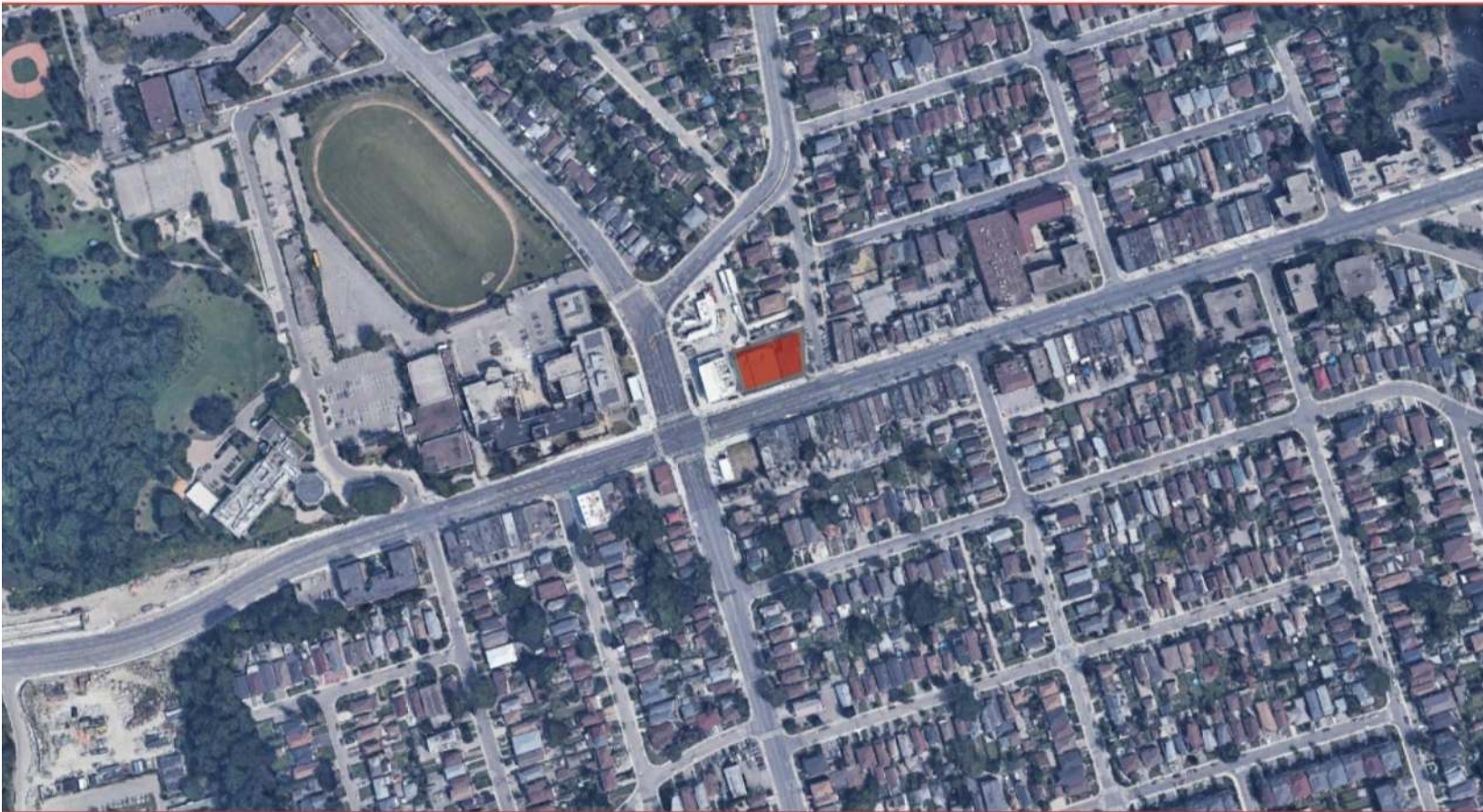


2634, 2636, 2640, 2642 AND 2654 EGLINTON AVENUE WEST, AND 1856 AND 1856A KEELE STREET PROPOSED MIXED-USE DEVELOPMENT

Zoning By-law Amendment & Site Plan Approval Applications
City of Toronto



Prepared For: Fora Developments

December, 2022



BA Group

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1.0 INTRODUCTION

BA Group is retained by Fora Developments to provide urban transportation consulting services in relation to a concurrent Zoning By-law Amendment (“ZBA”) and Site Plan Approval (“SPA”) application being made to the City of Toronto for a proposed mixed-use development located at 2634, 2636, 2640, 2642 and 2654 Eglinton Avenue West, and 1856 and 1856A Keele Street (herein referred to as the “Site”).

The Site is generally bounded by Keele Street to the east, Trethewey Drive to the west, Lane N Eglinton W Keele to the north and Eglinton Avenue West to the south. The Site is also directly adjacent to the future Keelesdale station along the Eglinton Crosstown LRT route. The site location is illustrated in **Figure 1**.

Four (4) retail buildings fronting onto Eglinton Avenue West occupy the site today.

It is currently proposed to redevelop the site by demolishing the existing buildings and constructing a mixed-use development comprised of both residential and commercial uses. The current development proposal includes the construction of an 33 storey building, consisting of a total of 370 new residential units and 324 square metres of commercial gross floor area (GFA).

It is proposed to provide a 0.4 metre widening along Eglinton Avenue West to satisfy the requirement of a 27.0 metre right-of-way.

Vehicle access to the development is proposed via a public laneway immediately north of the Site known as 'Lane N Eglinton W Keele'. This laneway will provide access to the parking ramp that leads to the underground parking garage of three levels.

One (1) formal Type G loading space will be provided in a separate enclosed loading area on the ground floor. Access to the loading area will also be provided via Lane N Eglinton W Keele.

Access for pedestrians and cyclists is provided via walkways and direct lobby connections to / from the public sidewalks along Eglinton Avenue West.

1.1 Scope of Transportation Review

BA Group has undertaken a review of the key transportation related aspects of the concurrent Zoning By-law Amendment and Site Plan Approval application being submitted to the City of Toronto (i.e. traffic, parking, loading and site circulation and access) to permit the proposed development. Key aspects of the concept development that has been reviewed as follows.

Existing Site and Proposed Development

- A review of the existing site uses
- An overview of the proposed development programme.
- A review of the transportation elements (i.e. site access, loading, parking and bicycle parking facilities) of the proposed site.

Transportation Context

- A review of existing and future transportation context including key municipal road, transit, pedestrian and cycling changes and other non-automobile dependent travel options in the area.

Transportation Demand Management (TDM)

- A review of TDM measures to encourage, facilitate and support non-automobile travel to / from the site for residents and visitors of the site.

Site Planning

- A review of the parking supply provisions of the proposed development plans.
- A review of the bicycle parking supply provisions for the proposed development plans.
- A review of the loading space provisions for the proposed development plans.
- A review of the functionality and appropriateness of the proposed vehicle facilities incorporated into the site plan including loading / garbage collection facility arrangements.

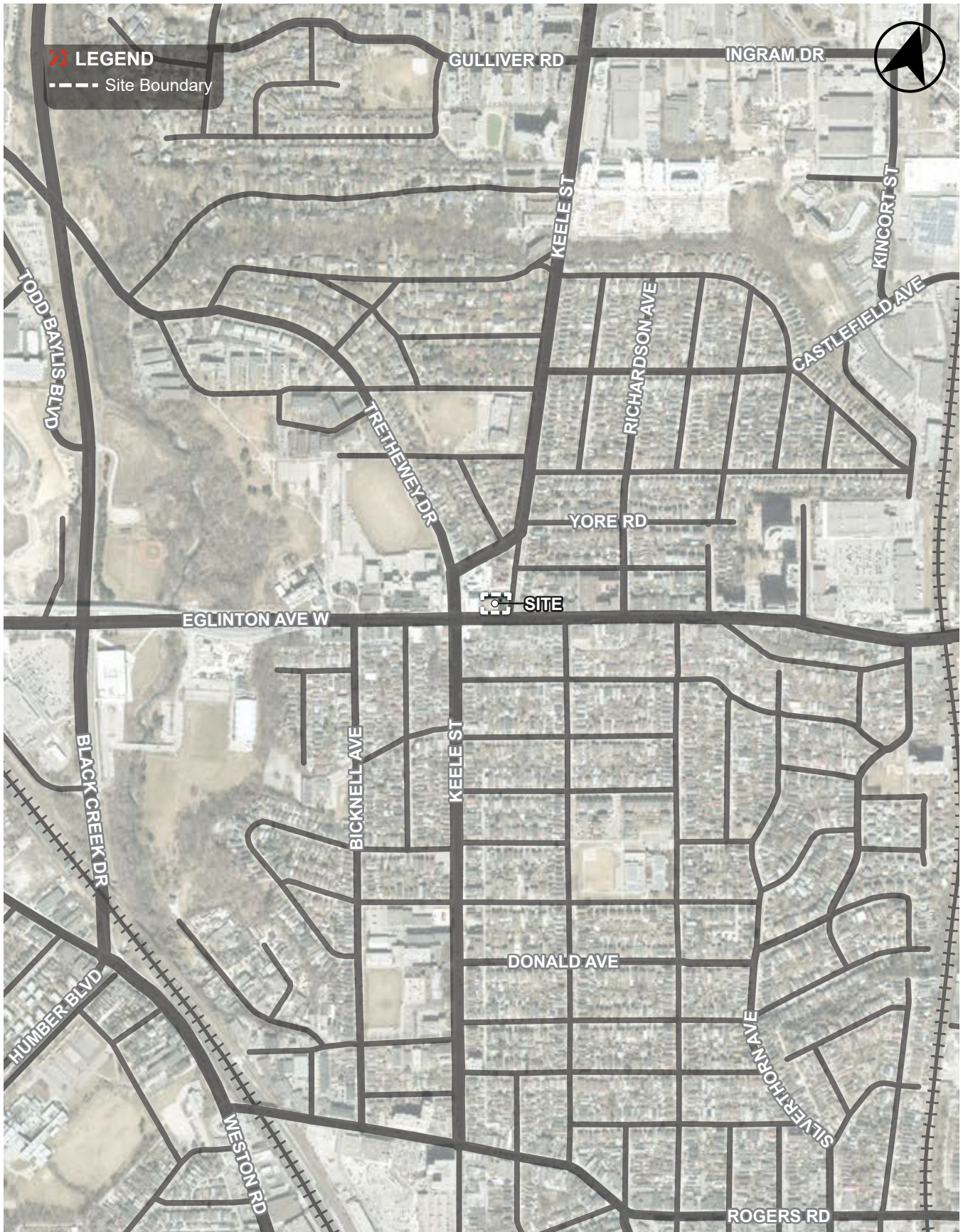
Travel Demand Forecasting

- An outline of travel characteristics and travel demand projects for pedestrians, cyclists, transit users and automobile users of the proposed development.
- An assessment of the existing vehicle traffic activity patterns and volumes in the study area during the key weekday morning and afternoon peak periods.
- A comprehensive review of the vehicle traffic changes that may occur in the area in the future with the development of a number of other area development projects.
- A review of existing vehicle site-related traffic activity levels that will be eliminated as a result of the proposed development.
- A comparison of the proposed vehicle site-related traffic forecasts to the existing vehicle site-related traffic activity levels generated by the existing site use today.
- An assessment of the vehicle traffic and other trip generation characteristics of the proposed development.

Traffic Operations Review

- A detailed review of the traffic operations at intersections in the area under existing and future traffic conditions including an assessment of the operational impacts of the proposed development.

The findings of our report are summarized in the following sections.



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Aerial maps provided courtesy of Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, the GIS User Community and/or Google Earth/Maps.

FIGURE 1 SITE LOCATION

2.0 EXISTING SITE

The Site contains the following municipal addresses: 2634, 2636, 2640, 2642 and 2654 Eglinton Avenue West, and 1856 and 1856A Keele Street in the City of Toronto. The Site is generally bounded by Keele Street to the east, Keelesdale LRT Station to the west, Lane N Eglinton W Keele to the north and Eglinton Avenue West to the south.

2654 Eglinton Avenue West is a one-storey building that is currently occupied by a Dollar Tree. The property is bounded by Keelesdale Station to the west, 2640 and 2642 Eglinton Avenue West to the east, Lane N Eglinton W Keele to the north and Eglinton Avenue West to the south. Pedestrian access to this building is provided from the sidewalk along Eglinton Avenue West. Vehicular access to the Site is provided from Lane N Eglinton W Keele, however there are no formal parking spaces provided on-Site.

2640 and 2642 Eglinton Avenue West consists of a two-storey building that is occupied by a beauty store named “Lavish House of Beauty” at-grade and residential uses on the second floor. The building is connected to 2636 Eglinton Avenue West. The building is bounded is by 2654 Eglinton Avenue West to the west, 2636 Eglinton Avenue West in the east, Lane N Eglinton W Keele to the north and Eglinton Avenue West to the south. Pedestrian access to this building is provided from the sidewalk along Eglinton Avenue West. Vehicular access to the Site is provided from Lane N Eglinton W Keele, however there are no formal parking spaces provided on-Site.

2636 and Eglinton Avenue West consists of two-storey building that is connected to the 2640 and 2642 Eglinton Avenue West property building. The property is situated at the northwest corner of the Keele Street and Eglinton Avenue West intersection. The property contains a beauty store named “Jin Jin’s Nails & Spa” located at-grade with frontage along Eglinton Avenue West and has residential uses on the second floor. Pedestrian access to Jin Jin’s Nails & Spa is provided from the sidewalk along Eglinton Avenue West.

1856 and 1856 A Keele Street consists of a two-storey building that contains a restaurant named “Metro Pizza & Chicken”. There is a wide sidewalk of approximately 3.8 metres (based on a measurement from Google Maps) in front of the building along Keele Street. The property is bounded by 2640 and 2642 Eglinton Avenue West to the west and Keele Street to the east, Lane N Eglinton W Keele to the north and Eglinton Avenue West to the south. Pedestrian access to Metro Pizza & Chicken is provided from the wide sidewalks along Keele Street.

Vehicular access to the Site is provided from a public laneway known as Lane N Eglinton W Keele.

There are no existing parking spaces provided on-Site.

The existing Site key plan is highlighted in **Figure 2**.

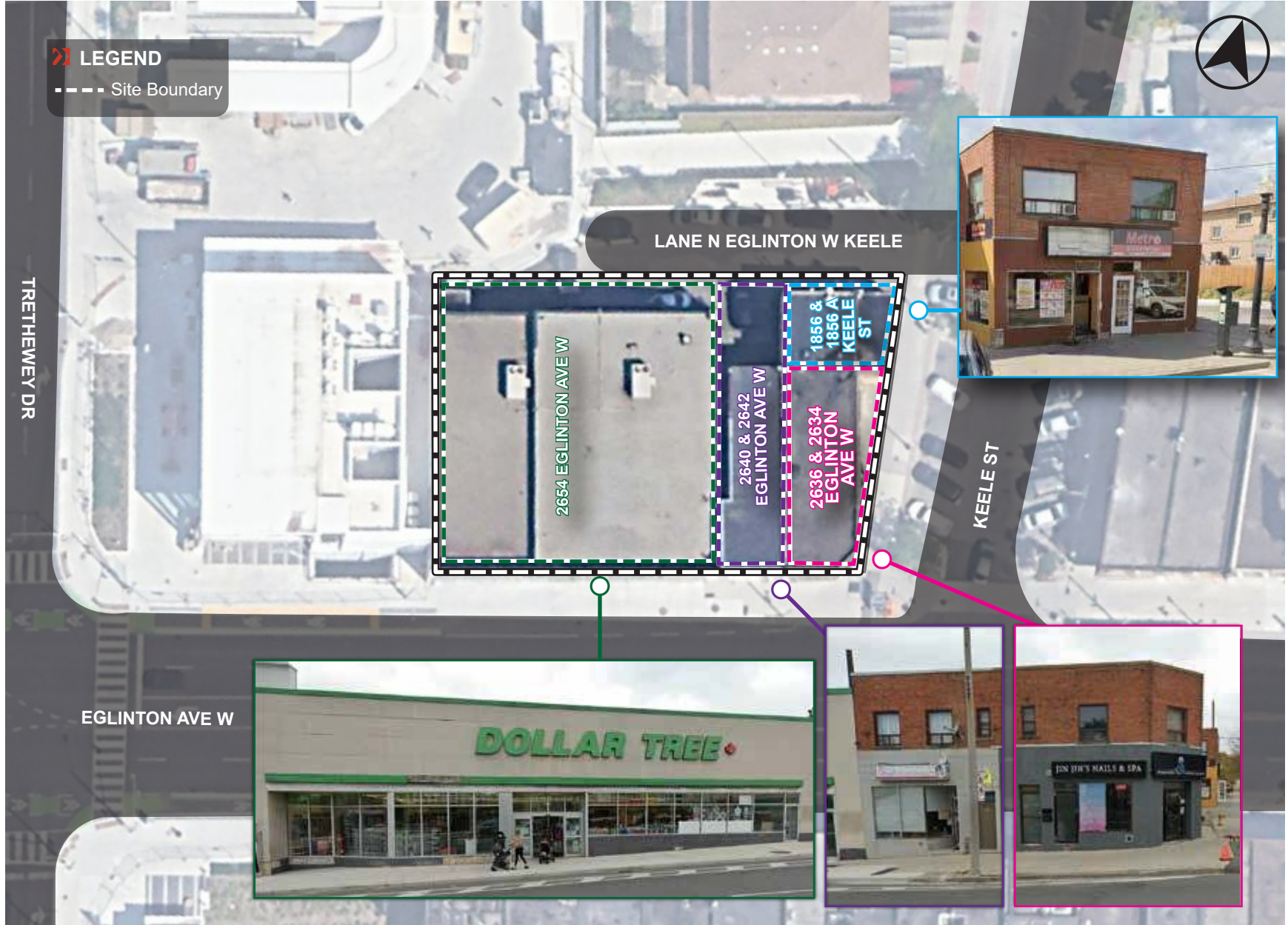


FIGURE 2 EXISTING SITE KEY PLAN

Aerial maps provided courtesy of: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, the GIS User Community and/or Google Earth/Maps.

3.0 PROPOSED DEVELOPMENT








The following section provides an overview of the development programme that is currently being proposed for the Site. Reduced architectural drawings are provided in **Appendix A**.

3.1 Development Programme

The proposed development consists of a 33-storey mixed use building with a total of 370 residential units and 324 m² of retail GFA. Three (3) retail stores are proposed at-grade and is proposed to have a total gross floor area (GFA) of 324 m².

The key elements of the proposed development are summarized in **Table 1**. An illustrative plan depicting the current development proposal is provided in **Figure 3**.

Table 1 Development Proposal Summary

Use		Current Application
	Residential	1 bd: 179 units 2 bd: 154 units 3 bd: 37 units Total: 370 units
	Retail	324 m ²
	Vehicular Parking	63 spaces (10 non-residential, 53 resident)
	Loading	1 loading space (1 Type 'G')
	Bicycle Parking	434 bicycle parking spaces (348 long-term and 86 short-term)
	Vehicular Access	The driveway ramp for the underground parking garage is proposed off of the existing public laneway known as 'Lane N Eglinton W Keele'.
	Pedestrian Access	Access to the residential lobby is provided through the existing sidewalks along Eglinton Avenue West. Access to the retail component of the Site is provided through the existing sidewalks along Keele Street and Eglinton Avenue West.

Notes:

1. Based on Site statistics provided by gh3 Architects, dated December 8, 2022.

3.2 Site Access and Circulation

3.2.1 Vehicular Access

Vehicle and loading access to / from the Site will be provided via the existing Lane N Eglinton W Keele. The existing Lane N Eglinton W Keele will be extended to the underground parking garage ramp and provide access to the underground parking garage and the loading area. The proposed widening of the Lane N Eglinton W Keele will accommodate two-way traffic and operate under stop control at the Keele Street / Lane N Eglinton W Keele intersection.

3.2.2 Pedestrian Access

Existing sidewalks are provided along the building frontages which is located along Eglinton Avenue West and Keele Street. A direct lobby connection and two retail stores' entrances are provided from the existing sidewalk along Eglinton Avenue West. The third retail store's entrance is provided from the existing sidewalk along Keele Street. The existing sidewalks provide a direct connection to / from the Site which further connects the pedestrians to other sidewalks surrounding the neighbourhood.

3.3 Vehicle Parking Supply

A total of 63 parking spaces, including 53 residential spaces, and 10 residential visitor / non-residential parking spaces are proposed in an underground three level parking garage to support the development. A total of three (3) accessible parking spaces are provided, including two (2) for residential and one (1) for non-residential uses. All (10) residential visitor / non-residential spaces are provided in the first level of the underground parking garage including one (1) accessible space. The residential spaces are provided in the remaining parking levels (P2-P3).

Further details on the vehicle parking considerations of the site are provided in **Section 7.0**.

3.4 Bicycle Parking Supply

A total of 434 bicycle parking spaces, including 348 long-term and 86 short-term bicycle parking spaces, are provided to meet the needs of the proposed development and requirements as per By-law 839-2022. The 86 short-term bicycle parking spaces are located on the ground floor level on-site and on the P1 level in a secured, weather protected room. The 348 long-term bicycle parking spaces are located in a secured, weather protected room on the mezzanine level and on the P1-P2 levels of the underground parking garage. Access to these bicycle parking rooms are provided through the stair case or the elevators.

An additional 10 publicly accessible bicycle parking spaces are provided within the public boulevard of Eglinton Avenue West to meet the requirements of the Toronto Green Standard Version 4.0.

Further details on the bicycle parking considerations of the site are provided in **Section 8.0**.

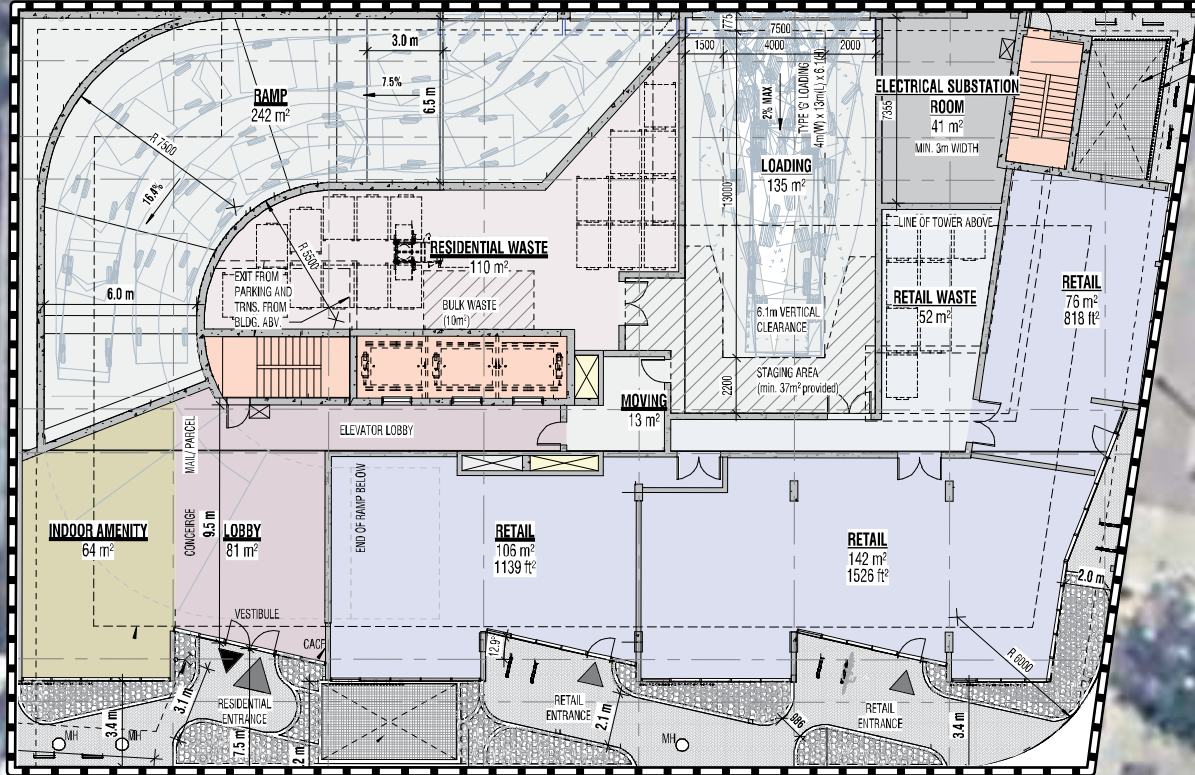
3.5 Loading Facilities

A formal loading facility is being incorporated into the building design to accommodate loading activities related to refuse / recycling collection, move-in / move-out and general servicing for the proposed residential and retail uses on-site. One Type 'G' loading space is proposed within the at-grade loading facility. Access to the loading facility is provided at-grade via the existing Lane N Eglinton W Keele extending west of Keele Street and immediately north of the Site.

Further details on the loading considerations of the site are provided in **Section 9.0**.

LEGEND
 - - - Site Boundary

LANE N EGLINTON W KEELE



KEELE ST

EGLINTON AVE W

FIGURE 3 PROPOSED SITE PLAN (GROUND FLOOR)

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Aerial maps provided courtesy of: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, the GIS User Community and/or Google Earth/Maps.

4.0 PLANNING & POLICY CONTEXT

The following provides a summary of the key existing and emerging planning policy applicable that are important in mitigating vehicular traffic and encouraging more sustainable travel within the site area.

4.1 Provincial and Regional Policies

There are a number of provincial and regional policy documents pertaining to the Site, including:

- 2020 Provincial Policy Statement;
- A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2017) and Transportation Plan (2022);
- Ministry of Transportation Transit-Supportive Guidelines (2012); and
- Metrolinx 2041 Regional Transportation Plan (2018)

4.1.1 Provincial Policy Statement

The 2020 Provincial Policy Statement (PPS) promotes efficient development patterns optimizing the use of land, resources and public investment in infrastructure and public service facilities. According to the PPS, efficient development patterns promote a mix of housing, including affordable housing, employment, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel.

Policies within the PPS promote transit-supportive development that promote greater density in proximity to existing and planned transit in order to encourage the use of transit. The policies also promote healthy, active communities through active transportation facilities and street design that provide safe pedestrian facilities. In order to maximize the use of existing and planned transportation infrastructure, the PPS policies recommend the use of TDM strategies.

The PPS also encourages density being added to lands that adopt a mix of land uses to encourage the use of non-auto based travel modes, and to limit the length and number of vehicular trips generated by the site. Further, it is prioritized for new developments to be transit-supportive, such that it fosters walkability and / or higher public transit use in the area.

4.1.2 Places To Grow: Growth Plan for the Greater Golden Horseshoe

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan for the GGH) outlines the importance of reducing reliance upon the automobile and promoting transit and active transportation. Planning along priority transit corridors and major transit stations, such as the planned Keele Station along the Eglinton Avenue West transit corridor, shall be prioritized and planned for minimum density targets and a mix of uses in order to maximize the number of potential transit users within walking distance of the station. Urban growth centres, such as the Yonge – Eglinton Centre (closest to the site, approximately 6.7 kilometres), should serve as high-density, major employment centres that accommodate significant employment growth.

In early 2022, the Ministry of Transportation and its partners developed a Transportation Plan for the GGH as a 30-year plan for improved mobility across the Province of Ontario. As the Greater Golden Horseshoe (“GGH”) continues to expand, the Region will require improvements to its transportation systems in order to accommodate increased demand. The Plan aims to address the impact of predicted growth through a well-connected transportation system that provides safe, efficient and convenient options for users. The 2051 vision of the Plan includes focuses on fighting gridlock and improving road performance by getting people moving on a connected transit system, supporting a more sustainable and resilient region, and efficiently moving goods.

Within the Plan, an improved transit network is a key focus. In order to achieve a more sustainable and resilient region, it is necessary to motivate people to use the transit system. Improving transit connectivity is key to ensuring this. Currently, the majority of the GGH's transit network connections are centered on Downtown Toronto. Expanding service across the region would allow for greater inter-regional travel and connections to destinations that might have previously been difficult to reach by transit alone. As such, the Plan aims to bring in more routes, more frequent services and more connections to enhance the network. In addition to expanding bus service, rapid transit networks across the Region are also planned or underway.

4.1.3 Ministry of Transportation Transit-Supportive Guidelines

The Transit-Supportive Guidelines are intended to assist municipalities in implementing the policies and objectives of the PPS and Growth Plan for the GGH. The Guidelines aim to create an environment that is supportive of transit, and to develop services and programs to increase transit ridership. Under the guidelines, a “node” is a settlement area of more intense density, use and activity. It is recommended to focus urban growth within nodes, especially those with higher levels of transit service to better link land use and transit, reducing walking times to and from uses and supporting the more efficient delivery of transit services.

The guidelines also support the use of TDM strategies, especially in close proximity to transit stations, such as the Site. This includes the reduction of maximum and minimum parking requirements upon the adoption of TDM measures, sharing of parking between uses, and use of public on-street parking during off-peak hours.

4.1.4 Metrolinx Regional Transportation Plan

The Metrolinx 2041 Regional Transportation Plan (2018 RTP) – an update to The Big Move (2008) – envisions sustainable and healthy communities that are developed through intensification and have low carbon footprints. A key strategy of the plan is the integration of transit and land use by focusing development at mobility hubs and major transit station areas. A major transit station area defined by the Metrolinx Regional Transportation Plan, is any area within an approximately 500 metre radius of a transit station. The Site is located within approximately 50 metres walking distance of the planned Keele Station.

Embedding TDM strategies in land use planning and development to prioritize cycling, walking and transit use is highlighted in the Plan. Furthermore, the 2018 RTP encourages best practices in parking management, such as reducing minimum parking standards, especially for developments near transit stations.

As part of its vision to promote and support the development of sustainable and healthy communities, Metrolinx is creating partnerships to facilitate the implementation of Transit Oriented Communities (TOC). TOC forms higher densities and a mix of uses, located adjacent to or within a reasonable walking distance of higher-order transit stations. The 2018 RTP's Strategy #4 supports TOC as Mobility Hubs, to be accomplished through public and private collaboration. The TOC program is intended to connect Metrolinx with third-party partners to promote transit ridership, reduce traffic congestion, and allocate houses and jobs near transit through transit-supportive development practices. The general principles of TOC that are supported by Metrolinx are present in within the general area of the site, including the provision of a reduced parking supply and abundant bicycle parking to leverage existing and planned transit infrastructure.

4.2 Local and Site-Specific Policies

There are a number of local area and site-specific policy documents and discussions pertaining to the Site, including:

- Toronto Official Plan (2019 Office Consolidation);
- Toronto Congestion Management Plan (MoveTO; 2020);
- Toronto Vision Zero Road Safety Plan (2017); and
- Toronto Green Standard Version 4.0.

4.2.1 Toronto Official Plan

The Toronto Official Plan (OP) implements provincial directions, as identified in the previous section, and outlines City Council's goals and visions. The OP is intended to ensure that the City as a whole evolves, improves and realizes its full potential in areas such as transit, land use development and the environment. Future growth will be steered by the OP to areas, which are well served by transit and the existing road network.

Under the OP, the Eglinton Avenue West and East corridor from Highway 27 to Kingston Road is identified as a "transit priority segment" (Map 5 – Surface Transit Priority Network) and as a transit corridor (Map 4 – Higher Order Transit Corridor). The Site is located along the transit priority segment and transit corridor as identified in the OP. In addition, the Site is located approximately 700 metres (approximately 8 minute walk) to the planned Caledonia GO station along the Barrie GO rail corridor which will provide connections to Downtown Toronto (Union Station) and north of the Site (up to Allandale Waterfront).

In order to support such development, OP priority is given to improving transit connections and the pedestrian environment while discouraging daily, single occupant automobile travel.

4.2.2 Toronto Congestion Management Plan (MoveTO) and Vision Zero Road Safety Plan

The City launched the Congestion Movement Plan in 2020 to help manage and address congestion, as well as generally build a safer transportation system. The Plan focuses on a number of measures to help the City achieve a new level of resilience in terms of transportation, including actions related to smart traffic systems and transit-priority signals. It is noted that the Plan also included the implementation of a Transportation Demand Management Strategy, which seeks to directly reduce and manage traffic and congestion (e.g. encourage people to make specific transportation choices that serve the overall system). Policies have been developed to improve environmental and equity benefits in conjunction with other municipal plans, such as the Vision Zero Road Safety Plan, which aims to improve safety and reduce traffic-related fatalities and conflicts for vulnerable users (e.g. most non-auto users) in the City streets. Currently, an interim action plan (2021-2025) for MoveTO is in place with short-term actions in response to the recovery period of the pandemic.

4.2.3 Toronto Green Standard Version 4.0

The Toronto Green Standard is Toronto's sustainable design and performance requirements for new private and city-owned developments, since 2010. The Standard consists of tiers of performance measures with supporting guidelines that promote sustainable site and building design. Tier 1 is mandatory and applied through the planning approval process.

Version 4 of the Toronto Green Standard (TGS) came into effect on May 1, 2022 for new planning applications and is one of the key programs under the TransformTO Net Zero Strategy to reduce emissions community-wide. The Standard addresses various environmental priorities in the City of Toronto, including improvements to air quality.

The Site is subject to Tier 1 (the only tier) performance measures related to low emissions transportation, and cycling infrastructure. **Section 6.0** and **Section 7.2.2** provide a more detail discussion of these performance measures and how the site meets these standards.

5.0 AREA TRANSPORTATION CONTEXT

5.1 Area Road Network

5.1.1 Existing Road Connections

The Site is well served by a robust road network including major arterial roadways such as Keele Street and Eglinton Avenue West that will provide strong east-west and north-south connections to the wider City.

The surrounding public area road network is discussed in **Table 2** and illustrated in **Figure 4**. The existing lane configuration and traffic control is illustrated in **Figure 5**.

Table 2 Summary of Area Road Network

Road Type	Road Name	Parking & Regulations	Posted / Assumed Speed	Description
Major Arterial	N-S Keele Street	<p>Near the Site vicinity, parking is permitted along both sides of the roadway except from 7:00AM – 9:00AM and 4:00PM – 6:00PM, Monday to Friday, between Eglinton Avenue West and Cameron Avenue. At other times, parking is permitted for 2 hours along both sides of this stretch of the roadway.</p> <p>Layby parking is provided on both sides of the roadway between Eglinton Avenue West and Laneway North Eglinton West Keele where paid parking is enforced from 8:00AM – 6:00PM, Monday to Saturday.</p>	Near the Site vicinity, the assumed speed limit is 50 km/h.	<p>Keele Street is generally a north-south major arterial roadway. Keele Street extends from the City's limits in the north (where it continues north into the City of Vaughan) to Lavender Road in the south due to the rail corridor. South of the rail corridor, Keele Street continues from St. Clair Avenue West in the north to Bloor Street West in the south where it continues south as Parkside Drive.</p> <p>Adjacent to the Site, Keele Street is classified as a local road from Eglinton Avenue West to Yore Road and has a two-lane cross-section.</p> <p>In the vicinity of the Site, Keele Street is primarily classified as a major arterial road, and has a four-lane cross-section with an auxiliary left turn lane and right turn lane at the main Eglinton Avenue intersection.</p> <p>It is noted that two short segments of Keele Street merge with Trethewey Drive and Yore Road near the Site vicinity.</p>
	E-W Eglinton Avenue West	<p>Near the Site vicinity, parking is permitted along both sides of the roadway from Keele Street to Kane Avenue. Paid parking is enforced from 9:00AM – 4:00PM, Monday to Friday, and 8:00AM – 6:00PM on Saturday along both sides of the roadway. No parking is permitted from 7:00 – 9:00 AM and 4:00-6:00 PM.</p>	Near the Site vicinity, the assumed speed limit is 50 km/h.	<p>Eglinton Avenue West is an east-west major arterial roadway. Eglinton Avenue extends from the City's limits in the west (where it continues west into the City of Mississauga) to Kingston Road in the east.</p> <p>Near the Site vicinity, the roadway has a four-lane cross-section with a turning lane. Near the Site vicinity, bike lanes are provided along both sides of the roadway between Yarrow Road and Keele Street.</p>
	E-W Yore Road	<p>Near the Site vicinity, on-street parking is not permitted at any time along either side of the roadway.</p>	Near the Site vicinity, the assumed speed limit is 50 km/h.	<p>Yore Road is generally an east-west major arterial roadway from from Trethewey Drive in the west to Keele Street in the east. Yore Road continues as a local roadway from Keele Street in the west to Glenhaven Street in the east.</p> <p>Yore Road has a three-lane cross-section, consisting of two westbound and one eastbound lane. The roadway has two left turn lanes and a right turn lane at the Trethewey Drive intersection.</p>
<i>Continues on next page</i>				

Minor Arterial	N-S	Trethewey Drive	Near the Site vicinity, on-street parking is not permitted at any time along either side of the roadway.	Near the Site vicinity, the posted speed limit is 40 km/h.	<p>Trethewey Drive is generally a north-south minor arterial roadway. Trethewey Drive extends from Eglinton Avenue West in the south (where it continues south as Keele Street) to Jane Street in west (where it continues west as Denison Road East).</p> <p>Near the Site vicinity, the roadway has a four-lane cross section with auxiliary southbound left and right turn lanes, and a dedicated northbound right turn lane at the Eglinton Avenue West intersection.</p>
Collector	N-S	Richardson Avenue	Near the Site vicinity, on-street parking is not permitted at any time along either side of the roadway.	Near the Site vicinity, the posted speed limit is 40 km/h.	<p>Richardson Avenue is a north-south collector roadway that extends from Strathnairn Avenue in the north to Eglinton Avenue West in the south.</p> <p>Near the Site vicinity, the roadway has a two-lane cross-section.</p>
Local	E-W	Yore Road	Near the Site vicinity, on-street parking is not permitted at any time along either side of the roadway except by permit.	Near the Site vicinity, the assumed speed limit is 50 km/h.	<p>Yore Road continues as a local roadway from Keele Street in the west to Glenhaven Street in the east.</p> <p>Yore Road from Keele Street to Glenhaven Street is a one-way westbound roadway with one lane of traffic and allowance for on-street parking with a permit.</p>
		Lester Avenue	Near the Site vicinity, on-street parking is not permitted at any time along either side of the roadway except by permit on the south side.	Near the Site vicinity, the posted speed limit is 30 km/h	<p>Lester Avenue is an east-west local roadway that extends from Keele Street in the west to Glenhaven Street in the east.</p> <p>Near the Site vicinity, Lester Avenue has a two-lane cross-section.</p>
Laneway	E-W	Lane N Eglinton W Keele	Along the laneway, there are informal parking spaces.	Assumed speed limit is 10 km/hr	<p>Lane N Eglinton W Keele is an east-west public laneway with a length of approximately 45 metres. The laneway extends west of Keele Street and is situated north of the Site.</p> <p>The laneway has a two-lane cross-section.</p>

5.1.2 Planned Road Connections

Eglinton Connects

In 2014, the City of Toronto released the findings of a two-year study (*Eglinton Connects Planning Study*) to develop a plan for the future of the Eglinton Avenue corridor following the completion of the Eglinton Crosstown LRT, discussed further in **Section 5.2.1**. As part of the planning study, the City undertook a Municipal Class Environmental Assessment (*Eglinton Connects Environmental Study Report – FINAL*) to identify opportunities for improvements on the Eglinton Avenue corridor following the implementation of the Eglinton Crosstown LRT. This includes the reconfiguration of the corridor to reallocate existing road space to accommodate other uses such as travel lanes, sidewalks, boulevards, on-street parking, cycling facilities, or other public realm upgrades.

The EA study report, released in March 2014, assessed an 11-kilometre section of Eglinton Avenue between Black Creek Drive and Brentcliffe Road, where the LRT will travel underground. The study identified and evaluated alternative configurations for the Eglinton Avenue corridor within the study area.

Key elements of the preferred Functional Road Layout and Streetscape Plan within the Site vicinity included the following:

- Four through travel lanes (two in each direction) between Black Creek Drive Road and Avenue Road;
- A widened, landscaped boulevard along Eglinton Avenue;
- A parallel, expanded laneway system that supports the operation of the corridor, particularly between Keele Street and Laird Drive;
- A finer street and block structure within key focus areas;

Within the Site vicinity, the proposed changes to the area road network have completed construction. Along the segment of Eglinton Avenue West bounding the Site, the westbound lane along the curb has a width of ~3.3 metres while the other westbound through lane and left turn lane have a width of ~3.0 metres. No changes to the current existing road network within the Site vicinity are expected.

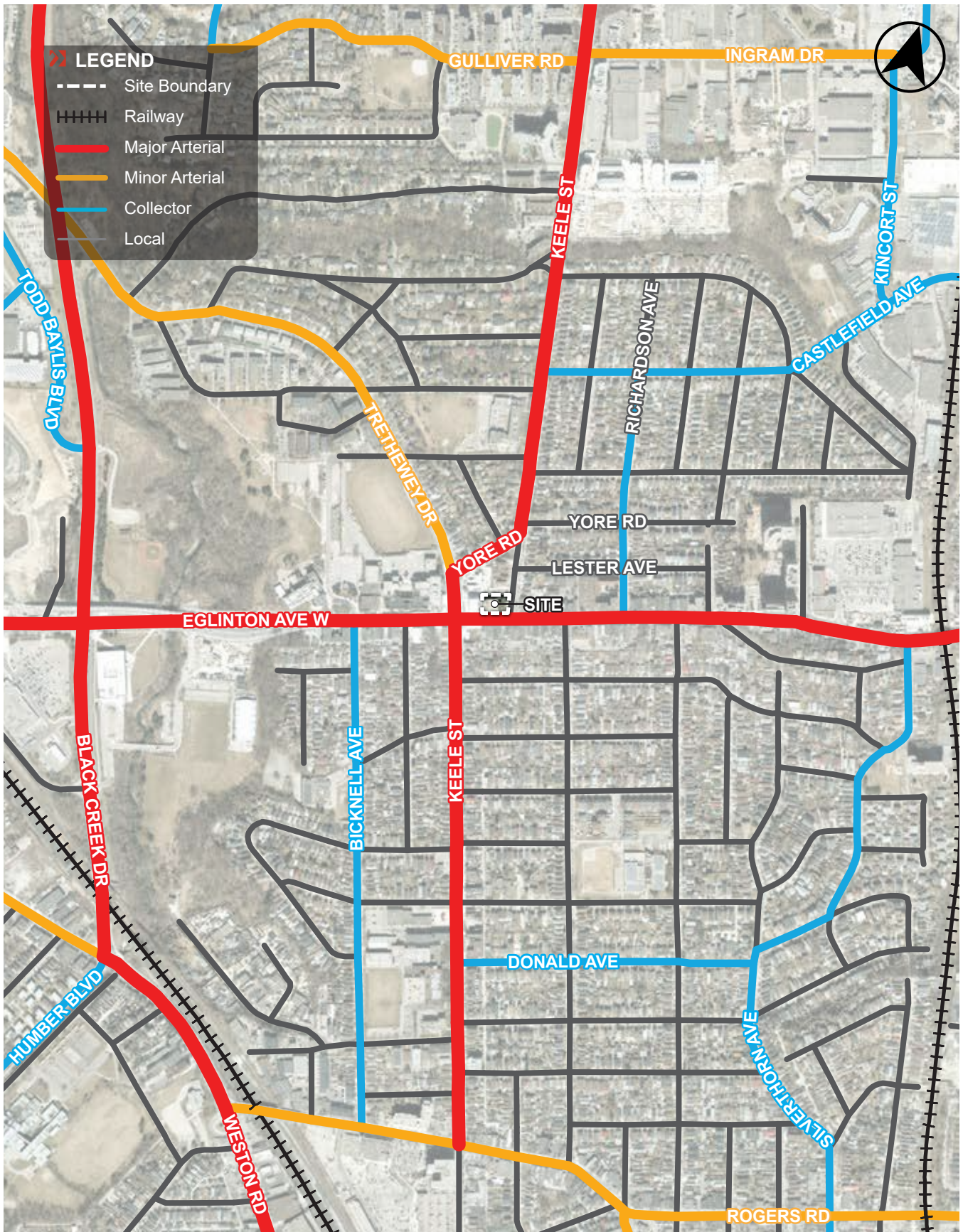


FIGURE 4 EXISTING STREET NETWORK

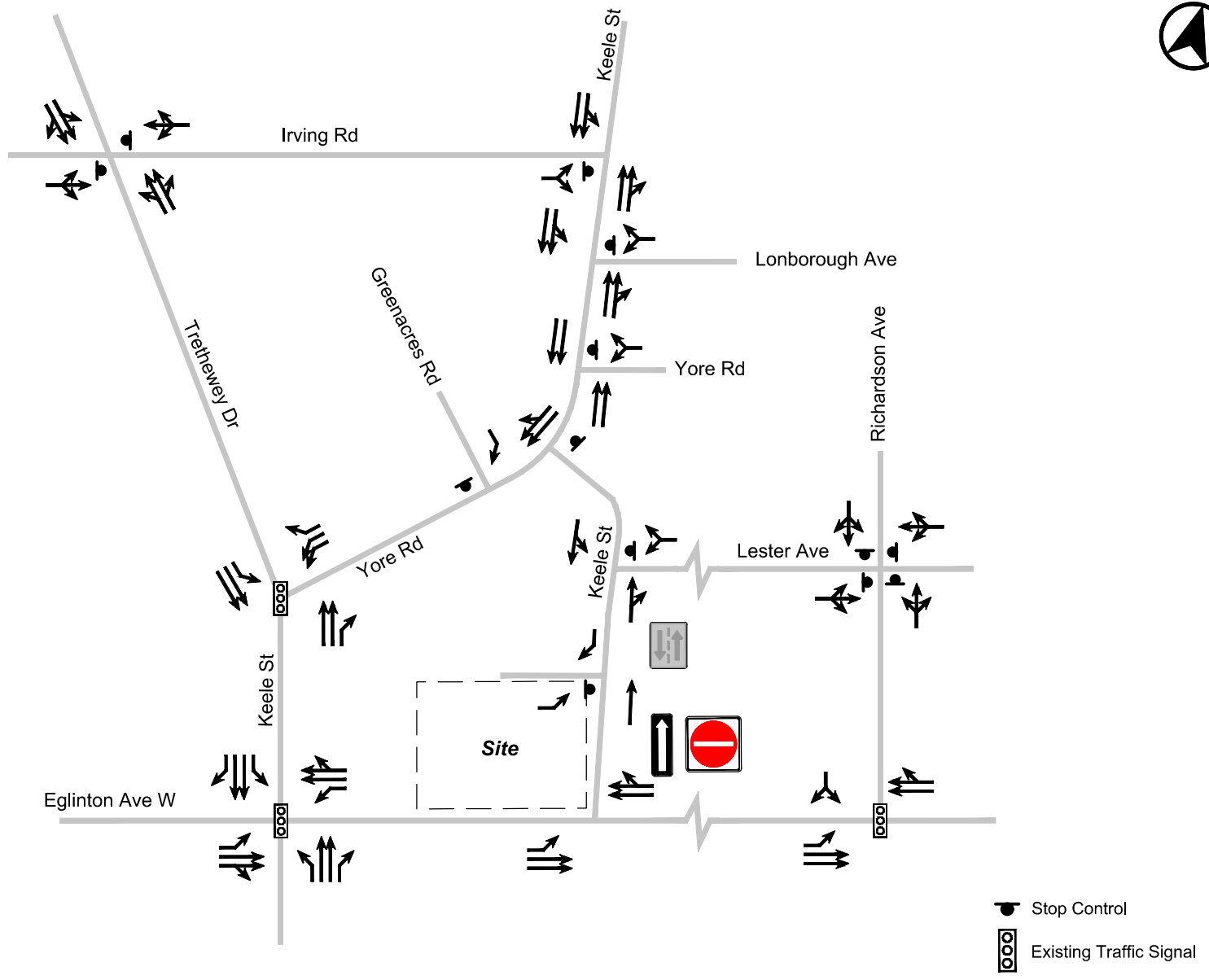


FIGURE 5 EXISTING LANE CONFIGURATION AND TRAFFIC CONTROL

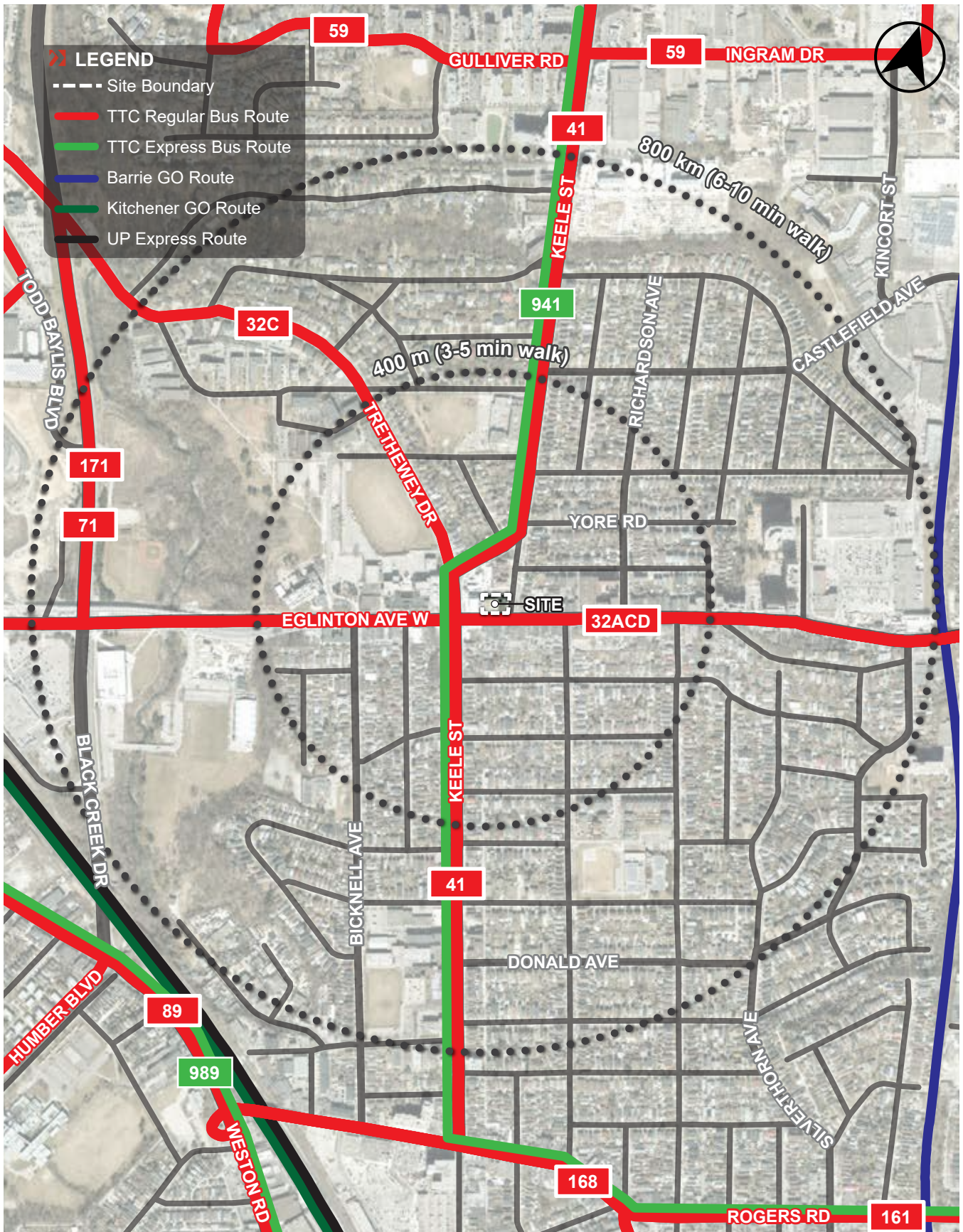
5.2 Area Transit Network

The Site is well-served by surface transit services operated by the Toronto Transit Commission (TTC). Five (5) bus routes are attainable within an 800-metre radius of the Site.

An overview of the existing area transit services is summarized in **Table 3** and illustrated in **Figure 6**.

Table 3 Area Transit Services

Route	Headway (Weekday Peaks)	Closest Stop	Route Description
32 Eglinton West	~10-11 minutes	Eglinton Avenue West at Keele Street (~50 metres / ~1-minute walk)	<p>The 32 Eglinton West bus route operates between Eglinton Station on Line 1 Yonge-University and the area of Eglinton Avenue West and Renforth Drive, generally in an east-west direction. It also serves Eglinton West Station on Line 1 Yonge-University.</p> <p>Three services are operated, the 32A (Eglinton Station-Renforth Station), 32C (Eglinton Station-Jane & Lawrence via Trethewey) and 32D (Eglinton West Station-Jane & Emmett) which all serve the Site and operate all day, every day.</p>
41 Keele	~7-9 minutes	Trethewey Drive at Eglinton Avenue West (~85 metres / ~1-minute walk)	<p>The 41 Keele bus route operates between Keele Station on Line 2 Bloor-Danforth and Pioneer Village Station on Line 1 Yonge-University, generally in a north-south direction. It also serves Finch West Station on Line 1 Yonge-University.</p> <p>One single service is operated, the 41 (Keele Station-Pioneer Village Station) branch, which operates all day, every day.</p>
941 Keele Express	~13-16 minutes	Trethewey Drive at Eglinton Avenue West (~85 metres / ~1-minute walk)	<p>The 941 Keele Express bus route operates between Keele Station on Line 2 Bloor-Danforth and Finch West Station on Line 1 Yonge-University, generally in a north-south direction.</p> <p>One single service is operated, the 941 (Keele Stn-Finch West Stn Express) branch, which operates during the peak periods from Monday to Friday only.</p>
71 Rummymede	~11 minutes	Eglinton Avenue West at Black Creek Drive West Side (~800 metres / ~10-minute walk)	<p>The 71 Rummymede bus route operates between Rummymede Station on Line 2 Bloor-Danforth, and the area of Industry Street and Black Creek Drive, generally in a north-south direction.</p>
171 Mount Dennis	~20 minutes	Eglinton Avenue West at Black Creek Drive West Side (~800 metres / ~10-minute walk)	<p>The 171 Mount Dennis bus route operates on a circular route between the area of Industry Street and Ray Avenue, and the area of Jane Street and Weston Road, in a clockwise direction.</p> <p>One single service is operated, the 171 (Mt Dennis-Jane) branch operates until approximately 11:00 p.m., Monday to Friday, Saturdays, Sundays and holidays.</p>



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Aerial maps provided courtesy of Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, the GIS User Community and/or Google Earth/Maps.

FIGURE 6 EXISTING TRANSIT NETWORK

5.2.1 Evolving Area Transit Network

Eglinton Crosstown LRT (Line 5 Eglinton)

Once completed, the Site will be located adjacent to the proposed Keelesdale Station of the Eglinton Crosstown LRT (ECLRT), which is to be renamed Line 5 Eglinton. The Eglinton Crosstown LRT is a 19-kilometre light rail transit service, currently under construction, with an expected completion date in 2023. The line will operate along Eglinton Avenue, between Mount Dennis Station in the west and Kennedy Station in the east, with a total of 25 stations. A 10-kilometre section of the line, between Keele Street and Laird Drive, will operate underground while the remainder will operate at-grade within a dedicated centre-lane right of way. Overall, the Crosstown LRT is expected to decrease travel time across the Eglinton corridor by up to 60%.

Key connections afforded by the Eglinton Crosstown LRT include the following:

- Three (3) TTC Subway Stations - Eglinton, Eglinton West, and Kennedy;
- Three (3) GO Transit Rail Lines – Stouffville, Barrie, and Kitchener;
- UP Express; and
- 54 TTC Bus Routes.

The proposed Keelesdale Station of the Crosstown LRT is located immediately west of the Site. Keelesdale Station will be an underground station located at the Keele Street / Threthewey Drive and Eglinton Avenue West intersection, with a main station entrance located approximately 50 metres (or a 1-minute walk) from the Site. The station is proposed to have a four-bay bus loop, located north of the main station entrance, as well as on-street connections to TTC buses.

Following the expected completion of the Eglinton Crosstown LRT, existing bus services will be modified, removed, or replaced. Based on the TTC *2022 Annual Service Plan*, future TTC bus services within the Site vicinity anticipated to be modified as follows:

- **32 Eglinton West** will provide service west of the proposed Mount Dennis Station, while service east of Mount Dennis Station will be operated as **34 Eglinton**, running parallel to Line 5 to provide local service along the Eglinton corridor;
- The **32C Eglinton West** branch will be replaced by **158 Trethewey** and the route will be extended northward along Weston Road to provide more connections to the Weston neighbourhood and neighbourhoods along Trethewey Drive;
- **179 Castlefield** will be a new route operating on new streets, connecting Cedarvale Station, Keelesdale Station and Mount Dennis Station via Castlefield Avenue;
- **71 Runnymede** will be adjusted to divert into the new Mount Dennis Station in both directions to connect the Mount Dennis and Rockcliffe-Smythe neighbourhoods and the TTC Mount Dennis Bus Division to Line 5. This route will continue to operate to Runnymede Station on Line 2; and
- **171 Mount Dennis** will be adjusted to serve the new Mount Dennis Station on Line 5 and will no longer serve Jane Street and Trethewey Drive.

Beyond the current construction for the Eglinton Crosstown LRT, plans for the 9.2-kilometre Eglinton Crosstown West Extension would see the ECLRT extended west of Mount Dennis to Renforth Drive as a 7-station subway route. The project is estimated to be complete by 2030 or 2031, and plans are also being explored with the Greater Toronto Airports Authority to extend the line another 4.7 kilometres to Pearson International Airport. Although this route is not within the Site vicinity, completion of the Crosstown West Extension will provide Site residents, visitors, and employees with transit connections further west in the city.

Caledonia GO Station

Caledonia GO Station is on the GO Barrie rail corridor and is planned to be operational in 2024. This station will provide a direct connection to the Caledonia ECLRT station. The Site is located within a 700 metre radius (10 minute walk) to the planned Caledonia GO Station. The close proximity to a planned GO station will enhance the transit context of the Site as it will provide an opportunity for residents / visitors of the Site to travel efficiently from Union Station to Allandale Waterfront Station in Barrie. The Barrie Rail currently extends from Allandale Waterfront in the north and connects to Bradford West Gwillimbury, Newmarket, Aurora, King City, Richmond Hill and Union Station (downtown Toronto) in the south.

The future transit context of the Site is illustrated in **Figure 7**.

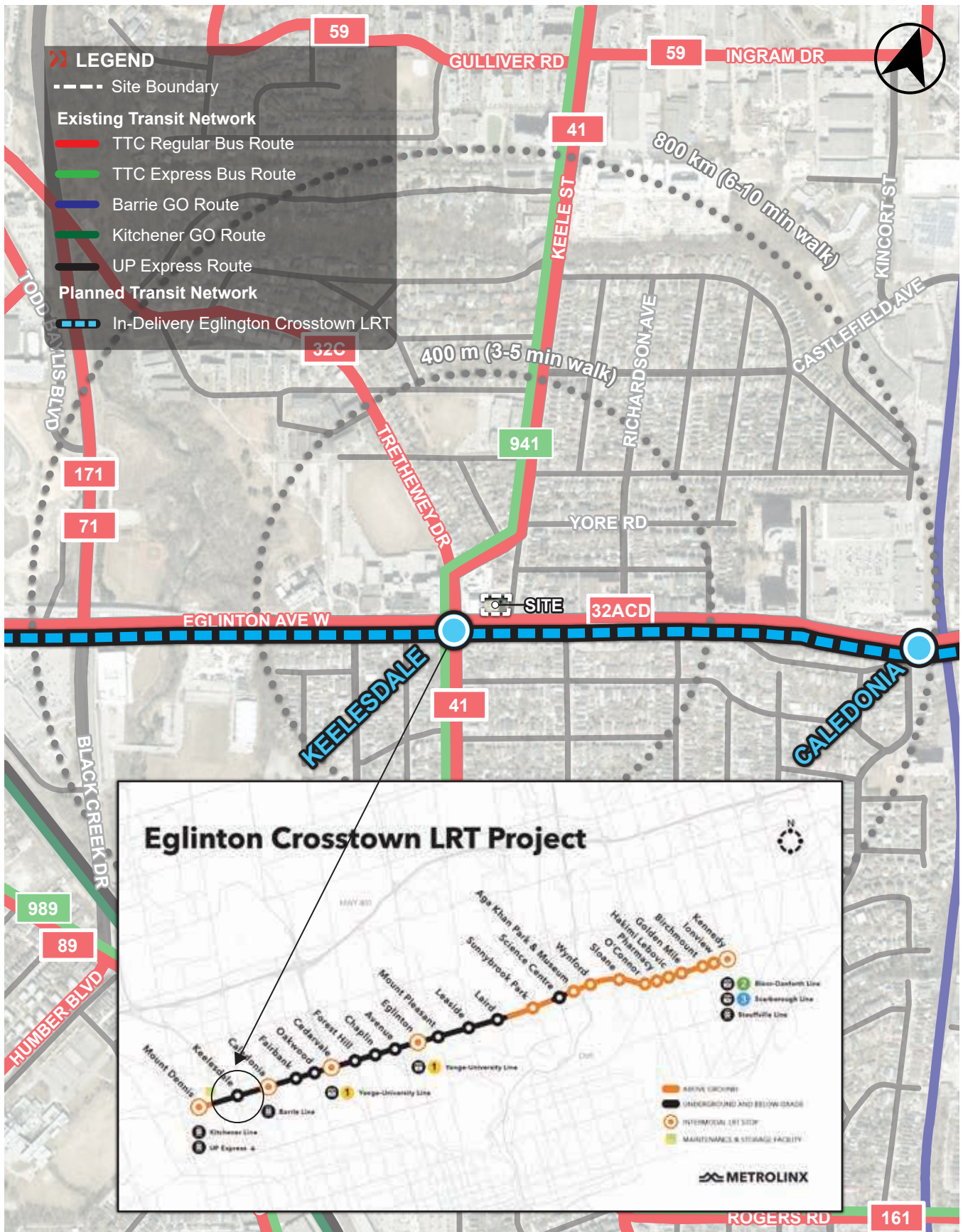


FIGURE 7 FUTURE TRANSIT CONTEXT

Aerial maps provided courtesy of Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, the GIS User Community and/or Google Earth/Maps.

5.2.2 Transit Reach Assessment

5.2.2.1 EXISTING TRANSIT TRAVEL REACH

In order to understand the changing transportation context, transit service area analyses for the existing and future transit network was conducted using Geographic Information Systems (GIS). These analyses look at the service area of a transit network that a visitor of the Site has access to in a given time range. This type of analysis is useful in understanding the transit accessibility and can also be used to quantify the impact of transit service changes.

A 15, 30, and 45 minute transit reach from the Site during the weekday morning travel period was analysed for existing conditions as is illustrated in **Figure 8**. Transit travel times include walking time to and from transit stops, as well as the transit schedules during peak hour (i.e. service frequency and wait times), all of which are based upon existing transit service.

5.2.2.2 PLANNED TRANSIT TRAVEL REACH

A review of projected transit travel times assumed the various public transit network improvements included in Section 4.2.2 is illustrated in **Figure 9**. A comparison of areas that are reachable is provided in **Table 4** below.

Table 4 Existing and Planned Transit Service Area Analysis Comparison

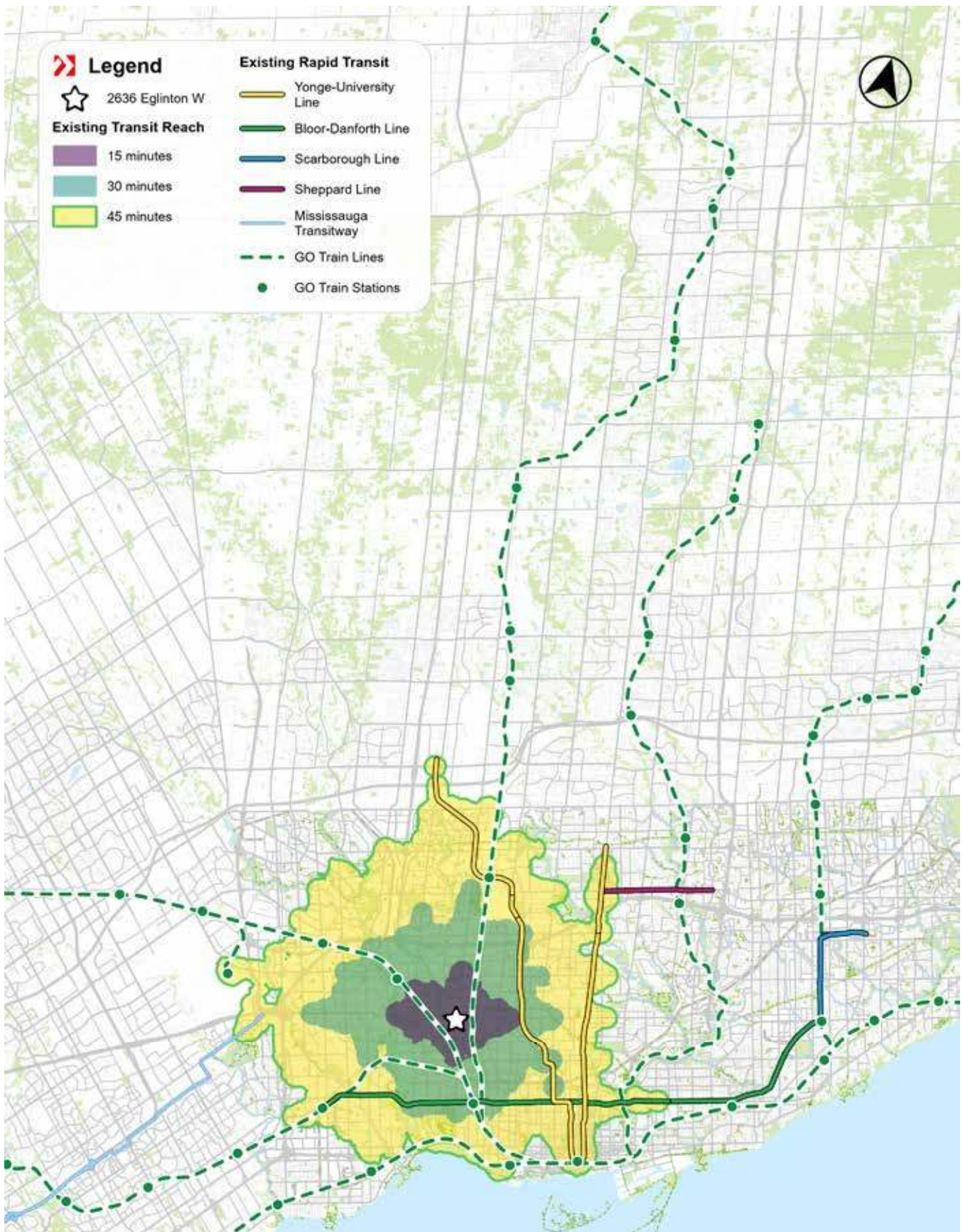
Transit Scenario	15 minute reach	30 minute reach	45 minute reach
<p>Existing Conditions (Travel Away From Site)</p>	<ul style="list-style-type: none"> • North along Keele St to past Maple Leaf Dr (north of Lawrence Ave W); • South along Keele St and Weston Rd to nearly West Toronto St (south of St Clair Ave W); • East along Eglinton Ave W to the Allen; and • West along Eglinton Ave W to past Scarlett Rd. 	<ul style="list-style-type: none"> • North along Keele St to Grandravine Dr (north of Sheppard Ave W), north along Jane St to just past Giltspur Dr (south of Sheppard Ave W), north along the Allen to past Wilson Ave; • South along Keele St/Parkside Dr to Geoffrey St (south of Bloor St), south along Royal York Rd to nearly Dundas St W, south along Line 1 University to Spadina Rd to Dupont Subway Station; • East along Eglinton Ave W to Duncannon Dr (east of Avenue Rd), east along Lawrence Ave to Glen Rush Blvd (east of Bathurst St); and • West along Eglinton Ave W to Martin Grove Rd. 	<ul style="list-style-type: none"> • North along Line 1 University to Vaughan Metropolitan Centre Subway Station, north along Yonge St to nearly Finch Ave W; • South to the waterfront from Park Lawn Dr to Parliament St, south along Kipling Ave to Advance Rd (south of Dundas St W); • East along Bloor Street W to Donlands Ave; and • West along Eglinton Ave W to Centennial Park Blvd, and west along Dundas St W to Highway 427.
<p>Future Conditions (Travel Away From Site) <i>with the addition of GO Expansion /RER, Eglinton Crosstown, Yonge Subway Extension, etc.</i></p>	<ul style="list-style-type: none"> • North along Keele St to past Maple Leaf Dr (north of Lawrence Ave W); and north along Barrie GO Line to Downsview Park GO Station; • South along Jane St to past St Johns Rd (south of Dundas St W), south along Kitchener GO Line to Bloor GO Station; • East along Eglinton Ave to nearly Marmot St (east of Mount Pleasant Rd); and • West along Eglinton Ave W to just past Lloyd Manor Rd (west of Kipling Ave). 	<ul style="list-style-type: none"> • North along Line 1 University to Pioneer Village Subway Station, north along Barrie GO Line to Aurora GO Station, north along Kipling Ave to Westhumber Blvd (south of Albion Rd) • South to the waterfront from Parkside Dr to Parliament St, south along Kipling Ave to Olivewood Rd (south of Dundas St W); • East along Eglinton Ave to Sloane Ave (west of Victoria Park Ave), east along Sheppard Ave E to Kenneth Ave (east of Yonge St); and • West along Eglinton Ave W to Satellite Dr (west of Centennial Park Blvd). 	<ul style="list-style-type: none"> • North along Keele St to past King Rd (King City), north along the Barrie GO Line to Bradford GO Station; • South to the waterfront from Royal York Rd to past Carlaw Ave; • East along Eglinton Ave and Lakeshore East GO Line to Eglinton GO Station / Bellamy Rd N, east along Rutherford Rd / 16th Ave to Bayview Ave, Sheppard Ave E to nearly Victoria Park Ave; and • West along Mississauga Transitway to Confederation Pkwy.

Notable findings include the following:

- Within 15 minutes, the area along Eglinton Ave W between Scarlett Rd and the Allen and the area along Keele St from Lawrence Ave W and St Clair Ave W are accessible under the existing conditions with improvements to increased access along Eglinton Ave W spanning from Martin Grove Rd and Mount Pleasant Rd, due to the Eglinton Crosstown. Downsview Park GO station along the Barrie GO Line and Bloor GO station along the Kitchener GO Line becomes accessible due to GO Expansion improvements
- Within 30 minutes, a large area of the Etobicoke Centre, York South-Weston, Eglinton-Lawrence, Davenport and Parkdale-High Park areas area accessible under the existing conditions with improvements to increased access to downtown Toronto due to GO SmartTrack, and increased access along Eglinton Ave due to the Eglinton Crosstown. Aurora GO station, Kipling GO station, and Union Station are now accessible due to GO Expansion improvements.
- Within 45 minutes, most of Etobicoke, downtown Toronto, and part of North York are accessible under the existing conditions. Due to GO Expansion, the Eglinton Crosstown, Ontario Line and Finch West rapid transit lines the majority of Toronto (excluding Scarborough), parts of Mississauga along the Transitway and the area surrounding the Barrie GO Line become accessible.

In summary, the site has limited access to transit under present conditions, with no rapid transit stations in close proximity to the site. Higher order transit improvements and the regional network greatly increase overall reach, particularly along the Eglinton Corridor due to the Eglinton Crosstown, and areas along the Barrie and Kitchener GO Lines due to the proposed Mount Dennis and Caledonia GO stations near the Site.

The evolving transportation context visualized in this analysis indicates that, at either local or intercity scales, there are suitable alternatives to driving or requiring a parking space for daily travel. The site is in a prime location that enables future site users to shift away from auto use and utilize the major transit investments being afforded within the area.



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FIGURE 8 EXISTING TRANSIT REACH

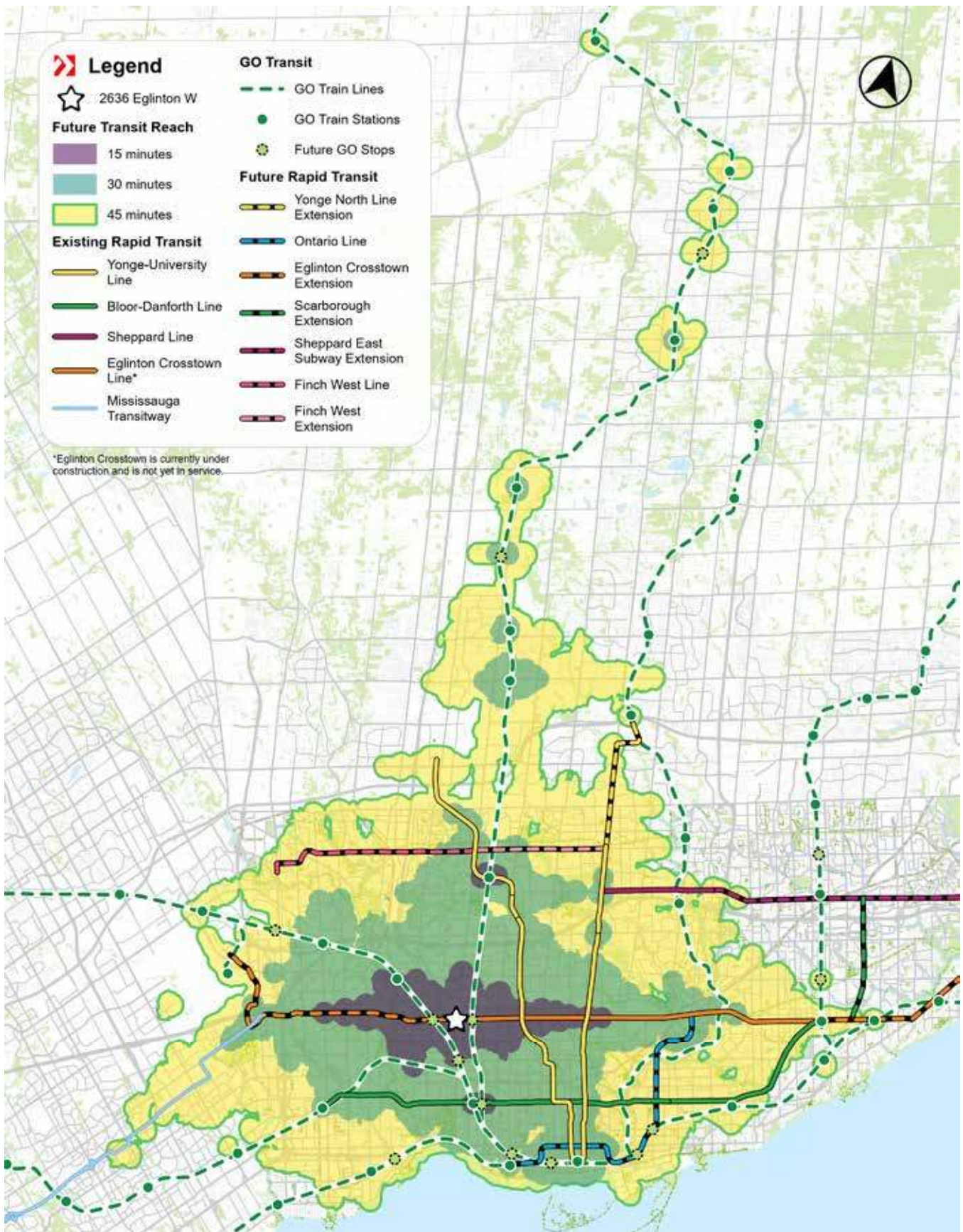


FIGURE 9 FUTURE TRANSIT REACH

5.1 Area Pedestrian Network

5.1.1 Existing Area Pedestrian Context

Key Pedestrian Destinations

The Site is situated in the Keelesdale-Eglinton West neighbourhood, providing pedestrian connectivity to various services, amenities, parks and green spaces, among other key destinations. These include, but are not limited to, a grocery store, restaurants, pharmacies, places of worship, schools, and public parks. The future residents of the proposed development will benefit from the close proximity to these amenities and services.

Within an 800-metre radius (~10-minute walk distance of the Site), the Westside Mall can be reached, providing access to a FreshCo grocery store and a medical clinic. Moreover, the Eglinton Avenue West corridor offers a variety of small-scale eateries and restaurants as well as services such as pharmacies, dentists, and places of worship. Additionally, the Site is located within 800 metres of numerous public schools, various parks and parkettes, a Toronto Public Library branch, and two recreation centres.

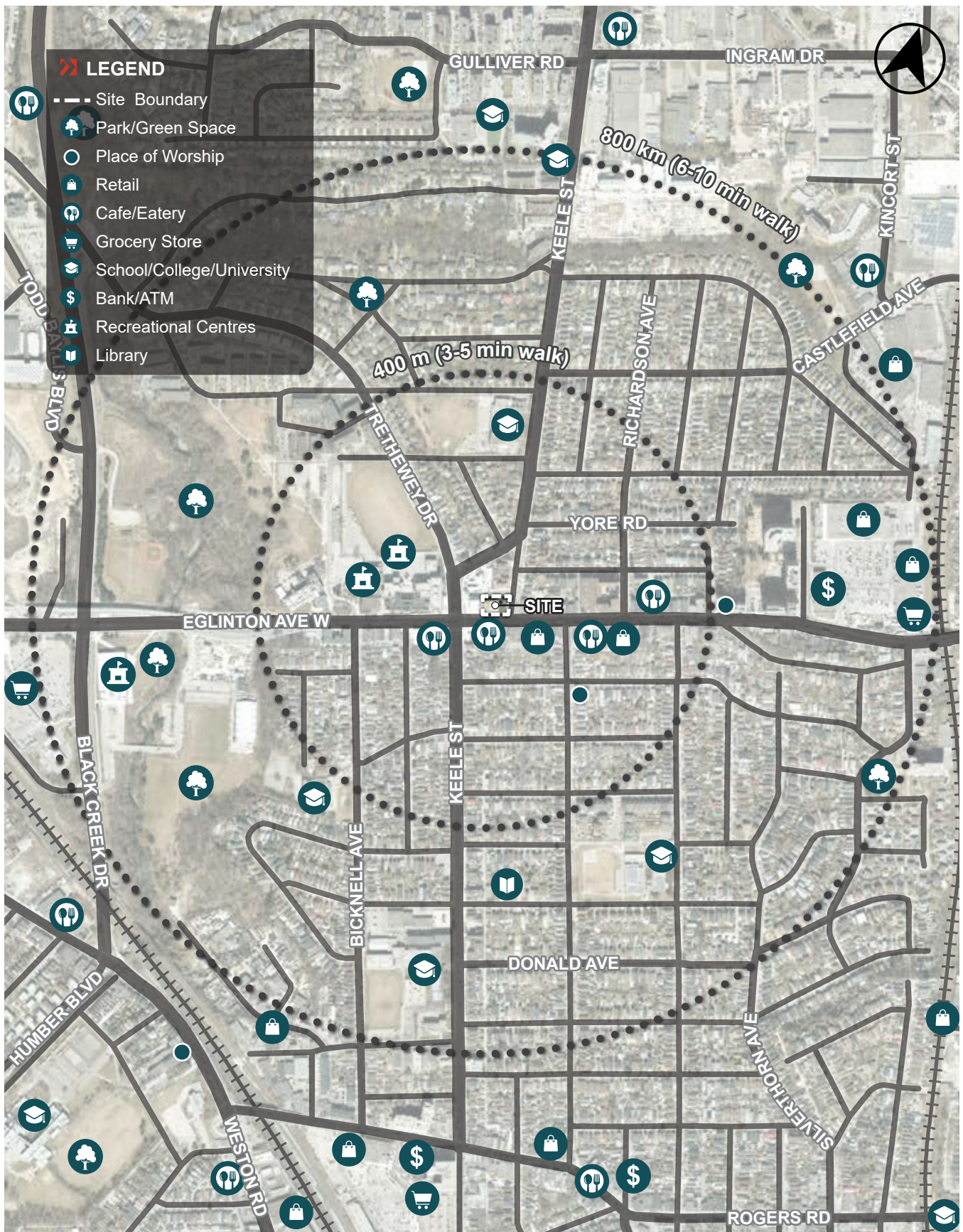
As mentioned above, various key pedestrian destinations are attainable within a 10-minute walk (800 metres walking distance), such as the following:

- The Medicine Shoppe Pharmacy: ~180 metres / ~2-minute walk
- New Generation Youth Recreation Centre: ~270 metres / ~3-minute walk
- York Civic Centre: ~350 metres / ~4-minute walk
- Coronation Park: ~500 metres / ~6-minute walk
- Keelesdale Junior Public School: ~500 metres / ~6-minute walk
- Westside Mall and FreshCo: ~600 metres / ~7-minute walk
- Toronto Public Library Evelyn Gregory Branch: ~650 metres / ~8-minute walk
- CIBC Branch: ~600 metres / ~8-minute walk
- George Harvey Collegiate Institute: ~650 metres / ~8-minute walk
- York Memorial Collegiate Institute: ~700 metres / ~9-minute walk
- Chris Tonks Arena: ~700 metres / ~9-minute walk
- York Recreation Centre: ~750 metres / ~9-minute walk
- Silverthorn Community School: ~800 metres / ~10-minute walk
- Keelesdale South Park: ~800 metres / ~10-minute walk

Overall, the context and range of travel destinations that can be reached on foot from the Site provide support to residents and visitors who wish to live car-free and serves to minimize the need for automobile travel to and from the Site. The area pedestrian destinations within an 800 metre radius of the Site are illustrated in **Figure 10**.

Pedestrian Facilities

The Site is well-equipped with pedestrian facilities such as sidewalks and pedestrian crossings. Sidewalks are provided along both sides of the roadways within the Site vicinity, including Eglinton Avenue West, Trethewey Drive, Keele Street, and Yore Road. Additionally, signalized intersections with zebra crossings are provided at major intersections near the Site, including the intersections at Eglinton Avenue West and Trethewey Drive / Keele Street and Trethewey Drive / Yore Road. Marked pedestrian crosswalks are also provided along the local intersections near the Site, including Keele Street, north of Eglinton Avenue West. Overall, the existing pedestrian facilities allow the future proposed development's residents and visitors to safely and conveniently travel to and from the Site by foot, and access the various area amenities and services. The existing area pedestrian facilities such as sidewalks and pedestrian crossings within an 800 metre radius of the Site are illustrated in **Figure 11**.



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Aerial maps provided courtesy of Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, the GIS User Community and/or Google Earth/Maps.

FIGURE 10 AREA PEDESTRIAN DESTINATIONS

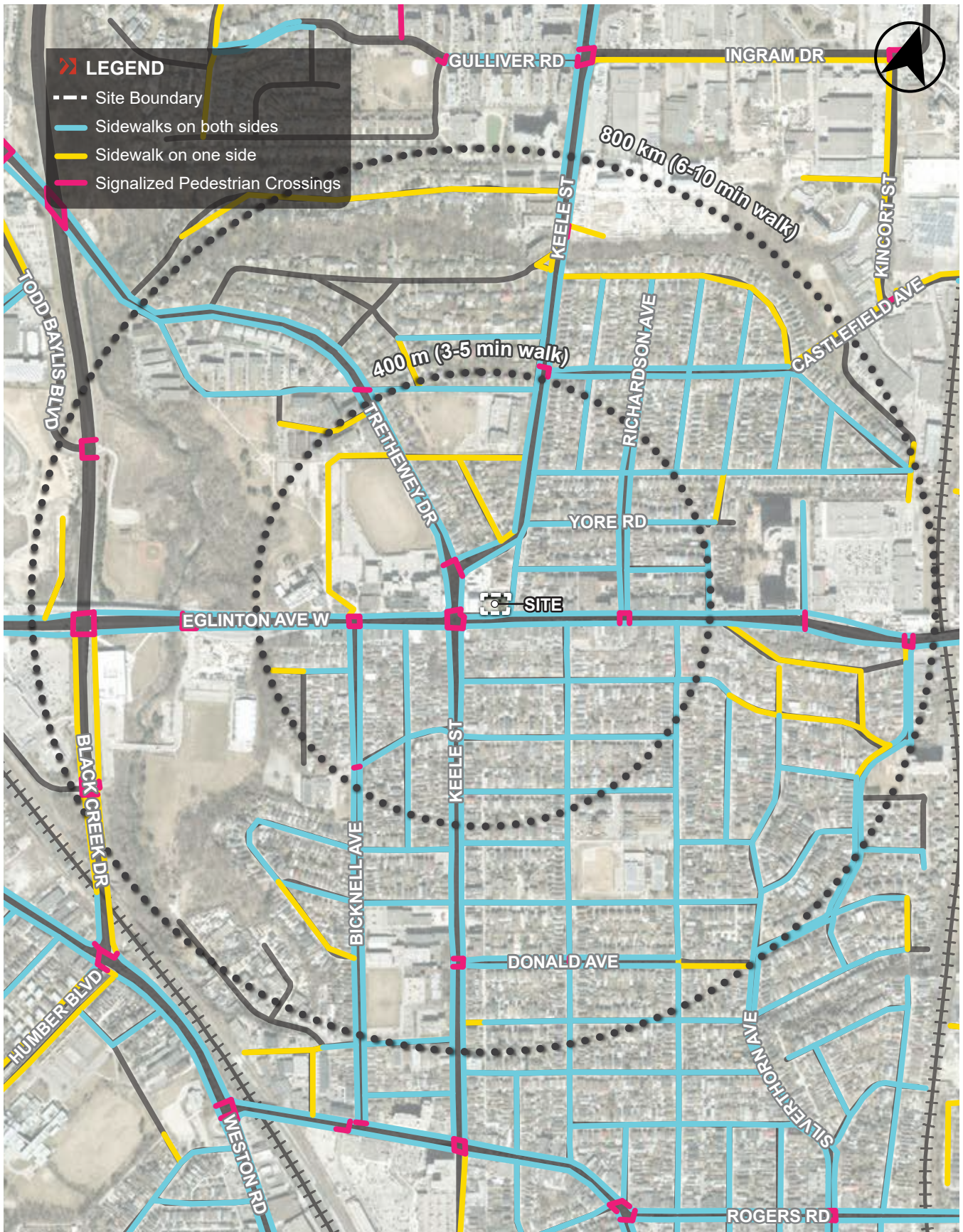


FIGURE 11 EXISTING PEDESTRIAN CONTEXT

5.2 Area Cycling Network

5.2.1 Existing Cycling Connections



There is limited cycling infrastructure located within walking distance to/from the Site, however the existing cycling infrastructure along the Eglinton Avenue West corridor is currently underway to be expanded as part of the Eglinton Connects Planning study. This is further discussed in **Section 5.2.2**.

As of October 2022, portions along Eglinton Avenue West have an elevated cycle tracks along both sides of the roadway within the Site vicinity. Along the north side of Eglinton Avenue West, adjacent to the Site, the cycle track extends from Keele Street to Yarrow Road. Along the south side of Eglinton Avenue West, the cycle track extends from Yarrow Road in the west to a point approximately 50 metres east of Keele Street.

Cycle tracks are provided along both sides of Eglinton Avenue West from Black Creek Drive in the west to Municipal Drive / Bicknell Avenue in the east. **Table 5** summarizes the existing cycling infrastructure within an 800-metre radius of the Site.

The recent addition of this cycling infrastructure along Eglinton Avenue significantly improves the cycling network in the area, increasing the Site’s access to the wider cycling network and establishing cycling as a viable and attractive travel mode for Site residents and visitors. Overall, this accessibility will serve to reduce the reliance on the automobile for day-to-day travel.

Table 5 Area Cycling Infrastructure

Route Name	Type of Cycling Infrastructure	Route Description	Image ¹
Eglinton Avenue West (Yarrow Road to ~50m east of Keele Street)	Cycle Track	Elevated cycle tracks are provided along both sides of Eglinton Avenue West, from Yarrow Road in the west to a point 50 metres east of Keele Street.	
Eglinton Avenue West (Municipal Drive / Bicknell Avenue to Black Creek Drive)	Bike Lane	Bike lanes are provided along both sides of Eglinton Avenue West, from Municipal Drive / Bicknell Avenue in the east to Black Creek Drive in the west.	

Notes:

1. Images were derived from Google Maps (2022).

5.2.2 Evolving Cycling Connections

In 2016, Toronto City Council adopted a “Ten Year Cycling Network Plan” that outlines the City’s planned and proposed investments in cycling infrastructure over the next ten years (2016-2025). The Ten-Year Plan intends to connect gaps within the existing cycling network, expand the network to new areas of the City, and renew existing routes by improving their quality.

An update to the Ten-Year Plan was approved in 2019, highlighting key improvements over a three-year period to produce the 2019-2021 Near-Term Implementation Program. In 2021, another update was conducted to highlight key improvements over the subsequent three-year period, producing the 2022-2024 Near-Term Implementation Program.

Overall, planned cycling infrastructure connections and improvements have been identified within an 800-metre radius of the Site, providing cyclists with high-quality direct connections to the downtown area and an improved bike network covering the rest of the city.

2022-2024 Near-Term Implementation Program

As part of the 2022-2024 Near-Term Implementation Program, the City of Toronto has identified the following proposed cycling facilities within an 800-metre radius of the Site:

- A dedicated bikeway (currently underway) along Eglinton Avenue West from the existing bike lane along Eglinton Avenue West at Jane Street in the west to Yonge Street in the east;
- A dedicated bikeway along Trethewey Drive from Eglinton Avenue West in the south to Jane Street in the north;
- A study for a dedicated bikeway along Keele Street / Jane Street / Black Creek Drive / Culford Road from Eglinton Avenue West in the south to Steeles Avenue West in the north;
- A neighbourhood route along Croham Road from Bowie Avenue in the north to Eglinton Avenue West in the south.
- A neighbourhood route along Blackthorne Avenue / Haverson Boulevard / Silverthorn Avenue / Laughton Avenue, from Eglinton Avenue West in the north to Davenport Road in the south.

Ten-Year Cycling Network Implementation Plan

The following are proposed cycling facilities within an 800-metre radius of the Site that have been identified as part of the Ten-Year Cycling Plan and have not already captured within the Near-Term Implementation Program:

- A bike lane along Trethewey Drive from Keele Street in the south to Jane Street in the north.
- A bike lane along Eglinton Avenue West from Black Creek Drive in the west to Yonge Street in the east where it continues along Eglinton Avenue East.
- A trail along Black Creek Drive / Weston Road from Comay Road in the north to the existing bike lane along Davenport Road in the south.
- A trail along Eglinton Avenue West from Jane Street in the west to Black Creek Road in the east.
- A quiet route along Silverthorn Avenue from Cameron Avenue in the north to St.Clair Avenue West where it continues along Hounslow Heath Road and Laughton Avenue to Davenport Road.
- A quiet route along Clearview Heights / Beechborough Avenue / Castlefield Avenue from Trethewey Drive in the west to Roselawn Avenue in the east.

Eglinton Connects

As part of the Eglinton Connects Planning Study, approximately 38 kilometres of protected cycling lanes along Eglinton Avenue West is planned to be constructed to create a safe, comfortable and direct route for cyclists. Eglinton Connects outlined changes to the bicycle network, including unidirectional cycle tracks and adjacent multi-use paths, and more frequent crossing opportunities along Eglinton Avenue West as part of the Eglinton Crosstown LRT project. Protected bike lanes and wider sidewalks along Eglinton Avenue were key recommendations of the study.

Most notably, the Site will benefit from the overall planned cycling infrastructure along the Eglinton Avenue corridor, designed to align with the opening of the Eglinton Crosstown LRT.

The existing and proposed future cycling network is illustrated in **Figure 12**.

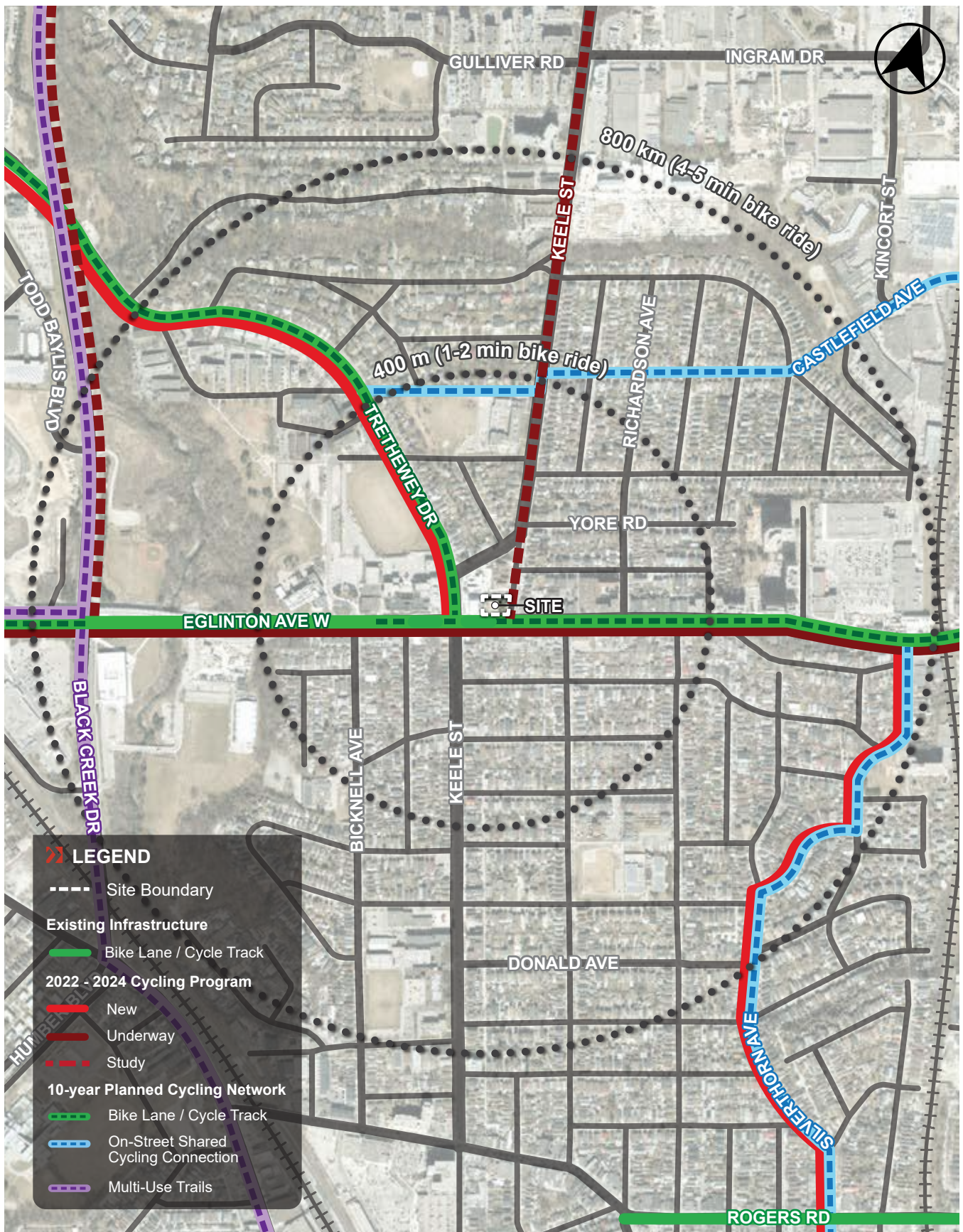


FIGURE 12 EXISTING AND PROPOSED CYCLING CONTEXT

Aerial maps provided courtesy of Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, the GIS User Community and/or Google Earth/Maps.

5.3 Area Shared Mobility Services

5.3.1 Bike Share Facilities

The Bike Share Toronto program, owned by the Toronto Parking Authority (TPA) provides flexible cycling options within the City of Toronto with bicycles that are used on a short-term basis and can be picked up/dropped off at different stations across the City.

To lay the foundation for the future of Bike Share Toronto, TPA has carried out a Four-Year Bike Share Growth Plan study that will guide a system expansion into 2025. The study sets an ambitious goal of extending the system’s coverage area into all 25 wards of Toronto by the end of 2024 and to expand to upwards of 1,000 stations and 10,000 bikes, including 2,000 e-bikes, by 2025. This Four-Year Growth Plan was published in September 2022 wherein expansions in 2022 and 2023 will be focused particularly around the Eglinton and Finch corridors to align with the opening of the Eglinton Crosstown and Finch Avenue West LRT projects.

Existing Area Bike Share

Within an 800-metre radius of the Site, there are currently no bike share stations that can be accessed, however, future expansions have been identified as part of the Four-Year Growth Plan (2022-2025).

Future Area Bike Share

As per the Four-Year Growth Plan (2022-2025), illustrated in **Exhibit 1**, at least five (5) new bike-share stations are proposed to be implemented in 2023, within approximately 800 metres of the Site.

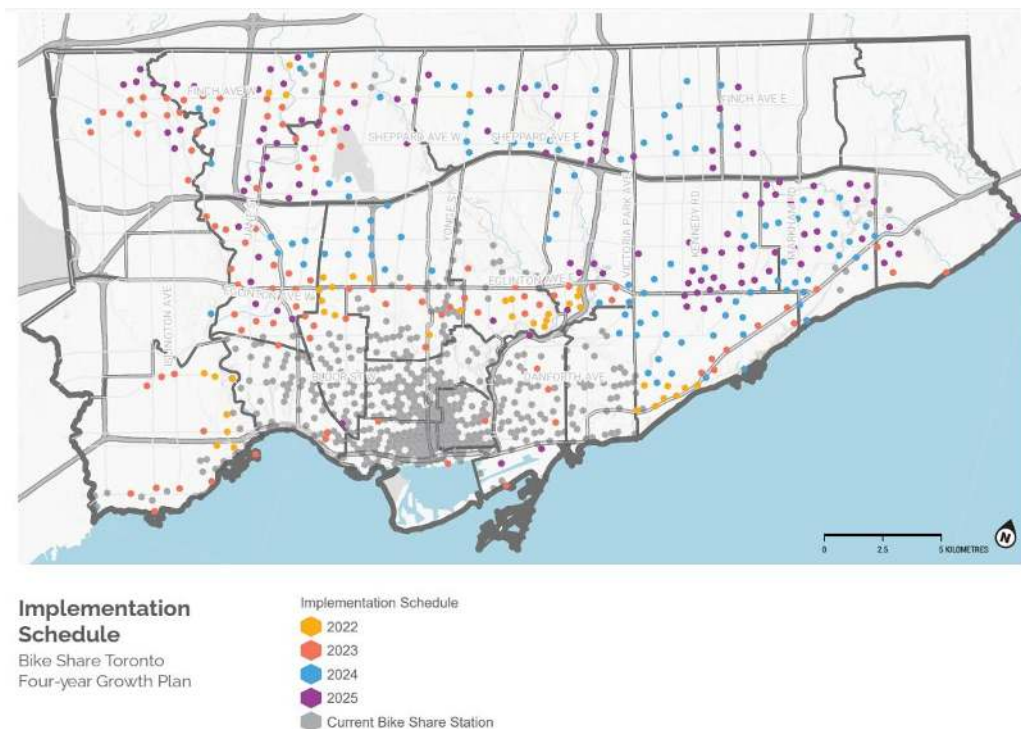


Exhibit 1: Bike Share Toronto Four-Year Growth Plan Implementation Schedule

6.0 TRANSPORTATION DEMAND MANAGEMENT PLAN

Transportation Demand Management (TDM) measures will be incorporated within the planned development to minimize the need for automobile travel to and from the Site and to encourage and facilitate the use of non-automobile travel modes on a daily basis. The following outlines the proposed physical and operational strategies that complement the Site design with the goal of encouraging a shift in the travel pattern of future residents to sustainable modes of transportation.

6.1 TDM Plan Objectives

The Toronto Green Standard (TGS) Version 4.0 for Tier 1 includes a specific requirement for a Transportation Demand Management (TDM) Plan as follows:

AQ 1.1 Single-Occupant Vehicle Trips

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.

The TDM Plan strives to reduce automobile use as a part of the design and construction of the development, as well as after construction as an on-going strategy by supporting and promoting the use of non-auto travel modes. The key objective of the TDM Plan is to reduce peak hour single occupant automobile traffic, to a certain degree, by focusing on four specific policy areas:

1. Encourage the use of alternative travel modes (transit, cycling, and walking);
2. Increase vehicle occupancy;
3. Shift travel to off-peak periods; and
4. Reduce vehicle kilometres travelled.

Further details are discussed in **Section 12.4.3**.

6.2 TDM Plan Strategies

The existing Site context provides for excellent public transit services as well as pedestrian connectivity. However, the planned transit infrastructure within the Site's vicinity will enhance the Site's transit context and connectivity which will reduce the need of future residents of the Site to travel using an automobile. Additional TDM strategies, which have been recommended as part of the proposed development are summarized in **Table 6**.

Based upon the site context and proposed land use, the recommended TDM strategies have been selected to further support non-automobile modes of travel. The measures fall into two general categories: a 'hard' or 'soft' measure. A 'hard' TDM measure is a physical infrastructure component, where the applicant or land developer is responsible for implementations. A 'soft' TDM measure is where the applicant or land developer is responsible for notifying a third party for implementations (i.e. City Staff or Transit Agency). The following sections provide additional details regarding each recommended TDM strategy.

Table 6 Summary of Site TDM Measures

Measure	Description	TDM Plan Objective	Hard or Soft Measure
Reduce Car Usage			
Reduced Vehicular Parking Supply	Reduced automobile parking ratios are proposed (0.14 resident spaces / unit and 0.02 resident visitor spaces / unit) for the Site given the proximity to existing transit facilities and area amenities.	<ul style="list-style-type: none"> • Reduce auto-oriented dependence and the need for everyday travel • Promote non-auto modes of travel during peak travel periods 	Hard Measure
Unbundling of Residential Unit / Vehicle parking space sales	Unbundling of unit leases and parking leases will benefit potential tenants who do not need or want parking space.	<ul style="list-style-type: none"> • Reduce auto-oriented dependence and the need for everyday travel 	Soft Measure
Bicycle Use			
Bicycle Parking	<p>Provide bicycle parking in accordance with the Toronto Green Standard for Tier 1, the only tier. Provide 434 bicycle parking spaces (348 long-term and 86 short-term) in total for the residents and visitors of the Site.</p> <p>From the long-term bicycle parking supply, 53 spaces will include an Energized Outlet (120 V) to meet the Toronto Green Standards.</p>	<ul style="list-style-type: none"> • Make cycling an attractive option for travel during the peak travel periods. 	Hard Measure
Bike-Share	<p>Explore opportunities to provide bicycle sharing stations on-site, in partnership with Toronto Bike Share.</p> <p>Provide contributions to the City for future bike share stations or cycling infrastructure implementation in the neighbourhood.</p>	<ul style="list-style-type: none"> • Make cycling an attractive option for travel during peak travel periods 	Hard Measure
Subsidized Bike-Share Trial Memberships	Provide an annual Bike Share Toronto membership for one year.	<ul style="list-style-type: none"> • Make cycling an attractive option for travel during peak travel periods 	Soft Measure
Transit Use			
Pre-loaded PRESTO Cards	Explore the provision of a pre-loaded PRESTO card loaded will be provided to first-time residents of each affordable housing dwelling unit on the site; this is a one-time provision.	<ul style="list-style-type: none"> • Promote transit travel during peak travel periods 	Soft Measure
Transit Information Centre	Explore the provision of a television displaying real-time transit information to assist residents in taking local transit services (e.g., bus and streetcar routes) and subway system.	<ul style="list-style-type: none"> • Reduce car dependence and the need for everyday travel. • Promote transit travel during peak travel periods 	Hard Measure
Travel Mode Information Package	Implement marketing programs aimed at new residential unit purchasers to ensure that new residents are aware of available modal choices in the area.	<ul style="list-style-type: none"> • Reduce auto-oriented dependence. • Promote non-auto modes of travel during peak periods. 	Soft Measure

Measure	Description	TDM Plan Objective	Hard or Soft Measure
Pedestrian Access and Walkability			
Pedestrian & Cycling Connections	Provide a pedestrian connection to the existing cycling lane adjacent to the Site along Eglinton Avenue West and the Keelesdale LRT Station.	<ul style="list-style-type: none"> • Make walking and cycling an attractive option for travel during peak travel periods 	Hard Measure

7.0 VEHICLE PARKING CONSIDERATIONS

7.1 Zoning By-law Requirements

7.1.1 City of Toronto Zoning By-law 569-2013

The City of Toronto Zoning By-laws 89-2022 and 125-2022 were passed (and now in effect as of October 12, 2022) by City Council in February 2022 to amend the vehicle parking requirements outlined in the current City of Toronto Zoning By-law 569-2013. These standards generally aim to improve the efficiency and effectiveness of local parking as the City continues to evolve. The formation of this By-law (e.g. turning minimum requirements into maximum requirements for all land uses) reflects the City's direction and intent to replace the minimum requirements of in-force Zoning By-law 569-2013, making other existing Former Zoning By-laws generally outdated. The Site falls under 'Parking Zone A' in the Parking Zone Overlay Map 348 as governed by City of Toronto Zoning By-law 89-2022.

Application of the minimum and maximum parking requirements under 'Parking Zone A' to the proposed development is summarized in **Table 7**.

Table 7 Zoning By-law 89-2022 'Parking Zone A' Vehicle Parking Requirements

Units / GFA ¹		Maximum/ Minimum ²	Parking Rate	Minimum Required ³	Maximum Permission ³
Resident					
Studio	0 units	Maximum	0.3 spaces / unit	-	0
1-Bedroom	179 units		0.5 spaces / unit	-	89
2-Bedroom	154 units		0.8 spaces / unit	-	123
3-Bedroom	37 units		1.0 spaces / unit	-	37
<i>Resident Sub-Total</i>				-	249
Non-Resident					
Residential Visitor	370 units	Minimum	2 + 0.01 spaces / unit	5	41
		Maximum	1.00 space / unit (first 5 units) + 0.10 spaces / unit (remaining units)		
Retail	324 m ²	Maximum	3.5 spaces / 100 m ²	-	11
<i>Non-Resident Sub-Total</i>				5	52
Total Requirement				5	301

Notes:

1. Based on Site statistics provided by gh3 Architects dated December 8, 2022.
2. Zoning By-law 569-2013 [200.5.1.10 (g)] specifies that if the calculation of the number of required parking spaces results in a number with a fraction, the number is rounded down to the nearest whole number, but there may not be less than one parking space.

Application of the newly amended City of Toronto Zoning By-law 569-2013 "Parking Zone A", parking standards to the proposed development programme would require a total minimum of five (5) parking spaces, with no resident parking required and five (5) non-residential parking spaces required, up to a maximum of 301 total parking spaces.

As part of the regular vehicle parking requirement, the recently passed By-law also specifies amended accessible parking requirements based on the effective parking space calculations in Zoning By-law 89-2022 - Table 200.15.10.5. The minimum accessible parking requirements pertaining to the Site are provided in **Table 8**.

Table 8 Accessible Parking Requirements as per By-Law 569-2013 (Parking Zone A)

Land Use	Units / GFA ¹	Effective Parking Rate ²	Effective Parking Spaces ³	Accessible Parking Spaces Required
Resident				5 accessible spaces / first 100 spaces + 1 accessible space / 50 spaces thereafter
Studio	0 units	0.3 spaces / unit	0	
1-Bedroom	179 units	0.5 spaces / unit	89	
2-Bedroom	154 units	0.8 spaces / unit	123	
3-Bedroom	37 units	1.0 spaces / unit	37	
<i>Resident Sub-Total</i>			249	
Non-Resident				
Residential Visitor	370 units	0.10 spaces / unit	37	
Retail	324 m ²	1.0 spaces / 100 m ²	3	
<i>Non-Resident Sub-Total</i>			40	
Total Effective Parking Spaces			289	
Total Requirement				9

Notes:

1. Based on Site statistics provided by gh3 Architects dated December 8, 2022.
2. Application of "Effective" Parking Rate and Requirement is a procedural requirement, stipulated by By-law 569-2013, intended to calculate the required quantity of parking spaces (see Section 200.15.10.5)
3. As per Section 200.15.10.5 (1) (C) "it states: if the number of effective parking spaces is more than 100, a minimum of 5 accessible parking spaces plus 1 accessible parking space for every 50 effective parking spaces or part thereof in excess of 100 parking spaces must comply with all regulations for an accessible parking space in Section 200.15".

Application of the effective parking requirement of 289 spaces would result in a minimum of nine (9) accessible parking spaces.

7.2 Proposed Vehicle Parking Supply

A total of 63 parking spaces, including 53 residential spaces, and 10 residential visitor / non-residential parking spaces are proposed in an underground three level parking garage to support the development. All (10) residential visitor / non-residential spaces are provided in the first level of the underground parking garage including one (1) accessible space. The residential spaces are provided in the remaining parking levels (P2-P3). Vehicular access to the underground parking garage is provided via Lane N Eglinton W Keele west off Keele Street. The proposed parking supply of 63 spaces meets the minimum parking requirement of five (5) parking spaces outlined in Zoning By-law 569-2013, with the exception of the accessible space requirement.

7.2.1 Accessible Parking Supply

From the total parking supply, a total of three (3) accessible parking spaces are provided, including two (2) for residential and one (1) for non-residential uses. The proposed accessible parking supply of three (3) spaces does not meet the accessible parking requirements of nine (9) spaces as outlined in the newly amended Zoning By-law 569-2013 (summarized in **Table 8**).

It is in our opinion, that the number of accessible parking spaces required utilizing the number of effective spaces methodology where the effective parking space rates are considered excessive in consideration to the current residential parking approvals occurring in the City. Utilizing the effective parking space rates outlined in Zoning By-law 569-2013 results in a significantly greater percentage of the potential parking supply being required to be accessible spaces, compared to the number of accessible spaces required using the method used in the previous Zoning By-law 579-2017.

The proposed accessible parking supply is aligned with the former Zoning By-law 579-2017's accessible parking space rate of 1 accessible parking space for every 25 parking spaces being provided, or part thereof.

7.2.2 Toronto Green Standard Version 4 AQ1.2- Electric Vehicle Infrastructure

The Toronto Green Standard (TGS) Version 4.0, standard AQ 1.2 states that the following parking spaces must be equipped with an energized outlet providing Level 2 charging or higher (e.g. marked and identified for electric vehicle charging), in accordance with Zoning By-law 569-2013:

- All residential parking spaces, excluding visitor parking spaces; and
- 25 percent of residential visitor and non-residential parking spaces.

Based on the proposed parking supply of 63 parking spaces, comprised of 53 residential parking spaces and 10 non-residential parking spaces, a total of 57 spaces will provide energized outlets with Level 2 charging or higher (53 spaces, or 100% of resident spaces, plus 4 spaces, or 25% of non-resident spaces). A signage plan is attached in **Appendix C** that illustrates the location of these spaces.

7.3 Parking Summary

The development proposal comprises a mixed-use building with residential and ancillary retail uses adjacent to Keele Station along the Eglinton LRT corridor. In addition to the progressive citywide vehicle and bicycle parking updates adopted by the City, supporting such direction includes a reduced parking supply and enhancing the public realm / non-auto transportation context for new developments within the area. The following parking supply is being proposed:

- Residential: 53 spaces
- Non-Residential: 10 spaces

Based on the above, the proposed parking supply and garage arrangements are appropriate and will accommodate the parking demands of the site.

8.0 BICYCLE PARKING CONSIDERATIONS

8.1 Zoning By-law Requirements

8.1.1 Zoning By-law 839-2022 Bicycle Parking Requirements

This Site is subject to the bicycle parking requirements as per City of Toronto Zoning By-law 839-2022 (Zone 1), which was recently passed by City Council to update the city's bicycle parking requirements as an amendment to Zoning By-law 569-2013. A summary of bicycle parking requirements applied to the proposed development are summarized in **Table 9** below.

Table 9 City of Toronto and Zoning By-law 839-2022 (Zone 1) Bicycle Parking Requirements

Use	Space Type	Units / GFA ¹	Minimum Rate ²	Minimum Requirement ³
Resident				
Resident	Short Term	370 units	0.20 spaces per unit	74
	Long Term		0.90 spaces per unit	333
Non-Resident				
Retail	Short Term	324 m ²	None ⁴	0
	Long Term			0
Short-Term Bicycle Parking Requirement				74
Publicly Accessible Bicycle Parking Requirement				10
Long-Term Bicycle Parking Requirement				333
Total Bicycle Parking Requirement				417
Electric Bicycle Spaces ⁵				50

Notes:

1. Site plan statistics provided by gh3 Architects dated December 8, 2022.
2. The Toronto Green Standard V₄ states that for all other uses, "Provide long-term and short-term bicycle parking spaces consistent with the non-residential bicycle parking rates identified in Chapter 230 of the City-wide Zoning Bylaw".
3. The number of bicycle parking calculations resulting in a fraction is rounded up to the nearest whole number (as per Zoning By-law 569-2013).
4. As per Section 230.5.10.1 (3) of Zoning By-law 569-2013, it states the following: "Despite the bicycle parking space rates set out in regulations 230.5.10.1(1) and 230.5.10.1(5) and (6), if a bicycle parking space is required for uses on a lot, other than a dwelling unit, and the total interior floor area of all such uses on the lot is 2000 square metres or less, then no bicycle parking space is required".
5. The Toronto Green Standard V₄ states that for residential spaces, "At least 15% of the required long-term bicycle parking spaces, or one parking space, whichever is greater, shall include an Energized Outlet (120 V) adjacent to the bicycle rack or parking space."

Application of this standard in City of Toronto By-law 839-2022 would result in a minimum requirement of 417 spaces, including 333 long-term spaces and 84 short-term spaces (10 of the short-term supply would be publicly accessible).

8.2 Proposed Bicycle Parking Supply

A total of 434 bicycle parking spaces are proposed to serve the project, comprised of 348 long-term bicycle parking spaces and 86 short-term bicycle parking spaces. Of the total long-term residential bicycle parking spaces, 53 e-bicycle parking spaces are provided to serve the cycling needs of the project.

From the total short-term bicycle parking supply, 36 short-term bicycle parking spaces are provided outdoors on the Ground Floor of the proposed development along Eglinton Avenue West and Keele Street, and 50 short-term spaces are located in the P1 level in a secured, weather protected bicycle room. From the total long-term bicycle parking supply, 184 long-term bicycle parking spaces are provided on the P1 level, 70 long-term spaces are provided on the P2 level, and 94 long-term spaces are proposed to be located on the Mezzanine level of the proposed development, all in secure, weather-protected bicycle storage rooms. The storage room on the Mezzanine level is accessible through stairs and the main elevator.

The proposed bicycle parking supply and facilities meets and exceed the minimum requirements within the Toronto Green Standards Version 4 Tier 1 bicycle parking requirements.

8.2.1 Proposed Toronto Green Standards (TGS) Version 4.0 Bicycle Parking Provisions

8.2.1.1 AQ 2.1 - 2.3 BICYCLE PARKING

These standards require bicycle parking to be provided as per Zoning By-law 839-2022 (amending Zoning By-law 569-2013). In addition, long-term bicycle spaces must be provided in a secure controlled-access bicycle facility or purpose-built bicycle locker on a near-surface level. Short-term bicycle spaces must be highly visible at-grade or on the first parking level below-grade.

Based on the above, the proposed bicycle parking supply currently meets these requirements at a minimum. As such, all long-term bicycle parking is located in the mezzanine level, P1 and P2 of the underground parking garage within secure, weather-protected facilities. In addition, short-term parking will be provided on the ground level of the Site for convenience and the remaining will be located in a bicycle storage room in the P1 level of the underground parking garage.

8.2.1.2 AQ 2.4 ELECTRIC BICYCLE INFRASTRUCTURE

This standard requires at least 15 percent of long-term bicycle parking spaces to include an Energized Outlet (120 V) adjacent to the bicycle rack or parking space.

Based on the above, a total of 52 residential long-term bicycle parking spaces and are required to have Energized Outlets. The proposed development will provide energized outlets for 53 residential long-term bike spaces located on the mezzanine level of the proposed development, therefore, meeting the requirements outlined in the TGS Version 4.

8.2.1.3 AQ 2.6 PUBLICLY ACCESSIBLE BICYCLE PARKING

This standard requires that all uses within the proposed development located within 500 metres of a transit station entrance provide at least 10 additional publicly accessible, short-term bicycle parking spaces, at-grade on the Site or within the public boulevard in addition to bicycle parking required under AQ 2.1.

The proposed development is within 500 m of the planned Keele LRT station and will provide 10 publicly accessible short-term bicycle parking spaces in addition to the requirements outlined as per Zoning By-law 569-2013 which also aligns with the TGS Version 4 requirement.

9.0 LOADING CONSIDERATIONS

9.1 Zoning By-law Loading Requirements

9.1.1 Zoning By-law 569-2013 Loading Requirements

The City of Toronto Zoning By-law 569-2013 prescribes the following loading requirements for the Site as outlined in **Table 10**.

Table 10 Zoning By-law 569-2013 Loading Requirements

Use	Range (Units / GFA) ¹	Type 'A'	Type 'B'	Type 'C'	Type 'G'	Total
Residential (370 units)	0-399 units	-	-	-	1	1
Retail (324 m ²)	0-499 m ²	-	-	-	-	-
Total²		-	-	-	1	1

Notes:

1. Site plan statistics provided by gh3 Architects dated December 8, 2022.
2. Shared Loading Space Calculations based upon Chapter 250.5.10.1(g) and Chapter 40.10.90.1.

Application of the City of Toronto Zoning By-law 569-2013 loading requirements for the Site results in a minimum requirement of one (1) Type 'G' loading space.

9.2 Proposed Loading Supply and Facilities

9.2.1 Loading Supply / Servicing Arrangements

The architectural plans illustrate the provision of one (1) Type 'G' loading space located on the Ground Floor of the proposed development. Vehicular access to the loading spaces is provided via the driveway off Lane N Eglinton W Keele.

9.2.2 Resident Garbage and Recycling Facilities

Residential refuse / recycling collection for the residential component of the building will occur within the proposed Type 'G' loading space. Appropriate bin staging provisions are provided adjacent to the Type 'G' loading space in accordance with the design provisions outlined in the City of Toronto Requirements for Garbage, Recycling and Organics Collection Services for New Developments and Redevelopments (March 2022).

Provision for a minimum total bin staging area of 37.1 m² has been provided adjacent to the Type 'G' loading space to accommodate two bins within the allocated area (including one bin in the Type 'G' loading space). This staging area has been provided in accordance with the City policy requirements (i.e. size of bin staging area = 0.1 m² for every residential unit).

9.2.3 Retail Garbage and Recycling Facilities

Refuse and recycling facilities for the retail components of the development are provided at-grade within the building. Retail refuse and recycling will be transported to the staging area located at-grade, where it will be collected.

9.2.4 Height Clearance

The loading area and access to the loading area has been designed such that a minimum of 4.5 metres clearance is maintained throughout the entire loading area and route leading up to the loading area, meeting / exceeding the minimum Zoning By-law 569-2013 height clearance requirements (4.0 metres for a Type 'B' loading space, 4.4 metres for a Type 'A' loading space and 4.4 metres for a Type 'G' loading space). A minimum height clearance of 6.1 metres is provided above the Type 'G' loading space and bin staging area to enable compacted bulk lift bin collection, meeting the City of Toronto Zoning By-law 569-2013 standards.

9.2.5 Operations and Maneuvering

Vehicle manoeuvring diagrams are provided in **Appendix B**, illustrating the manoeuvring needs of the selected design vehicle vehicles to manoeuvre into and out of the proposed loading areas. These design vehicles comprise the City of Toronto garbage collection vehicle and single-unit vehicle (SU) entering and exiting the proposed loading space. These diagrams confirm that the functional arrangements of the Site's loading facility are appropriate and will meet the manoeuvring needs of the vehicles that are expected to service the proposed development.

10.0 MULTI-MODAL TRAVEL DEMAND FORECASTING

The following section summarizes the approach taken to estimate the multi-modal travel demand characteristics of the site based upon first principles. This approach was then compared to other proxy sites with similar characteristics.

10.1 Approach and Baseline Parameters

As noted above, preliminary travel demand forecasts have been prepared, as part of this study, for the proposed development based upon the development programme. Multi-modal forecasts have been developed from a first principles approach using person trip making characteristics for the key component uses within the site.

The existing residential modal split for the site area was determined from a review of the 2016 Transportation Tomorrow Survey (TTS) data and is summarized in **Table 11**. As summarized in the table, the existing area travel characteristics does reflect a high level of transit usage, given its location being a bus ride away from higher order transit (TTC Line 1 Yonge-University and Line 2 Bloor-Danforth).

Table 11 Existing Residential Modal Split

Travel Mode	AM Peak Period	PM Peak Period
Auto-Driver	28%	24%
Auto-Passenger	3%	14%
Private Transportation Passenger ²	0%	0%
Transit	54%	46%
Walk	13%	14%
Cycle	2%	2%
Total	100%	100%

Notes:

1. Based on 2016 TTS data for residential apartment based trips within 2006 GTA Traffic Zones 140, 142, 149-152, and 161-163 during the weekday morning (6:00 to 8:59 a.m.) and afternoon (3:00 to 5:59 p.m.) peak periods.
2. Included taxi and paid rideshare (e.g. Lyft, Uber, etc.)

Based on existing multi-modal travel characteristics and the future introduction of the Eglinton Crosstown LRT, it is anticipated that the proposed development will exhibit higher levels of non-auto based travel to and from the site. The proposed development will also be located within an area of excellent transit services (adjacent to Keele LRT Station) and active transportation facilities (bicycle lanes along Eglinton Avenue West), as well as a mix of uses, which are supportive of non-auto based travel modes. The proposed site plan is also proposing a reduced parking supply, particularly 53 parking spaces (0.14 ratio) for the residents, which further supports the use of non-auto based travel modes and reduces the ownership of private automobile.

Notwithstanding the above, a conservative approach in generating the travel demand to and from the site has been developed by applying the existing modal split and time of travel assumptions to base person-density parameters. This approach assumes the auto and non-auto modal splits will remain the same despite the implementation of the Eglinton Crosstown LRT which should increase the non-auto modes of travel and decrease the auto modes of travel. Travel information that forms on the basis of this analysis has been obtained from 2016 Transportation Tomorrow Survey (TTS) and data collected by BA Group.

Key technical assumptions used in establishing travel demand forecasts for the site are outlined in the following sections.

10.2 Site Multi-Modal Travel Demand Forecast

10.2.1 Residential

Residential travel demand to and from the site have been developed from a first principles approach based upon a review of the total number of residents anticipated to live on the site combined with data of residential travel characteristics in the vicinity of the site, particularly from the 2016 Transportation Tomorrow Survey (TTS) and data collected by BA Group. Forecast travel demand for residential trips to and from the site in the weekday morning and afternoon peak hours are summarized in **Table 12**.

Table 12 Residential Person-Based Trip Generation

Parameter			Peak Hour Travel Characteristics					
Residential Units ¹			370 units					
Building Occupancy (Persons) ²			Assumed 95% of units occupied at any given time @ Unit occupancy of 2.11 persons / unit = 740 people					
Street Peak Hour Travel: Proportion of Resident ²			Assume 32.4% (AM) and 27.6% (PM) of peak period travel = 240 (AM) and 205 (PM) people travelling during peak hours					
Trip Orientation ³			Weekday AM			Weekday PM		
			Inbound	Outbound	Two-Way	Inbound	Outbound	Two-Way
			24%	76%	100%	59%	41%	100%
Travel Demand	AM	PM	Based upon area residential trip destinations and mode splits from TTS, weekday AM and PM peak hour trip estimates are as follows:					
Auto-Driver	28%	24%	15	50	65	30	20	50
Passenger	3%	14%	0	10	10	15	10	25
PUDO	0%	0%	0	0	0	0	0	0
Transit	54%	46%	30	100	130	55	40	95
Pedestrian	13%	14%	5	25	30	20	10	30
Cycle	2%	2%	0	5	5	5	0	5
Total Trips	100%	100%	50	190	240	125	80	205
Resulting Effective Vehicle Trip Rate⁵			0.04	0.13	0.17	0.08	0.05	0.13

Notes:

1. Based on site statistics provided by gh3 Architects dated December 8, 2022.
2. Temporal variations of peak hour travel demand (i.e. percentage of peak *period* travel that occur during the peak *hour*) obtained from the 2016 Transportation Tomorrow Survey (TTS) for residential apartment based trips within 2006 TTS zones 140, 142, 149-152, and 161-163.
3. Residential Inbound / Outbound traffic distribution based upon the Institute of Transportation Engineers Trip Generation Manual (11th Edition) Inbound / Outbound splits for Multifamily Housing (High-Rise) Land Use Code 222 in a Dense Multi-Use Urban setting close to rail transit.
4. Person / auto trips rounded to the nearest 5 trips.
5. Auto Passengers are assumed to be counted within Auto Drivers.

BA Group has also reviewed the vehicle trip generation rates for the proposed residential use based on proxy site surveys at developments with similar area transportation characteristics. Vehicle trip generation rates adopted for proposed residential use based upon the proxy site surveys is summarized in **Table 13**.

Table 13 Proxy Site Surveyed Vehicle Trip Rates

Proxy Site Location	Surveyed	Number of Units	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	2-Way	In	Out	2-Way
61 Heitzman Street	2022	664	0.03	0.07	0.10	0.07	0.04	0.11
812 Lansdowne Avenue	2022	303	0.04	0.10	0.14	0.09	0.08	0.17
816 Lansdowne Avenue	2022	297	0.01	0.08	0.09	0.08	0.04	0.12
Average Rate per Unit			0.03	0.08	0.11	0.08	0.05	0.13

Notes:

1. This information is property of BA Consulting Group Ltd. It should not be altered, abbreviated, taken out of context, or used for any purpose other than intended purpose in connection with the 2636 Eglinton Avenue West development application.

Based upon the proxy vehicle trip generation methodology, the residential proxy trip generation rates are in the order of 0.11 and 0.13 two-way vehicle trips per unit in the weekday morning and afternoon peak hours, respectively.

By comparison, the vehicle trip rates developed from the first principles methodology are comparable to the vehicle trip rates developed from the proxy site surveys. Therefore, the vehicle trip rates developed from the first principles methodology is reasonable and has been conservatively adopted for the purposes of this analysis.

10.2.2 Retail

Given the size and nature of the proposed retail, it is expected to primarily serve the new residents of the proposed development, as well as the residents and employees of the developments within the surrounding neighbourhood. In this regard, it is anticipated that the majority of the person trips travelling to and from the retail component of the site will be internal to the proposed development or pass-by pedestrian trips. Therefore, no person travel demands were forecasted for the retail component of the proposed development.

10.3 Summary of Site Travel Demand

The combined multi-modal travel demand for the site is the summation of the demand contributions from the proposed residential land use and is summarized in **Table 14**.

Table 14 Site Multi-Modal Trip Summary

Mode	AM Peak Hour			PM Peak Hour		
	In	Out	2-Way	In	Out	2-Way
Auto-Driver ²	15	50	65	30	20	50
Private Transportation Passenger	0	0	0	0	0	0
Transit	30	100	130	55	40	95
Walk	5	25	30	20	10	30
Cycle	0	5	5	5	0	5
Total	50	190	240	125	80	205

Notes:

1. Person trips rounded to the nearest 5 trips.
2. Reflects auto occupancy for auto driver and auto passenger modes.

Overall, the site is forecast to generate in the order of 240 and 205 two-way person trips during the weekday morning and afternoon peak hours, respectively.

11.0 MULTI-MODAL TRAVEL ASSESSMENT

11.1 Transit Travel Assessment

11.1.1 Context

The Site is currently serviced by several surfaced transit routes operated by Toronto Transit Commission (TTC). These surface routes include 32 Eglinton West bus route, 41 Keele bus route, 71 Runnymede bus route, and 171 Mount Dennis bus route, which have bus stops located within less than 800 metres west of the Site. These existing area transit services generally offer frequent services during the peak periods of the day.

In the future, the Site will be well situated to future transit services, given the proximity to future higher-order transit; Eglinton Crosstown LRT. The nearest LRT station will be located at the Eglinton Avenue West / Trethewey Drive & Keele Street intersection, directly adjacent to the Site. It is anticipated with the introduction of the Eglinton Crosstown LRT that it will replace a few of the existing surface bus routes within the area currently operating along Eglinton Avenue West. It is anticipated that these future transit services will offer very frequent services throughout the day.

11.1.2 Forecast Site Transit Demands

Forecast transit trips for the Proposed Development were established based upon a ‘first principle’ person-based trip generation methodology as outlined in **Section 10.0**. Transit trips to and from the Site during the weekday morning and afternoon peak hours are summarized in **Table 15**.

Table 15 Site Generated Transit Trips

Land use	Weekday Morning Peak Hour			Weekday Afternoon Peak Hour		
	In	Out	2-Way	In	Out	2-Way
Residential	30	100	130	55	40	95
Total	30	100	130	55	40	95

It is anticipated that the proposed development will generate approximately 130 and 95 two-way transit trips during the weekday morning and afternoon peak hours, respectively.

11.1.3 Site Transit Trip Distribution

Site transit trips are predominately oriented to / from Toronto to the east and south of the Proposed Development. The Eglinton Avenue West / Trethewey Drive & Keele Street intersection, located adjacent to the Site is the closest transit stop for transit users of the Eglinton Crosstown LRT.

Based on a review of the available 2016 TTS data, residential transit trips are more oriented towards high-density employment areas in the City, with some transit trips to smaller density employment areas. A summary of the transit trips for each adjacent transit service based on the preceding assignment is summarized in **Table 16**.

Table 16 Resulting Transit Trips By Route

Route	Inbound	Outbound
Route 41 – Keele	25%	25%
Eglinton Crosstown LRT	75%	75%

Notes:

1. Based on 2016 TTS data for home-based trips to/from 2006 TTS Zones 149-152 during the weekday morning and afternoon peak periods.

Application of the adopted transit distribution to the generated transit trips results in the new transit trip assignment and is summarized in **Table 17** and **Table 18**.

Table 17 New Primary Transit Trips By Route and Direction

	Inbound (Alighting)		Outbound (Boarding)		Accumulation ²	
	N / E	S / W	N / E	S / W	NB / EB	SB / WB
Route 41 – Keele	1 (5)	4 (10)	5 (2)	20 (8)	5 (5)	20 (10)
Eglinton Crosstown LRT	21 (34)	4 (6)	64 (26)	11 (4)	64 (34)	11 (6)

Notes:

1. XX (XX) - Weekday AM Peak Hour (Weekday PM Peak Hour)
2. Max of new boarding and new alighting represents maximum accumulation of new passengers on transit vehicle

Table 18 New Primary Transit Trips – Per Vehicle

	New Passenger per Vehicle	
	NB / EB	SB / WB
Route 41 – Keele	0.63 (0.63)	2.5 (1.25)
Eglinton Crosstown LRT	2.13 (1.13)	0.37 (0.20)

Notes:

1. XX (XX) - Weekday AM Peak Hour (Weekday PM Peak Hour)

The proposed development is expected to add approximately 2 to 3 bus riders to the 41 Keele bus route during the weekday morning and afternoon peak periods. With the future Eglinton Crosstown LRT, it is anticipated that the Site will add approximately 1 to 2 LRT riders on a particular train at maximum during the weekday morning and afternoon peak hours. Therefore the impacts of the proposed development on the area bus network and future LRT are minimal.

11.2 Pedestrian Travel Assessment

11.2.1 Existing Pedestrian Volumes

Existing pedestrian traffic volumes have been established at the Eglinton Avenue West / Trethewey Drive & Keele Street intersection crosswalks by direction based on traffic count information collected by Spectrum Traffic Data Inc. on behalf of BA Group. The overall pedestrian volumes at the major intersection of the study area under existing conditions are summarized in **Table 19**.

Table 19 Total Peak Hour Pedestrian Volumes by Intersection (Existing Condition)

Intersection	Existing Pedestrian Volume
Eglinton Avenue West / Trethewey Drive & Keele Street N / S	200 (195)
Eglinton Avenue West / Trethewey Drive & Keele Street E / W	235 (185)

Notes:

1. oo (oo) – Morning Peak Hour (Afternoon Peak Hour)
2. Volumes rounded to the nearest 5 pedestrians
3. Volumes represent the sum of all pedestrian crossing at formal intersection crossing points.

11.2.2 Forecast Site Pedestrian Trips

Forecasted pedestrian volumes for the Proposed Development were established based upon a ‘first principle’ person-based trip generation methodology as outlined in **Section 10.0**. Pedestrian trips for the proposed development can be classified into two (2) categories and include:

- **Transit-based pedestrian trips** – these are pedestrians trips that walk to and from surface bus stops; and
- **Primary pedestrian trips** – these are pedestrian trips where their primary mode of travel to their destination is walking.

Transit-based and primary pedestrian trips generated by the Site are summarized in **Table 20**. The number of two-way pedestrian generated by the Site are in the order of approximately 160 and 125 during the weekday morning and afternoon peak hours, respectively.

Table 20 Site Pedestrian Trips

Trip	Land use	Weekday Morning Peak Hour			Weekday Afternoon Peak Hour		
		In	Out	2-Way	In	Out	2-Way
Transit-based	Residential	30	100	130	55	40	95
Direct	Residential	5	25	30	20	10	30
Total (Person from / from Site)		35	125	160	75	50	125

Based on the transit trip assignment derived from the 2016 TTS, transit-related pedestrian trips will predominately access or egress the future Keele Station of the Eglinton Crosstown LRT located at the Eglinton Avenue West / Trethewey Drive & Keele Street intersection, adjacent to the Site.

A total of 130 and 95, two-way transit-based pedestrian trips are forecast to and from the Site during the weekday morning and afternoon peak hours, respectively. The generation and distribution of transit-based pedestrian trips is described in **Section 11.1**.

The Site is also anticipated to generate approximately 30 two-way primary pedestrian trips during the weekday morning and afternoon peak hours. It is assumed that pedestrians will travel on the sidewalk on the side closest to the pedestrian doorway access for the Proposed Development. In addition, pedestrian were assumed to cross streets only at pedestrian crosswalks (no jaywalkers) and they do so at the earliest opportunity on route to their destinations. Based on existing pedestrian activity levels and the key destinations within the vicinity of the Site, it is assumed that majority of the primary pedestrians will utilize the Eglinton Avenue West / Trethewey Drive & Keele Street intersection.

Based on the proposed signal timings and cycle length provided at the Eglinton Avenue West / Trethewey Drive & Keele Street intersection, it is anticipated that Site related pedestrian volumes will result in an average of approximately 5 to 10 additional pedestrians (inclusive of transit-based and primary) crossing at the intersection per cycle. Therefore, the Site-generated pedestrian trips would have minimal impacts at the Eglinton Avenue West / Trethewey Drive & Kelle Street intersection. In addition, it is anticipated all pedestrian sidewalks are expected to operate under acceptable conditions in the future.

11.3 Cycling Travel Assessment

11.3.1 Existing Cycling Volumes

Existing two-way cycling traffic volumes have been established at the area intersection based on traffic count information collected by Spectrum Traffic Data Inc. on behalf of BA Group. The cycling volumes at the intersection within the study area under existing conditions are summarized in **Table 21**.

Table 21 Total Peak Hour Cycling Volumes by Intersection (Existing Conditions)

Intersection	Existing Bicycle Volume
Eglinton Avenue West / Trethewey Drive & Keele Street EB/WB	0 (5)
Eglinton Avenue West / Trethewey Drive & Keele Street NB/SB	10 (5)

Notes:

1. oo (oo) – Weekday Morning Peak Hour (Weekday Afternoon Peak Hour)

11.3.2 Forecast Site Cycling Trips

Forecasted cycling volumes for the Proposed Development were established based upon a ‘first principle’ person-based trip generation methodology as outlined in **Section 10.0**. The total Site related cycling trips forecasted for the proposed development are summarized in **Table 22**.

Table 22 Site Cycling Trips

Land Use	Weekday Morning Peak Hour			Weekday Afternoon Peak Hour		
	In	Out	2-Way	In	Out	2-Way
Residential	0	5	5	5	0	5
Total	0	5	5	5	0	5

It is anticipated that the Site will generate in the order of 5 cycling trips during the weekday morning and afternoon peak hours. Cyclists from the Site are anticipated to travel along street corridors with cycling infrastructure (i.e. Eglinton Avenue West) for connections to local amenities within the vicinity of the Site.

In summary, the Site generated cycling trips have been estimated to make up approximately 2 percent of the total Site trips. Based on the foregoing, the Site-generated cycling trips have minimal to no impacts on the cycling facilities. As such, no improvements have been recommended to the cycling facilities for both on and off site.

12.0 TRAVEL ASSESSMENT

12.1 Analysis Horizons

Traffic operations analyses have been undertaken at the study area intersections during both the weekday morning and afternoon peak periods under the following traffic conditions:

- **Existing Traffic** - considering prevailing levels of activity on the area street network and the existing street configuration;
- **Future Background Traffic** – considering existing levels of activity in addition to anticipated changes due to a) the construction of other development proposals in the area that are already approved but not yet built, or are in the approvals process with the City of Toronto; and b) corridor growth allowances along the major arterial routes surrounding the Site;
- **Future Total Traffic** – considering future background levels of activity and any activity changes relating to development of the proposed building.

12.2 Existing Traffic Volumes

Base existing traffic volumes were established for the weekday morning and afternoon peak hours for intersections within the study area, based upon existing traffic count information collected by Spectrum Traffic Inc. on behalf of BA Group on Thursday, September 15, 2022 and Tuesday, October 25, 2022.

It is our opinion that the undertaken study accurately depicts the new typical traffic patterns. All schools have been reopened since January 2022 and majority of offices, if not all, have implemented one of the following systems:

- A full return to the office,
- A virtual (work from home) system, or
- A hybrid of the two.

The traffic count information adopted as the basis for the traffic operations analysis undertaken to assess the operational impacts of the proposed development is summarized in **Table 23** .

Table 23 Summary of Turning Movement Count Information

Intersections	Count Date	Source
Trethewey Drive & Irving Road	Tuesday, October 25, 2022	Spectrum Traffic Data Inc.
Keele Street & Irving Road		
Richardson Avenue & Lester Avenue		
Keele Street & Lester Avenue		
Keele Street & Yore Road		
Greenacres Road & Yore Road		
Trethewey Drive & Yore Road	Thursday, September 15, 2022	
Trethewey Drive / Keele Street & Eglinton Avenue West		
Keele Street & Lane N Eglinton W Keele		
Keele Street & Eglinton Avenue West		
Richardson Avenue & Eglinton Avenue West		

The existing turning movement counts were reviewed in detail to ensure general consistency in the traffic volumes on roadways between intersections. Where necessary, minor adjustments were made to balance traffic volumes between intersections to create a representative traffic volume base for the purposes of the traffic operations analyses undertaken as part of this study. Turning movement counts are attached in **Appendix D**.

Weekday morning and afternoon peak hour traffic volumes in the study area adopted for this analysis are illustrated in **Figure 13**.

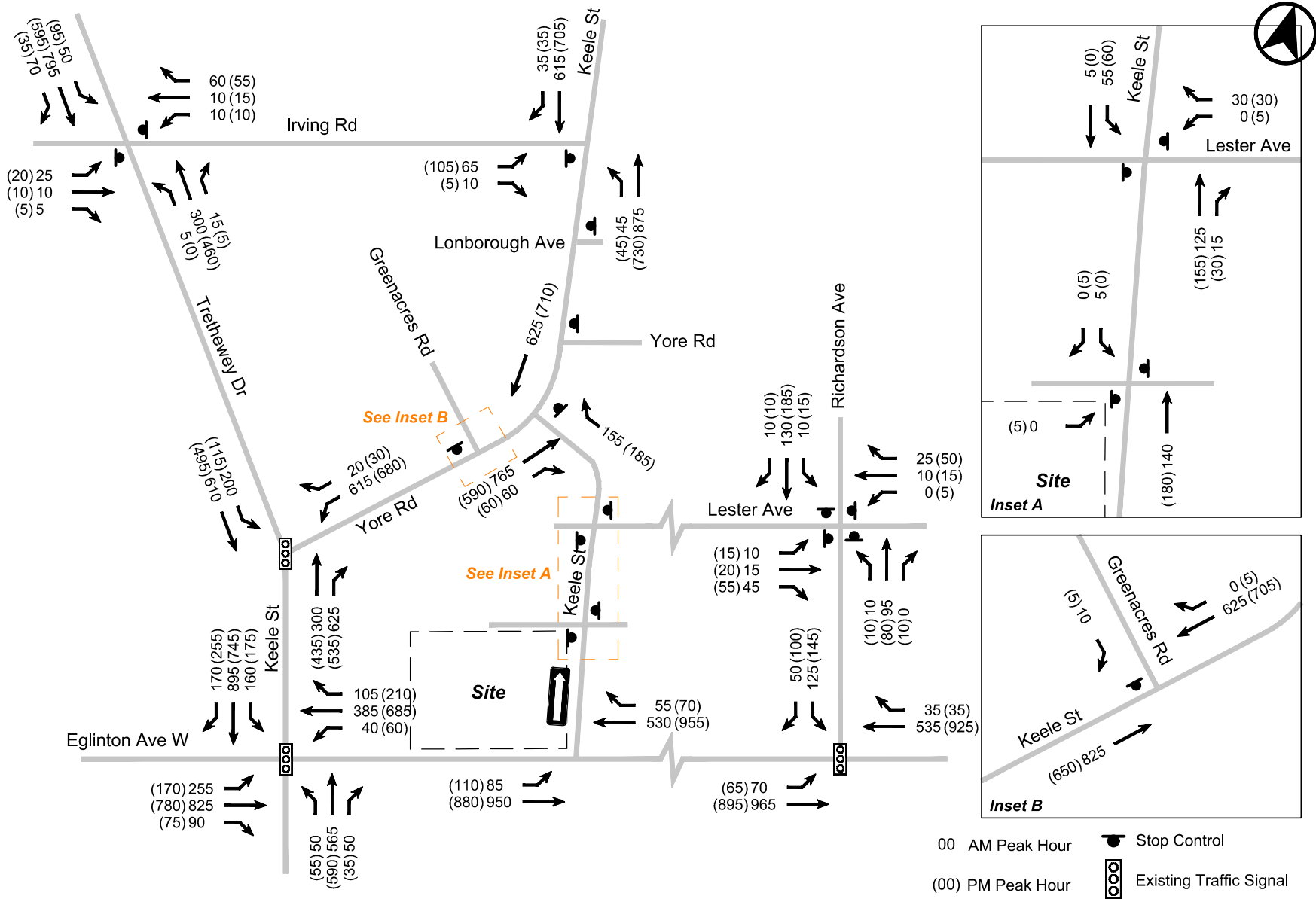


FIGURE 13 EXISTING TRAFFIC VOLUMES

12.3 Future Background Traffic

Traffic growth in the site vicinity has been considered based upon an evaluation of traffic volume changes related to:

- general corridor growth on the area arterial roads; and
- specific area development traffic (i.e. background development traffic).

12.3.1 Corridor Growth

With the future implementation of the Eglinton Crosstown LRT and the future bicycle lanes along Eglinton Avenue West (east of Keele Street), vehicle traffic is expected to decrease along the arterial roads. Therefore, it is proposed to take a conservative approach and not apply a corridor growth factor for this analysis. Rather, a list of background developments were reviewed to determine background traffic growth in the study area

12.3.2 Background Development Growth

Traffic allowances were made for other specific proposed developments in the area, based on a review of the City of Toronto’s list of current development projects as of October 2022. These sites represent a total development in the order of 773 residential units and 1,639 m² GFA of non-residential GFA.

Area background developments are summarized in **Table 24** together with a description of key development statistics for each. Traffic allowances have been made for a total of three (3) area background developments which were based upon traffic impact studies submitted to the City of Toronto as part of the development application process, unless otherwise noted. These developments have either been approved and are not, as of yet, occupied, under construction or are being actively reviewed by the City.

Figure 14 illustrates the locations of the area background developments around the Project Site.

Table 24 Background Developments

Development Location		Development Statistics		Sources
		Residential Units	Non-Residential GFA (m ²)	
1	1860-1868 Keele Street	235 units	--	NexTrans / BA Group, November 2021
2	2400 Eglinton Avenue West	397 units	800 m ²	HDR, March 2022
3	2270-2280 Eglinton Avenue West	141 units	839 m ²	NexTrans, 2018
Total		773 units	1,639 m²	

12.3.3 Analysis Scenarios

Under existing conditions, Keele Street between Eglinton Avenue West and Lane N Eglinton W Keele operates one-way northbound. With the current turning restrictions in the area, vehicles do not have direct routes arriving / departing to the south, east, and west directions. This results in vehicles utilizing the surrounding local road network to go in their desired direction. In order to deter cut-through traffic occurring through residential neighbourhoods, a second traffic analysis scenario was explored:

- **Scenario 1** – maintains the public street network in its existing configuration; and
- **Scenario 2** – converts the existing one-way northbound portion of Keele Street between Eglinton Avenue West and Lane N Eglinton W Keele to be two-way, permitting southbound movements onto Eglinton Avenue West.

The proposed traffic patterns for Scenarios 1 and 2 are illustrated in **Figure 15**.

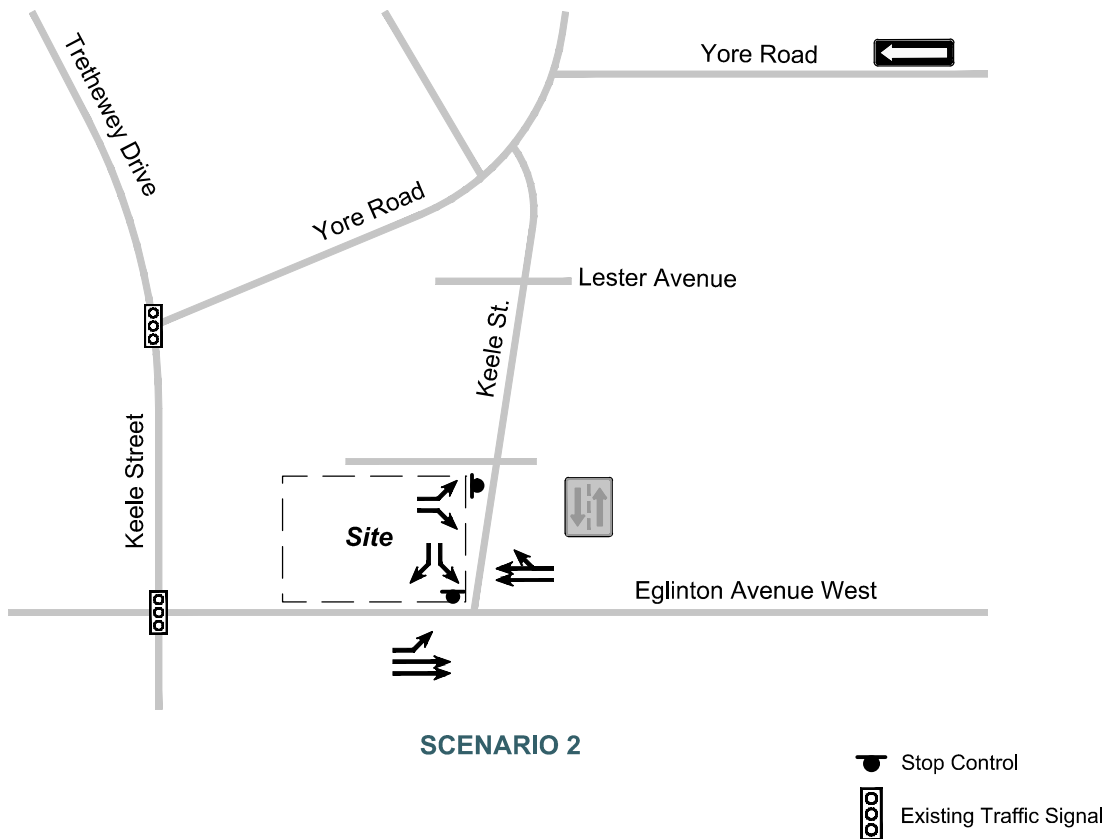
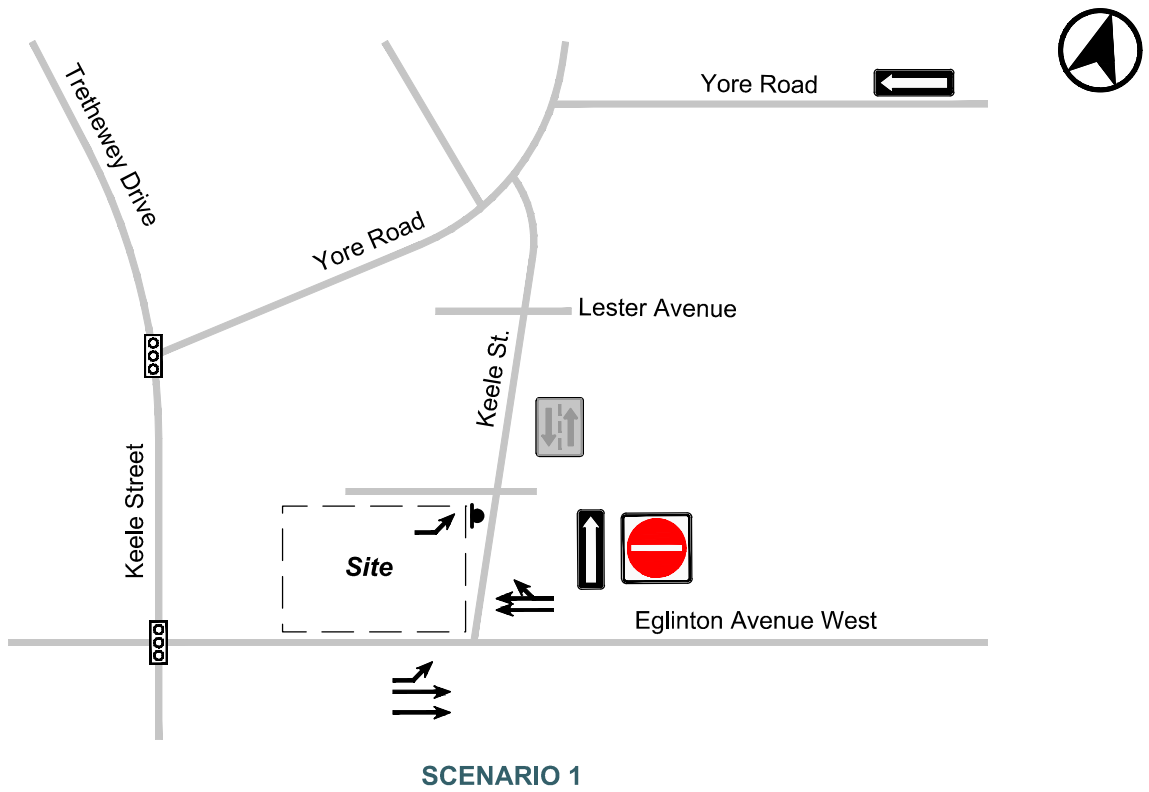
Figure 16 and **Figure 17** summarizes the future background traffic volumes for the weekday morning and afternoon peak hours for scenario 1 and scenario 2, respectively.



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Aerial maps provided courtesy of Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, the GIS User Community and/or Google Earth/Maps.

FIGURE 14 BACKGROUND AREA DEVELOPMENTS



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FIGURE 15 TRAFFIC SCENARIOS 1 AND 2

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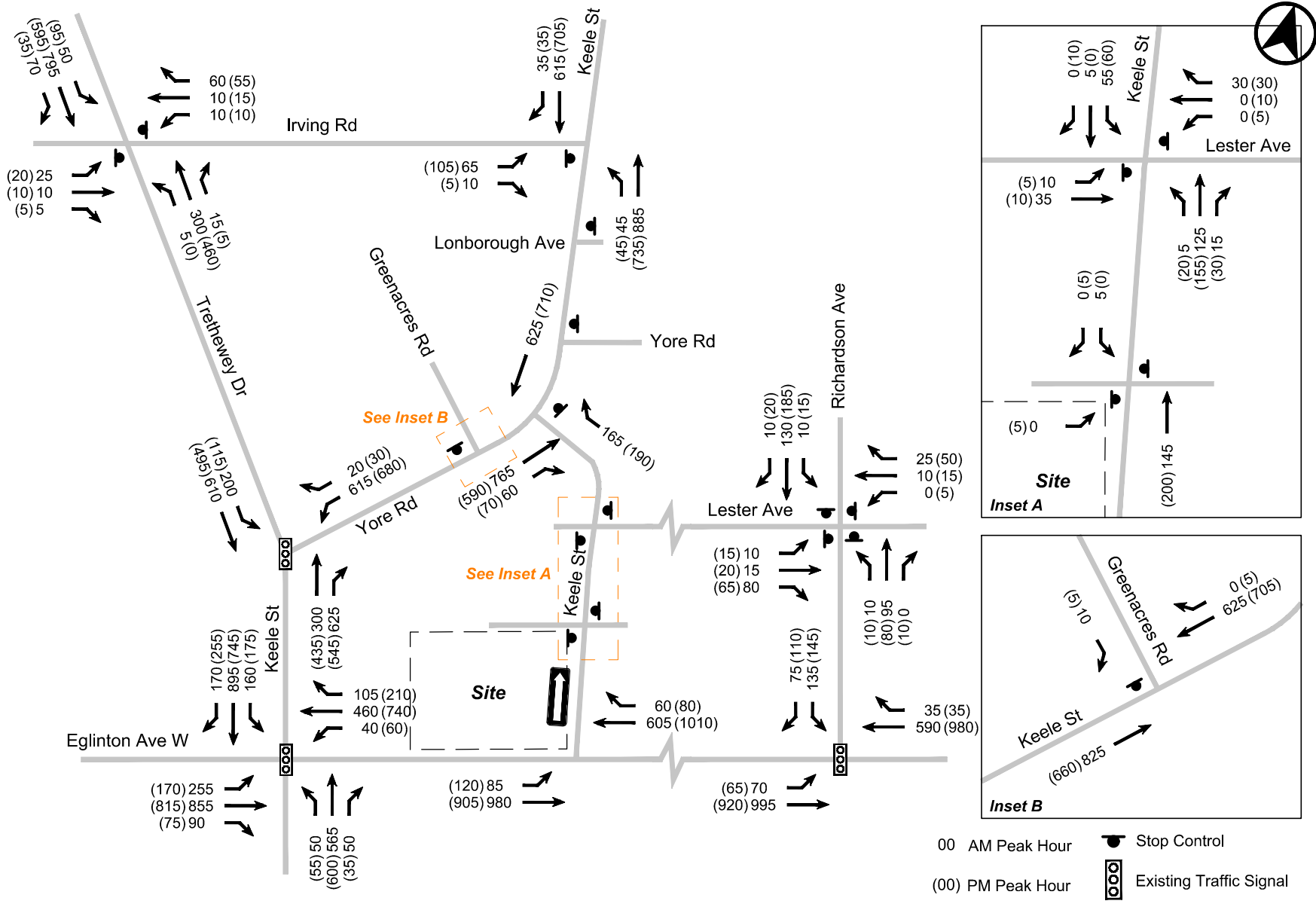


FIGURE 16 FUTURE BACKGROUND TRAFFIC VOLUMES (SCENARIO 1)

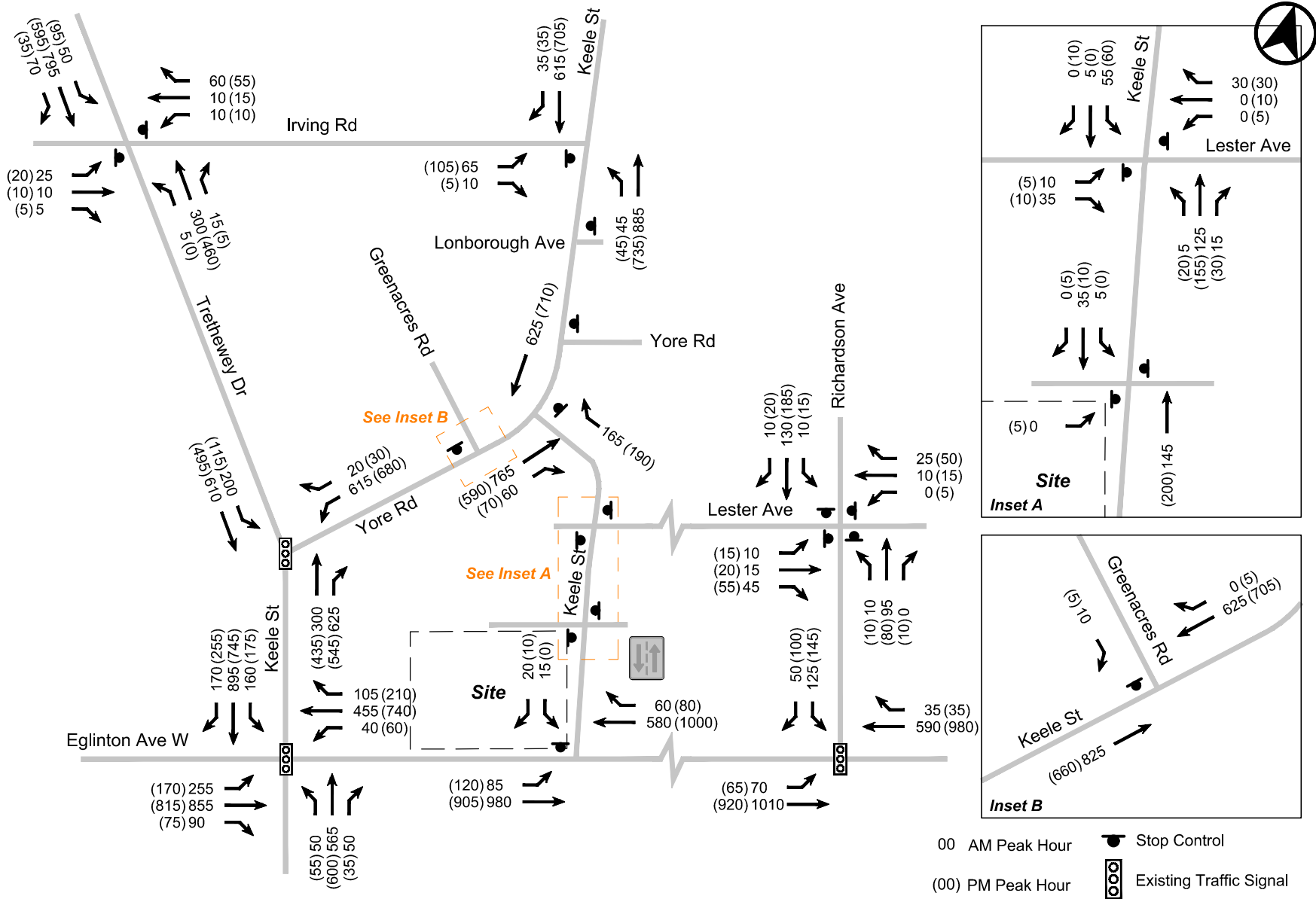


FIGURE 17 FUTURE BACKGROUND TRAFFIC VOLUMES (SCENARIO 2)

12.4 Site Traffic Volumes

12.4.1 Vehicle Trip Generation

Forecasted Site vehicle travel demands were calculated in **Section 10.2**. The resultant vehicle trip generation for the overall proposed development is summarized in **Table 25**.

Table 25 Vehicle Trip Generation

	AM Peak Hour			PM Peak Hour		
	In	Out	2-Way	In	Out	2-Way
Residential Site Traffic	15	50	65	30	20	50
TOTAL	15	50	65	30	20	50

Notes:

1. Vehicle trips are rounded to the nearest five (5) trips.

Based on the foregoing, the Site is anticipated to generate in the order of 65 and 50 net-new vehicle trips during the weekday morning and afternoon peak hours, respectively.

12.4.2 Trip Distribution and Assignment

The trip distribution pattern for the residential site traffic was established based upon a review of 2016 Transportation Tomorrow Survey (TTS) data for home-based vehicle trips to and from the study area during the weekday morning and afternoon peak hour periods. The distribution of inbound and outbound residential traffic adopted for the proposed development is outlined in **Table 26**.

Table 26 Peak Directional Distribution of Traffic

Route (To / From)	Inbound	Outbound
North on Keele Street	45%	50%
South on Keele Street	15%	15%
East on Eglinton Avenue West	25%	20%
West on Eglinton Avenue West	15%	15%
Total	100%	100%

Notes:

1. Based on 2016 TTS data for home-based trips within 2006 GTA Traffic Zones 149-152 during the weekday morning (6:00 to 8:59 a.m.) and afternoon (3:00 to 5:59 p.m.) peak periods.
2. The trip distribution percentages are rounded to the nearest 5 percent.

Net-new site generated traffic volumes assigned to the area road network for Scenario 1 and 2 are illustrated in **Figure 18** and **Figure 19**, respectively. TTS queries and detailed analyses can be found in **Appendix E**.

12.4.3 Toronto Green Standard Version 4 AQ 1.1

All new developments are required to meet Toronto Green Standard Version 4 (previously known as Toronto Green Standard Version 3) as of May 1, 2022. The Site is subject to the Tier 1 performance measures, the only tier, within the “Mid to High Rise Residential and Non-Residential Version 4” standards.

The Tier 1 standard within the updated TGS requires all development proposals to reduce single occupancy auto vehicle trips generated by the proposed development by 25% through the adopted TDM measures and multi-modal infrastructure strategies for the Site. **Table 27** summarizes the comparison between the default trip generation derived from the ITE Trip Generation Manual 11th Edition with the proposed Site trip generation for an urban location context.

Table 27 Trip Generation Reduction Summary

Trips	AM			PM		
	IN	OUT	2-Way	IN	OUT	2-Way
ITE Trip Rates (Trips/Unit) (LUC 222 – Multifamily Housing (High-Rise))	0.04	0.16	0.20	0.12	0.05	0.17
Number of Trips (LUC 222)	15	60	75	45	20	65
Total New Residential Trips (370 Units)	15	50	65	30	20	50
Reduction	-0%	-16%	-13%	-33%	-0%	-23%

Notes:

1. Trips are rounded to the nearest 5 trips.

As outlined in the comparison of the ITE residential trip generation to the projected residential Site trip generation, it is anticipated to have reduced two-way trips generation by approximately 15 to 23% during the weekday afternoon and morning peak periods, respectively.

In addition, a number of TDM measures are proposed on-Site (as discussed in **Section 6.0**) to further reduce single occupancy vehicle trips and encourage other alternative, non-motorized travel through a number of strategies. Such strategies include, but not limited to, the provision of bicycle parking, exploring provisions of 1-year car-share and bike-share memberships, exploring provisions of a bike share station, and strategic proximity to an array of existing and future transit services (adjacent to the future Keele Station).

As such, the set of TDM strategies proposed, coupled with the provision of limited parking, are to collectively and appropriately meet the minimum standard of 25% reduced single-occupancy auto vehicle trips.

12.5 Future Total Traffic Volumes

Future total traffic volumes were established by adding site-generated traffic to future background traffic volumes. Future total traffic volumes for Scenario 1 and 2 during the weekday morning and afternoon peak hours are illustrated in **Figure 20** and **Figure 21**, respectively.

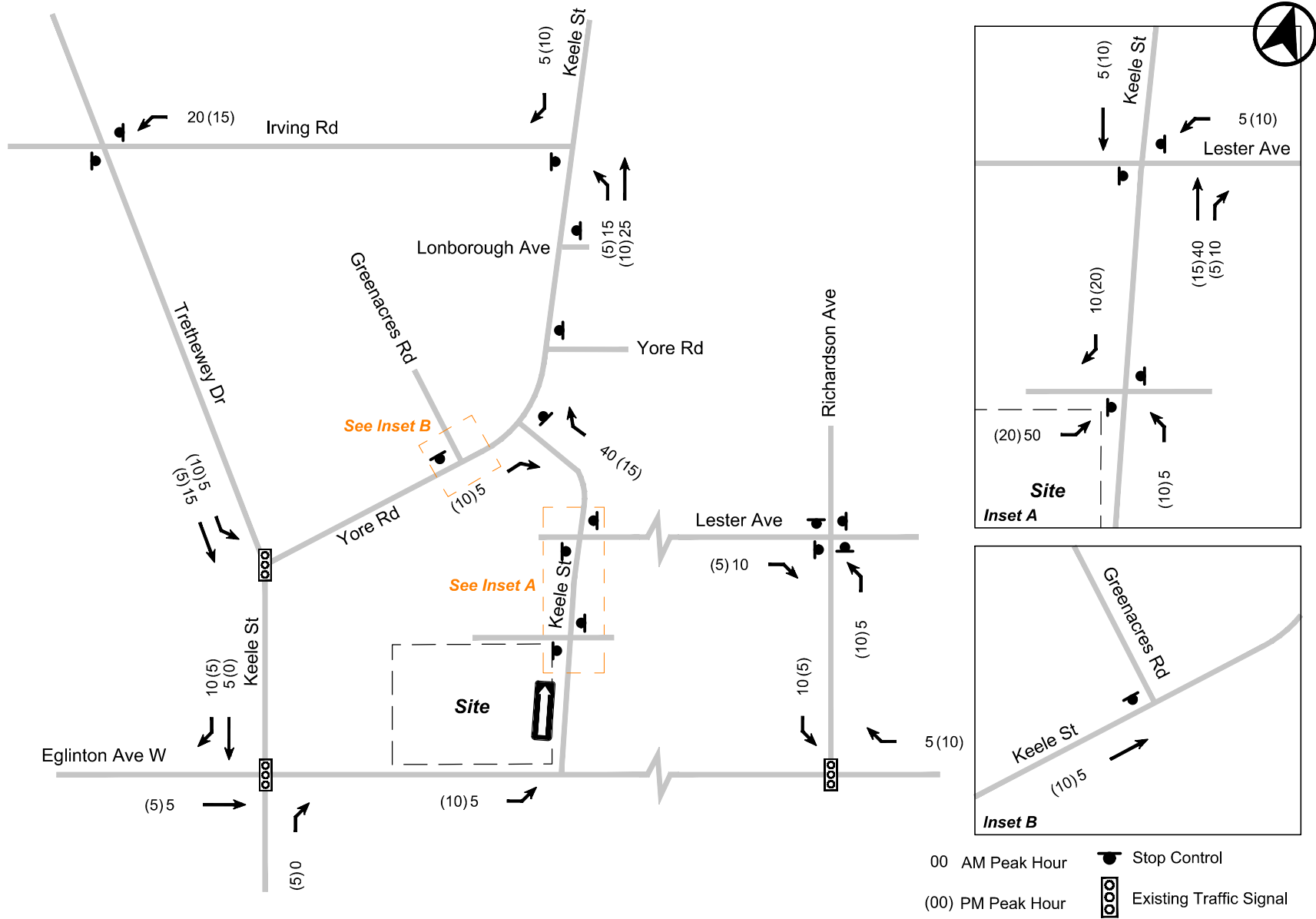


FIGURE 18 SITE TRAFFIC VOLUMES (SCENARIO 1)

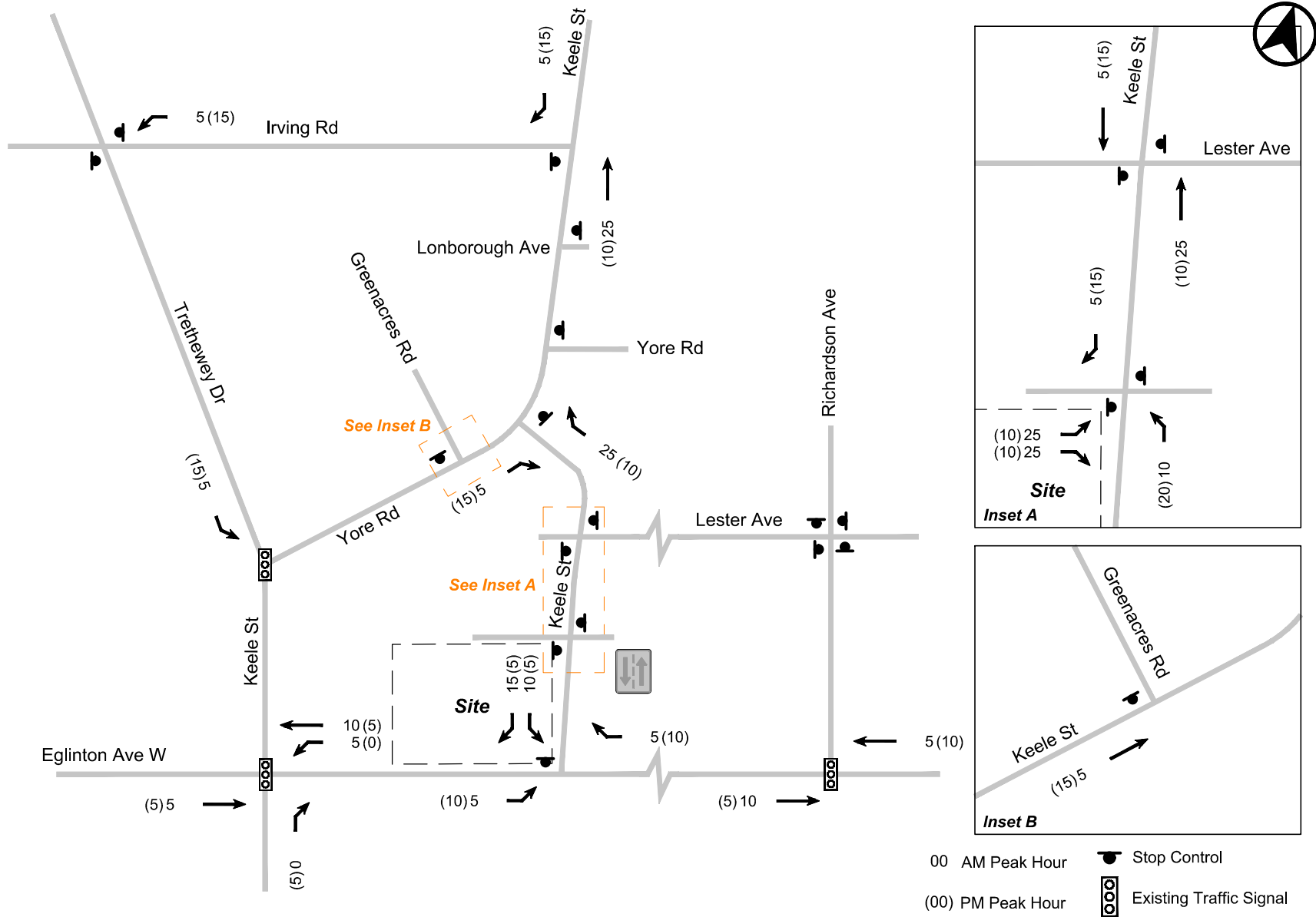


FIGURE 19 SITE TRAFFIC VOLUMES (SCENARIO 2)

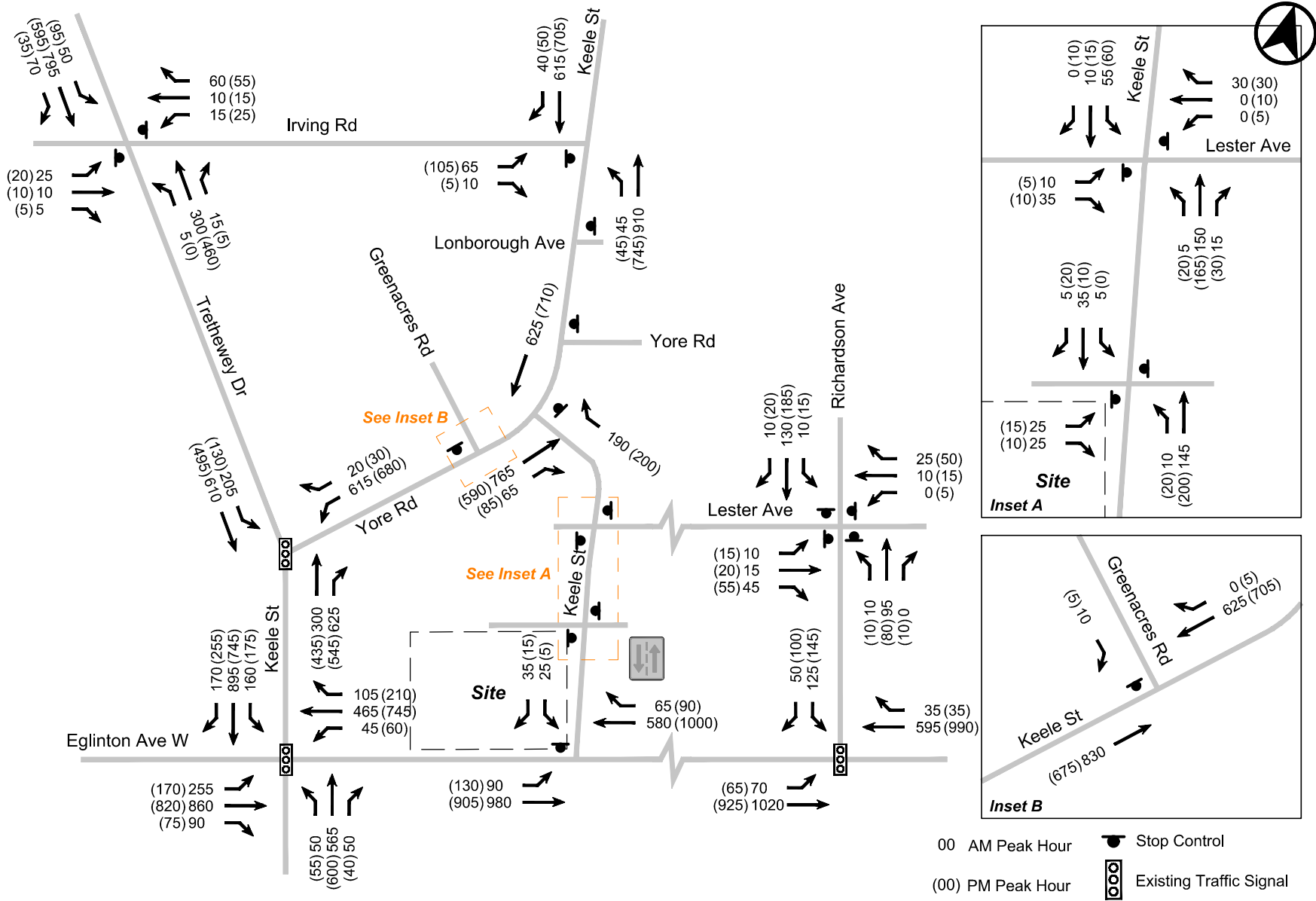


FIGURE 21 FUTURE TOTAL TRAFFIC VOLUMES (SCENARIO 2)

13.0 TRAFFIC OPERATIONS

13.1 Analysis Methodology and Assumptions

Traffic operations analyses have been undertaken at the area intersections using standard capacity analysis procedures defined in the Highway Capacity Manual (HCM) 2000 and evaluated in Synchro Version 11.1 software. All Synchro analyses performed conform to the requirements of the City of Toronto's Guidelines for Using Synchro 11, January 15, 2021.

13.1.1 Signalized Intersection Capacity Analysis Methodology

Intersections operating under traffic signal control were analyzed using Synchro Version 11.1 software and applying the methodologies and procedures outlined in the Highway Capacity Manual (HCM) 2000. 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.

13.1.2 Unsignalized Intersection Capacity Analysis Methodology

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

13.1.3 Analysis 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

As discussed in **Section 12.3.3**, Keele Street between Eglinton Avenue West and Lane N Eglinton W Keele operates one-way northbound. With the current turning restrictions in the area, vehicles do not have direct routes arriving / departing to the south, east, and west directions. This results in vehicles utilizing the surrounding local road network to go in their desired direction. In order to deter cut-through traffic occurring through residential neighbourhoods, a second traffic analysis scenario was explored:

- **Scenario 1** – maintains the public street network in its existing configuration; and
- **Scenario 2** – converts the existing one-way northbound portion of Keele Street between Eglinton Avenue West and Lane N Eglinton W Keele to be two-way, permitting southbound movements onto Eglinton Avenue West.

The area road network lane configuration and traffic control for both scenarios are illustrated in **Figure 15**.

Signal Timing

Existing signal timings, phasing plans, and cycle lengths were requested from the City of Toronto and Metrolinx. However, the following signal timings under Metrolinx's jurisdiction were not received in time for this analysis:

- Trethewey Drive / Keele Street & Eglinton Avenue West; and
- Trethewey Drive & Yore Road

City of Toronto provided older signal timing plans that were used for the purpose of this analysis and reinforced by a manual count that was conducted using recorded video. Existing signal timings adopted as the basis for the traffic operations analyses are provided in **Appendix F**. Existing signal timings were maintained during the analysis of future conditions.

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)* specifies a base lost time adjustment factor of -1.0 seconds (i.e. a total lost time per phase equal to the amber plus all-red time minus 1 second) for weekday morning and afternoon peak periods. This default value was adopted for all intersections in the analysis.

Peak Hour Factor

The City of Toronto *Guidelines for using Synchro 11 (including SimTraffic 11)* 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.

The City of Toronto default values were used in the analysis of the proposed site driveway. At other area intersections, 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. The calculated peak hour factors are summarized in **Table 28**.

Table 28 Calculated Peak Hour Factors

Intersection	Morning Peak	Afternoon Peak
Signalized Intersections		
Trethewey Drive / Yore Road	0.96	0.96
Trethewey Drive & Keele Street / Eglinton Avenue West	0.94	0.97
Richardson Avenue / Eglinton Avenue West	0.96	0.98
Unsignalized Intersections		
Trethewey Drive / Irving Road	0.92	0.94
Keele Street / Irving Road	0.94	0.95
Keele Street / Yore Road	0.93	0.97
Keele Street / Lester Avenue	0.83	0.88
Keele Street / Lane N Eglinton W Keele	0.79	0.76
Keele Street / Eglinton Avenue West	0.93	0.96
Richardson Avenue / Lester Avenue	0.91	0.92

Calibrations

BA Group has conducted a delay study for the following movements:

- eastbound movements within the Trethewey Drive / Irving Road intersection; and
- eastbound movements within the Keele Street / Irving Road intersection.

The critical gap and follow up time values in Synchro analyses were adjusted to match the reported Synchro 11 delay to the observed average overall delay plus start up time (of 5 seconds). Overall delay observations and resultant calibration factors used in Synchro analyses in the AM and PM peak hour are summarized in **Table 29** and **Table 30**, respectively.

Table 29 AM Peak Hour Delay Calibrations

Movement	Study Date	Observed Control Delay (s)	Model Control Delay (s)	Critical Gap (tC)	Follow Up Time (tF)
Trethewey Drive / Irving Road Intersection					
EBL	October 25 th , 2022	18	23	5.8	2.9
EBT				5.0	3.0
EBR				5.0	2.5
Keele Street / Irving Road Intersection					
EBL	October 25 th , 2022	30	35	6.2	3.1
EBR				7.0	3.5

Table 30 PM Peak Hour Delay Calibrations

Movement	Study Date	Observed Control Delay (s)	Model Control Delay (s)	Critical Gap (tC)	Follow Up Time (tF)
Trethewey Drive / Irving Road Intersection					
EBL	October 25 th , 2022	16	21	6.0	3.0
EBT				5.0	3.0
EBR				5.8	2.9
Keele Street / Irving Road Intersection					
EBL	October 25 th , 2022	26	31	5.8	2.9
EBR				5.8	2.9

13.2 Study Area Intersections

Traffic operations and impacts related to new traffic volumes have been reviewed at the following area intersections:

Signalized Intersections

- Trethewey Drive / Yore Road
- Trethewey Drive & Keele Street / Eglinton Avenue West
- Richardson Avenue / Eglinton Avenue West

Unsignalized Intersections

- Trethewey Drive / Irving Road
- Keele Street / Irving Road
- Keele Street / Yore Road
- Keele Street / Lester Avenue
- Keele Street / Lane N Eglinton W Keele
- Keele Street / Eglinton Avenue West

13.3 Traffic Analysis Summary

13.3.1 Signalized Intersection Analysis

Traffic operations analysis results and discussion for the area signalized intersections for the existing, future background and future total conditions are summarized in the following sections. Detailed Synchro analysis worksheets are provided in **Appendix G**.

13.3.1.1 TRETHERWEY DRIVE / YORE ROAD

The Trethewey Drive / Yore Road intersection operates under traffic signal control with a cycle length of 110 seconds during the weekday morning and 120 seconds during the afternoon peak periods. The existing cycle length was maintained in all analysis scenarios. The results of the traffic operations are summarized in **Table 31**.

Table 31 Trethewey Drive / Yore Road Capacity Analysis Results

Scenario	Existing		Future Background		Future Total	
Parameter	v/c	LOS	v/c	LOS	v/c	LOS
Scenario 1						
WBL	0.50 (0.57)	C (C)	0.50 (0.57)	C (C)	0.50 (0.57)	C (C)
WBR	0.02 (0.02)	B (C)	0.02 (0.02)	B (C)	0.02 (0.02)	B (C)
NBT	0.19 (0.27)	B (B)	0.19 (0.27)	B (B)	0.19 (0.27)	B (B)
NBR	0.47 (0.40)	A (A)	0.47 (0.41)	A (A)	0.47 (0.41)	A (A)
SBL	0.48 (0.30)	C (C)	0.48 (0.30)	C (C)	0.49 (0.33)	C (C)
SBT	0.40 (0.30)	B (B)	0.40 (0.30)	B (B)	0.41 (0.31)	B (B)
Overall	0.53 (0.50)	B (B)	0.53 (0.51)	B (B)	0.53 (0.51)	B (B)
Scenario 2						
WBL	--	--	0.50 (0.57)	C (C)	0.50 (0.57)	C (C)
WBR	--	--	0.02 (0.02)	B (C)	0.02 (0.02)	B (C)
NBT	--	--	0.19 (0.27)	B (B)	0.19 (0.27)	B (B)
NBR	--	--	0.47 (0.41)	A (A)	0.47 (0.41)	A (A)
SBL	--	--	0.48 (0.30)	C (C)	0.49 (0.34)	C (C)
SBT	--	--	0.40 (0.30)	B (B)	0.40 (0.30)	B (B)
Overall	--	--	0.53 (0.51)	B (B)	0.53 (0.51)	B (B)

Notes:

1. xx(xx) – Weekday Morning Peak Hour (Weekday Afternoon Peak Hour).

The addition of site-related traffic has very minimal impacts on the overall intersection operations. All individual movements and the intersection overall are expected to operate at acceptable levels of service and within capacity under Scenario 1 and Scenario 2.

13.3.1.2 TRETHEWEY DRIVE & KEELE STREET / EGLINTON AVENUE WEST

The Trethewey Drive & Keele Street / Yore Road intersection operates under traffic signal control with a cycle length of 110 seconds during the weekday morning and 120 seconds during the afternoon peak periods. The existing cycle length was maintained in all analysis scenarios. The results of the traffic operations are summarized in **Table 32**.

Table 32 Trethewey Drive & Keele Street / Yore Road Capacity Analysis Results

Scenario	Existing		Future Background		Future Total	
	v/c	LOS	v/c	LOS	v/c	LOS
Scenario 1						
EBL	0.80 (0.81)	D (D)	0.88 (0.88)	D (E)	0.88 (0.88)	D (E)
EBTR	0.59 (0.48)	C (B)	0.61 (0.50)	C (B)	0.61 (0.50)	C (B)
WBL	0.26 (0.26)	B (B)	0.27 (0.28)	B (B)	0.27 (0.28)	B (B)
WBTR	0.32 (0.52)	B (B)	0.36 (0.55)	B (B)	0.36 (0.55)	B (B)
NBL	0.51 (0.42)	D (D)	0.52 (0.42)	D (D)	0.53 (0.42)	D (D)
NBT	0.63 (0.70)	D (D)	0.63 (0.71)	D (D)	0.63 (0.71)	D (D)
NBR	0.04 (0.03)	C (C)	0.04 (0.03)	C (C)	0.04 (0.03)	C (C)
SBL	0.65 (0.76)	C (D)	0.66 (0.78)	C (D)	0.66 (0.78)	C (D)
SBT	0.69 (0.60)	C (C)	0.70 (0.61)	C (C)	0.70 (0.61)	C (C)
SBR	0.15 (0.38)	D (C)	0.16 (0.40)	D (C)	0.18 (0.41)	D (C)
Overall	0.77 (0.81)	C (C)	0.82 (0.86)	C (C)	0.82 (0.86)	C (C)
Scenario 2						
EBL	--	--	0.87 (0.88)	D (E)	0.88 (0.89)	D (E)
EBTR	--	--	0.61 (0.50)	C (B)	0.61 (0.50)	C (B)
WBL	--	--	0.27 (0.28)	B (B)	0.30 (0.28)	B (B)
WBTR	--	--	0.36 (0.55)	B (B)	0.37 (0.55)	B (B)
NBL	--	--	0.52 (0.42)	D (D)	0.53 (0.42)	D (D)
NBT	--	--	0.63 (0.71)	D (D)	0.63 (0.71)	D (D)
NBR	--	--	0.04 (0.03)	C (C)	0.04 (0.03)	C (C)
SBL	--	--	0.66 (0.78)	C (D)	0.67 (0.78)	C (D)
SBT	--	--	0.70 (0.61)	C (C)	0.70 (0.61)	C (C)
SBR	--	--	0.16 (0.40)	D (C)	0.17 (0.40)	D (C)
Overall	--	--	0.82 (0.86)	C (C)	0.83 (0.86)	C (C)

Notes:

1. xx(xx) – Weekday Morning Peak Hour (Weekday Afternoon Peak Hour)

The addition of site-related traffic has very minimal impacts on the overall intersection operations. All individual movements and the intersection overall are expected to operate at acceptable levels of service and within capacity under Scenario 1 and Scenario 2.

13.3.1.3 RICHARDSON AVENUE / EGLINTON AVENUE WEST

The Richardson Avenue / Eglinton Avenue West intersection operates under traffic signal control with a cycle length of 80 seconds during the weekday morning and 90 seconds during the afternoon peak periods. The existing cycle length was maintained in all analysis scenarios. The results of the traffic operations are summarized in **Table 33**.

Table 33 Richardson Avenue / Yore Road Capacity Analysis Results

Scenario	Existing		Future Background		Future Total	
Parameter	v/c	LOS	v/c	LOS	v/c	LOS
Scenario 1						
EBL	0.17 (0.24)	A (A)	0.19 (0.26)	A (A)	0.19 (0.26)	A (A)
EBT	0.49 (0.40)	A (A)	0.51 (0.42)	A (A)	0.51 (0.42)	A (A)
WBTR	0.30 (0.44)	A (A)	0.32 (0.47)	A (A)	0.33 (0.47)	A (A)
SBLR	0.36 (0.57)	C (C)	0.43 (0.58)	C (C)	0.46 (0.59)	C (C)
Overall	0.46 (0.48)	B (B)	0.49 (0.50)	B (B)	0.50 (0.51)	B (B)
Scenario 2						
EBL	--	--	0.19 (0.26)	A (A)	0.19 (0.26)	A (A)
EBT	--	--	0.51 (0.41)	A (A)	0.52 (0.42)	A (A)
WBTR	--	--	0.32 (0.46)	A (A)	0.33 (0.47)	A (A)
SBLR	--	--	0.36 (0.57)	C (C)	0.36 (0.57)	C (C)
Overall	--	--	0.47 (0.50)	B (B)	0.48 (0.50)	B (B)

Notes:

1. xx(xx) – Weekday Morning Peak Hour (Weekday Afternoon Peak Hour)

The addition of site-related traffic has very minimal impacts on the overall intersection operations. All individual movements and the intersection overall are expected to operate at acceptable levels of service and within capacity under Scenario 1 and Scenario 2.

13.3.2 Unsignalized Intersection Analysis

Traffic operations at all unsignalized intersections within the study area are at acceptable level of service under all scenarios without any need for road improvements or mitigation measures. All movements will function at LOS A to LOS E in both of the future total scenarios. The results of the capacity analysis undertaken at the unsignalized intersections are summarized in **Table 34**.

Vehicle access to the site will be provided via Lane N Eglinton W Keele. The driveway will provide a convenient two-way vehicle access to the proposed parking ramp and loading area for the proposed development. It is anticipated to operate at a great level of service (**LOS B**) under future total conditions for both scenarios.

Detailed Synchro analysis worksheets are attached in **Appendix G**.

Table 34 Peak Hour Analysis Results – Unsignalized Intersections

Scenario	Existing		Future Background		Future Total	
	LOS	Delay	LOS	Delay	LOS	Delay
Scenario 1						
Trethewey Drive / Irving Road						
EBTLR	C (C)	22.6 (21.3)	C (C)	22.6 (21.3)	C (C)	22.6 (21.3)
WBTLR	C (C)	16.5 (19.2)	C (C)	16.5 (19.2)	C (C)	21.6 (23.4)
NBTL	A (A)	0.4 (0.0)	A (A)	0.4 (0.0)	A (A)	0.4 (0.0)
NBTR	A (A)	0.0 (0.0)	A (A)	0.0 (0.0)	A (A)	0.0 (0.0)
SBTL	A (A)	1.3 (2.8)	A (A)	1.3 (2.8)	A (A)	1.3 (2.8)
SBTR	A (A)	0.0 (0.0)	A (A)	0.0 (0.0)	A (A)	0.0 (0.0)
Keele Street / Irving Road						
EBLR	D (D)	34.1 (30.6)	D (D)	34.4 (30.8)	E (D)	38.9 (32.5)
NBTL	A (A)	2.1 (2.1)	A (A)	2.1 (2.1)	A (A)	2.7 (2.3)
NBT	A (A)	0.0 (0.0)	A (A)	0.0 (0.0)	A (A)	0.0 (0.0)
SBT	A (A)	0.0 (0.0)	A (A)	0.0 (0.0)	A (A)	0.0 (0.0)
SBTR	A (A)	0.0 (0.0)	A (A)	0.0 (0.0)	A (A)	0.0 (0.0)
Keele Street / Yore Road						
EBTR	A (A)	0.0 (0.0)	A (A)	0.0 (0.0)	A (A)	0.0 (0.0)
WBT	A (A)	0.0 (0.0)	A (A)	0.0 (0.0)	A (A)	0.0 (0.0)
NBR	D (C)	31.8 (21.4)	D (C)	33.7 (22.0)	E (C)	45.9 (23.5)
Keele Street / Lester Avenue						
WBRL	A (A)	9.5 (9.9)	A (A)	9.5 (9.9)	B (B)	10.2 (10.5)
NBTR	A (A)	0.0 (0.0)	A (A)	0.0 (0.0)	A (A)	0.0 (0.0)
SBTL	A (A)	7.2 (7.9)	A (A)	7.2 (7.9)	A (A)	6.8 (6.9)

Keele Street / Lane N Eglinton W Keele						
EBL	A (B)	0.0 (10.5)	A (B)	0.0 (10.7)	B (B)	10.1 (11.2)
NBT	A (A)	0.0 (0.0)	A (A)	0.0 (0.0)	-- (--)	-- (--)
NBTL	-- (--)	-- (--)	-- (--)	-- (--)	A (A)	0.3 (0.4)
SBR	A (A)	0.0 (0.0)	A (A)	0.0 (0.0)	A (A)	0.0 (0.0)
Keele Street / Eglinton Avenue West						
EBL	A (C)	9.5 (24.0)	A (D)	9.8 (27.6)	A (D)	9.9 (28.8)
EBT	A (A)	0.0 (0.0)	A (A)	0.0 (0.0)	A (A)	0.0 (0.0)
WBT	A (A)	0.0 (0.0)	A (A)	0.0 (0.0)	A (A)	0.0 (0.0)
WBTR	A (A)	0.0 (0.0)	A (A)	0.0 (0.0)	A (A)	0.0 (0.0)
Scenario 2						
Trethewey Drive / Irving Road						
EBTLR	--	--	C (C)	22.6 (21.3)	C (C)	22.6 (21.3)
WBTLR	--	--	C (C)	16.5 (19.2)	C (C)	17.6 (23.4)
NBTL	--	--	A (A)	0.4 (0.0)	A (A)	0.4 (0.0)
NBTR	--	--	A (A)	0.0 (0.0)	A (A)	0.0 (0.0)
SBTL	--	--	A (A)	1.3 (2.8)	A (A)	1.3 (2.8)
SBTR	--	--	A (A)	0.0 (0.0)	A (A)	0.0 (0.0)
Keele Street / Irving Road						
EBLR	--	--	D (D)	34.4 (30.8)	E (D)	35.5 (31.6)
NBTL	--	--	A (A)	2.1 (2.1)	A (A)	2.1 (2.1)
NBT	--	--	A (A)	0.0 (0.0)	A (A)	0.0 (0.0)
SBT	--	--	A (A)	0.0 (0.0)	A (A)	0.0 (0.0)
SBTR	--	--	A (A)	0.0 (0.0)	A (A)	0.0 (0.0)
Keele Street / Yore Road						
EBTR	--	--	A (A)	0.0 (0.0)	A (A)	0.0 (0.0)
WBT	--	--	A (A)	0.0 (0.0)	A (A)	0.0 (0.0)
NBR	--	--	D (C)	33.7 (22.0)	E (C)	40.7 (23.2)
Keele Street / Lester Avenue						
WBLR	--	--	A (A)	9.5 (9.9)	A (B)	9.7 (10.0)
NBTR	--	--	A (A)	0.0 (0.0)	A (A)	0.0 (0.0)
SBTL	--	--	A (A)	7.2 (7.9)	A (A)	6.8 (6.4)

Keele Street / Lane N Eglinton W Keele						
EBLR	--	--	A (B)	0.0 (10.8)	A (B)	9.8 (10.8)
NBTL	--	--	A (A)	0.0 (0.0)	A (A)	0.6 (0.8)
SBTR	--	--	A (A)	0.0 (0.0)	A (A)	0.0 (0.0)
Keele Street / Eglinton Avenue West						
EBL	--	--	B (D)	10.3 (32.6)	B (E)	10.4 (35.4)
EBT	--	--	A (A)	0.0 (0.0)	A (A)	0.0 (0.0)
WBT	--	--	A (A)	0.0 (0.0)	A (A)	0.0 (0.0)
WBTR	--	--	A (A)	0.0 (0.0)	A (A)	0.0 (0.0)
SBLR	--	--	C (B)	17.9 (12.7)	C (D)	19.4 (26.1)

Notes:

1. oo(oo) – Weekday Morning Peak Hour (Weekday Afternoon Peak Hour)

13.4 Overall Traffic Operations Summary

Based on the analysis conducted by BA Group, the forecast vehicle site traffic generated by the proposed development will have minimal impacts on the overall operation of the network signalized and unsignalized intersections. All of the study area signalized and unsignalized intersections in both scenario 1 and 2 can acceptably accommodate the site-related traffic activity and will continue to operate within the capacity and at acceptable levels of service under future conditions.

14.0 SUMMARY AND CONCLUSIONS

Introduction

1. BA Group is retained by Fora Developments to provide urban transportation consulting services in relation to the ZBA and SPA applications being made to the City of Toronto, for a proposed mixed-use development located at 2634, 2636, 2640, 2642, and 2654 Eglinton Avenue West and 1856 and 1856A Keele Street in the City of Toronto.
2. The Site is currently occupied by four buildings consisting of retail and commercial uses at-grade with a residential component on the second floor. The existing Site's frontage is along Eglinton Avenue West and Keele Street.
3. The Site is situated adjacent to the planned Keelesdale LRT Station.

Proposed Development

4. It is proposed to construct a transit supportive development which will include a 33-storey mixed-use building on the Site. The proposed building will contain a total of 370 units, ranging from 1-bedroom to 3-bedroom units. Three (3) retail stores are proposed at-grade and is proposed to have a total GFA of 324 m². The proposed retail will have frontage along Eglinton Avenue West and Keele Street.
5. A total of 63 parking spaces (10 non-residential spaces, and 53 resident spaces), 434 bicycle parking spaces, and one (1) Type 'G' loading space are provided to support the transportation related aspects of the proposed development.
6. Vehicle access to / from the development is proposed via the existing public laneway known as 'Lane N Eglinton W Keele' west of Keele Street. The driveway will provide access to the underground parking garage and loading facility at-grade. Access for pedestrians and cyclists is provided via walkways and direct lobby connections to / from the public sidewalks.

Transportation Context

7. The Site is well served by a robust road network including major arterial roadways such as Keele Street and Eglinton Avenue West that will provide strong east-west and north-south connections to the wider City.
8. The site is well situated relative to existing transit services operated by the Toronto Transit Commission (TTC). Within an 800-metre radius of the Site, five (5) bus routes are attained from the Site. These bus routes provide a connection to the Line 2 Bloor-Danforth and Line 1 Yonge-University. The nearest transit stop is a local TTC bus (32 Eglinton West) located approximately 50 metres from the Site at the Eglinton Avenue West at Keele Street intersection.
9. In addition to the existing transit, there a number of transit improvements that will enhance the transit connectivity of the Site. The Site is located adjacent to the to the planned Keelesdale Station of the Eglinton Crosstown LRT which is currently under construction. Moreover, the planned Caledonia GO Station (as part of the Barrie GO line) is located within a 700-metre radius (approximately 10-minute walk). The close proximity to a planned GO station will enhance the transit context of the Site as it will provide an opportunity for residents / visitors of the Site to travel efficiently from Union Station to Allandale Waterfront Station in Barrie.
10. The level of transit accessibility provided in the area offers convenient non-automobile travel opportunities for both residents and visitors of the site. As such, the well integrated pedestrian network allows for fast, safe, convenient and reliable access to nearest existing TTC bus stops. The area will also provide excellent pedestrian connectivity to the planned major transit facilities, such as Keelesdale Station and Caledonia GO Station, and to other amenities and services, such as retail and employment.

11. The Site vicinity is served by a combination of road types (e.g. arterial, collector and local) where pedestrian sidewalks are provided. These sidewalks provide connection to a range of commercial, recreational and institutional uses (i.e. schools and community amenities) as well as public parks such as Keele South Park and Coronation Park.
12. The location of the Site provides for a strong active transportation-oriented environment that encourages the use of non-automobile modes of travel. There is currently limited cycling infrastructure within 800 metres of the Site, however the existing bike lanes along Eglinton Avenue West will be improved and extended as part of the City of Toronto and Eglinton Connects plan. In addition to the Eglinton Avenue West bike lane expansion, there are a number of other cycling improvements including bike lanes, multi-use trails and on-street shared cycling connections proposed within an 800-metre radius of the Site that will provide strong connections to a number of other cycling routes within the neighbourhood and into the rest of the City. The following provides a brief summary of the proposed improvements to the area cycling network:
 - A dedicated bikeway (currently underway) along Eglinton Avenue West from the existing bike lane along Eglinton Avenue West at Jane Street in the west to Yonge Street in the east;
 - A dedicated bikeway along Trethewey Drive from Eglinton Avenue West in the south to Jane Street in the north;
 - A study for a dedicated bikeway along Keele Street / Jane Street / Black Creek Drive / Culford Road from Eglinton Avenue West in the south to Steeles Avenue West in the north;
 - A neighbourhood route along Croham Road from Bowie Avenue in the north to Eglinton Avenue West in the south.
 - A neighbourhood route along Blackthorne Avenue / Haverson Boulevard / Silverthorn Avenue / Laughton Avenue, from Eglinton Avenue West in the north to Davenport Road in the south.
 - A bike lane along Trethewey Drive from Keele Street in the south to Jane Street in the north.
 - A bike lane along Eglinton Avenue West from Black Creek Drive in the west to Yonge Street in the east where it continues along Eglinton Avenue East.
 - A trail along Black Creek Drive / Weston Road from Comay Road in the north to the existing bike lane along Davenport Road in the south.
 - A trail along Eglinton Avenue West from Jane Street in the west to Black Creek Road in the east.
 - A quiet route along Silverthorn Avenue from Cameron Avenue in the north to St. Clair Avenue West where it continues along Hounslow Heath Road and Laughton Avenue to Davenport Road.
 - A quiet route along Clearview Heights / Beechborough Avenue / Castlefield Avenue from Trethewey Drive in the west to Roselawn Avenue in the east.
13. Within an 800-metre radius of the Site, there are no car-share and bike-share locations that are attainable.

Transportation Demand Management

14. A comprehensive TDM plan will be implemented to support the use of transit and active transportation while reducing the number of single-occupant vehicle trips during the peak hours.
15. Specific TDM strategies proposed include, but are not limited to:
 - provision of a reduced parking supply;
 - unbundling of parking from each new unit;
 - provision of on-site bicycle parking in accordance with Toronto Green Standard V4;
 - provide a subsidized annual bike share Toronto membership for one year;
 - exploring an opportunity to provide a one-time pre-loaded PRESTO card per unit;
 - exploring opportunity to provide transit information systems (i.e. real-time transit information displays and travel mode information packages);
 - implement marketing programs geared towards the existing travel modes within the area; and
 - provision of enhanced pedestrian and cycling connections to existing infrastructure.

Vehicle Parking Considerations

16. The Site is subject to Zoning by-law 569-2013 parking standards under 'Parking Zone A'. Application of Zoning By-law 569-2013 would result in a minimum parking requirement of zero (0) resident and five (5) resident visitor spaces. A total of nine (9) accessible parking spaces are also required under the Zoning By-law 569-2013 accessible parking requirements using the effective parking rates.
17. A total of 63 parking spaces, including 53 residential spaces, and 10 residential visitor / non-residential parking spaces are proposed in an underground three level parking garage to support the development. All (10) residential visitor / non-residential spaces are provided in the first level of the underground parking garage including one (1) accessible space. The residential spaces are provided in the remaining parking levels (P2-P3). Vehicular access to the underground parking garage is provided via Lane N Eglinton W Keele west off Keele Street.
18. The proposed parking supply of 63 spaces (including 53 residential and 10 non-residential spaces) meets the minimum requirements outlined above for Zoning By-law 89-2022 Parking Zone 'A'. Of the total parking supply, three (3) spaces will be barrier-free or accessible, which is less than the required nine (9) accessible parking spaces as per Zoning By-law 569-2013 using the effective parking spaces. It is proposed to modify the effective parking rates as per Zoning By-law 569-2013. The proposed effective parking rates are summarized as follows:
 - Residents: 0.14 parking spaces per unit
 - Residential Visitors: 0.02 parking spaces per unit
 - Retail: 1.0 spaces / 100 m²
19. The vehicle parking provisions also meet the specifications required as per Toronto Green Standards Version 4.0, including provision of reduced single occupancy trips by at least 25 percent and electric vehicle infrastructure for residential (53 spaces) and non-residential uses (4 spaces).
20. The reduced accessible parking supply based on the proposed modified effective parking spaces is considered appropriate primarily based on the past residential and residential visitor parking approval trends being favourable of a low parking rate in comparison to the current effective parking spaces and aligns with the former accessible parking requirement.

21. The overall parking supply is appropriate for the area and is expected to accommodate the parking-related needs of the proposed development.

Bicycle Parking Considerations

22. Application of the bicycle parking standards outlined in Zoning By-law 839-2022 (amending Zoning By-law 569-2013) and the Toronto Green Standard Version 4.0 require a minimum provision of 417 bicycle parking spaces, including 333 long-term and 74 short-term spaces, and 10 publicly accessible spaces since the Site is located within 500 metres of a transit station.
23. The proposed on-site bicycle parking supply of 434 bicycle parking spaces (including 348 long-term spaces and 86 short-term spaces) meets and exceeds the minimum requirements for the proposed development.
24. Long-term bicycle parking is located on the P1-P2 levels of the underground parking garage, and on the mezzanine level within secure, weather-protected bicycle rooms and can be accessed via elevator or stairs. All short-term bicycle parking is provided outdoors at-grade along the frontage of Eglinton Avenue West and Keele Street.
25. The bicycle parking provisions also meet the specifications required as per Toronto Green Standards Version 4.0, including provision of electric bicycle infrastructure for required long-term residential bicycle parking (53 spaces), location of long-term and short-term bicycle parking, and provision of 10 additional publicly accessible bicycle parking within the public realm (e.g., along Eglinton Avenue West).
26. The overall bicycle parking supply is appropriate and is expected to accommodate the bicycle-related needs of the proposed development.

Loading Considerations

27. The Site is subject to the loading standards outlined in Zoning By-law 569-2013, which results in a minimum requirement of 1 Type 'G' loading space.
28. The current proposal incorporates one (1) Type 'G' loading space to support the loading activity related to the proposed building. Access to the loading space is proposed from the driveway extends west of Lane N Eglinton W Keele.
29. The proposed loading supply and loading area arrangements are functionally appropriate and will accommodate the loading demands of the Site as planned.

Multimodal Travel Demand Forecasting

30. The "first principles" methodology was utilized to capture the residential travel characteristics (person trips) in the AM and PM peak period. The resultant vehicular trip rates (0.17 and 0.13 for the AM and PM peak period, respectively) are comparable to proxy sites BA Group has surveyed (Average of 0.11 and 0.13 for the AM and PM peak period, respectively).
31. It is anticipated that the proposed development will generate approximately 130 and 95 two-way transit trips during the weekday morning and afternoon peak hours, respectively.

32. Pedestrian volumes have been generated for both primary pedestrian trips and transit-based trips. The site is anticipated to generate approximately 30 two-way primary pedestrian trips during the weekday morning and afternoon peak hours.
33. It is anticipated that the proposed development will generate approximately 5 two-way cycling trips during the weekday morning and afternoon peak hours.

Vehicle Traffic Volumes

34. Traffic growth in the Site vicinity has been considered based upon an evaluation of traffic volume changes related to:
 - general corridor growth on the area arterial roads; and
 - specific area development traffic (i.e. background development traffic).
35. Background developments comprise of approximately 773 residential units and 1,639 m² GFA of non-residential space.
36. The future implementation of the Eglinton Crosstown LRT is expected to lower vehicle traffic along the street network (negative growth rate through the arterial street corridors). Therefore, a conservative approach was taken for this analysis to not apply a growth rate to the study area.
37. Two scenarios were taken into consideration for the purpose of this analysis:
 - Scenario 1 – maintains the public street network in its existing configuration; and
 - Scenario 2 – converts the existing one-way northbound portion of Keele Street between Eglinton Avenue West and the existing public laneway to be two-way, permitting southbound movements onto Eglinton Avenue West.
38. The proposed development will generate approximately 65 and 50 net-new two-way vehicle trips during the weekday morning and afternoon peak hours, respectively.

Traffic Operations Analysis

39. Synchro Version 11.1 and the Highway Capacity Manual (HCM) methodology were used to analyze the study area intersections and site access points. All Synchro analyses performed conform to the requirements of the City of Toronto's Guidelines for Using Synchro 11, January 15, 2021.
40. Under existing traffic conditions, all area signalized intersections for both scenarios operates at acceptable v/c ratios of 0.77 or better during the weekday morning peak hour and 0.81 or better during the weekday afternoon peak hour.
41. Under future background traffic conditions, with the addition of specific area development, all area signalized intersections for both scenarios will continue to operate at acceptable overall v/c ratios of 0.82 or better during the weekday morning and 0.86 or better during the weekday afternoon peak hour.
42. Under future total traffic conditions, with the addition of site traffic, all area signalized intersections for both scenarios will continue to operate at acceptable overall v/c ratios of 0.83 or better during the weekday morning and 0.86 or better during the weekday afternoon peak hour.

43. Traffic operations at all area unsignalized intersections are acceptable under all scenarios without any need for road improvements or mitigation measures. All movements will function at LOS A to LOS E in the future total scenario.
44. It should be noted that under scenario 2, the southbound movement at the Keele Street / Eglinton Avenue West intersection projects an acceptable LOS C to LOS D under future total conditions.
45. The site access from Lane N Eglinton W Keele onto Keele Street will function at a great level of service (LOS A to LOS B) for both scenarios under future total conditions.
46. Based on the foregoing, new site related vehicle traffic can be acceptably accommodated on the public area road network and at the site driveway.

Appendix A: Reduced Architectural Drawings





2634, 2636, 2640, 2642 & 2654 EGLINTON AVENUE WEST AND 1856 & 1856A KEELE STREET

APPLICATION FOR ZONING BY-LAW AMENDMENT AND SITE PLAN APPROVAL

PROJECT TEAM

DEVELOPER
FORA DEVELOPMENTS
T: 416-596-2900
www.foradevelopments.com

ARCHITECTURAL & LANDSCAPE ARCHITECTURE
gh3*
T: 416-915-1791
www.gh3.ca

PLANNING & URBAN DESIGN
BOUFFELLS INC.
T: 416-522-8844
www.bouffells.ca

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ARCHITECTURAL SHEET LIST

Sheet Number	Sheet Name	Current Revision	Revision Date
A0.00	COVER SHEET	2	Oct 6, 22
A0.01	STATISTICS	3	Oct 26, 22
A0.03	RENDERINGS		
A0.04	RENDERINGS		
A0.05	RENDERINGS		
A0.06	SURVEY		
A0.07	PROJECT AIDS		
A1.00	GROUND FLOOR SITE PLAN	3	Oct 26, 22
A2.00	ROOF PLAN		
A2.01	P0 FLOOR PLAN	3	Oct 26, 22
A2.02	P2 FLOOR PLAN	3	Oct 26, 22
A2.03	P1 FLOOR PLAN	3	Oct 26, 22
A2.04	GROUND FLOOR PLAN	3	Oct 26, 22
A2.05	L2 FLOOR PLAN	1	Sep 29, 22
A2.06	L3 FLOOR PLAN	2	Oct 6, 22
A2.07	L4 FLOOR PLAN	3	Oct 26, 22
A2.08	L5-L6 FLOOR PLAN	1	Sep 29, 22
A2.09	L7 FLOOR PLAN	3	Oct 26, 22
A2.10	L8-S1 FLOOR PLAN	2	Oct 6, 22
A2.11	L32-S3 FLOOR PLAN	2	Oct 6, 22
A2.12	MECH. P.H. FLOOR PLAN	1	Sep 29, 22
AS.01	BUILDING ELEVATIONS		
AS.02	BUILDING ELEVATIONS		
AS.03	BUILDING ELEVATIONS		
AS.04	BUILDING SECTIONS		

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No. 1000 1000

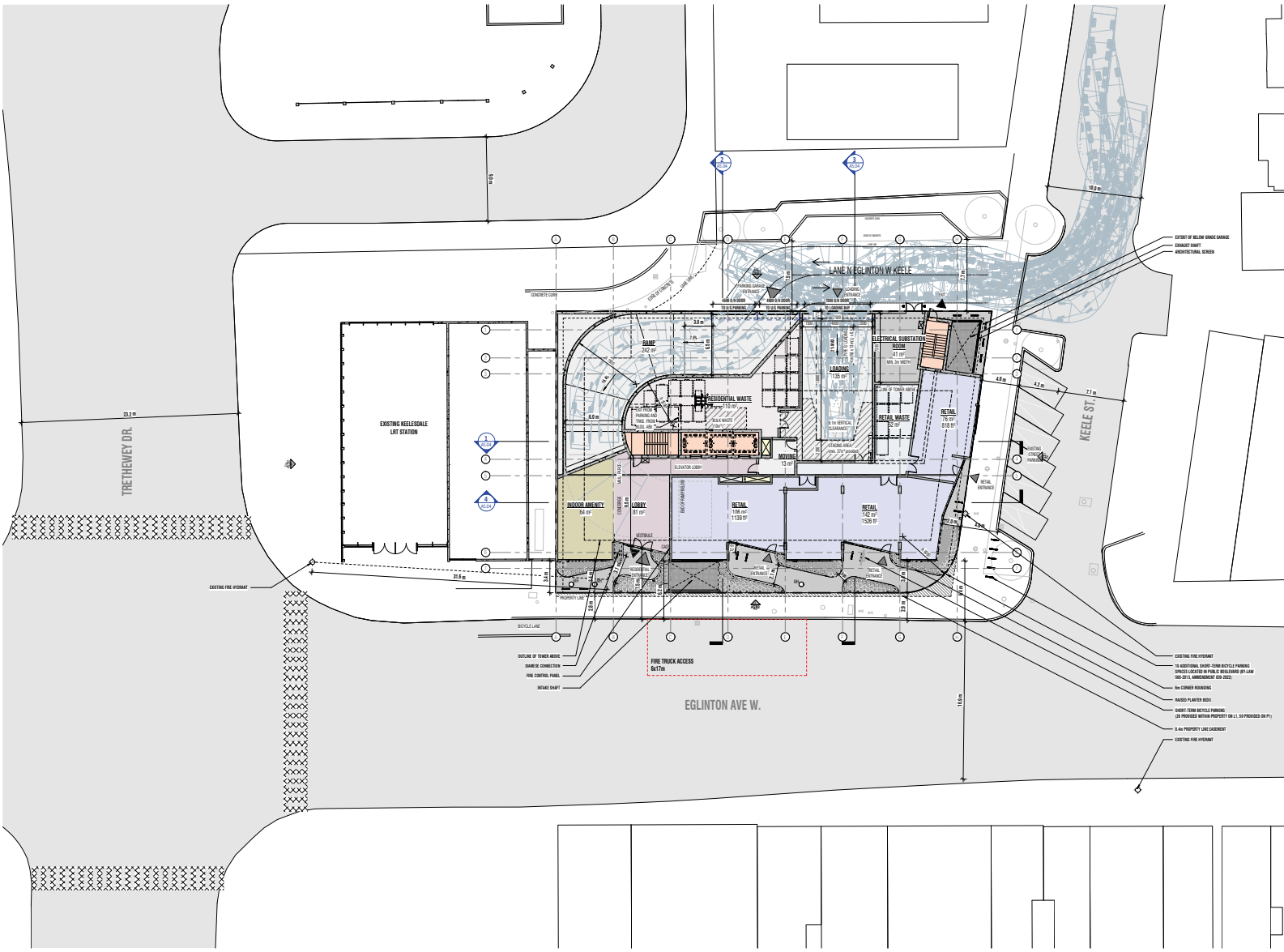
gh3*
350 DUNDAS ST. W. SUITE 100
TORONTO, ONT. M5G 1C5
416-915-1791

FORA
2634, 2636, 2640, 2642 &
2654 EGLINTON AVENUE
WEST AND 1856 & 1856A
KEELE STREET

TORONTO, ONTARIO
NORTH
SOUTH

SCALE:
PROJECT NO. 20000
ISSUE DATE: DEC 14, 2022

COVER SHEET



1 Ground Floor Site Plan ZBA
 ALLU 1:150

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- SITE PLAN LEGEND**
- PROPOSED ELEVATION
 - EXISTING ELEVATION
 - AREA CHANGE
 - EXISTING WATER
 - EXISTING BAY
 - PROPERTY LINE
 - PROPOSED LINE EASEMENT
 - EXISTING EASEMENT
 - EXISTING TRACK ROUTE
 - PROPOSED TRACK ROUTE
 - PROPOSED STRUCTURE ELLIPSE
 - LIBRARY
 - INDOOR AMENITY
 - RESIDENTIAL WASTE
 - RETAIL
 - RETAIL WAREHOUSE
 - ELECTRICAL SUBSTATION ROOM
 - LOADING DOCK/DOOR
 - BIKEWAY ENTRANCE
 - BIKEWAY ENTRANCE
 - EXIT
 - VEHICULAR ENTRANCE EXIT
 - BIKEWAY
 - BIKEWAY CONNECTION
 - BIKEWAY LIGHT
 - BIKEWAY LIGHT
 - BOLLARDS
 - BIKEWAY CHANGING STATION
 - BIKEWAY
 - PROPOSED CANOPY TREE
 - EXISTING TREE
 - EXISTING TREE TO BE PROTECTED
 - PROPOSED UNDERSTORY TREE
 - UNDERSTORY AND DRAPES
 - NON-ASBESTOS FIBRE
 - CONCRETE PAVING
 - CONCRETE PAVING
 - CONCRETE PAVING

- NOTES**
1. A TRUCK ON SITE DURING CONSTRUCTION MUST BE ABLE TO MANEUVER INTO THE BIKE TRUCK ACCESS AREA AND BE ABLE TO TURN AROUND. THE BIKE TRUCK ACCESS AREA MUST BE ABLE TO BE USED FOR THE BIKE TRUCK ACCESS AREA AT ALL TIMES. THE BIKE TRUCK ACCESS AREA MUST BE ABLE TO BE USED FOR THE BIKE TRUCK ACCESS AREA AT ALL TIMES.
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 CONSULTING ARCHITECTS
 2534 EGLINTON AVENUE WEST SUITE 100
 VANCOUVER, BC V6K 2R9
 TEL: 604.275.1111
 WWW.GH3.COM

FORA
 CONSULTING ENGINEERS
 2534 EGLINTON AVENUE WEST SUITE 100
 VANCOUVER, BC V6K 2R9
 TEL: 604.275.1111
 WWW.FORA.COM

SCALE: AS SHOWN
 PROJECT NO: 2014-001
 DRAWING NO: G.F. 01
 DATE: DEC 4, 2013

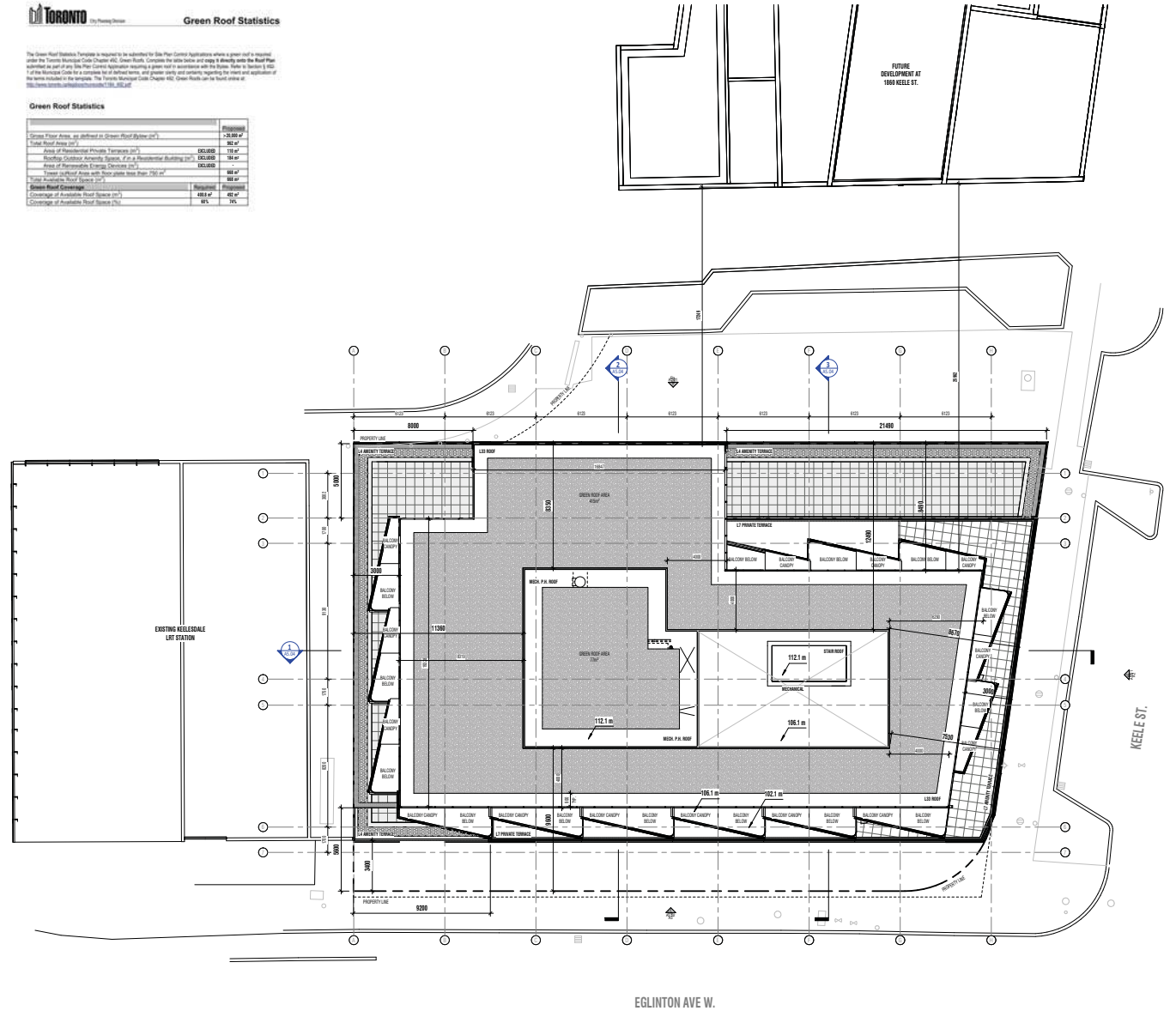
GROUND FLOOR SITE PLAN

A1.00

The Green Roof Statistics Template is required to be submitted by Site Plan Control Applicants where a green roof is required under the Toronto Municipal Code Chapter 652, Green Roofs. Complete the table below and upload it directly into the Roof Plan application as part of any Site Plan Control Application. A green roof is any structure with the same, more or less, to Section 6.5.2.1 of the Building Code for a concrete or other form, and provide safety and security regarding the intent and installation of the same, including but not limited to: The Toronto Municipal Code Chapter 652, Green Roofs can be found online at: https://www.toronto.ca/plan/building/652_652_1/.

Green Roof Statistics

	Proposed	Existing
Green Roof Area, as defined in Green Roof System (m ²)	2,126.00 m ²	
Suble Roof Area (m ²)	82 m ²	
Area of Unavailable Private Terraces (m ²)	EXCLUDED	82 m ²
Roofing Outside Accessible Space, if on a Residential Building (m ²)	EXCLUDED	82 m ²
Area of Permeable Concrete Decking (m ²)	EXCLUDED	
Area of Other Area with Green Roofs Area (m ²)	82 m ²	
Total Available Roof Space (m ²)	2,126.00 m ²	
Green Roof Coverage	80%	80%
Coverage of Available Roof Space (m ²)	1,701.20 m ²	1,701.20 m ²
Coverage of Available Roof Space (%)	80%	80%



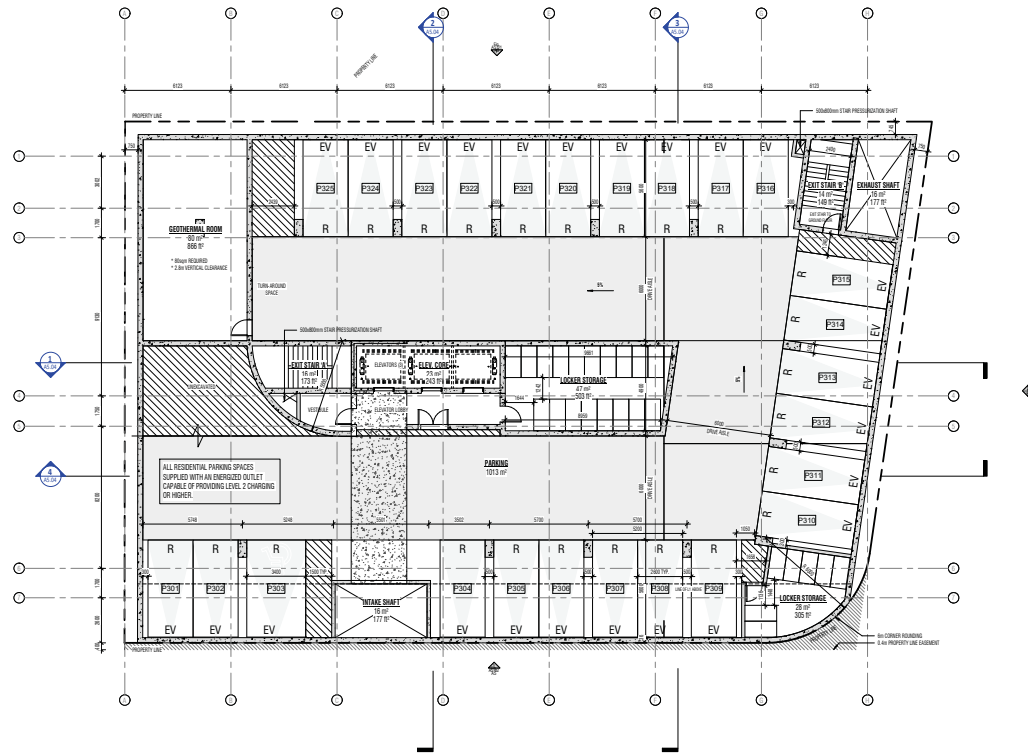
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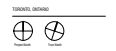
- NOTES:**
1. All work shall be in accordance with the City of Seattle Department of Construction and Inspections (DCI) and the International Building Code (IBC) 2021 Edition with all applicable amendments.
 2. The building shall be designed to meet the requirements of the International Building Code (IBC) 2021 Edition with all applicable amendments.
 3. The building shall be designed to meet the requirements of the International Building Code (IBC) 2021 Edition with all applicable amendments.
 4. The building shall be designed to meet the requirements of the International Building Code (IBC) 2021 Edition with all applicable amendments.
 5. The building shall be designed to meet the requirements of the International Building Code (IBC) 2021 Edition with all applicable amendments.
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 7. The building shall be designed to meet the requirements of the International Building Code (IBC) 2021 Edition with all applicable amendments.
 8. The building shall be designed to meet the requirements of the International Building Code (IBC) 2021 Edition with all applicable amendments.
 9. The building shall be designed to meet the requirements of the International Building Code (IBC) 2021 Edition with all applicable amendments.
 10. The building shall be designed to meet the requirements of the International Building Code (IBC) 2021 Edition with all applicable amendments.

Level	S-1 CAR PARKING												
	Residential Car Parking				Visitor Car Parking				Retail Car Parking				Total Car Parking
	Regular	Barrier-Free	Total	EVSE (100%)	Regular	Barrier-Free	Total	EVSE (25%)	Regular	Barrier-Free	Total	EVSE (25%)	
P1	0	0	0	0	7	1	8	0	2	0	2	1	10
P2	27	1	28	28	0	0	0	0	0	0	0	0	28
P3	24	1	25	25	0	0	0	0	0	0	0	0	25
TOTAL	51	2	53	53	7	1	8	0	2	0	2	1	63



1. 04.19.2024 Coordination
2. 04.24.2024 Coordination
3. 04.29.2024 Coordination
4. 05.06.2024

gh3
 ARCHITECTS
 2534 2636, 2640, 2642 & 2654 ECOLINTON AVENUE
 WEST AND 1506 & 1506A KEELE STREET



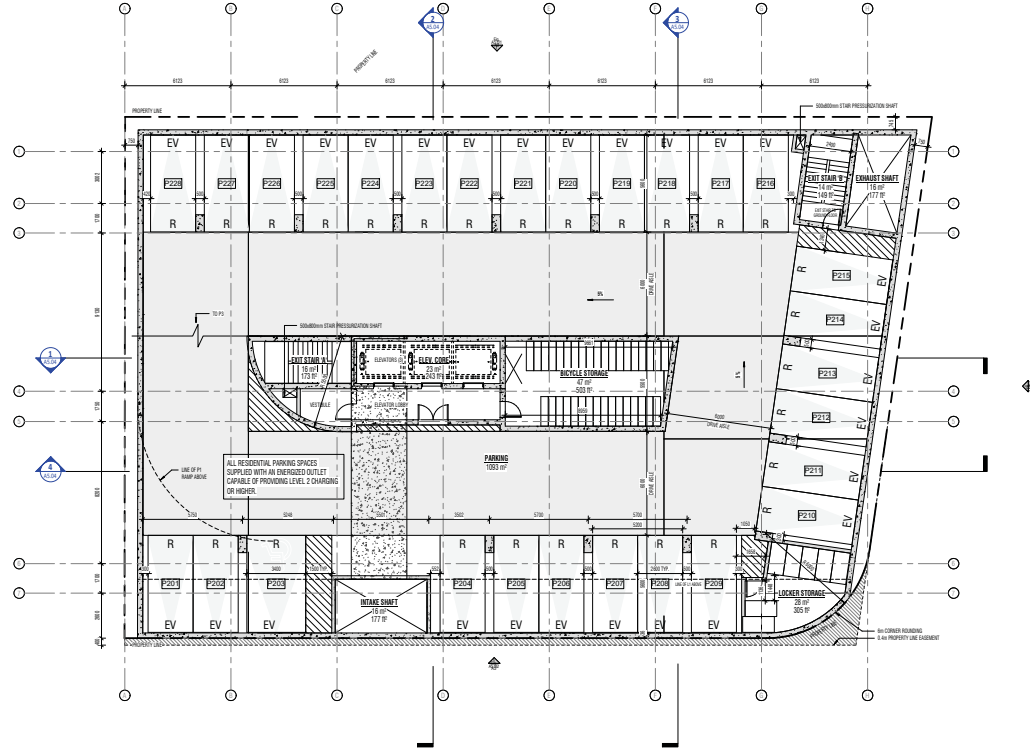
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 PLOT DATE: 06/11/2024

P3 FLOOR PLAN

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 3. All dimensions are to be taken from the centerline of the structure unless otherwise noted.
 4. All dimensions are to be taken from the centerline of the structure unless otherwise noted.
 5. All dimensions are to be taken from the centerline of the structure unless otherwise noted.
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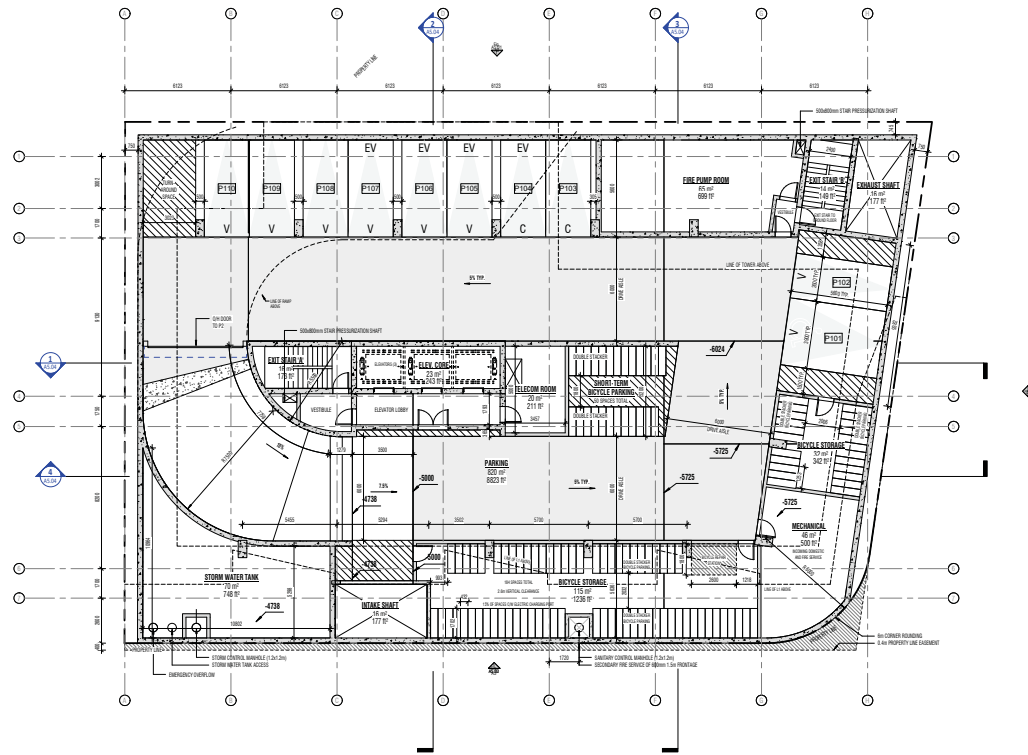
Level	S-1 CAR PARKING												
	Residential Car Parking				Visitor Car Parking				Retail Car Parking				Total Car Parking
	Regular	Barrier-Free	Total	EVSE (100%)	Regular	Barrier-Free	Total	EVSE (25%)	Regular	Barrier-Free	Total	EVSE (25%)	
P1	0	0	0	0	7	1	8	0	2	0	2	1	10
P2	27	1	28	28	0	0	0	0	0	0	0	0	28
P3	24	1	25	25	0	0	0	0	0	0	0	0	25
TOTAL	51	2	53	53	7	1	8	0	2	0	2	1	63



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Level	S-1 CAR PARKING												
	Residential Car Parking				Visitor Car Parking				Retail Car Parking		Total Car Parking		
	Regular	Barrier-Free	Total	EVSE (100%)	Regular	Barrier-Free	Total	EVSE (25%)	Regular	Barrier-Free		Total	EVSE (25%)
P1	0	0	0	0	7	1	8	0	2	0	2	1	10
P2	27	1	28	28	0	0	0	0	0	0	0	0	28
P3	24	1	25	25	0	0	0	0	0	0	0	0	25
TOTAL	51	2	53	53	7	1	8	0	2	0	2	1	63



1. See P1.010 - Coordination
2. See P1.011 - Coordination
3. See P1.012 - Coordination
4. See P1.013 - Coordination

gh3
 1000 COMMERCIAL DRIVE, SUITE 100
 400 WEST 10TH AVENUE, SUITE 100
 DENVER, CO 80202

FORA
 1000 COMMERCIAL DRIVE, SUITE 100
 400 WEST 10TH AVENUE, SUITE 100
 DENVER, CO 80202

2534, 2636, 2640, 2642 &
 2654 ECOLINTON AVENUE
 WEST AND 15TH & 16TH
 KEENE STREET

SCALE: 1/8" = 1'-0"
 PROJECT NO. 2024-001
 ISSUE DATE: DEC 11, 2024

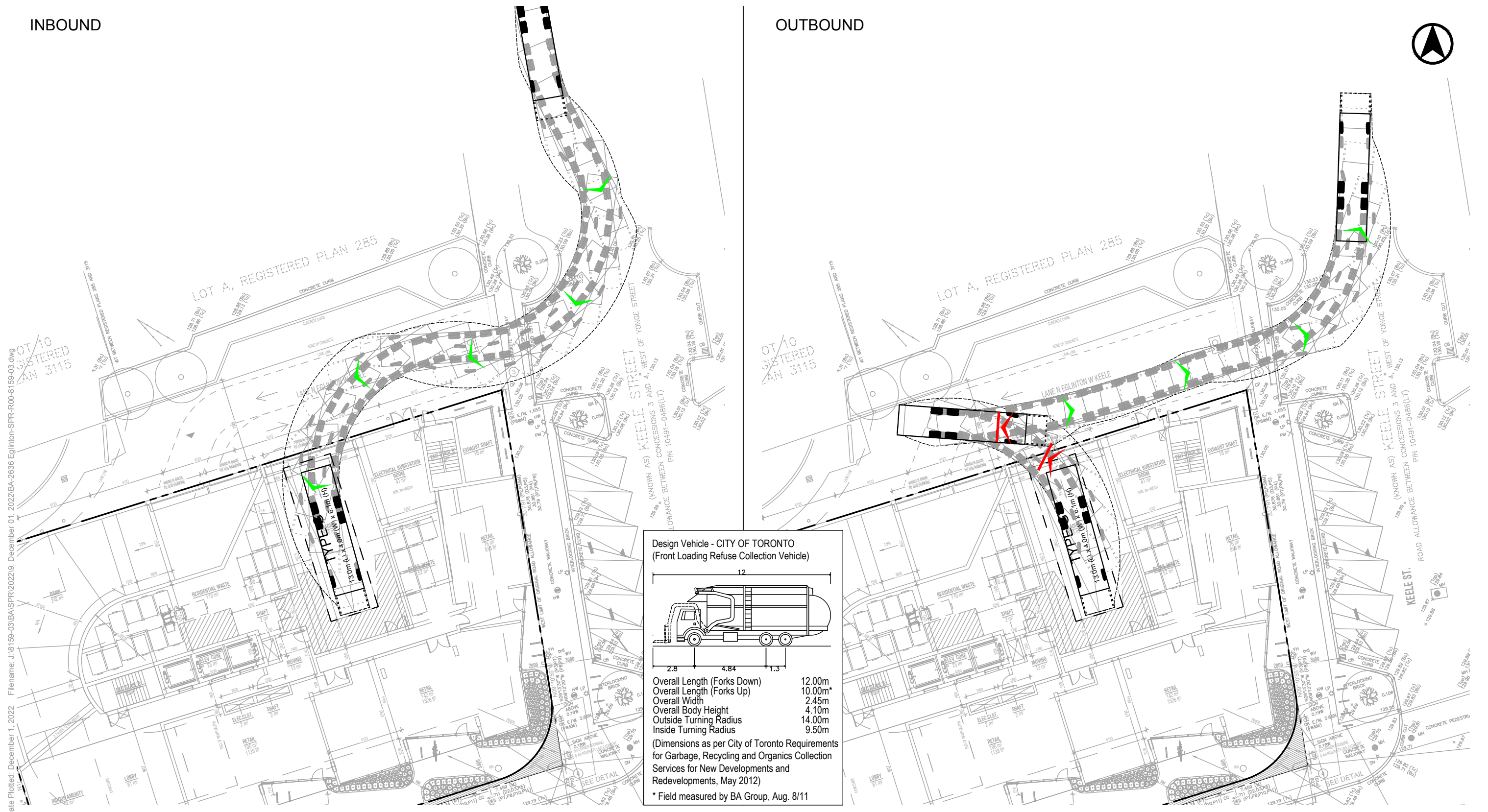
P1 FLOOR PLAN

Appendix B: Vehicular Manoeuvring Diagrams (VMDs)



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

(Dimensions as per City of Toronto Requirements for Garbage, Recycling and Organics Collection Services for New Developments and Redevelopments, May 2012)

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



2636 EGLINTON
VEHICULAR MANOEUVRING DIAGRAM
CITY OF TORONTO FRONT LOADING REFUSE COLLECTION VEHICLE

Project: 2636 Eglinton
Project No. 8159-03
Date: December 1, 2022
Revised: --

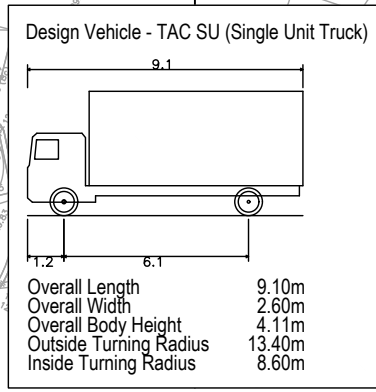
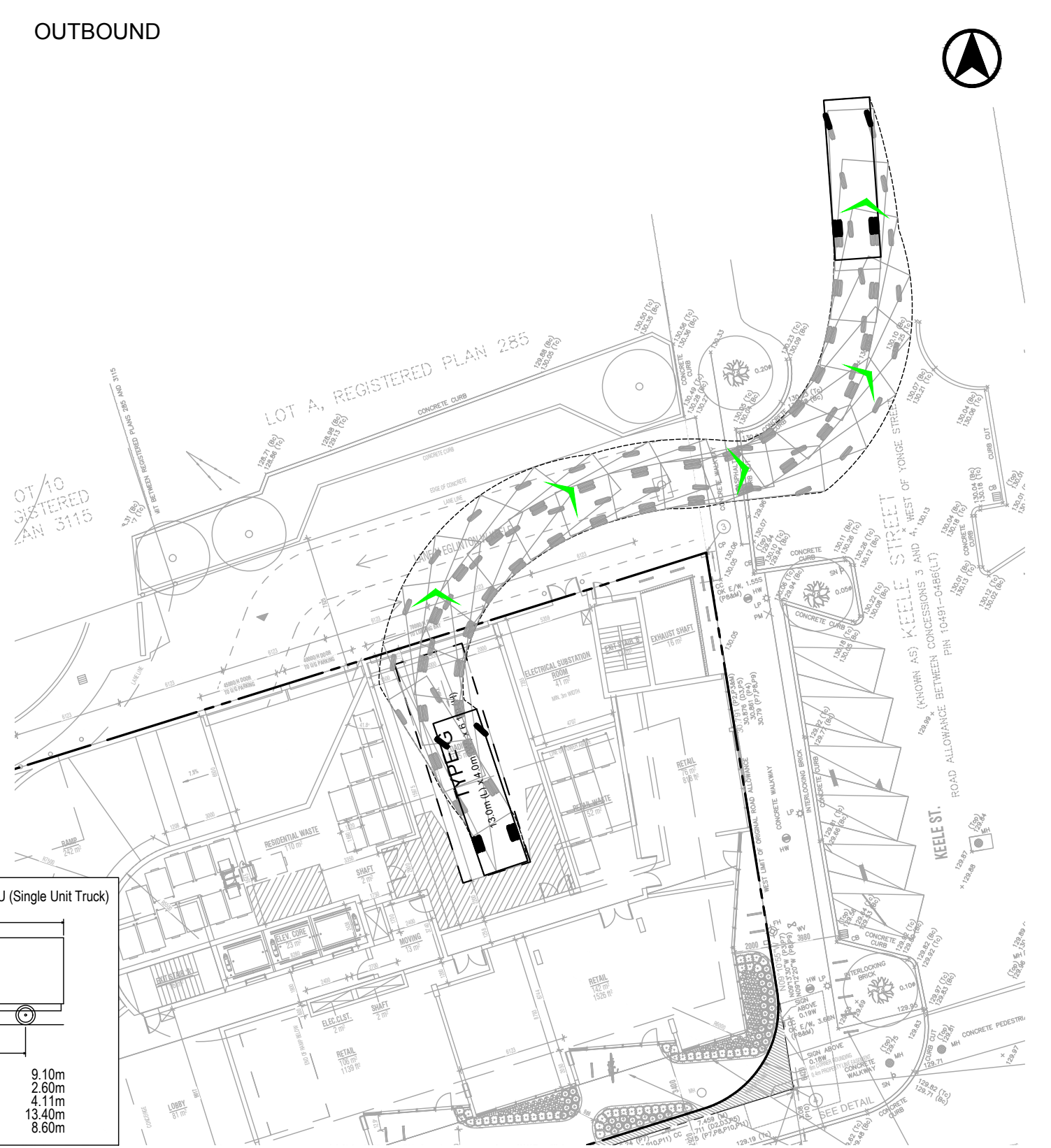
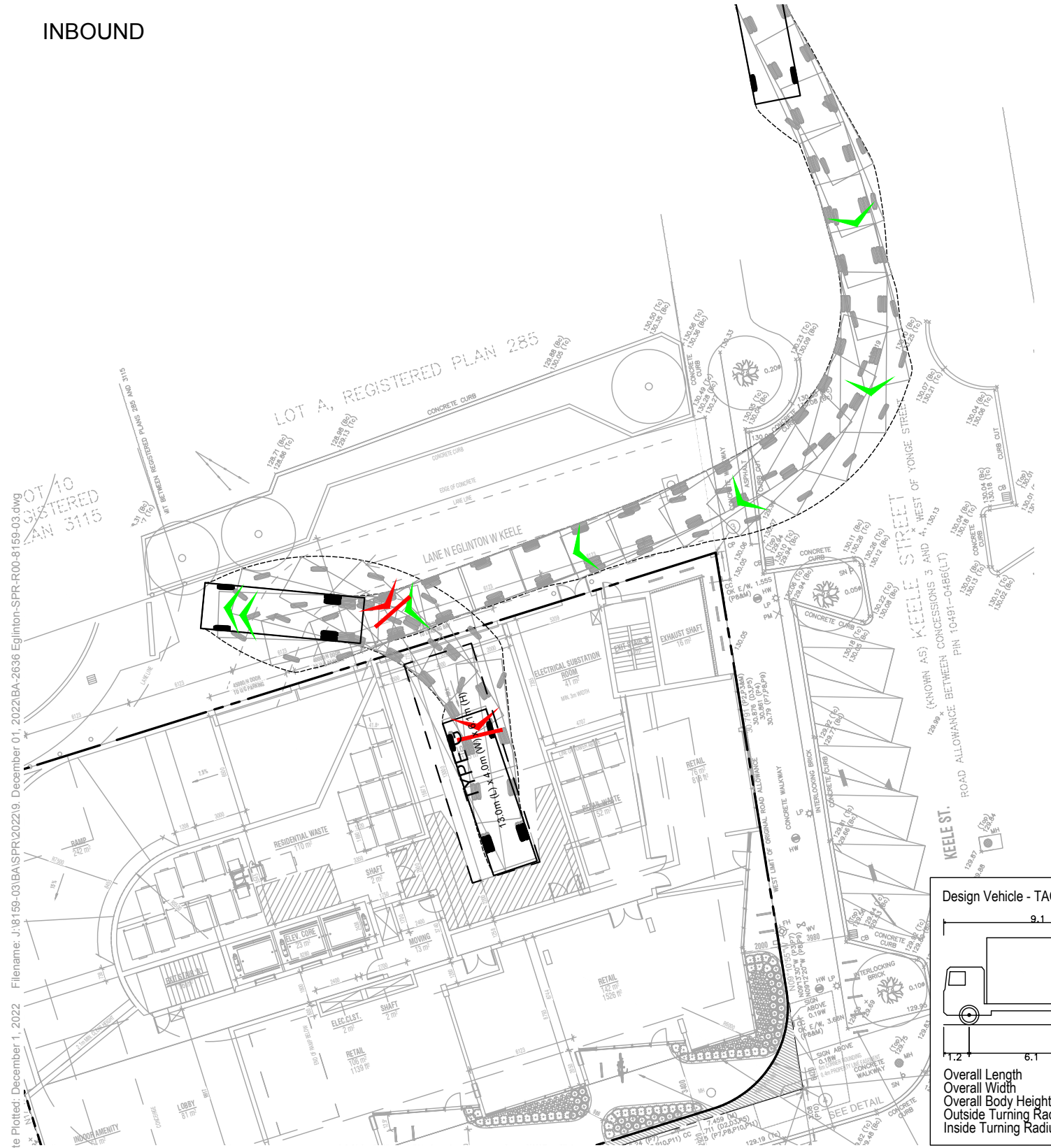
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Drawing No. **VMD-01**

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Filename: J:\8159-03\BA\SPR\2022\19_ December 01_ 2022\BA-2636 Eglinton-SPR-R00-8159-03.dwg
LOT 10 REGISTERED PLAN 3115

INBOUND

OUTBOUND



Date Plotted: December 1, 2022
 Filename: J:\159-03\BA\SPR\2022\19_ December 01_ 2022\BA-2636 Eglinton-SPR-R00-8159-03.dwg
 LOT 10 REGISTERED PLAN 3115
 AT BETWEEN REGISTERED PLANS 285 AND 3115



2636 EGLINTON
VEHICULAR MANOEUVRING DIAGRAM
TAC SINGLE UNIT TRUCK

Project: 2636 Eglinton
 Project No. 8159-03
 Date: December 1, 2022
 Revised: --

Scale: 1:300

Drawing No. **VMD-02**

Date Plotted: December 1, 2022. Filename: J:\8159-03\BA\SPR\2022\19. December 01, 2022\BA-2636 Eglinton-SPR-R00-8159-03.dwg



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

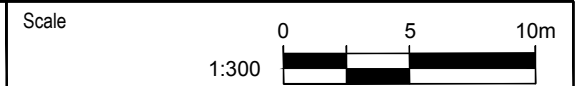
Overall Length	5.15m
Overall Width	2.01m
Overall Body Height	1.74m
Outside Turning Radius	6.50m
Inside Turning Radius	3.40m

*Field Measurements By BA Group



2636 EGLINTON
VEHICULAR MANOEUVRING DIAGRAM
95th PERCENTILE PASSENGER VEHICLE
2012 DODGE GRAND CARAVAN

Project: 2636 Eglinton
 Project No. 8159-03
 Date: December 1, 2022
 Revised: --

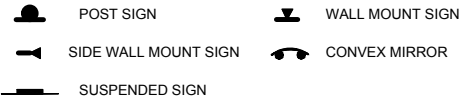
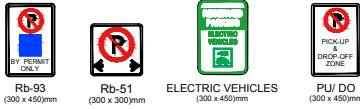


Drawing No. **VMD-03**

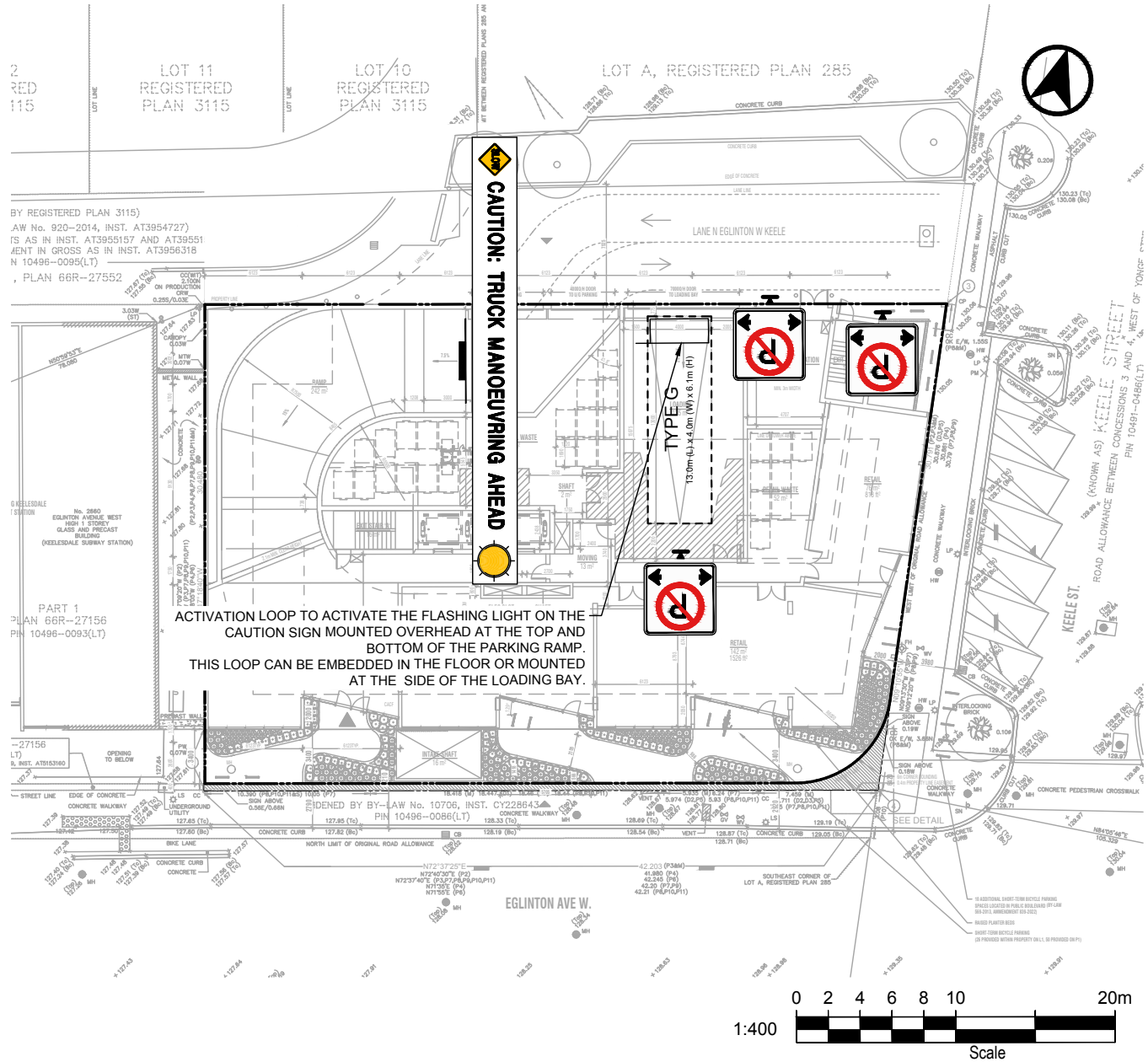
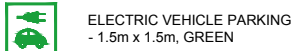
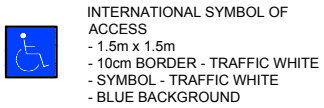
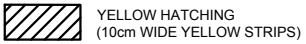
Appendix C: Signage Plan



TRAFFIC CONTROL SIGN LEGEND:



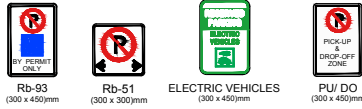
PAVEMENT MARKING LEGEND:



Date Plotted: December 1, 2022 File name: J:\0159-US\BA\Signage\Plan\2022\US - 2022-12-01\0159-03-01-0159-03.dwg

	<h2>2636 EGLINTON AVENUE WEST</h2> <h3>SIGNAGE PLAN</h3> <h3>GROUND FLOOR PLAN</h3>		Project: 2636 EGLINTON Project No. 8159-03 Date: December 01, 2022 Revised: -
			Drawing No. SN-01

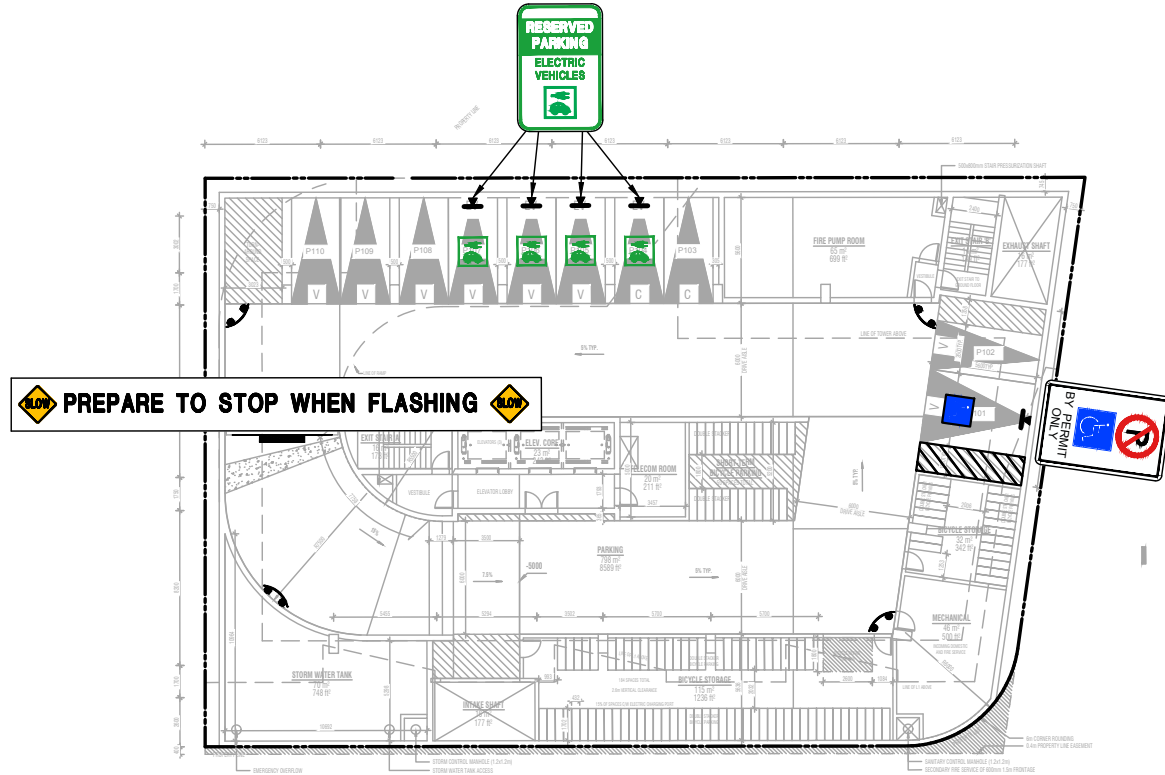
TRAFFIC CONTROL SIGN LEGEND:



- POST SIGN
- WALL MOUNT SIGN
- SIDE WALL MOUNT SIGN
- CONVEX MIRROR
- SUSPENDED SIGN

PAVEMENT MARKING LEGEND:

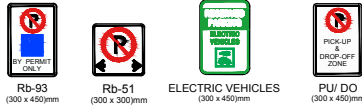
- YELLOW HATCHING (10cm WIDE YELLOW STRIPS)
- INTERNATIONAL SYMBOL OF ACCESS
 - 1.5m x 1.5m
 - 10cm BORDER - TRAFFIC WHITE
 - SYMBOL - TRAFFIC WHITE
 - BLUE BACKGROUND
- ELECTRIC VEHICLE PARKING
 - 1.5m x 1.5m, GREEN



Date Plotted: December 1, 2022 File name: J:\19159-US\19159\Signage Plan\2022\103-2022-12-01\19159-2636 Eglinton-SN-K00-019-US.dwg

	<p>2636 EGLINTON AVENUE WEST</p> <p>SIGNAGE PLAN</p> <p>P1 PARKING PLAN</p>	<p>Project: 2636 EGLINTON</p> <p>Project No. 8159-03</p> <p>Date: December 01, 2022</p> <p>Revised: -</p>
	<p>Drawing No. SN-02</p>	

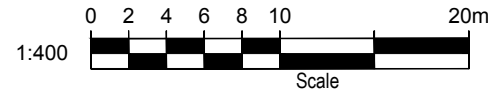
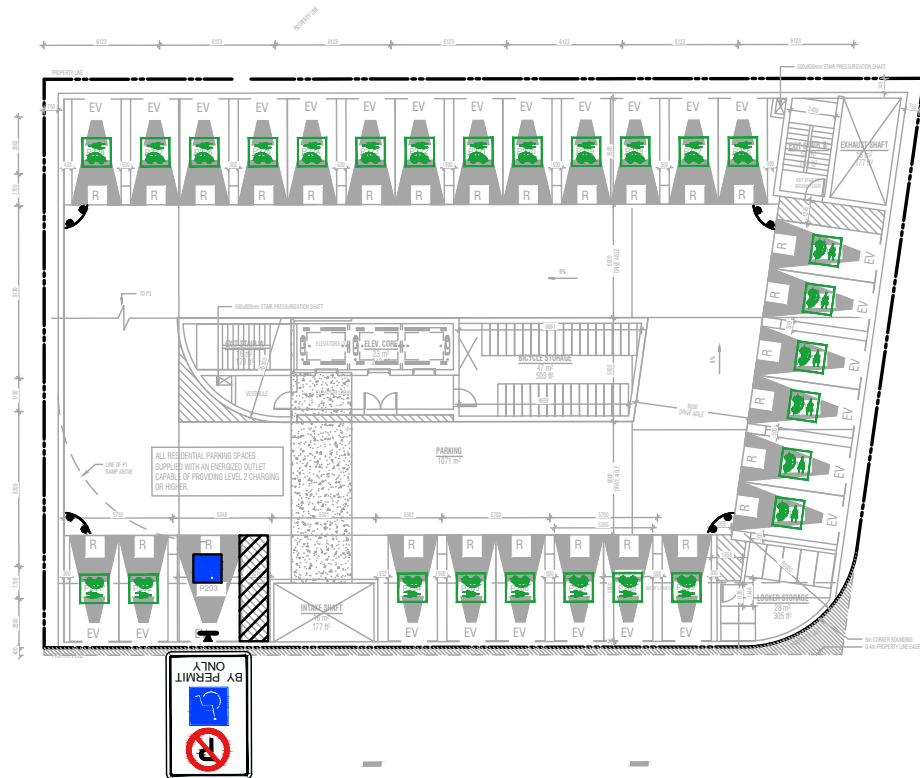
TRAFFIC CONTROL SIGN LEGEND:



- POST SIGN
- WALL MOUNT SIGN
- SIDE WALL MOUNT SIGN
- CONVEX MIRROR
- SUSPENDED SIGN

PAVEMENT MARKING LEGEND:

- YELLOW HATCHING (10cm WIDE YELLOW STRIPS)
- INTERNATIONAL SYMBOL OF ACCESS
 - 1.5m x 1.5m
 - 10cm BORDER - TRAFFIC WHITE
 - SYMBOL - TRAFFIC WHITE
 - BLUE BACKGROUND
- ELECTRIC VEHICLE PARKING
 - 1.5m x 1.5m, GREEN



Date Plotted: December 1, 2022 File name: J:\8159-US\BA\Signage Plans\2022\US - 2022-12-01\8159-US-2636 EGLINTON-SN-K00-8159-US.dwg

	<h2>2636 EGLINTON AVENUE WEST</h2> <h3>SIGNAGE PLAN</h3> <h3>P2 PARKING PLAN</h3>	Project: 2636 EGLINTON Project No. 8159-03 Date: December 01, 2022 Revised: --
	Drawing No. SN-03	

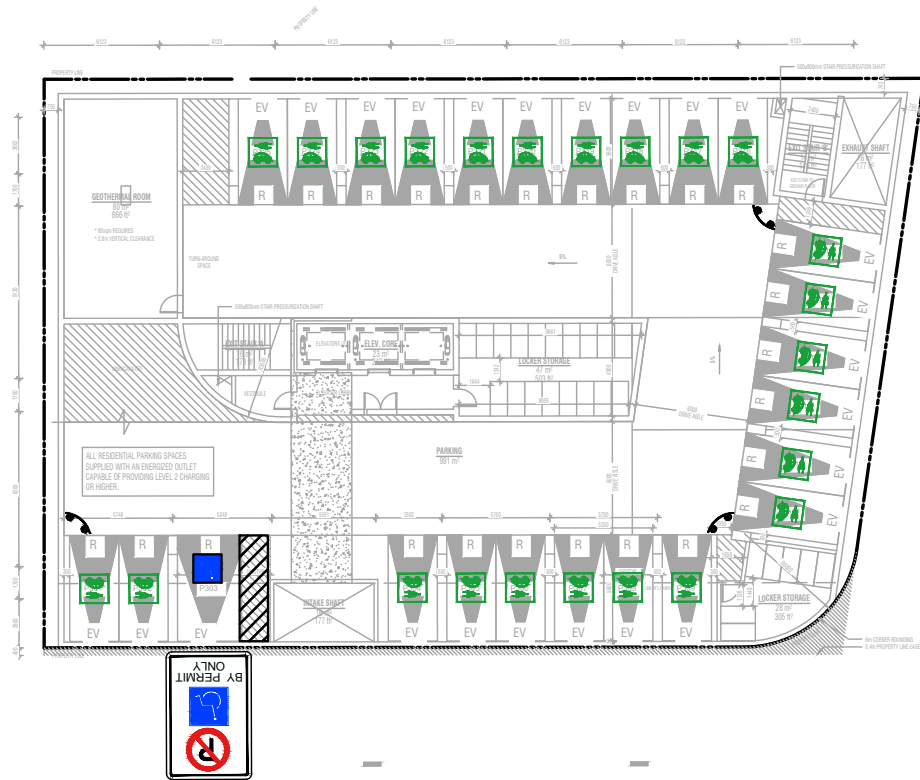
TRAFFIC CONTROL SIGN LEGEND:



- POST SIGN
- WALL MOUNT SIGN
- SIDE WALL MOUNT SIGN
- CONVEX MIRROR
- SUSPENDED SIGN

PAVEMENT MARKING LEGEND:

- YELLOW HATCHING (10cm WIDE YELLOW STRIPS)
- INTERNATIONAL SYMBOL OF ACCESS
 - 1.5m x 1.5m
 - 10cm BORDER - TRAFFIC WHITE
 - SYMBOL - TRAFFIC WHITE
 - BLUE BACKGROUND
- ELECTRIC VEHICLE PARKING
 - 1.5m x 1.5m, GREEN



Date Plotted: December 1, 2022 File name: J:\8159-US\BA\Signage Plan\2022\US_2022-12-01\8159-03-01-2636 EGLINTON-SN-K00-8159-US.dwg



2636 EGLINTON AVENUE WEST SIGNAGE PLAN P3 PARKING PLAN

Project: 2636 EGLINTON
 Project No. 8159-03
 Date: December 01, 2022
 Revised: -

Drawing No. **SN-04**

Appendix D: Existing Turning Movement Counts





Turning Movement Count
 Location Name: EGLINTON AVE W & KEELE ST & TRETHEWEY DR
 Date: Thu, Sep 15, 2022 Deployment Lead:

BA Group
 300 45 ST. CLAIR AVE W
 TORONTO ONTARIO, M4V 1K3
 CANADA

Turning Movement Count (1 - EGLINTON AVE W & KEELE ST & TRETHEWEY DR)

Start Time	N Approach TRETHEWEY DR					E Approach EGLINTON AVE W					S Approach KEELE ST					W Approach EGLINTON AVE 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/E	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
07:30:00	25	138	28	0	16	191	17	85	7	0	9	109	5	126	13	0	14	144	19	145	71	0	8	235	679
07:45:00	19	165	42	0	17	226	15	96	11	0	17	122	11	141	11	0	17	163	12	205	60	0	15	277	788
08:00:00	39	148	46	0	10	231	25	87	10	0	26	122	8	133	10	0	25	151	18	211	64	0	17	293	797
08:15:00	37	161	39	0	22	237	26	93	10	0	23	129	5	140	14	0	36	159	11	202	64	0	22	277	802
08:30:00	39	221	30	0	37	290	23	109	15	0	16	147	9	134	9	0	34	152	31	195	59	0	37	285	874
08:45:00	33	206	31	0	33	270	31	89	7	0	21	127	19	139	13	0	47	171	25	242	71	0	40	338	906
09:00:00	36	183	38	0	15	257	22	92	6	0	15	120	15	137	15	0	11	167	21	187	62	0	34	270	814
09:15:00	27	144	54	0	15	225	38	70	10	0	11	118	14	110	6	0	9	130	14	202	49	0	13	265	738
BREAK																									
16:00:00	49	145	36	0	35	230	45	186	12	0	37	243	18	133	17	0	22	168	22	158	27	0	20	207	848
16:15:00	62	151	55	0	19	268	29	139	16	0	30	184	13	139	16	0	29	168	17	157	48	0	28	222	842
16:30:00	45	126	40	0	28	211	48	150	25	0	13	223	15	155	13	0	22	183	20	192	45	0	12	257	874
16:45:00	61	171	48	0	24	280	51	154	15	0	31	220	15	161	14	0	26	190	17	184	57	0	24	258	948
17:00:00	50	157	37	0	20	244	65	161	13	0	24	239	10	120	16	0	22	146	11	181	50	0	13	242	871
17:15:00	67	194	41	0	20	302	41	174	18	0	40	233	9	143	13	0	18	165	19	189	43	0	19	251	951
17:30:00	62	171	41	0	20	274	49	181	14	0	41	244	10	149	12	0	33	171	32	203	38	0	17	273	962
17:45:00	62	171	44	0	26	277	46	171	16	0	28	233	7	155	16	0	30	178	14	208	38	0	21	260	948
Grand Total	713	2650	650	0	357	4013	571	2037	205	0	382	2813	183	2215	208	0	395	2606	303	3061	846	0	338	4210	13642
Approach %	17.8%	66%	16.2%	0%	-	20.3%	72.4%	7.3%	0%	-	7%	88%	8%	0%	-	7.2%	72.7%	20.1%	0%	-	-	-	-	-	-
Totals %	5.2%	19.4%	4.8%	0%	29.4%	4.2%	14.9%	1.9%	0%	20.6%	1.3%	16.2%	1.9%	0%	19.1%	2.2%	22.4%	6.2%	0%	30.9%	-	-	-	-	-
Heavy %	29	152	52	0	-	42	104	9	0	-	9	135	14	0	-	18	136	41	0	-	-	-	-	-	-
Heavy %	4.1%	5.7%	8%	0%	-	7.4%	5.1%	4.4%	0%	-	4.9%	6.1%	6.7%	0%	-	5.9%	4.4%	4.8%	0%	-	-	-	-	-	-
Bicycles %	3	12	0	0	-	1	21	0	0	-	0	7	0	0	-	2	10	1	0	-	-	-	-	-	-
Bicycle %	0.4%	0.5%	0%	0%	-	0.2%	1%	0%	0%	-	0%	0.3%	0%	0%	-	0.7%	0.3%	0.1%	0%	-	-	-	-	-	-



Turning Movement Count
 Location Name: EGLINTON AVE W & KEELE ST & TRETHEWEY DR
 Date: Thu, Sep 15, 2022 Deployment Lead:

BA Group
 300 45 ST. CLAIR AVE W
 TORONTO ONTARIO, M4V 1K3
 CANADA

Peak Hour: 08:15 AM - 09:15 AM Weather: Clear Sky (8.83 °C)

Start Time	N Approach TRETHEWEY DR					E Approach EGLINTON AVE W					S Approach KEELE ST					W Approach EGLINTON AVE 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
08:15:00	37	161	39	0	22	237	26	93	10	0	23	129	5	140	14	0	36	159	11	202	64	0	22	277	802
08:30:00	39	221	30	0	37	290	23	109	15	0	16	147	9	134	9	0	34	152	31	195	59	0	37	285	874
08:45:00	33	206	31	0	33	270	31	89	7	0	21	127	19	139	13	0	47	171	25	242	71	0	40	338	906
09:00:00	36	183	38	0	15	257	22	92	6	0	15	120	15	137	15	0	11	167	21	187	62	0	34	270	814
Grand Total	145	771	138	0	107	1054	102	383	38	0	75	523	48	550	51	0	128	649	88	826	256	0	133	1170	3396
Approach %	13.8%	73.1%	13.1%	0%	-	19.5%	73.2%	7.3%	0%	-	7.4%	84.7%	7.9%	0%	-	7.5%	70.6%	21.9%	0%	-	-	-	-	-	-
Totals %	4.3%	22.7%	4.1%	0%	31%	3%	11.3%	1.1%	0%	15.4%	1.4%	16.2%	1.9%	0%	19.1%	2.6%	24.3%	7.5%	0%	34.5%	-	-	-	-	-
PDF	0.93	0.87	0.88	0	-	0.91	0.82	0.88	0.83	0	-	0.89	0.83	0.88	0.85	0	-	0.85	0.71	0.85	0.9	0	-	-	-
Heavy %	11	47	18	0	-	76	8	27	2	0	-	37	5	38	7	0	-	50	5	55	12	0	-	-	
Heavy %	7.6%	6.1%	13%	0%	-	7.2%	7.9%	7%	5.3%	0%	-	7.1%	10.4%	6.9%	13.7%	0%	-	7.7%	5.7%	6.7%	4.7%	0%	-	-	-
Lights	134	734	100	0	-	978	54	356	36	0	-	486	43	512	44	0	-	599	63	711	244	0	-	-	-
Lights %	92.4%	93.9%	87%	0%	-	92.8%	92.2%	92%	94.7%	0%	-	92.9%	89.6%	92.1%	86.3%	0%	-	92.3%	94.2%	93.3%	95.3%	0%	-	-	-
Single-Unit Trucks	5	20	7	0	-	32	3	11	2	0	-	16	2	12	1	0	-	15	3	32	5	0	-	-	-
Single-Unit Trucks %	3.4%	2.6%	5.1%	0%	-	3%	2.9%	2.9%	5.3%	0%	-	3.1%	4.2%	2.2%	2%	0%	-	2.3%	3.4%	3.9%	2%	0%	-	-	-
Buses	5	24	11	0	-	40	5	16	0	0	-	21	3	25	6	0	-	34	1	22	6	0	-	-	-
Buses %	3.4%	3.1%	8%	0%	-	3.8%	4.9%	4.2%	0%	0%	-	4%	6.3%	4.9%	11.8%	0%	-	5.2%	1.1%	2.7%	2.3%	0%	-	-	-
Articulated Trucks	1	3	0	0	-	4	0	0	0	0	-	0	0	1	0	0	-	1	1	1	1	0	-	-	-
Articulated Trucks %	0.7%	0.4%	0%	0%	-	0.4%	0%	0%	0%	0%	-	0%	0%	0.2%	0%	0%	-	0.2%	1.1%	0.1%	0.4%	0%	-	-	-
Pedestrians	-	-	-	-	107	-	-	-	-	-	74	-	-	-	-	-	-	127	-	-	-	-	-	125	-
Pedestrians %	-	-	-	-	24.2%	-	-	-	-	16.7%	-	-	-	-	-	-	28.7%	-	-	-	-	-	-	28.2%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	8	-
Bicycles on Crosswalk %	-	-	-	-	0%	-	-	-	-	0.2%	-	-	-	-	-	-	-	0.2%	-	-	-	-	-	1.8%	-
Bicycles on Road	2	2	0	0	0	-	0	2	0	0	0	-	0	2	0	0	0	-	0	1	0	0	0	-	-
Bicycles on Road %	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-



Start Time	N Approach TRETWEY DR					E Approach EGLINTON AVE W					S Approach KEELE ST					W Approach EGLINTON AVE 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	
17:00:00	50	157	37	0	20	244	65	161	13	0	24	239	10	120	16	0	22	146	11	181	50	0	13	242	871	
17:15:00	87	194	41	0	20	302	41	174	18	0	40	233	9	143	13	0	18	165	19	189	43	0	19	251	951	
17:30:00	82	171	41	0	20	274	49	181	14	0	41	244	10	149	12	0	30	171	32	203	38	0	17	273	962	
17:45:00	82	171	44	0	26	277	46	171	16	0	28	233	7	155	16	0	30	178	14	208	38	0	21	260	948	
Grand Total	241	693	163	0	86	1097	201	687	61	0	133	949	36	567	57	0	103	660	75	781	169	0	70	1026	3732	
Approach%	22%	63.2%	14.9%	0%	-	-	21.2%	72.4%	6.4%	0%	-	-	5.5%	85.9%	6.6%	0%	-	-	7.4%	76.1%	16.5%	0%	-	-	-	
Totals %	6.5%	18.6%	4.4%	0%	-	-	20.4%	5.4%	18.4%	1.8%	0%	-	25.4%	1%	15.2%	1.9%	0%	-	17.7%	2%	20.9%	4.3%	0%	-	27.5%	-
Imp%	0.0	0.89	0.83	0	-	-	0.91	0.77	0.95	0.85	0	-	0.97	0.9	0.91	0.89	0	-	0.93	0.93	0.94	0.85	0	-	0.94	-
Heavy %	3	25	7	0	-	35	11	21	1	0	-	33	1	26	2	0	-	29	3	18	7	0	-	28	-	
Light %	98.8%	96.4%	95.7%	0%	-	-	96.8%	94.5%	96.9%	98.4%	0%	-	96.5%	97.2%	95.4%	98.5%	0%	-	95.6%	96.1%	97.7%	95.9%	0%	-	97.3%	-
Single-Unit Trucks	1	9	1	0	-	11	1	5	1	0	-	7	1	12	2	0	-	15	3	4	6	0	-	13	-	
Single-Unit Trucks %	0.4%	1.3%	0.6%	0%	-	-	1%	0.5%	0.7%	1.6%	0%	-	0.7%	2.8%	2.1%	3.5%	0%	-	2.3%	3.9%	0.5%	3.6%	0%	-	1.3%	-
Buses	0	14	6	0	-	20	10	15	0	0	-	25	0	12	0	0	-	12	0	13	1	0	-	14	-	
Buses %	0%	2%	3.7%	0%	-	-	1.8%	5%	2.2%	0%	0%	-	2.6%	0%	2.1%	0%	0%	-	1.8%	0%	1.7%	0.6%	0%	-	1.4%	-
Articulated Trucks	2	2	0	0	-	4	0	1	0	0	-	1	0	2	0	0	-	2	0	1	0	0	-	1	-	
Articulated Trucks %	0.8%	0.3%	0%	0%	-	-	0.4%	0%	0.1%	0%	0%	-	0.1%	0%	0.4%	0%	0%	-	0.3%	0%	0.1%	0%	0%	-	0.1%	-
Pedestrians	-	-	-	-	85	-	-	-	-	-	127	-	-	-	-	-	100	-	-	-	-	-	89	-	-	
Pedestrians %	-	-	-	-	21.7%	-	-	-	-	32.4%	-	-	-	-	-	25.6%	-	-	-	-	-	-	17.6%	-	-	
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	6	-	-	-	-	-	3	-	-	-	-	-	-	1	-	-	
Bicycles on Crosswalk %	-	-	-	-	0.3%	-	-	-	-	1.8%	-	-	-	-	-	0.8%	-	-	-	-	-	-	0.3%	-	-	
Bicycles on Road	1	3	0	0	0	-	0	7	0	0	0	-	0	2	0	0	0	-	1	3	0	0	0	-	-	
Bicycles on Road %	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	0%	-	-	



Peak Hour: 05:00 PM - 06:00 PM Weather: Overcast Clouds (18.7 °C)



Turning Movement Count (2 - EGLINTON AVE W & KEELE ST)

Start Time	N Approach KEELE ST					E Approach EGLINTON AVE W					W Approach EGLINTON AVE 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	0	0	0	17	0	14	110	0	2	124	167	13	0	0	180	304	
07:45:00	0	0	0	21	0	14	122	1	1	137	238	21	0	4	259	396	
08:00:00	0	1	0	28	1	9	129	0	1	138	249	15	0	0	264	403	
08:15:00	0	0	0	27	0	13	130	0	1	143	226	18	0	2	244	387	1490
08:30:00	0	1	0	30	1	15	142	0	1	157	212	26	0	2	238	396	1582
08:45:00	0	0	0	41	0	20	128	0	2	148	261	26	0	1	287	435	1621
09:00:00	0	0	0	24	0	10	125	0	9	135	228	14	0	3	242	377	1595
09:15:00	1	0	0	12	1	9	114	0	6	123	261	13	3	5	277	401	1609
BREAK																	
16:00:00	1	0	0	125	1	13	234	0	1	247	190	23	1	0	214	462	
16:15:00	0	0	0	88	0	14	193	0	3	207	200	29	0	6	229	436	
16:30:00	0	0	0	56	0	16	221	0	7	237	218	27	1	0	246	483	
16:45:00	0	0	0	24	0	15	219	0	5	234	220	34	0	0	254	488	1869
17:00:00	0	0	0	32	0	12	238	0	3	250	206	17	0	3	223	473	1880
17:15:00	1	0	0	45	1	17	238	0	3	255	224	22	0	7	246	502	1946
17:30:00	0	0	0	63	0	22	242	0	4	264	219	30	0	2	249	513	1976
17:45:00	1	0	0	32	1	19	238	0	5	257	224	41	0	3	265	523	2011
Grand Total	4	2	0	665	6	232	2823	1	54	3056	3543	369	5	38	3917	6979	-
Approach%	66.7%	33.3%	0%	-	-	7.6%	92.4%	0%	-	-	90.5%	9.4%	0.1%	-	-	-	-
Totals %	0.1%	0%	0%	0.1%	0.1%	3.3%	40.4%	0%	43.8%	43.8%	50.8%	5.3%	0.1%	56.1%	-	-	-
Heavy	0	0	0	-	-	14	153	0	-	-	188	6	0	-	-	-	-
Heavy %	0%	0%	0%	-	-	6%	5.4%	0%	-	-	5.3%	1.6%	0%	-	-	-	-
Bicycles	2	0	0	-	-	0	10	0	-	-	5	0	0	-	-	-	-
Bicycle %	50%	0%	0%	-	-	0%	0.4%	0%	-	-	0.1%	0%	0%	-	-	-	-



Peak Hour: 08:00 AM - 09:00 AM Weather: Clear Sky (8.83 °C)

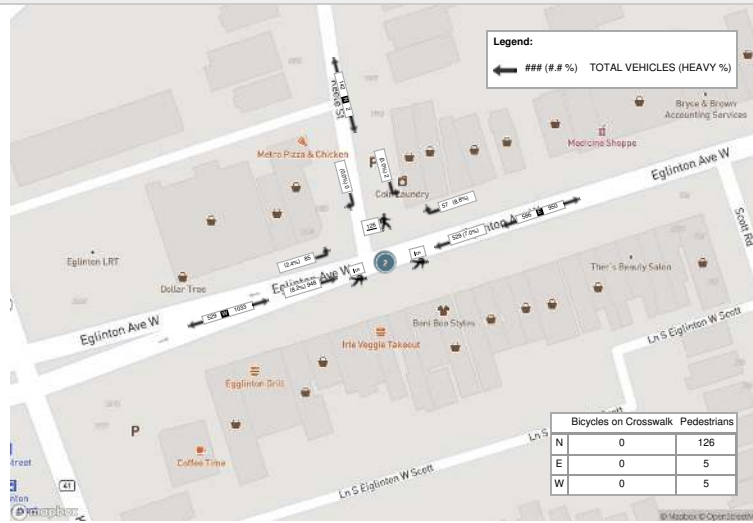
Start Time	N Approach KEELE ST				E Approach EGLINTON AVE W				W Approach EGLINTON AVE W				Int. Total (15 min)			
	Right	Left	UTurn	Peds	Approach Total	Right	Thru	UTurn	Peds	Approach Total	Thru	Left		UTurn	Peds	Approach Total
08:00:00	0	1	0	28	1	9	129	0	1	138	249	15	0	0	264	403
08:15:00	0	0	0	27	0	13	130	0	1	143	226	18	0	2	244	387
08:30:00	0	1	0	30	1	15	142	0	1	157	212	26	0	2	238	396
08:45:00	0	0	0	41	0	20	128	0	2	148	261	26	0	1	287	435
Grand Total	0	2	0	126	2	57	529	0	5	586	948	85	0	5	1033	1621
Approach%	0%	100%	0%	-	-	9.7%	90.3%	0%	-	-	91.8%	8.2%	0%	-	-	-
Totals %	0%	0.1%	0%	0.1%	0.1%	3.5%	32.6%	0%	0.93%	36.2%	58.5%	5.2%	0%	0%	63.7%	-
PHF	0	0.5	0	0.5	0.5	0.71	0.93	0	0.93	0.93	0.91	0.82	0	0	0.9	-
Heavy	0	0	0	0	0	5	37	0	0	42	78	2	0	0	80	-
Heavy %	0%	0%	0%	0%	0%	8.8%	7%	0%	0%	7.2%	8.2%	2.4%	0%	0%	7.7%	-
Lights	0	2	0	2	2	52	492	0	0	544	870	83	0	0	953	-
Lights %	0%	100%	0%	100%	100%	91.2%	93%	0%	0%	92.8%	91.8%	97.6%	0%	0%	92.3%	-
Single-Unit Trucks	0	0	0	0	0	1	15	0	0	16	40	2	0	0	42	-
Single-Unit Trucks %	0%	0%	0%	0%	0%	1.8%	2.8%	0%	0%	2.7%	4.2%	2.4%	0%	0%	4.1%	-
Buses	0	0	0	0	0	4	21	0	0	25	35	0	0	0	35	-
Buses %	0%	0%	0%	0%	0%	7%	4%	0%	0%	4.3%	3.7%	0%	0%	0%	3.4%	-
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	3	0	0	0	3	-
Articulated Trucks %	0%	0%	0%	0%	0%	0%	0.2%	0%	0%	0.2%	0.3%	0%	0%	0%	0.3%	-
Pedestrians	-	-	-	126	-	-	-	5	-	-	-	-	-	5	-	-
Pedestrians %	-	-	-	92.6%	-	-	-	3.7%	-	-	-	-	-	3.7%	-	-
Bicycles on Crosswalk	-	-	-	0	-	-	-	0	-	-	-	-	-	0	-	-
Bicycles on Crosswalk %	-	-	-	0%	-	-	-	0%	-	-	-	-	-	0%	-	-
Bicycles on Road	0	0	0	0	-	0	2	0	0	-	1	0	0	0	-	-
Bicycles on Road %	-	-	-	0%	-	-	-	0%	-	-	-	-	-	0%	-	-



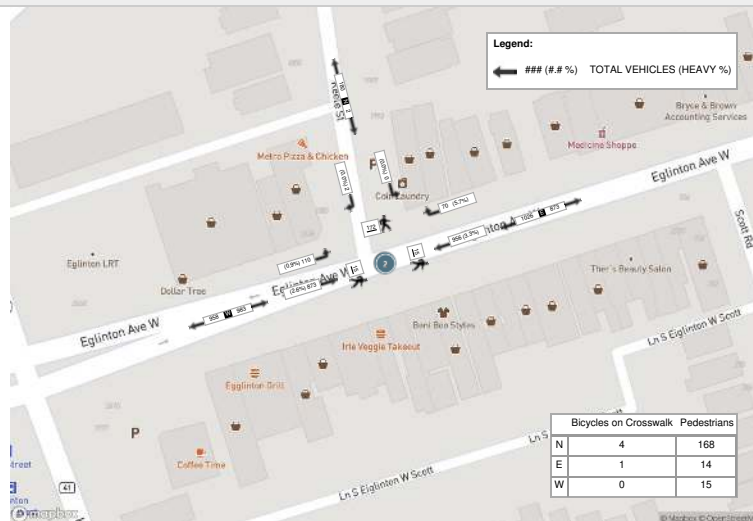
Peak Hour: 05:00 PM - 06:00 PM Weather: Overcast Clouds (18.7 °C)

Start Time	N Approach KEELE ST				E Approach EGLINTON AVE W				W Approach EGLINTON AVE W				Int. Total (15 min)			
	Right	Left	UTurn	Peds	Approach Total	Right	Thru	UTurn	Peds	Approach Total	Thru	Left		UTurn	Peds	Approach Total
17:00:00	0	0	0	32	0	12	238	0	3	250	206	17	0	3	223	473
17:15:00	1	0	0	45	1	17	238	0	3	255	224	22	0	7	246	502
17:30:00	0	0	0	63	0	22	242	0	4	264	219	30	0	2	249	513
17:45:00	1	0	0	32	1	19	238	0	5	257	224	41	0	3	265	523
Grand Total	2	0	0	172	2	70	956	0	15	1026	873	110	0	15	983	2011
Approach%	100%	0%	0%	-	-	6.8%	93.2%	0%	-	-	88.8%	11.2%	0%	-	-	-
Totals %	0.1%	0%	0%	0.1%	0.1%	3.5%	47.5%	0%	0.97%	51%	43.4%	5.5%	0%	0%	48.9%	-
PHF	0.5	0	0	0.5	0.5	0.8	0.99	0	0.97	0.97	0.67	0	0	0	0.93	-
Heavy	0	0	0	0	0	4	32	0	0	36	23	1	0	0	24	-
Heavy %	0%	0%	0%	0%	0%	5.7%	3.3%	0%	0%	3.5%	2.6%	0.9%	0%	0%	2.4%	-
Lights	2	0	0	2	2	66	924	0	0	990	850	109	0	0	959	-
Lights %	100%	0%	0%	100%	100%	94.3%	96.7%	0%	0%	96.5%	97.4%	99.1%	0%	0%	97.6%	-
Single-Unit Trucks	0	0	0	0	0	4	8	0	0	12	4	1	0	0	5	-
Single-Unit Trucks %	0%	0%	0%	0%	0%	5.7%	0.8%	0%	0%	1.2%	0.5%	0.9%	0%	0%	0.5%	-
Buses	0	0	0	0	0	0	23	0	0	23	18	0	0	0	18	-
Buses %	0%	0%	0%	0%	0%	0%	2.4%	0%	0%	2.2%	2.1%	0%	0%	0%	1.8%	-
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	-
Articulated Trucks %	0%	0%	0%	0%	0%	0%	0.1%	0%	0%	0.1%	0.1%	0%	0%	0%	0.1%	-
Pedestrians	-	-	-	168	-	-	-	14	-	-	-	-	-	15	-	-
Pedestrians %	-	-	-	83.2%	-	-	-	6.9%	-	-	-	-	-	7.4%	-	-
Bicycles on Crosswalk	-	-	-	4	-	-	-	1	-	-	-	-	-	0	-	-
Bicycles on Crosswalk %	-	-	-	2%	-	-	-	0.5%	-	-	-	-	-	0%	-	-
Bicycles on Road	0	0	0	0	-	0	2	0	0	-	2	0	0	0	-	-
Bicycles on Road %	-	-	-	0%	-	-	-	0%	-	-	-	-	-	0%	-	-

Peak Hour: 08:00 AM - 09:00 AM Weather: Clear Sky (8.83 °C)



Peak Hour: 05:00 PM - 06:00 PM Weather: Overcast Clouds (18.7 °C)





Turning Movement Count
 Location Name: EGLINTON AVE W & RICHARDSON AVE
 Date: Thu, Sep 15, 2022 Deployment Lead:

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

Turning Movement Count (3 . EGLINTON AVE W & RICHARDSON AVE)

Start Time	N Approach RICHARDSON AVE					E Approach EGLINTON AVE					W Approach EGLINTON AVE					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	16	16	0	8	32	11	105	0	0	116	157	11	0	10	168	316	
07:45:00	12	20	0	21	32	13	128	0	0	141	230	17	0	13	247	420	
08:00:00	12	29	0	7	41	8	124	0	0	132	258	28	0	12	286	459	
08:15:00	14	29	0	8	43	7	130	0	0	137	226	13	0	9	239	419	1614
08:30:00	11	36	0	24	47	11	142	0	0	153	212	18	0	15	230	430	1728
08:45:00	7	21	0	18	28	10	139	0	0	149	267	12	0	3	279	456	1764
09:00:00	6	20	0	8	26	13	129	0	0	142	228	17	0	4	245	413	1718
09:15:00	6	18	0	9	24	4	119	0	0	123	264	13	0	7	277	424	1723
BREAK																	
16:00:00	23	22	0	22	45	10	211	0	2	221	196	24	0	20	220	486	
16:15:00	22	40	0	15	62	11	183	0	0	194	199	15	0	14	214	470	
16:30:00	22	36	0	10	58	12	204	0	0	216	215	31	0	11	246	520	
16:45:00	21	30	1	12	52	6	214	0	0	220	233	20	0	18	253	525	2001
17:00:00	20	35	1	18	56	6	229	0	0	235	208	14	0	18	222	513	2028
17:15:00	24	36	0	18	60	12	234	0	2	246	224	12	0	13	236	542	2100
17:30:00	25	29	0	10	54	12	222	0	0	234	229	23	0	8	252	540	2120
17:45:00	20	30	0	13	50	7	240	0	0	247	232	17	0	15	249	546	2141
Grand Total	261	447	2	221	710	153	2753	0	4	2906	3578	285	0	190	3863	7479	-
Approach%	36.8%	63%	0.3%	-	-	5.3%	94.7%	0%	-	-	92.6%	7.4%	0%	-	-	-	-
Totals %	3.5%	6%	0%	9.5%	-	2%	36.8%	0%	38.9%	-	47.8%	3.8%	0%	51.7%	-	-	-
Heavy	5	14	0	-	-	6	164	0	-	-	184	7	0	-	-	-	-
Heavy %	1.9%	3.1%	0%	-	-	3.9%	6%	0%	-	-	5.1%	2.5%	0%	-	-	-	-
Bicycles	0	4	0	-	-	0	7	0	-	-	4	2	0	-	-	-	-
Bicycle %	0%	0.9%	0%	-	-	0%	0.3%	0%	-	-	0.1%	0.7%	0%	-	-	-	-



Turning Movement Count
 Location Name: EGLINTON AVE W & RICHARDSON AVE
 Date: Thu, Sep 15, 2022 Deployment Lead:

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

Peak Hour: 08:00 AM - 09:00 AM Weather: Clear Sky (8.83 °C)

Start Time	N Approach RICHARDSON AVE					E Approach EGLINTON AVE					W Approach EGLINTON AVE					Int. Total (15 min)
	Right	Left	UTurn	Peds	Approach Total	Right	Thru	UTurn	Peds	Approach Total	Thru	Left	UTurn	Peds	Approach Total	
08:00:00	12	29	0	7	41	8	124	0	0	132	258	28	0	12	286	459
08:15:00	14	29	0	8	43	7	130	0	0	137	226	13	0	9	239	419
08:30:00	11	36	0	24	47	11	142	0	0	153	212	18	0	15	230	430
08:45:00	7	21	0	18	28	10	139	0	0	149	267	12	0	3	279	456
Grand Total	44	115	0	57	159	36	535	0	0	571	963	71	0	39	1034	1764
Approach%	27.7%	72.3%	0%	-	-	6.3%	93.7%	0%	-	-	93.1%	6.9%	0%	-	-	-
Totals %	2.5%	6.5%	0%	9%	-	2%	30.3%	0%	32.4%	-	54.6%	4%	0%	58.6%	-	-
PHF	0.79	0.8	0	0.85	-	0.82	0.94	0	0.93	-	0.9	0.63	0	0.9	-	-
Heavy	0	8	0	8	-	3	44	0	47	-	74	2	0	76	-	-
Heavy %	0%	7%	0%	5%	-	8.3%	8.2%	0%	8.2%	-	7.7%	2.8%	0%	7.4%	-	-
Lights	44	107	0	151	-	33	491	0	524	-	889	69	0	958	-	-
Lights %	100%	93%	0%	95%	-	91.7%	91.8%	0%	91.8%	-	92.3%	97.2%	0%	92.6%	-	-
Single-Unit Trucks	0	1	0	1	-	1	17	0	18	-	37	2	0	39	-	-
Single-Unit Trucks %	0%	0.9%	0%	0.6%	-	2.8%	3.2%	0%	3.2%	-	3.8%	2.8%	0%	3.8%	-	-
Buses	0	7	0	7	-	2	26	0	28	-	35	0	0	35	-	-
Buses %	0%	6.1%	0%	4.4%	-	5.6%	4.9%	0%	4.9%	-	3.6%	0%	0%	3.4%	-	-
Articulated Trucks	0	0	0	0	-	0	1	0	1	-	2	0	0	2	-	-
Articulated Trucks %	0%	0%	0%	0%	-	0%	0.2%	0%	0.2%	-	0.2%	0%	0%	0.2%	-	-
Pedestrians	-	-	-	56	-	-	-	0	-	-	-	-	-	36	-	-
Pedestrians%	-	-	-	58.3%	-	-	-	0%	-	-	-	-	-	37.5%	-	-
Bicycles on Crosswalk	-	-	-	1	-	-	-	0	-	-	-	-	-	3	-	-
Bicycles on Crosswalk%	-	-	-	1%	-	-	-	0%	-	-	-	-	-	3.1%	-	-
Bicycles on Road	0	2	0	0	-	0	2	0	-	-	0	1	0	0	-	-
Bicycles on Road%	-	-	-	0%	-	0%	-	0%	-	-	-	-	-	0%	-	-

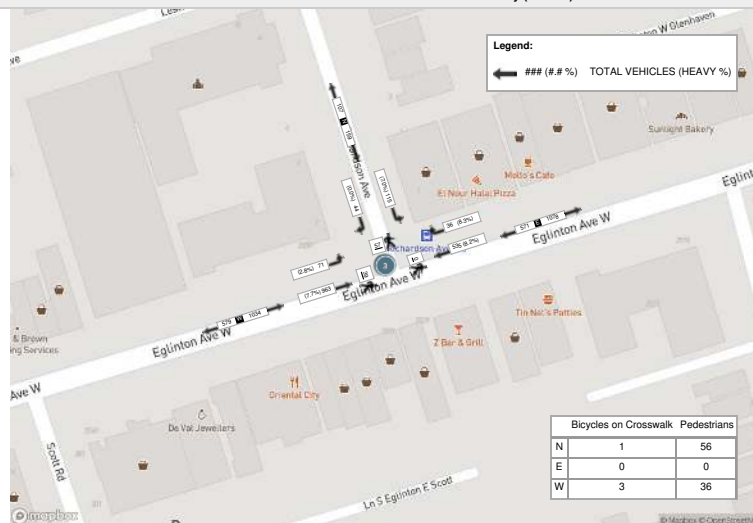


Peak Hour: 05:00 PM - 06:00 PM Weather: Overcast Clouds (18.7 °C)

Start Time	N Approach RICHARDSON AVE				E Approach EGLINTON AVE				W Approach EGLINTON AVE				Int. Total (15 min)			
	Right	Left	UTurn	Peds	Approach Total	Right	Thru	UTurn	Peds	Approach Total	Thru	Left		UTurn	Peds	Approach Total
17:00:00	20	35	1	18	56	6	229	0	0	235	208	14	0	18	222	513
17:15:00	24	36	0	18	60	12	234	0	2	246	224	12	0	13	236	542
17:30:00	25	29	0	10	54	12	222	0	0	234	229	23	0	8	252	540
17:45:00	20	30	0	13	50	7	240	0	0	247	232	17	0	15	249	546
Grand Total	89	130	1	59	220	37	925	0	2	962	893	66	0	54	959	2141
Approach%	40.5%	59.1%	0.5%	-	-	3.8%	96.2%	0%	-	-	93.1%	6.9%	0%	-	-	-
Totals %	4.2%	6.1%	0%	10.3%	1.7%	43.2%	0%	44.9%	41.7%	3.1%	0%	44.8%	-	-	-	-
PHF	0.89	0.9	0.25	0.92	0.77	0.96	0	0.97	0.96	0.72	0	0.95	-	-	-	-
Heavy	2	0	0	2	0	35	0	35	21	2	0	23	-	-	-	-
Heavy %	2.2%	0%	0%	0.9%	0%	3.8%	0%	3.6%	2.4%	3%	0%	2.4%	-	-	-	-
Lights	87	130	1	218	37	890	0	927	872	64	0	936	-	-	-	-
Lights %	97.8%	100%	100%	99.1%	100%	96.2%	0%	96.4%	97.6%	97%	0%	97.6%	-	-	-	-
Single-Unit Trucks	2	0	0	2	0	11	0	11	4	1	0	5	-	-	-	-
Single-Unit Trucks %	2.2%	0%	0%	0.9%	0%	1.2%	0%	1.1%	0.4%	1.5%	0%	0.5%	-	-	-	-
Buses	0	0	0	0	0	24	0	24	16	1	0	17	-	-	-	-
Buses %	0%	0%	0%	0%	0%	2.8%	0%	2.5%	1.8%	1.5%	0%	1.8%	-	-	-	-
Articulated Trucks	0	0	0	0	0	0	0	0	1	0	0	1	-	-	-	-
Articulated Trucks %	0%	0%	0%	0%	0%	0%	0%	0%	0.1%	0%	0%	0.1%	-	-	-	-
Pedestrians	-	-	-	52	-	-	-	2	-	-	-	53	-	-	-	-
Pedestrians %	-	-	-	45.2%	-	-	-	1.7%	-	-	-	46.1%	-	-	-	-
Bicycles on Crosswalk	-	-	-	7	-	-	-	0	-	-	-	1	-	-	-	-
Bicycles on Crosswalk %	-	-	-	6.1%	-	-	-	0%	-	-	-	0.9%	-	-	-	-
Bicycles on Road	0	2	0	0	-	0	1	0	-	1	0	0	-	-	-	-
Bicycles on Road %	-	-	-	0%	-	-	-	0%	-	-	-	0%	-	-	-	-

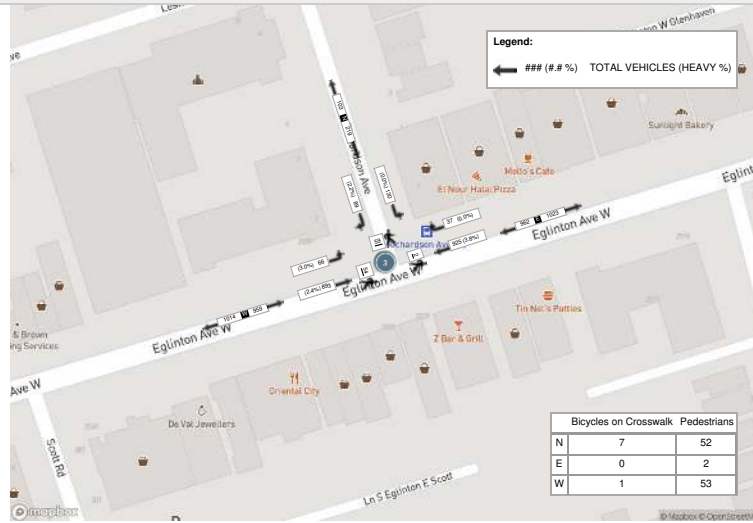


Peak Hour: 08:00 AM - 09:00 AM Weather: Clear Sky (8.83 °C)





Peak Hour: 05:00 PM - 06:00 PM Weather: Overcast Clouds (18.7 °C)



Turning Movement Count (2 - KEELE ST & IRVING RD)

Start Time	N Approach KEELE ST					Approach Total	E Approach LONBOROUGH AVE					Approach Total	S Approach KEELE ST					Approach Total	W Approach IRVING RD					Int. Total (15 min)	Int. Total (1 hr)	
	Right N/W	Thru N/S	Left N/E	U-Turn N/N	Peds N		Right E/W	Thru E/S	Left E/E	U-Turn E/E	Peds E		Right S/E	Thru S/N	Left S/W	U-Turn S/S	Peds S		Right W/S	Thru W/E	Left W/W	U-Turn W/W	Peds W			
07:30:00	2	104	0	0	0	106	1	0	1	0	2	2	9	150	5	0	0	164	0	0	4	0	1	4	276	
07:45:00	6	123	0	0	0	129	1	3	1	0	6	5	12	204	7	0	0	223	0	1	8	0	0	9	366	
08:00:00	5	130	0	0	0	135	4	2	2	0	2	8	16	218	14	0	0	248	0	2	6	0	1	8	399	
08:15:00	13	122	0	0	1	135	8	5	1	0	1	14	16	225	11	0	0	252	1	1	12	0	4	14	415	1456
08:30:00	13	152	0	0	0	165	6	2	1	0	4	9	9	192	11	0	2	212	0	0	5	0	32	5	391	1571
08:45:00	9	145	0	0	0	154	5	3	5	0	7	13	22	207	15	0	0	244	6	2	18	0	25	26	437	1642
09:00:00	1	140	0	0	0	141	2	0	1	0	1	3	13	210	6	0	0	229	1	0	30	0	5	31	404	1647
09:15:00	6	97	0	0	0	103	3	2	0	0	2	5	11	189	9	0	0	209	1	0	26	0	3	27	344	1576
BREAK																										
16:00:00	7	126	0	0	0	133	6	1	2	0	5	9	14	150	9	0	1	173	2	1	13	0	2	16	331	
16:15:00	9	128	0	0	0	137	6	3	1	0	7	10	6	159	15	1	0	181	3	2	30	0	1	35	363	
16:30:00	10	161	0	0	0	171	13	0	2	0	5	15	7	164	2	0	0	173	0	0	21	0	0	21	380	
16:45:00	6	134	0	0	0	140	7	0	0	0	0	7	10	202	11	0	0	223	1	0	26	0	4	27	397	1471
17:00:00	7	188	0	0	0	195	6	6	1	0	6	13	12	166	7	0	0	185	1	0	29	0	0	30	423	1563
17:15:00	8	175	0	0	0	183	5	4	2	0	6	11	7	144	10	0	0	161	0	0	26	0	6	26	381	1581
17:30:00	14	167	0	0	1	181	3	0	8	0	6	11	13	147	18	0	0	178	2	0	20	0	5	22	392	1593
17:45:00	4	158	0	0	0	162	8	3	5	0	5	16	13	173	11	0	0	197	0	1	28	0	1	29	404	1600
Grand Total	120	2250	0	0	2	2370	84	34	33	0	65	151	190	2900	161	1	3	3252	18	10	302	0	90	330	6103	-
Approach%	5.1%	94.9%	0%	0%	-	-	55.6%	22.5%	21.9%	0%	-	-	5.8%	89.2%	0%	0%	-	-	5.9%	3%	91.5%	0%	-	-	-	-
Totals %	2%	36.9%	0%	0%	-	38.8%	1.4%	0.6%	0.5%	0%	2.5%	3.1%	47.5%	2.6%	0%	-	-	53.3%	0.3%	0.2%	4.9%	0%	-	-	5.4%	-
Heavy %	10	145	0	0	-	-	4	0	2	0	-	-	4	175	12	0	-	-	4	1	11	0	-	-	-	-
Heavy %	8.3%	6.4%	0%	0%	-	-	4.8%	0%	6.1%	0%	-	-	2.1%	6%	7.5%	0%	-	-	22.2%	10%	3.6%	0%	-	-	-	-
Bicycles	3	8	0	0	-	-	0	0	0	0	-	-	0	6	0	0	-	-	1	2	2	0	-	-	-	-
Bicycle %	2.5%	0.4%	0%	0%	-	-	0%	0%	0%	0%	-	-	0%	0.2%	0%	0%	-	-	5.6%	20%	0.7%	0%	-	-	-	-



Turning Movement Count
 Location Name: KEELE ST & IRVING RD
 Date: Tue, Oct 25, 2022 Deployment Lead: Peter Ilias

BA Group
 300 45 ST. CLAIR AVE W
 TORONTO ONTARIO, M4V 1K3
 CANADA

Peak Hour: 08:15 AM - 09:15 AM Weather: Mist (10.29 °C)																										
Start Time	N Approach KEELE ST					E Approach LONBOROUGH AVE					S Approach KEELE ST					W Approach IRVING RD					Int. Total (15 min)					
	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru		Left	U-Turn	Peds	Approach Total	
08:15:00	13	122	0	0	1	135	8	5	1	0	1	14	16	225	11	0	0	232	1	1	12	0	4	14	415	
08:30:00	13	152	0	0	0	165	6	2	1	0	4	9	9	192	11	0	2	212	0	0	5	0	32	5	391	
08:45:00	9	145	0	0	0	154	5	3	5	0	7	13	22	207	15	0	0	244	6	2	18	0	25	26	437	
09:00:00	1	140	0	0	0	141	2	0	1	0	1	3	13	210	6	0	0	229	1	0	30	0	5	31	404	
Grand Total	36	559	0	0	1	595	21	10	8	0	13	39	60	834	43	0	2	937	8	3	65	0	66	75	1647	
Approach%	6.1%	93.9%	0%	0%	-	53.8%	25.0%	20.5%	0%	-	6.4%	99%	4.6%	0%	-	10.5%	3.9%	85.5%	0%	-	-	-	-	-	-	-
Totals %	2.2%	33.9%	0%	0%	-	38.1%	1.3%	0.6%	0.5%	0%	2.4%	3.8%	50.9%	2.9%	0%	-	58.9%	0.5%	0.2%	3.9%	0%	-	-	-	4.8%	-
PF#	0.89	0.92	0	0	0	0.9	0.66	0.5	0.4	0	0.7	0.66	0.93	0.72	0	-	0.93	0.33	0.39	0.54	0	-	-	-	0.61	-
Heavy %	7	45	0	0	0	52	3	0	0	0	3	2	56	8	0	0	66	4	1	3	0	0	0	0	15	-
Heavy %	19.4%	8.1%	0%	0%	0%	8.7%	14.3%	0%	0%	0%	7.7%	3.3%	6.7%	18.6%	0%	-	7%	50%	33.3%	9.2%	0%	-	-	-	14.3%	-
Lights %	20	514	0	0	0	543	18	10	8	0	36	58	778	25	0	0	871	4	2	59	0	0	0	0	65	-
Lights %	80.6%	91.9%	0%	0%	0%	91.3%	85.7%	100%	100%	0%	92.3%	96.7%	93.3%	81.4%	0%	-	93%	50%	66.7%	90.8%	0%	-	-	-	85.5%	-
Single-Unit Trucks	0	21	0	0	0	21	1	0	0	0	0	1	2	31	0	0	33	0	0	4	0	0	0	0	4	-
Single-Unit Trucks %	0%	3.8%	0%	0%	0%	3.5%	4.8%	0%	0%	0%	2.6%	3.3%	3.7%	0%	0%	-	3.5%	0%	0%	6.2%	0%	-	-	-	5.3%	-
Buses	6	20	0	0	0	26	2	0	0	0	0	2	24	8	0	0	32	4	1	2	0	0	0	0	7	-
Buses %	16.7%	3.6%	0%	0%	0%	4.4%	9.5%	0%	0%	0%	5.1%	0%	2.9%	18.6%	0%	-	3.4%	50%	33.3%	3.1%	0%	-	-	-	9.2%	-
Articulated Trucks	1	4	0	0	0	5	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	-
Articulated Trucks %	2.8%	0.7%	0%	0%	0%	0.8%	0%	0%	0%	0%	0%	0%	0.1%	0%	0%	-	0.1%	0%	0%	0%	0%	-	-	-	0%	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	13	-	-	-	-	-	2	-	-	-	-	-	-	66	-	-
Pedestrians %	-	-	-	-	1.2%	-	-	-	-	15.9%	-	-	-	-	-	2.4%	-	-	-	-	-	-	80.5%	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-
Bicycles on Crosswalk %	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	0%	-	-	-
Bicycles on Road	2	1	0	0	0	-	0	0	0	0	0	-	0	4	0	0	-	0	0	0	0	0	0	0	-	-
Bicycles on Road %	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	0%	-	-	-

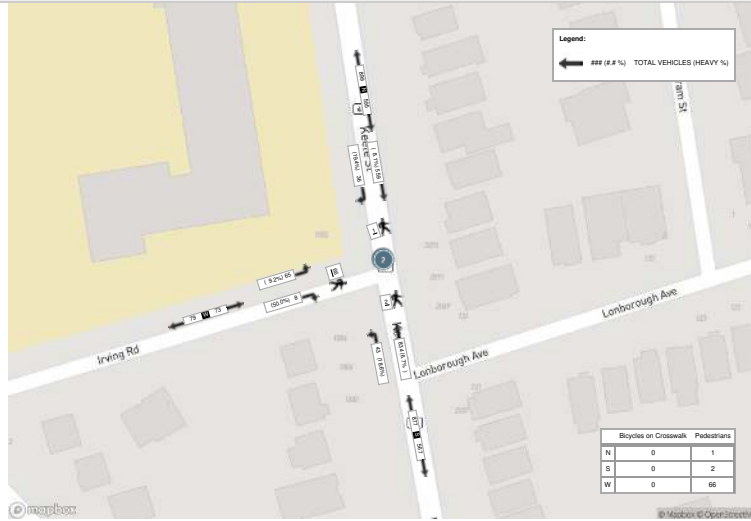


Turning Movement Count
 Location Name: KEELE ST & IRVING RD
 Date: Tue, Oct 25, 2022 Deployment Lead: Peter Ilias

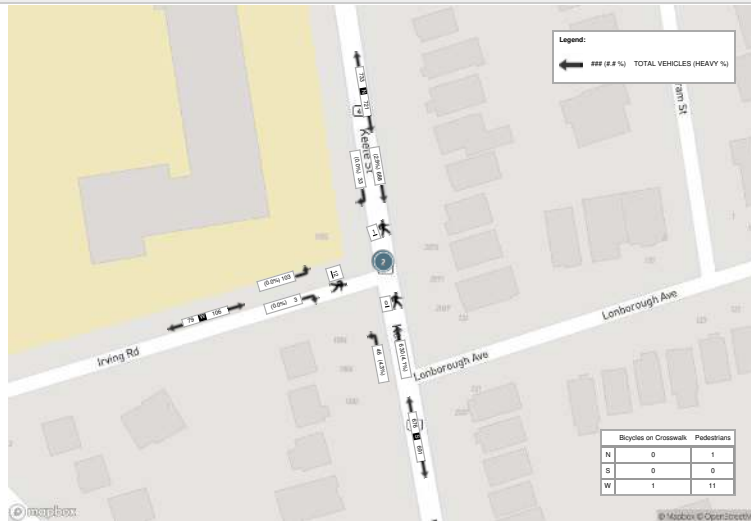
BA Group
 300 45 ST. CLAIR AVE W
 TORONTO ONTARIO, M4V 1K3
 CANADA

Peak Hour: 05:00 PM - 06:00 PM Weather: Overcast Clouds (17.09 °C)																										
Start Time	N Approach KEELE ST					E Approach LONBOROUGH AVE					S Approach KEELE ST					W Approach IRVING RD					Int. Total (15 min)					
	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru		Left	U-Turn	Peds	Approach Total	
17:00:00	7	188	0	0	0	195	6	6	1	0	6	13	12	166	7	0	0	185	1	0	29	0	0	30	423	
17:15:00	8	175	0	0	0	183	5	4	2	0	6	11	7	144	10	0	0	161	0	0	26	0	6	26	381	
17:30:00	14	167	0	0	1	181	3	0	8	0	6	11	13	147	18	0	0	178	2	0	20	0	5	22	392	
17:45:00	4	158	0	0	0	162	8	3	5	0	5	16	13	173	11	0	0	197	0	1	28	0	1	29	404	
Grand Total	33	688	0	0	1	721	22	13	16	0	23	51	45	630	46	0	0	721	3	1	103	0	12	107	1600	
Approach%	4.6%	95.4%	0%	0%	-	43.1%	25.5%	31.4%	0%	-	6.2%	87.4%	6.4%	0%	-	2.8%	0.9%	96.3%	0%	-	-	-	-	-	-	-
Totals %	2.1%	43%	0%	0%	-	45.1%	1.4%	0.8%	1%	0%	3.2%	2.8%	39.4%	2.9%	0%	-	45.1%	0.2%	0.1%	6.4%	0%	-	-	-	6.7%	-
PF#	0.99	0.91	0	0	0	0.92	0.69	0.54	0.5	0	0.8	0.87	0.91	0.84	0	-	0.91	0.38	0.25	0.89	0	-	-	-	0.89	-
Heavy %	0	20	0	0	0	20	1	0	1	0	2	0	26	2	0	0	28	0	0	0	0	0	0	0	0	-
Heavy %	0%	2.9%	0%	0%	0%	2.8%	4.5%	0%	6.3%	0%	3.9%	0%	4.1%	4.2%	0%	-	3.9%	0%	0%	0%	0%	0%	0%	0%	0%	-
Lights %	33	688	0	0	0	701	21	13	15	0	49	45	594	44	0	0	693	3	1	103	0	0	0	0	107	-
Lights %	100%	97.1%	0%	0%	0%	97.2%	95.5%	100%	92.8%	0%	96.1%	100%	95.9%	95.7%	0%	-	96.1%	100%	100%	100%	0%	-	-	-	100%	-
Single-Unit Trucks	0	5	0	0	0	5	1	0	1	0	0	1	0	13	0	0	13	0	0	0	0	0	0	0	0	-
Single-Unit Trucks %	0%	0.7%	0%	0%	0%	0.7%	4.5%	0%	6.3%	0%	3.9%	0%	2.1%	0%	0%	-	1.8%	0%	0%	0%	0%	-	-	-	0%	-
Buses	0	15	0	0	0	15	0	0	0	0	0	0	13	2	0	0	15	0	0	0	0	0	0	0	0	-
Buses %	0%	2.2%	0%	0%	0%	2.1%	0%	0%	0%	0%	0%	0%	2.1%	4.3%	0%	-	2.1%	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	-
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%	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	20	-	-	-	-	-	0	-	-	-	-	-	11	-	-	-
Pedestrians %	-	-	-	-	2.8%	-	-	-	-	55.6%	-	-	-	-	-	0%	-	-	-	-	-	30.6%	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-
Bicycles on Crosswalk %	-	-	-	-	0%	-	-	-	-	8.3%	-	-	-	-	-	0%	-	-	-	-	-	2.8%	-	-	-	-
Bicycles on Road	0	4	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%	-	-	-	-

Peak Hour: 08:15 AM - 09:15 AM Weather: Mist (10.29 °C)



Peak Hour: 05:00 PM - 06:00 PM Weather: Overcast Clouds (17.09 °C)





Turning Movement Count (4 - KEELE ST & LESTER AVE)

Start Time	N Approach KEELE ST				Approach Total	E Approach LESTER AVE				Approach Total	S Approach KEELE ST				Approach Total	Int. Total (15 min)	Int. Total (1 hr)
	Thru N:S	Left N:E	U-Turn N:N	Peds N:		Right E:N	Left E:S	U-Turn E:E	Peds E:		Right S:E	Thru S:N	U-Turn S:S	Peds S:			
07:30:00	1	4	0	0	5	4	0	0	4	4	3	21	0	1	24	33	
07:45:00	0	11	1	0	12	6	0	0	5	6	6	31	0	1	37	55	
08:00:00	0	12	0	0	12	6	1	0	5	7	3	41	0	1	44	63	
08:15:00	0	8	0	0	8	5	2	0	2	7	4	29	0	0	33	48	199
08:30:00	2	13	0	0	15	8	0	0	17	8	2	29	0	1	31	54	220
08:45:00	2	21	0	1	23	6	2	0	8	8	6	34	0	1	40	71	236
09:00:00	0	10	0	0	10	3	0	0	5	3	11	27	0	0	38	51	224
09:15:00	0	9	0	0	9	3	1	0	1	4	6	24	0	0	30	43	219
BREAK																	
16:00:00	0	12	0	0	12	9	0	0	5	9	6	27	0	0	33	54	
16:15:00	0	10	0	0	10	6	1	0	9	7	7	34	0	0	41	58	
16:30:00	0	10	0	0	10	5	0	0	3	5	7	28	0	0	35	50	
16:45:00	1	14	0	0	15	3	2	0	4	5	3	41	0	0	44	64	226
17:00:00	0	14	0	0	14	3	1	0	4	4	4	31	0	0	35	53	225
17:15:00	0	13	0	1	13	7	0	0	8	7	4	31	0	0	35	55	222
17:30:00	0	18	0	0	18	7	0	0	9	7	5	38	0	0	43	68	240
17:45:00	1	15	0	1	16	8	2	0	6	10	10	28	0	0	38	64	240
Grand Total	7	194	1	3	202	89	12	0	95	101	87	494	0	5	581	884	-
Approach%	3.5%	96%	0.5%	-	-	88.1%	11.9%	0%	-	-	15%	85%	0%	-	-	-	-
Totals %	0.8%	21.9%	0.1%	-	22.9%	10.1%	1.4%	0%	-	11.4%	9.8%	55.9%	0%	-	65.7%	-	-
Heavy	0	6	0	-	-	3	0	0	-	-	2	21	0	-	-	-	-
Heavy %	0%	3.1%	0%	-	-	3.4%	0%	0%	-	-	2.3%	4.3%	0%	-	-	-	-
Bicycles	2	0	0	-	-	1	1	0	-	-	2	2	0	-	-	-	-
Bicycle %	28.6%	0%	0%	-	-	1.1%	8.3%	0%	-	-	2.3%	0.4%	0%	-	-	-	-



Peak Hour: 08:00 AM - 09:00 AM Weather: Mist (10.29 °C)

Start Time	N Approach KEELE ST				Approach Total	E Approach LESTER AVE				Approach Total	S Approach KEELE ST				Approach Total	Int. Total (15 min)
	Thru	Left	U-Turn	Peds		Right	Left	U-Turn	Peds		Right	Thru	U-Turn	Peds		
08:00:00	0	12	0	0	12	6	1	0	5	7	3	41	0	1	44	63
08:15:00	0	8	0	0	8	5	2	0	2	7	4	29	0	0	33	48
08:30:00	2	13	0	0	15	8	0	0	17	8	2	29	0	1	31	54
08:45:00	2	21	0	1	23	6	2	0	8	8	6	34	0	1	40	71
Grand Total	4	54	0	1	58	25	5	0	32	30	15	133	0	3	148	236
Approach%	6.9%	93.1%	0%	-	-	83.3%	16.7%	0%	-	-	10.1%	89.9%	0%	-	-	-
Totals %	1.7%	22.9%	0%	-	24.6%	10.6%	2.1%	0%	-	12.7%	6.4%	56.4%	0%	-	62.7%	-
PHF	0.5	0.64	0	-	0.63	0.78	0.63	0	-	0.94	0.63	0.81	0	-	0.84	-
Heavy	0	3	0	-	3	1	0	0	-	1	2	4	0	-	6	-
Heavy %	0%	5.6%	0%	-	5.2%	4%	0%	0%	-	3.3%	13.3%	3%	0%	-	4.1%	-
Lights	4	51	0	-	55	24	5	0	-	29	13	129	0	-	142	-
Lights %	100%	94.4%	0%	-	94.8%	96%	100%	0%	-	96.7%	86.7%	97%	0%	-	95.9%	-
Single-Unit Trucks	0	2	0	-	2	0	0	0	-	0	0	1	0	-	1	-
Single-Unit Trucks %	0%	3.7%	0%	-	3.4%	0%	0%	0%	-	0%	0%	0.8%	0%	-	0.7%	-
Buses	0	1	0	-	1	1	0	0	-	1	2	3	0	-	5	-
Buses %	0%	1.9%	0%	-	1.7%	4%	0%	0%	-	3.3%	13.3%	2.3%	0%	-	3.4%	-
Pedestrians	-	-	-	1	-	-	-	-	32	-	-	-	-	3	-	-
Pedestrians %	-	-	-	2.8%	-	-	-	-	88.9%	-	-	-	-	8.3%	-	-
Bicycles on Crosswalk	-	-	-	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%	-	-

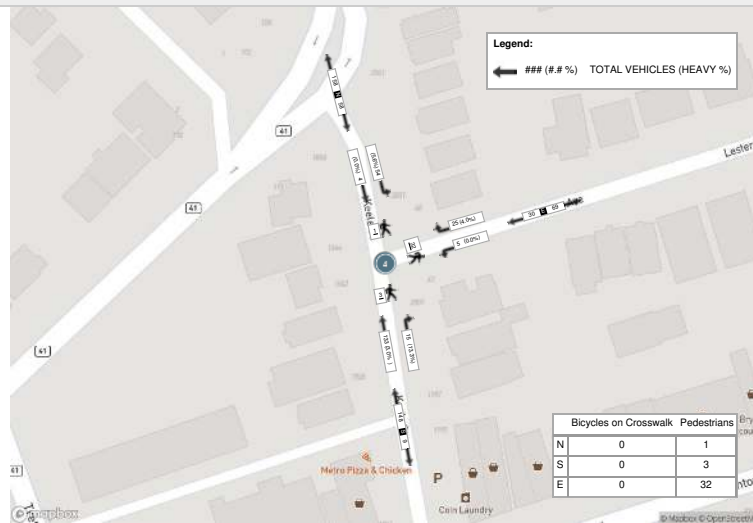


Peak Hour: 05:00 PM - 06:00 PM Weather: Overcast Clouds (17.09 °C)

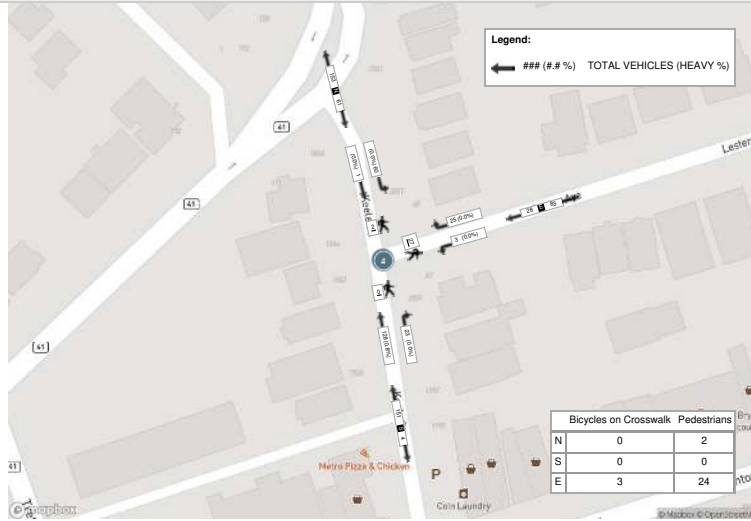
Start Time	N Approach KEELE ST				E Approach LESTER AVE				S Approach KEELE ST				Int. Total (15 min)			
	Thru	Left	U-Turn	Peds	Approach Total	Right	Left	U-Turn	Peds	Approach Total	Right	Thru		U-Turn	Peds	Approach Total
17:00:00	0	14	0	0	14	3	1	0	4	4	4	31	0	0	35	53
17:15:00	0	13	0	1	13	7	0	0	8	7	4	31	0	0	35	55
17:30:00	0	18	0	0	18	7	0	0	9	7	5	38	0	0	43	68
17:45:00	1	15	0	1	16	8	2	0	6	10	10	28	0	0	38	64
Grand Total	1	60	0	2	61	25	3	0	27	28	23	128	0	0	151	240
Approach%	1.6%	98.4%	0%	-	-	89.3%	10.7%	0%	-	-	15.2%	84.8%	0%	-	-	-
Totals %	0.4%	25%	0%	-	25.4%	10.4%	1.3%	0%	-	11.7%	9.6%	53.3%	0%	-	62.9%	-
PHF	0.25	0.83	0	-	0.85	0.78	0.38	0	-	0.7	0.58	0.84	0	-	0.88	-
Heavy	0	0	0	-	0	0	0	0	-	0	0	1	0	-	1	-
Heavy %	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0.8%	0%	-	0.7%	-
Lights	1	60	0	-	61	25	3	0	-	28	23	127	0	-	150	-
Lights %	100%	100%	0%	-	100%	100%	100%	0%	-	100%	100%	99.2%	0%	-	99.3%	-
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	1	0	-	1	-
Single-Unit Trucks %	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0.8%	0%	-	0.7%	-
Buses	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%	-
Pedestrians	-	-	-	2	-	-	-	-	24	-	-	-	0	-	-	-
Pedestrians %	-	-	-	6.9%	-	-	-	-	82.8%	-	-	-	0%	-	-	-
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	3	-	-	-	0	-	-	-
Bicycles on Crosswalk %	-	-	-	0%	-	-	-	-	10.3%	-	-	-	0%	-	-	-
Bicycles on Road	0	0	0	0	-	0	0	0	0	-	1	1	0	0	-	-
Bicycles on Road %	-	-	-	0%	-	-	-	-	0%	-	-	-	0%	-	-	-



Peak Hour: 08:00 AM - 09:00 AM Weather: Mist (10.29 °C)



Peak Hour: 05:00 PM - 06:00 PM Weather: Overcast Clouds (17.09 °C)



Turning Movement Count (3 - KEELE ST & YORE RD)

Start Time	N Approach GREENACRES RD				E Approach YORE RD				S Approach KEELE ST				W Approach YORE RD				Int. Total (15 min)	Int. Total (1 hr)	
	Right N:W	UTurn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	UTurn E:E	Peds E:	Approach Total	Right S:E	UTurn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	UTurn W:W			Peds W:
07:30:00	0	0	1	0	0	107	0	0	107	25	0	0	25	5	138	0	0	143	275
07:45:00	0	0	0	0	0	124	0	0	124	39	0	2	39	13	174	0	0	187	350
08:00:00	2	0	0	2	0	134	0	0	134	46	0	0	46	13	198	0	0	211	393
08:15:00	1	0	3	1	0	125	0	0	125	37	0	1	37	6	210	0	0	216	379
08:30:00	2	0	5	2	0	157	0	0	157	39	0	2	39	15	174	0	0	189	387
08:45:00	3	0	4	3	0	162	0	0	162	38	0	2	38	22	200	0	0	222	425
09:00:00	1	0	4	1	2	141	0	0	143	34	0	1	34	10	186	0	0	196	374
09:15:00	0	0	1	0	0	101	0	0	101	25	0	1	25	9	172	0	0	181	307
BREAK																			
16:00:00	0	0	0	0	1	131	0	0	132	32	0	2	32	11	131	0	0	142	306
16:15:00	1	0	0	1	0	129	0	0	129	42	0	8	42	10	135	0	0	145	317
16:30:00	0	0	1	0	0	169	0	0	169	29	0	1	29	12	142	0	0	154	352
16:45:00	0	0	0	0	1	138	0	0	139	52	0	0	52	13	160	0	0	173	364
17:00:00	1	0	1	1	2	182	0	0	184	29	0	3	29	14	138	0	0	152	366
17:15:00	0	0	2	0	1	183	0	0	184	39	0	4	39	10	111	0	0	121	344
17:30:00	2	0	0	2	0	176	0	0	176	41	0	5	41	21	126	0	0	147	366
17:45:00	1	0	1	1	1	164	0	0	165	41	0	2	41	15	151	0	0	166	373
Grand Total	14	0	23	14	8	2323	0	0	2331	588	0	34	588	199	2546	0	0	2745	5678
Approach%	100%	0%	-	-	0.3%	99.7%	0%	-	-	100%	0%	-	-	7.2%	92.8%	0%	-	-	-
Totals %	0.2%	0%	0.2%	-	0.1%	40.9%	0%	41.1%	10.4%	0%	-	10.4%	3.5%	44.8%	0%	-	48.3%	-	-
Heavy	1	0	-	-	0	148	0	-	-	27	0	-	-	6	161	0	-	-	-
Heavy %	7.1%	0%	-	-	0%	6.4%	0%	-	-	4.6%	0%	-	-	3%	6.3%	0%	-	-	-
Bicycles	0	0	-	-	0	11	0	-	-	0	0	-	-	1	5	0	-	-	-
Bicycle %	0%	0%	-	-	0%	0.5%	0%	-	-	0%	0%	-	-	0.5%	0.2%	0%	-	-	-



Start Time	Peak Hour: 08:00 AM - 09:00 AM Weather: Mist (10.29 °C)																Int. Total (15 min)		
	N Approach GREENACRES RD				E Approach YORE RD				S Approach KEELE ST				W Approach YORE RD						
	Right	UTurn	Peds	Approach Total	Right	Thru	UTurn	Peds	Approach Total	Right	UTurn	Peds	Approach Total	Right	Thru	UTurn		Peds	Approach Total
08:00:00	2	0	0	2	0	134	0	0	134	46	0	0	46	13	198	0	0	211	393
08:15:00	1	0	3	1	0	125	0	0	125	37	0	1	37	6	210	0	0	216	379
08:30:00	2	0	5	2	0	157	0	0	157	39	0	2	39	15	174	0	0	189	387
08:45:00	3	0	4	3	0	162	0	0	162	38	0	2	38	22	200	0	0	222	425
Grand Total	8	0	12	8	0	578	0	0	578	160	0	5	160	56	782	0	0	838	1584
Approach%	100%	0%	-	-	0%	100%	0%	-	-	100%	0%	-	-	6.7%	93.3%	0%	-	-	-
Totals %	0.5%	0%	0.5%	0%	36.5%	0%	36.5%	10.1%	0%	10.1%	3.5%	49.4%	0%	52.9%	-	-	-	-	-
PHF	0.67	0	0.67	0	0.89	0	0.89	0.87	0	0.87	0.64	0.93	0	0.94	-	-	-	-	-
Heavy	1	0	1	0	55	0	55	5	0	5	3	54	0	57	-	-	-	-	-
Heavy %	12.5%	0%	12.5%	0%	9.5%	0%	9.5%	3.1%	0%	3.1%	5.4%	6.9%	0%	6.8%	-	-	-	-	-
Lights	7	0	7	0	523	0	523	155	0	155	53	728	0	781	-	-	-	-	-
Lights %	87.5%	0%	87.5%	0%	90.5%	0%	90.5%	96.9%	0%	96.9%	94.6%	93.1%	0%	93.2%	-	-	-	-	-
Single-Unit Trucks	0	0	0	0	26	0	26	1	0	1	2	27	0	29	-	-	-	-	-
Single-Unit Trucks %	0%	0%	0%	0%	4.5%	0%	4.5%	0.6%	0%	0.6%	3.6%	3.5%	0%	3.5%	-	-	-	-	-
Buses	1	0	1	0	26	0	26	4	0	4	1	26	0	27	-	-	-	-	-
Buses %	12.5%	0%	12.5%	0%	4.5%	0%	4.5%	2.5%	0%	2.5%	1.8%	3.3%	0%	3.2%	-	-	-	-	-
Articulated Trucks	0	0	0	0	3	0	3	0	0	0	0	1	0	1	-	-	-	-	-
Articulated Trucks %	0%	0%	0%	0%	0.5%	0%	0.5%	0%	0%	0%	0%	0.1%	0%	0.1%	-	-	-	-	-
Pedestrians	-	-	12	-	-	-	0	-	-	5	-	-	0	-	-	-	0	-	-
Pedestrians %	-	-	70.6%	-	-	-	0%	-	-	29.4%	-	-	0%	-	-	-	0%	-	-
Bicycles on Road	0	0	0	-	0	3	0	0	-	0	0	0	-	0	4	0	0	-	-
Bicycles on Road %	-	-	0%	-	-	-	0%	-	-	0%	-	-	0%	-	-	-	0%	-	-



Start Time	Peak Hour: 05:00 PM - 06:00 PM Weather: Overcast Clouds (17.09 °C)																Int. Total (15 min)		
	N Approach GREENACRES RD				E Approach YORE RD				S Approach KEELE ST				W Approach YORE RD						
	Right	UTurn	Peds	Approach Total	Right	Thru	UTurn	Peds	Approach Total	Right	UTurn	Peds	Approach Total	Right	Thru	UTurn		Peds	Approach Total
17:00:00	1	0	1	1	2	182	0	0	184	29	0	3	29	14	138	0	0	152	366
17:15:00	0	0	2	0	1	183	0	0	184	39	0	4	39	10	111	0	0	121	344
17:30:00	2	0	0	2	0	176	0	0	176	41	0	5	41	21	126	0	0	147	366
17:45:00	1	0	1	1	1	164	0	0	165	41	0	2	41	15	151	0	0	166	373
Grand Total	4	0	4	4	4	705	0	0	709	150	0	14	150	60	526	0	0	586	1449
Approach%	100%	0%	-	-	0.6%	99.4%	0%	-	-	100%	0%	-	-	10.2%	89.8%	0%	-	-	-
Totals %	0.3%	0%	0.3%	0.3%	0.3%	48.7%	0%	48.9%	10.4%	0%	10.4%	4.1%	36.3%	0%	40.4%	-	-	-	-
PHF	0.5	0	0.5	0.5	0.96	0	0.96	0.91	0	0.91	0.71	0.87	0	0.88	-	-	-	-	-
Heavy	0	0	0	0	22	0	22	1	0	1	0	24	0	24	-	-	-	-	-
Heavy %	0%	0%	0%	0%	3.1%	0%	3.1%	0.7%	0%	0.7%	0%	4.6%	0%	4.1%	-	-	-	-	-
Lights	4	0	4	4	683	0	687	149	0	149	60	502	0	562	-	-	-	-	-
Lights %	100%	0%	100%	100%	96.9%	0%	96.9%	99.3%	0%	99.3%	100%	95.4%	0%	95.9%	-	-	-	-	-
Single-Unit Trucks	0	0	0	0	8	0	8	1	0	1	0	11	0	11	-	-	-	-	-
Single-Unit Trucks %	0%	0%	0%	0%	1.1%	0%	1.1%	0.7%	0%	0.7%	0%	2.1%	0%	1.9%	-	-	-	-	-
Buses	0	0	0	0	14	0	14	0	0	0	0	13	0	13	-	-	-	-	-
Buses %	0%	0%	0%	0%	2%	0%	2%	0%	0%	0%	0%	2.5%	0%	2.2%	-	-	-	-	-
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	-	-	4	-	-	-	0	-	-	14	-	-	0	-	-	-	0	-	-
Pedestrians %	-	-	22.2%	-	-	-	0%	-	-	77.8%	-	-	0%	-	-	-	0%	-	-
Bicycles on Road	0	0	0	-	0	5	0	0	-	0	0	0	-	1	1	0	0	-	-
Bicycles on Road %	-	-	0%	-	-	-	0%	-	-	0%	-	-	0%	-	-	-	0%	-	-

Peak Hour: 08:00 AM - 09:00 AM Weather: Mist (10.29 °C)



Peak Hour: 05:00 PM - 06:00 PM Weather: Overcast Clouds (17.09 °C)





Turning Movement Count (7 . LANE N EGLINTON W KEELE & KEELE ST)

Start Time	N Approach KEELE ST					Approach Total	E Approach LANE N EGLINTON W KEELE					Approach Total	S Approach KEELE ST					Approach Total	W Approach LANE N EGLINTON W KEELE					Approach Total	Int. Total (15 min)	Int. Total (1 hr)	
	Right N/W	Thru N/S	Left N/E	UTurn N/N	Peds N		Right E/N	Thru E/W	Left E/S	UTurn E/E	Peds E		Right S/E	Thru S/N	Left S/W	UTurn S/S	Peds S		Right W/S	Thru W/E	Left W/N	UTurn W/W	Peds W				
07:30:00	1	0	0	0	0	1	1	0	0	0	0	1	0	25	0	0	1	25	0	0	1	0	3	1	28		
07:45:00	1	0	0	0	0	1	1	0	0	0	0	1	0	36	0	0	0	36	0	0	0	0	2	0	38		
08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	24	0	0	6	24	0	0	0	0	1	0	24		
08:15:00	0	0	0	0	2	0	2	0	0	0	0	2	0	30	0	0	1	30	0	0	0	0	5	0	32	122	
08:30:00	0	0	0	0	0	0	0	0	0	0	1	0	0	42	0	0	1	42	0	0	0	0	2	0	42	136	
08:45:00	0	0	1	0	0	1	1	0	0	0	0	0	0	45	0	0	0	45	0	0	0	0	6	0	46	144	
09:00:00	0	0	2	1	1	3	0	0	0	0	2	0	0	23	0	0	2	23	0	0	0	0	4	0	26	146	
09:15:00	0	2	0	0	0	2	0	0	0	0	0	0	0	25	0	0	2	25	0	0	0	0	3	0	27	141	
BREAK																											
16:00:00	0	1	0	1	2	2	0	0	0	0	4	0	0	36	0	1	10	37	0	0	2	0	24	2	41		
16:15:00	1	0	0	0	1	1	1	0	0	0	5	1	1	40	1	0	13	42	0	0	1	0	13	1	45		
16:30:00	1	0	0	0	0	1	1	0	0	0	0	1	0	46	1	0	14	47	0	0	1	0	17	1	50		
16:45:00	0	0	1	0	3	1	0	0	0	0	2	0	0	49	0	0	4	49	0	0	0	0	23	0	50	186	
17:00:00	1	1	0	0	3	2	1	0	0	0	3	1	0	27	0	0	14	27	0	0	1	0	27	1	31	176	
17:15:00	0	1	1	0	1	2	0	0	0	0	1	0	0	43	1	0	7	44	0	0	2	0	17	2	48	179	
17:30:00	1	0	0	1	1	2	1	0	0	0	2	1	1	47	0	0	8	48	0	0	1	0	14	1	52	181	
17:45:00	1	1	0	0	0	2	0	0	0	0	3	0	0	62	0	0	6	62	0	0	0	0	4	0	64	195	
Grand Total	7	6	5	3	14	21	8	0	0	0	23	8	2	600	3	1	89	606	0	0	9	0	165	9	644	-	
Approach%	33.3%	28.6%	23.8%	14.3%	-	100%	0%	0%	0%	-	100%	0%	0%	0.3%	99%	0.5%	0.2%	-	0%	0%	100%	0%	-	-	-	-	
Totals %	1.1%	0.9%	0.8%	0.5%	3.3%	1.2%	0%	0%	0%	1.2%	0.3%	93.2%	0.5%	0.2%	94.1%	0%	0%	1.4%	0%	-	-	1.4%	-	-	-	-	
Heavy %	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	21%	0%	-	0%	0%	0%	-	0%	0%	0%	0%	-	-	-	-	
Heavy %	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	3.5%	0%	0%	-	0%	0%	0%	0%	-	-	0%	-	-	-	-	
Bicycles	0	4	1	0	-	0	0	0	0	-	0	3	0	1	-	0	0	0	0	-	-	0	-	-	-	-	
Bicycle %	0%	66.7%	20%	0%	-	0%	0%	0%	0%	-	0%	0.5%	0%	100%	-	0%	0%	0%	0%	-	-	0%	-	-	-	-	

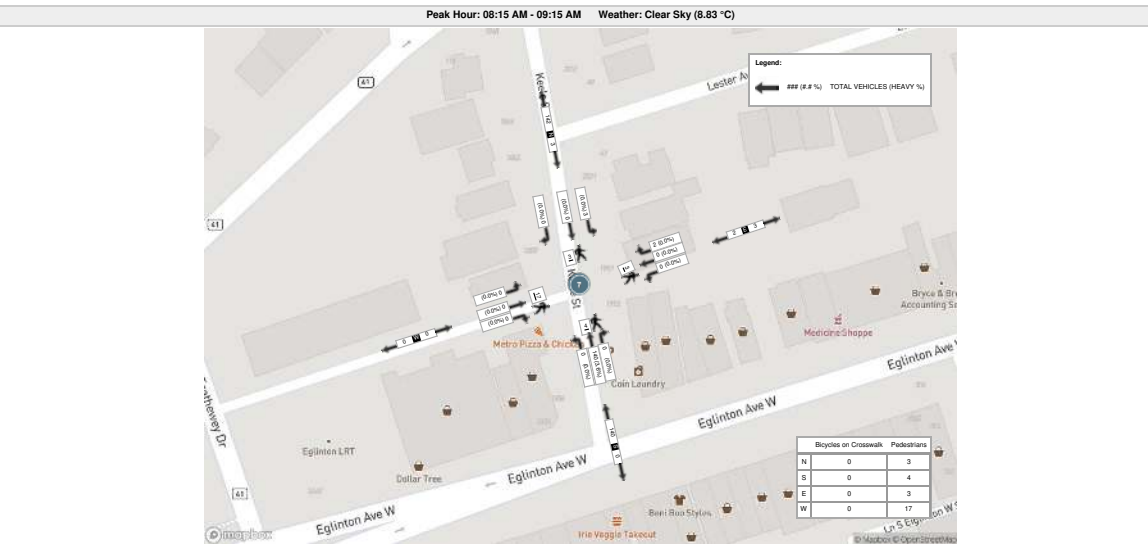


Peak Hour: 08:15 AM - 09:15 AM Weather: Clear Sky (8.83 °C)

Start Time	N Approach KEELE ST					Approach Total	E Approach LANE N EGLINTON W KEELE					Approach Total	S Approach KEELE ST					Approach Total	W Approach LANE N EGLINTON W KEELE					Approach Total	Int. Total (15 min)	
	Right	Thru	Left	UTurn	Peds		Right	Thru	Left	UTurn	Peds		Right	Thru	Left	UTurn	Peds		Right	Thru	Left	UTurn	Peds			
08:15:00	0	0	0	0	2	0	2	0	0	0	0	2	0	30	0	0	1	30	0	0	0	0	5	0	32	
08:30:00	0	0	0	0	0	0	0	0	0	0	1	0	0	42	0	0	1	42	0	0	0	0	2	0	42	
08:45:00	0	0	1	0	0	1	0	0	0	0	0	0	0	45	0	0	0	45	0	0	0	0	6	0	46	
09:00:00	0	0	2	1	1	3	0	0	0	0	2	0	0	23	0	0	2	23	0	0	0	0	4	0	26	
Grand Total	0	0	3	1	3	4	2	0	0	0	3	2	0	140	0	0	4	140	0	0	0	0	17	0	146	
Approach%	0%	0%	75%	25%	-	100%	0%	0%	0%	-	100%	0%	0%	0%	0%	100%	0%	0%	-	0%	0%	0%	0%	-	-	-
Totals %	0%	0%	2.1%	0.7%	2.7%	1.4%	0%	0%	0%	1.4%	0%	95.9%	0%	0%	95.9%	0%	0%	0%	0%	0%	-	-	0%	-	-	-
HPF	0	0	0.38	0.25	0.33	0.25	0	0	0	0.25	0	0	0	0.78	0	0	0	0.78	0	0	0	0	0	0	0	0
Heavy %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3.5%	0%	0%	3.5%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Lights %	0%	0%	3%	1%	4%	2%	0%	0%	0%	2%	0%	13%	0%	0%	0%	0%	13%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Lights %	0%	0%	100%	100%	100%	100%	100%	0%	0%	0%	100%	0%	95.6%	0%	0%	95.6%	0%	0%	0%	0%	0%	-	-	-	-	-
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0
Single-Unit Trucks %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1.4%	0%	0%	1.4%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Buses	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
Buses %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2.1%	0%	0%	2.1%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Pedestrians	-	-	-	-	3	-	-	-	-	3	-	-	-	-	-	-	4	-	-	-	-	-	17	-	-	-
Pedestrians%	-	-	-	-	11.1%	-	-	-	-	11.1%	-	-	-	-	-	-	14.8%	-	-	-	-	-	63%	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	0	-	-	-	-
Bicycles on Crosswalk %	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-
Bicycles on Road	0	0	1	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%	-	-	-	-

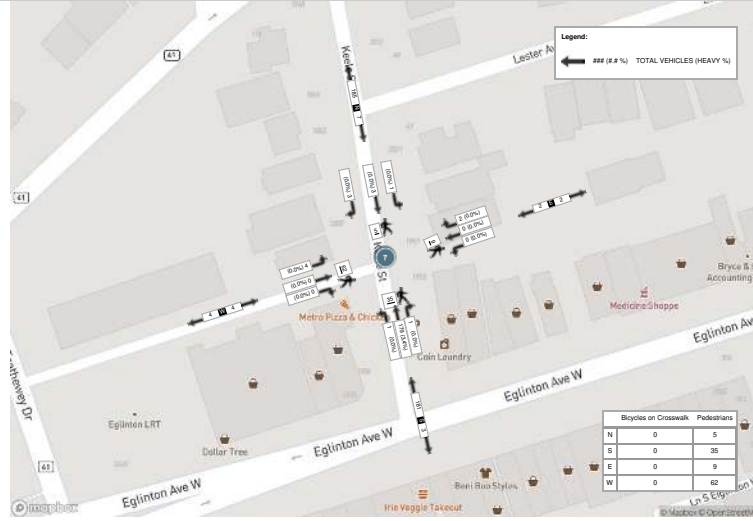


Start Time	N Approach KEELE ST						E Approach LANE N EGLINTON W KEELE						S Approach KEELE ST						W Approach LANE N EGLINTON W KEELE						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
17:00:00	1	1	0	0	0	2	1	0	0	0	3	1	0	27	0	0	14	27	0	0	1	0	27	1	31
17:15:00	0	1	1	0	1	2	0	0	0	1	0	0	43	1	0	7	44	0	0	2	0	17	2	48	
17:30:00	1	0	0	1	1	2	1	0	0	2	1	1	47	0	0	8	48	0	0	1	0	14	1	52	
17:45:00	1	1	0	0	0	2	0	0	0	3	0	0	82	0	0	6	82	0	0	0	0	4	0	84	
Grand Total	3	3	1	1	5	8	2	0	0	9	2	1	179	1	0	35	181	0	0	4	0	62	4	195	
Approach%	37.5%	37.5%	12.5%	12.5%	-	-	100%	0%	0%	0%	-	-	0.6%	98.9%	0.6%	0%	-	-	0%	0%	100%	0%	-	-	
Totals %	1.9%	1.9%	0.5%	0.5%	4.1%	4.1%	1%	0%	0%	0%	1%	0.5%	91.9%	0.5%	0%	0%	92.8%	0%	0%	2.1%	0%	2.1%	0%	-	
PDF	0.75	0.75	0.25	0.25	1	1	0.5	0	0	0	0.5	0.25	0.72	0.25	0	0	0.73	0	0	0.5	0	0.5	0	-	
Heavy %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3.4%	0%	0%	3.3%	0%	0%	0%	0%	0%	0%	-	
Lights %	100%	100%	100%	100%	100%	100%	100%	0%	0%	0%	100%	100%	96.6%	100%	0%	0%	96.7%	0%	0%	100%	0%	100%	0%	-	
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	
Single-Unit Trucks %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3.4%	0%	0%	0%	3.3%	0%	0%	0%	0%	0%	0%	-	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Buses %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Pedestrians	-	-	-	-	5	5	-	-	-	-	9	-	-	-	-	-	35	-	-	-	-	62	-	-	
Pedestrians %	-	-	-	-	4.5%	4.5%	-	-	-	-	8.1%	-	-	-	-	-	31.5%	-	-	-	-	55.9%	-	-	
Bicycles on Crosswalk	-	-	-	-	0	0	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	-	-	
Bicycles on Crosswalk %	-	-	-	-	0%	0%	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	0%	-	-	
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%	-	-	





Peak Hour: 05:00 PM - 06:00 PM Weather: Overcast Clouds (18.7 °C)



Turning Movement Count (5 - RICHARDSON AVE & LESTER AVE)

Start Time	N Approach RICHARDSON AVE						E Approach LESTER AVE						S Approach RICHARDSON AVE						W Approach LESTER AVE						Int. Total (15 min)	Int. Total (1 hr)
	Right NW	Thru NS	Left NE	U-Turn NN	Peds N	Approach Total	Right EN	Thru EW	Left ES	U-Turn EE	Peds E	Approach Total	Right SE	Thru SN	Left SW	U-Turn SS	Peds S	Approach Total	Right WS	Thru WE	Left WN	U-Turn WW	Peds W	Approach Total		
07:30:00	3	22	1	0	1	26	3	2	1	0	2	6	0	14	0	0	1	14	5	1	4	0	4	10	56	
07:45:00	2	33	1	0	1	36	5	1	0	0	4	6	1	21	3	0	6	25	12	1	5	0	2	18	85	
08:00:00	1	29	1	0	0	31	9	3	0	0	0	12	0	29	1	1	5	31	10	3	0	0	6	13	87	
08:15:00	4	37	3	0	1	44	6	3	1	0	2	10	0	35	5	0	4	40	7	2	4	0	6	13	107	335
08:30:00	3	36	1	0	7	40	6	3	0	0	3	9	1	25	3	0	4	29	11	4	0	0	3	15	93	372
08:45:00	2	29	4	0	0	35	9	3	0	0	3	12	0	23	5	0	1	28	16	4	4	0	3	24	99	386
09:00:00	3	27	1	0	1	31	3	2	0	0	1	5	1	32	2	0	5	35	11	5	4	0	3	20	91	390
09:15:00	0	28	2	0	1	30	6	0	1	0	1	7	0	23	2	0	1	25	10	3	6	0	3	19	81	354
BREAK																										
16:00:00	2	42	4	1	6	49	11	2	4	0	0	17	0	20	2	0	1	22	9	2	9	0	3	20	108	
16:15:00	2	48	2	0	1	52	18	2	1	0	5	21	3	26	1	0	0	30	10	4	6	0	3	20	123	
16:30:00	0	43	2	0	0	45	17	1	0	0	2	18	4	39	2	0	2	45	7	3	7	0	3	17	125	
16:45:00	3	46	2	0	1	51	11	1	1	0	3	13	0	29	2	0	2	31	11	1	3	0	5	15	110	468
17:00:00	2	36	4	0	1	42	15	0	0	0	4	15	1	28	1	0	5	30	15	5	3	0	3	23	110	468
17:15:00	2	58	2	0	2	62	14	5	3	0	3	22	2	30	1	0	0	33	10	5	3	0	3	18	135	480
17:30:00	1	44	3	0	1	48	14	5	0	0	3	19	5	19	3	0	4	27	19	5	1	0	1	25	119	474
17:45:00	3	48	6	0	0	57	9	6	0	0	3	15	0	36	3	0	4	39	10	7	8	0	1	25	136	500
Grand Total	33	606	39	1	24	679	156	39	12	0	39	207	18	429	36	1	45	484	173	55	67	0	52	295	1665	-
Approach %	4.9%	89.2%	5.7%	0.1%	-	-	75.4%	18.6%	5.8%	0%	-	-	3.7%	88.6%	7.4%	0.2%	-	-	58.6%	18.6%	22.7%	0%	-	-	-	-
Totals %	2%	36.4%	2.3%	0.1%	-	40.8%	9.4%	2.3%	0.7%	0%	-	12.4%	1.1%	25.8%	2.2%	0.1%	-	28.1%	10.4%	3.3%	4%	0%	-	17.7%	-	
Heavy %	0	25	2	0	-	-	2	2	2	0	-	-	0	17	0	0	-	-	8	0	0	0	-	-	-	-
Heavy %	0%	4.1%	5.1%	0%	-	-	1.3%	5.1%	16.7%	0%	-	-	0%	4%	0%	0%	-	-	4.6%	0%	0%	0%	-	-	-	-
Bicycles	1	7	0	0	-	-	0	0	0	0	-	-	0	7	0	0	-	-	0	0	1	0	-	-	-	-
Bicycle %	3%	1.2%	0%	0%	-	-	0%	0%	0%	0%	-	-	0%	1.6%	0%	0%	-	-	0%	0%	1.5%	0%	-	-	-	-



Turning Movement Count
 Location Name: RICHARDSON AVE & LESTER AVE
 Date: Tue, Oct 25, 2022 Deployment Lead: Peter Ilias

BA Group
 300 45 ST. CLAIR AVE W
 TORONTO ONTARIO, M4V 1K3
 CANADA

Peak Hour: 08:15 AM - 09:15 AM Weather: Mist (10.29 °C)																										
Start Time	N Approach RICHARDSON AVE					E Approach LESTER AVE					S Approach RICHARDSON AVE					W Approach LESTER AVE					Int. Total (15 min)					
	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru		Left	U-Turn	Peds	Approach Total	
08:15:00	4	37	3	0	1	44	6	3	1	0	2	10	0	35	5	0	4	40	7	2	4	0	0	6	13	107
08:30:00	3	36	1	0	7	40	6	3	0	0	3	9	1	25	3	0	4	29	11	4	0	0	0	3	15	90
08:45:00	2	29	4	0	0	35	9	3	0	0	3	12	0	23	5	0	1	28	16	4	4	0	0	3	24	99
09:00:00	3	27	1	0	1	31	3	2	0	0	1	5	1	32	2	0	5	35	11	5	4	0	0	3	20	91
Grand Total	12	129	9	0	9	150	24	11	1	0	9	36	2	115	15	0	14	132	45	15	12	0	0	15	72	390
Approach%	8%	88%	6%	0%	-	66.7%	30.6%	2.8%	0%	-	1.5%	87.1%	11.4%	0%	-	62.5%	20.8%	16.7%	0%	-	-	20.8%	16.7%	0%	-	
Totals %	3.1%	33.1%	2.3%	0%	-	38.5%	6.2%	2.8%	0.3%	0%	0.3%	6.5%	29.5%	3.8%	0%	-	33.8%	11.5%	3.8%	3.1%	0%	-	18.5%	-		
PHF	0.75	0.67	0.69	0	-	0.85	0.67	0.62	0.25	0	-	0.75	0.5	0.62	0.75	0	0.83	0.7	0.35	0.75	0	-	0.75	-		
Heavy %	0%	6.2%	11.1%	0%	-	6%	4.2%	9.1%	0%	0%	-	5.6%	0%	5.2%	0%	0%	4.8%	11.1%	0%	0%	0%	-	6.9%	-		
Lights %	12	121	8	0	-	141	23	10	1	0	-	34	2	109	15	0	128	40	15	12	0	-	67	-		
Lights %	100%	93.8%	88.9%	0%	-	94%	95.8%	90.9%	100%	0%	-	94.4%	100%	94.8%	100%	0%	95.5%	88.9%	100%	100%	0%	-	93.1%	-		
Single-Unit Trucks	0	2	0	0	0	2	0	0	0	0	0	0	0	3	0	0	3	3	0	0	0	0	0	3		
Single-Unit Trucks %	0%	1.6%	0%	0%	-	1.3%	0%	0%	0%	0%	-	0%	0%	2.6%	0%	0%	2.3%	6.7%	0%	0%	0%	-	4.2%	-		
Buses	0	6	1	0	0	7	1	1	0	0	0	2	0	3	0	0	3	2	0	0	0	0	0	2		
Buses %	0%	4.7%	11.1%	0%	-	4.7%	4.2%	9.1%	0%	0%	-	5.6%	0%	2.6%	0%	0%	2.3%	4.4%	0%	0%	0%	-	2.8%	-		
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%	-		
Pedestrians	-	-	-	-	9	-	-	-	-	-	9	-	-	-	-	14	-	-	-	-	-	-	15	-		
Pedestrians %	-	-	-	-	19.1%	-	-	-	-	-	19.1%	-	-	-	-	29.8%	-	-	-	-	-	-	31.9%	-		
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	-	0	-		
Bicycles on Crosswalk %	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	-	-	0%	-		
Bicycles on Road	0	2	0	0	0	-	0	0	0	0	0	-	0	4	0	0	0	0	0	0	0	0	0	-		
Bicycles on Road %	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	-	-	0%	-		

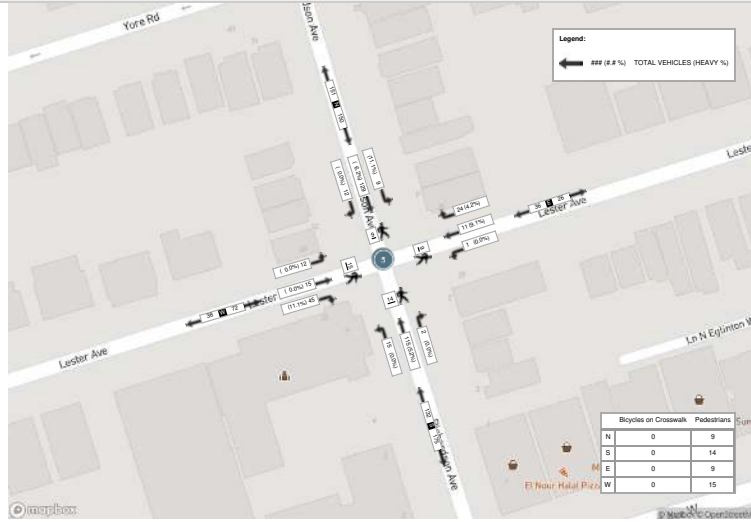


Turning Movement Count
 Location Name: RICHARDSON AVE & LESTER AVE
 Date: Tue, Oct 25, 2022 Deployment Lead: Peter Ilias

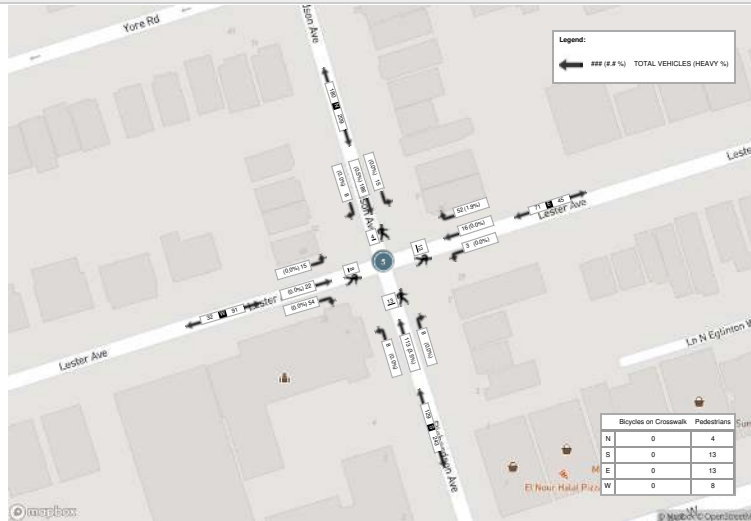
BA Group
 300 45 ST. CLAIR AVE W
 TORONTO ONTARIO, M4V 1K3
 CANADA

Peak Hour: 05:00 PM - 06:00 PM Weather: Overcast Clouds (17.09 °C)																										
Start Time	N Approach RICHARDSON AVE					E Approach LESTER AVE					S Approach RICHARDSON AVE					W Approach LESTER AVE					Int. Total (15 min)					
	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru		Left	U-Turn	Peds	Approach Total	
17:00:00	2	36	4	0	1	42	15	0	0	0	4	15	1	28	1	0	5	30	15	5	3	0	0	3	23	110
17:15:00	2	58	2	0	2	62	14	5	3	0	3	22	2	30	1	0	0	33	10	5	3	0	0	3	18	135
17:30:00	1	44	3	0	1	48	14	5	0	0	3	19	5	19	3	0	4	27	19	5	1	0	1	25	119	
17:45:00	3	48	6	0	0	57	9	6	0	0	3	15	0	36	3	0	4	39	10	7	8	0	0	1	25	136
Grand Total	8	186	15	0	4	209	52	16	3	0	13	71	8	113	8	0	13	129	54	22	15	0	0	8	91	500
Approach%	3.8%	89%	7.2%	0%	-	73.2%	22.5%	4.2%	0%	-	-	6.2%	87.6%	6.2%	0%	-	59.3%	24.2%	16.5%	0%	-	-	24.2%	16.5%	0%	-
Totals %	1.6%	37.2%	3%	0%	-	41.8%	10.4%	3.2%	0.6%	0%	0.4%	14.2%	1.6%	22.8%	1.6%	0%	25.8%	10.8%	4.4%	3%	0%	-	18.2%	-		
PHF	0.67	0.8	0.63	0	-	0.84	0.67	0.67	0.25	0	-	0.61	0.4	0.78	0.67	0	0.83	0.71	0.79	0.47	0	-	0.91	-		
Heavy %	0%	1%	0%	0%	-	1%	1%	0%	0%	0%	-	1.4%	0%	4%	0%	0%	3.1%	0%	0%	0%	0%	-	0%	-		
Heavy %	0%	0.5%	0%	0%	-	0.5%	1.5%	0%	0%	0%	-	1.4%	0%	3.5%	0%	0%	3.1%	0%	0%	0%	0%	-	0%	-		
Lights %	8	125	15	0	-	148	51	16	3	0	-	70	9	109	8	0	125	54	22	15	0	-	91	-		
Lights %	100%	92.5%	100%	0%	-	95.5%	98.1%	100%	100%	0%	-	98.6%	100%	95.5%	100%	0%	96.5%	100%	100%	100%	0%	-	100%	-		
Single-Unit Trucks	0	1	0	0	0	1	0	0	0	0	0	0	0	3	0	0	3	3	0	0	0	0	0	3		
Single-Unit Trucks %	0%	0.5%	0%	0%	-	0.5%	0%	0%	0%	0%	-	0%	0%	2.7%	0%	0%	2.3%	6%	0%	0%	0%	-	0%	-		
Buses	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0		
Buses %	0%	0%	0%	0%	-	0%	1.9%	0%	0%	0%	-	1.4%	0%	0.9%	0%	0%	0.8%	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		
Articulated Trucks %	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	0%	-		
Pedestrians	-	-	-	-	4	-	-	-	-	-	13	-	-	-	-	13	-	-	-	-	-	-	8	-		
Pedestrians %	-	-	-	-	10.5%	-	-	-	-	-	34.2%	-	-	-	-	34.2%	-	-	-	-	-	-	21.1%	-		
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	-	0	-		
Bicycles on Crosswalk %	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	-	-	0%	-		
Bicycles on Road	0	2	0	0	0	-	0	0	0	0	0	-	0	1	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: Mist (10.29 °C)



Peak Hour: 05:00 PM - 06:00 PM Weather: Overcast Clouds (17.09 °C)





Turning Movement Count
 Location Name: TRETWEY DR & IRVING RD
 Date: Tue, Oct 25, 2022 Deployment Lead: Peter Bias

BA Group
 300 45 ST. CLAIR AVE W
 TORONTO ONTARIO, M4V 1K3
 CANADA

Turning Movement Count (1 - TRETWEY DR & IRVING RD)

Start Time	N Approach TRETWEY DR					E Approach IRVING RD					S Approach TRETWEY DR					W Approach YORKTOWN DR					Int. Total (15 min)	Int. Total (1 hr)				
	Right	Thru	Left	U-Turn	Peds	Right	Thru	Left	U-Turn	Peds	Right	Thru	Left	U-Turn	Peds	Right	Thru	Left	U-Turn	Peds						
07:30:00	9	151	2	0	0	162	4	1	0	0	5	2	55	1	0	58	0	0	4	0	6	4	229			
07:45:00	10	178	6	0	0	194	10	4	0	0	14	3	57	0	1	61	0	3	4	0	2	7	276			
08:00:00	18	184	1	0	0	203	10	1	0	0	11	3	59	1	0	63	0	4	5	0	5	9	286			
08:15:00	17	203	8	0	2	228	13	5	1	0	19	4	68	3	0	75	2	2	4	0	2	8	330	1121		
08:30:00	20	221	6	0	1	247	8	1	4	0	13	1	86	1	0	88	3	2	5	0	7	10	358	1250		
08:45:00	22	220	5	0	2	247	14	2	5	0	21	7	80	0	0	87	1	3	8	0	9	12	367	1341		
09:00:00	12	152	30	1	0	195	7	1	2	0	4	10	1	73	0	0	74	1	3	8	0	5	12	291	1346	
09:15:00	2	145	21	0	0	168	9	2	2	0	1	13	0	54	3	0	57	2	3	3	0	2	8	246	1262	
BREAK																										
16:00:00	9	116	16	0	1	141	10	6	1	0	2	17	2	90	0	0	92	1	2	10	0	5	13	263		
16:15:00	12	128	25	0	0	165	20	3	2	0	2	25	0	96	2	0	98	0	4	15	0	13	19	307		
16:30:00	13	148	16	0	1	177	6	6	1	0	1	13	1	124	1	0	126	2	2	12	0	6	16	332		
16:45:00	8	155	20	0	1	183	13	7	0	0	1	20	2	95	0	0	97	2	2	6	0	7	10	310	1212	
17:00:00	7	148	23	0	2	178	16	1	2	0	3	19	0	106	1	0	107	1	3	5	0	6	9	313	1262	
17:15:00	14	128	24	0	3	166	16	3	3	0	6	22	0	112	1	0	113	0	2	3	0	2	5	306	1261	
17:30:00	8	155	21	0	1	184	24	6	1	0	4	31	1	112	4	0	117	3	3	5	0	6	11	343	1272	
17:45:00	4	163	27	0	0	194	15	3	2	0	2	20	1	100	0	0	101	0	2	5	0	4	7	322	1284	
Grand Total	185	2595	251	1	14	3032	199	52	26	0	28	273	28	1367	18	1	2	1414	18	40	102	0	87	160	4879	-
Approach %	6.1%	85.6%	8.3%	0%	0%	-	71.4%	19%	9.5%	0%	-	2%	96.7%	1.3%	0.1%	-	11.3%	25%	63.8%	0%	-	-	-	-	-	
Totals %	3.8%	53.2%	5.1%	0%	0%	62.1%	4%	1.1%	0.5%	0%	5.6%	0.6%	28%	0.4%	0%	29%	0.4%	0.8%	2.1%	0%	3.3%	-	-	-	-	
Heavy %	10	127	7	0	-	6	3	7	0	-	2	70	3	0	-	1	0	2	0	-	-	-	-	-	-	
Heavy %	5.4%	4.9%	2.8%	0%	-	3.1%	5.8%	26.9%	0%	-	7.1%	5.1%	16.7%	0%	-	5.6%	0%	2%	0%	-	-	-	-	-	-	
Bicycles	0	5	2	0	-	0	0	1	0	-	2	3	0	0	-	1	0	0	0	-	-	-	-	-	-	
Bicycle %	0%	0.2%	0.8%	0%	-	0%	0%	3.8%	0%	-	7.1%	0.2%	0%	0%	-	5.6%	0%	0%	0%	-	-	-	-	-	-	



Turning Movement Count
 Location Name: TRETWEY DR & IRVING RD
 Date: Tue, Oct 25, 2022 Deployment Lead: Peter Bias

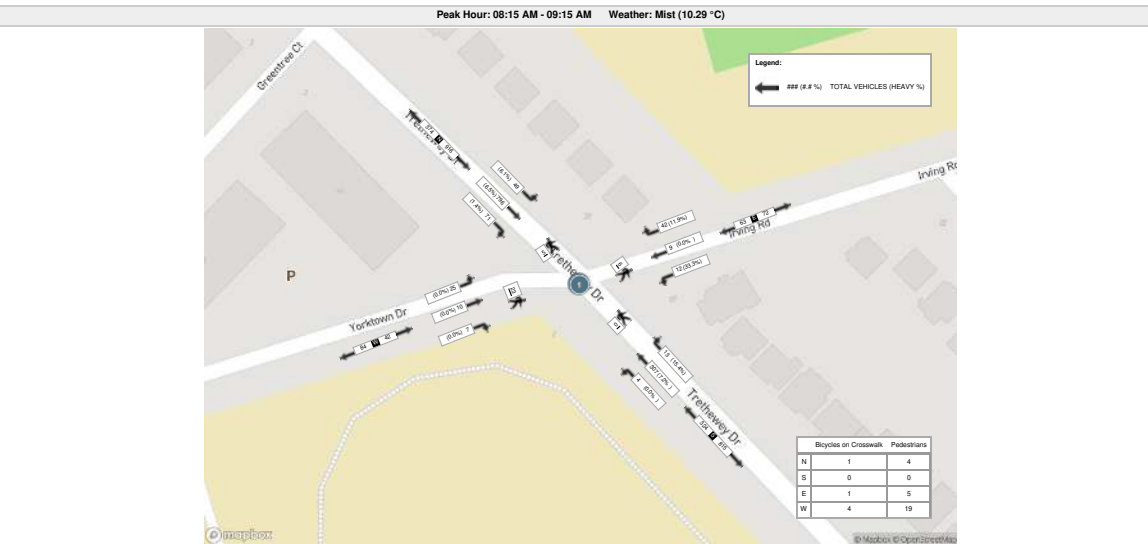
BA Group
 300 45 ST. CLAIR AVE W
 TORONTO ONTARIO, M4V 1K3
 CANADA

Peak Hour: 08:15 AM - 09:15 AM Weather: Mist (10.29 °C)

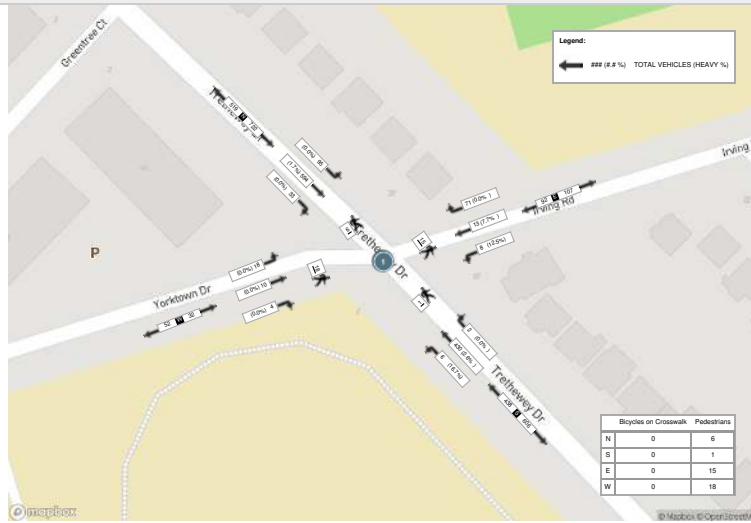
Start Time	N Approach TRETWEY DR					E Approach IRVING RD					S Approach TRETWEY DR					W Approach YORKTOWN DR					Int. Total (15 min)				
	Right	Thru	Left	U-Turn	Peds	Right	Thru	Left	U-Turn	Peds	Right	Thru	Left	U-Turn	Peds	Right	Thru	Left	U-Turn	Peds					
08:15:00	17	203	8	0	2	228	13	5	1	0	0	19	4	68	3	0	75	2	2	4	0	2	8	330	
08:30:00	20	221	6	0	1	247	8	1	4	0	1	13	1	86	1	0	88	3	2	5	0	7	10	358	
08:45:00	22	220	5	0	2	247	14	2	5	0	1	21	7	80	0	0	87	1	3	8	0	9	12	367	
09:00:00	12	152	30	1	0	195	7	1	2	0	4	10	1	73	0	0	74	1	3	8	0	5	12	291	
Grand Total	71	796	49	1	5	917	42	9	12	0	6	63	13	307	4	0	324	7	10	25	0	23	42	1346	
Approach %	7.7%	88.8%	5.3%	0.1%	0%	-	66.7%	14.3%	19%	0%	-	4%	94.8%	1.2%	0%	-	16.7%	23.8%	59.5%	0%	-	-	-	-	
Totals %	5.3%	59.1%	3.6%	0.1%	0%	68.1%	3.1%	0.7%	0.9%	0%	4.7%	1%	22.8%	0.3%	0%	24.1%	0.5%	0.7%	1.9%	0%	3.1%	-	-	-	
PHF	0.81	0.9	0.41	0.25	0%	0.93	0.75	0.45	0.6	0	0.75	0.46	0.89	0.33	0	0.92	0.58	0.83	0.78	0	0.88	-	-	-	
Heavy %	1	52	3	0	-	55	5	0	4	0	-	9	2	22	0	0	24	0	0	0	0	0	0	-	
Heavy %	1.4%	6.5%	6.1%	0%	0%	6.1%	11.9%	0%	33.3%	0%	0%	14.3%	15.4%	7.2%	0%	0%	7.4%	0%	0%	0%	0%	0%	0%	0%	
Light %	70	744	46	1	-	861	37	9	2	0	-	54	11	285	4	0	300	7	13	25	0	12	42	-	
Light %	98.6%	93.5%	93.9%	100%	0%	93.9%	88.1%	100%	66.7%	0%	0%	85.7%	84.6%	92.8%	100%	0%	92.6%	100%	100%	100%	0%	100%	100%	-	
Single-Unit Trucks	1	37	2	0	-	40	0	0	1	0	-	1	1	9	0	0	10	0	0	0	0	0	0	0	-
Single-Unit Trucks %	1.4%	4.6%	4.1%	0%	0%	4.4%	0%	0%	8.3%	0%	0%	1.6%	7.7%	2.9%	0%	0%	3.1%	0%	0%	0%	0%	0%	0%	0%	-
Buses	0	15	1	0	-	16	5	0	3	0	-	8	1	13	0	0	14	0	0	0	0	0	0	0	-
Buses %	0%	1.9%	2%	0%	0%	1.7%	11.9%	0%	25%	0%	0%	12.7%	7.7%	4.2%	0%	0%	4.3%	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	-
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	-	-	-	-	4	-	-	-	-	5	-	-	-	-	-	0	-	-	-	-	-	-	19	-	-
Pedestrians %	-	-	-	-	11.8%	-	-	-	-	14.7%	-	-	-	-	0%	-	-	-	-	-	-	55.9%	-	-	
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	4	-	-	
Bicycles on Crosswalk %	-	-	-	-	2.9%	-	-	-	-	2.9%	-	-	-	-	0%	-	-	-	-	-	-	11.8%	-	-	
Bicycles on Road	0	1	0	0	0	-	0	0	1	0	0	-	1	1	0	0	-	0	0	0	0	0	-	-	
Bicycles on Road %	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	-	-	0%	-	-	



Peak Hour: 05:00 PM - 06:00 PM Weather: Overcast Clouds (17.09 °C)																									
Start Time	N Approach TRETWEY DR					E Approach IRVING RD					S Approach TRETWEY DR					W Approach YORKTOWN DR					Int. Total (15 min)				
	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru		Left	U-Turn	Peds	Approach Total
17:00:00	7	148	23	0	2	178	16	1	2	0	3	19	0	106	1	0	0	107	1	3	5	0	6	9	313
17:15:00	14	126	24	0	3	166	16	3	3	0	6	22	0	112	1	0	1	113	0	2	3	0	2	5	306
17:30:00	8	155	21	0	1	184	24	6	1	0	4	31	1	112	4	0	0	117	3	3	5	0	6	11	343
17:45:00	4	163	27	0	0	194	15	3	2	0	2	20	1	100	0	0	0	101	0	2	5	0	4	7	322
Grand Total	33	594	95	0	6	722	71	13	8	0	15	92	2	430	6	1	1	438	4	10	18	0	18	32	1284
Approach%	4.6%	82.3%	13.2%	0%	-	-	77.2%	14.1%	8.7%	0%	-	-	0.5%	98.2%	1.4%	0%	-	12.5%	31.3%	56.3%	0%	-	-	-	-
Totals %	2.5%	46.3%	7.4%	0%	-	56.2%	5.5%	1%	0.8%	0%	-	7.2%	0.2%	33.5%	0.5%	0%	-	34.1%	0.3%	0.9%	1.4%	0%	-	2.5%	-
HWY%	0.33	0.91	0.88	0	-	0.83	0.34	0.54	0.87	0	-	0.74	0.5	0.96	0.38	0	-	0.94	0.33	0.83	0.9	0	-	0.33	-
Heavy %	0%	1.7%	0%	0%	-	1.4%	0%	7.7%	12.9%	0%	-	2.2%	0%	2.6%	16.7%	0%	-	2.7%	0%	0%	0%	0%	-	0%	-
Lights %	100%	98.3%	100%	0%	-	98.6%	100%	92.3%	87.5%	0%	-	97.8%	100%	97.4%	83.3%	0%	-	97.3%	100%	100%	100%	0%	-	100%	-
Single-Unit Trucks	0	5	0	0	0	5	0	0	0	0	0	0	0	6	1	0	0	7	0	0	0	0	0	0	0
Single-Unit Trucks %	0%	0.8%	0%	0%	0%	0.7%	0%	0%	0%	0%	0%	0%	0%	1.4%	16.7%	0%	-	1.6%	0%	0%	0%	0%	0%	0%	0%
Buses	0	5	0	0	0	5	0	1	1	0	0	2	0	5	0	0	0	5	0	0	0	0	0	0	0
Buses %	0%	0.8%	0%	0%	0%	0.7%	0%	7.7%	12.9%	0%	-	2.2%	0%	1.2%	0%	0%	-	1.1%	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
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%
Pedestrians	-	-	-	-	6	-	-	-	-	-	15	-	-	-	-	-	1	-	-	-	-	-	-	18	-
Pedestrians on Crosswalk	-	-	-	-	15%	-	-	-	-	-	37.5%	-	-	-	-	-	2.5%	-	-	-	-	-	-	45%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-
Bicycles on Crosswalk %	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%	-
Bicycles on Road	0	3	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: 05:00 PM - 06:00 PM Weather: Overcast Clouds (17.09 °C)



Turning Movement Count (4 . YORE RD & TRETWEY DR)

Start Time	N Approach TRETWEY DR					E Approach YORE RD					S Approach TRETWEY DR					Int. Total (15 min)	Int. Total (1 hr)
	Thru N-S	Left N-E	UTurn N-N	Peds N:	Approach Total	Right E-N	Left E-S	UTurn E:E	Peds E:	Approach Total	Right S-E	Thru S-N	UTurn S-S	Peds S:	Approach Total		
07:30:00	87	32	0	0	119	0	101	0	3	101	152	62	0	0	214	434	
07:45:00	108	39	0	1	147	1	114	0	4	115	171	45	0	0	216	478	
08:00:00	96	40	0	1	136	3	133	0	1	136	162	54	0	0	216	488	
08:15:00	116	39	0	0	155	3	130	0	4	133	165	78	0	0	243	531	
08:30:00	122	47	0	2	169	4	172	0	4	176	159	59	0	0	218	563	
08:45:00	109	35	0	5	144	9	153	0	5	162	160	79	0	0	239	545	
09:00:00	105	30	0	5	135	4	161	0	6	165	143	85	0	0	228	528	
09:15:00	100	30	0	3	130	5	120	0	4	125	125	69	0	0	194	449	
BREAK																	
16:00:00	104	16	0	1	120	9	134	0	10	143	114	98	0	0	212	475	
16:15:00	101	29	0	3	130	5	161	0	8	166	135	72	0	0	207	503	
16:30:00	95	22	0	0	117	0	117	0	2	117	154	106	0	0	260	494	
16:45:00	100	21	0	0	121	3	184	0	4	187	145	120	0	0	265	573	
17:00:00	107	28	0	1	135	4	142	0	2	146	129	115	0	0	244	525	
17:15:00	97	26	0	0	123	9	200	0	6	209	128	87	0	1	215	547	
17:30:00	122	27	0	2	149	10	155	0	8	165	135	112	0	0	247	561	
17:45:00	103	26	0	3	129	8	169	0	1	177	129	102	0	0	231	537	
Grand Total	1672	487	0	27	2159	77	2346	0	72	2423	2306	1343	0	1	3649	8231	
Approach%	77.4%	22.6%	0%	-	-	3.2%	96.8%	0%	-	-	63.2%	36.8%	0%	-	-	-	
Totals %	20.3%	5.9%	0%	-	26.2%	0.9%	28.5%	0%	-	29.4%	28%	16.3%	0%	-	44.3%	-	
Heavy	94	25	0	-	-	12	139	0	-	-	137	81	0	-	-	-	
Heavy %	5.6%	5.1%	0%	-	-	15.6%	5.9%	0%	-	-	5.9%	6%	0%	-	-	-	
Bicycles	4	0	0	-	-	0	14	0	-	-	9	4	0	-	-	-	
Bicycle %	0.2%	0%	0%	-	-	0%	0.6%	0%	-	-	0.4%	0.3%	0%	-	-	-	



Peak Hour: 08:15 AM - 09:15 AM Weather: Clear Sky (8.83 °C)

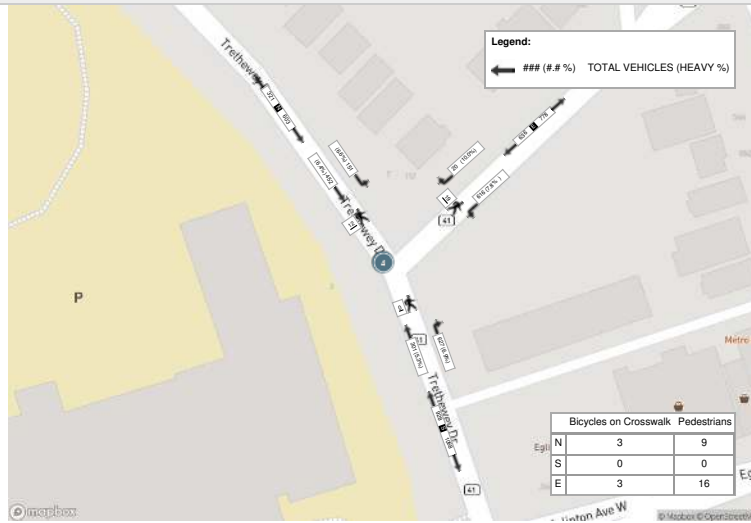
Start Time	N Approach TRETHERWAY DR				E Approach YORE RD				S Approach TRETHERWAY DR				Int. Total (15 min)			
	Thru	Left	UTurn	Peds	Approach Total	Right	Left	UTurn	Peds	Approach Total	Right	Thru		UTurn	Peds	Approach Total
08:15:00	116	39	0	0	155	3	130	0	4	133	165	78	0	0	243	531
08:30:00	122	47	0	2	169	4	172	0	4	176	159	59	0	0	218	563
08:45:00	109	35	0	5	144	9	153	0	5	162	160	79	0	0	239	545
09:00:00	105	30	0	5	135	4	161	0	6	165	143	85	0	0	228	528
Grand Total	452	151	0	12	603	20	616	0	19	636	627	301	0	0	928	2167
Approach%	75%	25%	0%	-	-	3.1%	96.9%	0%	-	-	67.6%	32.4%	0%	-	-	-
Totals %	20.9%	7%	0%	-	27.8%	0.9%	28.4%	0%	-	29.3%	28.9%	13.9%	0%	-	42.8%	-
PHF	0.93	0.8	0	-	0.89	0.56	0.9	0	-	0.9	0.95	0.89	0	-	0.95	-
Heavy	29	10	0	-	39	2	48	0	-	50	43	16	0	-	59	-
Heavy %	6.4%	6.6%	0%	-	6.5%	10%	7.8%	0%	-	7.9%	6.9%	5.3%	0%	-	6.4%	-
Lights	423	141	0	-	564	18	565	0	-	586	584	285	0	-	869	-
Lights %	93.6%	93.4%	0%	-	93.5%	90%	92.2%	0%	-	92.1%	93.1%	94.7%	0%	-	93.6%	-
Single-Unit Trucks	14	9	0	-	23	2	17	0	-	19	13	8	0	-	21	-
Single-Unit Trucks %	3.1%	6%	0%	-	3.8%	10%	2.8%	0%	-	3%	2.1%	2.7%	0%	-	2.3%	-
Buses	13	1	0	-	14	0	29	0	-	29	28	8	0	-	36	-
Buses %	2.9%	0.7%	0%	-	2.3%	0%	4.7%	0%	-	4.6%	4.5%	2.7%	0%	-	3.9%	-
Articulated Trucks	2	0	0	-	2	0	2	0	-	2	2	0	0	-	2	-
Articulated Trucks %	0.4%	0%	0%	-	0.3%	0%	0.3%	0%	-	0.3%	0.3%	0%	0%	-	0.2%	-
Pedestrians	-	-	-	9	-	-	-	16	-	-	-	-	0	-	-	-
Pedestrians %	-	-	-	29%	-	-	-	51.6%	-	-	-	-	0%	-	-	-
Bicycles on Crosswalk	-	-	-	3	-	-	-	3	-	-	-	-	0	-	-	-
Bicycles on Crosswalk %	-	-	-	9.7%	-	-	-	9.7%	-	-	-	-	0%	-	-	-
Bicycles on Road	2	0	0	0	-	0	3	0	0	-	3	2	0	0	-	-
Bicycles on Road %	-	-	-	0%	-	-	-	0%	-	-	-	-	0%	-	-	-



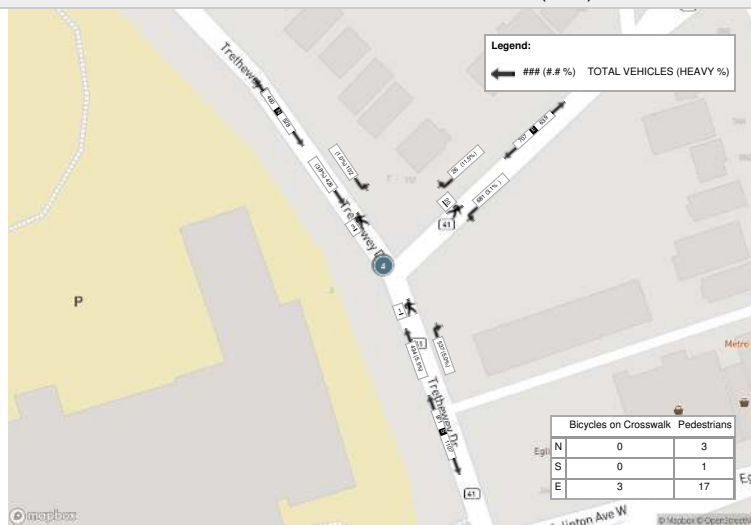
Peak Hour: 04:45 PM - 05:45 PM Weather: Overcast Clouds (18.7 °C)

Start Time	N Approach TRETHERWAY DR				E Approach YORE RD				S Approach TRETHERWAY DR				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	100	21	0	0	121	3	184	0	4	187	145	120	0	0	265	573
17:00:00	107	28	0	1	135	4	142	0	2	146	129	115	0	0	244	525
17:15:00	97	26	0	0	123	9	200	0	6	209	128	87	0	1	215	547
17:30:00	122	27	0	2	149	10	155	0	8	165	135	112	0	0	247	561
Grand Total	426	102	0	3	528	26	681	0	20	707	537	434	0	1	971	2206
Approach%	80.7%	19.3%	0%	-	-	3.7%	96.9%	0%	-	-	55.3%	44.7%	0%	-	-	-
Totals %	19.3%	4.6%	0%	-	23.9%	1.2%	30.9%	0%	-	32%	24.3%	19.7%	0%	-	44%	-
PHF	0.87	0.91	0	-	0.89	0.65	0.85	0	-	0.85	0.93	0.9	0	-	0.92	-
Heavy	16	1	0	-	17	3	21	0	-	24	27	24	0	-	51	-
Heavy %	3.8%	1%	0%	-	3.2%	11.5%	3.1%	0%	-	3.4%	5%	5.5%	0%	-	5.3%	-
Lights	410	101	0	-	511	23	660	0	-	683	510	410	0	-	920	-
Lights %	96.2%	99%	0%	-	96.8%	88.5%	96.9%	0%	-	96.6%	95%	94.5%	0%	-	94.7%	-
Single-Unit Trucks	8	0	0	-	8	1	6	0	-	7	12	15	0	-	27	-
Single-Unit Trucks %	1.9%	0%	0%	-	1.5%	3.8%	0.9%	0%	-	1%	2.2%	3.5%	0%	-	2.8%	-
Buses	7	1	0	-	8	1	13	0	-	14	15	9	0	-	24	-
Buses %	1.6%	1%	0%	-	1.5%	3.8%	1.9%	0%	-	2%	2.8%	2.1%	0%	-	2.5%	-
Articulated Trucks	1	0	0	-	1	1	2	0	-	3	0	0	0	-	0	-
Articulated Trucks %	0.2%	0%	0%	-	0.2%	3.8%	0.3%	0%	-	0.4%	0%	0%	0%	-	0%	-
Pedestrians	-	-	-	3	-	-	-	17	-	-	-	-	1	-	-	-
Pedestrians %	-	-	-	12.5%	-	-	-	70.8%	-	-	-	-	4.2%	-	-	-
Bicycles on Crosswalk	-	-	-	0	-	-	-	3	-	-	-	-	0	-	-	-
Bicycles on Crosswalk %	-	-	-	0%	-	-	-	12.5%	-	-	-	-	0%	-	-	-
Bicycles on Road	2	0	0	0	-	0	7	0	0	-	1	0	0	0	-	-
Bicycles on Road %	-	-	-	0%	-	-	-	0%	-	-	-	-	0%	-	-	-

Peak Hour: 08:15 AM - 09:15 AM Weather: Clear Sky (8.83 °C)



Peak Hour: 04:45 PM - 05:45 PM Weather: Overcast Clouds (18.7 °C)



Appendix E: TTS Queries



Cross Tabulation Query Form - Trip - 2016 v1.1

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

RowG:
 ColG:(149-152)
 TblG:

Filters:
 Start time of trip - start_time In 600-859
 and
 Trip purpose of origin - purp_orig In H,
 and
 Primary travel mode of trip - mode_prime In d,m,p,t,u

Trip 2016
 Table:

,1	
PD 1 of Toronto	330
PD 2 of Toronto	471
PD 3 of Toronto	1120
	137
	138
	141
	143
	147
	149
	150
	152
	157
	158
	160
	161
	162
	164
	167
	169
	174
	178
	180
PD 4 of Toronto	148
PD 6 of Toronto	11
PD 7 of Toronto	12
PD 8 of Toronto	88
PD 9 of Toronto	47
PD 10 of Toronto	437
PD 11 of Toronto	33
PD 12 of Toronto	48
PD 13 of Toronto	44
PD 16 of Toronto	11
Whitby	48
Oshawa	46
Aurora	15
Markham	20
Vaughan	98
Caledon	37
Brampton	60
Mississauga	509
Oakville	47
Kitchener	35

Cross Tabulation Query Form - Trip - 2016 v1.1

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

RowG:
 ColG:(149-152)
 TblG:

Filters:
 Start time of trip - start_time In 600-859
 and
 Trip purpose of origin - purp_orig In H,
 and
 Primary travel mode of trip - mode_prime In d,m,p,t,u
 and
 Planning district of destination - pd_dest In 3

Trip 2016
 Table:

,1	
	137
	138
	141
	143
	147
	149
	150
	152
	157
	158
	160
	161
	162
	164
	167
	169
	174
	178
	180
	164
	20
	43
	23
	14
	7
	178
	29
	35
	252
	45
	25
	135
	12
	14
	19
	30
	55
	21

Res AM Peak Hour
 Outbound
 2022-12-04

Zone	Trips	%	SOUTH	NORTH	EAST	WEST	TOTAL	SOUTH	NORTH	EAST	WEST	TOTAL
			Keele	Keele	Eglinton	Eglinton		Keele	Keele	Eglinton	Eglinton	
PD 1 of Toronto	330	9%	50%		50%		100.00%	4.44%	0.00%	4.44%	0.00%	8.9%
PD 2 of Toronto	471	13%	60%		20%	20%	100.00%	7.60%	0.00%	2.53%	2.53%	12.7%
137	164	4%		100%			100.00%	0.00%	4.41%	0.00%	0.00%	4.4%
138	20	1%		100%			100.00%	0.00%	0.54%	0.00%	0.00%	0.5%
141	43	1%		100%			100.00%	0.00%	1.16%	0.00%	0.00%	1.2%
143	23	1%				100%	100.00%	0.00%	0.00%	0.00%	0.62%	0.6%
147	14	0%	50%		50%		100.00%	0.19%	0.00%	0.19%	0.00%	0.4%
149	7	0%	50%			50%	100.00%	0.09%	0.00%	0.00%	0.09%	0.2%
150	178	5%	20%		80%		100.00%	0.96%	0.00%	3.83%	0.00%	4.8%
152	29	1%		100%			100.00%	0.00%	0.78%	0.00%	0.00%	0.8%
157	35	1%		50%	50%		100.00%	0.00%	0.47%	0.47%	0.00%	0.9%
158	252	7%		80%	20%		100.00%	0.00%	5.43%	1.36%	0.00%	6.8%
160	45	1%		50%	50%		100.00%	0.00%	0.61%	0.61%	0.00%	1.2%
161	25	1%		50%	50%		100.00%	0.00%	0.34%	0.34%	0.00%	0.7%
162	135	4%		40%	60%		100.00%	0.00%	1.45%	2.18%	0.00%	3.6%
164	12	0%		30%	70%		100.00%	0.00%	0.10%	0.23%	0.00%	0.3%
167	14	0%			100%		100.00%	0.00%	0.00%	0.38%	0.00%	0.4%
169	19	1%			100%		100.00%	0.00%	0.00%	0.51%	0.00%	0.5%
174	30	1%		50%	50%		100.00%	0.00%	0.40%	0.40%	0.00%	0.8%
178	55	1%		80%	20%		100.00%	0.00%	1.18%	0.30%	0.00%	1.5%
180	21	1%		100%			100.00%	0.00%	0.57%	0.00%	0.00%	0.6%
PD 4 of Toronto	148	4%		50%	50%		100.00%	0.00%	1.99%	1.99%	0.00%	4.0%
PD 6 of Toronto	11	0%	45%	45%	10%		100.00%	0.13%	0.13%	0.03%	0.00%	0.3%
PD 7 of Toronto	12	0%		50%		50%	100.00%	0.00%	0.16%	0.00%	0.16%	0.3%
PD 8 of Toronto	88	2%		15%		85%	100.00%	0.00%	0.36%	0.00%	2.01%	2.4%
PD 9 of Toronto	47	1%		95%		5%	100.00%	0.00%	1.20%	0.00%	0.06%	1.3%
PD 10 of Toronto	437	12%		100%			100.00%	0.00%	11.76%	0.00%	0.00%	11.8%
PD 11 of Toronto	33	1%		100%			100.00%	0.00%	0.89%	0.00%	0.00%	0.9%
PD 12 of Toronto	48	1%		100%			100.00%	0.00%	1.29%	0.00%	0.00%	1.3%
PD 13 of Toronto	44	1%		100%			100.00%	0.00%	1.18%	0.00%	0.00%	1.2%
PD 16 of Toronto	11	0%		100%			100.00%	0.00%	0.30%	0.00%	0.00%	0.3%
Whitby	48	1%		100%			100.00%	0.00%	1.29%	0.00%	0.00%	1.3%
Oshawa	46	1%		100%			100.00%	0.00%	1.24%	0.00%	0.00%	1.2%
Aurora	15	0%		100%			100.00%	0.00%	0.40%	0.00%	0.00%	0.4%
Markham	20	1%		100%			100.00%	0.00%	0.54%	0.00%	0.00%	0.5%
Vaughan	98	3%		100%			100.00%	0.00%	2.64%	0.00%	0.00%	2.6%
Caledon	37	1%		100%			100.00%	0.00%	1.00%	0.00%	0.00%	1.0%
Brampton	60	2%		100%			100.00%	0.00%	1.61%	0.00%	0.00%	1.6%
Mississauga	509	14%		50%		50%	100.00%	0.00%	6.85%	0.00%	6.85%	13.7%
Oakville	47	1%	33%	33%		34%	100.00%	0.42%	0.42%	0.00%	0.43%	1.3%
Kitchener	35	1%		100%			100.00%	0.00%	0.94%	0.00%	0.00%	0.9%
TOTAL TRIPS	3716	100%						13.8%	53.6%	19.8%	12.8%	100.0%

Assumed Split 15% 50% 20% 15% 100%

Cross Tabulation Query Form - Trip - 2016 v1.1

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

RowG:
 ColG:(149-152)
 TblG:

Filters:
 Start time of trip - start_time In 1500-1759
 and
 Trip purpose of destination - purp_dest In H,
 and
 Primary travel mode of trip - mode_prime In d,m,p,t,u

Trip 2016
 Table:

,1	
PD 1 of Toronto	338
PD 2 of Toronto	263
PD 3 of Toronto	818
	137 68
	143 23
	145 12
	146 43
	149 245
	150 49
	152 50
	153 7
	156 11
	157 35
	158 19
	161 25
	162 135
	169 19
	174 30
	175 32
	178 15
PD 4 of Toronto	79
PD 7 of Toronto	12
PD 8 of Toronto	30
PD 10 of Toronto	447
PD 11 of Toronto	33
PD 13 of Toronto	67
PD 16 of Toronto	11
Whitby	48
Oshawa	46
East Gwillimbury	36
Newmarket	12
Aurora	15
Richmond Hill	19
Vaughan	127
Caledon	37
Brampton	49
Mississauga	342
Oakville	10
Kitchener	22
Bradford-West Gwillimbury	14
External	12

Cross Tabulation Query Form - Trip - 2016 v1.1

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

RowG:
 ColG:(149-152)
 TblG:

Filters:
 Start time of trip - start_time In 1500-1759
 and
 Trip purpose of destination - purp_dest In H,
 and
 Primary travel mode of trip - mode_prime In d,m,p,t,u
 and
 Planning district of origin - pd_orig In 3

Trip 2016
 Table:

,1		
	137	68
	143	23
	145	12
	146	43
	149	245
	150	49
	152	50
	153	7
	156	11
	157	35
	158	19
	161	25
	162	135
	169	19
	174	30
	175	32
	178	15

Res PM Peak Hour
 Inbound
 2022-12-04

			Traffic Volume Allocation					Route Split Totals					
Zone	Trips	%	SOUTH	NORTH	EAST	WEST	TOTAL	SOUTH	NORTH	EAST	WEST	TOTAL	
			Keele	Keele	Eglinton	Eglinton		Keele	Keele	Eglinton	Eglinton		
PD 1 of Toronto	338	12%		15%		70%	15%	100.00%	1.76%	0.00%	8.20%	1.76%	11.7%
PD 2 of Toronto	263	9%		60%		25%	15%	100.00%	5.47%	0.00%	2.28%	1.37%	9.1%
137	68	2%			80%	20%		100.00%	0.00%	1.88%	0.47%	0.00%	2.4%
143	23	1%		50%			50%	100.00%	0.40%	0.00%	0.00%	0.40%	0.8%
145	12	0%		50%			50%	100.00%	0.21%	0.00%	0.00%	0.21%	0.4%
146	43	1%		50%			50%	100.00%	0.74%	0.00%	0.00%	0.74%	1.5%
149	245	8%		50%			50%	100.00%	4.24%	0.00%	0.00%	4.24%	8.5%
150	49	2%		50%			50%	100.00%	0.85%	0.00%	0.85%	0.00%	1.7%
152	50	2%			50%	50%		100.00%	0.00%	0.87%	0.87%	0.00%	1.7%
153	7	0%			100%			100.00%	0.00%	0.24%	0.00%	0.00%	0.2%
156	11	0%			100%			100.00%	0.00%	0.38%	0.00%	0.00%	0.4%
157	35	1%			50%	50%		100.00%	0.00%	0.61%	0.61%	0.00%	1.2%
158	19	1%			50%	50%		100.00%	0.00%	0.33%	0.33%	0.00%	0.7%
161	25	1%				100%		100.00%	0.00%	0.00%	0.87%	0.00%	0.9%
162	135	5%		20%		80%		100.00%	0.94%	0.00%	3.74%	0.00%	4.7%
169	19	1%				100%		100.00%	0.00%	0.00%	0.66%	0.00%	0.7%
174	30	1%				100%		100.00%	0.00%	0.00%	1.04%	0.00%	1.0%
175	32	1%				100%		100.00%	0.00%	0.00%	1.11%	0.00%	1.1%
178	15	1%				100%		100.00%	0.00%	0.00%	0.52%	0.00%	0.5%
PD 4 of Toronto	79	3%			20%	80%		100.00%	0.00%	0.55%	2.19%	0.00%	2.7%
PD 7 of Toronto	12	0%		50%			50%	100.00%	0.21%	0.00%	0.00%	0.21%	0.4%
PD 8 of Toronto	30	1%		20%			80%	100.00%	0.21%	0.00%	0.00%	0.83%	1.0%
PD 10 of Toronto	447	15%			90%	10%		100.00%	0.00%	13.93%	1.55%	0.00%	15.5%
PD 11 of Toronto	33	1%			80%	20%		100.00%	0.00%	0.91%	0.23%	0.00%	1.1%
PD 13 of Toronto	67	2%			100%			100.00%	0.00%	2.32%	0.00%	0.00%	2.3%
PD 16 of Toronto	11	0%			100%			100.00%	0.00%	0.38%	0.00%	0.00%	0.4%
Whitby	48	2%			100%			100.00%	0.00%	1.66%	0.00%	0.00%	1.7%
Oshawa	46	2%			100%			100.00%	0.00%	1.59%	0.00%	0.00%	1.6%
East Gwillimbury	36	1%			100%			100.00%	0.00%	1.25%	0.00%	0.00%	1.2%
Newmarket	12	0%			100%			100.00%	0.00%	0.42%	0.00%	0.00%	0.4%
Aurora	15	1%			100%			100.00%	0.00%	0.52%	0.00%	0.00%	0.5%
Richmond Hill	19	1%			100%			100.00%	0.00%	0.66%	0.00%	0.00%	0.7%
Vaughan	127	4%			100%			100.00%	0.00%	4.40%	0.00%	0.00%	4.4%
Caledon	37	1%			100%			100.00%	0.00%	1.28%	0.00%	0.00%	1.3%
Brampton	49	2%			100%			100.00%	0.00%	1.70%	0.00%	0.00%	1.7%
Mississauga	342	12%			70%		30%	100.00%	0.00%	8.29%	0.00%	3.55%	11.8%
Oakville	10	0%			60%		40%	100.00%	0.00%	0.21%	0.00%	0.14%	0.3%
Kitchener	22	1%			100%			100.00%	0.00%	0.76%	0.00%	0.00%	0.8%
Bradford-West Gwillimbury	14	0%			100%			100.00%	0.00%	0.48%	0.00%	0.00%	0.5%
External	12	0%		25%	25%	25%	25%	100.00%	0.10%	0.10%	0.10%	0.10%	0.4%
TOTAL TRIPS	2887	100%							15%	46%	26%	13.55%	100.0%

Assumed Split

15.00%	45.0%	25.00%	15.0%	100.00%
--------	-------	--------	-------	---------

Field: Primary travel mode of trip - mode_prime

Home based Trips (Out)

Filters:

Start time of trip - start_time In 600-859
 and
 Trip purpose of origin - purp_orig In H,
 and
 2006 GTA zone of origin - gta06_orig In 140,142, 149-152, 161-163
 and
 Type of dwelling unit - dwell_type In 2
 or
 (Start time of trip - start_time In 600-859
 and
 Trip purpose of destination - purp_dest In h
 and
 2006 GTA zone of destination - gta06_dest In 140,142, 149-152, 161-163
 and
 Type of dwelling unit - dwell_type In 2)

Table: Trip 2006

Row:	Count:	Expanded:			
Transit excluding GO rail	61	1241	Auto (Driver)	1004	0.31365 30%
Cycle	1	19	Auto (Passenger)	405	0.12652 13%
Auto driver	50	1004	Pudo	62	0.01937 2%
Auto passenger	20	405	Transit	1241	0.38769 39%
School bus	3	62	Walk	470	0.14683 15%
Walk	23	470	Cycle	19	0.00594 1%
Total:	158	3202	Total	3201	1.00000 100%

Table: Trip 2011

Row:	Count:	Expanded:			
Transit excluding GO rail	72	1613	Auto (Driver)	1258	0.32439 33%
Cycle	1	17	Auto (Passenger)	596	0.15369 15%
Auto driver	57	1258	Pudo	42	0.01083 1%
Auto passenger	27	596	Transit	1613	0.41594 42%
School bus	2	42	Walk	352	0.09077 9%
Walk	16	352	Cycle	17	0.00438 0%
Total:	175	3878	Total	3878	1 100%

Table: Trip 2016

Row:	Count:	Expanded:			
Transit excluding GO rail	56	3027	Auto (Driver)	1587	0.27827 28%
Cycle	1	103	Auto (Passenger)	198	0.03472 3%
Auto driver	28	1587	Pudo		0.00000 0%
Joint GO rail and local transit	1	64	Transit	3091	0.54200 54%
Auto passenger	6	198	Walk	724	0.12695 13%
Walk	15	724	Cycle	103	0.01806 2%
Total:	107	5704	Total	5703	1 100%

Thu Nov 03 2022 13:48:25 GMT-0400 (Eastern Daylight Time)

Frequency Distribution Query Form - Trip - 2006,2011,2016 v1.1

Field: Primary travel mode of trip - mode_prime

Home based Trips (In)

Filters:

Start time of trip - start_time In 1500-1759
 and
 Trip purpose of origin - purp_orig In H,
 and
 2006 GTA zone of origin - gta06_orig In 140,142, 149-152, 161-163
 and
 Type of dwelling unit - dwell_type In 2
 or
 (Start time of trip - start_time In 1500-1759
 and
 Trip purpose of destination - purp_dest In h
 and
 2006 GTA zone of destination - gta06_dest In 140,142, 149-152, 161-163
 and
 Type of dwelling unit - dwell_type In 2)

Table: Trip 2006

Row:	Count:	Expanded:				
Transit excluding GO rail	75	1531	Auto (Driver)	1001	0.28535	28%
Cycle	1	19	Auto (Passenger)	508	0.14481	14%
Auto driver	50	1001	PUDO	62	0.01767	2%
Auto passenger	25	508	Transit	1531	0.43643	44%
School bus	3	62	Walk	387	0.11032	11%
Walk	19	387	Cycle	19	0.00542	1%
Total:	173	3509	Total	3508	1.00000	100%

Table: Trip 2011

Row:	Count:	Expanded:				
Transit excluding GO rail	71	1488	Auto (Driver)	1036	0.28882	29%
Cycle	1	17	Auto (Passenger)	589	0.16420	17%
Auto driver	50	1036	Pudo	82	0.02286	2%
Other	1	17	Transit	1488	0.41483	42%
Auto passenger	27	589	Walk	375	0.10454	10%
School bus	2	42	Cycle	17	0.00474	0%
Taxi passenger	2	40	Total	3587	1	100%
Walk	17	375				
Total:	171	3602				

Table: Trip 2016

Row:	Count:	Expanded:				
Transit excluding GO rail	52	2725	Auto (Driver)	1424	0.24107	24%
Cycle	1	103	Auto (Passenger)	806	0.13645	14%
Auto driver	26	1424	pudo		0.00000	0%
Auto passenger	13	806	Transit	2725	0.46132	46%
Walk	13	849	Walk	849	0.14373	14%
Total:	105	5907	Cycle	103	0.01744	2%
			Total	5907	1.00000	100%

Appendix F: Signal Timing Plans



LOCATION:	Eglinton Ave West & Richardson Ave	DESIGN WALK SPEED:	Etobicoke - York
MODE/COMMENT:	SAP with PR	COMPUTER SYSTEM:	TransSuite
TCS:	466	CONTROLLER/CABINET TYPE:	Econolite ASC/3-2100 / TS2 T1
PREPARED/CHECKED BY:	HP / LL	CONFLICT FLASH:	Red & Red
PREPARATION DATE:	February 23, 2011	DESIGN WALK SPEED:	1.0 m/s (FDW based on full crossing at 1.2 m/s)
IMPLEMENTATION DATE:	January 11, 2013	CHANNEL/DROP:	4005/23



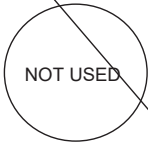

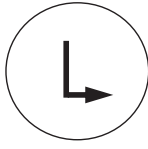
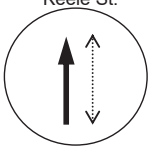

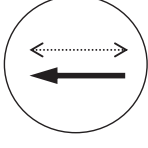
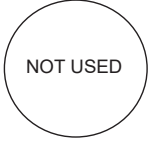
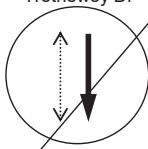
NEMA Phase		Phase Mode			Remarks		
		OFF	AM	PM			
		All Other Times	06:45-09:30	15:30-18:30			
	Local Plan	Pattern 1	Pattern 2	Pattern 3	(Fixed/Demanded/Callable)		
	System Plan	(Plan 1)	(Plan 2)	(Plan 3)			
1		WLK FDW MIN MAX1 AMB ALR SPLIT					Pedestrian Minimums: EWWK = 7 sec. EWFD = 11 sec. NSWK = 7 sec. NSFD = 14 sec. SB phase is callable by vehicle or pedestrian actuation. If a vehicle and/or pedestrian call is received, the maximum SBG is served. The NSWK & NSFD are displayed on the pedestrian signal heads if a vehicle and/or pedestrian call is received.
2	Eglinton Ave West 	WLK 7 FDW 11 MIN 18 MAX1 18 AMB 4 ALR 2 SPLIT				Fixed.	Side Street Passage Time = 3 seconds. NS push buttons monitored on local detector # 2. Signal serves 8 seconds of NSWK (walk max value for phase 4)
3		WLK FDW MIN MAX1 AMB ALR SPLIT					
4		WLK 7 WLK MAX 8 FDW 14 MIN 21 MAX1 22 AMB 3 ALR 2 SPLIT					
5		WLK FDW MIN MAX1 AMB ALR SPLIT					
6	Eglinton Ave West 	WLK 7 FDW 11 MIN 18 MAX1 18 AMB 4 ALR 2 SPLIT				Fixed.	
7		WLK FDW MIN MAX1 AMB ALR SPLIT					
8	Richardson Ave 	WLK 7 WLK MAX 8 FDW 14 MIN 21 MAX1 22 AMB 3 ALR 2 SPLIT				Callable by stopbar loop and/or pushbutton.	
		CL OF VP	70 5 11	80 58 11	90 32 11		

NOTES: T-intersection, no northbound leg. Picked up on TransSuite Feb 21, 2013 at 11:48 am.
North-south pedestrian crossing on west side only.

Temporary Construction Timings

LOCATION: Eglinton Ave W. & Keele St / Trethewey Dr	ATO / DISTRICT / WARD: Area 2 / Etobicoke - York / Ward 5	N ↑
MODE/COMMENT: SA1	COMPUTER SYSTEM: TransSuite	
TCS: 467	CONTROLLER/CABINET TYPE: Econolite ASC/2S-1000 / TS2T1	
PREPARED/CHECKED BY: JS	CONFLICT FLASH: Red & Red	
PREPARATION DATE: March 19, 2013	DESIGN WALK SPEED: 1.0m/s (FDW based on full crossing @ 1.2m/s)	
IMPLEMENTATION DATE: March 19, 2013	CHANNEL/DROP: 48 / 2	

SIGNAL CHANGED OVER TO METROLINX AS OF MARCH 14, 2016

NEMA Phase			OFF	AM	PM	Phase Mode (Fixed/Demanded or Callable)	Remarks
			All Other Times	06:30 - 09:30	15:45 - 18:15		
	Local Plan	System Plan	Pattern 1 (Plan 1)	Pattern 2 (Plan 2)	Pattern 3 (Plan 3)		
1 	WLK						Pedestrian Minimums: EWWK = 7 sec, EWFD = 29 sec NSWK = 7 sec, NSFD = 23 sec
	FDW						
	MIN						System Loop location with 9 system loops installed on exit lanes individually, 3 on north leg, 2 on east leg, 2 on south leg and 2 on west leg.
	MAX1						
	AMB						
	ALR						
	SPLIT						
2 Eglinton Ave W 	WLK	7				Fixed	
	FDW	29					
	MIN	36					
	MAX1	36					
	AMB	4					
	ALR	2					
	SPLIT		57	58	54		
3 	WLK					Callable and Extendable by 9m long set back loop	
	FDW						
	MIN	6					
	MAX1	6					
	AMB	3					
	ALR	1					
	SPLIT		11	11	11	SBLA on Recall due damaged loop (road construction).	
4 Keele St. 	WLK	7				Fixed	
	FDW	23					
	MIN	30					
	MAX1	30					
	AMB	4					
	ALR	2					
	SPLIT		37	41	45		
5 	WLK					Callable and Extendable by 9m long set back loop	
	FDW						
	MIN	6					
	MAX1	6					
	AMB	3					
	ALR	1					
	SPLIT		11	15	11		
6 Eglinton Ave W 	WLK	7				Fixed	
	FDW	29					
	MIN	36					
	MAX1	36					
	AMB	4					
	ALR	2					
	SPLIT		46	43	43		
7 	WLK						
	FDW						
	MIN						
	MAX1						
	AMB						
	ALR						
	SPLIT						
8 Trethewey Dr 	WLK	7				Fixed	
	FDW	23					
	MIN	30					
	MAX1	30					
	AMB	4					
	ALR	2					
	SPLIT		48	52	56		
	CL		105	110	110		
	OF		1	95	*65		

NOTES: One system detector loop was temporary damaged (ID=46712).

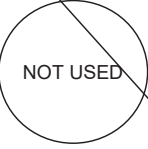
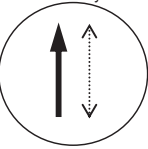
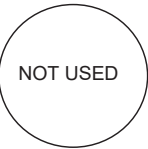

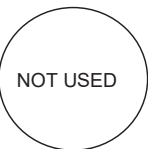
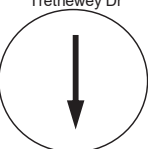
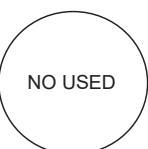
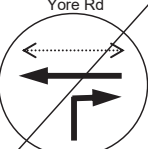
*Implemented Tuesday December 08/ 2009 (HP)

EBLA disabled on March 19, 2013. Unused time allocated to EWG/EWWK.

LOCATION: **Trethewey Dr & Yore Rd**
 TCS: **469**
 MODE/COMMENT: **FT**
 PREPARED/CHECKED BY: **SQ/HL**
 PREPARATION DATE: **March 30, 2016**
 IMPLEMENTATION DATE: **June 17, 2016**

ATO / DISTRICT / WARD: **Area 2 / Etobicoke - York / Ward 5**
 COMPUTER SYSTEM: **TransSuite**
 CONTROLLER/CABINET TYPE: **Peek ATC 1000 / TS2 T1**
 CONFLICT FLASH: **Red & Red**
 DESIGN WALK SPEED: **1.0m/s (FDW based on full crossing @ 1.2m/s)**
 CHANNEL/DROP: **5002/22**
 CONTROLLER FIRMWARE: **3.018.1.2976**

**SIGNAL HANDED OVER TO METROLINX AS OF DECEMBER 21, 2016
 EGLINTON CROSSTOWN LRT PROJECT**

NEMA Phase	Local Plan Split Table	OFF All Other Times	AM 06:30 - 09:30 M-F	PM 15:45 -18:15 M-F	Phase Mode (Fixed/Demanded/Callable)	Remarks
		Pattern 1 Split 1	Pattern 2 Split 2	Pattern 3 Split 3		
1 	WLK FDW MIN MAX1 AMB ALR SPLIT					Pedestrian Minimums: NSWK = 7 sec., NSFD = 23 sec. EWWK = 7 sec., EWFD = 17 sec. NBRA displayed with WBG.
2 Trethewey Dr 	WLK 7 FDW 23 MIN 30 MAX1 31 AMB 4 ALR 3 SPLIT	38	58	58	Fixed	
3 	WLK FDW MIN MAX1 AMB ALR SPLIT					
4 	WLK 7 FDW 17 MIN 24 MAX1 35 AMB 4 ALR 3 SPLIT	42	52	52		
5 	WLK FDW MIN MAX1 AMB ALR SPLIT					
6 Trethewey Dr 	WLK 7 FDW 23 MIN 30 MAX1 31 AMB 4 ALR 3 SPLIT	38	58	58	Fixed	
7 	WLK FDW MIN MAX1 AMB ALR SPLIT					
8 Yore Rd 	WLK 7 FDW 17 MIN 24 MAX1 35 AMB 4 ALR 3 SPLIT	42	52	52	Fixed	
	CL OF	80 38	110 95	110 68		

NOTES T-intersection, no west-leg

**Appendix G:
Synchro Analysis Worksheets**



HCM Unsignalized Intersection Capacity Analysis

1: Trethewey Dr & Irving Road

Existing AM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR
Lane Configurations	4P	4P		4P	4P		4P	4P		4P	4P
Traffic Volume (veh/h)	25	10	5	10	10	60	5	300	15	50	795
Future Volume (Veh/h)	25	10	5	10	10	60	5	300	15	50	795
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	27	11	5	11	11	65	5	326	16	54	864
Pedestrians	20			5							5
Lane Width (m)	3.5			3.5							3.5
Walking Speed (m/s)	1.2			1.2							1.2
Percent Blockage	2			0							0
Right turn flare (veh)							None	None	None	None	None
Median type							None	None	None	None	None
Median storage (veh)											
Upstream signal (m)							231				
pX platoon unblocked	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
vC, conflicting volume	1278	1387	480	900	1417	181	960				347
vC1, stage 1 conf vol											
vC2, stage 2 conf vol											
vC3, unblocked vol	1238	1347	490	847	1378	111	960				281
IC, single (s)	*5.8	*5.0	*5.0	8.2	6.5	7.1	4.1				4.2
IC, 2 stage (s)											
IF (s)	*2.9	*3.0	*2.5	3.8	4.0	3.4	2.2				2.3
p0 queue free %	87	96	99	94	92	92	99				96
CM capacity (veh/h)	210	279	846	185	133	864	713				1215
Direction_Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2					
Volume Total	43	87	168	179	486	508					
Volume Left	27	11	5	0	54	0					
Volume Right	5	65	0	16	0	76					
cSH	247	400	713	1700	1215	1700					
Volume to Capacity	0.17	0.22	0.01	0.11	0.04	0.30					
Queue Length 95th (m)	4.9	6.5	0.2	0.0	1.1	0.0					
Control Delay (s)	22.6	16.5	0.4	0.0	1.3	0.0					
Lane LOS	C	C	A	A	A	A					
Approach Delay (s)	22.6	16.5	0.2		0.7						
Approach LOS	C	C	C		A						
Intersection Summary											
Average Delay	2.1										
Intersection Capacity Utilization	53.1%										
Analysis Period (min)	15										
* User Entered Value											

2636 Eglinton Avenue West

Synchro 11 Report
AM Scenario 1.syn

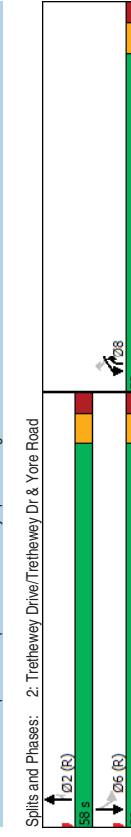
KCJ

Queues

2: Trethewey Drive/Trethewey Dr & Yore Road

Existing AM

Lane Group	WBL	WBR	NBT	NBR	SBL	SBR
Lane Configurations	4P	4P	4P	4P	4P	4P
Traffic Volume (vph)	615	20	300	625	200	610
Future Volume (vph)	615	20	300	625	200	610
Lane Group Flow (vph)	641	21	313	651	208	635
Turn Type	Prot	Perm	NA	pm+ov	Perm	NA
Protected Phases	8		2	8	2	6
Permitted Phases	8		2	8	2	6
Minimum Split (s)	31.0	31.0	37.0	31.0	37.0	37.0
Total Split (s)	52.0	52.0	96.0	52.0	96.0	96.0
Total Split (%)	47.3%	47.3%	52.7%	47.3%	52.7%	52.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	-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
Lead/Lag						
Lead-Lag Optimize?						
v/c Ratio	0.50	0.04	0.19	0.53	0.48	0.40
Control Delay	25.3	7.8	19.4	5.9	24.4	19.8
Queue Delay	0.3	0.0	1.0	0.5	0.0	0.2
Total Delay	25.5	7.8	20.4	6.4	24.4	20.0
Queue Length 50th (m)	53.9	0.0	25.8	36.1	31.0	47.5
Queue Length 95th (m)	70.9	4.9	m36.3	47.2	54.0	62.3
Internal Link Dist (m)	75.5		60.5		206.6	
Turn Bay Length (m)	10.0			35.0		
Base Capacity (vph)	1277	569	1607	1229	436	1592
Starvation Cap Reductn	0	0	1027	230	0	0
Spillback Cap Reductn	177	0	0	0	0	329
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.04	0.54	0.65	0.48	0.50
Intersection Summary						
Cycle Length: 110						
Actuated Cycle Length: 110						
Offset: 95 (86%), Referenced to phase 2:NBT and 6:SBTL, Start of Green						
Natural Cycle: 70						
Control Type: Pretimed						
m: Volume for 95th percentile queue is metered by upstream signal.						



2636 Eglinton Avenue West

Synchro 11 Report
AM Scenario 1.syn

KCJ

HCM Signalized Intersection Capacity Analysis
 2. Trethewey Drive/Trethewey Dr. & Yore Road

Existing AM

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	T	T	T
Traffic Volume (vph)	615	20	300	625	200	610
Future Volume (vph)	615	20	300	625	200	610
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.0	3.5	3.0	3.0	3.5
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	1.00	0.95	1.00	1.00	0.95
Frbp. ped/bikes	1.00	0.97	1.00	0.97	1.00	1.00
Frbp. ped/bikes	1.00	1.00	1.00	1.00	0.98	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3054	1832	3400	1380	1561	3368
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3054	1832	3400	1380	1561	3368
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	641	21	312	651	208	635
RTOR Reduction (vph)	0	12	0	0	0	0
Lane Group Flow (vph)	641	9	313	651	208	635
Conf. Bikes (#/hr)	10	5	15	15	15	15
Heavy Vehicles (%)	7%	10%	5%	6%	6%	6%
Turn Type	Prot	Perm	NA	pm+ov	Perm	NA
Protected Phases	8	2	8	6	6	6
Permitted Phases	8	2	8	6	6	6
Actuated Green, G (s)	45.0	45.0	51.0	96.0	51.0	51.0
Effective Green, g (s)	46.0	46.0	52.0	98.0	52.0	52.0
Actuated g/C Ratio	0.42	0.42	0.47	0.89	0.47	0.47
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0
Lane Grp Cap. (vph)	1277	557	1607	1380	436	1592
v/s Ratio Prot	0.21	0.09	0.20	0.20	0.19	0.19
v/s Ratio Perm	0.01	0.01	0.27	0.23	0.23	0.23
v/c Ratio	0.50	0.02	0.19	0.47	0.48	0.40
Uniform Delay, d1	23.6	18.7	16.8	1.1	19.7	18.8
Progression Factor	1.00	1.00	1.13	6.99	1.00	1.00
Incremental Delay, d2	1.4	0.1	0.2	0.9	3.7	0.7
Delay (s)	25.0	18.8	19.3	8.8	23.5	19.6
Level of Service	C	B	B	A	C	B
Approach Delay (s)	24.8	12.2	20.5	20.5	20.5	20.5
Approach LOS	C	B	B	C	C	C
Intersection Summary						
HCM 2000 Control Delay	18.4 HCM 2000 Level of Service					
HCM 2000 Volume to Capacity ratio	0.53					
Actuated Cycle Length (s)	12.0					
Intersection Capacity Utilization	85.0%					
Analysis Period (min)	15					
Critical Lane Group	C					

2636 Eglinton Avenue West
 KCCJ

Synchro 11 Report
 AM Scenario 1.syn

Queues
 3. Keele Street/Trethewey Drive & Eglinton Avenue West

Existing AM

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	W	T	T	T	T	T	T	T	T	T
Traffic Volume (vph)	255	825	40	385	50	565	50	160	895	170
Future Volume (vph)	255	825	40	385	50	565	50	160	895	170
Lane Group Flow (vph)	271	974	43	522	53	601	53	170	952	181
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases	2	2	6	6	4	4	4	3	8	8
Permitted Phases	2	2	6	6	4	4	4	3	8	8
Detector Phase	2	2	6	6	4	4	4	3	8	8
Switch Phase	36.0	36.0	5.0	5.0	30.0	30.0	30.0	6.0	30.0	30.0
Minimum Initial (s)	42.0	42.0	42.0	42.0	36.0	36.0	36.0	10.0	36.0	36.0
Minimum Split (s)	60.0	60.0	60.0	60.0	37.0	37.0	37.0	13.0	50.0	50.0
Total Split (%)	54.5%	54.5%	54.5%	54.5%	33.6%	33.6%	33.6%	11.8%	45.5%	45.5%
Total Split (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0
Yellow Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0	2.0	2.0
All-Red Time (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)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0
Lead/Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	C-Min	C-Min	Min	Min	Min	Min	Min	None	Min	Min
v/c Ratio	0.80	0.59	0.26	0.33	0.51	0.63	0.13	0.63	0.69	0.30
Control Delay	42.6	21.1	21.0	15.6	52.8	37.8	5.3	32.3	28.8	7.9
Queue Delay	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.8	0.6
Total Delay	43.2	21.1	21.0	15.6	52.8	37.8	5.3	32.3	31.6	8.5
Queue Length 50th (m)	49.9	79.5	5.5	33.0	10.1	62.4	0.0	21.6	100.4	6.4
Queue Length 95th (m)	#100.2	98.7	14.4	44.4	#26.8	81.1	6.8	#34.7	131.0	15.7
Internal Link Dist (m)	217.4	75.9	162.3	30.0	35.0	35.0	35.0	35.0	35.0	35.0
Turn Bay Length (m)	343	1660	168	1612	106	979	410	268	1392	600
Base Capacity (vph)	0	0	0	0	0	0	0	0	318	175
Starvation Cap Reductn	6	0	0	28	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.59	0.26	0.33	0.50	0.61	0.13	0.63	0.89	0.43
Intersection Summary										
Cycle Length: 110										
Actuated Cycle Length: 110										
Offset: 95 (86%), Referenced to phase 2,EBTL, Start of Green										
Natural Cycle: 90										
Control Type: Actuated-Coordinated										
# 95th percentile volume exceeds capacity, queue may be longer.										
Queue shown is maximum after two cycles.										



2636 Eglinton Avenue West
 KCCJ

Synchro 11 Report
 AM Scenario 1.syn

HCM Signalized Intersection Capacity Analysis

3: Keele Street/Trethewey Drive & Eglington Avenue West

Existing AM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	W	W	W	W	W	W	W	W	W	W	W	W
Traffic Volume (vph)	255	825	90	40	385	105	50	565	50	160	895	170
Future Volume (vph)	255	825	90	40	385	105	50	565	50	160	895	170
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	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.85
Frbp. ped/bikes	1.00	0.99	1.00	0.98	1.00	0.98	1.00	0.99	1.00	0.99	1.00	0.85
Frbp. ped/bikes	0.96	1.00	0.98	1.00	0.97	1.00	0.97	1.00	0.99	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	0.97	1.00	0.95	1.00	0.95	1.00	1.00	0.85
Satd. Flow (prot)	1560	3280	1568	3155	1442	3368	1243	1483	3368	1196	3368	1196
Flt Permitted	0.42	1.00	0.20	1.00	0.24	1.00	0.24	1.00	0.24	1.00	0.24	1.00
Satd. Flow (perm)	681	3280	336	3155	367	3368	1243	376	3368	1196	3368	1196
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)	271	878	96	43	410	112	53	601	53	170	952	181
RTOR Reduction (vph)	0	8	0	0	23	0	0	38	0	0	107	0
Lane Group Flow (vph)	271	966	0	43	499	0	53	601	15	170	952	74
Conf. Peds. (#/hr)	105	125	125	105	125	105	125	75	75	75	125	105
Conf. Bikes (#/hr)												
Heavy Vehicles (%)	4%	6%	5%	5%	7%	7%	13%	6%	10%	13%	6%	7%
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases	2		6		6		4		4	3		8
Permitted Phases	2		6		6		4		4	8		8
Actuated Green, G (s)	53.9	53.9	53.9	53.9	54.9	54.9	31.2	31.2	30.2	44.1	44.1	44.1
Effective Green, g (s)	54.9	54.9	54.9	54.9	54.9	54.9	31.2	31.2	31.2	45.1	45.1	45.1
Actuated g/C Ratio	0.50	0.50	0.50	0.50	0.50	0.50	0.28	0.28	0.28	0.41	0.41	0.41
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	4.0	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	3.0	3.0	3.0
Lane Grp Cap (vph)	339	1637	167	1574	104	955	352	263	1380	490	1380	490
v/s Ratio Prot	0.29		0.16		0.16		0.18		0.06	0.28		0.28
v/s Ratio Perm	0.40		0.13		0.13		0.14		0.01	0.20		0.06
v/c Ratio	0.80	0.59	0.26	0.32	0.26	0.32	0.51	0.63	0.04	0.65	0.69	0.15
Uniform Delay, d1	23.0	19.6	15.8	16.4	33.0	34.4	28.6	23.0	26.7	20.4	26.7	20.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	0.97	2.08	2.08
Incremental Delay, d2	17.7	1.6	0.8	0.1	3.9	1.3	0.1	4.9	1.3	0.1	4.9	1.3
Delay (s)	40.7	21.1	16.7	16.5	36.9	35.7	28.6	28.5	27.2	42.7	42.7	27.2
Level of Service	D	C	B	B	D	D	C	C	C	C	C	D
Approach Delay (s)	25.4		16.5		16.5		35.2		35.2		29.5	
Approach LOS	C		B		B		D		D		C	
Intersection Summary												
HCM 2000 Control Delay	27.3											
HCM 2000 Level of Service	C											
HCM 2000 Volume to Capacity ratio	0.77											
Actuated Cycle Length (s)	110.0											
Intersection Capacity Utilization	126.2%											
Sum of lost time (s)	13.0											
ICU Level of Service	H											
Analysis Period (min)	15											
Critical Lane Group	c											

2636 Eglington Avenue West

KCJ

Synchro 11 Report

AM Scenario 1.syn

HCM Unsignalized Intersection Capacity Analysis

4: Irving Road & Keele Street

Existing AM

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W	W	W	W	W	W
Traffic Volume (veh/h)	65	10	45	875	615	35
Future Volume (Veh/h)	65	10	45	875	615	35
Sign Control	Stop	Free	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	69	11	48	931	654	37
Pedestrians	66					
Lane Width (m)	3.0					
Walking Speed (m/s)	1.2					
Percent Blockage	5					
Right turn flare (veh)						
Median type			None	None	None	None
Median storage (veh)						
Upstream signal (m)			271			
pX, platoon unblocked						
VC, conflicting volume	1289	410	756			
VC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCU, unblocked vol	1289	410	756			
IC, single (s)	6.2	7.0	4.5			
IC, 2 stage (s)						
IF (s)	3.1	3.5	2.4			
p0 queue free %	62	98	93			
CM capacity (veh/h)	184	536	719			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	80	358	621	436	255	
Volume Left	69	48	0	0	0	
Volume Right	11	0	0	0	37	
gSH	202	719	1700	1700	1700	
Volume to Capacity	0.40	0.07	0.37	0.26	0.15	
Queue Length 95th (m)	14.1	1.7	0.0	0.0	0.0	
Control Delay (s)	34.1	2.1	0.0	0.0	0.0	
Lane LOS	D	A				
Approach Delay (s)	34.1	0.8				
Approach LOS	D					
Intersection Summary						
Average Delay	2.0					
Intersection Capacity Utilization	58.1%					
ICU Level of Service	B					
Analysis Period (min)	15					
* User Entered Value						

2636 Eglington Avenue West

KCJ

Synchro 11 Report

AM Scenario 1.syn

5: Keele Street & Yore Road

6: Lester Avenue & Keele Street

Existing AM

Existing AM

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	765	60	0	625	0	155
Future Volume (Veh/h)	765	60	0	625	0	155
Sign Control	Free	Stop	Free	Stop	Free	Stop
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.83	0.93	0.83	0.93	0.83	0.93
Hourly flow rate (vph)	823	65	0	672	0	167
Pedestrians					5	
Lane Width (m)			3.0			
Walking Speed (m/s)			1.2			
Percent Blockage			0			
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (m)	130					
pX, platoon unblocked						
VC, conflicting volume		883		1196		860
VC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCU, unblocked vol		883		1196		860
IC, single (s)		4.1		6.8		7.0
IC, 2 stage (s)		2.2		3.5		3.3
p0 queue free %		100		100		44
CM capacity (veh/h)		765		181		296
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	888	336	336	167		
Volume Left	0	0	0	0		
Volume Right	65	0	0	167		
cSH	1700	1700	1700	296		
Volume to Capacity	0.52	0.20	0.20	0.56		
Queue Length 95th (m)	0.0	0.0	0.0	25.9		
Control Delay (s)	0.0	0.0	0.0	31.8		
Lane LOS				D		
Approach Delay (s)	0.0	0.0		31.8		
Approach LOS				D		
Intersection Summary						
Average Delay			3.1			
Intersection Capacity Utilization		60.2%				ICU Level of Service
Analysis Period (min)		15				B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	0	30	125	15	55	5
Future Volume (Veh/h)	0	30	125	15	55	5
Sign Control	Stop	Free	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	0	36	151	18	66	6
Pedestrians						
Lane Width (m)		3.0		3.5		
Walking Speed (m/s)		1.2		1.2		
Percent Blockage		2		0		
Right turn flare (veh)						
Median type		None		None		None
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
VC, conflicting volume		333		190		199
VC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCU, unblocked vol		333		190		199
IC, single (s)		6.4		6.2		4.1
IC, 2 stage (s)		3.5		3.3		2.2
p0 queue free %		100		96		95
CM capacity (veh/h)		617		829		1327
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	36	169	72			
Volume Left	0	0	66			
Volume Right	36	18	0			
cSH	829	1700	1327			
Volume to Capacity	0.04	0.10	0.05			
Queue Length 95th (m)	1.1	0.0	1.3			
Control Delay (s)	9.5	0.0	7.2			
Lane LOS	A		A			
Approach Delay (s)	9.5	0.0	7.2			
Approach LOS	A		A			
Intersection Summary						
Average Delay			3.1			
Intersection Capacity Utilization		28.0%				ICU Level of Service
Analysis Period (min)		15				A

HCM Unsignalized Intersection Capacity Analysis
7: Keele Street & Lane N Eglinton W Keele

Existing AM



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	0	0	0	140	0	0
Future Volume (Veh/h)	0	0	0	140	0	0
Sign Control	Stop	Free	Free	Free	Free	Stop
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Hourly flow rate (vph)	0	0	0	177	0	0
Pedestrians	15	0	0	5	5	0
Lane Width (m)	3.0	3.5	3.0	3.0	3.0	3.0
Walking Speed (m/s)	1.2	1.2	1.2	1.2	1.2	1.2
Percent Blockage	1	0	0	0	0	0
Right turn flare (veh)						
Median type			None	None	None	None
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
VC, conflicting volume	197	20	15			
VC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCU, unblocked vol	197	20	15			
IC, single (s)	6.4	6.2	4.1			
IC, 2 stage (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
CM capacity (veh/h)	785	1048	1589			
Direction_Lane #	EB 1	NB 1	SB 1			
Volume Total	0	177	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.08	0.10	0.01			
Queue Length 95th (m)	0.0	0.0	0.0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A	A	A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A	A	A			
Intersection Summary						
Average Delay		0.0				
Intersection Capacity Utilization		18.9%				ICU Level of Service A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis
8: Eglinton Avenue West & Keele Street

Existing AM



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	85	950	530	55	0	0
Future Volume (Veh/h)	85	950	530	55	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	91	1022	570	59	0	0
Pedestrians		5	5		125	
Lane Width (m)	3.3	3.5	3.0	3.0	3.0	3.0
Walking Speed (m/s)	1.2	1.2	1.2	1.2	1.2	1.2
Percent Blockage	0	0	0	0	0	0
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (m)		100	201			
pX, platoon unblocked	0.96			0.83	0.96	
VC, conflicting volume	754			1422	444	
VC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCU, unblocked vol	649			855	325	
IC, single (s)	4.1			6.8	6.9	
IC, 2 stage (s)	2.2			3.5	3.3	
p0 queue free %	90			100	100	
CM capacity (veh/h)	891			223	644	
Direction_Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	
Volume Total	91	511	511	380	249	
Volume Left	91	0	0	0	0	
Volume Right	0	0	0	0	59	
cSH	891	1700	1700	1700	1700	
Volume to Capacity	0.10	0.30	0.30	0.22	0.15	
Queue Length 95th (m)	2.7	0.0	0.0	0.0	0.0	
Control Delay (s)	9.5	0.0	0.0	0.0	0.0	
Lane LOS	A	A	A	A	A	
Approach Delay (s)	0.8			0.0		
Approach LOS	A			A		
Intersection Summary						
Average Delay				0.5		
Intersection Capacity Utilization				37.8%		ICU Level of Service A
Analysis Period (min)				15		

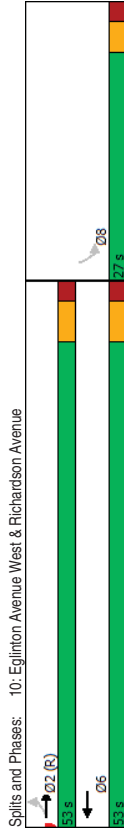
HCM Unsignalized Intersection Capacity Analysis

9: Richardson Avenue & Lester Avenue Existing AM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Volume (vph)	10	15	45	0	10	25	10	95	0	10	130	10
Future Volume (vph)	10	15	45	0	10	25	10	95	0	10	130	10
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	11	16	49	0	11	27	11	104	0	11	143	11
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	76	38	115	165								
Volume Left (vph)	11	0	11	11								
Volume Right (vph)	49	27	0	11								
Head (s)	-0.24	-0.33	0.10	0.07								
Departure Headway (s)	4.3	4.3	4.4	4.4								
Degree Utilization, x	0.09	0.05	0.14	0.20								
Capacity (veh/h)	766	770	779	792								
Control Delay (s)	7.8	7.5	8.2	8.4								
Approach Delay (s)	7.8	7.5	8.2	8.4								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			8.1									
Level of Service			A									
Intersection Capacity Utilization			30.2%									A
Analysis Period (min)			15									

10: Eglinton Avenue West & Richardson Avenue Existing AM

Queue	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	W	W	W	W	W	W	W	W	W	W	W	W
Traffic Volume (vph)	70	965	535	125								
Future Volume (vph)	70	965	535	125								
Lane Group Flow (vph)	73	1005	593	182								
Turn Type	Perm	NA	NA	Perm								
Protected Phases	2	2	6									
Permitted Phases	2	2	6	8								
Detector Phase	2	2	6	8								
Switch Phase												
Minimum Initial (s)	18.0	18.0	18.0	21.0								
Minimum Split (s)	24.0	24.0	24.0	26.0								
Total Split (s)	53.0	53.0	53.0	27.0								
Total Split (%)	66.3%	66.3%	66.3%	33.8%								
Yellow Time (s)	4.0	4.0	4.0	3.0								
All-Red Time (s)	2.0	2.0	2.0	2.0								
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0								
Total Lost Time (s)	5.0	5.0	5.0	4.0								
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min	Min	None								
v/c Ratio	0.17	0.49	0.30	0.39								
Control Delay	8.0	9.6	7.6	23.1								
Queue Delay	0.0	0.0	0.0	0.0								
Total Delay	8.0	9.6	7.6	23.1								
Queue Length 50th (m)	4.5	42.1	20.5	20.1								
Queue Length 95th (m)	10.7	56.3	29.1	38.2								
Internal Link Dist (m)	176.8	278.1	61.6									
Turn Bay Length (m)	30.0											
Base Capacity (vph)	419	2043	1995	487								
Starvation Cap Reductn	0	0	0	0								
Spillback Cap Reductn	0	0	0	0								
Storage Cap Reductn	0	0	0	0								
Reduced v/c Ratio	0.17	0.49	0.30	0.37								
Intersection Summary												
Cycle Length: 80												
Actuated Cycle Length: 80												
Offset: 58 (73%), Referenced to phase 2,EBTL, Start of Green												
Natural Cycle: 50												
Control Type: Actuated-Coordinated												



HCM Signalized Intersection Capacity Analysis
 10: Eglinton Avenue West & Richardson Avenue

Existing AM

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	70	965	535	35	125	50
Future Volume (vph)	70	965	535	35	125	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.5	3.0	3.5	3.5
Total Lost time (s)	5.0	5.0	5.0	4.0	5.0	5.0
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Fpb. ped/bikes	1.00	1.00	0.89	0.98	1.00	0.98
Fpb. ped/bikes	0.95	1.00	1.00	1.00	1.00	1.00
Flt Protected	0.95	1.00	1.00	0.97	1.00	0.97
Satd. Flow (prot)	1567	3836	3248	1635	1635	1635
Flt Permitted	0.41	1.00	1.00	0.97	1.00	0.97
Satd. Flow (perm)	684	3836	3248	1635	1635	1635
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	73	1005	557	36	130	52
RTOR Reduction (vph)	0	0	6	0	18	0
Lane Group Flow (vph)	73	1005	587	0	164	0
Conf. Peds. (#/hr)	55			55		35
Conf. Bikes (#/hr)						
Heavy Vehicles (%)	2%	7%	8%	8%	7%	0%
Turn Type	Perm	NA	NA	Perm	Perm	Perm
Protected Phases	2	2	6			
Permitted Phases	2			8		
Actuated Green, G (s)	48.0	48.0	48.0	21.0		
Effective Green, g (s)	49.0	49.0	49.0	22.0		
Actuated g/C Ratio	0.61	0.61	0.61	0.28		
Clearance Time (s)	6.0	6.0	6.0	5.0		
Vehicle Extension (s)	3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	418	2043	1989	449		
v/s Ratio Prot	c0.30	0.18				
v/s Ratio Perm	0.11			c0.10		
v/c Ratio	0.17	0.49	0.30	0.36		
Uniform Delay, d1	6.7	8.6	7.3	23.4		
Progression Factor	1.00	1.00	1.00	1.00		
Incremental Delay, d2	0.9	0.8	0.1	0.5		
Delay (s)	7.6	9.4	7.4	23.9		
Level of Service	A	A	A	C		
Approach Delay (s)	9.3	7.4	23.9			
Approach LOS	A	A	C	C		
Intersection Summary						
HCM 2000 Control Delay	10.1 HCM 2000 Level of Service B					
HCM 2000 Volume to Capacity ratio	0.46					
Actuated Cycle Length (s)	80.0 Sum of lost time (s) 10.0					
Intersection Capacity Utilization	60.3% ICU Level of Service B					
Analysis Period (min)	15					
c Critical Lane Group						

HCM Unsignalized Intersection Capacity Analysis
 11: Yore Road & Greenacres Road

Existing AM

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔	↔	↔	↔
Traffic Volume (veh/h)	0	825	625	0	0	10
Future Volume (Veh/h)	0	825	625	0	0	10
Sign Control	Free	Free	Free	Stop	Stop	Stop
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	887	672	0	0	11
Pedestrians					10	
Lane Width (m)					3.0	
Walking Speed (m/s)					1.2	
Percent Blockage					1	
Right turn flare (veh)						
Median type	None	None	None			
Median storage (veh)						
Upstream signal (m)		99				
px. platoon unblocked					1569	346
vC, conflicting volume	682					
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	682				1569	346
IC, single (s)	4.1				6.8	7.1
IC, 2 stage (s)						
IC queue free %	2.2				3.5	3.4
IC queue free (s)	100				100	98
ICM capacity (veh/h)	914				103	618
Direction, Lane #	EB 1	WB 1	WB 2	SB 1		
Volume Total	887	448	224	11		
Volume Left	0	0	0	0		
Volume Right	0	0	0	11		
cSH	1700	1700	1700	618		
Volume to Capacity	0.52	0.26	0.13	0.02		
Queue Length 95th (m)	0.0	0.0	0.0	0.4		
Control Delay (s)	0.0	0.0	0.0	10.9		
Lane LOS				B		
Approach Delay (s)	0.0	0.0	10.9			
Approach LOS			B			
Intersection Summary						
Average Delay	0.1					
Intersection Capacity Utilization	46.8% ICU Level of Service A					
Analysis Period (min)	15					

1: Trethewey Dr & Irving Road

Future Background AM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	4P	4P	4P	4P	4P	4P	4P	4P	4P	4P	4P	4P
Traffic Volume (veh/h)	25	10	5	10	10	60	5	300	15	50	795	70
Future Volume (Veh/h)	25	10	5	10	10	60	5	300	15	50	795	70
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	27	11	5	11	11	65	5	326	16	54	864	76
Pedestrians	20			5								5
Lane Width (m)	3.5			3.5								3.5
Walking Speed (m/s)	1.2			1.2								1.2
Percent Blockage	2			0								0
Right turn flare (veh)												
Median type							None					None
Median storage (veh)												
Upstream signal (m)							231					
pX platoon unblocked	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
VC, conflicting volume	1278	1387	480	900	1417	181	960					347
VC1, stage 1 conf vol												
VC2, stage 2 conf vol												
VCU, unblocked vol	1238	1847	490	847	1378	111	960					281
IC, single (s)	*5.8	*5.0	*5.0	8.2	6.5	7.1	4.1					4.2
IC, 2 stage (s)												
IF (s)	*2.9	*3.0	*2.5	3.8	4.0	3.4	2.2					2.3
p0 queue free %	87	96	99	94	92	92	99					96
CM capacity (veh/h)	210	279	846	185	133	864	713					1215
Direction_Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	43	87	168	179	486	508						
Volume Left	27	11	5	0	54	0						
Volume Right	5	65	0	16	0	76						
cSH	247	400	713	1700	1215	1700						
Volume to Capacity	0.17	0.22	0.01	0.11	0.04	0.30						
Queue Length 95th (m)	4.9	6.5	0.2	0.0	1.1	0.0						
Control Delay (s)	22.6	16.5	0.4	0.0	1.3	0.0						
Lane LOS	C	C	A	A	A	A						
Approach Delay (s)	22.6	16.5	0.2		0.7							
Approach LOS	C	C	C									
Intersection Summary												
Average Delay	2.1											
Intersection Capacity Utilization	53.1%											
Analysis Period (min)	15											
* User Entered Value	A											

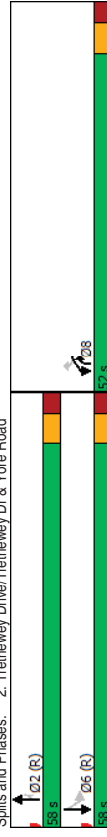
2636 Eglinton Avenue West
KCJ

Synchro 11 Report
AM Scenario 1.syn

2: Trethewey Drive/Trethewey Dr. & Yore Road

Future Background AM

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	4P	4P	4P	4P	4P	4P
Traffic Volume (vph)	615	20	300	625	200	610
Future Volume (vph)	615	20	300	625	200	610
Lane Group Flow (vph)	641	21	313	651	208	635
Turn Type	Prot	Perm	NA	pm+ov	Perm	NA
Protected Phases	8		2	8	2	6
Permitted Phases	8		2	2	6	6
Minimum Split (s)	31.0	31.0	37.0	31.0	37.0	37.0
Total Split (s)	52.0	52.0	96.0	52.0	96.0	96.0
Total Split (%)	47.3%	47.3%	52.7%	47.3%	52.7%	52.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	-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
Lead/Lag						
Lead-Lag Optimize?						
v/c Ratio	0.50	0.04	0.19	0.53	0.48	0.40
Control Delay	25.3	7.8	18.5	5.7	24.4	19.8
Queue Delay	0.3	0.0	1.1	0.6	0.0	0.2
Total Delay	25.6	7.8	19.6	6.3	24.4	20.0
Queue Length 50th (m)	53.9	0.0	26.0	36.0	31.0	47.5
Queue Length 95th (m)	70.9	4.9	m35.3	m42.4	54.0	62.3
Internal Link Dist (m)	75.5		60.5		206.6	
Turn Bay Length (m)	10.0			35.0		
Base Capacity (vph)	1277	569	1607	1229	436	1592
Starvation Cap Reductn	0	0	1035	244	0	0
Spillback Cap Reductn	199	0	0	0	0	329
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.04	0.55	0.66	0.48	0.50
Intersection Summary						
Cycle Length: 110						
Actuated Cycle Length: 110						
Offset: 95 (86%), Referenced to phase 2:NBT and 6:SBTL, Start of Green						
Natural Cycle: 70						
Control Type: Pretimed						
m: Volume for 95th percentile queue is metered by upstream signal.						



2636 Eglinton Avenue West
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Synchro 11 Report
AM Scenario 1.syn

2. Tretthewey Drive/Trethewey Dr. & Yore Road

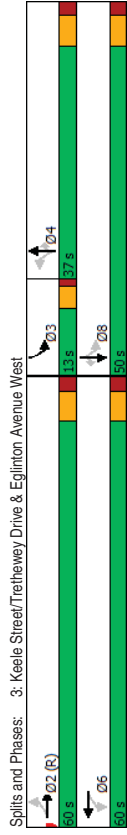
Future Background AM

Movement	WBL	WBR	NBT	NBR	SBL	SBR
Lane Configurations	W	R	T	T	W	T
Traffic Volume (vph)	615	20	300	625	200	610
Future Volume (vph)	615	20	300	625	200	610
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.0	3.5	3.0	3.0	3.5
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	1.00	0.95	1.00	1.00	0.95
Fibp. ped/bikes	1.00	0.97	1.00	0.97	1.00	1.00
Fibp. ped/bikes	1.00	1.00	1.00	1.00	0.98	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3054	1832	3400	1380	1561	3368
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3054	1832	3400	1380	1561	3368
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	641	21	312	651	208	635
RTOR Reduction (vph)	0	12	0	0	0	0
Lane Group Flow (vph)	641	9	313	651	208	635
Confl. Bikes (#/hr)	10	5	15	15	15	15
Heavy Vehicles (%)	7%	10%	5%	6%	6%	6%
Turn Type	Prot	Perm	NA	pm+ov	Perm	NA
Protected Phases	8	2	8	6	6	6
Permitted Phases	8	2	8	6	6	6
Actuated Green, G (s)	45.0	45.0	51.0	96.0	51.0	51.0
Effective Green, g (s)	46.0	46.0	52.0	98.0	52.0	52.0
Actuated g/C Ratio	0.42	0.42	0.47	0.89	0.47	0.47
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0
Lane Grp Cap. (vph)	1277	557	1607	1380	436	1592
v/s Ratio Prot	0.21	0.09	0.20	0.20	0.19	0.19
v/s Ratio Perm	0.01	0.01	0.27	0.23	0.23	0.23
v/c Ratio	0.50	0.02	0.19	0.47	0.48	0.40
Uniform Delay, d1	23.6	18.7	16.8	1.1	19.7	18.8
Progression Factor	1.00	1.00	1.08	6.82	1.00	1.00
Incremental Delay, d2	1.4	0.1	0.2	0.9	3.7	0.7
Delay (s)	25.0	18.8	18.4	8.6	23.5	19.6
Level of Service	C	B	B	A	C	B
Approach Delay (s)	24.8	11.8	20.5	20.5	20.5	20.5
Approach LOS	C	B	B	C	C	C
Intersection Summary						
HCM 2000 Control Delay	18.2 HCM 2000 Level of Service B					
HCM 2000 Volume to Capacity ratio	0.53					
Actuated Cycle Length (s)	12.0					
Intersection Capacity Utilization	85.0%					
Analysis Period (min)	15					
Critical Lane Group	c					

3. Keele Street/Trethewey Drive & Eglinton Avenue West

Future Background AM

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBR
Lane Configurations	W	T	W	T	W	T	W	T	T
Traffic Volume (vph)	255	855	40	460	50	565	50	160	895
Future Volume (vph)	255	855	40	460	50	565	50	160	895
Lane Group Flow (vph)	271	1008	43	601	53	601	53	170	952
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	pm+pt	NA
Protected Phases	2	2	6	6	4	4	4	3	8
Permitted Phases	2	2	6	6	4	4	4	3	8
Detector Phase	2	2	6	6	4	4	4	3	8
Switch Phase	36.0	36.0	5.0	5.0	30.0	30.0	30.0	6.0	30.0
Minimum Initial (s)	42.0	42.0	42.0	42.0	36.0	36.0	36.0	10.0	36.0
Minimum Split (s)	60.0	60.0	60.0	60.0	37.0	37.0	37.0	13.0	50.0
Total Split (%)	54.5%	54.5%	54.5%	54.5%	33.6%	33.6%	33.6%	11.8%	45.5%
Total Split (%)	54.5%	54.5%	54.5%	54.5%	33.6%	33.6%	33.6%	11.8%	45.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0	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)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	3.0	5.0
Lead/Lag	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	C-Min	C-Min	Min	Min	Min	Min	Min	Min	Min
v/c Ratio	0.88	0.61	0.27	0.37	0.52	0.63	0.13	0.65	0.70
Control Delay	54.8	21.2	21.4	16.4	54.4	37.8	5.3	33.7	30.0
Queue Delay	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.6
Total Delay	56.0	21.2	21.4	16.4	54.4	37.8	5.3	33.7	32.6
Queue Length 50th (m)	51.8	80.0	5.3	38.8	10.1	62.4	0.0	21.6	110.0
Queue Length 95th (m)	#108.2	103.3	14.8	53.2	#27.3	81.1	6.8	#34.7	131.0
Internal Link Dist (m)	217.4	75.9	162.3	30.0	35.0	35.0	35.0	35.0	60.5
Turn Bay Length (m)	310	1668	161	1625	104	979	410	262	1386
Starvation Cap Reductn	0	0	0	0	0	0	0	0	305
Spillback Cap Reductn	5	0	0	27	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.60	0.27	0.38	0.51	0.61	0.13	0.65	0.88
Intersection Summary									
Cycle Length: 110									
Actuated Cycle Length: 110									
Offset: 95 (86%), Referenced to phase 2,EBTL, Start of Green									
Natural Cycle: 90									
Control Type: Actuated-Coordinated									
# 95th percentile volume exceeds capacity, queue may be longer.									
Queue shown is maximum after two cycles.									



3: Keele Street/Trethewey Drive & Eglington Avenue West

Future Background AM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	W	W	W	W	W	W	W	W	W	W	W	W
Traffic Volume (vph)	255	855	90	40	460	105	50	565	50	160	895	170
Future Volume (Veh/h)	255	855	90	40	460	105	50	565	50	160	895	170
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	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.85
Frbp. ped/bikes	1.00	0.99	1.00	0.98	1.00	0.98	1.00	0.99	1.00	0.99	1.00	0.85
Frbp. ped/bikes	0.96	1.00	0.98	1.00	0.97	1.00	0.97	1.00	0.99	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	0.97	1.00	0.95	1.00	0.95	1.00	1.00	0.85
Satd. Flow (prot)	1568	3283	1570	3179	1442	3368	1243	1483	3368	1196	3368	1196
Flt Permitted	0.37	1.00	0.19	1.00	0.24	1.00	0.24	1.00	0.24	1.00	1.00	1.00
Satd. Flow (perm)	613	3283	319	3179	359	3368	1243	376	3368	1196	3368	1196
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)	271	910	96	43	489	112	53	601	53	170	952	181
RTOR Reduction (vph)	0	7	0	0	18	0	0	0	0	38	0	0
Lane Group Flow (vph)	271	999	0	43	583	0	53	601	15	170	952	79
Conf. Peds. (#/hr)	105	125	125	105	125	105	125	75	75	75	125	125
Conf. Bikes (#/hr)												
Heavy Vehicles (%)	4%	6%	5%	5%	7%	7%	13%	6%	10%	13%	6%	7%
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases		2		6		6		4		3		8
Permitted Phases	2		6		6		4		4		8	
Actuated Green, G (s)	54.3	54.3	54.3	54.3	54.3	54.3	30.2	30.2	30.2	43.7	43.7	43.7
Effective Green, g (s)	55.3	55.3	55.3	55.3	55.3	55.3	31.2	31.2	31.2	44.7	44.7	44.7
Actuated g/C Ratio	0.50	0.50	0.50	0.50	0.50	0.50	0.28	0.28	0.28	0.41	0.41	0.41
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	4.0	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	3.0	3.0	3.0
Lane Grp Cap (vph)	308	1650	160	1598	160	1598	101	955	352	258	1368	486
v/s Ratio Prot	0.30			0.18		0.18		0.18		0.06	c0.28	
v/s Ratio Perm	0.44		0.13		0.13		0.15		0.01	0.20		0.07
v/c Ratio	0.88	0.61	0.27	0.36	0.27	0.36	0.52	0.63	0.04	0.66	0.70	0.16
Uniform Delay, d1	24.4	19.5	15.7	16.7	15.7	16.7	33.2	34.4	28.6	23.2	27.0	20.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.87
Incremental Delay, d2	28.1	1.7	0.9	0.1	28.1	0.1	4.8	1.3	0.1	5.5	1.4	0.1
Delay (s)	52.5	21.2	16.6	16.8	16.6	16.8	38.0	35.7	28.6	28.7	28.3	38.9
Level of Service	D	C	B	B	B	B	D	D	C	C	C	D
Approach Delay (s)		27.9		16.8		16.8		35.3			30.0	
Approach LOS		C		B		B		D			C	
Intersection Summary												
HCM 2000 Control Delay	28.1 HCM 2000 Level of Service C											
HCM 2000 Volume to Capacity ratio	0.82											
Actuated Cycle Length (s)	110.0 Sum of lost time (s) 13.0											
Intersection Capacity Utilization	126.3% ICU Level of Service H											
Analysis Period (min)	15											
c Critical Lane Group												

2636 Eglington Avenue West
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Synchro 11 Report
AM Scenario 1.syn

4: Irving Road & Keele Street

Future Background AM

Movement	EBL	EBR	NBL	NBT	SBL	SBR
Lane Configurations	W	W	W	W	W	W
Traffic Volume (veh/h)	65	10	45	885	615	35
Future Volume (Veh/h)	65	10	45	885	615	35
Sign Control	Stop	Free	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	69	11	48	941	654	37
Pedestrians	66					
Lane Width (m)	3.0					
Walking Speed (m/s)	1.2					
Percent Blockage	5					
Right turn flare (veh)			None	None	None	None
Median type						
Median storage (veh)						
Upstream signal (m)			271			
pX platoon unblocked						
vC, conflicting volume	1304	410	756			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vC1, unblocked vol	1304	410	756			
IC, single (s)	*6.2	*7.0	4.5			
IC, 2 stage (s)						
IF (s)	*3.1	*3.5	2.4			
p0 queue free %	62	98	93			
ICM capacity (veh/h)	182	536	719			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	80	362	627	436	255	
Volume Left	69	48	0	0	0	
Volume Right	11	0	0	0	37	
CSH	201	719	1700	1700	1700	
Volume to Capacity	0.40	0.07	0.37	0.26	0.15	
Queue Length 95th (m)	14.2	1.7	0.0	0.0	0.0	
Control Delay (s)	34.4	2.1	0.0	0.0	0.0	
Lane LOS	D	A				
Approach Delay (s)	34.4	0.8				
Approach LOS	D					
Intersection Summary						
Average Delay	2.0					
Intersection Capacity Utilization	58.3%					
Analysis Period (min)	15					
* User Entered Value						

2636 Eglington Avenue West
KCJ

Synchro 11 Report
AM Scenario 1.syn

5. Keele Street & Yore Road

6. Lester Avenue & Keele Street

Future Background AM

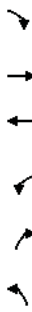
Future Background AM

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	765	60	0	625	0	165
Future Volume (Veh/h)	765	60	0	625	0	165
Sign Control	Free	Stop	Stop	Free	Stop	Free
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.83	0.93	0.83	0.93	0.83	0.93
Hourly flow rate (vph)	823	65	0	672	0	177
Pedestrians					5	
Lane Width (m)				3.0		
Walking Speed (m/s)				1.2		
Percent Blockage				0		
Right turn flare (veh)				None		
Median type				None		
Median storage (veh)						
Upstream signal (m)	130					
pX, platoon unblocked					1196	860
VC, conflicting volume			883			
VC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCU, unblocked vol			883		1196	860
IC, single (s)			4.1		6.8	7.0
IC, 2 stage (s)			2.2		3.5	3.3
p0 queue free %			100		100	40
CM capacity (veh/h)			765		181	296
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	888	336	336	177		
Volume Left	0	0	0	0		
Volume Right	65	0	0	177		
cSH	1700	1700	1700	296		
Volume to Capacity	0.52	0.20	0.20	0.60		
Queue Length 95th (m)	0.0	0.0	0.0	28.8		
Control Delay (s)	0.0	0.0	0.0	33.7		
Lane LOS				D		
Approach Delay (s)	0.0	0.0		33.7		
Approach LOS				D		
Intersection Summary						
Average Delay			3.4			
Intersection Capacity Utilization			60.8%			ICU Level of Service B
Analysis Period (min)			15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	0	30	125	15	55	5
Future Volume (Veh/h)	0	30	125	15	55	5
Sign Control	Stop	Free	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	0	36	151	18	66	6
Pedestrians					5	
Lane Width (m)			3.0		3.5	
Walking Speed (m/s)			1.2		1.2	
Percent Blockage			0		0	
Right turn flare (veh)					None	
Median type					None	
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
VC, conflicting volume			333	190		199
VC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCU, unblocked vol			333	190		199
IC, single (s)			6.4	6.2		4.1
IC, 2 stage (s)			3.5	3.3		2.2
p0 queue free %			100	96		95
CM capacity (veh/h)			617	829		1327
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	36	169	72			
Volume Left	0	0	66			
Volume Right	36	18	0			
cSH	829	1700	1327			
Volume to Capacity	0.04	0.10	0.05			
Queue Length 95th (m)	1.1	0.0	1.3			
Control Delay (s)	9.5	0.0	7.2			
Lane LOS	A		A			
Approach Delay (s)	9.5	0.0	7.2			
Approach LOS	A		A			
Intersection Summary						
Average Delay			3.1			
Intersection Capacity Utilization			28.0%			ICU Level of Service A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
7: Keele Street & Lane N Eglinton W Keele

Future Background AM



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	0	0	0	145	0	0
Future Volume (Veh/h)	0	0	0	145	0	0
Sign Control	Stop	Free	Free	Free	Free	Stop
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Hourly flow rate (vph)	0	0	0	184	0	0
Pedestrians	15	0	0	5	5	0
Lane Width (m)	3.0	3.5	3.0	3.0	3.0	3.0
Walking Speed (m/s)	1.2	1.2	1.2	1.2	1.2	1.2
Percent Blockage	1	0	0	0	0	0
Right turn flare (veh)						
Median type			None	None	None	None
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
VC, conflicting volume	204	20	15			
VC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCU, unblocked vol	204	20	15			
IC, single (s)	6.4	6.2	4.1			
IC, 2 stage (s)						
IF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
pM capacity (veh/h)	778	1048	1589			
Direction_Lane #	EB 1	NB 1	SB 1			
Volume Total	0	184	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.08	0.11	0.01			
Queue Length 95th (m)	0.0	0.0	0.0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A	A	A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A	A	A			
Intersection Summary						
Average Delay		0.0				
Intersection Capacity Utilization		19.2%				
Analysis Period (min)		15				
						ICU Level of Service
						A

2636 Eglinton Avenue West
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Synchro 11 Report
AM Scenario 1.syn

HCM Unsignalized Intersection Capacity Analysis
8: Eglinton Avenue West & Keele Street

Future Background AM



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	85	980	605	60	0	0
Future Volume (Veh/h)	85	980	605	60	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	91	1054	651	65	0	0
Pedestrians	5	5	5	5	125	0
Lane Width (m)	3.3	3.5	3.0	3.0	3.0	3.0
Walking Speed (m/s)	1.2	1.2	1.2	1.2	1.2	1.2
Percent Blockage	0	0	0	0	0	0
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (m)		100	201			
pX, platoon unblocked						
VC, conflicting volume	841			1522	488	
VC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCU, unblocked vol	704			890	328	
IC, single (s)	4.1			6.8	6.9	
IC, 2 stage (s)						
IF (s)	2.2			3.5	3.3	
p0 queue free %	89			100	100	
pM capacity (veh/h)	837			210	631	
Direction_Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	
Volume Total	91	527	527	434	282	
Volume Left	91	0	0	0	0	
Volume Right	0	0	0	0	65	
cSH	887	1700	1700	1700	1700	
Volume to Capacity	0.11	0.31	0.31	0.26	0.17	
Queue Length 95th (m)	2.9	0.0	0.0	0.0	0.0	
Control Delay (s)	9.8	0.0	0.0	0.0	0.0	
Lane LOS	A	A	A	A	A	
Approach Delay (s)	0.8			0.0		
Approach LOS	A			A		
Intersection Summary						
Average Delay				0.5		
Intersection Capacity Utilization				38.8%		
Analysis Period (min)				15		
						ICU Level of Service
						A

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Synchro 11 Report
AM Scenario 1.syn

HCM Unsignalized Intersection Capacity Analysis

9: Richardson Avenue & Lester Avenue

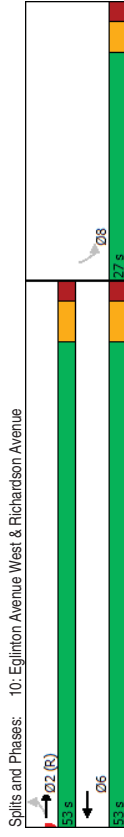
Future Background AM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Volume (vph)	10	15	80	0	10	25	10	95	0	10	130	10
Future Volume (vph)	10	15	80	0	10	25	10	95	0	10	130	10
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	11	16	88	0	11	27	11	104	0	11	143	11
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	115	38	115	165								
Volume Left (vph)	11	0	11	11								
Volume Right (vph)	88	27	0	11								
Had _f (s)	-0.30	-0.33	0.10	0.07								
Departure Headway (s)	4.3	4.4	4.5	4.5								
Degree Utilization, x	0.14	0.05	0.14	0.20								
Capacity (veh/h)	776	758	757	770								
Control Delay (s)	8.0	7.6	8.3	8.6								
Approach Delay (s)	8.0	7.6	8.3	8.6								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay	8.3											
Level of Service	A											
Intersection Capacity Utilization	31.9%											
Analysis Period (min)	15											
	ICU Level of Service A											

10: Eglinton Avenue West & Richardson Avenue

Future Background AM

EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
70	995	590	135									
70	995	590	135									
Perm	NA	NA	Perm									
2	2	6										
2	2	6	8									
18.0	18.0	18.0	21.0									
24.0	24.0	24.0	26.0									
53.0	53.0	53.0	27.0									
66.3%	66.3%	66.3%	33.8%									
4.0	4.0	4.0	3.0									
2.0	2.0	2.0	2.0									
-1.0	-1.0	-1.0	-1.0									
5.0	5.0	5.0	4.0									
C-Min	C-Min	C-Min	Min	None								
0.19	0.51	0.33	0.46									
8.3	9.8	7.9	23.9									
0.0	0.0	0.0	0.0									
8.3	9.8	7.9	23.9									
4.6	43.9	23.1	24.1									
10.9	58.7	32.4	44.7									
176.8	278.1	61.6										
30.0												
392	2043	1988	492									
0	0	0	0									
0	0	0	0									
0	0	0	0									
0.19	0.51	0.33	0.45									
Intersection Summary												
Cycle Length: 80												
Actuated Cycle Length: 80												
Offset: 58 (73%), Referenced to phase 2,EBTL, Start of Green												
Natural Cycle: 50												
Control Type: Actuated-Coordinated												



HCM Signalized Intersection Capacity Analysis
 10: Eglinton Avenue West & Richardson Avenue

Future Background AM

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	70	995	590	35	135	75
Future Volume (vph)	70	995	590	35	135	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.5	3.0	3.5	3.5
Total Lost time (s)	5.0	5.0	5.0	4.0	5.0	5.0
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Fpb. ped/bikes	1.00	1.00	0.89	0.98	1.00	0.98
Fpb. ped/bikes	0.95	1.00	1.00	1.00	1.00	1.00
Flt Protected	0.95	1.00	0.89	0.95	0.97	0.97
Satd. Flow (prot)	1575	3836	3253	1626	1626	1626
Flt Permitted	0.39	1.00	1.00	0.97	0.97	0.97
Satd. Flow (perm)	639	3836	3253	1626	1626	1626
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	73	1036	615	36	141	78
RTOR Reduction (vph)	0	0	5	0	25	0
Lane Group Flow (vph)	73	1036	646	0	194	0
Conf. Peds. (#/hr)	55			55		35
Conf. Bikes (#/hr)						5
Heavy Vehicles (%)	2%	7%	8%	8%	7%	0%
Turn Type	Perm	NA	NA	Perm	Perm	Perm
Protected Phases	2	2	6			
Permitted Phases	2			8		
Actuated Green, G (s)	48.0	48.0	48.0	21.0		
Effective Green, g (s)	49.0	49.0	49.0	22.0		
Actuated g/C Ratio	0.61	0.61	0.61	0.28		
Clearance Time (s)	6.0	6.0	6.0	5.0		
Vehicle Extension (s)	3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	391	2043	1992	447		
v/s Ratio Prot	c0.31		0.20			
v/s Ratio Perm	0.11			c0.12		
v/c Ratio	0.19	0.51	0.32	0.43		
Uniform Delay, d1	6.8	8.7	7.5	23.9		
Progression Factor	1.00	1.00	1.00	1.00		
Incremental Delay, d2	1.1	0.9	0.1	0.7		
Delay (s)	7.8	9.6	7.6	24.5		
Level of Service	A	A	A	C		
Approach Delay (s)	9.5	7.6	7.6	24.5		
Approach LOS	A	A	A	C		
Intersection Summary						
HCM 2000 Control Delay	10.5 HCM 2000 Level of Service B					
HCM 2000 Volume to Capacity ratio	0.49					
Actuated Cycle Length (s)	80.0 Sum of lost time (s) 10.0					
Intersection Capacity Utilization	61.8% ICU Level of Service B					
Analysis Period (min)	15					
c Critical Lane Group						

HCM Unsignalized Intersection Capacity Analysis
 11: Yore Road & Greenacres Road

Future Background AM

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔	↔	↔	↔
Traffic Volume (veh/h)	0	825	625	0	0	10
Future Volume (Veh/h)	0	825	625	0	0	10
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	887	672	0	0	11
Pedestrians					10	
Lane Width (m)		3.0			1.2	
Walking Speed (m/s)					1	
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (m)		99				
pX, platoon unblocked					1569	346
vC, conflicting volume	682					
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCU, unblocked vol	682				1569	346
IC, single (s)	4.1				6.8	7.1
IC, 2 stage (s)						
IF (s)	2.2				3.5	3.4
p0 queue free %	100				100	98
cM capacity (veh/h)	914				103	618
Direction, Lane #	EB 1	WB 1	WB 2	SB 1		
Volume Total	887	448	224	11		
Volume Left	0	0	0	0		
Volume Right	0	0	0	11		
cSH	1700	1700	1700	618		
Volume to Capacity	0.52	0.26	0.13	0.02		
Queue Length 95th (m)	0.0	0.0	0.0	0.4		
Control Delay (s)	0.0	0.0	0.0	10.9		
Lane LOS				B		
Approach Delay (s)	0.0	0.0	0.0	10.9		
Approach LOS				B		
Intersection Summary						
Average Delay	0.1					
Intersection Capacity Utilization	46.8% ICU Level of Service A					
Analysis Period (min)	15					

1: Trethewey Dr & Irving Road

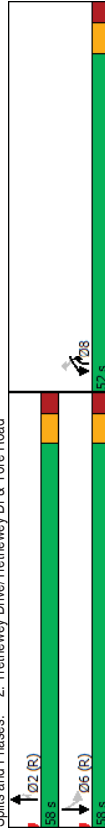
Future Total AM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	4TB	4TB	4TB	4TB	4TB	4TB	4TB	4TB	4TB	4TB	4TB	4TB
Traffic Volume (veh/h)	25	10	5	30	10	60	5	300	15	50	795	70
Future Volume (Veh/h)	25	10	5	30	10	60	5	300	15	50	795	70
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	27	11	5	33	11	65	5	326	16	54	864	76
Pedestrians	20			5								5
Lane Width (m)	3.5			3.5								3.5
Walking Speed (m/s)	1.2			1.2								1.2
Percent Blockage	2			0								0
Right turn flare (veh)												
Median type												None
Median storage (veh)												None
Upstream signal (m)								231				
pX platoon unblocked	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
VC, conflicting volume	1278	1387	480	900	1417	181	960					347
VC1, stage 1 conf vol												
VC2, stage 2 conf vol												
VCU, unblocked vol	1238	1847	490	847	1378	111	960					281
IC, single (s)	*5.8	*5.0	*5.0	8.2	6.5	7.1	4.1					4.2
IC, 2 stage (s)												
IF (s)	*2.9	*3.0	*2.5	3.8	4.0	3.4	2.2					2.3
p0 queue free %	87	96	99	82	92	92	99					96
CM capacity (veh/h)	210	279	846	185	133	864	713					1215
Direction_Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	43	109	168	179	486	508						
Volume Left	27	33	5	0	54	0						
Volume Right	5	65	0	16	0	76						
cSH	247	324	713	1700	1215	1700						
Volume to Capacity	0.17	0.34	0.01	0.11	0.04	0.30						
Queue Length 95th (m)	4.9	11.5	0.2	0.0	1.1	0.0						
Control Delay (s)	22.6	21.6	0.4	0.0	1.3	0.0						
Lane LOS	C	C	A	A	A	A						
Approach Delay (s)	22.6	21.6	0.2		0.7							
Approach LOS	C	C										
Intersection Summary												
Average Delay	2.7											
Intersection Capacity Utilization	52.8%											
Analysis Period (min)	15											
	ICU Level of Service A											
* User Entered Value												

2: Trethewey Drive/Trethewey Dr & Yore Road

Future Total AM

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	4TB	4TB	4TB	4TB	4TB	4TB
Traffic Volume (vph)	615	20	300	625	205	625
Future Volume (vph)	615	20	300	625	205	625
Lane Group Flow (vph)	641	21	313	651	214	651
Turn Type	Prot	Perm	NA	pm+ov	Perm	NA
Protected Phases	8		2	8	6	
Permitted Phases	8		2	2	6	
Minimum Split (s)	31.0	31.0	37.0	31.0	37.0	37.0
Total Split (s)	52.0	52.0	96.0	52.0	96.0	96.0
Total Split (%)	47.3%	47.3%	52.7%	47.3%	52.7%	52.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	-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
Lead/Lag						
Lead-Lag Optimize?						
v/c Ratio	0.50	0.04	0.19	0.53	0.49	0.41
Control Delay	25.3	7.8	18.5	5.7	24.7	19.9
Queue Delay	0.3	0.0	1.1	0.6	0.0	0.3
Total Delay	25.6	7.8	19.6	6.3	24.7	20.2
Queue Length 50th (m)	53.9	0.0	26.0	36.0	32.2	49.0
Queue Length 95th (m)	70.9	4.9	m35.3	m42.4	55.8	64.0
Internal Link Dist (m)	75.5		60.5		206.6	
Turn Bay Length (m)	10.0			35.0		
Base Capacity (vph)	1277	569	1607	1229	436	1592
Starvation Cap Reductn	0	0	1035	244	0	0
Spillback Cap Reductn	199	0	0	0	0	362
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.04	0.55	0.66	0.49	0.53
Intersection Summary						
Cycle Length: 110						
Actuated Cycle Length: 110						
Offset: 95 (86%), Referenced to phase 2-NBT and 6-SBTL, Start of Green						
Natural Cycle: 70						
Control Type: Pretimed						
m: Volume for 95th percentile queue is metered by upstream signal.						



2. Trettheway Drive/Trethewey Dr. & Yore Road

HCM Signalized Intersection Capacity Analysis

Future Total AM

Movement	WBL	WBR	NBT	NBR	SBL	SBR
Lane Configurations	W	R	T	T	W	T
Traffic Volume (vph)	615	20	300	625	205	625
Future Volume (vph)	615	20	300	625	205	625
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.0	3.5	3.0	3.0	3.5
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	1.00	0.95	1.00	1.00	0.95
Frbp. ped/bikes	1.00	0.97	1.00	0.97	1.00	1.00
Frbp. ped/bikes	1.00	1.00	1.00	1.00	0.98	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3054	1832	3400	1380	1561	3368
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3054	1832	3400	1380	1561	3368
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	641	21	312	651	214	651
RTOR Reduction (vph)	0	12	0	0	0	0
Lane Group Flow (vph)	641	9	313	651	214	651
Conf. Bikes (#/hr)	10	5	15	15	15	15
Heavy Vehicles (%)	7%	10%	5%	6%	6%	6%
Turn Type	Prot	Perm	NA	pm+ov	Perm	NA
Protected Phases	8	2	8	6	6	6
Permitted Phases	8	2	8	6	6	6
Actuated Green, G (s)	45.0	45.0	51.0	96.0	51.0	51.0
Effective Green, g (s)	46.0	46.0	52.0	98.0	52.0	52.0
Actuated g/C Ratio	0.42	0.42	0.47	0.89	0.47	0.47
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0
Lane Grp Cap. (vph)	1277	557	1607	1380	436	1592
v/s Ratio Prot	0.21	0.09	c0.20	0.19	0.23	0.19
v/s Ratio Perm	0.01	0.01	0.27	0.23	0.23	0.23
v/c Ratio	0.50	0.02	0.19	0.47	0.49	0.41
Uniform Delay, d1	23.6	18.7	16.8	1.1	19.9	19.0
Progression Factor	1.00	1.00	1.08	6.82	1.00	1.00
Incremental Delay, d2	1.4	0.1	0.2	0.9	3.9	0.8
Delay (s)	25.0	18.8	18.4	8.6	23.8	19.7
Level of Service	C	B	B	A	C	B
Approach Delay (s)	24.8	11.8	20.7	20.7	20.7	20.7
Approach LOS	C	B	B	C	C	C
Intersection Summary						
HCM 2000 Control Delay	18.3 HCM 2000 Level of Service B					
HCM 2000 Volume to Capacity ratio	0.53					
Actuated Cycle Length (s)	12.0					
Intersection Capacity Utilization	85.0% ICU Level of Service E					
Analysis Period (min)	15					
Critical Lane Group	c					

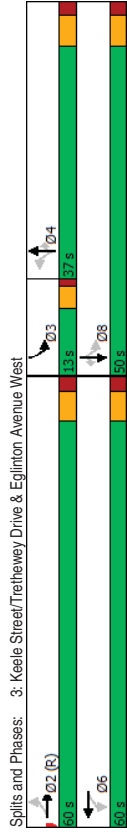
2636 Eglinton Avenue West
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Synchro 11 Report
AM Scenario 1.syn

3. Keele Street/Trethewey Drive & Eglinton Avenue West

Future Total AM

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBR
Lane Configurations	W	T	W	T	W	T	W	T	T
Traffic Volume (vph)	255	860	40	460	50	565	50	160	900
Future Volume (vph)	255	860	40	460	50	565	50	160	900
Lane Group Flow (vph)	271	1011	43	601	53	601	53	170	957
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	pm+pt	NA
Protected Phases	2	2	6	6	4	4	4	3	8
Permitted Phases	2	2	6	6	4	4	4	3	8
Detector Phase	2	2	6	6	4	4	4	3	8
Switch Phase	36.0	36.0	5.0	5.0	30.0	30.0	30.0	6.0	30.0
Minimum Initial (s)	42.0	42.0	42.0	42.0	36.0	36.0	36.0	10.0	36.0
Minimum Split (s)	60.0	60.0	60.0	60.0	37.0	37.0	37.0	13.0	50.0
Total Split (%)	54.5%	54.5%	54.5%	54.5%	33.6%	33.6%	33.6%	11.8%	45.5%
Total Split (%)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0
Yellow Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0	2.0
All-Red Time (s)	-1.0	-1.0	-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	5.0	5.0	5.0	3.0	5.0
Lead/Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	C-Min	C-Min	Min	Min	Min	Min	Min	Min	Min
v/c Ratio	0.88	0.61	0.27	0.37	0.53	0.63	0.13	0.65	0.70
Control Delay	54.8	21.3	21.5	16.4	55.2	37.8	5.3	33.9	30.4
Queue Delay	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.9
Total Delay	56.0	21.3	21.5	16.4	55.2	37.8	5.3	33.9	33.2
Queue Length 50th (m)	51.8	80.7	5.3	38.8	10.1	62.4	0.0	21.7	110.8
Queue Length 95th (m)	#108.2	104.1	14.8	53.2	#27.6	81.1	6.8	#34.8	133.1
Internal Link Dist (m)	217.4	75.9	162.3	30.0	35.0	35.0	35.0	60.5	60.5
Turn Bay Length (m)	310	1667	159	1625	102	979	410	262	1386
Starvation Cap Reductn	0	0	0	0	0	0	0	0	309
Spillback Cap Reductn	5	0	0	27	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.61	0.27	0.38	0.52	0.61	0.13	0.65	0.89
Intersection Summary									
Cycle Length: 110									
Actuated Cycle Length: 110									
Offset: 95 (86%), Referenced to phase 2,EBTL, Start of Green									
Natural Cycle: 90									
Control Type: Actuated-Coordinated									
# 95th percentile volume exceeds capacity, queue may be longer.									
Queue shown is maximum after two cycles.									



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Synchro 11 Report
AM Scenario 1.syn

HCM Signalized Intersection Capacity Analysis
 4: Irving Road & Keele Street

Movement	EBL	EBR	WBL	WBR	NBL	NBR	SBT	SBR
Future Total AM								
Lane Configurations	W	W	W	W	W	W	W	W
Traffic Volume (veh/h)	65	10	60	910	615	40	615	40
Future Volume (Veh/h)	65	10	60	910	615	40	615	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	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	5.0
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95
Frbp. ped/bikes	1.00	0.99	1.00	0.98	1.00	0.98	1.00	0.95
Frbp. ped/bikes	0.96	1.00	0.98	1.00	0.97	1.00	0.99	1.00
Frt	1.00	0.99	1.00	0.97	1.00	0.95	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1568	3284	1571	3179	1443	3368	1243	1483
Flt Permitted	0.37	1.00	0.19	1.00	0.23	1.00	0.24	1.00
Satd. Flow (perm)	613	3284	316	3179	354	3368	1243	376
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	271	915	96	489	112	53	601	53
RTOR Reduction (vph)	0	7	0	18	0	0	38	0
Lane Group Flow (vph)	271	1004	0	43	583	0	53	601
Conf. Peds. (#/hr)	105	125	125	105	125	75	75	75
Conf. Bikes (#/hr)								
Heavy Vehicles (%)	4%	6%	5%	7%	7%	13%	10%	13%
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases	2	6	6	6	4	4	3	8
Permitted Phases	2	6	6	6	4	4	3	8
Actuated Green, G (s)	54.3	54.3	54.3	54.3	30.2	30.2	43.7	43.7
Effective Green, g (s)	55.3	55.3	55.3	55.3	31.2	31.2	44.7	44.7
Actuated g/C Ratio	0.50	0.50	0.50	0.50	0.28	0.28	0.41	0.41
Clearance Time (s)	6.0	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	3.0
Lane Grp Cap (vph)	308	1650	158	1598	100	955	352	1368
v/s Ratio Prot	0.31		0.18		0.18		0.06	0.28
v/s Ratio Perm	0.44		0.14		0.15		0.01	0.20
v/c Ratio	0.88	0.61	0.27	0.36	0.53	0.63	0.04	0.66
Uniform Delay, d1	24.4	19.6	15.8	16.7	33.2	34.4	28.6	23.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00
Incremental Delay, d2	28.1	1.7	0.9	0.1	5.3	1.3	0.1	5.5
Delay (s)	52.5	21.3	16.7	16.8	38.5	35.7	28.6	28.7
Level of Service	D	C	B	B	D	D	C	C
Approach Delay (s)	27.9		16.8		35.4		30.1	
Approach LOS	C		B		D		C	C
Intersection Summary								
HCM 2000 Control Delay	28.1 HCM 2000 Level of Service C							
HCM 2000 Volume to Capacity ratio	0.82							
Actuated Cycle Length (s)	110.0 Sum of lost time (s)							
Intersection Capacity Utilization	126.3% ICU Level of Service H							
Analysis Period (min)	15							
c Critical Lane Group								

HCM Signalized Intersection Capacity Analysis
 3: Keele Street/Trethewey Drive & Eglington Avenue West

Movement	EBL	EBR	WBL	WBR	NBL	NBR	SBT	SBR
Future Total AM								
Lane Configurations	W	W	W	W	W	W	W	W
Traffic Volume (vph)	255	860	90	460	105	50	565	50
Future Volume (Veh/h)	255	860	90	460	105	50	565	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.5	3.0	3.0	3.0	3.5
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95
Frbp. ped/bikes	1.00	0.99	1.00	0.98	1.00	0.98	1.00	0.95
Frbp. ped/bikes	0.96	1.00	0.98	1.00	0.97	1.00	0.99	1.00
Frt	1.00	0.99	1.00	0.97	1.00	0.95	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1568	3284	1571	3179	1443	3368	1243	1483
Flt Permitted	0.37	1.00	0.19	1.00	0.23	1.00	0.24	1.00
Satd. Flow (perm)	613	3284	316	3179	354	3368	1243	376
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	271	915	96	489	112	53	601	53
RTOR Reduction (vph)	0	7	0	18	0	0	38	0
Lane Group Flow (vph)	271	1004	0	43	583	0	53	601
Conf. Peds. (#/hr)	105	125	125	105	125	75	75	75
Conf. Bikes (#/hr)								
Heavy Vehicles (%)	4%	6%	5%	7%	7%	13%	10%	13%
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases	2	6	6	6	4	4	3	8
Permitted Phases	2	6	6	6	4	4	3	8
Actuated Green, G (s)	54.3	54.3	54.3	54.3	30.2	30.2	43.7	43.7
Effective Green, g (s)	55.3	55.3	55.3	55.3	31.2	31.2	44.7	44.7
Actuated g/C Ratio	0.50	0.50	0.50	0.50	0.28	0.28	0.41	0.41
Clearance Time (s)	6.0	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	3.0
Lane Grp Cap (vph)	308	1650	158	1598	100	955	352	1368
v/s Ratio Prot	0.31		0.18		0.18		0.06	0.28
v/s Ratio Perm	0.44		0.14		0.15		0.01	0.20
v/c Ratio	0.88	0.61	0.27	0.36	0.53	0.63	0.04	0.66
Uniform Delay, d1	24.4	19.6	15.8	16.7	33.2	34.4	28.6	23.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00
Incremental Delay, d2	28.1	1.7	0.9	0.1	5.3	1.3	0.1	5.5
Delay (s)	52.5	21.3	16.7	16.8	38.5	35.7	28.6	28.7
Level of Service	D	C	B	B	D	D	C	C
Approach Delay (s)	27.9		16.8		35.4		30.1	
Approach LOS	C		B		D		C	C
Intersection Summary								
HCM 2000 Control Delay	28.1 HCM 2000 Level of Service C							
HCM 2000 Volume to Capacity ratio	0.82							
Actuated Cycle Length (s)	110.0 Sum of lost time (s)							
Intersection Capacity Utilization	126.3% ICU Level of Service H							
Analysis Period (min)	15							
c Critical Lane Group								

5. Keele Street & Yore Road

6. Lester Avenue & Keele Street

Future Total AM

Future Total AM

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	765	65	0	625	0	205
Future Volume (Veh/h)	765	65	0	625	0	205
Sign Control	Free	Stop	Free	Stop	Free	Stop
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.83	0.93	0.83	0.93	0.83	0.93
Hourly flow rate (vph)	823	70	0	672	0	220
Pedestrians					5	
Lane Width (m)				3.0		
Walking Speed (m/s)				1.2		
Percent Blockage				0		
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (m)	130					
pX platoon unblocked						
VC, conflicting volume		888		1199		863
VC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCU, unblocked vol		888		1199		863
IC, single (s)		4.1		6.8		7.0
IC, 2 stage (s)		2.2		3.5		3.3
p0 queue free %		100		100		25
CM capacity (veh/h)		762		180		295
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	893	336	336	220		
Volume Left	0	0	0	0		
Volume Right	70	0	0	220		
cSH	1700	1700	1700	295		
Volume to Capacity	0.58	0.20	0.20	0.75		
Queue Length 95th (m)	0.0	0.0	0.0	44.3		
Control Delay (s)	0.0	0.0	0.0	45.9		
Lane LOS				E		
Approach Delay (s)	0.0	0.0		45.9		
Approach LOS				E		
Intersection Summary						
Average Delay			5.7			B
Intersection Capacity Utilization			63.6%			ICU Level of Service
Analysis Period (min)			15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	5	30	165	25	55	10
Future Volume (Veh/h)	5	30	165	25	55	10
Sign Control	Stop	Free	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	6	36	199	30	66	12
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (m)						
pX platoon unblocked						
VC, conflicting volume		383		244		259
VC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCU, unblocked vol		383		244		259
IC, single (s)		6.4		6.2		4.1
IC, 2 stage (s)		3.5		3.3		2.2
p0 queue free %		99		95		95
CM capacity (veh/h)		569		773		1261
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	42	229	78			
Volume Left	6	0	66			
Volume Right	36	30	0			
cSH	786	1700	1261			
Volume to Capacity	0.06	0.13	0.05			
Queue Length 95th (m)	1.5	0.0	1.3			
Control Delay (s)	10.2	0.0	6.8			
Lane LOS	B		A			
Approach Delay (s)	10.2	0.0	6.8			
Approach LOS	B		A			
Intersection Summary						
Average Delay			2.8			A
Intersection Capacity Utilization			29.2%			ICU Level of Service
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
7: Keele Street & Lane N Eglinton W Keele

Future Total AM



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	50	0	5	145	0	10
Future Volume (Veh/h)	50	0	5	145	0	10
Sign Control	Stop	Free	Free	Free	Free	Stop
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Hourly flow rate (vph)	63	0	6	184	0	13
Pedestrians	15	0	5	5	5	5
Lane Width (m)	3.0	3.5	3.0	3.0	3.0	3.0
Walking Speed (m/s)	1.2	1.2	1.2	1.2	1.2	1.2
Percent Blockage	1	0	0	0	0	0
Right turn flare (veh)						
Median type	None	None	None	None	None	None
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
VC, conflicting volume	216	20	28			
VC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCU, unblocked vol	216	20	28			
IC, single (s)	6.4	6.2	4.1			
IC, 2 stage (s)						
IF (s)	3.5	3.3	2.2			
p0 queue free %	92	100	100			
pM capacity (veh/h)	763	1048	1582			
Direction_Lane #	EB 1	NB 1	SB 1			
Volume Total	63	190	13			
Volume Left	63	6	0			
Volume Right	0	0	13			
cSH	763	1582	1700			
Volume to Capacity	0.08	0.00	0.01			
Queue Length 95th (m)	2.2	0.1	0.0			
Control Delay (s)	10.1	0.3	0.0			
Lane LOS	B	A	A			
Approach Delay (s)	10.1	0.3	0.0			
Approach LOS	B	A	A			
Intersection Summary						
Average Delay		2.6				
Intersection Capacity Utilization		23.2%				
Analysis Period (min)		15				
						ICU Level of Service
						A

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8: Eglinton Avenue West & Keele Street

Future Total AM



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	90	980	605	60	0	0
Future Volume (Veh/h)	90	980	605	60	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	97	1054	651	65	0	0
Pedestrians	5	5	5	5	125	0
Lane Width (m)	3.3	3.5	3.0	3.0	0.0	0.0
Walking Speed (m/s)	1.2	1.2	1.2	1.2	1.2	1.2
Percent Blockage	0	0	0	0	0	0
Right turn flare (veh)						
Median type	None	None	None	None	None	None
Median storage (veh)						
Upstream signal (m)	100	201				
pX, platoon unblocked	0.94				0.83	0.94
VC, conflicting volume	841				1534	488
VC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCU, unblocked vol	704				903	329
IC, single (s)	4.1				6.8	6.9
IC, 2 stage (s)						
IF (s)	2.2				3.5	3.3
p0 queue free %	88				100	100
pM capacity (veh/h)	836				204	630
Direction_Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	
Volume Total	97	527	527	434	282	
Volume Left	97	0	0	0	0	
Volume Right	0	0	0	0	65	
cSH	836	1700	1700	1700	1700	
Volume to Capacity	0.12	0.31	0.31	0.26	0.17	
Queue Length 95th (m)	3.1	0.0	0.0	0.0	0.0	
Control Delay (s)	9.9	0.0	0.0	0.0	0.0	
Lane LOS	A	A	A	A	A	
Approach Delay (s)	0.8			0.0		
Approach LOS	A			A		
Intersection Summary						
Average Delay				0.5		
Intersection Capacity Utilization				39.1%		
Analysis Period (min)				15		
						ICU Level of Service
						A

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HCM Unsignalized Intersection Capacity Analysis

9: Richardson Avenue & Lester Avenue

Future Total AM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Volume (vph)	10	15	90	0	10	25	15	95	0	10	130	10
Future Volume (vph)	10	15	80	0	10	25	15	95	0	10	130	10
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	11	16	99	0	11	27	16	104	0	11	143	11
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	128	38	120	165								
Volume Left (vph)	11	0	16	11								
Volume Right (vph)	99	27	0	11								
Had _f (s)	-0.31	-0.33	0.10	0.07								
Departure Headway (s)	4.3	4.4	4.6	4.5								
Degree Utilization, x	0.15	0.05	0.15	0.21								
Capacity (veh/h)	776	751	751	762								
Control Delay (s)	8.1	7.6	8.4	8.6								
Approach Delay (s)	8.1	7.6	8.4	8.6								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay	8.3											
Level of Service	A											
Intersection Capacity Utilization	32.3%											
Analysis Period (min)	15											
	ICU Level of Service A											

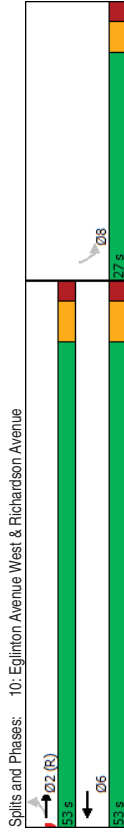
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10: Eglinton Avenue West & Richardson Avenue

Future Total AM

Queue	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	W	W	W	W	W	W	W	W	W	W	W	W
Traffic Volume (vph)	70	995	590	145								
Future Volume (vph)	70	995	590	145								
Lane Group Flow (vph)	73	1036	657	229								
Turn Type	Perm	NA	NA	Perm								
Protected Phases	2	2	6									
Permitted Phases	2	2	6	8								
Detector Phase	2	2	6	8								
Switch Phase												
Minimum Initial (s)	18.0	18.0	18.0	21.0								
Minimum Split (s)	24.0	24.0	24.0	26.0								
Total Split (s)	53.0	53.0	53.0	27.0								
Total Split (%)	66.3%	66.3%	66.3%	33.8%								
Yellow Time (s)	4.0	4.0	4.0	3.0								
All-Red Time (s)	2.0	2.0	2.0	2.0								
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0								
Total Lost Time (s)	5.0	5.0	5.0	4.0								
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min	Min	None								
v/c Ratio	0.19	0.51	0.33	0.49								
Control Delay	8.4	9.8	7.9	24.7								
Queue Delay	0.0	0.0	0.0	0.0								
Total Delay	8.4	9.8	7.9	24.7								
Queue Length 50th (m)	4.6	43.9	23.3	25.8								
Queue Length 95th (m)	11.0	59.2	33.0	47.0								
Internal Link Dist (m)	176.8	278.1	61.6									
Turn Bay Length (m)	30.0											
Base Capacity (vph)	389	2041	1990	491								
Starvation Cap Reductn	0	0	0	0								
Spillback Cap Reductn	0	0	0	0								
Storage Cap Reductn	0	0	0	0								
Reduced v/c Ratio	0.19	0.51	0.33	0.47								
Intersection Summary												
Cycle Length: 80												
Actuated Cycle Length: 80												
Offset: 58 (73%), Referenced to phase 2,EBTL, Start of Green												
Natural Cycle: 50												
Control Type: Actuated-Coordinated												



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HCM Signalized Intersection Capacity Analysis
 10: Eglinton Avenue West & Richardson Avenue

Future Total AM

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	70	995	590	40	145	75
Future Volume (vph)	70	995	590	40	145	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.5	3.0	3.5	3.5
Total Lost time (s)	5.0	5.0	5.0	4.0	5.0	5.0
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	0.98
Fpb. ped/bikes	1.00	1.00	0.89	1.00	1.00	0.98
Fpb. ped/bikes	0.95	1.00	1.00	1.00	1.00	0.95
Flt Protected	0.95	1.00	1.00	0.97	1.00	0.97
Satd. Flow (prot)	1576	3336	3245	1628	3336	3245
Flt Permitted	0.38	1.00	1.00	0.97	1.00	0.97
Satd. Flow (perm)	635	3336	3245	1628	3336	3245
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	73	1036	615	42	151	78
RTOR Reduction (vph)	0	0	6	0	24	0
Lane Group Flow (vph)	73	1036	651	0	205	0
Conf. Peds. (#/hr)	55			55		35
Conf. Bikes (#/hr)						5
Heavy Vehicles (%)	2%	7%	8%	8%	7%	0%
Turn Type	Perm	NA	NA	Perm	Perm	Perm
Protected Phases	2	2	6			
Permitted Phases	2	2	6		8	
Actuated Green, G (s)	46.0	48.0	48.0	21.0	21.0	
Effective Green, g (s)	49.0	49.0	49.0	22.0	22.0	
Actuated g/C Ratio	0.61	0.61	0.61	0.28	0.28	
Clearance Time (s)	6.0	6.0	6.0	5.0	5.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	388	2043	1987	447	447	
v/s Ratio Prot	c0.31	0.20				
v/s Ratio Perm	0.12			c0.13		
v/c Ratio	0.19	0.51	0.33	0.46		
Uniform Delay, d1	6.8	8.7	7.5	24.1		
Progression Factor	1.00	1.00	1.00	1.00		
Incremental Delay, d2	1.1	0.9	0.1	0.7		
Delay (s)	7.9	9.6	7.6	24.8		
Level of Service	A	A	A	C		
Approach Delay (s)	9.5	7.6	7.6	24.8		
Approach LOS	A	A	A	C		
Intersection Summary						
HCM 2000 Control Delay	10.6 HCM 2000 Level of Service					
HCM 2000 Volume to Capacity ratio	0.50					
Actuated Cycle Length (s)	80.0 Sum of lost time (s)					
Intersection Capacity Utilization	62.0% ICU Level of Service					
Analysis Period (min)	15					
c Critical Lane Group						

HCM Unsignalized Intersection Capacity Analysis
 11: Yore Road & Greenacres Road

Future Total AM

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔	↔	↔	↔
Traffic Volume (veh/h)	0	830	625	0	0	10
Future Volume (Veh/h)	0	830	625	0	0	10
Sign Control	Free	Free	Free	Stop	Stop	Stop
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	882	672	0	0	11
Pedestrians					10	
Lane Width (m)					3.0	
Walking Speed (m/s)					1.2	
Percent Blockage					1	
Right turn flare (veh)						
Median type	None	None	None			
Median storage (veh)						
Upstream signal (m)		99				
VC, platoon unblocked					1574	346
VC, conflicting volume	682					
VC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCU, unblocked vol	682				1574	346
IC, single (s)	4.1				6.8	7.1
IC, 2 stage (s)						
IF (s)	2.2				3.5	3.4
p0 queue free %	100				100	98
qM capacity (veh/h)	914				102	618
Direction, Lane #	EB 1	WB 1	WB 2	SB 1		
Volume Total	882	448	224	11		
Volume Left	0	0	0	0		
Volume Right	0	0	0	11		
gSH	1700	1700	1700	618		
Volume to Capacity	0.52	0.26	0.13	0.02		
Queue Length 95th (m)	0.0	0.0	0.0	0.4		
Control Delay (s)	0.0	0.0	0.0	10.9		
Lane LOS				B		
Approach Delay (s)	0.0	0.0	0.0	10.9		
Approach LOS				B		
Intersection Summary						
Average Delay	0.1					
Intersection Capacity Utilization	47.0%					
ICU Level of Service	A					
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

1: Trethewey Dr & Irving Road

Existing PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	4	4	5	10	15	55	0	460	5	95	595	35
Traffic Volume (veh/h)	20	10	5	10	15	55	0	460	5	95	595	35
Future Volume (Veh/h)	20	10	5	10	15	55	0	460	5	95	595	35
Sign Control	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	21	11	5	11	16	59	0	489	5	101	633	37
Pedestrians	20			15					5			5
Lane Width (m)	3.5			3.5					3.5			3.5
Walking Speed (m/s)	1.2			1.2					1.2			1.2
Percent Blockage	2			1					0			0
Right turn flare (veh)												
Median type							None					None
Median storage (veh)												
Upstream signal (m)							231					
pX platoon unblocked	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
vC, conflicting volume	1190	1382	355	1036	1398	267	690					509
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCn, unblocked vol	1072	1277	355	907	1294	88	690					346
IC, single (s)	*6.0	*5.0	*5.8	7.7	6.6	6.9	4.4					4.1
IC, 2 stage (s)												
p0 queue free %	*3.0	*3.0	*2.9	3.6	4.1	3.3	2.4					2.2
IF (s)	90	96	99	94	88	93	100					91
CM capacity (veh/h)	216	275	783	176	129	885	800					1135
Direction_Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	37	86	244	250	418	354						
Volume Left	21	11	0	0	101	0						
Volume Right	5	59	0	5	0	37						
cSH	258	339	800	1700	1135	1700						
Volume to Capacity	0.14	0.25	0.00	0.15	0.09	0.21						
Queue Length 95th (m)	4.0	7.9	0.0	0.0	2.3	0.0						
Control Delay (s)	21.3	19.2	0.0	0.0	2.8	0.0						
Lane LOS	C	C	C	A	A							
Approach Delay (s)	21.3	19.2	0.0	1.5								
Approach LOS	C	C	C									
Intersection Summary												
Average Delay	2.6											
Intersection Capacity Utilization	49.8%											
Analysis Period (min)	15											
* User Entered Value												

2636 Eglinton Avenue West

Synchro 11 Report
PM Scenario 1.syn

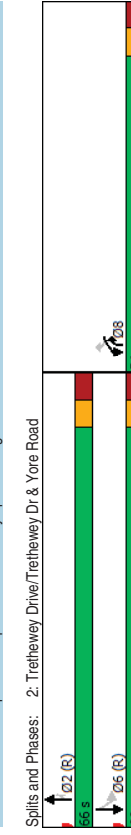
KCJ

Queues

2: Trethewey Drive/Trethewey Dr & Yore Road

Existing PM

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	4	4	4	4	4	4
Traffic Volume (vph)	680	30	435	535	115	495
Future Volume (vph)	680	30	435	535	115	495
Lane Group Flow (vph)	708	31	453	557	120	516
Turn Type	Prot	Perm	NA	pm+ov	Perm	NA
Protected Phases	8		2	8	2	6
Permitted Phases	8		2	2	6	6
Minimum Split (s)	54.0	54.0	66.0	54.0	66.0	66.0
Total Split (s)	54.0	54.0	66.0	54.0	66.0	66.0
Total Split (%)	45.0%	45.0%	55.0%	45.0%	55.0%	55.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag						
Lead-Lag Optimize?						
v/c Ratio	0.57	0.06	0.27	0.45	0.30	0.30
Control Delay	30.8	7.9	19.5	3.7	20.8	18.8
Queue Delay	0.2	0.0	2.3	0.4	0.0	0.0
Total Delay	31.1	7.9	21.8	4.2	20.8	18.8
Queue Length 50th (m)	69.9	0.0	42.7	21.0	17.2	39.0
Queue Length 95th (m)	89.5	6.5	m65.3	m26.6	31.8	51.3
Internal Link Dist (m)	75.5		60.5			206.6
Turn Bay Length (m)	10.0			35.0		
Base Capacity (vph)	1242	540	1671	1226	400	1704
Starvation Cap Reductn	0	0	1057	267	0	0
Spillback Cap Reductn	121	0	0	0	0	35
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.06	0.74	0.58	0.30	0.31
Intersection Summary						
Cycle Length: 120						
Actuated Cycle Length: 120						
Offset: 68 (57%), Referenced to phase 2:NBT and 6:SBTL, Start of Green						
Natural Cycle: 120						
Control Type: Pretimed						
m: Volume for 95th percentile queue is metered by upstream signal.						



2636 Eglinton Avenue West

Synchro 11 Report
PM Scenario 1.syn

KCJ

2. Trettheway Drive/Trethewey Dr. & Yore Road Existing PM

3. Keele Street/Trethewey Drive & Eglington Avenue West Existing PM

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	A	A	R	A
Traffic Volume (vph)	680	30	435	535	115	495
Future Volume (vph)	680	30	435	535	115	495
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.0	3.5	3.0	3.0	3.5
Total Lost time (s)	0.97	1.00	0.95	1.00	1.00	0.95
Lane Util. Factor	1.00	0.98	1.00	0.97	1.00	1.00
Fibp. ped/bikes	1.00	1.00	1.00	1.00	0.98	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3173	1832	3400	1389	1642	3466
Flt Permitted	0.95	1.00	1.00	1.00	0.47	1.00
Satd. Flow (perm)	3173	1832	3400	1389	815	3466
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	708	31	453	557	120	516
RTOR Reduction (vph)	0	19	0	0	0	0
Lane Group Flow (vph)	708	12	453	557	120	516
Conf. Bikes (#/hr)	5			5	15	15
Heavy Vehicles (%)	3%	11%	5%	5%	1%	3%
Turn Type	Prot	Perm	NA	pm+ov	Perm	NA
Protected Phases	8		2	8		6
Permitted Phases	8		2	2		6
Actuated Green, G (s)	46.0	46.0	58.0	104.0	58.0	58.0
Effective Green, g (s)	47.0	47.0	59.0	106.0	59.0	59.0
Actuated g/C Ratio	0.39	0.39	0.49	0.88	0.49	0.49
Clearance Time (s)	8.0	8.0	8.0	8.0	8.0	8.0
Lane Grp Cap. (vph)	1242	521	1671	1389	400	1704
v/s Ratio Prot	0.22		0.13	0.16		0.15
v/s Ratio Perm		0.01		0.24		0.15
v/c Ratio	0.57	0.02	0.27	0.40	0.30	0.30
Uniform Delay, d1	28.6	22.4	17.9	1.3	18.2	18.2
Progression Factor	1.00	1.00	1.06	3.98	1.00	1.00
Incremental Delay, d2	1.9	0.1	0.3	0.7	1.9	0.5
Delay (s)	30.5	22.5	19.3	5.7	20.1	18.7
Level of Service	C	C	B	A	C	B
Approach Delay (s)	30.2		11.8		18.9	
Approach LOS	C		B		B	
Intersection Summary						
HCM 2000 Control Delay	19.4 HCM 2000 Level of Service B					
HCM 2000 Volume to Capacity ratio	0.50					
Actuated Cycle Length (s)	120.0 Sum of lost time (s) H					
Intersection Capacity Utilization	145.6% ICU Level of Service					
Analysis Period (min)	15					
c Critical Lane Group						

2636 Eglington Avenue West
KCCJ
Synchro 11 Report
PM Scenario 1.syn

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	W	W	R	R	A	A	R	R	A	A
Traffic Volume (vph)	170	780	60	685	55	590	35	175	745	255
Future Volume (vph)	170	780	60	685	55	590	35	175	745	255
Lane Group Flow (vph)	175	881	62	922	57	608	36	180	768	263
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	pm-pt	NA	Perm
Protected Phases	2	2	6	6	4	4	4	3	8	8
Detector Phase	2	2	6	6	4	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	60.0	60.0	60.0	60.0	29.0	29.0	29.0	6.0	42.0	42.0
Minimum Split (s)	68.0	68.0	68.0	68.0	36.0	36.0	36.0	10.0	48.0	48.0
Total Split (s)	70.0	70.0	70.0	70.0	37.0	37.0	37.0	13.0	50.0	50.0
Total Split (%)	58.3%	58.3%	58.3%	58.3%	30.8%	30.8%	30.8%	10.8%	41.7%	41.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	4.0	4.0	4.0	4.0	2.0	2.0	2.0	1.0	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	-1.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	5.0	5.0	5.0	3.0	5.0	5.0
Lead/Lag					Lag	Lag	Lag	Lead		
Lead-Lag Optimize?					Yes	Yes	Yes	Yes		
Recall Mode					None	None	None	Min	Min	Min
v/c Ratio	0.81	0.48	0.26	0.53	0.42	0.70	0.10	0.75	0.60	0.46
Control Delay	53.7	18.5	19.1	18.4	48.1	45.4	0.5	43.4	27.2	14.5
Queue Delay	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9	1.1
Total Delay	54.4	18.5	19.1	18.4	48.1	45.4	0.5	43.4	29.1	15.5
Queue Length 50th (m)	33.5	66.8	7.8	69.2	11.9	72.5	0.0	21.9	57.3	12.0
Queue Length 95th (m)	#81.7	87.0	18.6	90.9	26.1	91.6	0.0	#49.6	75.0	25.8
Internal Link Dist (m)		217.4		75.9		162.3			60.5	
Turn Bay Length (m)	35.0		35.0		30.0			35.0		
Base Capacity (vph)	216	1825	236	1756	143	915	390	241	1299	581
Starvation Cap Reductn	0	0	0	0	0	0	0	0	360	142
Spillback Cap Reductn	3	0	0	23	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.82	0.48	0.26	0.53	0.40	0.66	0.09	0.75	0.82	0.60
Intersection Summary										
Cycle Length: 120										
Actuated Cycle Length: 120										
Offset: 65 (54%), Referenced to phase 2,EBTL, Start of Green										
Natural Cycle: 120										
Control Type: Actuated-Coordinated										
# 95th percentile volume exceeds capacity, queue may be longer.										
Queue shown is maximum after two cycles.										



2636 Eglington Avenue West
KCCJ
Synchro 11 Report
PM Scenario 1.syn

HCM Signalized Intersection Capacity Analysis
 3: Keele Street/Trethewey Drive & Eglington Avenue West

Existing PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	W	W	W	W	W	W	W	W	W	W	W	W
Traffic Volume (vph)	170	780	75	60	685	210	55	590	35	175	745	255
Future Volume (vph)	170	780	75	60	685	210	55	590	35	175	745	255
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)	7.0	7.0	7.0	7.0	7.0	7.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95
Frbp. ped/bikes	1.00	0.99	1.00	0.98	1.00	0.98	1.00	0.98	1.00	0.99	1.00	0.98
Frbp. ped/bikes	0.98	1.00	0.98	1.00	0.96	1.00	0.97	1.00	0.95	1.00	0.98	1.00
Frt	1.00	0.99	1.00	0.96	1.00	0.96	1.00	0.95	1.00	0.95	1.00	0.95
Flt Protected	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Sat'd. Flow (prot)	1589	3417	1627	3255	1591	3433	1238	1608	3466	1352	3466	1352
Flt Permitted	0.24	1.00	0.26	1.00	0.26	1.00	0.32	1.00	0.20	0.20	1.00	1.00
Sat'd. Flow (perm)	407	3417	445	3255	537	3433	1238	344	3466	1352	3466	1352
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)	175	804	77	62	706	216	57	608	36	180	768	263
RTOR Reduction (vph)	0	6	0	0	24	0	0	27	0	0	75	0
Lane Group Flow (vph)	175	875	0	62	898	0	57	608	9	180	768	188
Conf. Peds. (#/hr)	85	100	100	85	70	125	125	125	125	125	125	70
Conf. Bikes (#/hr)	5	5	5	5	5	5	5	5	5	5	5	5
Heavy Vehicles (%)	4%	2%	3%	1%	3%	5%	3%	4%	2%	4%	3%	1%
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases	2	2	2	2	2	2	2	2	2	2	2	2
Permitted Phases	2	6	6	6	6	6	4	4	4	4	8	8
Actuated Green, G (s)	62.9	62.9	62.9	62.9	62.9	62.9	29.5	29.5	29.5	43.1	43.1	43.1
Effective Green, g (s)	63.9	63.9	63.9	63.9	63.9	63.9	30.5	30.5	30.5	44.1	44.1	44.1
Actuated g/C Ratio	0.53	0.53	0.53	0.53	0.53	0.53	0.25	0.25	0.25	0.37	0.37	0.37
Clearance Time (s)	8.0	8.0	8.0	8.0	8.0	8.0	6.0	6.0	6.0	4.0	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	3.0	3.0	3.0
Lane Grp Cap (vph)	216	1819	236	1733	136	872	314	238	1273	496	1273	496
v/s Ratio Prot	0.26	0.26	0.26	0.26	0.26	0.26	0.18	0.18	0.18	0.21	0.22	0.22
v/s Ratio Perm	0.43	0.43	0.43	0.43	0.43	0.43	0.11	0.11	0.11	0.21	0.22	0.22
v/c Ratio	0.81	0.48	0.26	0.52	0.42	0.70	0.03	0.76	0.60	0.38	0.60	0.38
Uniform Delay, d1	23.1	17.6	15.2	18.1	37.4	40.6	33.6	28.7	30.8	27.9	30.8	27.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.81	0.78	0.78
Incremental Delay, d2	27.0	0.9	0.6	0.3	2.1	2.4	0.0	11.7	0.7	0.4	0.7	0.4
Delay (s)	50.1	18.5	15.8	18.4	39.4	43.0	33.7	38.2	25.8	22.1	25.8	22.1
Level of Service	D	B	B	B	D	D	C	D	C	D	C	C
Approach Delay (s)	23.8	18.2	18.2	18.2	42.2	42.2	26.8	26.8	26.8	26.8	26.8	26.8
Approach LOS	C	B	B	B	D	D	C	D	C	D	C	C
Intersection Summary	HCM 2000 Control Delay: 26.6 HCM 2000 Level of Service: C HCM 2000 Volume to Capacity ratio: 0.81 Actuated Cycle Length (s): 120.0 Sum of lost time (s): 15.0 Intersection Capacity Utilization: 179.2% ICU Level of Service: H Analysis Period (min): 15 Critical Lane Group: C											

HCM Unsignalized Intersection Capacity Analysis
 4: Irving Road & Keele Street

Existing PM

Movement	EBL	EBR	NBL	NBT	SBL	SBR
Lane Configurations	W	W	W	W	W	W
Traffic Volume (veh/h)	105	5	45	730	705	35
Future Volume (Veh/h)	105	5	45	730	705	35
Sign Control	Stop	Free	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	111	5	47	768	742	37
Pedestrians	10					
Lane Width (m)	3.0					
Walking Speed (m/s)	1.2					
Percent Blockage	1					
Right turn flare (veh)			None	None	None	None
Median type						
Median storage (veh)						
Upstream signal (m)			271			
px. platoon unblocked						
v/c, conflicting volume	1248	400	789			
vC1, stage 1 cont vol						
vC2, stage 2 cont vol						
vC3, unblocked vol	1248	400	789			
IC, single (s)	5.8	5.8	4.2			
IC, 2 stage (s)						
IF (s)	2.9	2.9	2.2			
p0 queue free %	55	99	94			
qM capacity (veh/h)	246	757	808			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	116	303	512	495	284	
Volume Left	111	47	0	0	0	
Volume Right	5	0	0	0	37	
qSH	254	808	1700	1700	1700	
Volume to Capacity	0.46	0.06	0.30	0.29	0.17	
Queue Length 95th (m)	17.9	1.5	0.0	0.0	0.0	
Control Delay (s)	30.6	2.1	0.0	0.0	0.0	
Lane LOS	D	A				
Approach Delay (s)	30.6	0.8				
Approach LOS	D					
Intersection Summary	Average Delay: 2.4 Intersection Capacity Utilization: 58.3% ICU Level of Service: B Analysis Period (min): 15 * User Entered Value					

5: Keele Street & Yore Road

Existing PM

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1					1
Traffic Volume (veh/h)	590	60	0	710	0	185
Future Volume (Veh/h)	590	60	0	710	0	185
Sign Control	Free	Free	Free	Stop	Stop	Free
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	608	62	0	732	0	191
Pedestrians					15	
Lane Width (m)				3.0		
Walking Speed (m/s)				1.2		
Percent Blockage				1		
Right turn flare (veh)	None	None	None	None	None	None
Median type						
Median storage (veh)						
Upstream signal (m)	130					
pX, platoon unblocked						
VC, conflicting volume		685		1020		654
VC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCU, unblocked vol		685		1020		654
IC, single (s)		4.1		6.8		6.9
IC, 2 stage (s)		2.2		3.5		3.3
p0 queue free %		100		100		53
CM capacity (veh/h)		908		234		407
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	670	366	366	191		
Volume Left	0	0	0	0		
Volume Right	62	0	0	191		
cSH	1700	1700	1700	407		
Volume to Capacity	0.39	0.22	0.22	0.47		
Queue Length 95th (m)	0.0	0.0	0.0	19.4		
Control Delay (s)	0.0	0.0	0.0	21.4		
Lane LOS				C		
Approach Delay (s)	0.0	0.0	21.4			
Approach LOS			C			
Intersection Summary						
Average Delay			2.6			A
Intersection Capacity Utilization			53.0%			ICU Level of Service
Analysis Period (min)			15			

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Synchro 11 Report
PM Scenario 1.syn

6: Lester Avenue & Keele Street

Existing PM

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W					4
Traffic Volume (veh/h)	5	30	155	30	60	0
Future Volume (Veh/h)	5	30	155	30	60	0
Sign Control	Stop	Free	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	6	34	176	34	68	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)			None	None	None	None
Median type						
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
VC, conflicting volume		354	218		235	
VC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCU, unblocked vol		354	218		235	
IC, single (s)		6.4	6.2		4.1	
IC, 2 stage (s)		3.5	3.3		2.2	
p0 queue free %		99	96		95	
CM capacity (veh/h)		604	812		1321	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	40	210	68			
Volume Left	6	0	68			
Volume Right	34	34	0			
cSH	772	1700	1321			
Volume to Capacity	0.05	0.12	0.05			
Queue Length 95th (m)	1.3	0.0	1.3			
Control Delay (s)	9.9	0.0	7.9			
Lane LOS	A		A			
Approach Delay (s)	9.9	0.0	7.9			
Approach LOS	A		A			
Intersection Summary						
Average Delay			2.9			A
Intersection Capacity Utilization			28.7%			ICU Level of Service
Analysis Period (min)			15			

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Synchro 11 Report
PM Scenario 1.syn

HCM Unsignalized Intersection Capacity Analysis
7: Keele Street & Lane N Eglinton W Keele

Existing PM



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	5	0	0	180	0	5
Traffic Volume (veh/h)	5	0	0	180	0	5
Future Volume (Veh/h)	5	0	0	180	0	5
Sign Control	Stop	Free	Free	Free	Free	Stop
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	7	0	0	237	0	7
Pedestrians	60	0	0	35	5	0
Lane Width (m)	3.0	3.5	3.0	3.0	3.0	3.0
Walking Speed (m/s)	1.2	1.2	1.2	1.2	1.2	1.2
Percent Blockage	4	3	0	3	0	0
Right turn flare (veh)						
Median type	None					
Median storage (veh)	None					
Upstream signal (m)	None					
pX, platoon unblocked	None					
VC, conflicting volume	302	95	67			
VC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCU, unblocked vol	302	95	67			
IC, single (s)	6.4	6.2	4.1			
IC, 2 stage (s)						
IF (s)	3.5	3.3	2.2			
p0 queue free %	99	100	100			
pM capacity (veh/h)	663	901	1483			
Direction_Lane #	EB 1	NB 1	SB 1			
Volume Total	7	237	7			
Volume Left	7	0	0			
Volume Right	0	0	7			
cSH	663	1700	1700			
Volume to Capacity	0.01	0.14	0.00			
Queue Length 95th (m)	0.3	0.0	0.0			
Control Delay (s)	10.5	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	10.5	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay	0.3					
Intersection Capacity Utilization	26.4%					
ICU Level of Service	A					
Analysis Period (min)	15					

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Synchro 11 Report
PM Scenario 1.syn

HCM Unsignalized Intersection Capacity Analysis
8: Eglinton Avenue West & Keele Street

Existing PM



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	1	1	1	1	1	1
Traffic Volume (veh/h)	110	880	955	70	0	0
Future Volume (Veh/h)	110	880	955	70	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	115	917	995	73	0	0
Pedestrians	15	15	15	170	0	0
Lane Width (m)	3.3	3.5	3.5	3.0	0.0	0.0
Walking Speed (m/s)	1.2	1.2	1.2	1.2	1.2	1.2
Percent Blockage	1	1	1	1	0	0
Right turn flare (veh)						
Median type	None					
Median storage (veh)	None					
Upstream signal (m)	100					
pX, platoon unblocked	0.87					
VC, conflicting volume	1238				1905	719
VC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCU, unblocked vol	971				1165	374
IC, single (s)	5.9				6.8	6.9
IC, 2 stage (s)						
IF (s)	3.1				3.5	3.3
p0 queue free %	62				100	100
pM capacity (veh/h)	303				107	541
Direction_Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	
Volume Total	115	458	458	663	405	
Volume Left	115	0	0	0	0	
Volume Right	0	0	0	0	73	
cSH	303	1700	1700	1700	1700	
Volume to Capacity	0.38	0.27	0.27	0.39	0.24	
Queue Length 95th (m)	13.7	0.0	0.0	0.0	0.0	
Control Delay (s)	24.0	0.0	0.0	0.0	0.0	
Lane LOS	C					
Approach Delay (s)	2.7			0.0		
Approach LOS						
Intersection Summary						
Average Delay	1.3					
Intersection Capacity Utilization	52.5%					
ICU Level of Service	A					
Analysis Period (min)	15					

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Synchro 11 Report
PM Scenario 1.syn

HCM Unsignalized Intersection Capacity Analysis

9: Richardson Avenue & Lester Avenue

Existing PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Volume (vph)	15	20	55	5	15	50	10	80	10	15	185	10
Future Volume (vph)	15	20	55	5	15	50	10	80	10	15	185	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	16	22	60	5	16	54	11	87	11	16	201	11
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	98	75	109	228								
Volume Left (vph)	16	5	11	16								
Volume Right (vph)	60	54	11	11								
Had (s)	-0.33	-0.41	0.00	-0.01								
Departure Headway (s)	4.4	4.4	4.6	4.4								
Degree Utilization, x	0.12	0.09	0.14	0.28								
Capacity (veh/h)	743	747	747	777								
Control Delay (s)	8.0	7.8	8.3	9.1								
Approach Delay (s)	8.0	7.8	8.3	9.1								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay	8.5											
Level of Service	A											
Intersection Capacity Utilization	31.8%											
Analysis Period (min)	15											
ICU Level of Service	A											

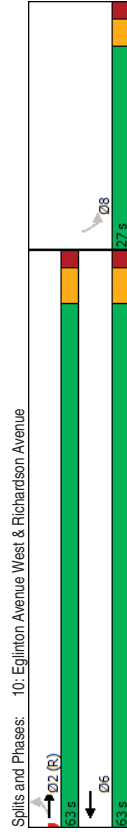
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Synchro 11 Report
PM Scenario 1.syn

10: Eglinton Avenue West & Richardson Avenue

Existing PM

Lane Group	EBL	EBT	WBT	SBL
Lane Configurations	↔	↔	↔	↔
Traffic Volume (vph)	65	895	925	145
Future Volume (vph)	65	895	925	145
Lane Group Flow (vph)	66	913	980	250
Turn Type	Perm	NA	NA	Perm
Protected Phases	2	2	6	8
Permitted Phases	2	2	6	8
Detector Phase	2	2	6	8
Switch Phase				
Minimum Initial (s)	18.0	18.0	18.0	21.0
Minimum Split (s)	24.0	24.0	24.0	26.0
Total Split (s)	63.0	63.0	63.0	27.0
Total Split (%)	70.0%	70.0%	70.0%	30.0%
Yellow Time (s)	4.0	4.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.0	5.0	5.0	4.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	C-Min	C-Min	Min	None
v/c Ratio	0.24	0.40	0.44	0.59
Control Delay	9.8	8.4	8.7	31.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	9.8	8.4	8.7	31.3
Queue Length 50th (m)	4.3	36.1	39.7	34.4
Queue Length 95th (m)	12.8	54.1	59.5	56.6
Internal Link Dist (m)	176.8	278.1	61.6	
Turn Bay Length (m)	30.0			
Base Capacity (vph)	278	2286	2243	435
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.24	0.40	0.44	0.57
Intersection Summary				
Cycle Length: 90				
Actuated Cycle Length: 90				
Offset: 32 (36%), Referenced to phase 2,EBTL, Start of Green				
Natural Cycle: 55				
Control Type: Actuated-Coordinated				



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Synchro 11 Report
PM Scenario 1.syn

HCM Signalized Intersection Capacity Analysis
 10: Eglinton Avenue West & Richardson Avenue

Existing PM

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	65	895	925	35	145	100
Future Volume (vph)	65	895	925	35	145	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.5	3.0	3.0	3.0
Total Lost time (s)	5.0	5.0	5.0	4.0	5.0	5.0
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	0.97
Frbp. ped/bikes	1.00	1.00	0.89	1.00	0.97	0.97
Frbp. ped/bikes	0.97	1.00	1.00	1.00	1.00	1.00
Flt Protected	0.95	1.00	1.00	0.97	0.97	0.97
Satd. Flow (prot)	1594	3500	3432	1561	1561	1561
Flt Permitted	0.25	1.00	1.00	0.97	0.97	0.97
Satd. Flow (perm)	426	3500	3432	1561	1561	1561
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	66	913	944	36	148	102
RTOR Reduction (vph)	0	0	3	0	28	0
Lane Group Flow (vph)	66	913	977	0	222	0
Conf. Peds. (#/hr)	50			50		55
Conf. Bikes (#/hr)				5		
Heavy Vehicles (%)	3%	2%	3%	0%	0%	2%
Turn Type	Perm	NA	NA	Perm	Perm	Perm
Protected Phases	2	2	6			
Permitted Phases	2	2	6		8	
Actuated Green, G (s)	57.3	57.3	57.3	21.7	21.7	
Effective Green, g (s)	58.3	58.3	58.3	22.7	22.7	
Actuated g/C Ratio	0.65	0.65	0.65	0.25	0.25	
Clearance Time (s)	6.0	6.0	6.0	5.0	5.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	275	2267	2223	393	393	
v/s Ratio Prot	0.26	c0.28				
v/s Ratio Perm	0.16			c0.14		
v/c Ratio	0.24	0.40	0.44	0.57	0.57	
Uniform Delay, d1	6.6	7.6	7.8	29.4	29.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	2.1	0.5	0.1	1.9	1.9	
Delay (s)	8.7	8.1	7.9	31.2	31.2	
Level of Service	A	A	A	C	C	
Approach Delay (s)	8.1	7.9	31.2			
Approach LOS	A	A	A	C	C	
Intersection Summary						
HCM 2000 Control Delay	10.7 HCM 2000 Level of Service B					
HCM 2000 Volume to Capacity ratio	0.48					
Actuated Cycle Length (s)	90.0 Sum of lost time (s) 10.0					
Intersection Capacity Utilization	71.0% ICU Level of Service C					
Analysis Period (min)	15					
c Critical Lane Group						

HCM Unsignalized Intersection Capacity Analysis
 11: Yore Road & Greenacres Road

Existing PM

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	0	650	705	5	0	5
Future Volume (Veh/h)	0	650	705	5	0	5
Sign Control	Free	Free	Free	Stop	Stop	Stop
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	0	670	727	5	0	5
Pedestrians				5		
Lane Width (m)				3.0		
Walking Speed (m/s)				1.2		
Percent Blockage				0		
Right turn flare (veh)				0		
Median type	None	None	None			
Median storage (veh)						
Upstream signal (m)		99				
IC, platoon unblocked				1404	371	
IC, conflicting volume	737					
IC1, stage 1 conf vol						
IC2, stage 2 conf vol						
ICU, unblocked vol	737			1404	371	
IC, single (s)	4.1			6.8	6.9	
IC, 2 stage (s)						
IC queue free %	2.2			3.5	3.3	
IF (s)	100			100	99	
ICM capacity (veh/h)	875			132	630	
Direction, Lane #	EB 1	WB 1	WB 2	SB 1		
Volume Total	670	485	247	5		
Volume Left	0	0	0	0		
Volume Right	0	0	5	5		
CSH	1700	1700	1700	630		
Volume to Capacity	0.39	0.29	0.15	0.01		
Queue Length 95th (m)	0.0	0.0	0.0	0.2		
Control Delay (s)	0.0	0.0	0.0	10.8		
Lane LOS				B		
Approach Delay (s)	0.0	0.0	10.8			
Approach LOS			B			
Intersection Summary						
Average Delay	0.0					
Intersection Capacity Utilization	37.5% ICU Level of Service A					
Analysis Period (min)	15					

1: Trethewey Dr & Irving Road

Future Background PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	4P	4P	4P	4P	4P	4P	4P	4P	4P	4P	4P	4P
Traffic Volume (veh/h)	20	10	5	10	15	55	0	460	5	95	595	35
Future Volume (Veh/h)	20	10	5	10	15	55	0	460	5	95	595	35
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	21	11	5	11	16	59	0	489	5	101	633	37
Pedestrians	20			15								5
Lane Width (m)	3.5			3.5								3.5
Walking Speed (m/s)	1.2			1.2								1.2
Percent Blockage	2			1								0
Right turn flare (veh)							None	None	None	None	None	None
Median type												
Median storage (veh)												
Upstream signal (m)							231					
pX platoon unblocked	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
vC, conflicting volume	1190	1382	355	1036	1398	267	690					509
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCn, unblocked vol	1072	1277	355	907	1294	88	690					346
IC, single (s)	*6.0	*5.0	*5.8	7.7	6.6	6.9	4.4					4.1
IC, 2 stage (s)												
p0 queue free %	*3.0	*3.0	*2.9	3.6	4.1	3.3	2.4					2.2
IC capacity (veh/h)	90	96	99	94	88	93	100					91
IC capacity (veh/h)	216	275	783	176	129	885	800					1135
Direction_Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	37	86	244	250	418	354						
Volume Left	21	11	0	0	101	0						
Volume Right	5	59	0	5	0	37						
cSH	258	339	800	1700	1135	1700						
Volume to Capacity	0.14	0.25	0.00	0.15	0.09	0.21						
Queue Length 95th (m)	4.0	7.9	0.0	0.0	2.3	0.0						
Control Delay (s)	21.3	19.2	0.0	0.0	2.8	0.0						
Lane LOS	C	C	C	A	A	A						
Approach Delay (s)	21.3	19.2	0.0	1.5								
Approach LOS	C	C	C									
Intersection Summary												
Average Delay	2.6											
Intersection Capacity Utilization	49.8%											
Analysis Period (min)	15											
* User Entered Value	A											

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Synchro 11 Report
PM Scenario 1.syn

2: Trethewey Drive/Trethewey Dr & Yore Road

Future Background PM

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	4P	4P	4P	4P	4P	4P
Traffic Volume (vph)	680	30	435	545	115	495
Future Volume (vph)	680	30	435	545	115	495
Lane Group Flow (vph)	708	31	453	568	120	516
Turn Type	Prot	Perm	NA	pm+ov	Perm	NA
Protected Phases	8		2	8	6	6
Permitted Phases	8		2	2	6	6
Minimum Split (s)	54.0	54.0	66.0	54.0	66.0	66.0
Total Split (s)	54.0	54.0	66.0	54.0	66.0	66.0
Total Split (%)	45.0%	45.0%	55.0%	45.0%	55.0%	55.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag						
Lead-Lag Optimize?						
v/c Ratio	0.57	0.06	0.27	0.46	0.30	0.30
Control Delay	30.8	7.9	19.5	4.0	20.8	18.8
Queue Delay	0.2	0.0	2.6	0.5	0.0	0.0
Total Delay	31.1	7.9	22.1	4.4	20.8	18.8
Queue Length 50th (m)	69.9	0.0	42.8	22.6	17.2	39.0
Queue Length 95th (m)	89.5	6.5	m54.5	m27.7	31.8	51.3
Internal Link Dist (m)	75.5		60.5		206.6	
Turn Bay Length (m)	10.0			35.0		
Base Capacity (vph)	1242	540	1671	1226	400	1704
Starvation Cap Reductn	0	0	1071	278	0	0
Spillback Cap Reductn	121	0	0	0	0	35
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.06	0.76	0.60	0.30	0.31
Intersection Summary						
Cycle Length: 120						
Actuated Cycle Length: 120						
Offset: 68 (57%), Referenced to phase 2:NBT and 6:SBTL, Start of Green						
Natural Cycle: 120						
Control Type: Pretimed						
m: Volume for 95th percentile queue is metered by upstream signal.						
Splits and Phases: 2: Trethewey Drive/Trethewey Dr & Yore Road						
Diagram						

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Synchro 11 Report
PM Scenario 1.syn

2. Trettheway Drive/Trethewey Dr. & Yore Road

Future Background PM

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	T	T	T
Traffic Volume (vph)	680	30	435	545	115	495
Future Volume (vph)	680	30	435	545	115	495
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.0	3.5	3.0	3.0	3.5
Total Lost time (s)	7.0	7.0	7.0	7.0	7.0	7.0
Lane Util. Factor	0.97	1.00	0.95	1.00	1.00	0.95
Fibp. ped/bikes	1.00	0.98	1.00	0.97	1.00	1.00
Fibp. ped/bikes	1.00	1.00	1.00	1.00	0.98	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3173	1832	3400	1389	1642	3466
Flt Permitted	0.95	1.00	1.00	1.00	0.47	1.00
Satd. Flow (perm)	3173	1832	3400	1389	815	3466
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	708	31	453	568	120	516
RTOR Reduction (vph)	0	19	0	0	0	0
Lane Group Flow (vph)	708	12	453	568	120	516
Conf. Bikes (#/hr)	5			5	15	15
Heavy Vehicles (%)	3%	11%	5%	5%	1%	3%
Turn Type	Prot	Perm	NA	pm+ov	Perm	NA
Protected Phases	8	2	8	6	6	6
Permitted Phases	8	2	8	6	6	6
Actuated Green, G (s)	46.0	46.0	58.0	104.0	58.0	58.0
Effective Green, g (s)	47.0	47.0	59.0	106.0	59.0	59.0
Actuated g/C Ratio	0.39	0.39	0.49	0.88	0.49	0.49
Clearance Time (s)	8.0	8.0	8.0	8.0	8.0	8.0
Lane Grp Cap. (vph)	1242	521	1671	1389	400	1704
v/s Ratio Prot	0.22		0.13	0.16	0.15	
v/s Ratio Perm	0.01		0.25	0.15		
v/s Ratio	0.57	0.02	0.27	0.41	0.30	0.30
Uniform Delay, d1	28.6	22.4	17.9	1.3	18.2	18.2
Progression Factor	1.00	1.00	1.07	4.23	1.00	1.00
Incremental Delay, d2	1.9	0.1	0.3	0.6	1.9	0.5
Delay (s)	30.5	22.5	19.4	6.1	20.1	18.7
Level of Service	C	C	B	A	C	B
Approach Delay (s)	30.2		12.0		18.9	
Approach LOS	C		B		B	
Intersection Summary						
HCM 2000 Control Delay			19.4		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.51			
Actuated Cycle Length (s)			120.0		Sum of lost time (s)	14.0
Intersection Capacity Utilization			145.6%		ICU Level of Service	H
Analysis Period (min)			15			
c Critical Lane Group						

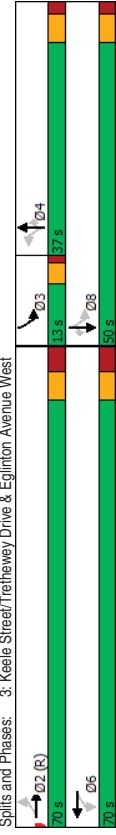
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Synchro 11 Report
PM Scenario 1.syn

3. Keele Street/Trethewey Drive & Eglinton Avenue West

Future Background PM

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	W	T	T	T	T	T	T	T	T	T
Traffic Volume (vph)	170	815	60	740	55	600	35	175	745	255
Future Volume (vph)	170	815	60	740	55	600	35	175	745	255
Lane Group Flow (vph)	175	917	62	979	57	619	36	180	768	263
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases	2	2	6	6	4	4	4	3	8	8
Permitted Phases	2	2	6	6	4	4	4	3	8	8
Detector Phase	2	2	6	6	4	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	60.0	60.0	60.0	60.0	29.0	29.0	29.0	6.0	42.0	42.0
Minimum Split (s)	68.0	68.0	68.0	68.0	36.0	36.0	36.0	10.0	48.0	48.0
Total Split (s)	70.0	70.0	70.0	70.0	37.0	37.0	37.0	13.0	50.0	50.0
Total Split (%)	58.3%	58.3%	58.3%	58.3%	30.8%	30.8%	30.8%	10.8%	41.7%	41.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	4.0	4.0	4.0	4.0	2.0	2.0	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	-1.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	5.0	5.0	5.0	3.0	5.0	5.0
Lead/Lag					Lag	Lag	Lag	Lead		
Lead-Lag Optimize?					Yes	Yes	Yes	Yes		
Recall Mode					None	None	None	None	Min	Min
v/c Ratio	0.88	0.50	0.28	0.55	0.42	0.71	0.10	0.77	0.61	0.47
Control Delay	67.2	18.7	19.5	19.0	48.4	45.7	0.5	46.5	27.4	15.9
Queue Delay	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9	1.1
Total Delay	68.9	18.7	19.5	19.0	48.4	45.7	0.5	46.5	29.3	17.0
Queue Length 50th (m)	36.0	70.7	7.9	76.0	11.9	74.1	0.0	21.9	57.3	16.1
Queue Length 95th (m)	#66.3	91.9	19.0	99.1	26.2	93.4	0.0	#51.0	75.0	28.1
Internal Link Dist (m)		217.4		75.9		162.3			60.5	
Turn Bay Length (m)		35.0		30.0				35.0		
Base Capacity (vph)	198	1833	225	1768	141	915	390	233	1299	571
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	3	0	0	23	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.90	0.50	0.28	0.56	0.40	0.68	0.09	0.77	0.82	0.61
Intersection Summary										
Cycle Length: 120										
Actuated Cycle Length: 120										
Offset: 65 (54%), Referenced to phase 2,EBTL, Start of Green										
Natural Cycle: 120										
Control Type: Actuated-Coordinated										
# 95th percentile volume exceeds capacity, queue may be longer.										
Queue shown is maximum after two cycles.										



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Synchro 11 Report
PM Scenario 1.syn

HCM Signalized Intersection Capacity Analysis
3: Keele Street/Trethewey Drive & Eglington Avenue West

Future Background PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	W	W	W	W	W	W	W	W	W	W	W	W
Traffic Volume (veh/h)	170	815	75	60	740	210	55	600	35	175	745	255
Future Volume (veh/h)	170	815	75	60	740	210	55	600	35	175	745	255
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)	7.0	7.0	7.0	7.0	7.0	7.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95
Frbp. ped/bikes	1.00	0.99	1.00	0.98	1.00	0.98	1.00	0.98	1.00	0.99	1.00	0.98
Frbp. ped/bikes	0.98	1.00	0.98	1.00	0.97	1.00	0.97	1.00	0.98	1.00	0.99	1.00
Frt	1.00	0.99	1.00	0.97	1.00	0.97	1.00	0.97	1.00	0.98	1.00	0.97
Flt Protected	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Sat'd. Flow (prot)	1592	3421	1630	3267	1591	3433	1238	1609	3466	1352	3466	1352
Flt Permitted	0.22	1.00	0.25	1.00	0.32	1.00	0.32	1.00	0.20	1.00	0.20	1.00
Sat'd. Flow (perm)	372	3421	422	3267	530	3433	1238	333	3466	1352	3466	1352
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)	175	840	77	62	763	216	57	619	36	180	768	263
RTOR Reduction (vph)	0	6	0	0	21	0	0	0	0	27	0	65
Lane Group Flow (vph)	175	911	0	62	958	0	57	619	9	180	768	198
Conf. Peds. (#/hr)	85	100	100	85	70	85	70	125	125	125	125	70
Conf. Bikes (#/hr)	5											
Heavy Vehicles (%)	4%	2%	3%	1%	3%	5%	3%	4%	2%	4%	3%	1%
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases	2	2	6	6	6	6	4	4	4	3	3	8
Permitted Phases	2	6	6	6	6	6	4	4	4	8	8	8
Actuated Green, G (s)	63.1	63.1	63.1	63.1	63.1	63.1	29.6	29.6	29.6	42.9	42.9	42.9
Effective Green, g (s)	64.1	64.1	64.1	64.1	64.1	64.1	30.6	30.6	30.6	43.9	43.9	43.9
Actuated g/C Ratio	0.53	0.53	0.53	0.53	0.53	0.53	0.26	0.26	0.26	0.37	0.37	0.37
Clearance Time (s)	8.0	8.0	8.0	8.0	8.0	8.0	6.0	6.0	6.0	4.0	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	3.0	3.0	3.0
Lane Grp Cap (vph)	198	1827	225	1745	135	875	315	231	1267	494	1267	494
v/s Ratio Prot	0.27			0.29			0.18			0.07	0.22	
v/s Ratio Perm	0.47			0.15			0.11			0.01	0.22	
v/c Ratio	0.88	0.50	0.28	0.55	0.42	0.71	0.03	0.78	0.61	0.40	0.40	0.40
Uniform Delay, d1	24.7	17.7	15.3	18.4	37.3	40.6	33.6	28.9	31.0	28.3	28.3	28.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.81	0.76	0.76
Incremental Delay, d2	39.4	1.0	0.7	0.4	39.4	2.1	2.6	0.0	13.9	0.7	0.5	0.5
Delay (s)	64.1	18.7	15.9	18.8	39.4	43.3	33.6	41.2	26.0	22.0	22.0	22.0
Level of Service	E	B	B	B	D	D	C	C	D	D	C	C
Approach Delay (s)	26.0		18.6		42.5					27.4		
Approach LOS	C		B		D		D		D	C		C
Intersection Summary												
HCM 2000 Control Delay	27.4											
HCM 2000 Level of Service	C											
HCM 2000 Volume to Capacity ratio	0.86											
Actuated Cycle Length (s)	120.0											
Intersection Capacity Utilization	179.2%											
Sum of lost time (s)	15.0											
ICU Level of Service	H											
Analysis Period (min)	15											
Critical Lane Group	C											

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HCM Unsignalized Intersection Capacity Analysis
4: Irving Road & Keele Street

Future Background PM

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W	W	W	W	W	W
Traffic Volume (veh/h)	105	5	45	735	705	35
Future Volume (veh/h)	105	5	45	735	705	35
Sign Control	Stop	Free	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	111	5	47	774	742	37
Pedestrians	10					
Lane Width (m)	3.0					
Walking Speed (m/s)	1.2					
Percent Blockage	1					
Right turn flare (veh)			None	None	None	None
Median type						
Median storage (veh)						
Upstream signal (m)			271			
dx, platoon unblocked						
VC, conflicting volume	1252	400	789			
VC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCU, unblocked vol	1252	400	789			
IC, single (s)	5.8	5.8	4.2			
IC, 2 stage (s)						
IF (s)	2.9	2.9	2.2			
p0 queue free %	55	99	94			
CM capacity (veh/h)	245	757	808			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	116	305	516	495	284	
Volume Left	111	47	0	0	0	
Volume Right	5	0	0	0	37	
gSH	253	808	1700	1700	1700	
Volume to Capacity	0.46	0.06	0.30	0.29	0.17	
Queue Length 95th (m)	18.0	1.5	0.0	0.0	0.0	
Control Delay (s)	30.8	2.1	0.0	0.0	0.0	
Lane LOS	D	A				
Approach Delay (s)	30.8	0.8				
Approach LOS	D					
Intersection Summary						
Average Delay	2.4					
Intersection Capacity Utilization	58.4%					
ICU Level of Service	B					
Analysis Period (min)	15					
User Entered Value						

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Synchro 11 Report
PM Scenario 1.syn

5. Keele Street & Yore Road

6. Lester Avenue & Keele Street

Future Background PM

Future Background PM

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1					1
Traffic Volume (veh/h)	590	70	0	710	0	190
Future Volume (Veh/h)	590	70	0	710	0	190
Sign Control	Free	Free	Free	Stop	Stop	Free
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	608	72	0	732	0	196
Pedestrians				15		
Lane Width (m)				3.0		
Walking Speed (m/s)				1.2		
Percent Blockage				1		
Right turn flare (veh)	None			None		None
Median type						
Median storage (veh)						
Upstream signal (m)	130					
pX, platoon unblocked						
VC, conflicting volume		685		1025		659
VC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCU, unblocked vol		685		1025		659
IC, single (s)		4.1		6.8		6.9
IC, 2 stage (s)		2.2		3.5		3.3
p0 queue free %		100		100		52
CM capacity (veh/h)		901		232		404
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	680	366	366	196		
Volume Left	0	0	0	0		
Volume Right	72	0	0	196		
cSH	1700	1700	1700	404		
Volume to Capacity	0.40	0.22	0.22	0.48		
Queue Length 95th (m)	0.0	0.0	0.0	20.6		
Control Delay (s)	0.0	0.0	0.0	22.0		
Lane LOS				C		
Approach Delay (s)	0.0	0.0		22.0		
Approach LOS				C		
Intersection Summary						
Average Delay			2.7			A
Intersection Capacity Utilization			53.9%			ICU Level of Service
Analysis Period (min)			15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	1					1
Traffic Volume (veh/h)	5	30	155	30	60	0
Future Volume (Veh/h)	5	30	155	30	60	0
Sign Control	Stop	Free	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	6	34	176	34	68	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None		None
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
VC, conflicting volume		354	218		235	
VC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCU, unblocked vol		354	218		235	
IC, single (s)		6.4	6.2		4.1	
IC, 2 stage (s)		3.5	3.3		2.2	
p0 queue free %		99	96		95	
CM capacity (veh/h)		604	812		1321	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	40	210	68			
Volume Left	6	0	68			
Volume Right	34	34	0			
cSH	772	1700	1321			
Volume to Capacity	0.05	0.12	0.05			
Queue Length 95th (m)	1.3	0.0	1.3			
Control Delay (s)	9.9	0.0	7.9			
Lane LOS	A		A			
Approach Delay (s)	9.9	0.0	7.9			
Approach LOS	A		A			
Intersection Summary						
Average Delay			2.9			A
Intersection Capacity Utilization			28.7%			ICU Level of Service
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
7: Keele Street & Lane N Eglinton W Keele

Future Background PM

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	5	0	0	200	0	5
Traffic Volume (veh/h)	5	0	0	200	0	5
Future Volume (Veh/h)	5	0	0	200	0	5
Sign Control	Stop	Free	Free	Free	Free	Stop
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	7	0	0	263	0	7
Pedestrians	60	0	0	35	5	5
Lane Width (m)	3.0	3.5	3.0	1.2	1.2	3.0
Walking Speed (m/s)	1.2	1.2	1.2	1.2	1.2	1.2
Percent Blockage	4	3	0	3	0	0
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
VC, conflicting volume	328	95	67			
VC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCU, unblocked vol	328	95	67			
IC, single (s)	6.4	6.2	4.1			
IC, 2 stage (s)						
IF (s)	3.5	3.3	2.2			
p0 queue free %	99	100	100			
CM capacity (veh/h)	640	901	1483			
Direction_Lane #	EB 1	NB 1	SB 1			
Volume Total	7	263	7			
Volume Left	7	0	0			
Volume Right	0	0	7			
cSH	640	1700	1700			
Volume to Capacity	0.01	0.15	0.00			
Queue Length 95th (m)	0.3	0.0	0.0			
Control Delay (s)	10.7	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	10.7	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			27.4%			ICU Level of Service A
Analysis Period (min)			15			

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Synchro 11 Report
PM Scenario 1.syn

HCM Unsignalized Intersection Capacity Analysis
8: Eglinton Avenue West & Keele Street

Future Background PM

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	120	905	1010	80	0	0
Traffic Volume (veh/h)	120	905	1010	80	0	0
Future Volume (Veh/h)	120	905	1010	80	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	125	943	1052	83	0	0
Pedestrians	15	15	15	170		
Lane Width (m)	3.3	3.5	3.5	0.0	0.0	0.0
Walking Speed (m/s)	1.2	1.2	1.2	1.2	1.2	1.2
Percent Blockage	1	1	1	1	0	0
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (m)		100	201			
pX, platoon unblocked					0.92	0.85
VC, conflicting volume	1305			2000	752	
VC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCU, unblocked vol	1014			1194	367	
IC, single (s)	5.9			6.8	6.9	
IC, 2 stage (s)						
IF (s)	3.1			3.5	3.3	
p0 queue free %	56			100	100	
CM capacity (veh/h)	282			92	536	
Direction_Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	
Volume Total	125	472	472	701	434	
Volume Left	125	0	0	0	0	
Volume Right	0	0	0	0	83	
cSH	282	1700	1700	1700	1700	
Volume to Capacity	0.44	0.28	0.28	0.41	0.26	
Queue Length 95th (m)	17.2	0.0	0.0	0.0	0.0	
Control Delay (s)	27.6	0.0	0.0	0.0	0.0	
Lane LOS	D					
Approach Delay (s)	3.2			0.0		
Approach LOS						
Intersection Summary						
Average Delay				1.6		
Intersection Capacity Utilization				54.9%		ICU Level of Service A
Analysis Period (min)				15		

2636 Eglinton Avenue West
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Synchro 11 Report
PM Scenario 1.syn

HCM Unsignalized Intersection Capacity Analysis

9: Richardson Avenue & Lester Avenue

Future Background PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Volume (vph)	15	20	65	5	15	50	10	80	10	15	185	20
Future Traffic Volume (vph)	15	20	65	5	15	50	10	80	10	15	185	20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	16	22	71	5	16	54	11	87	11	16	201	22
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	109	75	109	239								
Volume Left (vph)	16	5	11	16								
Volume Right (vph)	71	54	11	22								
Head (s)	-0.36	-0.41	0.00	-0.04								
Departure Headway (s)	4.4	4.4	4.6	4.4								
Degree Utilization, x	0.13	0.09	0.14	0.29								
Capacity (veh/h)	743	738	738	776								
Control Delay (s)	8.1	7.9	8.3	9.2								
Approach Delay (s)	8.1	7.9	8.3	9.2								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay	8.6											
Level of Service	A											
Intersection Capacity Utilization	32.9%											
Analysis Period (min)	15											
ICU Level of Service	A											

2636 Eglinton Avenue West

Synchro 11 Report
PM Scenario 1.syn

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10: Eglinton Avenue West & Richardson Avenue

Future Background PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	W	W	W	W	W	W	W	W	W	W	W	W
Traffic Volume (vph)	65	920	980	145								
Future Traffic Volume (vph)	65	920	980	145								
Lane Group Flow (vph)	66	899	1036	260								
Turn Type	Perm	NA	NA	Perm								
Protected Phases	2	2	6									
Permitted Phases	2	2	6	8								
Detector Phase	2	2	6	8								
Switch Phase												
Minimum Initial (s)	18.0	18.0	18.0	21.0								
Minimum Split (s)	24.0	24.0	24.0	26.0								
Total Split (s)	63.0	63.0	63.0	27.0								
Total Split (%)	70.0%	70.0%	70.0%	30.0%								
Yellow Time (s)	4.0	4.0	4.0	3.0								
All-Red Time (s)	2.0	2.0	2.0	2.0								
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0								
Total Lost Time (s)	5.0	5.0	5.0	4.0								
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min	Min	None								
v/c Ratio	0.26	0.42	0.47	0.61								
Control Delay	10.6	8.6	9.1	31.4								
Queue Delay	0.0	0.0	0.0	0.0								
Total Delay	10.6	8.6	9.1	31.4								
Queue Length 50th (m)	4.4	37.5	42.8	35.6								
Queue Length 95th (m)	13.6	57.4	65.5	57.9								
Internal Link Dist (m)	176.8	278.1	61.6									
Turn Bay Length (m)	30.0											
Base Capacity (vph)	257	2285	2245	438								
Starvation Cap Reductn	0	0	0	0								
Spillback Cap Reductn	0	0	0	0								
Storage Cap Reductn	0	0	0	0								
Reduced v/c Ratio	0.26	0.41	0.46	0.59								
Intersection Summary												
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 32 (36%), Referenced to phase 2,EBTL, Start of Green												
Natural Cycle: 55												
Control Type: Actuated-Coordinated												

Splits and Phases: 10: Eglinton Avenue West & Richardson Avenue



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Synchro 11 Report
PM Scenario 1.syn

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HCM Signalized Intersection Capacity Analysis
 10: Eglinton Avenue West & Richardson Avenue

Future Background PM

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	65	920	980	35	145	110
Future Volume (vph)	65	920	980	35	145	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.5	3.0	3.0	3.0
Total Lost time (s)	5.0	5.0	5.0	4.0	5.0	5.0
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frbp. ped/bikes	1.00	1.00	0.89	0.96	1.00	1.00
Frbp. ped/bikes	0.98	1.00	1.00	1.00	1.00	1.00
Flt Protected	0.95	1.00	1.00	0.97	1.00	1.00
Satd. Flow (prot)	1599	3500	3434	1554	3500	3434
Flt Permitted	0.23	1.00	1.00	0.97	1.00	1.00
Satd. Flow (perm)	394	3500	3434	1554	3500	3434
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	66	939	1000	36	148	112
RTOR Reduction (vph)	0	0	3	0	31	0
Lane Group Flow (vph)	66	939	1033	0	229	0
Conf. Bikes (#/hr)	50			50		55
Heavy Vehicles (%)	3%	2%	3%	0%	0%	2%
Turn Type	Perm	NA	NA	Perm	Perm	Perm
Protected Phases	2	2	6			
Permitted Phases	2	2	6		8	
Actuated Green, G (s)	57.1	57.1	57.1	21.9	21.9	
Effective Green, g (s)	58.1	58.1	58.1	22.9	22.9	
Actuated g/C Ratio	0.65	0.65	0.65	0.25	0.25	
Clearance Time (s)	6.0	6.0	6.0	5.0	5.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	254	2259	2216	395	395	
v/s Ratio Prot	0.17	0.27	0.30			
v/s Ratio Perm	0.26	0.42	0.47	0.15	0.15	
v/c Ratio	0.26	0.42	0.47	0.58	0.58	
Uniform Delay, d1	6.8	7.7	8.1	29.4	29.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	2.5	0.6	0.2	2.2	2.2	
Delay (s)	9.3	8.3	8.2	31.5	31.5	
Level of Service	A	A	A	C	C	
Approach Delay (s)	8.4	8.2	8.2	31.5	31.5	
Approach LOS	A	A	A	C	C	
Intersection Summary						
HCM 2000 Control Delay	10.9 HCM 2000 Level of Service					
HCM 2000 Volume to Capacity ratio	0.50					
Actuated Cycle Length (s)	90.0 Sum of lost time (s)					
Intersection Capacity Utilization	72.5% ICU Level of Service					
Analysis Period (min)	15					
c Critical Lane Group						

HCM Unsignalized Intersection Capacity Analysis
 11: Yore Road & Greenacres Road

Future Background PM

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	0	660	705	5	0	5
Future Volume (Veh/h)	0	660	705	5	0	5
Sign Control	Free	Free	Free	Stop	Stop	Stop
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	0	680	727	5	0	5
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None	None	None			
Median storage (veh)						
Upstream signal (m)		99				
ICU platoon unblocked					1414	371
IC, conflicting volume	737					
IC1, stage 1 conf vol						
IC2, stage 2 conf vol						
ICU, unblocked vol	737				1414	371
IC, single (s)	4.1				6.8	6.9
IC, 2 stage (s)						
IC queue free %	2.2				3.5	3.3
IF (s)	100				100	99
ICM capacity (veh/h)	875				130	630
Direction, Lane #	EB 1	WB 1	WB 2	SB 1		
Volume Total	680	485	247	5		
Volume Left	0	0	0	0		
Volume Right	0	0	5	5		
cSH	1700	1700	1700	630		
Volume to Capacity	0.40	0.29	0.15	0.01		
Queue Length 95th (m)	0.0	0.0	0.0	0.2		
Control Delay (s)	0.0	0.0	0.0	10.8		
Lane LOS				B		
Approach Delay (s)	0.0	0.0	10.8			
Approach LOS			B			
Intersection Summary						
Average Delay	0.0					
Intersection Capacity Utilization	38.1% ICU Level of Service					
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

1: Trethewey Dr & Irving Road

Future Total PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	20	10	5	25	15	55	0	460	5	95	595	35
Future Volume (Veh/h)	20	10	5	25	15	55	0	460	5	95	595	35
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	21	11	5	27	16	59	0	489	5	101	633	37
Pedestrians	20			15					5			5
Lane Width (m)	3.5			3.5					3.5			3.5
Walking Speed (m/s)	1.2			1.2					1.2			1.2
Percent Blockage	2			1					0			0
Right turn flare (veh)												
Median type									None			None
Median storage (veh)									231			
Upstream signal (m)												0.94
pX platoon unblocked	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
vC, conflicting volume	1190	1382	355	1036	1398	267	690					509
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCn, unblocked vol	1072	1277	355	907	1294	88	690					346
IC, single (s)	*6.0	*5.0	*5.8	7.7	6.6	6.9	4.4					4.1
IC, 2 stage (s)												
p0 queue free %	*3.0	*3.0	*2.9	3.6	4.1	3.3	2.4					2.2
p0 queue free %	90	96	99	85	88	93	100					91
CM capacity (veh/h)	216	275	783	176	129	885	800					1135
Direction_Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	37	102	244	250	418	354						
Volume Left	21	27	0	0	101	0						
Volume Right	5	59	0	5	0	37						
cSH	258	296	800	1700	1135	1700						
Volume to Capacity	0.14	0.34	0.00	0.15	0.09	0.21						
Queue Length 95th (m)	4.0	11.9	0.0	0.0	2.3	0.0						
Control Delay (s)	21.3	23.4	0.0	0.0	2.8	0.0						
Lane LOS	C	C	C	A	A							
Approach Delay (s)	21.3	23.4	0.0	1.5								
Approach LOS	C	C	C									
Intersection Summary												
Average Delay	3.1											
Intersection Capacity Utilization	50.6%											
Analysis Period (min)	15											
* User Entered Value	A											

2636 Eglinton Avenue West

Synchro 11 Report
PM Scenario 1.syn

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Queues

2: Trethewey Drive/Trethewey Dr & Yore Road

Future Total PM

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	680	30	435	545	125	500
Future Volume (vph)	680	30	435	545	125	500
Lane Group Flow (vph)	708	31	453	568	130	521
Turn Type	Prot	Perm	NA	pm+ov	Perm	NA
Protected Phases	8		2	8	6	6
Permitted Phases	8		2	2	6	6
Minimum Split (s)	54.0	54.0	66.0	54.0	66.0	66.0
Total Split (s)	54.0	54.0	66.0	54.0	66.0	66.0
Total Split (%)	45.0%	45.0%	55.0%	45.0%	55.0%	55.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag						
Lead-Lag Optimize?						
v/c Ratio	0.57	0.06	0.27	0.46	0.33	0.31
Control Delay	30.8	7.9	19.5	4.0	21.3	18.9
Queue Delay	0.2	0.0	2.6	0.5	0.0	0.0
Total Delay	31.1	7.9	22.1	4.4	21.3	18.9
Queue Length 50th (m)	69.9	0.0	42.8	22.6	18.9	39.4
Queue Length 95th (m)	89.5	6.5	m54.5	m27.7	34.6	51.8
Internal Link Dist (m)	75.5		60.5		206.6	
Turn Bay Length (m)	10.0			35.0		
Base Capacity (vph)	1242	540	1671	1226	400	1704
Starvation Cap Reductn	0	0	1071	278	0	0
Spillback Cap Reductn	121	0	0	0	0	40
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.06	0.76	0.60	0.33	0.31
Intersection Summary						
Cycle Length: 120						
Actuated Cycle Length: 120						
Offset: 68 (57%), Referenced to phase 2:NBT and 6:SBTL, Start of Green						
Natural Cycle: 120						
Control Type: Pretimed						
m: Volume for 95th percentile queue is metered by upstream signal.						



2636 Eglinton Avenue West

Synchro 11 Report
PM Scenario 1.syn

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2. Tretthewey Drive/Trethewey Dr. & Yore Road

Future Total PM

Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	W	R	T	T	T	T	
Traffic Volume (vph)	680	30	435	545	125	500	
Future Volume (vph)	680	30	435	545	125	500	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width	3.0	3.0	3.5	3.0	3.0	3.5	
Total Lost time (s)	7.0	7.0	7.0	7.0	7.0	7.0	
Lane Util. Factor	0.97	1.00	0.95	1.00	1.00	0.95	
Fibp. ped/bikes	1.00	0.98	1.00	0.97	1.00	1.00	
Fibp. ped/bikes	1.00	1.00	1.00	1.00	0.98	1.00	
Frt	1.00	0.85	1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3173	1832	3400	1389	1642	3466	
Flt Permitted	0.95	1.00	1.00	1.00	0.47	1.00	
Satd. Flow (perm)	3173	1832	3400	1389	815	3466	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	
Adj. Flow (vph)	708	31	453	568	130	521	
RTOR Reduction (vph)	0	19	0	0	0	0	
Lane Group Flow (vph)	708	12	453	568	130	521	
Conf. Bikes (#/hr)	5			5	15		
Heavy Vehicles (%)	3%	11%	5%	5%	1%	3%	
Turn Type	Prot	Perm	NA	pm+ov	Perm	NA	
Protected Phases	8	2	8	6	6	6	
Permitted Phases	8	2	8	6	6	6	
Actuated Green, G (s)	46.0	46.0	58.0	104.0	58.0	58.0	
Effective Green, g (s)	47.0	47.0	59.0	106.0	59.0	59.0	
Actuated g/C Ratio	0.39	0.39	0.49	0.88	0.49	0.49	
Clearance Time (s)	8.0	8.0	8.0	8.0	8.0	8.0	
Lane Grp Cap. (vph)	1242	521	1671	1389	400	1704	
v/s Ratio Prot	0.22		0.13	0.16	0.15		
v/s Ratio Perm	0.01		0.25	0.16			
v/s Ratio	0.57	0.02	0.27	0.41	0.33	0.31	
Uniform Delay, d1	28.6	22.4	17.9	1.3	18.5	18.2	
Progression Factor	1.00	1.00	1.07	4.23	1.00	1.00	
Incremental Delay, d2	1.9	0.1	0.3	0.6	2.2	0.5	
Delay (s)	30.5	22.5	19.4	6.1	20.6	18.7	
Level of Service	C	C	B	A	C	B	
Approach Delay (s)	30.2		12.0		19.1		
Approach LOS	C		B		B		
Intersection Summary							
HCM 2000 Control Delay	19.5					HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.51						
Actuated Cycle Length (s)	120.0					Sum of lost time (s)	14.0
Intersection Capacity Utilization	152.5%					ICU Level of Service	H
Analysis Period (min)	15						
c Critical Lane Group							

2636 Eglinton Avenue West
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Synchro 11 Report
PM Scenario 1.1.syn

3. Keele Street/Trethewey Drive & Eglinton Avenue West

Future Total PM

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	W	T	T	T	T	T	T	T	T	T
Traffic Volume (vph)	170	820	60	740	55	600	40	175	745	260
Future Volume (vph)	170	820	60	740	55	600	40	175	745	260
Lane Group Flow (vph)	175	822	62	979	57	619	41	180	768	268
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases	2	2	6	6	4	4	4	3	8	8
Permitted Phases	2	2	6	6	4	4	4	3	8	8
Detector Phase	2	2	6	6	4	4	4	3	8	8
Switch Phase	2	2	6	6	4	4	4	3	8	8
Minimum Initial (s)	60.0	60.0	60.0	60.0	29.0	29.0	29.0	6.0	42.0	42.0
Minimum Split (s)	68.0	68.0	68.0	68.0	36.0	36.0	36.0	10.0	48.0	48.0
Total Split (s)	70.0	70.0	70.0	70.0	37.0	37.0	37.0	13.0	50.0	50.0
Total Split (%)	58.3%	58.3%	58.3%	58.3%	30.8%	30.8%	30.8%	10.8%	41.7%	41.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	4.0	4.0	4.0	4.0	2.0	2.0	2.0	1.0	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	-1.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	5.0	5.0	5.0	3.0	5.0	5.0
Lead/Lag					Lag	Lag	Lag	Lead		
Lead-Lag Optimize?					Yes	Yes	Yes	Yes		
Recall Mode					Yes	Yes	Yes	Yes		
v/c Ratio	0.88	0.50	0.28	0.55	0.42	0.71	0.11	0.77	0.61	0.48
Control Delay	67.2	18.8	19.6	19.0	48.4	45.7	1.2	46.4	27.5	16.2
Queue Delay	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9	1.2
Total Delay	68.9	18.8	19.6	19.0	48.4	45.7	1.2	46.4	29.5	17.4
Queue Length 50th (m)	36.0	71.3	7.9	76.0	11.9	74.1	0.0	22.1	58.0	16.8
Queue Length 95th (m)	#66.3	92.5	19.1	99.1	26.2	93.4	1.3	#51.0	75.5	28.0
Internal Link Dist (m)	217.4		75.9		162.3				60.5	
Turn Bay Length (m)	35.0		35.0		30.0			35.0		
Base Capacity (vph)	198	1833	223	1768	141	915	390	233	1299	571
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	3	0	0	23	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.90	0.50	0.28	0.56	0.40	0.68	0.11	0.77	0.82	0.62
Intersection Summary										
Cycle Length: 120										
Actuated Cycle Length: 120										
Offset: 65 (54%), Referenced to phase 2EBTL, Start of Green										
Natural Cycle: 120										
Control Type: Actuated-Coordinated										
# 95th percentile volume exceeds capacity, queue may be longer.										
Queue shown is maximum after two cycles.										

Spills and Phases: 3: Keele Street/Trethewey Drive & Eglinton Avenue West



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HCM Signalized Intersection Capacity Analysis
3: Keele Street/Trethewey Drive & Eglington Avenue West

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	W	W	W	W	W	W	W	W	W	W	W	W
Traffic Volume (vph)	170	820	75	60	740	210	55	600	40	175	745	260
Future Volume (vph)	170	820	75	60	740	210	55	600	40	175	745	260
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)	7.0	7.0	7.0	7.0	7.0	7.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95
Frbp. ped/bikes	1.00	0.99	1.00	0.98	1.00	0.98	1.00	0.98	1.00	0.98	1.00	0.98
Frbp. ped/bikes	0.98	1.00	0.98	1.00	0.98	1.00	0.97	1.00	0.98	1.00	0.99	1.00
Frt	1.00	0.99	1.00	0.97	1.00	0.97	1.00	0.97	1.00	0.97	1.00	0.97
Flt Protected	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1592	3421	1630	3267	1591	3433	1238	1609	3466	1352	3466	1352
Flt Permitted	0.22	1.00	0.24	1.00	0.24	1.00	0.32	1.00	0.20	1.00	0.20	1.00
Satd. Flow (perm)	372	3421	418	3267	372	3421	530	3433	1238	333	3466	1352
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)	175	845	77	62	763	216	57	619	41	180	768	268
RTOR Reduction (vph)	0	6	0	0	21	0	0	0	0	31	0	65
Lane Group Flow (vph)	175	916	0	62	958	0	57	619	10	180	768	203
Conf. Peds. (#/hr)	85	100	100	85	70	85	70	125	125	125	125	70
Conf. Bikes (#/hr)	5	5	5	5	5	5	5	5	5	5	5	5
Heavy Vehicles (%)	4%	2%	3%	1%	3%	5%	3%	4%	2%	4%	3%	1%
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases	2	2	6	6	6	6	4	4	4	3	3	8
Permitted Phases	2	2	6	6	6	6	4	4	4	8	8	8
Actuated Green, G (s)	63.1	63.1	63.1	63.1	63.1	63.1	29.6	29.6	29.6	42.9	42.9	42.9
Effective Green, g (s)	64.1	64.1	64.1	64.1	64.1	64.1	30.6	30.6	30.6	43.9	43.9	43.9
Actuated g/C Ratio	0.53	0.53	0.53	0.53	0.53	0.53	0.26	0.26	0.26	0.37	0.37	0.37
Clearance Time (s)	8.0	8.0	8.0	8.0	8.0	8.0	6.0	6.0	6.0	4.0	4.0	6.0
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)	198	1827	223	1745	223	1745	135	875	315	231	1267	494
v/s Ratio Prot	0.27	0.27	0.27	0.27	0.27	0.27	0.18	0.18	0.18	0.27	0.22	0.22
v/s Ratio Perm	0.47	0.47	0.47	0.47	0.47	0.47	0.11	0.11	0.11	0.22	0.22	0.22
v/c Ratio	0.88	0.50	0.28	0.55	0.28	0.55	0.42	0.71	0.03	0.78	0.61	0.41
Uniform Delay, d1	24.7	17.8	15.3	18.4	15.3	18.4	37.3	40.6	33.6	28.9	31.0	28.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.82	0.77
Incremental Delay, d2	39.4	1.0	0.7	0.4	0.7	0.4	2.1	2.6	0.0	13.9	0.7	0.5
Delay (s)	64.1	18.8	16.0	18.8	16.0	18.8	39.4	43.3	33.6	41.1	26.1	22.3
Level of Service	E	B	B	B	B	B	D	D	C	D	C	C
Approach Delay (s)	26.0	26.0	18.6	18.6	26.0	26.0	42.4	42.4	27.5	27.5	27.5	27.5
Approach LOS	C	C	B	B	C	C	D	D	C	D	C	C
Intersection Summary												
HCM 2000 Control Delay	27.4 HCM 2000 Level of Service C											
HCM 2000 Volume to Capacity ratio	0.86											
Actuated Cycle Length (s)	120.0 Sum of lost time (s)											
Intersection Capacity Utilization	179.2% ICU Level of Service H											
Analysis Period (min)	15											
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
4: Irving Road & Keele Street

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W	W	W	W	W	W
Traffic Volume (veh/h)	105	5	50	745	705	45
Future Volume (Veh/h)	105	5	50	745	705	45
Sign Control	Stop	Free	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	111	5	53	784	742	47
Pedestrians	10					
Lane Width (m)	3.0					
Walking Speed (m/s)	1.2					
Percent Blockage	1					
Right turn flare (veh)			None	None	None	None
Median type						
Median storage (veh)						
Upstream signal (m)			271			
pX platoon unblocked						
vC, conflicting volume	1274	404	799			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCU, unblocked vol	1274	404	799			
IC, single (s)	5.8	5.8	4.2			
IC, 2 stage (s)						
IF (s)	2.9	2.9	2.2			
p0 queue free %	53	99	93			
CM capacity (veh/h)	237	753	801			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	116	314	523	495	294	
Volume Left	111	53	0	0	0	
Volume Right	5	0	0	0	47	
gSH	244	801	1700	1700	1700	
Volume to Capacity	0.48	0.07	0.31	0.29	0.17	
Queue Length 95th (m)	19.0	1.7	0.0	0.0	0.0	
Control Delay (s)	32.5	2.3	0.0	0.0	0.0	
Lane LOS	D	A	A	A	A	
Approach Delay (s)	32.5	0.9	0.0	0.0	0.0	
Approach LOS	D	A	A	A	A	
Intersection Summary						
Average Delay	2.6					
Intersection Capacity Utilization	59.1%					
Analysis Period (min)	15					
ICU Level of Service	B					
* User Entered Value						

5. Keele Street & Yore Road

6. Lester Avenue & Keele Street

Future Total PM

Future Total PM

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1					1
Traffic Volume (veh/h)	590	80	0	710	0	205
Future Volume (Veh/h)	590	80	0	710	0	205
Sign Control	Free	Free	Free	Stop	Stop	Free
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	608	82	0	732	0	211
Pedestrians					15	
Lane Width (m)				3.0		
Walking Speed (m/s)				1.2		
Percent Blockage				1		
Right turn flare (veh)				None		
Median type				None		
Median storage (veh)						
Upstream signal (m)	130					
pX, platoon unblocked						
VC, conflicting volume		705			1030	664
VC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCU, unblocked vol		705		1030		664
IC, single (s)		4.1		6.8		6.9
IC, 2 stage (s)		2.2		3.5		3.3
p0 queue free %		100		100		47
CM capacity (veh/h)		883		230		401
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	690	366	366	211		
Volume Left	0	0	0	0		
Volume Right	82	0	0	211		
cSH	1700	1700	1700	401		
Volume to Capacity	0.41	0.22	0.22	0.53		
Queue Length 95th (m)	0.0	0.0	0.0	23.7		
Control Delay (s)	0.0	0.0	0.0	23.5		
Lane LOS				C		
Approach Delay (s)	0.0	0.0		23.5		
Approach LOS				C		
Intersection Summary						
Average Delay				3.0		
Intersection Capacity Utilization				55.4%		ICU Level of Service
Analysis Period (min)				15		B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	1					1
Traffic Volume (veh/h)	15	30	170	35	60	10
Future Volume (Veh/h)	15	30	170	35	60	10
Sign Control	Stop	Free	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	17	34	193	40	68	11
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)				None		None
Median type				None		None
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
VC, conflicting volume		385		238		258
VC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCU, unblocked vol		385		238		258
IC, single (s)		6.4		6.2		4.1
IC, 2 stage (s)		3.5		3.3		2.2
p0 queue free %		97		96		95
CM capacity (veh/h)		579		792		1296
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	51	233	79			
Volume Left	17	0	68			
Volume Right	34	40	0			
cSH	705	1700	1296			
Volume to Capacity	0.07	0.14	0.05			
Queue Length 95th (m)	1.9	0.0	1.3			
Control Delay (s)	10.5	0.0	6.9			
Lane LOS	B		A			
Approach Delay (s)	10.5	0.0	6.9			
Approach LOS	B					
Intersection Summary						
Average Delay				3.0		
Intersection Capacity Utilization				29.7%		ICU Level of Service
Analysis Period (min)				15		A

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HCM Unsignalized Intersection Capacity Analysis
7: Keele Street & Lane N Eglinton W Keele

Future Total PM



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	25	0	10	200	0	25
Future Volume (Veh/h)	25	0	10	200	0	25
Sign Control	Stop	Free	Free	Free	Free	Stop
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	33	0	13	263	0	33
Pedestrians	60			35	5	
Lane Width (m)	3.0			3.5	3.0	
Walking Speed (m/s)	1.2			1.2	1.2	
Percent Blockage	4			3	0	
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
VC, conflicting volume	354	95	93			
VC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCU, unblocked vol	354	95	93			
IC, single (s)	6.4	6.2	4.1			
IC, 2 stage (s)						
IF (s)	3.5	3.3	2.2			
p0 queue free %	95	100	99			
CM capacity (veh/h)	613	901	1451			
Direction_Lane #	EB 1	NB 1	SB 1			
Volume Total	33	276	33			
Volume Left	33	13	0			
Volume Right	0	0	33			
cSH	613	1451	1700			
Volume to Capacity	0.05	0.01	0.02			
Queue Length 95th (m)	1.4	0.2	0.0			
Control Delay (s)	11.2	0.4	0.0			
Lane LOS	B	A	A			
Approach Delay (s)	11.2	0.4	0.0			
Approach LOS	B	A	A			
Intersection Summary						
Average Delay	1.4					
Intersection Capacity Utilization	34.6%					
ICU Level of Service	A					
Analysis Period (min)	15					

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HCM Unsignalized Intersection Capacity Analysis
8: Eglinton Avenue West & Keele Street

Future Total PM



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	130	905	1010	80	0	0
Future Volume (Veh/h)	130	905	1010	80	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	135	943	1052	83	0	0
Pedestrians	15	15	15	170		
Lane Width (m)	3.3	3.5	3.5	0.0		
Walking Speed (m/s)	1.2	1.2	1.2	1.2		
Percent Blockage	1	1	1	0		
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (m)	100	201				
pX, platoon unblocked	0.85			0.92	0.85	
VC, conflicting volume	1305			2020	752	
VC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCU, unblocked vol	1010			1207	362	
IC, single (s)	5.9			6.8	6.9	
IC, 2 stage (s)						
IF (s)	3.1			3.5	3.3	
p0 queue free %	52			100	100	
CM capacity (veh/h)	283			85	539	
Direction_Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	
Volume Total	135	472	472	701	434	
Volume Left	135	0	0	0	0	
Volume Right	0	0	0	0	83	
cSH	283	1700	1700	1700	1700	
Volume to Capacity	0.48	0.28	0.28	0.41	0.26	
Queue Length 95th (m)	19.4	0.0	0.0	0.0	0.0	
Control Delay (s)	28.8	0.0	0.0	0.0	0.0	
Lane LOS	D	A	A	A	A	
Approach Delay (s)	3.6			0.0		
Approach LOS	B	A	A	A	A	
Intersection Summary						
Average Delay	1.8					
Intersection Capacity Utilization	55.5%					
ICU Level of Service	B					
Analysis Period (min)	15					

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Synchro 11 Report
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HCM Unsignalized Intersection Capacity Analysis
 9: Richardson Avenue & Lester Avenue

Future Total PM

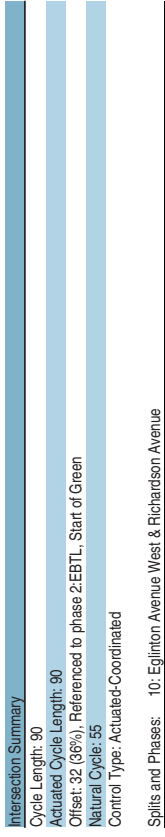
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		Stop	Stop		Stop			Stop			Stop	
Traffic Volume (vph)	15	20	70	5	15	50	20	80	10	15	185	20
Future Volume (vph)	15	20	70	5	15	50	20	80	10	15	185	20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	16	22	76	5	16	54	22	87	11	16	201	22
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	114	75	120	239								
Volume Left (vph)	16	5	22	16								
Volume Right (vph)	76	54	11	22								
Had ¹ (s)	-0.37	-0.41	0.02	-0.04								
Departure Headway (s)	4.5	4.5	4.6	4.4								
Degree Utilization, x	0.14	0.09	0.15	0.30								
Capacity (veh/h)	788	730	733	770								
Control Delay (s)	8.2	7.9	8.5	9.3								
Approach Delay (s)	8.2	7.9	8.5	9.3								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay	8.7											
Level of Service	A											
Intersection Capacity Utilization	31.9%											
Analysis Period (min)	15											
	ICU Level of Service A											

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10: Eglinton Avenue West & Richardson Avenue

Future Total PM

	EBL	EBT	WBT	SBL
Lane Group	EBL	EBT	WBT	SBL
Lane Configurations	W	W	W	W
Traffic Volume (vph)	65	920	980	150
Future Volume (vph)	65	920	980	150
Lane Group Flow (vph)	66	899	1046	265
Turn Type	Perm	NA	NA	Perm
Protected Phases	2	2	6	
Permitted Phases	2	2	6	8
Detector Phase	2	2	6	8
Switch Phase				
Minimum Initial (s)	18.0	18.0	18.0	21.0
Minimum Split (s)	24.0	24.0	24.0	26.0
Total Split (s)	63.0	63.0	63.0	27.0
Total Split (%)	70.0%	70.0%	70.0%	30.0%
Yellow Time (s)	4.0	4.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.0	5.0	5.0	4.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	C-Min	C-Min	Min	None
v/c Ratio	0.26	0.42	0.47	0.62
Control Delay	10.8	8.7	9.2	32.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	10.8	8.7	9.2	32.0
Queue Length 50th (m)	4.4	37.5	43.6	37.0
Queue Length 95th (m)	13.8	57.9	67.0	59.3
Internal Link Dist (m)	176.8	278.1	61.6	
Turn Bay Length (m)	30.0			
Base Capacity (vph)	253	2282	2237	438
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.26	0.41	0.47	0.61
Intersection Summary				
Cycle Length: 90				
Actuated Cycle Length: 90				
Offset: 32 (36%), Referenced to phase 2,EBTL, Start of Green				
Natural Cycle: 55				
Control Type: Actuated-Coordinated				



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HCM Signalized Intersection Capacity Analysis
 10: Eglinton Avenue West & Richardson Avenue

Future Total PM

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	65	920	980	45	150	110
Future Volume (vph)	65	920	980	45	150	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.5	3.0	3.0	3.0
Total Lost time (s)	5.0	5.0	5.0	4.0	5.0	5.0
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	0.97
Frbp. ped/bikes	1.00	1.00	0.89	1.00	1.00	0.97
Frbp. ped/bikes	0.98	1.00	1.00	1.00	1.00	0.94
Flt Protected	0.95	1.00	1.00	0.97	1.00	0.97
Satd. Flow (prot)	1600	3600	3425	1556	1600	1556
Flt Permitted	0.23	1.00	1.00	0.97	1.00	0.97
Satd. Flow (perm)	389	3500	3425	1556	1600	1556
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	66	939	1000	46	153	112
RTOR Reduction (vph)	0	0	4	0	29	0
Lane Group Flow (vph)	66	939	1042	0	236	0
Conf. Peds. (#/hr)	50			50		55
Conf. Bikes (#/hr)				5		
Heavy Vehicles (%)	3%	2%	3%	0%	0%	2%
Turn Type	Perm	NA	NA	Perm	Perm	Perm
Protected Phases	2	2	6			
Permitted Phases	2	2	6	8		
Actuated Green, G (s)	57.0	57.0	57.0	22.0		
Effective Green, g (s)	58.0	58.0	58.0	23.0		
Actuated g/C Ratio	0.64	0.64	0.64	0.26		
Clearance Time (s)	6.0	6.0	6.0	5.0		
Vehicle Extension (s)	3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	250	2255	2207	397		
v/s Ratio Prot	0.17	0.27	0.30			
v/s Ratio Perm	0.26	0.42	0.47	0.15		
v/c Ratio	0.26	0.42	0.47	0.59		
Uniform Delay, d1	6.9	7.8	8.2	29.4		
Progression Factor	1.00	1.00	1.00	1.00		
Incremental Delay, d2	2.6	0.6	0.2	2.4		
Delay (s)	9.4	8.3	8.3	31.8		
Level of Service	A	A	A	C		
Approach Delay (s)	8.4	8.3	8.3	31.8		
Approach LOS	A	A	A	C		
Intersection Summary						
HCM 2000 Control Delay	11.1 HCM 2000 Level of Service					
HCM 2000 Volume to Capacity ratio	0.51					
Actuated Cycle Length (s)	90.0 Sum of lost time (s)					
Intersection Capacity Utilization	72.9% ICU Level of Service					
Analysis Period (min)	15					
c Critical Lane Group						

HCM Unsignalized Intersection Capacity Analysis
 11: Yore Road & Greenacres Road

Future Total PM

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	0	670	705	5	0	5
Future Volume (Veh/h)	0	670	705	5	0	5
Sign Control	Free	Free	Free	Stop	Stop	Stop
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	0	691	727	5	0	5
Pedestrians					5	
Lane Width (m)					3.0	
Walking Speed (m/s)					1.2	
Percent Blockage					0	
Right turn flare (veh)						
Median type	None	None	None			
Median storage (veh)						
Upstream signal (m)		99				
px platoon unblocked					1426	371
vC, conflicting volume	737					
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	737				1426	371
IC, single (s)	4.1				6.8	6.9
IC, 2 stage (s)						
IF (s)	2.2				3.5	3.3
p0 queue free %	100				100	99
qM capacity (veh/h)	875				128	630
Direction, Lane #	EB 1	WB 1	WB 2	SB 1		
Volume Total	691	485	247	5		
Volume Left	0	0	0	0		
Volume Right	0	0	5	5		
qSH	1700	1700	1700	630		
Volume to Capacity	0.41	0.29	0.15	0.01		
Queue Length 95th (m)	0.0	0.0	0.0	0.2		
Control Delay (s)	0.0	0.0	0.0	10.8		
Lane LOS				B		
Approach Delay (s)	0.0	0.0	10.8			
Approach LOS			B			
Intersection Summary						
Average Delay	0.0					
Intersection Capacity Utilization	38.6%					
ICU Level of Service	A					
Analysis Period (min)	15					

1: Trethewey Dr & Irving Road

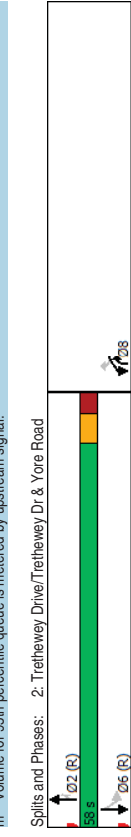
Future Background AM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	4P	4P	4P	4P	4P	4P	4P	4P	4P	4P	4P	4P
Traffic Volume (veh/h)	25	10	5	10	10	60	5	300	15	50	795	70
Future Volume (Veh/h)	25	10	5	10	10	60	5	300	15	50	795	70
Sign Control	Stop	Stop	Stop	Stop	Stop	Free	Free	0%	0%	0%	Free	Free
Grade	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	27	11	5	11	11	65	5	326	16	54	864	76
Pedestrians	20			5								5
Lane Width (m)	3.5			3.5								3.5
Walking Speed (m/s)	1.2			1.2								1.2
Percent Blockage	2			0								0
Right turn flare (veh)												
Median type							None					None
Median storage (veh)												
Upstream signal (m)							231					
pX platoon unblocked	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
VC, conflicting volume	1278	1387	480	900	1417	181	960					347
VC1, stage 1 conf vol												
VC2, stage 2 conf vol												
VCU, unblocked vol	1238	1847	490	847	1378	111	960					281
IC, single (s)	*5.8	*5.0	*5.0	8.2	6.5	7.1	4.1					4.2
IC, 2 stage (s)												
IF (s)	*2.9	*3.0	*2.5	3.8	4.0	3.4	2.2					2.3
p0 queue free %	87	96	99	94	92	92	99					96
CM capacity (veh/h)	210	279	846	185	133	864	713					1215
Direction_Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	43	87	168	179	486	508						
Volume Left	27	11	5	0	54	0						
Volume Right	5	65	0	16	0	76						
cSH	247	400	713	1700	1215	1700						
Volume to Capacity	0.17	0.22	0.01	0.11	0.04	0.30						
Queue Length 95th (m)	4.9	6.5	0.2	0.0	1.1	0.0						
Control Delay (s)	22.6	16.5	0.4	0.0	1.3	0.0						
Lane LOS	C	C	A	A	A	A						
Approach Delay (s)	22.6	16.5	0.2		0.7							
Approach LOS	C	C										
Intersection Summary												
Average Delay	2.1											
Intersection Capacity Utilization	53.1%											
Analysis Period (min)	15											
* User Entered Value	A											

2: Trethewey Drive/Trethewey Dr. & Yore Road

Future Background AM

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	4P	4P	4P	4P	4P	4P
Traffic Volume (vph)	615	20	300	625	200	610
Future Volume (vph)	615	20	300	625	200	610
Lane Group Flow (vph)	641	21	313	651	208	635
Turn Type	Prot	Perm	NA	pm+ov	Perm	NA
Protected Phases	8		2	8	2	6
Permitted Phases						
Minimum Split (s)	31.0	31.0	37.0	31.0	37.0	37.0
Total Split (s)	52.0	52.0	96.0	52.0	96.0	96.0
Total Split (%)	47.3%	47.3%	52.7%	47.3%	52.7%	52.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	-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
Lead/Lag						
Lead-Lag Optimize?						
v/c Ratio	0.50	0.04	0.19	0.53	0.48	0.40
Control Delay	25.3	7.8	18.6	5.7	24.4	19.8
Queue Delay	0.3	0.0	1.1	0.6	0.0	0.2
Total Delay	25.6	7.8	19.6	6.3	24.4	20.0
Queue Length 50th (m)	53.9	0.0	26.0	36.0	31.0	47.5
Queue Length 95th (m)	70.9	4.9	m35.3	m42.6	54.0	62.3
Internal Link Dist (m)	75.5		60.5		206.6	
Turn Bay Length (m)	10.0			35.0		
Base Capacity (vph)	1277	569	1607	1229	436	1592
Starvation Cap Reductn	0	0	1035	243	0	0
Spillback Cap Reductn	199	0	0	0	0	329
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.04	0.55	0.66	0.48	0.50
Intersection Summary						
Cycle Length: 110						
Actuated Cycle Length: 110						
Offset: 95 (86%), Referenced to phase 2:NBT and 6:SBTL, Start of Green						
Natural Cycle: 70						
Control Type: Pretimed						
m: Volume for 95th percentile queue is metered by upstream signal.						



2. Trettheway Drive/Trethewey Dr. & Yore Road

Future Background AM

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	T	R	T
Traffic Volume (vph)	615	20	300	625	200	610
Future Volume (vph)	615	20	300	625	200	610
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.0	3.5	3.0	3.0	3.5
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	1.00	0.95	1.00	1.00	0.95
Fibp. ped/bikes	1.00	0.97	1.00	0.97	1.00	1.00
Fibp. ped/bikes	1.00	1.00	1.00	1.00	0.98	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3054	1832	3400	1380	1561	3368
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3054	1832	3400	1380	1561	3368
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	641	21	312	651	208	635
RTOR Reduction (vph)	0	12	0	0	0	0
Lane Group Flow (vph)	641	9	313	651	208	635
Confl. Bikes (#/hr)	10	5	15	15	15	15
Heavy Vehicles (%)	7%	10%	5%	6%	6%	6%
Turn Type	Prot	Perm	NA	pm+ov	Perm	NA
Protected Phases	8	2	8	6	6	6
Permitted Phases	8	2	8	6	6	6
Actuated Green, G (s)	45.0	45.0	51.0	96.0	51.0	51.0
Effective Green, g (s)	46.0	46.0	52.0	98.0	52.0	52.0
Actuated g/C Ratio	0.42	0.42	0.47	0.89	0.47	0.47
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0
Lane Grp Cap. (vph)	1277	557	1607	1380	436	1592
v/s Ratio Prot	0.21	0.09	0.20	0.19	0.23	0.19
v/s Ratio Perm	0.01	0.01	0.27	0.23	0.23	0.23
v/c Ratio	0.50	0.02	0.19	0.47	0.48	0.40
Uniform Delay, d1	23.6	18.7	16.8	1.1	19.7	18.8
Progression Factor	1.00	1.00	1.08	6.80	1.00	1.00
Incremental Delay, d2	1.4	0.1	0.2	0.9	3.7	0.7
Delay (s)	25.0	18.8	18.4	8.6	23.5	19.6
Level of Service	C	B	B	A	C	B
Approach Delay (s)	24.8	11.8	20.5	20.5	20.5	20.5
Approach LOS	C	B	B	C	C	C
Intersection Summary						
HCM 2000 Control Delay	18.3 HCM 2000 Level of Service B					
HCM 2000 Volume to Capacity ratio	0.53					
Actuated Cycle Length (s)	12.0					
Intersection Capacity Utilization	85.0%					
Analysis Period (min)	15					
Critical Lane Group	C					

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Synchro 11 Report
AM Scenario 2.syn

3. Keele Street/Trethewey Drive & Eglinton Avenue West

Future Background AM

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	W	T	R	T	T	T	R	T	T	T
Traffic Volume (vph)	255	855	40	455	50	565	50	160	895	170
Future Volume (vph)	255	855	40	455	50	565	50	160	895	170
Lane Group Flow (vph)	271	1008	43	596	53	601	53	170	952	181
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases	2	2	6	6	4	4	4	3	8	8
Permitted Phases	2	2	6	6	4	4	4	3	8	8
Detector Phase	2	2	6	6	4	4	4	3	8	8
Switch Phase	36.0	36.0	5.0	5.0	30.0	30.0	30.0	6.0	30.0	30.0
Minimum Initial (s)	42.0	42.0	42.0	42.0	36.0	36.0	36.0	10.0	36.0	36.0
Minimum Split (s)	60.0	60.0	60.0	60.0	37.0	37.0	37.0	13.0	50.0	50.0
Total Split (%)	54.5%	54.5%	54.5%	54.5%	33.6%	33.6%	33.6%	11.8%	45.5%	45.5%
Total Split (%)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0
Yellow Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0	2.0	2.0
All-Red Time (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)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	C-Min	C-Min	Min	Min	Min	Min	Min	None	Min	Min
v/c Ratio	0.87	0.61	0.27	0.37	0.52	0.63	0.13	0.65	0.70	0.31
Control Delay	54.1	21.2	21.4	16.4	54.4	37.8	5.3	33.7	29.9	8.3
Queue Delay	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.6	0.5
Total Delay	55.2	21.2	21.4	16.4	54.4	37.8	5.3	33.7	32.6	8.9
Queue Length 50th (m)	51.6	80.0	5.3	38.4	10.1	62.4	0.0	21.6	110.0	6.6
Queue Length 95th (m)	#107.8	103.3	14.8	52.5	#27.3	81.1	6.8	#34.7	131.0	16.0
Internal Link Dist (m)	217.4	75.9	162.3	30.0	35.0	35.0	35.0	35.0	35.0	35.0
Turn Bay Length (m)	312	1668	161	1624	104	979	410	262	1386	595
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	305
Spillback Cap Reductn	5	0	0	27	0	0	0	0	0	188
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.88	0.60	0.27	0.37	0.51	0.61	0.13	0.65	0.88	0.42
Intersection Summary										
Cycle Length: 110										
Actuated Cycle Length: 110										
Offset: 95 (86%), Referenced to phase 2,EBTL, Start of Green										
Natural Cycle: 90										
Control Type: Actuated-Coordinated										
# 95th percentile volume exceeds capacity, queue may be longer.										
Queue shown is maximum after two cycles.										



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AM Scenario 2.syn

HCM Signalized Intersection Capacity Analysis

3: Keele Street/Trethewey Drive & Eglington Avenue West

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	255	855	90	40	455	105	50	565	50	160	895	170
Future Volume (vph)	255	855	90	40	455	105	50	565	50	160	895	170
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	3.0	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	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.85
Frbp. ped/bikes	1.00	0.99	1.00	0.98	1.00	0.98	1.00	0.99	1.00	0.99	1.00	0.85
Frbp. ped/bikes	0.96	1.00	0.98	1.00	0.97	1.00	0.97	1.00	0.99	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.99	1.00	0.97	1.00	0.95	1.00	0.95	1.00	1.00	0.85
Satd. Flow (prot)	1568	3283	1570	3178	1442	3368	1243	1483	3368	1196	3368	1196
Flt Permitted	0.38	1.00	0.19	1.00	0.24	1.00	0.24	1.00	0.24	1.00	1.00	1.00
Satd. Flow (perm)	617	3283	319	3178	359	3368	1243	376	3368	1196	3368	1196
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)	271	910	96	43	484	112	53	601	53	170	952	181
RTOR Reduction (vph)	0	7	0	0	18	0	0	0	0	38	0	0
Lane Group Flow (vph)	271	999	0	43	578	0	53	601	15	170	952	77
Conf. Peds. (#/hr)	105	125	125	105	125	105	125	75	75	75	125	105
Conf. Bikes (#/hr)												
Heavy Vehicles (%)	4%	6%	5%	5%	7%	7%	13%	6%	10%	13%	6%	7%
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases	2		6		6		4		4	3		8
Permitted Phases	2		6		6		4		4	8		8
Actuated Green, G (s)	54.3	54.3	54.3	54.3	54.3	54.3	30.2	30.2	30.2	43.7	43.7	43.7
Effective Green, g (s)	55.3	55.3	55.3	55.3	55.3	55.3	31.2	31.2	31.2	44.7	44.7	44.7
Actuated g/C Ratio	0.50	0.50	0.50	0.50	0.50	0.50	0.28	0.28	0.28	0.41	0.41	0.41
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	4.0	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	3.0	3.0	3.0
Lane Grp Cap (vph)	310	1650	160	1597	101	955	352	258	1368	486	1368	486
v/s Ratio Prot	0.30		0.18		0.18		0.18		0.06	0.28		0.28
v/s Ratio Perm	0.44		0.13		0.15		0.15		0.01	0.20		0.06
v/c Ratio	0.87	0.61	0.27	0.36	0.52	0.36	0.52	0.63	0.04	0.66	0.70	0.16
Uniform Delay, d1	24.3	19.5	15.7	16.6	33.2	34.4	28.6	23.2	27.0	20.7	20.7	20.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	0.99	1.93	1.93
Incremental Delay, d2	27.2	1.7	0.9	0.1	4.8	1.3	0.1	5.5	1.4	0.1	0.1	0.1
Delay (s)	51.5	21.2	16.6	16.8	38.0	35.7	28.6	28.7	28.3	40.2	40.2	40.2
Level of Service	D	C	B	B	D	D	C	C	C	C	C	D
Approach Delay (s)	27.6		16.8		35.3		30.1		30.1		30.1	
Approach LOS	C		B		D		C		C		C	
Intersection Summary												
HCM 2000 Control Delay	28.1 HCM 2000 Level of Service C											
HCM 2000 Volume to Capacity ratio	0.82											
Actuated Cycle Length (s)	110.0 Sum of lost time (s) 13.0											
Intersection Capacity Utilization	126.3% ICU Level of Service H											
Analysis Period (min)	15											
c Critical Lane Group												

2636 Eglington Avenue West
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Synchro 11 Report
AM Scenario 2.syn

HCM Unsignalized Intersection Capacity Analysis

4: Irving Road & Keele Street

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	65	10	45	885	615	35
Future Volume (Veh/h)	65	10	45	885	615	35
Sign Control	Stop	Free	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	69	11	48	941	654	37
Pedestrians	65					
Lane Width (m)	3.0					
Walking Speed (m/s)	1.2					
Percent Blockage	5					
Right turn flare (veh)			None	None	None	None
Median type						
Median storage (veh)						
Upstream signal (m)			271			
pX platoon unblocked						
vC, conflicting volume	1304	410	756			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vC3, unblocked vol	1304	410	756			
IC, single (s)	*6.2	*7.0	4.5			
IC, 2 stage (s)						
IF (s)	*3.1	*3.5	2.4			
p0 queue free %	62	98	93			
ICM capacity (veh/h)	182	536	719			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	80	362	627	436	255	
Volume Left	69	48	0	0	0	
Volume Right	11	0	0	0	37	
gSH	201	719	1700	1700	1700	
Volume to Capacity	0.40	0.07	0.37	0.26	0.15	
Queue Length 95th (m)	14.2	1.7	0.0	0.0	0.0	
Control Delay (s)	34.4	2.1	0.0	0.0	0.0	
Lane LOS	D	A				
Approach Delay (s)	34.4	0.8				
Approach LOS	D					
Intersection Summary						
Average Delay	2.0					
Intersection Capacity Utilization	58.3%					
Analysis Period (min)	15					
* User Entered Value						

2636 Eglington Avenue West
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Synchro 11 Report
AM Scenario 2.syn

5. Keele Street & Yore Road

6. Lester Avenue & Keele Street

Future Background AM

Future Background AM

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	765	60	0	625	0	165
Future Volume (Veh/h)	765	60	0	625	0	165
Sign Control	Free	Stop	Free	Stop	Free	Stop
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.83	0.93	0.83	0.93	0.83	0.93
Hourly flow rate (vph)	823	65	0	672	0	177
Pedestrians					5	
Lane Width (m)				3.0		
Walking Speed (m/s)				1.2		
Percent Blockage				0		
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (m)	130					
pX, platoon unblocked						
VC, conflicting volume		883		1196		860
VC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCU, unblocked vol		883		1196		860
IC, single (s)		4.1		6.8		7.0
IC, 2 stage (s)		2.2		3.5		3.3
p0 queue free %		100		100		40
CM capacity (veh/h)		765		181		296
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	888	336	336	177		
Volume Left	0	0	0	0		
Volume Right	65	0	0	177		
cSH	1700	1700	1700	296		
Volume to Capacity	0.52	0.20	0.20	0.60		
Queue Length 95th (m)	0.0	0.0	0.0	28.8		
Control Delay (s)	0.0	0.0	0.0	33.7		
Lane LOS				D		
Approach Delay (s)	0.0	0.0		33.7		
Approach LOS				D		
Intersection Summary						
Average Delay			3.4			
Intersection Capacity Utilization			60.8%			ICU Level of Service B
Analysis Period (min)			15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	0	30	125	15	55	5
Future Volume (Veh/h)	0	30	125	15	55	5
Sign Control	Stop	Free	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	0	36	151	18	66	6
Pedestrians						
Lane Width (m)		3.0	3.5			
Walking Speed (m/s)		1.2	1.2			
Percent Blockage		2	0			
Right turn flare (veh)						
Median type		None	None		None	None
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
VC, conflicting volume		333	190		199	
VC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCU, unblocked vol		333	190		199	
IC, single (s)		6.4	6.2		4.1	
IC, 2 stage (s)		3.5	3.3		2.2	
p0 queue free %		100	96		95	
CM capacity (veh/h)		617	829		1327	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	36	169	72			
Volume Left	0	0	66			
Volume Right	36	18	0			
cSH	829	1700	1327			
Volume to Capacity	0.04	0.10	0.05			
Queue Length 95th (m)	1.1	0.0	1.3			
Control Delay (s)	9.5	0.0	7.2			
Lane LOS	A		A			
Approach Delay (s)	9.5	0.0	7.2			
Approach LOS	A		A			
Intersection Summary						
Average Delay			3.1			
Intersection Capacity Utilization			28.0%			ICU Level of Service A
Analysis Period (min)			15			

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AM Scenario 2.syn

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HCM Unsignalized Intersection Capacity Analysis
7: Keele Street & Lane N Eglinton W Keele

Future Background AM



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W					
Traffic Volume (veh/h)	0	0	0	145	35	0
Future Volume (Veh/h)	0	0	0	145	35	0
Sign Control	Stop	Free	Free	Free	Free	Stop
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Hourly flow rate (vph)	0	0	0	184	44	0
Pedestrians	15	0	0	5	5	0
Lane Width (m)	3.0	3.5	3.5	3.5	3.5	3.5
Walking Speed (m/s)	1.2	1.2	1.2	1.2	1.2	1.2
Percent Blockage	1	0	0	0	0	0
Right turn flare (veh)						
Median type			None	None	None	None
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
VC, conflicting volume	248	64	59			
VC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCU, unblocked vol	248	64	59			
IC, single (s)	6.4	6.2	4.1			
IC, 2 stage (s)						
IF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
CM capacity (veh/h)	734	891	1542			
Direction_Lane #	EB 1	NB 1	SB 1			
Volume Total	0	184	44			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1542	1700			
Volume to Capacity	0.08	0.00	0.03			
Queue Length 95th (m)	0.0	0.0	0.0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A	A	A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A	A	A			
Intersection Summary						
Average Delay		0.0				
Intersection Capacity Utilization		19.2%				
ICU Level of Service		A				
Analysis Period (min)		15				

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HCM Unsignalized Intersection Capacity Analysis
8: Eglinton Avenue West & Keele Street

Future Background AM



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	W	W	W	W	W	W
Traffic Volume (veh/h)	85	980	580	60	15	20
Future Volume (Veh/h)	85	980	580	60	15	20
Sign Control	Free	Free	Free	Free	Stop	Stop
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	91	1054	624	65	16	22
Pedestrians		5	5		125	
Lane Width (m)	3.3	3.5	3.5	3.5	3.5	3.5
Walking Speed (m/s)	1.2	1.2	1.2	1.2	1.2	1.2
Percent Blockage	0	0	0	0	0	0
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (m)		100	201			
pX, platoon unblocked		0.94			0.83	0.94
VC, conflicting volume	814			1496	474	
VC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCU, unblocked vol	675			858	314	
IC, single (s)	4.1			6.8	6.9	
IC, 2 stage (s)						
IF (s)	2.2			3.5	3.3	
p0 queue free %	88			92	96	
CM capacity (veh/h)	771			196	579	
Direction_Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	91	527	527	416	273	38
Volume Left	91	0	0	0	0	16
Volume Right	0	0	0	0	65	22
cSH	771	1700	1700	1700	1700	318
Volume to Capacity	0.12	0.31	0.31	0.24	0.16	0.12
Queue Length 95th (m)	3.2	0.0	0.0	0.0	0.0	3.2
Control Delay (s)	10.3	0.0	0.0	0.0	0.0	17.9
Lane LOS	B	C	C	C	C	C
Approach Delay (s)	0.8			0.0		17.9
Approach LOS	C			C		C
Intersection Summary						
Average Delay				0.9		
Intersection Capacity Utilization				38.6%		
ICU Level of Service				A		
Analysis Period (min)				15		

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HCM Unsignalized Intersection Capacity Analysis

9: Richardson Avenue & Lester Avenue

Future Background AM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Volume (vph)	10	15	45	0	10	25	10	95	0	10	130	10
Future Volume (vph)	10	15	45	0	10	25	10	95	0	10	130	10
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	11	16	49	0	11	27	11	104	0	11	143	11
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	76	38	115	165								
Volume Left (vph)	11	0	11	11								
Volume Right (vph)	49	27	0	11								
Had _f (s)	-0.24	-0.33	0.10	0.07								
Departure Headway (s)	4.3	4.3	4.4	4.4								
Degree Utilization, x	0.09	0.05	0.14	0.20								
Capacity (veh/h)	766	770	779	792								
Control Delay (s)	7.8	7.5	8.2	8.4								
Approach Delay (s)	7.8	7.5	8.2	8.4								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			8.1									
Level of Service			A									
Intersection Capacity Utilization			30.2%									A
Analysis Period (min)			15									

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10: Eglinton Avenue West & Richardson Avenue

Future Background AM

Queue	EBL	EBT	WBT	SBL
Lane Group	EBL	EBT	WBT	SBL
Lane Configurations	W	W	W	W
Traffic Volume (vph)	70	1010	590	125
Future Volume (vph)	70	1010	590	125
Lane Group Flow (vph)	73	1052	651	182
Turn Type	Perm	NA	NA	Perm
Protected Phases	2	2	6	8
Permitted Phases	2	2	6	8
Detector Phase	2	2	6	8
Switch Phase				
Minimum Initial (s)	18.0	18.0	18.0	21.0
Minimum Split (s)	24.0	24.0	24.0	26.0
Total Split (s)	53.0	53.0	53.0	27.0
Total Split (%)	66.3%	66.3%	66.3%	33.8%
Yellow Time (s)	4.0	4.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.0	5.0	5.0	4.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	C-Min	C-Min	Min	None
v/c Ratio	0.19	0.51	0.33	0.39
Control Delay	8.3	9.9	7.9	23.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	8.3	9.9	7.9	23.1
Queue Length 50th (m)	4.6	45.0	23.1	20.1
Queue Length 95th (m)	10.9	59.8	32.4	38.2
Internal Link Dist (m)		176.8	278.1	61.6
Turn Bay Length (m)	30.0			
Base Capacity (vph)	392	2043	1988	487
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.19	0.51	0.33	0.37
Intersection Summary				
Cycle Length: 80				
Actuated Cycle Length: 80				
Offset: 58 (73%), Referenced to phase 2,EBTL, Start of Green				
Natural Cycle: 50				
Control Type: Actuated-Coordinated				

Splits and Phases: 10: Eglinton Avenue West & Richardson Avenue



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Synchro 11 Report
AM Scenario 2.syn

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HCM Signalized Intersection Capacity Analysis
10: Eglinton Avenue West & Richardson Avenue

Future Background AM



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	W	W	W	W	W	W
Traffic Volume (vph)	70	1010	590	35	125	50
Future Volume (vph)	70	1010	590	35	125	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.5	3.0	3.5	3.5
Total Lost time (s)	5.0	5.0	5.0	4.0	5.0	5.0
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Fpb. ped/bikes	1.00	1.00	0.89	0.98	1.00	0.98
Fpb. ped/bikes	0.95	1.00	1.00	1.00	1.00	1.00
Flt Protected	0.95	1.00	0.89	0.96	0.97	0.97
Satd. Flow (prot)	1575	3836	3253	1635	1635	1635
Flt Permitted	0.39	1.00	1.00	0.97	1.00	0.97
Satd. Flow (perm)	639	3836	3253	1635	1635	1635
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	73	1052	615	36	130	52
RTOR Reduction (vph)	0	0	5	0	18	0
Lane Group Flow (vph)	73	1052	646	0	164	0
Conf. Bikes (#/hr)	55			55		35
Heavy Vehicles (%)	2%	7%	8%	8%	7%	0%
Turn Type	Perm	NA	NA	Perm	Perm	Perm
Protected Phases	2	2	6			
Permitted Phases	2	2	6		8	
Actuated Green, G (s)	48.0	48.0	48.0	21.0	21.0	21.0
Effective Green, g (s)	49.0	49.0	49.0	22.0	22.0	22.0
Actuated g/C Ratio	0.61	0.61	0.61	0.28	0.28	0.28
Clearance Time (s)	6.0	6.0	6.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	391	2043	1992	449	449	449
v/s Ratio Prot	c0.32	0.20				
v/s Ratio Perm	0.11			c0.10		
v/c Ratio	0.19	0.51	0.32	0.36	0.36	0.36
Uniform Delay, d1	6.8	8.8	7.5	23.4	23.4	23.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.1	0.9	0.1	0.5	0.5	0.5
Delay (s)	7.8	9.7	7.6	23.9	23.9	23.9
Level of Service	A	A	A	C	C	C
Approach Delay (s)	9.6	7.6	7.6	23.9	23.9	23.9
Approach LOS	A	A	A	C	C	C
Intersection Summary						
HCM 2000 Control Delay	10.2 HCM 2000 Level of Service B					
HCM 2000 Volume to Capacity ratio	0.47					
Actuated Cycle Length (s)	80.0 Sum of lost time (s) 10.0					
Intersection Capacity Utilization	61.8% ICU Level of Service B					
Analysis Period (min)	15					
c Critical Lane Group						

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Synchro 11 Report
AM Scenario 2.syn

HCM Unsignalized Intersection Capacity Analysis
11: Yore Road & Greenacres Road

Future Background AM



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	825	625	0	0	10
Future Volume (Veh/h)	0	825	625	0	0	10
Sign Control	Free	Free	Free	Stop	Stop	Stop
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	887	672	0	0	11
Pedestrians					10	
Lane Width (m)					3.0	
Walking Speed (m/s)					1.2	
Percent Blockage					1	
Right turn flare (veh)						
Median type	None	None	None			
Median storage (veh)						
Upstream signal (m)		99				
VC, platoon unblocked					1569	346
VC, conflicting volume	682					
VC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCU, unblocked vol	682				1569	346
IC, single (s)	4.1				6.8	7.1
IC, 2 stage (s)						
IF (s)	2.2				3.5	3.4
p0 queue free %	100				100	98
qM capacity (veh/h)	914				103	618
Direction, Lane #	EB 1	WB 1	WB 2	SB 1		
Volume Total	887	448	224	11		
Volume Left	0	0	0	0		
Volume Right	0	0	0	11		
gSH	1700	1700	1700	618		
Volume to Capacity	0.52	0.26	0.13	0.02		
Queue Length 95th (m)	0.0	0.0	0.0	0.4		
Control Delay (s)	0.0	0.0	0.0	10.9		
Lane LOS				B		
Approach Delay (s)	0.0	0.0	0.0	10.9		
Approach LOS				B		
Intersection Summary						
Average Delay	0.1					
Intersection Capacity Utilization	46.8% ICU Level of Service A					
Analysis Period (min)	15					

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Synchro 11 Report
AM Scenario 2.syn

1: Trethewey Dr & Irving Road

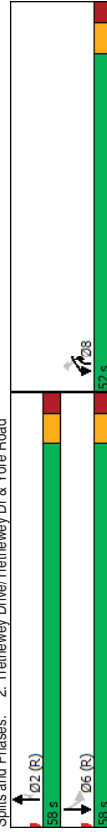
HCM Unsignalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Future Total AM
Lane Configurations	4T	4T	4T	4T	4T	4T	4T	4T	4T	4T	4T	4T	
Traffic Volume (veh/h)	25	10	5	15	10	60	5	300	15	50	795	70	
Future Volume (Veh/h)	25	10	5	15	10	60	5	300	15	50	795	70	
Sign Control	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	
Grade	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	27	11	5	16	11	65	5	326	16	54	864	76	
Pedestrians	20			5								5	
Lane Width (m)	3.5			3.5								3.5	
Walking Speed (m/s)	1.2			1.2								1.2	
Percent Blockage	2			0								0	
Right turn flare (veh)													
Median type							None					None	
Median storage (veh)													
Upstream signal (m)							231						
pX platoon unblocked	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	
VC, conflicting volume	1278	1387	480	900	1417	181	960					347	
VC1, stage 1 conf vol													
VC2, stage 2 conf vol													
VCU, unblocked vol	1238	1347	490	847	1378	111	960					281	
IC, single (s)	*5.8	*5.0	*5.0	8.2	6.5	7.1	4.1					4.2	
IC, 2 stage (s)													
IF (s)	*2.9	*3.0	*2.5	3.8	4.0	3.4	2.2					2.3	
p0 queue free %	87	96	99	91	92	92	99					96	
CM capacity (veh/h)	210	279	846	185	133	864	713					1215	
Direction_Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2							
Volume Total	43	92	168	179	486	508							
Volume Left	27	16	5	0	54	0							
Volume Right	5	65	0	16	0	76							
cSH	247	376	713	1700	1215	1700							
Volume to Capacity	0.17	0.24	0.01	0.11	0.04	0.30							
Queue Length 95th (m)	4.9	7.6	0.2	0.0	1.1	0.0							
Control Delay (s)	22.6	17.6	0.4	0.0	1.3	0.0							
Lane LOS	C	C	A	A	A	A							
Approach Delay (s)	22.6	17.6	0.2		0.7								
Approach LOS	C	C											
Intersection Summary													
Average Delay	2.2												
Intersection Capacity Utilization	52.0%												
Analysis Period (min)	15												
* User Entered Value	A												

2: Trethewey Drive/Trethewey Dr & Yore Road

Queues

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Future Total AM
Lane Configurations	4T	4T	4T	4T	4T	4T	
Traffic Volume (vph)	615	20	300	625	205	610	
Future Volume (vph)	615	20	300	625	205	610	
Lane Group Flow (vph)	641	21	313	651	214	635	
Turn Type	Prot	Perm	NA	pm+ov	Perm	NA	
Protected Phases	8		2	8	6	6	
Permitted Phases	8		2	2	6	6	
Minimum Split (s)	31.0	31.0	37.0	31.0	37.0	37.0	
Total Split (s)	52.0	52.0	96.0	52.0	96.0	96.0	
Total Split (%)	47.3%	47.3%	52.7%	47.3%	52.7%	52.7%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)	-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	
Lead/Lag							
Lead-Lag Optimize?							
v/c Ratio	0.50	0.04	0.19	0.53	0.49	0.40	
Control Delay	25.3	7.8	18.5	5.7	24.7	19.8	
Queue Delay	0.3	0.0	1.1	0.6	0.0	0.2	
Total Delay	25.6	7.8	19.5	6.3	24.7	20.0	
Queue Length 50th (m)	53.9	0.0	26.0	36.0	32.2	47.5	
Queue Length 95th (m)	70.9	4.9	m35.3	m42.1	55.8	62.3	
Internal Link Dist (m)	75.5		60.5		206.6		
Turn Bay Length (m)	10.0			35.0			
Base Capacity (vph)	1277	569	1607	1229	436	1592	
Starvation Cap Reductn	0	0	1035	245	0	0	
Spillback Cap Reductn	199	0	0	0	0	329	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.59	0.04	0.55	0.66	0.49	0.50	
Intersection Summary							
Cycle Length: 110							
Actuated Cycle Length: 110							
Offset: 95 (86%), Referenced to phase 2:NBT and 6:SBTL, Start of Green							
Natural Cycle: 70							
Control Type: Pretimed							
m: Volume for 95th percentile queue is metered by upstream signal.							



2. Trettheway Drive/Trethewey Dr. & Yore Road

HCM Signalized Intersection Capacity Analysis

Future Total AM

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	T	W	T
Traffic Volume (vph)	615	20	300	625	205	610
Future Volume (vph)	615	20	300	625	205	610
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.0	3.5	3.0	3.0	3.5
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	1.00	0.95	1.00	1.00	0.95
Frb. ped/bikes	1.00	0.97	1.00	0.97	1.00	1.00
Frb. ped/bikes	1.00	1.00	1.00	1.00	0.98	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3054	1832	3400	1380	1561	3368
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3054	1832	3400	1380	1561	3368
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	641	21	312	651	214	635
RTOR Reduction (vph)	0	12	0	0	0	0
Lane Group Flow (vph)	641	9	313	651	214	635
Conf. Bikes (#/hr)	10	5	15	15	15	15
Heavy Vehicles (%)	7%	10%	5%	6%	6%	6%
Turn Type	Prot	Perm	NA	pm+ov	Perm	NA
Protected Phases	8	2	2	8	6	6
Permitted Phases	8	2	2	8	6	6
Actuated Green, G (s)	45.0	45.0	51.0	96.0	51.0	51.0
Effective Green, g (s)	46.0	46.0	52.0	98.0	52.0	52.0
Actuated g/C Ratio	0.42	0.42	0.47	0.89	0.47	0.47
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0
Lane Grp Cap. (vph)	1277	557	1607	1380	436	1592
v/s Ratio Prot	0.21	0.09	0.20	0.20	0.19	0.19
v/s Ratio Perm	0.01	0.01	0.27	0.23	0.23	0.23
v/c Ratio	0.50	0.02	0.19	0.47	0.49	0.40
Uniform Delay, d1	23.6	18.7	16.8	1.1	19.9	18.8
Progression Factor	1.00	1.00	1.08	6.84	1.00	1.00
Incremental Delay, d2	1.4	0.1	0.2	0.9	3.9	0.7
Delay (s)	25.0	18.8	18.4	8.6	23.8	19.6
Level of Service	C	B	B	A	C	B
Approach Delay (s)	24.8	11.8	20.7	20.7	20.7	20.7
Approach LOS	C	B	B	C	C	C
Intersection Summary						
HCM 2000 Control Delay	18.3 HCM 2000 Level of Service B					
HCM 2000 Volume to Capacity ratio	0.53					
Actuated Cycle Length (s)	12.0					
Intersection Capacity Utilization	85.0%					
Analysis Period (min)	15					
Critical Lane Group	C					

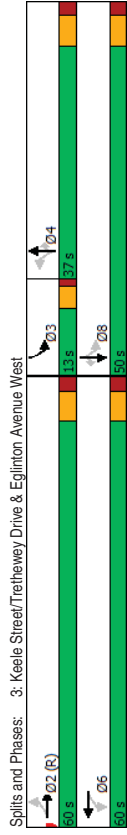
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Synchro 11 Report
AM Scenario 2.syn

3. Keele Street/Trethewey Drive & Eglinton Avenue West

Future Total AM

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	W	T	W	T	W	T	W	T	T	T
Traffic Volume (vph)	255	860	45	465	50	565	50	160	895	170
Future Volume (vph)	255	860	45	465	50	565	50	160	895	170
Lane Group Flow (vph)	271	1011	48	607	53	601	53	170	952	181
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases	2	2	6	6	4	4	4	3	8	8
Detector Phase	2	2	6	6	4	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	36.0	36.0	5.0	5.0	30.0	30.0	30.0	6.0	30.0	30.0
Minimum Split (s)	42.0	42.0	42.0	42.0	36.0	36.0	36.0	10.0	36.0	36.0
Total Split (s)	60.0	60.0	60.0	60.0	37.0	37.0	37.0	13.0	50.0	50.0
Total Split (%)	54.5%	54.5%	54.5%	54.5%	33.6%	33.6%	33.6%	11.8%	45.5%	45.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0	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	-1.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0
Lead/Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	C-Min	C-Min	Min	Min	Min	Min	Min	None	Min	Min
v/c Ratio	0.88	0.61	0.30	0.37	0.53	0.63	0.13	0.65	0.70	0.31
Control Delay	55.6	21.1	22.5	16.4	55.2	37.8	5.3	34.2	30.3	8.6
Queue Delay	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.8	0.5
Total Delay	56.9	21.1	22.5	16.4	55.2	37.8	5.3	34.2	33.1	9.2
Queue Length 50th (m)	52.1	80.7	6.0	39.4	10.1	62.4	0.0	21.6	110.0	6.7
Queue Length 95th (m)	#108.8	104.1	16.4	53.7	#27.6	81.1	6.8	#34.7	131.0	16.3
Internal Link Dist (m)	217.4 75.9 162.3									
Turn Bay Length (m)	35.0 30.0									
Base Capacity (vph)	308	1667	160	1624	102	979	410	260	1380	590
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	305
Spillback Cap Reductn	5	0	0	27	0	0	0	0	0	167
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.61	0.30	0.38	0.52	0.61	0.13	0.65	0.89	0.43
Intersection Summary										
Cycle Length: 110										
Actuated Cycle Length: 110										
Offset: 95 (86%), Referenced to phase 2,EBTL, Start of Green										
Natural Cycle: 90										
Control Type: Actuated-Coordinated										
# 95th percentile volume exceeds capacity, queue may be longer.										
Queue shown is maximum after two cycles.										



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Synchro 11 Report
AM Scenario 2.syn

5. Keele Street & Yore Road

6. Lester Avenue & Keele Street

Future Total AM

Future Total AM

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	765	65	0	625	0	190
Future Volume (Veh/h)	765	65	0	625	0	190
Sign Control	Free	Free	Stop	Stop	Free	Free
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.83	0.93	0.83	0.93	0.83	0.93
Hourly flow rate (vph)	823	70	0	672	0	204
Pedestrians					5	
Lane Width (m)			3.0	3.0		
Walking Speed (m/s)			1.2	1.2		
Percent Blockage			0	0		
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (m)	130					
pX platoon unblocked						
VC, conflicting volume		888		1199		863
VC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCU, unblocked vol		888		1199		863
IC, single (s)		4.1		6.8		7.0
IC, 2 stage (s)		2.2		3.5		3.3
p0 queue free %		100		100		31
CM capacity (veh/h)		762		180		295
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	893	336	336	204		
Volume Left	0	0	0	0		
Volume Right	70	0	0	204		
cSH	1700	1700	1700	295		
Volume to Capacity	0.53	0.20	0.20	0.69		
Queue Length 95th (m)	0.0	0.0	0.0	38.0		
Control Delay (s)	0.0	0.0	0.0	40.7		
Lane LOS	E	E	E	E		
Approach Delay (s)	0.0	0.0	40.7	E		
Approach LOS			E			
Intersection Summary						
Average Delay	4.7					
Intersection Capacity Utilization	62.7%					
Analysis Period (min)	15					
	ICU Level of Service					
	B					

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	0	30	150	15	55	10
Future Volume (Veh/h)	0	30	150	15	55	10
Sign Control	Stop	Free	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	0	36	181	18	66	12
Pedestrians			5			
Lane Width (m)		3.0	3.5			
Walking Speed (m/s)		1.2	1.2			
Percent Blockage		2	0			
Right turn flare (veh)						
Median type		None		None		None
Median storage (veh)						
Upstream signal (m)						
pX platoon unblocked						
VC, conflicting volume		369	220		229	
VC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCU, unblocked vol		369	220		229	
IC, single (s)		6.4	6.2		4.1	
IC, 2 stage (s)		3.5	3.3		2.2	
p0 queue free %		100	95		95	
CM capacity (veh/h)		588	798		1294	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	36	199	78			
Volume Left	0	0	66			
Volume Right	36	18	0			
cSH	788	1700	1294			
Volume to Capacity	0.05	0.12	0.05			
Queue Length 95th (m)	1.1	0.0	1.3			
Control Delay (s)	9.7	0.0	6.8			
Lane LOS	A	A	A			
Approach Delay (s)	9.7	0.0	6.8			
Approach LOS	A					
Intersection Summary						
Average Delay	2.8					
Intersection Capacity Utilization	28.7%					
Analysis Period (min)	15					
	ICU Level of Service					
	A					

HCM Unsignalized Intersection Capacity Analysis

7: Keele Street & Lane N Eglinton W Keele

Future Total AM

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			4	4	W
Traffic Volume (veh/h)	25	25	10	145	35	5
Future Volume (Veh/h)	25	25	10	145	35	5
Sign Control	Stop	Free	Free	Free	Free	Stop
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Hourly flow rate (vph)	32	32	13	184	44	6
Pedestrians	15			5	5	
Lane Width (m)	3.0			3.5	3.5	
Walking Speed (m/s)	1.2			1.2	1.2	
Percent Blockage	1			0	0	
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
VC, conflicting volume	277	67	65			
VC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCU, unblocked vol	277	67	65			
IC, single (s)	6.4	6.2	4.1			
IC, 2 stage (s)						
IF (s)	3.5	3.3	2.2			
p0 queue free %	95	97	99			
CM capacity (veh/h)	701	988	1534			
Direction_Lane #	EB 1	NB 1	SB 1			
Volume Total	64	197	50			
Volume Left	32	13	0			
Volume Right	32	0	6			
cSH	820	1534	1700			
Volume to Capacity	0.08	0.01	0.03			
Queue Length 95th (m)	2.0	0.2	0.0			
Control Delay (s)	9.8	0.6	0.0			
Lane LOS	A	A	A			
Approach Delay (s)	9.8	0.6	0.0			
Approach LOS	A	A	A			
Intersection Summary						
Average Delay		2.4				
Intersection Capacity Utilization		26.4%				ICU Level of Service
Analysis Period (min)		15				A

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HCM Unsignalized Intersection Capacity Analysis

8: Eglinton Avenue West & Keele Street

Future Total AM

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	W	4	4	4	W	W
Traffic Volume (veh/h)	90	980	580	65	25	35
Future Volume (Veh/h)	90	980	580	65	25	35
Sign Control	Free	Free	Free	Free	Stop	Stop
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	97	1054	624	70	27	38
Pedestrians		5	5		125	
Lane Width (m)		3.3	3.5		3.5	
Walking Speed (m/s)		1.2	1.2		1.2	
Percent Blockage		0	0		10	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (m)		100	201			
pX, platoon unblocked		0.94			0.83	0.94
VC, conflicting volume	819			1510	477	
VC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCU, unblocked vol	677			869	313	
IC, single (s)	4.1			6.8	6.9	
IC, 2 stage (s)						
IF (s)	2.2			3.5	3.3	
p0 queue free %	87			86	93	
CM capacity (veh/h)	768			191	579	
Direction_Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	97	527	527	416	278	65
Volume Left	97	0	0	0	0	27
Volume Right	0	0	0	0	70	38
cSH	768	1700	1700	1700	1700	314
Volume to Capacity	0.13	0.31	0.31	0.24	0.16	0.21
Queue Length 95th (m)	3.5	0.0	0.0	0.0	0.0	6.1
Control Delay (s)	10.4	0.0	0.0	0.0	0.0	19.4
Lane LOS	B	A	A	A	A	C
Approach Delay (s)	0.9			0.0		19.4
Approach LOS	A			A		C
Intersection Summary						
Average Delay				1.2		
Intersection Capacity Utilization				39.1%		ICU Level of Service
Analysis Period (min)				15		A

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Synchro 11 Report
AM Scenario 2.syn

HCM Unsignalized Intersection Capacity Analysis

9: Richardson Avenue & Lester Avenue

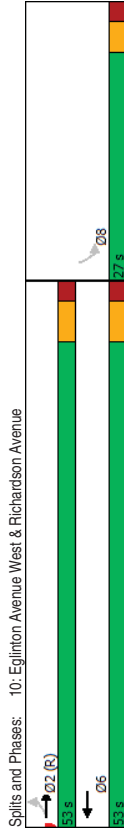
Future Total AM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Volume (vph)	10	15	45	0	10	25	10	95	0	10	130	10
Future Volume (vph)	10	15	45	0	10	25	10	95	0	10	130	10
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	11	16	49	0	11	27	11	104	0	11	143	11
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	76	38	115	165								
Volume Left (vph)	11	0	11	11								
Volume Right (vph)	49	27	0	11								
Head (s)	-0.24	-0.33	0.10	0.07								
Departure Headway (s)	4.3	4.3	4.4	4.4								
Degree Utilization, x	0.09	0.05	0.14	0.20								
Capacity (veh/h)	766	770	779	792								
Control Delay (s)	7.8	7.5	8.2	8.4								
Approach Delay (s)	7.8	7.5	8.2	8.4								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay	8.1											
Level of Service	A											
Intersection Capacity Utilization	30.2%											
Analysis Period (min)	15											
	ICU Level of Service A											

10: Eglinton Avenue West & Richardson Avenue

Future Total AM

Queue	EBL	EBT	WBT	SBL
Lane Group	EBL	EBT	WBT	SBL
Lane Configurations	W	W	W	W
Traffic Volume (vph)	70	1020	595	125
Future Volume (vph)	70	1020	595	125
Lane Group Flow (vph)	73	1063	656	182
Turn Type	Perm	NA	NA	Perm
Protected Phases	2	2	6	8
Permitted Phases	2	2	6	8
Detector Phase	2	2	6	8
Switch Phase				
Minimum Initial (s)	18.0	18.0	18.0	21.0
Minimum Split (s)	24.0	24.0	24.0	26.0
Total Split (s)	53.0	53.0	53.0	27.0
Total Split (%)	66.3%	66.3%	66.3%	33.8%
Yellow Time (s)	4.0	4.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.0	5.0	5.0	4.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	C-Min	C-Min	Min	None
v/c Ratio	0.19	0.52	0.33	0.39
Control Delay	8.3	10.0	7.9	23.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	8.3	10.0	7.9	23.1
Queue Length 50th (m)	4.6	45.6	23.4	20.1
Queue Length 95th (m)	10.9	60.8	32.7	38.2
Internal Link Dist (m)	176.8	278.1	61.6	
Turn Bay Length (m)	30.0			
Base Capacity (vph)	389	2043	1988	487
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.19	0.52	0.33	0.37
Intersection Summary				
Cycle Length: 80				
Actuated Cycle Length: 80				
Offset: 58 (73%), Referenced to phase 2,EBTL, Start of Green				
Natural Cycle: 50				
Control Type: Actuated-Coordinated				



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Synchro 11 Report
AM Scenario 2.syn

HCM Signalized Intersection Capacity Analysis
 10: Eglinton Avenue West & Richardson Avenue

Future Total AM

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	70	1020	595	35	125	50
Future Volume (vph)	70	1020	595	35	125	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.5	3.0	3.5	3.5
Total Lost time (s)	5.0	5.0	5.0	4.0	5.0	5.0
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Fpb. ped/bikes	1.00	1.00	0.89	0.98	1.00	0.98
Fpb. ped/bikes	0.95	1.00	1.00	1.00	1.00	1.00
Flt Protected	0.95	1.00	0.89	0.96	0.97	0.97
Satd. Flow (prot)	1576	3836	3253	1635	1635	1635
Flt Permitted	0.38	1.00	1.00	0.97	1.00	0.97
Satd. Flow (perm)	635	3836	3253	1635	1635	1635
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	73	1062	620	36	130	52
RTOR Reduction (vph)	0	0	5	0	18	0
Lane Group Flow (vph)	73	1063	651	0	164	0
Conf. Bikes (#/hr)	55			55		35
Heavy Vehicles (%)	2%	7%	8%	8%	7%	0%
Turn Type	Perm	NA	NA	Perm	Perm	Perm
Protected Phases	2	2	6			
Permitted Phases	2			8		
Actuated Green, G (s)	48.0	48.0	48.0	21.0		
Effective Green, g (s)	49.0	49.0	49.0	22.0		
Actuated g/C Ratio	0.61	0.61	0.61	0.28		
Clearance Time (s)	6.0	6.0	6.0	5.0		
Vehicle Extension (s)	3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	388	2043	1992	449		
v/s Ratio Prot	c0.32	0.20				
v/s Ratio Perm	0.11			c0.10		
v/c Ratio	0.19	0.52	0.33	0.36		
Uniform Delay, d1	6.8	8.8	7.5	23.4		
Progression Factor	1.00	1.00	1.00	1.00		
Incremental Delay, d2	1.1	1.0	0.1	0.5		
Delay (s)	7.9	9.8	7.6	23.9		
Level of Service	A	A	A	C		
Approach Delay (s)	9.6	7.6	23.9			
Approach LOS	A	A	C	C		
Intersection Summary						
HCM 2000 Control Delay	10.3 HCM 2000 Level of Service B					
HCM 2000 Volume to Capacity ratio	0.48					
Actuated Cycle Length (s)	80.0 Sum of lost time (s) 10.0					
Intersection Capacity Utilization	62.0% ICU Level of Service B					
Analysis Period (min)	15					
c Critical Lane Group						

HCM Unsignalized Intersection Capacity Analysis
 11: Yore Road & Greenacres Road

Future Total AM

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	0	830	625	0	0	10
Future Volume (Veh/h)	0	830	625	0	0	10
Sign Control	Free	Free	Free	Stop	Stop	Stop
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	882	672	0	0	11
Pedestrians					10	
Lane Width (m)					3.0	
Walking Speed (m/s)					1.2	
Percent Blockage					1	
Right turn flare (veh)						
Median type	None	None	None			
Median storage (veh)						
Upstream signal (m)		99				
IC, platoon unblocked					1574	346
IC, conflicting volume	682					
IC1, stage 1 conf vol						
IC2, stage 2 conf vol						
ICU, unblocked vol	682				1574	346
IC, single (s)	4.1				6.8	7.1
IC, 2 stage (s)						
IF (s)	2.2				3.5	3.4
IC queue free %	100				100	98
ICM capacity (veh/h)	914				102	618
Direction, Lane #	EB 1	WB 1	WB 2	SB 1		
Volume Total	882	448	224	11		
Volume Left	0	0	0	0		
Volume Right	0	0	0	11		
CSH	1700	1700	1700	618		
Volume to Capacity	0.52	0.26	0.13	0.02		
Queue Length 95th (m)	0.0	0.0	0.0	0.4		
Control Delay (s)	0.0	0.0	0.0	10.9		
Lane LOS	A	A	A	B		
Approach Delay (s)	0.0	0.0	10.9			
Approach LOS	A	A	B			
Intersection Summary						
Average Delay	0.1					
Intersection Capacity Utilization	47.0% ICU Level of Service A					
Analysis Period (min)	15					

1: Trethewey Dr & Irving Road

Future Background PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	4	4	4	4	4	4	4	4	4	4	4	4
Traffic Volume (veh/h)	20	10	5	10	15	55	0	460	5	95	595	35
Future Volume (Veh/h)	20	10	5	10	15	55	0	460	5	95	595	35
Sign Control	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	21	11	5	11	16	59	0	489	5	101	633	37
Pedestrians	20			15								5
Lane Width (m)	3.5			3.5								3.5
Walking Speed (m/s)	1.2			1.2								1.2
Percent Blockage	2			1								0
Right turn flare (veh)												
Median type							None					None
Median storage (veh)												
Upstream signal (m)							231					
pX platoon unblocked	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
vC, conflicting volume	1190	1382	355	1036	1398	267	690					509
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCn, unblocked vol	1072	1277	355	907	1294	88	690					346
IC, single (s)	*6.0	*5.0	*5.8	7.7	6.6	6.9	4.4					4.1
IC, 2 stage (s)												
IF (s)	*3.0	*3.0	*2.9	3.6	4.1	3.3	2.4					2.2
p0 queue free %	90	96	99	94	88	93	100					91
CM capacity (veh/h)	216	275	783	176	129	885	800					1135
Direction_Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	37	86	244	250	418	354						
Volume Left	21	11	0	0	101	0						
Volume Right	5	59	0	5	0	37						
cSH	258	339	800	1700	1135	1700						
Volume to Capacity	0.14	0.25	0.00	0.15	0.09	0.21						
Queue Length 95th (m)	4.0	7.9	0.0	0.0	2.3	0.0						
Control Delay (s)	21.3	19.2	0.0	0.0	2.8	0.0						
Lane LOS	C	C	C	A	A	A						
Approach Delay (s)	21.3	19.2	0.0	1.5								
Approach LOS	C	C	C									

Intersection Summary	
Average Delay	2.6
Intersection Capacity Utilization	49.8%
Analysis Period (min)	15
* User Entered Value	

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2: Trethewey Drive/Trethewey Dr & Yore Road

Future Background PM

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	4	4	4	4	4	4
Traffic Volume (vph)	680	30	435	545	115	495
Future Volume (vph)	680	30	435	545	115	495
Lane Group Flow (vph)	708	31	453	568	120	516
Turn Type	Prot	Perm	NA	pm+ov	Perm	NA
Protected Phases	8		2	8	6	6
Permitted Phases	8		2	2	6	6
Minimum Split (s)	54.0	54.0	66.0	54.0	66.0	66.0
Total Split (s)	54.0	54.0	66.0	54.0	66.0	66.0
Total Split (%)	45.0%	45.0%	55.0%	45.0%	55.0%	55.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag						
Lead-Lag Optimize?						
v/c Ratio	0.57	0.06	0.27	0.46	0.30	0.30
Control Delay	30.8	7.9	19.5	4.0	20.8	18.8
Queue Delay	0.2	0.0	2.6	0.5	0.0	0.0
Total Delay	31.1	7.9	22.1	4.4	20.8	18.8
Queue Length 50th (m)	69.9	0.0	42.8	22.6	17.2	39.0
Queue Length 95th (m)	89.5	6.5	m54.5	m27.7	31.8	51.3
Internal Link Dist (m)	75.5		60.5		206.6	
Turn Bay Length (m)	10.0			35.0		
Base Capacity (vph)	1242	540	1671	1226	400	1704
Starvation Cap Reductn	0	0	1071	278	0	0
Spillback Cap Reductn	121	0	0	0	0	35
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.06	0.76	0.60	0.30	0.31

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 68 (57%), Referenced to phase 2:NBT and 6:SBTL, Start of Green	
Natural Cycle: 120	
Control Type: Pre-timed	
m: Volume for 95th percentile queue is metered by upstream signal.	



Splits and Phases: 2: Trethewey Drive/Trethewey Dr & Yore Road

2. Trettheway Drive/Trethewey Dr. & Yore Road

Future Background PM

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	T	T	T
Traffic Volume (vph)	680	30	435	545	115	495
Future Volume (vph)	680	30	435	545	115	495
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.0	3.5	3.0	3.0	3.5
Total Lost time (s)	7.0	7.0	7.0	7.0	7.0	7.0
Lane Util. Factor	0.97	1.00	0.95	1.00	1.00	0.95
Fibp. ped/bikes	1.00	0.98	1.00	0.97	1.00	1.00
Fibp. ped/bikes	1.00	1.00	1.00	1.00	0.98	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3173	1832	3400	1389	1642	3466
Flt Permitted	0.95	1.00	1.00	1.00	0.47	1.00
Satd. Flow (perm)	3173	1832	3400	1389	815	3466
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	708	31	453	568	120	516
RTOR Reduction (vph)	0	19	0	0	0	0
Lane Group Flow (vph)	708	12	453	568	120	516
Conf. Bikes (#/hr)	5			5	15	15
Heavy Vehicles (%)	3%	11%	5%	5%	1%	3%
Turn Type	Prot	Perm	NA	pm+ov	Perm	NA
Protected Phases	8	2	8	6	6	6
Permitted Phases	8	2	8	6	6	6
Actuated Green, G (s)	46.0	46.0	58.0	104.0	58.0	58.0
Effective Green, g (s)	47.0	47.0	59.0	106.0	59.0	59.0
Actuated g/C Ratio	0.39	0.39	0.49	0.88	0.49	0.49
Clearance Time (s)	8.0	8.0	8.0	8.0	8.0	8.0
Lane Grp Cap. (vph)	1242	521	1671	1389	400	1704
v/s Ratio Prot	0.22	0.13	0.16	0.16	0.15	0.15
v/s Ratio Perm	0.01	0.01	0.25	0.15	0.15	0.15
v/s Ratio	0.57	0.02	0.27	0.41	0.30	0.30
Uniform Delay, d1	28.6	22.4	17.9	1.3	18.2	18.2
Progression Factor	1.00	1.00	1.07	4.23	1.00	1.00
Incremental Delay, d2	1.9	0.1	0.3	0.6	1.9	0.5
Delay (s)	30.5	22.5	19.4	6.1	20.1	18.7
Level of Service	C	C	B	A	C	B
Approach Delay (s)	30.2	12.0			18.9	
Approach LOS	C	B			B	
Intersection Summary						
HCM 2000 Control Delay			19.4			HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio			0.51			B
Actuated Cycle Length (s)			120.0			Sum of lost time (s)
Intersection Capacity Utilization			145.6%			ICU Level of Service
Analysis Period (min)			15			H
Critical Lane Group						

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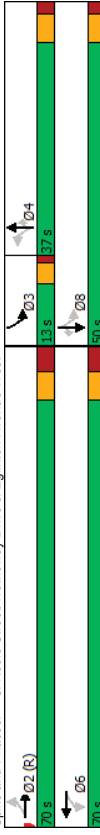
Synchro 11 Report
PM Scenario 2.syn

3. Keele Street/Trethewey Drive & Eglinton Avenue West

Future Background PM

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	W	T	T	T	T	T	T	T	T	T
Traffic Volume (vph)	170	815	60	740	55	600	35	175	745	255
Future Volume (vph)	170	815	60	740	55	600	35	175	745	255
Lane Group Flow (vph)	175	917	62	979	57	619	36	180	768	263
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	pm-pt	NA	Perm
Protected Phases	2	2	6	6	4	4	4	3	8	8
Permitted Phases	2	2	6	6	4	4	4	3	8	8
Detector Phase	2	2	6	6	4	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	60.0	60.0	60.0	60.0	29.0	29.0	29.0	6.0	42.0	42.0
Minimum Split (s)	68.0	68.0	68.0	68.0	36.0	36.0	36.0	10.0	48.0	48.0
Total Split (s)	70.0	70.0	70.0	70.0	37.0	37.0	37.0	13.0	50.0	50.0
Total Split (%)	58.3%	58.3%	58.3%	58.3%	30.8%	30.8%	30.8%	10.8%	41.7%	41.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	4.0	4.0	4.0	4.0	2.0	2.0	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	-1.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	5.0	5.0	5.0	3.0	5.0	5.0
Lead/Lag					Lag	Lag	Lag	Lead		
Lead-Lag Optimize?					Yes	Yes	Yes	Yes		
Recall Mode					None	None	None	None		
v/s Ratio	0.88	0.50	0.28	0.55	0.42	0.71	0.10	0.77	0.61	0.47
Control Delay	67.2	18.7	19.5	19.0	48.4	45.7	0.5	46.5	27.4	15.9
Queue Delay	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9	1.1
Total Delay	68.9	18.7	19.5	19.0	48.4	45.7	0.5	46.5	29.3	17.0
Queue Length 50th (m)	36.0	70.7	7.9	76.0	11.9	74.1	0.0	21.9	57.3	16.1
Queue Length 95th (m)	#66.3	91.9	19.0	99.1	26.2	93.4	0.0	#51.0	75.0	28.1
Internal Link Dist (m)		217.4		75.9		162.3			60.5	
Turn Bay Length (m)	35.0		35.0		30.0			35.0		
Base Capacity (vph)	198	1833	225	1768	141	915	390	233	1299	571
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	3	0	0	23	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/s Ratio	0.90	0.50	0.28	0.56	0.40	0.68	0.09	0.77	0.82	0.61
Intersection Summary										
Cycle Length: 120										
Actuated Cycle Length: 120										
Offset: 65 (54%), Referenced to phase 2EBTL, Start of Green										
Natural Cycle: 120										
Control Type: Actuated-Coordinated										
# 95th percentile volume exceeds capacity, queue may be longer.										
Queue shown is maximum after two cycles.										

Spills and Phases: 3. Keele Street/Trethewey Drive & Eglinton Avenue West



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KCJ

Synchro 11 Report
PM Scenario 2.syn

3: Keele Street/Trethewey Drive & Eglington Avenue West

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	170	815	75	60	740	210	55	600	35	175	745	255
Future Volume (vph)	170	815	75	60	740	210	55	600	35	175	745	255
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)	7.0	7.0	7.0	7.0	7.0	7.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95
Frbp. ped/bikes	1.00	0.99	1.00	0.98	1.00	0.98	1.00	0.98	1.00	0.99	1.00	0.91
Frbp. ped/bikes	0.98	1.00	0.98	1.00	0.97	1.00	0.97	1.00	0.98	1.00	0.99	1.00
Frt	1.00	0.99	1.00	0.97	1.00	0.97	1.00	0.97	1.00	0.98	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Sat'd. Flow (prot)	1592	3421	1630	3267	1591	3433	1238	1609	3466	1352	3466	1352
Flt Permitted	0.22	1.00	0.25	1.00	0.32	1.00	0.32	1.00	0.20	1.00	0.20	1.00
Sat'd. Flow (perm)	372	3421	422	3267	530	3433	1238	333	3466	1352	3466	1352
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)	175	840	77	62	763	216	57	619	36	180	768	263
RTOR Reduction (vph)	0	6	0	0	21	0	0	0	27	0	0	65
Lane Group Flow (vph)	175	911	0	62	958	0	57	619	9	180	768	198
Conf. Peds. (#/hr)	85	100	100	85	70	125	125	125	125	125	125	70
Conf. Bikes (#/hr)	5											
Heavy Vehicles (%)	4%	2%	3%	1%	3%	5%	3%	4%	2%	4%	3%	1%
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases	2	2	6	6	6	6	4	4	4	3	3	8
Permitted Phases	2	2	6	6	6	6	4	4	4	8	8	8
Actuated Green, G (s)	63.1	63.1	63.1	63.1	63.1	29.6	29.6	29.6	29.6	42.9	42.9	42.9
Effective Green, g (s)	64.1	64.1	64.1	64.1	64.1	30.6	30.6	30.6	30.6	43.9	43.9	43.9
Actuated g/C Ratio	0.53	0.53	0.53	0.53	0.53	0.26	0.26	0.26	0.26	0.37	0.37	0.37
Clearance Time (s)	8.0	8.0	8.0	8.0	8.0	6.0	6.0	6.0	6.0	4.0	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	3.0	3.0	3.0
Lane Grp Cap (vph)	198	1827	225	1745	135	875	315	231	1267	494	1267	494
v/s Ratio Prot	0.27			0.29			0.18			0.07	0.22	
v/s Ratio Perm	0.47			0.15			0.11			0.01	0.22	
v/c Ratio	0.88	0.50	0.28	0.55	0.42	0.71	0.03	0.78	0.61	0.40	0.40	0.40
Uniform Delay, d1	24.7	17.7	15.3	18.4	37.3	40.6	33.6	28.9	31.0	28.3	28.3	28.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.81	0.76	0.76
Incremental Delay, d2	39.4	1.0	0.7	0.4	2.1	2.6	0.0	13.9	0.7	0.5	0.5	0.5
Delay (s)	64.1	18.7	15.9	18.8	39.4	43.3	33.6	41.2	26.0	22.0	22.0	22.0
Level of Service	E	B	B	B	D	D	C	D	C	D	C	C
Approach Delay (s)	26.0			18.6			42.5			27.4		
Approach LOS	C			B			D			C		C
Intersection Summary												
HCM 2000 Control Delay	27.4 HCM 2000 Level of Service											
HCM 2000 Volume to Capacity ratio	0.86											
Actuated Cycle Length (s)	120.0 Sum of lost time (s)											
Intersection Capacity Utilization	179.2% ICU Level of Service											
Analysis Period (min)	15											
c Critical Lane Group												

4: Irving Road & Keele Street

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	105	5	45	735	705	35
Future Volume (Veh/h)	105	5	45	735	705	35
Sign Control	Stop	Free	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	111	5	47	774	742	37
Pedestrians	10					
Lane Width (m)	3.0					
Walking Speed (m/s)	1.2					
Percent Blockage	1					
Right turn flare (veh)			None	None	None	None
Median type						
Median storage (veh)						
Upstream signal (m)			271			
pX, platoon unblocked						
vC, conflicting volume	1252	400	789			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCU, unblocked vol	1252	400	789			
IC, single (s)	5.8	5.8	4.2			
IC, 2 stage (s)						
IF (s)	2.9	2.9	2.2			
p0 queue free %	55	99	94			
qM capacity (veh/h)	245	757	808			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	116	305	516	495	284	
Volume Left	111	47	0	0	0	
Volume Right	5	0	0	0	37	
qSH	253	808	1700	1700	1700	
Volume to Capacity	0.46	0.06	0.30	0.29	0.17	
Queue Length 95th (m)	18.0	1.5	0.0	0.0	0.0	
Control Delay (s)	30.8	2.1	0.0	0.0	0.0	
Lane LOS	D	A				
Approach Delay (s)	30.8	0.8				
Approach LOS	D					
Intersection Summary						
Average Delay	2.4					
Intersection Capacity Utilization	58.4%					
Analysis Period (min)	15					
* User Entered Value						

5. Keele Street & Yore Road

6. Lester Avenue & Keele Street

Future Background PM

Future Background PM

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1					
Traffic Volume (veh/h)	590	70	0	710	0	190
Future Volume (Veh/h)	590	70	0	710	0	190
Sign Control	Free	Free	Free	Stop	Stop	Free
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	608	72	0	732	0	196
Pedestrians				15		
Lane Width (m)				3.0		
Walking Speed (m/s)				1.2		
Percent Blockage				1		
Right turn flare (veh)	None	None	None	None	None	None
Median type						
Median storage (veh)						
Upstream signal (m)	130					
pX, platoon unblocked						
VC, conflicting volume		685		1025		659
VC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCU, unblocked vol		685		1025		659
IC, single (s)		4.1		6.8		6.9
IC, 2 stage (s)		2.2		3.5		3.3
p0 queue free %		100		100		52
CM capacity (veh/h)		901		232		404
Direction_Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	680	366	366	196		
Volume Left	0	0	0	0		
Volume Right	72	0	0	196		
cSH	1700	1700	1700	404		
Volume to Capacity	0.40	0.22	0.22	0.48		
Queue Length 95th (m)	0.0	0.0	0.0	20.6		
Control Delay (s)	0.0	0.0	0.0	22.0		
Lane LOS				C		
Approach Delay (s)	0.0	0.0		22.0		
Approach LOS				C		
Intersection Summary						
Average Delay			2.7			A
Intersection Capacity Utilization			53.9%			ICU Level of Service
Analysis Period (min)			15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W					4
Traffic Volume (veh/h)	5	30	155	30	60	0
Future Volume (Veh/h)	5	30	155	30	60	0
Sign Control	Stop	Free	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	6	34	176	34	68	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)			None	None	None	None
Median type						
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
VC, conflicting volume		354	218		235	
VC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCU, unblocked vol		354	218		235	
IC, single (s)		6.4	6.2		4.1	
IC, 2 stage (s)		3.5	3.3		2.2	
p0 queue free %		99	96		95	
CM capacity (veh/h)		604	812		1321	
Direction_Lane #	WB 1	NB 1	SB 1			
Volume Total	40	210	68			
Volume Left	6	0	68			
Volume Right	34	34	0			
cSH	772	1700	1321			
Volume to Capacity	0.05	0.12	0.05			
Queue Length 95th (m)	1.3	0.0	1.3			
Control Delay (s)	9.9	0.0	7.9			
Lane LOS	A		A			
Approach Delay (s)	9.9	0.0	7.9			
Approach LOS	A		A			
Intersection Summary						
Average Delay			2.9			A
Intersection Capacity Utilization			28.7%			ICU Level of Service
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
7: Keele Street & Lane N Eglinton W Keele

Future Background PM



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	W
Traffic Volume (veh/h)	5	0	0	200	10	5
Future Volume (Veh/h)	5	0	0	200	10	5
Sign Control	Stop	Free	Free	Free	Free	Stop
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	7	0	0	263	13	7
Pedestrians	60			35	5	
Lane Width (m)	3.0	3.5	3.5	3.5	3.5	3.0
Walking Speed (m/s)	1.2	1.2	1.2	1.2	1.2	1.2
Percent Blockage	4			3	0	
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
VC, conflicting volume	344	112	80			
VC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCU, unblocked vol	344	112	80			
IC, single (s)	6.4	6.2	4.1			
IC, 2 stage (s)						
IF (s)	3.5	3.3	2.2			
p0 queue free %	99	100	100			
pM capacity (veh/h)	626	882	1467			
Direction_Lane #	EB 1	NB 1	SB 1			
Volume Total	7	263	20			
Volume Left	7	0	0			
Volume Right	0	0	7			
cSH	626	1467	1700			
Volume to Capacity	0.01	0.00	0.01			
Queue Length 95th (m)	0.3	0.0	0.0			
Control Delay (s)	10.8	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	10.8	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay	0.3					
Intersection Capacity Utilization	28.9%					
Analysis Period (min)	15					
	ICU Level of Service A					

HCM Unsignalized Intersection Capacity Analysis
8: Eglinton Avenue West & Keele Street

Future Background PM



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	W	W	W	W	W	W
Traffic Volume (veh/h)	120	905	1000	80	0	10
Future Volume (Veh/h)	120	905	1000	80	0	10
Sign Control	Free	Free	Free	Free	Stop	Stop
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	125	943	1042	83	0	10
Pedestrians	15	15	15	170		
Lane Width (m)	3.3	3.5	3.0	3.0		
Walking Speed (m/s)	1.2	1.2	1.2	1.2		
Percent Blockage	1	1	1	12		
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (m)	100	201				
pX, platoon unblocked	0.85			0.92	0.85	
VC, conflicting volume	1285			1990	748	
VC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCU, unblocked vol	1005			1187	364	
IC, single (s)	5.9			6.8	6.9	
IC, 2 stage (s)						
IF (s)	3.1			3.5	3.3	
p0 queue free %	50			100	98	
pM capacity (veh/h)	262			74	476	
Direction_Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	125	472	472	695	430	10
Volume Left	125	0	0	0	0	0
Volume Right	0	0	0	0	83	10
cSH	252	1700	1700	1700	1700	476
Volume to Capacity	0.50	0.28	0.28	0.41	0.25	0.02
Queue Length 95th (m)	20.4	0.0	0.0	0.0	0.0	0.5
Control Delay (s)	32.6	0.0	0.0	0.0	0.0	12.7
Lane LOS	D					B
Approach Delay (s)	3.8			0.0		12.7
Approach LOS						B
Intersection Summary						
Average Delay	1.9					
Intersection Capacity Utilization	54.7%					
Analysis Period (min)	15					
	ICU Level of Service A					

HCM Unsignalized Intersection Capacity Analysis

9: Richardson Avenue & Lester Avenue

Future Background PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		Stop	Stop		Stop			Stop			Stop	
Traffic Volume (vph)	15	20	55	5	15	50	10	80	10	15	185	20
Future Volume (vph)	15	20	55	5	15	50	10	80	10	15	185	20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	16	22	60	5	16	54	11	87	11	16	201	22
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	98	75	109	239								
Volume Left (vph)	16	5	11	16								
Volume Right (vph)	60	54	11	22								
Head (s)	-0.33	-0.41	0.00	-0.04								
Departure Headway (s)	4.5	4.4	4.6	4.4								
Degree Utilization, x	0.12	0.09	0.14	0.29								
Capacity (veh/h)	788	741	744	782								
Control Delay (s)	8.1	7.9	8.3	9.2								
Approach Delay (s)	8.1	7.9	8.3	9.2								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay	8.6											
Level of Service	A											
Intersection Capacity Utilization	32.5%											
Analysis Period (min)	15											
ICU Level of Service	A											

2636 Eglinton Avenue West

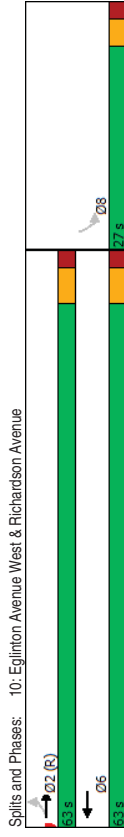
Synchro 11 Report
PM Scenario 2.syn

KCJ

10: Eglinton Avenue West & Richardson Avenue

Future Background PM

EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
65	920	980	65	920	980	145						
66	920	980	145									
66	939	1036	250									
Perm	NA	NA	Perm									
2	2	6										
2	2	6	8									
2	2	6	8									
18.0	18.0	18.0	21.0									
24.0	24.0	24.0	26.0									
63.0	63.0	63.0	27.0									
70.0%	70.0%	70.0%	30.0%									
4.0	4.0	4.0	3.0									
2.0	2.0	2.0	2.0									
-1.0	-1.0	-1.0	-1.0									
5.0	5.0	5.0	4.0									
C-Min	C-Min	Min	None									
0.26	0.41	0.47	0.59									
10.4	8.5	8.9	31.3									
0.0	0.0	0.0	0.0									
10.4	8.5	8.9	31.3									
4.4	37.5	42.8	34.4									
13.2	56.2	64.2	56.6									
176.8	278.1	61.6										
30.0												
258	2286	2246	435									
0	0	0	0									
0	0	0	0									
0	0	0	0									
0.26	0.41	0.46	0.57									
Intersection Summary												
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 32 (36%), Referenced to phase 2,EBTL, Start of Green												
Natural Cycle: 55												
Control Type: Actuated-Coordinated												



2636 Eglinton Avenue West

Synchro 11 Report
PM Scenario 2.syn

KCJ

HCM Signalized Intersection Capacity Analysis
 10: Eglinton Avenue West & Richardson Avenue

Future Background PM

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	65	920	980	35	145	100
Future Volume (vph)	65	920	980	35	145	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.5	3.0	3.0	3.0
Total Lost time (s)	5.0	5.0	5.0	4.0	5.0	5.0
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	0.97
Frbp. ped/bikes	1.00	1.00	0.89	1.00	0.97	0.97
Frbp. ped/bikes	0.98	1.00	1.00	1.00	1.00	0.94
Flt Protected	0.95	1.00	1.00	0.97	0.97	0.97
Satd. Flow (prot)	1599	3500	3434	1561	1561	1561
Flt Permitted	0.23	1.00	1.00	0.97	0.97	0.97
Satd. Flow (perm)	395	3500	3434	1561	1561	1561
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	66	939	1000	36	148	102
RTOR Reduction (vph)	0	0	3	0	28	0
Lane Group Flow (vph)	66	939	1033	0	222	0
Conf. Peds. (#/hr)	50		50		55	
Conf. Bikes (#/hr)					5	
Heavy Vehicles (%)	3%	2%	3%	0%	0%	2%
Turn Type	Perm	NA	NA	Perm	Perm	Perm
Protected Phases	2	2	6			
Permitted Phases	2	2	6		8	
Actuated Green, G (s)	57.3	57.3	57.3	21.7	21.7	
Effective Green, g (s)	58.3	58.3	58.3	22.7	22.7	
Actuated g/C Ratio	0.65	0.65	0.65	0.25	0.25	
Clearance Time (s)	6.0	6.0	6.0	5.0	5.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	255	2267	2224	393	393	
v/s Ratio Prot	0.17	0.27	0.30			
v/s Ratio Perm	0.26	0.41	0.46	0.14	0.14	
v/c Ratio	0.28	0.41	0.46	0.57	0.57	
Uniform Delay, d1	6.7	7.6	8.0	29.4	29.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	2.4	0.6	0.2	1.9	1.9	
Delay (s)	9.2	8.2	8.1	31.2	31.2	
Level of Service	A	A	A	C	C	
Approach Delay (s)	8.3	8.1	31.2			
Approach LOS	A	A	A	C	C	
Intersection Summary						
HCM 2000 Control Delay	10.7 HCM 2000 Level of Service B					
HCM 2000 Volume to Capacity ratio	0.50					
Actuated Cycle Length (s)	90.0 Sum of lost time (s) 10.0					
Intersection Capacity Utilization	72.5% ICU Level of Service C					
Analysis Period (min)	15					
c Critical Lane Group						

HCM Unsignalized Intersection Capacity Analysis
 11: Yore Road & Greenacres Road

Future Background PM

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	0	660	705	5	0	5
Future Volume (Veh/h)	0	660	705	5	0	5
Sign Control	Free	Free	Free	Stop	Stop	Stop
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	0	680	727	5	0	5
Pedestrians					5	
Lane Width (m)					3.0	
Walking Speed (m/s)					1.2	
Percent Blockage					0	
Right turn flare (veh)						
Median type	None	None	None			
Median storage (veh)						
Upstream signal (m)		99				
Upstream unblocked					1414	371
vC, conflicting volume	737					
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	737				1414	371
IC, single (s)	4.1				6.8	6.9
IC, 2 stage (s)						
IC queue free %	2.2				3.5	3.3
IF (s)	100				100	99
ICM capacity (veh/h)	875				130	630
Direction, Lane #	EB 1	WB 1	WB 2	SB 1		
Volume Total	680	485	247	5		
Volume Left	0	0	0	0		
Volume Right	0	0	5	5		
cSH	1700	1700	1700	630		
Volume to Capacity	0.40	0.29	0.15	0.01		
Queue Length 95th (m)	0.0	0.0	0.0	0.2		
Control Delay (s)	0.0	0.0	0.0	10.8		
Lane LOS				B		
Approach Delay (s)	0.0	0.0	10.8			
Approach LOS			B			
Intersection Summary						
Average Delay	0.0					
Intersection Capacity Utilization	38.1% ICU Level of Service A					
Analysis Period (min)	15					

1: Trethewey Dr & Irving Road

HCM Unsignalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	20	10	5	25	15	55	0	460	5	95	595	35
Future Volume (Veh/h)	20	10	5	25	15	55	0	460	5	95	595	35
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	21	11	5	27	16	59	0	489	5	101	633	37
Pedestrians	20			15								5
Lane Width (m)	3.5			3.5								3.5
Walking Speed (m/s)	1.2			1.2								1.2
Percent Blockage	2			1								0
Right turn flare (veh)							None	None	None	None	None	None
Median type												
Median storage (veh)												
Upstream signal (m)							231					
pX platoon unblocked	0.94	0.94		0.94	0.94	0.94						0.94
VC, conflicting volume	1190	1382	355	1036	1398	267	690					509
VC1, stage 1 conf vol												
VC2, stage 2 conf vol												
VCU, unblocked vol	1072	1277	355	907	1294	88	690					346
IC, single (s)	*6.0	*5.0	*5.8	7.7	6.6	6.9	4.4					4.1
IC, 2 stage (s)												
IF (s)	*3.0	*3.0	*2.9	3.6	4.1	3.3	2.4					2.2
p0 queue free %	90	96	99	85	88	93	100					91
CM capacity (veh/h)	216	275	783	176	129	885	800					1135
Direction_Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	37	102	244	250	418	354						
Volume Left	21	27	0	0	101	0						
Volume Right	5	59	0	5	0	37						
cSH	258	296	800	1700	1135	1700						
Volume to Capacity	0.14	0.34	0.00	0.15	0.09	0.21						
Queue Length 95th (m)	4.0	11.9	0.0	0.0	2.3	0.0						
Control Delay (s)	21.3	23.4	0.0	0.0	2.8	0.0						
Lane LOS	C	C	C	A	A							
Approach Delay (s)	21.3	23.4	0.0	1.5								
Approach LOS	C	C										
Intersection Summary												
Average Delay	3.1											
Intersection Capacity Utilization	50.6%											
Analysis Period (min)	15											
* User Entered Value	A											

2: Trethewey Drive/Trethewey Dr & Yore Road

Queues

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	680	30	435	545	130	495
Future Volume (vph)	680	30	435	545	130	495
Lane Group Flow (vph)	708	31	453	568	135	516
Turn Type	Prot	Perm	NA	pm+ov	Perm	NA
Protected Phases	8		2	8	6	
Permitted Phases	8		2	2	6	
Minimum Split (s)	54.0	54.0	66.0	54.0	66.0	66.0
Total Split (s)	54.0	54.0	66.0	54.0	66.0	66.0
Total Split (%)	45.0%	45.0%	55.0%	45.0%	55.0%	55.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag						
Lead-Lag Optimize?						
v/c Ratio	0.57	0.06	0.27	0.46	0.34	0.30
Control Delay	30.8	7.9	19.5	4.0	21.6	18.8
Queue Delay	0.2	0.0	2.6	0.5	0.0	0.0
Total Delay	31.1	7.9	22.2	4.4	21.6	18.8
Queue Length 50th (m)	69.9	0.0	42.7	22.6	19.8	39.0
Queue Length 95th (m)	89.5	6.5	m54.5	m27.4	36.0	51.3
Internal Link Dist (m)	75.5		60.5		206.6	
Turn Bay Length (m)	10.0			35.0		
Base Capacity (vph)	1242	540	1671	1226	400	1704
Starvation Cap Reductn	0	0	1072	280	0	0
Spillback Cap Reductn	121	0	0	0	0	35
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.06	0.76	0.60	0.34	0.31
Intersection Summary						
Cycle Length: 120						
Actuated Cycle Length: 120						
Offset: 68 (57%), Referenced to phase 2:NBT and 6:SBTL, Start of Green						
Natural Cycle: 120						
Control Type: Pretimed						
m: Volume for 95th percentile queue is metered by upstream signal.						



2. Trettheway Drive/Trethewey Dr. & Yore Road

Future Total PM

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	T	T	T
Traffic Volume (vph)	680	30	435	545	130	495
Future Volume (vph)	680	30	435	545	130	495
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.0	3.5	3.0	3.0	3.5
Total Lost time (s)	0.97	1.00	0.95	1.00	1.00	0.95
Lane Util. Factor	1.00	0.98	1.00	0.97	1.00	1.00
Fibp. ped/bikes	1.00	1.00	1.00	0.98	1.00	1.00
Fib. ped/bikes	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	0.95
Satd. Flow (prot)	3173	1832	3400	1389	1642	3466
Flt Permitted	0.95	1.00	1.00	0.97	1.00	0.95
Satd. Flow (perm)	3173	1832	3400	1389	1642	3466
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	708	31	453	568	135	516
RTOR Reduction (vph)	0	19	0	0	0	0
Lane Group Flow (vph)	708	12	453	568	135	516
Conf. Bikes (#/hr)	5			5	15	15
Heavy Vehicles (%)	3%	11%	5%	5%	1%	3%
Turn Type	Prot	Perm	NA	pm+ov	Perm	NA
Protected Phases	8	2	8	6	6	6
Permitted Phases	8	2	8	6	6	6
Actuated Green, G (s)	46.0	46.0	58.0	104.0	58.0	58.0
Effective Green, g (s)	47.0	47.0	59.0	106.0	59.0	59.0
Actuated g/C Ratio	0.39	0.39	0.49	0.88	0.49	0.49
Clearance Time (s)	8.0	8.0	8.0	8.0	8.0	8.0
Lane Grp Cap. (vph)	1242	521	1671	1389	400	1704
v/s Ratio Prot	0.22		0.13	0.16	0.15	
v/s Ratio Perm	0.01		0.25	0.17		
v/c Ratio	0.57	0.02	0.27	0.41	0.34	0.30
Uniform Delay, d1	28.6	22.4	17.9	1.3	18.6	18.2
Progression Factor	1.00	1.00	1.07	4.23	1.00	1.00
Incremental Delay, d2	1.9	0.1	0.3	0.6	2.3	0.5
Delay (s)	30.5	22.5	19.4	6.1	20.9	18.7
Level of Service	C	C	B	A	C	B
Approach Delay (s)	30.2		12.0		19.1	
Approach LOS	C		B		B	
Intersection Summary						
HCM 2000 Control Delay	19.5 HCM 2000 Level of Service B					
HCM 2000 Volume to Capacity ratio	0.51					
Actuated Cycle Length (s)	120.0 Sum of lost time (s) H					
Intersection Capacity Utilization	152.5% ICU Level of Service					
Analysis Period (min)	15					
Critical Lane Group	c					

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Synchro 11 Report
PM Scenario 2.syn

3. Keele Street/Trethewey Drive & Eglinton Avenue West

Future Total PM

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	W	T	W	T	W	T	T	T	T	T
Traffic Volume (vph)	170	820	60	745	55	600	40	175	745	255
Future Volume (vph)	170	820	60	745	55	600	40	175	745	255
Lane Group Flow (vph)	175	922	62	884	57	619	41	180	768	263
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm-pt	NA	Perm	NA
Protected Phases	2	2	6	6	4	4	3	8	8	8
Detector Phase	2	2	6	6	4	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	60.0	60.0	60.0	29.0	29.0	29.0	29.0	6.0	42.0	42.0
Minimum Split (s)	68.0	68.0	68.0	36.0	36.0	36.0	36.0	10.0	48.0	48.0
Total Split (s)	70.0	70.0	70.0	37.0	37.0	37.0	37.0	13.0	50.0	50.0
Total Split (%)	58.3%	58.3%	58.3%	30.8%	30.8%	30.8%	30.8%	10.8%	41.7%	41.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	4.0	4.0	4.0	2.0	2.0	2.0	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	-1.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	5.0	5.0	5.0	3.0	5.0	5.0
Lead/Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	C-Min	C-Min	Min	Min	Min	Min	Min	None	Min	Min
v/c Ratio	0.89	0.50	0.28	0.56	0.42	0.71	0.11	0.77	0.61	0.47
Control Delay	69.0	18.8	19.6	19.1	48.4	45.7	1.2	46.5	27.4	16.0
Queue Delay	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9	1.2
Total Delay	70.7	18.8	19.6	19.1	48.4	45.7	1.2	46.5	29.3	17.2
Queue Length 50th (m)	36.3	71.3	7.9	76.5	11.9	74.1	0.0	21.9	57.3	16.3
Queue Length 95th (m)	#66.7	92.5	19.1	99.8	26.2	93.4	1.3	#51.0	75.0	28.4
Internal Link Dist (m)	217.4 75.9 162.3									
Turn Bay Length (m)	35.0 30.0									
Base Capacity (vph)	197	1833	223	1767	141	915	390	233	1299	570
Starvation Cap Reductn	0 0 0 0 0 0 0 0 0 0 0									
Spillback Cap Reductn	3 0 0 23 0 0 0 0 0 0 0									
Storage Cap Reductn	0 0 0 0 0 0 0 0 0 0 0									
Reduced v/c Ratio	0.90	0.50	0.28	0.56	0.40	0.68	0.11	0.77	0.82	0.61
Intersection Summary										
Cycle Length: 120										
Actuated Cycle Length: 120										
Offset: 65 (54%), Referenced to phase 2EBTL, Start of Green										
Natural Cycle: 120										
Control Type: Actuated-Coordinated										
# 95th percentile volume exceeds capacity, queue may be longer.										
Queue shown is maximum after two cycles.										



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Synchro 11 Report
PM Scenario 2.syn

5. Keele Street & Yore Road

Future Total PM

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	590	85	0	710	0	200
Future Volume (Veh/h)	590	85	0	710	0	200
Sign Control	Free	Free	Free	Stop	Stop	Free
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	608	88	0	732	0	206
Pedestrians					15	
Lane Width (m)				3.0		
Walking Speed (m/s)				1.2		
Percent Blockage				1		
Right turn flare (veh)				None		
Median type				None		
Median storage (veh)				130		
Upstream signal (m)						
pX, platoon unblocked				711	1033	667
VC, conflicting volume						
VC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCU, unblocked vol				711	1033	667
IC, single (s)				4.1	6.8	6.9
IC, 2 stage (s)				2.2	3.5	3.3
p0 queue free %				100	100	48
CM capacity (veh/h)				888	229	399
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 1	
Volume Total	696	366	366	206	206	
Volume Left	0	0	0	0	0	
Volume Right	88	0	0	206	0	
cSH	1700	1700	1700	399	399	
Volume to Capacity	0.41	0.22	0.22	0.52	0.52	
Queue Length 95th (m)	0.0	0.0	0.0	22.9	22.9	
Control Delay (s)	0.0	0.0	0.0	23.2	23.2	
Lane LOS				C	C	
Approach Delay (s)	0.0	0.0	0.0	23.2	23.2	
Approach LOS				C	C	
Intersection Summary						
Average Delay	2.9					
Intersection Capacity Utilization	55.4%					
Analysis Period (min)	15					
ICU Level of Service	B					

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KCJ

Synchro 11 Report
PM Scenario 2.syn

6. Lester Avenue & Keele Street

Future Total PM

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	5	30	165	30	60	15
Future Volume (Veh/h)	5	30	165	30	60	15
Sign Control	Stop	Free	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	6	34	188	34	68	17
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)				None		None
Median type				None		None
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked				383	230	247
VC, conflicting volume						
VC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCU, unblocked vol				383	230	247
IC, single (s)				6.4	6.2	4.1
IC, 2 stage (s)				3.5	3.3	2.2
p0 queue free %				99	96	95
CM capacity (veh/h)				581	800	1308
Direction, Lane #	WB 1	NB 1	SB 1	SB 1		
Volume Total	40	222	85	85		
Volume Left	6	0	68	0		
Volume Right	34	34	0	0		
cSH	757	1700	1308	1308		
Volume to Capacity	0.05	0.13	0.05	0.05		
Queue Length 95th (m)	1.3	0.0	1.3	0.0		
Control Delay (s)	10.0	0.0	6.4	6.4		
Lane LOS	B		A	A		
Approach Delay (s)	10.0	0.0	6.4	6.4		
Approach LOS	B		A	A		
Intersection Summary						
Average Delay	2.7					
Intersection Capacity Utilization	29.7%					
Analysis Period (min)	15					
ICU Level of Service	A					

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Synchro 11 Report
PM Scenario 2.syn

HCM Unsignalized Intersection Capacity Analysis
7: Keele Street & Lane N Eglinton W Keele

Future Total PM

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			U	U	U
Traffic Volume (veh/h)	15	10	20	200	10	20
Future Volume (Veh/h)	15	10	20	200	10	20
Sign Control	Stop	Free	Free	Free	Free	Stop
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	20	13	26	263	13	26
Pedestrians	60			35	5	
Lane Width (m)	3.0	3.5	3.5	3.5	3.5	3.0
Walking Speed (m/s)	1.2	1.2	1.2	1.2	1.2	1.2
Percent Blockage	4			3	0	
Right turn flare (veh)						
Median type			None	None	None	
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
VC, conflicting volume	406	121	99			
VC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCU, unblocked vol	406	121	99			
IC, single (s)	6.4	6.2	4.1			
IC, 2 stage (s)						
p0 queue free %	3.5	3.3	2.2			
IF (s)	96	99	98			
CM capacity (veh/h)	567	871	1444			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	33	289	39			
Volume Left	20	26	0			
Volume Right	13	0	26			
cSH	657	1444	1700			
Volume to Capacity	0.05	0.02	0.02			
Queue Length 95th (m)	1.3	0.4	0.0			
Control Delay (s)	10.8	0.8	0.0			
Lane LOS	B	A	A			
Approach Delay (s)	10.8	0.8	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay		1.6				
Intersection Capacity Utilization		35.2%				ICU Level of Service A
Analysis Period (min)		15				

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Synchro 11 Report
PM Scenario 2.syn

HCM Unsignalized Intersection Capacity Analysis
8: Eglinton Avenue West & Keele Street

Future Total PM

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	U	U	U	U	W	U
Traffic Volume (veh/h)	130	905	1000	90	5	15
Future Volume (Veh/h)	130	905	1000	90	5	15
Sign Control	Free	Free	Free	Free	Stop	Stop
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	135	943	1042	94	5	16
Pedestrians		15	15		170	
Lane Width (m)	3.3	3.5	3.5	3.0	3.0	3.0
Walking Speed (m/s)	1.2	1.2	1.2	1.2	1.2	1.2
Percent Blockage	1	1	1		12	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (m)		100	201			
pX, platoon unblocked					0.92	0.85
VC, conflicting volume	1306			2016	753	
VC1, stage 1 conf vol						
VC2, stage 2 conf vol						
VCU, unblocked vol	1012			1203	363	
IC, single (s)	5.9			6.8	6.9	
IC, 2 stage (s)						
p0 queue free %	3.1			3.5	3.3	
IF (s)	46			92	97	
CM capacity (veh/h)	249			66	475	
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	135	472	472	695	441	21
Volume Left	135	0	0	0	0	5
Volume Right	0	0	0	0	94	16
cSH	249	1700	1700	1700	1700	192
Volume to Capacity	0.54	0.28	0.28	0.41	0.26	0.11
Queue Length 95th (m)	23.6	0.0	0.0	0.0	0.0	2.9
Control Delay (s)	35.4	0.0	0.0	0.0	0.0	26.1
Lane LOS	E					D
Approach Delay (s)	4.4			0.0		26.1
Approach LOS						D
Intersection Summary						
Average Delay				2.4		
Intersection Capacity Utilization				55.6%		ICU Level of Service B
Analysis Period (min)				15		

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Synchro 11 Report
PM Scenario 2.syn

HCM Unsignalized Intersection Capacity Analysis
9: Richardson Avenue & Lester Avenue

Future Total PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		Stop	Stop		Stop			Stop			Stop	
Traffic Volume (vph)	15	20	55	5	15	50	10	80	10	15	185	20
Future Volume (vph)	15	20	55	5	15	50	10	80	10	15	185	20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	16	22	60	5	16	54	11	87	11	16	201	22
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	98	75	109	239								
Volume Left (vph)	16	5	11	16								
Volume Right (vph)	60	54	11	22								
Had ¹ (s)	-0.33	-0.41	0.00	-0.04								
Departure Headway (s)	4.5	4.4	4.6	4.4								
Degree Utilization, x	0.12	0.09	0.14	0.29								
Capacity (veh/h)	788	741	744	782								
Control Delay (s)	8.1	7.9	8.3	9.2								
Approach Delay (s)	8.1	7.9	8.3	9.2								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay	8.6											
Level of Service	A											
Intersection Capacity Utilization	32.5%											
Analysis Period (min)	15											
	ICU Level of Service A											

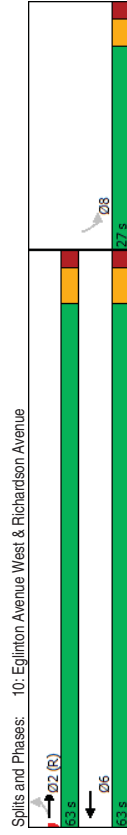
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Synchro 11 Report
PM Scenario 2.syn

10: Eglinton Avenue West & Richardson Avenue

Future Total PM

	EBL	EBT	WBT	SBL
Lane Group	EBL	EBT	WBT	SBL
Lane Configurations	W	W	W	W
Traffic Volume (vph)	65	925	990	145
Future Volume (vph)	65	925	990	145
Lane Group Flow (vph)	66	944	1046	250
Turn Type	Perm	NA	NA	Perm
Protected Phases	2	2	6	8
Permitted Phases	2	2	6	8
Detector Phase	2	2	6	8
Switch Phase				
Minimum Initial (s)	18.0	18.0	18.0	21.0
Minimum Split (s)	24.0	24.0	24.0	26.0
Total Split (s)	63.0	63.0	63.0	27.0
Total Split (%)	70.0%	70.0%	70.0%	30.0%
Yellow Time (s)	4.0	4.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.0	5.0	5.0	4.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	C-Min	C-Min	Min	None
v/c Ratio	0.26	0.42	0.47	0.59
Control Delay	10.5	8.5	9.0	31.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	10.5	8.5	9.0	31.3
Queue Length 50th (m)	4.4	37.8	43.5	34.4
Queue Length 95th (m)	13.3	56.6	64.9	56.6
Internal Link Dist (m)	176.8	278.1	61.6	
Turn Bay Length (m)	30.0			
Base Capacity (vph)	255	2286	2246	435
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.26	0.41	0.47	0.57
Intersection Summary				
Cycle Length: 90				
Actuated Cycle Length: 90				
Offset: 32 (36%), Referenced to phase 2,EBTL, Start of Green				
Natural Cycle: 55				
Control Type: Actuated-Coordinated				



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KCJ

Synchro 11 Report
PM Scenario 2.syn

HCM Signalized Intersection Capacity Analysis
 10: Eglinton Avenue West & Richardson Avenue

Future Total PM

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	65	925	990	35	145	100
Future Volume (vph)	65	925	990	35	145	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.5	3.0	3.0	3.0
Total Lost time (s)	5.0	5.0	5.0	4.0	5.0	5.0
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	0.97
Frbp. ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frbp. ped/bikes	0.98	1.00	1.00	1.00	1.00	1.00
Flt Protected	0.95	1.00	1.00	0.97	0.97	0.97
Satd. Flow (prot)	1600	3500	3434	1561	1561	1561
Flt Permitted	0.23	1.00	1.00	0.97	0.97	0.97
Satd. Flow (perm)	390	3500	3434	1561	1561	1561
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	66	944	1010	36	148	102
RTOR Reduction (vph)	0	0	3	0	28	0
Lane Group Flow (vph)	66	944	1043	0	222	0
Conf. Peds. (#/hr)	50			50		55
Conf. Bikes (#/hr)				5		
Heavy Vehicles (%)	3%	2%	3%	0%	0%	2%
Turn Type	Perm	NA	NA	Perm	Perm	Perm
Protected Phases	2	2	6			
Permitted Phases	2	2	6		8	
Actuated Green, G (s)	57.3	57.3	57.3	21.7	21.7	
Effective Green, g (s)	58.3	58.3	58.3	22.7	22.7	
Actuated g/C Ratio	0.65	0.65	0.65	0.25	0.25	
Clearance Time (s)	6.0	6.0	6.0	5.0	5.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	252	2267	2224	393	393	
v/s Ratio Prot	0.17	0.27	0.30			
v/s Ratio Perm	0.26	0.42	0.47	0.14	0.14	
v/c Ratio	0.26	0.42	0.47	0.57	0.57	
Uniform Delay, d1	6.7	7.6	8.0	29.4	29.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	2.5	0.6	0.2	1.9	1.9	
Delay (s)	9.2	8.2	8.2	31.2	31.2	
Level of Service	A	A	A	C	C	
Approach Delay (s)	8.3	8.2	8.2	31.2	31.2	
Approach LOS	A	A	A	C	C	
Intersection Summary						
HCM 2000 Control Delay	10.7 HCM 2000 Level of Service					
HCM 2000 Volume to Capacity ratio	0.50					
Actuated Cycle Length (s)	90.0 Sum of lost time (s)					
Intersection Capacity Utilization	72.8% ICU Level of Service					
Analysis Period (min)	15					
c Critical Lane Group						

HCM Unsignalized Intersection Capacity Analysis
 11: Yore Road & Greenacres Road

Future Total PM

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔	↔	↔	↔
Traffic Volume (veh/h)	0	675	705	5	0	5
Future Volume (Veh/h)	0	675	705	5	0	5
Sign Control		Free	Free	Stop		Stop
Grade		0%	0%	0%		0%
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	0	696	727	5	0	5
Pedestrians					5	
Lane Width (m)					3.0	
Walking Speed (m/s)					1.2	
Percent Blockage					0	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (m)		99				
ICU, platoon unblocked					1430	371
IC, conflicting volume	737					
IC1, stage 1 conf vol						
IC2, stage 2 conf vol						
ICU, unblocked vol	737				1430	371
IC, single (s)	4.1				6.8	6.9
IC, 2 stage (s)						
IF (s)	2.2				3.5	3.3
p0 queue free %	100				100	99
ICM capacity (veh/h)	875				127	630
Direction, Lane #	EB 1	WB 1	WB 2	SB 1		
Volume Total	686	485	247	5		
Volume Left	0	0	0	0		
Volume Right	0	0	5	5		
CSH	1700	1700	1700	630		
Volume to Capacity	0.41	0.29	0.15	0.01		
Queue Length 95th (m)	0.0	0.0	0.0	0.2		
Control Delay (s)	0.0	0.0	0.0	10.8		
Lane LOS				B		
Approach Delay (s)	0.0	0.0	0.0	10.8		
Approach LOS				B		
Intersection Summary						
Average Delay	0.0					
Intersection Capacity Utilization	38.9%					
ICU Level of Service	A					
Analysis Period (min)	15					