



70 Old Mill Road

Proposed Residential Development Traffic Impact Study

28 October 2021

→ The Power of Commitment



Executive summary

GHD was retained by 2317511 Ontario Inc. to prepare a Traffic Impact Study (TIS) for the proposed residential development located at 70 Old Mill Road in the northwest corner of Cornwall Road and Old Mill Road in the Town of Oakville.

The objective of this study is to determine the traffic volumes anticipated to be generated by the proposed development during the weekday a.m. and p.m. peak hours; to assess the impact of this traffic on the adjacent road network; and if needed, to recommend improvements to accommodate the forecasted traffic. Traffic for both the baseline year (2021) and 5 year horizon (2026) were examined.

Under the proposed development, a twelve-storey residential building consisting of 154 residential units will be built upon an existing vacant lot. Access to the site is proposed via an existing driveway at the north limit of Old Mill Road.

The study area selected and approved by Town staff includes the existing driveway on Old Mill Road and the signalized intersections along Cornwall Road from Cross Avenue to Reynolds Street.

GHD consulted with Town staff to discuss and confirm the technical assumptions and work plan for this study.

The proposed development is expected to generate a total of 52 new two-way vehicle trips during the a.m. peak hour consisting of 12 inbound and 40 outbound trips. During the p.m. peak hour, it is expected to generate 59 new two-way vehicle trips consisting of 36 inbound and 23 outbound trips.

A growth rate of 1.0% per annum was used in addition to the background development traffic within the study area.

The resulting analysis confirmed that the proposed site traffic can be accommodated by the existing road network during the weekday a.m. and p.m. peak hours with no capacity or queuing issues. Consequently, no intersection or road improvements have been identified and no site-specific improvements are required to accommodate the proposed development.

The parking requirements as stated in Oakville Bylaw 2014-14 shows that the site meets the minimum Bylaw parking requirement for resident and visitor vehicle parking and bicycle parking.

A review of the site circulation for emergency vehicles, Paratransit, waste collection, and MSU loading vehicles confirmed that the proposed site access design and internal private street layout can accommodate the aforementioned vehicles with no issues.

We trust that this satisfies your requirements, but do not hesitate to contact the undersigned if you have any questions.

Sincerely,

GHD



William Maria, P. Eng.
Transportation Planning Lead

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1. Introduction

1.1 Retainer and Objective

GHD was retained by 2317511 Ontario Inc. to prepare a Traffic Impact Study (TIS) for the proposed residential development located at 70 Old Mill Road in the northwest corner of Cornwall Road and Old Mill Road in the Town of Oakville. The site location and the general boundary of the study area are shown in **Figure 1**.

The objective of this study is to determine the traffic volumes anticipated to be generated by the proposed development during the weekday a.m. and p.m. peak hours; to assess the impact of this traffic on the adjacent road network; and if needed, to recommend improvements to accommodate the forecasted traffic. Traffic for both the baseline year (2021) and 5 year horizon (2026) were examined.

1.2 Scope and limitations

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

1.3 Study Team

The GHD team involved in the preparation of this study are:

- William Maria, P. Eng., Transportation Planning Lead
- James Emerson, EIT, Engineering Assistant



Figure 1 Site Location

1.4 Development Proposal

The proposed site plan prepared by Ava Janikowski Architect Inc. is provided in **Figure 2** and **Appendix A**. The site consists of a twelve-storey residential building with a total of 154 residential units .

The subject site is located on the northwest corner of the intersection of Old Mill Road and Cornwall Road, between Trafalgar Road and Cross Avenue. It is bounded by Cornwall Road to the south and the CN/GO railway tracks to the north. Access to the site is provided by an existing driveway on Old Mill Road.

The site is adjacent to an existing residential development (Oakridge Heights) to the west. The three condominium buildings include a total of 307 residential units with underground and surface parking. To the east is the Oakville GO Station south parking lot.



Figure 2 Proposed Site Plan

2. Existing Road Network

2.1 Study Area

As confirmed by staff, the following intersections were included in the capacity analysis:

- Speers Road / Cornwall Road & Cross Avenue
- Cornwall Road & Old Mill Road
- Cornwall Road & Oakville GO Parking Structure Access (South GO Access)
- Cornwall Road & Trafalgar Road
- Cornwall Road & Reynolds Street
- Old Mill Road & Oakville GO Parking Lot Access (West GO Access)
- Old Mill Road & Site Entrance

2.2 Existing Road Network

The following describes the existing road infrastructure within the study area. All roads within the study area are under the jurisdiction of Town of Oakville with the exception of Trafalgar Road.

Trafalgar Road is a north-south major arterial roadway that extends from Lake Ontario in the south through Halton Region with access to Queen Elizabeth Way (QEW) within the Town Oakville. Immediately north of Cornwall

Road, it has a six-lane cross-section with one southbound and two northbound travel lanes, dual southbound left turn lanes and a southbound right turn lane. Trafalgar Road has a posted speed limit of 60 km/h and is signalized at Cornwall Road with east and west channelized right turn lanes.

Trafalgar Road is classified as a minor arterial with a posted speed limit of 50 km/h south of Cornwall Road.

Cornwall Road is an east-west multi-purpose arterial roadway extending from Cross Avenue in the west to Ford Drive in the east. Cornwall Road changes to Speers Road west of Cross Avenue. Cornwall Road has a posted speed limit of 60 km/h and is signalized at Cross Avenue, Old Mill Road, the South GO Access, Trafalgar Road and Reynolds Street. In the study area it has a four-lane cross-section with two travel lanes in each direction and exclusive left turn lanes at each signalized intersection.

Cross Avenue is an east-west minor arterial roadway extending from Cornwall Road in the west to Trafalgar Road in the east. Cross Avenue has a posted speed limit of 50 km/h and is signalized at Cornwall Road. In the study area it has a four-lane cross-section with two travel lanes in each direction.

Old Mill Road is a north-south local roadway extending from Cornwall Road in the south to the existing Oakridge Heights condominium and GO Parking Lot access to the north. Old Mill Road has a posted speed limit of 50 km/h and is signalized at Cornwall Road with a three-lane cross-section, one northbound and two southbound travel lanes (auxiliary left and right turn lanes).

Reynolds Street is a north-south minor arterial roadway extending from Cornwall Road in the north to Lake Ontario in the south. Reynolds Street has a posted speed limit of 50 km/h and is signalized at Cornwall Road. At its intersection with Cornwall Road, it has a two-lane cross-section with auxiliary left turn lanes.

The existing and future lane configurations and traffic controls at the study intersections are shown in **Figure 3**.

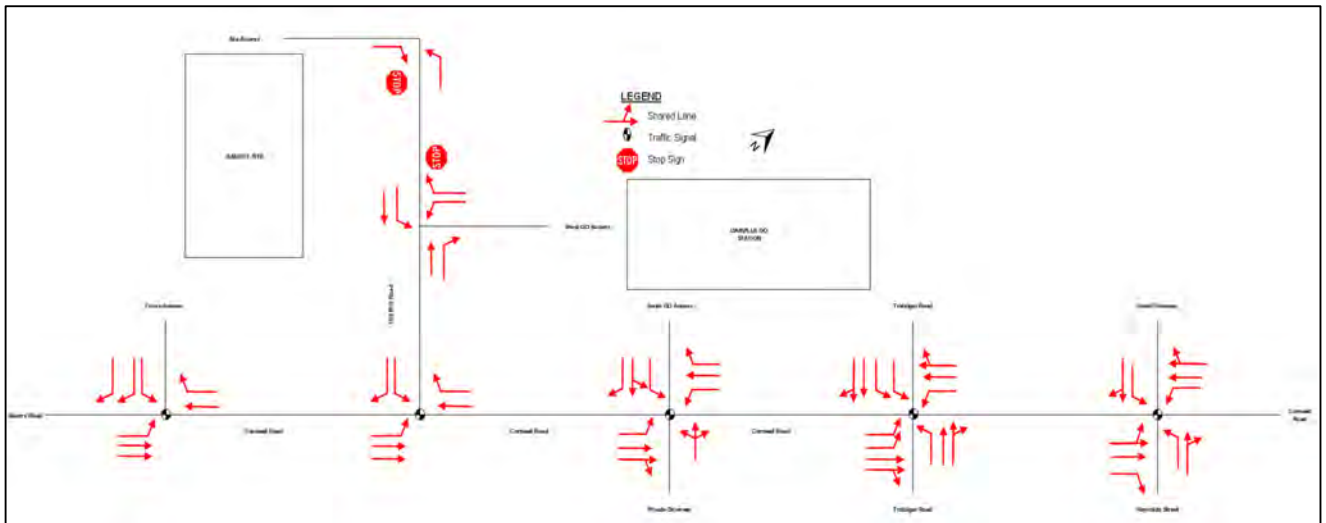


Figure 3 Existing and Future Lane Configurations

2.3 Pedestrian Facilities

Existing sidewalks are located on the north and south sides of Cornwall Road, with connection to an existing sidewalk on the east side of Old Mill Road. The existing condominium development west of the site provides pedestrian connectivity to Old Mill Road and the Oakville GO Station parking lot via a sidewalk along the north property limit.

The Oakville Station has an existing pedestrian tunnel under the railway tracks located in the northwest corner of the Oakville GO south parking lot directly opposite the existing condominium / proposed site shared access driveway. The tunnel links both the north and south GO station parking lots and provides pedestrian access to the Oakville GO Station Transit Terminal.

2.4 Cycling Facilities

There are no cycling facilities provided within the study area.

2.5 Transit Service

While there is no Transit service provided along Cornwall Road, the proposed site is within 400 metres walking distance to the Oakville GO Station Transit Terminal located on the north side of the tracks. The transit terminal provides multiple Oakville Transit and GO Transit service lines.

2.6 Existing Traffic Data

Traffic counts were previously completed in January 2013 for the study intersections by GHD. At the request of Town staff, current traffic data was also collected in September 2021. Due to COVID-19 pandemic and travel restrictions imposed by the provincial lockdowns, traffic throughout the City is currently lower than historical levels. Consequently, traffic counts conducted at this time may not provide a realistic estimate of the 2021 base traffic volumes. This variance in traffic volumes may also be amplified due to the proximity to the Oakville GO Station and the significant reduction public transportation use due to COVID-19.

A comparison of the 2021 traffic data against the 2013 traffic data factored by 1% per annum to the base 2021 year confirmed that 2021 traffic data is approximately 20% lower overall than the expected values based on historic growth rates. As a result, the base 2021 traffic data used in the analysis was based on factoring the 2013 traffic data by 1% per annum over 8 years.

Traffic counts for the study intersections are included in **Appendix C**.

Figure 4 summarizes the existing traffic volumes for each of the study intersections during the weekday a.m. and p.m. peak hours.

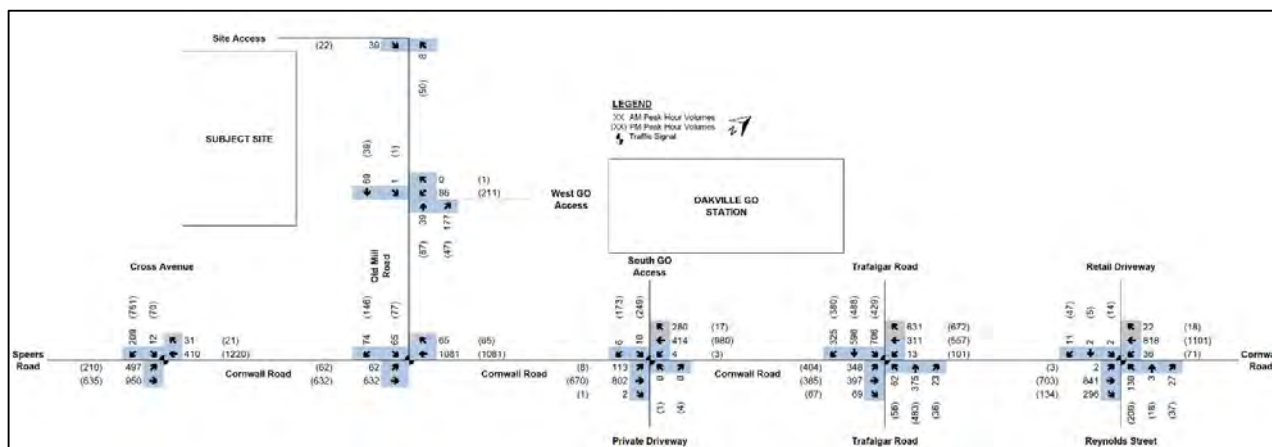


Figure 4 Existing 2021 Volumes

3. Future Background Traffic Conditions

3.1 Study Horizon Year

As per the agreed terms of reference, a future planning horizon of 2026 was selected for analysis.

3.2 Planned Infrastructure Improvements

According to Transportation Master Plan of Oakville (2013), there is a plan for Speers road-Cornwall Road (Bronte Road to Trafalgar Road) to be Widened to 6 lanes. Construction is scheduled to begin at Bronte Road in 2025 and

is unlikely that construction will reach the study area before the 2026 horizon year. As a result, this improvement was not considered in this report.

3.3 Future Background Traffic Growth

The corridor growth rate from general background growth (non-specific development traffic) was accounted for through a 1 percent per annum corridor growth rate which is consistent with other studies in the area and a review of historic traffic data along Cornwall Road and Trafalgar Road.

1.1 Future Background Developments

As requested by Town staff, site generated traffic from the following planned development has been included in the future background traffic volumes:

- Residential development at 271 Cornwall/485 Trafalgar - The proposed development will consist of 292 apartments, 1,321 m² (14,219 ft²) of office space, 1,013 m² (10,903 ft²) of retail and a 1,732 m² (18,643 ft²) gym. There will be 2,500 m² (26,914 ft²) of retail space removed from the existing site location.

Excerpts from the background Traffic Impact Study and the individual volumes through the study intersections were obtained from the town of Oakville website and are provided in **Appendix D**.

3.4 Future Background Traffic Volumes

The total future background traffic volume including corridor growth and background site generated traffic for the 2026 planning horizon is summarized in **Figure 5** for the weekday a.m. and p.m. peak hours.

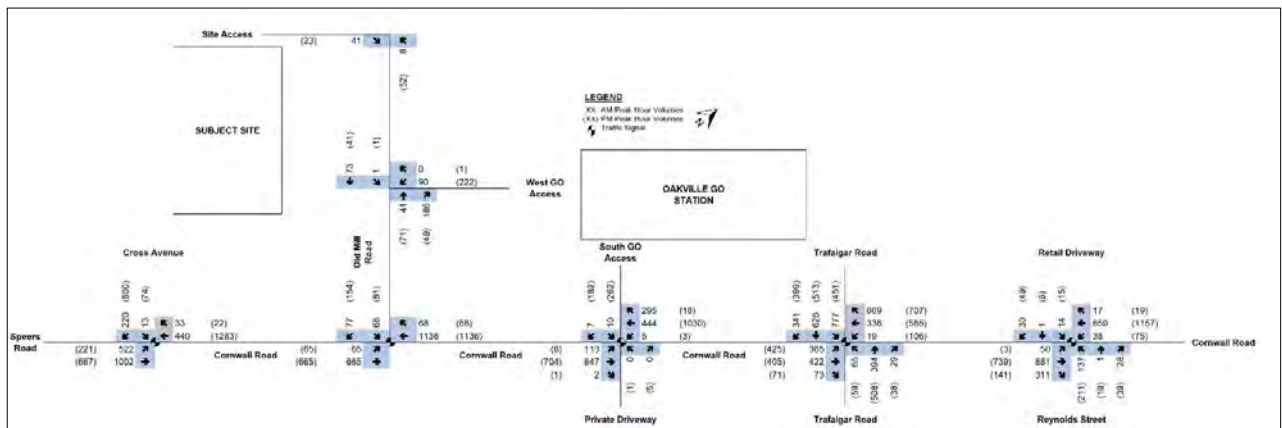


Figure 5 2026 Future Background Volumes

4. Site Generated Traffic

The proposed conceptual site plan consists of 154 residential condo units.

Access to the development is proposed via a driveway entrance at the end of Old Mill Road.

4.1 Modal Split

A review of the 2016 TTS data confirmed the following modal splits. The 2006 GTA area code used to reference this data is 4014.

Table 1 Area Modal Split

Transportation Mode	Percentage Split	
	AM	PM
Transit	8%	4%
Auto driver	87%	82%
Auto passenger	4%	12%
Walk	0%	2%
TOTAL	100%	100%

Due to the proximity to the GO station, the 8% and 4% a.m. and p.m. transit splits as per the TTS were applied to the proposed site trip generation as transit reductions.

4.2 Site Trip Generation

Site traffic generated by the subject site for the weekday a.m. and p.m. peak hours was estimated by applying the trip rates in the Trip Generation, 10th Edition Manual published by the Institute of Transportation Engineers (ITE) and Land Use Code 222 (Multifamily Housing – High Rise).

GHD adopted the estimated site trips based on either the average rate or the fitted curve equation, depending on which approach resulted in a higher number of trips as a conservative measure.

Table 2 Site Trip Generation

Land Use Code	Units		Peak Hour Trip Generation					
			Weekday AM			Weekday PM		
			In	Out	Total	In	Out	Total
Multifamily Housing (High-Rise) (222)	17	Gross Rate	0.084	0.280	0.364	0.240	0.156	0.396
		Trip Ratio	24%	76%	100%	48%	52%	100%
		Gross Trips	13	43	56	37	24	61
		Transit Reduction	1	3	4	1	1	2
		New Trips	12	40	52	36	23	59

The proposed development is expected to generate a total of 52 new two-way vehicle trips during the a.m. peak hour consisting of 12 inbound and 40 outbound trips. During the p.m. peak hour, it is expected to generate 59 new two-way vehicle trips consisting of 36 inbound and 23 outbound trips.

4.3 Site Trip Distribution and Assignment

Trip distribution for the site was based on existing traffic flow from the 2013 and 2021 traffic flow on Cornwall Road and is summarized in **Table 3** below.

Table 3 Site Trip Assignment

To/From	Via	Inbound/Outbound
North	Trafalgar Road	5%
	Cross Avenue	5%
South	Trafalgar Road	15%
	Reynolds Street	15%
West	Cornwall Road	35%
East	Cornwall Road	25%
Total		100%

Figures 6 and 7 below summarize the residential trip distribution adopted in the study to assign the site trips to the road network for the weekday a.m. and p.m. peak hours.

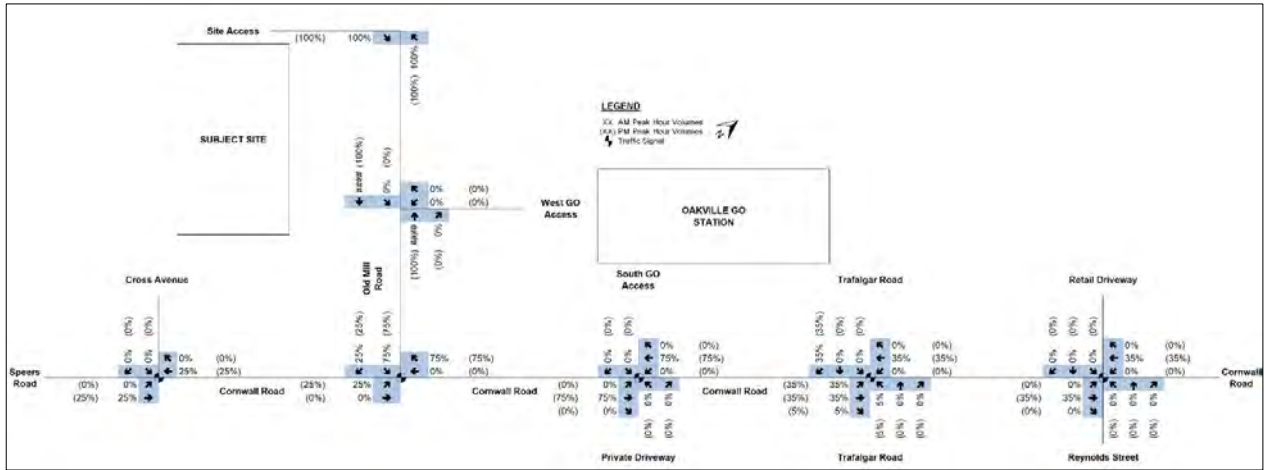


Figure 6 Site Trip Distribution

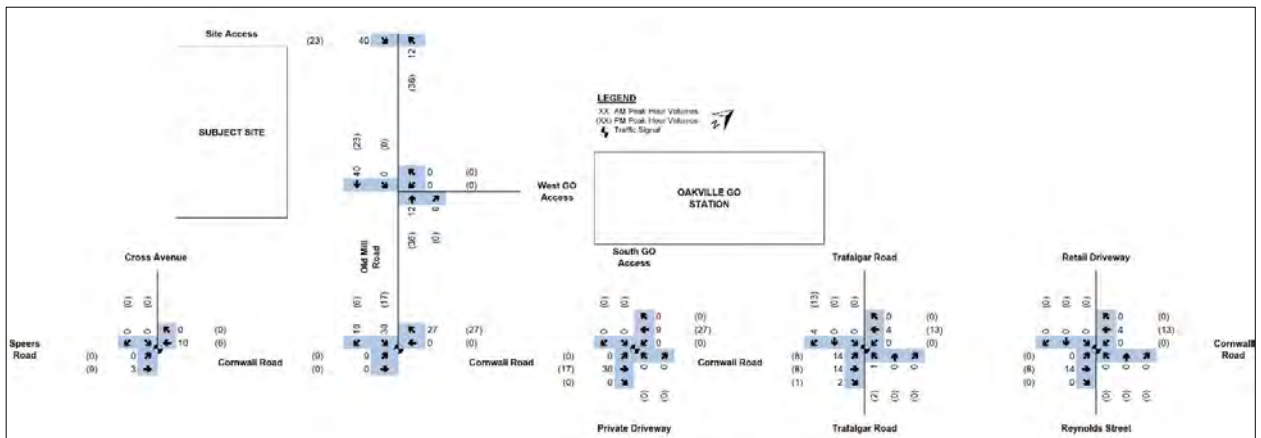


Figure 7 Site Trips

5. Future total traffic

5.1 Future Total Traffic

The future total traffic conditions in the weekday a.m. and p.m. peak study hours for each future planning horizon was derived by combining the future background traffic volumes with the corresponding estimates of site trips generation by the proposed residential development.

Figure 8 summarizes the future total traffic volumes for the planning horizon for the weekday a.m. and p.m. peak hours.

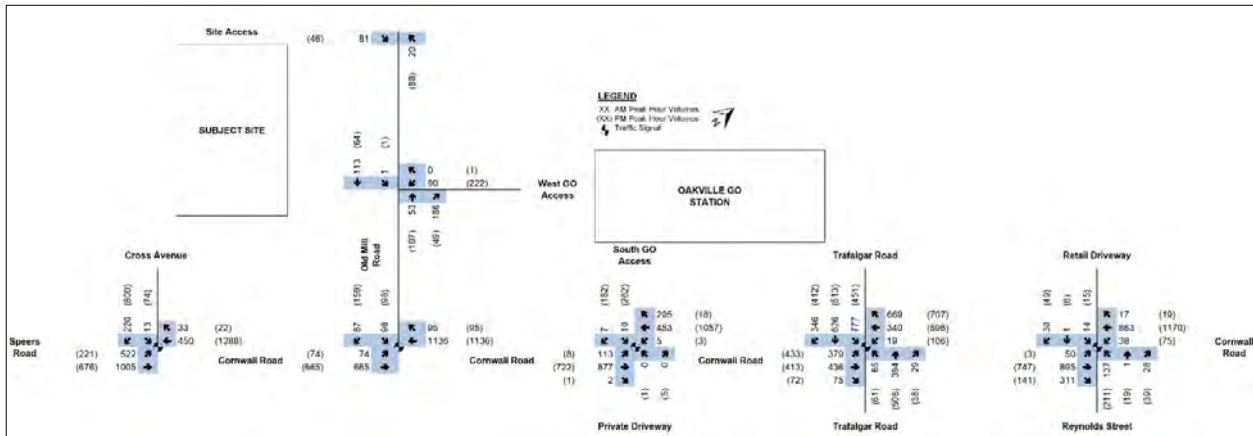


Figure 8 2026 Total Traffic Volumes

6. Intersection Capacity Analysis

The capacity analysis identifies how well the intersections and driveways are operating. The analysis contained within this report utilized the Highway Capacity Manual (HCM) 2000 procedure within the Synchro Version 10 Software package. The reported intersection volume-to-capacity ratios (v/c) are a measure of the saturation volume for each turning movement, while the levels-of-service (LOS) are a measure of the average delay for each turning movement. Queuing characteristics are reported as the predicted 95th percentile queue for each turning movement.

The following tables summarize the HCM 2000 capacity results for the study intersections during the weekday a.m. and p.m. hours under existing 2021, the future background and the future total traffic conditions for the 2026 planning horizon year.

The analysis includes the identification of key movements, as defined by the Town of Oakville’s TIS guidelines, where the:

- overall intersection operations, through movements or shared through turning movements operate with a v/c ratio of 0.85 or greater,
- exclusive turning movements operating with a v/c ratio of 0.95 or greater,
- individual movements exceeding LOS ‘E’ at unsignalized intersections, and
- predicted queues longer than left turn storage lengths or the available spacing between adjacent intersections.

The existing traffic signal timing plans were obtained from the Town of Oakville and adopted for the existing and future traffic analyses. Existing heavy vehicle percentages and existing total intersection peak hour factors were applied to each of the peak hour study hours under all traffic conditions.

The detailed Synchro calculation sheets are provided in **Appendix E**.

6.1 Speers Road/Cornwall Road & Cross Avenue

Capacity analysis at this intersection during the weekday a.m. and p.m. peak hours for the existing, future background, and future total traffic conditions are summarized in the following table.

Table 4 Capacity Analysis for Speers Road/Cornwall Road & Cross Avenue

Traffic Condition	AM Peak Hour		PM Peak Hour	
	Movement v/c (LOS) Delay(sec)	95th Percentile Queue	Movement v/c (LOS) Delay(sec)	95th Percentile Queue
Existing 2021	Overall: 0.65 (A) 9 EBL = 0.66 (A) 3 EBT = 0.32 (A) 1 WBTR = 0.18 (A) 8 SBL = 0.17 (E) 66 SBR = 0.16 (D) 53	EBL = 35 m EBT = 30 m WBTR = 40 m SBL = 10 m SBR = 20 m	Overall: 0.82 (D) 37 EBL = 0.36 (C) 21 EBT = 0.22 (A) 2 WBTR = 0.75 (D) 45 SBL = 0.49 (E) 64 SBR = 0.91 (D) 54	EBL = 45 m EBT = 25 m WBTR = 210 m SBL = 35 m SBR = 180 m
Future Background 2026	Overall: 0.7 (A) 9 EBL = 0.7 (A) 4 EBT = 0.34 (A) 1 WBTR = 0.2 (A) 9 SBL = 0.19 (E) 66 SBR = 0.16 (D) 52	EBL = 35 m EBT = 30 m WBTR = 45 m SBL = 10 m SBR = 20 m	Overall: 0.87 (D) 37 EBL = 0.41 (C) 25 EBT = 0.23 (A) 2 WBTR = 0.77 (D) 45 SBL = 0.43 (E) 61 SBR = 0.91 (D) 52	EBL = 50 m EBT = 25 m WBTR = 225 m SBL = 35 m SBR = 195 m
Future Total 2026	Overall: 0.7 (A) 9 EBL = 0.71 (A) 5 EBT = 0.34 (A) 1 WBTR = 0.2 (A) 8 SBL = 0.19 (E) 66 SBR = 0.16 (D) 52	EBL = 35 m EBT = 30 m WBTR = 45 m SBL = 10 m SBR = 20 m	Overall: 0.87 (C) 25 EBL = 0.41 (C) 26 EBT = 0.24 (A) 2 WBTR = 0.77 (B) 18 SBL = 0.43 (E) 61 SBR = 0.91 (D) 52	EBL = 50 m EBT = 25 m WBTR = 150 m SBL = 35 m SBR = 195 m

Under existing 2021 conditions, this signalized intersection is operating with all individual movements at reported v/c below critical levels. The existing signal timings provided by the town were exhibiting some movements at above critical levels, so the timings were slightly optimized to bring all movements below critical.

Under future background 2026 traffic conditions, all a.m. and p.m. peak hour individual movements are expected to operate with no issues. During the p.m. peak hour, the overall v/c ratio in the p.m. peak reaches a critical level of 0.87, but with no individual movement above critical. The existing signal timings for the p.m. peak provided by the town were exhibiting some movements at above critical levels, so the timings were slightly optimized to bring all movements below critical.

With the added site traffic under the 2026 total traffic conditions, the intersection is expected to operate with acceptable v/c ratios, LOS, delays, and queuing during the a.m. and p.m. peak hour for all individual movements. The p.m. peak hour overall v/c ratio remains at the critical value of 0.87; unchanged from the future background. Comparing the future background and future total show that the addition of site traffic has little to no effect on the capacity during either peak hour. Signal timing optimizations were applied were possible to minimize critical movements.

Signal timing optimizations were applied to minimize critical movements. There are no geometric improvements recommended for this intersection in response to the addition of site traffic.

6.2 Cornwall Road & Old Mill Road

Capacity analysis at this intersection during the weekday a.m. and p.m. peak hours for the existing, future background, and future total traffic conditions are summarized in the following table.

Table 5 Capacity Analysis for Cornwall Road & Old Mill Road

Traffic Condition	AM Peak Hour		PM Peak Hour	
	Movement v/c (LOS) Delay(sec)	95th Percentile Queue	Movement v/c (LOS) Delay(sec)	95th Percentile Queue
Existing 2021	<u>Overall: 0.34 (A) 7</u> EBL = 0.15 (A) 1 EBT = 0.32 (A) 2 WBTR = 0.18 (A) 3 SBL = 0.46 (E) 63 SBR = 0.05 (D) 50	EBL = 5 m EBT = 20 m WBTR = 20 m SBL = 35 m SBR = 15 m	<u>Overall: 0.45 (A) 8</u> EBL = 0.17 (A) 3 EBT = 0.22 (A) 2 WBTR = 0.46 (A) 3 SBL = 0.42 (E) 60 SBR = 0.32 (D) 51	EBL = 5 m EBT = 25 m WBTR = 20 m SBL = 40 m SBR = 40 m
Future Background 2026	<u>Overall: 0.36 (A) 7</u> EBL = 0.16 (A) 2 EBT = 0.34 (A) 2 WBTR = 0.2 (A) 4 SBL = 0.47 (E) 63 SBR = 0.05 (D) 50	EBL = 5 m EBT = 20 m WBTR = 20 m SBL = 35 m SBR = 15 m	<u>Overall: 0.47 (A) 8</u> EBL = 0.18 (A) 4 EBT = 0.24 (A) 2 WBTR = 0.49 (A) 3 SBL = 0.44 (E) 60 SBR = 0.37 (D) 51	EBL = 5 m EBT = 25 m WBTR = 20 m SBL = 40 m SBR = 45 m
Future Total 2026	<u>Overall: 0.38 (A) 9</u> EBL = 0.18 (A) 2 EBT = 0.35 (A) 3 WBTR = 0.21 (A) 4 SBL = 0.51 (E) 60 SBR = 0.06 (D) 46	EBL = 5 m EBT = 20 m WBTR = 20 m SBL = 45 m SBR = 15 m	<u>Overall: 0.49 (B) 10</u> EBL = 0.22 (A) 4 EBT = 0.24 (A) 3 WBTR = 0.51 (A) 6 SBL = 0.49 (E) 60 SBR = 0.38 (D) 50	EBL = 5 m EBT = 30 m WBTR = 20 m SBL = 45 m SBR = 45 m

Under the 2021 existing conditions, this signalized intersection is expected to operate with all individual movements operating at reported v/c ratios well below critical levels.

Under the 2026 future background conditions, v/c ratios increase only slightly and remain below critical levels with no meaningful increase in queues or delays.

With the addition of site traffic for the 2026 future total conditions, the v/c ratios increase only slightly and remain below critical levels with no meaningful increase in queues or delays.

The capacity analysis demonstrates that the operational impact of the subject site traffic to the intersection of Cornwall Road & Old Mill Road is minimal and will not negatively impact the traffic flow through the study area.

No geometric improvements or signal optimizations are recommended.

6.3 Cornwall Road & Oakville GO Parking Structure Access (South GO Access)/ Private Driveway

Capacity analysis at this intersection during the weekday a.m. and p.m. peak hours for the existing, future background, and future total traffic conditions are summarized in the following table.

Table 6 Capacity Analysis for Cornwall Road & Oakville GO Parking Structure Access (South GO Access)/ Private Driveway

Traffic Condition	AM Peak Hour		PM Peak Hour	
	Movement v/c (LOS) Delay(sec)	95th Percentile Queue	Movement v/c (LOS) Delay(sec)	95th Percentile Queue
Existing 2021	<u>Overall: 0.28 (A) 2</u> EBL = 0.2 (A) 1 EBTR = 0.27 (A) 0 WBL = 0.01 (A) 1 WBTR = 0.26 (A) 2 NBTLR = (A) 0 SBL = 0.13 (E) 68 SBR = 0 (E) 65	EBL = 5 m EBTR = 5 m WBL = 5 m WBTR = 10 m NBTLR = 0 m SBL = 5 m SBR = 0 m	<u>Overall: 0.45 (B) 16</u> EBL = 0.02 (A) 5 EBTR = 0.26 (A) 5 WBL = 0.01 (A) 4 WBTR = 0.41 (A) 6 NBTLR = 0 (E) 67 SBL = 0.72 (E) 65 SBR = 0.12 (D) 52	EBL = 5 m EBTR = 50 m WBL = 5 m WBTR = 55 m NBTLR = 0 m SBL = 50 m SBR = 20 m
Future Background 2026	<u>Overall: 0.3 (A) 2</u> EBL = 0.21 (A) 1 EBTR = 0.29 (A) 0 WBL = 0.01 (A) 1 WBTR = 0.28 (A) 2 NBTLR = (A) 0 SBL = 0.14 (E) 68 SBR = 0 (E) 65	EBL = 5 m EBTR = 5 m WBL = 5 m WBTR = 15 m NBTLR = 0 m SBL = 5 m SBR = 0 m	<u>Overall: 0.47 (B) 16</u> EBL = 0.02 (A) 5 EBTR = 0.28 (A) 5 WBL = 0.01 (A) 4 WBTR = 0.44 (A) 6 NBTLR = 0 (E) 67 SBL = 0.73 (E) 64 SBR = 0.12 (D) 52	EBL = 5 m EBTR = 60 m WBL = 5 m WBTR = 60 m NBTLR = 0 m SBL = 55 m SBR = 20 m
Future Total 2026	<u>Overall: 0.31 (A) 2</u> EBL = 0.21 (A) 1 EBTR = 0.3 (A) 1 WBL = 0.01 (A) 1 WBTR = 0.29 (A) 2 NBTLR = (A) 0 SBL = 0.14 (E) 68 SBR = 0 (E) 65	EBL = 5 m EBTR = 10 m WBL = 5 m WBTR = 15 m NBTLR = 0 m SBL = 5 m SBR = 0 m	<u>Overall: 0.48 (C) 26</u> EBL = 0.03 (A) 5 EBTR = 0.29 (A) 5 WBL = 0.01 (B) 12 WBTR = 0.45 (C) 25 NBTLR = 0 (E) 67 SBL = 0.73 (E) 64 SBR = 0.12 (D) 52	EBL = 5 m EBTR = 80 m WBL = 5 m WBTR = 180 m NBTLR = 0 m SBL = 55 m SBR = 20 m

Under the 2021 existing conditions, this signalized intersection is expected to operate with all individual movements operating at reported v/c ratios well below critical levels.

Under the 2026 future background conditions, v/c ratios increase only slightly and remain below critical levels with no meaningful increase in queues or delays.

With the addition of site traffic for the 2026 future total conditions, the v/c ratios increase only slightly and remain below critical levels with no meaningful increase in queues or delays.

The capacity analysis demonstrates that the operational impact of the subject site traffic to this intersection is minimal and will not negatively impact the traffic flow through the study area.

No geometric improvements or signal optimizations are recommended.

6.4 Cornwall Road & Trafalgar Road

Capacity analysis at this intersection during the weekday a.m. and p.m. peak hours for the existing, future background, and future total traffic conditions are summarized in the following table.

Table 7 Capacity Analysis for Cornwall Road & Trafalgar Road

Traffic Condition	AM Peak Hour		PM Peak Hour	
	Movement v/c (LOS) Delay(sec)	95th Percentile Queue	Movement v/c (LOS) Delay(sec)	95th Percentile Queue
Existing 2021	<u>Overall: 0.72 (C) 35</u> EBL = 0.86 (E) 70 EBTR = 0.51 (D) 40 WBL = 0.08 (D) 43 WBT = 0.58 (D) 48 WBR = 0.45 (A) 1 NBL = 0.21 (C) 32 NBTR = 0.39 (D) 39 SBL = 0.8 (D) 52 SBT = 0.63 (C) 25 SBR = 0.27 (B) 18	EBL = 80 m EBTR = 80 m WBL = 5 m WBT = 45 m WBR = 60 m NBL = 15 m NBTR = 70 m SBL = 120 m SBT = 175 m SBR = 30 m	<u>Overall: 0.73 (D) 38</u> EBL = 0.87 (E) 63 EBTR = 0.41 (D) 40 WBL = 0.32 (C) 30 WBT = 0.68 (D) 48 WBR = 0.45 (A) 1 NBL = 0.2 (C) 32 NBTR = 0.52 (D) 44 SBL = 0.77 (E) 62 SBT = 0.64 (D) 36 SBR = 0.28 (C) 28	EBL = 85 m EBTR = 80 m WBL = 20 m WBT = 100 m WBR = 15 m NBL = 15 m NBTR = 90 m SBL = 80 m SBT = 155 m SBR = 30 m
Future Background 2026	<u>Overall: 0.74 (D) 36</u> EBL = 0.9 (E) 77 EBTR = 0.56 (D) 42 WBL = 0.11 (D) 43 WBT = 0.62 (D) 48 WBR = 0.48 (A) 1 NBL = 0.25 (D) 36 NBTR = 0.48 (D) 44 SBL = 0.78 (D) 48 SBT = 0.66 (C) 27 SBR = 0.29 (B) 19	EBL = 85 m EBTR = 85 m WBL = 10 m WBT = 50 m WBR = 75 m NBL = 15 m NBTR = 75 m SBL = 135 m SBT = 195 m SBR = 35 m	<u>Overall: 0.76 (D) 39</u> EBL = 0.9 (E) 66 EBTR = 0.44 (D) 40 WBL = 0.34 (C) 31 WBT = 0.72 (D) 49 WBR = 0.47 (A) 1 NBL = 0.22 (C) 33 NBTR = 0.56 (D) 45 SBL = 0.79 (E) 62 SBT = 0.67 (D) 37 SBR = 0.31 (C) 28	EBL = 95 m EBTR = 85 m WBL = 20 m WBT = 105 m WBR = 15 m NBL = 15 m NBTR = 95 m SBL = 80 m SBT = 165 m SBR = 35 m
Future Total 2026	<u>Overall: 0.76 (D) 37</u> EBL = 0.91 (E) 75 EBTR = 0.56 (D) 41 WBL = 0.12 (D) 43 WBT = 0.62 (D) 49 WBR = 0.48 (A) 1 NBL = 0.25 (C) 34 NBTR = 0.45 (D) 42 SBL = 0.83 (D) 52 SBT = 0.67 (C) 27 SBR = 0.29 (B) 19	EBL = 90 m EBTR = 90 m WBL = 10 m WBT = 50 m WBR = 75 m NBL = 15 m NBTR = 75 m SBL = 135 m SBT = 195 m SBR = 35 m	<u>Overall: 0.76 (D) 42</u> EBL = 0.8 (E) 69 EBTR = 0.39 (D) 44 WBL = 0.37 (D) 41 WBT = 0.72 (E) 57 WBR = 0.47 (A) 1 NBL = 0.26 (D) 36 NBTR = 0.61 (D) 48 SBL = 0.8 (E) 64 SBT = 0.7 (D) 40 SBR = 0.33 (C) 30	EBL = 85 m EBTR = 90 m WBL = 35 m WBT = 110 m WBR = 15 m NBL = 20 m NBTR = 95 m SBL = 85 m SBT = 165 m SBR = 35 m

Under existing 2021 conditions, this signalized intersection is operating with all individual movements at reported v/c below critical levels. Slight adjustments to the existing p.m. peak hour signal timings were made as it was exhibiting critical movements with v/c ratios of above 1.00.

Under future background 2026 traffic conditions, all individual movements are expected to continue to operate at v/c ratios below critical. Overall, there is nominal increases from existing 2021 capacity values. Slight adjustments to the existing p.m. peak hour signal timings were made as it was exhibiting critical movements with v/c ratios of above 1.00.

With the added site traffic under the 2026 total traffic conditions, the intersection is expected to operate with below critical v/c ratios, LOS, delays, and queuing during the a.m. and p.m. peak hour for all movements. Full signal split

optimizations were applied to the p.m. peak hour. The overall effect of the site traffic in the a.m. peak hour is negligible and during the p.m. peak the effect is also negligible when combined with signal split optimizations.

Signal timing optimizations were applied minimize critical movements. There are no geometric improvements recommended for this intersection in response to the addition of site traffic.

6.5 Cornwall Road & Reynolds Street

Capacity analysis at this intersection during the weekday a.m. and p.m. peak hours for the existing, future background, and future total traffic conditions are summarized in the following table.

Table 8 Capacity Analysis for Cornwall Road & Reynolds Street

Traffic Condition	AM Peak Hour		PM Peak Hour	
	Movement v/c (LOS) Delay(sec)	95th Percentile Queue	Movement v/c (LOS) Delay(sec)	95th Percentile Queue
Existing 2021	<u>Overall: 0.42 (A) 7</u> EBTL = 0.37 (A) 1 EBR = 0.22 (A) 0 WBL = 0.1 (A) 4 WBTR = 0.36 (A) 5 NBL = 0.67 (E) 62 NBTR = 0.03 (D) 49 SBL = 0.01 (D) 48 SBTR = 0.02 (D) 48	EBTL = 5 m EBR = 0 m WBL = 10 m WBTR = 60 m NBL = 60 m NBTR = 10 m SBL = 5 m SBTR = 10 m	<u>Overall: 0.52 (B) 15</u> EBTL = 0.3 (A) 9 EBR = 0.09 (B) 19 WBL = 0.16 (A) 6 WBTR = 0.45 (A) 8 NBL = 0.75 (E) 62 NBTR = 0.08 (D) 44 SBL = 0.05 (D) 44 SBTR = 0.04 (D) 44	EBTL = 45 m EBR = 10 m WBL = 15 m WBTR = 95 m NBL = 75 m NBTR = 15 m SBL = 10 m SBTR = 15 m
Future Background 2026	<u>Overall: 0.52 (A) 8</u> EBTL = 0.48 (A) 1 EBR = 0.23 (A) 0 WBL = 0.13 (A) 5 WBTR = 0.38 (A) 6 NBL = 0.69 (E) 62 NBTR = 0.02 (D) 48 SBL = 0.07 (D) 48 SBTR = 0.03 (D) 48	EBTL = 5 m EBR = 0 m WBL = 10 m WBTR = 65 m NBL = 60 m NBTR = 10 m SBL = 10 m SBTR = 10 m	<u>Overall: 0.54 (B) 16</u> EBTL = 0.31 (A) 10 EBR = 0.1 (C) 20 WBL = 0.18 (A) 7 WBTR = 0.48 (A) 9 NBL = 0.76 (E) 62 NBTR = 0.08 (D) 43 SBL = 0.05 (D) 43 SBTR = 0.04 (D) 43	EBTL = 50 m EBR = 15 m WBL = 20 m WBTR = 105 m NBL = 80 m NBTR = 15 m SBL = 10 m SBTR = 15 m
Future Total 2026	<u>Overall: 0.53 (A) 8</u> EBTL = 0.49 (A) 1 EBR = 0.23 (A) 0 WBL = 0.13 (A) 5 WBTR = 0.38 (A) 6 NBL = 0.69 (E) 62 NBTR = 0.02 (D) 48 SBL = 0.07 (D) 48 SBTR = 0.03 (D) 48	EBTL = 5 m EBR = 0 m WBL = 10 m WBTR = 65 m NBL = 60 m NBTR = 10 m SBL = 10 m SBTR = 10 m	<u>Overall: 0.55 (B) 14</u> EBTL = 0.32 (A) 6 EBR = 0.1 (A) 6 WBL = 0.18 (A) 7 WBTR = 0.48 (A) 9 NBL = 0.76 (E) 62 NBTR = 0.08 (D) 43 SBL = 0.05 (D) 43 SBTR = 0.04 (D) 43	EBTL = 80 m EBR = 15 m WBL = 20 m WBTR = 110 m NBL = 80 m NBTR = 15 m SBL = 10 m SBTR = 15 m

Under the 2021 existing conditions, this signalized intersection is expected to operate with all individual movements operating at reported v/c ratios well below critical levels.

Under the 2026 future background conditions, v/c ratios increase only slightly and remain below critical levels with no meaningful increase in queues or delays.

With the addition of site traffic for the 2026 future total conditions, the v/c ratios increase only slightly and remain below critical levels with no meaningful increase in queues or delays.

The capacity analysis demonstrates that the operational impact of the subject site traffic to this intersection is minimal and will not negatively impact the traffic flow through the study area.

No geometric improvements or signal optimizations are recommended.

6.6 Old Mill Road & Oakville GO Parking Lot Access (West GO Access)

Table 9 Capacity Analysis for Old Mill Road & Oakville GO Parking Lot Access (West GO Access)

Traffic Condition	AM Peak Hour		PM Peak Hour	
	Movement v/c (LOS) Delay(sec)	95th Percentile Queue	Movement v/c (LOS) Delay(sec)	95th Percentile Queue
Existing 2021	WBLR = 0.12 (B) 10 NBTR = 0.14 (A) 0 SBTL = 0 (A) 0 SBT = 0.03 (A) 0	WBLR = 5 m NBTR = 0 m SBTL = 0 m SBT = 0 m	WBLR = 0.27 (B) 11 NBTR = 0.07 (A) 0 SBTL = 0 (A) 0 SBT = 0.02 (A) 0	WBLR = 10 m NBTR = 0 m SBTL = 0 m SBT = 0 m
Future Background 2026	WBLR = 0.12 (B) 10 NBTR = 0.14 (A) 0 SBTL = 0 (A) 0 SBT = 0.03 (A) 0	WBLR = 5 m NBTR = 0 m SBTL = 0 m SBT = 0 m	WBLR = 0.28 (B) 11 NBTR = 0.08 (A) 0 SBTL = 0 (A) 0 SBT = 0.02 (A) 0	WBLR = 10 m NBTR = 0 m SBTL = 0 m SBT = 0 m
Future Total 2026	WBLR = 0.13 (B) 10 NBTR = 0.15 (A) 0 SBTL = 0 (A) 0 SBT = 0.05 (A) 0	WBLR = 5 m NBTR = 0 m SBTL = 0 m SBT = 0 m	WBLR = 0.3 (B) 12 NBTR = 0.1 (A) 0 SBTL = 0 (A) 0 SBT = 0.03 (A) 0	WBLR = 10 m NBTR = 0 m SBTL = 0 m SBT = 0 m

Under the 2021 existing conditions, this unsignalized intersection is expected to operate with all individual movements operating at reported v/c ratios well below critical levels and the LOS of movements all at or below rank B.

Under the 2026 future background conditions, v/c ratios increase only slightly and remain below critical levels with no meaningful increase in queues or delays.

With the addition of site traffic for the 2026 future total conditions, the v/c ratios increase only slightly and remain below critical levels with no meaningful increase in queues or delays.

The capacity analysis demonstrates that the operational impact of the subject site traffic to this intersection is minimal and will not negatively impact the traffic flow through the study area.

No geometric improvements or signal optimizations are recommended.

6.7 Old Mill Road & Site Entrance

Table 10 Capacity Analysis for Old Mill Road & Site Entrance

Traffic Condition	AM Peak Hour		PM Peak Hour	
	Movement v/c (LOS) Delay(sec)	95th Percentile Queue	Movement v/c (LOS) Delay(sec)	95th Percentile Queue
Existing 2021	EBR = 0.04 (A) 8 NBL = 0 (A) 7	EBR = 5 m NBL = 5 m	EBR = 0.02 (A) 8 NBL = 0.03 (A) 7	EBR = 5 m NBL = 5 m
Future Background 2026	EBR = 0.04 (A) 8 NBL = 0 (A) 7	EBR = 5 m NBL = 5 m	EBR = 0.02 (A) 8 NBL = 0.04 (A) 7	EBR = 5 m NBL = 5 m
Future Total 2026	EBR = 0.08 (A) 9 NBL = 0.01 (A) 7	EBR = 5 m NBL = 5 m	EBR = 0.05 (A) 8 NBL = 0.06 (A) 7	EBR = 5 m NBL = 5 m

Under the 2021 existing conditions, this unsignalized intersection is expected to operate with all individual movements operating at reported v/c ratios well below critical levels and the LOS of all movements are at rank A.

Under the 2026 future background conditions, v/c ratios increase only slightly and remain below critical levels with no meaningful increase in queues or delays.

With the addition of site traffic for the 2026 future total conditions, the v/c ratios increase only slightly and remain below critical levels with no meaningful increase in queues or delays.

The capacity analysis demonstrates that the operational impact of the subject site traffic to this intersection is minimal and will not negatively impact the traffic flow through the study area.

No geometric improvements or signal optimizations are recommended.

7. Vehicle Swept Path Analysis

GHD undertook a vehicle swept path analysis to assess the site plan circulation for an MSU accessing the loading space, Paratransit bus, emergency vehicle and waste collection truck through the site. The results of the analysis, which are provided in **Appendix F** illustrate that the site can sufficiently accommodate the aforementioned design vehicles with no issues.

8. Parking Assessment

8.1 Existing By-Law Vehicle Parking Requirement

The proposed development consists of 154 residential units.

As per the Town of Oakville's By-law No. 2014-014, dwelling units with less than 75.0 sq.m. net floor area require parking to be provided at a rate of 1.0 space per unit; all units greater than 75.0 sq.m. required parking to be provided at a rate of 1.5 spaces per unit. Of the total parking supply, 25% of the parking must be designated as visitor parking.

The required parking of the subject site as per the By-law is summarized in **Table 6** below.

Table 11 Bylaw Parking Requirement

Units	Town's By-Law Requirement	
	Required Parking Rate per unit	Required Parking Supply
110 units (<75 sq.m. NFA)	1.0	110
44 units (>75 sq.m. NFA)	1.5	66
Total Parking Req		176
<i>Resident Spaces</i>		132
<i>Visitor spaces (25% of total)</i>		44

The proposed site plan provides a total parking supply of 166 parking spaces located within the underground parking garage. An additional 32 parking spaces currently located on the adjacent property at 60 Old Mill also belong to the subject site consisting of 26 surface spaces and 6 located within the adjacent underground parking garage. In total, 198 parking spaces are provided resulting in a surplus of 22 parking spaces for the site.

8.2 Existing By-Law Bicycle Parking Requirement

As per the Town of Oakville's parking By-law No. 2014-014, apartment buildings require 1.0 bicycle parking space per unit, with a maximum requirement of 30 spaces. 0.25 of bicycle parking required will be designated as visitor parking.

As the site has 154 units, this incurs the maximum requirement of 30 spaces. 8 spaces are required to be designated as visitor bicycle parking.

The current site has 59 long-term indoor bicycle parking spaces located in on the mezzanine level. 8 outdoor at-grade short-term visitor bicycle spaces are provided. This exceeds the by-law requirement resulting in a surplus of 37 total bicycle parking spaces.

9. TDM Measures

9.1 Transportation Demand Management

TDM refers to a variety of strategies to reduce congestion, minimize the number of single-occupant vehicles, encourage non-auto modes of travel, and reduce vehicle dependency to create a sustainable transportation system.

TDM strategies have multiple benefits including the following:

- Reduced auto related emissions to improve air quality
- Decreased traffic congestion to reduce travel time
- Increased travel options for businesses and commuters
- Reduced personal transportation costs and energy consumptions
- Support Provincial smart growth objectives

The combined benefits listed above will assist in creating a more active and liveable community through improvements to overall active transportation standards for the local businesses and surrounding community.

9.2 Identification of TDM Opportunities

- The potential TDM opportunities to support modal shifts directly related to the development will be as follows:
 1. Carpool parking at the site to encourage residents to carpool;
 2. Secure bicycle parking for residents and visitors.
 3. Information for cyclists, transit users and walkers (e.g., transit network map, cycling map);
 4. Provide education on opportunities for active transportation.

9.3 Proposed TDM Measures for the Development

9.3.1 Objectives

In the context that the primary objective is to reduce single occupancy vehicle use, the TDM plan will review opportunities to set realistic targets for increased use of carpooling, transit, cycling, and walking trips. This plan recommends measures for the first two years with a pre and post baseline commuter survey of all residents.

9.3.2 Proposed TDM Measures

The proposed TDM measures for the subject site are:

- **Sidewalk Connectivity**

Internal sidewalks through the site are proposed providing connections to the external network on Old Mill Road and the adjacent GO Transit Terminal.

- **Bicycle Parking**

- The Town of Oakville Parking By-Law requires 0.25 bicycle parking spaces per apartment unit with a maximum of requirement of 30 spaces. 25% of the required bicycle parking is to be reserved for visitor parking, resulting in a requirement of 30 total bicycle parking spaces for the site, 8 of which should be designated for visitors.
 - Short-term bicycle parking to be provided to encourage cycling when appropriate in the form of conveniently located bicycle racks on the ground floor. 8 short-term bicycle parking spaces are provided outdoors on ground level for visitors.
 - Long-term bicycle parking is also provided to encourage cycling by residents when appropriate in the form of conveniently located bicycle storage facilities in the underground parking garage. In total 59 long-term parking spaces are provided on the mezzanine level.

10. Conclusions and Recommendations

The capacity analysis of the future traffic conditions confirms that the proposed development generated traffic can be accommodated by the existing transportation infrastructure during both the weekday a.m. and p.m. peak hours without significantly impacting the operation of the site access and study intersections.

The operational impact of the added site traffic is not expected to be noticeable to motorists travelling through the immediate surrounding road network and is not expected to contribute to any significant deterioration of overall network's operational performance with proper signal timing split optimizations. No geometric improvements have been recommended in response to the proposed development. Signal optimizations are recommended in response to general corridor growth.

The proposed site plan provides for proper circulation of design vehicles through the site and the site access provides suitable access onto Old Mill Road.

Lastly, the proposed parking supply for the site exceeds the minimum By-law requirement of 176 vehicle parking spaces via the provision of 198 parking spaces, resulting in a surplus of 22 parking spaces for the site. The current site exceeds the requirement of 30 bicycle parking spaces, with a surplus of 37 spaces.

We trust that we have addressed the pertinent transportation matters for this proposed development and please do not hesitate to contact us for further clarification of any point.

Sincerely,

GHD



William Maria, P. Eng.
Transportation Planning Lead

Appendices

Appendix A

Site Plan Details

Appendix B

Terms of Reference

Will Maria

From: Aquisha Khan <aquisha.khan@oakville.ca>
Sent: Tuesday, September 7, 2021 9:32 AM
To: Will Maria
Subject: RE: TOR for 70 Old Mill Road

Hi Will;

Sorry for the delayed response. Please find my comments below:

- The scope of work and the study intersections are acceptable.
- Traffic counts should be undertaken next week as opposed to this week.
- Would there be any anticipated retail developments proposed within this building?
- Include a TDM section in the report.
- Include a Parking section in the report, this should include both bicycle and vehicle parking.
- The minimum truck turning template for a fire truck should 12m in length.

If you have any further questions, please feel free to contact me via email or teams messenger.

Regards;

Aquisha Khan, P. Eng.
Transportation Engineer,
Transportation and Engineering
Town of Oakville | 905-845-6601 | www.oakville.ca

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From: Will Maria <William.Maria@ghd.com>
Sent: September 7, 2021 8:33 AM
To: Aquisha Khan <aquisha.khan@oakville.ca>
Subject: RE: TOR for 70 Old Mill Road

SECURITY CAUTION: This email originated from outside of The Town of Oakville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Aquisha, just following up on the TOR I sent you for this project.
We are hoping to get out there soon to complete the counts if you agree with our scope.
Thanks,

Will

William C. Maria, P.Eng.
Transportation Planning Lead

GHD Ltd.

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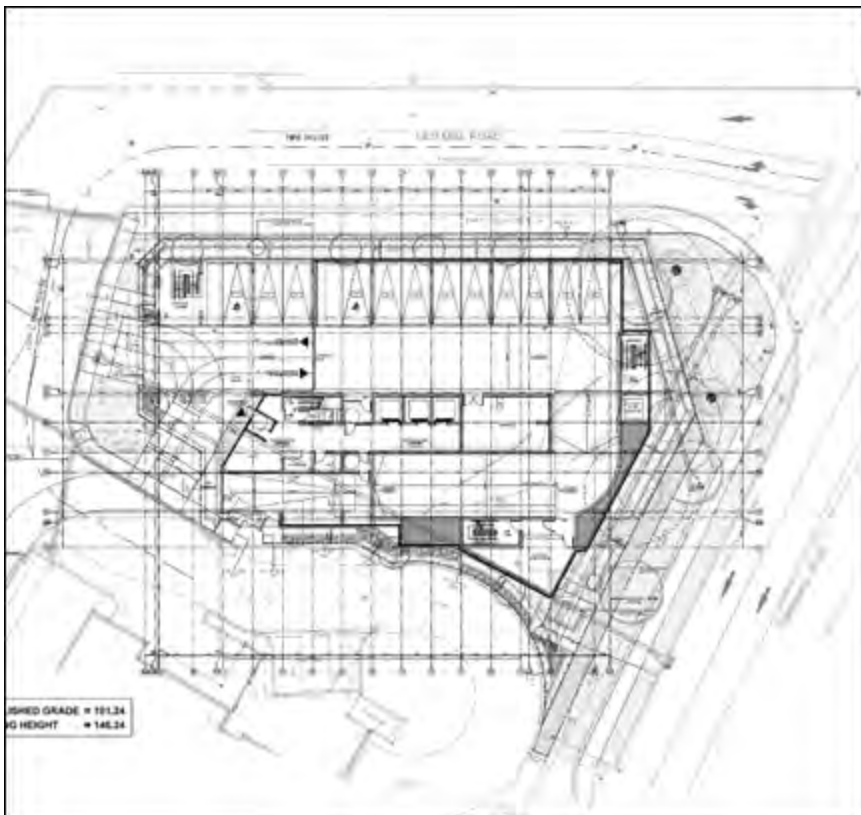
From: Will Maria
Sent: Friday, August 27, 2021 12:32 PM
To: 'Aquisha Khan' <aquisha.khan@oakville.ca>
Subject: TOR for 70 Old Mill Road

Hi Aquisha,

GHD Inc. has been retained to prepare an updated Transportation Impact Study for the residential building located at 70 Old Mill at the intersection of Cornwall Road and Old Mill Road in the Town of Oakville.

In order to properly scope this project we ask that the Town provide comments on the following scope and confirm if there are any additional items required as part of the study.

The proposed site plan is below.



GHD previously completed a traffic study for this site in 2013, our scope of work proposed is similar.

A traffic assessment (horizon years) for existing 2021 and a five year horizon from the date of the report (2026) will be undertaken.

The concept plan is for a 12 storey building with 154 residential units and 175 parking spaces.

Access will be provided through the existing driveway from Old Mill road into the condo complex.

The following key issues be addressed by the study:

- Establish updated existing and future operating conditions (with respect to inbound/outbound delays and queuing) for the study intersections including anticipated corridor growth and future development.
- Review the expected trip generation and distribution of the development and determine the future impacts of same on the proposed site access operations.
- Review the site plan in the context of operational/geometric issues. Provide recommendations on how to address any deficiencies (if any are revealed).

Terms of Reference

The following study intersections have been selected and are consistent with the previous study:

- Speers Road / Cornwall Road & Cross Avenue;
- Cornwall Road & Old Mill Road;
- Cornwall Road & Oakville GO Parking Structure Access (South GO Access);
- Cornwall Road & Trafalgar Road;
- Cornwall Road & Reynolds Street; and
- Old Mill Road & Oakville GO Parking Lot Access (West GO Access).

Updated traffic data will be obtained for the study intersections. As per our previous discussion with the Town, data to be collected once school reopens.

Signal timings will be obtained from the municipality.

Future background traffic within the selected planning horizon generated by other developments including (please identify what developments to include as background traffic).

Traffic due to general background growth (non-specific development traffic) will be accounted for through a 2 percent per annum corridor growth rate as per our previous study.

Please advise on any potential/committed future road / intersection / other transportation infrastructure improvements within the study area that could affect local traffic distribution or assignments. Their effects on traffic patterns will be accounted for in all future traffic projections.

Trip generation estimates will be prepared for the weekday am and pm peak hours, for the proposed development using ITE trip generation data.

Transit mode split and non-auto trip rates methodologies will be clearly documented in the report based on TTS data.

The directional distribution of traffic approaching and departing the site (via the driveways) will be determined based upon a review of existing traffic patterns, the Toronto Tomorrow Survey 2016 (TTS).

The site traffic will be assigned to the study area roadway network in accordance with our interpretation of these various patterns.

Review the proposed site plan with respect to the acceptability of the following:

- Site accesses including existing accesses adjacent to and / or directly opposite of the site;
- A review of on-site loading, fire truck and waste removal activities, using AutoTurn pathway analysis;
- Pedestrian access points and walking routes / distances, including routes for persons with disabilities;
- Locations and walking distances of nearby transit stops; and

- Document our review of internal and underground circulation, and truck loading using AutoTURN software

If the above scope is acceptable to the Town then it will form the basis of our scope of work.

Will

William C. Maria, P.Eng.
Transportation Planning Lead

GHD Ltd.

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Appendix C

Existing Traffic Counts



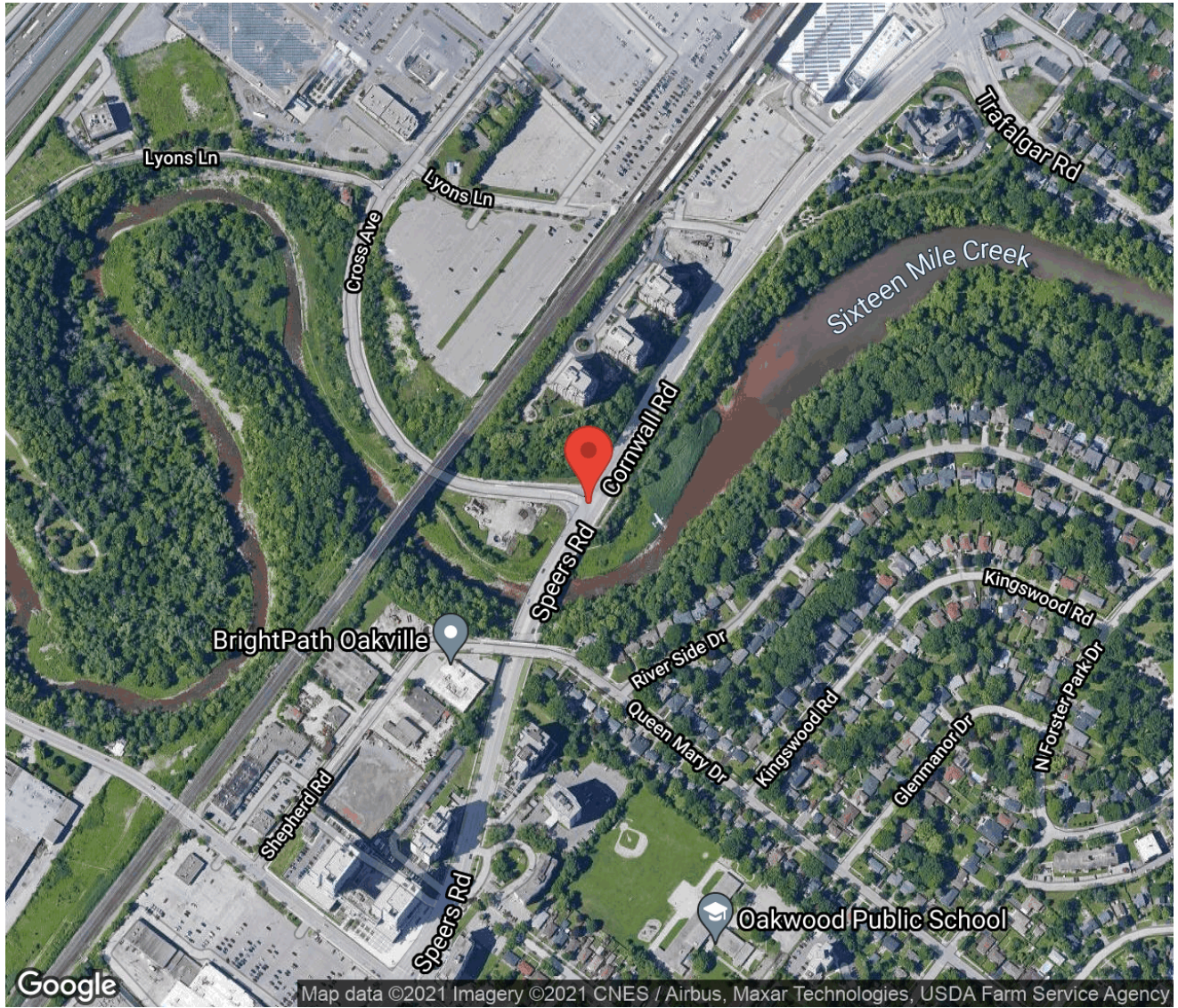
Project #21-174 - GHD

Intersection Count Report

Intersection:	Cornwall Rd & Cross Ave
Municipality:	Oakville
Count Date:	Sep 29, 2021
Site Code:	2117400001
Count Categories:	Cars, Trucks, Buses, Bicycles, Pedestrians
Count Period:	07:00-09:00, 16:00-19:00
Weather:	Clear

Traffic Count Map

Intersection: Cornwall Rd & Cross Ave
Site Code: 211740001
Municipality: Oakville
Count Date: Sep 29, 2021





Traffic Count Summary

Intersection: Cornwall Rd & Cross Ave
 Site Code: 2117400001
 Municipality: Oakville
 Count Date: Sep 29, 2021

Cornwall Rd - Traffic Summary

Hour	East Approach Totals						West Approach Totals						Total
	Includes Cars, Trucks, Buses, Bicycles						Includes Cars, Trucks, Buses, Bicycles						
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	
07:00 - 08:00	0	219	4	0	223	0	125	392	0	0	517	0	740
08:00 - 09:00	0	522	6	0	528	1	180	553	0	1	734	0	1262
BREAK													
16:00 - 17:00	0	648	20	0	668	7	213	648	0	2	863	0	1531
17:00 - 18:00	0	568	19	0	587	5	203	567	0	1	771	1	1358
18:00 - 19:00	0	372	15	0	387	2	135	427	0	2	564	0	951
GRAND TOTAL	0	2329	64	0	2393	15	856	2587	0	6	3449	1	5842



Traffic Count Data

Intersection: Cornwall Rd & Cross Ave
 Site Code: 2117400001
 Municipality: Oakville
 Count Date: Sep 29, 2021

North Approach - Cross Ave

Start Time	Cars					Trucks					Buses					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
07:00	0	0	6	0	6	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	1
07:15	0	0	15	0	15	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	2
07:30	0	0	18	0	18	0	0	1	0	1	0	0	3	0	3	0	0	0	0	0	2
07:45	1	0	21	0	22	0	0	1	0	1	0	0	4	0	4	0	0	0	0	0	1
08:00	1	0	31	0	32	0	0	3	0	3	0	0	3	0	3	0	0	0	0	0	1
08:15	0	0	51	1	52	1	0	1	0	2	0	0	4	0	4	0	0	0	0	0	0
08:30	2	0	35	0	37	0	0	1	0	1	0	0	3	0	3	0	0	0	0	0	1
08:45	0	0	29	0	29	0	0	1	0	1	0	0	8	0	8	0	0	1	0	1	3
SUBTOTAL	4	0	206	1	211	1	0	8	0	9	0	0	33	0	33	0	0	1	0	1	11



Traffic Count Data

Intersection: Cornwall Rd & Cross Ave
 Site Code: 2117400001
 Municipality: Oakville
 Count Date: Sep 29, 2021

North Approach - Cross Ave

Start Time	Cars					Trucks					Buses					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
16:00	2	0	81	0	83	0	0	1	0	1	0	0	4	0	4	0	0	1	0	1	5
16:15	2	0	95	0	97	0	0	1	0	1	0	0	5	0	5	0	0	0	0	0	0
16:30	4	0	66	0	70	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	4
16:45	4	0	84	0	88	0	0	2	0	2	0	0	4	0	4	0	0	0	0	0	6
17:00	1	0	81	0	82	0	0	1	0	1	0	0	3	0	3	0	0	0	0	0	4
17:15	4	0	65	0	69	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	1
17:30	4	0	53	0	57	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	3
17:45	1	0	75	0	76	0	0	0	0	0	0	0	8	0	8	0	0	0	0	0	2
18:00	2	0	50	0	52	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	5
18:15	3	0	65	0	68	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	6
18:30	4	0	44	0	48	0	0	1	0	1	0	0	3	0	3	0	0	0	0	0	2
18:45	5	0	48	0	53	0	0	1	0	1	0	0	5	0	5	0	0	0	0	0	1
SUBTOTAL	36	0	807	0	843	0	0	7	0	7	0	0	49	0	49	0	0	1	0	1	39
GRAND TOTAL	40	0	1013	1	1054	1	0	15	0	16	0	0	82	0	82	0	0	2	0	2	50



Traffic Count Data

Intersection: Cornwall Rd & Cross Ave
 Site Code: 2117400001
 Municipality: Oakville
 Count Date: Sep 29, 2021

East Approach - Cornwall Rd

Start Time	Cars					Trucks					Buses					Bicycles					Total Peds	
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total		
07:00	0	29	1	0	30	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	37	2	0	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	51	0	0	51	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0
07:45	0	90	1	0	91	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	0	0
08:00	0	104	0	0	104	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0
08:15	0	134	1	0	135	0	5	1	0	6	0	2	0	0	2	0	0	0	0	0	0	0
08:30	0	119	1	0	120	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1
08:45	0	148	3	0	151	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0
SUBTOTAL	0	712	9	0	721	0	15	1	0	16	0	14	0	0	14	0	0	0	0	0	0	1



Traffic Count Data

Intersection: Cornwall Rd & Cross Ave
 Site Code: 2117400001
 Municipality: Oakville
 Count Date: Sep 29, 2021

East Approach - Cornwall Rd

Start Time	Cars					Trucks					Buses					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
16:00	0	190	5	0	195	0	4	0	0	4	0	1	0	0	1	0	0	0	0	0	2
16:15	0	132	5	0	137	0	4	0	0	4	0	1	0	0	1	0	0	0	0	0	2
16:30	0	165	7	0	172	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
16:45	0	150	3	0	153	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:00	0	164	3	0	167	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0
17:15	0	133	8	0	141	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
17:30	0	148	4	0	152	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
17:45	0	117	4	0	121	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
18:00	0	110	5	0	115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	111	4	0	115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	76	4	0	80	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	75	2	0	77	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
SUBTOTAL	0	1571	54	0	1625	0	14	0	0	14	0	3	0	0	3	0	0	0	0	0	14
GRAND TOTAL	0	2283	63	0	2346	0	29	1	0	30	0	17	0	0	17	0	0	0	0	0	15



Traffic Count Data

Intersection: Cornwall Rd & Cross Ave
 Site Code: 2117400001
 Municipality: Oakville
 Count Date: Sep 29, 2021

West Approach - Cornwall Rd

Start Time	Cars					Trucks					Buses					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
07:00	12	54	0	0	66	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0
07:15	25	100	0	0	125	1	3	0	0	4	4	0	0	4	0	0	0	0	0	0	0
07:30	26	109	0	0	135	4	3	0	0	7	3	6	0	9	0	0	0	0	0	0	0
07:45	42	110	0	0	152	2	3	0	0	5	4	4	0	8	0	0	0	0	0	0	0
08:00	40	149	0	0	189	0	7	0	0	7	3	3	0	6	0	0	0	0	0	0	0
08:15	46	140	0	1	187	0	3	0	0	3	3	2	0	5	0	0	0	0	0	0	0
08:30	42	133	0	0	175	1	4	0	0	5	4	0	0	4	0	0	0	0	0	0	0
08:45	35	110	0	0	145	2	2	0	0	4	4	0	0	4	0	0	0	0	0	0	0
SUBTOTAL	268	905	0	1	1174	10	25	0	0	35	27	15	0	42	0	0	0	0	0	0	0



Traffic Count Data

Intersection: Cornwall Rd & Cross Ave
 Site Code: 2117400001
 Municipality: Oakville
 Count Date: Sep 29, 2021

West Approach - Cornwall Rd

Start Time	Cars					Trucks					Buses					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
16:00	42	172	0	1	215	0	7	0	0	7	3	0	0	0	3	0	0	0	0	0	0
16:15	56	162	0	1	219	0	3	0	0	3	4	0	0	0	4	0	0	0	0	0	0
16:30	51	165	0	0	216	0	4	0	0	4	3	0	0	0	3	0	0	0	0	0	0
16:45	48	133	0	0	181	2	2	0	0	4	4	0	0	0	4	0	0	0	0	0	0
17:00	48	150	0	0	198	3	1	0	0	4	3	0	0	0	3	0	1	0	0	1	0
17:15	43	132	0	1	176	0	4	0	0	4	4	0	0	0	4	0	1	0	0	1	1
17:30	44	149	0	0	193	0	1	0	0	1	2	0	0	0	2	0	0	0	0	0	0
17:45	47	126	0	0	173	2	2	0	0	4	7	0	0	0	7	0	0	0	0	0	0
18:00	35	129	0	0	164	0	1	0	0	1	3	0	0	0	3	0	0	0	0	0	0
18:15	25	102	0	1	128	3	0	0	0	3	3	0	0	0	3	0	0	0	0	0	0
18:30	29	101	0	0	130	2	0	0	1	3	3	0	0	0	3	0	0	0	0	0	0
18:45	29	94	0	0	123	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0
SUBTOTAL	497	1615	0	4	2116	12	25	0	1	38	42	0	0	0	42	0	2	0	0	2	1
GRAND TOTAL	765	2520	0	5	3290	22	50	0	1	73	69	15	0	0	84	0	2	0	0	2	1

Peak Hour Diagram

Specified Period

From: 07:00:00
To: 09:00:00

One Hour Peak

From: 08:00:00
To: 09:00:00

Intersection: Cornwall Rd & Cross Ave
Site Code: 2117400001
Count Date: Sep 29, 2021

Weather conditions: Clear

**** Signalized Intersection ****

Major Road: Cornwall Rd runs E/W

North Approach

	Out	In	Total
	150	169	319
	7	4	11
	18	14	32
	1	0	1
Totals	176	187	363

Cross Ave

	1	0	0
	18	0	0
	6	1	0
	146	3	1
Totals	171	4	1

East Approach

	Out	In	Total
	510	535	1045
	11	17	28
	7	5	12
	0	0	0
Totals	528	557	1085

Cornwall Rd

				Totals
0	0	0	1	1
0	14	3	163	180
0	5	16	532	553

Peds: 5

Peds: 0



Peds: 1

Peds: 0

Cornwall Rd

Totals				
0	0	0	0	0
6	5	1	0	0
522	505	10	7	0

West Approach

Out	In	Total
696	652	1348
19	16	35
19	25	44
0	1	1
734	694	1428

- Cars

- Trucks

- Buses

- Bicycles

Comments



Peak Hour Summary

Intersection: Cornwall Rd & Cross Ave
 Site Code: 2117400001
 Count Date: Sep 29, 2021
 Period: 07:00 - 09:00

Peak Hour Data (08:00 - 09:00)

Start Time	North Approach Cross Ave						South Approach				East Approach Cornwall Rd						West Approach Cornwall Rd				Total Vehicles					
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑		→	↻	Peds	Total	
08:00	1		37	0	1	38					0			107	0	0	0	107	43	159			0	0	202	347
08:15	1		56	1	0	58					0			141	2	0	0	143	49	145			1	0	195	396
08:30	2		39	0	1	41					0			122	1	0	1	123	47	137			0	0	184	348
08:45	0		39	0	3	39					0			152	3	0	0	155	41	112			0	0	153	347
Grand Total	4		171	1	5	176					0	0		522	6	0	1	528	180	553			1	0	734	1438
Approach %	2.3		97.2	0.6	-	-					-	-		98.9	1.1	0	-	-	24.5	75.3			0.1	-	-	
Totals %	0.3		11.9	0.1	12.2						0			36.3	0.4	0	36.7		12.5	38.5			0.1	51		
PHF	0.5		0.76	0.25	0.76						0			0.86	0.5	0	0.85		0.92	0.87			0.25	0.91	0.91	
Cars	3		146	1	150						0			505	5	0	510		163	532			1	696	1356	
% Cars	75		85.4	100	85.2						0			96.7	83.3	0	96.6		90.6	96.2			100	94.8	94.3	
Trucks	1		6	0	7						0			10	1	0	11		3	16			0	19	37	
% Trucks	25		3.5	0	4						0			1.9	16.7	0	2.1		1.7	2.9			0	2.6	2.6	
Buses	0		18	0	18						0			7	0	0	7		14	5			0	19	44	
% Buses	0		10.5	0	10.2						0			1.3	0	0	1.3		7.8	0.9			0	2.6	3.1	
Bicycles	0		1	0	1						0			0	0	0	0		0	0			0	0	1	
% Bicycles	0		0.6	0	0.6						0			0	0	0	0		0	0			0	0	0.1	
Peds					5	-					0	-					1	-					0	-	6	
% Peds					83.3	-					0	-					16.7	-					0	-	6	

Peak Hour Diagram

Specified Period

From: 16:00:00
To: 19:00:00

One Hour Peak

From: 16:00:00
To: 17:00:00

Intersection: Cornwall Rd & Cross Ave
Site Code: 2117400001
Count Date: Sep 29, 2021

Weather conditions: Clear

**** Signalized Intersection ****

Major Road: Cornwall Rd runs E/W

North Approach

	Out	In	Total
	338	217	555
	4	2	6
	16	14	30
	1	0	1
Totals	359	233	592

Cross Ave

	1	0	0
	16	0	0
	4	0	0
	326	12	0
Totals	347	12	0

East Approach

	Out	In	Total
	657	644	1301
	9	16	25
	2	0	2
	0	0	0
Totals	668	660	1328

Cornwall Rd

				Totals
0	0	0	2	2
0	14	2	197	213
0	0	16	632	648

Peds: 15

Peds: 0



Peds: 7

Peds: 0

Cornwall Rd

Totals				
0	0	0	0	0
20	20	0	0	0
648	637	9	2	0

West Approach

	Out	In	Total
	831	965	1796
	18	13	31
	14	18	32
	0	1	1
Totals	863	997	1860

- Cars

- Trucks

- Buses

- Bicycles

Comments



Peak Hour Summary

Intersection: Cornwall Rd & Cross Ave
 Site Code: 2117400001
 Count Date: Sep 29, 2021
 Period: 16:00 - 19:00

Peak Hour Data (16:00 - 17:00)

Start Time	North Approach Cross Ave						South Approach						East Approach Cornwall Rd						West Approach Cornwall Rd						Total Vehi cles	
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total		
16:00	2		87	0	5	89					0			195	5	0	2	200	45	179			1	0	225	514
16:15	2		101	0	0	103					0			137	5	0	2	142	60	165			1	0	226	471
16:30	4		69	0	4	73					0			166	7	0	2	173	54	169			0	0	223	469
16:45	4		90	0	6	94					0			150	3	0	1	153	54	135			0	0	189	436
Grand Total	12		347	0	15	359					0	0		648	20	0	7	668	213	648			2	0	863	1890
Approach %	3.3		96.7	0	-	-					-	-		97	3	0	-	-	24.7	75.1			0.2	-	-	
Totals %	0.6		18.4	0	19						0			34.3	1.1	0	35.3		11.3	34.3			0.1	45.7		
PHF	0.75		0.86	0	0.87						0			0.83	0.71	0	0.84		0.89	0.91			0.5	0.95	0.92	
Cars	12		326	0		338					0			637	20	0		657	197	632			2		831	1826
% Cars	100		93.9	0		94.2					0			98.3	100	0		98.4	92.5	97.5			100		96.3	96.6
Trucks	0		4	0		4					0			9	0	0		9	2	16			0		18	31
% Trucks	0		1.2	0		1.1					0			1.4	0	0		1.3	0.9	2.5			0		2.1	1.6
Buses	0		16	0		16					0			2	0	0		2	14	0			0		14	32
% Buses	0		4.6	0		4.5					0			0.3	0	0		0.3	6.6	0			0		1.6	1.7
Bicycles	0		1	0		1					0			0	0	0		0	0	0			0		0	1
% Bicycles	0		0.3	0		0.3					0			0	0	0		0	0	0			0		0	0.1
Peds					15	-					0	-						7	-				0	-	22	
% Peds					68.2	-					0	-						31.8	-				0	-		



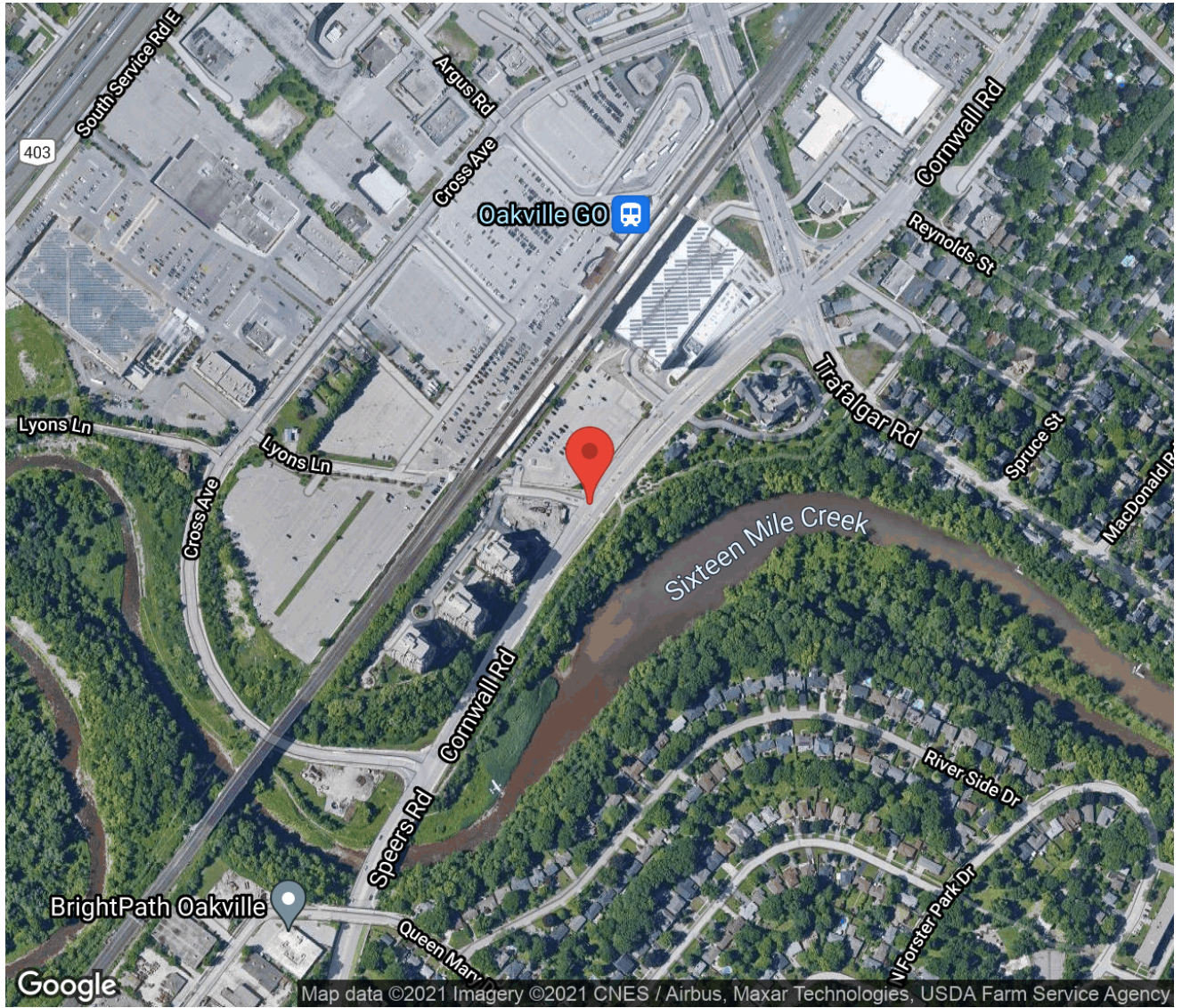
Project #21-174 - GHD

Intersection Count Report

Intersection: Cornwall Rd & Old Mill Rd
Municipality: Oakville
Count Date: Sep 29, 2021
Site Code: 2117400002
Count Categories: Cars, Trucks, Buses, Bicycles, Pedestrians
Count Period: 07:00-09:00, 16:00-19:00
Weather: Clear

Traffic Count Map

Intersection: Cornwall Rd & Old Mill Rd
Site Code: 2117400002
Municipality: Oakville
Count Date: Sep 29, 2021



Traffic Count Summary

Intersection: Cornwall Rd & Old Mill Rd
 Site Code: 2117400002
 Municipality: Oakville
 Count Date: Sep 29, 2021

Cornwall Rd - Traffic Summary

Hour	East Approach Totals						West Approach Totals						Total
	Includes Cars, Trucks, Buses, Bicycles						Includes Cars, Trucks, Buses, Bicycles						
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	
07:00 - 08:00	0	210	8	0	218	4	4	389	0	0	393	0	611
08:00 - 09:00	0	504	25	0	529	3	8	551	0	0	559	1	1088
BREAK													
16:00 - 17:00	0	652	30	0	682	2	18	646	0	1	665	0	1347
17:00 - 18:00	0	564	22	0	586	1	16	560	0	0	576	0	1162
18:00 - 19:00	0	383	26	0	409	5	17	420	0	0	437	0	846
GRAND TOTAL	0	2313	111	0	2424	15	63	2566	0	1	2630	1	5054



Traffic Count Data

Intersection: Cornwall Rd & Old Mill Rd
 Site Code: 2117400002
 Municipality: Oakville
 Count Date: Sep 29, 2021

North Approach - Old Mill Rd

Start Time	Cars					Trucks					Buses					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
07:00	3	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	2	0	3	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30	4	0	2	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45	7	0	10	0	17	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0
08:00	7	0	5	0	12	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
08:15	9	0	5	0	14	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
08:30	7	0	4	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	7	0	6	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
SUBTOTAL	46	0	36	0	82	0	0	1	0	1	3	0	0	0	3	0	0	0	0	0	8



Traffic Count Data

Intersection: Cornwall Rd & Old Mill Rd
 Site Code: 2117400002
 Municipality: Oakville
 Count Date: Sep 29, 2021

North Approach - Old Mill Rd

Start Time	Cars					Trucks					Buses					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
16:00	5	0	6	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
16:15	8	0	5	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	2	0	4	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:45	2	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
17:00	4	0	3	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
17:15	4	0	7	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	4	0	0	0	4	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
17:45	4	0	4	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
18:00	5	0	6	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
18:15	7	0	3	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
18:30	8	0	3	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
18:45	2	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SUBTOTAL	55	0	45	0	100	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	22
GRAND TOTAL	101	0	81	0	182	0	0	2	0	2	3	0	0	0	3	0	0	0	0	0	30



Traffic Count Data

Intersection: Cornwall Rd & Old Mill Rd
 Site Code: 2117400002
 Municipality: Oakville
 Count Date: Sep 29, 2021

East Approach - Cornwall Rd

Start Time	Cars					Trucks					Buses					Bicycles					Total Peds	
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total		
07:00	0	29	0	0	29	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	36	0	0	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	51	1	0	52	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	1
07:45	0	81	4	0	85	0	0	1	0	1	0	5	2	0	7	0	0	0	0	0	0	3
08:00	0	101	5	0	106	0	1	1	0	2	0	3	0	0	3	0	0	0	0	0	0	1
08:15	0	127	6	0	133	0	6	2	0	8	0	0	0	0	0	0	0	0	0	0	0	1
08:30	0	117	4	0	121	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	143	6	0	149	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	0	1
SUBTOTAL	0	685	26	0	711	0	15	5	0	20	0	14	2	0	16	0	0	0	0	0	0	7



Traffic Count Data

Intersection: Cornwall Rd & Old Mill Rd
 Site Code: 2117400002
 Municipality: Oakville
 Count Date: Sep 29, 2021

East Approach - Cornwall Rd

Start Time	Cars					Trucks					Buses					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
16:00	0	189	5	0	194	0	3	0	0	3	0	1	0	0	1	0	1	0	0	1	0
16:15	0	132	10	0	142	0	3	1	0	4	0	1	0	0	1	0	0	0	0	0	2
16:30	0	165	7	0	172	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0
16:45	0	153	7	0	160	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
17:00	0	161	6	0	167	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
17:15	0	133	8	0	141	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0
17:30	0	149	2	0	151	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0
17:45	0	114	5	0	119	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0
18:00	0	112	8	0	120	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	115	4	0	119	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
18:30	0	79	6	0	85	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
18:45	0	77	8	0	85	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
SUBTOTAL	0	1579	76	0	1655	0	13	2	0	15	0	3	0	0	3	0	4	0	0	4	8
GRAND TOTAL	0	2264	102	0	2366	0	28	7	0	35	0	17	2	0	19	0	4	0	0	4	15



Traffic Count Data

Intersection: Cornwall Rd & Old Mill Rd
 Site Code: 2117400002
 Municipality: Oakville
 Count Date: Sep 29, 2021

West Approach - Cornwall Rd

Start Time	Cars					Trucks					Buses					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
07:00	1	52	0	0	53	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0
07:15	1	99	0	0	100	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
07:30	1	109	0	0	110	0	4	0	0	4	0	6	0	0	6	0	0	0	0	0	0
07:45	1	109	0	0	110	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0
08:00	2	149	0	0	151	1	4	0	0	5	0	2	0	0	2	0	0	0	0	0	0
08:15	2	136	0	0	138	0	4	0	0	4	0	2	0	0	2	0	1	0	0	0	1
08:30	2	134	0	0	136	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0
08:45	1	110	0	0	111	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0
SUBTOTAL	11	898	0	0	909	1	25	0	0	26	0	16	0	0	16	0	1	0	0	1	1



Traffic Count Data

Intersection: Cornwall Rd & Old Mill Rd
 Site Code: 2117400002
 Municipality: Oakville
 Count Date: Sep 29, 2021

West Approach - Cornwall Rd

Start Time	Cars					Trucks					Buses					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
16:00	4	169	0	0	173	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0
16:15	7	159	0	0	166	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0
16:30	4	166	0	1	171	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
16:45	3	136	0	0	139	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0
17:00	4	145	0	0	149	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
17:15	4	134	0	0	138	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0
17:30	4	150	0	0	154	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
17:45	4	122	0	0	126	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
18:00	5	127	0	0	132	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
18:15	4	98	0	0	102	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	4	101	0	0	105	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
18:45	4	92	0	0	96	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	51	1599	0	1	1651	0	25	0	0	25	0	0	0	0	0	0	2	0	0	2	0
GRAND TOTAL	62	2497	0	1	2560	1	50	0	0	51	0	16	0	0	16	0	3	0	0	3	1

Peak Hour Diagram

Specified Period

From: 07:00:00
To: 09:00:00

One Hour Peak

From: 08:00:00
To: 09:00:00





Intersection: Cornwall Rd & Old Mill Rd
Site Code: 2117400002
Count Date: Sep 29, 2021

Weather conditions: Clear





**** Signalized Intersection ****

Major Road: Cornwall Rd runs E/W





North Approach

	Out	In	Total
	50	28	78
	1	5	6
	1	0	1
	0	0	0
Totals	52	33	85





Old Mill Rd

	0	0	0
	0	1	0
	1	0	0
	20	30	0
Totals	21	31	0

East Approach

	Out	In	Total
	509	559	1068
	13	16	29
	7	6	13
	0	1	1
Totals	529	582	1111

Cornwall Rd

				Totals
0	0	0	0	0
0	0	1	7	8
1	5	16	529	551

Peds: 5







Peds: 1





Peds: 3

Peds: 0

Cornwall Rd

Totals				
0	0	0	0	0
25	21	4	0	0
504	488	9	7	0

West Approach

	Out	In	Total
	536	508	1044
	17	10	27
	5	7	12
	1	0	1
Totals	559	525	1084

 - Cars

 - Trucks

 - Buses

 - Bicycles

Comments



Peak Hour Summary

Intersection: Cornwall Rd & Old Mill Rd
 Site Code: 2117400002
 Count Date: Sep 29, 2021
 Period: 07:00 - 09:00

Peak Hour Data (08:00 - 09:00)

Start Time	North Approach Old Mill Rd						South Approach						East Approach Cornwall Rd						West Approach Cornwall Rd						Total Vehicles
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	
08:00	8		5	0	2	13					0		105	6	0	1	111	3	155			0	0	158	282
08:15	9		6	0	0	15					0		133	8	0	1	141	2	143			0	0	145	301
08:30	7		4	0	0	11					0		119	4	0	0	123	2	139			0	0	141	275
08:45	7		6	0	3	13					0		147	7	0	1	154	1	114			0	1	115	282
Grand Total	31		21	0	5	52					0	0	504	25	0	3	529	8	551			0	1	559	1140
Approach %	59.6		40.4	0	-	-					-	-	95.3	4.7	0	-	-	1.4	98.6			0	-	-	
Totals %	2.7		1.8	0	4.6						0		44.2	2.2	0	46.4		0.7	48.3			0		49	
PHF	0.86		0.88	0	0.87						0		0.86	0.78	0	0.86		0.67	0.89			0		0.88	0.95
Cars	30		20	0		50					0		488	21	0		509	7	529			0		536	1095
% Cars	96.8		95.2	0		96.2					0		96.8	84	0		96.2	87.5	96			0		95.9	96.1
Trucks	0		1	0		1					0		9	4	0		13	1	16			0		17	31
% Trucks	0		4.8	0		1.9					0		1.8	16	0		2.5	12.5	2.9			0		3	2.7
Buses	1		0	0		1					0		7	0	0		7	0	5			0		5	13
% Buses	3.2		0	0		1.9					0		1.4	0	0		1.3	0	0.9			0		0.9	1.1
Bicycles	0		0	0		0					0		0	0	0		0	0	1			0		1	1
% Bicycles	0		0	0		0					0		0	0	0		0	0	0.2			0		0.2	0.1
Peds					5	-					0	-					3	-				1	-		9
% Peds					55.6	-					0	-					33.3	-				11.1	-		

Peak Hour Diagram

Specified Period

From: 16:00:00
To: 19:00:00

One Hour Peak

From: 16:00:00
To: 17:00:00

Intersection: Cornwall Rd & Old Mill Rd
Site Code: 2117400002
Count Date: Sep 29, 2021

Weather conditions: Clear

**** Signalized Intersection ****

Major Road: Cornwall Rd runs E/W

North Approach

	Out	In	Total
	34	47	81
	0	1	1
	0	0	0
	0	0	0
Totals	34	48	82

Old Mill Rd

	0	0	0
	0	0	0
	0	0	0
	17	17	0
Totals	17	17	0

East Approach

	Out	In	Total
	668	647	1315
	9	15	24
	3	0	3
	2	1	3
Totals	682	663	1345

Cornwall Rd

				Totals
0	0	0	1	1
0	0	0	18	18
1	0	15	630	646

Peds: 5



Peds: 0

Peds: 2

Peds: 0

Cornwall Rd

Totals				
0	0	0	0	0
30	29	1	0	0
652	639	8	3	2

West Approach

	Out	In	Total
	649	657	1306
	15	8	23
	0	3	3
	1	2	3
Totals	665	670	1335

- Cars

- Trucks

- Buses

- Bicycles

Comments

Peak Hour Summary

Intersection: Cornwall Rd & Old Mill Rd
 Site Code: 2117400002
 Count Date: Sep 29, 2021
 Period: 16:00 - 19:00

Peak Hour Data (16:00 - 17:00)

Start Time	North Approach Old Mill Rd						South Approach						East Approach Cornwall Rd						West Approach Cornwall Rd						Total Vehicles
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	
16:00	5		6	0	2	11					0			194	5	0	0	199	4	175		0	0	179	389
16:15	8		5	0	0	13					0			136	11	0	2	147	7	164		0	0	171	331
16:30	2		4	0	1	6					0			168	7	0	0	175	4	168		1	0	173	354
16:45	2		2	0	2	4					0			154	7	0	0	161	3	139		0	0	142	307
Grand Total	17		17	0	5	34					0	0		652	30	0	2	682	18	646		1	0	665	1381
Approach %	50		50	0	-	-					-	-		95.6	4.4	0	-	-	2.7	97.1		0.2	-	-	-
Totals %	1.2		1.2	0	2.5	-					0	-		47.2	2.2	0	49.4	-	1.3	46.8		0.1	-	48.2	-
PHF	0.53		0.71	0	0.65	0					0	0		0.84	0.68	0	0.86	0.64	0.92		0.25	0.93	0.89	0.89	
Cars	17		17	0	34	-					0	-		639	29	0	668	-	18	630		1	649	1351	
% Cars	100		100	0	100	-					0	-		98	96.7	0	97.9	-	100	97.5		100	97.6	97.8	
Trucks	0		0	0	0	-					0	-		8	1	0	9	-	0	15		0	15	24	
% Trucks	0		0	0	0	-					0	-		1.2	3.3	0	1.3	-	0	2.3		0	2.3	1.7	
Buses	0		0	0	0	-					0	-		3	0	0	3	-	0	0		0	0	3	
% Buses	0		0	0	0	-					0	-		0.5	0	0	0.4	-	0	0		0	0	0.2	
Bicycles	0		0	0	0	-					0	-		2	0	0	2	-	0	1		0	1	3	
% Bicycles	0		0	0	0	-					0	-		0.3	0	0	0.3	-	0	0.2		0	0.2	0.2	
Peds					5	-					0	-					2	-				0	-	7	
% Peds					71.4	-					0	-					28.6	-				0	-	7	



Project #21-174 - GHD

Intersection Count Report

Intersection: Cornwall Rd & Oakville GO Parking Structure Access [South GO Access]-Condo Access

Municipality: Oakville

Count Date: Sep 29, 2021

Site Code: 2117400003

Count Categories: Cars, Trucks, Buses, Bicycles, Pedestrians

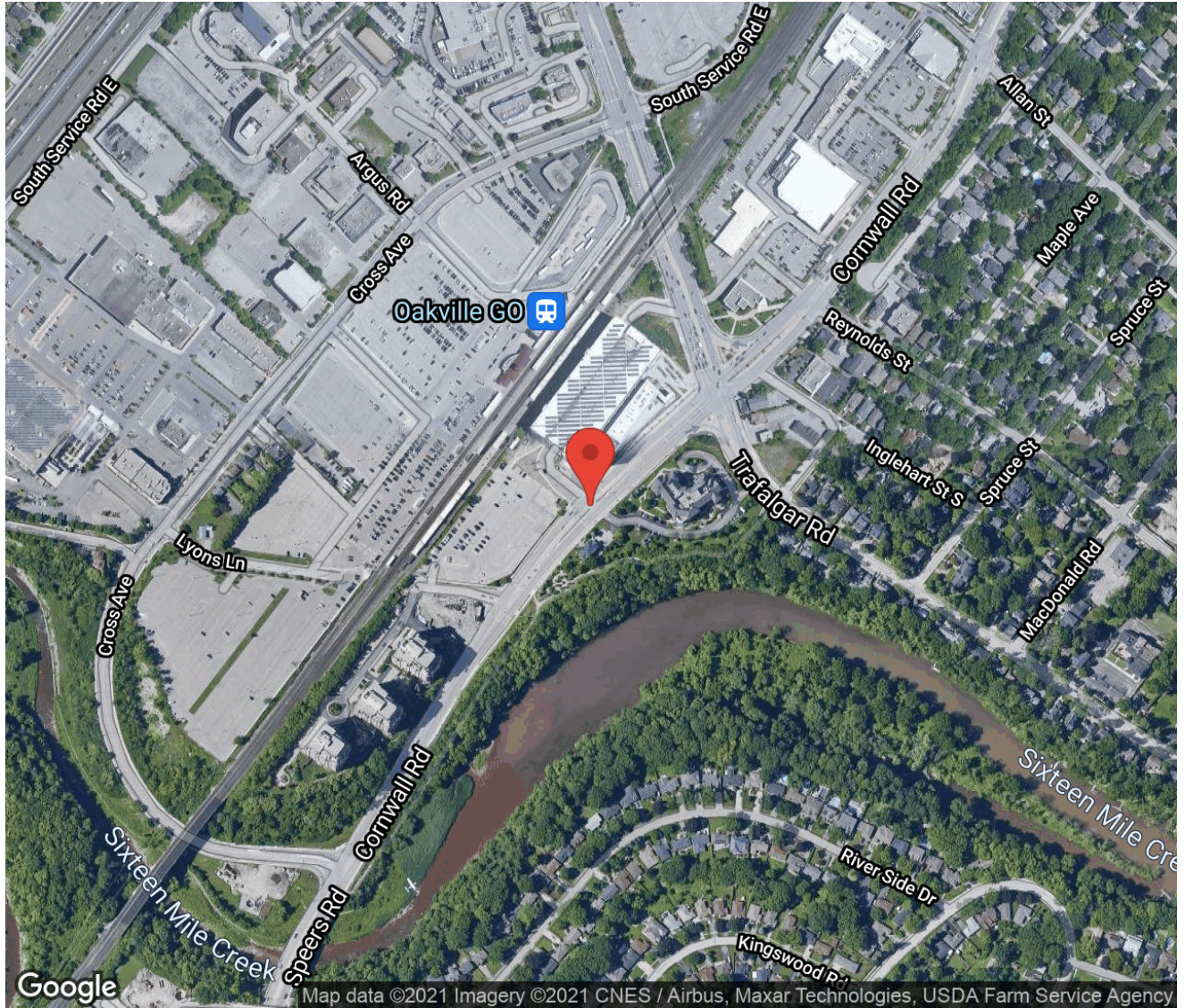
Count Period: 07:00-09:00, 16:00-19:00

Weather: Clear



Traffic Count Map

Intersection: Cornwall Rd & Oakville GO Parking Structure Access [South GO Access]-Condo Access
Site Code: 2117400003
Municipality: Oakville
Count Date: Sep 29, 2021





Traffic Count Summary

Intersection: Cornwall Rd & Oakville GO Parking Structure Access [South GO Access]-Condo Access
 Site Code: 2117400003
 Municipality: Oakville
 Count Date: Sep 29, 2021

Oakville GO Parking Structure Access [South GO Access] - Traffic Summary

Hour	North Approach Totals						South Approach Totals						Total
	Includes Cars, Trucks, Buses, Bicycles						Includes Cars, Trucks, Buses, Bicycles						
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	
07:00 - 08:00	7	0	4	0	11	0	1	0	4	0	5	1	16
08:00 - 09:00	2	0	5	0	7	2	0	0	1	0	1	3	8
BREAK													
16:00 - 17:00	33	0	18	0	51	6	3	0	8	0	11	7	62
17:00 - 18:00	35	0	25	0	60	15	2	0	2	0	4	2	64
18:00 - 19:00	35	0	19	0	54	12	0	0	3	0	3	5	57
GRAND TOTAL	112	0	71	0	183	35	6	0	18	0	24	18	207



Traffic Count Summary

Intersection: Cornwall Rd & Oakville GO Parking Structure Access [South GO Access]-Condo Access
 Site Code: 2117400003
 Municipality: Oakville
 Count Date: Sep 29, 2021

Cornwall Rd - Traffic Summary

Hour	East Approach Totals						West Approach Totals						Total
	Includes Cars, Trucks, Buses, Bicycles						Includes Cars, Trucks, Buses, Bicycles						
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	
07:00 - 08:00	2	218	40	0	260	0	25	385	1	0	411	0	671
08:00 - 09:00	1	521	24	0	546	0	14	561	2	0	577	1	1123
BREAK													
16:00 - 17:00	3	652	8	1	664	0	4	659	2	0	665	0	1329
17:00 - 18:00	1	556	14	1	572	1	5	564	2	1	572	0	1144
18:00 - 19:00	0	397	8	1	406	0	2	442	0	0	444	1	850
GRAND TOTAL	7	2344	94	3	2448	1	50	2611	7	1	2669	2	5117



Traffic Count Data

Intersection: Cornwall Rd & Oakville GO Parking Structure Access [South GO Access]-
 Condo Access
 Site Code: 2117400003
 Municipality: Oakville
 Count Date: Sep 29, 2021

South Approach - Condo Access

Start Time	Cars					Trucks					Buses					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	1	0	4	0	5	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	4



Traffic Count Data

Intersection: Cornwall Rd & Oakville GO Parking Structure Access [South GO Access]-
 Condo Access
 Site Code: 2117400003
 Municipality: Oakville
 Count Date: Sep 29, 2021

East Approach - Cornwall Rd

Start Time	Cars					Trucks					Buses					Bicycles					Total Peds	
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total		
07:00	0	30	12	0	42	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
07:15	1	35	3	0	39	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
07:30	1	54	17	0	72	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0
07:45	0	82	8	0	90	0	1	0	0	1	0	7	0	0	7	0	0	0	0	0	0	0
08:00	1	103	13	0	117	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0
08:15	0	131	4	0	135	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	120	3	0	123	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0
08:45	0	149	4	0	153	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0
SUBTOTAL	3	704	64	0	771	0	18	0	0	18	0	17	0	0	17	0	0	0	0	0	0	0



Traffic Count Data

Intersection: Cornwall Rd & Oakville GO Parking Structure Access [South GO Access]-
 Condo Access
 Site Code: 2117400003
 Municipality: Oakville
 Count Date: Sep 29, 2021

East Approach - Cornwall Rd

Start Time	Cars					Trucks					Buses					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
16:00	3	186	3	0	192	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0
16:15	0	139	1	1	141	0	4	0	0	4	0	1	0	0	1	0	1	0	0	1	0
16:30	0	156	1	0	157	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0
16:45	0	159	3	0	162	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	156	6	1	163	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	137	3	0	140	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	1
17:30	0	141	2	0	143	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
17:45	1	114	3	0	118	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0
18:00	0	112	2	0	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	115	3	1	119	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	89	1	0	90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	81	2	0	83	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	4	1585	30	3	1622	0	15	0	0	15	0	3	0	0	3	0	2	0	0	2	1
GRAND TOTAL	7	2289	94	3	2393	0	33	0	0	33	0	20	0	0	20	0	2	0	0	2	1



Traffic Count Data

Intersection: Cornwall Rd & Oakville GO Parking Structure Access [South GO Access]-
 Condo Access
 Site Code: 2117400003
 Municipality: Oakville
 Count Date: Sep 29, 2021

West Approach - Cornwall Rd

Start Time	Cars					Trucks					Buses					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
07:00	13	43	0	0	56	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0
07:15	4	96	0	0	100	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0
07:30	3	111	0	0	114	0	3	0	0	3	0	7	0	0	7	0	0	0	0	0	0
07:45	5	112	1	0	118	0	2	0	0	2	0	5	0	0	5	0	0	0	0	0	0
08:00	5	151	1	0	157	0	5	0	0	5	0	2	0	0	2	0	0	0	0	0	0
08:15	6	140	0	0	146	0	3	0	0	3	0	2	0	0	2	0	1	0	0	0	1
08:30	2	137	1	0	140	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0
08:45	1	112	0	0	113	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0
SUBTOTAL	39	902	3	0	944	0	24	0	0	24	0	19	0	0	19	0	1	0	0	1	1



Traffic Count Data

Intersection: Cornwall Rd & Oakville GO Parking Structure Access [South GO Access]-
 Condo Access
 Site Code: 2117400003
 Municipality: Oakville
 Count Date: Sep 29, 2021

West Approach - Cornwall Rd

Start Time	Cars					Trucks					Buses					Bicycles					Total Peds	
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total		
16:00	0	174	2	0	176	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	166	0	0	166	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
16:30	2	168	0	0	170	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
16:45	2	137	0	0	139	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0
17:00	2	146	1	0	149	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	1	135	0	1	137	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0
17:30	1	148	0	0	149	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
17:45	1	126	1	0	128	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
18:00	1	130	0	0	131	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
18:15	1	102	0	0	103	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	111	0	0	111	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0
18:45	0	95	0	0	95	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	11	1638	4	1	1654	0	26	0	0	26	0	0	0	0	0	0	1	0	0	1	1	1
GRAND TOTAL	50	2540	7	1	2598	0	50	0	0	50	0	19	0	0	19	0	2	0	0	2	2	2

Peak Hour Diagram

Specified Period

From: 07:00:00
To: 09:00:00

One Hour Peak

From: 08:00:00
To: 09:00:00

Intersection: Cornwall Rd & Oakville GO Parking Structure Access
[South GO Access]-Condo Access
Site Code: 2117400003
Count Date: Sep 29, 2021

Weather conditions: Clear

**** Signalized Intersection ****

Major Road: Cornwall Rd runs E/W

North Approach

	Out	In	Total
	6	38	44
	1	0	1
	0	0	0
	0	0	0
Totals	7	38	45

Oakville GO Parking Structure Access [South GO Access]

	0	0	0	0
	0	0	0	0
	1	0	0	0
	4	0	2	0
Totals	5	0	2	0

East Approach

	Out	In	Total
	528	543	1071
	11	14	25
	7	6	13
	0	1	1
Totals	546	564	1110

Cornwall Rd

					Totals
	0	0	0	0	0
	0	0	0	14	14
	1	6	14	540	561
	0	0	0	2	2

Peds: 2



Peds: 1

Peds: 0

Peds: 3

Cornwall Rd

Totals				
0	0	0	0	0
24	24	0	0	0
521	503	11	7	0
1	1	0	0	0

West Approach

	Out	In	Total
	556	507	1063
	14	12	26
	6	7	13
	1	0	1
Totals	577	526	1103

Totals				
0	0	0	1	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

Condo Access

South Approach

	Out	In	Total
	1	3	4
	0	0	0
	0	0	0
	0	0	0
Totals	1	3	4

- Cars

- Trucks

- Buses

- Bicycles

Comments



Peak Hour Summary

Intersection: Cornwall Rd & Oakville GO Parking Structure Access [South GO Access]-
 Condo Access
 Site Code: 2117400003
 Count Date: Sep 29, 2021
 Period: 07:00 - 09:00

Peak Hour Data (08:00 - 09:00)

Start Time	North Approach Oakville GO Parking Structure Access [South GO Access]						South Approach Condo Access						East Approach Cornwall Rd						West Approach Cornwall Rd						Total Vehicles
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	
08:00	2	0	1	0	0	3	0	0	0	0	2	0	1	109	13	0	0	123	5	158	1	0	0	164	290
08:15	0	0	1	0	0	1	0	0	1	0	0	1	0	137	4	0	0	141	6	146	0	0	0	152	295
08:30	0	0	2	0	0	2	0	0	0	0	1	0	0	122	3	0	0	125	2	141	1	0	0	144	271
08:45	0	0	1	0	2	1	0	0	0	0	0	0	0	153	4	0	0	157	1	116	0	0	1	117	275
Grand Total	2	0	5	0	2	7	0	0	1	0	3	1	1	521	24	0	0	546	14	561	2	0	1	577	1131
Approach %	28.6	0	71.4	0	-	-	0	0	100	0	-	-	0.2	95.4	4.4	0	-	-	2.4	97.2	0.3	0	-	-	-
Totals %	0.2	0	0.4	0	0.6	0.6	0	0	0.1	0	0.1	0.1	0.1	46.1	2.1	0	48.3	1.2	49.6	0.2	0	0	51	51	
PHF	0.25	0	0.63	0	0.58	0.58	0	0	0.25	0	0.25	0.25	0.25	0.85	0.46	0	0.87	0.58	0.89	0.5	0	0	0.88	0.96	
Cars	2	0	4	0	0	6	0	0	1	0	1	1	1	503	24	0	528	14	540	2	0	0	556	1091	
% Cars	100	0	80	0	0	85.7	0	0	100	0	100	100	100	96.5	100	0	96.7	100	96.3	100	0	0	96.4	96.5	
Trucks	0	0	1	0	0	1	0	0	0	0	0	0	0	11	0	0	11	0	14	0	0	0	14	26	
% Trucks	0	0	20	0	0	14.3	0	0	0	0	0	0	0	2.1	0	0	2	0	2.5	0	0	0	2.4	2.3	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	6	0	0	0	6	13	
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	1.3	0	0	1.3	0	1.1	0	0	0	1	1.1	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	
% Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0	0.2	0.1	
Peds					2	-				3	-					0	-				1	-		6	
% Peds					33.3	-				50	-					0	-				16.7	-		-	

Peak Hour Diagram

Specified Period

From: 16:00:00
To: 19:00:00

One Hour Peak

From: 16:00:00
To: 17:00:00

Intersection: Cornwall Rd & Oakville GO Parking Structure Access
[South GO Access]-Condo Access
Site Code: 2117400003
Count Date: Sep 29, 2021

Weather conditions: Clear

**** Signalized Intersection ****

Major Road: Cornwall Rd runs E/W

North Approach

	Out	In	Total
	51	12	63
	0	0	0
	0	0	0
	0	0	0
Totals	51	12	63

Oakville GO Parking Structure Access [South GO Access]

	0	0	0	0
	0	0	0	0
	0	0	0	0
	18	0	33	0
Totals	18	0	33	0

East Approach

	Out	In	Total
	652	687	1339
	9	14	23
	2	0	2
	1	0	1
Totals	664	701	1365

Cornwall Rd

					Totals
	0	0	0	0	0
	0	0	0	4	4
	0	0	14	645	659
	0	0	0	2	2

Peds: 6



Cornwall Rd

Totals				
1	1	0	0	0
8	8	0	0	0
652	640	9	2	1
3	3	0	0	0

Peds: 7

West Approach

	Out	In	Total
	651	661	1312
	14	9	23
	0	2	2
	0	1	1
Totals	665	673	1338

Totals				
3	3	0	8	0
	3	0	8	0
	0	0	0	0
	0	0	0	0
	0	0	0	0

Condo Access

South Approach

	Out	In	Total
	11	5	16
	0	0	0
	0	0	0
	0	0	0
Totals	11	5	16

- Cars

- Trucks

- Buses

- Bicycles

Comments



Peak Hour Summary

Intersection: Cornwall Rd & Oakville GO Parking Structure Access [South GO Access]-
 Condo Access
 Site Code: 2117400003
 Count Date: Sep 29, 2021
 Period: 16:00 - 19:00

Peak Hour Data (16:00 - 17:00)

Start Time	North Approach Oakville GO Parking Structure Access [South GO Access]						South Approach Condo Access						East Approach Cornwall Rd						West Approach Cornwall Rd						Total Vehicles
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	
16:00	8	0	5	0	1	13	1	0	2	0	3	3	3	189	3	0	0	195	0	179	2	0	0	181	392
16:15	6	0	2	0	2	8	1	0	1	0	1	2	0	145	1	1	0	147	0	169	0	0	0	169	326
16:30	13	0	7	0	2	20	1	0	1	0	1	2	0	159	1	0	0	160	2	170	0	0	0	172	354
16:45	6	0	4	0	1	10	0	0	4	0	2	4	0	159	3	0	0	162	2	141	0	0	0	143	319
Grand Total	33	0	18	0	6	51	3	0	8	0	7	11	3	652	8	1	0	664	4	659	2	0	0	665	1391
Approach %	64.7	0	35.3	0	-	-	27.3	0	72.7	0	-	-	0.5	98.2	1.2	0.2	-	-	0.6	99.1	0.3	0	-	-	-
Totals %	2.4	0	1.3	0	3.7	0.2	0	0.6	0	0.8	0.2	46.9	0.6	0.1	47.7	0.3	47.4	0.1	0	47.8					
PHF	0.63	0	0.64	0	0.64	0.75	0	0.5	0	0.69	0.25	0.86	0.67	0.25	0.85	0.5	0.92	0.25	0	0.92	0.89				
Cars	33	0	18	0	51	3	0	8	0	11	3	640	8	1	652	4	645	2	0	651	1365				
% Cars	100	0	100	0	100	100	0	100	0	100	100	98.2	100	100	98.2	100	97.9	100	0	97.9	98.1				
Trucks	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	14	0	0	14	23				
% Trucks	0	0	0	0	0	0	0	0	0	0	0	1.4	0	0	1.4	0	2.1	0	0	2.1	1.7				
Buses	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2				
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0.1				
Bicycles	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1				
% Bicycles	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.1				
Peds					6	-				7	-					0	-			0	-	13			
% Peds					46.2	-				53.8	-					0	-			0	-				



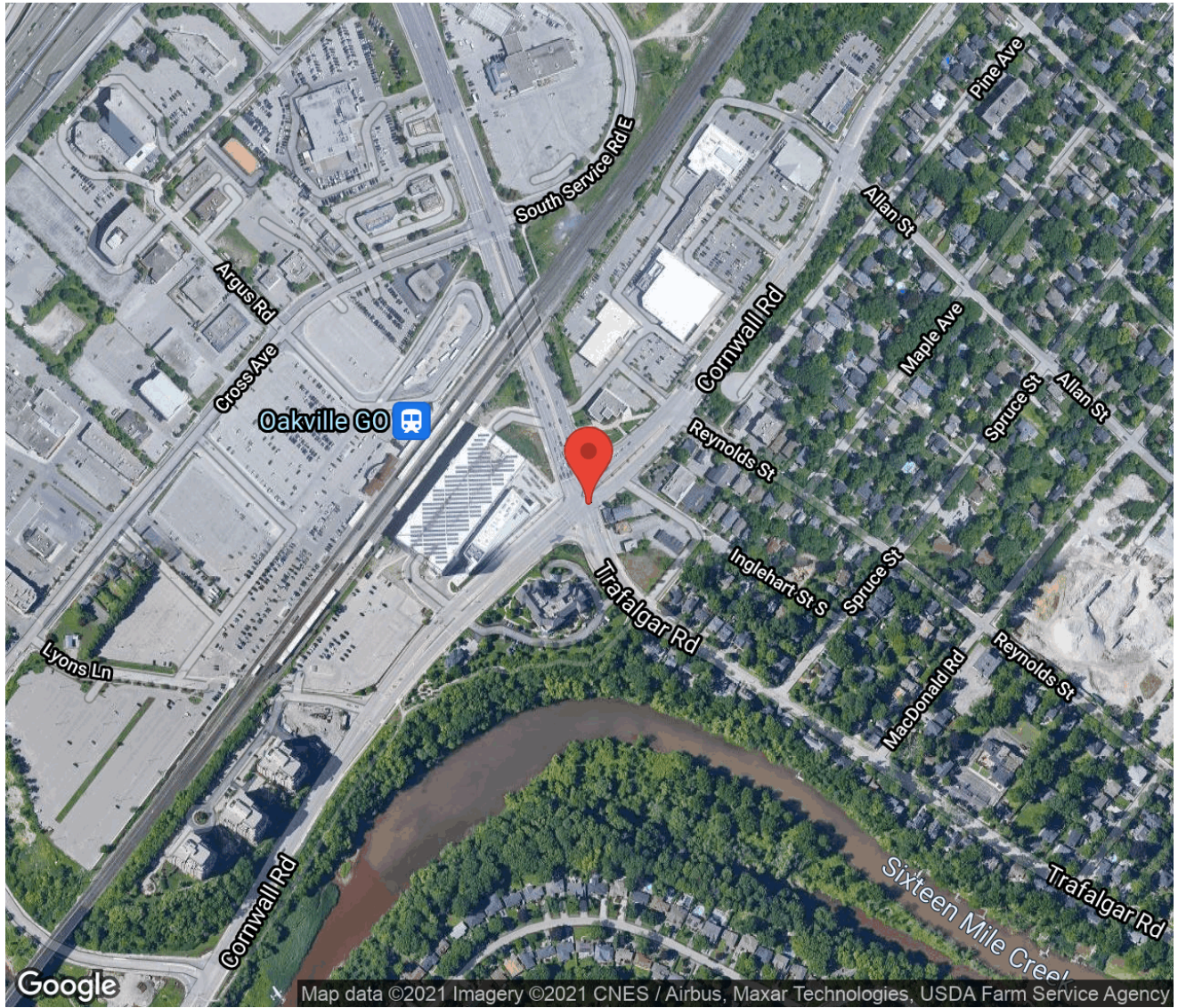
Project #21-174 - GHD

Intersection Count Report

Intersection:	Cornwall Rd & Trafalgar Rd
Municipality:	Oakville
Count Date:	Sep 29, 2021
Site Code:	2117400004
Count Categories:	Cars, Trucks, Buses, Bicycles, Pedestrians
Count Period:	07:00-09:00, 16:00-19:00
Weather:	Clear

Traffic Count Map

Intersection: Cornwall Rd & Trafalgar Rd
Site Code: 2117400004
Municipality: Oakville
Count Date: Sep 29, 2021



Traffic Count Summary

Intersection: Cornwall Rd & Trafalgar Rd
 Site Code: 2117400004
 Municipality: Oakville
 Count Date: Sep 29, 2021

Trafalgar Rd - Traffic Summary

Hour	North Approach Totals						South Approach Totals						Total
	Includes Cars, Trucks, Buses, Bicycles						Includes Cars, Trucks, Buses, Bicycles						
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	
07:00 - 08:00	342	292	109	3	746	7	19	188	20	0	227	2	973
08:00 - 09:00	501	461	194	0	1156	8	51	292	52	0	395	4	1551
BREAK													
16:00 - 17:00	405	382	238	0	1025	21	28	349	51	0	428	5	1453
17:00 - 18:00	372	415	254	0	1041	19	21	421	33	0	475	6	1516
18:00 - 19:00	355	344	167	0	866	22	16	277	37	0	330	3	1196
GRAND TOTAL	1975	1894	962	3	4834	77	135	1527	193	0	1855	20	6689



Traffic Count Summary

Intersection: Cornwall Rd & Trafalgar Rd
 Site Code: 2117400004
 Municipality: Oakville
 Count Date: Sep 29, 2021

Cornwall Rd - Traffic Summary

Hour	East Approach Totals						West Approach Totals						Total
	Includes Cars, Trucks, Buses, Bicycles						Includes Cars, Trucks, Buses, Bicycles						
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	
07:00 - 08:00	12	130	230	0	372	1	165	217	11	0	393	6	765
08:00 - 09:00	31	302	467	0	800	1	214	310	47	0	571	6	1371
BREAK													
16:00 - 17:00	52	396	513	0	961	3	286	366	37	0	689	10	1650
17:00 - 18:00	39	296	452	0	787	6	284	287	38	0	609	4	1396
18:00 - 19:00	22	228	282	1	533	4	241	213	35	0	489	4	1022
GRAND TOTAL	156	1352	1944	1	3453	15	1190	1393	168	0	2751	30	6204



Traffic Count Data

Intersection: Cornwall Rd & Trafalgar Rd
 Site Code: 2117400004
 Municipality: Oakville
 Count Date: Sep 29, 2021

North Approach - Trafalgar Rd

Start Time	Cars					Trucks					Buses					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
07:00	51	61	16	1	129	3	2	3	0	8	1	0	0	0	1	0	0	0	0	0	2
07:15	69	52	27	0	148	2	2	0	0	4	0	1	0	0	1	0	0	0	0	0	2
07:30	99	59	20	2	180	1	2	0	0	3	1	0	0	0	1	0	0	0	0	0	0
07:45	110	110	37	0	257	4	1	0	0	5	1	2	6	0	9	0	0	0	0	0	3
08:00	112	86	52	0	250	2	0	0	0	2	3	1	0	0	4	0	0	0	0	0	4
08:15	160	132	47	0	339	1	2	2	0	5	3	0	0	0	3	0	0	0	0	0	2
08:30	93	103	25	0	221	2	1	1	0	4	1	0	0	0	1	0	0	0	0	0	0
08:45	121	132	65	0	318	1	4	0	0	5	2	0	2	0	4	0	0	0	0	0	2
SUBTOTAL	815	735	289	3	1842	16	14	6	0	36	12	4	8	0	24	0	0	0	0	0	15



Traffic Count Data

Intersection: Cornwall Rd & Trafalgar Rd
 Site Code: 2117400004
 Municipality: Oakville
 Count Date: Sep 29, 2021

North Approach - Trafalgar Rd

Start Time	Cars					Trucks					Buses					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
16:00	105	94	74	0	273	1	1	2	0	4	2	0	0	0	2	0	0	0	0	0	5
16:15	88	105	52	0	245	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	4
16:30	104	87	47	0	238	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	4
16:45	102	92	61	0	255	0	1	1	0	2	1	0	0	0	1	0	0	0	0	0	8
17:00	85	95	72	0	252	1	0	0	0	1	1	0	0	0	1	0	1	0	0	1	2
17:15	84	119	60	0	263	0	1	0	0	1	0	0	1	0	1	0	0	1	0	1	5
17:30	111	88	58	0	257	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	6
17:45	87	111	59	0	257	1	0	2	0	3	1	0	0	0	1	0	0	0	0	0	6
18:00	92	75	40	0	207	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	9
18:15	103	105	52	0	260	1	0	1	0	2	0	0	0	0	0	0	1	0	0	1	5
18:30	82	80	36	0	198	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4
18:45	74	81	37	0	192	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	4
SUBTOTAL	1117	1132	648	0	2897	5	5	8	0	18	10	0	2	0	12	0	4	1	0	5	62
GRAND TOTAL	1932	1867	937	3	4739	21	19	14	0	54	22	4	10	0	36	0	4	1	0	5	77



Traffic Count Data

Intersection: Cornwall Rd & Trafalgar Rd
 Site Code: 2117400004
 Municipality: Oakville
 Count Date: Sep 29, 2021

South Approach - Trafalgar Rd

Start Time	Cars					Trucks					Buses					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
07:00	5	34	2	0	41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15	2	42	8	0	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	3	51	3	0	57	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
07:45	8	59	7	0	74	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	1
08:00	4	74	11	0	89	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	1
08:15	23	90	19	0	132	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	1
08:30	9	69	11	0	89	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0
08:45	14	53	10	0	77	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
SUBTOTAL	68	472	71	0	611	0	5	1	0	6	2	3	0	0	5	0	0	0	0	0	6



Traffic Count Data

Intersection: Cornwall Rd & Trafalgar Rd
 Site Code: 2117400004
 Municipality: Oakville
 Count Date: Sep 29, 2021

South Approach - Trafalgar Rd

Start Time	Cars					Trucks					Buses					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
16:00	11	81	15	0	107	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1
16:15	5	98	12	0	115	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1
16:30	7	79	8	0	94	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
16:45	5	87	16	0	108	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	6	124	5	0	135	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
17:15	7	105	12	0	124	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
17:30	4	104	11	0	119	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	4	87	5	0	96	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	4	84	7	0	95	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
18:15	8	81	7	0	96	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	2	63	11	0	76	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	2	48	12	0	62	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
SUBTOTAL	65	1041	121	0	1227	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	14
GRAND TOTAL	133	1513	192	0	1838	0	10	1	0	11	2	3	0	0	5	0	1	0	0	1	20



Traffic Count Data

Intersection: Cornwall Rd & Trafalgar Rd
 Site Code: 2117400004
 Municipality: Oakville
 Count Date: Sep 29, 2021

East Approach - Cornwall Rd

Start Time	Cars					Trucks					Buses					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
07:00	2	20	39	0	61	0	0	4	0	4	0	0	1	0	1	0	0	0	0	0	0
07:15	2	10	54	0	66	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0
07:30	1	48	57	0	106	0	2	3	0	5	0	3	2	0	5	0	0	0	0	0	0
07:45	6	45	63	0	114	0	1	2	0	3	1	1	3	0	5	0	0	0	0	0	1
08:00	13	61	93	0	167	0	1	1	0	2	0	1	0	0	1	0	0	0	0	0	0
08:15	2	67	120	0	189	0	3	1	0	4	0	1	7	0	8	0	0	0	0	0	1
08:30	9	89	141	0	239	0	1	3	0	4	0	0	3	0	3	0	0	0	0	0	0
08:45	7	75	91	0	173	0	3	5	0	8	0	0	2	0	2	0	0	0	0	0	0
SUBTOTAL	42	415	658	0	1115	0	11	21	0	32	1	6	18	0	25	0	0	0	0	0	2



Traffic Count Data

Intersection: Cornwall Rd & Trafalgar Rd
 Site Code: 2117400004
 Municipality: Oakville
 Count Date: Sep 29, 2021

East Approach - Cornwall Rd

Start Time	Cars					Trucks					Buses					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
16:00	12	105	110	0	227	0	1	0	0	1	0	1	1	0	2	0	0	0	0	0	1
16:15	12	86	122	0	220	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0
16:30	18	103	148	0	269	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	0
16:45	10	94	129	0	233	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	2
17:00	9	81	127	0	217	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
17:15	10	72	123	0	205	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:30	11	83	107	0	201	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
17:45	9	58	94	0	161	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
18:00	5	71	74	1	151	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
18:15	2	59	71	0	132	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
18:30	5	54	74	0	133	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
18:45	9	44	63	0	116	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
SUBTOTAL	112	910	1242	1	2265	0	7	4	0	11	0	2	1	0	3	1	1	0	0	2	13
GRAND TOTAL	154	1325	1900	1	3380	0	18	25	0	43	1	8	19	0	28	1	1	0	0	2	15



Traffic Count Data

Intersection: Cornwall Rd & Trafalgar Rd
 Site Code: 2117400004
 Municipality: Oakville
 Count Date: Sep 29, 2021

West Approach - Cornwall Rd

Start Time	Cars					Trucks					Buses					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
07:00	24	19	1	0	44	1	1	0	0	2	0	0	0	0	0	1	0	0	0	1	1
07:15	39	57	3	0	99	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	2
07:30	51	57	1	0	109	2	2	1	0	5	0	8	0	0	8	2	0	0	0	2	1
07:45	42	68	5	0	115	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	2
08:00	50	91	15	0	156	2	2	1	0	5	1	1	1	0	3	0	0	0	0	0	0
08:15	53	70	16	0	139	1	1	0	0	2	2	0	0	0	2	0	1	0	0	1	2
08:30	52	77	9	0	138	2	2	0	0	4	0	1	0	0	1	1	0	0	0	1	0
08:45	48	62	5	0	115	2	1	0	0	3	0	1	0	0	1	0	0	0	0	0	4
SUBTOTAL	359	501	55	0	915	11	12	2	0	25	5	13	1	0	19	4	1	0	0	5	12



Traffic Count Data

Intersection: Cornwall Rd & Trafalgar Rd
 Site Code: 2117400004
 Municipality: Oakville
 Count Date: Sep 29, 2021

West Approach - Cornwall Rd

Start Time	Cars					Trucks					Buses					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
16:00	82	94	12	0	188	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	4
16:15	65	102	6	0	173	1	3	0	0	4	0	0	0	0	0	0	1	0	0	1	1
16:30	77	86	10	0	173	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	3
16:45	58	75	8	0	141	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0	2
17:00	78	72	8	0	158	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
17:15	53	79	15	0	147	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	1
17:30	84	68	11	0	163	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1
17:45	68	60	4	0	132	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	63	78	6	0	147	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	1
18:15	64	37	12	0	113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
18:30	60	48	8	0	116	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
18:45	52	45	9	0	106	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	1
SUBTOTAL	804	844	109	0	1757	7	18	1	0	26	0	0	0	0	0	0	4	0	0	4	18
GRAND TOTAL	1163	1345	164	0	2672	18	30	3	0	51	5	13	1	0	19	4	5	0	0	9	30

Peak Hour Diagram

Specified Period

From: 07:00:00
To: 09:00:00

One Hour Peak

From: 08:00:00
To: 09:00:00

Intersection: Cornwall Rd & Trafalgar Rd
Site Code: 2117400004
Count Date: Sep 29, 2021

Weather conditions: Clear

**** Signalized Intersection ****

Major Road: Trafalgar Rd runs N/S

North Approach

	Out	In	Total
	1128	934	2062
	16	20	36
	12	18	30
	0	1	1
Totals	1156	973	2129

Trafalgar Rd

	0	0	0	0
	2	1	9	0
	3	7	6	0
	189	453	486	0
Totals	194	461	501	0

East Approach

	Out	In	Total
	768	837	1605
	18	13	31
	14	12	26
	0	1	1
Totals	800	863	1663

Cornwall Rd

				Totals	
0	0	0	0	0	
1	3	7	203	214	
1	3	6	300	310	
0	1	1	45	47	

Peds: 8



Peds: 6

Peds: 1

Cornwall Rd

Totals				
0	0	0	0	0
467	445	10	12	0
302	292	8	2	0
31	31	0	0	0

Peds: 4

West Approach

	Out	In	Total
	548	531	1079
	14	11	25
	7	5	12
	2	0	2
Totals	571	547	1118

Totals				
51	292	52	0	
	50	286	51	0
	0	3	1	0
	1	3	0	0
	0	0	0	0

Trafalgar Rd

South Approach

	Out	In	Total
	387	529	916
	4	8	12
	4	2	6
	0	0	0
Totals	395	539	934

- Cars

- Trucks

- Buses

- Bicycles

Comments



Peak Hour Summary

Intersection: Cornwall Rd & Trafalgar Rd
 Site Code: 2117400004
 Count Date: Sep 29, 2021
 Period: 07:00 - 09:00

Peak Hour Data (08:00 - 09:00)

Start Time	North Approach Trafalgar Rd						South Approach Trafalgar Rd						East Approach Cornwall Rd						West Approach Cornwall Rd						Total Vehicles
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	
08:00	117	87	52	0	4	256	5	76	11	0	1	92	13	63	94	0	0	170	53	94	17	0	0	164	682
08:15	164	134	49	0	2	347	23	92	19	0	1	134	2	71	128	0	1	201	56	72	16	0	2	144	826
08:30	96	104	26	0	0	226	9	70	12	0	0	91	9	90	147	0	0	246	55	80	9	0	0	144	707
08:45	124	136	67	0	2	327	14	54	10	0	2	78	7	78	98	0	0	183	50	64	5	0	4	119	707
Grand Total	501	461	194	0	8	1156	51	292	52	0	4	395	31	302	467	0	1	800	214	310	47	0	6	571	2922
Approach %	43.3	39.9	16.8	0	-	-	12.9	73.9	13.2	0	-	-	3.9	37.8	58.4	0	-	-	37.5	54.3	8.2	0	-	-	-
Totals %	17.1	15.8	6.6	0	39.6	-	1.7	10	1.8	0	13.5	-	1.1	10.3	16	0	27.4	-	7.3	10.6	1.6	0	19.5	-	
PHF	0.76	0.85	0.72	0	0.83	0.55	0.79	0.68	0	0.74	0.6	0.84	0.79	0	0.81	0.96	0.82	0.69	0	0.87	0.88	0.87	0.88	0.88	
Cars	486	453	189	0	1128	50	286	51	0	387	31	292	445	0	768	203	300	45	0	548	2831				
% Cars	97	98.3	97.4	0	97.6	98	97.9	98.1	0	98	100	96.7	95.3	0	96	94.9	96.8	95.7	0	96	96.9				
Trucks	6	7	3	0	16	0	3	1	0	4	0	8	10	0	18	7	6	1	0	14	52				
% Trucks	1.2	1.5	1.5	0	1.4	0	1	1.9	0	1	0	2.6	2.1	0	2.3	3.3	1.9	2.1	0	2.5	1.8				
Buses	9	1	2	0	12	1	3	0	0	4	0	2	12	0	14	3	3	1	0	7	37				
% Buses	1.8	0.2	1	0	1	2	1	0	0	1	0	0.7	2.6	0	1.8	1.4	1	2.1	0	1.2	1.3				
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2				
% Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5	0.3	0	0	0.4	0.1				
Peds					8	-				4	-				1	-				6	-			19	
% Peds					42.1	-				21.1	-				5.3	-				31.6	-			-	

Peak Hour Diagram

Specified Period

From: 16:00:00
To: 19:00:00

One Hour Peak

From: 16:00:00
To: 17:00:00

Intersection: Cornwall Rd & Trafalgar Rd
Site Code: 2117400004
Count Date: Sep 29, 2021

Weather conditions: Clear

**** Signalized Intersection ****

Major Road: Trafalgar Rd runs N/S

North Approach

	Out	In	Total
	1011	1136	2147
	9	10	19
	4	1	5
	1	1	2
Totals	1025	1148	2173

Trafalgar Rd

	0	1	0	0
	0	0	4	0
	4	3	2	0
	234	378	399	0
Totals	238	382	405	0

East Approach

	Out	In	Total
	949	807	1756
	8	10	18
	3	4	7
	1	1	2
Totals	961	822	1783

Cornwall Rd

					Totals
	0	0	0	0	0
	0	0	4	282	286
	1	0	8	357	366
	0	0	1	36	37

Peds: 21

Peds: 10



Peds: 3

Cornwall Rd

Totals				
	0	0	0	0
	513	509	3	1
	396	388	5	2
	52	52	0	0

Peds: 5

West Approach

	Out	In	Total
	675	650	1325
	13	9	22
	0	2	2
	1	1	2
Totals	689	662	1351

Totals				
	28	345	51	0
	0	3	0	0
	0	0	0	0
	0	1	0	0

Trafalgar Rd

South Approach

	Out	In	Total
	424	466	890
	3	4	7
	0	0	0
	1	1	2
Totals	428	471	899

- Cars

- Trucks

- Buses

- Bicycles

Comments



Peak Hour Summary

Intersection: Cornwall Rd & Trafalgar Rd
 Site Code: 2117400004
 Count Date: Sep 29, 2021
 Period: 16:00 - 19:00

Peak Hour Data (16:00 - 17:00)

Start Time	North Approach Trafalgar Rd						South Approach Trafalgar Rd						East Approach Cornwall Rd						West Approach Cornwall Rd						Total Vehicles
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	
16:00	108	95	76	0	5	279	11	83	15	0	1	109	12	107	111	0	1	230	83	96	12	0	4	191	809
16:15	88	107	53	0	4	248	5	100	12	0	1	117	12	89	122	0	0	223	66	106	6	0	1	178	766
16:30	106	87	47	0	4	240	7	79	8	0	3	94	18	105	149	0	0	272	77	87	11	0	3	175	781
16:45	103	93	62	0	8	258	5	87	16	0	0	108	10	95	131	0	2	236	60	77	8	0	2	145	747
Grand Total	405	382	238	0	21	1025	28	349	51	0	5	428	52	396	513	0	3	961	286	366	37	0	10	689	3103
Approach %	39.5	37.3	23.2	0	-	-	6.5	81.5	11.9	0	-	-	5.4	41.2	53.4	0	-	-	41.5	53.1	5.4	0	-	-	-
Totals %	13.1	12.3	7.7	0	33	-	0.9	11.2	1.6	0	13.8	-	1.7	12.8	16.5	0	31	-	9.2	11.8	1.2	0	22.2	-	-
PHF	0.94	0.89	0.78	0	0.92	0.64	0.87	0.8	0	0.91	0.72	0.93	0.86	0	0.88	0.86	0.86	0.77	0	0.9	0.96	0.9	0.96	0.96	
Cars	399	378	234	0	1011	28	345	51	0	424	52	388	509	0	949	282	357	36	0	675	3059	-	-	-	
% Cars	98.5	99	98.3	0	98.6	100	98.9	100	0	99.1	100	98	99.2	0	98.8	98.6	97.5	97.3	0	98	98.6	-	-	-	
Trucks	2	3	4	0	9	0	3	0	0	3	0	5	3	0	8	4	8	1	0	13	33	-	-	-	
% Trucks	0.5	0.8	1.7	0	0.9	0	0.9	0	0	0.7	0	1.3	0.6	0	0.8	1.4	2.2	2.7	0	1.9	1.1	-	-	-	
Buses	4	0	0	0	4	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	7	-	-	-	
% Buses	1	0	0	0	0.4	0	0	0	0	0	0	0.5	0.2	0	0.3	0	0	0	0	0	0.2	-	-	-	
Bicycles	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	4	-	-	-	
% Bicycles	0	0.3	0	0	0.1	0	0.3	0	0	0.2	0	0.3	0	0	0.1	0	0.3	0	0	0.1	0.1	-	-	-	
Peds					21	-				5	-				3	-				10	-			39	
% Peds					53.8	-				12.8	-				7.7	-				25.6	-			-	



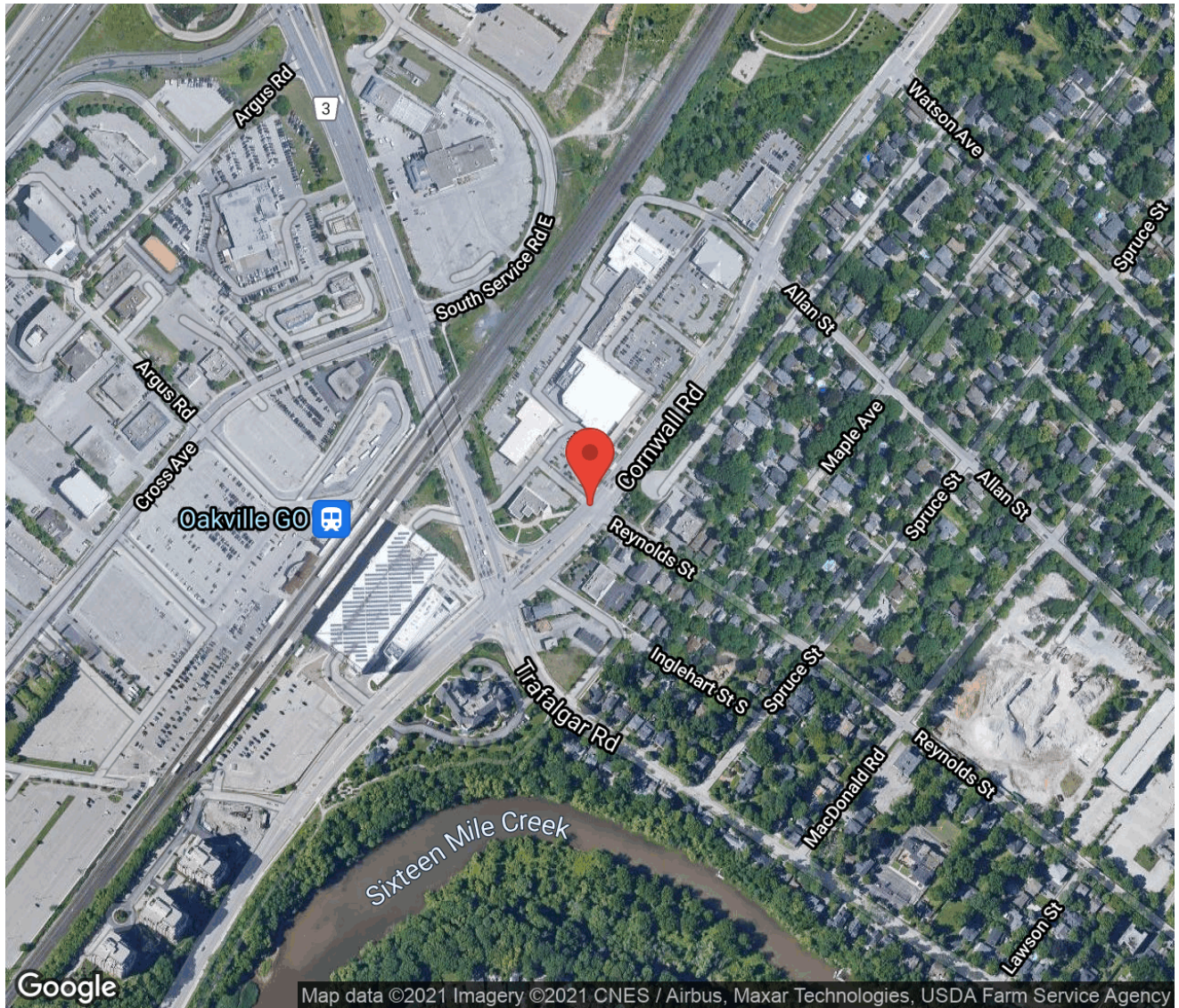
Project #21-174 - GHD

Intersection Count Report

Intersection:	Cornwall Rd & Reynolds St-Commercial Access
Municipality:	Oakville
Count Date:	Sep 29, 2021
Site Code:	2117400005
Count Categories:	Cars, Trucks, Buses, Bicycles, Pedestrians
Count Period:	07:00-09:00, 16:00-19:00
Weather:	Clear

Traffic Count Map

Intersection: Cornwall Rd & Reynolds St-Commercial Access
Site Code: 2117400005
Municipality: Oakville
Count Date: Sep 29, 2021





Traffic Count Summary

Intersection: Cornwall Rd & Reynolds St-Commercial Access
 Site Code: 2117400005
 Municipality: Oakville
 Count Date: Sep 29, 2021

Commercial Access - Traffic Summary

Hour	North Approach Totals						South Approach Totals						Total
	Includes Cars, Trucks, Buses, Bicycles						Includes Cars, Trucks, Buses, Bicycles						
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	
07:00 - 08:00	0	2	7	0	9	3	26	0	14	0	40	2	49
08:00 - 09:00	2	4	3	0	9	6	29	6	18	0	53	0	62
BREAK													
16:00 - 17:00	6	7	35	0	48	15	37	7	26	0	70	4	118
17:00 - 18:00	10	15	18	0	43	16	72	10	30	0	112	6	155
18:00 - 19:00	11	4	28	0	43	15	42	16	14	0	72	6	115
GRAND TOTAL	29	32	91	0	152	55	206	39	102	0	347	18	499



Traffic Count Summary

Intersection: Cornwall Rd & Reynolds St-Commercial Access
 Site Code: 2117400005
 Municipality: Oakville
 Count Date: Sep 29, 2021

Cornwall Rd - Traffic Summary

Hour	East Approach Totals						West Approach Totals						Total
	Includes Cars, Trucks, Buses, Bicycles						Includes Cars, Trucks, Buses, Bicycles						
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	
07:00 - 08:00	24	335	5	1	365	1	1	543	31	0	575	0	940
08:00 - 09:00	32	771	11	0	814	3	4	822	43	1	870	0	1684
BREAK													
16:00 - 17:00	47	901	20	3	971	1	11	749	55	0	815	0	1786
17:00 - 18:00	38	722	21	2	783	7	5	648	41	0	694	0	1477
18:00 - 19:00	37	472	26	4	539	9	9	568	36	0	613	0	1152
GRAND TOTAL	178	3201	83	10	3472	21	30	3330	206	1	3567	0	7039



Traffic Count Data

Intersection: Cornwall Rd & Reynolds St-Commercial Access
 Site Code: 2117400005
 Municipality: Oakville
 Count Date: Sep 29, 2021

South Approach - Reynolds St

Start Time	Cars					Trucks					Buses					Bicycles					Total Peds	
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total		
07:00	5	0	4	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15	3	0	1	0	4	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	1
07:30	7	0	1	0	8	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0
07:45	7	0	7	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	6	1	4	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	5	2	4	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	5	1	7	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	12	1	2	0	15	0	1	1	0	2	1	0	0	0	1	0	0	0	0	0	0	0
SUBTOTAL	50	5	30	0	85	1	1	2	0	4	4	0	0	0	4	0	0	0	0	0	0	2



Traffic Count Data

Intersection: Cornwall Rd & Reynolds St-Commercial Access
 Site Code: 2117400005
 Municipality: Oakville
 Count Date: Sep 29, 2021

South Approach - Reynolds St

Start Time	Cars					Trucks					Buses					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
16:00	12	4	3	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	6	2	7	0	15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
16:30	11	0	8	0	19	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	1
16:45	6	1	7	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:00	19	0	12	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	17	6	3	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
17:30	15	0	8	0	23	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
17:45	20	4	7	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
18:00	14	4	6	0	24	0	0	1	0	1	0	0	0	0	0	0	1	0	0	0	3
18:15	8	4	3	0	15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
18:30	4	1	3	0	8	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
18:45	15	5	1	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
SUBTOTAL	147	31	68	0	246	1	1	2	0	4	3	0	0	0	3	0	1	0	0	1	16
GRAND TOTAL	197	36	98	0	331	2	2	4	0	8	7	0	0	0	7	0	1	0	0	1	18



Traffic Count Data

Intersection: Cornwall Rd & Reynolds St-Commercial Access
 Site Code: 2117400005
 Municipality: Oakville
 Count Date: Sep 29, 2021

East Approach - Cornwall Rd

Start Time	Cars					Trucks					Buses					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
07:00	6	49	1	0	56	0	4	0	0	4	0	2	0	0	2	0	0	0	0	0	0
07:15	5	65	0	0	70	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	1
07:30	4	95	3	1	103	0	5	0	0	5	2	0	0	0	2	0	0	0	0	0	0
07:45	6	105	1	0	112	0	4	0	0	4	0	4	0	0	4	0	0	0	0	0	0
08:00	9	158	2	0	169	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	1
08:15	10	183	3	0	196	0	3	0	0	3	0	7	0	0	7	0	0	0	0	0	2
08:30	8	237	2	0	247	0	6	0	0	6	0	4	0	0	4	0	2	0	0	2	0
08:45	5	161	4	0	170	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	53	1053	16	1	1123	1	32	0	0	33	2	19	0	0	21	0	2	0	0	2	4



Traffic Count Data

Intersection: Cornwall Rd & Reynolds St-Commercial Access
 Site Code: 2117400005
 Municipality: Oakville
 Count Date: Sep 29, 2021

East Approach - Cornwall Rd

Start Time	Cars					Trucks					Buses					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
16:00	11	206	4	1	222	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	0
16:15	9	210	9	1	229	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0
16:30	14	245	0	0	259	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0
16:45	13	221	6	1	241	0	5	1	0	6	0	0	0	0	0	0	0	0	0	0	1
17:00	12	200	8	0	220	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0
17:15	7	191	2	1	201	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	3
17:30	10	180	7	0	197	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
17:45	8	143	4	1	156	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	3
18:00	10	130	3	1	144	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
18:15	8	119	9	0	136	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
18:30	9	124	6	1	140	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
18:45	10	96	8	2	116	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
SUBTOTAL	121	2065	66	9	2261	0	19	1	0	20	0	10	0	0	10	1	1	0	0	2	17
GRAND TOTAL	174	3118	82	10	3384	1	51	1	0	53	2	29	0	0	31	1	3	0	0	4	21



Traffic Count Data

Intersection: Cornwall Rd & Reynolds St-Commercial Access
 Site Code: 2117400005
 Municipality: Oakville
 Count Date: Sep 29, 2021

West Approach - Cornwall Rd

Start Time	Cars					Trucks					Buses					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
07:00	0	67	4	0	71	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0
07:15	0	127	9	0	136	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	0
07:30	1	149	7	0	157	0	3	1	0	4	0	8	0	0	8	0	0	0	0	0	0
07:45	0	173	8	0	181	0	5	0	0	5	0	3	1	0	4	0	0	0	0	0	0
08:00	3	197	19	1	220	0	2	0	0	2	0	5	0	0	5	0	0	0	0	0	0
08:15	0	236	12	0	248	0	3	0	0	3	0	3	0	0	3	0	1	0	0	0	1
08:30	0	180	2	0	182	0	5	0	0	5	0	2	0	0	2	0	0	0	0	0	0
08:45	1	184	9	0	194	0	3	0	0	3	0	1	1	0	2	0	0	0	0	0	0
SUBTOTAL	5	1313	70	1	1389	0	28	2	0	30	0	23	2	0	25	0	1	0	0	0	1



Traffic Count Data

Intersection: Cornwall Rd & Reynolds St-Commercial Access
 Site Code: 2117400005
 Municipality: Oakville
 Count Date: Sep 29, 2021

West Approach - Cornwall Rd

Start Time	Cars					Trucks					Buses					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
16:00	6	189	16	0	211	0	4	0	0	4	0	2	0	0	2	0	1	0	0	1	0
16:15	5	189	13	0	207	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0
16:30	0	180	12	0	192	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
16:45	0	179	13	0	192	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0
17:00	0	161	7	0	168	0	1	1	0	2	0	1	0	0	1	0	0	0	0	0	0
17:15	2	169	8	0	179	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0
17:30	3	166	14	0	183	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0
17:45	0	140	10	0	150	0	3	0	0	3	0	0	1	0	1	0	0	0	0	0	0
18:00	0	168	9	0	177	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	0
18:15	1	139	6	0	146	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
18:30	0	132	12	0	144	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0
18:45	8	119	8	0	135	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	0
SUBTOTAL	25	1931	128	0	2084	0	22	1	0	23	0	7	3	0	10	0	5	0	0	5	0
GRAND TOTAL	30	3244	198	1	3473	0	50	3	0	53	0	30	5	0	35	0	6	0	0	6	0

Peak Hour Diagram

Specified Period

From: 07:00:00
To: 09:00:00

One Hour Peak

From: 08:00:00
To: 09:00:00

Intersection: Cornwall Rd & Reynolds St-Commercial Access
Site Code: 2117400005
Count Date: Sep 29, 2021

Weather conditions: Clear

**** Signalized Intersection ****

Major Road: Cornwall Rd runs E/W

North Approach

	Out	In	Total
	8	20	28
	1	1	2
	0	0	0
	0	0	0
Totals	9	21	30

Commercial Access

	0	0	0	0
	0	0	0	0
	0	0	1	0
	3	4	1	0
Totals	3	4	2	0

East Approach

	Out	In	Total
	782	815	1597
	17	15	32
	13	11	24
	2	1	3
Totals	814	842	1656

Cornwall Rd

					Totals
	0	0	0	1	1
	0	0	0	4	4
	1	11	13	797	822
	0	1	0	42	43

Peds: 6



Cornwall Rd

Totals				
0	0	0	0	0
11	11	0	0	0
771	739	17	13	2
32	32	0	0	0

Peds: 0

West Approach

	Out	In	Total
	844	771	1615
	13	17	30
	12	14	26
	1	2	3
Totals	870	804	1674

Totals				
29	28	5	17	0
6	0	1	1	0
18	1	0	0	0
0	0	0	0	0

Reynolds St

South Approach

	Out	In	Total
	50	78	128
	2	0	2
	1	1	2
	0	0	0
Totals	53	79	132

- Cars

- Trucks

- Buses

- Bicycles

Comments



Peak Hour Summary

Intersection: Cornwall Rd & Reynolds St-Commercial Access
 Site Code: 2117400005
 Count Date: Sep 29, 2021
 Period: 07:00 - 09:00

Peak Hour Data (08:00 - 09:00)

Start Time	North Approach Commercial Access						South Approach Reynolds St						East Approach Cornwall Rd						West Approach Cornwall Rd						Total Vehicles
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	
08:00	0	0	1	0	4	1	6	1	4	0	0	11	9	161	2	0	1	172	3	204	19	1	0	227	411
08:15	1	1	0	0	1	2	5	2	4	0	0	11	10	193	3	0	2	206	0	243	12	0	0	255	474
08:30	0	0	1	0	0	1	5	1	7	0	0	13	8	249	2	0	0	259	0	187	2	0	0	189	462
08:45	1	3	1	0	1	5	13	2	3	0	0	18	5	168	4	0	0	177	1	188	10	0	0	199	399
Grand Total	2	4	3	0	6	9	29	6	18	0	0	53	32	771	11	0	3	814	4	822	43	1	0	870	1746
Approach %	22.2	44.4	33.3	0	-	-	54.7	11.3	34	0	-	-	3.9	94.7	1.4	0	-	-	0.5	94.5	4.9	0.1	-	-	-
Totals %	0.1	0.2	0.2	0	0.5	-	1.7	0.3	1	0	3	-	1.8	44.2	0.6	0	46.6	-	0.2	47.1	2.5	0.1	-	49.8	-
PHF	0.5	0.33	0.75	0	0.45	0.45	0.56	0.75	0.64	0	0.74	0.74	0.8	0.77	0.69	0	0.79	0.79	0.33	0.85	0.57	0.25	0.25	0.85	0.92
Cars	1	4	3	0	8	8	28	5	17	0	50	50	32	739	11	0	782	782	4	797	42	1	844	1684	
% Cars	50	100	100	0	88.9	88.9	96.6	83.3	94.4	0	94.3	94.3	100	95.8	100	0	96.1	96.1	100	97	97.7	100	97	97	96.4
Trucks	1	0	0	0	1	1	0	1	1	0	2	2	0	17	0	0	17	17	0	13	0	0	13	33	
% Trucks	50	0	0	0	11.1	11.1	0	16.7	5.6	0	3.8	3.8	0	2.2	0	0	2.1	2.1	0	1.6	0	0	1.5	1.5	1.9
Buses	0	0	0	0	0	0	1	0	0	0	1	1	0	13	0	0	13	13	0	11	1	0	12	26	
% Buses	0	0	0	0	0	0	3.4	0	0	0	1.9	1.9	0	1.7	0	0	1.6	1.6	0	1.3	2.3	0	1.4	1.4	1.5
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	0	1	0	0	1	3	
% Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0	0.2	0.2	0	0.1	0	0	0.1	0.1	0.2
Peds					6	-					0	-					3	-					0	-	9
% Peds					66.7	-					0	-					33.3	-					0	-	9

Peak Hour Diagram

Specified Period

From: 16:00:00
To: 19:00:00

One Hour Peak

From: 16:00:00
To: 17:00:00

Intersection: Cornwall Rd & Reynolds St-Commercial Access
Site Code: 2117400005
Count Date: Sep 29, 2021

Weather conditions: Clear

**** Signalized Intersection ****

Major Road: Cornwall Rd runs E/W

North Approach

	Out	In	Total
	48	37	85
	0	1	1
	0	0	0
	0	0	0
Totals	48	38	86

Commercial Access

	0	0	0	0
	0	0	0	0
	0	0	0	0
	35	7	6	0
Totals	35	7	6	0

East Approach

	Out	In	Total
	951	771	1722
	13	9	22
	7	3	10
	0	1	1
Totals	971	784	1755

Cornwall Rd

					Totals
	0	0	0	0	0
	0	0	0	11	11
	1	3	8	737	749
	0	1	0	54	55

Peds: 15

Peds: 0



Peds: 1

Cornwall Rd

Totals				
	3	3	0	0
	20	19	1	0
	901	882	12	7
	47	47	0	0

Peds: 4

West Approach

	Out	In	Total
	802	952	1754
	8	13	21
	4	8	12
	1	0	1
Totals	815	973	1788

Totals				
	37	7	26	0
	35	7	25	0
	1	0	1	0
	1	0	0	0
	0	0	0	0

Reynolds St

South Approach

	Out	In	Total
	67	108	175
	2	0	2
	1	1	2
	0	0	0
Totals	70	109	179

- Cars

- Trucks

- Buses

- Bicycles

Comments



Peak Hour Summary

Intersection: Cornwall Rd & Reynolds St-Commercial Access
 Site Code: 2117400005
 Count Date: Sep 29, 2021
 Period: 16:00 - 19:00

Peak Hour Data (16:00 - 17:00)

Start Time	North Approach Commercial Access						South Approach Reynolds St						East Approach Cornwall Rd						West Approach Cornwall Rd						Total Vehicles
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	
16:00	2	2	10	0	4	14	12	4	3	0	0	19	11	212	4	1	0	228	6	196	16	0	0	218	479
16:15	1	0	3	0	4	4	7	2	7	0	2	16	9	214	9	1	0	233	5	192	13	0	0	210	463
16:30	3	3	12	0	4	18	12	0	9	0	1	21	14	249	0	0	0	263	0	181	12	0	0	193	495
16:45	0	2	10	0	3	12	6	1	7	0	1	14	13	226	7	1	1	247	0	180	14	0	0	194	467
Grand Total	6	7	35	0	15	48	37	7	26	0	4	70	47	901	20	3	1	971	11	749	55	0	0	815	1904
Approach %	12.5	14.6	72.9	0	-	-	52.9	10	37.1	0	-	-	4.8	92.8	2.1	0.3	-	-	1.3	91.9	6.7	0	-	-	-
Totals %	0.3	0.4	1.8	0	2.5	2.5	1.9	0.4	1.4	0	3.7	3.7	2.5	47.3	1.1	0.2	51	51	0.6	39.3	2.9	0	42.8	42.8	
PHF	0.5	0.58	0.73	0	0.67	0.67	0.77	0.44	0.72	0	0.83	0.83	0.84	0.9	0.56	0.75	0.92	0.92	0.46	0.96	0.86	0	0.93	0.96	
Cars	6	7	35	0	48	48	35	7	25	0	67	67	47	882	19	3	951	951	11	737	54	0	802	1868	
% Cars	100	100	100	0	100	100	94.6	100	96.2	0	95.7	95.7	100	97.9	95	100	97.9	97.9	100	98.4	98.2	0	98.4	98.1	
Trucks	0	0	0	0	0	0	1	0	1	0	2	2	0	12	1	0	13	13	0	8	0	0	8	23	
% Trucks	0	0	0	0	0	0	2.7	0	3.8	0	2.9	2.9	0	1.3	5	0	1.3	1.3	0	1.1	0	0	1	1.2	
Buses	0	0	0	0	0	0	1	0	0	0	1	1	0	7	0	0	7	7	0	3	1	0	4	12	
% Buses	0	0	0	0	0	0	2.7	0	0	0	1.4	1.4	0	0.8	0	0	0.7	0.7	0	0.4	1.8	0	0.5	0.6	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
% Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0.1	0.1	
Peds					15	-					4	-					1	-					0	-	20
% Peds					75	-					20	-					5	-					0	-	-



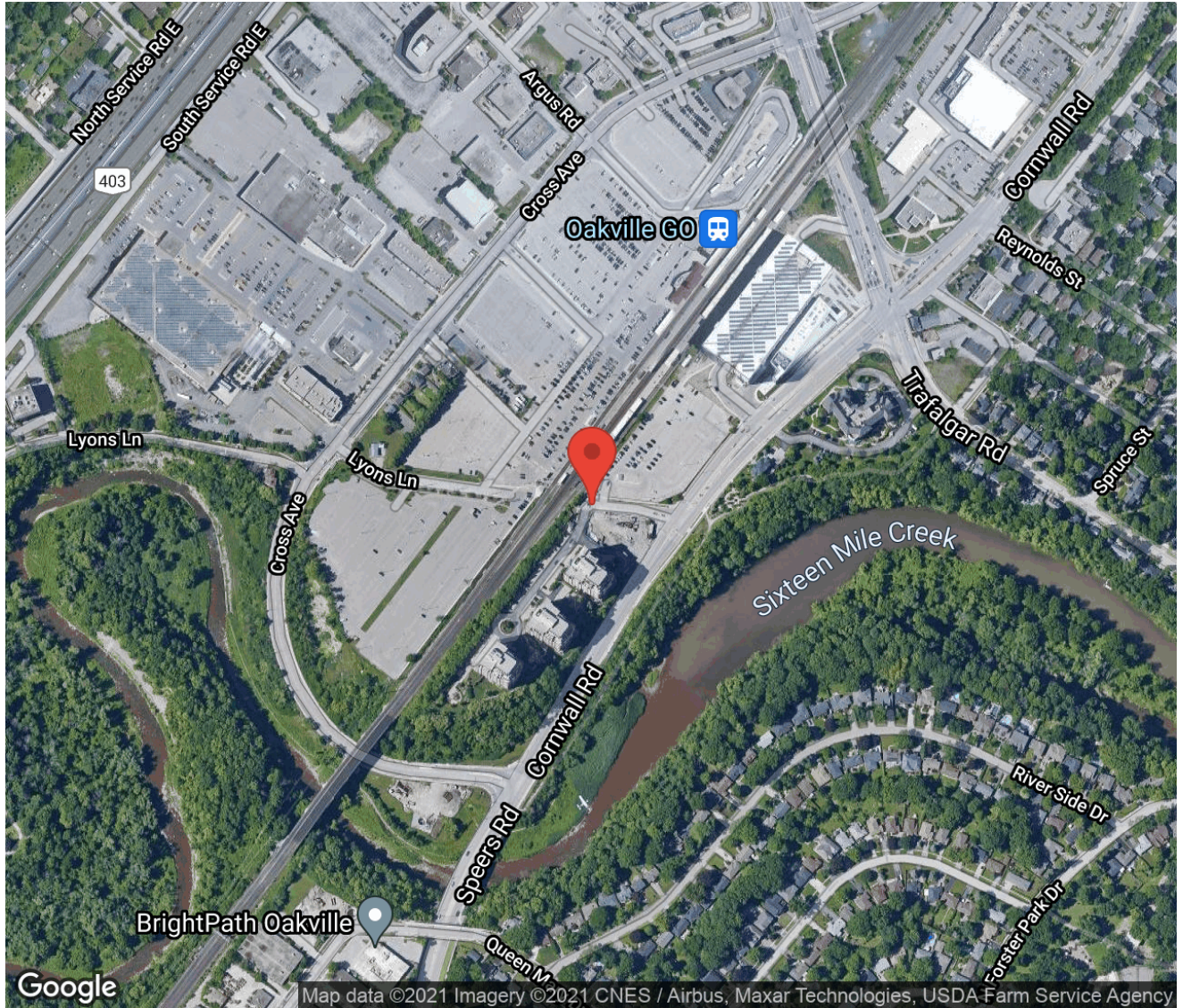
Project #21-174 - GHD

Intersection Count Report

Intersection:	Old Mill Rd & Oakville GO Parking Lot Access [West GO Access]-Residential Access
Municipality:	Oakville
Count Date:	Sep 29, 2021
Site Code:	2117400006
Count Categories:	Cars, Trucks, Buses, Bicycles, Pedestrians
Count Period:	07:00-09:00, 16:00-19:00
Weather:	Clear

Traffic Count Map

Intersection: Old Mill Rd & Oakville GO Parking Lot
Access [West GO Access]-Residential
Access
Site Code: 2117400006
Municipality: Oakville
Count Date: Sep 29, 2021





Traffic Count Summary

Intersection: Old Mill Rd & Oakville GO Parking Lot
 Access [West GO Access]-Residential
 Access
 Site Code: 2117400006
 Municipality: Oakville
 Count Date: Sep 29, 2021

Old Mill Rd - Traffic Summary

Hour	North Approach Totals						South Approach Totals						Total
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	
07:00 - 08:00	0	0	0	0	0	0	7	0	3	2	12	1	12
08:00 - 09:00	0	0	0	0	0	0	26	0	8	0	34	0	34
BREAK													
16:00 - 17:00	0	0	0	0	0	0	42	0	5	1	48	0	48
17:00 - 18:00	0	0	0	0	0	0	33	0	0	5	38	0	38
18:00 - 19:00	0	0	0	0	0	0	37	0	5	1	43	1	43
GRAND TOTAL	0	0	0	0	0	0	145	0	21	9	175	2	175



Traffic Count Summary

Intersection: Old Mill Rd & Oakville GO Parking Lot
 Access [West GO Access]-Residential
 Access
 Site Code: 2117400006
 Municipality: Oakville
 Count Date: Sep 29, 2021

Oakville GO Parking Lot Access [West GO Access] - Traffic Summary

Hour	East Approach Totals						West Approach Totals						Total
	Includes Cars, Trucks, Buses, Bicycles						Includes Cars, Trucks, Buses, Bicycles						
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	
07:00 - 08:00	9	0	0	0	9	11	0	0	24	0	24	6	33
08:00 - 09:00	8	1	0	0	9	6	0	0	43	0	43	5	52
BREAK													
16:00 - 17:00	8	1	0	0	9	6	0	0	25	0	25	1	34
17:00 - 18:00	4	0	0	0	4	5	0	0	20	0	20	0	24
18:00 - 19:00	7	2	0	0	9	6	0	0	30	0	30	1	39
GRAND TOTAL	36	4	0	0	40	34	0	0	142	0	142	13	182



Traffic Count Data

Intersection: Old Mill Rd & Oakville GO Parking Lot Access [West GO Access]-Residential Access
 Site Code: 2117400006
 Municipality: Oakville
 Count Date: Sep 29, 2021

South Approach - Old Mill Rd

Start Time	Cars					Trucks					Buses					Bicycles					Total Peds	
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total		
07:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	2	0	1	2	5	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	0	0
08:00	5	0	1	0	6	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	0	0
08:15	8	0	1	0	9	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
08:30	6	0	0	0	6	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
08:45	5	0	2	0	7	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	29	0	6	2	37	1	0	5	0	6	3	0	0	0	3	0	0	0	0	0	0	1



Traffic Count Data

Intersection: Old Mill Rd & Oakville GO Parking Lot Access [West GO Access]-Residential Access
 Site Code: 2117400006
 Municipality: Oakville
 Count Date: Sep 29, 2021

South Approach - Old Mill Rd

Start Time	Cars					Trucks					Buses					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
16:00	6	0	2	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	15	0	1	1	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	10	0	1	0	11	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
16:45	11	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	9	0	0	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	11	0	0	2	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	5	0	0	1	6	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
17:45	7	0	0	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	11	0	1	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	7	0	0	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
18:30	8	0	3	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	11	0	1	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	111	0	9	7	127	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	1
GRAND TOTAL	140	0	15	9	164	2	0	6	0	8	3	0	0	0	3	0	0	0	0	0	2



Traffic Count Data

Intersection: Old Mill Rd & Oakville GO Parking Lot Access [West GO Access]-Residential Access
 Site Code: 2117400006
 Municipality: Oakville
 Count Date: Sep 29, 2021

West Approach - Residential Access

Start Time	Cars					Trucks					Buses					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
16:00	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	11	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:30	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	2	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SUBTOTAL	0	0	74	0	74	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
GRAND TOTAL	0	0	138	0	138	0	0	1	0	1	0	0	3	0	3	0	0	0	0	0	13

Peak Hour Diagram

Specified Period

From: 07:00:00
To: 09:00:00

One Hour Peak

From: 07:45:00
To: 08:45:00

Intersection: Old Mill Rd & Oakville GO Parking Lot Access [West GO Access]-Residential Access
Site Code: 2117400006
Count Date: Sep 29, 2021

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: Old Mill Rd runs N/S

East Approach

	Out	In	Total
	12	3	15
	1	5	6
	0	0	0
	0	0	0
Totals	13	8	21

Residential Access

				Totals
0	0	0	0	0
0	0	0	0	0
0	3	0	40	43

Peds: 0



Peds: 6

Peds: 4

Peds: 0

Oakville GO Parking Lot Access [West GO Access]

Totals				
0	0	0	0	0
1	1	0	0	0
12	11	1	0	0

West Approach

	Out	In	Total
	40	22	62
	0	0	0
	3	3	6
	0	0	0
Totals	43	25	68

Totals	24	8	2
	21	3	2
	0	5	0
	3	0	0
	0	0	0

Old Mill Rd

South Approach

	Out	In	Total
	26	53	79
	5	1	6
	3	3	6
	0	0	0
Totals	34	57	91

- Cars

- Trucks

- Buses

- Bicycles

Comments



Peak Hour Summary

Intersection: Old Mill Rd & Oakville GO Parking Lot Access [West GO Access]-Residential Access
 Site Code: 2117400006
 Count Date: Sep 29, 2021
 Period: 07:00 - 09:00

Peak Hour Data (07:45 - 08:45)

Start Time	North Approach				South Approach Old Mill Rd				East Approach Oakville GO Parking Lot Access [West GO Access]				West Approach Residential Access				Total Vehicles							
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻		Peds	Total					
07:45					0		4		2	2	0	8	5	0		0	0	5	0	12	0	1	12	25
08:00					0		6		3	0	0	9	1	1		0	3	2	0	12	0	5	12	23
08:15					0		8		2	0	0	10	4	0		0	0	4	0	10	0	0	10	24
08:30					0		6		1	0	0	7	2	0		0	1	2	0	9	0	0	9	18
Grand Total					0	0	24	8	2	0	34	12	1	0	4	13	0	43	0	6	43	90	90	
Approach %					-		70.6	23.5	5.9	-		92.3	7.7	0	-		0	100	0	-				
Totals %					0		26.7	8.9	2.2		37.8	13.3	1.1	0		14.4	0	47.8	0			47.8		
PHF					0		0.75	0.67	0.25		0.85	0.6	0.25	0		0.65	0	0.9	0		0.9	0.9	0.9	
Cars					0		21	3	2		26	11	1	0		12	0	40	0		40		78	
% Cars					0		87.5	37.5	100		76.5	91.7	100	0		92.3	0	93	0		93		86.7	
Trucks					0		0	5	0		5	1	0	0		1	0	0	0		0		6	
% Trucks					0		0	62.5	0		14.7	8.3	0	0		7.7	0	0	0		0		6.7	
Buses					0		3	0	0		3	0	0	0		0	0	3	0		3		6	
% Buses					0		12.5	0	0		8.8	0	0	0		0	0	7	0		7		6.7	
Bicycles					0		0	0	0		0	0	0	0		0	0	0	0		0		0	
% Bicycles					0		0	0	0		0	0	0	0		0	0	0	0		0		0	
Peds					0	-				0	-				4	-				6	-		10	
% Peds					0	-				0	-				40	-				60	-			

Peak Hour Diagram

Specified Period

From: 16:00:00
To: 19:00:00

One Hour Peak

From: 16:00:00
To: 17:00:00

Intersection: Old Mill Rd & Oakville GO Parking Lot Access [West GO Access]-Residential Access
Site Code: 2117400006
Count Date: Sep 29, 2021

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: Old Mill Rd runs N/S

East Approach

	Out	In	Total
	9	4	13
	0	1	1
	0	0	0
	0	0	0
Totals	9	5	14

Residential Access

				Totals
0	0	0	0	0
0	0	0	0	0
0	0	0	25	25

Peds: 0



Peds: 1

Peds: 6

Peds: 0

Oakville GO Parking Lot Access [West GO Access]

Totals				
0	0	0	0	0
1	1	0	0	0
8	8	0	0	0

West Approach

	Out	In	Total
	25	43	68
	0	0	0
	0	0	0
	0	0	0
Totals	25	43	68

Totals	42	5	1
	42	4	1
	0	1	0
	0	0	0
	0	0	0

Old Mill Rd

South Approach

	Out	In	Total
	47	34	81
	1	0	1
	0	0	0
	0	0	0
Totals	48	34	82

- Cars

- Trucks

- Buses

- Bicycles

Comments



Peak Hour Summary

Intersection: Old Mill Rd & Oakville GO Parking Lot Access [West GO Access]-Residential Access
 Site Code: 2117400006
 Count Date: Sep 29, 2021
 Period: 16:00 - 19:00

Peak Hour Data (16:00 - 17:00)

Start Time	North Approach				South Approach Old Mill Rd				East Approach Oakville GO Parking Lot Access [West GO Access]				West Approach Residential Access				Total Vehicles							
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻		Peds	Total					
16:00					0		6		2	0	0	8	3	0		0	0	3	0	7	0	0	7	18
16:15					0		15		1	1	0	17	2	1		0	1	3	0	11	0	1	11	31
16:30					0		10		2	0	0	12	1	0		0	0	1	0	4	0	0	4	17
16:45					0		11		0	0	0	11	2	0		0	5	2	0	3	0	0	3	16
Grand Total					0	0	42	5	1	0	48	8	1	0	6	9	0	25	0	1	25	82	82	
Approach %					-	-	87.5	10.4	2.1	-	-	-	88.9	11.1	0	-	-	0	100	0	-	-	-	-
Totals %					0	0	51.2	6.1	1.2	58.5	9.8	1.2	0	11	0	30.5	0	30.5	0	30.5	0	30.5	30.5	30.5
PHF					0	0	0.7	0.63	0.25	0.71	0.67	0.25	0	0.75	0	0.57	0	0.57	0	0.57	0	0.57	0.66	0.66
Cars					0		42	4	1		47	8	1		0		9	0	25	0		25	81	
% Cars					0		100	80	100		97.9	100	100		0		100	0	100	0		100	98.8	
Trucks					0		0	1	0		1	0	0		0		0	0	0	0		0	1	
% Trucks					0		0	20	0		2.1	0	0		0		0	0	0	0		0	1.2	
Buses					0		0	0	0		0	0	0		0		0	0	0	0		0	0	
% Buses					0		0	0	0		0	0	0		0		0	0	0	0		0	0	
Bicycles					0		0	0	0		0	0	0		0		0	0	0	0		0	0	
% Bicycles					0		0	0	0		0	0	0		0		0	0	0	0		0	0	
Peds					0	-				0	-				6	-				1	-		7	
% Peds					0	-				0	-				85.7	-				14.3	-		7	



GHD
 11 Allstate Parkway
 Suite 310
 Markham, Ontario, Canada L3R 9T8
 905-752-4300 jim.bacchus@ghd.com
 Transport Planning

Count Name: Cornwall Road @ GO Parking
 Entrance/Private Driveway TMC
 Site Code:
 Start Date: 01/22/2013
 Page No: 1

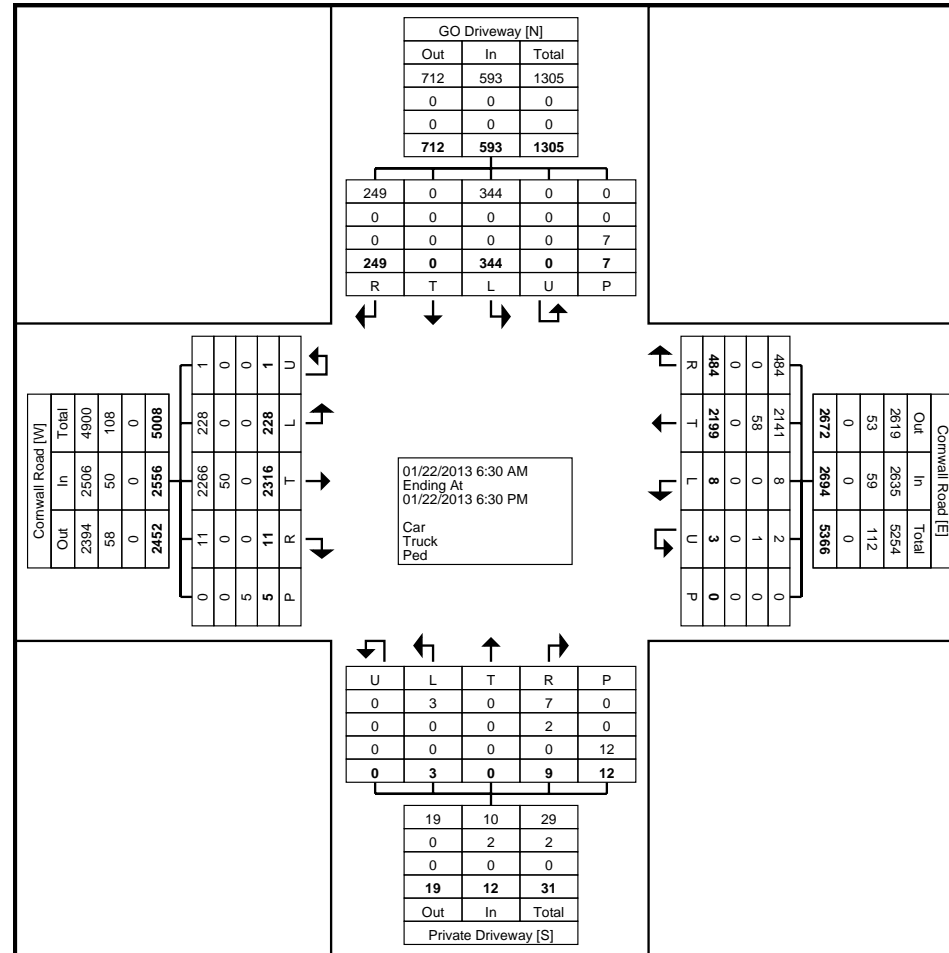
Turning Movement Data

Start Time	GO Driveway Southbound						Cornwall Road Westbound						Private Driveway Northbound						Cornwall Road Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
6:30 AM	0	0	1	0	0	1	37	22	0	0	0	59	0	0	0	0	0	0	0	54	21	0	0	75	135
6:45 AM	0	0	0	0	0	0	60	27	0	0	0	87	0	0	0	0	0	0	2	87	25	0	0	114	201
Hourly Total	0	0	1	0	0	1	97	49	0	0	0	146	0	0	0	0	0	0	2	141	46	0	0	189	336
7:00 AM	1	0	2	0	0	3	57	51	1	0	0	109	0	0	0	0	0	0	0	112	33	0	0	145	257
7:15 AM	1	0	3	0	0	4	49	35	0	0	0	84	1	0	0	0	0	1	1	97	23	0	0	121	210
7:30 AM	1	0	4	0	0	5	109	71	1	0	0	181	0	0	0	0	0	0	0	140	51	0	0	191	377
7:45 AM	1	0	5	0	0	6	73	99	1	0	0	173	0	0	0	0	1	0	0	209	21	0	1	230	409
Hourly Total	4	0	14	0	0	18	288	256	3	0	0	547	1	0	0	0	1	1	1	558	128	0	1	687	1253
8:00 AM	0	0	0	0	0	0	46	98	0	1	0	145	0	0	0	0	0	0	1	174	26	0	0	201	346
8:15 AM	4	0	0	0	0	4	31	114	2	0	0	147	0	0	0	0	2	0	1	218	15	0	0	234	385
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	4	0	0	0	0	4	77	212	2	1	0	292	0	0	0	0	2	0	2	392	41	0	0	435	731
4:30 PM	13	0	19	0	0	32	1	193	0	1	0	195	0	0	0	0	3	0	2	149	1	0	1	152	379
4:45 PM	19	0	22	0	0	41	3	222	0	0	0	225	2	0	1	0	0	3	1	158	1	0	0	160	429
Hourly Total	32	0	41	0	0	73	4	415	0	1	0	420	2	0	1	0	3	3	3	307	2	0	1	312	808
5:00 PM	29	0	32	0	2	61	0	193	0	0	0	193	2	0	0	0	1	2	1	173	0	0	1	174	430
5:15 PM	27	0	33	0	1	60	1	256	3	0	0	260	4	0	0	0	1	4	0	164	5	1	0	170	494
5:30 PM	37	0	57	0	2	94	6	240	0	0	0	246	0	0	1	0	3	1	1	151	0	0	1	152	493
5:45 PM	48	0	78	0	1	126	7	227	0	0	0	234	0	0	0	0	0	0	0	155	2	0	0	157	517
Hourly Total	141	0	200	0	6	341	14	916	3	0	0	933	6	0	1	0	5	7	2	643	7	1	2	653	1934
6:00 PM	48	0	62	0	1	110	2	182	0	1	0	185	0	0	0	0	0	0	0	149	0	0	0	149	444
6:15 PM	20	0	26	0	0	46	2	169	0	0	0	171	0	0	1	0	1	1	1	126	4	0	1	131	349
Grand Total	249	0	344	0	7	593	484	2199	8	3	0	2694	9	0	3	0	12	12	11	2316	228	1	5	2556	5855
Approach %	42.0	0.0	58.0	0.0	-	-	18.0	81.6	0.3	0.1	-	-	75.0	0.0	25.0	0.0	-	-	0.4	90.6	8.9	0.0	-	-	-
Total %	4.3	0.0	5.9	0.0	-	10.1	8.3	37.6	0.1	0.1	-	46.0	0.2	0.0	0.1	0.0	-	0.2	0.2	39.6	3.9	0.0	-	43.7	-
Car	249	0	344	0	-	593	484	2141	8	2	-	2635	7	0	3	0	-	10	11	2266	228	1	-	2506	5744
% Car	100.0	-	100.0	-	-	100.0	100.0	97.4	100.0	66.7	-	97.8	77.8	-	100.0	-	-	83.3	100.0	97.8	100.0	100.0	-	98.0	98.1
Truck	0	0	0	0	-	0	0	58	0	1	-	59	2	0	0	0	-	2	0	50	0	0	-	50	111
% Truck	0.0	-	0.0	-	-	0.0	0.0	2.6	0.0	33.3	-	2.2	22.2	-	0.0	-	-	16.7	0.0	2.2	0.0	0.0	-	2.0	1.9
Ped	-	-	-	-	7	-	-	-	-	-	0	-	-	-	-	-	12	-	-	-	-	-	5	-	-
% Ped	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Cornwall Road @ GO Parking
 Entrance/Private Driveway TMC
 Site Code:
 Start Date: 01/22/2013
 Page No: 2



Turning Movement Data Plot



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Count Name: Cornwall Road @ GO Parking
 Entrance/Private Driveway TMC
 Site Code:
 Start Date: 01/22/2013
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Turning Movement Peak Hour Data (7:30 AM)

Start Time	GO Driveway Southbound						Cornwall Road Westbound						Private Driveway Northbound						Cornwall Road Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:30 AM	1	0	4	0	0	5	109	71	1	0	0	181	0	0	0	0	0	0	0	140	51	0	0	191	377
7:45 AM	1	0	5	0	0	6	73	99	1	0	0	173	0	0	0	0	1	0	0	209	21	0	1	230	409
8:00 AM	0	0	0	0	0	0	46	98	0	1	0	145	0	0	0	0	0	0	1	174	26	0	0	201	346
8:15 AM	4	0	0	0	0	4	31	114	2	0	0	147	0	0	0	0	2	0	1	218	15	0	0	234	385
Total	6	0	9	0	0	15	259	382	4	1	0	646	0	0	0	0	3	0	2	741	113	0	1	856	1517
Approach %	40.0	0.0	60.0	0.0	-	-	40.1	59.1	0.6	0.2	-	-	NaN	NaN	NaN	NaN	-	-	0.2	86.6	13.2	0.0	-	-	-
Total %	0.4	0.0	0.6	0.0	-	1.0	17.1	25.2	0.3	0.1	-	42.6	0.0	0.0	0.0	0.0	-	0.0	0.1	48.8	7.4	0.0	-	56.4	-
PHF	0.375	0.000	0.450	0.000	-	0.625	0.594	0.838	0.500	0.250	-	0.892	0.000	0.000	0.000	0.000	-	0.000	0.500	0.850	0.554	0.000	-	0.915	0.927
Car	6	0	9	0	-	15	259	357	4	1	-	621	0	0	0	0	-	0	2	720	113	0	-	835	1471
% Car	100.0	-	100.0	-	-	100.0	100.0	93.5	100.0	100.0	-	96.1	-	-	-	-	-	-	100.0	97.2	100.0	-	-	97.5	97.0
Truck	0	0	0	0	-	0	0	25	0	0	-	25	0	0	0	0	-	0	0	21	0	0	-	21	46
% Truck	0.0	-	0.0	-	-	0.0	0.0	6.5	0.0	0.0	-	3.9	-	-	-	-	-	-	0.0	2.8	0.0	-	-	2.5	3.0
Ped	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	1	-	-
% Ped	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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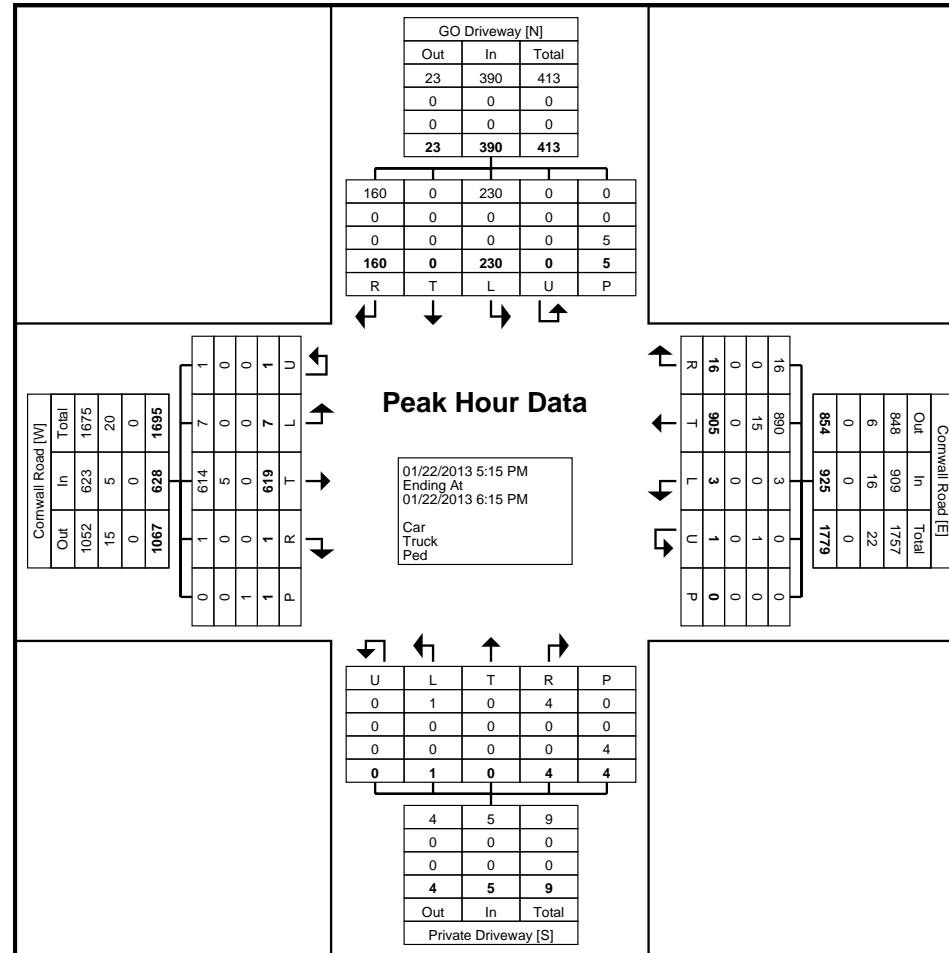
Turning Movement Peak Hour Data (5:15 PM)

Start Time	GO Driveway Southbound						Cornwall Road Westbound						Private Driveway Northbound						Cornwall Road Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
5:15 PM	27	0	33	0	1	60	1	256	3	0	0	260	4	0	0	0	1	4	0	164	5	1	0	170	494
5:30 PM	37	0	57	0	2	94	6	240	0	0	0	246	0	0	1	0	3	1	1	151	0	0	1	152	493
5:45 PM	48	0	78	0	1	126	7	227	0	0	0	234	0	0	0	0	0	0	0	155	2	0	0	157	517
6:00 PM	48	0	62	0	1	110	2	182	0	1	0	185	0	0	0	0	0	0	0	149	0	0	0	149	444
Total	160	0	230	0	5	390	16	905	3	1	0	925	4	0	1	0	4	5	1	619	7	1	1	628	1948
Approach %	41.0	0.0	59.0	0.0	-	-	1.7	97.8	0.3	0.1	-	-	80.0	0.0	20.0	0.0	-	-	0.2	98.6	1.1	0.2	-	-	-
Total %	8.2	0.0	11.8	0.0	-	20.0	0.8	46.5	0.2	0.1	-	47.5	0.2	0.0	0.1	0.0	-	0.3	0.1	31.8	0.4	0.1	-	32.2	-
PHF	0.833	0.000	0.737	0.000	-	0.774	0.571	0.884	0.250	0.250	-	0.889	0.250	0.000	0.250	0.000	-	0.313	0.250	0.944	0.350	0.250	-	0.924	0.942
Car	160	0	230	0	-	390	16	890	3	0	-	909	4	0	1	0	-	5	1	614	7	1	-	623	1927
% Car	100.0	-	100.0	-	-	100.0	100.0	98.3	100.0	0.0	-	98.3	100.0	-	100.0	-	-	100.0	100.0	99.2	100.0	100.0	-	99.2	98.9
Truck	0	0	0	0	-	0	0	15	0	1	-	16	0	0	0	0	-	0	0	5	0	0	-	5	21
% Truck	0.0	-	0.0	-	-	0.0	0.0	1.7	0.0	100.0	-	1.7	0.0	-	0.0	-	-	0.0	0.0	0.8	0.0	0.0	-	0.8	1.1
Ped	-	-	-	-	5	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	1	-	-
% Ped	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Turning Movement Peak Hour Data Plot (5:15 PM)



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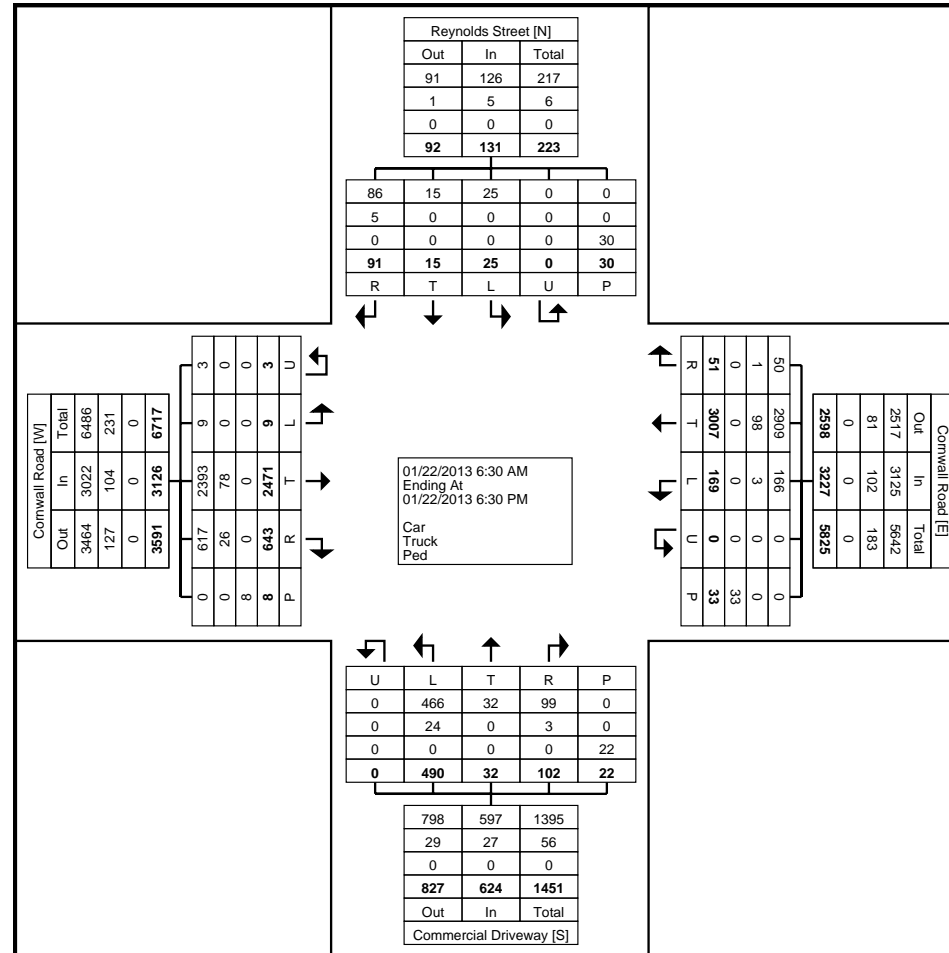
Turning Movement Data

Start Time	Reynolds Street Southbound						Cornwall Road Westbound						Commercial Driveway Northbound						Cornwall Road Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
6:30 AM	1	1	1	0	0	3	0	56	3	0	4	59	2	0	7	0	3	9	19	55	3	0	0	77	148
6:45 AM	0	0	1	0	0	1	1	62	7	0	1	70	7	1	12	0	1	20	57	97	0	0	2	154	245
Hourly Total	1	1	2	0	0	4	1	118	10	0	5	129	9	1	19	0	4	29	76	152	3	0	2	231	393
7:00 AM	2	1	0	0	0	3	0	106	5	0	2	111	4	0	14	0	0	18	37	89	0	0	1	126	258
7:15 AM	2	0	0	0	0	2	0	112	5	0	2	117	5	0	25	0	1	30	41	119	0	0	0	160	309
7:30 AM	1	0	0	0	1	1	2	182	7	0	2	191	4	0	29	0	3	33	54	155	0	0	2	209	434
7:45 AM	2	0	1	0	0	3	4	148	6	0	2	158	4	1	32	0	0	37	77	219	1	0	1	297	495
Hourly Total	7	1	1	0	1	9	6	548	23	0	8	577	17	1	100	0	4	118	209	582	1	0	4	792	1496
8:00 AM	3	1	0	0	1	4	8	239	13	0	3	260	6	1	24	0	1	31	61	212	0	1	1	274	569
8:15 AM	4	1	1	0	1	6	6	186	7	0	1	199	11	1	35	0	0	47	81	191	1	0	0	273	525
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	7	2	1	0	2	10	14	425	20	0	4	459	17	2	59	0	1	78	142	403	1	1	1	547	1094
4:30 PM	12	0	4	0	0	16	6	280	12	0	2	298	8	6	45	0	2	59	29	157	0	0	0	186	559
4:45 PM	10	1	3	0	3	14	5	221	13	0	5	239	8	3	49	0	2	60	40	155	1	0	0	196	509
Hourly Total	22	1	7	0	3	30	11	501	25	0	7	537	16	9	94	0	4	119	69	312	1	0	0	382	1068
5:00 PM	8	3	2	0	4	13	2	269	19	0	1	290	9	5	43	0	1	57	29	174	0	0	0	203	563
5:15 PM	13	1	4	0	3	18	4	247	22	0	3	273	9	3	48	0	0	60	26	163	2	0	0	191	542
5:30 PM	11	3	1	0	4	15	2	268	9	0	2	279	4	1	35	0	1	40	23	176	1	0	0	200	534
5:45 PM	5	0	3	0	7	8	2	224	12	0	1	238	5	4	26	0	3	35	22	197	0	1	0	220	501
Hourly Total	37	7	10	0	18	54	10	1008	62	0	7	1080	27	13	152	0	5	192	100	710	3	1	0	814	2140
6:00 PM	13	2	1	0	2	16	5	216	21	0	1	242	5	3	26	0	4	34	18	168	0	0	1	186	478
6:15 PM	4	1	3	0	4	8	4	191	8	0	1	203	11	3	40	0	0	54	29	144	0	1	0	174	439
Grand Total	91	15	25	0	30	131	51	3007	169	0	33	3227	102	32	490	0	22	624	643	2471	9	3	8	3126	7108
Approach %	69.5	11.5	19.1	0.0	-	-	1.6	93.2	5.2	0.0	-	-	16.3	5.1	78.5	0.0	-	-	20.6	79.0	0.3	0.1	-	-	-
Total %	1.3	0.2	0.4	0.0	-	1.8	0.7	42.3	2.4	0.0	-	45.4	1.4	0.5	6.9	0.0	-	8.8	9.0	34.8	0.1	0.0	-	44.0	-
Car	86	15	25	0	-	126	50	2909	166	0	-	3125	99	32	466	0	-	597	617	2393	9	3	-	3022	6870
% Car	94.5	100.0	100.0	-	-	96.2	98.0	96.7	98.2	-	-	96.8	97.1	100.0	95.1	-	-	95.7	96.0	96.8	100.0	100.0	-	96.7	96.7
Truck	5	0	0	0	-	5	1	98	3	0	-	102	3	0	24	0	-	27	26	78	0	0	-	104	238
% Truck	5.5	0.0	0.0	-	-	3.8	2.0	3.3	1.8	-	-	3.2	2.9	0.0	4.9	-	-	4.3	4.0	3.2	0.0	0.0	-	3.3	3.3
Ped	-	-	-	-	-	30	-	-	-	-	-	33	-	-	-	-	-	22	-	-	-	-	-	8	-
% Ped	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-



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Count Name: Cornwall Road @ Reynolds
 Street/Private Driveway TMC
 Site Code:
 Start Date: 01/22/2013
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Turning Movement Data Plot



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Count Name: Cornwall Road @ Reynolds
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Turning Movement Peak Hour Data (7:30 AM)

Start Time	Reynolds Street Southbound						Cornwall Road Westbound						Commercial Driveway Northbound						Cornwall Road Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:30 AM	1	0	0	0	1	1	2	182	7	0	2	191	4	0	29	0	3	33	54	155	0	0	2	209	434
7:45 AM	2	0	1	0	0	3	4	148	6	0	2	158	4	1	32	0	0	37	77	219	1	0	1	297	495
8:00 AM	3	1	0	0	1	4	8	239	13	0	3	260	6	1	24	0	1	31	61	212	0	1	1	274	569
8:15 AM	4	1	1	0	1	6	6	186	7	0	1	199	11	1	35	0	0	47	81	191	1	0	0	273	525
Total	10	2	2	0	3	14	20	755	33	0	8	808	25	3	120	0	4	148	273	777	2	1	4	1053	2023
Approach %	71.4	14.3	14.3	0.0	-	-	2.5	93.4	4.1	0.0	-	-	16.9	2.0	81.1	0.0	-	-	25.9	73.8	0.2	0.1	-	-	-
Total %	0.5	0.1	0.1	0.0	-	0.7	1.0	37.3	1.6	0.0	-	39.9	1.2	0.1	5.9	0.0	-	7.3	13.5	38.4	0.1	0.0	-	52.1	-
PHF	0.625	0.500	0.500	0.000	-	0.583	0.625	0.790	0.635	0.000	-	0.777	0.568	0.750	0.857	0.000	-	0.787	0.843	0.887	0.500	0.250	-	0.886	0.889
Car	7	2	2	0	-	11	20	711	31	0	-	762	24	3	113	0	-	140	265	749	2	1	-	1017	1930
% Car	70.0	100.0	100.0	-	-	78.6	100.0	94.2	93.9	-	-	94.3	96.0	100.0	94.2	-	-	94.6	97.1	96.4	100.0	100.0	-	96.6	95.4
Truck	3	0	0	0	-	3	0	44	2	0	-	46	1	0	7	0	-	8	8	28	0	0	-	36	93
% Truck	30.0	0.0	0.0	-	-	21.4	0.0	5.8	6.1	-	-	5.7	4.0	0.0	5.8	-	-	5.4	2.9	3.6	0.0	0.0	-	3.4	4.6
Ped	-	-	-	-	3	-	-	-	-	-	8	-	-	-	-	-	4	-	-	-	-	-	4	-	-
% Ped	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Cornwall Road @ Trafalgar Road
 TMC
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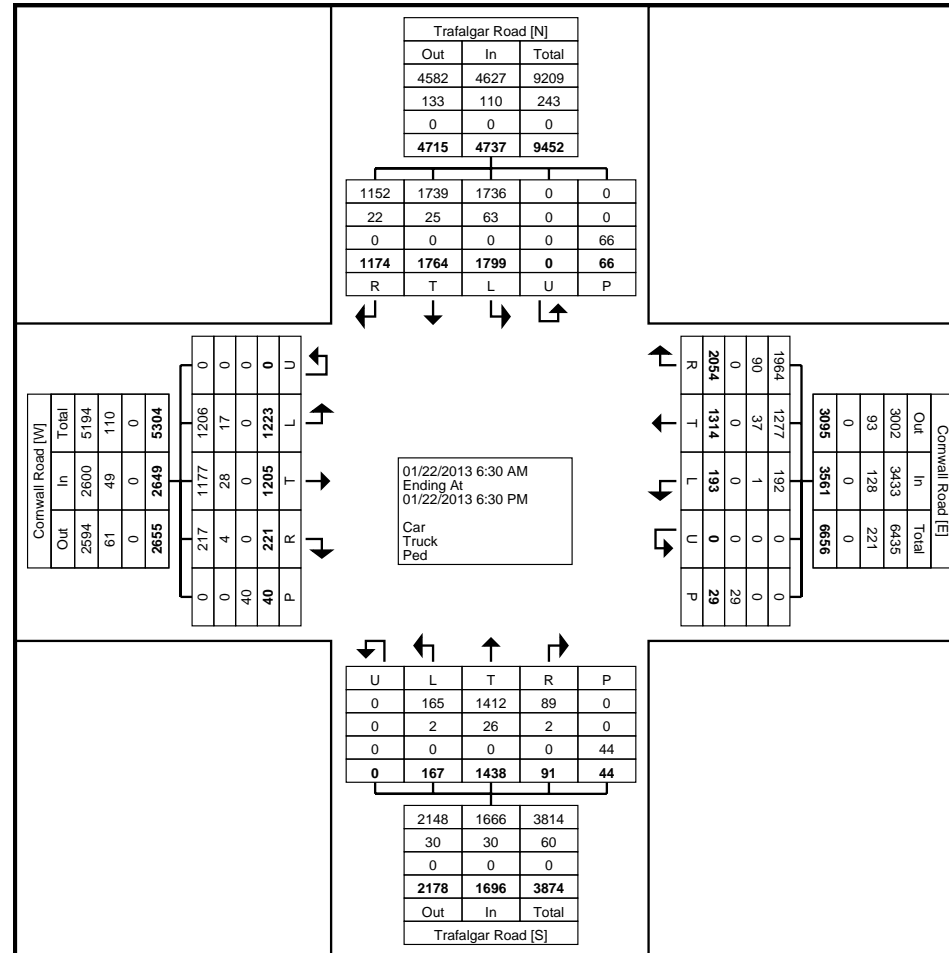
Turning Movement Data

Start Time	Trafalgar Road Southbound						Cornwall Road Westbound						Trafalgar Road Northbound						Cornwall Road Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
6:30 AM	36	52	53	0	1	141	46	15	1	0	1	62	5	58	4	0	0	67	7	21	27	0	0	55	325
6:45 AM	49	77	120	0	1	246	48	27	0	0	1	75	2	64	10	0	1	76	5	42	44	0	1	91	488
Hourly Total	85	129	173	0	2	387	94	42	1	0	2	137	7	122	14	0	1	143	12	63	71	0	1	146	813
7:00 AM	54	73	77	0	2	204	77	44	1	0	0	122	3	56	12	0	3	71	9	46	56	0	2	111	508
7:15 AM	53	98	109	0	1	260	100	25	3	0	0	128	2	62	6	0	2	70	9	50	31	0	0	90	548
7:30 AM	90	105	128	0	6	323	133	81	2	0	2	216	5	61	19	0	4	85	11	69	69	0	9	149	773
7:45 AM	84	159	196	0	2	439	112	67	1	0	1	180	2	97	11	0	2	110	19	102	87	0	1	208	937
Hourly Total	281	435	510	0	11	1226	422	217	7	0	3	646	12	276	48	0	11	336	48	267	243	0	12	558	2766
8:00 AM	67	138	164	0	3	369	185	71	3	0	3	259	5	115	11	0	4	131	13	97	79	0	2	189	948
8:15 AM	59	148	164	0	3	371	153	68	6	0	4	227	9	88	17	0	2	114	21	99	86	0	0	206	918
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	126	286	328	0	6	740	338	139	9	0	7	486	14	203	28	0	6	245	34	196	165	0	2	395	1866
4:30 PM	77	111	88	0	3	276	200	98	23	0	1	321	3	121	12	0	2	136	13	76	85	0	1	174	907
4:45 PM	97	117	114	0	7	328	154	120	16	0	5	290	7	106	8	0	1	121	11	83	80	0	2	174	913
Hourly Total	174	228	202	0	10	604	354	218	39	0	6	611	10	227	20	0	3	257	24	159	165	0	3	348	1820
5:00 PM	65	94	89	0	9	248	163	123	23	0	5	309	3	148	15	0	4	166	14	104	92	0	4	210	933
5:15 PM	94	123	100	0	9	317	159	124	23	0	2	306	13	104	13	0	4	130	15	80	86	0	5	181	934
5:30 PM	95	117	93	0	6	305	145	147	31	0	2	323	10	88	16	0	4	114	22	89	115	0	3	226	968
5:45 PM	104	127	119	0	6	350	126	113	23	0	0	262	4	72	6	0	5	82	31	99	89	0	6	219	913
Hourly Total	358	461	401	0	30	1220	593	507	100	0	9	1200	30	412	50	0	17	492	82	372	382	0	18	836	3748
6:00 PM	83	118	84	0	3	285	120	97	24	0	1	241	12	110	2	0	3	124	7	83	111	0	2	201	851
6:15 PM	67	107	101	0	4	275	133	94	13	0	1	240	6	88	5	0	3	99	14	65	86	0	2	165	779
Grand Total	1174	1764	1799	0	66	4737	2054	1314	193	0	29	3561	91	1438	167	0	44	1696	221	1205	1223	0	40	2649	12643
Approach %	24.8	37.2	38.0	0.0	-	-	57.7	36.9	5.4	0.0	-	-	5.4	84.8	9.8	0.0	-	-	8.3	45.5	46.2	0.0	-	-	-
Total %	9.3	14.0	14.2	0.0	-	37.5	16.2	10.4	1.5	0.0	-	28.2	0.7	11.4	1.3	0.0	-	13.4	1.7	9.5	9.7	0.0	-	21.0	-
Car	1152	1739	1736	0	-	4627	1964	1277	192	0	-	3433	89	1412	165	0	-	1666	217	1177	1206	0	-	2600	12326
% Car	98.1	98.6	96.5	-	-	97.7	95.6	97.2	99.5	-	-	96.4	97.8	98.2	98.8	-	-	98.2	98.2	97.7	98.6	-	-	98.2	97.5
Truck	22	25	63	0	-	110	90	37	1	0	-	128	2	26	2	0	-	30	4	28	17	0	-	49	317
% Truck	1.9	1.4	3.5	-	-	2.3	4.4	2.8	0.5	-	-	3.6	2.2	1.8	1.2	-	-	1.8	1.8	2.3	1.4	-	-	1.8	2.5
Ped	-	-	-	-	66	-	-	-	-	-	29	-	-	-	-	-	44	-	-	-	-	-	40	-	-
% Ped	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



GHD
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 Transport Planning

Count Name: Cornwall Road @ Trafalgar Road
 TMC
 Site Code:
 Start Date: 01/22/2013
 Page No: 2



Turning Movement Data Plot



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Count Name: Cornwall Road @ Trafalgar Road
 TMC
 Site Code:
 Start Date: 01/22/2013
 Page No: 3

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Trafalgar Road Southbound						Cornwall Road Westbound						Trafalgar Road Northbound						Cornwall Road Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:30 AM	90	105	128	0	6	323	133	81	2	0	2	216	5	61	19	0	4	85	11	69	69	0	9	149	773
7:45 AM	84	159	196	0	2	439	112	67	1	0	1	180	2	97	11	0	2	110	19	102	87	0	1	208	937
8:00 AM	67	138	164	0	3	369	185	71	3	0	3	259	5	115	11	0	4	131	13	97	79	0	2	189	948
8:15 AM	59	148	164	0	3	371	153	68	6	0	4	227	9	88	17	0	2	114	21	99	86	0	0	206	918
Total	300	550	652	0	14	1502	583	287	12	0	10	882	21	361	58	0	12	440	64	367	321	0	12	752	3576
Approach %	20.0	36.6	43.4	0.0	-	-	66.1	32.5	1.4	0.0	-	-	4.8	82.0	13.2	0.0	-	-	8.5	48.8	42.7	0.0	-	-	-
Total %	8.4	15.4	18.2	0.0	-	42.0	16.3	8.0	0.3	0.0	-	24.7	0.6	10.1	1.6	0.0	-	12.3	1.8	10.3	9.0	0.0	-	21.0	-
PHF	0.833	0.865	0.832	0.000	-	0.855	0.788	0.886	0.500	0.000	-	0.851	0.583	0.785	0.763	0.000	-	0.840	0.762	0.900	0.922	0.000	-	0.904	0.943
Car	289	538	628	0	-	1455	545	272	11	0	-	828	21	346	57	0	-	424	63	361	311	0	-	735	3442
% Car	96.3	97.8	96.3	-	-	96.9	93.5	94.8	91.7	-	-	93.9	100.0	95.8	98.3	-	-	96.4	98.4	98.4	96.9	-	-	97.7	96.3
Truck	11	12	24	0	-	47	38	15	1	0	-	54	0	15	1	0	-	16	1	6	10	0	-	17	134
% Truck	3.7	2.2	3.7	-	-	3.1	6.5	5.2	8.3	-	-	6.1	0.0	4.2	1.7	-	-	3.6	1.6	1.6	3.1	-	-	2.3	3.7
Ped	-	-	-	-	14	-	-	-	-	-	10	-	-	-	-	-	12	-	-	-	-	-	12	-	-
% Ped	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Cornwall Road @ Trafalgar Road
 TMC
 Site Code:
 Start Date: 01/22/2013
 Page No: 5

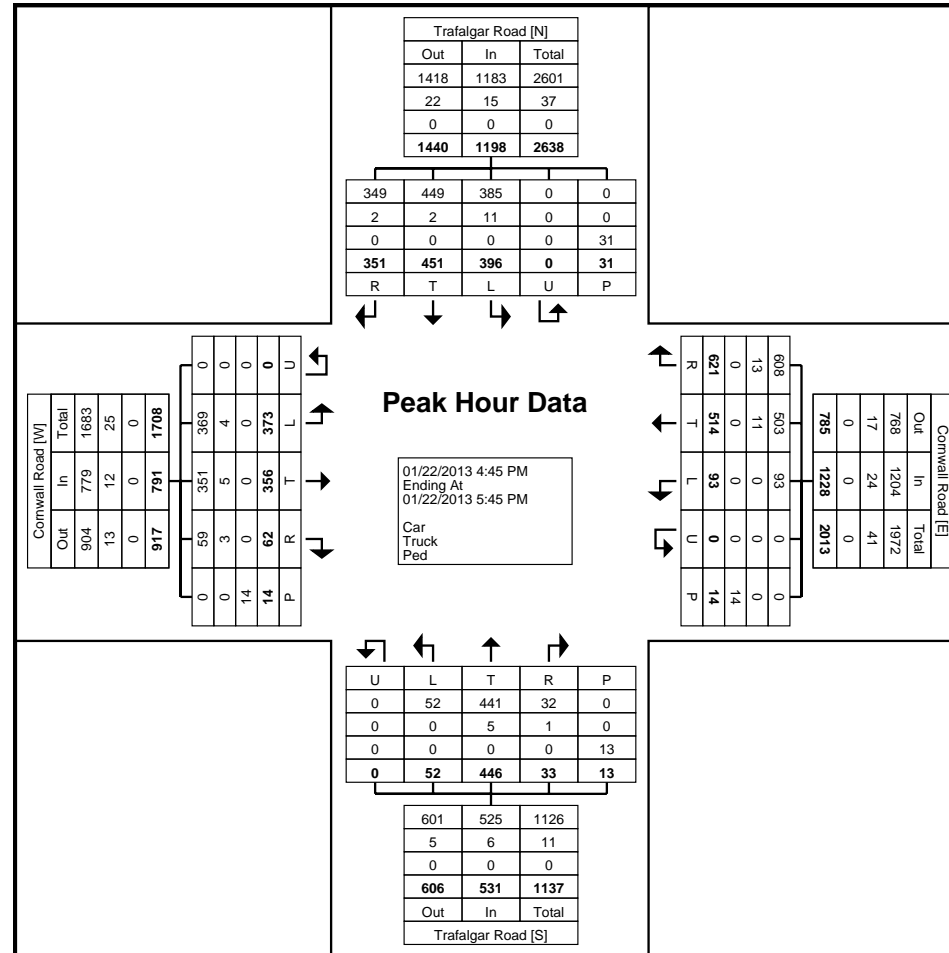
Turning Movement Peak Hour Data (4:45 PM)

Start Time	Trafalgar Road Southbound						Cornwall Road Westbound						Trafalgar Road Northbound						Cornwall Road Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
4:45 PM	97	117	114	0	7	328	154	120	16	0	5	290	7	106	8	0	1	121	11	83	80	0	2	174	913
5:00 PM	65	94	89	0	9	248	163	123	23	0	5	309	3	148	15	0	4	166	14	104	92	0	4	210	933
5:15 PM	94	123	100	0	9	317	159	124	23	0	2	306	13	104	13	0	4	130	15	80	86	0	5	181	934
5:30 PM	95	117	93	0	6	305	145	147	31	0	2	323	10	88	16	0	4	114	22	89	115	0	3	226	968
Total	351	451	396	0	31	1198	621	514	93	0	14	1228	33	446	52	0	13	531	62	356	373	0	14	791	3748
Approach %	29.3	37.6	33.1	0.0	-	-	50.6	41.9	7.6	0.0	-	-	6.2	84.0	9.8	0.0	-	-	7.8	45.0	47.2	0.0	-	-	-
Total %	9.4	12.0	10.6	0.0	-	32.0	16.6	13.7	2.5	0.0	-	32.8	0.9	11.9	1.4	0.0	-	14.2	1.7	9.5	10.0	0.0	-	21.1	-
PHF	0.905	0.917	0.868	0.000	-	0.913	0.952	0.874	0.750	0.000	-	0.950	0.635	0.753	0.813	0.000	-	0.800	0.705	0.856	0.811	0.000	-	0.875	0.968
Car	349	449	385	0	-	1183	608	503	93	0	-	1204	32	441	52	0	-	525	59	351	369	0	-	779	3691
% Car	99.4	99.6	97.2	-	-	98.7	97.9	97.9	100.0	-	-	98.0	97.0	98.9	100.0	-	-	98.9	95.2	98.6	98.9	-	-	98.5	98.5
Truck	2	2	11	0	-	15	13	11	0	0	-	24	1	5	0	0	-	6	3	5	4	0	-	12	57
% Truck	0.6	0.4	2.8	-	-	1.3	2.1	2.1	0.0	-	-	2.0	3.0	1.1	0.0	-	-	1.1	4.8	1.4	1.1	-	-	1.5	1.5
Ped	-	-	-	-	31	-	-	-	-	-	14	-	-	-	-	-	13	-	-	-	-	-	14	-	-
% Ped	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Cornwall Road @ Trafalgar Road
 TMC
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Turning Movement Peak Hour Data Plot (4:45 PM)



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Count Name: Cornwall Road/Speers Road @
 Cross Avenue TMC
 Site Code:
 Start Date: 01/22/2013
 Page No: 1

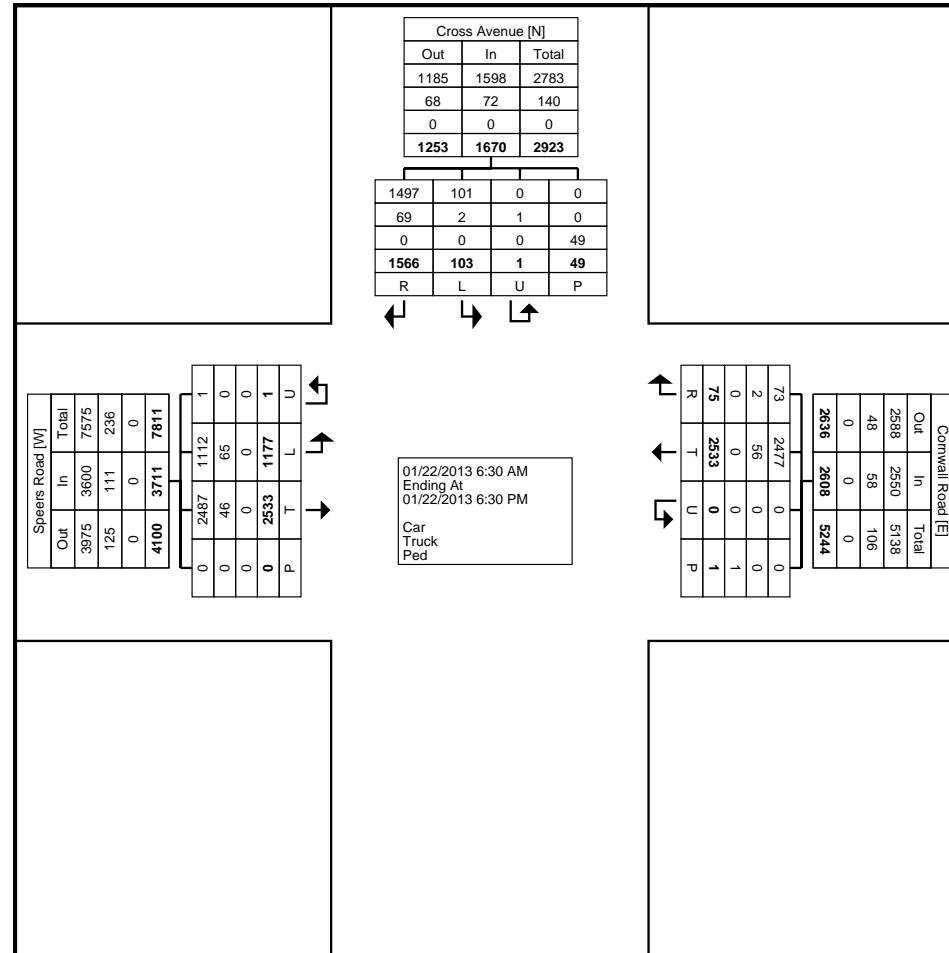
Turning Movement Data

Start Time	Cross Avenue Southbound					Cornwall Road Westbound					Speers Road Eastbound					Int. Total
	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	
6:30 AM	20	2	0	1	22	0	17	0	0	17	91	64	0	0	155	194
6:45 AM	15	1	1	0	17	1	29	0	0	30	117	85	0	0	202	249
Hourly Total	35	3	1	1	39	1	46	0	0	47	208	149	0	0	357	443
7:00 AM	29	0	0	3	29	6	39	0	1	45	175	110	1	0	286	360
7:15 AM	40	2	0	6	42	3	45	0	0	48	142	95	0	0	237	327
7:30 AM	33	3	0	6	36	5	75	0	0	80	208	157	0	0	365	481
7:45 AM	51	3	0	6	54	9	100	0	0	109	240	120	0	0	360	523
Hourly Total	153	8	0	21	161	23	259	0	1	282	765	482	1	0	1248	1691
8:00 AM	50	2	0	1	52	8	97	0	0	105	203	89	0	0	292	449
8:15 AM	59	3	0	1	62	7	107	0	0	114	226	93	0	0	319	495
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	109	5	0	2	114	15	204	0	0	219	429	182	0	0	611	944
4:30 PM	139	2	0	1	141	6	201	0	0	207	150	37	0	0	187	535
4:45 PM	124	2	0	0	126	4	257	0	0	261	144	52	0	0	196	583
Hourly Total	263	4	0	1	267	10	458	0	0	468	294	89	0	0	383	1118
5:00 PM	189	4	0	1	193	5	231	0	0	236	178	51	0	0	229	658
5:15 PM	140	10	0	7	150	4	300	0	0	304	149	56	0	0	205	659
5:30 PM	185	21	0	3	206	4	280	0	0	284	133	45	0	0	178	668
5:45 PM	189	30	0	5	219	6	316	0	0	322	126	42	0	0	168	709
Hourly Total	703	65	0	16	768	19	1127	0	0	1146	586	194	0	0	780	2694
6:00 PM	173	10	0	6	183	6	238	0	0	244	126	43	0	0	169	596
6:15 PM	130	8	0	2	138	1	201	0	0	202	125	38	0	0	163	503
Grand Total	1566	103	1	49	1670	75	2533	0	1	2608	2533	1177	1	0	3711	7989
Approach %	93.8	6.2	0.1	-	-	2.9	97.1	0.0	-	-	68.3	31.7	0.0	-	-	-
Total %	19.6	1.3	0.0	-	20.9	0.9	31.7	0.0	-	32.6	31.7	14.7	0.0	-	46.5	-
Car	1497	101	0	-	1598	73	2477	0	-	2550	2487	1112	1	-	3600	7748
% Car	95.6	98.1	0.0	-	95.7	97.3	97.8	-	-	97.8	98.2	94.5	100.0	-	97.0	97.0
Truck	69	2	1	-	72	2	56	0	-	58	46	65	0	-	111	241
% Truck	4.4	1.9	100.0	-	4.3	2.7	2.2	-	-	2.2	1.8	5.5	0.0	-	3.0	3.0
Ped	-	-	-	49	-	-	-	-	1	-	-	-	-	0	-	-
% Ped	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-



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Count Name: Cornwall Road/Speers Road @
 Cross Avenue TMC
 Site Code:
 Start Date: 01/22/2013
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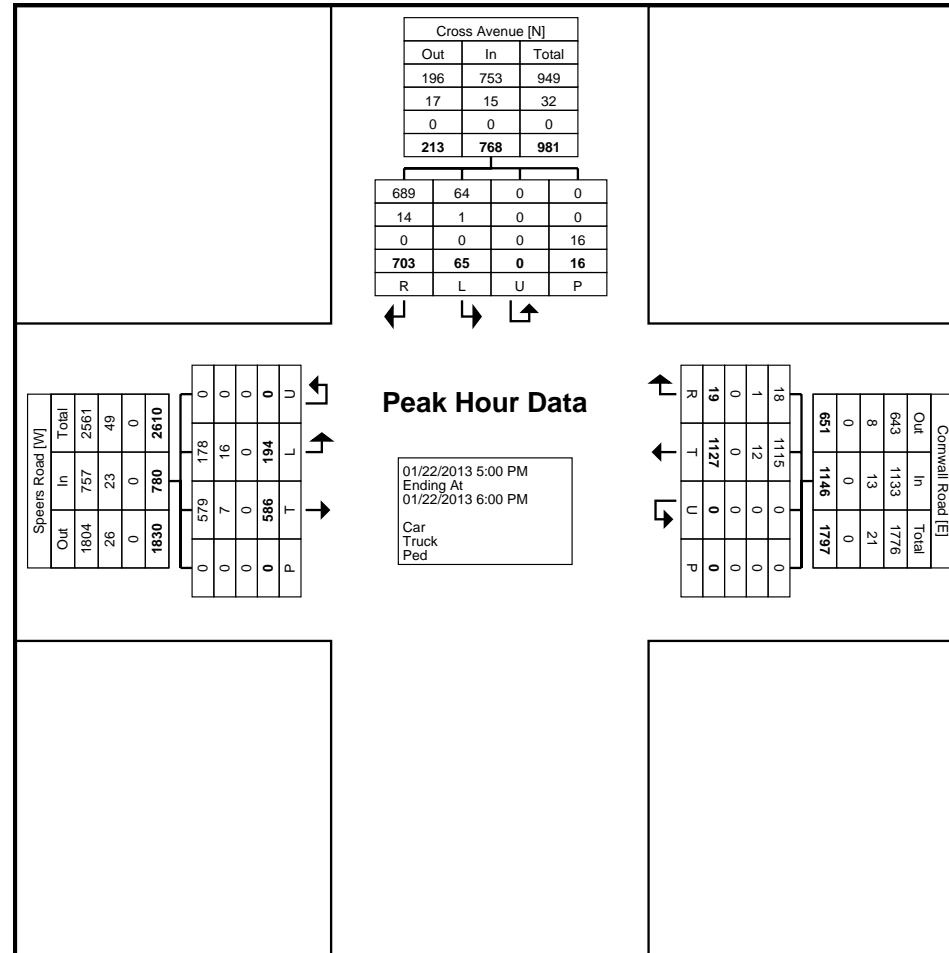


Turning Movement Data Plot



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Count Name: Cornwall Road/Speers Road @
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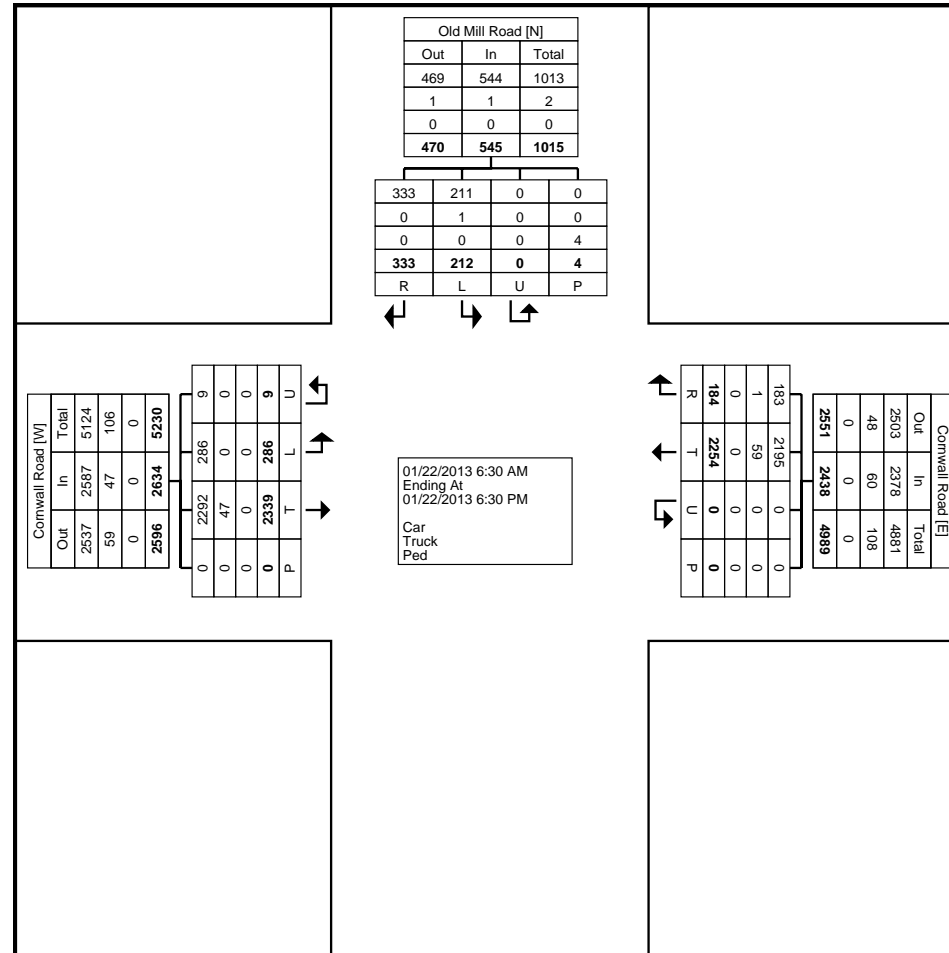


Turning Movement Peak Hour Data Plot (5:00 PM)



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Count Name: Old Mill Road @ Cornwall Road
 TMC
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Count Name: Old Mill Road @ GO
 Driveway/Residential Driveway TMC
 Site Code:
 Start Date: 01/22/2013
 Page No: 1

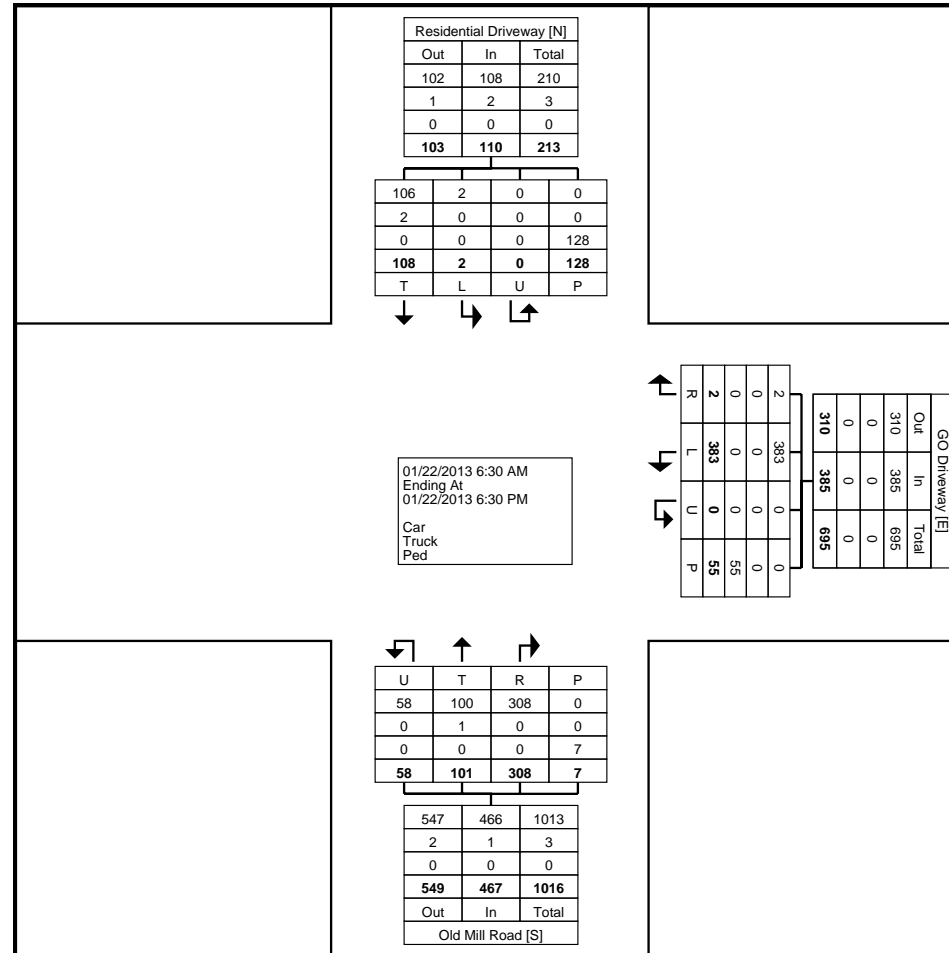
Turning Movement Data

Start Time	Residential Driveway Southbound					GO Driveway Westbound					Old Mill Road Northbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
6:30 AM	1	0	0	5	1	0	2	0	0	2	17	0	3	0	20	23
6:45 AM	5	0	0	9	5	0	18	0	0	18	33	0	2	0	35	58
Hourly Total	6	0	0	14	6	0	20	0	0	20	50	0	5	0	55	81
7:00 AM	6	0	0	10	6	0	13	0	5	13	49	0	7	1	56	75
7:15 AM	8	0	0	13	8	0	16	0	5	16	26	1	7	0	34	58
7:30 AM	12	1	0	16	13	0	16	0	10	16	43	2	7	1	52	81
7:45 AM	9	0	0	24	9	0	34	0	11	34	45	4	8	1	57	100
Hourly Total	35	1	0	63	36	0	79	0	31	79	163	7	29	3	199	314
8:00 AM	16	0	0	4	16	0	4	0	2	4	15	4	0	0	19	39
8:15 AM	11	0	0	8	11	0	9	0	4	9	17	3	2	0	22	42
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	27	0	0	12	27	0	13	0	6	13	32	7	2	0	41	81
4:30 PM	2	0	0	3	2	0	18	0	1	18	4	10	2	1	16	36
4:45 PM	7	0	0	0	7	0	21	0	0	21	5	5	1	0	11	39
Hourly Total	9	0	0	3	9	0	39	0	1	39	9	15	3	1	27	75
5:00 PM	5	0	0	3	5	1	26	0	2	27	8	15	2	0	25	57
5:15 PM	5	1	0	3	6	0	50	0	1	50	9	12	5	0	26	82
5:30 PM	10	0	0	12	10	1	46	0	4	47	13	17	3	2	33	90
5:45 PM	4	0	0	9	4	0	50	0	3	50	16	9	6	1	31	85
Hourly Total	24	1	0	27	25	2	172	0	10	174	46	53	16	3	115	314
6:00 PM	0	0	0	5	0	0	49	0	6	49	5	7	3	0	15	64
6:15 PM	7	0	0	4	7	0	11	0	1	11	3	12	0	0	15	33
Grand Total	108	2	0	128	110	2	383	0	55	385	308	101	58	7	467	962
Approach %	98.2	1.8	0.0	-	-	0.5	99.5	0.0	-	-	66.0	21.6	12.4	-	-	-
Total %	11.2	0.2	0.0	-	11.4	0.2	39.8	0.0	-	40.0	32.0	10.5	6.0	-	48.5	-
Car	106	2	0	-	108	2	383	0	-	385	308	100	58	-	466	959
% Car	98.1	100.0	-	-	98.2	100.0	100.0	-	-	100.0	100.0	99.0	100.0	-	99.8	99.7
Truck	2	0	0	-	2	0	0	0	-	0	0	1	0	-	1	3
% Truck	1.9	0.0	-	-	1.8	0.0	0.0	-	-	0.0	0.0	1.0	0.0	-	0.2	0.3
Ped	-	-	-	128	-	-	-	-	55	-	-	-	-	7	-	-
% Ped	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



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Count Name: Old Mill Road @ GO
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Turning Movement Data Plot



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Count Name: Old Mill Road @ GO
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 Site Code:
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 Page No: 3

Turning Movement Peak Hour Data (7:00 AM)

Start Time	Residential Driveway Southbound					GO Driveway Westbound					Old Mill Road Northbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
7:00 AM	6	0	0	10	6	0	13	0	5	13	49	0	7	1	56	75
7:15 AM	8	0	0	13	8	0	16	0	5	16	26	1	7	0	34	58
7:30 AM	12	1	0	16	13	0	16	0	10	16	43	2	7	1	52	81
7:45 AM	9	0	0	24	9	0	34	0	11	34	45	4	8	1	57	100
Total	35	1	0	63	36	0	79	0	31	79	163	7	29	3	199	314
Approach %	97.2	2.8	0.0	-	-	0.0	100.0	0.0	-	-	81.9	3.5	14.6	-	-	-
Total %	11.1	0.3	0.0	-	11.5	0.0	25.2	0.0	-	25.2	51.9	2.2	9.2	-	63.4	-
PHF	0.729	0.250	0.000	-	0.692	0.000	0.581	0.000	-	0.581	0.832	0.438	0.906	-	0.873	0.785
Car	34	1	0	-	35	0	79	0	-	79	163	6	29	-	198	312
% Car	97.1	100.0	-	-	97.2	-	100.0	-	-	100.0	100.0	85.7	100.0	-	99.5	99.4
Truck	1	0	0	-	1	0	0	0	-	0	0	1	0	-	1	2
% Truck	2.9	0.0	-	-	2.8	-	0.0	-	-	0.0	0.0	14.3	0.0	-	0.5	0.6
Ped	-	-	-	63	-	-	-	-	31	-	-	-	-	3	-	-
% Ped	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



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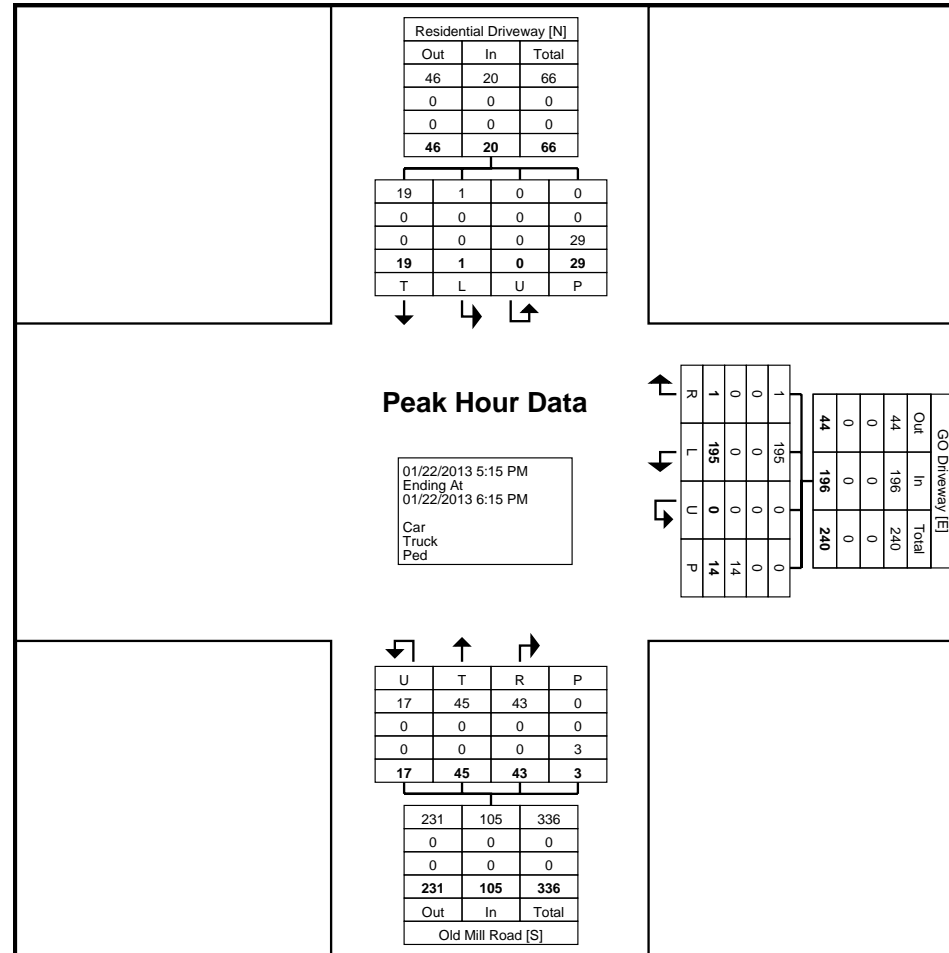
Turning Movement Peak Hour Data (5:15 PM)

Start Time	Residential Driveway Southbound					GO Driveway Westbound					Old Mill Road Northbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
5:15 PM	5	1	0	3	6	0	50	0	1	50	9	12	5	0	26	82
5:30 PM	10	0	0	12	10	1	46	0	4	47	13	17	3	2	33	90
5:45 PM	4	0	0	9	4	0	50	0	3	50	16	9	6	1	31	85
6:00 PM	0	0	0	5	0	0	49	0	6	49	5	7	3	0	15	64
Total	19	1	0	29	20	1	195	0	14	196	43	45	17	3	105	321
Approach %	95.0	5.0	0.0	-	-	0.5	99.5	0.0	-	-	41.0	42.9	16.2	-	-	-
Total %	5.9	0.3	0.0	-	6.2	0.3	60.7	0.0	-	61.1	13.4	14.0	5.3	-	32.7	-
PHF	0.475	0.250	0.000	-	0.500	0.250	0.975	0.000	-	0.980	0.672	0.662	0.708	-	0.795	0.892
Car	19	1	0	-	20	1	195	0	-	196	43	45	17	-	105	321
% Car	100.0	100.0	-	-	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	100.0	100.0
Truck	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Truck	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Ped	-	-	-	29	-	-	-	-	14	-	-	-	-	3	-	-
% Ped	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



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 Transport Planning

Count Name: Old Mill Road @ GO
 Driveway/Residential Driveway TMC
 Site Code:
 Start Date: 01/22/2013
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Turning Movement Peak Hour Data Plot (5:15 PM)