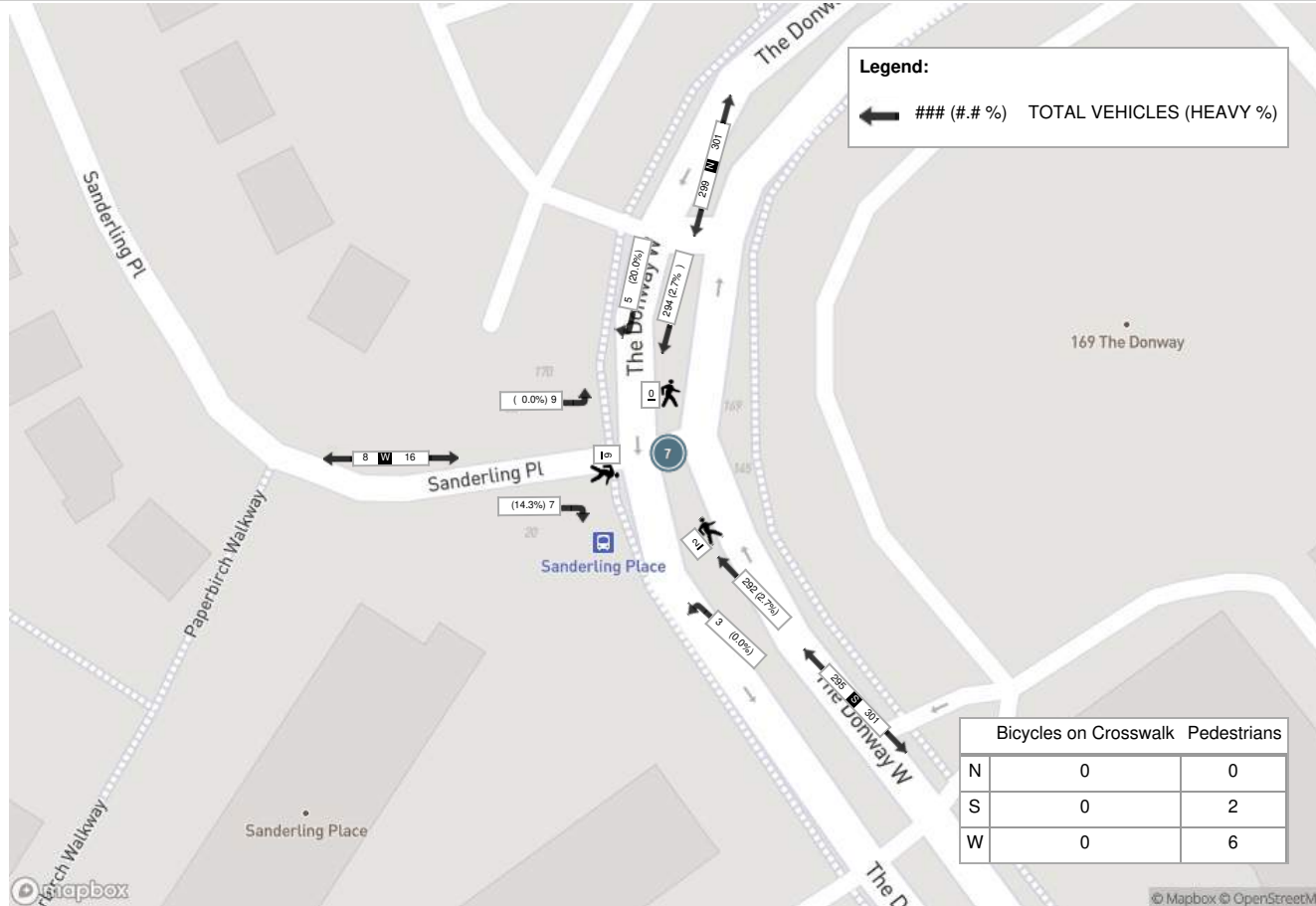
Start Time	N Approach THE DONWAY W					S Approach THE DONWAY W					W Approach SANDERLING PLACE					Int. Total (15 min)
	Right	Thru	UTurn	Peds	Approach Total	Thru	Left	UTurn	Peds	Approach Total	Right	Left	UTurn	Peds	Approach Total	
08:30:00	1	83	0	0	84	86	1	0	0	87	3	3	0	4	6	177
08:45:00	3	73	0	0	76	71	0	0	0	71	2	2	0	0	4	151
09:00:00	1	63	0	0	64	76	1	0	1	77	0	1	0	0	1	142
09:15:00	0	75	0	0	75	59	1	0	1	60	2	3	0	2	5	140
Grand Total	5	294	0	0	299	292	3	0	2	295	7	9	0	6	16	610
Approach%	1.7%	98.3%	0%	-	-	99%	1%	0%	-	-	43.8%	56.3%	0%	-	-	-
Totals %	0.8%	48.2%	0%	49%	47.9%	0.5%	0%	48.4%	1.1%	1.5%	0%	2.6%	-	-	-	-
PHF	0.42	0.89	0	0.89	0.85	0.75	0	0.85	0.58	0.75	0	0.67	-	-	-	-
Heavy	1	8	0	9	8	0	0	8	1	0	0	1	-	-	-	-
Heavy %	20%	2.7%	0%	3%	2.7%	0%	0%	2.7%	14.3%	0%	0%	6.3%	-	-	-	-
Lights	4	286	0	290	284	3	0	287	6	9	0	15	-	-	-	-
Lights %	80%	97.3%	0%	97%	97.3%	100%	0%	97.3%	85.7%	100%	0%	93.8%	-	-	-	-
Single-Unit Trucks	1	2	0	3	4	0	0	4	1	0	0	1	-	-	-	-
Single-Unit Trucks %	20%	0.7%	0%	1%	1.4%	0%	0%	1.4%	14.3%	0%	0%	6.3%	-	-	-	-
Buses	0	6	0	6	4	0	0	4	0	0	0	0	-	-	-	-
Buses %	0%	2%	0%	2%	1.4%	0%	0%	1.4%	0%	0%	0%	0%	-	-	-	-
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
Articulated Trucks %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	2	-	-	-	6	-	-	-	-
Pedestrians%	-	-	-	0%	-	-	-	25%	-	-	-	75%	-	-	-	-
Bicycles on Crosswalk	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	-
Bicycles on Crosswalk%	-	-	-	0%	-	-	-	0%	-	-	-	0%	-	-	-	-
Bicycles on Road	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	-
Bicycles on Road%	-	-	-	0%	-	-	-	0%	-	-	-	0%	-	-	-	-



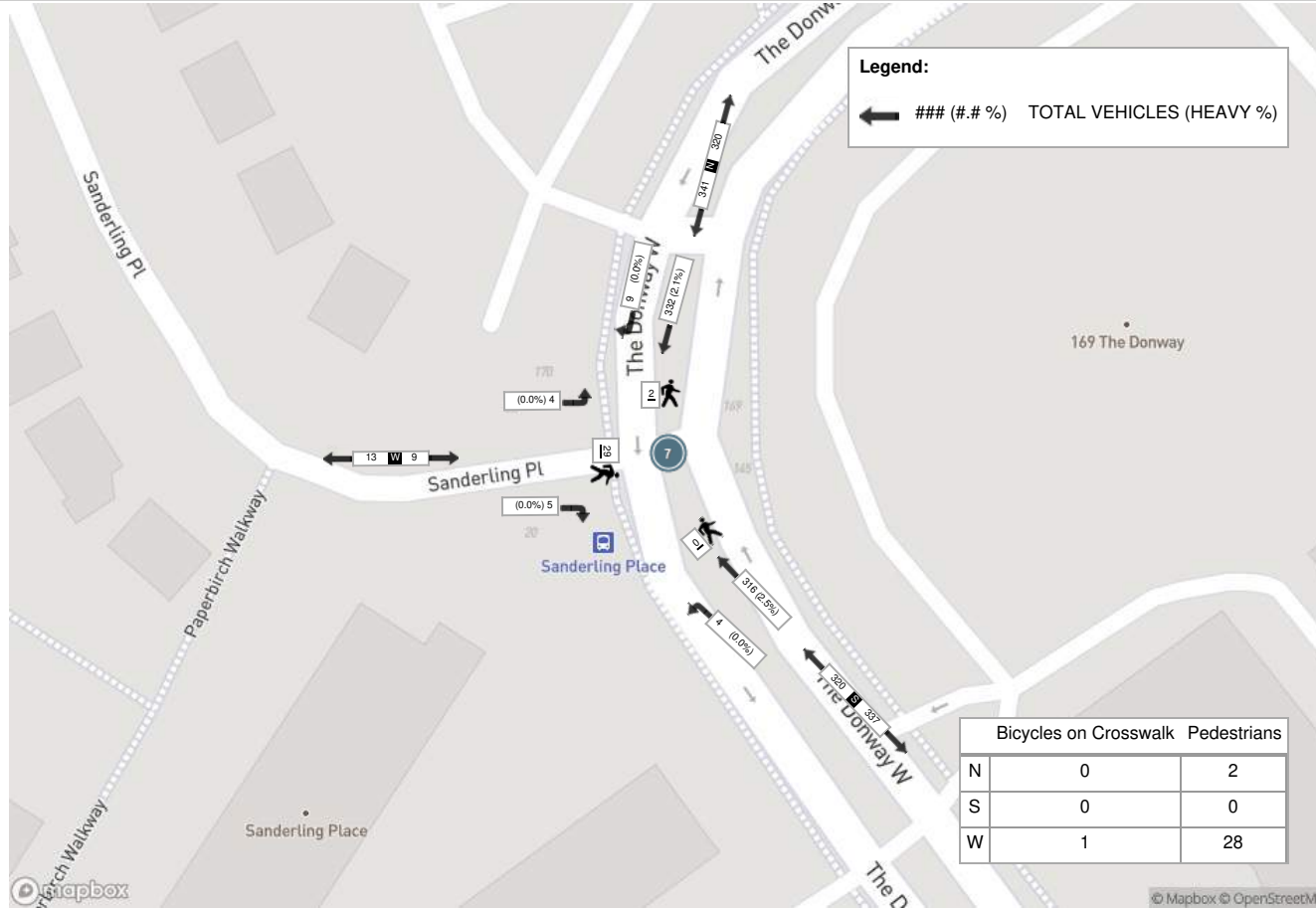
Peak Hour: 04:00 PM - 05:00 PM Weather: Overcast Clouds (14.85 °C)

Start Time	N Approach THE DONWAY W					S Approach THE DONWAY W					W Approach SANDERLING PLACE					Int. Total (15 min)
	Right	Thru	UTurn	Peds	Approach Total	Thru	Left	UTurn	Peds	Approach Total	Right	Left	UTurn	Peds	Approach Total	
16:00:00	5	85	0	0	90	79	0	0	0	79	1	0	0	7	1	170
16:15:00	3	78	0	1	81	80	0	0	0	80	2	2	0	6	4	165
16:30:00	0	73	0	1	73	74	2	0	0	76	2	1	0	12	3	152
16:45:00	1	96	0	0	97	83	2	0	0	85	0	1	0	4	1	183
Grand Total	9	332	0	2	341	316	4	0	0	320	5	4	0	29	9	670
Approach%	2.6%	97.4%	0%	-	-	98.8%	1.3%	0%	-	-	55.6%	44.4%	0%	-	-	-
Totals %	1.3%	49.6%	0%	-	50.9%	47.2%	0.6%	0%	-	47.8%	0.7%	0.6%	0%	-	1.3%	-
PHF	0.45	0.86	0	-	0.88	0.95	0.5	0	-	0.94	0.63	0.5	0	-	0.56	-
Heavy	0	7	0	-	7	8	0	0	-	8	0	0	0	-	0	-
Heavy %	0%	2.1%	0%	-	2.1%	2.5%	0%	0%	-	2.5%	0%	0%	0%	-	0%	-
Lights	9	325	0	-	334	308	4	0	-	312	5	4	0	-	9	-
Lights %	100%	97.9%	0%	-	97.9%	97.5%	100%	0%	-	97.5%	100%	100%	0%	-	100%	-
Single-Unit Trucks	0	5	0	-	5	3	0	0	-	3	0	0	0	-	0	-
Single-Unit Trucks %	0%	1.5%	0%	-	1.5%	0.9%	0%	0%	-	0.9%	0%	0%	0%	-	0%	-
Buses	0	2	0	-	2	5	0	0	-	5	0	0	0	-	0	-
Buses %	0%	0.6%	0%	-	0.6%	1.6%	0%	0%	-	1.6%	0%	0%	0%	-	0%	-
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	-
Articulated Trucks %	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	-
Pedestrians	-	-	-	2	-	-	-	0	-	-	-	-	-	28	-	-
Pedestrians%	-	-	-	6.5%	-	-	-	0%	-	-	-	-	-	90.3%	-	-
Bicycles on Crosswalk	-	-	-	0	-	-	-	0	-	-	-	-	-	1	-	-
Bicycles on Crosswalk%	-	-	-	0%	-	-	-	0%	-	-	-	-	-	3.2%	-	-
Bicycles on Road	0	1	0	0	-	0	0	0	0	-	0	0	0	0	-	-
Bicycles on Road%	-	-	-	0%	-	-	-	0%	-	-	-	-	-	0%	-	-

Peak Hour: 08:30 AM - 09:30 AM Weather: Broken Clouds (8.49 °C)



Peak Hour: 04:00 PM - 05:00 PM Weather: Overcast Clouds (14.85 °C)





Turning Movement Count (7 . THE DONWAY W & SANDERLING PLACE)

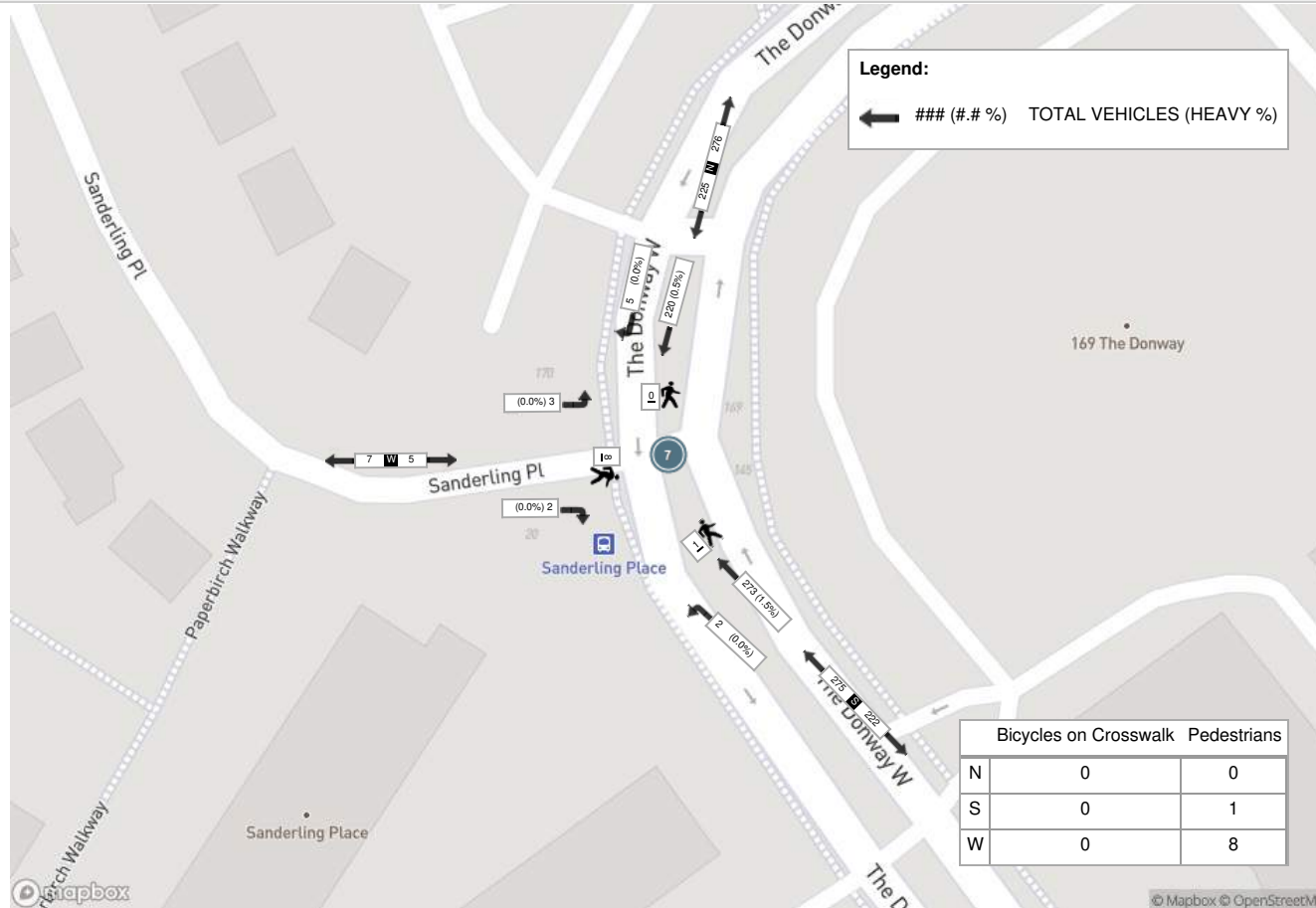
Start Time	N Approach THE DONWAY W					S Approach THE DONWAY W					W Approach SANDERLING PLACE					Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	UTurn N:N	Peds N:	Approach Total	Thru S:N	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Left W:N	UTurn W:W	Peds W:	Approach Total		
12:00:00	0	52	0	0	52	54	1	0	0	55	0	3	0	1	3	110	
12:15:00	2	62	0	0	64	67	0	0	0	67	0	1	0	6	1	132	
12:30:00	3	41	1	0	45	84	0	0	3	84	1	2	0	3	3	132	
12:45:00	1	54	0	0	55	60	1	0	0	61	1	2	0	8	3	119	493
13:00:00	2	56	0	0	58	62	1	0	0	63	0	1	0	10	1	122	505
13:15:00	0	53	0	2	53	51	0	1	0	52	0	0	0	4	0	105	478
13:30:00	4	51	1	0	56	55	1	0	1	56	1	1	0	6	2	114	460
13:45:00	1	56	0	0	57	73	3	1	0	77	1	2	0	2	3	137	478
14:00:00	0	49	0	0	49	60	1	0	0	61	0	0	0	1	0	110	466
14:15:00	0	61	0	0	61	53	0	0	0	53	2	0	0	3	2	116	477
14:30:00	1	52	0	0	53	84	0	1	0	85	0	2	0	0	2	140	503
14:45:00	4	58	1	0	63	76	1	0	1	77	0	1	1	4	2	142	508
Grand Total	18	645	3	2	666	779	9	3	5	791	6	15	1	48	22	1479	-
Approach%	2.7%	96.8%	0.5%	-	-	98.5%	1.1%	0.4%	-	-	27.3%	68.2%	4.5%	-	-	-	-
Totals %	1.2%	43.6%	0.2%	-	45%	52.7%	0.6%	0.2%	-	53.5%	0.4%	1%	0.1%	-	1.5%	-	-
Heavy	0	3	0	-	-	11	0	0	-	-	0	0	0	-	-	-	-
Heavy %	0%	0.5%	0%	-	-	1.4%	0%	0%	-	-	0%	0%	0%	-	-	-	-
Bicycles	0	3	0	-	-	0	0	0	-	-	0	0	0	-	-	-	-
Bicycle %	0%	0.5%	0%	-	-	0%	0%	0%	-	-	0%	0%	0%	-	-	-	-



Peak Hour: 02:00 PM - 03:00 PM Weather: Clear Sky (12.92 °C)

Start Time	N Approach THE DONWAY W					S Approach THE DONWAY W					W Approach SANDERLING PLACE					Int. Total (15 min)
	Right	Thru	UTurn	Peds	Approach Total	Thru	Left	UTurn	Peds	Approach Total	Right	Left	UTurn	Peds	Approach Total	
14:00:00	0	49	0	0	49	60	1	0	0	61	0	0	0	1	0	110
14:15:00	0	61	0	0	61	53	0	0	0	53	2	0	0	3	2	116
14:30:00	1	52	0	0	53	84	0	1	0	85	0	2	0	0	2	140
14:45:00	4	58	1	0	63	76	1	0	1	77	0	1	1	4	2	142
Grand Total	5	220	1	0	226	273	2	1	1	276	2	3	1	8	6	508
Approach%	2.2%	97.3%	0.4%	-	-	98.9%	0.7%	0.4%	-	-	33.3%	50%	16.7%	-	-	-
Totals %	1%	43.3%	0.2%	-	44.5%	53.7%	0.4%	0.2%	-	54.3%	0.4%	0.6%	0.2%	-	1.2%	-
PHF	0.31	0.9	0.25	-	0.9	0.81	0.5	0.25	-	0.81	0.25	0.38	0.25	-	0.75	-
Heavy	0	1	0	-	1	4	0	0	-	4	0	0	0	-	0	-
Heavy %	0%	0.5%	0%	-	0.4%	1.5%	0%	0%	-	1.4%	0%	0%	0%	-	0%	-
Lights	5	219	1	-	225	269	2	1	-	272	2	3	1	-	6	-
Lights %	100%	99.5%	100%	-	99.6%	98.5%	100%	100%	-	98.6%	100%	100%	100%	-	100%	-
Single-Unit Trucks	0	1	0	-	1	1	0	0	-	1	0	0	0	-	0	-
Single-Unit Trucks %	0%	0.5%	0%	-	0.4%	0.4%	0%	0%	-	0.4%	0%	0%	0%	-	0%	-
Buses	0	0	0	-	0	3	0	0	-	3	0	0	0	-	0	-
Buses %	0%	0%	0%	-	0%	1.1%	0%	0%	-	1.1%	0%	0%	0%	-	0%	-
Pedestrians	-	-	-	0	-	-	-	-	1	-	-	-	-	8	-	-
Pedestrians%	-	-	-	0%	-	-	-	-	11.1%	-	-	-	-	88.9%	-	-
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
Bicycles on Crosswalk%	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-	-
Bicycles on Road	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	-
Bicycles on Road%	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-	-

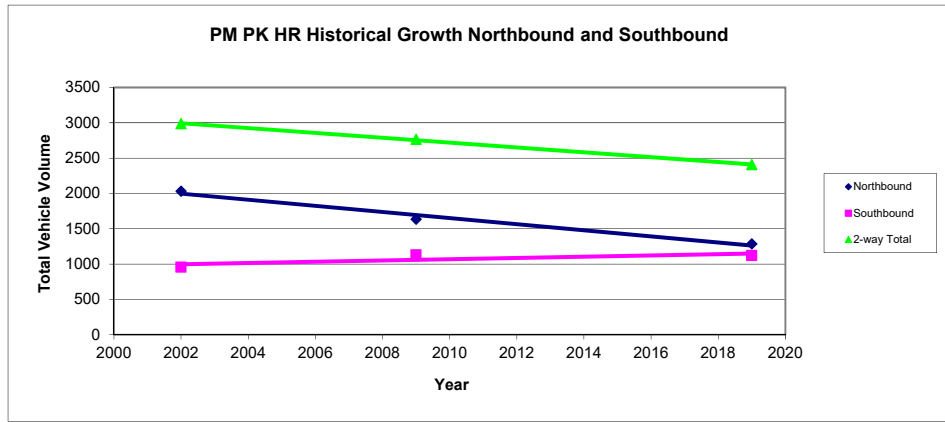
Peak Hour: 02:00 PM - 03:00 PM Weather: Clear Sky (12.92 °C)



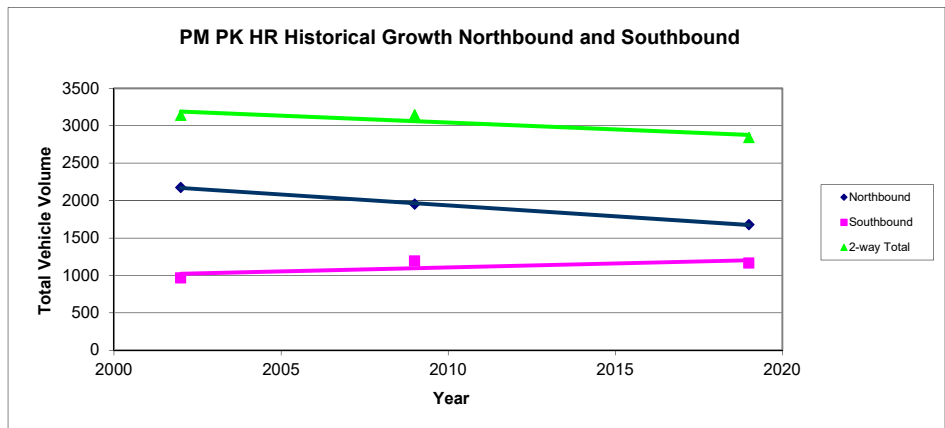
**Appendix G:
Corridor Growth**

Project: 895 Lawrence Ave E
Project ID: 7036-29
Intersection: Don Mills/Lawrence
Peak Hour: PM

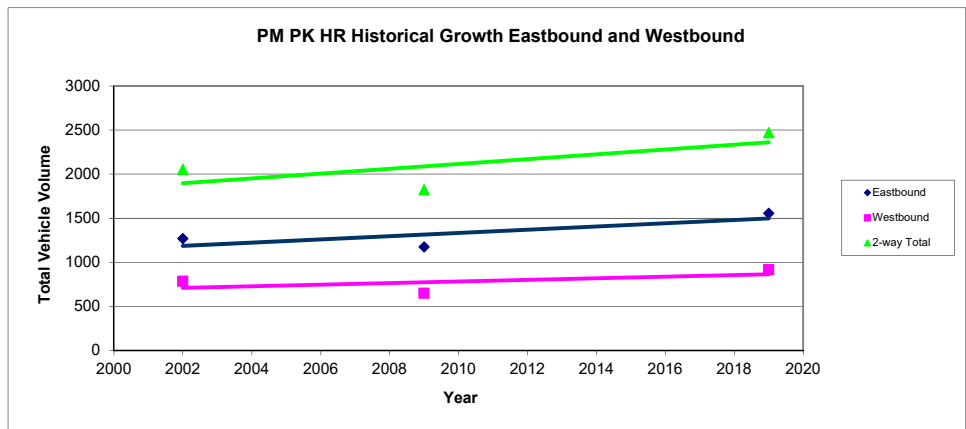
Count Information		North of Don Mills/Lawrence		
Date	Year	Northbound	Southbound	2-way
Mon, Jan 2	2002	2032	956	2988
Tue, Feb 17	2009	1635	1129	2764
Tue, Oct 22	2019	1286	1121	2407
				0
				0
				0
Trend Point		1997.14	996.78	2993.91
Slope		-43.27	8.99	-34.28
Growth		-2.17%	0.90%	-1.15%



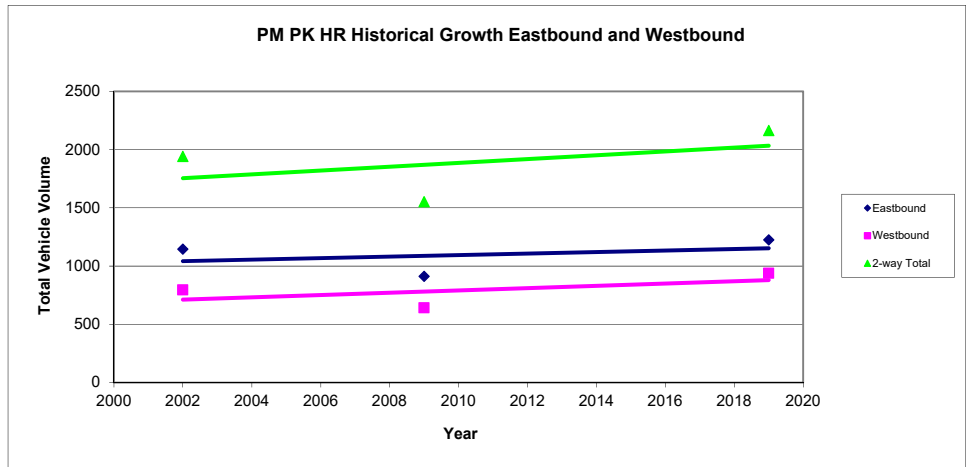
Count Information		South of Don Mills/Lawrence		
Date	Year	Northbound	Southbound	2-way
Mon, Jan 2	2002	2175	965	3140
Tue, Feb 17	2009	1954	1192	3146
Tue, Oct 22	2019	1679	1163	2842
				0
				0
				0
Trend Point		2168.49	1021.46	3189.95
Slope		-29.06	10.65	-18.41
Growth		-1.34%	1.04%	-0.58%



Count Information		East of Don Mills/Lawrence		
Date	Year	Eastbound	Westbound	2-way
Mon, Jan 2	2002	1269	784	2053
Tue, Feb 17	2009	1175	648	1823
Tue, Oct 22	2019	1555	916	2471
				0
				0
				0
Trend Point		1186.81	710.12	1896.93
Slope		18.27	9.07	27.34
Growth		1.54%	1.28%	1.44%



Count Information		West of Don Mills/Lawrence		
Date	Year	Eastbound	Westbound	2-way
Mon, Jan 2	2002	1146	795	1941
Tue, Feb 17	2009	912	641	1553
Tue, Oct 22	2019	1226	938	2164
				0
				0
				0
Trend Point		1042.39	712.37	1754.77
Slope		6.53	9.87	16.40
Growth		0.63%	1.39%	0.93%



Appendix H: Trip Generation Proxy Data

Project No: 7459-01
Project: Skymark Plaza
Study Location: The Zenith - 55 Skymark Dr, Toronto
 The Elegance - 65 Skymark Dr, Toronto
Study Time: 7:30-9:30 am, 4-6 pm

High-Rise Condominiums

Traffic

Thursday, November 3, 2011

End Time	Left In	Right In	Total In	Left Out	Right Out	Total Out	2-Way Total	Hourly	Peds Crossing Driveway	Peds Crossing Skymark Dr
7:45	0	2	2	14	5	19	21		3	3
8:00	2	4	6	13	4	17	23		2	3
8:15	2	3	5	8	4	12	17		2	9
8:30	2	4	6	7	3	10	16	77	3	6
8:45	1	7	8	7	9	16	24	80	4	6
9:00	11	10	21	10	10	20	41	98	6	13
9:15	6	4	10	10	10	20	30	111	4	7
9:30	2	3	5	12	5	17	22	117	2	1
Total	26	37	63	81	50	131	194		26	48
Peak Hour 8:30-9:30	20	24	44	39	34	73	117		16	27
Trip Gen			0.10			0.17	0.27			
16:15	9	5	14	11	4	15	29		3	12
16:30	9	7	16	8	3	11	27		2	9
16:45	5	7	12	1	4	5	17		2	13
17:00	9	3	12	3	2	5	17	90	3	6
17:15	6	1	7	6	7	13	20	81	1	4
17:30	3	4	7	6	3	9	16	70	0	9
17:45	7	5	12	6	1	7	19	72	1	6
18:00	9	12	21	5	8	13	34	89	3	5
Total	57	44	101	46	32	78	179		15	64
Peak Hour 16:00-17:00	32	22	54	23	13	36	90		10	40
Trip Gen			0.12			0.08	0.21			

Saturday, November 5, 2011

End Time	Left In	Right In	Total In	Left Out	Right Out	Total Out	2-Way Total	Hourly	Peds Crossing Driveway	Peds Crossing Skymark Dr
12:15	3	5	8	5	5	10	18		0	9
12:30	8	4	12	12	4	16	28		7	22
12:45	7	4	11	11	4	15	26		3	14
13:00	2	8	10	10	5	15	25	97	0	12
13:15	8	7	15	11	3	14	29	108	2	11
13:30	6	8	14	8	4	12	26	106	1	7
13:45	7	7	14	6	5	11	25	105	2	14
14:00	5	8	13	2	4	6	19	99	2	11
14:15	7	5	12	6	4	10	22	92	0	10
14:30	11	6	17	4	3	7	24	90	4	9
14:45	7	5	12	5	4	9	21	86	5	9
15:00	10	10	20	7	3	10	30	97	0	11
Total	81	77	158	87	48	135	293		26	139
Peak Hour 12:15-13:15	25	23	48	44	16	60	108		12	59
Trip Gen			0.11			0.14	0.25			

Building:	No. of Units
55 Skymark Dr	231
65 Skymark Dr	203
Total	434

Source: www.livehigh.com

Project No: 7683.01
Project: Kennedy Delta
Study Location: Ventus Condominiums I & II
 151 & 181 Village Green Square, Scarborough
Study Date: Thursday, April 16, 2015
Study Times: 7:30-9:30 am, 4-6 pm

Traffic

Period Ending	Underground Garage		South Driveway		North Driveway		Site Total			
	Right In	Right Out	Right In	Left In	Right Out	Left Out	In	Out	Two Way	Hourly
7:45	3	17	1	0	0	4	4	21	25	
8:00	1	16	1	0	0	5	2	21	23	
8:15	3	20	5	0	0	10	8	30	38	
8:30	2	19	6	0	0	14	8	33	41	127
8:45	1	19	8	0	1	20	9	40	49	151
9:00	7	13	5	0	0	4	12	17	29	157
9:15	2	16	2	0	0	5	4	21	25	144
9:30	3	15	6	0	0	12	9	27	36	139
Total	22	135	34	0	1	74	56	210	266	
Peak Hour 8:00-9:00	13	71	24	0	1	48	37	120	157	
Trip Rates							0.06	0.20	0.26	
16:15	15	9	4	0	1	5	19	15	34	
16:30	7	4	13	0	2	6	20	12	32	
16:45	13	4	7	0	0	3	20	7	27	
17:00	8	2	7	0	0	3	15	5	20	113
17:15	8	12	7	0	1	7	15	20	35	114
17:30	9	6	7	0	0	5	16	11	27	109
17:45	14	5	15	0	1	12	29	18	47	129
18:00	12	8	6	0	0	7	18	15	33	142
Total	86	50	66	0	5	48	152	103	255	
Peak Hour 17:00-18:00	43	31	35	0	2	31	78	64	142	
Trip Rates							0.13	0.11	0.24	

Building Statistics:

	Total Units	Parking Spaces
Ventus I & II	603	742

Source: City of Toronto Building Services, April 2015

Project: Shops at Don Mills - Parcel G
 Project No: 6598-46
 Location: 99 The Donway W
 Date: Tuesday February 28, 2023

No. Units: 285

AM Vehicular Trip Gen

Time Ending	UG Parking		PuDO		Delivery		Bicycle		Totals			
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	2Way	Hourly
7:45	1	14	1	1	0	0	0	0	2	15	17	
8:00	1	9	0	0	0	0	0	0	1	9	10	
8:15	0	13	1	1	0	0	0	0	1	14	15	
8:30	3	14	2	2	0	0	0	0	5	16	21	63
8:45	3	15	0	0	0	0	0	0	3	15	18	64
9:00	7	10	0	0	0	0	0	0	7	10	17	71
9:15	6	15	0	0	0	0	0	0	6	15	21	77
9:30	1	8	0	0	0	0	0	0	1	8	9	65
Total	22	98	4	4	0	0	0	0	26	102	128	
AM Peak 8:15 - 9:15	19	54	2	2	0	0	0	0	21	56	77	

0.22
0.22
0.25
0.27
0.23

PM Vehicular Trip Gen

Time Ending	UG Parking		PuDO		Delivery		Bicycle		Totals			
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	2Way	Hourly
16:15	10	7	1	3	1	0	0	0	12	10	22	
16:30	9	4	3	0	3	4	0	0	15	8	23	
16:45	9	13	0	0	3	3	0	0	12	16	28	
17:00	9	8	3	3	0	0	0	0	12	11	23	96
17:15	12	5	0	0	0	0	0	0	12	5	17	91
17:30	12	5	0	0	0	0	0	0	12	5	17	85
17:45	6	5	0	0	0	0	0	0	6	5	11	68
18:00	9	9	1	0	1	1	0	0	11	10	21	66
Total	76	56	8	6	8	8	0	0	92	70	162	
PM Peak 16:00 - 17:00	39	23	3	3	0	0	0	0	42	26	68	

0.34
0.32
0.30
0.24
0.23

		AM		PM	
	IN	OUT	2 WAY	IN	OUT
Including PUDO	0.07	0.20	0.27	0.18	0.16
Excluding PUDO	0.07	0.19	0.26	0.13	0.11

Project: Shops at Don Mills - Parcel G
 Project No: 6598-46
 Location: 99 The Donway W
 Date: Wednesday March 1, 2023

No. Units: 285

AM Vehicular Trip Gen

Time Ending	UG Parking		PuDO		Delivery		Bicycle		Totals			
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	2Way	Hourly
7:45	0	5	1	1	0	0	0	0	1	6	7	
8:00	2	13	0	0	0	0	0	0	2	13	15	
8:15	1	12	0	0	0	0	0	0	1	12	13	
8:30	0	18	0	0	0	0	0	0	0	18	18	53
8:45	4	15	0	0	1	1	0	0	5	16	21	67
9:00	5	8	1	1	0	0	0	0	6	9	15	67
9:15	4	4	0	0	0	0	0	0	4	4	8	62
9:30	4	4	0	0	0	0	0	0	4	4	8	52
Total	20	79	2	2	1	1	0	0	23	82	105	
AM Peak 7:45 - 8:45	7	58	0	0	1	1	0	0	8	59	67	

0.19
 0.24
 0.22
 0.18

PM Vehicular Trip Gen

Time Ending	UG Parking		PuDO		Delivery		Bicycle		Totals			
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	2Way	Hourly
16:15	6	2	0	0	0	0	0	0	6	2	8	
16:30	9	6	0	0	2	1	0	0	11	7	18	
16:45	10	4	1	1	0	1	0	0	11	6	17	
17:00	7	4	0	0	0	0	0	0	7	4	11	54
17:15	5	6	1	1	2	2	0	0	8	9	17	63
17:30	9	1	3	3	1	1	0	0	13	5	18	63
17:45	10	1	1	1	0	0	0	0	11	2	13	59
18:00	4	2	0	0	3	3	0	0	7	5	12	60
Total	60	26	6	6	8	8	0	0	74	40	114	
PM Peak 16:15 - 17:15	31	20	2	2	4	4	0	0	37	26	63	

0.19
 0.22
 0.21
 0.21

		AM		PM	
	IN	OUT	2 WAY	IN	OUT
Including PUDO	0.03	0.21	0.24	0.13	0.09
Excluding PUDO	0.02	0.20	0.23	0.11	0.07

Project: 230 The Donway W
Project No: 7054-10
Location: 99 The Donway W
Date: Thursday January 12, 2023

AM Trip Gen

Time Ending	UG Parking Traffic		PuDo Traffic		Total			
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	2Way	Hourly
7:45	1	11	0	1	1	12	13	
8:00	1	13	0	0	1	13	14	
8:15	1	21	0	0	1	21	22	
8:30	4	10	0	0	4	10	14	63
8:45	6	12	2	2	8	14	22	72
9:00	6	6	1	0	7	6	13	71
9:15	4	6	1	0	5	6	11	60
9:30	5	2	1	2	6	4	10	56
Total	28	81	5	5	33	86	119	
AM Peak 7:45 - 8:45	12	56	2	2	14	58	72	

0.04 0.20 0.01 0.01 0.05 0.20 0.25

PM Trip Gen

Time Ending	UG Parking Traffic		PuDo Traffic		Total			
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	2Way	Hourly
16:15	12	6	1	1	13	7	20	
16:30	2	5	1	0	3	5	8	
16:45	5	3	1	2	6	5	11	
17:00	10	8	2	1	12	9	21	60
17:15	4	5	2	3	6	8	14	54
17:30	12	4	0	0	12	4	16	62
17:45	10	5	2	0	12	5	17	68
18:00	14	3	1	2	15	5	20	67
Total	69	39	10	9	79	48	127	
PM Peak 16:45 - 17:45	36	22	6	4	42	26	68	

0.13 0.08 0.02 0.01 0.15 0.09 0.24

No. of units **285**

Project: 230 The Donway W
Project No: 7054-10
Location: 99 The Donway W
Date: Thursday January 19, 2023

AM Trip Gen

Time Ending	UG Parking Traffic		PuDo Traffic		Total			
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	2Way	Hourly
7:45	1	5	0	0	1	5	6	
8:00	2	6	0	0	2	6	8	
8:15	2	7	0	0	2	7	9	
8:30	1	8	0	0	1	8	9	32
8:45	2	16	0	0	2	16	18	44
9:00	6	8	0	0	6	8	14	50
9:15	5	11	0	0	5	11	16	57
9:30	8	6	0	0	8	6	14	62
Total	27	67	0	0	27	67	94	
AM Peak 8:30 - 9:30	21	41	0	0	21	41	62	

0.07 0.14 0.00 0.00 0.07 0.14 0.22

PM Trip Gen

Time Ending	UG Parking Traffic		PuDo Traffic		Total			
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	2Way	Hourly
16:15	9	4	1	1	10	5	15	
16:30	10	11	1	1	11	12	23	
16:45	6	4	1	2	7	6	13	
17:00	8	2	2	2	10	4	14	65
17:15	6	7	1	1	7	8	15	65
17:30	10	9	0	0	10	9	19	61
17:45	7	4	3	1	10	5	15	63
18:00	12	6	3	4	15	10	25	74
Total	68	47	12	12	80	59	139	
PM Peak 17:00 - 18:00	35	26	7	6	42	32	74	

0.12 0.09 0.02 0.02 0.15 0.11 0.26

No. of units **285**

Project: 230 The Donway W
Project No: 7054-10
Location: 75 & 85 The Donway W
Date: Thursday January 12, 2023

AM Trip Gen

Time Ending	UG Parking Traffic		PuDo Traffic		Total			
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	2Way	Hourly
7:45	0	4	0	0	0	4	4	
8:00	2	15	0	0	2	15	17	
8:15	0	16	1	1	1	17	18	
8:30	5	11	0	0	5	11	16	55
8:45	2	11	1	0	3	11	14	65
9:00	1	6	1	2	2	8	10	58
9:15	5	8	0	0	5	8	13	53
9:30	2	4	0	0	2	4	6	43
Total	17	75	3	3	20	78	98	
AM Peak 7:45 - 8:45	9	53	2	1	11	54	65	
	0.03	0.19	0.01	0.00	0.04	0.19	0.23	

PM Trip Gen

Time Ending	UG Parking Traffic		PuDo Traffic		Total			
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	2Way	Hourly
16:15	8	5	0	0	8	5	13	
16:30	9	3	2	0	11	3	14	
16:45	12	4	0	0	12	4	16	
17:00	9	2	1	0	10	2	12	55
17:15	8	3	2	2	10	5	15	57
17:30	10	2	4	6	14	8	22	65
17:45	4	5	2	1	6	6	12	61
18:00	9	5	2	3	11	8	19	68
Total	69	29	13	12	82	41	123	
PM Peak 17:00 - 18:00	31	15	10	12	41	27	68	
	0.11	0.05	0.04	0.04	0.15	0.10	0.25	

No. of units **277**

Project: 230 The Donway W
Project No: 7054-10
Location: 75 & 85 The Donway W
Date: Thursday January 19, 2023

AM Trip Gen

Time Ending	UG Parking Traffic		PuDo Traffic		Total			
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	2Way	Hourly
7:45	0	6	0	0	0	6	6	
8:00	3	7	0	0	3	7	10	
8:15	3	12	0	0	3	12	15	
8:30	0	14	0	0	0	14	14	45
8:45	3	6	3	2	6	8	14	53
9:00	0	11	0	0	0	11	11	54
9:15	4	5	0	0	4	5	9	48
9:30	7	9	1	1	8	10	18	52
Total	20	70	4	3	24	73	97	
AM Peak 8:00 - 9:00	6	43	3	2	9	45	54	
	0.02	0.16	0.01	0.01	0.03	0.16	0.19	

PM Trip Gen

Time Ending	UG Parking Traffic		PuDo Traffic		Total			
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	2Way	Hourly
16:15	8	5	1	1	9	6	15	
16:30	9	3	0	0	9	3	12	
16:45	12	4	2	2	14	6	20	
17:00	9	2	1	0	10	2	12	59
17:15	8	3	1	2	9	5	14	58
17:30	10	2	2	2	12	4	16	62
17:45	4	5	2	3	6	8	14	56
18:00	9	5	2	2	11	7	18	62
Total	69	29	11	12	80	41	121	
PM Peak 17:00 - 18:00	31	15	7	9	38	24	62	
	0.11	0.05	0.03	0.03	0.14	0.09	0.22	

No. of units **277**

**Appendix I:
Signal Timing Plans**

**CITY OF TORONTO – TRANSPORTATION SERVICES
TRAFFIC SYSTEMS OPERATIONS – TRAFFIC SIGNALS
703 Don Mills Rd, Fifth Floor, Toronto ON M3C 3N3
Phone: 416-397-5770 Fax: 416-397-5777**

CURRENT SIGNAL TIMING INFORMATION

Location: Lawrence Avenue East & The Donway West
PX/SCN: 401 / 12841
Our Ref: 2022_0142
Staff: Dinesh Wagle
Date (Y/M/D): May 16, 2022
Controller Type: PEEK 3101E / TS2 T1
Mode of Control: SA2 with PR & 2 wire Polara APS - FXT by Time of Day
Design Walk Speed: 1.0 m/s (FDW based on full crossing @1.2 m/s)
E/W FDW Duration: 22 seconds
N/S FDW Duration: 23 seconds
Issued To: BA Consulting Group Ltd. (Marie Y. Wong)

Control Level Plan	TYPICAL			SCOOT		
	AM	OFF	PM	AM	OFF	PM
Time of Operation	06:30-10:00, M-F.	All Other Times, M-F.	15:00-19:00, M-F.	06:30-10:00, M-F.	All Other Times, M-F.	15:00-19:00, M-F.
Signal Aspect						
<i>East-West Phase</i>						
*WBLA/WBG/EWWK (North Side Only) or **EBLA/EBG/EWWK (South Side) or EWLA/EWDW	-	-	7	-	-	7-57
*WBYA/WBG/EWWK (North Side Only) or **EBYA/EBG/EWWK (South Side) or EWYA/EWDW	-	-	3	-	-	3
*WBG/EWWK (North Side Only) or **EBG/EWWK (South Side) or ALLR	-	-	1	-	-	1
EWG/EWWK	57	42	42	7-68	7-52	7-57
EWG/EWFD	22	22	22	22	22	22
EWY/EWDW	4	4	4	4	4	4
ALLR	3	3	3	3	3	3
<i>North-South Phase</i>						
***NBLA/NBG/NSWK (East Side Only)	9	8	13	6-67	6-51	6-56
***NBYA/WBG/EWWK (East Side Only)	3	3	3	3	3	3
***NBG/NSWK (East Side Only)	1	1	1	1	1	1
NSG/NSWK	7	7	7	7-68	7-52	7-57
NSG/NSFD	31	31	31	23	23	23
NSY/NSDW	4	4	4	4	4	4
ALLR	3	3	3	3	3	3
Cycle Length/Range	144	128	144	120-144	112-128	120-144

NOTES:

*WBLA callable 15:00-19:00, M-F. Unused time allocated to EWG.

**EBLA callable 15:00-19:00, M-F. Unused time allocated to EWG.

***NBLA callable all times. Unused time allocated to NSG.

This intersection is equipped with Accessible Pedestrian Signals (APS).

SCOOT cycle lengths between 32-64 may change by 4 second increments, between 64-128 by 8 second increments and above 128 by 16 second increments. SCOOT may change the cycle length by one increment at a time every 150 seconds.

CITY OF TORONTO - TRANSPORTATION SERVICES
TRAFFIC SYSTEM OPERATIONS
703 Don Mills Rd, Fifth Floor, Toronto ON M3C 3N3
Telephone: (416) 397-5770, Fax: (416) 397-5777

CURRENT SIGNAL TIMING INFORMATION

Location: Don Mills Rd & 300M s/o Lawrence Ave (D.M. Shopping Centre)
TCS/SCN: 1643 / 12851
Our Ref: 2021_0149
Staff: Magli Cini/Alvin Luk
Date: June 22, 2021
Controller Type: PEEK ATC-1000
Mode of Control: SA2 with LPI, PR & 2-Wire Polara APS
Design Walk Speed: 0.9 m/s (FDW based on full crossing @ 1.0 m/s)
N/S FDW Duration: 26 sec
E/W FDW Duration: 25 sec
Issued To: BA Consulting Group Ltd. (Marie Y. Wong)

Control Level Plan Time of Operation	TYPICAL			SCOOT		
	AM 06:30-10:00, M-F	OFF All Other Times, M-F	PM 15:00-19:00, M-F	AM 06:30-10:00, M-F	OFF All Other Times, M-F	PM 15:00-19:00, M-F
Signal Aspect						
North-South Phase						
* NBLA/NBG/NSWK(East Side)	6	6	6	6	6	6
* NBYA/NBG/NSWK(East Side)	3	3	3	3	3	3
* NBG/NSWK (East Side)	1	1	1	1	1	1
NSG/NSWK	46	46	46	12 - 42	12 - 42	12 - 42
NSG/NSFD	26	26	26	26	26	26
NSY/NSDW	4	4	4	4	4	4
ALLR	3	3	3	3	3	3
East-West Phase						
**EWWK/ALLR	5	5	5	5	5	5
**EBG/EWWK or EBG/EWDW	3	3	3	3	3	3
**EBG/EWFD or EBG/EWDW	25	25	25	25	25	25
EBY/EWDW	3	3	3	3	3	3
ALLR	3	3	3	3	3	3
Cycle Length/Range	128	128	128	128	128	128

NOTE
*NBLA callable 24 hours. Unused time allocated to NSG.
** EB phase is callable by vehicle or pedestrian actuation. If a vehicle call is received, the minimum EBG is 7 seconds. If ongoing vehicle demand exists on the stopbar loop, the EBG is capable of providing vehicle extensions up to the maximum. If a pedestrian call is received, the pedestrian minimums will be served. The EWWK & EWFD are only displayed on the pedestrian signal heads if a pedestrian call is received. Extension time is based on vehicle demand. Unused extension time is given to the NSG.
When activated, APS on during NSG/NSWK for 7 sec, and/or on during EBG/EWWK for 12 sec.
EW Leading Pedestrian Interval - EWWK comes up 5 seconds before EW vehicle green.
SCOOT cycle lengths between 32-64 may change by 4 second increments, between 64-128 by 8 second increments and above 128, by 16 second increments. SCOOT may change the cycle length by one increment at a time every 150 seconds.

**CITY OF TORONTO – TRANSPORTATION SERVICES
TRAFFIC SYSTEMS OPERATIONS
703 Don Mills Rd, Fifth Floor, Toronto ON M3C 3N3
Phone: 416-397-5770, Fax: 416-397-5777**

CURRENT SIGNAL TIMING INFORMATION

Location: Don Mills Rd & The Donway South
TCS/SCN: 625/12861
Our Ref: 2021_0149
Staff: Magli Cini/Alvin Luk
Date (Y/M/D): June 22, 2021
Controller Type: PEEK ATC-1000 / TS2T1
Mode of Control: SA2 with PR & 2-wire Polara APS
Design Walk Speed: 1.0 m/s (FDW based on full crossing @ 1.2 m/s)
N/S FDW Duration: 18 sec
E/W FDW Duration: 23 sec
Issued to: BA Consulting Group Ltd. (Marie Y. Wong)

Control Level Plan Time of Operation	TYPICAL			SCOOT		
	OFF All Other Times, M-F	AM 06:30-10:00, M-F	PM 15:00-19:00, M-F	OFF All Other Times, M-F	AM 06:30-10:00, M-F	PM 15:00-19:00, M-F
Signal Aspect						
North-South Phase						
NSG/NSWK	67	67	67	8 - 67	8 - 67	8 - 67
NSG/NSFD	18	18	18	18	18	18
NSY/NSDW	4	4	4	4	4	4
ALL RED	2	2	2	2	2	2
East-West Phase						
*EWG/EWWK or EWG/EWDW	7	7	7	7	7	7
*EWG/EWFD or EWG/EWDW	23	23	23	23	23	23
EWY/EWDW	4	4	4	4	4	4
ALL RED	3	3	3	3	3	3
Cycle Length/Range	128	128	128	128	128	128

NOTES:

EW phase is callable by vehicle or pedestrian actuation. If a vehicle call is received, the minimum EWG is 7 seconds. If ongoing vehicle demand exists on the stopbar loop, the EWG is capable of providing vehicle extensions up to the maximum. If a pedestrian call is received, the pedestrian minimums will be served. The EWWK & EWFD are only displayed on the pedestrian signal heads if a pedestrian call is received. Extension time is based on vehicle demand. Unused extension time is allocated to the NSG.

APS on during 7 seconds of NSWK & EWWK when activated by pushbutton.

SCOOT cycle lengths between 32-64 may change by 4 second increments, between 64-128 by 8 second increments and above 128, by 16 second increments. SCOOT may change the cycle length by one increment at a time every 150 seconds.

**CITY OF TORONTO – TRANSPORTATION SERVICES
TRAFFIC SYSTEMS OPERATIONS
703 Don Mills Rd, Fifth Floor, Toronto ON M3C 3N3
Phone: 416-397-5770 Fax: 416-397-5777**

CURRENT SIGNAL TIMING INFORMATION

Location: Lawrence Ave East & Don Mills Rd
TCS/SCN: 0402 / 12821
Our Ref: 2021_0149
Staff: Magli Cini/Alvin Luk
Preparation Date: June 22, 2021
Controller Type: PEEK ATC-1000 / TS2T1
Mode of Control: SA1 with 2-wire Polara APS & RLC (WB)
Design Walk Speed: 0.9 m/s (FDW based on full crossing @ 1.1 m/s)
N/S FDW Duration: 28 seconds
E/W FDW Duration: 28 seconds
Issued To: BA Consulting Group Ltd. (Marie Y. Wong)

Control Level Plan Time of Operation	TYPICAL				SCOOT			
	AM	MIDDAY	PM	OFF	AM	MIDDAY	PM	OFF
	06:30-10:00, M-F.	10:00-15:00, M-F.	15:00-19:00, M-F.	All Other Times.	06:30-10:00, M-F.	10:00-15:00, M-F.	15:00-19:00, M-F.	All Other Times.
Signal Aspect								
East-West Phase								
*EWLA/EWDW or WBLA/WBG/EWWK(North Side) or EBLA/EBG/EWWK (South Side)	8	7	7	7	7-18	7-18	7-18	7-18
*EWYA/EWDW or WBYA/WBG/EWWK(North Side) or EBYA/EBG/EWWK (South Side)	3	3	3	3	3	3	3	3
*ALLR or WBG/EWWK(North Side) or EBG/EWWK (South Side)	1	1	1	1	1	1	1	1
EWG/EWWK(Both Sides)	16	20	16	26	16-27	16-27	16-27	16-27
EWG/EWFD	28	28	28	28	28	28	28	28
EWY/EWDW	3.8	3.8	3.8	3.8	3.8	3.8	3.8	3.8
ALLR	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
North-South Phase								
**SBLA/SBG/NSWK(West Side) or NBLA/NBG/NSWK (East Side) or NSLA/NSDW	8	8	8	8	7-18	7-18	7-18	7-18
**SBYA/SBG/NSWK(West Side) or NBYA/NBG/NSWK (East Side) or NSLY/NSDW	3	3	3	3	3	3	3	3
**SBG/NSWK(West Side) or NBG/NSWK (East Side) or ALLR	1	1	1	1	1	1	1	1
NSG/NSWK(Both Sides)	18	15	19	9	9-20	9-20	9-20	9-20
NSG/NSFD	28	28	28	28	28	28	28	28
NSY/NSDW	3.8	3.8	3.8	3.8	3.8	3.8	3.8	3.8
ALLR	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Cycle Length/Range	128	128	128	128	128	128	128	128

NOTES:

*WBLA and EBLA is callable 24 hours. Unused time allocated to EWG.

**SBLA is callable 15:00-19:00, M-F. NBLA is callable 24 hours. Unused time allocated to NSG.

**NBLA and SBLA can be called concurrently. If a NBLT vehicle call is received, the minimum NBLA is 6 seconds. SCOOT is capable of optimizing the NBLA and providing up to 42/26/42 seconds for AM/MIDDAY/PM plans

This intersection is equipped with Accessible Pedestrian Signals (APS).

This intersection is equipped with Red Light Camera (RLC) monitoring westbound traffic.

SCOOT cycle lengths between 32-64 may change by 4 second increments, between 64-128 by 8 second increments and above 128 by 16 second increments. SCOOT may change the cycle length by one increment at a time every 150 seconds.

**CITY OF TORONTO – TRANSPORTATION SERVICES
TRAFFIC SYSTEMS OPERATIONS – TRAFFIC SIGNALS
703 Don Mills Rd, Fifth Floor, Toronto ON M3C 3N3
Phone: 416-397-5770 Fax: 416-397-5777**

CURRENT SIGNAL TIMING INFORMATION

Location: Lawrence Avenue East & The Donway West
PX/SCN: 401 / 12841
Our Ref: 2022_0142
Staff: Dinesh Wagle
Date (Y/M/D): May 16, 2022
Controller Type: PEEK 3101E / TS2 T1
Mode of Control: SA2 with PR & 2 wire Polara APS - FXT by Time of Day
Design Walk Speed: 1.0 m/s (FDW based on full crossing @1.2 m/s)
EW FDW Duration: 22 seconds
N/S FDW Duration: 23 seconds
Issued To: BA Consulting Group Ltd. (Marie Y. Wong)

Control Level Plan Time of Operation	TYPICAL			SCOOT		
	AM	OFF	PM	AM	OFF	PM
	06:30-10:00, M-F.	All Other Times, M-F.	15:00-19:00, M-F.	06:30-10:00, M-F.	All Other Times, M-F.	15:00-19:00, M-F.
Signal Aspect						
<i>East-West Phase</i>						
*WBLA/WBG/EWWK (North Side Only) or **EBLA/EBG/EWWK (South Side) or EWLA/EWDW	-	-	7	-	-	7-57
*WBYA/WBG/EWWK (North Side Only) or **EBYA/EBG/EWWK (South Side) or EWYA/EWDW	-	-	3	-	-	3
*WBG/EWWK (North Side Only) or **EBG/EWWK (South Side) or ALLR	-	-	1	-	-	1
EWG/EWWK	57	42	42	7-68	7-52	7-57
EWG/EWFD	22	22	22	22	22	22
EWY/EWDW	4	4	4	4	4	4
ALLR	3	3	3	3	3	3
<i>North-South Phase</i>						
***NBLA/NBG/NSWK (East Side Only)	9	8	13	6-67	6-51	6-56
***NBYA/WBG/EWWK (East Side Only)	3	3	3	3	3	3
***NBG/NSWK (East Side Only)	1	1	1	1	1	1
NSG/NSWK	7	7	7	7-68	7-52	7-57
NSG/NSFD	31	31	31	23	23	23
NSY/NSDW	4	4	4	4	4	4
ALLR	3	3	3	3	3	3
Cycle Length/Range	144	128	144	120-144	112-128	120-144

NOTES:

*WBLA callable 15:00-19:00, M-F. Unused time allocated to EWG.

**EBLA callable 15:00-19:00, M-F. Unused time allocated to EWG.


***NBLA callable all times. Unused time allocated to NSG.

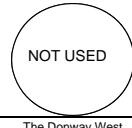
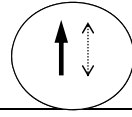
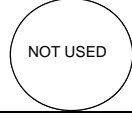
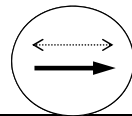
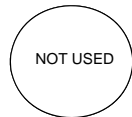
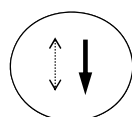
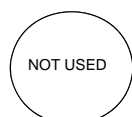
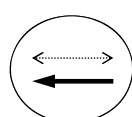
This intersection is equipped with Accessible Pedestrian Signals (APS).

SCOOT cycle lengths between 32-64 may change by 4 second increments, between 64-128 by 8 second increments and above 128 by 16 second increments. SCOOT may change the cycle length by one increment at a time every 150 seconds.

LOCATION: The Donway West & Overland Dr / Private Access
MODE/COMMENT: SA2-VMG with PR & 2-Wire Polara APS and LPI
TCS: 2193
PREPARED BY/DATE: C/IMA+/October 2, 2019
CHECKED BY/DATE: Ranajamil Iftikhar/Ameneh Dialameh/October 15, 2019
IMPLEMENTATION DATE: October 23, 2019

DISTRICT: North York
COMPUTER SYSTEM: TransSuite
CONTROLLER/CABINET TYPE: Peek ATC-1000 / TS2T1
CONFLICT FLASH: Red & Red
DESIGN WALK SPEED: 1.0 m/s (FDW based on full crossing @ 1.2 m/s)
CHANNEL/DROP: 4029/4
CONTROLLER FIRMWARE: 3.018.1.2976

N


NEMA Phase	Local Plan Split Table	OFF	AM	PM	Phase Mode (Fixed/Demanded/Callable)	Remarks
		All Other Times	6:45-12:00 M-F	12:01-19:00 M-F		
		Pattern 1	Pattern 2	Pattern 3		
1	 NOT USED WLK FDW MIN MAX1 AMB ALR SPLIT					Pedestrian Minimums: NSWK = 7 sec., NSFD = 12 sec. EWWK = 7 sec., EWFD = 14 sec. EW phase is callable by vehicle or pedestrian actuation. If a vehicle call is received, the minimum EWG is 7 seconds. If ongoing vehicle demand exists in the detection zone, the EWG is capable of providing vehicle extensions up to the maximum. If a pedestrian call is received, the pedestrian minimums will be served. The EWWK & EWFD are only displayed on the pedestrian signal heads if a pedestrian call is received. Extension time is based on vehicle demand. Unused extension time is given to the NSG. Side street passage = 3 sec. During free operation, side street pedestrian/vehicle demand or main street pushbutton call forces signal to cycle to serve main street FDW. NS push buttons are monitored on local detector 2 and EW buttons on local detector 6. NGT FREE plan all times using split values as green times(WLK & FDW) for phases 2 & 6. The signal will serve the programmed WLK & FDW values following PR, Phases 4 & 8 time uses MAX1 green values.
2	The Donway West  WLK 7 FDW 12 MIN 19 MAX1 19 AMB 3.0 ALR 3.0 SPLIT				Fixed	
3	 NOT USED WLK FDW MIN MAX1 AMB ALR SPLIT					
4	Overland Dr  WLK DLY 5 WLK 7 FDW 14 MIN 7 MAX1 21 AMB 3.0 ALR 3.0 SPLIT				Callable by Wavetronix and/or Push Button; Extendable by Wavetronix. Split shown includes 5 sec of EW LPI	APS on during 7s of NSWK and 7s of EWWK EW Leading Pedestrian Interval - EWWK comes up 5 seconds before EW vehicle green.
5	 NOT USED WLK FDW MIN MAX1 AMB ALR SPLIT					
6	The Donway West  WLK 7 FDW 12 MIN 19 MAX1 19 AMB 3.0 ALR 3.0 SPLIT				Fixed	
7	 NOT USED WLK FDW MIN MAX1 AMB ALR SPLIT					
8	Private Access  WLK DLY 5 WLK 7 FDW 14 MIN 7 MAX1 21 AMB 3.0 ALR 3.0 SPLIT				Callable by Wavetronix and/or Push Button. Extendable by Wavetronix. Split shown includes 5 sec of EW LPI	
	CL OF	0 FREE	0 FREE	0 FREE		

NOTES:

Appendix J: Lane Utilization Study (Don Mills Road)

Project: 230 The Donway
 Project No 7054-10
 Location: Don Mills Rd & Lawrence Ave
 Date: Tuesday October 22, 2019

AM Lane Utilization

Time	Northbound Traffic				Southbound Traffic			
	Left	Middle	Curb	Total	Left	Middle	Curb	Total
8:00	3	3	0	6	6	5	3	14
8:01	14	17	5	36	24	29	10	63
8:03	25	31	4	60	22	24	8	54
8:06	11	11	0	22	30	27	11	68
8:08	19	14	2	35	24	28	7	59
8:11	19	21	2	42	25	28	13	66
8:14	10	15	5	30	23	24	8	55
8:16	16	19	4	39	27	27	14	68
8:18	13	22	8	43	25	21	12	58
8:20	19	27	1	47	26	25	10	61
8:23	16	31	2	49	25	27	12	64
8:25	13	16	2	31	26	27	10	63
8:28	15	14	2	31	25	21	6	52
8:30	14	22	5	41	29	29	14	72
8:33	9	18	3	30	19	24	7	50
8:35	17	22	5	44	26	25	6	57
8:37	19	27	7	53	16	17	5	38
8:40	20	34	9	63	18	20	3	41
8:42	23	30	4	57	17	18	2	37
8:44	24	30	2	56	21	22	10	53
8:47	23	26	5	54	13	19	4	36
8:49	14	18	3	35	18	18	6	42
8:52	14	15	4	33	19	20	1	40
8:54	17	25	6	48	19	18	4	41
8:56	15	25	2	42	22	22	5	49
8:59	17	17	3	37	9	17	3	29
Right			104				79	
Total	419	550	199	1168	554	582	273	1409
Percent	36%	47%	17%		39%	41%	19%	
Factor	0.707879			0.806987				

PM Lane Utilization

Time	Northbound Traffic				Southbound Traffic			
	Left	Middle	Curb	Total	Left	Middle	Curb	Total
5:01	17	18	3	38	9	11	5	25
5:03	18	19	1	38	13	12	9	34
5:06	22	17	2	41	8	14	3	25
5:08	23	16	1	40	18	19	5	42
5:11	24	20	3	47	15	16	3	34
5:13	22	17	1	40	12	17	2	31
5:16	22	21	1	44	15	20	5	40
5:18	24	23	2	49	21	23	6	50
5:20	26	16	6	48	8	14	6	28
5:23	21	25	1	47	19	26	2	47
5:25	24	23	1	48	14	22	6	42
5:28	19	21	3	43	16	23	5	44
5:30	20	29	4	53	15	21	1	37
5:32	21	26	4	51	15	19	3	37
5:35	19	24	3	46	13	16	4	33
5:37	23	21	6	50	17	21	2	40
5:40	18	25	3	46	12	17	7	36
5:42	19	20	8	47	16	19	2	37
5:44	25	23	4	52	11	16	3	30
5:47	25	25	2	52	15	17	5	37
5:49	22	21	1	44	15	19	2	36
5:52	17	15	2	34	14	18	4	36
5:54	22	21	1	44	11	15	2	28
5:56	22	23	0	45	10	14	4	28
5:59	18	14	1	33	11	14	5	30
Right			364				88	
Total	533	523	428	1484	343	443	189	975
Percent	36%	35%	29%		35%	45%	19%	
Factor	0.92808			0.733634				

**Appendix K:
Intergreen Study Details**

Intersection: Don Mills Rd and Lawrence Ave E
Signal Timing Phase Split Review

AM PEAK: 8:00 - 9:00
PM PEAK: 17:00 - 18:00

Phase Split Times (Seconds) AM PEAK HOUR																									Average	Adopted Phase Splits		
Phase	Cycle																											
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25			
EBLA	0	0	12	17	10	10	0	10	15	16	10	10	14	0	16	0	0	0	17	18	0	10	13	17	18	13.7	14	
EBTL	52	53	52	51	62	62	53	53	53	52	52	53	52	51	54	54	52	51	56	53	57	59	64	60	59	54.8	55	
WBLA	18	15	12	17	10	10	8	10	15	16	10	10	14	9	16	17	18	13	17	18	9	10	13	17	18	13.6	14	
WBTL	70	68	52	51	62	62	61	53	53	52	52	53	52	60	54	71	70	64	56	53	66	59	64	60	59	59.1	59	
NBLA	10	13	9	10	9	9	13	13	13	15	12	19	9	18	10	11	12	17	11	10	10	9	10	9	10	9	11.6	12
NBTL	78	82	76	76	78	68	83	77	75	78	82	77	88	76	77	66	73	70	76	72	84	66	61	73	75	75.5	75	
SBTL	68	69	67	66	69	59	70	64	62	63	70	58	79	58	67	55	61	53	65	62	74	56	52	63	66	63.8	64	
Cycle Length	148	150	140	144	150	140	144	140	143	146	144	140	154	136	147	137	143	134	149	143	150	135	138	150	152	143.9	144	

Phase Split Times (Seconds) PM PEAK HOUR																									Average	Adopted Phase Splits	
Phase	Cycle																										
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25		
EBLA	10	0	10	0	8	13	0	11	11	10	11	0	0	9	0	10	0	9	0	0	0	0	22	0	0	11.2	11
EBTL	63	62	60	62	63	60	62	64	62	61	62	63	63	63	62	70	68	69	64	63	63	65	56	61	62	62.9	63
WBLA	10	11	10	10	8	13	10	11	11	10	11	10	11	9	10	10	13	9	10	8	9	10	22	12	11	10.8	11
WBTL	63	73	60	72	63	60	72	64	62	61	62	73	74	63	72	70	81	69	74	71	72	75	56	73	73	68.3	68
NBLA	10	10	12	0	10	11	11	10	11	11	10	11	9	10	11	12	10	11	12	11	10	10	9	10	9	10.0	10
NBTL	61	61	62	63	61	60	60	60	60	62	61	60	62	61	61	51	54	59	61	61	60	56	61	62	59	60.0	60
SBLA	10	10	12	10	10	11	11	10	11	11	10	11	9	10	11	12	10	11	12	11	10	10	9	10	9	10.4	10
SBTL	61	61	62	73	61	60	60	60	62	61	60	62	61	61	51	54	59	61	61	60	56	61	62	59	60.4	60	
Cycle Length	144	144	144	145	142	144	143	145	144	144	144	144	145	143	144	143	145	148	147	143	142	141	148	145	141	144.1	144

Intergreen Study

Cycle																									Average	Adopted Phase Splits		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24			25	
AM																												
WBL SNEAKERS	1	2	3	2	3	2	3	2	2	2	1	2	2	1	2	2	2	1	2	2	1	2	2	2	2	2	1.9	
NBL SNEAKERS	2	2	3	2	2	1	2	3	2	2	1	1	1	2	2	3	2	3	3	3	2	3	2	2	3	2.2		
PM																												
WBL SNEAKERS	2	2	3	1	2	2	2	2	2	2	2	1	3	3	3	2	2	2	2	2	3	2	3	2	2	2.2		
NBL SNEAKERS	2	1	2	3	0	1	2	4	0	2	1	3	3	2	2	2	3	2	2	2	2	2	1	2	0	1.8		

Appendix L: Synchro Capacity Analysis Results

HCM Unsignalized Intersection Capacity Analysis
1: Site Dwy (Ex) & Lawrence Ave E

06/29/2023

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Volume (veh/h)	1020	5	0	1250	0	0
Future Volume (Veh/h)	1020	5	0	1250	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1109	5	0	1359	0	0
Pedestrians					20	
Lane Width (m)					3.0	
Walking Speed (m/s)					1.2	
Percent Blockage					1	
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (m)				123		
pX, platoon unblocked					0.84	
vC, conflicting volume			1134		1811	577
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1134		1589	577
tC, single (s)			4.1		*6.5	6.9
tC, 2 stage (s)						
tF (s)			2.2		*3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			615		95	458
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	739	375	0	680	680	0
Volume Left	0	0	0	0	0	0
Volume Right	0	5	0	0	0	0
sSH	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.43	0.22	0.00	0.40	0.40	0.00
Queue Length 95th (m)	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS						A
Approach Delay (s)	0.0		0.0			0.0
Approach LOS						A
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			37.9%		ICU Level of Service	A
Analysis Period (min)			15			
* User Entered Value						

Timings
2: The Donway W & Lawrence Ave E


06/29/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑↑	↑	↑	↑↑	↑	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	90	735	190	100	925	45	165	95	85	80	115	175
Future Volume (vph)	90	735	190	100	925	45	165	95	85	80	115	175
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases		2			6		3	8			4	
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	2	2	2	6	6	6	3	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	6.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	36.0	36.0	36.0	36.0	36.0	36.0	10.0	37.0	37.0	37.0	37.0	37.0
Total Split (s)	85.0	85.0	85.0	85.0	85.0	85.0	13.0	59.0	59.0	46.0	46.0	46.0
Total Split (%)	59.0%	59.0%	59.0%	59.0%	59.0%	59.0%	9.0%	41.0%	41.0%	31.9%	31.9%	31.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	1.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	3.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Recall Mode	C-Min	C-Min	C-Min	Min	Min	Min	None	Min	Min	Min	Min	Min
Act Effct Green (s)	90.5	90.5	90.5	90.5	90.5	90.5	44.5	41.5	41.5	21.0	21.0	21.0
Actuated g/C Ratio	0.63	0.63	0.63	0.63	0.63	0.63	0.31	0.29	0.29	0.15	0.15	0.15
v/c Ratio	0.42	0.38	0.24	0.34	0.48	0.06	0.50	0.20	0.21	0.55	0.46	0.65
Control Delay	23.8	15.2	6.5	23.5	19.4	9.6	41.7	36.9	6.6	67.5	59.7	33.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.8	15.2	6.5	23.5	19.4	9.6	41.7	36.9	6.6	67.5	59.7	33.0
LOS	C	B	A	C	B	A	D	D	A	E	E	C
Approach Delay		14.4			19.3			31.7			48.8	
Approach LOS		B			B			C			D	
Intersection Summary												
Cycle Length: 144												
Actuated Cycle Length: 144												
Offset: 60 (42%), Referenced to phase 2:EBTL, Start of Green												
Natural Cycle: 85												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.65												
Intersection Signal Delay: 22.9												
Intersection Capacity Utilization 70.0%												
Analysis Period (min) 15												
Intersection LOS: C												
ICU Level of Service C												
Splits and Phases: 2: The Donway W & Lawrence Ave E												

Queues

2: The Donway W & Lawrence Ave E

06/29/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	99	808	209	110	1016	49	181	104	93	88	126	192
v/c Ratio	0.42	0.38	0.24	0.34	0.48	0.06	0.50	0.20	0.21	0.55	0.46	0.65
Control Delay	23.8	15.2	6.5	23.5	19.4	9.6	41.7	36.9	6.6	67.5	59.7	33.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.8	15.2	6.5	23.5	19.4	9.6	41.7	36.9	6.6	67.5	59.7	33.0
Queue Length 50th (m)	13.6	56.5	8.6	2.9	23.1	0.0	43.1	24.1	0.0	25.5	36.1	23.1
Queue Length 95th (m)	37.5	89.2	25.8	m40.5	m177.6	m8.0	57.1	35.3	12.3	40.9	52.0	46.5
Internal Link Dist (m)	98.9			236.1			92.1			144.4		
Turn Bay Length (m)	45.0	30.0		50.0	30.0		50.0	60.0		25.0		
Base Capacity (vph)	237	2124	866	324	2144	865	360	681	552	307	521	464
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.38	0.24	0.34	0.47	0.06	0.50	0.15	0.17	0.29	0.24	0.41


Intersection Summary

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

HCM Signalized Intersection Capacity Analysis

2: The Donway W & Lawrence Ave E

06/29/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔↔	↔	↔	↔↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	90	735	190	100	925	45	165	95	85	80	115	175
Future Volume (vph)	90	735	190	100	925	45	165	95	85	80	115	175
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Frbp, ped/bikes	1.00	1.00	0.89	1.00	1.00	0.90	1.00	1.00	0.91	1.00	1.00	0.93
Flpb, ped/bikes	0.99	1.00	1.00	0.97	1.00	1.00	0.98	1.00	1.00	0.93	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1553	3368	1299	1594	3400	1337	1635	1842	1334	1526	1879	1381
Flt Permitted	0.23	1.00	1.00	0.31	1.00	1.00	0.50	1.00	1.00	0.69	1.00	1.00
Satd. Flow (perm)	377	3368	1299	514	3400	1337	861	1842	1334	1108	1879	1381
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	99	808	209	110	1016	49	181	104	93	88	126	192
RTOR Reduction (vph)	0	0	48	0	0	18	0	0	66	0	0	96
Lane Group Flow (vph)	99	808	161	110	1016	31	181	104	27	88	126	96
Confl. Peds. (#/hr)	31	38		38	31		38	54		54	38	
Heavy Vehicles (%)	7%	6%	3%	3%	5%	2%	1%	2%	3%	3%	0%	2%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases	2		6		6		3	8		4		4
Permitted Phases	2		6		6		8	8		4		4
Actuated Green, G (s)	89.5	89.5	89.5	89.5	89.5	89.5	40.5	40.5	40.5	20.0	20.0	20.0
Effective Green, g (s)	90.5	90.5	90.5	90.5	90.5	90.5	41.5	41.5	41.5	21.0	21.0	21.0
Actuated g/C Ratio	0.63	0.63	0.63	0.63	0.63	0.63	0.29	0.29	0.29	0.15	0.15	0.15
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	4.0	7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	236	2116	816	323	2136	840	342	530	384	161	274	201
v/s Ratio Prot	0.24		c0.30		c0.06		0.06		0.07		0.07	
v/s Ratio Perm	0.26	0.12		0.21	0.02		c0.09	0.02		0.08	0.07	
v/c Ratio	0.42	0.38	0.20	0.34	0.48	0.04	0.53	0.20	0.07	0.55	0.46	0.48
Uniform Delay, d1	13.5	13.1	11.3	12.6	14.2	10.2	41.2	38.7	37.2	57.1	56.3	56.5
Progression Factor	1.00	1.00	1.00	1.32	1.19	3.98	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.4	0.5	0.5	0.4	0.1	0.0	1.5	0.2	0.1	3.8	1.2	1.8
Delay (s)	18.9	13.6	11.9	17.1	16.9	40.5	42.7	38.8	37.3	60.8	57.5	58.3
Level of Service	B	B	B	B	B	D	D	D	D	E	E	E
Approach Delay (s)	13.7			17.9			40.3			58.6		
Approach LOS	B			B			D			E		

Intersection Summary

HCM 2000 Control Delay 24.5 HCM 2000 Level of Service C

HCM 2000 Volume to Capacity ratio 0.50

Actuated Cycle Length (s) 144.0 Sum of lost time (s) 15.0

Intersection Capacity Utilization 70.0% ICU Level of Service C

Analysis Period (min) 15

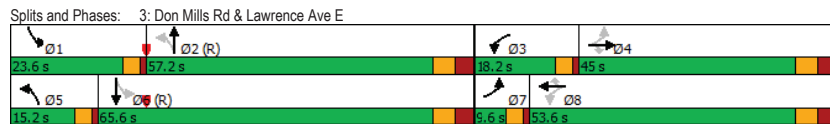
c Critical Lane Group

Timings
3: Don Mills Rd & Lawrence Ave E

06/29/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↕
Traffic Volume (vph)	65	785	195	205	845	90	155	475	245	1380
Future Volume (vph)	65	785	195	205	845	90	155	475	245	1380
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	7	4		3	8		5	2	1	6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	7	4	4	3	8	8	5	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0	7.0	5.0	7.0	5.0	7.0
Minimum Split (s)	9.5	44.3	44.3	9.5	44.3	44.3	9.5	51.3	9.5	51.3
Total Split (s)	9.6	45.0	45.0	18.2	53.6	53.6	15.2	57.2	23.6	65.6
Total Split (%)	6.7%	31.3%	31.3%	12.6%	37.2%	37.2%	10.6%	39.7%	16.4%	45.6%
Yellow Time (s)	3.0	3.8	3.8	3.0	3.8	3.8	3.0	3.8	3.0	3.8
All-Red Time (s)	1.0	3.5	3.5	1.0	3.5	3.5	1.0	3.5	1.0	3.5
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-2.0	-1.0	-1.0	-2.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	6.3	6.3	2.0	6.3	6.3	2.0	6.3	3.0	6.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	None	C-Min
Act Effct Green (s)	48.3	38.2	38.2	61.5	49.5	49.5	70.6	53.1	77.1	58.9
Actuated g/C Ratio	0.34	0.27	0.27	0.43	0.34	0.34	0.49	0.37	0.54	0.41
v/c Ratio	0.42	0.93	0.46	0.92	0.76	0.18	0.87	0.45	0.68	0.91
Control Delay	39.0	70.4	19.2	78.4	47.7	3.3	74.4	34.9	28.0	48.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.0	70.4	19.2	78.4	47.7	3.3	74.4	34.9	28.0	48.4
LOS	D	E	B	E	D	A	E	C	C	D
Approach Delay		58.9			49.7			43.3		45.5
Approach LOS		E			D			D		D

Intersection Summary	
Cycle Length:	144
Actuated Cycle Length:	144
Offset:	54.5 (38%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle:	115
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.93
Intersection Signal Delay:	49.2
Intersection LOS:	D
Intersection Capacity Utilization:	109.5%
ICU Level of Service:	H
Analysis Period (min):	15



Queues
3: Don Mills Rd & Lawrence Ave E

06/29/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	69	835	207	218	899	96	165	606	261	1601
v/c Ratio	0.42	0.93	0.46	0.92	0.76	0.18	0.87	0.45	0.68	0.91
Control Delay	39.0	70.4	19.2	78.4	47.7	3.3	74.4	34.9	28.0	48.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.0	70.4	19.2	78.4	47.7	3.3	74.4	34.9	28.0	48.4
Queue Length 50th (m)	11.0	97.4	4.2	49.7	129.2	0.0	34.2	62.6	41.6	182.5
Queue Length 95th (m)	29.5	#172.7	48.5	#102.9	156.3	7.5	#79.0	80.2	60.7	208.6
Internal Link Dist (m)		236.1			183.7			280.2		394.6
Turn Bay Length (m)	50.0		160.0	90.0		35.0	65.0		100.0	
Base Capacity (vph)	165	905	454	237	1180	523	190	1335	404	1773
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.92	0.46	0.92	0.76	0.18	0.87	0.45	0.65	0.90

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

HCM Signalized Intersection Capacity Analysis
3: Don Mills Rd & Lawrence Ave E

06/29/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↗	↘	↔	↗	↘	↔	↗	↘	↔	↗	↘
Traffic Volume (vph)	65	785	195	205	845	90	155	475	95	245	1380	125
Future Volume (vph)	65	785	195	205	845	90	155	475	95	245	1380	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	3.0	6.3	6.3	2.0	6.3	6.3	2.0	6.3		3.0	6.3	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	*0.71		1.00	*0.81	
Frbp, ped/bikes	1.00	1.00	0.81	1.00	1.00	0.85	1.00	0.98		1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		0.99	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1645	3368	1190	1587	3433	1287	1545	3586		1624	4290	
Flt Permitted	0.18	1.00	1.00	0.10	1.00	1.00	0.08	1.00		0.26	1.00	
Satd. Flow (perm)	311	3368	1190	166	3433	1287	122	3586		442	4290	
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)	69	835	207	218	899	96	165	505	101	261	1468	133
RTOR Reduction (vph)	0	0	134	0	0	63	0	13	0	0	7	0
Lane Group Flow (vph)	69	835	73	218	899	33	165	593	0	261	1594	0
Confl. Peds. (#/hr)	117		153	153		117	139		91	91		139
Heavy Vehicles (%)	2%	6%	3%	6%	4%	0%	9%	7%	7%	3%	4%	2%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Actuated Green, G (s)	42.5	38.0	38.0	57.0	48.5	48.5	62.6	51.3		72.4	57.1	
Effective Green, g (s)	44.5	39.0	39.0	59.0	49.5	49.5	66.6	52.3		73.4	58.1	
Actuated g/C Ratio	0.31	0.27	0.27	0.41	0.34	0.34	0.46	0.36		0.51	0.40	
Clearance Time (s)	4.0	7.3	7.3	4.0	7.3	7.3	4.0	7.3		4.0	7.3	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	147	912	322	235	1180	442	187	1302		373	1730	
v/s Ratio Prot	0.02	c0.25		c0.11	0.26		c0.08	0.17		c0.09	c0.37	
v/s Ratio Perm	0.13		0.06	0.27		0.03	0.32			0.27		
v/c Ratio	0.47	0.92	0.23	0.93	0.76	0.07	0.88	0.46		0.70	0.92	
Uniform Delay, d1	37.0	50.9	40.8	40.7	42.0	31.8	39.4	35.0		21.8	40.8	
Progression Factor	1.19	1.03	1.97	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.3	13.1	0.3	39.0	3.0	0.1	35.1	1.1		5.7	9.6	
Delay (s)	46.5	65.5	80.5	79.7	45.0	31.9	74.5	36.1		27.5	50.4	
Level of Service	D	E	F	E	D	C	E	D		C	D	
Approach Delay (s)		67.1			50.2			44.3			47.2	
Approach LOS		E			D			D			D	
Intersection Summary												
HCM 2000 Control Delay		51.9										D
HCM 2000 Volume to Capacity ratio		0.93										
Actuated Cycle Length (s)		144.0			Sum of lost time (s)			18.6				
Intersection Capacity Utilization		109.5%			ICU Level of Service			H				
Analysis Period (min)		15										
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
4: The Donway W & Site Dwy (Ex)

06/29/2023

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↗	↘		↗	↘
Traffic Volume (veh/h)	10	325	420	25	15	10
Future Volume (Veh/h)	10	325	420	25	15	10
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	11	361	467	28	17	11
Pedestrians		7			20	
Lane Width (m)		3.2			3.0	
Walking Speed (m/s)		1.2			1.2	
Percent Blockage		1			1	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (m)		365	116			
pX, platoon unblocked	0.93				0.93	0.93
vC, conflicting volume	515				884	508
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	439				837	432
tC, single (s)	4.1				6.4	6.3
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.4
p0 queue free %	99				94	98
cM capacity (veh/h)	1036				308	549
Direction, Lane #						
	EB 1	EB 2	WB 1	SB 1		
Volume Total	11	361	495	28		
Volume Left	11	0	0	17		
Volume Right	0	0	28	11		
sSH	1036	1700	1700	372		
Volume to Capacity	0.01	0.21	0.29	0.08		
Queue Length 95th (m)	0.3	0.0	0.0	1.9		
Control Delay (s)	8.5	0.0	0.0	15.5		
Lane LOS	A			C		
Approach Delay (s)	0.3		0.0	15.5		
Approach LOS				C		
Intersection Summary						
Average Delay			0.6			
Intersection Capacity Utilization			35.8%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
5: Marie Labatte Rd & The Donway W

06/29/2023

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Volume (veh/h)	270	5	85	345	5	65
Future Volume (Veh/h)	270	5	85	345	5	65
Sign Control	Free		Free		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	310	6	98	397	6	75
Pedestrians	3		4		10	
Lane Width (m)	3.5		3.2		3.0	
Walking Speed (m/s)	1.2		1.2		1.2	
Percent Blockage	0		0		1	
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (m)	330		152			
pX, platoon unblocked					0.96	
vC, conflicting volume			326		919 327	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			326		896 327	
tC, single (s)			4.1		6.4 6.2	
tC, 2 stage (s)						
tF (s)			2.2		3.5 3.3	
p0 queue free %			92		98 89	
cM capacity (veh/h)			1236		275 705	
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	
Volume Total	316	98	397	6	75	
Volume Left	0	98	0	6	0	
Volume Right	6	0	0	0	75	
eSH	1700	1236	1700	275	705	
Volume to Capacity	0.19	0.08	0.23	0.02	0.11	
Queue Length 95th (m)	0.0	2.1	0.0	0.5	2.8	
Control Delay (s)	0.0	8.2	0.0	18.4	10.7	
Lane LOS	A		C		B	
Approach Delay (s)	0.0	1.6	11.3			
Approach LOS			B			
Intersection Summary						
Average Delay			1.9			
Intersection Capacity Utilization			33.8%		ICU Level of Service A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
6: The Donway W & Sanderling PI

06/29/2023

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔		↔	
Traffic Volume (veh/h)	10	5	5	285	300	5
Future Volume (Veh/h)	10	5	5	285	300	5
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	12	6	6	331	349	6
Pedestrians	6		2			
Lane Width (m)	3.0		3.2			
Walking Speed (m/s)	1.2		1.2			
Percent Blockage	0		0			
Right turn flare (veh)			4			
Median type			None		None	
Median storage (veh)						
Upstream signal (m)			198		283	
pX, platoon unblocked						
vC, conflicting volume	701	360	361			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	701	360	361			
tC, single (s)	6.4	6.3	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.4	2.2			
p0 queue free %	97	99	100			
cM capacity (veh/h)	404	655	1204			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	18	6	331	355		
Volume Left	12	6	0	0		
Volume Right	6	0	0	6		
eSH	606	1204	1700	1700		
Volume to Capacity	0.03	0.00	0.19	0.21		
Queue Length 95th (m)	0.7	0.1	0.0	0.0		
Control Delay (s)	13.0	8.0	0.0	0.0		
Lane LOS	B		A			
Approach Delay (s)	13.0	0.1	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			26.7%		ICU Level of Service A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
7: The Donway W & Flaire Condos Dwy

06/29/2023

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↑	↔	↔	↑
Traffic Volume (veh/h)	5	45	240	5	5	295
Future Volume (Veh/h)	5	45	240	5	5	295
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	6	52	279	6	6	343
Pedestrians	8		2			4
Lane Width (m)	3.0		3.2			3.2
Walking Speed (m/s)	1.2		1.2			1.2
Percent Blockage	1		0			0
Right turn flare (veh)		3				
Median type			None			None
Median storage (veh)						
Upstream signal (m)			132			349
pX, platoon unblocked						
vC, conflicting volume	644	291			293	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	644	291			293	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	93			100	
cM capacity (veh/h)	435	747			1273	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	58	279	6	6	343	
Volume Left	6	0	0	6	0	
Volume Right	52	0	6	0	0	
sSH	833	1700	1700	1273	1700	
Volume to Capacity	0.07	0.16	0.00	0.00	0.20	
Queue Length 95th (m)	1.8	0.0	0.0	0.1	0.0	
Control Delay (s)	10.5	0.0	0.0	7.8	0.0	
Lane LOS	B			A		
Approach Delay (s)	10.5	0.0		0.1		
Approach LOS	B					
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization		26.8%		ICU Level of Service		A
Analysis Period (min)		15				

Timings
8: The Donway W & Overland Dr/Clock Tower Rd

06/29/2023

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	Ø3	Ø7						
Lane Configurations		↔		↔	↔		↔	↔	↔								
Traffic Volume (vph)	80	15	10	15	45	25	120	20	160								
Future Volume (vph)	80	15	10	15	45	25	120	20	160								
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	NA								
Protected Phases		4		8			2		6	3	7						
Permitted Phases	4		8		8	2		6									
Detector Phase	4	4	8	8	8	2	2	6	6								
Switch Phase																	
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	19.0	19.0	19.0	19.0	1.0	1.0						
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	25.0	25.0	25.0	25.0	3.0	3.0						
Total Split (s)	16.0	16.0	16.0	16.0	16.0	28.0	28.0	28.0	28.0	5.0	5.0						
Total Split (%)	32.7%	32.7%	32.7%	32.7%	32.7%	57.1%	57.1%	57.1%	57.1%	10%	10%						
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	2.0	2.0						
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	0.0	0.0						
Lost Time Adjust (s)		-1.0		-1.0		-1.0		-1.0		-1.0							
Total Lost Time (s)		5.0		5.0		5.0		5.0		5.0							
Lead/Lag	Lag	Lag	Lag	Lag	Lag					Lead	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					Yes	Yes						
Recall Mode	None	None	None	None	None	C-Min	C-Min	C-Min	C-Min	None	None						
Act Effct Green (s)	11.5		11.5		11.5	31.1	31.1	31.1	31.1								
Actuated g/C Ratio	0.23		0.23		0.23	0.63	0.63	0.63	0.63								
v/c Ratio	0.41		0.08		0.12	0.05	0.13	0.03	0.27								
Control Delay	14.7		12.7		1.0	7.3	6.4	7.2	5.6								
Queue Delay	0.0		0.0		0.0	0.0	0.0	0.0	0.0								
Total Delay	14.7		12.7		1.0	7.3	6.4	7.2	5.6								
LOS	B		B		A	A	A	A	A								
Approach Delay	14.7		5.2				6.5		5.7								
Approach LOS	B		A				A		A								
Intersection Summary																	
Cycle Length: 49																	
Actuated Cycle Length: 49																	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green																	
Natural Cycle: 55																	
Control Type: Actuated-Coordinated																	
Maximum v/c Ratio: 0.41																	
Intersection Signal Delay: 7.6						Intersection LOS: A											
Intersection Capacity Utilization 57.3%						ICU Level of Service B											
Analysis Period (min) 15																	
Splits and Phases: 8: The Donway W & Overland Dr/Clock Tower Rd																	
Ø2 (R)	28 s					Ø3	5 s					Ø4	16 s				
Ø5 (R)	28 s					Ø7	5 s					Ø8	16 s				

Queues

8: The Donway W & Overland Dr/Clock Tower Rd

06/29/2023

	→	←	↖	↗	↑	↘	↓
Lane Group	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	140	27	48	27	145	22	301
v/c Ratio	0.41	0.08	0.12	0.05	0.13	0.03	0.27
Control Delay	14.7	12.7	1.0	7.3	6.4	7.2	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.7	12.7	1.0	7.3	6.4	7.2	5.6
Queue Length 50th (m)	8.3	2.0	0.0	0.9	4.4	0.7	7.0
Queue Length 95th (m)	15.7	5.1	1.1	5.1	16.1	4.3	26.1
Internal Link Dist (m)	131.2	99.5			120.2		108.3
Turn Bay Length (m)			40.0	25.0		55.0	
Base Capacity (vph)	377	397	445	610	1157	749	1117
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.07	0.11	0.04	0.13	0.03	0.27

Intersection Summary

HCM Signalized Intersection Capacity Analysis

8: The Donway W & Overland Dr/Clock Tower Rd

06/29/2023

	↖	→	↗	↖	←	↖	↗	↑	↘	↓	↘	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↔		↔	↔	
Traffic Volume (vph)	80	15	35	10	15	45	25	120	15	20	160	120
Future Volume (vph)	80	15	35	10	15	45	25	120	15	20	160	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)		5.0			5.0	5.0	5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frbp, ped/bikes		0.99			1.00	0.94	1.00	1.00		1.00	0.98	
Flpb, ped/bikes		0.98			0.99	1.00	0.99	1.00		0.98	1.00	
Frt		0.96			1.00	0.85	1.00	0.98		1.00	0.94	
Flt Protected		0.97			0.98	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1643			1765	1392	1553	1780		1654	1668	
Flt Permitted		0.80			0.84	1.00	0.58	1.00		0.66	1.00	
Satd. Flow (perm)		1349			1520	1392	942	1780		1157	1668	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	86	16	38	11	16	48	27	129	16	22	172	129
RTOR Reduction (vph)	0	28	0	0	0	38	0	7	0	0	43	0
Lane Group Flow (vph)	0	112	0	0	27	10	27	138	0	22	258	0
Confl. Peds. (#/hr)	33		44	44			33	16		17	17	16
Heavy Vehicles (%)	4%	0%	3%	8%	0%	2%	7%	3%	6%	0%	4%	3%
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Actuated Green, G (s)		9.1			9.1	9.1	27.9	27.9		27.9	27.9	
Effective Green, g (s)		10.1			10.1	10.1	28.9	28.9		28.9	28.9	
Actuated g/C Ratio		0.21			0.21	0.21	0.59	0.59		0.59	0.59	
Clearance Time (s)		6.0			6.0	6.0	6.0	6.0		6.0	6.0	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		278			313	286	555	1049		682	983	
v/s Ratio Prot								0.08			c0.15	
v/s Ratio Perm		c0.08			0.02	0.01	0.03			0.02		
v/c Ratio		0.40			0.09	0.03	0.05	0.13		0.03	0.26	
Uniform Delay, d1		16.8			15.7	15.6	4.2	4.5		4.2	4.9	
Progression Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.0			0.1	0.0	0.2	0.3		0.1	0.7	
Delay (s)		17.8			15.8	15.6	4.4	4.7		4.3	5.5	
Level of Service		B			B	B	A	A		A	A	
Approach Delay (s)		17.8			15.7			4.7			5.4	
Approach LOS		B			B			A			A	

Intersection Summary

HCM 2000 Control Delay	8.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	49.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	57.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

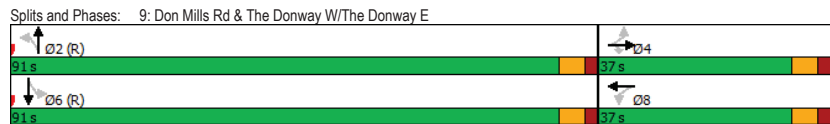
Timings

9: Don Mills Rd & The Donway W/The Donway E

06/29/2023

	↖		→		↗		↖		←		↗		↖		↑		↗		↓	
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT											
Lane Configurations	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖
Traffic Volume (vph)	10	40	95	160	45	85	695	45	1655											
Future Volume (vph)	10	40	95	160	45	85	695	45	1655											
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA											
Protected Phases		4				8			2				6							6
Permitted Phases	4		4	8			2		6											
Detector Phase	4	4	4	8	8	2	2	6	6											
Switch Phase																				
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	8.0	8.0	8.0	8.0											
Minimum Split (s)	37.0	37.0	37.0	37.0	37.0	31.0	31.0	31.0	31.0											
Total Split (s)	37.0	37.0	37.0	37.0	37.0	91.0	91.0	91.0	91.0											
Total Split (%)	28.9%	28.9%	28.9%	28.9%	28.9%	71.1%	71.1%	71.1%	71.1%											
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0											
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	2.0	2.0	2.0	2.0											
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0											
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	5.0	5.0	5.0	5.0											
Lead/Lag																				
Lead-Lag Optimize?																				
Recall Mode	None	None	None	None	None	C-Min	C-Min	C-Min	C-Min											
Act Effct Green (s)	26.1	26.1	26.1	26.1	26.1	90.9	90.9	90.9	90.9											
Actuated g/C Ratio	0.20	0.20	0.20	0.20	0.20	0.71	0.71	0.71	0.71											
v/c Ratio	0.05	0.12	0.34	0.82	0.31	0.83	0.36	0.19	0.59											
Control Delay	38.7	40.0	34.2	76.5	25.6	70.6	7.6	9.8	13.0											
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0											
Total Delay	38.7	40.0	34.2	76.5	25.6	70.6	7.6	9.8	13.0											
LOS	D	D	C	E	C	E	A	A	B											
Approach Delay		36.1			56.4		13.3		12.9											
Approach LOS		D			E		B		B											

Intersection Summary	
Cycle Length:	128
Actuated Cycle Length:	128
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle:	100
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.83
Intersection Signal Delay:	17.9
Intersection Capacity Utilization:	73.8%
ICU Level of Service:	D
Intersection LOS:	B
Analysis Period (min):	15



Queues

9: Don Mills Rd & The Donway W/The Donway E

06/29/2023

	↖		→		↗		↖		←		↗		↖		↑		↗		↓	
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT											
Lane Group Flow (vph)	11	44	104	176	115	93	934	49	1835											
v/c Ratio	0.05	0.12	0.34	0.82	0.31	0.83	0.36	0.19	0.59											
Control Delay	38.7	40.0	34.2	76.5	25.6	70.6	7.6	9.8	13.0											
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0											
Total Delay	38.7	40.0	34.2	76.5	25.6	70.6	7.6	9.8	13.0											
Queue Length 50th (m)	2.3	9.5	17.3	44.2	14.2	16.5	39.9	6.4	146.6											
Queue Length 95th (m)	7.5	19.6	33.9	#74.5	30.8	#30.1	54.1	m14.2	167.3											
Internal Link Dist (m)		278.1			106.7		312.3		228.3											
Turn Bay Length (m)	30.0			55.0		65.0		30.0												
Base Capacity (vph)	252	433	354	255	428	112	2623	253	3112											
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0											
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0											
Storage Cap Reductn	0	0	0	0	0	0	0	0	0											
Reduced v/c Ratio	0.04	0.10	0.29	0.69	0.27	0.83	0.36	0.19	0.59											

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

HCM Signalized Intersection Capacity Analysis
 9: Don Mills Rd & The Donway W/The Donway E

06/29/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	[Diagrammatic arrows for each movement]											
Traffic Volume (vph)	10	40	95	160	45	60	85	695	155	45	1655	15
Future Volume (vph)	10	40	95	160	45	60	85	695	155	45	1655	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	*0.71		1.00	*0.81	
Frbp, ped/bikes	1.00	1.00	0.95	1.00	0.98		1.00	0.99		1.00	1.00	
Fipb, ped/bikes	0.98	1.00	1.00	0.97	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.91		1.00	0.97		1.00	1.00	
Fit Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1507	1789	1381	1580	1613		1646	3670		1647	4378	
Fit Permitted	0.66	1.00	1.00	0.64	1.00		0.09	1.00		0.21	1.00	
Satd. Flow (perm)	1044	1789	1381	1056	1613		158	3670		357	4378	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	11	44	104	176	49	66	93	764	170	49	1819	16
RTOR Reduction (vph)	0	0	21	0	40	0	0	16	0	0	1	0
Lane Group Flow (vph)	11	44	83	176	75	0	93	918	0	49	1834	0
Confl. Peds. (#/hr)	15		28	28		15	16		5	5		16
Heavy Vehicles (%)	10%	5%	4%	3%	0%	8%	2%	6%	3%	2%	4%	14%
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases	[Diagrammatic arrows for protected phases]											
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)	25.1	25.1	25.1	25.1	25.1		89.9	89.9		89.9	89.9	
Effective Green, g (s)	26.1	26.1	26.1	26.1	26.1		90.9	90.9		90.9	90.9	
Actuated g/C Ratio	0.20	0.20	0.20	0.20	0.20		0.71	0.71		0.71	0.71	
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	212	364	281	215	328		112	2606		253	3109	
v/s Ratio Prot	[Diagrammatic arrows for v/s ratio prot]											
v/s Ratio Perm	0.01		0.06	c0.17			c0.59			0.14		
v/c Ratio	0.05	0.12	0.30	0.82	0.23		0.83	0.35		0.19	0.59	
Uniform Delay, d1	41.0	41.6	43.2	48.7	42.6		13.1	7.2		6.2	9.3	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.02	1.23	
Incremental Delay, d2	0.1	0.1	0.6	20.9	0.4		48.2	0.4		1.5	0.7	
Delay (s)	41.1	41.7	43.8	69.6	42.9		61.3	7.5		7.9	12.1	
Level of Service	D	D	D	E	D		E	A		A	B	
Approach Delay (s)	[Diagrammatic arrows for approach delay]											
Approach LOS	[Diagrammatic arrows for approach LOS]											

Intersection Summary			
HCM 2000 Control Delay	17.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	128.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	73.8%	ICU Level of Service	D
Analysis Period (min)	15		

Timings
 10: Don Mills Rd & Clock Tower Rd

06/29/2023

Lane Group	EBL	EBR	NBL	NBT	SBT	Ø3
Lane Configurations	[Diagrammatic arrows for each movement]					
Traffic Volume (vph)	50	30	40	685	1660	
Future Volume (vph)	50	30	40	685	1660	
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		5	2	6	3
Permitted Phases	[Diagrammatic arrows for permitted phases]					
Detector Phase	4	4	5	2	6	
Switch Phase	[Diagrammatic arrows for switch phase]					
Minimum Initial (s)	7.0	7.0	6.0	48.0	48.0	1.0
Minimum Split (s)	34.0	34.0	9.0	55.0	55.0	5.0
Total Split (s)	34.0	34.0	9.0	89.0	79.0	5.0
Total Split (%)	26.6%	26.6%	7.0%	69.5%	61.7%	4%
Yellow Time (s)	3.0	3.0	3.0	4.0	4.0	2.0
All-Red Time (s)	3.0	3.0	0.0	3.0	3.0	0.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	
Total Lost Time (s)	5.0	5.0	2.0	6.0	6.0	
Lead/Lag	Lag	Lag	Lead		Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	None
Act Effct Green (s)	10.7	10.7	112.9	110.1	102.8	
Actuated g/C Ratio	0.08	0.08	0.88	0.86	0.80	
v/c Ratio	0.38	0.20	0.20	0.23	0.52	
Control Delay	62.5	19.5	6.6	2.2	6.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	62.5	19.5	6.6	2.2	6.4	
LOS	E	B	A	A	A	
Approach Delay	[Diagrammatic arrows for approach delay]					
Approach LOS	[Diagrammatic arrows for approach LOS]					

Intersection Summary	
Cycle Length: 128	
Actuated Cycle Length: 128	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 105	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.52	
Intersection Signal Delay: 6.5	Intersection LOS: A
Intersection Capacity Utilization 55.0%	ICU Level of Service B
Analysis Period (min) 15	



Queues

10: Don Mills Rd & Clock Tower Rd

06/29/2023

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	54	33	43	745	1847
v/c Ratio	0.38	0.20	0.20	0.23	0.52
Control Delay	62.5	19.5	6.6	2.2	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	62.5	19.5	6.6	2.2	6.4
Queue Length 50th (m)	13.8	0.0	1.0	13.9	70.7
Queue Length 95th (m)	27.1	10.3	4.9	21.1	95.6
Internal Link Dist (m)	221.2			228.3	280.2
Turn Bay Length (m)		50.0	40.0		
Base Capacity (vph)	385	391	215	3253	3554
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.14	0.08	0.20	0.23	0.52
Intersection Summary					

HCM Signalized Intersection Capacity Analysis

10: Don Mills Rd & Clock Tower Rd

06/29/2023

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	50	30	40	685	1660	40
Future Volume (vph)	50	30	40	685	1660	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	2.0	6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	*0.71	*0.81	
Fr't	1.00	0.85	1.00	1.00	1.00	
Fit Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1703	1615	1805	3782	4423	
Fit Permitted	0.95	1.00	0.07	1.00	1.00	
Satd. Flow (perm)	1703	1615	139	3782	4423	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	54	33	43	745	1804	43
RTOR Reduction (vph)	0	31	0	0	1	0
Lane Group Flow (vph)	54	2	43	745	1846	0
Heavy Vehicles (%)	6%	0%	0%	7%	4%	5%
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4	2			
Actuated Green, G (s)	8.3	8.3	106.7	106.7	98.8	
Effective Green, g (s)	9.3	9.3	107.7	107.7	99.8	
Actuated g/C Ratio	0.07	0.07	0.84	0.84	0.78	
Clearance Time (s)	6.0	6.0	3.0	7.0	7.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	123	117	193	3182	3448	
v/s Ratio Prot	c0.03		0.01	c0.20	c0.42	
v/s Ratio Perm		0.00	0.18			
v/c Ratio	0.44	0.02	0.22	0.23	0.54	
Uniform Delay, d1	56.9	55.1	3.1	2.0	5.3	
Progression Factor	1.00	1.00	3.06	0.92	1.00	
Incremental Delay, d2	2.5	0.1	0.6	0.2	0.6	
Delay (s)	59.3	55.2	10.1	2.0	5.9	
Level of Service	E	E	B	A	A	
Approach Delay (s)	57.8			2.5	5.9	
Approach LOS	E			A	A	
Intersection Summary						
HCM 2000 Control Delay			6.6		HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.52			
Actuated Cycle Length (s)			128.0		Sum of lost time (s)	15.0
Intersection Capacity Utilization			55.0%		ICU Level of Service	B
Analysis Period (min)			15			
c Critical Lane Group						

HCM Unsignalized Intersection Capacity Analysis
 1: Site Dwy (Ex) & Lawrence Ave E

06/29/2023

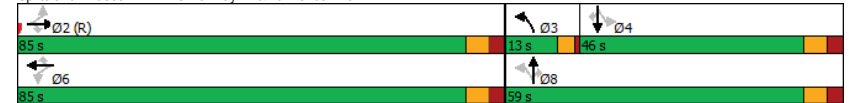
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔↔	↔	↔	↔↔	↔	↔
Traffic Volume (veh/h)	1280	45	5	895	5	10
Future Volume (Veh/h)	1280	45	5	895	5	10
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1391	49	5	973	5	11
Pedestrians					35	
Lane Width (m)					3.0	
Walking Speed (m/s)					1.2	
Percent Blockage					2	
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (m)				123		
pX, platoon unblocked					0.92	
vC, conflicting volume			1475		1947	755
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1475		1858	755
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		92	97
cM capacity (veh/h)			452		59	347
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	927	513	5	486	486	16
Volume Left	0	0	5	0	0	5
Volume Right	0	49	0	0	0	11
sSH	1700	1700	452	1700	1700	138
Volume to Capacity	0.55	0.30	0.01	0.29	0.29	0.12
Queue Length 95th (m)	0.0	0.0	0.3	0.0	0.0	3.1
Control Delay (s)	0.0	0.0	13.1	0.0	0.0	34.6
Lane LOS			B			D
Approach Delay (s)	0.0		0.1			34.6
Approach LOS						D
Intersection Summary						
Average Delay	0.3					
Intersection Capacity Utilization	46.9%			ICU Level of Service A		
Analysis Period (min)	15					

Timings
 2: The Donway W & Lawrence Ave E

06/29/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔↔	↔	↔	↔↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	140	905	210	135	570	55	235	130	155	75	135	120
Future Volume (vph)	140	905	210	135	570	55	235	130	155	75	135	120
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases		2			6		3	8				4
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	2	2	2	6	6	6	3	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	6.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	36.0	36.0	36.0	36.0	36.0	36.0	10.0	37.0	37.0	37.0	37.0	37.0
Total Split (s)	85.0	85.0	85.0	85.0	85.0	85.0	13.0	59.0	59.0	46.0	46.0	46.0
Total Split (%)	59.0%	59.0%	59.0%	59.0%	59.0%	59.0%	9.0%	41.0%	41.0%	31.9%	31.9%	31.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	1.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	3.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Recall Mode	C-Min	C-Min	C-Min	Min	Min	Min	None	Min	Min	Min	Min	Min
Act Effct Green (s)	88.6	88.6	88.6	88.6	88.6	88.6	46.4	43.4	43.4	21.1	21.1	21.1
Actuated g/C Ratio	0.62	0.62	0.62	0.62	0.62	0.62	0.32	0.30	0.30	0.15	0.15	0.15
v/c Ratio	0.37	0.45	0.28	0.55	0.28	0.08	0.68	0.24	0.37	0.52	0.52	0.42
Control Delay	18.9	16.5	7.7	38.3	18.9	13.3	49.6	37.8	21.3	66.8	61.6	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.9	16.5	7.7	38.3	18.9	13.3	49.6	37.8	21.3	66.8	61.6	11.6
LOS	B	B	A	D	B	B	D	D	C	E	E	B
Approach Delay		15.3			21.9			38.2			44.6	
Approach LOS		B			C			D			D	
Intersection Summary												
Cycle Length: 144												
Actuated Cycle Length: 144												
Offset: 60 (42%), Referenced to phase 2:EBTL, Start of Green												
Natural Cycle: 85												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.68												
Intersection Signal Delay: 24.6							Intersection LOS: C					
Intersection Capacity Utilization 87.2%							ICU Level of Service E					
Analysis Period (min) 15												


Splits and Phases: 2: The Donway W & Lawrence Ave E



Queues

2: The Donway W & Lawrence Ave E

06/29/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	147	953	221	142	600	58	247	137	163	79	142	126
v/c Ratio	0.37	0.45	0.28	0.55	0.28	0.08	0.68	0.24	0.37	0.52	0.52	0.42
Control Delay	18.9	16.5	7.7	38.3	18.9	13.3	49.6	37.8	21.3	66.8	61.6	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.9	16.5	7.7	38.3	18.9	13.3	49.6	37.8	21.3	66.8	61.6	11.6
Queue Length 50th (m)	21.0	76.2	12.6	27.0	61.8	3.6	59.0	31.0	19.3	22.9	41.2	0.0
Queue Length 95th (m)	37.6	92.5	26.6	68.1	98.5	m15.8	#97.6	49.4	40.7	37.6	58.0	17.6
Internal Link Dist (m)		98.9		236.1			92.1			144.4		
Turn Bay Length (m)	45.0		30.0	50.0		30.0	50.0		60.0	25.0		
Base Capacity (vph)	403	2163	809	263	2163	758	362	707	528	286	521	461
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.44	0.27	0.54	0.28	0.08	0.68	0.19	0.31	0.28	0.27	0.27


Intersection Summary

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

HCM Signalized Intersection Capacity Analysis

2: The Donway W & Lawrence Ave E

06/29/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	140	905	210	135	570	55	235	130	155	75	135	120
Future Volume (vph)	140	905	210	135	570	55	235	130	155	75	135	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frbp, ped/bikes	1.00	1.00	0.82	1.00	1.00	0.79	1.00	1.00	0.85	1.00	1.00	0.89
Flob, ped/bikes	0.92	1.00	1.00	0.97	1.00	1.00	0.97	1.00	1.00	0.88	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1542	3466	1227	1615	3466	1179	1615	1879	1274	1467	1879	1334
Flt Permitted	0.40	1.00	1.00	0.25	1.00	1.00	0.46	1.00	1.00	0.67	1.00	1.00
Satd. Flow (perm)	645	3466	1227	422	3466	1179	779	1879	1274	1034	1879	1334
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	147	953	221	142	600	58	247	137	163	79	142	126
RTOR Reduction (vph)	0	0	45	0	0	22	0	0	54	0	0	108
Lane Group Flow (vph)	147	953	176	142	600	36	247	137	109	79	142	18
Confl. Peds. (#/hr)	78		65	65		78	72		101	101		72
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	1%	3%	1%	1%	3%	1%	1%	0%	0%	1%	0%	0%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases		2			6		3	8			4	
Permitted Phases	2		2	6		6	8		8	4		4
Actuated Green, G (s)	87.6	87.6	87.6	87.6	87.6	87.6	42.4	42.4	42.4	20.1	20.1	20.1
Effective Green, g (s)	88.6	88.6	88.6	88.6	88.6	88.6	43.4	43.4	43.4	21.1	21.1	21.1
Actuated g/C Ratio	0.62	0.62	0.62	0.62	0.62	0.62	0.30	0.30	0.30	0.15	0.15	0.15
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	4.0	7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	396	2132	754	259	2132	725	346	566	383	151	275	195
v/s Ratio Prot		0.27			0.17		c0.10	0.07			0.08	
v/s Ratio Perm	0.23		0.14	c0.34		0.03	c0.12		0.09	0.08		0.01
v/c Ratio	0.37	0.45	0.23	0.55	0.28	0.05	0.71	0.24	0.28	0.52	0.52	0.09
Uniform Delay, d1	13.8	14.7	12.4	16.1	12.9	11.0	41.7	37.9	38.4	56.8	56.7	53.2
Progression Factor	1.00	1.00	1.00	1.57	1.34	4.60	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.7	0.7	0.7	2.0	0.1	0.0	6.8	0.2	0.4	3.2	1.6	0.2
Delay (s)	16.5	15.4	13.2	27.3	17.3	50.6	48.6	38.1	38.8	60.0	58.4	53.4
Level of Service	B	B	B	C	B	D	D	D	D	E	E	D
Approach Delay (s)		15.1			21.5			43.1				56.9
Approach LOS		B			C			D				E

Intersection Summary

- HCM 2000 Control Delay: 26.7, HCM 2000 Level of Service: C
- HCM 2000 Volume to Capacity ratio: 0.61
- Actuated Cycle Length (s): 144.0, Sum of lost time (s): 15.0
- Intersection Capacity Utilization: 87.2%, ICU Level of Service: E
- Analysis Period (min): 15
- c Critical Lane Group

Timings
3: Don Mills Rd & Lawrence Ave E

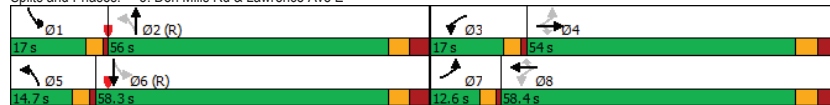
06/29/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↕
Traffic Volume (vph)	115	1065	105	185	580	105	160	990	190	760
Future Volume (vph)	115	1065	105	185	580	105	160	990	190	760
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	7	4		3	8		5	2	1	6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	7	4	4	3	8	8	5	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0	7.0	5.0	7.0	5.0	7.0
Minimum Split (s)	9.5	44.3	44.3	9.5	44.3	44.3	9.5	51.3	9.5	51.3
Total Split (s)	12.6	54.0	54.0	17.0	58.4	58.4	14.7	56.0	17.0	58.3
Total Split (%)	8.8%	37.5%	37.5%	11.8%	40.6%	40.6%	10.2%	38.9%	11.8%	40.5%
Yellow Time (s)	3.0	3.8	3.8	3.0	3.8	3.8	3.0	3.8	3.0	3.8
All-Red Time (s)	1.0	3.5	3.5	1.0	3.5	3.5	1.0	3.5	1.0	3.5
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-2.0	-1.0	-1.0	-2.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	6.3	6.3	2.0	6.3	6.3	2.0	6.3	3.0	6.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min	None
Act Effct Green (s)	60.3	47.3	47.3	68.8	51.8	51.8	66.3	49.6	69.6	52.5
Actuated g/C Ratio	0.42	0.33	0.33	0.48	0.36	0.36	0.46	0.34	0.48	0.36
v/c Ratio	0.39	0.96	0.22	0.84	0.48	0.22	0.66	0.86	0.92	0.61
Control Delay	28.8	66.4	12.8	64.0	37.2	9.0	34.1	47.6	80.3	39.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.8	66.4	12.8	64.0	37.2	9.0	34.1	47.6	80.3	39.3
LOS	C	E	B	E	D	A	C	D	F	D
Approach Delay		58.7			39.5			46.2		46.8
Approach LOS		E			D			D		D

Intersection Summary

Cycle Length: 144
 Actuated Cycle Length: 144
 Offset: 54.5 (38%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 115
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 48.5 Intersection LOS: D
 Intersection Capacity Utilization 105.4% ICU Level of Service G
 Analysis Period (min) 15

Splits and Phases: 3: Don Mills Rd & Lawrence Ave E



Queues
3: Don Mills Rd & Lawrence Ave E

06/29/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	119	1098	108	191	598	108	165	1449	196	877
v/c Ratio	0.39	0.96	0.22	0.84	0.48	0.22	0.66	0.86	0.92	0.61
Control Delay	28.8	66.4	12.8	64.0	37.2	9.0	34.1	47.6	80.3	39.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.8	66.4	12.8	64.0	37.2	9.0	34.1	47.6	80.3	39.3
Queue Length 50th (m)	23.1	157.8	3.6	40.0	72.6	2.9	27.3	137.9	43.0	97.3
Queue Length 95th (m)	39.3	#215.8	19.3	#84.4	91.1	16.7	42.5	158.3	#93.2	117.3
Internal Link Dist (m)		236.1			183.7			280.2		394.6
Turn Bay Length (m)	50.0		160.0	90.0		35.0	65.0		100.0	
Base Capacity (vph)	311	1159	497	230	1257	496	253	1701	214	1440
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.95	0.22	0.83	0.48	0.22	0.65	0.85	0.92	0.61

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
3: Don Mills Rd & Lawrence Ave E

06/29/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↗	↘	↔	↗	↘	↔	↗	↘	↔	↗	↘
Traffic Volume (vph)	115	1065	105	185	580	105	160	990	415	190	760	90
Future Volume (vph)	115	1065	105	185	580	105	160	990	415	190	760	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	3.0	6.3	6.3	2.0	6.3	6.3	2.0	6.3	3.0	6.3		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	*0.93	1.00	*0.73		
Frbp, ped/bikes	1.00	1.00	0.83	1.00	1.00	0.83	1.00	0.97	1.00	0.98		
Flpb, ped/bikes	0.98	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96	1.00	0.98		
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.95	1.00		
Satd. Flow (prot)	1620	3500	1255	1668	3466	1205	1676	4754	1651	3902		
Flt Permitted	0.35	1.00	1.00	0.08	1.00	1.00	0.17	1.00	0.08	1.00		
Satd. Flow (perm)	592	3500	1255	140	3466	1205	292	4754	132	3902		
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	119	1098	108	191	598	108	165	1021	428	196	784	93
RTOR Reduction (vph)	0	0	73	0	0	60	0	52	0	0	8	0
Lane Group Flow (vph)	119	1098	35	191	598	48	165	1397	0	196	869	0
Confl. Peds. (#/hr)	137		136	136		137	174		87	87		174
Heavy Vehicles (%)	2%	2%	0%	1%	3%	4%	0%	3%	1%	2%	2%	0%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA		
Protected Phases	7	4		3	8		5	2	1	6		
Permitted Phases	4		4	8		8	2		6			
Actuated Green, G (s)	55.0	46.3	46.3	63.5	50.8	50.8	59.0	48.6	64.8	51.5		
Effective Green, g (s)	57.0	47.3	47.3	65.5	51.8	51.8	63.0	49.6	66.8	52.5		
Actuated g/C Ratio	0.40	0.33	0.33	0.45	0.36	0.36	0.44	0.34	0.46	0.36		
Clearance Time (s)	4.0	7.3	7.3	4.0	7.3	7.3	4.0	7.3	4.0	7.3		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	303	1149	412	224	1246	433	246	1637	212	1422		
v/s Ratio Prot	0.03	c0.31		c0.09	0.17		0.06	0.29	c0.09	0.22		
v/s Ratio Perm	0.13		0.03	0.30		0.04	0.23		c0.34			
v/c Ratio	0.39	0.96	0.09	0.85	0.48	0.11	0.67	0.85	0.92	0.61		
Uniform Delay, d1	28.7	47.3	33.4	40.2	35.7	30.8	26.9	43.8	41.4	37.4		
Progression Factor	1.15	1.04	2.98	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Incremental Delay, d2	0.8	16.2	0.1	25.5	0.3	0.1	7.0	5.9	41.1	2.0		
Delay (s)	33.7	65.6	99.8	65.7	36.0	30.9	33.9	49.7	82.4	39.4		
Level of Service	C	E	F	E	D	C	C	D	F	D		
Approach Delay (s)		65.5			41.7			48.1		47.2		
Approach LOS		E			D			D		D		
Intersection Summary												
HCM 2000 Control Delay		51.4			HCM 2000 Level of Service			D				
HCM 2000 Volume to Capacity ratio		0.95										
Actuated Cycle Length (s)		144.0			Sum of lost time (s)			18.6				
Intersection Capacity Utilization		105.4%			ICU Level of Service			G				
Analysis Period (min)		15										
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
4: The Donway W & Site Dwy (Ex)

06/29/2023

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↗	↘		↗	↘
Traffic Volume (veh/h)	35	450	430	65	80	60
Future Volume (Veh/h)	35	450	430	65	80	60
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	38	495	473	71	88	66
Pedestrians		2			28	
Lane Width (m)		3.2			3.0	
Walking Speed (m/s)		1.2			1.2	
Percent Blockage		0			2	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (m)		365	116			
pX, platoon unblocked	0.91				0.91	0.91
vC, conflicting volume	572				1108	538
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	477				1067	440
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	96				58	88
cM capacity (veh/h)	975				212	552
Direction, Lane #						
Volume Total	38	495	544	154		
Volume Left	38	0	0	88		
Volume Right	0	0	71	66		
cSH	975	1700	1700	288		
Volume to Capacity	0.04	0.29	0.32	0.53		
Queue Length 95th (m)	1.0	0.0	0.0	23.5		
Control Delay (s)	8.8	0.0	0.0	31.0		
Lane LOS	A			D		
Approach Delay (s)	0.6		0.0	31.0		
Approach LOS				D		
Intersection Summary						
Average Delay			4.2			
Intersection Capacity Utilization		44.3%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis
5: Marie Labatte Rd & The Donway W

06/29/2023

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Volume (veh/h)	315	10	140	350	5	170
Future Volume (Veh/h)	315	10	140	350	5	170
Sign Control	Free		Free		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	350	11	156	389	6	189
Pedestrians	7		4		12	
Lane Width (m)	3.5		3.2		3.0	
Walking Speed (m/s)	1.2		1.2		1.2	
Percent Blockage	1		0		1	
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)	330		152			
Upstream signal (m)						
pX, platoon unblocked					0.98	
vC, conflicting volume			373		1076	
vC1, stage 1 conf vol					372	
vC2, stage 2 conf vol						
vCu, unblocked vol			373		1065	
tC, single (s)			4.1		6.4	
tC, 2 stage (s)						
tF (s)			2.2		3.5	
p0 queue free %			87		97	
cM capacity (veh/h)			1187		208	
cM capacity (veh/h)					671	
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	
Volume Total	361	156	389	6	189	
Volume Left	0	156	0	6	0	
Volume Right	11	0	0	0	189	
eSH	1700	1187	1700	208	671	
Volume to Capacity	0.21	0.13	0.23	0.03	0.28	
Queue Length 95th (m)	0.0	3.6	0.0	0.7	9.2	
Control Delay (s)	0.0	8.5	0.0	22.8	12.5	
Lane LOS	A		C		B	
Approach Delay (s)	0.0	2.4	12.8			
Approach LOS			B			
Intersection Summary						
Average Delay			3.5			
Intersection Capacity Utilization			39.6%		ICU Level of Service A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
6: The Donway W & Sanderling PI

06/29/2023

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔		↔	
Traffic Volume (veh/h)	5	5	5	315	330	10
Future Volume (Veh/h)	5	5	5	315	330	10
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	5	5	342	359	11
Pedestrians	29		2			
Lane Width (m)	3.0		3.5			
Walking Speed (m/s)	1.2		1.2			
Percent Blockage	2		0			
Right turn flare (veh)	4					
Median type			None		None	
Median storage (veh)			198		283	
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	748	394	399			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	748	394	399			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	99	100			
cM capacity (veh/h)	373	647	1147			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	10	5	342	370		
Volume Left	5	5	0	0		
Volume Right	5	0	0	11		
eSH	746	1147	1700	1700		
Volume to Capacity	0.01	0.00	0.20	0.22		
Queue Length 95th (m)	0.3	0.1	0.0	0.0		
Control Delay (s)	12.7	8.2	0.0	0.0		
Lane LOS	B		A			
Approach Delay (s)	12.7	0.1	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			28.1%		ICU Level of Service A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
7: The Donway W & Flaire Condos Dwy

06/29/2023

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↕	↕	↔	↔
Traffic Volume (veh/h)	0	25	290	5	20	310
Future Volume (Veh/h)	0	25	290	5	20	310
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	27	315	5	22	337
Pedestrians	22		3		5	
Lane Width (m)	3.0		3.2		3.2	
Walking Speed (m/s)	1.2		1.2		1.2	
Percent Blockage	2		0		0	
Right turn flare (veh)		3				
Median type			None		None	
Median storage (veh)						
Upstream signal (m)			132		349	
pX, platoon unblocked						
vC, conflicting volume	721	342			342	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	721	342			342	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	96			98	
cM capacity (veh/h)	383	692			1210	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	27	315	5	22	337	
Volume Left	0	0	0	22	0	
Volume Right	27	0	5	0	0	
sSH	173	1700	1700	1210	1700	
Volume to Capacity	0.16	0.19	0.00	0.02	0.20	
Queue Length 95th (m)	4.3	0.0	0.0	0.4	0.0	
Control Delay (s)	29.6	0.0	0.0	8.0	0.0	
Lane LOS	D			A		
Approach Delay (s)	29.6	0.0		0.5		
Approach LOS	D					
Intersection Summary						
Average Delay			1.4			
Intersection Capacity Utilization			28.2%		ICU Level of Service	A
Analysis Period (min)			15			

Timings
8: The Donway W & Overland Dr/Clock Tower Rd

06/29/2023

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	Ø3	Ø7	
Lane Configurations		↔		↔	↔		↔	↔	↔			
Traffic Volume (vph)	90	20	20	20	40	10	160	25	190			
Future Volume (vph)	90	20	20	20	40	10	160	25	190			
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	NA			
Protected Phases		4		8			2		6	3	7	
Permitted Phases	4		8		8	2		6				
Detector Phase	4	4	8	8	8	2	2	6	6			
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	19.0	19.0	19.0	19.0	1.0	1.0	
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	25.0	25.0	25.0	25.0	3.0	3.0	
Total Split (s)	16.0	16.0	16.0	16.0	16.0	28.0	28.0	28.0	28.0	5.0	5.0	
Total Split (%)	32.7%	32.7%	32.7%	32.7%	32.7%	57.1%	57.1%	57.1%	57.1%	10%	10%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	2.0	2.0	
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	0.0	0.0	
Lost Time Adjust (s)		-1.0		-1.0		-1.0		-1.0		-1.0		
Total Lost Time (s)		5.0		5.0		5.0		5.0		5.0		
Lead/Lag	Lag	Lag	Lag	Lag	Lag					Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					Yes	Yes	
Recall Mode	None	None	None	None	None	C-Min	C-Min	C-Min	C-Min	None	None	
Act Effct Green (s)	11.9	11.9	11.9	11.9	11.9	30.7	30.7	30.7	30.7			
Actuated g/C Ratio	0.24		0.24	0.24	0.24	0.63	0.63	0.63	0.63			
v/c Ratio	0.42		0.12	0.10	0.02	0.18	0.04	0.28				
Control Delay	16.5		13.2	0.6	7.3	6.5	7.4	6.4				
Queue Delay	0.0		0.0	0.0	0.0	0.0	0.0	0.0				
Total Delay	16.5		13.2	0.6	7.3	6.5	7.4	6.4				
LOS	B		B	A	A	A	A	A				
Approach Delay	16.5		6.8			6.6		6.5				
Approach LOS	B		A			A		A				
Intersection Summary												
Cycle Length: 49												
Actuated Cycle Length: 49												
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green												
Natural Cycle: 55												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.42												
Intersection Signal Delay: 8.4												
Intersection Capacity Utilization 57.9%												
Analysis Period (min) 15												
Intersection LOS: A												
ICU Level of Service B												
Splits and Phases: 8: The Donway W & Overland Dr/Clock Tower Rd												
Ø2 (R)	[Green]				Ø3	[Red]		Ø4	[Green]			
Ø5 (R)	[Green]				Ø7	[Red]		Ø8	[Green]			
	28 s					5 s			16 s			

Queues

8: The Donway W & Overland Dr/Clock Tower Rd

06/29/2023

Lane Group	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	138	42	43	11	202	27	303
v/c Ratio	0.42	0.12	0.10	0.02	0.18	0.04	0.28
Control Delay	16.5	13.2	0.6	7.3	6.5	7.4	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.5	13.2	0.6	7.3	6.5	7.4	6.4
Queue Length 50th (m)	9.6	3.1	0.0	0.4	6.5	0.9	8.9
Queue Length 95th (m)	17.1	7.0	0.6	2.8	21.2	5.1	29.3
Internal Link Dist (m)	131.2	99.5			120.2		108.3
Turn Bay Length (m)			40.0	25.0		55.0	
Base Capacity (vph)	357	393	453	588	1143	668	1111
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.11	0.09	0.02	0.18	0.04	0.27

Intersection Summary

HCM Signalized Intersection Capacity Analysis

8: The Donway W & Overland Dr/Clock Tower Rd

06/29/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	90	20	20	20	20	40	10	160	30	25	190	95
Future Volume (vph)	90	20	20	20	20	40	10	160	30	25	190	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)		5.0			5.0	5.0	5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frbp, ped/bikes		0.99			1.00	0.93	1.00	0.99		1.00	0.98	
Flpb, ped/bikes		0.97			0.99	1.00	0.97	1.00		0.97	1.00	
Frt		0.98			1.00	0.85	1.00	0.98		1.00	0.95	
Flt Protected		0.97			0.98	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1652			1811	1408	1519	1773		1574	1699	
Flt Permitted		0.77			0.80	1.00	0.58	1.00		0.63	1.00	
Satd. Flow (perm)		1310			1490	1408	920	1773		1046	1699	
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)	96	21	21	21	21	43	11	170	32	27	202	101
RTOR Reduction (vph)	0	13	0	0	0	34	0	11	0	0	29	0
Lane Group Flow (vph)	0	125	0	0	42	9	11	191	0	27	274	0
Confl. Peds. (#/hr)	40		42	42		40	31		29	29		31
Heavy Vehicles (%)	4%	0%	6%	0%	0%	0%	8%	3%	0%	4%	3%	3%
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Actuated Green, G (s)		9.5			9.5	9.5	27.5	27.5		27.5	27.5	
Effective Green, g (s)		10.5			10.5	10.5	28.5	28.5		28.5	28.5	
Actuated g/C Ratio		0.21			0.21	0.21	0.58	0.58		0.58	0.58	
Clearance Time (s)		6.0			6.0	6.0	6.0	6.0		6.0	6.0	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		280			319	301	535	1031		608	988	
v/s Ratio Prot								0.11			c0.16	
v/s Ratio Perm		c0.10			0.03	0.01	0.01			0.03		
v/c Ratio		0.45			0.13	0.03	0.02	0.19		0.04	0.28	
Uniform Delay, d1		16.7			15.6	15.2	4.3	4.8		4.4	5.1	
Progression Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.1			0.2	0.0	0.1	0.4		0.1	0.7	
Delay (s)		17.8			15.8	15.3	4.4	5.2		4.5	5.8	
Level of Service		B			B	B	A	A		A	A	
Approach Delay (s)		17.8			15.5			5.2			5.7	
Approach LOS		B			B			A			A	

Intersection Summary

HCM 2000 Control Delay	8.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	49.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	57.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Timings

9: Don Mills Rd & The Donway W/The Donway E

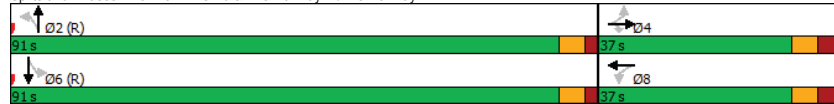
06/29/2023

	↖	→	↘	↙	←	↖	↑	↘	↓
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↑	↘	↖	↖	↖	↖	↖	↖
Traffic Volume (vph)	15	65	105	75	35	95	1570	75	885
Future Volume (vph)	15	65	105	75	35	95	1570	75	885
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4				8		2	6
Permitted Phases	4		4	8		2		6	
Detector Phase	4	4	4	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	8.0	8.0	8.0	8.0
Minimum Split (s)	37.0	37.0	37.0	37.0	37.0	31.0	31.0	31.0	31.0
Total Split (s)	37.0	37.0	37.0	37.0	37.0	91.0	91.0	91.0	91.0
Total Split (%)	28.9%	28.9%	28.9%	28.9%	28.9%	71.1%	71.1%	71.1%	71.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	5.0	5.0	5.0	5.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	C-Min	C-Min	C-Min	C-Min
Act Effct Green (s)	19.3	19.3	19.3	19.3	19.3	97.7	97.7	97.7	97.7
Actuated g/C Ratio	0.15	0.15	0.15	0.15	0.15	0.76	0.76	0.76	0.76
v/c Ratio	0.08	0.23	0.35	0.42	0.30	0.32	0.47	0.53	0.30
Control Delay	41.7	46.0	10.2	53.3	26.7	10.5	7.0	28.5	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.7	46.0	10.2	53.3	26.7	10.5	7.0	28.5	5.3
LOS	D	D	B	D	C	B	A	C	A
Approach Delay		25.4			39.2		7.2		7.0
Approach LOS		C			D		A		A

Intersection Summary

Cycle Length: 128
 Actuated Cycle Length: 128
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.53
 Intersection Signal Delay: 9.8 Intersection LOS: A
 Intersection Capacity Utilization 75.8% ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 9: Don Mills Rd & The Donway W/The Donway E



Queues

9: Don Mills Rd & The Donway W/The Donway E

06/29/2023

	↖	→	↘	↙	←	↖	↑	↘	↓
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	15	66	106	76	86	96	1803	76	919
v/c Ratio	0.08	0.23	0.35	0.42	0.30	0.32	0.47	0.53	0.30
Control Delay	41.7	46.0	10.2	53.3	26.7	10.5	7.0	28.5	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.7	46.0	10.2	53.3	26.7	10.5	7.0	28.5	5.3
Queue Length 50th (m)	3.6	16.4	0.0	19.4	11.1	5.5	42.4	5.0	23.5
Queue Length 95th (m)	9.2	26.6	14.9	31.3	23.7	22.3	89.6	#39.3	74.3
Internal Link Dist (m)		278.1			106.7		312.3		228.3
Turn Bay Length (m)	30.0			55.0		65.0		30.0	
Base Capacity (vph)	289	455	429	288	432	300	3834	144	3029
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.15	0.25	0.26	0.20	0.32	0.47	0.53	0.30

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
 9: Don Mills Rd & The Donway W/The Donway E

06/29/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	[Diagrammatic arrows]											
Traffic Volume (vph)	15	65	105	75	35	50	95	1570	215	75	885	25
Future Volume (vph)	15	65	105	75	35	50	95	1570	215	75	885	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	*0.93		1.00	*0.73	
Frpb, ped/bikes	1.00	1.00	0.96	1.00	0.97		1.00	0.99		1.00	1.00	
Flpb, ped/bikes	0.96	1.00	1.00	0.97	1.00		0.98	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.91		1.00	0.98		1.00	1.00	
Fit Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1620	1879	1440	1586	1656		1655	5011		1678	3968	
Fit Permitted	0.70	1.00	1.00	0.71	1.00		0.23	1.00		0.11	1.00	
Satd. Flow (perm)	1195	1879	1440	1192	1656		393	5011		189	3968	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	15	66	106	76	35	51	96	1586	217	76	894	25
RTOR Reduction (vph)	0	0	90	0	35	0	0	10	0	0	1	0
Lane Group Flow (vph)	15	66	16	76	51	0	96	1793	0	76	918	0
Confl. Peds. (#/hr)	34		26	26		34	27		23	23		27
Heavy Vehicles (%)	0%	0%	0%	2%	0%	0%	0%	2%	0%	0%	3%	4%
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)	18.3	18.3	18.3	18.3	18.3		96.7	96.7		96.7	96.7	
Effective Green, g (s)	19.3	19.3	19.3	19.3	19.3		97.7	97.7		97.7	97.7	
Actuated g/C Ratio	0.15	0.15	0.15	0.15	0.15		0.76	0.76		0.76	0.76	
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	180	283	217	179	249		299	3824		144	3028	
v/s Ratio Prot		0.04			0.03			0.36			0.23	
v/s Ratio Perm	0.01		0.01	c0.06			0.24			c0.40		
v/c Ratio	0.08	0.23	0.07	0.42	0.21		0.32	0.47		0.53	0.30	
Uniform Delay, d1	46.7	47.8	46.7	49.3	47.6		4.8	5.6		6.0	4.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.20	0.87	
Incremental Delay, d2	0.2	0.4	0.1	1.6	0.4		2.8	0.4		12.7	0.2	
Delay (s)	46.9	48.3	46.8	50.9	48.0		7.6	6.0		19.9	4.3	
Level of Service	D	D	D	D	D		A	A		B	A	
Approach Delay (s)		47.3			49.4			6.1			5.5	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM 2000 Control Delay	10.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	128.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	75.8%	ICU Level of Service	D
Analysis Period (min)	15		

Timings
 10: Don Mills Rd & Clock Tower Rd

06/29/2023

Lane Group	EBL	EBR	NBL	NBT	SBT	Ø3
Lane Configurations	[Diagrammatic arrows]					
Traffic Volume (vph)	165	100	80	1430	860	
Future Volume (vph)	165	100	80	1430	860	
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		5	2	6	3
Permitted Phases		4	2			
Detector Phase	4	4	5	2	6	
Switch Phase						
Minimum Initial (s)	7.0	7.0	6.0	48.0	48.0	1.0
Minimum Split (s)	34.0	34.0	9.0	55.0	55.0	5.0
Total Split (s)	34.0	34.0	9.0	89.0	79.0	5.0
Total Split (%)	26.6%	26.6%	7.0%	69.5%	61.7%	4%
Yellow Time (s)	3.0	3.0	3.0	4.0	4.0	2.0
All-Red Time (s)	3.0	3.0	0.0	3.0	3.0	0.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	
Total Lost Time (s)	5.0	5.0	2.0	6.0	6.0	
Lead/Lag	Lag	Lag	Lead		Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	None
Act Effct Green (s)	18.3	18.3	102.7	98.7	90.6	
Actuated g/C Ratio	0.14	0.14	0.80	0.77	0.71	
v/c Ratio	0.66	0.32	0.21	0.36	0.35	
Control Delay	63.7	11.1	3.9	4.5	8.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	63.7	11.1	3.9	4.5	8.3	
LOS	E	B	A	A	A	
Approach Delay	43.8			4.5	8.3	
Approach LOS	D			A	A	

Intersection Summary	
Cycle Length: 128	
Actuated Cycle Length: 128	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 105	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 9.6	Intersection LOS: A
Intersection Capacity Utilization 66.6%	ICU Level of Service C
Analysis Period (min) 15	



Queues

10: Don Mills Rd & Clock Tower Rd

06/29/2023

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	168	102	82	1459	985
v/c Ratio	0.66	0.32	0.21	0.36	0.35
Control Delay	63.7	11.1	3.9	4.5	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	63.7	11.1	3.9	4.5	8.3
Queue Length 50th (m)	42.7	0.0	1.1	11.7	42.6
Queue Length 95th (m)	63.9	15.6	8.6	53.2	63.7
Internal Link Dist (m)	221.2			228.3	280.2
Turn Bay Length (m)		50.0	40.0		
Base Capacity (vph)	404	441	383	4006	2854
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.42	0.23	0.21	0.36	0.35
Intersection Summary					

HCM Signalized Intersection Capacity Analysis

10: Don Mills Rd & Clock Tower Rd

06/29/2023

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	165	100	80	1430	860	105
Future Volume (vph)	165	100	80	1430	860	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	2.0	6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	*0.93	*0.73	
Fr't	1.00	0.85	1.00	1.00	0.98	
Fit Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1787	1599	1787	5197	4022	
Fit Permitted	0.95	1.00	0.20	1.00	1.00	
Satd. Flow (perm)	1787	1599	368	5197	4022	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	168	102	82	1459	878	107
RTOR Reduction (vph)	0	87	0	0	6	0
Lane Group Flow (vph)	168	15	82	1459	979	0
Heavy Vehicles (%)	1%	1%	1%	2%	2%	0%
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4	2			
Actuated Green, G (s)	17.3	17.3	97.7	97.7	89.0	
Effective Green, g (s)	18.3	18.3	98.7	98.7	90.0	
Actuated g/C Ratio	0.14	0.14	0.77	0.77	0.70	
Clearance Time (s)	6.0	6.0	3.0	7.0	7.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	255	228	358	4007	2827	
v/s Ratio Prot	c0.09		0.01	c0.28	0.24	
v/s Ratio Perm		0.01	0.16			
v/c Ratio	0.66	0.06	0.23	0.36	0.35	
Uniform Delay, d1	51.9	47.4	3.9	4.7	7.5	
Progression Factor	1.00	1.00	0.85	0.85	1.00	
Incremental Delay, d2	6.0	0.1	0.3	0.2	0.3	
Delay (s)	57.9	47.6	3.6	4.2	7.8	
Level of Service	E	D	A	A	A	
Approach Delay (s)	54.0			4.2	7.8	
Approach LOS	D			A	A	
Intersection Summary						
HCM 2000 Control Delay			10.3		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.42			
Actuated Cycle Length (s)			128.0		Sum of lost time (s)	15.0
Intersection Capacity Utilization			66.6%		ICU Level of Service	C
Analysis Period (min)			15			
c Critical Lane Group						

HCM Unsignalized Intersection Capacity Analysis
1: Site Dwy (Ex) & Lawrence Ave E

06/29/2023

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	975	10	5	965	5	5
Future Volume (Veh/h)	975	10	5	965	5	5
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	1016	10	5	1005	5	5
Pedestrians					69	
Lane Width (m)					3.0	
Walking Speed (m/s)					1.2	
Percent Blockage					5	
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (m)				123		
pX, platoon unblocked					0.91	
vC, conflicting volume			1095		1602	582
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1095		1456	582
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		95	99
cM capacity (veh/h)			614		105	439
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	677	349	5	502	502	10
Volume Left	0	0	5	0	0	5
Volume Right	0	10	0	0	0	5
sSH	1700	1700	614	1700	1700	170
Volume to Capacity	0.40	0.21	0.01	0.30	0.30	0.06
Queue Length 95th (m)	0.0	0.0	0.2	0.0	0.0	1.5
Control Delay (s)	0.0	0.0	10.9	0.0	0.0	27.6
Lane LOS			B			D
Approach Delay (s)	0.0		0.1			27.6
Approach LOS						D
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			37.3%		ICU Level of Service	A
Analysis Period (min)			15			

Timings
2: The Donway W & Lawrence Ave E


06/29/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	65	670	215	115	655	50	240	95	200	80	95	110
Future Volume (vph)	65	670	215	115	655	50	240	95	200	80	95	110
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases		2			6		3	8			4	
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	2	2	2	6	6	6	3	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	6.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	36.0	36.0	36.0	36.0	36.0	36.0	10.0	37.0	37.0	37.0	37.0	37.0
Total Split (s)	85.0	85.0	85.0	85.0	85.0	85.0	13.0	59.0	59.0	46.0	46.0	46.0
Total Split (%)	59.0%	59.0%	59.0%	59.0%	59.0%	59.0%	9.0%	41.0%	41.0%	31.9%	31.9%	31.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	1.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	3.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Recall Mode	C-Min	C-Min	C-Min	Min	Min	Min	None	Min	Min	Min	Min	Min
Act Effct Green (s)	84.6	84.6	84.6	84.6	84.6	84.6	50.4	47.4	47.4	20.8	20.8	20.8
Actuated g/C Ratio	0.59	0.59	0.59	0.59	0.59	0.59	0.35	0.33	0.33	0.14	0.14	0.14
v/c Ratio	0.19	0.33	0.30	0.35	0.33	0.07	0.54	0.16	0.41	0.55	0.36	0.38
Control Delay	19.6	17.7	6.9	16.9	11.6	3.9	38.3	31.6	13.1	68.5	56.7	11.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.6	17.7	6.9	16.9	11.6	3.9	38.3	31.6	13.1	68.5	56.7	11.7
LOS	B	B	A	B	B	A	D	C	B	E	E	B
Approach Delay		15.4			11.8			27.7			42.7	
Approach LOS		B			B			C			D	
Intersection Summary												
Cycle Length: 144												
Actuated Cycle Length: 144												
Offset: 60 (42%), Referenced to phase 2:EBTL, Start of Green												
Natural Cycle: 85												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.55												
Intersection Signal Delay: 19.8												
Intersection Capacity Utilization 73.0%												
Analysis Period (min) 15												
Splits and Phases: 2: The Donway W & Lawrence Ave E												
↔ Ø2 (R)	↔ Ø3	↔ Ø4	↔ Ø5	↔ Ø6	↔ Ø7	↔ Ø8						
85 s	13 s	46 s				59 s						

Queues

2: The Donway W & Lawrence Ave E

06/29/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	66	684	219	117	668	51	245	97	204	82	97	112
v/c Ratio	0.19	0.33	0.30	0.35	0.33	0.07	0.54	0.16	0.41	0.55	0.36	0.38
Control Delay	19.6	17.7	6.9	16.9	11.6	3.9	38.3	31.6	13.1	68.5	56.7	11.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.6	17.7	6.9	16.9	11.6	3.9	38.3	31.6	13.1	68.5	56.7	11.7
Queue Length 50th (m)	8.4	50.6	7.1	4.1	12.4	0.0	57.4	21.1	14.9	23.8	27.3	0.0
Queue Length 95th (m)	23.0	84.3	27.7	m45.8	106.3	m7.8	67.7	29.3	31.2	38.5	41.6	16.8
Internal Link Dist (m)		98.9			236.1			92.1				144.4
Turn Bay Length (m)	45.0		30.0	50.0		30.0	50.0		60.0	25.0		
Base Capacity (vph)	362	2161	762	353	2139	799	453	736	561	287	521	459
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.32	0.29	0.33	0.31	0.06	0.54	0.13	0.36	0.29	0.19	0.24


Intersection Summary

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

HCM Signalized Intersection Capacity Analysis

2: The Donway W & Lawrence Ave E

06/29/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔↔	↔	↔	↔↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	65	670	215	115	655	50	240	95	200	80	95	110
Future Volume (vph)	65	670	215	115	655	50	240	95	200	80	95	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	3.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frbp, ped/bikes	1.00	1.00	0.76	1.00	1.00	0.84	1.00	1.00	0.81	1.00	1.00	0.90
Flpb, ped/bikes	0.95	1.00	1.00	0.93	1.00	1.00	0.96	1.00	1.00	0.84	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1573	3535	1146	1561	3500	1268	1619	1879	1221	1418	1879	1362
Flt Permitted	0.36	1.00	1.00	0.35	1.00	1.00	0.58	1.00	1.00	0.69	1.00	1.00
Satd. Flow (perm)	593	3535	1146	576	3500	1268	983	1879	1221	1036	1879	1362
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)	66	684	219	117	668	51	245	97	204	82	97	112
RTOR Reduction (vph)	0	0	66	0	0	21	0	0	91	0	0	96
Lane Group Flow (vph)	66	684	153	117	668	30	245	97	113	82	97	16
Confl. Peds. (#/hr)	57		90	90		57	60		126	126		60
Confl. Bikes (#/hr)			2						1			
Heavy Vehicles (%)	2%	1%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases		2			6		3	8			4	
Permitted Phases	2		2	6		6	8		8	4		4
Actuated Green, G (s)	83.6	83.6	83.6	83.6	83.6	83.6	46.4	46.4	46.4	19.8	19.8	19.8
Effective Green, g (s)	84.6	84.6	84.6	84.6	84.6	84.6	47.4	47.4	47.4	20.8	20.8	20.8
Actuated g/C Ratio	0.59	0.59	0.59	0.59	0.59	0.59	0.33	0.33	0.33	0.14	0.14	0.14
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	4.0	7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	348	2076	673	338	2056	744	427	618	401	149	271	196
v/s Ratio Prot		0.19			0.19		c0.09	0.05				0.05
v/s Ratio Perm	0.11		0.13	c0.20		0.02	c0.09		0.09	0.08		0.01
v/c Ratio	0.19	0.33	0.23	0.35	0.32	0.04	0.57	0.16	0.28	0.55	0.36	0.08
Uniform Delay, d1	13.8	15.2	14.1	15.4	15.1	12.5	38.3	34.2	35.7	57.3	55.6	53.3
Progression Factor	1.00	1.00	1.00	0.74	0.65	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.2	0.4	0.8	0.4	0.1	0.0	1.9	0.1	0.4	4.3	0.8	0.2
Delay (s)	15.0	15.6	14.9	11.8	9.9	13.9	40.1	34.3	36.1	61.6	56.4	53.5
Level of Service	B	B	B	B	A	B	D	C	D	E	E	D
Approach Delay (s)		15.4			10.4			37.6				56.8
Approach LOS		B			B			D				E

Intersection Summary

HCM 2000 Control Delay	23.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	73.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

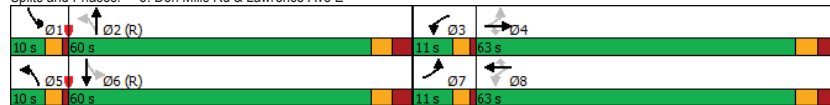
Timings
3: Don Mills Rd & Lawrence Ave E

06/29/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↕
Traffic Volume (vph)	90	820	155	215	940	135	195	820	215	875
Future Volume (vph)	90	820	155	215	940	135	195	820	215	875
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	7	4		3	8		5	2	1	6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	7	4	4	3	8	8	5	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0	7.0	5.0	7.0	5.0	7.0
Minimum Split (s)	9.5	44.3	44.3	9.5	44.3	44.3	9.5	51.3	9.5	51.3
Total Split (s)	11.0	63.0	63.0	11.0	63.0	63.0	10.0	60.0	10.0	60.0
Total Split (%)	7.6%	43.8%	43.8%	7.6%	43.8%	43.8%	6.9%	41.7%	6.9%	41.7%
Yellow Time (s)	3.0	3.8	3.8	3.0	3.8	3.8	3.0	3.8	3.0	3.8
All-Red Time (s)	1.0	3.5	3.5	1.0	3.5	3.5	1.0	3.5	1.0	3.5
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	6.3	6.3	3.0	6.3	6.3	3.0	6.3	3.0	6.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min	None
Act Effct Green (s)	58.0	44.7	44.7	65.4	50.2	50.2	68.3	44.4	68.8	44.7
Actuated g/C Ratio	0.40	0.31	0.31	0.45	0.35	0.35	0.47	0.31	0.48	0.31
v/c Ratio	0.47	0.77	0.33	0.85	0.78	0.27	0.68	0.77	0.73	0.84
Control Delay	37.8	52.9	18.9	57.5	46.7	12.8	45.1	45.1	47.1	52.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.8	52.9	18.9	57.5	46.7	12.8	45.1	45.1	47.1	52.4
LOS	D	D	B	E	D	B	D	D	D	D
Approach Delay		46.7			44.9			45.1		51.5
Approach LOS		D			D			D		D

Intersection Summary
 Cycle Length: 144
 Actuated Cycle Length: 144
 Offset: 54.5 (38%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 115
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 47.0 Intersection LOS: D
 Intersection Capacity Utilization 108.3% ICU Level of Service G
 Analysis Period (min) 15

Splits and Phases: 3: Don Mills Rd & Lawrence Ave E



Queues
3: Don Mills Rd & Lawrence Ave E

06/29/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	92	837	158	219	959	138	199	1179	219	1031
v/c Ratio	0.47	0.77	0.33	0.85	0.78	0.27	0.68	0.77	0.73	0.84
Control Delay	37.8	52.9	18.9	57.5	46.7	12.8	45.1	45.1	47.1	52.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.8	52.9	18.9	57.5	46.7	12.8	45.1	45.1	47.1	52.4
Queue Length 50th (m)	13.4	89.1	2.1	40.2	136.8	9.2	39.9	107.4	43.7	130.0
Queue Length 95th (m)	36.4	142.3	36.2	#102.0	152.3	24.6	#110.0	114.4	#119.4	141.2
Internal Link Dist (m)		236.1			183.7			280.2		394.6
Turn Bay Length (m)	50.0		160.0	90.0		35.0	65.0		100.0	
Base Capacity (vph)	194	1378	582	257	1391	567	292	1837	298	1464
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.61	0.27	0.85	0.69	0.24	0.68	0.64	0.73	0.70

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

HCM Signalized Intersection Capacity Analysis
3: Don Mills Rd & Lawrence Ave E

06/29/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕↕	↕↕	↕↕	↕↕	↕↕	↕↕	↕↕↕	↕↕	↕↕	↕↕	↕↕
Traffic Volume (vph)	90	820	155	215	940	135	195	820	335	215	875	135
Future Volume (vph)	90	820	155	215	940	135	195	820	335	215	875	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	3.0	6.3	6.3	3.0	6.3	6.3	3.0	6.3	3.0	6.3	3.0	6.3
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	*0.93	1.00	*0.93	1.00	*0.73
Frbp, ped/bikes	1.00	1.00	0.86	1.00	1.00	0.87	1.00	0.97	1.00	0.98	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96	1.00	0.98	1.00	0.98
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1681	3500	1291	1664	3535	1297	1683	4793	1650	3899	1650	3899
Flt Permitted	0.13	1.00	1.00	0.13	1.00	1.00	0.09	1.00	0.11	1.00	0.11	1.00
Satd. Flow (perm)	237	3500	1291	233	3535	1297	160	4793	183	3899	183	3899
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)	92	837	158	219	959	138	199	837	342	219	893	138
RTOR Reduction (vph)	0	0	85	0	0	61	0	57	0	0	12	0
Lane Group Flow (vph)	92	837	73	219	959	77	199	1122	0	219	1019	0
Confl. Peds. (#/hr)	104		115	115		104	114		87	87		114
Heavy Vehicles (%)	0%	2%	0%	1%	1%	0%	2%	0%	1%	2%	2%	0%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Actuated Green, G (s)	52.6	43.7	43.7	62.2	49.3	49.3	62.9	43.4		63.5	43.7	
Effective Green, g (s)	54.6	44.7	44.7	63.2	50.3	50.3	64.9	44.4		65.5	44.7	
Actuated g/C Ratio	0.38	0.31	0.31	0.44	0.35	0.35	0.45	0.31		0.45	0.31	
Clearance Time (s)	4.0	7.3	7.3	4.0	7.3	7.3	4.0	7.3		4.0	7.3	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	189	1086	400	256	1234	453	288	1477		295	1210	
v/s Ratio Prot	0.03	0.24		c0.09	0.27		0.10	0.23		c0.11	c0.26	
v/s Ratio Perm	0.15		0.06	c0.28		0.06	0.21			0.23		
v/c Ratio	0.49	0.77	0.18	0.86	0.78	0.17	0.69	0.76		0.74	0.84	
Uniform Delay, d1	31.9	45.0	36.3	30.7	41.8	32.4	35.0	45.0		33.6	46.4	
Progression Factor	1.38	1.08	1.94	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.9	3.3	0.2	23.3	3.1	0.2	7.0	3.7		9.7	7.2	
Delay (s)	45.9	51.9	70.5	54.0	45.0	32.6	42.0	48.7		43.3	53.6	
Level of Service	D	D	E	D	D	C	D	D		D	D	
Approach Delay (s)		54.1			45.2			47.7			51.8	
Approach LOS		D			D			D			D	
Intersection Summary												
HCM 2000 Control Delay		49.4			HCM 2000 Level of Service			D				
HCM 2000 Volume to Capacity ratio		0.85										
Actuated Cycle Length (s)		144.0			Sum of lost time (s)			18.6				
Intersection Capacity Utilization		108.3%			ICU Level of Service			G				
Analysis Period (min)		15										
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
4: The Donway W & Site Dwy (Ex)

06/29/2023

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↕↕	↕↕	↕↕	↕↕	↕↕	↕↕
Traffic Volume (veh/h)	40	460	360	90	95	40
Future Volume (Veh/h)	40	460	360	90	95	40
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	42	484	379	95	100	42
Pedestrians		12	4		57	
Lane Width (m)		3.2	3.5		3.0	
Walking Speed (m/s)		1.2	1.2		1.2	
Percent Blockage		1	0		4	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (m)		365	116			
pX, platoon unblocked	0.94				0.94	0.94
vC, conflicting volume	531				1056	496
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	467				1026	429
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	96				56	93
cM capacity (veh/h)	986				225	563
Direction, Lane #						
Volume Total	42	484	474	142		
Volume Left	42	0	0	100		
Volume Right	0	0	95	42		
sSH	986	1700	1700	274		
Volume to Capacity	0.04	0.28	0.28	0.52		
Queue Length 95th (m)	1.1	0.0	0.0	22.1		
Control Delay (s)	8.8	0.0	0.0	31.4		
Lane LOS	A			D		
Approach Delay (s)	0.7		0.0	31.4		
Approach LOS				D		
Intersection Summary						
Average Delay			4.2			
Intersection Capacity Utilization		48.4%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis
5: Marie Labatte Rd & The Donway W

06/29/2023

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Volume (veh/h)	280	10	150	250	15	220
Future Volume (Veh/h)	280	10	150	250	15	220
Sign Control	Free		Free		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	295	11	158	263	16	232
Pedestrians	12		2		24	
Lane Width (m)	3.5		3.2		3.0	
Walking Speed (m/s)	1.2		1.2		1.2	
Percent Blockage	1		0		2	
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (m)	330		152			
pX, platoon unblocked						
vC, conflicting volume			330		916 326	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			330		916 326	
tC, single (s)			4.1		6.4 6.2	
tC, 2 stage (s)						
tF (s)			2.2		3.5 3.3	
p0 queue free %			87		94 67	
cM capacity (veh/h)			1220		259 706	
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	
Volume Total	306	158	263	16	232	
Volume Left	0	158	0	16	0	
Volume Right	11	0	0	0	232	
eSH	1700	1220	1700	259	706	
Volume to Capacity	0.18	0.13	0.15	0.06	0.33	
Queue Length 95th (m)	0.0	3.6	0.0	1.6	11.5	
Control Delay (s)	0.0	8.4	0.0	19.8	12.6	
Lane LOS	A		C		B	
Approach Delay (s)	0.0	3.1	13.0			
Approach LOS	B					
Intersection Summary						
Average Delay			4.7			
Intersection Capacity Utilization			37.7%		ICU Level of Service A	
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis
6: The Donway W & Sanderling PI

06/29/2023

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔		↔	
Traffic Volume (veh/h)	5	0	0	275	220	5
Future Volume (Veh/h)	5	0	0	275	220	5
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	6	0	0	309	247	6
Pedestrians	8		1			
Lane Width (m)	3.0		3.2			
Walking Speed (m/s)	1.2		1.2			
Percent Blockage	1		0			
Right turn flare (veh)	4					
Median type			None		None	
Median storage (veh)						
Upstream signal (m)			198		283	
pX, platoon unblocked						
vC, conflicting volume	567	259	261			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	567	259	261			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	100	100			
cM capacity (veh/h)	486	780	1308			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	6	0	309	253		
Volume Left	6	0	0	0		
Volume Right	0	0	0	6		
eSH	378	1700	1700	1700		
Volume to Capacity	0.02	0.00	0.18	0.15		
Queue Length 95th (m)	0.4	0.0	0.0	0.0		
Control Delay (s)	14.7	0.0	0.0	0.0		
Lane LOS	B					
Approach Delay (s)	14.7	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			24.8%		ICU Level of Service A	
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis
7: The Donway W & Flaire Condos Dwy

06/29/2023

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↑	↔	↔	↑
Traffic Volume (veh/h)	0	45	230	5	20	200
Future Volume (Veh/h)	0	45	230	5	20	200
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	0	51	258	6	22	225
Pedestrians	15		1			3
Lane Width (m)	3.0		3.2			3.2
Walking Speed (m/s)	1.2		1.2			1.2
Percent Blockage	1		0			0
Right turn flare (veh)		3				
Median type			None			None
Median storage (veh)						
Upstream signal (m)			132			349
pX, platoon unblocked						
vC, conflicting volume	543	276			279	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	543	276			279	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	93			98	
cM capacity (veh/h)	490	758			1282	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	51	258	6	22	225	
Volume Left	0	0	0	22	0	
Volume Right	51	0	6	0	0	
sSH	189	1700	1700	1282	1700	
Volume to Capacity	0.27	0.15	0.00	0.02	0.13	
Queue Length 95th (m)	8.3	0.0	0.0	0.4	0.0	
Control Delay (s)	30.9	0.0	0.0	7.9	0.0	
Lane LOS	D			A		
Approach Delay (s)	30.9	0.0		0.7		
Approach LOS	D					
Intersection Summary						
Average Delay			3.1			
Intersection Capacity Utilization		27.6%		ICU Level of Service		A
Analysis Period (min)		15				

Timings
8: The Donway W & Overland Dr/Clock Tower Rd

06/29/2023

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	Ø3	Ø7						
Lane Configurations		↔		↔	↔		↔	↔	↔								
Traffic Volume (vph)	70	15	25	20	50	10	110	20	125								
Future Volume (vph)	70	15	25	20	50	10	110	20	125								
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	NA								
Protected Phases		4		8			2		6	3	7						
Permitted Phases	4		8		8	2		6									
Detector Phase	4	4	8	8	8	2	2	6	6								
Switch Phase																	
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	19.0	19.0	19.0	19.0	1.0	1.0						
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	35.0	35.0	35.0	35.0	3.0	3.0						
Total Split (s)	16.0	16.0	16.0	16.0	16.0	28.0	28.0	28.0	28.0	5.0	5.0						
Total Split (%)	32.7%	32.7%	32.7%	32.7%	32.7%	57.1%	57.1%	57.1%	57.1%	10%	10%						
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	2.0	2.0						
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	0.0	0.0						
Lost Time Adjust (s)		-1.0		-1.0		-1.0		-1.0		-1.0							
Total Lost Time (s)		5.0		5.0		5.0		5.0		5.0							
Lead/Lag	Lag	Lag	Lag	Lag	Lag					Lead	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					Yes	Yes						
Recall Mode	None	None	None	None	None	C-Min	C-Min	C-Min	C-Min	None	None						
Act Effct Green (s)	11.3		11.2	11.2	11.2	35.0	35.0	35.0	35.0								
Actuated g/C Ratio	0.23		0.23	0.23	0.23	0.71	0.71	0.71	0.71								
v/c Ratio	0.33		0.15	0.14	0.01	0.13	0.03	0.16									
Control Delay	16.4		14.1	1.5	7.0	5.3	7.0	4.9									
Queue Delay	0.0		0.0	0.0	0.0	0.0	0.0	0.0									
Total Delay	16.4		14.1	1.5	7.0	5.3	7.0	4.9									
LOS	B		B	A	A	A	A	A									
Approach Delay	16.4		7.5			5.4		5.1									
Approach LOS	B		A			A		A									
Intersection Summary																	
Cycle Length: 49																	
Actuated Cycle Length: 49																	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green																	
Natural Cycle: 55																	
Control Type: Actuated-Coordinated																	
Maximum v/c Ratio: 0.33																	
Intersection Signal Delay: 7.5						Intersection LOS: A											
Intersection Capacity Utilization 53.9%						ICU Level of Service A											
Analysis Period (min) 15																	
Splits and Phases: 8: The Donway W & Overland Dr/Clock Tower Rd																	
Ø2 (R)	28 s					Ø3	5 s					Ø4	16 s				
Ø5 (R)	28 s					Ø7	5 s					Ø8	16 s				

Queues

8: The Donway W & Overland Dr/Clock Tower Rd

06/29/2023

	→	←	↖	↗	↑	↘	↓
Lane Group	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	102	50	56	11	163	22	207
v/c Ratio	0.33	0.15	0.14	0.01	0.13	0.03	0.16
Control Delay	16.4	14.1	1.5	7.0	5.3	7.0	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.4	14.1	1.5	7.0	5.3	7.0	4.9
Queue Length 50th (m)	7.6	3.8	0.0	0.4	4.1	0.7	4.7
Queue Length 95th (m)	13.4	7.9	1.8	2.8	15.9	4.3	18.5
Internal Link Dist (m)	131.2	99.5			120.2		108.3
Turn Bay Length (m)			40.0	25.0		55.0	
Base Capacity (vph)	346	382	441	798	1313	829	1291
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.13	0.13	0.01	0.12	0.03	0.16

Intersection Summary

HCM Signalized Intersection Capacity Analysis

8: The Donway W & Overland Dr/Clock Tower Rd

06/29/2023

	↖	→	↘	↙	←	↖	↗	↑	↘	↓	↙	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	70	15	5	25	20	50	10	110	35	20	125	60
Future Volume (vph)	70	15	5	25	20	50	10	110	35	20	125	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)		5.0			5.0	5.0	5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frbp, ped/bikes		1.00			1.00	0.96	1.00	0.99		1.00	0.99	
Flpb, ped/bikes		0.98			0.99	1.00	0.99	1.00		0.99	1.00	
Frt		0.99			1.00	0.85	1.00	0.96		1.00	0.95	
Flt Protected		0.96			0.97	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1720			1805	1387	1663	1795		1660	1755	
Flt Permitted		0.74			0.80	1.00	0.63	1.00		0.65	1.00	
Satd. Flow (perm)		1325			1476	1387	1100	1795		1143	1755	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	79	17	6	28	22	56	11	124	39	22	140	67
RTOR Reduction (vph)	0	5	0	0	0	46	0	15	0	0	25	0
Lane Group Flow (vph)	0	97	0	0	50	10	11	148	0	22	182	0
Confl. Peds. (#/hr)	20		37	37		20	13		14	14		13
Heavy Vehicles (%)	3%	0%	0%	0%	0%	4%	0%	0%	0%	0%	1%	0%
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Actuated Green, G (s)		7.4			7.4	7.4	29.6	29.6		29.6	29.6	
Effective Green, g (s)		8.4			8.4	8.4	30.6	30.6		30.6	30.6	
Actuated g/C Ratio		0.17			0.17	0.17	0.62	0.62		0.62	0.62	
Clearance Time (s)		6.0			6.0	6.0	6.0	6.0		6.0	6.0	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		227			253	237	686	1120		713	1095	
v/s Ratio Prot								0.08			c0.10	
v/s Ratio Perm		c0.07			0.03	0.01	0.01			0.02		
v/c Ratio		0.43			0.20	0.04	0.02	0.13		0.03	0.17	
Uniform Delay, d1		18.1			17.4	16.9	3.5	3.8		3.5	3.9	
Progression Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.3			0.4	0.1	0.0	0.2		0.1	0.3	
Delay (s)		19.4			17.8	17.0	3.5	4.0		3.6	4.2	
Level of Service		B			B	B	A	A		A	A	
Approach Delay (s)		19.4			17.4			4.0			4.1	
Approach LOS		B			B			A			A	

Intersection Summary

HCM 2000 Control Delay	8.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.23		
Actuated Cycle Length (s)	49.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	53.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

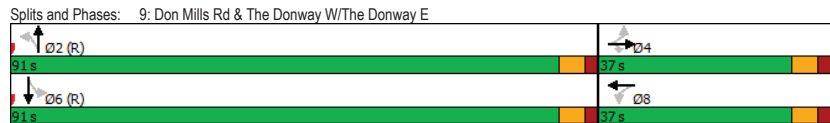
Timings

9: Don Mills Rd & The Donway W/The Donway E

06/29/2023

	↖		→		↗		↖		←		↗		↖		↑		↗		↓	
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT											
Lane Configurations	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖
Traffic Volume (vph)	10	30	85	70	20	75	1370	80	1155											
Future Volume (vph)	10	30	85	70	20	75	1370	80	1155											
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA											
Protected Phases		4				8		2				6								
Permitted Phases	4		4	8		2		6												
Detector Phase	4	4	4	8	8	2	2	6	6											
Switch Phase																				
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	8.0	8.0	8.0	8.0											
Minimum Split (s)	37.0	37.0	37.0	37.0	37.0	31.0	31.0	31.0	31.0											
Total Split (s)	37.0	37.0	37.0	37.0	37.0	91.0	91.0	91.0	91.0											
Total Split (%)	28.9%	28.9%	28.9%	28.9%	28.9%	71.1%	71.1%	71.1%	71.1%											
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0											
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	2.0	2.0	2.0	2.0											
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0											
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	5.0	5.0	5.0	5.0											
Lead/Lag																				
Lead-Lag Optimize?																				
Recall Mode	None	None	None	None	None	C-Min	C-Min	C-Min	C-Min											
Act Effct Green (s)	19.2	19.2	19.2	19.2	19.2	97.8	97.8	97.8	97.8											
Actuated g/C Ratio	0.15	0.15	0.15	0.15	0.15	0.76	0.76	0.76	0.76											
v/c Ratio	0.06	0.11	0.31	0.41	0.23	0.43	0.40	0.42	0.41											
Control Delay	40.9	42.9	11.1	52.6	19.7	17.1	6.4	14.2	4.6											
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0											
Total Delay	40.9	42.9	11.1	52.6	19.7	17.1	6.4	14.2	4.6											
LOS	D	D	B	D	B	B	A	B	A											
Approach Delay		21.3			37.5		7.0		5.2											
Approach LOS		C			D		A		A											

Intersection Summary	
Cycle Length:	128
Actuated Cycle Length:	128
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.43
Intersection Signal Delay:	8.1
Intersection Capacity Utilization:	69.3%
ICU Level of Service:	C
Intersection LOS:	A
Analysis Period (min):	15



Queues

9: Don Mills Rd & The Donway W/The Donway E

06/29/2023

	↖		→		↗		↖		←		↗		↖		↑		↗		↓	
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT											
Lane Group Flow (vph)	11	32	89	74	63	79	1542	84	1253											
v/c Ratio	0.06	0.11	0.31	0.41	0.23	0.43	0.40	0.42	0.41											
Control Delay	40.9	42.9	11.1	52.6	19.7	17.1	6.4	14.2	4.6											
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0											
Total Delay	40.9	42.9	11.1	52.6	19.7	17.1	6.4	14.2	4.6											
Queue Length 50th (m)	2.7	7.8	0.5	18.9	5.1	5.0	33.2	5.3	35.2											
Queue Length 95th (m)	7.5	15.4	14.2	30.4	16.4	27.1	72.2	26.3	109.0											
Internal Link Dist (m)		278.1			106.7		312.3		228.3											
Turn Bay Length (m)	30.0				55.0		65.0		30.0											
Base Capacity (vph)	294	455	412	295	418	184	3875	198	3065											
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0											
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0											
Storage Cap Reductn	0	0	0	0	0	0	0	0	0											
Reduced v/c Ratio	0.04	0.07	0.22	0.25	0.15	0.43	0.40	0.42	0.41											

Intersection Summary

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HCM Signalized Intersection Capacity Analysis
 9: Don Mills Rd & The Donway W/The Donway E

06/29/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↗	↘	↔	↗	↘	↔	↗	↘	↔	↗	↘
Traffic Volume (vph)	10	30	85	70	20	40	75	1370	95	80	1155	35
Future Volume (vph)	10	30	85	70	20	40	75	1370	95	80	1155	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	*0.93		1.00	*0.73	
Frpb, ped/bikes	1.00	1.00	0.96	1.00	0.96		1.00	0.99		1.00	1.00	
Flpb, ped/bikes	0.96	1.00	1.00	0.97	1.00		0.99	1.00		0.99	1.00	
Frt	1.00	1.00	0.85	1.00	0.90		1.00	0.99		1.00	1.00	
Fit Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1616	1879	1433	1576	1596		1666	5065		1672	4007	
Fit Permitted	0.72	1.00	1.00	0.74	1.00		0.14	1.00		0.15	1.00	
Satd. Flow (perm)	1217	1879	1433	1222	1596		242	5065		259	4007	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	11	32	89	74	21	42	79	1442	100	84	1216	37
RTOR Reduction (vph)	0	0	74	0	36	0	0	4	0	0	1	0
Lane Group Flow (vph)	11	32	15	74	27	0	79	1538	0	84	1252	0
Confl. Peds. (#/hr)	35		22	22		35	30		29	29		30
Heavy Vehicles (%)	0%	0%	1%	4%	6%	0%	0%	2%	0%	0%	2%	0%
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)	18.2	18.2	18.2	18.2	18.2		96.8	96.8		96.8	96.8	
Effective Green, g (s)	19.2	19.2	19.2	19.2	19.2		97.8	97.8		97.8	97.8	
Actuated g/C Ratio	0.15	0.15	0.15	0.15	0.15		0.76	0.76		0.76	0.76	
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	182	281	214	183	239		184	3869		197	3061	
v/s Ratio Prot		0.02			0.02			0.30			0.31	
v/s Ratio Perm	0.01		0.01	c0.06			c0.33			0.32		
v/c Ratio	0.06	0.11	0.07	0.40	0.11		0.43	0.40		0.43	0.41	
Uniform Delay, d1	46.7	47.0	46.7	49.2	47.0		5.3	5.1		5.3	5.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		0.82	0.67	
Incremental Delay, d2	0.1	0.2	0.1	1.5	0.2		7.2	0.3		6.2	0.4	
Delay (s)	46.8	47.2	46.9	50.7	47.3		12.5	5.4		10.5	3.8	
Level of Service	D	D	D	D	D		B	A		B	A	
Approach Delay (s)		47.0			49.1			5.8			4.3	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM 2000 Control Delay	8.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	128.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	69.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Timings
 10: Don Mills Rd & Clock Tower Rd

06/29/2023

Lane Group	EBL	EBR	NBL	NBT	SBT	Ø3
Lane Configurations	↔	↗	↘	↕	↕	
Traffic Volume (vph)	200	105	125	1210	1065	
Future Volume (vph)	200	105	125	1210	1065	
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		5	2	6	3
Permitted Phases		4	2			
Detector Phase	4	4	5	2	6	
Switch Phase						
Minimum Initial (s)	7.0	7.0	6.0	48.0	48.0	1.0
Minimum Split (s)	34.0	34.0	9.0	55.0	55.0	5.0
Total Split (s)	34.0	34.0	9.0	89.0	79.0	5.0
Total Split (%)	26.6%	26.6%	7.0%	69.5%	61.7%	4%
Yellow Time (s)	3.0	3.0	3.0	4.0	4.0	2.0
All-Red Time (s)	3.0	3.0	0.0	3.0	3.0	0.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	
Total Lost Time (s)	5.0	5.0	2.0	6.0	6.0	
Lead/Lag	Lag	Lag	Lead		Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	None
Act Effct Green (s)	21.0	21.0	100.0	96.0	85.2	
Actuated g/C Ratio	0.16	0.16	0.78	0.75	0.67	
v/c Ratio	0.70	0.31	0.43	0.32	0.46	
Control Delay	63.1	10.0	15.6	5.8	11.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	63.1	10.0	15.6	5.8	11.5	
LOS	E	A	B	A	B	
Approach Delay	44.8			6.7	11.5	
Approach LOS	D			A	B	



Queues

10: Don Mills Rd & Clock Tower Rd

06/29/2023

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	206	108	129	1247	1227
v/c Ratio	0.70	0.31	0.43	0.32	0.46
Control Delay	63.1	10.0	15.6	5.8	11.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	63.1	10.0	15.6	5.8	11.5
Queue Length 50th (m)	52.3	0.0	5.1	38.9	64.2
Queue Length 95th (m)	74.9	15.6	28.7	48.9	95.9
Internal Link Dist (m)	221.2			228.3	280.2
Turn Bay Length (m)		50.0	40.0		
Base Capacity (vph)	404	445	298	3898	2684
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.51	0.24	0.43	0.32	0.46
Intersection Summary					

HCM Signalized Intersection Capacity Analysis

10: Don Mills Rd & Clock Tower Rd

06/29/2023

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	200	105	125	1210	1065	125
Future Volume (vph)	200	105	125	1210	1065	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	2.0	6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	*0.93	*0.73	
Fr _t	1.00	0.85	1.00	1.00	0.98	
Fit Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1787	1599	1805	5197	4023	
Fit Permitted	0.95	1.00	0.13	1.00	1.00	
Satd. Flow (perm)	1787	1599	246	5197	4023	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	206	108	129	1247	1098	129
RTOR Reduction (vph)	0	90	0	0	7	0
Lane Group Flow (vph)	206	18	129	1247	1220	0
Heavy Vehicles (%)	1%	1%	0%	2%	2%	0%
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4	2			
Actuated Green, G (s)	20.0	20.0	95.0	95.0	84.2	
Effective Green, g (s)	21.0	21.0	96.0	96.0	85.2	
Actuated g/C Ratio	0.16	0.16	0.75	0.75	0.67	
Clearance Time (s)	6.0	6.0	3.0	7.0	7.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	293	262	291	3897	2677	
v/s Ratio Prot	c0.12		c0.03	0.24	c0.30	
v/s Ratio Perm		0.01	0.30			
v/c Ratio	0.70	0.07	0.44	0.32	0.46	
Uniform Delay, d1	50.6	45.2	5.9	5.3	10.3	
Progression Factor	1.00	1.00	2.91	0.99	1.00	
Incremental Delay, d2	7.4	0.1	1.0	0.2	0.6	
Delay (s)	58.0	45.3	18.3	5.4	10.8	
Level of Service	E	D	B	A	B	
Approach Delay (s)	53.6			6.6	10.8	
Approach LOS	D			A	B	
Intersection Summary						
HCM 2000 Control Delay			13.4		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.51			
Actuated Cycle Length (s)			128.0		Sum of lost time (s)	15.0
Intersection Capacity Utilization			70.5%		ICU Level of Service	C
Analysis Period (min)			15			
c Critical Lane Group						

HCM Unsignalized Intersection Capacity Analysis
 1: Site Dwy (Ex) & Lawrence Ave E

06/29/2023

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Volume (veh/h)	1060	5	0	1310	0	0
Future Volume (Veh/h)	1060	5	0	1310	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1152	5	0	1424	0	0
Pedestrians					20	
Lane Width (m)					3.0	
Walking Speed (m/s)					1.2	
Percent Blockage					1	
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (m)				123		
pX, platoon unblocked					0.83	
vC, conflicting volume			1177		1886	598
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1177		1662	598
tC, single (s)			4.1		*6.5	6.9
tC, 2 stage (s)						
tF (s)			2.2		*3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			592		85	444
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	768	389	0	712	712	0
Volume Left	0	0	0	0	0	0
Volume Right	0	5	0	0	0	0
sSH	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.45	0.23	0.00	0.42	0.42	0.00
Queue Length 95th (m)	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS						A
Approach Delay (s)	0.0		0.0			0.0
Approach LOS						A
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			39.5%		ICU Level of Service	A
Analysis Period (min)			15			
* User Entered Value						

Timings
 2: The Donway W & Lawrence Ave E


06/29/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑↑	↑	↑	↑↑	↑	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	90	770	195	100	975	35	170	85	95	90	110	180
Future Volume (vph)	90	770	195	100	975	35	170	85	95	90	110	180
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases		2			6		3	8			4	
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	2	2	2	6	6	6	3	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	6.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	36.0	36.0	36.0	36.0	36.0	36.0	10.0	37.0	37.0	37.0	37.0	37.0
Total Split (s)	85.0	85.0	85.0	85.0	85.0	85.0	13.0	59.0	59.0	46.0	46.0	46.0
Total Split (%)	59.0%	59.0%	59.0%	59.0%	59.0%	59.0%	9.0%	41.0%	41.0%	31.9%	31.9%	31.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	1.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	3.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Recall Mode	C-Min	C-Min	C-Min	Min	Min	Min	None	Min	Min	Min	Min	Min
Act Effct Green (s)	91.3	91.3	91.3	91.3	91.3	91.3	43.7	40.7	40.7	21.6	21.6	21.6
Actuated g/C Ratio	0.63	0.63	0.63	0.63	0.63	0.63	0.30	0.28	0.28	0.15	0.15	0.15
v/c Ratio	0.45	0.40	0.25	0.35	0.50	0.04	0.53	0.18	0.23	0.59	0.43	0.67
Control Delay	24.0	14.7	6.2	24.6	20.9	9.1	44.1	37.8	7.1	69.6	58.3	37.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.0	14.7	6.2	24.6	20.9	9.1	44.1	37.8	7.1	69.6	58.3	37.4
LOS	C	B	A	C	C	A	D	D	A	E	E	D
Approach Delay		13.9			20.8			32.5			51.1	
Approach LOS		B			C			C			D	
Intersection Summary												
Cycle Length: 144												
Actuated Cycle Length: 144												
Offset: 60 (42%), Referenced to phase 2:EBTL, Start of Green												
Natural Cycle: 85												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.67												
Intersection Signal Delay: 23.7												
Intersection Capacity Utilization 71.7%												
ICU Level of Service C												
Analysis Period (min) 15												
Splits and Phases: 2: The Donway W & Lawrence Ave E												

Queues

2: The Donway W & Lawrence Ave E

06/29/2023




Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	99	846	214	110	1071	38	187	93	104	99	121	198
v/c Ratio	0.45	0.40	0.25	0.35	0.50	0.04	0.53	0.18	0.23	0.59	0.43	0.67
Control Delay	24.0	14.7	6.2	24.6	20.9	9.1	44.1	37.8	7.1	69.6	58.3	37.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.0	14.7	6.2	24.6	20.9	9.1	44.1	37.8	7.1	69.6	58.3	37.4
Queue Length 50th (m)	14.4	62.1	9.8	10.3	137.4	0.2	44.0	21.1	0.0	28.7	34.2	27.7
Queue Length 95th (m)	34.6	82.4	23.6	m37.8	m183.5	m4.0	64.1	34.9	14.1	45.4	50.3	52.2
Internal Link Dist (m)	98.9			236.1			92.1			144.4		
Turn Bay Length (m)	45.0		30.0	50.0		30.0	50.0		60.0	25.0		
Base Capacity (vph)	223	2143	872	312	2163	873	353	681	559	310	521	458
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.39	0.25	0.35	0.50	0.04	0.53	0.14	0.19	0.32	0.23	0.43
Intersection Summary												
m Volume for 95th percentile queue is metered by upstream signal.												

HCM Signalized Intersection Capacity Analysis

2: The Donway W & Lawrence Ave E

06/29/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔↔	↔	↔	↔↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	90	770	195	100	975	35	170	85	95	90	110	180
Future Volume (vph)	90	770	195	100	975	35	170	85	95	90	110	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frbp, ped/bikes	1.00	1.00	0.89	1.00	1.00	0.90	1.00	1.00	0.91	1.00	1.00	0.93
Flpb, ped/bikes	0.99	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.93	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1556	3368	1299	1597	3400	1337	1634	1842	1334	1524	1879	1381
Flt Permitted	0.21	1.00	1.00	0.29	1.00	1.00	0.52	1.00	1.00	0.70	1.00	1.00
Satd. Flow (perm)	351	3368	1299	491	3400	1337	892	1842	1334	1118	1879	1381
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	99	846	214	110	1071	38	187	93	104	99	121	198
RTOR Reduction (vph)	0	0	47	0	0	14	0	75	0	0	88	
Lane Group Flow (vph)	99	846	167	110	1071	24	187	93	29	99	121	110
Confl. Peds. (#/hr)	31		38	38		31	38		54	54		38
Heavy Vehicles (%)	7%	6%	3%	3%	5%	2%	1%	2%	3%	3%	0%	2%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases		2			6		3	8			4	
Permitted Phases	2		2	6		6	8		8	4		4
Actuated Green, G (s)	90.2	90.2	90.2	90.2	90.2	90.2	39.8	39.8	39.8	20.6	20.6	20.6
Effective Green, g (s)	91.2	91.2	91.2	91.2	91.2	91.2	40.8	40.8	40.8	21.6	21.6	21.6
Actuated g/C Ratio	0.63	0.63	0.63	0.63	0.63	0.63	0.28	0.28	0.28	0.15	0.15	0.15
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	4.0	7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	222	2133	822	310	2153	846	336	521	377	167	281	207
v/s Ratio Prot		0.25			c0.32		c0.06	0.05			0.06	
v/s Ratio Perm	0.28		0.13	0.22		0.02	c0.10		0.02	0.09		0.08
v/c Ratio	0.45	0.40	0.20	0.35	0.50	0.03	0.56	0.18	0.08	0.59	0.43	0.53
Uniform Delay, d1	13.5	12.9	11.1	12.5	14.1	9.9	41.9	38.9	37.8	57.1	55.6	56.5
Progression Factor	1.00	1.00	1.00	1.49	1.32	8.94	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	6.4	0.6	0.6	0.4	0.1	0.0	2.0	0.2	0.1	5.5	1.1	2.6
Delay (s)	19.9	13.5	11.7	18.9	18.8	88.1	43.9	39.1	37.9	62.6	56.7	59.2
Level of Service	B	B	B	B	B	F	D	D	D	E	E	E
Approach Delay (s)	13.7			21.0			41.1			59.3		
Approach LOS	B			C			D			E		
Intersection Summary												
HCM 2000 Control Delay			25.8			HCM 2000 Level of Service			C			
HCM 2000 Volume to Capacity ratio			0.53									
Actuated Cycle Length (s)			144.0			Sum of lost time (s)			15.0			
Intersection Capacity Utilization			71.7%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

Timings
3: Don Mills Rd & Lawrence Ave E

06/29/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↕
Traffic Volume (vph)	70	825	205	210	875	90	165	510	245	1380
Future Volume (vph)	70	825	205	210	875	90	165	510	245	1380
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	7	4		3	8		5	2	1	6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	7	4	4	3	8	8	5	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0	7.0	5.0	7.0	5.0	7.0
Minimum Split (s)	9.5	44.3	44.3	9.5	44.3	44.3	9.5	51.3	9.5	51.3
Total Split (s)	9.6	45.3	45.3	19.0	54.7	54.7	16.0	57.1	22.6	63.7
Total Split (%)	6.7%	31.5%	31.5%	13.2%	38.0%	38.0%	11.1%	39.7%	15.7%	44.2%
Yellow Time (s)	3.0	3.8	3.8	3.0	3.8	3.8	3.0	3.8	3.0	3.8
All-Red Time (s)	1.0	3.5	3.5	1.0	3.5	3.5	1.0	3.5	1.0	3.5
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-2.0	-1.0	-1.0	-2.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	6.3	6.3	2.0	6.3	6.3	2.0	6.3	3.0	6.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	None	C-Min
Act Effct Green (s)	49.2	39.1	39.1	62.8	48.8	48.8	70.3	52.0	75.7	56.9
Actuated g/C Ratio	0.34	0.27	0.27	0.44	0.34	0.34	0.49	0.36	0.53	0.40
v/c Ratio	0.48	0.96	0.47	0.93	0.80	0.19	0.89	0.52	0.75	0.94
Control Delay	41.4	74.2	19.1	80.2	49.6	3.2	78.8	36.5	32.8	53.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.4	74.2	19.1	80.2	49.6	3.2	78.8	36.5	32.8	53.4
LOS	D	E	B	F	D	A	E	D	C	D
Approach Delay		61.9			51.5			45.2		50.6
Approach LOS		E			D			D		D

Intersection Summary	
Cycle Length:	144
Actuated Cycle Length:	144
Offset:	54.5 (38%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle:	115
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.96
Intersection Signal Delay:	52.5
Intersection Capacity Utilization:	109.8%
ICU Level of Service:	H
Intersection LOS:	D
Analysis Period (min):	15



Queues
3: Don Mills Rd & Lawrence Ave E

06/29/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	74	878	218	223	931	96	176	681	261	1601
v/c Ratio	0.48	0.96	0.47	0.93	0.80	0.19	0.89	0.52	0.75	0.94
Control Delay	41.4	74.2	19.1	80.2	49.6	3.2	78.8	36.5	32.8	53.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.4	74.2	19.1	80.2	49.6	3.2	78.8	36.5	32.8	53.4
Queue Length 50th (m)	13.9	117.1	9.2	51.7	133.8	0.0	37.9	72.8	42.3	186.9
Queue Length 95th (m)	30.1	#185.7	45.4	#105.3	161.5	7.4	#84.5	91.2	61.8	#217.9
Internal Link Dist (m)		236.1			183.7			280.2		394.6
Turn Bay Length (m)	50.0		160.0	90.0		35.0	65.0		100.0	
Base Capacity (vph)	153	914	466	241	1162	517	197	1302	366	1717
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.96	0.47	0.93	0.80	0.19	0.89	0.52	0.71	0.93

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

HCM Signalized Intersection Capacity Analysis
3: Don Mills Rd & Lawrence Ave E

06/29/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕↕	↕↕	↕↕	↕↕	↕↕	↕↕	↕↕	↕↕	↕↕	↕↕	↕↕
Traffic Volume (vph)	70	825	205	210	875	90	165	510	130	245	1380	125
Future Volume (vph)	70	825	205	210	875	90	165	510	130	245	1380	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	3.0	6.3	6.3	2.0	6.3	6.3	2.0	6.3		3.0	6.3	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	*0.71		1.00	*0.81	
Frbp, ped/bikes	1.00	1.00	0.81	1.00	1.00	0.85	1.00	0.98		1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		0.99	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1647	3368	1190	1587	3433	1287	1545	3553		1627	4290	
Flt Permitted	0.15	1.00	1.00	0.09	1.00	1.00	0.08	1.00		0.22	1.00	
Satd. Flow (perm)	265	3368	1190	158	3433	1287	123	3553		375	4290	
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)	74	878	218	223	931	96	176	543	138	261	1468	133
RTOR Reduction (vph)	0	0	143	0	0	63	0	19	0	0	7	0
Lane Group Flow (vph)	74	878	75	223	931	33	176	662	0	261	1594	0
Confl. Peds. (#/hr)	117		153	153		117	139		91	91		139
Heavy Vehicles (%)	2%	6%	3%	6%	4%	0%	9%	7%	7%	3%	4%	2%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Actuated Green, G (s)	44.0	38.2	38.2	57.6	47.8	47.8	63.0	51.0		71.8	55.8	
Effective Green, g (s)	46.0	39.2	39.2	59.6	48.8	48.8	67.0	52.0		72.8	56.8	
Actuated g/C Ratio	0.32	0.27	0.27	0.41	0.34	0.34	0.47	0.36		0.51	0.39	
Clearance Time (s)	4.0	7.3	7.3	4.0	7.3	7.3	4.0	7.3		4.0	7.3	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	149	916	323	238	1163	436	195	1283		344	1692	
v/s Ratio Prot	0.02	c0.26		c0.11	0.27		c0.09	0.19		c0.09	c0.37	
v/s Ratio Perm	0.13		0.06	0.27		0.03	0.33			0.29		
v/c Ratio	0.50	0.96	0.23	0.94	0.80	0.07	0.90	0.52		0.76	0.94	
Uniform Delay, d1	36.5	51.6	40.7	42.3	43.2	32.3	41.0	36.1		22.8	42.0	
Progression Factor	1.19	1.03	2.09	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.5	19.6	0.4	40.9	4.0	0.1	38.3	1.5		9.2	11.9	
Delay (s)	45.9	72.9	85.3	83.2	47.2	32.4	79.3	37.6		32.1	53.9	
Level of Service	D	E	F	F	D	C	E	D		C	D	
Approach Delay (s)		73.5			52.5			46.2			50.9	
Approach LOS		E			D			D			D	
Intersection Summary												
HCM 2000 Control Delay		55.6			HCM 2000 Level of Service						E	
HCM 2000 Volume to Capacity ratio		0.96										
Actuated Cycle Length (s)		144.0			Sum of lost time (s)						18.6	
Intersection Capacity Utilization		109.8%			ICU Level of Service						H	
Analysis Period (min)		15										
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
4: The Donway W & Site Dwy (Ex)

06/29/2023

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↕	↕	↕	↕	↕
Traffic Volume (veh/h)	10	330	420	25	15	10
Future Volume (Veh/h)	10	330	420	25	15	10
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	11	367	467	28	17	11
Pedestrians		7			20	
Lane Width (m)		3.2			3.0	
Walking Speed (m/s)		1.2			1.2	
Percent Blockage		1			1	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (m)		365	116			
pX, platoon unblocked	0.93				0.93	0.93
vC, conflicting volume	515				890	508
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	444				846	436
tC, single (s)	4.1				6.4	6.3
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.4
p0 queue free %	99				94	98
cM capacity (veh/h)	1036				305	548
Direction, Lane #						
	EB 1	EB 2	WB 1	SB 1		
Volume Total	11	367	495	28		
Volume Left	11	0	0	17		
Volume Right	0	0	28	11		
sSH	1036	1700	1700	370		
Volume to Capacity	0.01	0.22	0.29	0.08		
Queue Length 95th (m)	0.3	0.0	0.0	2.0		
Control Delay (s)	8.5	0.0	0.0	15.5		
Lane LOS	A			C		
Approach Delay (s)	0.2		0.0	15.5		
Approach LOS				C		
Intersection Summary						
Average Delay			0.6			
Intersection Capacity Utilization		35.8%			ICU Level of Service	A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis
5: Marie Labatte Rd & The Donway W

06/29/2023

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Volume (veh/h)	275	5	85	345	5	65
Future Volume (Veh/h)	275	5	85	345	5	65
Sign Control	Free		Free		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	316	6	98	397	6	75
Pedestrians	3		4		10	
Lane Width (m)	3.5		3.2		3.0	
Walking Speed (m/s)	1.2		1.2		1.2	
Percent Blockage	0		0		1	
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (m)	330		152			
pX, platoon unblocked					0.97	
vC, conflicting volume			332		925 333	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			332		904 333	
tC, single (s)			4.1		6.4 6.2	
tC, 2 stage (s)						
tF (s)			2.2		3.5 3.3	
p0 queue free %			92		98 89	
cM capacity (veh/h)			1230		273 699	
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	
Volume Total	322	98	397	6	75	
Volume Left	0	98	0	6	0	
Volume Right	6	0	0	0	75	
eSH	1700	1230	1700	273	699	
Volume to Capacity	0.19	0.08	0.23	0.02	0.11	
Queue Length 95th (m)	0.0	2.1	0.0	0.5	2.9	
Control Delay (s)	0.0	8.2	0.0	18.5	10.8	
Lane LOS	A		C		B	
Approach Delay (s)	0.0	1.6	11.3			
Approach LOS			B			
Intersection Summary						
Average Delay			1.9			
Intersection Capacity Utilization			34.1%		ICU Level of Service A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
6: The Donway W & Sanderling PI

06/29/2023

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔		↔	
Traffic Volume (veh/h)	10	5	5	290	300	5
Future Volume (Veh/h)	10	5	5	290	300	5
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	12	6	6	337	349	6
Pedestrians	6		2			
Lane Width (m)	3.0		3.2			
Walking Speed (m/s)	1.2		1.2			
Percent Blockage	0		0			
Right turn flare (veh)			4			
Median type			None		None	
Median storage (veh)						
Upstream signal (m)			198		283	
pX, platoon unblocked						
vC, conflicting volume	707	360	361			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	707	360	361			
tC, single (s)	6.4	6.3	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.4	2.2			
p0 queue free %	97	99	100			
cM capacity (veh/h)	401	655	1204			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	18	6	337	355		
Volume Left	12	6	0	0		
Volume Right	6	0	0	6		
eSH	601	1204	1700	1700		
Volume to Capacity	0.03	0.00	0.20	0.21		
Queue Length 95th (m)	0.7	0.1	0.0	0.0		
Control Delay (s)	13.0	8.0	0.0	0.0		
Lane LOS	B		A			
Approach Delay (s)	13.0	0.1	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			26.7%		ICU Level of Service A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
7: The Donway W & Flaire Condos Dwy

06/29/2023

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↑	↔	↔	↑
Traffic Volume (veh/h)	5	45	245	5	5	295
Future Volume (Veh/h)	5	45	245	5	5	295
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	6	52	285	6	6	343
Pedestrians	8		2			4
Lane Width (m)	3.0		3.2			3.2
Walking Speed (m/s)	1.2		1.2			1.2
Percent Blockage	1		0			0
Right turn flare (veh)		3				
Median type			None			None
Median storage (veh)						
Upstream signal (m)			132			349
pX, platoon unblocked						
vC, conflicting volume	650	297			299	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	650	297			299	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	93			100	
cM capacity (veh/h)	432	741			1267	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	58	285	6	6	343	
Volume Left	6	0	0	6	0	
Volume Right	52	0	6	0	0	
sSH	826	1700	1700	1267	1700	
Volume to Capacity	0.07	0.17	0.00	0.00	0.20	
Queue Length 95th (m)	1.8	0.0	0.0	0.1	0.0	
Control Delay (s)	10.6	0.0	0.0	7.9	0.0	
Lane LOS	B			A		
Approach Delay (s)	10.6	0.0		0.1		
Approach LOS	B					
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization		26.8%		ICU Level of Service		A
Analysis Period (min)		15				

Timings
8: The Donway W & Overland Dr/Clock Tower Rd


06/29/2023

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	Ø3	Ø7
Lane Configurations		↔		↔	↔		↔	↔	↔		
Traffic Volume (vph)	80	15	10	15	45	25	115	20	160		
Future Volume (vph)	80	15	10	15	45	25	115	20	160		
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	NA		
Protected Phases		4		8			2		6	3	7
Permitted Phases	4		8		8	2		6			
Detector Phase	4	4	8	8	8	2	2	6	6		
Switch Phase											
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	19.0	19.0	19.0	19.0	1.0	1.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	25.0	25.0	25.0	25.0	3.0	3.0
Total Split (s)	16.0	16.0	16.0	16.0	16.0	28.0	28.0	28.0	28.0	5.0	5.0
Total Split (%)	32.7%	32.7%	32.7%	32.7%	32.7%	57.1%	57.1%	57.1%	57.1%	10%	10%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	2.0	2.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	0.0	0.0
Lost Time Adjust (s)		-1.0		-1.0		-1.0		-1.0		-1.0	
Total Lost Time (s)		5.0		5.0		5.0		5.0		5.0	
Lead/Lag	Lag	Lag	Lag	Lag	Lag					Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	C-Min	C-Min	C-Min	None	None
Act Effct Green (s)	11.5		11.5		11.5	31.1	31.1	31.1	31.1		
Actuated g/C Ratio	0.23		0.23		0.23	0.63	0.63	0.63	0.63		
v/c Ratio	0.41		0.08		0.12	0.05	0.12	0.03	0.27		
Control Delay	14.7		12.7		1.0	7.3	6.4	7.2	5.6		
Queue Delay	0.0		0.0		0.0	0.0	0.0	0.0	0.0		
Total Delay	14.7		12.7		1.0	7.3	6.4	7.2	5.6		
LOS	B		B		A	A	A	A	A		
Approach Delay	14.7		5.2				6.5		5.7		
Approach LOS	B		A				A		A		
Intersection Summary											
Cycle Length: 49											
Actuated Cycle Length: 49											
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green											
Natural Cycle: 55											
Control Type: Actuated-Coordinated											
Maximum v/c Ratio: 0.41											
Intersection Signal Delay: 7.6						Intersection LOS: A					
Intersection Capacity Utilization 57.3%						ICU Level of Service B					
Analysis Period (min) 15											
Splits and Phases: 8: The Donway W & Overland Dr/Clock Tower Rd											
Ø2 (R)			Ø3			Ø4			Ø7		
26 s			5 s			16 s			16 s		
Ø6 (R)			Ø7			Ø8					
26 s			5 s			16 s					

Queues

8: The Donway W & Overland Dr/Clock Tower Rd

06/29/2023




Lane Group	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	140	27	48	27	140	22	301
v/c Ratio	0.41	0.08	0.12	0.05	0.12	0.03	0.27
Control Delay	14.7	12.7	1.0	7.3	6.4	7.2	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.7	12.7	1.0	7.3	6.4	7.2	5.6
Queue Length 50th (m)	8.3	2.0	0.0	0.9	4.2	0.7	7.0
Queue Length 95th (m)	15.7	5.1	1.1	5.1	15.6	4.3	26.1
Internal Link Dist (m)	131.2	99.5			120.2		108.3
Turn Bay Length (m)			40.0	25.0		55.0	
Base Capacity (vph)	377	397	445	610	1157	752	1117
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.07	0.11	0.04	0.12	0.03	0.27

Intersection Summary

HCM Signalized Intersection Capacity Analysis

8: The Donway W & Overland Dr/Clock Tower Rd

06/29/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↔		↔	↔	↔
Traffic Volume (vph)	80	15	35	10	15	45	25	115	15	20	160	120
Future Volume (vph)	80	15	35	10	15	45	25	115	15	20	160	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)		5.0			5.0	5.0	5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frbp, ped/bikes		0.99			1.00	0.94	1.00	1.00		1.00	0.98	
Flpb, ped/bikes		0.98			0.99	1.00	0.99	1.00		0.98	1.00	
Frt		0.96			1.00	0.85	1.00	0.98		1.00	0.94	
Flt Protected		0.97			0.98	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1643			1765	1392	1553	1778		1654	1668	
Flt Permitted		0.80			0.84	1.00	0.58	1.00		0.67	1.00	
Satd. Flow (perm)		1349			1520	1392	942	1778		1163	1668	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	86	16	38	11	16	48	27	124	16	22	172	129
RTOR Reduction (vph)	0	28	0	0	0	38	0	7	0	0	43	0
Lane Group Flow (vph)	0	112	0	0	27	10	27	133	0	22	258	0
Confl. Peds. (#/hr)	33		44	44		33	16		17	17		16
Heavy Vehicles (%)	4%	0%	3%	8%	0%	2%	7%	3%	6%	0%	4%	3%
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Actuated Green, G (s)		9.1			9.1	9.1	27.9	27.9		27.9	27.9	
Effective Green, g (s)		10.1			10.1	10.1	28.9	28.9		28.9	28.9	
Actuated g/C Ratio		0.21			0.21	0.21	0.59	0.59		0.59	0.59	
Clearance Time (s)		6.0			6.0	6.0	6.0	6.0		6.0	6.0	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		278			313	286	555	1048		685	983	
v/s Ratio Prot								0.08			c0.15	
v/s Ratio Perm		c0.08			0.02	0.01	0.03			0.02		
v/c Ratio		0.40			0.09	0.03	0.05	0.13		0.03	0.26	
Uniform Delay, d1		16.8			15.7	15.6	4.2	4.5		4.2	4.9	
Progression Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.0			0.1	0.0	0.2	0.3		0.1	0.7	
Delay (s)		17.8			15.8	15.6	4.4	4.7		4.3	5.5	
Level of Service		B			B	B	A	A		A	A	
Approach Delay (s)		17.8			15.7			4.7			5.4	
Approach LOS		B			B			A			A	
Intersection Summary												
HCM 2000 Control Delay			8.8				HCM 2000 Level of Service				A	
HCM 2000 Volume to Capacity ratio			0.32									
Actuated Cycle Length (s)			49.0			Sum of lost time (s)				12.0		
Intersection Capacity Utilization			57.3%			ICU Level of Service				B		
Analysis Period (min)			15									
c Critical Lane Group												

Timings

9: Don Mills Rd & The Donway W/The Donway E

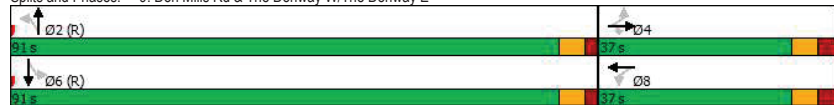
06/29/2023

	↖	→	↘	↙	←	↖	↑	↘	↓
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↑	↘	↙	↖	↖	↖	↖	↖
Traffic Volume (vph)	10	40	95	245	45	80	690	60	1655
Future Volume (vph)	10	40	95	245	45	80	690	60	1655
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4			8		2		6
Permitted Phases	4		4	8		2		6	
Detector Phase	4	4	4	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	8.0	8.0	8.0	8.0
Minimum Split (s)	37.0	37.0	37.0	37.0	37.0	31.0	31.0	31.0	31.0
Total Split (s)	37.0	37.0	37.0	37.0	37.0	91.0	91.0	91.0	91.0
Total Split (%)	28.9%	28.9%	28.9%	28.9%	28.9%	71.1%	71.1%	71.1%	71.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	5.0	5.0	5.0	5.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	C-Min	C-Min	C-Min	C-Min
Act Effct Green (s)	36.4	36.4	36.4	36.4	36.4	80.6	80.6	80.6	80.6
Actuated g/C Ratio	0.28	0.28	0.28	0.28	0.28	0.63	0.63	0.63	0.63
v/c Ratio	0.05	0.09	0.25	0.90	0.40	0.89	0.40	0.31	0.67
Control Delay	38.0	37.4	30.3	77.2	19.5	87.5	11.2	14.7	18.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.0	37.4	30.3	77.2	19.5	87.5	11.2	14.7	18.7
LOS	D	D	C	E	B	F	B	B	B
Approach Delay		32.8			52.0		17.7		18.5
Approach LOS		C			D		B		B

Intersection Summary

Cycle Length: 128
 Actuated Cycle Length: 128
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 23.4 Intersection LOS: C
 Intersection Capacity Utilization 78.6% ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 9: Don Mills Rd & The Donway W/The Donway E



Queues

9: Don Mills Rd & The Donway W/The Donway E

06/29/2023

	↖	→	↘	↙	←	↖	↑	↘	↓
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	11	44	104	269	208	88	939	66	1835
v/c Ratio	0.05	0.09	0.25	0.90	0.40	0.89	0.40	0.31	0.67
Control Delay	38.0	37.4	30.3	77.2	19.5	87.5	11.2	14.7	18.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.0	37.4	30.3	77.2	19.5	87.5	11.2	14.7	18.7
Queue Length 50th (m)	2.3	9.1	16.7	~77.8	18.9	15.9	43.9	9.8	155.8
Queue Length 95th (m)	7.6	19.6	33.9	#134.0	43.6	#55.1	54.1	21.5	165.0
Internal Link Dist (m)		278.1			106.7		312.3		228.3
Turn Bay Length (m)	30.0			55.0		65.0		30.0	
Base Capacity (vph)	237	508	411	300	520	106	2480	225	2943
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.09	0.25	0.90	0.40	0.83	0.38	0.29	0.62

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
 9: Don Mills Rd & The Donway W/The Donway E

06/29/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↗	↘	↔	↗	↘	↔	↗	↘	↔	↗	↘
Traffic Volume (vph)	10	40	95	245	45	145	80	690	165	60	1655	15
Future Volume (vph)	10	40	95	245	45	145	80	690	165	60	1655	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	*0.71		1.00	*0.81	
Frbp, ped/bikes	1.00	1.00	0.95	1.00	0.98		1.00	0.99		1.00	1.00	
Fipb, ped/bikes	0.99	1.00	1.00	0.97	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.89		1.00	0.97		1.00	1.00	
Fit Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1512	1789	1381	1580	1531		1646	3663		1647	4378	
Fit Permitted	0.52	1.00	1.00	0.64	1.00		0.09	1.00		0.19	1.00	
Satd. Flow (perm)	835	1789	1381	1056	1531		158	3663		335	4378	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	11	44	104	269	49	159	88	758	181	66	1819	16
RTOR Reduction (vph)	0	0	19	0	86	0	0	22	0	0	1	0
Lane Group Flow (vph)	11	44	85	269	122	0	88	917	0	66	1834	0
Confl. Peds. (#/hr)	15		28	28		15	16		5	5		16
Heavy Vehicles (%)	10%	5%	4%	3%	0%	8%	2%	6%	3%	2%	4%	14%
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)	35.4	35.4	35.4	35.4	35.4		79.6	79.6		79.6	79.6	
Effective Green, g (s)	36.4	36.4	36.4	36.4	36.4		80.6	80.6		80.6	80.6	
Actuated g/C Ratio	0.28	0.28	0.28	0.28	0.28		0.63	0.63		0.63	0.63	
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	237	508	392	300	435		99	2306		210	2756	
v/s Ratio Prot		0.02			0.08			0.25			0.42	
v/s Ratio Perm	0.01		0.06	c0.25			c0.56			0.20		
v/c Ratio	0.05	0.09	0.22	0.90	0.28		0.89	0.40		0.31	0.67	
Uniform Delay, d1	33.2	33.6	34.9	44.0	35.6		19.9	11.7		10.9	15.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.09	1.18	
Incremental Delay, d2	0.1	0.1	0.3	27.1	0.4		63.9	0.5		3.4	1.1	
Delay (s)	33.3	33.7	35.2	71.1	36.0		83.8	12.2		15.3	18.9	
Level of Service	C	C	D	E	D		F	B		B	B	
Approach Delay (s)		34.7			55.8			18.4			18.8	
Approach LOS		C			E			B			B	

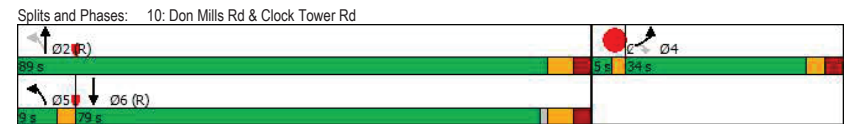
Intersection Summary			
HCM 2000 Control Delay	24.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	128.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	78.6%	ICU Level of Service	D
Analysis Period (min)	15		

Timings
 10: Don Mills Rd & Clock Tower Rd

06/29/2023

Lane Group	EBL	EBR	NBL	NBT	SBT	Ø3
Lane Configurations	↔	↗	↘	↗	↘	
Traffic Volume (vph)	50	30	40	765	1675	
Future Volume (vph)	50	30	40	765	1675	
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		5	2	6	3
Permitted Phases		4	2			
Detector Phase	4	4	5	2	6	
Switch Phase						
Minimum Initial (s)	7.0	7.0	6.0	48.0	48.0	1.0
Minimum Split (s)	34.0	34.0	9.0	55.0	55.0	5.0
Total Split (s)	34.0	34.0	9.0	89.0	79.0	5.0
Total Split (%)	26.6%	26.6%	7.0%	69.5%	61.7%	4%
Yellow Time (s)	3.0	3.0	3.0	4.0	4.0	2.0
All-Red Time (s)	3.0	3.0	0.0	3.0	3.0	0.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	
Total Lost Time (s)	5.0	5.0	2.0	6.0	6.0	
Lead/Lag	Lag	Lag	Lead		Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	None
Act Effct Green (s)	10.7	10.7	112.9	110.1	102.8	
Actuated g/C Ratio	0.08	0.08	0.88	0.86	0.80	
v/c Ratio	0.38	0.20	0.20	0.26	0.52	
Control Delay	62.5	19.5	5.8	2.1	6.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	62.5	19.5	5.8	2.1	6.5	
LOS	E	B	A	A	A	
Approach Delay		46.2			2.3	6.5
Approach LOS		D			A	A

Intersection Summary	
Cycle Length: 128	
Actuated Cycle Length: 128	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 105	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.52	
Intersection Signal Delay: 6.4	Intersection LOS: A
Intersection Capacity Utilization 55.0%	ICU Level of Service B
Analysis Period (min) 15	



Queues

10: Don Mills Rd & Clock Tower Rd

06/29/2023

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	54	33	43	832	1864
v/c Ratio	0.38	0.20	0.20	0.26	0.52
Control Delay	62.5	19.5	5.8	2.1	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	62.5	19.5	5.8	2.1	6.5
Queue Length 50th (m)	13.8	0.0	1.0	15.4	71.7
Queue Length 95th (m)	27.1	10.3	4.2	22.4	97.1
Internal Link Dist (m)	221.2			228.3	280.2
Turn Bay Length (m)		50.0	40.0		
Base Capacity (vph)	385	391	211	3253	3554
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.14	0.08	0.20	0.26	0.52
Intersection Summary					

HCM Signalized Intersection Capacity Analysis

10: Don Mills Rd & Clock Tower Rd

06/29/2023

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	50	30	40	765	1675	40
Future Volume (vph)	50	30	40	765	1675	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	2.0	6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	*0.71	*0.81	
Fr't	1.00	0.85	1.00	1.00	1.00	
Fit Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1703	1615	1805	3782	4423	
Fit Permitted	0.95	1.00	0.07	1.00	1.00	
Satd. Flow (perm)	1703	1615	135	3782	4423	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	54	33	43	832	1821	43
RTOR Reduction (vph)	0	31	0	0	1	0
Lane Group Flow (vph)	54	2	43	832	1863	0
Heavy Vehicles (%)	6%	0%	0%	7%	4%	5%
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4	2			
Actuated Green, G (s)	8.3	8.3	106.7	106.7	98.8	
Effective Green, g (s)	9.3	9.3	107.7	107.7	99.8	
Actuated g/C Ratio	0.07	0.07	0.84	0.84	0.78	
Clearance Time (s)	6.0	6.0	3.0	7.0	7.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	123	117	190	3182	3448	
v/s Ratio Prot	c0.03		0.01	c0.22	c0.42	
v/s Ratio Perm		0.00	0.18			
v/c Ratio	0.44	0.02	0.23	0.26	0.54	
Uniform Delay, d1	56.9	55.1	3.2	2.1	5.4	
Progression Factor	1.00	1.00	2.50	0.88	1.00	
Incremental Delay, d2	2.5	0.1	0.6	0.2	0.6	
Delay (s)	59.3	55.2	8.5	2.0	6.0	
Level of Service	E	E	A	A	A	
Approach Delay (s)	57.8			2.3	6.0	
Approach LOS	E			A	A	
Intersection Summary						
HCM 2000 Control Delay			6.4		HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.53			
Actuated Cycle Length (s)			128.0		Sum of lost time (s)	15.0
Intersection Capacity Utilization			55.0%		ICU Level of Service	B
Analysis Period (min)			15			
c Critical Lane Group						

HCM Unsignalized Intersection Capacity Analysis
1: Site Dwy (Ex) & Lawrence Ave E

06/29/2023

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	1375	45	5	940	5	10
Future Volume (Veh/h)	1375	45	5	940	5	10
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1495	49	5	1022	5	11
Pedestrians					35	
Lane Width (m)					3.0	
Walking Speed (m/s)					1.2	
Percent Blockage					2	
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (m)				123		
pX, platoon unblocked					0.91	
vC, conflicting volume			1579		2076	807
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1579		1990	807
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		90	97
cM capacity (veh/h)			412		48	321
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	997	547	5	511	511	16
Volume Left	0	0	5	0	0	5
Volume Right	0	49	0	0	0	11
sSH	1700	1700	412	1700	1700	115
Volume to Capacity	0.59	0.32	0.01	0.30	0.30	0.14
Queue Length 95th (m)	0.0	0.0	0.3	0.0	0.0	3.7
Control Delay (s)	0.0	0.0	13.8	0.0	0.0	41.2
Lane LOS			B			E
Approach Delay (s)	0.0		0.1			41.2
Approach LOS						E
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			49.5%		ICU Level of Service	A
Analysis Period (min)			15			

Timings
2: The Donway W & Lawrence Ave E


06/29/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	150	975	225	135	605	70	240	135	160	85	135	125
Future Volume (vph)	150	975	225	135	605	70	240	135	160	85	135	125
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases		2			6		3	8				4
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	2	2	2	6	6	6	3	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	6.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	36.0	36.0	36.0	36.0	36.0	36.0	10.0	37.0	37.0	37.0	37.0	37.0
Total Split (s)	85.0	85.0	85.0	85.0	85.0	85.0	13.0	59.0	59.0	46.0	46.0	46.0
Total Split (%)	59.0%	59.0%	59.0%	59.0%	59.0%	59.0%	9.0%	41.0%	41.0%	31.9%	31.9%	31.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	1.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	3.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Recall Mode	C-Min	C-Min	C-Min	Min	Min	Min	None	Min	Min	Min	Min	Min
Act Effct Green (s)	88.0	88.0	88.0	88.0	88.0	88.0	47.0	44.0	44.0	21.5	21.5	21.5
Actuated g/C Ratio	0.61	0.61	0.61	0.61	0.61	0.61	0.33	0.31	0.31	0.15	0.15	0.15
v/c Ratio	0.42	0.48	0.30	0.61	0.30	0.10	0.69	0.25	0.39	0.58	0.51	0.42
Control Delay	20.6	17.5	8.5	47.9	22.4	15.8	49.4	37.6	25.1	70.0	60.9	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.6	17.5	8.5	47.9	22.4	15.8	49.4	37.6	25.1	70.0	60.9	11.6
LOS	C	B	A	D	C	B	D	D	C	E	E	B
Approach Delay		16.3			26.1			39.2			45.2	
Approach LOS		B			C			D			D	
Intersection Summary												
Cycle Length: 144												
Actuated Cycle Length: 144												
Offset: 60 (42%), Referenced to phase 2:EBTL, Start of Green												
Natural Cycle: 95												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.69												
Intersection Signal Delay: 26.2												
Intersection Capacity Utilization 89.4%												
ICU Level of Service E												
Analysis Period (min) 15												
Splits and Phases: 2: The Donway W & Lawrence Ave E												

Queues

2: The Donway W & Lawrence Ave E

06/29/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	158	1026	237	142	637	74	253	142	168	89	142	132
v/c Ratio	0.42	0.48	0.30	0.61	0.30	0.10	0.69	0.25	0.39	0.58	0.51	0.42
Control Delay	20.6	17.5	8.5	47.9	22.4	15.8	49.4	37.6	25.1	70.0	60.9	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.6	17.5	8.5	47.9	22.4	15.8	49.4	37.6	25.1	70.0	60.9	11.6
Queue Length 50th (m)	24.0	86.5	15.3	38.2	71.9	8.7	59.8	31.8	23.6	25.8	40.7	0.0
Queue Length 95th (m)	42.1	101.9	30.2	m65.1	97.0	m18.2	#102.4	51.0	46.4	41.8	58.0	17.8
Internal Link Dist (m)		98.9		236.1			92.1				144.4	
Turn Bay Length (m)	45.0		30.0	50.0		30.0	50.0		60.0	25.0		
Base Capacity (vph)	384	2153	806	236	2153	755	368	710	521	286	521	466
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.48	0.29	0.60	0.30	0.10	0.69	0.20	0.32	0.31	0.27	0.28


Intersection Summary

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

HCM Signalized Intersection Capacity Analysis

2: The Donway W & Lawrence Ave E

06/29/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	150	975	225	135	605	70	240	135	160	85	135	125
Future Volume (vph)	150	975	225	135	605	70	240	135	160	85	135	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frbp, ped/bikes	1.00	1.00	0.82	1.00	1.00	0.79	1.00	1.00	0.85	1.00	1.00	0.89
Flob, ped/bikes	0.93	1.00	1.00	0.97	1.00	1.00	0.97	1.00	1.00	0.88	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1550	3466	1227	1623	3466	1179	1614	1879	1274	1469	1879	1334
Flt Permitted	0.38	1.00	1.00	0.22	1.00	1.00	0.46	1.00	1.00	0.67	1.00	1.00
Satd. Flow (perm)	617	3466	1227	380	3466	1179	786	1879	1274	1030	1879	1334
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	158	1026	237	142	637	74	253	142	168	89	142	132
RTOR Reduction (vph)	0	0	45	0	0	24	0	0	45	0	0	112
Lane Group Flow (vph)	158	1026	192	142	637	50	253	142	123	89	142	20
Confl. Peds. (#/hr)	78		65	65		78	72		101	101		72
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	1%	3%	1%	1%	3%	1%	1%	0%	0%	1%	0%	0%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases		2			6		3	8			4	
Permitted Phases	2		2	6		6	8		8	4		4
Actuated Green, G (s)	87.0	87.0	87.0	87.0	87.0	87.0	43.0	43.0	43.0	20.5	20.5	20.5
Effective Green, g (s)	88.0	88.0	88.0	88.0	88.0	88.0	44.0	44.0	44.0	21.5	21.5	21.5
Actuated g/C Ratio	0.61	0.61	0.61	0.61	0.61	0.61	0.31	0.31	0.31	0.15	0.15	0.15
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	4.0	7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	377	2118	749	232	2118	720	352	574	389	153	280	199
v/s Ratio Prot		0.30			0.18		c0.10	0.08				0.08
v/s Ratio Perm	0.26		0.16	c0.37		0.04	c0.12		0.10	0.09		0.01
v/c Ratio	0.42	0.48	0.26	0.61	0.30	0.07	0.72	0.25	0.32	0.58	0.51	0.10
Uniform Delay, d1	14.6	15.5	12.9	17.4	13.3	11.4	41.4	37.6	38.4	57.1	56.4	52.9
Progression Factor	1.00	1.00	1.00	1.71	1.54	3.59	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.4	0.8	0.8	4.0	0.1	0.0	6.9	0.2	0.5	5.5	1.4	0.2
Delay (s)	18.0	16.3	13.7	33.7	20.6	40.9	48.3	37.8	38.9	62.6	57.8	53.1
Level of Service	B	B	B	C	C	D	D	D	D	E	E	D
Approach Delay (s)		16.0			24.5			42.8				57.3
Approach LOS		B			C			D				E

Intersection Summary

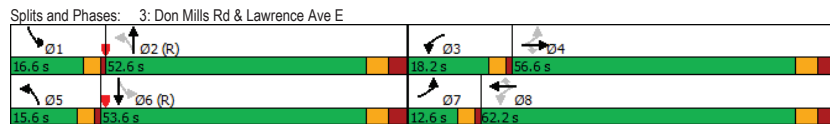
- HCM 2000 Control Delay: 27.7, HCM 2000 Level of Service: C
- HCM 2000 Volume to Capacity ratio: 0.66
- Actuated Cycle Length (s): 144.0, Sum of lost time (s): 15.0
- Intersection Capacity Utilization: 89.4%, ICU Level of Service: E
- Analysis Period (min): 15
- c Critical Lane Group

Timings
3: Don Mills Rd & Lawrence Ave E

06/29/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↕
Traffic Volume (vph)	120	1155	130	210	635	105	165	1010	190	760
Future Volume (vph)	120	1155	130	210	635	105	165	1010	190	760
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	7	4		3	8		5	2	1	6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	7	4	4	3	8	8	5	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0	7.0	5.0	7.0	5.0	7.0
Minimum Split (s)	9.5	44.3	44.3	9.5	44.3	44.3	9.5	51.3	9.5	51.3
Total Split (s)	12.6	56.6	56.6	18.2	62.2	62.2	15.6	52.6	16.6	53.6
Total Split (%)	8.8%	39.3%	39.3%	12.6%	43.2%	43.2%	10.8%	36.5%	11.5%	37.2%
Yellow Time (s)	3.0	3.8	3.8	3.0	3.8	3.8	3.0	3.8	3.0	3.8
All-Red Time (s)	1.0	3.5	3.5	1.0	3.5	3.5	1.0	3.5	1.0	3.5
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-2.0	-1.0	-1.0	-2.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	6.3	6.3	2.0	6.3	6.3	2.0	6.3	3.0	6.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	None	C-Min
Act Effct Green (s)	63.2	50.5	50.5	73.0	56.2	56.2	63.6	46.0	64.4	47.5
Actuated g/C Ratio	0.44	0.35	0.35	0.51	0.39	0.39	0.44	0.32	0.45	0.33
v/c Ratio	0.40	0.97	0.25	0.90	0.48	0.20	0.71	0.94	0.94	0.68
Control Delay	27.1	68.9	13.9	75.2	34.6	8.2	40.6	57.1	86.3	44.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.1	68.9	13.9	75.2	34.6	8.2	40.6	57.1	86.3	44.3
LOS	C	E	B	E	C	A	D	E	F	D
Approach Delay		60.2			40.6			55.4		52.0
Approach LOS		E			D			E		D

Intersection Summary	
Cycle Length:	144
Actuated Cycle Length:	144
Offset:	54.5 (38%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle:	115
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.97
Intersection Signal Delay:	53.2
Intersection LOS:	D
Intersection Capacity Utilization:	107.9%
ICU Level of Service:	G
Analysis Period (min):	15



Queues
3: Don Mills Rd & Lawrence Ave E

06/29/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	124	1191	134	216	655	108	170	1474	196	877
v/c Ratio	0.40	0.97	0.25	0.90	0.48	0.20	0.71	0.94	0.94	0.68
Control Delay	27.1	68.9	13.9	75.2	34.6	8.2	40.6	57.1	86.3	44.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.1	68.9	13.9	75.2	34.6	8.2	40.6	57.1	86.3	44.3
Queue Length 50th (m)	28.1	194.9	9.9	48.1	77.5	2.8	29.8	147.2	43.0	102.7
Queue Length 95th (m)	39.3	#235.9	25.0	#98.0	96.5	15.9	#51.2	#177.0	#94.2	123.7
Internal Link Dist (m)		236.1			183.7			280.2		394.6
Turn Bay Length (m)	50.0		160.0	90.0		35.0	65.0		100.0	
Base Capacity (vph)	315	1227	527	239	1353	527	244	1581	208	1294
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.97	0.25	0.90	0.48	0.20	0.70	0.93	0.94	0.68

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

HCM Signalized Intersection Capacity Analysis
3: Don Mills Rd & Lawrence Ave E

06/29/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↗	↘	↔	↗	↘	↔	↗	↘	↔	↗	↘
Traffic Volume (vph)	120	1155	130	210	635	105	165	1010	420	190	760	90
Future Volume (vph)	120	1155	130	210	635	105	165	1010	420	190	760	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	3.0	6.3	6.3	2.0	6.3	6.3	2.0	6.3	3.0	6.3		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	*0.93	1.00	*0.73		
Frbp, ped/bikes	1.00	1.00	0.83	1.00	1.00	0.83	1.00	0.97	1.00	0.98		
Flpb, ped/bikes	0.98	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96	1.00	0.98		
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.95	1.00		
Satd. Flow (prot)	1624	3500	1255	1668	3466	1205	1678	4755	1651	3902		
Flt Permitted	0.33	1.00	1.00	0.07	1.00	1.00	0.14	1.00	0.08	1.00		
Satd. Flow (perm)	570	3500	1255	131	3466	1205	254	4755	146	3902		
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	124	1191	134	216	655	108	170	1041	433	196	784	93
RTOR Reduction (vph)	0	0	87	0	0	57	0	52	0	0	7	0
Lane Group Flow (vph)	124	1191	47	216	655	51	170	1422	0	196	870	0
Confl. Peds. (#/hr)	137		136	136		137	174		87	87		174
Heavy Vehicles (%)	2%	2%	0%	1%	3%	4%	0%	3%	1%	2%	2%	0%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA		
Protected Phases	7	4		3	8		5	2	1	6		
Permitted Phases	4		4	8		8	2		6			
Actuated Green, G (s)	57.9	49.5	49.5	67.7	55.3	55.3	56.2	45.0	59.2	46.5		
Effective Green, g (s)	59.9	50.5	50.5	69.7	56.3	56.3	60.2	46.0	61.2	47.5		
Actuated g/C Ratio	0.42	0.35	0.35	0.48	0.39	0.39	0.42	0.32	0.43	0.33		
Clearance Time (s)	4.0	7.3	7.3	4.0	7.3	7.3	4.0	7.3	4.0	7.3		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	305	1227	440	236	1355	471	236	1518	205	1287		
v/s Ratio Prot	0.03	c0.34		c0.10	0.19		0.07	0.30	c0.09	0.22		
v/s Ratio Perm	0.14		0.04	0.34		0.04	0.23		c0.31			
v/c Ratio	0.41	0.97	0.11	0.92	0.48	0.11	0.72	0.94	0.96	0.68		
Uniform Delay, d1	26.9	46.0	31.5	43.7	32.9	27.9	29.4	47.6	41.3	41.6		
Progression Factor	1.17	1.10	2.56	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Incremental Delay, d2	0.8	18.2	0.1	36.2	0.3	0.1	10.3	12.2	49.9	2.9		
Delay (s)	32.4	68.6	81.0	79.9	33.2	28.0	39.7	59.8	91.2	44.5		
Level of Service	C	E	F	E	C	C	D	E	F	D		
Approach Delay (s)		66.7			42.9			57.7		53.0		
Approach LOS		E			D			E		D		
Intersection Summary												
HCM 2000 Control Delay		56.4										E
HCM 2000 Volume to Capacity ratio		0.97										
Actuated Cycle Length (s)		144.0			Sum of lost time (s)			18.6				
Intersection Capacity Utilization		107.9%										G
Analysis Period (min)		15										
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
4: The Donway W & Site Dwy (Ex)

06/29/2023

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↗	↘		↗	↘
Traffic Volume (veh/h)	35	465	445	65	80	60
Future Volume (Veh/h)	35	465	445	65	80	60
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	38	511	489	71	88	66
Pedestrians		2			28	
Lane Width (m)		3.2			3.0	
Walking Speed (m/s)		1.2			1.2	
Percent Blockage		0			2	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (m)		365	116			
pX, platoon unblocked	0.91				0.91	0.91
vC, conflicting volume	588				1140	554
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	494				1102	457
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	96				56	88
cM capacity (veh/h)	960				202	539
Direction, Lane #						
Volume Total	38	511	560	154		
Volume Left	38	0	0	88		
Volume Right	0	0	71	66		
sSH	960	1700	1700	276		
Volume to Capacity	0.04	0.30	0.33	0.56		
Queue Length 95th (m)	1.0	0.0	0.0	25.2		
Control Delay (s)	8.9	0.0	0.0	33.4		
Lane LOS	A			D		
Approach Delay (s)	0.6		0.0	33.4		
Approach LOS				D		
Intersection Summary						
Average Delay			4.3			
Intersection Capacity Utilization		44.3%			ICU Level of Service	A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis
5: Marie Labatte Rd & The Donway W

06/29/2023

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Volume (veh/h)	330	10	140	365	5	170
Future Volume (Veh/h)	330	10	140	365	5	170
Sign Control	Free		Free		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	367	11	156	406	6	189
Pedestrians	7		4		12	
Lane Width (m)	3.5		3.2		3.0	
Walking Speed (m/s)	1.2		1.2		1.2	
Percent Blockage	1		0		1	
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (m)	330		152			
pX, platoon unblocked					0.97	
vC, conflicting volume				390		
vC1, stage 1 conf vol				1110		
vC2, stage 2 conf vol				388		
vCu, unblocked vol			390		1099	
tC, single (s)			4.1		6.4	
tC, 2 stage (s)					6.2	
tF (s)			2.2		3.5	
p0 queue free %			87		97	
cM capacity (veh/h)			1170		197	
			657			
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	
Volume Total	378	156	406	6	189	
Volume Left	0	156	0	6	0	
Volume Right	11	0	0	0	189	
eSH	1700	1170	1700	197	657	
Volume to Capacity	0.22	0.13	0.24	0.03	0.29	
Queue Length 95th (m)	0.0	3.7	0.0	0.7	9.5	
Control Delay (s)	0.0	8.6	0.0	23.8	12.7	
Lane LOS	A		C		B	
Approach Delay (s)	0.0		2.4		13.0	
Approach LOS			B			
Intersection Summary						
Average Delay			3.4			
Intersection Capacity Utilization			40.3%		ICU Level of Service A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
6: The Donway W & Sanderling PI

06/29/2023

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔		↔	
Traffic Volume (veh/h)	5	5	5	330	345	10
Future Volume (Veh/h)	5	5	5	330	345	10
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	5	5	359	375	11
Pedestrians	29		2		2	
Lane Width (m)	3.0		3.5			
Walking Speed (m/s)	1.2		1.2			
Percent Blockage	2		0			
Right turn flare (veh)	4					
Median type			None		None	
Median storage (veh)						
Upstream signal (m)			198		283	
pX, platoon unblocked						
vC, conflicting volume	780	410	415			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	780	410	415			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	99	100			
cM capacity (veh/h)	357	633	1132			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	10	5	359	386		
Volume Left	5	5	0	0		
Volume Right	5	0	0	11		
eSH	714	1132	1700	1700		
Volume to Capacity	0.01	0.00	0.21	0.23		
Queue Length 95th (m)	0.3	0.1	0.0	0.0		
Control Delay (s)	13.0	8.2	0.0	0.0		
Lane LOS	B		A			
Approach Delay (s)	13.0	0.1	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			28.8%		ICU Level of Service A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
7: The Donway W & Flaire Condos Dwy

06/29/2023

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↕	↕	↔	↔
Traffic Volume (veh/h)	0	25	305	5	20	325
Future Volume (Veh/h)	0	25	305	5	20	325
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	27	332	5	22	353
Pedestrians	22		3			5
Lane Width (m)	3.0		3.2			3.2
Walking Speed (m/s)	1.2		1.2			1.2
Percent Blockage	2		0			0
Right turn flare (veh)		3				
Median type			None			None
Median storage (veh)						
Upstream signal (m)			132			349
pX, platoon unblocked						
vC, conflicting volume	754	359			359	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	754	359			359	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	96			98	
cM capacity (veh/h)	366	677			1192	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	27	332	5	22	353	
Volume Left	0	0	0	22	0	
Volume Right	27	0	5	0	0	
sSH	169	1700	1700	1192	1700	
Volume to Capacity	0.16	0.20	0.00	0.02	0.21	
Queue Length 95th (m)	4.4	0.0	0.0	0.5	0.0	
Control Delay (s)	30.3	0.0	0.0	8.1	0.0	
Lane LOS	D			A		
Approach Delay (s)	30.3	0.0		0.5		
Approach LOS	D					
Intersection Summary						
Average Delay			1.3			
Intersection Capacity Utilization			28.6%		ICU Level of Service	A
Analysis Period (min)			15			

Timings
8: The Donway W & Overland Dr/Clock Tower Rd


06/29/2023

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	Ø3	Ø7						
Lane Configurations		↔		↔	↔		↔	↔	↔								
Traffic Volume (vph)	90	20	20	20	40	10	170	25	195								
Future Volume (vph)	90	20	20	20	40	10	170	25	195								
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	NA								
Protected Phases		4		8			2		6	3	7						
Permitted Phases	4		8		8		2		6								
Detector Phase	4	4	8	8	8	2	2	6	6								
Switch Phase																	
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	19.0	19.0	19.0	19.0	1.0	1.0						
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	25.0	25.0	25.0	25.0	3.0	3.0						
Total Split (s)	16.0	16.0	16.0	16.0	16.0	28.0	28.0	28.0	28.0	5.0	5.0						
Total Split (%)	32.7%	32.7%	32.7%	32.7%	32.7%	57.1%	57.1%	57.1%	57.1%	10%	10%						
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	2.0	2.0						
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	0.0	0.0						
Lost Time Adjust (s)		-1.0		-1.0		-1.0		-1.0		-1.0							
Total Lost Time (s)		5.0		5.0		5.0		5.0		5.0							
Lead/Lag	Lag	Lag	Lag	Lag	Lag					Lead	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					Yes	Yes						
Recall Mode	None	None	None	None	None	C-Min	C-Min	C-Min	C-Min	None	None						
Act Effct Green (s)	11.9	11.9	11.9	11.9	11.9	30.7	30.7	30.7	30.7								
Actuated g/C Ratio	0.24		0.24	0.24	0.24	0.63	0.63	0.63	0.63								
v/c Ratio	0.42		0.12	0.10	0.02	0.19	0.04	0.28									
Control Delay	16.5		13.2	0.6	7.3	6.7	7.4	6.5									
Queue Delay	0.0		0.0	0.0	0.0	0.0	0.0	0.0									
Total Delay	16.5		13.2	0.6	7.3	6.7	7.4	6.5									
LOS	B		B	A	A	A	A	A									
Approach Delay	16.5		6.8			6.7		6.6									
Approach LOS	B		A			A		A									
Intersection Summary																	
Cycle Length: 49																	
Actuated Cycle Length: 49																	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green																	
Natural Cycle: 55																	
Control Type: Actuated-Coordinated																	
Maximum v/c Ratio: 0.42																	
Intersection Signal Delay: 8.4						Intersection LOS: A											
Intersection Capacity Utilization 57.9%						ICU Level of Service B											
Analysis Period (min) 15																	
Splits and Phases: 8: The Donway W & Overland Dr/Clock Tower Rd																	
Ø2 (R)	[Green 28s]					Ø3	[Red 5s]					Ø4	[Green 16s]				
Ø5 (R)	[Green 28s]					Ø7	[Red 5s]					Ø8	[Green 16s]				

Queues

8: The Donway W & Overland Dr/Clock Tower Rd

06/29/2023




Lane Group	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	138	42	43	11	213	27	308
v/c Ratio	0.42	0.12	0.10	0.02	0.19	0.04	0.28
Control Delay	16.5	13.2	0.6	7.3	6.7	7.4	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.5	13.2	0.6	7.3	6.7	7.4	6.5
Queue Length 50th (m)	9.6	3.1	0.0	0.4	7.0	0.9	9.2
Queue Length 95th (m)	17.1	7.0	0.6	2.8	22.6	5.1	30.0
Internal Link Dist (m)	131.2	99.5			120.2		108.3
Turn Bay Length (m)			40.0	25.0		55.0	
Base Capacity (vph)	357	393	453	586	1143	662	1112
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.11	0.09	0.02	0.19	0.04	0.28

Intersection Summary

HCM Signalized Intersection Capacity Analysis

8: The Donway W & Overland Dr/Clock Tower Rd

06/29/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	90	20	20	20	20	40	10	170	30	25	195	95
Future Volume (vph)	90	20	20	20	20	40	10	170	30	25	195	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)		5.0			5.0	5.0	5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frbp, ped/bikes		0.99			1.00	0.93	1.00	0.99		1.00	0.98	
Flpb, ped/bikes		0.97			0.99	1.00	0.97	1.00		0.97	1.00	
Frt		0.98			1.00	0.85	1.00	0.98		1.00	0.95	
Flt Protected		0.97			0.98	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1652			1811	1408	1519	1776		1575	1701	
Flt Permitted		0.77			0.80	1.00	0.57	1.00		0.62	1.00	
Satd. Flow (perm)		1310			1490	1408	916	1776		1036	1701	
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)	96	21	21	21	21	43	11	181	32	27	207	101
RTOR Reduction (vph)	0	13	0	0	0	34	0	10	0	0	28	0
Lane Group Flow (vph)	0	125	0	0	42	9	11	203	0	27	280	0
Confl. Peds. (#/hr)	40		42	42		40	31		29	29		31
Heavy Vehicles (%)	4%	0%	6%	0%	0%	0%	8%	3%	0%	4%	3%	3%
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Actuated Green, G (s)		9.5			9.5	9.5	27.5	27.5		27.5	27.5	
Effective Green, g (s)		10.5			10.5	10.5	28.5	28.5		28.5	28.5	
Actuated g/C Ratio		0.21			0.21	0.21	0.58	0.58		0.58	0.58	
Clearance Time (s)		6.0			6.0	6.0	6.0	6.0		6.0	6.0	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		280			319	301	532	1032		602	989	
v/s Ratio Prot								0.11			c0.16	
v/s Ratio Perm		c0.10			0.03	0.01	0.01			0.03		
v/c Ratio		0.45			0.13	0.03	0.02	0.20		0.04	0.28	
Uniform Delay, d1		16.7			15.6	15.2	4.3	4.8		4.4	5.1	
Progression Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.1			0.2	0.0	0.1	0.4		0.1	0.7	
Delay (s)		17.8			15.8	15.3	4.4	5.3		4.5	5.8	
Level of Service		B			B	B	A	A		A	A	
Approach Delay (s)		17.8			15.5			5.2			5.7	
Approach LOS		B			B			A			A	

Intersection Summary

HCM 2000 Control Delay	8.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	49.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	57.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Timings

9: Don Mills Rd & The Donway W/The Donway E

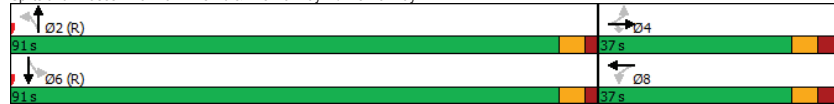
06/29/2023

	↖	→	↘	↙	←	↖	↑	↘	↓
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↖	↖	↖	↖	↖	↖	↖	↖
Traffic Volume (vph)	15	65	110	105	35	105	1570	120	890
Future Volume (vph)	15	65	110	105	35	105	1570	120	890
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4				8		2	6
Permitted Phases	4		4	8		2		6	
Detector Phase	4	4	4	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	8.0	8.0	8.0	8.0
Minimum Split (s)	37.0	37.0	37.0	37.0	37.0	31.0	31.0	31.0	31.0
Total Split (s)	37.0	37.0	37.0	37.0	37.0	91.0	91.0	91.0	91.0
Total Split (%)	28.9%	28.9%	28.9%	28.9%	28.9%	71.1%	71.1%	71.1%	71.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	5.0	5.0	5.0	5.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	C-Min	C-Min	C-Min	C-Min
Act Effct Green (s)	20.9	20.9	20.9	20.9	20.9	96.1	96.1	96.1	96.1
Actuated g/C Ratio	0.16	0.16	0.16	0.16	0.16	0.75	0.75	0.75	0.75
v/c Ratio	0.08	0.22	0.34	0.55	0.39	0.36	0.49	0.90	0.31
Control Delay	41.3	44.8	9.8	57.5	31.9	11.8	7.5	79.0	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.3	44.8	9.8	57.5	31.9	11.8	7.5	79.0	6.1
LOS	D	D	A	E	C	B	A	E	A
Approach Delay		24.3			44.2		7.8		14.6
Approach LOS		C			D		A		B

Intersection Summary

Cycle Length: 128
 Actuated Cycle Length: 128
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 13.2 Intersection LOS: B
 Intersection Capacity Utilization 77.1% ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 9: Don Mills Rd & The Donway W/The Donway E



Queues

9: Don Mills Rd & The Donway W/The Donway E

06/29/2023

	↖	→	↘	↙	←	↖	↑	↘	↓
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	15	66	111	106	116	106	1833	121	924
v/c Ratio	0.08	0.22	0.34	0.55	0.39	0.36	0.49	0.90	0.31
Control Delay	41.3	44.8	9.8	57.5	31.9	11.8	7.5	79.0	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.3	44.8	9.8	57.5	31.9	11.8	7.5	79.0	6.1
Queue Length 50th (m)	3.5	15.9	0.0	27.0	18.2	7.4	50.5	30.8	47.5
Queue Length 95th (m)	9.3	26.6	15.3	41.8	33.3	25.8	91.6	#49.5	75.1
Internal Link Dist (m)		278.1			106.7		312.3		228.3
Turn Bay Length (m)	30.0			55.0		65.0		30.0	
Base Capacity (vph)	263	455	432	288	422	292	3764	135	2980
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.15	0.26	0.37	0.27	0.36	0.49	0.90	0.31

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
 9: Don Mills Rd & The Donway W/The Donway E

06/29/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	[Diagrammatic arrows]											
Traffic Volume (vph)	15	65	110	105	35	80	105	1570	245	120	890	25
Future Volume (vph)	15	65	110	105	35	80	105	1570	245	120	890	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	*0.93		1.00	*0.73	
Frbp, ped/bikes	1.00	1.00	0.96	1.00	0.96		1.00	0.99		1.00	1.00	
Fipb, ped/bikes	0.96	1.00	1.00	0.97	1.00		0.98	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.90		1.00	0.98		1.00	1.00	
Fit Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1624	1879	1440	1586	1618		1655	4996		1679	3968	
Fit Permitted	0.64	1.00	1.00	0.71	1.00		0.22	1.00		0.10	1.00	
Satd. Flow (perm)	1089	1879	1440	1192	1618		388	4996		180	3968	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	15	66	111	106	35	81	106	1586	247	121	899	25
RTOR Reduction (vph)	0	0	93	0	34	0	0	13	0	0	1	0
Lane Group Flow (vph)	15	66	18	106	82	0	106	1820	0	121	923	0
Confl. Peds. (#/hr)	34		26	26		34	27		23	23		27
Heavy Vehicles (%)	0%	0%	0%	2%	0%	0%	0%	2%	0%	0%	3%	4%
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases	[Diagrammatic arrows]											
Permitted Phases	4		4	8			2			6		6
Actuated Green, G (s)	19.9	19.9	19.9	19.9	19.9		95.1	95.1		95.1	95.1	
Effective Green, g (s)	20.9	20.9	20.9	20.9	20.9		96.1	96.1		96.1	96.1	
Actuated g/C Ratio	0.16	0.16	0.16	0.16	0.16		0.75	0.75		0.75	0.75	
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	177	306	235	194	264		291	3750		135	2979	
v/s Ratio Prot	[Diagrammatic arrows]											
v/s Ratio Perm	0.01		0.01	c0.09			0.27			c0.67		
v/c Ratio	0.08	0.22	0.08	0.55	0.31		0.36	0.49		0.90	0.31	
Uniform Delay, d1	45.4	46.4	45.4	49.2	47.2		5.5	6.3		12.2	5.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.41	0.96	
Incremental Delay, d2	0.2	0.4	0.1	3.1	0.7		3.5	0.5		52.0	0.3	
Delay (s)	45.6	46.8	45.5	52.3	47.9		9.0	6.7		69.2	5.3	
Level of Service	D	D	D	D	D		A	A		E	A	
Approach Delay (s)	[Diagrammatic arrows]											
Approach LOS	[Diagrammatic arrows]											

Intersection Summary			
HCM 2000 Control Delay	13.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	128.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	77.1%	ICU Level of Service	D
Analysis Period (min)	15		

Timings
 10: Don Mills Rd & Clock Tower Rd

06/29/2023

Lane Group	EBL	EBR	NBL	NBT	SBT	Ø3
Lane Configurations	[Diagrammatic arrows]					
Traffic Volume (vph)	165	100	80	1460	910	
Future Volume (vph)	165	100	80	1460	910	
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		5	2	6	3
Permitted Phases	[Diagrammatic arrows]					
Detector Phase	4	4	5	2	6	
Switch Phase	[Diagrammatic arrows]					
Minimum Initial (s)	7.0	7.0	6.0	48.0	48.0	1.0
Minimum Split (s)	34.0	34.0	9.0	55.0	55.0	5.0
Total Split (s)	34.0	34.0	9.0	89.0	79.0	5.0
Total Split (%)	26.6%	26.6%	7.0%	69.5%	61.7%	4%
Yellow Time (s)	3.0	3.0	3.0	4.0	4.0	2.0
All-Red Time (s)	3.0	3.0	0.0	3.0	3.0	0.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	
Total Lost Time (s)	5.0	5.0	2.0	6.0	6.0	
Lead/Lag	Lag	Lag	Lead		Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	None
Act Effct Green (s)	18.3	18.3	102.7	98.7	90.6	
Actuated g/C Ratio	0.14	0.14	0.80	0.77	0.71	
v/c Ratio	0.66	0.32	0.23	0.37	0.36	
Control Delay	63.7	11.1	4.4	5.1	8.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	63.7	11.1	4.4	5.1	8.5	
LOS	E	B	A	A	A	
Approach Delay	[Diagrammatic arrows]					
Approach LOS	[Diagrammatic arrows]					

Intersection Summary	
Cycle Length: 128	
Actuated Cycle Length: 128	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 105	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 9.9	Intersection LOS: A
Intersection Capacity Utilization 66.6%	ICU Level of Service C
Analysis Period (min) 15	



Queues

10: Don Mills Rd & Clock Tower Rd

06/29/2023

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	168	102	82	1490	1036
v/c Ratio	0.66	0.32	0.23	0.37	0.36
Control Delay	63.7	11.1	4.4	5.1	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	63.7	11.1	4.4	5.1	8.5
Queue Length 50th (m)	42.7	0.0	3.5	37.1	45.7
Queue Length 95th (m)	63.9	15.6	8.6	53.5	68.0
Internal Link Dist (m)	221.2			228.3	280.2
Turn Bay Length (m)		50.0	40.0		
Base Capacity (vph)	404	441	361	4006	2856
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.42	0.23	0.23	0.37	0.36

Intersection Summary

HCM Signalized Intersection Capacity Analysis

10: Don Mills Rd & Clock Tower Rd

06/29/2023

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	165	100	80	1460	910	105
Future Volume (vph)	165	100	80	1460	910	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	2.0	6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	*0.93	*0.73	
Fr _t	1.00	0.85	1.00	1.00	0.98	
Fit Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1787	1599	1787	5197	4024	
Fit Permitted	0.95	1.00	0.18	1.00	1.00	
Satd. Flow (perm)	1787	1599	341	5197	4024	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	168	102	82	1490	929	107
RTOR Reduction (vph)	0	87	0	0	6	0
Lane Group Flow (vph)	168	15	82	1490	1030	0
Heavy Vehicles (%)	1%	1%	1%	2%	2%	0%
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4	2			
Actuated Green, G (s)	17.3	17.3	97.7	97.7	89.0	
Effective Green, g (s)	18.3	18.3	98.7	98.7	90.0	
Actuated g/C Ratio	0.14	0.14	0.77	0.77	0.70	
Clearance Time (s)	6.0	6.0	3.0	7.0	7.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	255	228	338	4007	2829	
v/s Ratio Prot	c0.09		0.01	c0.29	0.26	
v/s Ratio Perm		0.01	0.17			
v/c Ratio	0.66	0.06	0.24	0.37	0.36	
Uniform Delay, d1	51.9	47.4	4.0	4.7	7.6	
Progression Factor	1.00	1.00	0.97	0.96	1.00	
Incremental Delay, d2	6.0	0.1	0.3	0.2	0.4	
Delay (s)	57.9	47.6	4.2	4.7	7.9	
Level of Service	E	D	A	A	A	
Approach Delay (s)	54.0			4.7	7.9	
Approach LOS	D			A	A	

Intersection Summary			
HCM 2000 Control Delay	10.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	128.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	66.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
 1: Site Dwy (Ex) & Lawrence Ave E

06/29/2023

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	
Traffic Volume (veh/h)	1030	10	5	1025	5	5
Future Volume (Veh/h)	1030	10	5	1025	5	5
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	1073	10	5	1068	5	5
Pedestrians					69	
Lane Width (m)					3.0	
Walking Speed (m/s)					1.2	
Percent Blockage					5	
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (m)				123		
pX, platoon unblocked					0.89	
vC, conflicting volume			1152		1691	610
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1152		1535	610
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		95	99
cM capacity (veh/h)			584		92	421
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	715	368	5	534	534	10
Volume Left	0	0	5	0	0	5
Volume Right	0	10	0	0	0	5
sSH	1700	1700	584	1700	1700	151
Volume to Capacity	0.42	0.22	0.01	0.31	0.31	0.07
Queue Length 95th (m)	0.0	0.0	0.2	0.0	0.0	1.7
Control Delay (s)	0.0	0.0	11.2	0.0	0.0	30.5
Lane LOS			B			D
Approach Delay (s)	0.0		0.1			30.5
Approach LOS						D
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			38.8%		ICU Level of Service	A
Analysis Period (min)			15			

Timings
 2: The Donway W & Lawrence Ave E


06/29/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↘	↘	↑↑	↘	↘	↑	↘	↘	↘	↘
Traffic Volume (vph)	65	725	215	115	715	50	240	95	200	80	95	110
Future Volume (vph)	65	725	215	115	715	50	240	95	200	80	95	110
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases		2			6		3	8				4
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	2	2	2	6	6	6	3	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	6.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	36.0	36.0	36.0	36.0	36.0	36.0	10.0	37.0	37.0	37.0	37.0	37.0
Total Split (s)	85.0	85.0	85.0	85.0	85.0	85.0	13.0	59.0	59.0	46.0	46.0	46.0
Total Split (%)	59.0%	59.0%	59.0%	59.0%	59.0%	59.0%	9.0%	41.0%	41.0%	31.9%	31.9%	31.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	1.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	3.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Recall Mode	C-Min	C-Min	C-Min	Min	Min	Min	None	Min	Min	Min	Min	Min
Act Effct Green (s)	84.8	84.8	84.8	84.8	84.8	84.8	50.2	47.2	47.2	20.8	20.8	20.8
Actuated g/C Ratio	0.59	0.59	0.59	0.59	0.59	0.59	0.35	0.33	0.33	0.14	0.14	0.14
v/c Ratio	0.20	0.36	0.30	0.37	0.35	0.07	0.54	0.16	0.43	0.55	0.36	0.38
Control Delay	19.9	17.9	7.6	18.3	12.4	4.8	38.6	31.8	15.9	68.5	56.7	11.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.9	17.9	7.6	18.3	12.4	4.8	38.6	31.8	15.9	68.5	56.7	11.7
LOS	B	B	A	B	B	A	D	C	B	E	E	B
Approach Delay		15.9			12.8			28.9				42.7
Approach LOS		B			B			C				D
Intersection Summary												
Cycle Length: 144												
Actuated Cycle Length: 144												
Offset: 60 (42%), Referenced to phase 2:EBTL, Start of Green												
Natural Cycle: 85												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.55												
Intersection Signal Delay: 20.3												
Intersection Capacity Utilization 73.3%												
ICU Level of Service D												
Analysis Period (min) 15												
Splits and Phases: 2: The Donway W & Lawrence Ave E												
↘ Ø2 (R)										↘ Ø3	↓ Ø4	
85 s										13 s	46 s	
										↙ Ø6	↑ Ø8	
											59 s	

Queues

2: The Donway W & Lawrence Ave E

06/29/2023




Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	66	740	219	117	730	51	245	97	204	82	97	112
v/c Ratio	0.20	0.36	0.30	0.37	0.35	0.07	0.54	0.16	0.43	0.55	0.36	0.38
Control Delay	19.9	17.9	7.6	18.3	12.4	4.8	38.6	31.8	15.9	68.5	56.7	11.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.9	17.9	7.6	18.3	12.4	4.8	38.6	31.8	15.9	68.5	56.7	11.7
Queue Length 50th (m)	8.5	55.6	8.6	3.8	12.5	0.2	57.5	21.2	19.5	23.8	27.3	0.0
Queue Length 95th (m)	23.3	91.7	30.2	m44.7	114.0	m7.5	68.3	29.5	35.8	38.5	41.6	16.8
Internal Link Dist (m)		98.9			236.1			92.1			144.4	
Turn Bay Length (m)	45.0		30.0	50.0		30.0	50.0		60.0	25.0		
Base Capacity (vph)	336	2162	758	330	2141	799	450	734	548	287	521	459
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.34	0.29	0.35	0.34	0.06	0.54	0.13	0.37	0.29	0.19	0.24
Intersection Summary												
m Volume for 95th percentile queue is metered by upstream signal.												

HCM Signalized Intersection Capacity Analysis

2: The Donway W & Lawrence Ave E

06/29/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	↔	↔↔	↔	↔	↔↔	↔	↔	↔	↔	↔	↔	↔	
Traffic Volume (vph)	65	725	215	115	715	50	240	95	200	80	95	110	
Future Volume (vph)	65	725	215	115	715	50	240	95	200	80	95	110	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frbp, ped/bikes	1.00	1.00	0.76	1.00	1.00	0.84	1.00	1.00	0.81	1.00	1.00	0.90	
Flob, ped/bikes	0.96	1.00	1.00	0.93	1.00	1.00	0.96	1.00	1.00	0.84	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1582	3535	1146	1574	3500	1268	1619	1879	1221	1418	1879	1362	
Flt Permitted	0.33	1.00	1.00	0.33	1.00	1.00	0.58	1.00	1.00	0.69	1.00	1.00	
Satd. Flow (perm)	549	3535	1146	539	3500	1268	983	1879	1221	1036	1879	1362	
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)	66	740	219	117	730	51	245	97	204	82	97	112	
RTOR Reduction (vph)	0	0	61	0	0	21	0	0	79	0	0	96	
Lane Group Flow (vph)	66	740	158	117	730	30	245	97	125	82	97	16	
Confl. Peds. (#/hr)	57		90	90		57	60		126	126		60	
Confl. Bikes (#/hr)			2						1				
Heavy Vehicles (%)	2%	1%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	
Protected Phases		2			6		3	8			4		
Permitted Phases	2		2	6		6	8		8	4		4	
Actuated Green, G (s)	83.8	83.8	83.8	83.8	83.8	83.8	46.2	46.2	46.2	19.8	19.8	19.8	
Effective Green, g (s)	84.8	84.8	84.8	84.8	84.8	84.8	47.2	47.2	47.2	20.8	20.8	20.8	
Actuated g/C Ratio	0.59	0.59	0.59	0.59	0.59	0.59	0.33	0.33	0.33	0.14	0.14	0.14	
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	4.0	7.0	7.0	7.0	7.0	7.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	323	2081	674	317	2061	746	425	615	400	149	271	196	
v/s Ratio Prot		0.21			0.21		c0.09	0.05				0.05	
v/s Ratio Perm	0.12		0.14	c0.22		0.02	c0.10		0.10	0.08		0.01	
v/c Ratio	0.20	0.36	0.23	0.37	0.35	0.04	0.58	0.16	0.31	0.55	0.36	0.08	
Uniform Delay, d1	13.8	15.4	14.1	15.5	15.4	12.5	38.4	34.3	36.2	57.3	55.6	53.3	
Progression Factor	1.00	1.00	1.00	0.79	0.69	1.37	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.4	0.5	0.8	0.5	0.1	0.0	1.9	0.1	0.4	4.3	0.8	0.2	
Delay (s)	15.3	15.9	14.9	12.8	10.8	17.0	40.3	34.4	36.7	61.6	56.4	53.5	
Level of Service	B	B	B	B	B	B	D	C	D	E	E	D	
Approach Delay (s)		15.6			11.4			37.9			56.8		
Approach LOS		B			B			D			E		
Intersection Summary													
HCM 2000 Control Delay	23.0		HCM 2000 Level of Service					C					
HCM 2000 Volume to Capacity ratio	0.45												
Actuated Cycle Length (s)	144.0				Sum of lost time (s)				15.0				
Intersection Capacity Utilization	73.3%				ICU Level of Service				D				
Analysis Period (min)	15												
c Critical Lane Group													

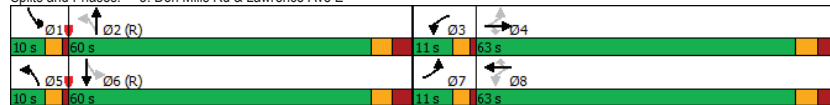
Timings
3: Don Mills Rd & Lawrence Ave E

06/29/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↕
Traffic Volume (vph)	90	875	155	215	1000	135	195	820	215	875
Future Volume (vph)	90	875	155	215	1000	135	195	820	215	875
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	7	4		3	8		5	2	1	6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	7	4	4	3	8	8	5	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0	7.0	5.0	7.0	5.0	7.0
Minimum Split (s)	9.5	44.3	44.3	9.5	44.3	44.3	9.5	51.3	9.5	51.3
Total Split (s)	11.0	63.0	63.0	11.0	63.0	63.0	10.0	60.0	10.0	60.0
Total Split (%)	7.6%	43.8%	43.8%	7.6%	43.8%	43.8%	6.9%	41.7%	6.9%	41.7%
Yellow Time (s)	3.0	3.8	3.8	3.0	3.8	3.8	3.0	3.8	3.0	3.8
All-Red Time (s)	1.0	3.5	3.5	1.0	3.5	3.5	1.0	3.5	1.0	3.5
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	6.3	6.3	3.0	6.3	6.3	3.0	6.3	3.0	6.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min	None
Act Effct Green (s)	59.8	46.6	46.6	67.9	52.8	52.8	66.1	44.8	66.1	44.8
Actuated g/C Ratio	0.42	0.32	0.32	0.47	0.37	0.37	0.46	0.31	0.46	0.31
v/c Ratio	0.49	0.79	0.32	0.85	0.79	0.26	0.76	0.76	0.82	0.84
Control Delay	37.1	52.4	18.4	57.4	45.7	12.3	52.7	44.7	56.7	52.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.1	52.4	18.4	57.4	45.7	12.3	52.7	44.7	56.7	52.2
LOS	D	D	B	E	D	B	D	D	E	D
Approach Delay		46.5			44.2			45.8		53.0
Approach LOS		D			D			D		D

Intersection Summary
 Cycle Length: 144
 Actuated Cycle Length: 144
 Offset: 54.5 (38%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 125
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 47.3 Intersection LOS: D
 Intersection Capacity Utilization 108.3% ICU Level of Service G
 Analysis Period (min) 15

Splits and Phases: 3: Don Mills Rd & Lawrence Ave E



Queues
3: Don Mills Rd & Lawrence Ave E

06/29/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	92	893	158	219	1020	138	199	1179	219	1031
v/c Ratio	0.49	0.79	0.32	0.85	0.79	0.26	0.76	0.76	0.82	0.84
Control Delay	37.1	52.4	18.4	57.4	45.7	12.3	52.7	44.7	56.7	52.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.1	52.4	18.4	57.4	45.7	12.3	52.7	44.7	56.7	52.2
Queue Length 50th (m)	13.6	93.3	1.9	41.5	147.1	9.1	40.8	106.3	44.0	128.6
Queue Length 95th (m)	35.4	152.5	37.2	#107.1	163.1	24.2	#114.3	114.4	#122.0	141.2
Internal Link Dist (m)		236.1			183.7			280.2		394.6
Turn Bay Length (m)	50.0		160.0	90.0		35.0	65.0		100.0	
Base Capacity (vph)	189	1378	581	258	1391	567	262	1837	268	1464
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.65	0.27	0.85	0.73	0.24	0.76	0.64	0.82	0.70

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

HCM Signalized Intersection Capacity Analysis
3: Don Mills Rd & Lawrence Ave E

06/29/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↔	↕	↔
Traffic Volume (vph)	90	875	155	215	1000	135	195	820	335	215	875	135
Future Volume (vph)	90	875	155	215	1000	135	195	820	335	215	875	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	3.0	6.3	6.3	3.0	6.3	6.3	3.0	6.3	3.0	6.3	3.0	6.3
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	*0.93	1.00	1.00	*0.73	1.00
Frbp, ped/bikes	1.00	1.00	0.86	1.00	1.00	0.87	1.00	0.97	1.00	0.98	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96	1.00	0.98	1.00	0.98
Fit Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1682	3500	1291	1665	3535	1297	1683	4793	1650	3899	1650	3899
Fit Permitted	0.12	1.00	1.00	0.12	1.00	1.00	0.09	1.00	0.11	1.00	0.11	1.00
Satd. Flow (perm)	217	3500	1291	209	3535	1297	159	4793	187	3899	187	3899
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)	92	893	158	219	1020	138	199	837	342	219	893	138
RTOR Reduction (vph)	0	0	82	0	0	59	0	57	0	0	12	0
Lane Group Flow (vph)	92	893	76	219	1020	79	199	1122	0	219	1019	0
Confl. Peds. (#/hr)	104		115	115		104	114		87	87		114
Heavy Vehicles (%)	0%	2%	0%	1%	1%	1%	0%	2%	1%	2%	2%	0%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA		
Protected Phases	7	4		3	8		5	2	1	6		
Permitted Phases	4		4	8		8	2		6			
Actuated Green, G (s)	54.6	45.7	45.7	64.7	51.8	51.8	60.7	43.7	60.7	43.7		
Effective Green, g (s)	56.6	46.7	46.7	65.7	52.8	52.8	62.7	44.7	62.7	44.7		
Actuated g/C Ratio	0.39	0.32	0.32	0.46	0.37	0.37	0.44	0.31	0.44	0.31		
Clearance Time (s)	4.0	7.3	7.3	4.0	7.3	7.3	4.0	7.3	4.0	7.3		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	186	1135	418	257	1296	475	259	1487	264	1210		
v/s Ratio Prot	0.03	0.26		c0.09	0.29		0.10	0.23	c0.10	c0.26		
v/s Ratio Perm	0.16		0.06	c0.29		0.06	0.24		0.26			
v/c Ratio	0.49	0.79	0.18	0.85	0.79	0.17	0.77	0.75	0.83	0.84		
Uniform Delay, d1	31.0	44.1	34.9	31.4	40.6	30.8	36.9	44.7	35.0	46.4		
Progression Factor	1.38	1.08	1.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Incremental Delay, d2	2.0	3.6	0.2	22.8	3.2	0.2	12.8	3.6	18.9	7.2		
Delay (s)	44.9	51.1	66.0	54.2	43.8	30.9	49.7	48.3	54.0	53.6		
Level of Service	D	D	E	D	D	C	D	D	D	D		
Approach Delay (s)		52.7			44.2			48.5		53.6		
Approach LOS		D			D			D		D		
Intersection Summary												
HCM 2000 Control Delay	49.5			HCM 2000 Level of Service			D					
HCM 2000 Volume to Capacity ratio	0.86											
Actuated Cycle Length (s)	144.0			Sum of lost time (s)			18.6					
Intersection Capacity Utilization	108.3%			ICU Level of Service			G					
Analysis Period (min)	15											
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
4: The Donway W & Site Dwy (Ex)

06/29/2023

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔
Traffic Volume (veh/h)	40	460	360	90	95	40
Future Volume (Veh/h)	40	460	360	90	95	40
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	42	484	379	95	100	42
Pedestrians		12	4		57	
Lane Width (m)		3.2	3.5		3.0	
Walking Speed (m/s)		1.2	1.2		1.2	
Percent Blockage		1	0		4	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (m)		365	116			
pX, platoon unblocked	0.94				0.94	0.94
vC, conflicting volume	531				1056	496
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	467				1026	429
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	96				56	93
cM capacity (veh/h)	986				225	563
Direction, Lane #						
Volume Total	42	484	474	142		
Volume Left	42	0	0	100		
Volume Right	0	0	95	42		
sSH	986	1700	1700	274		
Volume to Capacity	0.04	0.28	0.28	0.52		
Queue Length 95th (m)	1.1	0.0	0.0	22.1		
Control Delay (s)	8.8	0.0	0.0	31.4		
Lane LOS	A			D		
Approach Delay (s)	0.7		0.0	31.4		
Approach LOS				D		
Intersection Summary						
Average Delay	4.2					
Intersection Capacity Utilization	48.4%			ICU Level of Service		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis
5: Marie Labatte Rd & The Donway W

06/29/2023

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Volume (veh/h)	280	10	150	250	15	220
Future Volume (Veh/h)	280	10	150	250	15	220
Sign Control	Free		Free		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	295	11	158	263	16	232
Pedestrians	12		2		24	
Lane Width (m)	3.5		3.2		3.0	
Walking Speed (m/s)	1.2		1.2		1.2	
Percent Blockage	1		0		2	
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (m)	330		152			
pX, platoon unblocked						
vC, conflicting volume			330		916 326	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			330		916 326	
tC, single (s)			4.1		6.4 6.2	
tC, 2 stage (s)						
tF (s)			2.2		3.5 3.3	
p0 queue free %			87		94 67	
cM capacity (veh/h)			1220		259 706	
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	
Volume Total	306	158	263	16	232	
Volume Left	0	158	0	16	0	
Volume Right	11	0	0	0	232	
eSH	1700	1220	1700	259	706	
Volume to Capacity	0.18	0.13	0.15	0.06	0.33	
Queue Length 95th (m)	0.0	3.6	0.0	1.6	11.5	
Control Delay (s)	0.0	8.4	0.0	19.8	12.6	
Lane LOS	A		C		B	
Approach Delay (s)	0.0	3.1	13.0			
Approach LOS			B			
Intersection Summary						
Average Delay			4.7			
Intersection Capacity Utilization			37.7%		ICU Level of Service A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
6: The Donway W & Sanderling PI

06/29/2023

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔		↔	
Traffic Volume (veh/h)	5	0	0	275	220	5
Future Volume (Veh/h)	5	0	0	275	220	5
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	6	0	0	309	247	6
Pedestrians	8		1			
Lane Width (m)	3.0		3.2			
Walking Speed (m/s)	1.2		1.2			
Percent Blockage	1		0			
Right turn flare (veh)			4			
Median type			None		None	
Median storage (veh)						
Upstream signal (m)			198		283	
pX, platoon unblocked						
vC, conflicting volume	567		259		261	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	567		259		261	
tC, single (s)	6.4		6.2		4.1	
tC, 2 stage (s)						
tF (s)	3.5		3.3		2.2	
p0 queue free %	99		100		100	
cM capacity (veh/h)	486		780		1308	
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	6	0	309	253		
Volume Left	6	0	0	0		
Volume Right	0	0	0	6		
eSH	378	1700	1700	1700		
Volume to Capacity	0.02	0.00	0.18	0.15		
Queue Length 95th (m)	0.4	0.0	0.0	0.0		
Control Delay (s)	14.7	0.0	0.0	0.0		
Lane LOS	B					
Approach Delay (s)	14.7	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			24.8%		ICU Level of Service A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
7: The Donway W & Flaire Condos Dwy

06/29/2023

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↑	↔	↔	↑
Traffic Volume (veh/h)	0	45	230	5	20	200
Future Volume (Veh/h)	0	45	230	5	20	200
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	0	51	258	6	22	225
Pedestrians	15		1			3
Lane Width (m)	3.0		3.2			3.2
Walking Speed (m/s)	1.2		1.2			1.2
Percent Blockage	1		0			0
Right turn flare (veh)		3				
Median type			None			None
Median storage (veh)						
Upstream signal (m)			132			349
pX, platoon unblocked						
vC, conflicting volume	543	276			279	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	543	276			279	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	93			98	
cM capacity (veh/h)	490	758			1282	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	51	258	6	22	225	
Volume Left	0	0	0	22	0	
Volume Right	51	0	6	0	0	
sSH	189	1700	1700	1282	1700	
Volume to Capacity	0.27	0.15	0.00	0.02	0.13	
Queue Length 95th (m)	8.3	0.0	0.0	0.4	0.0	
Control Delay (s)	30.9	0.0	0.0	7.9	0.0	
Lane LOS	D			A		
Approach Delay (s)	30.9	0.0		0.7		
Approach LOS	D					
Intersection Summary						
Average Delay			3.1			
Intersection Capacity Utilization		27.6%		ICU Level of Service		A
Analysis Period (min)		15				

Timings
8: The Donway W & Overland Dr/Clock Tower Rd

06/29/2023

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	Ø3	Ø7
Lane Configurations		↔		↔	↔		↔	↔	↔		
Traffic Volume (vph)	70	15	25	20	50	10	110	20	125		
Future Volume (vph)	70	15	25	20	50	10	110	20	125		
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	NA		
Protected Phases		4		8			2		6	3	7
Permitted Phases	4		8		8	2		6			
Detector Phase	4	4	8	8	8	2	2	6	6		
Switch Phase											
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	19.0	19.0	19.0	19.0	1.0	1.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	35.0	35.0	35.0	35.0	3.0	3.0
Total Split (s)	16.0	16.0	16.0	16.0	16.0	28.0	28.0	28.0	28.0	5.0	5.0
Total Split (%)	32.7%	32.7%	32.7%	32.7%	32.7%	57.1%	57.1%	57.1%	57.1%	10%	10%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	2.0	2.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	0.0	0.0
Lost Time Adjust (s)		-1.0		-1.0		-1.0		-1.0		-1.0	
Total Lost Time (s)		5.0		5.0		5.0		5.0		5.0	
Lead/Lag	Lag	Lag	Lag	Lag	Lag					Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	C-Min	C-Min	C-Min	None	None
Act Effct Green (s)	11.3		11.2	11.2	11.2	35.0	35.0	35.0	35.0		
Actuated g/C Ratio	0.23		0.23	0.23	0.23	0.71	0.71	0.71	0.71		
v/c Ratio	0.33		0.15	0.14	0.01	0.13	0.03	0.16			
Control Delay	16.4		14.1	1.5	7.0	5.3	7.0	4.9			
Queue Delay	0.0		0.0	0.0	0.0	0.0	0.0	0.0			
Total Delay	16.4		14.1	1.5	7.0	5.3	7.0	4.9			
LOS	B		B	A	A	A	A	A			
Approach Delay	16.4		7.5			5.4		5.1			
Approach LOS	B		A			A		A			
Intersection Summary											
Cycle Length: 49											
Actuated Cycle Length: 49											
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green											
Natural Cycle: 55											
Control Type: Actuated-Coordinated											
Maximum v/c Ratio: 0.33											
Intersection Signal Delay: 7.5						Intersection LOS: A					
Intersection Capacity Utilization 53.9%						ICU Level of Service A					
Analysis Period (min) 15											
Splits and Phases: 8: The Donway W & Overland Dr/Clock Tower Rd											
Ø2 (R)	[Green Bar]					Ø3	[Green Bar]				
Ø4	[Green Bar]					Ø7	[Green Bar]				
Ø5 (R)	[Green Bar]					Ø8	[Green Bar]				

Queues

8: The Donway W & Overland Dr/Clock Tower Rd

06/29/2023

	→	←	↖	↗	↑	↘	↓
Lane Group	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	102	50	56	11	163	22	207
v/c Ratio	0.33	0.15	0.14	0.01	0.13	0.03	0.16
Control Delay	16.4	14.1	1.5	7.0	5.3	7.0	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.4	14.1	1.5	7.0	5.3	7.0	4.9
Queue Length 50th (m)	7.6	3.8	0.0	0.4	4.1	0.7	4.7
Queue Length 95th (m)	13.4	7.9	1.8	2.8	15.9	4.3	18.5
Internal Link Dist (m)	131.2	99.5			120.2		108.3
Turn Bay Length (m)			40.0	25.0		55.0	
Base Capacity (vph)	346	382	441	798	1313	829	1291
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.13	0.13	0.01	0.12	0.03	0.16

Intersection Summary

HCM Signalized Intersection Capacity Analysis

8: The Donway W & Overland Dr/Clock Tower Rd

06/29/2023

	↖	→	↗	↖	←	↖	↗	↑	↘	↓	↘	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	70	15	5	25	20	50	10	110	35	20	125	60
Future Volume (vph)	70	15	5	25	20	50	10	110	35	20	125	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)		5.0			5.0	5.0	5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frbp, ped/bikes		1.00			1.00	0.96	1.00	0.99		1.00	0.99	
Flpb, ped/bikes		0.98			0.99	1.00	0.99	1.00		0.99	1.00	
Frt		0.99			1.00	0.85	1.00	0.96		1.00	0.95	
Flt Protected		0.96			0.97	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1720			1805	1387	1663	1795		1660	1755	
Flt Permitted		0.74			0.80	1.00	0.63	1.00		0.65	1.00	
Satd. Flow (perm)		1325			1476	1387	1100	1795		1143	1755	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	79	17	6	28	22	56	11	124	39	22	140	67
RTOR Reduction (vph)	0	5	0	0	0	46	0	15	0	0	25	0
Lane Group Flow (vph)	0	97	0	0	50	10	11	148	0	22	182	0
Confl. Peds. (#/hr)	20		37	37		20	13		14	14		13
Heavy Vehicles (%)	3%	0%	0%	0%	0%	4%	0%	0%	0%	0%	1%	0%
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Actuated Green, G (s)		7.4			7.4	7.4	29.6	29.6		29.6	29.6	
Effective Green, g (s)		8.4			8.4	8.4	30.6	30.6		30.6	30.6	
Actuated g/C Ratio		0.17			0.17	0.17	0.62	0.62		0.62	0.62	
Clearance Time (s)		6.0			6.0	6.0	6.0	6.0		6.0	6.0	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		227			253	237	686	1120		713	1095	
v/s Ratio Prot								0.08			c0.10	
v/s Ratio Perm		c0.07			0.03	0.01	0.01			0.02		
v/c Ratio		0.43			0.20	0.04	0.02	0.13		0.03	0.17	
Uniform Delay, d1		18.1			17.4	16.9	3.5	3.8		3.5	3.9	
Progression Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.3			0.4	0.1	0.0	0.2		0.1	0.3	
Delay (s)		19.4			17.8	17.0	3.5	4.0		3.6	4.2	
Level of Service		B			B	B	A	A		A	A	
Approach Delay (s)		19.4			17.4			4.0			4.1	
Approach LOS		B			B			A			A	

Intersection Summary

HCM 2000 Control Delay	8.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.23		
Actuated Cycle Length (s)	49.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	53.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

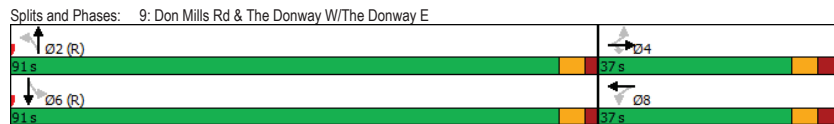
Timings

9: Don Mills Rd & The Donway W/The Donway E

06/29/2023

	↖	→	↘	↙	←	↖	↑	↘	↓
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↖	↖	↖	↖	↖	↖	↖	↖
Traffic Volume (vph)	10	30	85	70	20	75	1370	80	1155
Future Volume (vph)	10	30	85	70	20	75	1370	80	1155
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4				8		2	6
Permitted Phases	4		4	8		2		6	
Detector Phase	4	4	4	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	8.0	8.0	8.0	8.0
Minimum Split (s)	37.0	37.0	37.0	37.0	37.0	31.0	31.0	31.0	31.0
Total Split (s)	37.0	37.0	37.0	37.0	37.0	91.0	91.0	91.0	91.0
Total Split (%)	28.9%	28.9%	28.9%	28.9%	28.9%	71.1%	71.1%	71.1%	71.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	5.0	5.0	5.0	5.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	C-Min	C-Min	C-Min	C-Min
Act Effct Green (s)	19.2	19.2	19.2	19.2	19.2	97.8	97.8	97.8	97.8
Actuated g/C Ratio	0.15	0.15	0.15	0.15	0.15	0.76	0.76	0.76	0.76
v/c Ratio	0.06	0.11	0.31	0.41	0.23	0.43	0.40	0.42	0.41
Control Delay	40.9	42.9	11.1	52.6	19.7	17.1	6.4	14.2	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.9	42.9	11.1	52.6	19.7	17.1	6.4	14.2	4.6
LOS	D	D	B	D	B	B	A	B	A
Approach Delay		21.3			37.5		7.0		5.2
Approach LOS		C			D		A		A

Intersection Summary	
Cycle Length:	128
Actuated Cycle Length:	128
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.43
Intersection Signal Delay:	8.1
Intersection Capacity Utilization:	69.3%
ICU Level of Service:	C
Intersection LOS:	A
Analysis Period (min):	15



Queues

9: Don Mills Rd & The Donway W/The Donway E

06/29/2023

	↖	→	↘	↙	←	↖	↑	↘	↓
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	11	32	89	74	63	79	1542	84	1253
v/c Ratio	0.06	0.11	0.31	0.41	0.23	0.43	0.40	0.42	0.41
Control Delay	40.9	42.9	11.1	52.6	19.7	17.1	6.4	14.2	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.9	42.9	11.1	52.6	19.7	17.1	6.4	14.2	4.6
Queue Length 50th (m)	2.7	7.8	0.5	18.9	5.1	5.0	33.2	5.3	35.2
Queue Length 95th (m)	7.5	15.4	14.2	30.4	16.4	27.1	72.2	26.3	109.0
Internal Link Dist (m)		278.1			106.7		312.3		228.3
Turn Bay Length (m)	30.0				55.0		65.0		30.0
Base Capacity (vph)	294	455	412	295	418	184	3875	198	3065
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.07	0.22	0.25	0.15	0.43	0.40	0.42	0.41

Intersection Summary

HCM Signalized Intersection Capacity Analysis
 9: Don Mills Rd & The Donway W/The Donway E

06/29/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	[Diagrammatic arrows for each movement]											
Traffic Volume (vph)	10	30	85	70	20	40	75	1370	95	80	1155	35
Future Volume (vph)	10	30	85	70	20	40	75	1370	95	80	1155	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	*0.93		1.00	*0.73	
Frpb, ped/bikes	1.00	1.00	0.96	1.00	0.96		1.00	0.99		1.00	1.00	
Flpb, ped/bikes	0.96	1.00	1.00	0.97	1.00		0.99	1.00		0.99	1.00	
Frt	1.00	1.00	0.85	1.00	0.90		1.00	0.99		1.00	1.00	
Fit Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1616	1879	1433	1576	1596		1666	5065		1672	4007	
Fit Permitted	0.72	1.00	1.00	0.74	1.00		0.14	1.00		0.15	1.00	
Satd. Flow (perm)	1217	1879	1433	1222	1596		242	5065		259	4007	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	11	32	89	74	21	42	79	1442	100	84	1216	37
RTOR Reduction (vph)	0	0	74	0	36	0	0	4	0	0	1	0
Lane Group Flow (vph)	11	32	15	74	27	0	79	1538	0	84	1252	0
Confl. Peds. (#/hr)	35		22	22		35	30		29	29		30
Heavy Vehicles (%)	0%	0%	1%	2%	4%	6%	0%	2%	0%	0%	2%	0%
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases	[Diagrammatic arrows for protected phases]											
Permitted Phases	[Diagrammatic arrows for permitted phases]											
Actuated Green, G (s)	18.2	18.2	18.2	18.2	18.2		96.8	96.8		96.8	96.8	
Effective Green, g (s)	19.2	19.2	19.2	19.2	19.2		97.8	97.8		97.8	97.8	
Actuated g/C Ratio	0.15	0.15	0.15	0.15	0.15		0.76	0.76		0.76	0.76	
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	182	281	214	183	239		184	3869		197	3061	
v/s Ratio Prot	[Diagrammatic arrows for v/s Ratio Prot]											
v/s Ratio Perm	0.01		0.01	c0.06			c0.33			0.32		
v/c Ratio	0.06	0.11	0.07	0.40	0.11		0.43	0.40		0.43	0.41	
Uniform Delay, d1	46.7	47.0	46.7	49.2	47.0		5.3	5.1		5.3	5.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		0.82	0.67	
Incremental Delay, d2	0.1	0.2	0.1	1.5	0.2		7.2	0.3		6.2	0.4	
Delay (s)	46.8	47.2	46.9	50.7	47.3		12.5	5.4		10.5	3.8	
Level of Service	D	D	D	D	D		B	A		B	A	
Approach Delay (s)	[Diagrammatic arrows for approach delay]											
Approach LOS	[Diagrammatic arrows for approach LOS]											

Intersection Summary			
HCM 2000 Control Delay	8.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	128.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	69.3%	ICU Level of Service	C
Analysis Period (min)	15		

Timings
 10: Don Mills Rd & Clock Tower Rd

06/29/2023

Lane Group	EBL	EBR	NBL	NBT	SBT	Ø3
Lane Configurations	[Diagrammatic arrows for each movement]					
Traffic Volume (vph)	200	105	125	1210	1065	
Future Volume (vph)	200	105	125	1210	1065	
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		5	2	6	3
Permitted Phases	[Diagrammatic arrows for permitted phases]					
Detector Phase	4	4	5	2	6	
Switch Phase	[Diagrammatic arrows for switch phase]					
Minimum Initial (s)	7.0	7.0	6.0	48.0	48.0	1.0
Minimum Split (s)	34.0	34.0	9.0	55.0	55.0	5.0
Total Split (s)	34.0	34.0	9.0	89.0	79.0	5.0
Total Split (%)	26.6%	26.6%	7.0%	69.5%	61.7%	4%
Yellow Time (s)	3.0	3.0	3.0	4.0	4.0	2.0
All-Red Time (s)	3.0	3.0	0.0	3.0	3.0	0.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.0	5.0	2.0	6.0	6.0	
Lead/Lag	Lag	Lag	Lead		Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	None
Act Effct Green (s)	21.0	21.0	100.0	96.0	85.2	
Actuated g/C Ratio	0.16	0.16	0.78	0.75	0.67	
v/c Ratio	0.70	0.31	0.43	0.32	0.46	
Control Delay	63.1	10.0	15.6	5.8	11.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	63.1	10.0	15.6	5.8	11.5	
LOS	E	A	B	A	B	
Approach Delay	44.8		6.7		11.5	
Approach LOS	D		A		B	

Intersection Summary	
Cycle Length: 128	
Actuated Cycle Length: 128	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 105	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 12.8	Intersection LOS: B
Intersection Capacity Utilization 70.5%	ICU Level of Service C
Analysis Period (min) 15	



Queues

10: Don Mills Rd & Clock Tower Rd

06/29/2023

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	206	108	129	1247	1227
v/c Ratio	0.70	0.31	0.43	0.32	0.46
Control Delay	63.1	10.0	15.6	5.8	11.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	63.1	10.0	15.6	5.8	11.5
Queue Length 50th (m)	52.3	0.0	5.1	38.9	64.2
Queue Length 95th (m)	74.9	15.6	28.7	48.9	95.9
Internal Link Dist (m)	221.2			228.3	280.2
Turn Bay Length (m)		50.0	40.0		
Base Capacity (vph)	404	445	298	3898	2684
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.51	0.24	0.43	0.32	0.46
Intersection Summary					

HCM Signalized Intersection Capacity Analysis

10: Don Mills Rd & Clock Tower Rd

06/29/2023

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	200	105	125	1210	1065	125
Future Volume (vph)	200	105	125	1210	1065	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	2.0	6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	*0.93	*0.73	
Fr _t	1.00	0.85	1.00	1.00	0.98	
Fit Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1787	1599	1805	5197	4023	
Fit Permitted	0.95	1.00	0.13	1.00	1.00	
Satd. Flow (perm)	1787	1599	246	5197	4023	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	206	108	129	1247	1098	129
RTOR Reduction (vph)	0	90	0	0	7	0
Lane Group Flow (vph)	206	18	129	1247	1220	0
Heavy Vehicles (%)	1%	1%	0%	2%	2%	0%
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4	2			
Actuated Green, G (s)	20.0	20.0	95.0	95.0	84.2	
Effective Green, g (s)	21.0	21.0	96.0	96.0	85.2	
Actuated g/C Ratio	0.16	0.16	0.75	0.75	0.67	
Clearance Time (s)	6.0	6.0	3.0	7.0	7.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	293	262	291	3897	2677	
v/s Ratio Prot	c0.12		c0.03	0.24	c0.30	
v/s Ratio Perm		0.01	0.30			
v/c Ratio	0.70	0.07	0.44	0.32	0.46	
Uniform Delay, d1	50.6	45.2	5.9	5.3	10.3	
Progression Factor	1.00	1.00	2.91	0.99	1.00	
Incremental Delay, d2	7.4	0.1	1.0	0.2	0.6	
Delay (s)	58.0	45.3	18.3	5.4	10.8	
Level of Service	E	D	B	A	B	
Approach Delay (s)	53.6			6.6	10.8	
Approach LOS	D			A	B	
Intersection Summary						
HCM 2000 Control Delay			13.4		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.51			
Actuated Cycle Length (s)			128.0		Sum of lost time (s)	15.0
Intersection Capacity Utilization			70.5%		ICU Level of Service	C
Analysis Period (min)			15			
c Critical Lane Group						

Timings

2: The Donway W & Lawrence Ave E

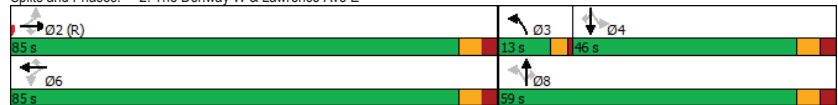
06/29/2023

	↖	→	↘	↙	←	↖	↙	↑	↗	↘	↓	↖
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗	↖	↖	↖↗	↖	↖	↖	↖	↖	↖	↖
Traffic Volume (vph)	90	770	185	115	975	35	170	95	125	90	105	180
Future Volume (vph)	90	770	185	115	975	35	170	95	125	90	105	180
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases		2			6		3	8			4	
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	2	2	2	6	6	6	3	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	6.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	36.0	36.0	36.0	36.0	36.0	36.0	10.0	37.0	37.0	37.0	37.0	37.0
Total Split (s)	85.0	85.0	85.0	85.0	85.0	85.0	13.0	59.0	59.0	46.0	46.0	46.0
Total Split (%)	59.0%	59.0%	59.0%	59.0%	59.0%	59.0%	9.0%	41.0%	41.0%	31.9%	31.9%	31.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	1.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	3.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Recall Mode	C-Min	C-Min	C-Min	Min	Min	Min	None	Min	Min	Min	Min	Min
Act Effct Green (s)	91.2	91.2	91.2	91.2	91.2	91.2	43.8	40.8	40.8	21.6	21.6	21.6
Actuated g/C Ratio	0.63	0.63	0.63	0.63	0.63	0.63	0.30	0.28	0.28	0.15	0.15	0.15
v/c Ratio	0.45	0.40	0.23	0.41	0.50	0.04	0.52	0.20	0.30	0.60	0.41	0.67
Control Delay	24.0	14.7	6.2	26.1	20.8	9.1	43.7	38.2	9.8	69.9	57.6	36.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.0	14.7	6.2	26.1	20.8	9.1	43.7	38.2	9.8	69.9	57.6	36.9
LOS	C	B	A	C	C	A	D	D	A	E	E	D
Approach Delay		14.0			21.0			31.5			50.6	
Approach LOS		B			C			C			D	

Intersection Summary

Cycle Length: 144
 Actuated Cycle Length: 144
 Offset: 60 (42%), Referenced to phase 2:EBTL, Start of Green
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.67
 Intersection Signal Delay: 23.7 Intersection LOS: C
 Intersection Capacity Utilization 71.7% ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 2: The Donway W & Lawrence Ave E



Queues

2: The Donway W & Lawrence Ave E

06/29/2023

	↖	→	↘	↙	←	↖	↙	↑	↗	↘	↓	↖
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	99	846	203	126	1071	38	187	104	137	99	115	198
v/c Ratio	0.45	0.40	0.23	0.41	0.50	0.04	0.52	0.20	0.30	0.60	0.41	0.67
Control Delay	24.0	14.7	6.2	26.1	20.8	9.1	43.7	38.2	9.8	69.9	57.6	36.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.0	14.7	6.2	26.1	20.8	9.1	43.7	38.2	9.8	69.9	57.6	36.9
Queue Length 50th (m)	14.5	62.3	9.3	15.3	138.3	0.2	44.0	23.7	4.2	28.7	32.3	27.4
Queue Length 95th (m)	34.6	82.4	22.5	m42.9	m184.0	m3.8	64.1	38.4	20.6	45.4	48.2	51.9
Internal Link Dist (m)		98.9			236.1			126.9				144.4
Turn Bay Length (m)	45.0		30.0	50.0		30.0			60.0	25.0		
Base Capacity (vph)	223	2141	869	312	2161	872	359	681	568	307	521	458
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.40	0.23	0.40	0.50	0.04	0.52	0.15	0.24	0.32	0.22	0.43

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
2: The Donway W & Lawrence Ave E

06/29/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	90	770	185	115	975	35	170	95	125	90	105	180
Future Volume (vph)	90	770	185	115	975	35	170	95	125	90	105	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	3.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frbp, ped/bikes	1.00	1.00	0.89	1.00	1.00	0.90	1.00	1.00	0.91	1.00	1.00	0.93
Ft	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Fit Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1556	3368	1299	1597	3400	1337	1632	1842	1334	1526	1879	1381
Fit Permitted	0.21	1.00	1.00	0.29	1.00	1.00	0.53	1.00	1.00	0.69	1.00	1.00
Satd. Flow (perm)	351	3368	1299	491	3400	1337	918	1842	1334	1108	1879	1381
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	99	846	203	126	1071	38	187	104	137	99	115	198
RTOR Reduction (vph)	0	0	44	0	14	0	0	85	0	0	88	0
Lane Group Flow (vph)	99	846	159	126	1071	24	187	104	52	99	115	110
Confl. Peds. (#/hr)	31		38	38		31	38		54	54		38
Heavy Vehicles (%)	7%	6%	3%	3%	5%	2%	1%	2%	3%	3%	0%	2%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases		2			6		3	8			4	
Permitted Phases	2		2	6		6	8		8	4		4
Actuated Green, G (s)	90.2	90.2	90.2	90.2	90.2	90.2	39.8	39.8	39.8	20.6	20.6	20.6
Effective Green, g (s)	91.2	91.2	91.2	91.2	91.2	91.2	40.8	40.8	40.8	21.6	21.6	21.6
Actuated g/C Ratio	0.63	0.63	0.63	0.63	0.63	0.63	0.28	0.28	0.28	0.15	0.15	0.15
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	4.0	7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	222	2133	822	310	2153	846	340	521	377	166	281	207
v/s Ratio Prot		0.25			c0.32		c0.06	0.06			0.06	
v/s Ratio Perm	0.28		0.12	0.26		0.02	c0.09		0.04	0.09		0.08
v/c Ratio	0.45	0.40	0.19	0.41	0.50	0.03	0.55	0.20	0.14	0.60	0.41	0.53
Uniform Delay, d1	13.5	12.9	11.0	13.0	14.1	9.9	41.9	39.2	38.5	57.1	55.4	56.5
Progression Factor	1.00	1.00	1.00	1.49	1.32	8.88	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	6.4	0.6	0.5	0.4	0.1	0.0	1.9	0.2	0.2	5.7	1.0	2.4
Delay (s)	19.9	13.5	11.6	19.9	18.7	87.6	43.8	39.4	38.7	62.8	56.4	58.9
Level of Service	B	B	B	B	B	F	D	D	D	E	E	E
Approach Delay (s)		13.7			21.0			41.1			59.2	
Approach LOS		B			C			D			E	

Intersection Summary			
HCM 2000 Control Delay	25.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	71.7%	ICU Level of Service	C
Analysis Period (min)	15		

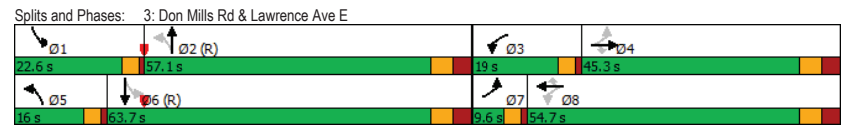
c Critical Lane Group

Timings
3: Don Mills Rd & Lawrence Ave E

06/29/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	75	850	205	210	890	90	165	510	245	1380
Future Volume (vph)	75	850	205	210	890	90	165	510	245	1380
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	7	4		3	8		5	2	1	6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	7	4	4	3	8	8	5	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0	7.0	5.0	7.0	5.0	7.0
Minimum Split (s)	9.5	44.3	44.3	9.5	44.3	44.3	9.5	51.3	9.5	51.3
Total Split (s)	9.6	45.3	45.3	19.0	54.7	54.7	16.0	57.1	22.6	63.7
Total Split (%)	6.7%	31.5%	31.5%	13.2%	38.0%	38.0%	11.1%	39.7%	15.7%	44.2%
Yellow Time (s)	3.0	3.8	3.8	3.0	3.8	3.8	3.0	3.8	3.0	3.8
All-Red Time (s)	1.0	3.5	3.5	1.0	3.5	3.5	1.0	3.5	1.0	3.5
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-2.0	-1.0	-1.0	-2.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	6.3	6.3	2.0	6.3	6.3	2.0	6.3	3.0	6.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	None	C-Min
Act Effct Green (s)	49.1	39.0	39.0	62.7	48.6	48.6	70.4	52.1	75.8	57.0
Actuated g/C Ratio	0.34	0.27	0.27	0.44	0.34	0.34	0.49	0.36	0.53	0.40
v/c Ratio	0.54	0.99	0.47	0.93	0.82	0.19	0.89	0.52	0.75	0.94
Control Delay	44.9	80.3	18.6	80.4	50.6	3.3	78.8	36.4	32.8	53.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.9	80.3	18.6	80.4	50.6	3.3	78.8	36.4	32.8	53.2
LOS	D	F	B	F	D	A	E	D	C	D
Approach Delay		66.7			52.2			45.1		50.3
Approach LOS		E			D			D		D

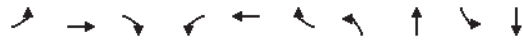
Intersection Summary	
Cycle Length: 144	
Actuated Cycle Length: 144	
Offset: 54.5 (38%), Referenced to phase 2:NBL and 6:SBTL, Start of Green	
Natural Cycle: 115	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 53.7	Intersection LOS: D
Intersection Capacity Utilization 109.8%	ICU Level of Service H
Analysis Period (min) 15	



Queues

3: Don Mills Rd & Lawrence Ave E

06/29/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	80	904	218	223	947	96	176	681	261	1601
v/c Ratio	0.54	0.99	0.47	0.93	0.82	0.19	0.89	0.52	0.75	0.94
Control Delay	44.9	80.3	18.6	80.4	50.6	3.3	78.8	36.4	32.8	53.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.9	80.3	18.6	80.4	50.6	3.3	78.8	36.4	32.8	53.2
Queue Length 50th (m)	14.7	122.4	9.0	51.7	137.0	0.0	37.9	72.8	42.3	186.9
Queue Length 95th (m)	31.3	#192.8	42.8	#105.3	165.1	7.4	#84.5	91.2	61.8	#217.9
Internal Link Dist (m)		236.1			183.7			280.2		394.6
Turn Bay Length (m)	50.0		160.0	90.0		35.0	65.0		100.0	
Base Capacity (vph)	148	912	465	241	1159	516	197	1305	366	1717
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.99	0.47	0.93	0.82	0.19	0.89	0.52	0.71	0.93


Intersection Summary

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

HCM Signalized Intersection Capacity Analysis

3: Don Mills Rd & Lawrence Ave E

06/29/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑	↑				↑↑	↑↑	↑
Traffic Volume (vph)	75	850	205	210	890	90	165	510	130	245	1380	125
Future Volume (vph)	75	850	205	210	890	90	165	510	130	245	1380	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	3.0	6.3	6.3	2.0	6.3	6.3	2.0	6.3	3.0	6.3	3.0	6.3
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	*0.71	1.00	*0.81	1.00	0.99
Frpb, ped/bikes	1.00	1.00	0.81	1.00	1.00	0.85	1.00	0.98	1.00	0.99	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97	1.00	0.97	1.00	0.99
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1647	3368	1190	1587	3433	1287	1545	3553	1627	4290		
Flt Permitted	0.14	1.00	1.00	0.10	1.00	1.00	0.08	1.00	0.22	1.00		
Satd. Flow (perm)	247	3368	1190	159	3433	1287	122	3553	376	4290		
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)	80	904	218	223	947	96	176	543	138	261	1468	133
RTOR Reduction (vph)	0	0	144	0	0	64	0	18	0	0	7	0
Lane Group Flow (vph)	80	904	74	223	947	32	176	663	0	261	1594	0
Confl. Peds. (#/hr)	117		153	153		117	139		91	91		139
Heavy Vehicles (%)	2%	6%	3%	6%	4%	0%	9%	7%	7%	3%	4%	2%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA		
Protected Phases	7	4		3	8		5	2	1	6		
Permitted Phases	4		4	8		8	2		6			
Actuated Green, G (s)	43.8	38.0	38.0	57.4	47.6	47.6	63.2	51.2	72.0	56.0		
Effective Green, g (s)	45.8	39.0	39.0	59.4	48.6	48.6	67.2	52.2	73.0	57.0		
Actuated g/C Ratio	0.32	0.27	0.27	0.41	0.34	0.34	0.47	0.36	0.51	0.40		
Clearance Time (s)	4.0	7.3	7.3	4.0	7.3	7.3	4.0	7.3	4.0	7.3		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	144	912	322	238	1158	434	195	1287	345	1698		
v/s Ratio Prot	0.03	c0.27		c0.11	0.28		c0.09	0.19	c0.09	c0.37		
v/s Ratio Perm	0.15		0.06	0.27		0.03	0.33		0.29			
v/c Ratio	0.56	0.99	0.23	0.94	0.82	0.07	0.90	0.51	0.76	0.94		
Uniform Delay, d1	36.9	52.3	40.8	42.5	43.6	32.4	41.0	36.0	22.7	41.8		
Progression Factor	1.19	1.03	2.03	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Incremental Delay, d2	4.4	26.9	0.4	40.9	4.6	0.1	38.3	1.5	9.1	11.5		
Delay (s)	48.2	80.7	83.1	83.3	48.2	32.5	79.3	37.4	31.8	53.3		
Level of Service	D	F	F	F	D	C	E	D	C	D		
Approach Delay (s)		78.9			53.2		46.1			50.3		
Approach LOS		E			D		D			D		

Intersection Summary

HCM 2000 Control Delay	57.0	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	18.6
Intersection Capacity Utilization	109.8%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Timings

5: Marie Labatte Rd/Site Driveway & The Donway W

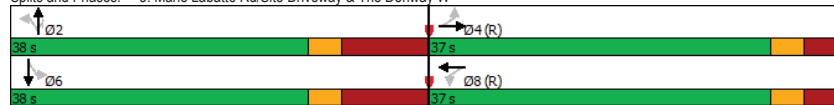
06/29/2023

	↖	→	↗	←	↖	↑	↗	↘	↓
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗		↖	↗		↖
Traffic Volume (vph)	5	265	85	335	5	0	65	55	0
Future Volume (vph)	5	265	85	335	5	0	65	55	0
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA
Protected Phases		4		8			2		6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	8	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	37.0	37.0	37.0	37.0	38.0	38.0	38.0	38.0	38.0
Total Split (s)	37.0	37.0	37.0	37.0	38.0	38.0	38.0	38.0	38.0
Total Split (%)	49.3%	49.3%	49.3%	49.3%	50.7%	50.7%	50.7%	50.7%	50.7%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	3.0	3.0	3.0	3.0	8.0	8.0	8.0	8.0	8.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0		-1.0	-1.0		-1.0
Total Lost Time (s)	5.0	5.0	5.0	5.0		10.0	10.0		10.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	C-Min	C-Min	C-Min	C-Min	None	None	None	None	None
Act Effct Green (s)	54.3	54.3	54.3	54.3		10.3	10.3		10.3
Actuated g/C Ratio	0.72	0.72	0.72	0.72		0.14	0.14		0.14
v/c Ratio	0.01	0.23	0.13	0.31		0.03	0.29		0.44
Control Delay	5.4	5.7	5.9	6.2		26.4	10.3		24.0
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	5.4	5.7	5.9	6.2		26.4	10.3		24.0
LOS	A	A	A	A		C	B		C
Approach Delay		5.7		6.2		11.5			24.0
Approach LOS		A		A		B			C

Intersection Summary

Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.44
 Intersection Signal Delay: 8.3 Intersection LOS: A
 Intersection Capacity Utilization 62.0% ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 5: Marie Labatte Rd/Site Driveway & The Donway W



Queues

5: Marie Labatte Rd/Site Driveway & The Donway W

06/29/2023

	↖	→	↗	←	↖	↑	↗	↘	↓
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	6	311	98	414	6	75	103		
v/c Ratio	0.01	0.23	0.13	0.31	0.03	0.29	0.44		
Control Delay	5.4	5.7	5.9	6.2	26.4	10.3	24.0		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	5.4	5.7	5.9	6.2	26.4	10.3	24.0		
Queue Length 50th (m)	0.3	15.4	4.5	21.7	0.8	0.0	8.1		
Queue Length 95th (m)	1.6	30.3	11.7	41.6	3.7	9.7	20.0		
Internal Link Dist (m)		107.6		126.9		75.9			31.1
Turn Bay Length (m)			100.0						
Base Capacity (vph)	639	1343	727	1322	482	584	559		
Starvation Cap Reductn	0	0	0	0	0	0	0		
Spillback Cap Reductn	0	0	0	0	0	0	0		
Storage Cap Reductn	0	0	0	0	0	0	0		
Reduced v/c Ratio	0.01	0.23	0.13	0.31	0.01	0.13	0.18		

Intersection Summary

HCM Signalized Intersection Capacity Analysis
 5: Marie Labatte Rd/Site Driveway & The Donway W

06/29/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	[Diagrammatic arrows]											
Traffic Volume (vph)	5	265	5	85	335	25	5	0	65	55	0	35
Future Volume (vph)	5	265	5	85	335	25	5	0	65	55	0	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	5.0	5.0		5.0	5.0			10.0	10.0		10.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Frbp, ped/bikes	1.00	1.00		1.00	1.00			1.00	0.98		0.99	
Flpb, ped/bikes	1.00	1.00		0.99	1.00			1.00	1.00		1.00	
Frt	1.00	1.00		1.00	0.99			1.00	0.85		0.95	
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00		0.97	
Satd. Flow (prot)	1685	1854		1671	1825			1778	1441		1708	
Flt Permitted	0.50	1.00		0.57	1.00			0.69	1.00		0.81	
Satd. Flow (perm)	883	1854		1005	1825			1293	1441		1425	
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	6	305	6	98	385	29	6	0	75	63	0	40
RTOR Reduction (vph)	0	1	0	0	2	0	0	0	66	0	39	0
Lane Group Flow (vph)	6	310	0	98	412	0	0	6	9	0	64	0
Confl. Peds. (#/hr)			10	10			3		4	4		3
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	0%	0%	3%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	[Diagrammatic arrows]											
Permitted Phases	[Diagrammatic arrows]											
Actuated Green, G (s)	50.1	50.1		50.1	50.1			7.9	7.9		7.9	
Effective Green, g (s)	51.1	51.1		51.1	51.1			8.9	8.9		8.9	
Actuated g/C Ratio	0.68	0.68		0.68	0.68			0.12	0.12		0.12	
Clearance Time (s)	6.0	6.0		6.0	6.0			11.0	11.0		11.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	601	1263		684	1243			153	170		169	
v/s Ratio Prot	[Diagrammatic arrows]											
v/s Ratio Perm	0.01			0.10				0.00	0.01		c0.05	
v/c Ratio	0.01	0.25		0.14	0.33			0.04	0.05		0.38	
Uniform Delay, d1	3.8	4.6		4.2	4.9			29.3	29.3		30.5	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	0.0	0.5		0.4	0.7			0.1	0.1		1.4	
Delay (s)	3.9	5.0		4.7	5.6			29.4	29.4		31.9	
Level of Service	A	A		A	A			C	C		C	
Approach Delay (s)	[Diagrammatic arrows]											
Approach LOS	[Diagrammatic arrows]											
Intersection Summary												
HCM 2000 Control Delay	9.9			HCM 2000 Level of Service			A					
HCM 2000 Volume to Capacity ratio	0.34											
Actuated Cycle Length (s)	75.0			Sum of lost time (s)			15.0					
Intersection Capacity Utilization	62.0%			ICU Level of Service			B					
Analysis Period (min)	15											
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
 6: The Donway W & Sanderling PI

06/29/2023

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	[Diagrammatic arrows]					
Traffic Volume (veh/h)	10	5	5	285	325	5
Future Volume (Veh/h)	10	5	5	285	325	5
Sign Control	Stop			Free		
Grade	0%					
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	12	6	6	331	378	6
Pedestrians	6					
Lane Width (m)	3.0			3.2		
Walking Speed (m/s)	1.2					
Percent Blockage	0					
Right turn flare (veh)	4					
Median type				None		
Median storage (veh)						
Upstream signal (m)				198		
pX, platoon unblocked	0.93	0.93	0.93			
vC, conflicting volume	730	389	390			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	676	311	312			
tC, single (s)	6.4	6.3	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.4	2.2			
p0 queue free %	97	99	99			
cM capacity (veh/h)	391	652	1172			
Direction, Lane #						
Volume Total	18	6	331	384		
Volume Left	12	6	0	0		
Volume Right	6	0	0	6		
sSH	586	1172	1700	1700		
Volume to Capacity	0.03	0.01	0.19	0.23		
Queue Length 95th (m)	0.8	0.1	0.0	0.0		
Control Delay (s)	13.2	8.1	0.0	0.0		
Lane LOS	B		A			
Approach Delay (s)	13.2	0.1	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay	0.4					
Intersection Capacity Utilization	28.1%			ICU Level of Service		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis
7: The Donway W & Flaire Condos Dwy

06/29/2023

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↕	↕	↔	↔
Traffic Volume (veh/h)	5	45	240	5	5	320
Future Volume (Veh/h)	5	45	240	5	5	320
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	6	52	279	6	6	372
Pedestrians	8		2			4
Lane Width (m)	3.0		3.2			3.2
Walking Speed (m/s)	1.2		1.2			1.2
Percent Blockage	1		0			0
Right turn flare (veh)		3				
Median type			None			None
Median storage (veh)						
Upstream signal (m)			132			198
pX, platoon unblocked	0.97					
vC, conflicting volume	673	291			293	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	645	291			293	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	93			100	
cM capacity (veh/h)	420	747			1273	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	58	279	6	6	372	
Volume Left	6	0	0	6	0	
Volume Right	52	0	6	0	0	
sSH	833	1700	1700	1273	1700	
Volume to Capacity	0.07	0.16	0.00	0.00	0.22	
Queue Length 95th (m)	1.8	0.0	0.0	0.1	0.0	
Control Delay (s)	10.5	0.0	0.0	7.8	0.0	
Lane LOS	B			A		
Approach Delay (s)	10.5	0.0		0.1		
Approach LOS	B					
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization		28.1%		ICU Level of Service		A
Analysis Period (min)		15				

Timings
8: The Donway W & Overland Dr/Clock Tower Rd


06/29/2023

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	Ø3	Ø7	
Lane Configurations		↔		↔	↔		↔	↔	↔			
Traffic Volume (vph)	80	15	10	15	45	25	110	25	180			
Future Volume (vph)	80	15	10	15	45	25	110	25	180			
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	NA			
Protected Phases		4		8			2		6	3	7	
Permitted Phases	4		8		8		2		6			
Detector Phase	4	4	8	8	8	2	2	6	6			
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	19.0	19.0	19.0	19.0	1.0	1.0	
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	25.0	25.0	25.0	25.0	3.0	3.0	
Total Split (s)	16.0	16.0	16.0	16.0	16.0	28.0	28.0	28.0	28.0	5.0	5.0	
Total Split (%)	32.7%	32.7%	32.7%	32.7%	32.7%	57.1%	57.1%	57.1%	57.1%	10%	10%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	2.0	2.0	
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	0.0	0.0	
Lost Time Adjust (s)		-1.0		-1.0		-1.0		-1.0		-1.0		
Total Lost Time (s)		5.0		5.0		5.0		5.0		5.0		
Lead/Lag	Lag	Lag	Lag	Lag	Lag					Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					Yes	Yes	
Recall Mode	None	None	None	None	None	C-Min	C-Min	C-Min	C-Min	None	None	
Act Effct Green (s)	11.5	11.5	11.5	11.5	11.5	31.1	31.1	31.1	31.1			
Actuated g/C Ratio	0.23		0.23	0.23	0.63	0.63	0.63	0.63	0.63			
v/c Ratio	0.41		0.08	0.12	0.05	0.12	0.04	0.29				
Control Delay	14.7		12.7	1.0	7.3	6.4	7.1	6.0				
Queue Delay	0.0		0.0	0.0	0.0	0.0	0.0	0.0				
Total Delay	14.7		12.7	1.0	7.3	6.4	7.1	6.0				
LOS	B		B	A	A	A	A	A				
Approach Delay	14.7		5.2			6.5		6.1				
Approach LOS	B		A			A		A				
Intersection Summary												
Cycle Length: 49												
Actuated Cycle Length: 49												
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green												
Natural Cycle: 55												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.41												
Intersection Signal Delay: 7.8												
Intersection Capacity Utilization 57.3%												
ICU Level of Service B												
Analysis Period (min) 15												
Split and Phases: 8: The Donway W & Overland Dr/Clock Tower Rd												
Ø2 (R)	[Green]				Ø3	[Red]		Ø4	[Green]			
28 s					5 s			16 s				
Ø5 (R)	[Green]				Ø7	[Red]		Ø8	[Green]			
28 s					5 s			16 s				

Queues

8: The Donway W & Overland Dr/Clock Tower Rd

06/29/2023




Lane Group	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	140	27	48	27	134	27	323
v/c Ratio	0.41	0.08	0.12	0.05	0.12	0.04	0.29
Control Delay	14.7	12.7	1.0	7.3	6.4	7.1	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.7	12.7	1.0	7.3	6.4	7.1	6.0
Queue Length 50th (m)	8.3	2.0	0.0	0.9	4.0	0.9	8.4
Queue Length 95th (m)	15.7	5.1	1.1	5.1	15.0	5.0	29.8
Internal Link Dist (m)	131.2	99.5			120.2		108.3
Turn Bay Length (m)			40.0	25.0		55.0	
Base Capacity (vph)	377	397	445	598	1155	756	1118
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.07	0.11	0.05	0.12	0.04	0.29

Intersection Summary

HCM Signalized Intersection Capacity Analysis

8: The Donway W & Overland Dr/Clock Tower Rd

06/29/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↔		↔	↔	
Traffic Volume (vph)	80	15	35	10	15	45	25	110	15	25	180	120
Future Volume (vph)	80	15	35	10	15	45	25	110	15	25	180	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)		5.0			5.0	5.0	5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frbp, ped/bikes		0.99			1.00	0.94	1.00	1.00		1.00	0.98	
Flpb, ped/bikes		0.98			0.99	1.00	0.99	1.00		0.98	1.00	
Frt		0.96			1.00	0.85	1.00	0.98		1.00	0.94	
Flt Protected		0.97			0.98	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1643			1765	1392	1554	1776		1654	1678	
Flt Permitted		0.80			0.84	1.00	0.57	1.00		0.67	1.00	
Satd. Flow (perm)		1349			1520	1392	924	1776		1169	1678	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	86	16	38	11	16	48	27	118	16	27	194	129
RTOR Reduction (vph)	0	28	0	0	0	38	0	7	0	0	38	0
Lane Group Flow (vph)	0	112	0	0	27	10	27	127	0	27	285	0
Confl. Peds. (#/hr)	33		44	44		33	16		17	17		16
Heavy Vehicles (%)	4%	0%	3%	8%	0%	2%	7%	3%	6%	0%	4%	3%
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Actuated Green, G (s)		9.1			9.1	9.1	27.9	27.9		27.9	27.9	
Effective Green, g (s)		10.1			10.1	10.1	28.9	28.9		28.9	28.9	
Actuated g/C Ratio		0.21			0.21	0.21	0.59	0.59		0.59	0.59	
Clearance Time (s)		6.0			6.0	6.0	6.0	6.0		6.0	6.0	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		278			313	286	544	1047		689	989	
v/s Ratio Prot								0.07			c0.17	
v/s Ratio Perm		c0.08			0.02	0.01	0.03			0.02		
v/c Ratio		0.40			0.09	0.03	0.05	0.12		0.04	0.29	
Uniform Delay, d1		16.8			15.7	15.6	4.2	4.4		4.2	5.0	
Progression Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.0			0.1	0.0	0.2	0.2		0.1	0.7	
Delay (s)		17.8			15.8	15.6	4.4	4.7		4.3	5.7	
Level of Service		B			B	B	A	A		A	A	
Approach Delay (s)		17.8			15.7			4.6			5.6	
Approach LOS		B			B			A			A	

Intersection Summary

HCM 2000 Control Delay	8.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	49.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	57.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Timings

9: Don Mills Rd & The Donway W/The Donway E

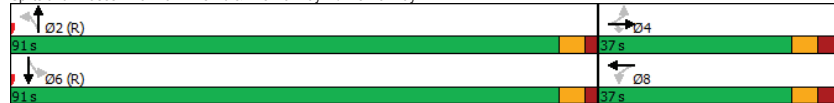
06/29/2023

	↖		→		↗		↖		←		↗		↑		↖		↓	
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT									
Lane Configurations	↖	↖	↖	↖	↖	↖	↖↖	↖	↖↖									
Traffic Volume (vph)	10	40	115	245	45	75	690	60	1660									
Future Volume (vph)	10	40	115	245	45	75	690	60	1660									
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA									
Protected Phases		4				8		2				6						
Permitted Phases	4		4	8		2		6										
Detector Phase	4	4	4	8	8	2	2	6	6									
Switch Phase																		
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	8.0	8.0	8.0	8.0									
Minimum Split (s)	37.0	37.0	37.0	37.0	37.0	31.0	31.0	31.0	31.0									
Total Split (s)	37.0	37.0	37.0	37.0	37.0	91.0	91.0	91.0	91.0									
Total Split (%)	28.9%	28.9%	28.9%	28.9%	28.9%	71.1%	71.1%	71.1%	71.1%									
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0									
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	2.0	2.0	2.0	2.0									
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0									
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	5.0	5.0	5.0	5.0									
Lead/Lag																		
Lead-Lag Optimize?																		
Recall Mode	None	None	None	None	None	C-Min	C-Min	C-Min	C-Min									
Act Effct Green (s)	36.4	36.4	36.4	36.4	36.4	80.6	80.6	80.6	80.6									
Actuated g/C Ratio	0.28	0.28	0.28	0.28	0.28	0.63	0.63	0.63	0.63									
v/c Ratio	0.05	0.09	0.31	0.90	0.40	0.83	0.40	0.31	0.67									
Control Delay	38.0	37.4	32.7	77.2	19.5	74.6	11.2	14.4	18.0									
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0									
Total Delay	38.0	37.4	32.7	77.2	19.5	74.6	11.2	14.4	18.0									
LOS	D	D	C	E	B	E	B	B	B									
Approach Delay		34.1			52.0		16.2		17.9									
Approach LOS		C			D		B		B									

Intersection Summary

Cycle Length: 128
 Actuated Cycle Length: 128
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 22.8 Intersection LOS: C
 Intersection Capacity Utilization 79.1% ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 9: Don Mills Rd & The Donway W/The Donway E



Queues

9: Don Mills Rd & The Donway W/The Donway E

06/29/2023

	↖		→		↗		↖		←		↗		↑		↖		↓	
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT									
Lane Group Flow (vph)	11	44	126	269	208	82	939	66	1840									
v/c Ratio	0.05	0.09	0.31	0.90	0.40	0.83	0.40	0.31	0.67									
Control Delay	38.0	37.4	32.7	77.2	19.5	74.6	11.2	14.4	18.0									
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0									
Total Delay	38.0	37.4	32.7	77.2	19.5	74.6	11.2	14.4	18.0									
Queue Length 50th (m)	2.3	9.1	21.9	~77.8	18.9	13.6	43.9	9.8	156.3									
Queue Length 95th (m)	7.6	19.6	41.3	#134.0	43.6	#50.7	54.1	21.4	165.2									
Internal Link Dist (m)		278.1			106.7		312.3		228.3									
Turn Bay Length (m)	30.0			55.0		65.0		30.0										
Base Capacity (vph)	237	508	411	300	520	106	2480	225	2943									
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0									
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0									
Storage Cap Reductn	0	0	0	0	0	0	0	0	0									
Reduced v/c Ratio	0.05	0.09	0.31	0.90	0.40	0.77	0.38	0.29	0.63									

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
 9: Don Mills Rd & The Donway W/The Donway E

06/29/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	[Diagrammatic arrows for each movement]											
Traffic Volume (vph)	10	40	115	245	45	145	75	690	165	60	1660	15
Future Volume (vph)	10	40	115	245	45	145	75	690	165	60	1660	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	*0.71		1.00	*0.81	
Frbp, ped/bikes	1.00	1.00	0.95	1.00	0.98		1.00	0.99		1.00	1.00	
Fipb, ped/bikes	0.99	1.00	1.00	0.97	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.89		1.00	0.97		1.00	1.00	
Fit Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1512	1789	1381	1580	1531		1646	3663		1647	4378	
Fit Permitted	0.52	1.00	1.00	0.64	1.00		0.09	1.00		0.19	1.00	
Satd. Flow (perm)	835	1789	1381	1056	1531		158	3663		335	4378	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	11	44	126	269	49	159	82	758	181	66	1824	16
RTOR Reduction (vph)	0	0	19	0	86	0	0	22	0	0	1	0
Lane Group Flow (vph)	11	44	107	269	122	0	82	917	0	66	1839	0
Confl. Peds. (#/hr)	15		28	28		15	16		5	5		16
Heavy Vehicles (%)	10%	5%	4%	3%	0%	8%	2%	6%	3%	2%	4%	14%
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)	35.4	35.4	35.4	35.4	35.4		79.6	79.6		79.6	79.6	
Effective Green, g (s)	36.4	36.4	36.4	36.4	36.4		80.6	80.6		80.6	80.6	
Actuated g/C Ratio	0.28	0.28	0.28	0.28	0.28		0.63	0.63		0.63	0.63	
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	237	508	392	300	435		99	2306		210	2756	
v/s Ratio Prot		0.02			0.08			0.25			0.42	
v/s Ratio Perm	0.01		0.08	c0.25			c0.52			0.20		
v/c Ratio	0.05	0.09	0.27	0.90	0.28		0.83	0.40		0.31	0.67	
Uniform Delay, d1	33.2	33.6	35.5	44.0	35.6		18.3	11.7		10.9	15.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.06	1.13	
Incremental Delay, d2	0.1	0.1	0.4	27.1	0.4		52.3	0.5		3.4	1.1	
Delay (s)	33.3	33.7	35.9	71.1	36.0		70.6	12.2		15.0	18.2	
Level of Service	C	C	D	E	D		E	B		B	B	
Approach Delay (s)		35.2			55.8			16.9			18.1	
Approach LOS		D			E			B			B	

Intersection Summary			
HCM 2000 Control Delay	23.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	128.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	79.1%	ICU Level of Service	D
Analysis Period (min)	15		

Timings
 10: Don Mills Rd & Clock Tower Rd

06/29/2023

Lane Group	EBL	EBR	NBL	NBT	SBT	Ø3
Lane Configurations	[Diagrammatic arrows for each movement]					
Traffic Volume (vph)	50	35	40	765	1675	
Future Volume (vph)	50	35	40	765	1675	
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		5	2	6	3
Permitted Phases		4	2			
Detector Phase	4	4	5	2	6	
Switch Phase						
Minimum Initial (s)	7.0	7.0	6.0	48.0	48.0	1.0
Minimum Split (s)	34.0	34.0	9.0	55.0	55.0	5.0
Total Split (s)	34.0	34.0	9.0	89.0	79.0	5.0
Total Split (%)	26.6%	26.6%	7.0%	69.5%	61.7%	4%
Yellow Time (s)	3.0	3.0	3.0	4.0	4.0	2.0
All-Red Time (s)	3.0	3.0	0.0	3.0	3.0	0.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	
Total Lost Time (s)	5.0	5.0	2.0	6.0	6.0	
Lead/Lag	Lag	Lag	Lead		Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	None
Act Effct Green (s)	10.7	10.7	112.9	110.1	102.8	
Actuated g/C Ratio	0.08	0.08	0.88	0.86	0.80	
v/c Ratio	0.38	0.22	0.20	0.26	0.52	
Control Delay	62.5	19.0	5.8	2.1	6.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	62.5	19.0	5.8	2.1	6.5	
LOS	E	B	A	A	A	
Approach Delay	44.5			2.3	6.5	
Approach LOS	D			A	A	

Intersection Summary	
Cycle Length: 128	
Actuated Cycle Length: 128	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 105	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.52	
Intersection Signal Delay: 6.4	Intersection LOS: A
Intersection Capacity Utilization 55.0%	ICU Level of Service B
Analysis Period (min) 15	



Queues

10: Don Mills Rd & Clock Tower Rd

06/29/2023

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	54	38	43	832	1864
v/c Ratio	0.38	0.22	0.20	0.26	0.52
Control Delay	62.5	19.0	5.8	2.1	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	62.5	19.0	5.8	2.1	6.5
Queue Length 50th (m)	13.8	0.0	1.0	15.4	71.7
Queue Length 95th (m)	27.1	11.1	4.2	22.4	97.1
Internal Link Dist (m)	221.2			228.3	280.2
Turn Bay Length (m)		50.0	40.0		
Base Capacity (vph)	385	395	211	3253	3554
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.14	0.10	0.20	0.26	0.52
Intersection Summary					

HCM Signalized Intersection Capacity Analysis

10: Don Mills Rd & Clock Tower Rd

06/29/2023

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	50	35	40	765	1675	40
Future Volume (vph)	50	35	40	765	1675	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	2.0	6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	*0.71	*0.81	
Fr't	1.00	0.85	1.00	1.00	1.00	
Fit Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1703	1615	1805	3782	4423	
Fit Permitted	0.95	1.00	0.07	1.00	1.00	
Satd. Flow (perm)	1703	1615	135	3782	4423	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	54	38	43	832	1821	43
RTOR Reduction (vph)	0	35	0	0	1	0
Lane Group Flow (vph)	54	3	43	832	1863	0
Heavy Vehicles (%)	6%	0%	0%	7%	4%	5%
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4	2			
Actuated Green, G (s)	8.3	8.3	106.7	106.7	98.8	
Effective Green, g (s)	9.3	9.3	107.7	107.7	99.8	
Actuated g/C Ratio	0.07	0.07	0.84	0.84	0.78	
Clearance Time (s)	6.0	6.0	3.0	7.0	7.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	123	117	190	3182	3448	
v/s Ratio Prot	c0.03		0.01	c0.22	c0.42	
v/s Ratio Perm		0.00	0.18			
v/c Ratio	0.44	0.02	0.23	0.26	0.54	
Uniform Delay, d1	56.9	55.1	3.2	2.1	5.4	
Progression Factor	1.00	1.00	2.50	0.88	1.00	
Incremental Delay, d2	2.5	0.1	0.6	0.2	0.6	
Delay (s)	59.3	55.2	8.5	2.0	6.0	
Level of Service	E	E	A	A	A	
Approach Delay (s)	57.6			2.3	6.0	
Approach LOS	E			A	A	
Intersection Summary						
HCM 2000 Control Delay			6.5		HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.53			
Actuated Cycle Length (s)			128.0		Sum of lost time (s)	15.0
Intersection Capacity Utilization			55.0%		ICU Level of Service	B
Analysis Period (min)			15			
c Critical Lane Group						

Timings

2: The Donway W & Lawrence Ave E

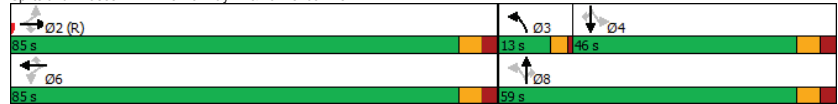
06/29/2023

	↖	→	↘	↙	←	↖	↙	↑	↗	↘	↓	↖
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖
Traffic Volume (vph)	150	965	210	170	600	70	215	120	160	85	125	125
Future Volume (vph)	150	965	210	170	600	70	215	120	160	85	125	125
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases		2			6		3	8			4	
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	2	2	2	6	6	6	3	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	6.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	36.0	36.0	36.0	36.0	36.0	36.0	10.0	37.0	37.0	37.0	37.0	37.0
Total Split (s)	85.0	85.0	85.0	85.0	85.0	85.0	13.0	59.0	59.0	46.0	46.0	46.0
Total Split (%)	59.0%	59.0%	59.0%	59.0%	59.0%	59.0%	9.0%	41.0%	41.0%	31.9%	31.9%	31.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	1.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	3.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead		Lag	Lag	Lag	Lag
Lead-Lag Optimize?							Yes		Yes	Yes	Yes	Yes
Recall Mode	C-Min	C-Min	C-Min	Min	Min	Min	None	Min	Min	Min	Min	Min
Act Effct Green (s)	94.7	94.7	94.7	94.7	94.7	94.7	40.3	37.3	37.3	21.3	21.3	21.3
Actuated g/C Ratio	0.66	0.66	0.66	0.66	0.66	0.66	0.28	0.26	0.26	0.15	0.15	0.15
v/c Ratio	0.38	0.45	0.26	0.67	0.28	0.09	0.76	0.26	0.44	0.58	0.47	0.43
Control Delay	15.7	13.4	6.4	54.0	25.0	16.7	61.0	42.6	29.1	69.8	59.9	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.7	13.4	6.4	54.0	25.0	16.7	61.0	42.6	29.1	69.8	59.9	11.6
LOS	B	B	A	D	C	B	E	D	C	E	E	B
Approach Delay		12.5			30.2			46.2			44.3	
Approach LOS		B			C			D			D	

Intersection Summary

Cycle Length: 144
 Actuated Cycle Length: 144
 Offset: 60 (42%), Referenced to phase 2:EBTL, Start of Green
 Natural Cycle: 105
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 26.6 Intersection LOS: C
 Intersection Capacity Utilization 89.7% ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 2: The Donway W & Lawrence Ave E



Queues

2: The Donway W & Lawrence Ave E

06/29/2023

	↖	→	↘	↙	←	↖	↙	↑	↗	↘	↓	↖
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	158	1016	221	179	632	74	226	126	168	89	132	132
v/c Ratio	0.38	0.45	0.26	0.67	0.28	0.09	0.76	0.26	0.44	0.58	0.47	0.43
Control Delay	15.7	13.4	6.4	54.0	25.0	16.7	61.0	42.6	29.1	69.8	59.9	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.7	13.4	6.4	54.0	25.0	16.7	61.0	42.6	29.1	69.8	59.9	11.6
Queue Length 50th (m)	17.6	63.4	10.3	48.8	66.5	6.8	60.1	31.9	26.5	25.8	37.7	0.0
Queue Length 95th (m)	41.4	100.8	27.8	m#79.6	96.5	m18.4	78.5	45.7	45.9	41.7	54.1	17.8
Internal Link Dist (m)		98.9			236.1			127.2				144.4
Turn Bay Length (m)	45.0		30.0	50.0		30.0			60.0	25.0		
Base Capacity (vph)	419	2280	844	268	2280	796	299	691	511	289	521	466
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.45	0.26	0.67	0.28	0.09	0.76	0.18	0.33	0.31	0.25	0.28

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
 2: The Donway W & Lawrence Ave E

06/29/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	150	965	210	170	600	70	215	120	160	85	125	125
Future Volume (vph)	150	965	210	170	600	70	215	120	160	85	125	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	3.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frbp. ped/bikes	1.00	1.00	0.82	1.00	1.00	0.79	1.00	1.00	0.85	1.00	1.00	0.89
Flpb. ped/bikes	0.93	1.00	1.00	0.97	1.00	1.00	0.96	1.00	1.00	0.88	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Fit Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1546	3466	1227	1619	3466	1179	1609	1879	1274	1464	1879	1334
Fit Permitted	0.39	1.00	1.00	0.24	1.00	1.00	0.49	1.00	1.00	0.68	1.00	1.00
Satd. Flow (perm)	634	3466	1227	405	3466	1179	826	1879	1274	1042	1879	1334
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	158	1016	221	179	632	74	226	126	168	89	132	132
RTOR Reduction (vph)	0	0	37	0	21	0	0	50	0	0	0	112
Lane Group Flow (vph)	158	1016	184	179	632	53	226	126	118	89	132	20
Confl. Peds. (#/hr)	78		65	65		78	72		101	101		72
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	1%	3%	1%	1%	3%	1%	1%	0%	0%	1%	0%	0%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases		2			6		3	8			4	
Permitted Phases	2		2	6		6	8		8	4		4
Actuated Green, G (s)	93.7	93.7	93.7	93.7	93.7	93.7	36.3	36.3	36.3	20.4	20.4	20.4
Effective Green, g (s)	94.7	94.7	94.7	94.7	94.7	94.7	37.3	37.3	37.3	21.4	21.4	21.4
Actuated g/C Ratio	0.66	0.66	0.66	0.66	0.66	0.66	0.26	0.26	0.26	0.15	0.15	0.15
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	4.0	7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	416	2279	806	266	2279	775	284	486	330	154	279	198
v/s Ratio Prot		0.29			0.18		c0.07	0.07				0.07
v/s Ratio Perm	0.25		0.15	c0.44		0.05	c0.13		0.09	0.09		0.01
v/c Ratio	0.38	0.45	0.23	0.67	0.28	0.07	0.80	0.26	0.36	0.58	0.47	0.10
Uniform Delay, d1	11.2	11.9	9.9	15.1	10.3	8.8	48.0	42.4	43.6	57.1	56.1	53.0
Progression Factor	1.00	1.00	1.00	2.29	2.25	4.76	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.6	0.6	0.7	5.5	0.1	0.0	14.2	0.3	0.7	5.2	1.3	0.2
Delay (s)	13.9	12.6	10.6	40.2	23.2	42.1	62.3	42.7	44.2	62.3	57.4	53.2
Level of Service	B	B	B	D	C	D	E	D	D	E	E	D
Approach Delay (s)		12.4			28.3			51.7			57.1	
Approach LOS		B			C			D			E	

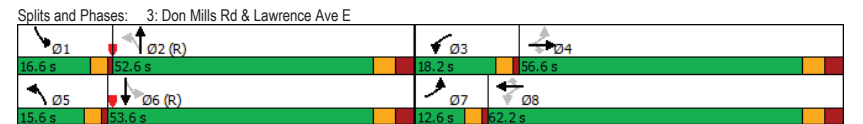
Intersection Summary			
HCM 2000 Control Delay	28.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	89.7%	ICU Level of Service	E
Analysis Period (min)	15		
c	Critical Lane Group		

Timings
 3: Don Mills Rd & Lawrence Ave E

06/29/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	120	1145	130	210	660	105	165	1010	190	760
Future Volume (vph)	120	1145	130	210	660	105	165	1010	190	760
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	7	4		3	8		5	2	1	6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	7	4	4	3	8	8	5	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0	7.0	5.0	7.0	5.0	7.0
Minimum Split (s)	9.5	44.3	44.3	9.5	44.3	44.3	9.5	51.3	9.5	51.3
Total Split (s)	12.6	56.6	56.6	18.2	62.2	62.2	15.6	52.6	16.6	53.6
Total Split (%)	8.8%	39.3%	39.3%	12.6%	43.2%	43.2%	10.8%	36.5%	11.5%	37.2%
Yellow Time (s)	3.0	3.8	3.8	3.0	3.8	3.8	3.0	3.8	3.0	3.8
All-Red Time (s)	1.0	3.5	3.5	1.0	3.5	3.5	1.0	3.5	1.0	3.5
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-2.0	-1.0	-1.0	-2.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	6.3	6.3	2.0	6.3	6.3	2.0	6.3	3.0	6.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min	None
Act Effct Green (s)	63.1	50.3	50.3	72.8	56.1	56.1	63.6	46.0	64.6	47.7
Actuated g/C Ratio	0.44	0.35	0.35	0.51	0.39	0.39	0.44	0.32	0.45	0.33
v/c Ratio	0.41	0.96	0.26	0.90	0.50	0.21	0.71	0.94	0.94	0.68
Control Delay	26.8	68.1	13.2	75.3	35.1	8.2	40.8	57.1	84.3	44.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.8	68.1	13.2	75.3	35.1	8.2	40.8	57.1	84.3	44.3
LOS	C	E	B	E	D	A	D	E	F	D
Approach Delay		59.4			40.8		55.4		51.6	
Approach LOS		E			D		E		D	

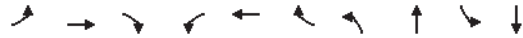
Intersection Summary			
Cycle Length: 144			
Actuated Cycle Length: 144			
Offset: 54.5 (38%), Referenced to phase 2:NBL and 6:SBTL, Start of Green			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay: 52.9		Intersection LOS: D	
Intersection Capacity Utilization 107.6%		ICU Level of Service G	
Analysis Period (min) 15			



Queues

3: Don Mills Rd & Lawrence Ave E

06/29/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	124	1180	134	216	680	108	170	1474	196	882
v/c Ratio	0.41	0.96	0.26	0.90	0.50	0.21	0.71	0.94	0.94	0.68
Control Delay	26.8	68.1	13.2	75.3	35.1	8.2	40.8	57.1	84.3	44.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.8	68.1	13.2	75.3	35.1	8.2	40.8	57.1	84.3	44.3
Queue Length 50th (m)	23.8	187.5	6.8	48.1	81.3	2.8	29.8	147.2	43.0	103.5
Queue Length 95th (m)	39.5	#232.6	24.8	#98.0	100.6	15.9	#51.4	#177.0	#94.2	124.3
Internal Link Dist (m)		236.1		183.7			280.2		394.6	
Turn Bay Length (m)	50.0		160.0	90.0		35.0	65.0		100.0	
Base Capacity (vph)	304	1223	525	239	1349	525	244	1581	209	1297
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.96	0.26	0.90	0.50	0.21	0.70	0.93	0.94	0.68


Intersection Summary

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

HCM Signalized Intersection Capacity Analysis

3: Don Mills Rd & Lawrence Ave E

06/29/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔↔	↔	↔	↔↔	↔	↔	↔↔	↔	↔	↔↔	↔
Traffic Volume (vph)	120	1145	130	210	660	105	165	1010	420	190	760	95
Future Volume (vph)	120	1145	130	210	660	105	165	1010	420	190	760	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.5	3.0	3.5
Total Lost time (s)	3.0	6.3	6.3	2.0	6.3	6.3	2.0	6.3	3.0	6.3	3.0	6.3
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	*0.93	1.00	*0.73	1.00	*0.73
Frbp, ped/bikes	1.00	1.00	0.83	1.00	1.00	0.83	1.00	0.97	1.00	0.98	1.00	0.98
Flpb, ped/bikes	0.98	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96	1.00	0.98	1.00	0.98
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1627	3500	1255	1668	3466	1205	1678	4755	1651	3896	146	3896
Flt Permitted	0.32	1.00	1.00	0.08	1.00	1.00	0.14	1.00	0.08	1.00	0.08	1.00
Satd. Flow (perm)	543	3500	1255	132	3466	1205	253	4755	146	3896		
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	124	1180	134	216	680	108	170	1041	433	196	784	98
RTOR Reduction (vph)	0	0	87	0	0	57	0	52	0	0	8	0
Lane Group Flow (vph)	124	1180	47	216	680	51	170	1422	0	196	874	0
Confl. Peds. (#/hr)	137		136	136		137	174		87	87		174
Heavy Vehicles (%)	2%	2%	0%	1%	3%	4%	0%	3%	1%	2%	2%	0%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4		3	8		5	2	1	6		
Permitted Phases	4		4	8		8	2		6			
Actuated Green, G (s)	57.7	49.3	49.3	67.5	55.1	55.1	56.2	45.0	59.6	46.7		
Effective Green, g (s)	59.7	50.3	50.3	69.5	56.1	56.1	60.2	46.0	61.6	47.7		
Actuated g/C Ratio	0.41	0.35	0.35	0.48	0.39	0.39	0.42	0.32	0.43	0.33		
Clearance Time (s)	4.0	7.3	7.3	4.0	7.3	7.3	4.0	7.3	4.0	7.3		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	295	1222	438	236	1350	469	236	1518	207	1290		
v/s Ratio Prot	0.03	c0.34		c0.10	0.20		0.07	0.30	c0.09	0.22		
v/s Ratio Perm	0.15		0.04	0.34		0.04	0.23		c0.31			
v/c Ratio	0.42	0.97	0.11	0.92	0.50	0.11	0.72	0.94	0.95	0.68		
Uniform Delay, d1	27.1	46.0	31.7	43.6	33.4	28.0	29.4	47.6	41.2	41.5		
Progression Factor	1.13	1.10	2.41	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Incremental Delay, d2	0.9	17.3	0.1	36.2	0.3	0.1	10.3	12.2	47.1	2.9		
Delay (s)	31.7	67.7	76.3	79.8	33.7	28.1	39.7	59.8	88.4	44.4		
Level of Service	C	E	E	E	C	C	D	E	F	D		
Approach Delay (s)		65.4			43.0		57.7			52.4		
Approach LOS		E			D		E			D		

Intersection Summary

HCM 2000 Control Delay	55.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	18.6
Intersection Capacity Utilization	107.6%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Timings

5: Marie Labatte Rd/Site Driveway & The Donway W

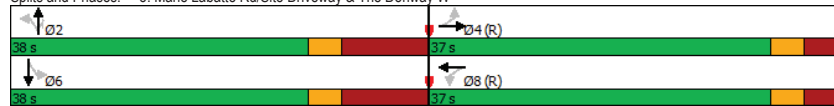
06/29/2023

	↖	→	↗	←	↖	↑	↗	↘	↓
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗		↖	↗		↖
Traffic Volume (vph)	15	295	140	305	5	0	170	40	0
Future Volume (vph)	15	295	140	305	5	0	170	40	0
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA
Protected Phases		4		8			2		6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	8	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	37.0	37.0	37.0	37.0	38.0	38.0	38.0	38.0	38.0
Total Split (s)	37.0	37.0	37.0	37.0	38.0	38.0	38.0	38.0	38.0
Total Split (%)	49.3%	49.3%	49.3%	49.3%	50.7%	50.7%	50.7%	50.7%	50.7%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	3.0	3.0	3.0	3.0	8.0	8.0	8.0	8.0	8.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0		-1.0	-1.0		-1.0
Total Lost Time (s)	5.0	5.0	5.0	5.0		10.0	10.0		10.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	C-Min	C-Min	C-Min	C-Min	None	None	None	None	None
Act Effct Green (s)	50.5	50.5	50.5	50.5		9.5	9.5		9.5
Actuated g/C Ratio	0.67	0.67	0.67	0.67		0.13	0.13		0.13
v/c Ratio	0.03	0.27	0.24	0.34		0.04	0.54		0.35
Control Delay	5.0	5.8	6.4	6.2		27.6	10.9		20.0
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	5.0	5.8	6.4	6.2		27.6	10.9		20.0
LOS	A	A	A	A		C	B		C
Approach Delay		5.8		6.2		11.4			20.0
Approach LOS		A		A		B			C

Intersection Summary

Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.54
 Intersection Signal Delay: 7.8 Intersection LOS: A
 Intersection Capacity Utilization 68.4% ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 5: Marie Labatte Rd/Site Driveway & The Donway W



Queues

5: Marie Labatte Rd/Site Driveway & The Donway W

06/29/2023

	↖	→	↗	←	↖	↑	↗	↘	↓
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	17	339	156	422	6	189	77		
v/c Ratio	0.03	0.27	0.24	0.34	0.04	0.54	0.35		
Control Delay	5.0	5.8	6.4	6.2	27.6	10.9	20.0		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	5.0	5.8	6.4	6.2	27.6	10.9	20.0		
Queue Length 50th (m)	0.7	15.6	7.1	19.6	0.8	0.0	4.6		
Queue Length 95th (m)	3.1	33.3	18.5	41.7	3.9	16.5	15.5		
Internal Link Dist (m)		107.6		127.2		75.9			18.4
Turn Bay Length (m)			100.0						
Base Capacity (vph)	585	1259	650	1229	491	672	561		
Starvation Cap Reductn	0	0	0	0	0	0	0		0
Spillback Cap Reductn	0	0	0	0	0	0	0		0
Storage Cap Reductn	0	0	0	0	0	0	0		0
Reduced v/c Ratio	0.03	0.27	0.24	0.34	0.01	0.28	0.14		

Intersection Summary

HCM Signalized Intersection Capacity Analysis
 5: Marie Labatte Rd/Site Driveway & The Donway W

06/29/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔		↔	↔			↔	↔	↔	↔	
Traffic Volume (vph)	15	295	10	140	305	75	5	0	170	40	0	30
Future Volume (vph)	15	295	10	140	305	75	5	0	170	40	0	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	5.0	5.0		5.0	5.0			10.0	10.0		10.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Frbp, ped/bikes	1.00	1.00		1.00	1.00			1.00	0.98		0.99	
Flpb, ped/bikes	1.00	1.00		0.99	1.00			0.99	1.00		1.00	
Frt	1.00	1.00		1.00	0.97			1.00	0.85		0.94	
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00		0.97	
Satd. Flow (prot)	1685	1868		1670	1816			1769	1484		1696	
Flt Permitted	0.49	1.00		0.55	1.00			0.71	1.00		0.82	
Satd. Flow (perm)	870	1868		965	1816			1317	1484		1431	
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)	17	328	11	156	339	83	6	0	189	44	0	33
RTOR Reduction (vph)	0	1	0	0	7	0	0	0	165	0	38	0
Lane Group Flow (vph)	17	338	0	156	415	0	0	6	24	0	39	0
Confl. Peds. (#/hr)			12	12			7		4	4		7
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2				6
Permitted Phases	4			8			2		2	6		
Actuated Green, G (s)	49.5	49.5		49.5	49.5			8.5	8.5		8.5	
Effective Green, g (s)	50.5	50.5		50.5	50.5			9.5	9.5		9.5	
Actuated g/C Ratio	0.67	0.67		0.67	0.67			0.13	0.13		0.13	
Clearance Time (s)	6.0	6.0		6.0	6.0			11.0	11.0		11.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	585	1257		649	1222			166	187		181	
v/s Ratio Prot		0.18			c0.23							
v/s Ratio Perm	0.02			0.16				0.00	0.02		c0.03	
v/c Ratio	0.03	0.27		0.24	0.34			0.04	0.13		0.21	
Uniform Delay, d1	4.1	4.9		4.8	5.2			28.7	29.1		29.4	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	0.1	0.5		0.9	0.8			0.1	0.3		0.6	
Delay (s)	4.2	5.4		5.6	5.9			28.8	29.4		30.0	
Level of Service	A	A		A	A			C	C		C	
Approach Delay (s)		5.4			5.9			29.4			30.0	
Approach LOS		A			A			C			C	
Intersection Summary												
HCM 2000 Control Delay		11.1			HCM 2000 Level of Service				B			
HCM 2000 Volume to Capacity ratio		0.32										
Actuated Cycle Length (s)		75.0			Sum of lost time (s)				15.0			
Intersection Capacity Utilization		68.4%			ICU Level of Service				C			
Analysis Period (min)		15										
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
 6: The Donway W & Sanderling PI

06/29/2023

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	5	5	5	310	315	10
Future Volume (Veh/h)	5	5	5	310	315	10
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	5	5	337	342	11
Pedestrians	29				2	
Lane Width (m)	3.0				3.5	
Walking Speed (m/s)	1.2				1.2	
Percent Blockage	2				0	
Right turn flare (veh)		4				
Median type				None	None	
Median storage (veh)						
Upstream signal (m)				198	132	
pX, platoon unblocked	0.95	0.95	0.95			
vC, conflicting volume	726	376	382			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	681	311	317			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	99	100			
cM capacity (veh/h)	386	679	1162			
Direction, Lane #						
Volume Total	10	5	337	353		
Volume Left	5	5	0	0		
Volume Right	5	0	0	11		
sSH	772	1162	1700	1700		
Volume to Capacity	0.01	0.00	0.20	0.21		
Queue Length 95th (m)	0.3	0.1	0.0	0.0		
Control Delay (s)	12.4	8.1	0.0	0.0		
Lane LOS	B	A				
Approach Delay (s)	12.4	0.1		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			27.3%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
7: The Donway W & Flaire Condos Dwy

06/29/2023

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↕	↕	↔	↔
Traffic Volume (veh/h)	0	25	285	5	20	295
Future Volume (Veh/h)	0	25	285	5	20	295
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	27	310	5	22	321
Pedestrians	22		3		5	
Lane Width (m)	3.0		3.2		3.2	
Walking Speed (m/s)	1.2		1.2		1.2	
Percent Blockage	2		0		0	
Right turn flare (veh)		3				
Median type			None		None	
Median storage (veh)						
Upstream signal (m)			132		198	
pX, platoon unblocked						
vC, conflicting volume	700	337			337	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	700	337			337	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	96			98	
cM capacity (veh/h)	394	696			1215	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	27	310	5	22	321	
Volume Left	0	0	0	22	0	
Volume Right	27	0	5	0	0	
sSH	174	1700	1700	1215	1700	
Volume to Capacity	0.16	0.18	0.00	0.02	0.19	
Queue Length 95th (m)	4.3	0.0	0.0	0.4	0.0	
Control Delay (s)	29.4	0.0	0.0	8.0	0.0	
Lane LOS	D			A		
Approach Delay (s)	29.4	0.0		0.5		
Approach LOS	D					
Intersection Summary						
Average Delay			1.4			
Intersection Capacity Utilization			28.2%		ICU Level of Service	A
Analysis Period (min)			15			

Timings
8: The Donway W & Overland Dr/Clock Tower Rd

06/29/2023

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	Ø3	Ø7						
Lane Configurations		↔		↔	↔		↔	↔	↔								
Traffic Volume (vph)	90	20	20	20	30	10	160	20	170								
Future Volume (vph)	90	20	20	20	30	10	160	20	170								
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	NA								
Protected Phases		4		8			2		6	3	7						
Permitted Phases	4		8		8	2		6									
Detector Phase	4	4	8	8	8	2	2	6	6								
Switch Phase																	
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	19.0	19.0	19.0	19.0	1.0	1.0						
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	25.0	25.0	25.0	25.0	3.0	3.0						
Total Split (s)	16.0	16.0	16.0	16.0	16.0	28.0	28.0	28.0	28.0	5.0	5.0						
Total Split (%)	32.7%	32.7%	32.7%	32.7%	32.7%	57.1%	57.1%	57.1%	57.1%	10%	10%						
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	2.0	2.0						
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	0.0	0.0						
Lost Time Adjust (s)		-1.0		-1.0		-1.0		-1.0		-1.0							
Total Lost Time (s)		5.0		5.0		5.0		5.0		5.0							
Lead/Lag	Lag	Lag	Lag	Lag	Lag					Lead	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					Yes	Yes						
Recall Mode	None	None	None	None	None	C-Min	C-Min	C-Min	C-Min	None	None						
Act Effct Green (s)	11.9	11.9	11.9	11.9	11.9	30.7	30.7	30.7	30.7								
Actuated g/C Ratio	0.24		0.24	0.24	0.24	0.63	0.63	0.63	0.63								
v/c Ratio	0.42		0.12	0.08	0.02	0.18	0.03	0.26									
Control Delay	16.5		13.2	0.3	7.3	6.5	7.3	6.1									
Queue Delay	0.0		0.0	0.0	0.0	0.0	0.0	0.0									
Total Delay	16.5		13.2	0.3	7.3	6.5	7.3	6.1									
LOS	B		B	A	A	A	A	A									
Approach Delay	16.5		7.6			6.6		6.1									
Approach LOS	B		A			A		A									
Intersection Summary																	
Cycle Length: 49																	
Actuated Cycle Length: 49																	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green																	
Natural Cycle: 55																	
Control Type: Actuated-Coordinated																	
Maximum v/c Ratio: 0.42																	
Intersection Signal Delay: 8.4						Intersection LOS: A											
Intersection Capacity Utilization 57.9%						ICU Level of Service B											
Analysis Period (min) 15																	
Splits and Phases: 8: The Donway W & Overland Dr/Clock Tower Rd																	
Ø2 (R)	[Green Bar]					Ø3	[Green Bar]					Ø4	[Green Bar]				
Ø5 (R)	[Green Bar]					Ø7	[Green Bar]					Ø8	[Green Bar]				
	28 s						5 s						16 s				

Queues

8: The Donway W & Overland Dr/Clock Tower Rd

06/29/2023

Lane Group	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	138	42	32	11	202	21	282
v/c Ratio	0.42	0.12	0.08	0.02	0.18	0.03	0.26
Control Delay	16.5	13.2	0.3	7.3	6.5	7.3	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.5	13.2	0.3	7.3	6.5	7.3	6.1
Queue Length 50th (m)	9.6	3.1	0.0	0.4	6.5	0.7	7.7
Queue Length 95th (m)	17.1	7.0	0.0	2.8	21.2	4.3	26.1
Internal Link Dist (m)	131.2	99.5			120.2		108.3
Turn Bay Length (m)			40.0	25.0		55.0	
Base Capacity (vph)	357	393	453	600	1143	668	1108
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.11	0.07	0.02	0.18	0.03	0.25

Intersection Summary

HCM Signalized Intersection Capacity Analysis

8: The Donway W & Overland Dr/Clock Tower Rd

06/29/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↔		↔	↔	
Traffic Volume (vph)	90	20	20	20	20	30	10	160	30	20	170	95
Future Volume (vph)	90	20	20	20	20	30	10	160	30	20	170	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)		5.0			5.0	5.0	5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frbp, ped/bikes		0.99			1.00	0.93	1.00	0.99		1.00	0.98	
Flpb, ped/bikes		0.97			0.99	1.00	0.97	1.00		0.97	1.00	
Frt		0.98			1.00	0.85	1.00	0.98		1.00	0.95	
Flt Protected		0.97			0.98	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1652			1811	1408	1518	1773		1574	1690	
Flt Permitted		0.77			0.80	1.00	0.59	1.00		0.63	1.00	
Satd. Flow (perm)		1310			1490	1408	937	1773		1046	1690	
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)	96	21	21	21	21	32	11	170	32	21	181	101
RTOR Reduction (vph)	0	13	0	0	0	25	0	11	0	0	32	0
Lane Group Flow (vph)	0	125	0	0	42	7	11	191	0	21	250	0
Confl. Peds. (#/hr)	40		42	42		40	31		29	29		31
Heavy Vehicles (%)	4%	0%	6%	0%	0%	0%	8%	3%	0%	4%	3%	3%
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Actuated Green, G (s)		9.5			9.5	9.5	27.5	27.5		27.5	27.5	
Effective Green, g (s)		10.5			10.5	10.5	28.5	28.5		28.5	28.5	
Actuated g/C Ratio		0.21			0.21	0.21	0.58	0.58		0.58	0.58	
Clearance Time (s)		6.0			6.0	6.0	6.0	6.0		6.0	6.0	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		280			319	301	544	1031		608	982	
v/s Ratio Prot								0.11			c0.15	
v/s Ratio Perm		c0.10			0.03	0.00	0.01			0.02		
v/c Ratio		0.45			0.13	0.02	0.02	0.19		0.03	0.25	
Uniform Delay, d1		16.7			15.6	15.2	4.3	4.8		4.4	5.0	
Progression Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.1			0.2	0.0	0.1	0.4		0.1	0.6	
Delay (s)		17.8			15.8	15.2	4.4	5.2		4.5	5.7	
Level of Service		B			B	B	A	A		A	A	
Approach Delay (s)		17.8			15.5			5.2			5.6	
Approach LOS		B			B			A			A	

Intersection Summary

HCM 2000 Control Delay	8.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	49.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	57.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Timings

9: Don Mills Rd & The Donway W/The Donway E

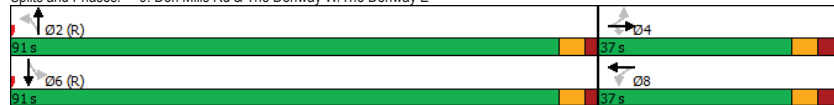
06/29/2023

	↖		→		↗		↖		←		↗		↑		↖		↓	
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT									
Lane Configurations	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖
Traffic Volume (vph)	15	45	105	105	35	95	1560	120	885									
Future Volume (vph)	15	45	105	105	35	95	1560	120	885									
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA									
Protected Phases		4				8			2				6					6
Permitted Phases	4		4	8		2			6									
Detector Phase	4	4	4	8	8	2	2	2	6	6								
Switch Phase																		
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	8.0	8.0	8.0	8.0									
Minimum Split (s)	37.0	37.0	37.0	37.0	37.0	31.0	31.0	31.0	31.0									
Total Split (s)	37.0	37.0	37.0	37.0	37.0	91.0	91.0	91.0	91.0									
Total Split (%)	28.9%	28.9%	28.9%	28.9%	28.9%	71.1%	71.1%	71.1%	71.1%									
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0									
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	2.0	2.0	2.0	2.0									
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0									
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	5.0	5.0	5.0	5.0									
Lead/Lag																		
Lead-Lag Optimize?																		
Recall Mode	None	None	None	None	None	C-Min	C-Min	C-Min	C-Min									
Act Effct Green (s)	20.8	20.8	20.8	20.8	20.8	96.2	96.2	96.2	96.2									
Actuated g/C Ratio	0.16	0.16	0.16	0.16	0.16	0.75	0.75	0.75	0.75									
v/c Ratio	0.08	0.15	0.33	0.54	0.39	0.33	0.48	0.89	0.31									
Control Delay	41.3	42.9	9.9	57.0	31.5	10.9	7.5	76.4	6.2									
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0									
Total Delay	41.3	42.9	9.9	57.0	31.5	10.9	7.5	76.4	6.2									
LOS	D	D	A	E	C	B	A	E	A									
Approach Delay		21.7			43.7		7.7		14.3									
Approach LOS		C			D		A		B									

Intersection Summary

Cycle Length: 128
 Actuated Cycle Length: 128
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 12.8 Intersection LOS: B
 Intersection Capacity Utilization 76.9% ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 9: Don Mills Rd & The Donway W/The Donway E



Queues

9: Don Mills Rd & The Donway W/The Donway E

06/29/2023

	↖		→		↗		↖		←		↗		↑		↖		↓	
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT									
Lane Group Flow (vph)	15	45	106	106	116	96	1823	121	919									
v/c Ratio	0.08	0.15	0.33	0.54	0.39	0.33	0.48	0.89	0.31									
Control Delay	41.3	42.9	9.9	57.0	31.5	10.9	7.5	76.4	6.2									
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0									
Total Delay	41.3	42.9	9.9	57.0	31.5	10.9	7.5	76.4	6.2									
Queue Length 50th (m)	3.5	10.7	0.0	27.0	18.0	6.4	49.7	29.3	46.9									
Queue Length 95th (m)	9.3	20.0	14.9	41.6	33.0	22.4	90.8	#49.3	74.7									
Internal Link Dist (m)		278.1			106.7		312.3		228.3									
Turn Bay Length (m)	30.0				55.0		65.0		30.0									
Base Capacity (vph)	263	455	429	294	423	293	3766	136	2982									
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0									
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0									
Storage Cap Reductn	0	0	0	0	0	0	0	0	0									
Reduced v/c Ratio	0.06	0.10	0.25	0.36	0.27	0.33	0.48	0.89	0.31									

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
 9: Don Mills Rd & The Donway W/The Donway E

06/29/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	[Diagrammatic Lane Configurations]											
Traffic Volume (vph)	15	45	105	105	35	80	95	1560	245	120	885	25
Future Volume (vph)	15	45	105	105	35	80	95	1560	245	120	885	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	*0.93		1.00	*0.73	
Frbp, ped/bikes	1.00	1.00	0.96	1.00	0.96		1.00	0.99		1.00	1.00	
Ft	1.00	1.00	0.85	1.00	0.90		1.00	0.98		1.00	1.00	
Fit Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1624	1879	1440	1584	1618		1655	4995		1679	3968	
Fit Permitted	0.64	1.00	1.00	0.73	1.00		0.22	1.00		0.10	1.00	
Satd. Flow (perm)	1089	1879	1440	1214	1618		391	4995		183	3968	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	15	45	106	106	35	81	96	1576	247	121	894	25
RTOR Reduction (vph)	0	0	89	0	35	0	0	13	0	0	1	0
Lane Group Flow (vph)	15	45	17	106	81	0	96	1810	0	121	918	0
Confl. Peds. (#/hr)	34		26	26		34	27		23	23		27
Heavy Vehicles (%)	0%	0%	0%	2%	0%	0%	0%	2%	0%	0%	3%	4%
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)	19.8	19.8	19.8	19.8	19.8		95.2	95.2		95.2	95.2	
Effective Green, g (s)	20.8	20.8	20.8	20.8	20.8		96.2	96.2		96.2	96.2	
Actuated g/C Ratio	0.16	0.16	0.16	0.16	0.16		0.75	0.75		0.75	0.75	
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	176	305	234	197	262		293	3754		137	2982	
v/s Ratio Prot		0.02			0.05			0.36			0.23	
v/s Ratio Perm	0.01		0.01	c0.09			0.25			c0.66		
v/c Ratio	0.09	0.15	0.07	0.54	0.31		0.33	0.48		0.88	0.31	
Uniform Delay, d1	45.5	46.0	45.4	49.2	47.3		5.2	6.2		11.7	5.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.41	0.97	
Incremental Delay, d2	0.2	0.2	0.1	2.8	0.7		3.0	0.4		49.1	0.3	
Delay (s)	45.7	46.2	45.6	52.0	47.9		8.2	6.6		65.6	5.2	
Level of Service	D	D	D	D	D		A	A		E	A	
Approach Delay (s)		45.8			49.9			6.7			12.3	
Approach LOS		D			D			A			B	

Intersection Summary			
HCM 2000 Control Delay	13.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	128.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	76.9%	ICU Level of Service	D
Analysis Period (min)	15		

Timings
 10: Don Mills Rd & Clock Tower Rd

06/29/2023

Lane Group	EBL	EBR	NBL	NBT	SBT	Ø3
Lane Configurations	[Diagrammatic Lane Configurations]					
Traffic Volume (vph)	165	95	70	1460	910	
Future Volume (vph)	165	95	70	1460	910	
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		5	2	6	3
Permitted Phases		4	2			
Detector Phase	4	4	5	2	6	
Switch Phase						
Minimum Initial (s)	7.0	7.0	6.0	48.0	48.0	1.0
Minimum Split (s)	34.0	34.0	9.0	55.0	55.0	5.0
Total Split (s)	34.0	34.0	9.0	89.0	79.0	5.0
Total Split (%)	26.6%	26.6%	7.0%	69.5%	61.7%	4%
Yellow Time (s)	3.0	3.0	3.0	4.0	4.0	2.0
All-Red Time (s)	3.0	3.0	0.0	3.0	3.0	0.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	
Total Lost Time (s)	5.0	5.0	2.0	6.0	6.0	
Lead/Lag	Lag	Lag	Lead		Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	None
Act Effct Green (s)	18.3	18.3	102.7	98.7	90.8	
Actuated g/C Ratio	0.14	0.14	0.80	0.77	0.71	
v/c Ratio	0.66	0.31	0.20	0.37	0.36	
Control Delay	63.7	11.2	4.2	5.1	8.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	63.7	11.2	4.2	5.1	8.4	
LOS	E	B	A	A	A	
Approach Delay	44.5			5.1	8.4	
Approach LOS	D			A	A	

Intersection Summary	
Cycle Length: 128	
Actuated Cycle Length: 128	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 105	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 9.9	Intersection LOS: A
Intersection Capacity Utilization 66.6%	ICU Level of Service C
Analysis Period (min) 15	



Queues

10: Don Mills Rd & Clock Tower Rd

06/29/2023

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	168	97	71	1490	1036
v/c Ratio	0.66	0.31	0.20	0.37	0.36
Control Delay	63.7	11.2	4.2	5.1	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	63.7	11.2	4.2	5.1	8.4
Queue Length 50th (m)	42.7	0.0	3.1	37.0	45.4
Queue Length 95th (m)	63.9	15.4	7.6	53.5	67.5
Internal Link Dist (m)	221.2			228.3	280.2
Turn Bay Length (m)		50.0	40.0		
Base Capacity (vph)	404	437	359	4006	2860
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.42	0.22	0.20	0.37	0.36
Intersection Summary					

HCM Signalized Intersection Capacity Analysis

10: Don Mills Rd & Clock Tower Rd

06/29/2023

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	165	95	70	1460	910	105
Future Volume (vph)	165	95	70	1460	910	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	2.0	6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	*0.93	*0.73	
Fr't	1.00	0.85	1.00	1.00	0.98	
Flt Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1787	1599	1787	5197	4024	
Flt Permitted	0.95	1.00	0.18	1.00	1.00	
Satd. Flow (perm)	1787	1599	341	5197	4024	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	168	97	71	1490	929	107
RTOR Reduction (vph)	0	83	0	0	6	0
Lane Group Flow (vph)	168	14	71	1490	1030	0
Heavy Vehicles (%)	1%	1%	1%	2%	2%	0%
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4	2			
Actuated Green, G (s)	17.3	17.3	97.7	97.7	89.2	
Effective Green, g (s)	18.3	18.3	98.7	98.7	90.2	
Actuated g/C Ratio	0.14	0.14	0.77	0.77	0.70	
Clearance Time (s)	6.0	6.0	3.0	7.0	7.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	255	228	336	4007	2835	
v/s Ratio Prot	c0.09		0.01	c0.29	0.26	
v/s Ratio Perm		0.01	0.15			
v/c Ratio	0.66	0.06	0.21	0.37	0.36	
Uniform Delay, d1	51.9	47.4	3.9	4.7	7.5	
Progression Factor	1.00	1.00	0.97	0.96	1.00	
Incremental Delay, d2	6.0	0.1	0.3	0.2	0.4	
Delay (s)	57.9	47.5	4.1	4.7	7.9	
Level of Service	E	D	A	A	A	
Approach Delay (s)	54.1			4.7	7.9	
Approach LOS	D			A	A	
Intersection Summary						
HCM 2000 Control Delay			10.4		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.43			
Actuated Cycle Length (s)			128.0		Sum of lost time (s)	15.0
Intersection Capacity Utilization			66.6%		ICU Level of Service	C
Analysis Period (min)			15			
c Critical Lane Group						

Timings

2: The Donway W & Lawrence Ave E

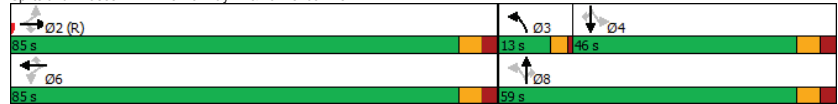
06/29/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↕	↕	↕	↕	↕	↕	↕	↕	↕	↕
Traffic Volume (vph)	65	720	190	165	710	50	210	80	205	80	75	110
Future Volume (vph)	65	720	190	165	710	50	210	80	205	80	75	110
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases		2			6		3	8		4		4
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	2	2	2	6	6	6	3	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	6.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	36.0	36.0	36.0	36.0	36.0	36.0	10.0	37.0	37.0	37.0	37.0	37.0
Total Split (s)	85.0	85.0	85.0	85.0	85.0	85.0	13.0	59.0	59.0	46.0	46.0	46.0
Total Split (%)	59.0%	59.0%	59.0%	59.0%	59.0%	59.0%	9.0%	41.0%	41.0%	31.9%	31.9%	31.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	1.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	3.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Recall Mode	C-Min	C-Min	C-Min	Min	Min	Min	None	Min	Min	Min	Min	Min
Act Effct Green (s)	88.9	88.9	88.9	88.9	88.9	88.9	46.1	43.1	43.1	20.8	20.8	20.8
Actuated g/C Ratio	0.62	0.62	0.62	0.62	0.62	0.62	0.32	0.30	0.30	0.14	0.14	0.14
v/c Ratio	0.19	0.34	0.26	0.49	0.34	0.06	0.52	0.15	0.47	0.55	0.29	0.38
Control Delay	16.6	15.3	6.2	25.5	14.7	8.0	41.1	34.7	18.5	68.2	54.7	11.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.6	15.3	6.2	25.5	14.7	8.0	41.1	34.7	18.5	68.2	54.7	11.7
LOS	B	B	A	C	B	A	D	C	B	E	D	B
Approach Delay		13.6			16.3			30.7			41.0	
Approach LOS		B			B			C			D	

Intersection Summary

Cycle Length: 144
 Actuated Cycle Length: 144
 Offset: 60 (42%), Referenced to phase 2:EBTL, Start of Green
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.55
 Intersection Signal Delay: 20.5 Intersection LOS: C
 Intersection Capacity Utilization 73.2% ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 2: The Donway W & Lawrence Ave E



Queues

2: The Donway W & Lawrence Ave E

06/29/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	66	735	194	168	724	51	214	82	209	82	77	112
v/c Ratio	0.19	0.34	0.26	0.49	0.34	0.06	0.52	0.15	0.47	0.55	0.29	0.38
Control Delay	16.6	15.3	6.2	25.5	14.7	8.0	41.1	34.7	18.5	68.2	54.7	11.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.6	15.3	6.2	25.5	14.7	8.0	41.1	34.7	18.5	68.2	54.7	11.7
Queue Length 50th (m)	7.9	51.7	6.9	19.6	22.0	0.1	50.9	18.4	21.1	23.8	21.5	0.0
Queue Length 95th (m)	20.0	78.5	22.9	m67.2	122.8	m8.1	66.9	28.6	41.6	38.5	34.3	16.8
Internal Link Dist (m)		98.9			236.1			129.2				144.4
Turn Bay Length (m)	45.0		30.0	50.0		30.0			60.0	25.0		
Base Capacity (vph)	351	2202	763	344	2180	812	414	701	531	290	521	459
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.33	0.25	0.49	0.33	0.06	0.52	0.12	0.39	0.28	0.15	0.24

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
2: The Donway W & Lawrence Ave E

06/29/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↔	↕	↔
Traffic Volume (vph)	65	720	190	165	710	50	210	80	205	80	75	110
Future Volume (vph)	65	720	190	165	710	50	210	80	205	80	75	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	3.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frbp, ped/bikes	1.00	1.00	0.76	1.00	1.00	0.84	1.00	1.00	0.81	1.00	1.00	0.90
Fpb, ped/bikes	0.96	1.00	1.00	0.93	1.00	1.00	0.96	1.00	1.00	0.84	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Fit Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1579	3535	1146	1570	3500	1268	1610	1879	1220	1412	1879	1362
Fit Permitted	0.34	1.00	1.00	0.33	1.00	1.00	0.62	1.00	1.00	0.70	1.00	1.00
Satd. Flow (perm)	564	3535	1146	553	3500	1268	1047	1879	1220	1046	1879	1362
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)	66	735	194	168	724	51	214	82	209	82	77	112
RTOR Reduction (vph)	0	0	51	0	0	20	0	0	84	0	0	96
Lane Group Flow (vph)	66	735	143	168	724	31	214	82	125	82	77	16
Confl. Peds. (#/hr)	57	90	90	57	60	126	126	60	126	126	60	60
Confl. Bikes (#/hr)		2						1				
Heavy Vehicles (%)	2%	1%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases		2			6		3	8			4	
Permitted Phases	2		2	6		6	8		8	4		4
Actuated Green, G (s)	87.9	87.9	87.9	87.9	87.9	87.9	42.1	42.1	42.1	19.8	19.8	19.8
Effective Green, g (s)	88.9	88.9	88.9	88.9	88.9	88.9	43.1	43.1	43.1	20.8	20.8	20.8
Actuated g/C Ratio	0.62	0.62	0.62	0.62	0.62	0.62	0.30	0.30	0.30	0.14	0.14	0.14
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	4.0	7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	348	2182	707	341	2160	782	388	562	365	151	271	196
v/s Ratio Prot		0.21			0.21		c0.07	0.04				0.04
v/s Ratio Perm	0.12		0.13	c0.30		0.02	c0.09		0.10	0.08		0.01
v/c Ratio	0.19	0.34	0.20	0.49	0.34	0.04	0.55	0.15	0.34	0.54	0.28	0.08
Uniform Delay, d1	11.9	13.3	12.1	15.1	13.3	10.8	40.8	37.0	39.4	57.2	55.0	53.3
Progression Factor	1.00	1.00	1.00	1.15	0.98	2.91	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.2	0.4	0.6	0.7	0.1	0.0	1.7	0.1	0.6	3.9	0.6	0.2
Delay (s)	13.1	13.7	12.7	18.1	13.0	31.5	42.5	37.1	39.9	61.1	55.5	53.5
Level of Service	B	B	B	B	B	C	D	D	D	E	E	D
Approach Delay (s)		13.5			14.9			40.6			56.4	
Approach LOS		B			B			D			E	

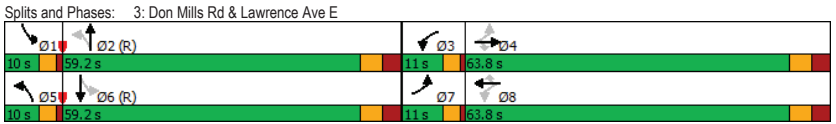
Intersection Summary			
HCM 2000 Control Delay	23.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	73.2%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Timings
3: Don Mills Rd & Lawrence Ave E

06/29/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↕
Traffic Volume (vph)	95	870	155	215	1040	135	195	820	215	875
Future Volume (vph)	95	870	155	215	1040	135	195	820	215	875
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	7	4		3	8		5	2	1	6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	7	4	4	3	8	8	5	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0	7.0	5.0	7.0	5.0	7.0
Minimum Split (s)	9.5	44.3	44.3	9.5	44.3	44.3	9.5	51.3	9.5	51.3
Total Split (s)	11.0	63.8	63.8	11.0	63.8	63.8	10.0	59.2	10.0	59.2
Total Split (%)	7.6%	44.3%	44.3%	7.6%	44.3%	44.3%	6.9%	41.1%	6.9%	41.1%
Yellow Time (s)	3.0	3.8	3.8	3.0	3.8	3.8	3.0	3.8	3.0	3.8
All-Red Time (s)	1.0	3.5	3.5	1.0	3.5	3.5	1.0	3.5	1.0	3.5
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	6.3	6.3	3.0	6.3	6.3	3.0	6.3	3.0	6.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min	None
Act Effct Green (s)	60.9	47.8	47.8	67.9	52.9	52.9	65.9	44.8	65.9	44.8
Actuated g/C Ratio	0.42	0.33	0.33	0.47	0.37	0.37	0.46	0.31	0.46	0.31
v/c Ratio	0.54	0.76	0.31	0.87	0.82	0.26	0.77	0.76	0.82	0.85
Control Delay	38.2	48.3	14.9	58.9	46.9	12.0	53.4	44.6	57.5	52.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.2	48.3	14.9	58.9	46.9	12.0	53.4	44.6	57.5	52.5
LOS	D	D	B	E	D	B	D	D	E	D
Approach Delay		42.8			45.4		45.9		53.3	
Approach LOS		D			D		D		D	

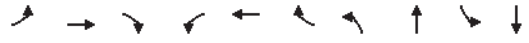
Intersection Summary	
Cycle Length: 144	
Actuated Cycle Length: 144	
Offset: 54.5 (38%), Referenced to phase 2:NBL and 6:SBTL, Start of Green	
Natural Cycle: 115	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 46.9	Intersection LOS: D
Intersection Capacity Utilization 108.3%	ICU Level of Service G
Analysis Period (min) 15	



Queues

3: Don Mills Rd & Lawrence Ave E

06/29/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	97	888	158	219	1061	138	199	1179	219	1036
v/c Ratio	0.54	0.76	0.31	0.87	0.82	0.26	0.77	0.76	0.82	0.85
Control Delay	38.2	48.3	14.9	58.9	46.9	12.0	53.4	44.6	57.5	52.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.2	48.3	14.9	58.9	46.9	12.0	53.4	44.6	57.5	52.5
Queue Length 50th (m)	17.0	91.5	1.9	38.3	152.4	8.9	41.9	106.2	45.0	129.4
Queue Length 95th (m)	32.8	146.8	33.1	#105.0	170.1	24.0	#114.3	114.7	#121.9	142.3
Internal Link Dist (m)		236.1			183.7			280.2		394.6
Turn Bay Length (m)	50.0		160.0	90.0		35.0	65.0		100.0	
Base Capacity (vph)	179	1397	589	253	1411	573	260	1810	266	1441
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.64	0.27	0.87	0.75	0.24	0.77	0.65	0.82	0.72


Intersection Summary

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

HCM Signalized Intersection Capacity Analysis

3: Don Mills Rd & Lawrence Ave E

06/29/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔↔	↔	↔	↔↔	↔	↔	↔↔	↔	↔↔	↔↔	↔
Traffic Volume (vph)	95	870	155	215	1040	135	195	820	335	215	875	140
Future Volume (vph)	95	870	155	215	1040	135	195	820	335	215	875	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.5	3.0	3.5
Total Lost time (s)	3.0	6.3	6.3	3.0	6.3	6.3	3.0	6.3	3.0	6.3	3.0	6.3
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	*0.93	1.00	*0.73	1.00	*0.73
Frpb, ped/bikes	1.00	1.00	0.86	1.00	1.00	0.87	1.00	0.97	1.00	0.98	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96	1.00	0.96	1.00	0.98
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1683	3500	1291	1665	3535	1297	1683	4793	1650	3895	1650	3895
Flt Permitted	0.10	1.00	1.00	0.13	1.00	1.00	0.09	1.00	0.11	1.00	0.11	1.00
Satd. Flow (perm)	184	3500	1291	225	3535	1297	158	4793	187	3895	187	3895
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)	97	888	158	219	1061	138	199	837	342	219	893	143
RTOR Reduction (vph)	0	0	82	0	0	59	0	56	0	0	12	0
Lane Group Flow (vph)	97	888	76	219	1061	79	199	1123	0	219	1024	0
Confl. Peds. (#/hr)	104		115	115		104	114		87	87		114
Heavy Vehicles (%)	0%	2%	0%	1%	1%	1%	0%	2%	1%	2%	2%	0%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4		3	8		5	2	1	6		6
Permitted Phases	4		4	8		8	2		6			
Actuated Green, G (s)	55.6	46.8	46.8	64.8	52.0	52.0	60.6	43.8	60.6	43.8	60.6	43.8
Effective Green, g (s)	57.6	47.8	47.8	65.8	53.0	53.0	62.6	44.8	62.6	44.8	62.6	44.8
Actuated g/C Ratio	0.40	0.33	0.33	0.46	0.37	0.37	0.43	0.31	0.43	0.31	0.43	0.31
Clearance Time (s)	4.0	7.3	7.3	4.0	7.3	7.3	4.0	7.3	4.0	7.3	4.0	7.3
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	175	1161	428	252	1301	477	257	1491	262	1211	262	1211
v/s Ratio Prot	0.04	0.25		c0.09	0.30		0.10	0.23	c0.10	c0.26		c0.26
v/s Ratio Perm	0.18		0.06	c0.31		0.06	0.24		0.26			
v/c Ratio	0.55	0.76	0.18	0.87	0.82	0.17	0.77	0.75	0.84	0.85	0.84	0.85
Uniform Delay, d1	31.3	43.1	34.1	29.7	41.1	30.6	37.0	44.6	35.0	46.4	35.0	46.4
Progression Factor	1.33	1.03	1.61	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.6	3.0	0.2	25.6	4.1	0.2	13.5	3.6	20.0	7.4	20.0	7.4
Delay (s)	45.3	47.2	55.3	55.4	45.1	30.8	50.6	48.2	55.0	53.7	55.0	53.7
Level of Service	D	D	E	E	D	C	D	D	E	D	E	D
Approach Delay (s)		48.2			45.3			48.5		54.0		54.0
Approach LOS		D			D			D		D		D

Intersection Summary

HCM 2000 Control Delay	48.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	18.6
Intersection Capacity Utilization	108.3%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Timings

5: Marie Labatte Rd & The Donway W

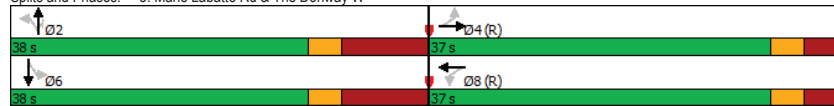
06/29/2023

	↖	→	↙	←	↖	↑	↗	↘	↓
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↖	↖	↖		↖	↖	↖	↖
Traffic Volume (vph)	20	240	150	210	15	0	220	55	0
Future Volume (vph)	20	240	150	210	15	0	220	55	0
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA
Protected Phases		4		8			2		6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	8	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	37.0	37.0	37.0	37.0	38.0	38.0	38.0	38.0	38.0
Total Split (s)	37.0	37.0	37.0	37.0	38.0	38.0	38.0	38.0	38.0
Total Split (%)	49.3%	49.3%	49.3%	49.3%	50.7%	50.7%	50.7%	50.7%	50.7%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	3.0	3.0	3.0	3.0	8.0	8.0	8.0	8.0	8.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0		-1.0	-1.0		-1.0
Total Lost Time (s)	5.0	5.0	5.0	5.0		10.0	10.0		10.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	C-Min	C-Min	C-Min	C-Min	None	None	None	None	None
Act Effct Green (s)	49.9	49.9	49.9	49.9		10.1	10.1		10.1
Actuated g/C Ratio	0.67	0.67	0.67	0.67		0.13	0.13		0.13
v/c Ratio	0.03	0.21	0.23	0.27		0.09	0.58		0.42
Control Delay	5.3	5.8	6.6	5.6		27.9	10.5		22.9
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	5.3	5.8	6.6	5.6		27.9	10.5		22.9
LOS	A	A	A	A		C	B		C
Approach Delay		5.8		5.9		11.6			22.9
Approach LOS		A		A		B			C

Intersection Summary

Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.58
 Intersection Signal Delay: 8.6 Intersection LOS: A
 Intersection Capacity Utilization 72.4% ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 5: Marie Labatte Rd & The Donway W



Queues

5: Marie Labatte Rd & The Donway W

06/29/2023

	↖	→	↙	←	↖	↑	↗	↘	↓
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	21	264	158	321	16	232	95		
v/c Ratio	0.03	0.21	0.23	0.27	0.09	0.58	0.42		
Control Delay	5.3	5.8	6.6	5.6	27.9	10.5	22.9		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	5.3	5.8	6.6	5.6	27.9	10.5	22.9		
Queue Length 50th (m)	0.9	12.2	7.5	13.7	2.2	0.0	7.0		
Queue Length 95th (m)	3.7	26.5	19.1	30.2	7.1	17.7	19.0		
Internal Link Dist (m)		107.6		129.2		75.9			18.4
Turn Bay Length (m)			100.0						
Base Capacity (vph)	661	1240	688	1194	480	700	553		
Starvation Cap Reductn	0	0	0	0	0	0	0		
Spillback Cap Reductn	0	0	0	0	0	0	0		
Storage Cap Reductn	0	0	0	0	0	0	0		
Reduced v/c Ratio	0.03	0.21	0.23	0.27	0.03	0.33	0.17		

Intersection Summary

HCM Signalized Intersection Capacity Analysis
5: Marie Labatte Rd & The Donway W

06/29/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔		↔	↔			↔	↔		↔	↔
Traffic Volume (vph)	20	240	10	150	210	95	15	0	220	55	0	35
Future Volume (vph)	20	240	10	150	210	95	15	0	220	55	0	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	5.0	5.0		5.0	5.0			10.0	10.0		10.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Frbp, ped/bikes	1.00	1.00		1.00	0.99			1.00	0.99		0.99	
Flpb, ped/bikes	1.00	1.00		0.98	1.00			0.99	1.00		1.00	
Frt	1.00	0.99		1.00	0.95			1.00	0.85		0.95	
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00		0.97	
Satd. Flow (prot)	1685	1863		1651	1779			1759	1487		1701	
Flt Permitted	0.56	1.00		0.60	1.00			0.70	1.00		0.80	
Satd. Flow (perm)	995	1863		1036	1779			1288	1487		1410	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	21	253	11	158	221	100	16	0	232	58	0	37
RTOR Reduction (vph)	0	1	0	0	13	0	0	0	201	0	38	0
Lane Group Flow (vph)	21	263	0	158	308	0	0	16	31	0	57	0
Confl. Peds. (#/hr)			24	24			12		2	2		12
Confl. Bikes (#/hr)					2							
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2				6
Permitted Phases	4			8			2		2	6		
Actuated Green, G (s)	48.9	48.9		48.9	48.9			9.1	9.1		9.1	
Effective Green, g (s)	49.9	49.9		49.9	49.9			10.1	10.1		10.1	
Actuated g/C Ratio	0.67	0.67		0.67	0.67			0.13	0.13		0.13	
Clearance Time (s)	6.0	6.0		6.0	6.0			11.0	11.0		11.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	662	1239		689	1183			173	200		189	
v/s Ratio Prot		0.14			c0.17							
v/s Ratio Perm	0.02			0.15				0.01	0.02		c0.04	
v/c Ratio	0.03	0.21		0.23	0.26			0.09	0.16		0.30	
Uniform Delay, d1	4.3	4.9		5.0	5.1			28.4	28.7		29.3	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	0.1	0.4		0.8	0.5			0.2	0.4		0.9	
Delay (s)	4.4	5.3		5.7	5.6			28.7	29.0		30.2	
Level of Service	A	A		A	A			C	C		C	
Approach Delay (s)		5.2			5.7			29.0			30.2	
Approach LOS		A			A			C			C	
Intersection Summary												
HCM 2000 Control Delay		12.9			HCM 2000 Level of Service				B			
HCM 2000 Volume to Capacity ratio		0.27										
Actuated Cycle Length (s)		75.0			Sum of lost time (s)				15.0			
Intersection Capacity Utilization		72.4%			ICU Level of Service				C			
Analysis Period (min)		15										
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
6: The Donway W & Sanderling PI

06/29/2023

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	
Traffic Volume (veh/h)	5	0	0	255	215	5
Future Volume (Veh/h)	5	0	0	255	215	5
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	6	0	0	287	242	6
Pedestrians	8			1		
Lane Width (m)	3.0			3.2		
Walking Speed (m/s)	1.2			1.2		
Percent Blockage	1			0		
Right turn flare (veh)		4				
Median type				None	None	
Median storage (veh)						
Upstream signal (m)				198	132	
pX, platoon unblocked						
vC, conflicting volume	540	254	256			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	540	254	256			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	100	100			
cM capacity (veh/h)	503	785	1313			
Direction, Lane #						
Volume Total	6	0	287	248		
Volume Left	6	0	0	0		
Volume Right	0	0	0	6		
sSH	392	1700	1700	1700		
Volume to Capacity	0.02	0.00	0.17	0.15		
Queue Length 95th (m)	0.4	0.0	0.0	0.0		
Control Delay (s)	14.3	0.0	0.0	0.0		
Lane LOS	B					
Approach Delay (s)	14.3	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			23.7%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
7: The Donway W & Flaire Condos Dwy

06/29/2023

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↑	↔	↔	↑
Traffic Volume (veh/h)	0	45	210	5	20	195
Future Volume (Veh/h)	0	45	210	5	20	195
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	0	51	236	6	22	219
Pedestrians	15		1			3
Lane Width (m)	3.0		3.2			3.2
Walking Speed (m/s)	1.2		1.2			1.2
Percent Blockage	1		0			0
Right turn flare (veh)		3				
Median type			None			None
Median storage (veh)						
Upstream signal (m)			132			198
pX, platoon unblocked						
vC, conflicting volume	515	254			257	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	515	254			257	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	93			98	
cM capacity (veh/h)	509	780			1306	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	51	236	6	22	219	
Volume Left	0	0	0	22	0	
Volume Right	51	0	6	0	0	
sSH	195	1700	1700	1306	1700	
Volume to Capacity	0.26	0.14	0.00	0.02	0.13	
Queue Length 95th (m)	8.1	0.0	0.0	0.4	0.0	
Control Delay (s)	29.9	0.0	0.0	7.8	0.0	
Lane LOS	D			A		
Approach Delay (s)	29.9	0.0		0.7		
Approach LOS	D					
Intersection Summary						
Average Delay			3.2			
Intersection Capacity Utilization			27.6%		ICU Level of Service	A
Analysis Period (min)			15			

Timings
8: The Donway W & Overland Dr/Clock Tower Rd

06/29/2023

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	Ø3	Ø7						
Lane Configurations		↔		↔	↔		↔	↔	↔								
Traffic Volume (vph)	70	15	25	20	40	10	100	10	130								
Future Volume (vph)	70	15	25	20	40	10	100	10	130								
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	NA								
Protected Phases		4		8			2		6	3	7						
Permitted Phases	4		8		8		2		6								
Detector Phase	4	4	8	8	8	2	2	6	6								
Switch Phase																	
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	19.0	19.0	19.0	19.0	1.0	1.0						
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	35.0	35.0	35.0	35.0	3.0	3.0						
Total Split (s)	16.0	16.0	16.0	16.0	16.0	28.0	28.0	28.0	28.0	5.0	5.0						
Total Split (%)	32.7%	32.7%	32.7%	32.7%	32.7%	57.1%	57.1%	57.1%	57.1%	10%	10%						
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	2.0	2.0						
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	0.0	0.0						
Lost Time Adjust (s)		-1.0		-1.0		-1.0		-1.0		-1.0							
Total Lost Time (s)		5.0		5.0		5.0		5.0		5.0							
Lead/Lag	Lag	Lag	Lag	Lag	Lag					Lead	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					Yes	Yes						
Recall Mode	None	None	None	None	None	C-Min	C-Min	C-Min	C-Min	None	None						
Act Effct Green (s)	11.3		11.2	11.2	11.2	35.0	35.0	35.0	35.0								
Actuated g/C Ratio	0.23		0.23	0.23	0.23	0.71	0.71	0.71	0.71								
v/c Ratio	0.33		0.15	0.11	0.01	0.12	0.01	0.01	0.17								
Control Delay	16.4		14.1	0.8	7.0	5.2	7.0	5.0	5.0								
Queue Delay	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0								
Total Delay	16.4		14.1	0.8	7.0	5.2	7.0	5.0	5.0								
LOS	B		B	A	A	A	A	A	A								
Approach Delay	16.4		7.8			5.3		5.1									
Approach LOS	B		A			A		A									
Intersection Summary																	
Cycle Length: 49																	
Actuated Cycle Length: 49																	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green																	
Natural Cycle: 55																	
Control Type: Actuated-Coordinated																	
Maximum v/c Ratio: 0.33																	
Intersection Signal Delay: 7.6						Intersection LOS: A											
Intersection Capacity Utilization 53.9%						ICU Level of Service A											
Analysis Period (min) 15																	
Splits and Phases: 8: The Donway W & Overland Dr/Clock Tower Rd																	
Ø2 (R)	28 s					Ø3	5 s					Ø4	16 s				
Ø5 (R)	28 s					Ø7	5 s					Ø8	16 s				

Queues

8: The Donway W & Overland Dr/Clock Tower Rd

06/29/2023

	→	←	↖	↗	↑	↘	↓
Lane Group	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	102	50	45	11	151	11	213
v/c Ratio	0.33	0.15	0.11	0.01	0.12	0.01	0.17
Control Delay	16.4	14.1	0.8	7.0	5.2	7.0	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.4	14.1	0.8	7.0	5.2	7.0	5.0
Queue Length 50th (m)	7.6	3.8	0.0	0.4	3.7	0.4	5.0
Queue Length 95th (m)	13.4	7.9	0.8	2.8	14.8	2.8	19.2
Internal Link Dist (m)	131.2	99.5			120.2		108.3
Turn Bay Length (m)			40.0	25.0		55.0	
Base Capacity (vph)	346	382	441	794	1308	838	1293
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.13	0.10	0.01	0.12	0.01	0.16

Intersection Summary

HCM Signalized Intersection Capacity Analysis

8: The Donway W & Overland Dr/Clock Tower Rd

06/29/2023

	↖	→	↗	↖	←	↖	↗	↑	↘	↓	↘	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	70	15	5	25	20	40	10	100	35	10	130	60
Future Volume (vph)	70	15	5	25	20	40	10	100	35	10	130	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)		5.0			5.0	5.0	5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frbp, ped/bikes		1.00			1.00	0.96	1.00	0.99		1.00	0.99	
Flpb, ped/bikes		0.98			0.99	1.00	0.99	1.00		0.99	1.00	
Frt		0.99			1.00	0.85	1.00	0.96		1.00	0.95	
Flt Protected		0.96			0.97	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1720			1805	1387	1664	1789		1660	1758	
Flt Permitted		0.74			0.80	1.00	0.62	1.00		0.66	1.00	
Satd. Flow (perm)		1325			1476	1387	1094	1789		1155	1758	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	79	17	6	28	22	45	11	112	39	11	146	67
RTOR Reduction (vph)	0	5	0	0	0	37	0	15	0	0	24	0
Lane Group Flow (vph)	0	97	0	0	50	8	11	136	0	11	189	0
Confl. Peds. (#/hr)	20		37	37		20	13		14	14		13
Heavy Vehicles (%)	3%	0%	0%	0%	0%	4%	0%	0%	0%	0%	1%	0%
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Actuated Green, G (s)		7.4			7.4	7.4	29.6	29.6		29.6	29.6	
Effective Green, g (s)		8.4			8.4	8.4	30.6	30.6		30.6	30.6	
Actuated g/C Ratio		0.17			0.17	0.17	0.62	0.62		0.62	0.62	
Clearance Time (s)		6.0			6.0	6.0	6.0	6.0		6.0	6.0	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		227			253	237	683	1117		721	1097	
v/s Ratio Prot								0.08			c0.11	
v/s Ratio Perm		c0.07			0.03	0.01	0.01			0.01		
v/c Ratio		0.43			0.20	0.03	0.02	0.12		0.02	0.17	
Uniform Delay, d1		18.1			17.4	16.9	3.5	3.7		3.5	3.9	
Progression Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.3			0.4	0.1	0.0	0.2		0.0	0.3	
Delay (s)		19.4			17.8	17.0	3.5	4.0		3.5	4.2	
Level of Service		B			B	B	A	A		A	A	
Approach Delay (s)		19.4			17.4			3.9			4.2	
Approach LOS		B			B			A			A	

Intersection Summary

HCM 2000 Control Delay	8.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.24		
Actuated Cycle Length (s)	49.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	53.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Timings

9: Don Mills Rd & The Donway W/The Donway E

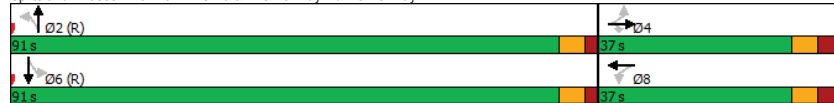
06/29/2023

	↖	→	↘	↙	←	↖	↑	↘	↓
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↖	↖	↖	↖	↖	↖	↖	↖
Traffic Volume (vph)	10	30	90	70	20	65	1360	80	1145
Future Volume (vph)	10	30	90	70	20	65	1360	80	1145
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4				8		2	6
Permitted Phases	4		4	8		2		6	
Detector Phase	4	4	4	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	8.0	8.0	8.0	8.0
Minimum Split (s)	37.0	37.0	37.0	37.0	37.0	31.0	31.0	31.0	31.0
Total Split (s)	37.0	37.0	37.0	37.0	37.0	91.0	91.0	91.0	91.0
Total Split (%)	28.9%	28.9%	28.9%	28.9%	28.9%	71.1%	71.1%	71.1%	71.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	5.0	5.0	5.0	5.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	C-Min	C-Min	C-Min	C-Min
Act Effct Green (s)	19.2	19.2	19.2	19.2	19.2	97.8	97.8	97.8	97.8
Actuated g/C Ratio	0.15	0.15	0.15	0.15	0.15	0.76	0.76	0.76	0.76
v/c Ratio	0.06	0.11	0.33	0.41	0.23	0.36	0.40	0.42	0.41
Control Delay	40.9	42.9	12.1	52.6	19.7	14.4	6.4	13.1	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.9	42.9	12.1	52.6	19.7	14.4	6.4	13.1	4.4
LOS	D	D	B	D	B	B	A	B	A
Approach Delay		21.6			37.5		6.8		4.9
Approach LOS		C			D		A		A

Intersection Summary

Cycle Length: 128
 Actuated Cycle Length: 128
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.42
 Intersection Signal Delay: 8.0 Intersection LOS: A
 Intersection Capacity Utilization 69.1% ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 9: Don Mills Rd & The Donway W/The Donway E



Queues

9: Don Mills Rd & The Donway W/The Donway E

06/29/2023

	↖	→	↘	↙	←	↖	↑	↘	↓
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	11	32	95	74	63	68	1532	84	1242
v/c Ratio	0.06	0.11	0.33	0.41	0.23	0.36	0.40	0.42	0.41
Control Delay	40.9	42.9	12.1	52.6	19.7	14.4	6.4	13.1	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.9	42.9	12.1	52.6	19.7	14.4	6.4	13.1	4.4
Queue Length 50th (m)	2.7	7.8	1.4	18.9	5.1	4.0	32.8	5.2	34.7
Queue Length 95th (m)	7.5	15.4	15.6	30.4	16.4	20.7	71.5	22.0	49.6
Internal Link Dist (m)		278.1			106.7		312.3		228.3
Turn Bay Length (m)	30.0			55.0		65.0		30.0	
Base Capacity (vph)	294	455	414	295	418	188	3875	200	3065
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.07	0.23	0.25	0.15	0.36	0.40	0.42	0.41

Intersection Summary

HCM Signalized Intersection Capacity Analysis
 9: Don Mills Rd & The Donway W/The Donway E

06/29/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↗	↘	↔	↗	↘	↔	↗	↘	↔	↗	↘
Traffic Volume (vph)	10	30	90	70	20	40	65	1360	95	80	1145	35
Future Volume (vph)	10	30	90	70	20	40	65	1360	95	80	1145	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	*0.93		1.00	*0.73	
Frbp, ped/bikes	1.00	1.00	0.96	1.00	0.96		1.00	0.99		1.00	1.00	
Fipb, ped/bikes	0.96	1.00	1.00	0.97	1.00		0.99	1.00		0.99	1.00	
Frt	1.00	1.00	0.85	1.00	0.90		1.00	0.99		1.00	1.00	
Fit Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1616	1879	1433	1576	1596		1666	5065		1672	4007	
Fit Permitted	0.72	1.00	1.00	0.74	1.00		0.14	1.00		0.15	1.00	
Satd. Flow (perm)	1217	1879	1433	1222	1596		246	5065		262	4007	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	11	32	95	74	21	42	68	1432	100	84	1205	37
RTOR Reduction (vph)	0	0	76	0	36	0	0	4	0	0	1	0
Lane Group Flow (vph)	11	32	19	74	27	0	68	1528	0	84	1241	0
Confl. Peds. (#/hr)	35		22	22		35	30		29	29		30
Heavy Vehicles (%)	0%	0%	1%	4%	6%	0%	0%	2%	0%	0%	2%	0%
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)	18.2	18.2	18.2	18.2	18.2		96.8	96.8		96.8	96.8	
Effective Green, g (s)	19.2	19.2	19.2	19.2	19.2		97.8	97.8		97.8	97.8	
Actuated g/C Ratio	0.15	0.15	0.15	0.15	0.15		0.76	0.76		0.76	0.76	
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	182	281	214	183	239		187	3869		200	3061	
v/s Ratio Prot		0.02			0.02			0.30			0.31	
v/s Ratio Perm	0.01		0.01	c0.06			0.28			c0.32		
v/c Ratio	0.06	0.11	0.09	0.40	0.11		0.36	0.39		0.42	0.41	
Uniform Delay, d1	46.7	47.0	46.9	49.2	47.0		4.9	5.1		5.2	5.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		0.74	0.63	
Incremental Delay, d2	0.1	0.2	0.2	1.5	0.2		5.4	0.3		6.0	0.4	
Delay (s)	46.8	47.2	47.1	50.7	47.3		10.3	5.4		9.9	3.6	
Level of Service	D	D	D	D	D		B	A		A	A	
Approach Delay (s)		47.1			49.1			5.6			4.0	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM 2000 Control Delay	8.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	128.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	69.1%	ICU Level of Service	C
Analysis Period (min)	15		

Timings
 10: Don Mills Rd & Clock Tower Rd

06/29/2023

Lane Group	EBL	EBR	NBL	NBT	SBT	Ø3
Lane Configurations	↔	↗	↘	↔	↗	↘
Traffic Volume (vph)	200	95	115	1210	1065	
Future Volume (vph)	200	95	115	1210	1065	
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		5	2	6	3
Permitted Phases		4	2			
Detector Phase	4	4	5	2	6	
Switch Phase						
Minimum Initial (s)	7.0	7.0	6.0	48.0	48.0	1.0
Minimum Split (s)	34.0	34.0	9.0	55.0	55.0	5.0
Total Split (s)	34.0	34.0	9.0	89.0	79.0	5.0
Total Split (%)	26.6%	26.6%	7.0%	69.5%	61.7%	4%
Yellow Time (s)	3.0	3.0	3.0	4.0	4.0	2.0
All-Red Time (s)	3.0	3.0	0.0	3.0	3.0	0.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	
Total Lost Time (s)	5.0	5.0	2.0	6.0	6.0	
Lead/Lag	Lag	Lag	Lead		Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	None
Act Effct Green (s)	21.0	21.0	100.0	96.0	85.4	
Actuated g/C Ratio	0.16	0.16	0.78	0.75	0.67	
v/c Ratio	0.70	0.28	0.40	0.32	0.46	
Control Delay	63.1	10.1	14.2	5.6	11.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	63.1	10.1	14.2	5.6	11.4	
LOS	E	B	B	A	B	
Approach Delay	46.0			6.4	11.4	
Approach LOS	D			A	B	

Intersection Summary	
Cycle Length: 128	
Actuated Cycle Length: 128	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 105	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 12.6	Intersection LOS: B
Intersection Capacity Utilization 70.0%	ICU Level of Service C
Analysis Period (min) 15	



Queues

10: Don Mills Rd & Clock Tower Rd

06/29/2023

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	206	98	119	1247	1227
v/c Ratio	0.70	0.28	0.40	0.32	0.46
Control Delay	63.1	10.1	14.2	5.6	11.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	63.1	10.1	14.2	5.6	11.4
Queue Length 50th (m)	52.3	0.0	7.4	41.5	64.0
Queue Length 95th (m)	74.9	14.9	24.6	48.9	95.2
Internal Link Dist (m)	221.2			228.3	280.2
Turn Bay Length (m)		50.0	40.0		
Base Capacity (vph)	404	438	297	3898	2690
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.51	0.22	0.40	0.32	0.46
Intersection Summary					

HCM Signalized Intersection Capacity Analysis

10: Don Mills Rd & Clock Tower Rd

06/29/2023

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	200	95	115	1210	1065	125
Future Volume (vph)	200	95	115	1210	1065	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	2.0	6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	*0.93	*0.73	
Fr't	1.00	0.85	1.00	1.00	0.98	
Fit Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1787	1599	1805	5197	4023	
Fit Permitted	0.95	1.00	0.13	1.00	1.00	
Satd. Flow (perm)	1787	1599	246	5197	4023	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	206	98	119	1247	1098	129
RTOR Reduction (vph)	0	82	0	0	7	0
Lane Group Flow (vph)	206	16	119	1247	1220	0
Heavy Vehicles (%)	1%	1%	0%	2%	2%	0%
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4	2			
Actuated Green, G (s)	20.0	20.0	95.0	95.0	84.4	
Effective Green, g (s)	21.0	21.0	96.0	96.0	85.4	
Actuated g/C Ratio	0.16	0.16	0.75	0.75	0.67	
Clearance Time (s)	6.0	6.0	3.0	7.0	7.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	293	262	289	3897	2684	
v/s Ratio Prot	c0.12		c0.03	0.24	c0.30	
v/s Ratio Perm		0.01	0.28			
v/c Ratio	0.70	0.06	0.41	0.32	0.45	
Uniform Delay, d1	50.6	45.2	5.8	5.3	10.2	
Progression Factor	1.00	1.00	2.67	0.95	1.00	
Incremental Delay, d2	7.4	0.1	0.9	0.2	0.6	
Delay (s)	58.0	45.3	16.4	5.2	10.7	
Level of Service	E	D	B	A	B	
Approach Delay (s)	53.9			6.2	10.7	
Approach LOS	D			A	B	
Intersection Summary						
HCM 2000 Control Delay			13.1		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.50			
Actuated Cycle Length (s)			128.0		Sum of lost time (s)	15.0
Intersection Capacity Utilization			70.0%		ICU Level of Service	C
Analysis Period (min)			15			
c Critical Lane Group						

Appendix M: Signal Warrant Justification

Input Data Sheet

Analysis Sheet

Results Sheet

Proposed Collision

GO TO Justification:

What are the intersecting roadways?

The Donway West / Marie Labatte Road / Site Driveway

What is the direction of the Main Road street?

East-West

When was the data collected?

2023-04-13

Justification 1 - 4: Volume Warrants

a.- Number of lanes on the Main Road?

2 or more

b.- Number of lanes on the Minor Road?

1

c.- How many approaches?

4

d.- What is the operating environment?

Urban

Population >= 10,000

AND

Speed < 70 km/hr

e.- What is the eight hour vehicle volume at the intersection? (Please fill in table below)

Hour Ending	Main Eastbound Approach			Minor Northbound Approach			Main Westbound Approach			Minor Southbound Approach			Pedestrians Crossing Main Road
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
9:00	5	297	4	1	0	47	65	298	25	55	0	35	42
12:00	5	243	12	9	0	123	124	240	30	10	0	10	47
13:00	5	252	15	6	0	139	134	204	25	20	0	25	64
15:00	5	329	13	12	0	190	117	209	30	15	0	20	73
16:00	10	300	13	8	0	186	92	247	40	25	0	30	60
17:00	10	289	11	8	0	173	136	318	55	25	0	30	62
18:00	15	302	9	12	0	162	158	333	70	25	0	35	85
19:00	15	260	9	7	0	148	153	266	75	30	0	40	77
Total	70	2,272	86	63	0	1,168	979	2,115	350	205	0	225	510

Justification 5: Collision Experience

Preceding Months	Number of Collisions*
1-12	2
13-24	2
25-36	4

* Include only collisions that are susceptible to correction through the installation of traffic signal control

Justification 6: Pedestrian Volume

a.- Please fill in table below summarizing total pedestrians crossing major roadway at the intersection or in proximity to the intersection (zones). Please reference Section 4.8 of the Manual for further explanation and graphical representation.

	Zone 1		Zone 2		Zone 3 (if needed)		Zone 4 (if needed)		Total
	Assisted	Unassisted	Assisted	Unassisted	Assisted	Unassisted	Assisted	Unassisted	
Total 8 hour pedestrian volume	0	0	0	0	0	0	0	0	
Factored 8 hour pedestrian volume	0		0		0		0		
% Assigned to crossing rate	100%		50%		0%		0%		
Net 8 Hour Pedestrian Volume at Crossing									0
Net 8 Hour Vehicular Volume on Street Being Crossed									0

b.- Please fill in table below summarizing delay to pedestrians crossing major roadway at the intersection or in proximity to the intersection (zones). Please reference Section 4.8 of the Manual for further explanation and graphical representation.

	Zone 1		Zone 2		Zone 3 (if needed)		Zone 4 (if needed)		Total
	Assisted	Unassisted	Assisted	Unassisted	Assisted	Unassisted	Assisted	Unassisted	
Total 8 hour pedestrian volume	0	0	0	0	0	0	0	0	
Total 8 hour pedestrians delayed greater than 10 seconds	10	10	1	6	2	4	0	0	
Factored volume of total pedestrians	0		0		0		0		
Factored volume of delayed pedestrians	30		8		8		0		
% Assigned to Crossing Rate	100%		50%		0%		0%		
Net 8 Hour Volume of Total Pedestrians									0
Net 8 Hour Volume of Delayed Pedestrians									34

Intersection: The Donway West / Marie Labatte Road / Site Driven Count Date: 2023-04-13

Summary Results

	Justification	Compliance	Signal Justified?	
			YES	NO
1. Minimum Vehicular Volume	A Total Volume	97 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	B Crossing Volume	96 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Delay to Cross Traffic	A Main Road	82 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	B Crossing Road	99 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Combination	A Justificaton 1	96 %	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	B Justification 2	82 %	<input type="checkbox"/>	<input type="checkbox"/>
4. 4-Hr Volume		64 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5. Collision Experience		53 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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6. Pedestrians	A Volume	Justification not met	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	B Delay	Justification not met	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Appendix N: Recent Collision History Data

MVCR Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1					Driver 2					# Driver	# Ped	# Cyclist	Injury						Veri fied	MV CR
								Dir	Manoeuvre	Action	Cond	Age	Dir	Manoeuvre	Action	Cond	Age				NO	MI	MR	MJ	FA	OT		
024443	1993-05-07	12:45	PD	TrafficSigna	Dry	Clear	Turning	W	GoAhead	ImpropTn	Normal	70	E	TurnLeft	DrivProp	Normal	54	2	0	0	0	0	0	0	0	2	×	×
044886	1993-08-26	19:00	PD	TrafficSigna	Dry	Clear	Turning	S	TurnLeft	FTY ROW	Normal	44	E	GoAhead	DrivProp	Normal	57	2	0	0	0	0	0	0	0	2	×	×
051858	1993-09-28	18:25	PD	TrafficSigna	Wet	Clear	RearEnd	N	TurnLeft	Foll2Cls	Normal	31	N	Slowing	DrivProp	Normal	43	2	0	0	0	0	0	0	3	×	×	
057176	1993-10-12	19:30	PD	TrafficSigna	Dry	Clear	Angle	S	GoAhead	ImpropTn	Normal	39	N	TurnLeft	DrivProp	Normal	32	2	0	0	0	0	0	0	3	×	×	
027830	1994-05-01	14:45	PD	TrafficSigna	Dry	Clear	Angle	W	GoAhead	Disobey	Normal	22	S	TurnLeft	DrivProp	Normal	21	2	0	0	0	0	0	0	2	×	×	
037507	1994-06-15	16:35	PI	TrafficSigna	Dry	Clear	RearEnd	N	GoAhead	LostCtrl	Normal	28	N	Stopped			37	2	0	0	1	0	0	1	0	1	×	×
047341	1994-06-29	17:20	PD	TrafficSigna	Dry	Clear	Turning		TurnRigh	ImpropTn	Other	36	E	Stopped	DrivProp	Normal	60	2	0	0	0	0	0	0	3	×	×	
048084	1994-08-05	16:20	PI	TrafficSigna	Dry	Clear	Angle	W	TurnLeft	ImpropTn	Normal	66	E	GoAhead	DrivProp	Normal	46	2	0	0	0	2	0	0	0	0	×	×
053911	1994-09-04	18:09	PI	TrafficSigna	Dry	Clear	Angle	S	GoAhead	Disobey	Unknown	61	W	GoAhead	DrivProp	Normal	50	2	0	0	2	1	0	1	0	0	×	×
061532	1994-10-10	14:30	PD	TrafficSigna	Dry	Clear	Angle	E	TurnLeft	FTY ROW	Normal	25	W	TurnRigh	DrivProp	Normal	43	2	0	0	0	0	0	0	2	×	×	
063452	1994-10-06	20:00	PD	NoControl	Dry	Clear	SideSwip	N	GoAhead	ImpropPa	Unknown	65	N	GoAhead	DrivProp	Unknown	70	2	0	0	0	0	0	0	2	×	×	
065498	1994-10-28	08:15	PI	TrafficSigna	Dry	Clear	PedestrianColl	S	TurnLeft	FTY ROW	Normal	52						1	1	0	1	0	1	0	0	1	×	×
070022	1994-11-15	11:05	PD	TrafficSigna	Dry	Clear	Angle	W	TurnLeft	FTY ROW	Inatten	49	E	GoAhead	DrivProp	Normal	39	2	0	0	0	0	0	0	2	×	×	
002561	1995-01-12	16:35	PI	TrafficSigna	Wet	Rain	PedestrianColl	N	TurnRigh	FTY ROW	Inatten	30						1	1	0	2	0	0	1	0	1	×	✓
005561	1995-01-26	14:00	PD	TrafficSigna	Dry	Clear	Turning	N	GoAhead	Foll2Cls	Normal	33	W	Stopped	DrivProp	Normal	75	2	0	0	0	0	0	0	2	×	✓	
013863	1995-03-03	18:30	PI	TrafficSigna	Dry	Clear	RearEnd	E	GoAhead	Other	Normal	23	E	GoAhead	Other	Normal	23	3	0	0	1	0	1	0	0	1	×	✓
044800	1995-07-29	14:40	PI	TrafficSigna	Dry	Clear	Angle	E	GoAhead	Disobey	Unknown	26	N	GoAhead	DrivProp	Unknown	36	2	0	0	2	1	0	0	0	0	×	✓
052727	1995-09-06	17:30	PD	TrafficSigna	Dry	Clear	Turning	W	TurnLeft	ImpropTn	Normal	77	E	TurnRigh	DrivProp	Normal	68	2	0	0	0	0	0	0	2	×	✓	
053273	1995-09-07	17:00	PI	TrafficSigna	Wet	Rain	PedestrianColl	N	TurnRigh	FTY ROW	Normal	27						1	1	0	1	1	0	0	0	1	×	✓
057211	1995-09-27	16:10	PI	TrafficSigna	Dry	Clear	Turning	W	TurnLeft	FTY ROW	Normal	37	E	GoAhead	DrivProp	Normal	34	2	0	0	4	1	1	0	0	1	×	✓
059086	1995-10-05	13:45	PI	TrafficSigna	Dry	Clear	RearEnd	E	GoAhead	Foll2Cls	Inatten	22	E	Stopped	Foll2Cls	Normal	26	3	0	0	4	1	0	0	0	0	×	✓
059090	1995-10-05	13:45	PD	TrafficSigna	Dry	Clear	RearEnd	E	Slowing	Foll2Cls	Inatten	29	E	Slowing	Foll2Cls	Inatten	22	3	0	0	0	0	0	0	3	×	✓	
062468	1995-10-20	08:15	PI	TrafficSigna	Dry	Clear	PedestrianColl	E	TurnRigh	FTY ROW	Normal	25						1	1	0	1	1	0	0	0	0	×	✓
020962	1996-01-19	12:30	PI	TrafficSigna		Snow	Other											1	0	0	0	0	0	0	0	1	×	✓
029855	1996-03-10	16:55	PD	TrafficSigna	Dry	Clear	Other		Unknown	Foll2Cls				Unknown	DrivProp			2	0	0	0	0	0	0	0	2	×	✓
035590	1996-04-18	10:15	PD		Dry	Clear	Other		Unknown	ImpropPa				Unknown	DrivProp			2	0	0	0	0	0	0	0	2	×	✓
037069	1996-04-26	01:30	PD	TrafficSigna		Clear	Other						UN	Unknown				2	0	0	0	0	0	0	0	2	×	✓
049721	1996-07-08	23:30	PD	TrafficSigna	Dry	Clear	Other		Unknown	FTY ROW				Unknown	DrivProp			2	0	0	0	0	0	0	0	2	×	✓
092954	1996-12-30	15:00	PD	TrafficSigna		Snow	RearEnd	N	Slowing					E	GoAhead			2	0	0	0	0	0	0	0	2	×	✓
100681	1996-10-29	21:42	PD	TrafficSigna		Rain	Other											0	0	0	0	0	0	0	0	1	×	✓
095995	1997-06-01	12:00	PD	TrafficSigna		Clear	RearEnd	W	Slowing			79	S	Stopped			54	2	0	0	0	0	0	0	0	2	×	✓
136982	1997-06-17	07:45	PI	StopSign	Dry	Clear	RearEnd	W	Stopped	DrivProp	Normal	42	W	GoAhead	DrivProp	Normal	65	4	0	0	4	0	2	0	0	2	✓	✓
149066	1997-07-18	15:10	PI			Clear	Angle	N	GoAhead					W	GoAhead			2	0	0	3	0	0	0	0	0	×	✓
173834	1997-11-17	13:40	PI			Clear	Angle	W	GoAhead			31	S	GoAhead			55	2	0	0	0	0	0	0	0	4	×	✓
181814	1997-12-17	16:20	PI			Clear	SMVOther	E	TurnRigh				UN	Unknown				2	0	0	5	0	0	0	0	0	×	✓
184450	1998-01-09	10:00	PD	NoControl	Dry	Clear	Approach	W	Slowing					E	Reverse		60	2	0	0	2	0	0	0	0	0	×	×

MVCR Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1					Driver 2					# Driver	# Ped	# Cyclist	Injury						Veri fied	MV CR								
								Dir	Manoeuvre	Action	Cond	Age	Dir	Manoeuvre	Action	Cond	Age				NO	MI	MR	MJ	FA	OT										
1046495	2008-07-04	17:00	PD	TrafficSigna	Dry	Clear	RearEnd	W	ChgLane				44	N	TurnLeft				40	2	0	0	2	0	0	0	0	0	0	0	0	0	0	X	✓	
1054445	2008-07-27	15:50	PI	TrafficSigna	Dry	Clear	RearEnd	E	GoAhead	Foll2Cls	Inatten	70	E	Stopped	DrivProp	Normal	55				2	0	0	1	3	0	0	0	0	1			✓	✓		
1061132	2008-09-24	15:30	PD	TrafficSigna	Dry	Clear	SideSwip	E	TurnLeft				58	E	TurnLeft				45	2	0	0	3	0	0	0	0	0	0	0	0	0	0	X	✓	
1066699	2008-10-27	09:00	PD	TrafficSigna	Wet	Rain	RearEnd	S	Stopped				50	S	GoAhead				43	2	0	0	3	0	0	0	0	0	0	0	0	0	0	X	✓	
1080507	2009-01-08	21:15	PD	NoControl	Dry	Clear	Angle	S	GoAhead				26	S	GoAhead				29	2	0	0	2	0	0	0	0	0	0	0	0	0	0	X	✓	
1083101	2009-01-20	14:35	PD	TrafficSigna	Dry	Clear	RearEnd	W	Stopped				36	W	Slowing				49	2	0	0	2	0	0	0	0	0	0	0	0	0	0	X	✓	
1089813	2009-02-17	11:30	PD	NoControl	Dry	Clear	RearEnd	N	GoAhead				59	W	Stopped				35	2	0	0	4	0	0	0	0	0	0	0	0	0	0	X	✓	
1093946	2009-02-14	14:50	PD	TrafficSigna	Dry	Clear	Turning	W	TurnRigh				79	E	GoAhead				61	2	0	0	2	0	0	0	0	0	0	0	0	0	0	X	✓	
1094751	2009-03-14	17:30	PD	TrafficSigna	Dry	Clear	RearEnd	N	Stopped				39	N	Slowing				26	2	0	0	3	0	0	0	0	0	0	0	0	0	0	X	✓	
1095386	2009-02-26	07:05	PI	TrafficSigna	Dry	Clear	RearEnd	W	Slowing	DrivProp	Normal	33	W	GoAhead	Foll2Cls	Disabil	45				2	0	0	1	0	1	0	0	0	0	0	0	0	✓	✓	
1101823	2009-04-26	13:40	PD	TrafficSigna	Dry	Clear	Turning	S	TurnRigh				65	S	TurnLeft				52	2	0	0	2	0	0	0	0	0	0	0	0	0	0	X	✓	
1109040	2009-06-11	17:30	PD	TrafficSigna	Dry	Clear	RearEnd	E	Stopped				47	E	GoAhead				43	2	0	0	4	0	0	0	0	0	0	0	0	0	0	X	✓	
1118028	2009-08-08	13:30	PD	TrafficSigna	Dry	Clear	Angle	N	GoAhead				64	S	TurnLeft				63	2	0	0	3	0	0	0	0	0	0	0	0	0	0	X	✓	
1123158	2009-09-04	12:00	PD	StopSign	Dry	Clear	Approach	W	Stopped				79	W	Reverse				57	2	0	0	3	0	0	0	0	0	0	0	0	0	0	X	✓	
1125555	2009-09-17	15:15	PD	NoControl	Dry	Clear	Angle	W	Reverse				48	N	GoAhead				75	2	0	0	2	0	0	0	0	0	0	0	0	0	0	X	✓	
1126421	2009-09-22	18:15	PD	NoControl	Dry	Clear	Angle		TurnLeft				54		Unknown					2	0	0	2	0	0	0	0	0	0	0	0	0	0	X	✓	
1132324	2009-10-22	10:50	PD	NoControl	Dry	Clear	Angle	S	TurnLeft				87	S	GoAhead				38	2	0	0	2	0	0	0	0	0	0	0	0	0	0	X	✓	
1133159	2009-10-26	15:10	PD	NoControl	Dry	Clear	SideSwip	E	Other				40	E	GoAhead				39	3	0	0	4	0	0	0	0	0	0	0	0	0	0	X	✓	
1147991	2010-01-12	12:15	PD	TrafficSigna	Dry	Clear	Turning	W	GoAhead	DrivProp	Unknown	60	S	TurnRigh	ImpropTn	Normal	74				2	0	0	2	0	0	0	0	0	0	0	0	0	✓	✓	
1174671	2010-06-18	07:45	PD	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead	Foll2Cls	Normal	40	W	Stopped	DrivProp	Normal	43				2	0	0	2	0	0	0	0	0	1			✓	✓		
1177615	2010-07-12	16:00	PI	TrafficSigna	Dry	Clear	RearEnd	N	Stopped	DrivProp	Normal	65	N	GoAhead	Foll2Cls	Inatten	26				2	0	0	1	1	0	0	0	0	1			✓	✓		
1205042	2010-11-13	00:20	PI	TrafficSigna	Dry	Clear	PedestrianColl	N	TurnRigh	FTY ROW	Inatten	26									1	1	0	1	1	0	0	0	0	0	0	0	0	✓	✓	
1229598	2011-04-24	14:10	PD	TrafficSigna	Dry	Clear	Turning	W	Stopped	DrivProp	Normal	64	S	TurnRigh	FTY ROW	Normal	83				2	0	0	2	0	0	0	0	0	1			✓	✓		
1247593	2011-06-24	15:02	PI	TrafficSigna	Dry	Clear	RearEnd	N	Stopped	DrivProp	Normal	61	N	GoAhead	Foll2Cls	Inatten	64				2	0	0	2	1	0	0	0	0	0	0	0	0	0	✓	✓
1250904	2011-07-16	14:35	PI	TrafficSigna	Dry	Clear	RearEnd	E	GoAhead	DrivProp	Normal	48	E	GoAhead	Foll2Cls	Inatten	28				2	0	0	1	1	0	0	0	0	0	0	0	0	0	✓	✓
1256801	2011-09-30	16:10	PI	TrafficSigna	Dry	Clear	RearEnd	N	GoAhead	Foll2Cls	Inatten	42	N	Stopped	DrivProp	Normal	50				2	0	0	1	1	0	0	0	0	1			✓	✓		
1292487	2012-03-12	10:20	PI	TrafficSigna	Dry	Clear	PedestrianColl	S	TurnRigh	FTY ROW	Normal	88									1	1	0	1	1	0	0	0	0	0	0	0	0	0	✓	✓
1299399	2012-06-15	10:50	PD	TrafficSigna	Dry	Clear	SideSwip	W	GoAhead	ImpropPa	Normal	39	W	Stopped	DrivProp	Normal	29				2	0	0	2	0	0	0	0	0	2			✓	✓		
1324912	2012-10-03	12:18	PI	TrafficSigna	Wet	Rain	PedestrianColl	S	TurnRigh	FTY ROW	Normal	59									1	2	0	2	1	0	0	0	0	1			✓	✓		
1329372	2012-10-30	13:50	PI	TrafficSigna	Wet	Rain	Angle	S	GoAhead	FTY ROW	Normal	55	E	GoAhead	FTY ROW	Normal	34				3	0	0	3	2	0	0	0	0	1			✓	✓		
1348359	2013-03-24	11:45	PD	NoControl	Dry	Clear	Turning	S	GoAhead				55	W	TurnLeft				76	2	0	0	2	0	0	0	0	0	0	0	0	0	0	X	✓	
1355760	2013-05-11	10:30	PD	TrafficSigna	Dry	Clear	Turning	S	TurnLeft				28	W	TurnRigh				49	2	0	0	3	0	0	0	0	0	0	0	0	0	0	X	✓	
1366463	2013-07-16	08:45	PD	TrafficSigna	Dry	Clear	RearEnd	S	Stopped				59	W	TurnRigh				57	2	0	0	2	0	0	0	0	0	0	0	0	0	0	X	✓	
1370742	2013-08-14	08:15	PD	TrafficSigna	Dry	Clear	SideSwip	W	GoAhead				57	W	GoAhead				22	2	0	0	3	0	0	0	0	0	0	0	0	0	0	X	✓	
1375207	2013-09-10	16:00	PD	NoControl	Dry	Clear	RearEnd	E	GoAhead				66	E	Stopped				60	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	X	✓
1376270	2013-09-18	17:00	PD	NoControl	Dry	Clear	Turning	S	GoAhead				42	S	TurnRigh				26	2	0	0	3	0	0	0	0	0	0	0	0	0	0	X	✓	

MVCR Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1					Driver 2					# Driver	# Ped	# Cyclist	Injury						Veri fied	MV CR			
								Dir	Manoeuvre	Action	Cond	Age	Dir	Manoeuvre	Action	Cond	Age				NO	MI	MR	MJ	FA	OT					
198046648	2019-08-04	11:30	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	28	E	Stopped	TooFast	Normal	69	2	0	0	2	0	0	0	0	0	0	0	0	X	✓
198048457	2019-08-13	15:25	PD	TrafficSigna	Dry	Clear	RearEnd	E	Stopped	DrivProp	Normal	33						1	0	0	1	0	0	0	0	0	0	0	0	X	✓
198059161	2019-10-05	18:00	PD	TrafficSigna	Dry	Clear	Turning	N	TurnLeft	DrivProp	Normal	65	N	GoAhead	DrivProp	Normal	42	2	0	0	2	0	0	0	0	0	0	0	0	X	✓
198059681	2019-10-10	10:00	PD	TrafficSigna	Dry	Clear	Turning	W	GoAhead	DrivProp	Normal	48						1	0	0	1	0	0	0	0	0	0	0	0	X	✓
0000236814	2020-02-03	14:07	PI	NoControl	Dry	Clear	SMVOther	S	TurnLeft	LostCtrl	Normal	87						1	0	0	0	1	1	0	0	0	0	0	X	✓	
0000524160	2020-03-13	08:15	PI	TrafficSigna	Wet	Clear	Angle	E	GoAhead	Disobey	Inatten	41	N	GoAhead	DrivProp	Normal	44	2	0	0	1	0	1	0	0	0	0	0	0	✓	✓
0001073826	2020-06-11	11:25	PI	TrafficSigna	Dry	Clear	Angle	S	GoAhead	Disobey	Inatten	37	W	GoAhead	DrivProp	Normal	57	2	0	0	1	1	1	0	0	0	0	0	0	X	✓
0001308396	2020-07-14	20:35	NR	TrafficSigna	Dry	Clear	RearEnd	S	Slowing	TooFast	Inatten	35	S	Stopped	DrivProp	Normal	46	2	0	0	2	0	0	0	0	0	0	0	0	X	✓
208003684	2020-01-22	15:15	PD	TrafficSigna	Dry	Clear	Turning	E	GoAhead	DrivProp	Normal	51						1	0	0	1	0	0	0	0	0	0	0	X	✓	
208005104	2020-01-31	16:00	PD	TrafficSigna	Wet	Snow	SideSwip	W	GoAhead	DrivProp	Normal	27						1	0	0	1	0	0	0	0	0	0	0	X	✓	
208008354	2020-02-19	09:20	PD	TrafficSigna	Dry	Clear	Turning	W	TurnLeft	DrivProp	Normal	57	S	GoAhead	DrivProp	Normal	43	2	0	0	2	0	0	0	0	0	0	0	0	X	✓
208009655	2020-02-26	17:59	PD	TrafficSigna	Wet	Snow	RearEnd	N	GoAhead	DrivProp	Normal	44						1	0	0	1	0	0	0	0	0	0	0	X	✓	
208011446	2020-03-06	08:10	PD	TrafficSigna	Dry	Clear	Turning	W	TurnLeft	DrivProp	Normal	47						1	0	0	1	0	0	0	0	0	0	0	X	✓	
208015725	2020-05-15	15:00	PD	TrafficSigna	Wet	Rain	Angle											0	0	0	1	0	0	0	0	0	0	0	X	✓	
208022562	2020-07-25	11:30	PD	TrafficSigna	Dry	Clear	SMVOther	S	Stopped	DrivProp	Normal	50	S	Stopped	DrivProp	Normal	33	2	0	0	2	0	0	0	0	0	0	0	0	X	✓
208032160	2020-10-30	14:45	PD	TrafficSigna	Dry	Clear	Turning	N	GoAhead	DrivProp	Normal	56						1	0	0	1	0	0	0	0	0	0	0	0	X	✓
1000603290	2021-04-02	11:20	PD	TrafficSigna	Dry	Clear	SMVOther	N	GoAhead	LostCtrl	Inatten	78						1	0	0	0	0	1	0	0	0	0	0	X	✓	
1002004757	2021-10-18	17:50	PI	TrafficSigna	Dry	Clear	SideSwip	W	GoAhead	LostCtrl	Over.08	37	W	Stopped	DrivProp	Normal	38	2	0	0	1	1	0	0	0	0	0	0	0	X	✓
218008329	2021-04-29	16:00	PD	TrafficSigna	Dry	Clear	RearEnd	N	Stopped	DrivProp	Normal	64						1	0	0	1	0	0	0	0	0	0	0	0	X	✓
218016261	2021-07-28	14:15	PD	TrafficSigna	Dry	Clear	SideSwip											0	0	0	2	0	0	0	0	0	0	0	X	✓	
218018126	2021-08-15	16:45	PD	TrafficSigna	Dry	Clear	RearEnd	W	GoAhead	DrivProp	Normal	44						1	0	0	1	0	0	0	0	0	0	0	X	✓	
218029625	2021-11-15	15:00	PD	TrafficSigna	Dry	Clear	SideSwip	S	GoAhead	DrivProp	Normal	43						1	0	0	1	0	0	0	0	0	0	0	X	✓	
218035030	2021-12-27	11:00	PD	TrafficSigna	Dry	Clear	RearEnd	N	Slowing	DrivProp	Normal	64						1	0	0	1	0	0	0	0	0	0	0	X	✓	
228010201	2022-03-20	00:30	PD	TrafficSigna	Wet	Rain	Angle	N	GoAhead	DrivProp	Normal	39	W	GoAhead	DrivProp	Normal	50	2	0	0	2	0	0	0	0	0	0	0	0	X	✓
228011922	2022-04-04	21:30	PD	TrafficSigna	Dry	Clear	Turning	S	GoAhead	DrivProp	Normal	80	S	GoAhead	DrivProp	Normal	26	2	0	0	2	0	0	0	0	0	0	0	0	X	✓
228014306	2022-04-26	11:35	PD	TrafficSigna	Dry	Clear	SideSwip	W	ChgLane	DrivProp	Normal	43						1	0	0	1	0	0	0	0	0	0	0	X	✓	
228033326	2022-09-13	08:45	PD	YieldSign	Wet	Clear	Turning	N	GoAhead	DrivProp	Normal	40	S	GoAhead	DrivProp	Normal	49	2	0	0	2	0	0	0	0	0	0	0	0	X	✓
228036679	2022-10-04	15:30	PD	TrafficSigna	Dry	Clear	SideSwip	N	Stopped	DrivProp	Normal	40						1	0	0	2	0	0	0	0	0	0	0	X	✓	
228038628	2022-10-18	17:20	PD	TrafficSigna	Wet	Rain	SideSwip	S	Stopped	DrivProp	Normal	51						1	0	0	1	0	0	0	0	0	0	0	X	✓	
228043119	2022-11-15	18:00	PI	TrafficSigna	Wet	Snow	Angle	W	GoAhead	DrivProp	Normal	57	N	GoAhead	DrivProp	Normal	55	3	0	0	2	1	0	0	0	0	0	0	0	X	✓
228043961	2022-11-20	15:00	PD	TrafficSigna	Ice	Snow	Turning	W	GoAhead	DrivProp	Normal	40	E	TurnLeft	DrivProp	Normal	30	2	0	0	2	0	0	0	0	0	0	0	0	X	✓
238051345	2023-01-09	15:15	PI	TrafficSigna	Dry	Clear	RearEnd	S	Stopped	DrivProp	Normal	50	S	Stopped	DrivProp	Normal	64	3	0	0	2	1	0	0	0	0	0	0	X	X	

Amount
28

KSI
0

Validated
9

MVCR Number	Date	Time	Acc Cla	Traffic Control	Rd Surf	Visib	Impact	Driver 1					Driver 2					# Driver	# Ped	# Cyclist	Injury						Veri fied	MV CR								
								Dir	Manoeuvre	Action	Cond	Age	Dir	Manoeuvre	Action	Cond	Age				NO	MI	MR	MJ	FA	OT										
019255	1985-05-28	12:00	PD	NoControl	Dry	Clear	SideSwip	N	TurnLeft	FTY ROW	Normal	44	N	GoAhead	DrivProp	Normal	65	2	0	0	2	0	0	0	0	0	0	0	0	0	0	x	x			
019492	1986-06-09	16:00	PD	NoControl	Dry	Clear	Angle	S	TurnLeft	FTY ROW	Normal	34	N	GoAhead	DrivProp	Normal	24	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	x	x		
035414	1986-10-16	12:00	PD	NoControl	Dry	Clear	Angle	W	GoAhead	FTY ROW	Normal	65	S	GoAhead	DrivProp	Normal	44	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	x	x		
002857	1987-01-22	18:00	PD	NoControl	LSnow	Snow	Turning	N	TurnLeft	ImpropTn	Normal	24	S	GoAhead	DrivProp	Normal	44	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	x	x		
011836	1989-03-11	03:00	PD	NoControl			SMVOther	S		LostCtrl	Unknown							1	0	0	0	0	0	0	0	0	0	0	1		x	x				
050624	1991-11-21	15:00	PD	NoControl			RearEnd	E		FTY ROW	Inatten		N		DrivProp	Normal		3	0	0	0	0	0	0	0	0	0	3		x	x					
019947	1992-04-27	16:45	PD	NoControl	Dry	Clear	Turning	S	TurnRigh	ImpropTn	Normal	29	S	GoAhead	Foll2Cls	Normal	52	2	0	0	0	0	0	0	0	0	0	4		x	x					
006956	1993-02-08	14:55	PI	NoControl	Dry	Clear	Angle	W	Reverse	Other	Normal	23	W	Reverse	Other	Normal	23	3	0	0	2	1	0	0	0	0	1		x	x						
035392	1993-07-08	16:35	PD	NoControl	Dry	Clear	Turning	E	TurnRigh	FTY ROW	Normal	17	S	GoAhead	DrivProp	Normal	59	2	0	0	0	0	0	0	0	0	3		x	x						
218457	1998-04-28	11:35	PD	NoControl	Dry	Clear	Turning	E	TurnRigh			50	W	Stopped			36	2	0	0	3	0	0	0	0	0	0		x	x						
339442	1999-09-16	09:55	PD	NoControl	Dry	Clear	Turning	E	TurnLeft	FTY ROW	Inatten	79	N	TurnLeft	DrivProp	Normal	30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
369138	1999-12-29	13:45	PD	NoControl	Dry	Clear	SideSwip	N	GoAhead	DrivProp	Normal	50	S	Slowing	ImpLaChg	Unknown	52	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
371963	1999-10-12	11:25	PD	NoControl	Wet	Clear	RearEnd	N	TurnRigh			36	N	Stopped			63	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
387623	2000-02-29	17:30	PD	NoControl	Dry	Clear	Turning	S	TurnLeft	DrivProp	Normal	59	W	TurnLeft	FTY ROW	Normal	43	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
490947	2001-02-16	13:20	PI	StopSign	Dry	Clear	PedestrianColl	W	TurnRigh	FTY ROW	Inatten	34						1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
748127	2003-12-04	19:00	PD	NoControl	Dry	Clear	Turning	E	TurnLeft	DrivProp	Normal	46	E	Unknown		Normal	57	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
889032	2006-02-19	14:00	PD	NoControl	Dry	Clear	Turning	W	TurnLeft	DrivProp	Normal	76	E	TurnLeft	FTY ROW	Normal	82	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
902637	2006-05-13	15:00	PD	NoControl	Dry	Clear	Turning	E	TurnLeft	FTY ROW	Normal	65	N	GoAhead	DrivProp	Normal	20	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1041750	2008-06-03	09:45	PD	NoControl	Dry	Clear	Turning	S	TurnLeft	DrivProp	Normal	72	W	TurnLeft	FTY ROW	Normal	78	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
158017854	2015-04-27	12:45	PD	StopSign	Dry	Rain	Turning	N	Stopped	DrivProp	Normal	29						1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
178030415	2017-07-03	14:00	PD	NoControl	Dry	Clear	RearEnd	N	Slowing	DrivProp	Unknown	28	N	Stopped	DrivProp	Unknown	49	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
178030685	2017-07-05	10:00	PD	NoControl	Dry	Clear	Turning	E	GoAhead	DrivProp	Unknown	72	N	TurnRigh	ImpropTn	Unknown	85	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
178062566	2017-12-14	13:30	PD	NoControl	Dry	Clear	Angle	S	GoAhead	DrivProp	Unknown	67						1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8001333787	2018-07-21	17:29	PI	StopSign	Dry	Clear	RearEnd	N	Slowing	Foll2Cls	Inatten	23	N	GoAhead	DrivProp	Normal	55	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
198068904	2019-11-21	17:05	PD	TrafficSigna	Wet		RearEnd	N	Stopped	DrivProp	Normal	37	E	GoAhead	DrivProp	Normal	44	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
218015684	2021-07-22	18:40	PD	StopSign	Dry	Clear	RearEnd	N	Stopped	DrivProp	Normal	53						1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
228024410	2022-07-10	16:45	PD	TrafficSigna	Dry	Clear	CyclistColl											0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
228050354	2022-12-30	17:00	PD	TrafficSigna	PSnow	Snow	SMVOther	E	TurnRigh	DrivProp	Normal	74						1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0