TRAFFIC IMPACT STUDY

3171 LAKESHORE ROAD WEST
TOWN OF OAKVILLE,
REGIONAL MUNICIPALITY OF HALTON

OFFICIAL PLAN AMENDMENT,
ZONING BY-LAW AMENDMENT &
DRAFT PLAN OF SUBDIVISION

PREPARED FOR:
VOGUE WYCLIFFE (OAKVILLE) LIMITED

PREPARED BY:

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CROZIER
CONSULTING ENGINEERS

Revision Number	Date	Comments
Rev. 0	December 2017	First Submission
Rev. 1	July 2019	Second Submission – TIS Addendum to reflect updated development proposal

1.0 Executive Summary

C.F. Crozier & Associates Inc. (Crozier) was retained by Vogue Wycliffe (Oakville) Limited to undertake a Traffic Impact Study (TIS) in support of the Official Plan Amendment, Zoning By-Law Amendment and Draft Plan of Subdivision application for a residential development located at 3171 Lakeshore Road West in the Town of Oakville. The purpose of the study is to evaluate the transportation-related impacts of the proposed development on the boundary road network and to recommend any required mitigation measures, if warranted.

The original Traffic Impact Study was prepared by Crozier in December 2017 and concluded that the development proposal for 22 single-family detached dwelling units is supportable from a traffic operations perspective. This Addendum has been prepared to reflect the updated development proposal.

Per the Site Plan prepared by VA3 Design Inc. (updated May 1, 2019), the development proposes 8 semi-detached dwelling units, 13 standard townhouse dwelling units and 14 dual frontage townhouse dwelling units for a total of 35 dwelling units. The dwelling units will front an internal condo roadway, which is proposed to connect to the existing road network via the Victoria Street cul-de-sac east of Speyside Drive. The 14 dual frontage townhouse units will also front Lakeshore Road West, although the driveways will front the internal condo roadways. The development also proposes a public pedestrian access through the site to connect to West Street east of the subject property.

The previous development proposal included the extension of Victoria Street through the subject property to connect the east and west segments. However, as the updated development proposal does not include the Victoria Street extension, the scope of work from the previous study was revised accordingly for this Addendum. This Addendum examines the requirement of an extension of Victoria Street from a traffic operations perspective.

This Addendum analyzes the following intersections:

- Lakeshore Road West and Chalmers Street
- Victoria Street and Chalmers Street

Turning movement counts were conducted by Ontario Traffic Inc. (OTI) staff at the study intersections on Thursday May 23, 2019 between 7:00 a.m. - 10:00 a.m. and 4:00 p.m. - 7:00 p.m.

The boundary road network is currently operating at satisfactory levels of service with minor control delays and no critical movements nor 95th percentile queue lengths.

The previous study analyzed the 2022 horizon year to reflect a five-year horizon from the date of study (2017). For consistency, the five-year horizon from the date of study was analyzed in this Addendum. Therefore, the 2024 horizon year was analyzed.

Crozier was instructed by Town of Oakville staff to apply a compounded growth rate of 1% per annum to existing traffic volumes in the original study. For consistency, this growth rate was applied in this Addendum.

The boundary road network is expected to continue operating at satisfactory levels of service under 2024 future background conditions with minor control delays and no critical movements nor 95th percentile queue lengths.

The proposed development is expected to generate 24 and 27 total two-way trips during the weekday a.m. and p.m. peak hours, respectively.

The boundary road network is expected to continue operating at satisfactory levels of service under 2024 future total conditions with minor control delays and no critical movements nor 95th percentile queue lengths. The maximum forecasted increase in control delay is 0.5 seconds compared to 2024 future background conditions. This indicates that the addition of site traffic to the boundary road network is expected to minimally impact traffic operations.

Given the forecasted satisfactory traffic operations on Chalmers Street at Victoria Street and Lakeshore Road West, the extension of Victoria Street through the subject property to connect to its easterly segment is not required from a traffic operations perspective.

The provision of public pedestrian access through the site will decrease the walking distance to and from Lakeshore Road West for nearby residents.

The proposed development will not obstruct or restrict the existing pedestrian connectivity between Victoria Street/West Street and Lakeshore Road West via the West Street unopened ROW. The existing pedestrian route will remain as-is for pedestrian use.

Analysis was conducted using the Site Plan prepared by VA3 Design Inc. (updated May 1, 2019). Any minor changes to the Site Plan will not materially affect the conclusions contained within this report.

In conclusion, the proposed development can be supported from a traffic operations perspective.

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2.0 Introduction

2.1 Background

C.F. Crozier & Associates Inc. (Crozier) was retained by Vogue Wycliffe (Oakville) Limited to undertake a Traffic Impact Study (TIS) in support of the Official Plan Amendment, Zoning By-Law Amendment and Draft Plan of Subdivision application for a residential development located at 3171 Lakeshore Road West in the Town of Oakville.

The original Traffic Impact Study was prepared by Crozier in December 2017 and concluded that the development proposal of 22 single-family detached dwelling units is supportable from a traffic operations perspective. This Addendum has been prepared to reflect the updated development proposal.

2.2 Development Proposal

Per the Site Plan prepared by VA3 Design Inc. (updated May 1, 2019), the development proposes 8 semi-detached dwelling units, 13 standard townhouse dwelling units and 14 dual frontage townhouse dwelling units for a total of 35 dwelling units.

The dwelling units will front an internal condo roadway, which is proposed to connect to the existing road network via the Victoria Street cul-de-sac east of Speyside Drive. The 14 dual frontage townhouse units will also front Lakeshore Road West, although the driveways will front the internal condo roadways. The development also proposes a public pedestrian access through the site to connect to West Street east of the subject property. **Figure 1** illustrates the Site Plan.

It is unknown when the full build-out of the development is expected to occur. However, it is expected that full build-out will occur on a short-term scale (i.e. within two years).

The previous development proposal consisted of 25 single-detached dwelling units with adjoining lands considered and the extension of Victoria Street to connect the segments east and west of the subject property.

2.3 Purpose and Scope

The purpose of the study is to evaluate the transportation-related impacts of the proposed development on the boundary road network and to recommend any required mitigation measures, if warranted.

The study reviews the following main aspects of the proposed development from a transportation engineering perspective:

- Existing, future background, and future total traffic operations on the boundary road network during the weekday a.m. and p.m. peak hours;
- Forecasted trip generation and distribution of the proposed development;
- Mitigation measures to support the proposed development, if required;
- The need for the extension of Victoria Street through the subject property from a traffic operations perspective; and
- Impacts to the unopened West Street right-of-way (ROW) east of the subject property.

The study has been completed in accordance with the procedures set out in the Region of Halton's "Transportation Impact Study Guidelines" (January 2015). The scope of work in this Addendum is similar to the scope of work in the previous study, which was based on agreed-upon Terms of Reference with Town of Oakville staff (Phone call, Syed Rizvi/Alexander Fleming, May 10, 2017).

The previous study accounted for traffic diversions resulting from the Victoria Street extension. However, as the updated development proposal does not include the Victoria Street extension, traffic diversions were not accounted for in this Addendum.

The previous study also analyzed sight distance requirements for the proposed driveways fronting Lakeshore Road West. However, as the updated development proposal does not include driveways fronting Lakeshore Road West, sight distance requirements were not analyzed in this Addendum.

3.0 Existing Conditions

3.1 Development Lands

The subject property covers an area of approximately 1.00 ha. Cudmore's Garden Centre currently exists on the subject lands with two existing accesses to Lakeshore Road West. The subject property is zoned as RL3-0 and RL8 "Residential Low" per Town of Oakville Zoning By-Law 2014-014. **Appendix A** contains the zoning information for the subject property.

The subject property is bound by existing residential developments to the north, Lakeshore Road West to the south, existing residential developments and the existing Victoria Street alignment to the west, and existing residential developments and Victoria Street to the east. The unopened West Street ROW is also located at the easterly limit of the subject property.

Figure 2 illustrates the site location.

3.2 Study Intersections

The previous Traffic Impact Study analyzed the following intersections as confirmed by Town staff:

- Lakeshore Road West and Mississauga Street
- Victoria Street and Mississauga Street

Analysis of these intersections assumed that the main ingress and egress route for the development to and from Lakeshore Road West was via Victoria Street (east) and Mississauga Street. The previous study concluded that these intersections are expected to operate at satisfactory levels of service under future total conditions.

However, the updated development proposal does not include the extension of Victoria Street to connect to its east segment. Therefore, the main ingress and egress route for the development from Lakeshore Road West is now via Victoria Street (west) and Chalmers Street.

Therefore, this Addendum analyzes the following intersections:

- Lakeshore Road West and Chalmers Street
- Victoria Street and Chalmers Street

Analysis of traffic operations at the intersections listed above will determine if the extension of Victoria Street through the subject property is required from a traffic operations perspective.

3.3 Boundary Road Network

Lakeshore Road West is an east-west minor arterial roadway with an urban cross-section. Lakeshore Road West is under the jurisdiction of the Town of Oakville with a posted speed limit of 50 km/h. The roadway consists of two approximate 3.3 metre travel lanes and an approximate 3.0 metre centre two-way left-turn lane (TWLTL). Bicycle lanes exist on both sides of the roadway, separated from the travel lanes by a solid white line. An approximate 2.0 metre concrete sidewalk exists directly adjacent to the north side of the roadway. An approximate 1.5 metre concrete sidewalk exists on the south side of the roadway, separated by an in-grass boulevard.

Chalmers Street is a north-south local roadway with an urban cross-section. Chalmers Street is under the jurisdiction of the Town of Oakville with an assumed speed limit of 50 km/h per municipal regulation. The roadway consists of two approximate 4.0 metre travel lanes. An approximate 1.5 metre concrete sidewalk exists on both sides of the roadway, separated by an in-grass boulevard on both sides of the roadway. The roadway is designated as a future "signed bike route" per the Town of Oakville's Official Plan.

Victoria Street is an east-west local roadway with an urban cross-section west of the site. Victoria Street is under the jurisdiction of the Town of Oakville with an assumed speed limit of 50 km/h per municipal regulation. The segment west of the subject property consists of two approximate 3.2 metre travel lanes. An approximate 1.5 metre sidewalk exists on both sides of the roadway, separated by an in-grass boulevard. There are no cycling facilities on the roadway.

The intersection of Lakeshore Road West and Chalmers Street is signalized and operates under a semi-actuated mode of control, with Lakeshore Road West operating as the major street. The intersection of Victoria Street and Chalmers Street is unsignalized, with stop control at the east and west approaches on Victoria Street.

3.4 Transit Operations

Oakville Transit operates Bus Route 14 (Lakeshore Road West) within the study area. The route connects GO Appleby to GO Oakville and spans east-west on Lakeshore Road West. The route operates from Monday to Sunday with peak hour transit headways of 15 minutes during the weekday. There are bus stops located at the north-east and south-west corners of the intersection of Lakeshore Road West and Chalmers Street.

Appendix B contains relevant transit information.

3.5 Traffic Data

Turning movement counts were conducted by Ontario Traffic Inc. (OTI) staff at the study intersections on Thursday May 23, 2019 between 7:00 a.m. - 10:00 a.m. and 4:00 p.m. - 7:00 p.m. These time periods are reflective of commuter peak hours and thus were considered appropriate for traffic analysis of the proposed development.

Intersection analysis was conducted utilizing peak hour factors (PHFs) as calculated for each intersection during each peak period. Signal timing plans were also made available to Crozier for

modelling purposes.

The traffic count data and signal timing plans are contained in **Appendix C**. PHFs as calculated for each intersection are included in the traffic count data. **Figure 3** illustrates the 2019 existing traffic volumes.

3.6 Traffic Modelling

The boundary road network was modelled in Synchro 9.2 using existing roadway geometrics, collected traffic data and signal timings from the provided timing plans.

The results for signalized intersection operations were derived from Synchro. The results for unsignalized intersection operations were derived using HCM2000 methodology. 95th percentile queue lengths were derived from Synchro.

Intersections are assessed using a Level of Service (LOS) metric with ranges of delay assigned a letter from "A" to "F"; "A" representing low delays and "F" representing heavy delays. The LOS definitions for signalized and unsignalized intersections are included in **Appendix D.**

3.7 Intersection Operations

The existing intersection operations at the study intersections were analyzed using the existing traffic volumes illustrated in **Figure 3.** Detailed capacity analysis worksheets are included in **Appendix E**.

Table 1 outlines the 2019 existing traffic operations.

Table 1: 2019 Existing Traffic Operations

Intersection	Control	Peak Hour	Level of Service [1]	Control Delay	Critical v/c ratio [2]	95th Percentile Queue Length > Storage Length
Lakeshore Road West and Chalmers Street	Signal	A.M.	A	8.9 s	0.60 (EBTR)	None
		P.M.	A	8.3 s	0.65 (WBTR)	None
Victoria Street and Chalmers Street	Stop (Minor Street)	A.M.	A	9.5 s (WBLTR)	0.03 (EBLTR)	None
		P.M.	A	9.5 s (WBLTR)	0.02 (EBLTR)	None

Note 1: The Level of Service of a signalized intersection is based on the average control delay per vehicle (Synchro/ICU). The Level of Service of a stop-controlled intersection is based on the delay associated with the critical minor road approach (HCM2000).

Note 2: The critical v/c ratio is considered to be the maximum v/c ratio for movements at the intersection where the maximum v/c ratio does not exceed the critical thresholds. All v/c ratios for through or shared through/turning movements exceeding 0.85 and all v/c ratios for exclusive turning movements exceeding 0.95 are listed and highlighted per the Region's TIS Guidelines.

The boundary road network is currently operating at LOS "A" during the weekday a.m. and p.m. peak hours with minor control delays and no critical volume-to-capacity ratios or 95th percentile queue lengths. These operations indicate that there is reserve capacity on the boundary road network for future traffic growth. The excellent levels of service indicate that the extension of Victoria Street is not required to alleviate traffic operations on Chalmers Street.

4.0 Future Background Conditions

4.1 Horizon Years

Per the Region's Transportation Impact Study guidelines, horizon years consisting of five years and potentially ten years from the date of full build-out must be analyzed. As mentioned in Section 2.2, the year of full build-out is unknown but it is expected to occur on a short-term scale (ie. within two years).

The previous study analyzed the 2022 horizon year to reflect a five-year horizon from the date of study (2017). For consistency, the five-year horizon from the date of study was analyzed in this Addendum. Therefore, the 2024 horizon year was analyzed.

4.2 Growth Rate

Crozier was instructed by Town of Oakville staff to apply a compounded growth rate of 1% per annum to existing traffic volumes in the original study. For consistency, this growth rate was applied in this Addendum. **Figure 4** illustrates the 2024 future background traffic volumes.

4.3 Intersection Operations

The 2024 future background intersection operations at the study intersections were analyzed using the 2024 future background traffic volumes illustrated in **Figure 4**. Detailed capacity analysis worksheets are included in **Appendix E**.

Table 2 outlines the 2024 future background traffic operations.

Table 2: 2024 Future Background Traffic Operations

Intersection	Control	Peak Hour	Level of Service [1]	Control Delay	Critical v/c ratio [2]	95th Percentile Queue Length > Storage Length
Lakeshore Road West and Chalmers Street	Signal	A.M.	A	9.5 s	0.63 (EBTR)	None
		P.M.	A	9.0 s	0.68 (WBTR)	None
Victoria Street and Chalmers Street	Stop (Minor Street)	A.M.	A	9.5 s (WBLTR)	0.03 (EBLTR)	None
		P.M.	A	9.5 s (WBLTR)	0.02 (EBLTR)	None

Note 1: The Level of Service of a signalized intersection is based on the average control delay per vehicle (Synchro/ICU). The Level of Service of a stop-controlled intersection is based on the delay associated with the critical minor road approach (HCM2000).

Note 2: The critical v/c ratio is considered to be the maximum v/c ratio for movements at the intersection where the maximum v/c ratio does not exceed the critical thresholds. All v/c ratios for through or shared through/turning movements exceeding 0.85 and all v/c ratios for exclusive turning movements exceeding 0.95 are listed and highlighted per the Region's TIS Guidelines.

The boundary road network is expected to continue operating at LOS "A" during the weekday a.m. and p.m. peak hours under 2024 future background conditions, with minor control delays and no critical volume-to-capacity ratios or 95th percentile queue lengths. These operations indicate that there is reserve capacity on the boundary road network for site generated traffic, and that the extension of Victoria Street is not required to alleviate traffic operations on Chalmers Street.

5.0 Site Generated Traffic

The proposed development will result in additional vehicles on the boundary road network that would otherwise not exist. The proposed development will also result in additional turning movements at the study intersections.

5.1 Trip Generation

Trip generation for the proposed development was forecasted using published data from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, which has been released since the preparation of the previous Traffic Impact Study. The ITE Trip Generation Manual is a compendium of industry collected trip generation data across North America for a variety of land uses and is used industry-wide as a source for trip generation forecasts.

The following Land Use Categories (LUC) were applied to the proposed residential development:

- LUC 210 "Single-Family Detached Housing" was applied to the 8 semi-detached dwelling units (as ITE does not provide a land use for semi-detached dwelling units); and
- LUC 220 "Multifamily Housing (Low-Rise)" was applied to the 27 townhouse units.

A fitted curve equation is provided for all land use categories outlined above, and the number of data plot points exceeds 20 data points. Therefore, the fitted curve equation was used to forecast trip generation for the proposed development.

While the dual frontage townhouse units front both the internal condo roadway and Lakeshore Road West, the driveways are proposed to front the internal condo road. Therefore, all site generated traffic will enter and exit the site via the proposed connection to the Victoria Street cul-se-sac.

Table 3 outlines the trip generation for the proposed development.

Table 3: Trip Generation

ITE Land Use Category	Units	Peak Hour	Trips Generated		
			Inbound	Outbound	Total
LUC 210 "Single-Family Detached Housing"	8	A.M.	2	8	10
		P.M.	6	3	9
LUC 220 "Multifamily Housing (Low-Rise)"	27	A.M.	3	11	14
		P.M.	11	7	18
Total	**35**	**A.M.**	**5**	**19**	**24**
		P.M.	**17**	**10**	**27**

The proposed development is expected to generate 24 and 27 total two-way trips during the weekday a.m. and p.m. peak hours, respectively. Given the sole residential land use, no internal synergy trips or pass-by trips are expected for the proposed development.

The previous development proposal was forecasted to generate 41 and 40 total two-way trips during the weekday a.m. and p.m. peak hours, respectively. These forecasts were based on all dwelling units being proposed as single-detached units (which typically generate more traffic than low-rise townhouse units) and using a previous edition of the ITE Trip Generation Manual.

5.2 Trip Distribution and Assignment

The trips generated by the development were distributed to the boundary roadways in the previous Traffic Impact Study based on 2011 Transportation Tomorrow Survey (TTS) data. TTS is a comprehensive survey of transportation characteristics of households in the Greater Toronto Area (GTA) and surrounding areas.

However, 2016 TTS data has been released since the preparation of the previous Traffic Impact Study, and thus was used for trip distribution forecasts in this Addendum.

TTS results were filtered to reflect auto trips exiting from the 2006 GTA zone that the subject property is currently located in (4001) between 7:00 a.m. - 10:00 a.m. The zone is residential in nature, and thus the TTS results will be appropriate for the proposed residential development. Trip distribution was determined based on the most convenient route of travel between each origin-destination pair. Refer to **Appendix F** for the TTS data.

The resulting trip distribution is as follows:

- 75% to the east (e.g. Toronto, Mississauga, Oakville, etc.)
- 5% to the north (e.g. Milton, etc.)
- 20% to the west (e.g. Burlington, Hamilton, etc.)

Trips arriving from and departing to the east are expected to do so via Chalmers Street and Lakeshore Road West, where they will either use the Queen Elizabeth Way (QEW) via Bronte Road or Lakeshore Road West.

Trips arriving from and departing to the north are expected to do so via Chalmers Street, Lakeshore Road West and Bronte Road.

Trips arriving from and departing to the west are expected to do so via one of two routes: Lakeshore Road West or the QEW. Trips utilizing the QEW would be expected to access the highway from the site via Speyside Drive, Riverview Street, Mississauga Street, Rebecca Street, and Burloak Drive. It was assumed that of the 20% of trips expected to arrive from and depart to the west, approximately 10% would use Lakeshore Road West and 10% would use the QEW (and not travel through the study intersections).

The total trips generated by the development were assigned to the boundary road network based on the distribution outlined in **Figure 5** and assignment outlined in **Figure 6**.

It is noted that if the Victoria Street extension were implemented per the original development proposal, then trips assigned to the east and north would exit via Victoria Street (east) to Mississagua Road, thus reducing site traffic assigned to Chalmers Street. However, the Chalmers Street intersections at Victoria Street and Lakeshore Road West were analyzed assuming no Victoria Street extension to determine if traffic operations under future total conditions are supportable.

6.0 Future Total Conditions

6.1 Basis of Assessment

The traffic impacts arising from the proposed development were assessed based on the site generated traffic illustrated in **Figure 6.** The resulting total traffic volumes for the weekday a.m. and p.m. peak hours are illustrated in **Figure 7**.

6.2 Intersection Operations

The 2024 future total intersection operations at the study intersections were analyzed using the 2024 future total traffic volumes illustrated in **Figure 7**. Detailed capacity analysis worksheets are included in **Appendix E**.

Table 4 outlines the 2024 future background traffic operations.

Table 4: 2024 Future Total Traffic Operations

Intersection	Control	Peak Hour	Level of Service [1]	Control Delay	Critical v/c ratio [2]	95th Percentile Queue Length > Storage Length
Lakeshore Road West and Chalmers Street	Signal	A.M.	A	9.9 s	0.64 (EBTR)	None
		P.M.	A	9.5 s	0.70 (WBTR)	None
Victoria Street and Chalmers Street	Stop (Minor Street)	A.M.	A	9.7 s (WBLTR)	0.05 (WBLTR)	None
		P.M.	A	9.7 s (WBLTR)	0.03 (WBLTR)	None

Note 1: The Level of Service of a signalized intersection is based on the average control delay per vehicle (Synchro/ICU). The Level of Service of a stop-controlled intersection is based on the delay associated with the critical minor road approach (HCM2000).

Note 2: The critical v/c ratio is considered to be the maximum v/c ratio for movements at the intersection where the maximum v/c ratio does not exceed the critical thresholds. All v/c ratios for through or shared through/turning movements exceeding 0.85 and all v/c ratios for exclusive turning movements exceeding 0.95 are listed and highlighted per the Region's TIS Guidelines.

The boundary road network is expected to continue operating at LOS "A" during the weekday a.m. and p.m. peak hours under 2024 future total conditions, with minor control delays and no critical volume-to-capacity ratios or 95th percentile queue lengths. The maximum forecasted increase in control delay is 0.5 seconds compared to 2024 future background conditions.

These operations indicate that the addition of site traffic to the boundary road network is expected to minimally impact traffic operations. These operations also indicate that the Victoria Street extension through the subject property is not required.

Therefore, the proposed development is supportable from a traffic operations perspective.

7.0 Victoria Street Extension

One of the key components of this TIS Addendum is to determine whether the Victoria Street Extension is required from a traffic operations perspective. This Addendum analyzed the intersections of Chalmers Street at Victoria Street and Lakeshore Road West under 2024 future total conditions without

the Victoria Street Extension, which would result in site traffic entering and exiting the site via the Chalmers Street intersections.

As outlined in Section 6.2, the Chalmers Street intersections are expected to operate at LOS "A" under 2024 future total conditions. These operations indicate that the Victoria Street extension through the subject property is not required.

It is noted that the Town does not plan to open the West Street ROW at the easterly limit of the subject property. Therefore, the Victoria Street extension through the subject property is not required on the basis of forming a complete road network within the neighbourhood.

It is also noted that public pedestrian access will be provided through the site, thereby decreasing the walking distance to and from Lakeshore Road West for nearby residents.

8.0 West Street Unopened Right-Of-Way

West Street is discontinuous with an unopened ROW between Victoria Street and Lakeshore Road West east of the subject property. It is understood that this existing ROW is currently used by pedestrians as a shortcut from Victoria Street/West Street to Lakeshore Road West. The proposed development will not obstruct or restrict the existing pedestrian connectivity between Victoria Street/West Street and Lakeshore Road West via the West Street unopened ROW. The existing unopened West Street ROW pedestrian route will remain as-is for pedestrian use. Should the Town deem the ROW as surplus, any redevelopment can incorporate a public trail or path to maintain the pedestrian connection.

9.0 Conclusions

The analysis contained within this report has resulted in the following key findings:

- Analysis of 2019 existing traffic conditions indicate that the study intersections are operating at LOS "A" or better during the weekday a.m. and p.m. peak hour.

- Analysis of 2024 future background traffic operations indicate that the study intersections are anticipated to continue operating at LOS "A" or better during the weekday a.m. and p.m. peak hour.

- The proposed development is anticipated to add 24 and 27 trips to the boundary road network during the weekday a.m. and p.m. peak hours, respectively.

- Analysis of 2024 future total traffic operations indicate that the study intersections are anticipated to operate at unchanged levels of service compared to 2024 future background conditions.

- It is anticipated that the addition of development site traffic to the boundary road network will minimally impact the road network from a traffic operations perspective.

- The forecasted satisfactory traffic operations on Chalmers Street at Victoria Street and Lakeshore Road West indicate that the extension of Victoria Street s not required from a traffic operations perspective.

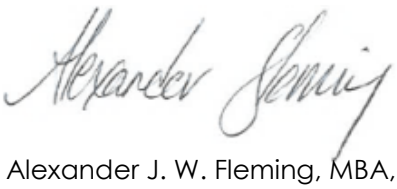
- The proposed development will not obstruct or restrict the existing unopened ROW and pedestrian route between Victoria Street/West Street and Lakeshore Road West, allowing the existing unopened West Street right-of-way pedestrian route to remain as-is for pedestrian use.

Analysis was conducted using the Site Plan prepared by VA3 Design Inc. (updated May 1, 2019). Any minor changes to the Site Plan will not materially affect the conclusions contained within this report.

In conclusion, the proposed development can be supported from a traffic operations perspective.

Respectfully submitted by,

C.F. CROZIER & ASSOCIATES INC.



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APPENDIX A

Town of Oakville Zoning By-Law 2014-014 Excerpts

Consolidated to January 27, 2017

ZONING BOUNDARY

TOWN OF OAKVILLE

Zoning By-law 2014-014

Community Development Commission
Strategic Business Support

0 150 300 450 600 750 Meters

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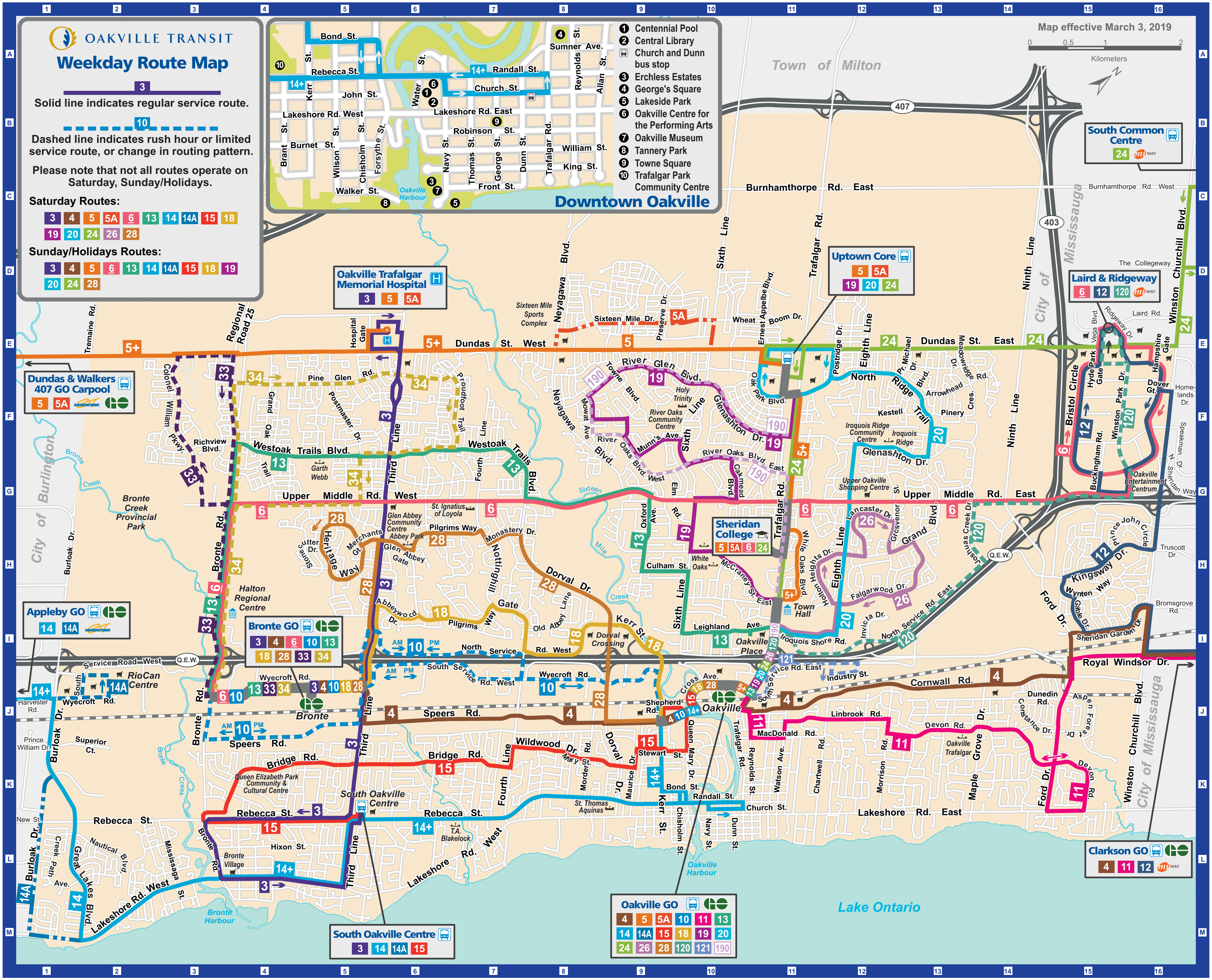
APPENDIX B

Transit Data


OAKVILLE TRANSIT
Weekday Route Map
Solid line indicates regular service route.
Dashed line indicates rush hour or limited service route, or change in routing pattern.
Please note that not all routes operate on Saturday, Sunday/Holidays.
Saturday Routes:
3 4 5 5A 6 13 14 14A 15 18 19 20 24 26 28
Sunday/Holidays Routes:
3 4 5 6 13 14 14A 15 18 19 20 24 28
Downtown Oakville
1 Centennial Pool
2 Central Library
Church and Dunn bus stop
3 Erchless Estates
4 George's Square
5 Lakeside Park
6 Oakville Centre for the Performing Arts
7 Oakville Museum
8 Tannery Park
9 Towne Square
10 Trafalgar Park Community Centre
Map effective March 3, 2019
Kilometers
Town of Milton
City of Burlington
City of Mississauga
Lake Ontario
South Common Centre
24
Laird & Ridgeway
6 12 120
Uptown Core
5 5A 19 20 24
Oakville Trafalgar Memorial Hospital
3 5 5A
Dundas & Walkers 407 GO Carpool
5 5A
Appleby GO
14 14A
Bronte GO
3 4 6 10 13 18 28 33 34
Sheridan College
5 5A 6 24
Oakville GO
4 5 5A 10 11 13 14 14A 15 18 19 20 24 26 28 120 121 190
South Oakville Centre
3 14 14A 15
Clarkson GO
4 11 12
Dundas St. West
Dundas St. East
Upper Middle Rd. West
Upper Middle Rd. East
Burnhamthorpe Rd. East
Speers Rd.
Cornwall Rd.
Rebecca St.
Lakeshore Rd. East
Lakeshore Rd. West
Royal Windsor Dr.
Q.E.W.
Bronte Creek Provincial Park
Halton Regional Centre
Sixteen Mile Sports Complex
Town Hall

14/14A LAKESHORE WEST

Monday to Friday Effective March 3, 2019

Monday to Friday (Westbound)

To Appleby GO – 14 via Great Lakes Blvd., 14A via Burloak Dr.

Timepoint	Route	Oakville GO (Depart)	Speers & Kerr	Church & Dunn	Rebecca & Kerr	South Oakville Centre (Ar.)	South Oakville Centre (Dp.)	Lakeshore & Bronte	Lakeshore & Great Lakes	Great Lakes & Rebecca	Burloak & Rebecca	RioCan Centre	Harvester & Burloak	Appleby GO (Arrive)
a.m.	14	6:10	6:14	6:22	6:25	6:33	6:37	6:44	6:47	6:50	--	--	6:54	7:01
	14A	**6:25**	**6:29**	**6:37**	**6:40**	**6:48**	**6:48**	**6:54**	**6:57**	--	**7:01**	--	**7:05**	**7:12**
	14	6:40	6:44	6:52	6:55	7:03	7:07	7:13	7:16	7:19	--	--	7:23	7:31
	14A	**6:55**	**6:59**	**7:07**	**7:10**	**7:18**	**7:18**	**7:24**	**7:27**	--	**7:31**	--	**7:35**	**7:42**
	14	7:10	7:14	7:22	7:25	7:33	7:37	7:43	7:46	7:49	--	--	7:53	8:01
	14A	**7:25**	**7:29**	**7:37**	**7:40**	**7:48**	**7:48**	**7:54**	**7:57**	--	**8:01**	--	**8:05**	**8:12**
	14	7:40	7:44	7:52	7:55	8:03	8:07	8:14	8:17	8:20	--	--	8:24	8:32
	14A	**7:55**	**7:59**	**8:07**	**8:10**	**8:18**	**8:20**	**8:27**	**8:30**	--	**8:34**	**8:40**	**8:42**	**8:50**
	14	8:10	8:14	8:22	8:25	8:33	8:37	8:44	8:47	8:50	--	--	8:54	9:02
	14A	**8:25**	**8:29**	**8:37**	**8:40**	**8:48**	**8:50**	**8:57**	**9:00**	--	**9:04**	**9:10**	**9:12**	**9:20**
	14	8:40	8:44	8:53	8:56	9:04	9:10	9:17	9:20	9:23	--	--	9:27	9:35
	14A	**9:10**	**9:14**	**9:23**	**9:26**	**9:34**	**9:40**	**9:47**	**9:50**	--	**9:54**	**10:00**	**10:02**	**10:10**
	14	9:40	9:44	9:53	9:56	10:04	10:10	10:17	10:20	10:23	--	--	10:27	10:35
	14A	**10:10**	**10:14**	**10:23**	**10:26**	**10:34**	**10:40**	**10:47**	**10:50**	--	**10:54**	**11:00**	**11:02**	**11:10**
	14	10:42	10:44	10:53	10:56	11:04	11:10	11:17	11:20	11:23	--	--	11:27	11:35
	14A	**11:10**	**11:14**	**11:23**	**11:26**	**11:34**	**11:40**	**11:47**	**11:50**	--	**11:54**	**12:00**	**12:02**	**12:10**
	14	11:42	11:44	11:53	11:56	12:04	12:10	12:17	12:20	12:23	--	--	12:27	12:35
p.m.	**14A**	**12:10**	**12:14**	**12:23**	**12:26**	**12:34**	**12:40**	**12:47**	**12:50**	--	**12:54**	**1:00**	**1:02**	**1:10**
	14	12:42	12:44	12:53	12:56	1:04	1:10	1:17	1:20	1:23	--	--	1:27	1:35
	14A	**1:10**	**1:14**	**1:23**	**1:26**	**1:34**	**1:40**	**1:47**	**1:50**	--	**1:54**	**2:00**	**2:02**	**2:10**
	14	1:42	1:44	1:53	1:56	2:04	2:10	2:17	2:20	2:23	--	--	2:27	2:35
	14A	**2:10**	**2:14**	**2:23**	**2:26**	**2:34**	**2:40**	**2:47**	**2:50**	--	**2:54**	**3:00**	**3:02**	**3:10**
	14	2:40	2:44	2:53	2:56	3:04	3:10	3:17	3:20	3:23	--	--	3:27	3:35
	14A	**3:10**	**3:14**	**3:23**	**3:26**	**3:34**	**3:40**	**3:47**	**3:50**	--	**3:54**	**4:00**	**4:02**	**4:10**
	14	3:40	3:44	3:53	3:56	4:04	4:10	4:17	4:20	4:23	--	--	4:27	4:35
	14A	**4:10**	**4:14**	**4:23**	**4:26**	**4:34**	**4:40**	**4:47**	**4:50**	--	**4:54**	**5:00**	**5:02**	**5:10**
	14	4:25	4:29	4:38	4:41	4:49	4:55	5:02	5:05	5:08	--	--	5:12	5:20
	14A	**4:40**	**4:44**	**4:53**	**4:56**	**5:04**	**5:10**	**5:17**	**5:20**	--	**5:24**	**5:30**	**5:32**	**5:40**
	14	4:55	4:59	5:08	5:11	5:19	5:25	5:32	5:35	5:38	--	--	5:42	5:50
	14A	**5:10**	**5:14**	**5:23**	**5:26**	**5:34**	**5:40**	**5:47**	**5:50**	--	**5:54**	**6:00**	**6:02**	**6:10**
	14	5:25	5:29	5:38	5:41	5:49	5:55	6:02	6:05	6:08	--	--	6:12	6:20
	14A	**5:40**	**5:44**	**5:53**	**5:56**	**6:04**	**6:10**	**6:17**	**6:20**	--	**6:24**	**6:30**	**6:32**	**6:40**
	14	5:55	5:59	6:08	6:11	6:19	6:25	6:32	6:35	6:38	--	--	6:42	6:50
	14A	**6:10**	**6:14**	**6:23**	**6:26**	**6:34**	**6:40**	**6:47**	**6:50**	--	**6:54**	**7:00**	**7:02**	**7:10**
	14	6:25	6:29	6:38	6:41	6:49	6:55	7:02	7:05	7:08	--	--	7:12	7:20
	14A	**6:40**	**6:44**	**6:53**	**6:56**	**7:04**	**7:10**	**7:17**	**7:20**	--	**7:24**	**7:30**	**7:32**	**7:40**
	14	7:10	7:14	7:23	7:26	7:34	7:40	7:47	7:50	7:53	--	--	7:57	8:05
	14A	**7:40**	**7:44**	**7:53**	**7:56**	**8:04**	**8:10**	**8:17**	**8:20**	--	**8:24**	**8:30**	**8:32**	**8:40**
	14A	**8:40**	**8:44**	**8:53**	**8:56**	**9:04**	**9:10**	**9:17**	**9:20**	--	**9:24**	**9:30**	**9:32**	**9:40**
	14A	**9:40**	**9:44**	**9:53**	**9:56**	**10:04**	**10:10**	**10:17**	**10:20**	--	**10:24**	**10:30**	**10:32**	**10:40**
	14A	**10:40**	**10:44**	**10:53**	**10:56**	**11:04**	**11:10**	**11:17**	**11:20**	--	**11:24**	**11:30**	**11:32**	**11:40**

Late Night Service departs from the Oakville GO station at 11:40 p.m., 12:30 and 1:30 a.m., Monday to Saturday, and 7:40 p.m. on Sunday and holidays. Let the driver know the nearest bus stop to your destination.

Monday to Friday (Eastbound)

To Oakville GO – 14 via Great Lakes Blvd., 14A via Burloak Dr.

Timepoint	Route	Appleby GO (Depart)	Harvester & Appleby	Harvester & Burloak	RioCan Centre	Burloak & New	Great Lakes & Rebecca	Lakeshore & Great Lakes	Lakeshore & Bronte	South Oakville Centre (Ar.)	South Oakville Centre (Dp.)	Rebecca & Kerr	Church & Dunn	Bond & Kerr	Oakville GO (Arrive)
a.m.	14	*First trip begins at Lakeshore and Jones.*							5:20	5:27	5:27	5:34	5:40	5:44	5:53
	14A	--	--	--	--	--	--	--	--	--	--	--	**5:55**	**5:59**	**6:08**
	14	** These trips begin at*				--	5:42*	5:46	5:50	5:57	5:57	6:04	6:10	6:14	6:23
	14A	*Burloak & Prince William at*				**5:57***	--	**6:01**	**6:05**	**6:12**	**6:12**	**6:19**	**6:25**	**6:29**	**6:38**
	14	*5:40, 5:55 & 6:10 a.m.*				--	6:12*	6:16	6:20	6:27	6:27	6:34	6:40	6:44	6:53
	14A	**6:15**	**6:19**	**6:22**	--	**6:27**	--	**6:31**	**6:35**	**6:42**	**6:42**	**6:49**	**6:55**	**6:59**	**7:08**
	14	6:30	6:34	6:37	--	--	6:40	6:44	6:48	6:55	6:57	7:04	7:10	7:14	7:23
	14A	**6:45**	**6:49**	**6:52**	--	**6:57**	--	**7:01**	**7:05**	**7:12**	**7:12**	**7:19**	**7:25**	**7:29**	**7:38**
	14	7:00	7:04	7:07	--	--	7:10	7:14	7:18	7:25	7:27	7:34	7:40	7:44	7:53
	14A	**7:15**	**7:19**	**7:22**	--	**7:27**	--	**7:31**	**7:35**	**7:42**	**7:42**	**7:49**	**7:55**	**7:59**	**8:08**
	14	7:30	7:34	7:37	--	--	7:40	7:44	7:48	7:55	7:57	8:04	8:10	8:14	8:23
	14A	**7:45**	**7:49**	**7:52**	--	**7:57**	--	**8:01**	**8:05**	**8:12**	**8:12**	**8:19**	**8:25**	**8:29**	**8:38**
	14	8:00	8:04	8:07	--	--	8:10	8:14	8:18	8:25	8:27	8:34	8:40	8:44	8:53
	14A	**8:15**	**8:19**	**8:22**	--	**8:27**	--	**8:31**	**8:35**	**8:42**	**8:42**	**8:49**	**8:55**	**8:59**	**9:08**
	14	8:30	8:34	8:37	--	--	8:40	8:44	8:48	8:55	8:57	9:04	9:10	9:14	9:23
	14A	**8:40**	**8:44**	**8:47**	**8:51**	**8:57**	--	**9:01**	**9:05**	**9:12**	**9:12**	**9:19**	**9:25**	**9:29**	**9:38**
	14	9:12	9:16	9:19	--	--	9:22	9:26	9:30	9:37	9:42	9:49	9:55	9:59	10:08
	14A	**9:35**	**9:39**	**9:42**	**9:46**	**9:52**	--	**9:56**	**10:00**	**10:07**	**10:12**	**10:19**	**10:25**	**10:29**	**10:38**
	14	10:12	10:16	10:19	--	--	10:22	10:26	10:30	10:37	10:42	10:49	10:55	10:59	11:08
	14A	**10:35**	**10:39**	**10:42**	**10:46**	**10:52**	--	**10:56**	**11:00**	**11:07**	**11:12**	**11:19**	**11:25**	**11:29**	**11:38**
	14	11:12	11:16	11:19	--	--	11:22	11:26	11:30	11:37	11:42	11:49	11:55	11:59	12:08
	14A	**11:35**	**11:39**	**11:42**	**11:46**	**11:52**	--	**11:56**	**12:00**	**12:07**	**12:12**	**12:19**	**12:25**	**12:29**	**12:38**
p.m.	14	12:12	12:16	12:19	--	--	12:22	12:26	12:30	12:37	12:42	12:49	12:55	12:59	1:08
	14A	**12:35**	**12:39**	**12:42**	**12:46**	**12:52**	--	**12:56**	**1:00**	**1:07**	**1:12**	**1:19**	**1:25**	**1:29**	**1:38**
	14	1:12	1:16	1:19	--	--	1:22	1:26	1:30	1:37	1:42	1:49	1:55	1:59	2:08
	14A	**1:35**	**1:39**	**1:42**	**1:46**	**1:52**	--	**1:56**	**2:00**	**2:07**	**2:12**	**2:19**	**2:25**	**2:29**	**2:38**
	14	2:12	2:16	2:19	--	--	2:22	2:26	2:30	2:37	2:42	2:49	2:55	2:59	3:08
	14A	**2:35**	**2:39**	**2:42**	**2:46**	**2:52**	--	**2:56**	**3:00**	**3:07**	**3:12**	**3:19**	**3:25**	**3:29**	**3:38**
	14	3:12	3:16	3:19	--	--	3:22	3:26	3:30	3:37	3:42	3:49	3:55	3:59	4:08
	14A	**3:35**	**3:39**	**3:42**	**3:46**	**3:52**	--	**3:56**	**4:00**	**4:07**	**4:12**	**4:19**	**4:25**	**4:29**	**4:38**
	14	4:17	4:21	4:24	--	--	4:27	4:31	4:35	4:42	4:42	4:49	4:55	4:59	5:08
	14A	**4:40**	**4:44**	**4:47**	**4:51**	**4:57**	--	**5:01**	**5:05**	**5:12**	**5:12**	**5:19**	**5:25**	**5:29**	**5:38**
	14	5:17	5:21	5:24	--	--	5:27	5:31	5:35	5:42	5:42	5:49	5:55	5:59	6:08
	14A	**5:25**	**5:29**	**5:32**	**5:36**	**5:42**	--	**5:46**	**5:50**	**5:57**	**5:57**	**6:04**	**6:10**	**6:14**	**6:23**
	14	5:47	5:51	5:54	--	--	5:57	6:01	6:05	6:12	6:12	6:19	6:25	6:29	6:38
	14A	**5:55**	**5:59**	**6:02**	**6:06**	**6:12**	--	**6:16**	**6:20**	**6:27**	**6:27**	**6:34**	**6:40**	**6:44**	**6:53**
	14	6:17	6:21	6:24	--	--	6:27	6:31	6:35	6:42	6:42	6:49	6:55	6:59	7:08
	14A	**6:25**	**6:29**	**6:32**	**6:36**	**6:42**	--	**6:46**	**6:50**	**6:57**	**6:57**	**7:04**	**7:10**	**7:14**	**7:23**
	14	6:47	6:51	6:54	--	--	6:57	7:01	7:05	7:12	7:12	7:19	7:25	7:29	7:38
	14A	**7:10**	**7:14**	**7:17**	**7:21**	**7:27**	--	**7:31**	**7:35**	**7:42**	**7:42**	**7:49**	**7:55**	**7:59**	**8:08**
	14	7:45	7:49	7:52	--	--	7:55	7:59	8:03	8:10	8:12	8:19	8:25	8:29	8:38
	14A	**8:45**	**8:48**	**8:51**	**8:54**	**8:59**	--	**9:03**	**9:06**	**9:13**	**9:13**	**9:20**	**9:25**	**9:29**	**9:38**
	14A	**9:45**	**9:48**	**9:51**	**9:54**	**9:59**	--	**10:03**	**10:06**	**10:13**	**10:13**	**10:20**	**10:25**	**10:29**	**10:38**
	14A	**10:45**	**10:48**	**10:51**	**10:54**	**10:59**	--	**11:03**	**11:06**	**11:13**	**11:13**	**11:20**	**11:25**	**11:29**	**11:38**
	14A	**11:45**	**11:48**	**11:51**	**11:54**	**11:59**	--	**12:03**	**12:06**	**12:12**	**12:12**	**12:17**	**12:20**	**12:23**	**12:30**

OAKVILLE TRANSIT

14/14A LAKESHORE WEST

Saturday Effective March 3, 2019

Saturday (Westbound)

To Appleby GO – 14 via Great Lakes Blvd., 14A via Burloak Dr.

Timepoint	Route	Oakville GO (Depart)	Speers & Kerr	Church & Dunn	Rebecca & Kerr	South Oakville Centre (Ar.)	South Oakville Centre (Dp.)	Lakeshore & Bronte	Lakeshore & Great Lakes	Great Lakes & Rebecca	Burloak & Rebecca	RioCan Centre	Harvester & Burloak	Appleby GO (Arrive)
a.m.	14	7:10	7:14	7:23	7:26	7:34	7:40	7:47	7:50	7:53	--	--	7:57	8:06
	14A	**7:40**	**7:44**	**7:53**	**7:56**	**8:04**	**8:06**	**8:13**	**8:16**	--	**8:20**	**8:26**	**8:28**	**8:37**
	14	8:10	8:14	8:23	8:26	8:34	8:40	8:47	8:50	8:53	--	--	8:57	9:06
	14A	**8:40**	**8:44**	**8:53**	**8:56**	**9:04**	**9:06**	**9:13**	**9:16**	--	**9:20**	**9:26**	**9:28**	**9:37**
	14	9:10	9:14	9:23	9:26	9:34	9:40	9:47	9:50	9:53	--	--	9:57	10:06
	14A	**9:40**	**9:44**	**9:53**	**9:56**	**10:04**	**10:06**	**10:13**	**10:16**	--	**10:20**	**10:26**	**10:28**	**10:37**
	14	10:10	10:14	10:23	10:26	10:34	10:40	10:47	10:50	10:53	--	--	10:57	11:06
	14A	**10:40**	**10:44**	**10:53**	**10:56**	**11:04**	**11:06**	**11:13**	**11:16**	--	**11:20**	**11:26**	**11:28**	**11:37**
	14	11:10	11:14	11:23	11:26	11:34	11:40	11:47	11:50	11:53	--	--	11:57	12:06
	14A	**11:40**	**11:44**	**11:53**	**11:56**	**12:04**	**12:06**	**12:13**	**12:16**	--	**12:20**	**12:26**	**12:28**	**12:37**
p.m.	14	12:10	12:14	12:23	12:26	12:34	12:40	12:47	12:50	12:53	--	--	12:57	1:06
	14A	**12:40**	**12:44**	**12:53**	**12:56**	**1:04**	**1:06**	**1:13**	**1:16**	--	**1:20**	**1:26**	**1:28**	**1:37**
	14	1:10	1:14	1:23	1:26	1:34	1:40	1:47	1:50	1:53	--	--	1:57	2:06
	14A	**1:40**	**1:44**	**1:53**	**1:56**	**2:04**	**2:06**	**2:13**	**2:16**	--	**2:20**	**2:26**	**2:28**	**2:37**
	14	2:10	2:14	2:23	2:26	2:34	2:40	2:47	2:50	2:53	--	--	2:57	3:06
	14A	**2:40**	**2:44**	**2:53**	**2:56**	**3:04**	**3:06**	**3:13**	**3:16**	--	**3:20**	**3:26**	**3:28**	**3:37**
	14	3:10	3:14	3:23	3:26	3:34	3:40	3:47	3:50	3:53	--	--	3:57	4:06
	14A	**3:40**	**3:44**	**3:53**	**3:56**	**4:04**	**4:06**	**4:13**	**4:16**	--	**4:20**	**4:26**	**4:28**	**4:37**
	14	4:10	4:14	4:23	4:26	4:34	4:40	4:47	4:50	4:53	--	--	4:57	5:06
	14A	**4:40**	**4:44**	**4:53**	**4:56**	**5:04**	**5:06**	**5:13**	**5:16**	--	**5:20**	**5:26**	**5:28**	**5:37**
	14	5:10	5:14	5:23	5:26	5:34	5:40	5:47	5:50	5:53	--	--	5:57	6:06
	14A	**5:40**	**5:44**	**5:53**	**5:56**	**6:04**	**6:06**	**6:13**	**6:16**	--	**6:20**	**6:26**	**6:28**	**6:37**
	14	6:10	6:14	6:23	6:26	6:34	6:40	6:47	6:50	6:53	--	--	6:57	7:06
	14A	**6:40**	**6:44**	**6:53**	**6:56**	**7:04**	**7:06**	**7:13**	**7:16**	--	**7:20**	**7:26**	**7:28**	**7:37**
	14	7:10	7:14	7:23	7:26	7:34	7:40	7:47	7:50	7:53	--	--	7:57	8:06
	14A	**7:40**	**7:44**	**7:53**	**7:56**	**8:04**	**8:06**	**8:13**	**8:16**	--	**8:20**	**8:26**	**8:28**	**8:37**
	14A	**8:40**	**8:44**	**8:53**	**8:56**	**9:04**	**9:06**	**9:13**	**9:16**	--	**9:20**	**9:26**	**9:28**	**9:37**
	14A	**9:40**	**9:44**	**9:53**	**9:56**	**10:04**	**10:06**	**10:13**	**10:16**	--	**10:20**	**10:26**	**10:28**	**10:37**
	14A	**10:40**	**10:44**	**10:53**	**10:56**	**11:04**	**11:06**	**11:13**	**11:16**	--	**11:20**	**11:26**	**11:28**	**11:37**

Saturday (Eastbound)

To Oakville GO – 14 via Great Lakes Blvd., 14A via Burloak Dr.

Timepoint	Route	Appleby GO (Depart)	Harvester & Appleby	Harvester & Burloak	RioCan Centre	Burloak & New	Great Lakes & Rebecca	Lakeshore & Great Lakes	Lakeshore & Bronte	South Oakville Centre (Ar.)	South Oakville Centre (Dp.)	Rebecca & Kerr	Church & Dunn	Bond & Kerr	Oakville GO (Arrive)
a.m.	14	** Enter service at Burloak & Prince William at 6:22 and 6:51 a.m.*				--	6:24*	6:27	6:30	6:37	6:42	6:49	6:55	6:59	7:08
	14A					**6:53***	--	**6:57**	**7:00**	**7:07**	**7:12**	**7:19**	**7:25**	**7:29**	**7:38**
	14	7:13	7:17	7:20	--	--	7:24	7:27	7:30	7:37	7:42	7:49	7:55	7:59	8:08
	14A	**7:37**	**7:41**	**7:44**	**7:47**	**7:53**	--	**7:57**	**8:00**	**8:07**	**8:12**	**8:19**	**8:25**	**8:29**	**8:38**
	14	8:13	8:17	8:20	--	--	8:24	8:27	8:30	8:37	8:42	8:49	8:55	8:59	9:08
	14A	**8:37**	**8:41**	**8:44**	**8:47**	**8:53**	--	**8:57**	**9:00**	**9:07**	**9:12**	**9:19**	**9:25**	**9:29**	**9:38**
	14	9:13	9:17	9:20	--	--	9:24	9:27	9:30	9:37	9:42	9:49	9:55	9:59	10:08
	14A	**9:37**	**9:41**	**9:44**	**9:47**	**9:53**	--	**9:57**	**10:00**	**10:07**	**10:12**	**10:19**	**10:25**	**10:29**	**10:38**
	14	10:13	10:17	10:20	--	--	10:24	10:27	10:30	10:37	10:42	10:49	10:55	10:59	11:08
	14A	**10:37**	**10:41**	**10:44**	**10:47**	**10:53**	--	**10:57**	**11:00**	**11:07**	**11:12**	**11:19**	**11:25**	**11:29**	**11:38**
	14	11:13	11:17	11:20	--	--	11:24	11:27	11:30	11:37	11:42	11:49	11:55	11:59	12:08
	14A	**11:37**	**11:41**	**11:44**	**11:47**	**11:53**	--	**11:57**	**12:00**	**12:07**	**12:12**	**12:19**	**12:25**	**12:29**	**12:38**
p.m.	14	12:13	12:17	12:20	--	--	12:24	12:27	12:30	12:37	12:42	12:49	12:55	12:59	1:08
	14A	**12:37**	**12:41**	**12:44**	**12:47**	**12:53**	--	**12:57**	**1:00**	**1:07**	**1:12**	**1:19**	**1:25**	**1:29**	**1:38**
	14	1:13	1:17	1:20	--	--	1:24	1:27	1:30	1:37	1:42	1:49	1:55	1:59	2:08
	14A	**1:37**	**1:41**	**1:44**	**1:47**	**1:53**	--	**1:57**	**2:00**	**2:07**	**2:12**	**2:19**	**2:25**	**2:29**	**2:38**
	14	2:13	2:17	2:20	--	--	2:24	2:27	2:30	2:37	2:42	2:49	2:55	2:59	3:08
	14A	**2:37**	**2:41**	**2:44**	**2:47**	**2:53**	--	**2:57**	**3:00**	**3:07**	**3:12**	**3:19**	**3:25**	**3:29**	**3:38**
	14	3:13	3:17	3:20	--	--	3:24	3:27	3:30	3:37	3:42	3:49	3:55	3:59	4:08
	14A	**3:37**	**3:41**	**3:44**	**3:47**	**3:53**	--	**3:57**	**4:00**	**4:07**	**4:12**	**4:19**	**4:25**	**4:29**	**4:38**
	14	4:13	4:17	4:20	--	--	4:24	4:27	4:30	4:37	4:42	4:49	4:55	4:59	5:08
	14A	**4:37**	**4:41**	**4:44**	**4:47**	**4:53**	--	**4:57**	**5:00**	**5:07**	**5:12**	**5:19**	**5:25**	**5:29**	**5:38**
	14	5:13	5:17	5:20	--	--	5:24	5:27	5:30	5:37	5:42	5:49	5:55	5:59	6:08
	14A	**5:37**	**5:41**	**5:44**	**5:47**	**5:53**	--	**5:57**	**6:00**	**6:07**	**6:12**	**6:19**	**6:25**	**6:29**	**6:38**
	14	6:13	6:17	6:20	--	--	6:24	6:27	6:30	6:37	6:42	6:49	6:55	6:59	7:08
	14A	**6:37**	**6:41**	**6:44**	**6:47**	**6:53**	--	**6:57**	**7:00**	**7:07**	**7:12**	**7:19**	**7:25**	**7:29**	**7:38**
	14	7:13	7:17	7:20	--	--	7:24	7:27	7:30	7:37	7:42	7:49	7:55	7:59	8:08
	14A	**7:37**	**7:41**	**7:44**	**7:47**	**7:53**	--	**7:57**	**8:00**	**8:07**	**8:12**	**8:19**	**8:25**	**8:29**	**8:38**
	14	8:13	8:17	8:20	--	--	8:24	8:27	8:30	8:37	8:42	8:49	8:55	8:59	9:08
	14A	**8:37**	**8:41**	**8:44**	**8:47**	**8:53**	--	**8:57**	**9:00**	**9:07**	**9:12**	**9:19**	**9:25**	**9:29**	**9:38**
	14A	**9:37**	**9:41**	**9:44**	**9:47**	**9:53**	--	**9:57**	**10:00**	**10:07**	**10:12**	**10:19**	**10:25**	**10:29**	**10:38**
	14A	**10:37**	**10:41**	**10:44**	**10:47**	**10:53**	--	**10:57**	**11:00**	**11:07**	**11:12**	**11:19**	**11:25**	**11:29**	**11:38**

Late Night Service departs from the Oakville GO station at 11:40 p.m., 12:30 and 1:30 a.m., Monday to Saturday, and 7:40 p.m. on Sunday and holidays. Let the driver know the nearest bus stop to your destination.

While every effort will be made to operate our service to these timetables, all schedules including bus stop times and transfer times are based on normal traffic and weather conditions and as such are subject to change. Oakville Transit will not be responsible for any loss, damage or inconvenience that may result from any errors, omissions or service delays.

OAKVILLE TRANSIT

14/14A LAKESHORE WEST

Sunday / Holidays Effective March 3, 2019

Sunday / Holidays (Westbound)

To Appleby GO – 14 via Great Lakes Blvd., 14A via Burloak Dr.

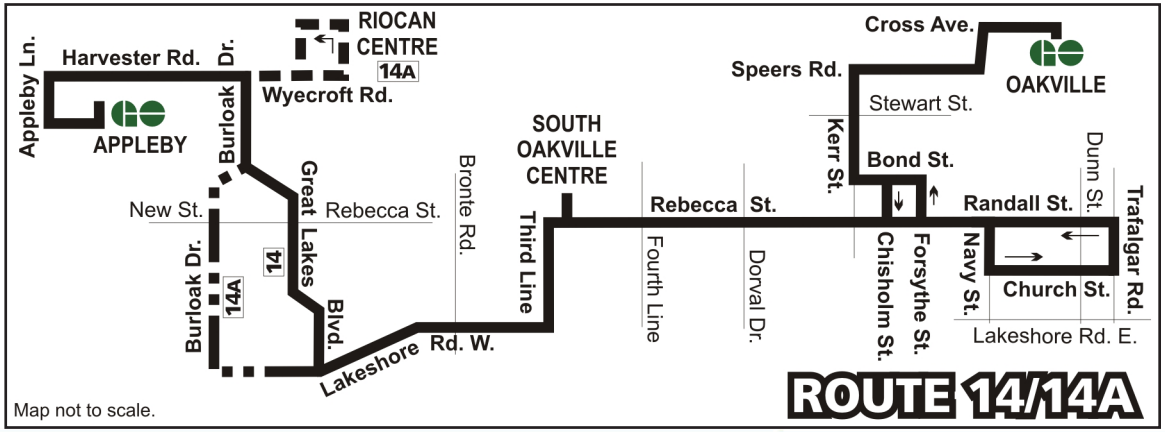
Timepoint	Route	Oakville GO (Depart)	Speers & Kerr	Church & Dunn	Rebecca & Kerr	South Oakville Centre (Ar.)	South Oakville Centre (Dp.)	Lakeshore & Bronte	Lakeshore & Great Lakes	Great Lakes & Rebecca	Burloak & Rebecca	RioCan Centre	Harvester & Burloak	Appleby GO (Arrive)
a.m.	14	8:10	8:14	8:23	8:26	8:34	8:40	8:47	8:50	8:53	--	--	8:57	9:06
	14A	**8:40**	**8:44**	**8:53**	**8:56**	**9:04**	**9:06**	**9:13**	**9:16**	**--**	**9:20**	**9:26**	**9:28**	**9:37**
	14	9:10	9:14	9:23	9:26	9:34	9:40	9:47	9:50	9:53	--	--	9:57	10:06
	14A	**9:40**	**9:44**	**9:53**	**9:56**	**10:04**	**10:06**	**10:13**	**10:16**	**--**	**10:20**	**10:26**	**10:28**	**10:37**
	14	10:10	10:14	10:23	10:26	10:34	10:40	10:47	10:50	10:53	--	--	10:57	11:06
	14A	**10:40**	**10:44**	**10:53**	**10:56**	**11:04**	**11:06**	**11:13**	**11:16**	**--**	**11:20**	**11:26**	**11:28**	**11:37**
	14	11:10	11:14	11:23	11:26	11:34	11:40	11:47	11:50	11:53	--	--	11:57	12:06
	14A	**11:40**	**11:44**	**11:53**	**11:56**	**12:04**	**12:06**	**12:13**	**12:16**	**--**	**12:20**	**12:26**	**12:28**	**12:37**
p.m.	14	12:10	12:14	12:23	12:26	12:34	12:40	12:47	12:50	12:53	--	--	12:57	1:06
	14A	**12:40**	**12:44**	**12:53**	**12:56**	**1:04**	**1:06**	**1:13**	**1:16**	**--**	**1:20**	**1:26**	**1:28**	**1:37**
	14	1:10	1:14	1:23	1:26	1:34	1:40	1:47	1:50	1:53	--	--	1:57	2:06
	14A	**1:40**	**1:44**	**1:53**	**1:56**	**2:04**	**2:06**	**2:13**	**2:16**	**--**	**2:20**	**2:26**	**2:28**	**2:37**
	14	2:10	2:14	2:23	2:26	2:34	2:40	2:47	2:50	2:53	--	--	2:57	3:06
	14A	**2:40**	**2:44**	**2:53**	**2:56**	**3:04**	**3:06**	**3:13**	**3:16**	**--**	**3:20**	**3:26**	**3:28**	**3:37**
	14	3:10	3:14	3:23	3:26	3:34	3:40	3:47	3:50	3:53	--	--	3:57	4:06
	14A	**3:40**	**3:44**	**3:53**	**3:56**	**4:04**	**4:06**	**4:13**	**4:16**	**--**	**4:20**	**4:26**	**4:28**	**4:37**
	14	4:10	4:14	4:23	4:26	4:34	4:40	4:47	4:50	4:53	--	--	4:57	5:06
	14A	**4:40**	**4:44**	**4:53**	**4:56**	**5:04**	**5:06**	**5:13**	**5:16**	**--**	**5:20**	**5:26**	**5:28**	**5:37**
	14	5:10	5:14	5:23	5:26	5:34	5:40	5:47	5:50	5:53	--	--	5:57	6:06
	14A	**5:40**	**5:44**	**5:53**	**5:56**	**6:04**	**6:06**	**6:13**	**6:16**	**--**	**6:20**	**6:26**	**6:28**	**6:37**
	14	6:10	6:14	6:23	6:26	6:34	6:40	6:47	6:50	6:53	--	--	6:57	7:06
	14A	**6:40**	**6:44**	**6:53**	**6:56**	**7:04**	**7:06**	**7:13**	**7:16**	**--**	**7:20**	**7:26**	**7:28**	**7:37**
	14	7:10	7:14	7:23	7:26	7:34	7:40	7:47	7:50	7:53	--	--	7:57	8:06

Sunday / Holidays (Eastbound)

To Oakville GO – 14 via Great Lakes Blvd., 14A via Burloak Dr.

Timepoint	Route	Appleby GO (Depart)	Harvester & Appleby	Harvester & Burloak	RioCan Centre	Burloak & New	Great Lakes & Rebecca	Lakeshore & Great Lakes	Lakeshore & Bronte	South Oakville Centre (Ar.)	South Oakville Centre (Dp.)	Rebecca & Kerr	Church & Dunn	Bond & Kerr	Oakville GO (Arrive)
a.m.	14	* Begins at Burloak & Prince William at 7:52 a.m.					7:54*	7:57	8:00	8:07	8:12	8:19	8:25	8:29	8:38
	14A	**8:07**	**8:11**	**8:14**	**8:17**	**8:23**	**--**	**8:27**	**8:30**	**8:37**	**8:42**	**8:49**	**8:55**	**8:59**	**9:08**
	14	8:43	8:47	8:50	--	--	8:54	8:57	9:00	9:07	9:12	9:19	9:25	9:29	9:38
	14A	**9:07**	**9:11**	**9:14**	**9:17**	**9:23**	**--**	**9:27**	**9:30**	**9:37**	**9:42**	**9:49**	**9:55**	**9:59**	**10:08**
	14	9:43	9:47	9:50	--	--	9:54	9:57	10:00	10:07	10:12	10:19	10:25	10:29	10:38
	14A	**10:07**	**10:11**	**10:14**	**10:17**	**10:23**	**--**	**10:27**	**10:30**	**10:37**	**10:42**	**10:49**	**10:55**	**10:59**	**11:08**
	14	10:43	10:47	10:50	--	--	10:54	10:57	11:00	11:07	11:12	11:19	11:25	11:29	11:38
	14A	**11:07**	**11:11**	**11:14**	**11:17**	**11:23**	**--**	**11:27**	**11:30**	**11:37**	**11:42**	**11:49**	**11:55**	**11:59**	**12:08**
	14	11:43	11:47	11:50	--	--	11:54	11:57	12:00	12:07	12:12	12:19	12:25	12:29	12:38
p.m.	**14A**	**12:07**	**12:11**	**12:14**	**12:17**	**12:23**	**--**	**12:27**	**12:30**	**12:37**	**12:42**	**12:49**	**12:55**	**12:59**	**1:08**
	14	12:43	12:47	12:50	--	--	12:54	12:57	1:00	1:07	1:12	1:19	1:25	1:29	1:38
	14A	**1:07**	**1:11**	**1:14**	**1:17**	**1:23**	**--**	**1:27**	**1:30**	**1:37**	**1:42**	**1:49**	**1:55**	**1:59**	**2:08**
	14	1:43	1:47	1:50	--	--	1:54	1:57	2:00	2:07	2:12	2:19	2:25	2:29	2:38
	14A	**2:07**	**2:11**	**2:14**	**2:17**	**2:23**	**--**	**2:27**	**2:30**	**2:37**	**2:42**	**2:49**	**2:55**	**2:59**	**3:08**
	14	2:43	2:47	2:50	--	--	2:54	2:57	3:00	3:07	3:12	3:19	3:25	3:29	3:38
	14A	**3:07**	**3:11**	**3:14**	**3:17**	**3:23**	**--**	**3:27**	**3:30**	**3:37**	**3:42**	**3:49**	**3:55**	**3:59**	**4:08**
	14	3:43	3:47	3:50	--	--	3:54	3:57	4:00	4:07	4:12	4:19	4:25	4:29	4:38
	14A	**4:07**	**4:11**	**4:14**	**4:17**	**4:23**	**--**	**4:27**	**4:30**	**4:37**	**4:42**	**4:49**	**4:55**	**4:59**	**5:08**
	14	4:43	4:47	4:50	--	--	4:54	4:57	5:00	5:07	5:12	5:19	5:25	5:29	5:38
	14A	**5:07**	**5:11**	**5:14**	**5:17**	**5:23**	**--**	**5:27**	**5:30**	**5:37**	**5:42**	**5:49**	**5:55**	**5:59**	**6:08**
	14	5:43	5:47	5:50	--	--	5:54	5:57	6:00	6:07	6:12	6:19	6:25	6:29	6:38
	14A	**6:07**	**6:11**	**6:14**	**6:17**	**6:23**	**--**	**6:27**	**6:30**	**6:37**	**6:42**	**6:49**	**6:55**	**6:59**	**7:08**
	14	6:43	6:47	6:50	--	--	6:54	6:57	7:00	7:07	7:12	7:19	7:25	7:29	7:38
	14A	**7:07**	**7:11**	**7:14**	**7:17**	**7:23**	**--**	**7:27**	**7:30**	**7:37**	**7:42**	**7:49**	**7:55**	**7:59**	**8:08**

Late Night Service departs from the Oakville GO station at 11:40 p.m., 12:30 and 1:30 a.m., Monday to Saturday, and 7:40 p.m. on Sunday and holidays. Let the driver know the nearest bus stop to your destination.



Oakville Transit
430 Wyecroft Road
8:30 a.m. - 4:30 p.m.
Monday - Friday

oakvilletransit.ca
@oakvilletransit

Mailing Address
Oakville Transit
1225 Trafalgar Road
Oakville, ON L6H 0H3

Info Line 905-815-2020
care-A-van 905-337-9222

OAKVILLE TRANSIT

APPENDIX C

Traffic Data

Ontario Traffic Inc.

Morning Peak Diagram

Specified Period
From: 7:00:00
To: 10:00:00

One Hour Peak
From: 8:00:00
To: 9:00:00

Municipality: Oakville
Site #: 1917600001
Intersection: Chalmers St & Victoria St
TFR File #: 1
Count date: 23-May-19

Weather conditions:

Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Chalmers St runs W/E

North Leg Total: 23
North Entering: 14
North Peds: 6
Peds Cross: ⋈

Cyclists	0	0	0	0
Trucks	0	0	0	0
Cars	1	0	13	14
Totals	1	0	13	

Cyclists	0
Trucks	2
Cars	7
Totals	9

East Leg Total: 89
East Entering: 29
East Peds: 12
Peds Cross: ⧖

Victoria St

Cyclists	Trucks	Cars	Totals
0	1	25	26

Cars	Trucks	Cyclists	Totals
7	1	0	8
17	1	0	18
2	1	0	3
26	3	0	

Chalmers St

N
W E
S

Cyclists	Trucks	Cars	Totals
0	1	0	1
0	2	32	34
0	0	2	2
0	3	34	

Chalmers St

Cars	Trucks	Cyclists	Totals
58	2	0	60

Victoria St

Peds Cross: ⧖
West Peds: 7
West Entering: 37
West Leg Total: 63

Cars	4
Trucks	1
Cyclists	0
Totals	5

Cars	7	0	13	20
Trucks	0	0	0	0
Cyclists	0	0	0	0
Totals	7	0	13	

Peds Cross: ⋈
South Peds: 14
South Entering: 20
South Leg Total: 25

Comments

Ontario Traffic Inc.

Afternoon Peak Diagram

Specified Period
From: 16:00:00
To: 19:00:00

One Hour Peak
From: 17:30:00
To: 18:30:00

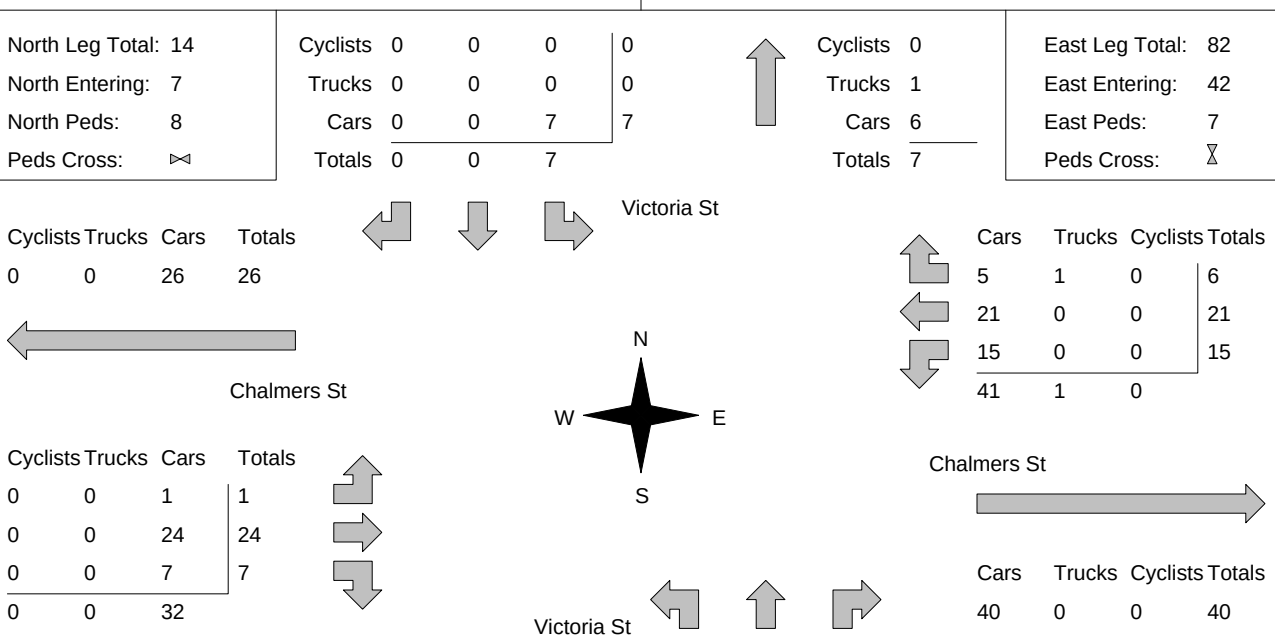
Municipality: Oakville
Site #: 1917600001
Intersection: Chalmers St & Victoria St
TFR File #: 1
Count date: 23-May-19

Weather conditions:

Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Chalmers St runs W/E



Comments

Ontario Traffic Inc.

Total Count Diagram

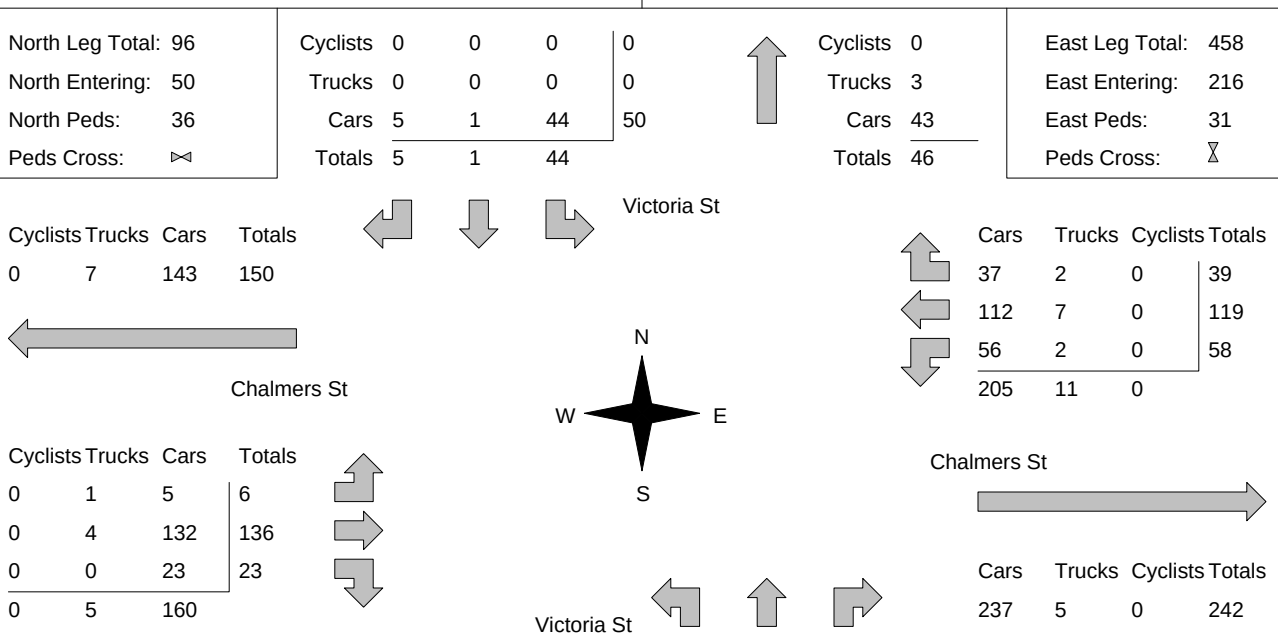
Municipality: Oakville
Site #: 1917600001
Intersection: Chalmers St & Victoria St
TFR File #: 1
Count date: 23-May-19

Weather conditions:

Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Chalmers St runs W/E



Comments

Ontario Traffic Inc.
Traffic Count Summary

Intersection: Chalmers St & Victoria St | **Count Date:** 23-May-19 | **Municipality:** Oakville

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Cyclists: Left	Thru	Right	Grand Total	Total Peds	North/South Total Approaches
7:00:00	0	0	0	0	0	0
8:00:00	7	0	2	9	7	30
9:00:00	13	0	1	14	6	34
10:00:00	8	0	0	8	7	24
16:00:00	0	0	0	0	0	0
17:00:00	7	0	0	7	4	13
18:00:00	5	0	0	5	4	14
19:00:00	4	1	2	7	8	24
Totals:	44	1	5	50	36	139

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Cyclists: Left	Thru	Right	Grand Total	Total Peds
7:00:00	0	0	0	0	0
8:00:00	6	1	14	21	6
9:00:00	7	0	13	20	14
10:00:00	4	0	12	16	4
16:00:00	0	0	0	0	0
17:00:00	0	0	6	6	11
18:00:00	2	0	7	9	11
19:00:00	7	0	10	17	11
Totals:	26	1	62	89	57

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Cyclists: Left	Thru	Right	Grand Total	Total Peds	East/West Total Approaches
7:00:00	0	0	0	0	0	0
8:00:00	5	14	1	20	2	43
9:00:00	3	18	8	29	12	66
10:00:00	11	15	6	32	4	57
16:00:00	0	0	0	0	0	0
17:00:00	11	23	6	40	2	71
18:00:00	15	28	13	56	6	77
19:00:00	13	21	5	39	5	67
Totals:	58	119	39	216	31	381

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Cyclists: Left	Thru	Right	Grand Total	Total Peds
7:00:00	0	0	0	0	0
8:00:00	1	22	0	23	7
9:00:00	1	34	2	37	7
10:00:00	1	22	2	25	4
16:00:00	0	0	0	0	0
17:00:00	1	21	9	31	1
18:00:00	1	16	4	21	7
19:00:00	1	21	6	28	4
Totals:	6	136	23	165	30

Calculated Values for Traffic Crossing Major Street

Hours Ending:	7:00	8:00	9:00	10:00	16:00	17:00	18:00	19:00
Crossing Values:	0	23	39	20	0	10	20	21

Ontario Traffic Inc.

Count Date: 23-May-19 Site #: 1917600001

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Cyclists - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
7:45:00	5	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	6	5
8:00:00	7	2	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	7	1
8:15:00	10	3	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	9	2
8:30:00	14	4	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	10	1
8:45:00	16	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	11	1
9:00:00	20	4	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	13	2
9:15:00	23	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	14	1
9:30:00	26	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	20	6
9:45:00	27	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
10:00:00	28	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
10:00:02	28	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
16:00:00	28	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
16:15:00	29	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	22	2
16:30:00	31	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	22	0
16:45:00	32	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	24	2
17:00:00	35	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	24	0
17:15:00	36	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	26	2
17:30:00	36	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	26	0
17:45:00	37	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	26	0
18:00:00	40	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	28	2
18:15:00	42	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	32	4
18:30:00	43	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	34	2
18:45:00	43	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	35	1
19:00:00	44	1	1	1	5	2	0	0	0	0	0	0	0	0	0	0	0	0	36	1
19:00:07	44	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	36	0

Ontario Traffic Inc.

Count Date: 23-May-19 Site #: 1917600001

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Cyclists - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	1	1	2	2	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0
7:30:00	2	1	3	1	1	0	0	0	2	1	0	0	0	0	0	0	0	0	1	1
7:45:00	3	1	4	1	1	0	0	0	5	3	0	0	0	0	0	0	0	0	2	1
8:00:00	4	1	8	4	1	0	1	1	6	1	0	0	0	0	0	0	0	0	2	0
8:15:00	4	0	13	5	2	1	1	0	6	0	0	0	0	0	0	0	0	0	3	1
8:30:00	5	1	16	3	4	2	1	0	6	0	1	1	0	0	0	0	0	0	3	0
8:45:00	6	1	21	5	5	1	1	0	6	0	1	0	0	0	0	0	0	0	13	10
9:00:00	6	0	25	4	8	3	2	1	7	1	1	0	0	0	0	0	0	0	14	1
9:15:00	8	2	30	5	12	4	2	0	7	0	1	0	0	0	0	0	0	0	14	0
9:30:00	14	6	33	3	12	0	2	0	7	0	1	0	0	0	0	0	0	0	16	2
9:45:00	16	2	37	4	12	0	2	0	7	0	1	0	0	0	0	0	0	0	17	1
10:00:00	17	1	40	3	14	2	2	0	7	0	1	0	0	0	0	0	0	0	18	1
10:00:02	17	0	40	0	14	0	2	0	7	0	1	0	0	0	0	0	0	0	18	0
16:00:00	17	0	40	0	14	0	2	0	7	0	1	0	0	0	0	0	0	0	18	0
16:15:00	20	3	48	8	15	1	2	0	7	0	1	0	0	0	0	0	0	0	18	0
16:30:00	23	3	55	7	15	0	2	0	7	0	1	0	0	0	0	0	0	0	18	0
16:45:00	25	2	62	7	18	3	2	0	7	0	1	0	0	0	0	0	0	0	18	0
17:00:00	28	3	63	1	20	2	2	0	7	0	1	0	0	0	0	0	0	0	20	2
17:15:00	33	5	72	9	26	6	2	0	7	0	1	0	0	0	0	0	0	0	22	2
17:30:00	35	2	80	8	28	2	2	0	7	0	1	0	0	0	0	0	0	0	24	2
17:45:00	38	3	84	4	30	2	2	0	7	0	1	0	0	0	0	0	0	0	24	0
18:00:00	43	5	91	7	33	3	2	0	7	0	1	0	0	0	0	0	0	0	26	2
18:15:00	47	4	99	8	33	0	2	0	7	0	1	0	0	0	0	0	0	0	29	3
18:30:00	50	3	101	2	33	0	2	0	7	0	2	1	0	0	0	0	0	0	31	2
18:45:00	51	1	105	4	34	1	2	0	7	0	2	0	0	0	0	0	0	0	31	0
19:00:00	56	5	112	7	37	3	2	0	7	0	2	0	0	0	0	0	0	0	31	0
19:00:07	56	0	112	0	37	0	2	0	7	0	2	0	0	0	0	0	0	0	31	0

Ontario Traffic Inc.

Count Date: 23-May-19 Site #: 1917600001

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Cyclists - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	2	2
7:30:00	1	1	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0
7:45:00	2	1	0	0	9	5	0	0	0	0	0	0	0	0	0	0	0	0	4	2
8:00:00	6	4	1	1	13	4	0	0	0	0	1	1	0	0	0	0	0	0	6	2
8:15:00	10	4	1	0	17	4	0	0	0	0	1	0	0	0	0	0	0	0	8	2
8:30:00	11	1	1	0	17	0	0	0	0	0	1	0	0	0	0	0	0	0	8	0
8:45:00	13	2	1	0	18	1	0	0	0	0	1	0	0	0	0	0	0	0	18	10
9:00:00	13	0	1	0	26	8	0	0	0	0	1	0	0	0	0	0	0	0	20	2
9:15:00	13	0	1	0	29	3	0	0	0	0	1	0	0	0	0	0	0	0	21	1
9:30:00	13	0	1	0	32	3	0	0	0	0	1	0	0	0	0	0	0	0	21	0
9:45:00	16	3	1	0	35	3	0	0	0	0	1	0	0	0	0	0	0	0	23	2
10:00:00	17	1	1	0	38	3	0	0	0	0	1	0	0	0	0	0	0	0	24	1
10:00:02	17	0	1	0	38	0	0	0	0	0	1	0	0	0	0	0	0	0	24	0
16:00:00	17	0	1	0	38	0	0	0	0	0	1	0	0	0	0	0	0	0	24	0
16:15:00	17	0	1	0	39	1	0	0	0	0	1	0	0	0	0	0	0	0	29	5
16:30:00	17	0	1	0	40	1	0	0	0	0	1	0	0	0	0	0	0	0	29	0
16:45:00	17	0	1	0	41	1	0	0	0	0	1	0	0	0	0	0	0	0	32	3
17:00:00	17	0	1	0	44	3	0	0	0	0	1	0	0	0	0	0	0	0	35	3
17:15:00	17	0	1	0	44	0	0	0	0	0	1	0	0	0	0	0	0	0	38	3
17:30:00	18	1	1	0	47	3	0	0	0	0	1	0	0	0	0	0	0	0	41	3
17:45:00	18	0	1	0	49	2	0	0	0	0	1	0	0	0	0	0	0	0	45	4
18:00:00	19	1	1	0	51	2	0	0	0	0	1	0	0	0	0	0	0	0	46	1
18:15:00	21	2	1	0	53	2	0	0	0	0	1	0	0	0	0	0	0	0	47	1
18:30:00	23	2	1	0	56	3	0	0	0	0	1	0	0	0	0	0	0	0	53	6
18:45:00	24	1	1	0	57	1	0	0	0	0	1	0	0	0	0	0	0	0	57	4
19:00:00	26	2	1	0	61	4	0	0	0	0	1	0	0	0	0	0	0	0	57	0
19:00:07	26	0	1	0	61	0	0	0	0	0	1	0	0	0	0	0	0	0	57	0

Ontario Traffic Inc.

Count Date: 23-May-19 Site #: 1917600001

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Cyclists - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	1	1	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
7:30:00	1	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
7:45:00	1	0	16	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3
8:00:00	1	0	22	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	2
8:15:00	1	0	29	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0
8:30:00	1	0	39	10	2	2	0	0	1	1	0	0	0	0	0	0	0	0	7	0
8:45:00	1	0	43	4	2	0	1	1	1	0	0	0	0	0	0	0	0	0	14	7
9:00:00	1	0	54	11	2	0	1	0	2	1	0	0	0	0	0	0	0	0	14	0
9:15:00	1	0	58	4	3	1	1	0	3	1	0	0	0	0	0	0	0	0	15	1
9:30:00	1	0	65	7	3	0	1	0	3	0	0	0	0	0	0	0	0	0	16	1
9:45:00	1	0	72	7	4	1	1	0	3	0	0	0	0	0	0	0	0	0	16	0
10:00:00	2	1	75	3	4	0	1	0	3	0	0	0	0	0	0	0	0	0	18	2
10:00:02	2	0	75	0	4	0	1	0	3	0	0	0	0	0	0	0	0	0	18	0
16:00:00	2	0	75	0	4	0	1	0	3	0	0	0	0	0	0	0	0	0	18	0
16:15:00	2	0	82	7	8	4	1	0	4	1	0	0	0	0	0	0	0	0	18	0
16:30:00	2	0	87	5	11	3	1	0	4	0	0	0	0	0	0	0	0	0	19	1
16:45:00	3	1	91	4	12	1	1	0	4	0	0	0	0	0	0	0	0	0	19	0
17:00:00	3	0	95	4	13	1	1	0	4	0	0	0	0	0	0	0	0	0	19	0
17:15:00	3	0	97	2	13	0	1	0	4	0	0	0	0	0	0	0	0	0	22	3
17:30:00	4	1	99	2	14	1	1	0	4	0	0	0	0	0	0	0	0	0	25	3
17:45:00	4	0	105	6	15	1	1	0	4	0	0	0	0	0	0	0	0	0	25	0
18:00:00	4	0	111	6	17	2	1	0	4	0	0	0	0	0	0	0	0	0	26	1
18:15:00	4	0	116	5	19	2	1	0	4	0	0	0	0	0	0	0	0	0	27	1
18:30:00	5	1	123	7	21	2	1	0	4	0	0	0	0	0	0	0	0	0	27	0
18:45:00	5	0	128	5	22	1	1	0	4	0	0	0	0	0	0	0	0	0	29	2
19:00:00	5	0	132	4	23	1	1	0	4	0	0	0	0	0	0	0	0	0	30	1
19:00:07	5	0	132	0	23	0	1	0	4	0	0	0	0	0	0	0	0	0	30	0

Ontario Traffic Inc.

Morning Peak Diagram

Specified Period
From: 7:00:00
To: 10:00:00

One Hour Peak
From: 7:45:00
To: 8:45:00

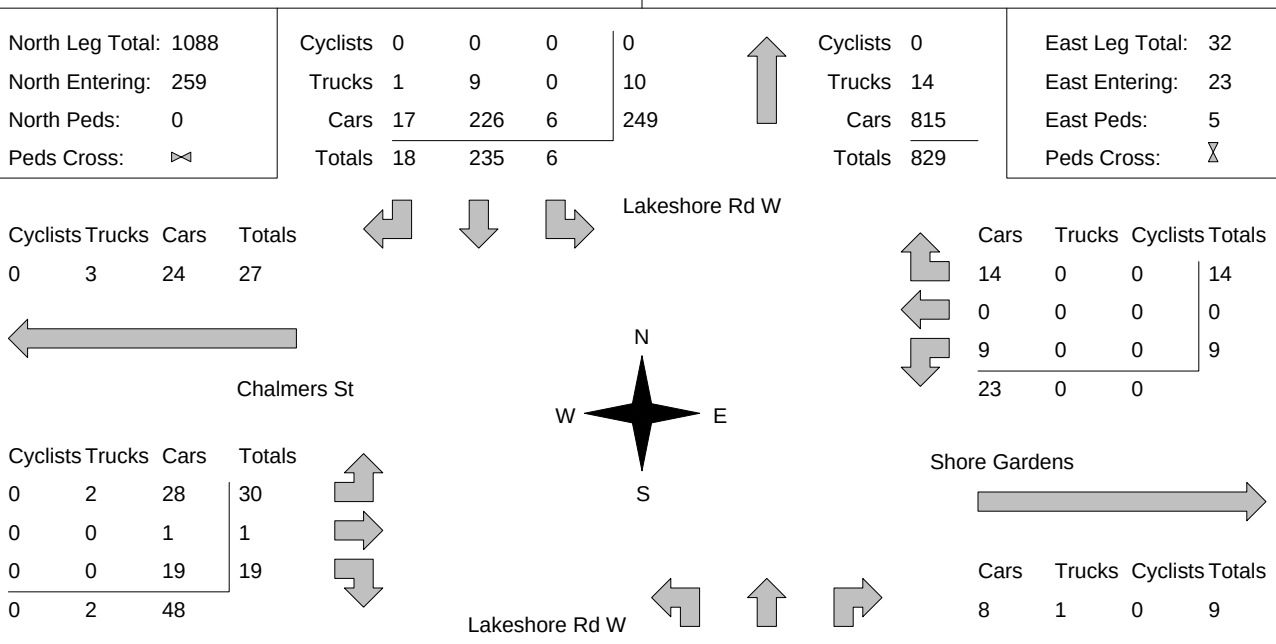
Municipality: Oakville
Site #: 1917600002
Intersection: Lakeshore Rd W & Chalmers St-Sh
TFR File #: 12
Count date: 23-May-19

Weather conditions:

Person(s) who counted:

**** Signalized Intersection ****

Major Road: Lakeshore Rd W runs N/S



Comments

Ontario Traffic Inc.

Afternoon Peak Diagram

Specified Period
From: 16:00:00
To: 19:00:00

One Hour Peak
From: 16:30:00
To: 17:30:00

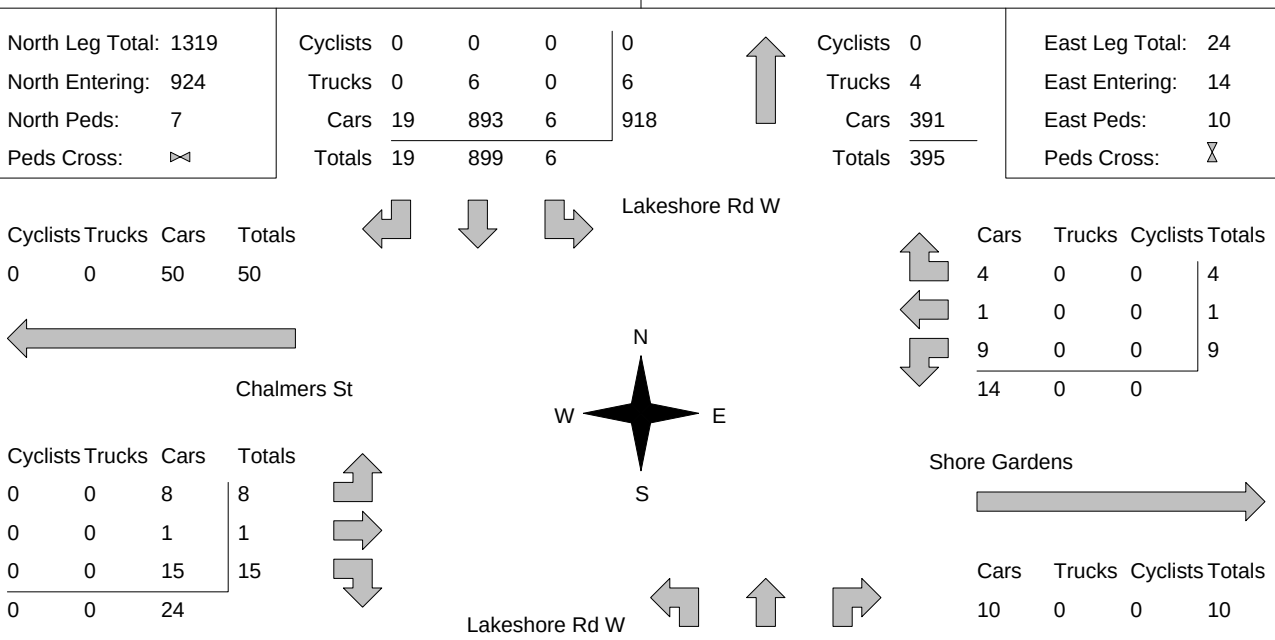
Municipality: Oakville
Site #: 1917600002
Intersection: Lakeshore Rd W & Chalmers St-Sh
TFR File #: 12
Count date: 23-May-19

Weather conditions:

Person(s) who counted:

**** Signalized Intersection ****

Major Road: Lakeshore Rd W runs N/S



Comments

Ontario Traffic Inc.

Total Count Diagram

Municipality: Oakville
Site #: 1917600002
Intersection: Lakeshore Rd W & Chalmers St-Sh
TFR File #: 12
Count date: 23-May-19

Weather conditions:

Person(s) who counted:

**** Signalized Intersection ****

Major Road: Lakeshore Rd W runs N/S

North Leg Total:	5625			
North Entering:	2824			
North Peds:	15			
Peds Cross:	⋈			

Cyclists	0	0	0	0
Trucks	6	50	1	57
Cars	102	2622	43	2767
Totals	108	2672	44	

Cyclists	0
Trucks	47
Cars	2754
Totals	2801

East Leg Total:	168			
East Entering:	85			
East Peds:	34			
Peds Cross:	⧖			

Lakeshore Rd W

Cyclists	Trucks	Cars	Totals
0	10	205	215

Cars	Trucks	Cyclists	Totals
43	0	0	43
3	0	0	3
39	0	0	39
85	0	0	

Chalmers St

N
W E
S

Cyclists	Trucks	Cars	Totals
0	5	123	128
0	0	6	6
0	0	110	110
0	5	239	

Shore Gardens

Cars	Trucks	Cyclists	Totals
80	2	1	83

Lakeshore Rd W

Peds Cross:	⧖			
West Peds:	48			
West Entering:	244			
West Leg Total:	459			

Cars	2771			
Trucks	50			
Cyclists	0			
Totals	2821			

Cars	100	2588	31	2719
Trucks	4	42	1	47
Cyclists	0	0	1	1
Totals	104	2630	33	

Peds Cross:	⋈			
South Peds:	39			
South Entering:	2767			
South Leg Total:	5588			

Comments

Ontario Traffic Inc.
Traffic Count Summary

Intersection: Lakeshore Rd W & Chalmers St-S | **Count Date:** 23-May-19 | **Municipality:** Oakville

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Cyclists: Left	Thru	Right	Grand Total	Total Peds	North/South Total Approaches
7:00:00	0	0	0	0	0	0
8:00:00	5	116	9	130	2	774
9:00:00	8	262	19	289	2	1010
10:00:00	12	234	11	257	0	663
16:00:00	0	1	0	1	0	4
17:00:00	4	893	22	919	6	1321
18:00:00	7	756	23	786	1	1153
19:00:00	8	410	24	442	4	666
Totals:	44	2672	108	2824	15	5591

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Cyclists: Left	Thru	Right	Grand Total	Total Peds
7:00:00	0	0	0	0	0
8:00:00	10	633	1	644	6
9:00:00	9	707	5	721	9
10:00:00	21	374	11	406	3
16:00:00	0	3	0	3	0
17:00:00	17	378	7	402	4
18:00:00	32	332	3	367	6
19:00:00	15	203	6	224	11
Totals:	104	2630	33	2767	39

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Cyclists: Left	Thru	Right	Grand Total	Total Peds	East/West Total Approaches
7:00:00	0	0	0	0	0	0
8:00:00	2	1	8	11	2	55
9:00:00	8	0	17	25	5	85
10:00:00	9	0	7	16	3	58
16:00:00	0	0	0	0	0	1
17:00:00	8	1	4	13	9	47
18:00:00	6	1	4	11	5	39
19:00:00	6	0	3	9	10	44
Totals:	39	3	43	85	34	329

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Cyclists: Left	Thru	Right	Grand Total	Total Peds
7:00:00	0	0	0	0	0
8:00:00	24	3	17	44	7
9:00:00	38	1	21	60	10
10:00:00	24	0	18	42	4
16:00:00	0	0	1	1	0
17:00:00	12	1	21	34	14
18:00:00	10	0	18	28	7
19:00:00	20	1	14	35	6
Totals:	128	6	110	244	48

Calculated Values for Traffic Crossing Major Street

Hours Ending:	7:00	8:00	9:00	10:00	16:00	17:00	18:00	19:00
Crossing Values:	0	37	58	36	0	31	24	42

Ontario Traffic Inc.

Count Date: 23-May-19 Site #: 1917600002

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Cyclists - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	10	10	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
7:30:00	4	4	37	27	1	0	0	0	2	2	1	0	0	0	0	0	0	0	1	1
7:45:00	5	1	74	37	2	1	0	0	5	3	3	2	0	0	0	0	0	0	2	1
8:00:00	5	0	109	35	5	3	0	0	7	2	4	1	0	0	0	0	0	0	2	0
8:15:00	7	2	150	41	9	4	0	0	8	1	4	0	0	0	0	0	0	0	2	0
8:30:00	10	3	218	68	13	4	0	0	11	3	4	0	0	0	0	0	0	0	2	0
8:45:00	11	1	300	82	19	6	0	0	14	3	4	0	0	0	0	0	0	0	2	0
9:00:00	13	2	358	58	23	4	0	0	20	6	5	1	0	0	0	0	0	0	4	2
9:15:00	17	4	418	60	26	3	0	0	20	0	5	0	0	0	0	0	0	0	4	0
9:30:00	19	2	484	66	30	4	0	0	22	2	5	0	0	0	0	0	0	0	4	0
9:45:00	21	2	548	64	32	2	0	0	23	1	5	0	0	0	0	0	0	0	4	0
10:00:00	24	3	586	38	34	2	1	1	26	3	5	0	0	0	0	0	0	0	4	0
10:00:39	24	0	587	1	34	0	1	0	26	0	5	0	0	0	0	0	0	0	4	0
16:00:00	24	0	587	0	34	0	1	0	26	0	5	0	0	0	0	0	0	0	4	0
16:15:00	25	1	785	198	37	3	1	0	28	2	5	0	0	0	0	0	0	0	4	0
16:30:00	26	1	992	207	45	8	1	0	32	4	5	0	0	0	0	0	0	0	4	0
16:45:00	27	1	1220	228	53	8	1	0	35	3	5	0	0	0	0	0	0	0	9	5
17:00:00	28	1	1469	249	56	3	1	0	37	2	5	0	0	0	0	0	0	0	10	1
17:15:00	29	1	1672	203	61	5	1	0	38	1	5	0	0	0	0	0	0	0	10	0
17:30:00	32	3	1885	213	64	3	1	0	38	0	5	0	0	0	0	0	0	0	11	1
17:45:00	34	2	2061	176	70	6	1	0	41	3	5	0	0	0	0	0	0	0	11	0
18:00:00	35	1	2219	158	79	9	1	0	43	2	5	0	0	0	0	0	0	0	11	0
18:15:00	40	5	2332	113	85	6	1	0	44	1	5	0	0	0	0	0	0	0	13	2
18:30:00	41	1	2440	108	88	3	1	0	46	2	6	1	0	0	0	0	0	0	13	0
18:45:00	42	1	2534	94	91	3	1	0	47	1	6	0	0	0	0	0	0	0	15	2
19:00:00	43	1	2622	88	102	11	1	0	50	3	6	0	0	0	0	0	0	0	15	0
19:05:24	43	0	2622	0	102	0	1	0	50	0	6	0	0	0	0	0	0	0	15	0

Ontario Traffic Inc.

Count Date: 23-May-19 Site #: 1917600002

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Cyclists - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	1	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	1	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	2	2
8:00:00	2	2	1	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0
8:15:00	6	4	1	0	15	7	0	0	0	0	0	0	0	0	0	0	0	0	3	1
8:30:00	7	1	1	0	17	2	0	0	0	0	0	0	0	0	0	0	0	0	6	3
8:45:00	9	2	1	0	21	4	0	0	0	0	0	0	0	0	0	0	0	0	7	1
9:00:00	10	1	1	0	25	4	0	0	0	0	0	0	0	0	0	0	0	0	7	0
9:15:00	10	0	1	0	26	1	0	0	0	0	0	0	0	0	0	0	0	0	7	0
9:30:00	13	3	1	0	28	2	0	0	0	0	0	0	0	0	0	0	0	0	7	0
9:45:00	15	2	1	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1
10:00:00	19	4	1	0	32	4	0	0	0	0	0	0	0	0	0	0	0	0	10	2
10:00:39	19	0	1	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0
16:00:00	19	0	1	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0
16:15:00	22	3	2	1	33	1	0	0	0	0	0	0	0	0	0	0	0	0	10	0
16:30:00	23	1	2	0	35	2	0	0	0	0	0	0	0	0	0	0	0	0	11	1
16:45:00	24	1	2	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	16	5
17:00:00	27	3	2	0	36	1	0	0	0	0	0	0	0	0	0	0	0	0	19	3
17:15:00	29	2	2	0	37	1	0	0	0	0	0	0	0	0	0	0	0	0	20	1
17:30:00	32	3	3	1	39	2	0	0	0	0	0	0	0	0	0	0	0	0	21	1
17:45:00	32	0	3	0	39	0	0	0	0	0	0	0	0	0	0	0	0	0	21	0
18:00:00	33	1	3	0	40	1	0	0	0	0	0	0	0	0	0	0	0	0	24	3
18:15:00	35	2	3	0	40	0	0	0	0	0	0	0	0	0	0	0	0	0	26	2
18:30:00	36	1	3	0	40	0	0	0	0	0	0	0	0	0	0	0	0	0	27	1
18:45:00	38	2	3	0	41	1	0	0	0	0	0	0	0	0	0	0	0	0	31	4
19:00:00	39	1	3	0	43	2	0	0	0	0	0	0	0	0	0	0	0	0	34	3
19:05:24	39	0	3	0	43	0	0	0	0	0	0	0	0	0	0	0	0	0	34	0

Ontario Traffic Inc.

Count Date: 23-May-19 Site #: 1917600002

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Cyclists - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	2	2	70	70	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	4	2	219	149	1	1	1	1	2	2	0	0	0	0	0	0	0	0	0	0
7:45:00	5	1	406	187	1	0	2	1	6	4	0	0	0	0	0	0	0	0	5	5
8:00:00	7	2	625	219	1	0	3	1	8	2	0	0	0	0	0	0	0	0	6	1
8:15:00	9	2	804	179	1	0	3	0	12	4	0	0	0	0	0	0	0	0	11	5
8:30:00	11	2	1001	197	1	0	4	1	15	3	0	0	0	0	0	0	0	0	12	1
8:45:00	12	1	1179	178	2	1	4	0	18	3	1	1	0	0	0	0	0	0	15	3
9:00:00	15	3	1318	139	5	3	4	0	22	4	1	0	0	0	0	0	0	0	15	0
9:15:00	23	8	1440	122	8	3	4	0	24	2	1	0	0	0	0	0	0	0	16	1
9:30:00	28	5	1528	88	11	3	4	0	26	2	1	0	0	0	0	0	0	0	16	0
9:45:00	32	4	1614	86	12	1	4	0	27	1	1	0	0	0	0	0	0	0	17	1
10:00:00	36	4	1684	70	16	4	4	0	30	3	1	0	0	0	0	0	0	0	18	1
10:00:39	36	0	1687	3	16	0	4	0	30	0	1	0	0	0	0	0	0	0	18	0
16:00:00	36	0	1687	0	16	0	4	0	30	0	1	0	0	0	0	0	0	0	18	0
16:15:00	44	8	1771	84	19	3	4	0	32	2	1	0	0	0	0	0	0	0	18	0
16:30:00	46	2	1863	92	21	2	4	0	32	0	1	0	0	0	0	0	0	0	18	0
16:45:00	50	4	1959	96	22	1	4	0	34	2	1	0	0	0	0	0	0	0	19	1
17:00:00	53	3	2060	101	23	1	4	0	35	1	1	0	0	0	0	0	0	0	22	3
17:15:00	68	15	2138	78	24	1	4	0	36	1	1	0	0	0	0	0	0	0	26	4
17:30:00	76	8	2242	104	24	0	4	0	36	0	1	0	0	0	0	0	0	0	26	0
17:45:00	79	3	2310	68	26	2	4	0	37	1	1	0	0	0	0	0	0	0	26	0
18:00:00	85	6	2389	79	26	0	4	0	38	1	1	0	0	0	0	0	0	0	28	2
18:15:00	91	6	2428	39	29	3	4	0	39	1	1	0	0	0	0	0	1	1	32	4
18:30:00	93	2	2487	59	29	0	4	0	39	0	1	0	0	0	0	0	1	0	36	4
18:45:00	96	3	2537	50	30	1	4	0	41	2	1	0	0	0	0	0	1	0	39	3
19:00:00	100	4	2588	51	31	1	4	0	42	1	1	0	0	0	0	0	1	0	39	0
19:05:24	100	0	2588	0	31	0	4	0	42	0	1	0	0	0	0	0	1	0	39	0

Ontario Traffic Inc.

Count Date: 23-May-19 Site #: 1917600002

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Cyclists - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	4	4	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	1	1
7:30:00	6	2	0	0	8	4	0	0	0	0	0	0	0	0	0	0	0	0	2	1
7:45:00	16	10	2	2	12	4	0	0	0	0	0	0	0	0	0	0	0	0	3	1
8:00:00	23	7	3	1	17	5	1	1	0	0	0	0	0	0	0	0	0	0	7	4
8:15:00	31	8	3	0	23	6	1	0	0	0	0	0	0	0	0	0	0	0	14	7
8:30:00	39	8	3	0	29	6	2	1	0	0	0	0	0	0	0	0	0	0	15	1
8:45:00	44	5	3	0	31	2	2	0	0	0	0	0	0	0	0	0	0	0	17	2
9:00:00	59	15	4	1	38	7	3	1	0	0	0	0	0	0	0	0	0	0	17	0
9:15:00	64	5	4	0	43	5	4	1	0	0	0	0	0	0	0	0	0	0	20	3
9:30:00	71	7	4	0	49	6	4	0	0	0	0	0	0	0	0	0	0	0	20	0
9:45:00	78	7	4	0	53	4	4	0	0	0	0	0	0	0	0	0	0	0	20	0
10:00:00	82	4	4	0	56	3	4	0	0	0	0	0	0	0	0	0	0	0	21	1
10:00:39	82	0	4	0	57	1	4	0	0	0	0	0	0	0	0	0	0	0	21	0
16:00:00	82	0	4	0	57	0	4	0	0	0	0	0	0	0	0	0	0	0	21	0
16:15:00	87	5	4	0	61	4	5	1	0	0	0	0	0	0	0	0	0	0	27	6
16:30:00	89	2	4	0	67	6	5	0	0	0	0	0	0	0	0	0	0	0	28	1
16:45:00	90	1	5	1	71	4	5	0	0	0	0	0	0	0	0	0	0	0	33	5
17:00:00	93	3	5	0	78	7	5	0	0	0	0	0	0	0	0	0	0	0	35	2
17:15:00	95	2	5	0	79	1	5	0	0	0	0	0	0	0	0	0	0	0	37	2
17:30:00	97	2	5	0	82	3	5	0	0	0	0	0	0	0	0	0	0	0	39	2
17:45:00	100	3	5	0	88	6	5	0	0	0	0	0	0	0	0	0	0	0	41	2
18:00:00	103	3	5	0	96	8	5	0	0	0	0	0	0	0	0	0	0	0	42	1
18:15:00	108	5	5	0	100	4	5	0	0	0	0	0	0	0	0	0	0	0	42	0
18:30:00	113	5	6	1	105	5	5	0	0	0	0	0	0	0	0	0	0	0	45	3
18:45:00	118	5	6	0	106	1	5	0	0	0	0	0	0	0	0	0	0	0	46	1
19:00:00	123	5	6	0	110	4	5	0	0	0	0	0	0	0	0	0	0	0	48	2
19:05:24	123	0	6	0	110	0	5	0	0	0	0	0	0	0	0	0	0	0	48	0

File: **1**
Site: **1917600001** **NORTH APPROACH** **EAST APPROACH** **SOUTH APPROACH** **WEST APPROACH**
Facing: **NORTH**

DATE	TIME	NORTH APPROACH TOTAL Right	NORTH APPROACH TOTAL Thru	NORTH APPROACH TOTAL Left	NORTH APPROACH Pedestrians	EAST APPROACH TOTAL Right	EAST APPROACH TOTAL Thru	EAST APPROACH TOTAL Left	EAST APPROACH Pedestrians	SOUTH APPROACH TOTAL Right	SOUTH APPROACH TOTAL Thru	SOUTH APPROACH TOTAL Left	SOUTH APPROACH Pedestrians	WEST APPROACH TOTAL Right	WEST APPROACH TOTAL Thru	WEST APPROACH TOTAL Left	WEST APPROACH Pedestrians	TOTAL	
********** Recording started at:06:58:00																			
23/05/2019	**7:00:00**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23/05/2019	**7:15:00**	0	0	1	0	1	3	1	0	3	0	0	2	0	4	1	1	14	
23/05/2019	**7:30:00**	0	0	2	1	0	2	1	1	1	0	1	0	0	3	0	1	10	
23/05/2019	**7:45:00**	1	0	2	5	0	4	1	1	5	0	1	2	0	9	0	3	23	
23/05/2019	**8:00:00**	1	0	2	1	0	5	2	0	5	1	4	2	0	6	0	2	26	
23/05/2019	**8:15:00**	1	0	3	2	1	5	0	1	4	0	4	2	0	7	0	0	25	
23/05/2019	**8:30:00**	0	0	4	1	3	3	1	0	0	0	1	0	2	11	0	0	25	
23/05/2019	**8:45:00**	0	0	2	1	1	5	1	10	1	0	2	10	0	4	1	7	17	
23/05/2019	**9:00:00**	0	0	4	2	3	5	1	1	8	0	0	2	0	12	0	0	33	0.76
23/05/2019	**9:15:00**	0	0	3	1	4	5	2	0	3	0	0	1	1	5	0	1	23	
23/05/2019	**9:30:00**	0	0	3	6	0	3	6	2	3	0	0	0	0	7	0	1	22	
23/05/2019	**9:45:00**	0	0	1	0	0	4	2	1	3	0	3	2	1	7	0	0	21	
23/05/2019	**10:00:00**	0	0	1	0	2	3	1	1	3	0	1	1	0	3	1	2	15	
23/05/2019	**10:00:02**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
********** Recording restarted at:15:59:15																			
23/05/2019	**16:00:00**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23/05/2019	**16:15:00**	0	0	1	2	1	8	3	0	1	0	0	5	4	8	0	0	26	
23/05/2019	**16:30:00**	0	0	2	0	0	7	3	0	1	0	0	0	3	5	0	1	21	
23/05/2019	**16:45:00**	0	0	1	2	3	7	2	0	1	0	0	3	1	4	1	0	20	
23/05/2019	**17:00:00**	0	0	3	0	2	1	3	2	3	0	0	3	1	4	0	0	17	
23/05/2019	**17:15:00**	0	0	1	2	6	9	5	2	0	0	0	3	0	2	0	3	23	
23/05/2019	**17:30:00**	0	0	0	0	2	8	2	2	3	0	1	3	1	2	1	3	20	
23/05/2019	**17:45:00**	0	0	1	0	2	4	3	0	2	0	0	4	1	6	0	0	19	
23/05/2019	**18:00:00**	0	0	3	2	3	7	5	2	2	0	1	1	2	6	0	1	29	
23/05/2019	**18:15:00**	0	0	2	4	0	8	4	3	2	0	2	1	2	5	0	1	25	
23/05/2019	**18:30:00**	0	0	1	2	1	2	3	2	3	0	2	6	2	7	1	0	22	0.82
23/05/2019	**18:45:00**	0	0	0	1	1	4	1	0	1	0	1	4	1	5	0	2	14	
23/05/2019	**19:00:00**	2	1	1	1	3	7	5	0	4	0	2	0	1	4	0	1	30	
23/05/2019	**19:00:07**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

File: **12**
Site: **1917600002** **NORTH APPROACH** **EAST APPROACH** **SOUTH APPROACH** **WEST APPROACH**
Facing: **NORTH**

DATE	TIME	NORTH APPROACH TOTAL			Pedestrians	EAST APPROACH TOTAL			Pedestrians	SOUTH APPROACH TOTAL			Pedestrians	WEST APPROACH TOTAL			Pedestrians	TOTAL	
		Right	Thru	Left		Right	Thru	Left		Right	Thru	Left		Right	Thru	Left			
********** Recording started at:06:59:22																			
23/05/2019	**7:00:00**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23/05/2019	**7:15:00**	2	10	0	0	1	1	0	0	0	70	2	0	4	0	4	1	94	
23/05/2019	**7:30:00**	0	29	4	1	2	0	0	0	1	151	3	0	4	0	2	1	196	
23/05/2019	**7:45:00**	3	40	1	1	4	0	0	2	0	191	2	5	4	2	10	1	257	
23/05/2019	**8:00:00**	4	37	0	0	1	0	2	0	0	221	3	1	5	1	8	4	282	
23/05/2019	**8:15:00**	4	42	2	0	7	0	4	1	0	183	2	5	6	0	8	7	258	
23/05/2019	**8:30:00**	4	71	3	0	2	0	1	3	0	200	3	1	6	0	9	1	299	
23/05/2019	**8:45:00**	6	85	1	0	4	0	2	1	2	181	1	3	2	0	5	2	289	0.94
23/05/2019	**9:00:00**	5	64	2	2	4	0	1	0	3	143	3	0	7	1	16	0	249	
23/05/2019	**9:15:00**	3	60	4	0	1	0	0	0	3	124	8	1	5	0	6	3	214	
23/05/2019	**9:30:00**	4	68	2	0	2	0	3	0	3	90	5	0	6	0	7	0	190	
23/05/2019	**9:45:00**	2	65	2	0	0	0	2	1	1	87	4	1	4	0	7	0	174	
23/05/2019	**10:00:00**	2	41	4	0	4	0	4	2	4	73	4	1	3	0	4	1	143	
23/05/2019	**10:00:39**	0	1	0	0	0	0	0	0	0	3	0	0	1	0	0	0	5	
********** Recording restarted at:15:46:08																			
23/05/2019	**16:00:00**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23/05/2019	**16:15:00**	3	200	1	0	1	1	3	0	3	86	8	0	4	0	6	6	316	
23/05/2019	**16:30:00**	8	211	1	0	2	0	1	1	2	92	2	0	6	0	2	1	327	
23/05/2019	**16:45:00**	8	231	1	5	0	0	1	5	1	98	4	1	4	1	1	5	350	
23/05/2019	**17:00:00**	3	251	1	1	1	0	3	3	1	102	3	3	7	0	3	2	375	
23/05/2019	**17:15:00**	5	204	1	0	1	0	2	1	1	79	15	4	1	0	2	2	311	
23/05/2019	**17:30:00**	3	213	3	1	2	1	3	1	0	104	8	0	3	0	2	2	342	0.92
23/05/2019	**17:45:00**	6	179	2	0	0	0	0	0	2	69	3	0	6	0	3	2	270	
23/05/2019	**18:00:00**	9	160	1	0	1	0	1	3	0	80	6	2	8	0	3	1	269	
23/05/2019	**18:15:00**	6	114	5	2	0	0	2	2	3	40	6	4	4	0	5	0	185	
23/05/2019	**18:30:00**	4	110	1	0	0	0	1	1	0	59	2	4	5	1	5	3	188	
23/05/2019	**18:45:00**	3	95	1	2	1	0	2	4	1	52	3	3	1	0	5	1	164	
23/05/2019	**19:00:00**	11	91	1	0	2	0	1	3	1	52	4	0	4	0	5	2	172	
23/05/2019	**19:05:24**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Town of Oakville, ON

ECONOLITE

MOVING TRAFFIC FORWARD

OAK0625 - Lakeshore Rd @ Chalmers St - Econolite Type - ASC/3

Configuration Controller Sequence

Phase Ring Sequence and Assignment (MM) 1-1-1

Hardware Alternate Sequence Enable: No

Phase Ring Sequence.....(Note: Sequences identical to the prior one are not printed)

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	B		B		B		B		B							
Sequence 1																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 2																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 3																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 4																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 5																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 6																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 7																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 8																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 9																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 10																

Ring 1	**2**	**1**	**3**	**4**	**10**	**9**	**13**	**14**	.	.	.	.	.	.	.	.
Ring 2	**5**	**6**	**8**	**7**	**11**	**12**	**16**	**15**	.	.	.	.	.	.	.	.
Sequence 11																
Ring 1	**1**	**2**	**4**	**3**	**9**	**10**	**14**	**13**	.	.	.	.	.	.	.	.
Ring 2	**5**	**6**	**8**	**7**	**11**	**12**	**16**	**15**	.	.	.	.	.	.	.	.
Sequence 12																
Ring 1	**2**	**1**	**4**	**3**	**10**	**9**	**14**	**13**	.	.	.	.	.	.	.	.
Ring 2	**5**	**6**	**8**	**7**	**11**	**12**	**16**	**15**	.	.	.	.	.	.	.	.
Sequence 13																
Ring 1	**1**	**2**	**3**	**4**	**9**	**10**	**13**	**14**	.	.	.	.	.	.	.	.
Ring 2	**6**	**5**	**8**	**7**	**12**	**11**	**16**	**15**	.	.	.	.	.	.	.	.
Sequence 14																
Ring 1	**2**	**1**	**3**	**4**	**10**	**9**	**13**	**14**	.	.	.	.	.	.	.	.
Ring 2	**6**	**5**	**8**	**7**	**12**	**11**	**16**	**15**	.	.	.	.	.	.	.	.
Sequence 15																
Ring 1	**1**	**2**	**4**	**3**	**9**	**10**	**14**	**13**	.	.	.	.	.	.	.	.
Ring 2	**6**	**5**	**8**	**7**	**12**	**11**	**16**	**15**	.	.	.	.	.	.	.	.
Sequence 16																
Ring 1	**2**	**1**	**4**	**3**	**10**	**9**	**14**	**13**	.	.	.	.	.	.	.	.
Ring 2	**6**	**5**	**8**	**7**	**12**	**11**	**16**	**15**	.	.	.	.	.	.	.	.

Phases In Use/Exclusive Ped (MM) 1-2

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phases In Use		X		X												
Exclusive Ped																

Phase Compatibility (MM) 1-1-2

n/a	Barrier Mode

Phase and Overlap Descriptions

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**
Description																

Administration (MM) 1-7-1

Enable Controller/Cabinet Interlock CRC	No
CRC (16 bit)	EE75
Enable Automatic Backup to Datakey	No

Backup Prevent (MM) 1-1-3

Phases		2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Timing	**1**		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phases	**2**	.		.	.	.	.	.	.	.	.	.	.	.	.	.	.
	3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
	4	.	.	.		.	.	.	.	.	.	.	.	.	.	.	.
	5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
	6	.	.	.	.	.		.	.	.	.	.	.	.	.	.	.
	7	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
	8	.	.	.	.	.	.	.		.	.	.	.	.	.	.	.
	9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
	10	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Simultaneous Gap (MM) 1-1-4

Phases		2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	2	.		.	.	.	.	.	.	.	.	.	.	.	.	.	.
	3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
	4	.	.	.		.	.	.	.	.	.	.	.	.	.	.	.
	5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
Phase	**6**	.	.	.	.	.		.	.	.	.	.	.	.	.	.	.
Must	**7**	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
Gap	**8**	.	.	.	.	.	.	.		.	.	.	.	.	.	.	.
With	**9**	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
Phase	**10**	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
	Disable	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Load Switch Assignments (MM) 1-3

Phase / Overlap	Type	Dimming				Power Up	Auto		Flash Together
		Red	Yellow	Green	Dark		Red	Yellow	

1	1	V				-	Auto	X		
2	2	V				-	Auto	X		X
3	3	V				-	Auto	X		
4	4	V				-	Auto	X		X
5	2	V				+	Auto	X		
6	4	V				+	Auto	X		X
7	2	P				+	Auto	X		
8	4	P				+	Auto	X		X
9	2	P				-	Auto			
10	4	P				-	Auto			
11	6	P				+	Auto			
12	8	P				+	Auto			
13	2	O				-	Auto	X		
14	6	O				+	Auto	X		X
15	3	O				-	Auto	X		
16	4	O				+	Auto	X		X

Town of Oakville, ON

ECONOLITE

MOVING TRAFFIC FORWARD

OAK0625 - Lakeshore Rd @ Chalmers St - Econolite Type - ASC/3

Configuration Port 1 (SDLC)

Port 1 SDLC (MM) 1-4-1

	1	2	3	4	5	6	7	8
Term & Facility	X	X						
Detector Rack	X							

Enable TS2/MMU Type Cabinet: No
Enable MMU Extended Status: No
Enable SDLC Stop Time: No
Enable 3 Critical RFE's Lockup: Yes

MMU Program (MM) 1-4-2

Channel 1	Channel 2

Color Check Enable (MM) 1-4-3

Enable Color Check: Yes

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Green									X	X	X	X	X	X	X	X
Yellow									X	X	X	X	X	X	X	X
Red									X	X	X	X	X	X	X	X

Secondary Stations/Tests (MM) 1-4-4

	1	2	3	4	5	6	7	8	MMU
Term & Facility									

	1	2	3	4	5	6	7	8	Diag
Detector Rack									

Enable SDLC Diagnostic Test: No

Town of Oakville, ON

ECONOLITE

MOVING TRAFFIC FORWARD

OAK0625 - Lakeshore Rd @ Chalmers St - Econolite Type - ASC/3

Configuration Communications 1 (SDLC)

Ethernet Port Configuration (MM) 1-5-1

DHCP Enable:	No
Controller IP:	10.70.10.51
Subnet Mask:	255.255.255.0
Default Gateway IP:	10.70.10.1
Server IP:	10.70.10.1

NTCIP (MM) 1-5-5

NTCIP Backup Time (Sec):	0
NTCIP UDP Port:	501
Ethernet Priority:	1
Port 2 Priority (Port C50S for 2070):	4
Port 3A Priority (Port C21S for 2070):	2
Port 3B Priority (Port C22S for 2070):	3

Port Configuration (MM) 1-5-2 to 1-5-4

	2 (C50S)	3A (C21S)	3B (C22S)
Protocol	TERMINAL	NTCIP	ECPIP
Enable	No	No	No
Data Rate (BPS)	9600	19.2K	1200
Data, Parity, Stop	8 N 1	8 N 1	8 N 1
Address	0	0	0
Telemetry Response Delay	0.0	0.0	0.9
Duplex - Half or Full	Half	Full	Full
Flow Control	Yes	Yes	Yes
Group Address	0	0	0
Single Flag Enable	Yes	Yes	Yes
RTS to CTS Delay	n/a	n/a	14.0
RTS Turn Off Delay	n/a	n/a	2.0
Dropout Time	10	10	10
Early RTS	n/a	n/a	No
Telemetry Mode	n/a	n/a	FSK
ATCS Railroad	0	n/a	n/a
ATCS Railroad Line	0	n/a	n/a
ATCS Group	0	n/a	n/a
Wayside Device	0	n/a	n/a
ATC Device	0	n/a	n/a

Wayside Subnode	0	n/a	n/a
ATC Subnode	0	n/a	n/a

ECPIP (MM) 1-5-6

Controller Address: 0
Expanded System Detector Address: 0

System Detector Assignment

	Local Detector

Town of Oakville, ON

ECONOLITE

MOVING TRAFFIC FORWARD

OAK0625 - Lakeshore Rd @ Chalmers St - Econolite Type - ASC/3

Controller Timing Plan (MM) 2-1

Plan 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
Min Green	0	20	0	10	0	0	0	0	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	8	0	8	0	5	0	5	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	10	0	11	0	7	0	7	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	3.0	5.0	3.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	0	45	0	25	35	35	35	35	35	35	35	35	35	35	35	35
Max2	0	0	0	0	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.5	3.0	3.5	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	2.1	1.0	2.1	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Town of Oakville, ON

ECONOLITE

MOVING TRAFFIC FORWARD

OAK0625 - Lakeshore Rd @ Chalmers St - Econolite Type - ASC/3

Controller Overlaps

Vehicle Overlaps (MM) 2-2

	Type	Lag Green	Yellow	Red	Adv. Green
A	Other/Econolite	5.0	3.0	1.0	0.0
B	Other/Econolite	5.0	3.0	1.0	0.0

Phases

	Phase	Included	Protect	Ped Protect	Not Overlap	Modifier	Lag X Phases	Lag 2 Phases	Flash Green
A	1	Yes	No	No	No		No	No	.
A	2	Yes	No	No	No		No	No	.
B	3	Yes	No	No	No		No	No	.
B	4	Yes	No	No	No		No	No	.

PPLT FYA

	Protected Phase (Left Turn)	Permissive Phase (Opposing Thru)	Flashing Arrow Output	Flashing Arrow Output CH	Delay Start of FYA	Delay Start of Clearance	Action Plan SF Bit Disable	Ped Protected Enable

Guaranteed Minimum Time Data (MM) 2-4

	Min Green	Walk	Ped Clear	Yellow	Red Clear	Overlap Green
A01	5	0	7	3.0	0.0	5
B02	5	0	7	3.0	0.0	5
C03	5	0	7	3.0	0.0	5
D04	5	0	7	3.0	0.0	5
E05	5	0	7	3.0	0.0	5
F06	5	0	7	3.0	0.0	5
G07	5	0	7	3.0	0.0	5
H08	5	0	7	3.0	0.0	5
I09	5	0	7	3.0	0.0	5
J10	5	0	7	3.0	0.0	5

K11	5	0	7	3.0	0.0	5
L12	5	0	7	3.0	0.0	5
M13	5	0	7	3.0	0.0	5
N14	5	0	7	3.0	0.0	5
O15	5	0	7	3.0	0.0	5
P16	5	0	7	3.0	0.0	5

Town of Oakville, ON

ECONOLITE

MOVING TRAFFIC FORWARD

OAK0625 - Lakeshore Rd @ Chalmers St - Econolite Type - ASC/3

Controller Pedestrian Overlaps
Vehicle / Pedestrian Overlaps (MM) 2-3

[redacted]	Pedestrian Overlaps

Town of Oakville, ON

ECONOLITE

MOVING TRAFFIC FORWARD

OAK0625 - Lakeshore Rd @ Chalmers St - Econolite Type - ASC/3

Coordination Options

Options (MM) 3-1

Manual Pattern	Auto	ECPI Coord	Yes
System Source	TBC	System Format	STD
Splits In	Seconds	Offsets In	Seconds
Transition	Smooth	Max Select	MAXINH
Dwell / Add Time	0		
Delay Coord Wk-LZ	No	Force Off	Float
Offset Reference	Lead	Use Ped Time	Yes
Ped Recall	No	Ped Reservice	No
Local Zero Override	No	FO Added Ini Green	No
Re-sync Count	0	Multisync	No

Auto Perm Minimum Green (Seconds) (MM) 3-4

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Split Demand (MM) 3-5

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Demand 1																
Demand 2																

	1	2
Detector	0	0
Call Time (Sec)	0	0
Cycle Count	0	0

Town of Oakville, ON

ECONOLITE

MOVING TRAFFIC FORWARD

OAK0625 - Lakeshore Rd @ Chalmers St - Econolite Type - ASC/3

Coordination Pattern Data
Coordinator Pattern Data (MM) 3-2

Town of Oakville, ON

ECONOLITE

MOVING TRAFFIC FORWARD

OAK0625 - Lakeshore Rd @ Chalmers St - Econolite Type - ASC/3

Coordination Split Pattern
Split Pattern Data (MM) 3-3

Town of Oakville, ON

ECONOLITE

MOVING TRAFFIC FORWARD

OAK0625 - Lakeshore Rd @ Chalmers St - Econolite Type - ASC/3

Preempt Plan

Preempt Plan (MM) 4-1

Preempt Plan 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**
Trk Clr Veh	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Trk Clr Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Enable Trailing	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dwell Veh	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Ped																
Dwell Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycling Veh	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycling Ped																
Cycling Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Phases		X														
Exit Calls																
Special Function																

Enable	Yes	Preempt Override	Yes	Interlock Enable	No
Det Lock	Yes	Delay	0	Inhibit	0
Override Flash	No	Duration	10	CLR > GRN	No
Term Ovlp Asap	No	PC Through Yel	Yes	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	FL Exit Color	Red	Exit Options	Off
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

	1	2	3	4
Free During Pmt	No	No	No	No

	Walk	Ped Clr	Min Grn	Yellow	Red

Entrance	0	7	5	4.0	2.0
	Min Grn	**Ext Grn**	**Max Grn**	**Yellow**	**Red**
Track Clear	0	0	0	4.0	1.0
	Min Dwell	**Pmt Ext**	**Max Time**	**Yellow**	**Red**
Dwell / Cycle-Exit	0	0.0	0	4.0	1.0

Preemption Active Out	On	Preempt Act Dwell	No
Other - Priority Preempt	Off	Non-Priority Pmt	Off
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Preempt Plan 2

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**
Trk Clr Veh	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Trk Clr Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Enable Trailing	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dwell Veh	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Ped																
Dwell Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycling Veh	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycling Ped																
Cycling Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Phases																
Exit Calls																
Special Function																

Enable	Yes	Preempt Override	Yes	Interlock Enable	No
Det Lock	Yes	Delay	0	Inhibit	0
Override Flash	No	Duration	10	CLR > GRN	No
Term Ovlp Asap	No	PC Through Yel	Yes	Terminate Phase	No
Ped Dark	No		No	Dwell Flash	Off

		Track Clear Rsrv			
Linked Pmt	0	FL Exit Color	Grn	Exit Options	Off
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

	1	2	3	4
Free During Pmt	No	No	No	No

	Walk	Ped Clr	Min Grn	Yellow	Red
Entrance	0	7	5	4.0	2.0
	Min Grn	**Ext Grn**	**Max Grn**	**Yellow**	**Red**
Track Clear	0	0	0	4.0	1.0
	Min Dwell	**Pmt Ext**	**Max Time**	**Yellow**	**Red**
Dwell / Cycle-Exit	0	0.0	0	4.0	1.0

Preemption Active Out	On	Preempt Act Dwell	No
Other - Priority Preempt	Off	Non-Priority Pmt	Off
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Town of Oakville, ON

ECONOLITE

MOVING TRAFFIC FORWARD

OAK0625 - Lakeshore Rd @ Chalmers St - Econolite Type - ASC/3

Time Base Clock/Calendar

Clock/Calendar Data (MM) 5-1

Manual Action Plan:	0
SYNC Reference Time:	03:15
SYNC Reference:	Reference Time
Day Light Savings:	No
Time Reset Input Set Time:	3:30:00
Standard Time From GMT:	0

Town of Oakville, ON

ECONOLITE

MOVING TRAFFIC FORWARD

OAK0625 - Lakeshore Rd @ Chalmers St - Econolite Type - ASC/3

Time Base Action Plan
Action Plan (MM) 5-2

Town of Oakville, ON

ECONOLITE

MOVING TRAFFIC FORWARD

OAK0625 - Lakeshore Rd @ Chalmers St - Econolite Type - ASC/3

Time Base Day Plan/Schedule
Day Plan (MM) 5-3

Schedule (MM) 5-4

Town of Oakville, ON

ECONOLITE

MOVING TRAFFIC FORWARD

OAK0625 - Lakeshore Rd @ Chalmers St - Econolite Type - ASC/3

Time Base Exceptions

Exception Day Program (MM) 5-5

	Float/Fixed	Mon/Mon	DOW/DOM	WOM/Year	Day Plan

APPENDIX D

LOS Definitions

Level of Service Definitions

Two-Way Stop Controlled Intersections

Level of Service	Control Delay per Vehicle (seconds)	Interpretation
A	≤ 10	EXCELLENT. Large and frequent gaps in traffic on the main roadway. Queuing on the minor street is rare.
B	> 10 and ≤ 15	VERY GOOD. Many gaps exist in traffic on the main roadway. Queuing on the minor street is minimal.
C	> 15 and ≤ 25	GOOD. Fewer gaps exist in traffic on the main roadway. Delay on minor approach becomes more noticeable.
D	> 25 and ≤ 35	FAIR. Infrequent and shorter gaps in traffic on the main roadway. Queue lengths develop on the minor street.
E	> 35 and ≤ 50	POOR. Very infrequent gaps in traffic on the main roadway. Queue lengths become noticeable.
F	> 50	UNSATISFACTORY. Very few gaps in traffic on the main roadway. Excessive delay with significant queue lengths on the minor street.

Adapted from Highway Capacity Manual 2000, Transportation Research Board

Level of Service Definitions

Signalized Intersections

Level of Service	Control Delay per Vehicle (seconds)	Interpretation
A	≤ 10	EXCELLENT. Extremely favourable progression with most vehicles arriving during the green phase. Most vehicles do not stop and short cycle lengths may contribute to low delay.
B	> 10 and ≤ 20	VERY GOOD. Very good progression and/or short cycle lengths with slightly more vehicles stopping than LOS "A" causing slightly higher levels of average delay.
C	> 20 and ≤ 35	GOOD. Fair progression and longer cycle lengths lead to a greater number of vehicles stopping than LOS "B".
D	> 35 and ≤ 55	FAIR. Congestion becomes noticeable with higher average delays resulting from a combination of long cycle lengths, high volume-to-capacity ratios and unfavourable progression.
E	> 55 and ≤ 80	POOR. Lengthy delays values are indicative of poor progression, long cycle lengths and high volume-to-capacity ratios. Individual cycle failures are common with individual movement failures also common.
F	> 80	UNSATISFACTORY. Indicative of oversaturated conditions with vehicular demand greater than the capacity of the intersection.

Adapted from Highway Capacity Manual 2000, Transportation Research Board

APPENDIX E

Detailed Capacity Analysis Worksheets

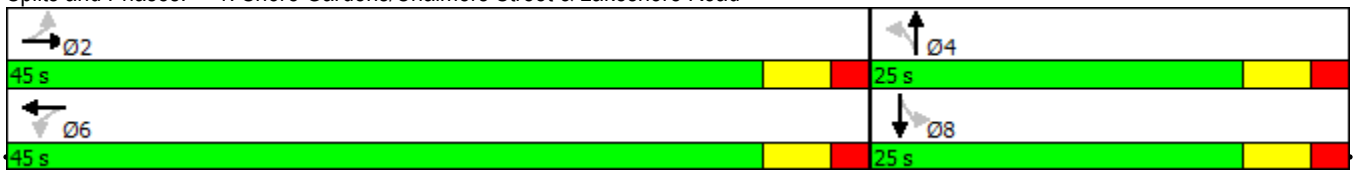
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	785	2	6	235	18	9	0	14	30	1	19
Future Volume (vph)	9	785	2	6	235	18	9	0	14	30	1	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.1	3.3	3.3	3.1	3.3	3.3	3.5	3.5	3.5	4.0	4.0	4.0
Storage Length (m)	25.0		0.0	25.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (m)	50.0			60.0			2.5			2.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98	1.00			1.00			0.99			0.99	
Frt					0.989			0.919			0.949	
Flt Protected	0.950			0.950				0.980			0.971	
Satd. Flow (prot)	1397	1770	0	1705	1711	0	0	1692	0	0	1729	0
Flt Permitted	0.594			0.277				0.846			0.801	
Satd. Flow (perm)	857	1770	0	497	1711	0	0	1451	0	0	1427	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					9			41			20	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		109.7			128.8			40.1			73.7	
Travel Time (s)		7.9			9.3			2.9			5.3	
Confl. Peds. (#/hr)	14		5	5		14	10					10
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	22%	2%	50%	0%	4%	6%	0%	0%	0%	7%	0%	0%
Bus Blockages (#/hr)	0	4	0	0	4	0	0	0	0	0	0	0
Adj. Flow (vph)	10	835	2	6	250	19	10	0	15	32	1	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	10	837	0	6	269	0	0	25	0	0	53	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.1			3.1			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	1.08	1.07	1.04	1.08	1.07	1.04	1.01	1.01	1.01	0.94	0.94	0.94
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	6.1	30.5		6.1	30.5		6.1	30.5		6.1	30.5	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	6.1	1.8		6.1	1.8		6.1	1.8		6.1	1.8	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(m)		28.7			28.7			28.7			28.7	
Detector 2 Size(m)		1.8			1.8			1.8			1.8	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	25.6	25.6		25.6	25.6		24.6	24.6		24.6	24.6	
Total Split (s)	45.0	45.0		45.0	45.0		25.0	25.0		25.0	25.0	
Total Split (%)	64.3%	64.3%		64.3%	64.3%		35.7%	35.7%		35.7%	35.7%	
Maximum Green (s)	39.4	39.4		39.4	39.4		19.4	19.4		19.4	19.4	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.1	2.1		2.1	2.1		2.1	2.1		2.1	2.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.6	5.6		5.6	5.6			5.6			5.6	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	10.0	10.0		10.0	10.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		10	10		10	10	
Act Effct Green (s)	52.3	52.3		52.3	52.3			11.8			11.8	
Actuated g/C Ratio	0.79	0.79		0.79	0.79			0.18			0.18	
v/c Ratio	0.01	0.60		0.02	0.20			0.09			0.20	
Control Delay	5.3	9.8		5.5	4.7			5.1			17.8	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	5.3	9.8		5.5	4.7			5.1			17.8	
LOS	A	A		A	A			A			B	
Approach Delay		9.8			4.7			5.1			17.8	
Approach LOS		A			A			A			B	

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 66
Natural Cycle: 65
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.60
Intersection Signal Delay: 8.9 — Intersection LOS: A
Intersection Capacity Utilization 61.2% — ICU Level of Service B
Analysis Period (min) 15

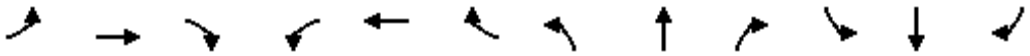
Splits and Phases: 1: Shore Gardens/Chalmers Street & Lakeshore Road



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	10	837	6	269	25	53
v/c Ratio	0.01	0.60	0.02	0.20	0.09	0.20
Control Delay	5.3	9.8	5.5	4.7	5.1	17.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.3	9.8	5.5	4.7	5.1	17.8
Queue Length 50th (m)	0.3	51.2	0.2	9.9	0.0	4.2
Queue Length 95th (m)	2.3	#155.2	1.8	27.5	3.4	10.7
Internal Link Dist (m)		85.7		104.8	16.1	49.7
Turn Bay Length (m)	25.0		25.0			
Base Capacity (vph)	678	1401	393	1356	458	436
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.60	0.02	0.20	0.05	0.12

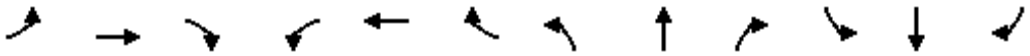
Intersection Summary

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	0	13	13	0	1	3	18	8	1	34	2
Future Volume (vph)	7	0	13	13	0	1	3	18	8	1	34	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.912			0.992			0.962			0.992	
Flt Protected		0.983			0.955			0.995			0.999	
Satd. Flow (prot)	0	1684	0	0	1780	0	0	1715	0	0	1829	0
Flt Permitted		0.983			0.955			0.995			0.999	
Satd. Flow (perm)	0	1684	0	0	1780	0	0	1715	0	0	1829	0
Link Speed (k/h)		50			48			50			50	
Link Distance (m)		107.6			102.5			73.7			104.6	
Travel Time (s)		7.7			7.7			5.3			7.5	
Confl. Peds. (#/hr)	7		12	12		7	14		6	6		14
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	33%	6%	13%	100%	6%	0%
Adj. Flow (vph)	9	0	17	17	0	1	4	24	11	1	45	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	0	0	18	0	0	39	0	0	49	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	0.94	0.94	0.94	0.94	0.94	0.94
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 20.4%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	0	13	13	0	1	3	18	8	1	34	2
Future Volume (Veh/h)	7	0	13	13	0	1	3	18	8	1	34	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	9	0	17	17	0	1	4	24	11	1	45	3
Pedestrians		14			6			12			7	
Lane Width (m)		3.5			3.5			4.0			4.0	
Walking Speed (m/s)		1.1			1.1			1.1			1.1	
Percent Blockage		1			1			1			1	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)								74				
pX, platoon unblocked												
vC, conflicting volume	108	112	72	121	108	42	62			41		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	108	112	72	121	108	42	62			41		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.4			5.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.5			3.1		
p0 queue free %	99	100	98	98	100	100	100			100		
cM capacity (veh/h)	843	765	970	814	769	1020	1347			1109		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	26	18	39	49
Volume Left	9	17	4	1
Volume Right	17	1	11	3
cSH	922	824	1347	1109
Volume to Capacity	0.03	0.02	0.00	0.00
Queue Length 95th (m)	0.7	0.5	0.1	0.0
Control Delay (s)	9.0	9.5	0.8	0.2
Lane LOS	A	A	A	A
Approach Delay (s)	9.0	9.5	0.8	0.2
Approach LOS	A	A		

Intersection Summary				
Average Delay	3.4			
Intersection Capacity Utilization	20.4%	ICU Level of Service	A	
Analysis Period (min)	15			

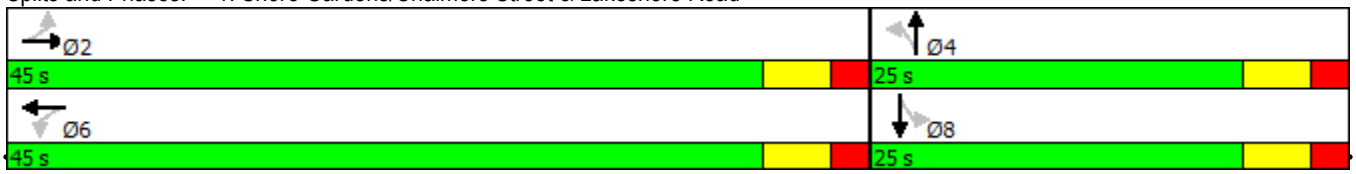
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	383	3	6	899	19	9	1	4	8	1	15
Future Volume (vph)	30	383	3	6	899	19	9	1	4	8	1	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.1	3.3	3.3	3.1	3.3	3.3	3.5	3.5	3.5	4.0	4.0	4.0
Storage Length (m)	25.0		0.0	25.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (m)	50.0			60.0			2.5			2.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		0.99	1.00			0.98			0.97	
Frt		0.999			0.997			0.964			0.917	
Flt Protected	0.950			0.950				0.968			0.983	
Satd. Flow (prot)	1705	1787	0	1705	1783	0	0	1738	0	0	1751	0
Flt Permitted	0.218			0.517				0.784			0.879	
Satd. Flow (perm)	391	1787	0	919	1783	0	0	1394	0	0	1559	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			3			4			16	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		109.7			128.8			40.1			73.7	
Travel Time (s)		7.9			9.3			2.9			5.3	
Confl. Peds. (#/hr)	11		10	10		11	8		7	7		8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	4	0	0	4	0	0	0	0	0	0	0
Adj. Flow (vph)	33	416	3	7	977	21	10	1	4	9	1	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	33	419	0	7	998	0	0	15	0	0	26	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.1			3.1			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	1.08	1.07	1.04	1.08	1.07	1.04	1.01	1.01	1.01	0.94	0.94	0.94
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	6.1	30.5		6.1	30.5		6.1	30.5		6.1	30.5	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	6.1	1.8		6.1	1.8		6.1	1.8		6.1	1.8	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(m)		28.7			28.7			28.7			28.7	
Detector 2 Size(m)		1.8			1.8			1.8			1.8	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	25.6	25.6		25.6	25.6		24.6	24.6		24.6	24.6	
Total Split (s)	45.0	45.0		45.0	45.0		25.0	25.0		25.0	25.0	
Total Split (%)	64.3%	64.3%		64.3%	64.3%		35.7%	35.7%		35.7%	35.7%	
Maximum Green (s)	39.4	39.4		39.4	39.4		19.4	19.4		19.4	19.4	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.1	2.1		2.1	2.1		2.1	2.1		2.1	2.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.6	5.6		5.6	5.6			5.6			5.6	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	10.0	10.0		10.0	10.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		10	10		10	10	
Act Effct Green (s)	56.8	56.8		56.8	56.8			11.7			11.7	
Actuated g/C Ratio	0.86	0.86		0.86	0.86			0.18			0.18	
v/c Ratio	0.10	0.27		0.01	0.65			0.06			0.09	
Control Delay	5.3	4.1		4.5	9.9			20.9			15.6	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	5.3	4.1		4.5	9.9			20.9			15.6	
LOS	A	A		A	A			C			B	
Approach Delay		4.2			9.8			20.9			15.6	
Approach LOS		A			A			C			B	

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 65.9
Natural Cycle: 80
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 8.3 — Intersection LOS: A
Intersection Capacity Utilization 67.9% — ICU Level of Service C
Analysis Period (min) 15

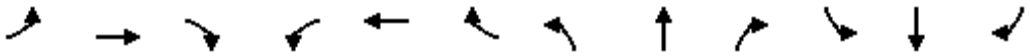
Splits and Phases: 1: Shore Gardens/Chalmers Street & Lakeshore Road



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	33	419	7	998	15	26
v/c Ratio	0.10	0.27	0.01	0.65	0.06	0.09
Control Delay	5.3	4.1	4.5	9.9	20.9	15.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.3	4.1	4.5	9.9	20.9	15.6
Queue Length 50th (m)	0.0	0.0	0.0	0.0	1.0	0.9
Queue Length 95th (m)	5.9	44.9	1.8	#207.0	5.3	6.5
Internal Link Dist (m)		85.7		104.8	16.1	49.7
Turn Bay Length (m)	25.0		25.0			
Base Capacity (vph)	337	1541	792	1537	418	475
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.27	0.01	0.65	0.04	0.05

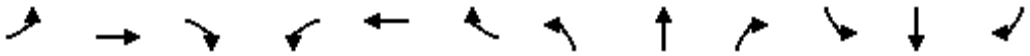
Intersection Summary

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	0	9	7	0	0	15	21	6	1	24	7
Future Volume (vph)	5	0	9	7	0	0	15	21	6	1	24	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.913						0.981			0.969	
Flt Protected		0.983			0.950			0.983			0.999	
Satd. Flow (prot)	0	1686	0	0	1785	0	0	1870	0	0	1921	0
Flt Permitted		0.983			0.950			0.983			0.999	
Satd. Flow (perm)	0	1686	0	0	1785	0	0	1870	0	0	1921	0
Link Speed (k/h)		50			48			50			50	
Link Distance (m)		107.6			102.5			73.7			104.6	
Travel Time (s)		7.7			7.7			5.3			7.5	
Confl. Peds. (#/hr)	2		7	7		2	12		8	8		12
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	17%	0%	0%	0%
Adj. Flow (vph)	6	0	11	9	0	0	18	26	7	1	29	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	17	0	0	9	0	0	51	0	0	39	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	0.94	0.94	0.94	0.94	0.94	0.94
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

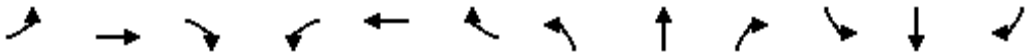
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 22.2%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	0	9	7	0	0	15	21	6	1	24	7
Future Volume (Veh/h)	5	0	9	7	0	0	15	21	6	1	24	7
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Hourly flow rate (vph)	6	0	11	9	0	0	18	26	7	1	29	9
Pedestrians		12			8			7			2	
Lane Width (m)		3.5			3.5			4.0			4.0	
Walking Speed (m/s)		1.1			1.1			1.1			1.1	
Percent Blockage		1			1			1			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)								74				
pX, platoon unblocked												
vC, conflicting volume	115	124	52	127	126	40	50			41		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	115	124	52	127	126	40	50			41		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	100	99	99	100	100	99			100		
cM capacity (veh/h)	835	746	1002	810	745	1028	1552			1570		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	17	9	51	39
Volume Left	6	9	18	1
Volume Right	11	0	7	9
cSH	936	810	1552	1570
Volume to Capacity	0.02	0.01	0.01	0.00
Queue Length 95th (m)	0.4	0.3	0.3	0.0
Control Delay (s)	8.9	9.5	2.6	0.2
Lane LOS	A	A	A	A
Approach Delay (s)	8.9	9.5	2.6	0.2
Approach LOS	A	A		

Intersection Summary				
Average Delay	3.3			
Intersection Capacity Utilization	22.2%	ICU Level of Service	A	
Analysis Period (min)	15			

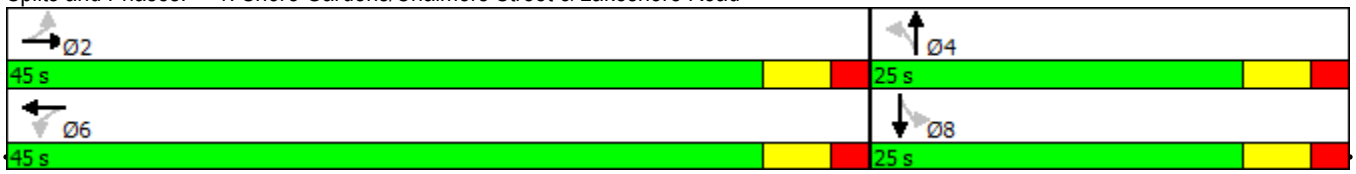


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	825	2	6	247	19	9	0	15	32	1	20
Future Volume (vph)	9	825	2	6	247	19	9	0	15	32	1	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.1	3.3	3.3	3.1	3.3	3.3	3.5	3.5	3.5	4.0	4.0	4.0
Storage Length (m)	25.0		0.0	25.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (m)	50.0			60.0			2.5			2.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98	1.00			1.00			0.99			0.99	
Frt					0.989			0.917			0.949	
Flt Protected	0.950			0.950				0.981			0.971	
Satd. Flow (prot)	1397	1770	0	1705	1711	0	0	1690	0	0	1729	0
Flt Permitted	0.586			0.254				0.850			0.799	
Satd. Flow (perm)	846	1770	0	456	1711	0	0	1455	0	0	1423	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					9			41			21	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		109.7			128.8			40.1			73.7	
Travel Time (s)		7.9			9.3			2.9			5.3	
Confl. Peds. (#/hr)	14		5	5		14	10					10
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	22%	2%	50%	0%	4%	6%	0%	0%	0%	7%	0%	0%
Bus Blockages (#/hr)	0	4	0	0	4	0	0	0	0	0	0	0
Adj. Flow (vph)	10	878	2	6	263	20	10	0	16	34	1	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	10	880	0	6	283	0	0	26	0	0	56	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.1			3.1			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	1.08	1.07	1.04	1.08	1.07	1.04	1.01	1.01	1.01	0.94	0.94	0.94
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	6.1	30.5		6.1	30.5		6.1	30.5		6.1	30.5	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	6.1	1.8		6.1	1.8		6.1	1.8		6.1	1.8	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(m)		28.7			28.7			28.7			28.7	
Detector 2 Size(m)		1.8			1.8			1.8			1.8	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	25.6	25.6		25.6	25.6		24.6	24.6		24.6	24.6	
Total Split (s)	45.0	45.0		45.0	45.0		25.0	25.0		25.0	25.0	
Total Split (%)	64.3%	64.3%		64.3%	64.3%		35.7%	35.7%		35.7%	35.7%	
Maximum Green (s)	39.4	39.4		39.4	39.4		19.4	19.4		19.4	19.4	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.1	2.1		2.1	2.1		2.1	2.1		2.1	2.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.6	5.6		5.6	5.6			5.6			5.6	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	10.0	10.0		10.0	10.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		10	10		10	10	
Act Effct Green (s)	51.9	51.9		51.9	51.9			11.8			11.8	
Actuated g/C Ratio	0.79	0.79		0.79	0.79			0.18			0.18	
v/c Ratio	0.01	0.63		0.02	0.21			0.09			0.21	
Control Delay	5.3	10.7		5.5	4.8			5.4			17.8	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	5.3	10.7		5.5	4.8			5.4			17.8	
LOS	A	B		A	A			A			B	
Approach Delay		10.7			4.8			5.4			17.8	
Approach LOS		B			A			A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 65.7			
Natural Cycle: 70			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 9.5		Intersection LOS: A	
Intersection Capacity Utilization 63.3%		ICU Level of Service B	
Analysis Period (min) 15			

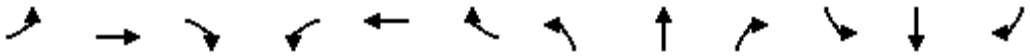
Splits and Phases: 1: Shore Gardens/Chalmers Street & Lakeshore Road



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	10	880	6	283	26	56
v/c Ratio	0.01	0.63	0.02	0.21	0.09	0.21
Control Delay	5.3	10.7	5.5	4.8	5.4	17.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.3	10.7	5.5	4.8	5.4	17.8
Queue Length 50th (m)	0.3	56.2	0.2	10.5	0.0	4.5
Queue Length 95th (m)	2.3	#168.3	1.8	29.0	3.5	11.2
Internal Link Dist (m)		85.7		104.8	16.1	49.7
Turn Bay Length (m)	25.0		25.0			
Base Capacity (vph)	668	1399	360	1354	461	437
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.63	0.02	0.21	0.06	0.13

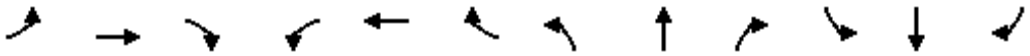
Intersection Summary

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	0	14	14	0	1	3	19	8	1	36	2
Future Volume (vph)	7	0	14	14	0	1	3	19	8	1	36	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.910			0.993			0.963			0.992	
Flt Protected		0.984			0.955			0.995			0.999	
Satd. Flow (prot)	0	1682	0	0	1782	0	0	1719	0	0	1830	0
Flt Permitted		0.984			0.955			0.995			0.999	
Satd. Flow (perm)	0	1682	0	0	1782	0	0	1719	0	0	1830	0
Link Speed (k/h)		50			48			50			50	
Link Distance (m)		107.6			102.5			73.7			104.6	
Travel Time (s)		7.7			7.7			5.3			7.5	
Confl. Peds. (#/hr)	7		12	12		7	14		6	6		14
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	33%	6%	13%	100%	6%	0%
Adj. Flow (vph)	9	0	18	18	0	1	4	25	11	1	47	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	0	0	19	0	0	40	0	0	51	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	0.94	0.94	0.94	0.94	0.94	0.94
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 20.4%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	0	14	14	0	1	3	19	8	1	36	2
Future Volume (Veh/h)	7	0	14	14	0	1	3	19	8	1	36	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	9	0	18	18	0	1	4	25	11	1	47	3
Pedestrians		14			6			12			7	
Lane Width (m)		3.5			3.5			4.0			4.0	
Walking Speed (m/s)		1.1			1.1			1.1			1.1	
Percent Blockage		1			1			1			1	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)								74				
pX, platoon unblocked												
vC, conflicting volume	111	114	74	125	110	44	64			42		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	111	114	74	125	110	44	64			42		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.4			5.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.5			3.1		
p0 queue free %	99	100	98	98	100	100	100			100		
cM capacity (veh/h)	839	762	967	809	766	1019	1345			1108		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	27	19	40	51
Volume Left	9	18	4	1
Volume Right	18	1	11	3
cSH	920	817	1345	1108
Volume to Capacity	0.03	0.02	0.00	0.00
Queue Length 95th (m)	0.7	0.5	0.1	0.0
Control Delay (s)	9.0	9.5	0.8	0.2
Lane LOS	A	A	A	A
Approach Delay (s)	9.0	9.5	0.8	0.2
Approach LOS	A	A		

Intersection Summary				
Average Delay	3.4			
Intersection Capacity Utilization	20.4%	ICU Level of Service	A	
Analysis Period (min)	15			

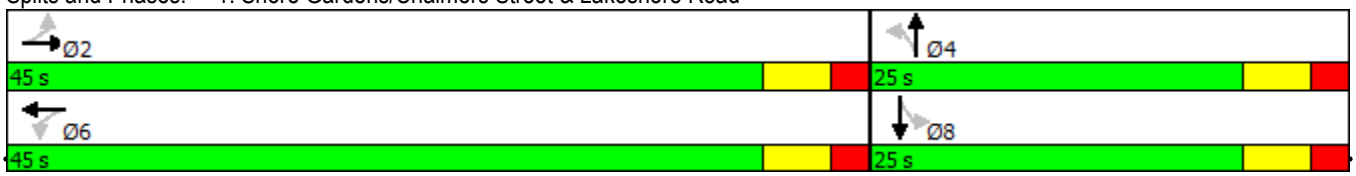
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	403	3	6	945	20	9	1	4	8	1	16
Future Volume (vph)	32	403	3	6	945	20	9	1	4	8	1	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.1	3.3	3.3	3.1	3.3	3.3	3.5	3.5	3.5	4.0	4.0	4.0
Storage Length (m)	25.0		0.0	25.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (m)	50.0			60.0			2.5			2.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		0.99	1.00			0.98			0.97	
Frt		0.999			0.997			0.964			0.915	
Flt Protected	0.950			0.950				0.968			0.984	
Satd. Flow (prot)	1705	1787	0	1705	1783	0	0	1738	0	0	1748	0
Flt Permitted	0.194			0.507				0.783			0.883	
Satd. Flow (perm)	348	1787	0	901	1783	0	0	1393	0	0	1562	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			3			4			17	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		109.7			128.8			40.1			73.7	
Travel Time (s)		7.9			9.3			2.9			5.3	
Confl. Peds. (#/hr)	11		10	10		11	8		7	7		8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	4	0	0	4	0	0	0	0	0	0	0
Adj. Flow (vph)	35	438	3	7	1027	22	10	1	4	9	1	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	35	441	0	7	1049	0	0	15	0	0	27	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.1			3.1			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	1.08	1.07	1.04	1.08	1.07	1.04	1.01	1.01	1.01	0.94	0.94	0.94
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	6.1	30.5		6.1	30.5		6.1	30.5		6.1	30.5	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	6.1	1.8		6.1	1.8		6.1	1.8		6.1	1.8	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(m)		28.7			28.7			28.7			28.7	
Detector 2 Size(m)		1.8			1.8			1.8			1.8	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	25.6	25.6		25.6	25.6		24.6	24.6		24.6	24.6	
Total Split (s)	45.0	45.0		45.0	45.0		25.0	25.0		25.0	25.0	
Total Split (%)	64.3%	64.3%		64.3%	64.3%		35.7%	35.7%		35.7%	35.7%	
Maximum Green (s)	39.4	39.4		39.4	39.4		19.4	19.4		19.4	19.4	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.1	2.1		2.1	2.1		2.1	2.1		2.1	2.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.6	5.6		5.6	5.6			5.6			5.6	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	10.0	10.0		10.0	10.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		10	10		10	10	
Act Effct Green (s)	56.7	56.7		56.7	56.7			11.7			11.7	
Actuated g/C Ratio	0.86	0.86		0.86	0.86			0.18			0.18	
v/c Ratio	0.12	0.29		0.01	0.68			0.06			0.09	
Control Delay	5.7	4.2		4.5	10.8			20.9			15.3	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	5.7	4.2		4.5	10.8			20.9			15.3	
LOS	A	A		A	B			C			B	
Approach Delay		4.3			10.7			20.9			15.3	
Approach LOS		A			B			C			B	

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 65.8
Natural Cycle: 90
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 9.0 Intersection LOS: A
Intersection Capacity Utilization 70.4% ICU Level of Service C
Analysis Period (min) 15

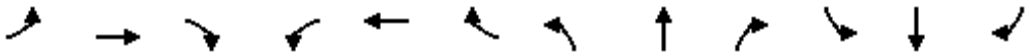
Splits and Phases: 1: Shore Gardens/Chalmers Street & Lakeshore Road



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	35	441	7	1049	15	27
v/c Ratio	0.12	0.29	0.01	0.68	0.06	0.09
Control Delay	5.7	4.2	4.5	10.8	20.9	15.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.7	4.2	4.5	10.8	20.9	15.3
Queue Length 50th (m)	0.0	0.0	0.0	0.0	1.0	0.9
Queue Length 95th (m)	6.5	47.9	1.8	#223.2	5.3	6.5
Internal Link Dist (m)		85.7		104.8	16.1	49.7
Turn Bay Length (m)	25.0		25.0			
Base Capacity (vph)	300	1540	776	1537	418	477
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.29	0.01	0.68	0.04	0.06

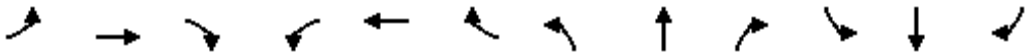
Intersection Summary

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	0	9	7	0	0	16	22	6	1	25	7
Future Volume (vph)	5	0	9	7	0	0	16	22	6	1	25	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.913						0.982			0.970	
Flt Protected		0.983			0.950			0.982			0.999	
Satd. Flow (prot)	0	1686	0	0	1785	0	0	1872	0	0	1923	0
Flt Permitted		0.983			0.950			0.982			0.999	
Satd. Flow (perm)	0	1686	0	0	1785	0	0	1872	0	0	1923	0
Link Speed (k/h)		50			48			50			50	
Link Distance (m)		107.6			102.5			73.7			104.6	
Travel Time (s)		7.7			7.7			5.3			7.5	
Confl. Peds. (#/hr)	2		7	7		2	12		8	8		12
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	17%	0%	0%	0%
Adj. Flow (vph)	6	0	11	9	0	0	20	27	7	1	30	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	17	0	0	9	0	0	54	0	0	40	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	0.94	0.94	0.94	0.94	0.94	0.94
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 22.2%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	0	9	7	0	0	16	22	6	1	25	7
Future Volume (Veh/h)	5	0	9	7	0	0	16	22	6	1	25	7
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Hourly flow rate (vph)	6	0	11	9	0	0	20	27	7	1	30	9
Pedestrians		12			8			7			2	
Lane Width (m)		3.5			3.5			4.0			4.0	
Walking Speed (m/s)		1.1			1.1			1.1			1.1	
Percent Blockage		1			1			1			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)								74				
pX, platoon unblocked												
vC, conflicting volume	121	130	54	133	132	40	51			42		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	121	130	54	133	132	40	51			42		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	100	99	99	100	100	99			100		
cM capacity (veh/h)	827	740	1001	802	739	1027	1551			1568		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	17	9	54	40
Volume Left	6	9	20	1
Volume Right	11	0	7	9
cSH	932	802	1551	1568
Volume to Capacity	0.02	0.01	0.01	0.00
Queue Length 95th (m)	0.4	0.3	0.3	0.0
Control Delay (s)	8.9	9.5	2.8	0.2
Lane LOS	A	A	A	A
Approach Delay (s)	8.9	9.5	2.8	0.2
Approach LOS	A	A		

Intersection Summary				
Average Delay	3.3			
Intersection Capacity Utilization	22.2%	ICU Level of Service	A	
Analysis Period (min)	15			

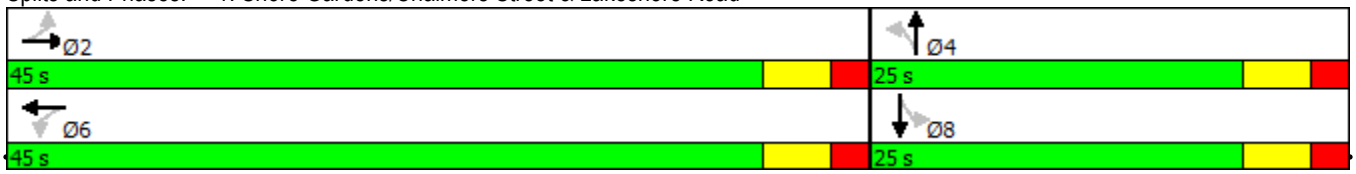
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	825	2	6	247	23	9	0	15	47	1	22
Future Volume (vph)	10	825	2	6	247	23	9	0	15	47	1	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.1	3.3	3.3	3.1	3.3	3.3	3.5	3.5	3.5	4.0	4.0	4.0
Storage Length (m)	25.0		0.0	25.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (m)	50.0			60.0			2.5			2.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98	1.00			1.00			0.99			0.99	
Frt					0.987			0.917			0.958	
Flt Protected	0.950			0.950				0.981			0.967	
Satd. Flow (prot)	1397	1770	0	1705	1706	0	0	1690	0	0	1735	0
Flt Permitted	0.584			0.251				0.842			0.781	
Satd. Flow (perm)	843	1770	0	450	1706	0	0	1441	0	0	1401	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					11			41			23	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		109.7			128.8			40.1			73.7	
Travel Time (s)		7.9			9.3			2.9			5.3	
Confl. Peds. (#/hr)	14		5	5		14	10					10
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	22%	2%	50%	0%	4%	6%	0%	0%	0%	7%	0%	0%
Bus Blockages (#/hr)	0	4	0	0	4	0	0	0	0	0	0	0
Adj. Flow (vph)	11	878	2	6	263	24	10	0	16	50	1	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	880	0	6	287	0	0	26	0	0	74	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.1			3.1			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	1.08	1.07	1.04	1.08	1.07	1.04	1.01	1.01	1.01	0.94	0.94	0.94
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	6.1	30.5		6.1	30.5		6.1	30.5		6.1	30.5	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	6.1	1.8		6.1	1.8		6.1	1.8		6.1	1.8	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(m)		28.7			28.7			28.7			28.7	
Detector 2 Size(m)		1.8			1.8			1.8			1.8	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	25.6	25.6		25.6	25.6		24.6	24.6		24.6	24.6	
Total Split (s)	45.0	45.0		45.0	45.0		25.0	25.0		25.0	25.0	
Total Split (%)	64.3%	64.3%		64.3%	64.3%		35.7%	35.7%		35.7%	35.7%	
Maximum Green (s)	39.4	39.4		39.4	39.4		19.4	19.4		19.4	19.4	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.1	2.1		2.1	2.1		2.1	2.1		2.1	2.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.6	5.6		5.6	5.6			5.6			5.6	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	10.0	10.0		10.0	10.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		10	10		10	10	
Act Effct Green (s)	50.2	50.2		50.2	50.2			11.7			11.7	
Actuated g/C Ratio	0.78	0.78		0.78	0.78			0.18			0.18	
v/c Ratio	0.02	0.64		0.02	0.21			0.09			0.27	
Control Delay	5.4	11.0		5.7	4.9			5.4			19.2	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	5.4	11.0		5.7	4.9			5.4			19.2	
LOS	A	B		A	A			A			B	
Approach Delay		10.9			4.9			5.4			19.2	
Approach LOS		B			A			A			B	

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 64.1
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.64
Intersection Signal Delay: 9.9 — Intersection LOS: A
Intersection Capacity Utilization 63.3% — ICU Level of Service B
Analysis Period (min) 15

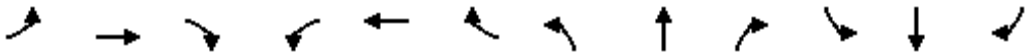
Splits and Phases: 1: Shore Gardens/Chalmers Street & Lakeshore Road



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	11	880	6	287	26	74
v/c Ratio	0.02	0.64	0.02	0.21	0.09	0.27
Control Delay	5.4	11.0	5.7	4.9	5.4	19.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.4	11.0	5.7	4.9	5.4	19.2
Queue Length 50th (m)	0.4	56.2	0.2	10.6	0.0	6.0
Queue Length 95th (m)	2.4	#168.3	1.8	29.2	3.5	14.1
Internal Link Dist (m)		85.7		104.8	16.1	49.7
Turn Bay Length (m)	25.0		25.0			
Base Capacity (vph)	660	1385	352	1338	466	442
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.64	0.02	0.21	0.06	0.17

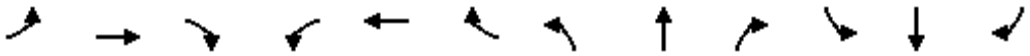
Intersection Summary

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	0	14	31	0	1	3	19	13	1	36	2
Future Volume (vph)	7	0	14	31	0	1	3	19	13	1	36	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.910			0.997			0.950			0.992	
Flt Protected		0.984			0.953			0.996			0.999	
Satd. Flow (prot)	0	1682	0	0	1785	0	0	1693	0	0	1830	0
Flt Permitted		0.984			0.953			0.996			0.999	
Satd. Flow (perm)	0	1682	0	0	1785	0	0	1693	0	0	1830	0
Link Speed (k/h)		50			48			50			50	
Link Distance (m)		107.6			102.5			73.7			104.6	
Travel Time (s)		7.7			7.7			5.3			7.5	
Confl. Peds. (#/hr)	7		12	12		7	14		6	6		14
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	33%	6%	13%	100%	6%	0%
Adj. Flow (vph)	9	0	18	41	0	1	4	25	17	1	47	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	0	0	42	0	0	46	0	0	51	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	0.94	0.94	0.94	0.94	0.94	0.94
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

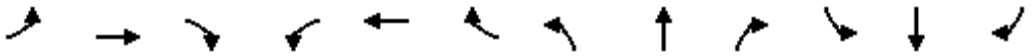
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 20.4%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	0	14	31	0	1	3	19	13	1	36	2
Future Volume (Veh/h)	7	0	14	31	0	1	3	19	13	1	36	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	9	0	18	41	0	1	4	25	17	1	47	3
Pedestrians		14			6			12			7	
Lane Width (m)		3.5			3.5			4.0			4.0	
Walking Speed (m/s)		1.1			1.1			1.1			1.1	
Percent Blockage		1			1			1			1	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)								74				
pX, platoon unblocked												
vC, conflicting volume	114	120	74	128	114	46	64			48		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	114	120	74	128	114	46	64			48		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.4			5.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.5			3.1		
p0 queue free %	99	100	98	95	100	100	100			100		
cM capacity (veh/h)	835	756	967	805	763	1015	1345			1101		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	27	42	46	51
Volume Left	9	41	4	1
Volume Right	18	1	17	3
cSH	919	809	1345	1101
Volume to Capacity	0.03	0.05	0.00	0.00
Queue Length 95th (m)	0.7	1.2	0.1	0.0
Control Delay (s)	9.0	9.7	0.7	0.2
Lane LOS	A	A	A	A
Approach Delay (s)	9.0	9.7	0.7	0.2
Approach LOS	A	A		

Intersection Summary				
Average Delay	4.2			
Intersection Capacity Utilization	20.4%	ICU Level of Service	A	
Analysis Period (min)	15			



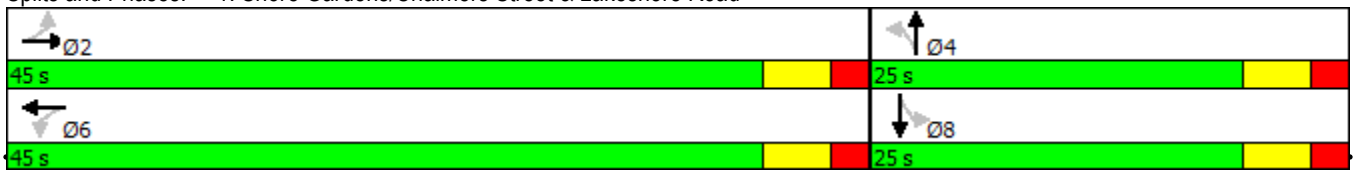
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	403	3	6	945	34	9	1	4	16	1	17
Future Volume (vph)	34	403	3	6	945	34	9	1	4	16	1	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.1	3.3	3.3	3.1	3.3	3.3	3.5	3.5	3.5	4.0	4.0	4.0
Storage Length (m)	25.0		0.0	25.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (m)	50.0			60.0			2.5			2.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		0.99	1.00			0.98			0.98	
Frt		0.999			0.995			0.964			0.932	
Flt Protected	0.950			0.950				0.968			0.977	
Satd. Flow (prot)	1705	1787	0	1705	1779	0	0	1738	0	0	1776	0
Flt Permitted	0.185			0.507				0.778			0.842	
Satd. Flow (perm)	332	1787	0	901	1779	0	0	1384	0	0	1521	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			4			4			18	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		109.7			128.8			40.1			73.7	
Travel Time (s)		7.9			9.3			2.9			5.3	
Confl. Peds. (#/hr)	11		10	10		11	8		7	7		8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	4	0	0	4	0	0	0	0	0	0	0
Adj. Flow (vph)	37	438	3	7	1027	37	10	1	4	17	1	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	37	441	0	7	1064	0	0	15	0	0	36	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.1			3.1			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	1.08	1.07	1.04	1.08	1.07	1.04	1.01	1.01	1.01	0.94	0.94	0.94
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	6.1	30.5		6.1	30.5		6.1	30.5		6.1	30.5	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	6.1	1.8		6.1	1.8		6.1	1.8		6.1	1.8	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(m)		28.7			28.7			28.7			28.7	
Detector 2 Size(m)		1.8			1.8			1.8			1.8	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	25.6	25.6		25.6	25.6		24.6	24.6		24.6	24.6	
Total Split (s)	45.0	45.0		45.0	45.0		25.0	25.0		25.0	25.0	
Total Split (%)	64.3%	64.3%		64.3%	64.3%		35.7%	35.7%		35.7%	35.7%	
Maximum Green (s)	39.4	39.4		39.4	39.4		19.4	19.4		19.4	19.4	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.1	2.1		2.1	2.1		2.1	2.1		2.1	2.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.6	5.6		5.6	5.6			5.6			5.6	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	10.0	10.0		10.0	10.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		10	10		10	10	
Act Effct Green (s)	55.5	55.5		55.5	55.5			11.7			11.7	
Actuated g/C Ratio	0.86	0.86		0.86	0.86			0.18			0.18	
v/c Ratio	0.13	0.29		0.01	0.70			0.06			0.12	
Control Delay	6.1	4.4		4.7	11.5			19.9			15.9	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	6.1	4.4		4.7	11.5			19.9			15.9	
LOS	A	A		A	B			B			B	
Approach Delay		4.5			11.4			19.9			15.9	
Approach LOS		A			B			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 64.8
Natural Cycle: 90
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 9.5 — Intersection LOS: A
Intersection Capacity Utilization 71.3% — ICU Level of Service C
Analysis Period (min) 15

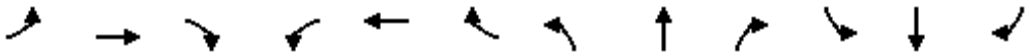
Splits and Phases: 1: Shore Gardens/Chalmers Street & Lakeshore Road



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	37	441	7	1064	15	36
v/c Ratio	0.13	0.29	0.01	0.70	0.06	0.12
Control Delay	6.1	4.4	4.7	11.5	19.9	15.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.1	4.4	4.7	11.5	19.9	15.9
Queue Length 50th (m)	0.0	0.0	0.0	0.0	1.0	1.7
Queue Length 95th (m)	7.0	48.3	1.8	#225.8	5.1	7.9
Internal Link Dist (m)		85.7		104.8	16.1	49.7
Turn Bay Length (m)	25.0		25.0			
Base Capacity (vph)	284	1531	772	1525	420	471
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.29	0.01	0.70	0.04	0.08

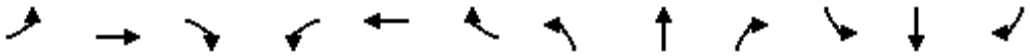
Intersection Summary

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	0	9	16	0	0	16	22	22	1	25	7
Future Volume (vph)	5	0	9	16	0	0	16	22	22	1	25	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.913						0.951			0.970	
Flt Protected		0.983			0.950			0.987			0.999	
Satd. Flow (prot)	0	1686	0	0	1785	0	0	1754	0	0	1923	0
Flt Permitted		0.983			0.950			0.987			0.999	
Satd. Flow (perm)	0	1686	0	0	1785	0	0	1754	0	0	1923	0
Link Speed (k/h)		50			48			50			50	
Link Distance (m)		107.6			102.5			73.7			104.6	
Travel Time (s)		7.7			7.7			5.3			7.5	
Confl. Peds. (#/hr)	2		7	7		2	12		8	8		12
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	17%	0%	0%	0%
Adj. Flow (vph)	6	0	11	20	0	0	20	27	27	1	30	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	17	0	0	20	0	0	74	0	0	40	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	0.94	0.94	0.94	0.94	0.94	0.94
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 23.1%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	0	9	16	0	0	16	22	22	1	25	7
Future Volume (Veh/h)	5	0	9	16	0	0	16	22	22	1	25	7
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Hourly flow rate (vph)	6	0	11	20	0	0	20	27	27	1	30	9
Pedestrians		12			8			7			2	
Lane Width (m)		3.5			3.5			4.0			4.0	
Walking Speed (m/s)		1.1			1.1			1.1			1.1	
Percent Blockage		1			1			1			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)								74				
pX, platoon unblocked												
vC, conflicting volume	131	150	54	143	142	50	51			62		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	131	150	54	143	142	50	51			62		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	100	99	97	100	100	99			100		
cM capacity (veh/h)	815	721	1001	790	729	1014	1551			1542		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	17	20	74	40
Volume Left	6	20	20	1
Volume Right	11	0	27	9
cSH	926	790	1551	1542
Volume to Capacity	0.02	0.03	0.01	0.00
Queue Length 95th (m)	0.4	0.6	0.3	0.0
Control Delay (s)	9.0	9.7	2.1	0.2
Lane LOS	A	A	A	A
Approach Delay (s)	9.0	9.7	2.1	0.2
Approach LOS	A	A		

Intersection Summary				
Average Delay	3.3			
Intersection Capacity Utilization	23.1%	ICU Level of Service	A	
Analysis Period (min)	15			

APPENDIX F

TTS Data

Wed Jun 12 2019 11:26:00 GMT-0400 (Eastern Daylight Time) - Run Time: 2120ms

Cross Tabulation Query Form - Trip - 2016 v1.1

Row: Planning district of destination - pd_dest
Column: Primary travel mode of trip - mode_prime

Filters:
(Start time of trip - start_time In 700-1000
and
2006 GTA zone of origin - gta06_orig In 4001
and
Primary travel mo( )

Trip 2016
Table:

	Auto driver	% total	**Direction**
PD 1 of Toronto	67	2.3%	East
PD 7 of Toronto	59	2.0%	East
PD 8 of Toronto	57	1.9%	East
Markham	22	0.7%	East
Brampton	57	1.9%	East
Mississauga	487	16.4%	East
Milton	65	2.2%	North
Oakville	1580	53.2%	East
Burlington	382	12.9%	West
Hamilton	132	4.4%	West
Kitchener	29	1.0%	West
Brantford	16	0.5%	West
External	15	0.5%	West
	2968	100%	

Direction	**% of trips**	**% assumed**
East	78.5%	75%
West	19.3%	20%
North	2.2%	5%

FIGURES

SITE STATISTICS SUMMARY

DRAFT PLAN OF SUBDIVISION PART OF LOT 32, CONCESSION 4, SOUTH OF DUNDAS STREET (GEOGRAPHIC TOWNSHIP OF TRAFALGAR) AND BLOCK 79, REGISTERED PLAN M-257 TOWN OF OAKVILLE REGIONAL MUNICIPALITY OF HALTON	
ZONING :	–
LOT AREA:	TOTAL LOT AREA: 9,925.86m2 2.45 ACRES 1.00 Ha
O.B.C. BUILDING CLASSIFICATION	PART 9, GROUP C 3 STOREY BUILDINGS/SEMIS
BUILDING COVERAGE:	3,108.97m2 (31.33%)
PAVED AREA:	3,253.97m2 (32.78%)
LANDSCAPE AREA:	3,562.92m2 (35.89%)
GROSS FLOOR AREA:	N/A
AMENITY AREA	–
DENSITY 35 UNITS TOTAL	35.00 PER Ha 14.29 PER ACRES
PARKING :	27 TOWN HOMES RESIDENCE PARKING PROVIDED (1 INTERNAL & 1 EXTERNAL) 54 SPACES TOTAL 8 SEMI-DETACHED HOMES RESIDENCE PARKING PROVIDED (2 INTERNAL & 2 EXTERNAL) 32 SPACES TOTAL VISITOR PARKING: 35 x 0.25 = 8.75 (9 VISITOR PARKING REQUIRED) 14 VISITOR PARKING PROVIDED (INCLUDES 1 ACCESSIBLE SPACE)

UNIT COUNT

10.35m SEMI DETACHED	8
5.80m STANDARD TOWN HOME	13
5.50m DUAL FRONTAGE TOWN HOME	14
TOTAL	35 UNITS

no.	description	date	by
1	ISSUED FOR CLIENT REVIEW	19-05-01	SS

Builder to verify location of all hydrants, street lights, transformers and other services. If minimum dimensions are not maintained, builder is to relocate at his own expense.

Builder to verify service connection elevations prior to constructing foundations.

VA3 DESIGN
255 Consumers Rd
Suite 120
Toronto ON M2J 1R4
t 416.630.2255
f 416.630.4782
va3design.com

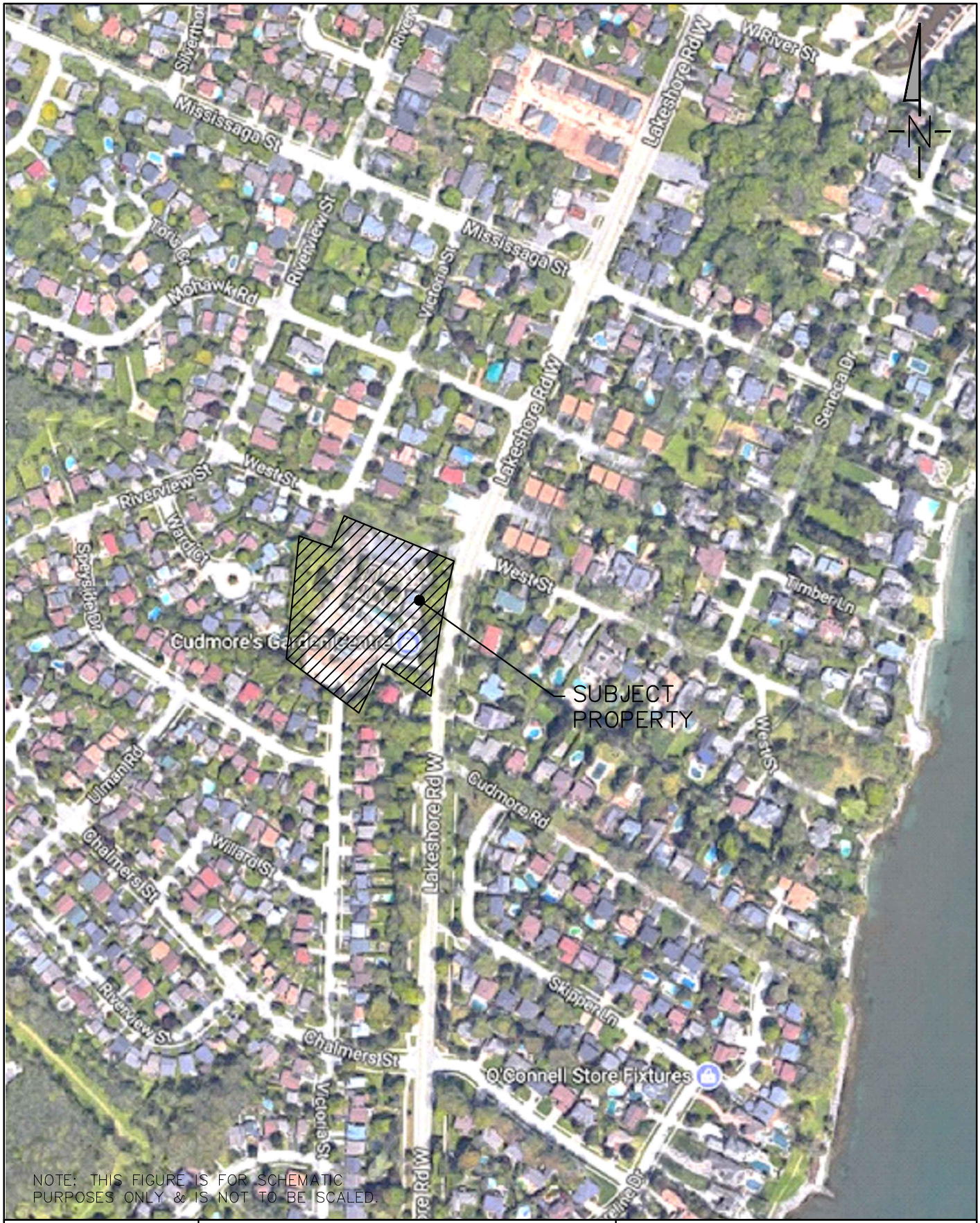
VOGUE/WYCLIFFE

municipality: OAKVILLE, ON — project no. 17027

SITE PLAN

date: MAY 2016 — scale: 1:250 — drawing no. 1

drawn by: STEVE SOSTARIC — file name: 17027-SP



NOTE: THIS FIGURE IS FOR SCHEMATIC PURPOSES ONLY & IS NOT TO BE SCALED.

Legend

Project

3171 LAKESHORE ROAD WEST

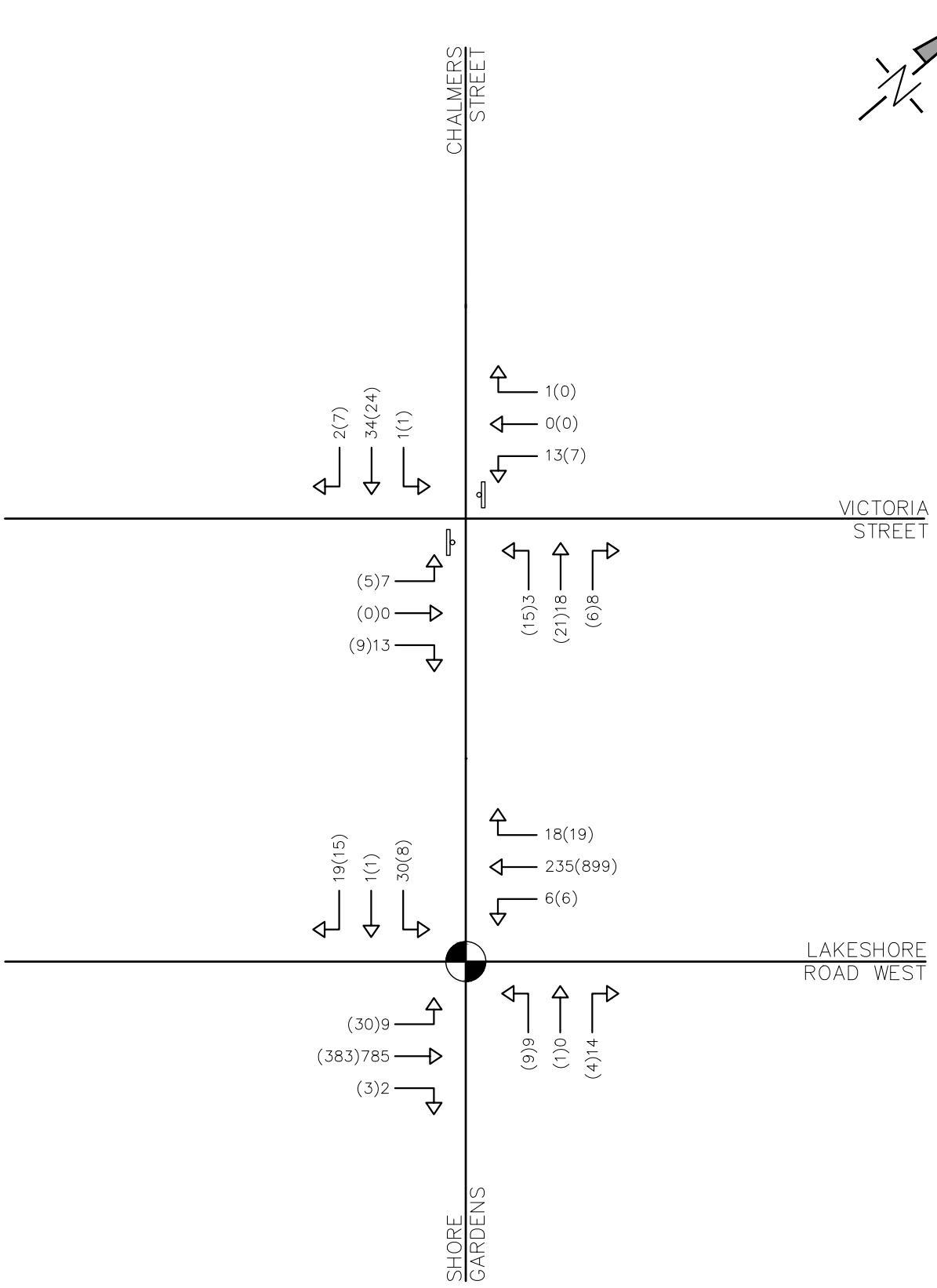
Drawing

SITE LOCATION

CROZIER & ASSOCIATES Consulting Engineers
The HarbourEdge Building,
40 Huron Street, Suite 301,
Collingwood, ON L9Y 4R3
705 446-3510 T
705 446-3520 F
www.cfcrozier.ca
info@cfcrozier.ca

Drawn By	Design By	Project
D.L.	D.L.	1159-4614

Scale	Date	Check By	Drawing
N.T.S.	JUNE 12, 2019	A.F.	FIG. 2



NOTE: THIS FIGURE IS FOR SCHEMATIC PURPOSES ONLY & IS NOT TO BE SCALED.

Legend

- SIGNAL CONTROL
- STOP CONTROL
- XX(YY) A.M. (P.M.) PEAK HOUR TRAFFIC VOLUMES

Project: 3171 LAKESHORE ROAD WEST

Drawing: 2019 EXISTING TRAFFIC VOLUMES

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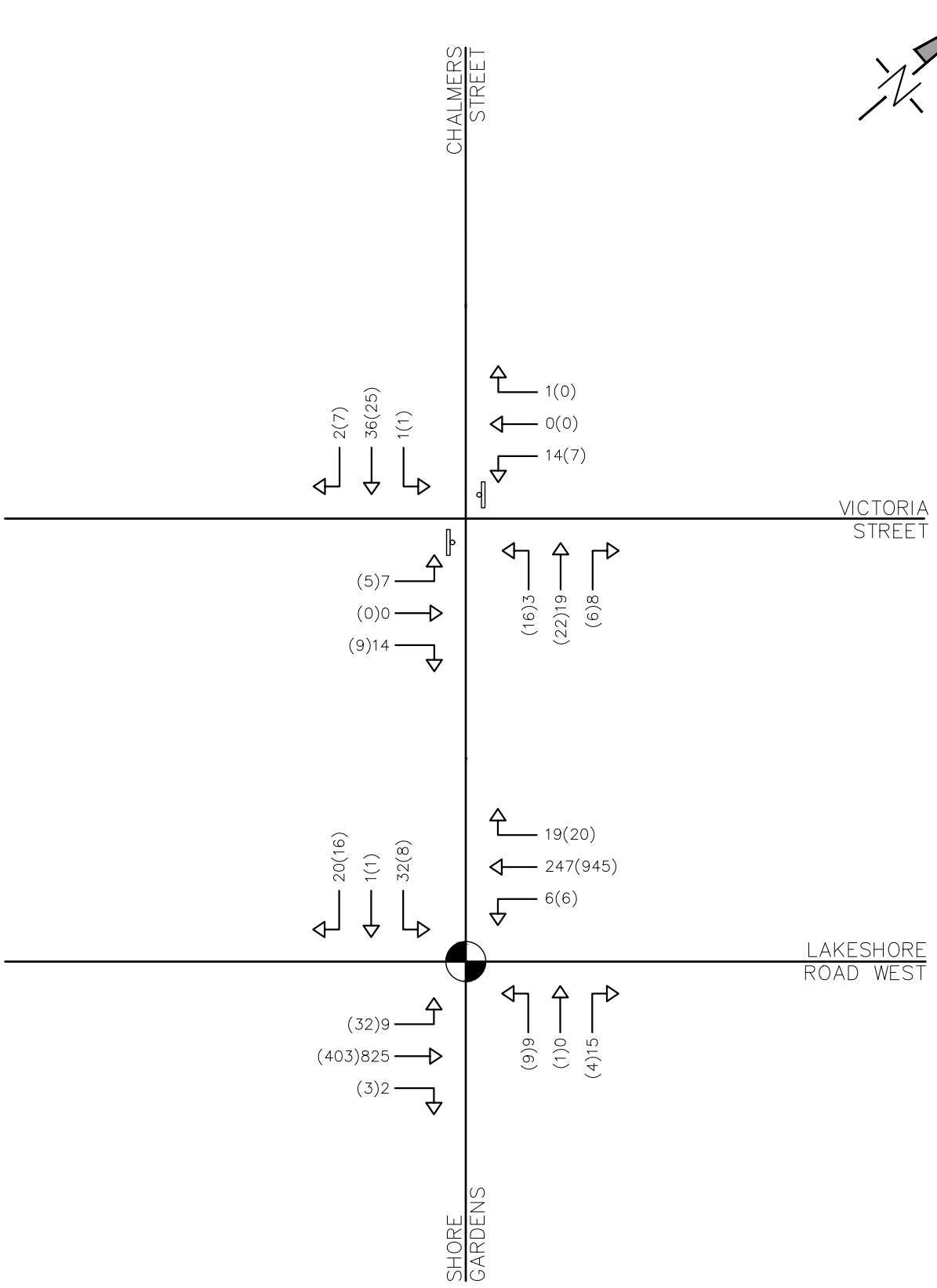
Drawn By	Design By	Project
D.L.	D.L.	1159-4614

Scale	Date	Check By	Drawing
N.T.S.	JUNE 12, 2019	A.F.	FIG. 3



NOTE: THIS FIGURE IS FOR SCHEMATIC PURPOSES ONLY & IS NOT TO BE SCALED.

Legend

SIGNAL CONTROL

STOP CONTROL

XX(YY) A.M. (P.M.) PEAK HOUR TRAFFIC VOLUMES

Project: 3171 LAKESHORE ROAD WEST

Drawing: 2024 FUTURE BACKGROUND TRAFFIC VOLUMES

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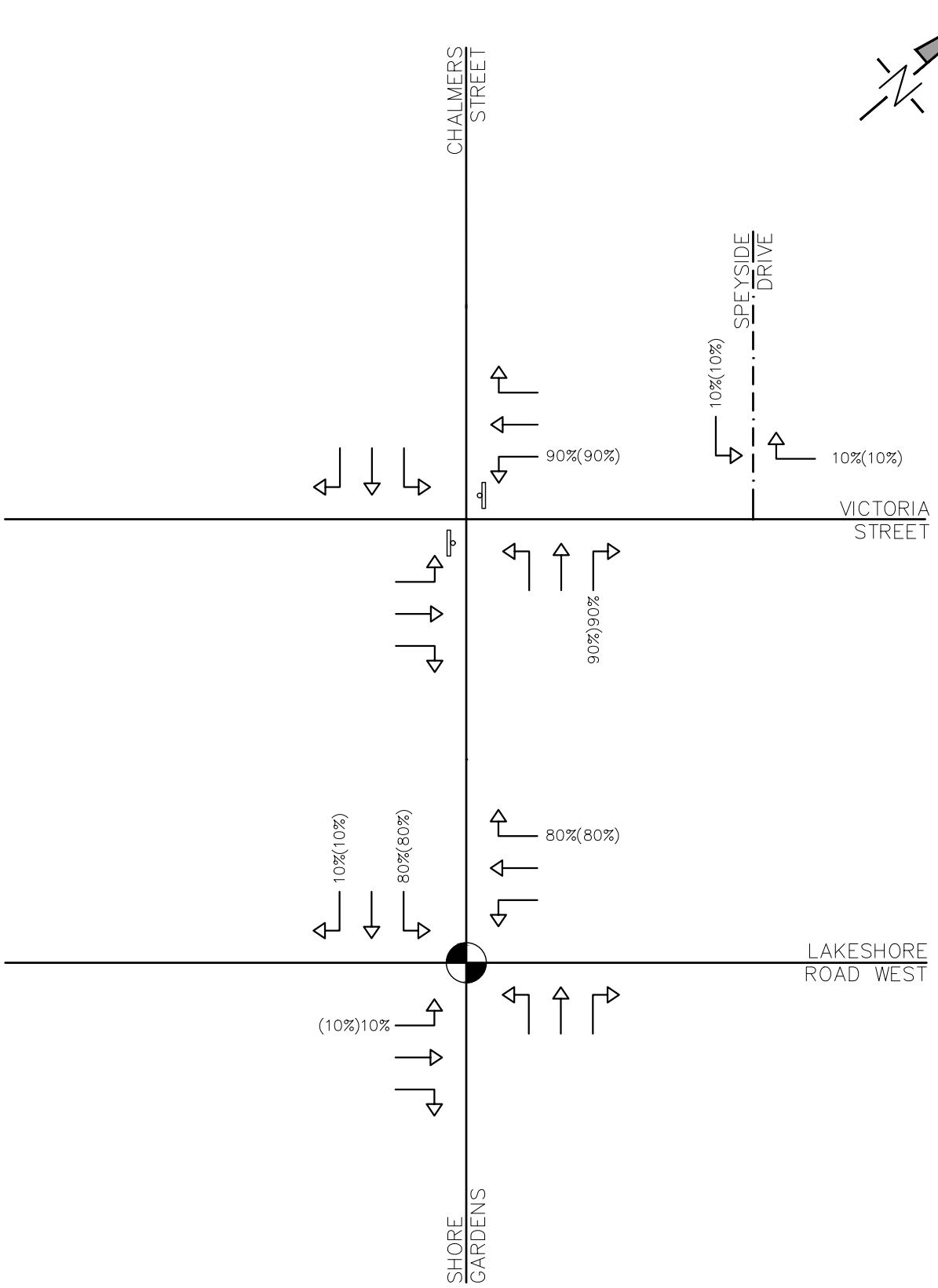
Drawn By	Design By	Project	Scale	Date	Check By	Drawing
D.L.	D.L.	1159-4614	N.T.S.	JUNE 12, 2019	A.F.	FIG. 4



NOTE: THIS FIGURE IS FOR SCHEMATIC PURPOSES ONLY & IS NOT TO BE SCALED.

Legend

- SIGNAL CONTROL
- STOP CONTROL
- XX(YY) A.M. (P.M.) PEAK HOUR TRAFFIC VOLUMES

Project: 3171 LAKESHORE ROAD WEST

Drawing: TRIP DISTRIBUTION

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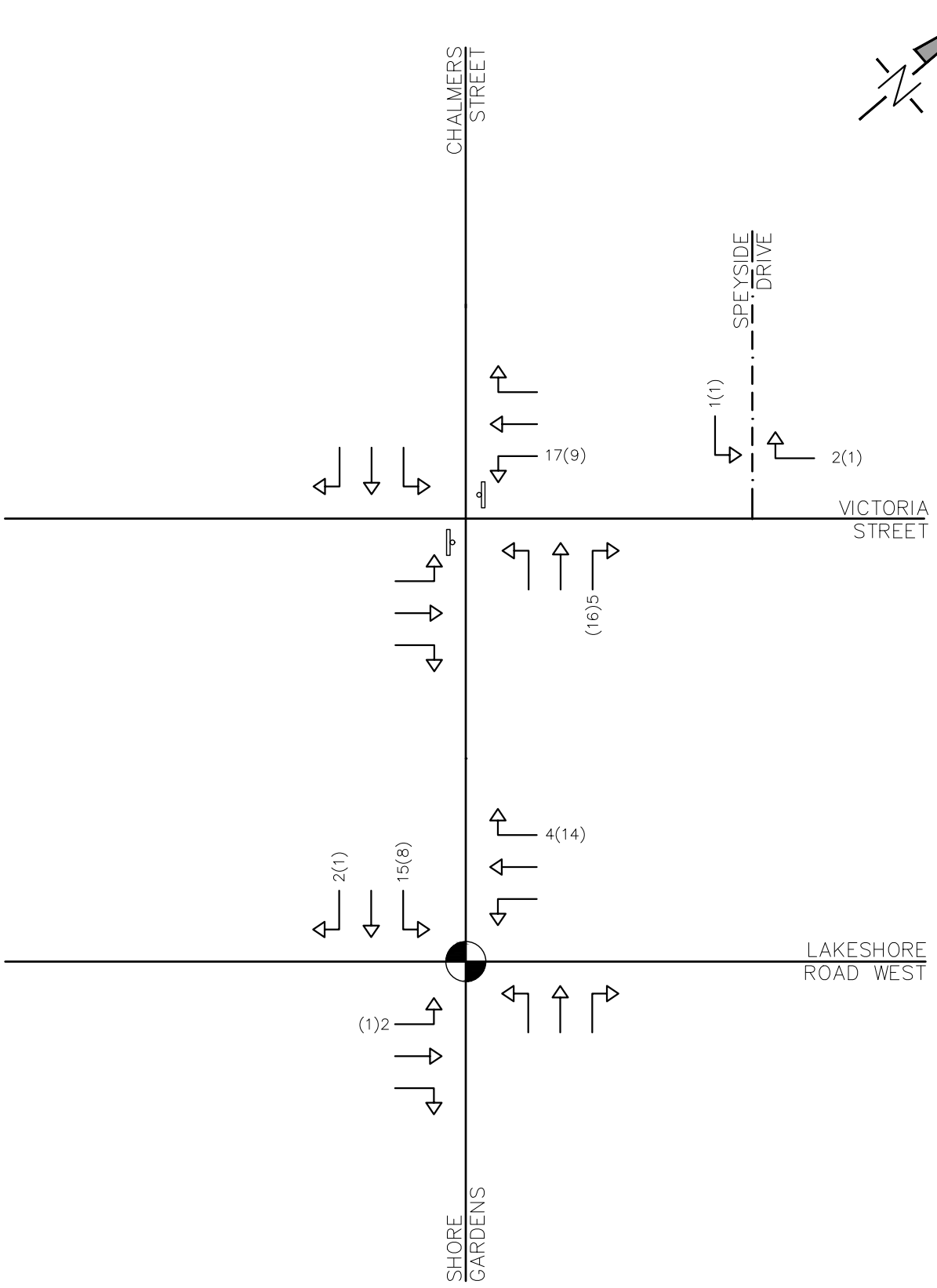
Drawn By	Design By	Project	Scale	Date	Check By	Drawing
D.L.	D.L.	1159-4614	N.T.S.	JUNE 12, 2019	A.F.	FIG. 5



NOTE: THIS FIGURE IS FOR SCHEMATIC PURPOSES ONLY & IS NOT TO BE SCALED.

Legend

- SIGNAL CONTROL
- STOP CONTROL
- XX(YY) A.M. (P.M.) PEAK HOUR TRAFFIC VOLUMES

Project: 3171 LAKESHORE ROAD WEST

Drawing: TRIP ASSIGNMENT

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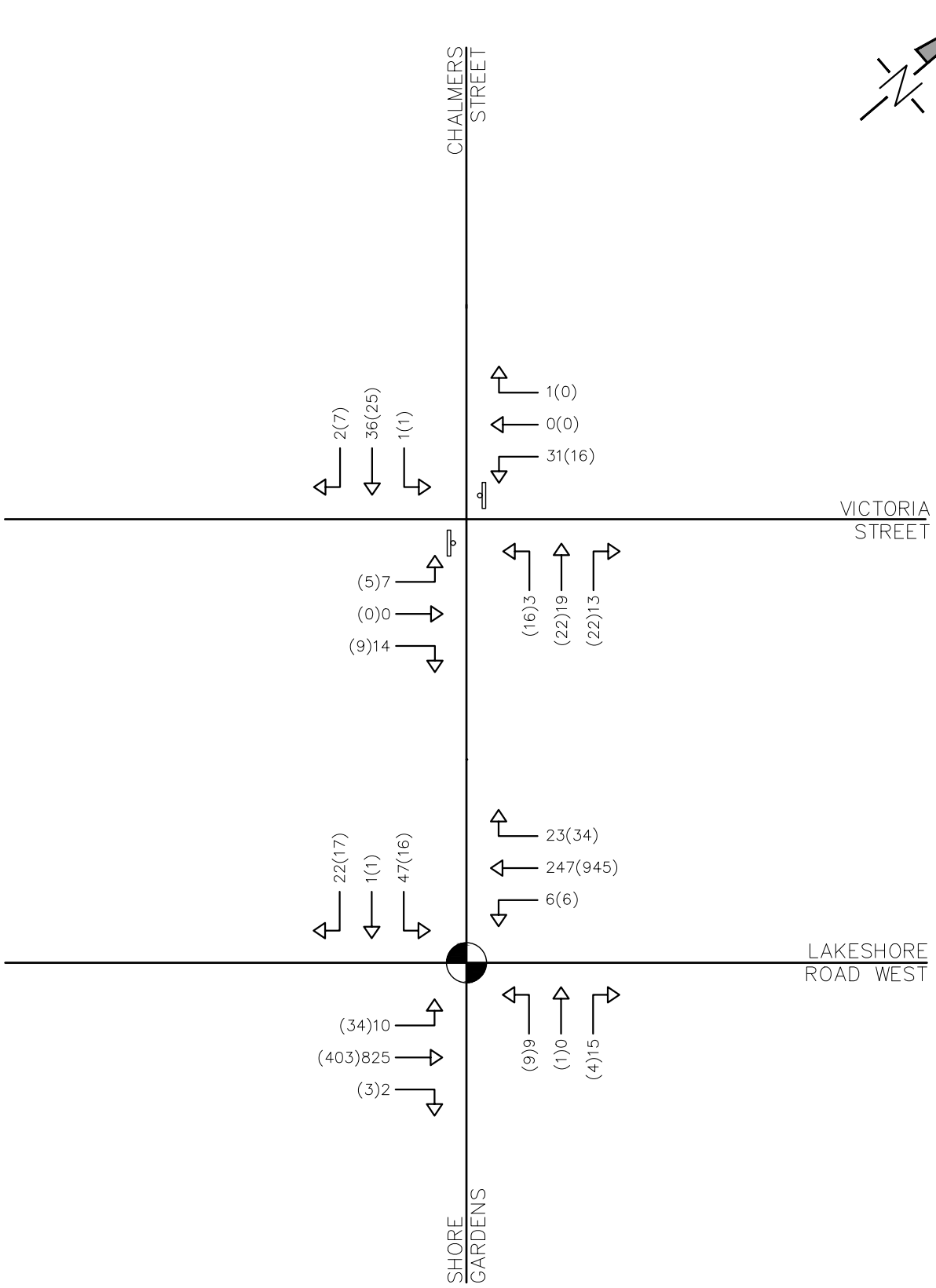
Drawn By	Design By	Project	Scale	Date	Check By	Drawing
D.L.	D.L.	1159-4614	N.T.S.	JUNE 12, 2019	A.F.	FIG. 6



NOTE: THIS FIGURE IS FOR SCHEMATIC PURPOSES ONLY & IS NOT TO BE SCALED.

Legend

SIGNAL CONTROL

STOP CONTROL

XX(YY) A.M. (P.M.) PEAK HOUR TRAFFIC VOLUMES

Project: 3171 LAKESHORE ROAD WEST

Drawing: 2024 FUTURE TOTAL TRAFFIC VOLUMES

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Drawn By	Design By	Project
D.L.	D.L.	1159-4614

Scale	Date	Check By	Drawing
N.T.S.	JUNE 12, 2019	A.F.	FIG. 7