

July 13, 2026

Liverpool Road Limited Partnership (14824001)
Brian Moss and Associates Ltd.
Planning, Development Management

Attention: Brian Moss

Consulting Services for 640 Liverpool Road, Pickering
Turning Movement Counts and Transportation Brief Addendum

Dillon Consulting Limited (Dillon) has prepared this Addendum to the Transportation Brief for 640 Liverpool Road (dated December 2025) incorporating updated traffic count data that was collected in June/July 2026.

Existing Conditions

Traffic Data was collected at the intersection of Liverpool Road and Annland Street on both weekday and weekend periods as follows:

- Weekday: Monday, June 29th (3-hr AM and 3-hr PM peak periods)
- Weekend: Saturday, July 4th and Sunday, July 5th (3-hr midday peak period)

For school boards serving Pickering (such as the Durham District School Board and Durham Catholic District School Board), the last day of classes for secondary students was June 24, 2026, and for elementary students, it was June 25, 2026, followed by a Professional Activity (PA) day on June 26, 2026. Summer camp sessions began on June 29th, therefore representing a peak summer weekday prior to Canada Day. The Saturday and Sunday traffic counts obtained following Canada Day represent a peak summer weekend, with increased activity in proximity to the waterfront area.

The data included a breakdown of vehicle turn movements, pedestrian and cycling crossings at 15-minute intervals through the collection periods. The traffic counts are provided in Appendix A.

A summary of the AM peak hour and PM peak hour data is summarized in Figure 1 and the Saturday and Sunday data is in Figure 2.

Figure 1: Existing 2026 Traffic Volumes - Weekday

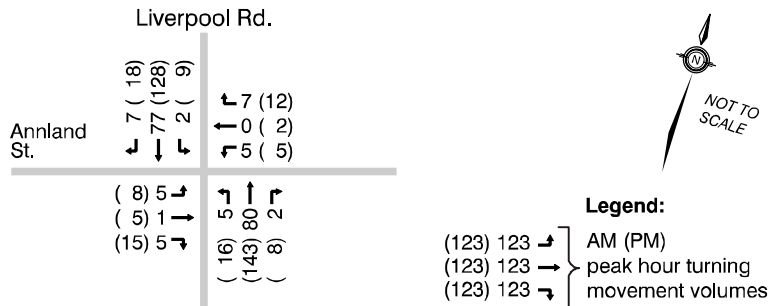
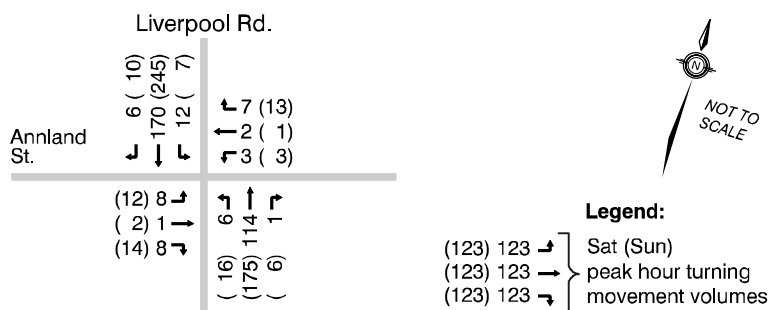


Figure 2: Existing 2026 Traffic Volumes - Weekend



The following is noted about the data:

- Highest volumes were during the Sunday peak hour (12:30 – 1:30 pm).
- The weekday PM peak hour vehicles volumes were higher than the AM peak hour.
- The majority of demand is on Liverpool Road (87% to 91%)

The intersection operational analysis was updated to reflect the most recent weekday PM and weekend Sunday peak hour data. Table 1 summarizes the existing intersection operations at Liverpool Road and Annland Street. The synchro analysis worksheet reports are provided in Appendix B.

Table 1: Existing 2026 Intersection Operations at Liverpool Road and Annland Street

Approach	PM peak hour					Sunday peak hour				
	Veh / hr	v/c	LOS	Delay (sec)	Queue (m)*	Veh / hr	v/c	LOS	Delay (sec)	Queue (m)*
Eastbound	28	0.05	B	10.8	1	28	0.06	B	12.3	2
Westbound	19	0.03	B	10.4	1	17	0.03	B	10.7	1

* 95th %ile queue length

The updated analysis indicates that:

- The existing eastbound and westbound stop-controlled approaches are currently operating at a reasonable level of service (LOS B).
- The stop-controlled movements experience minimal delays and short queues during weekday PM peak hour and the weekend Sunday peak hour.

None of the movements are critical as defined by the City of Pickering TIA Guidelines since they operate at a v/c ratio less than 0.85, with a v/c better than LOS D.

Background Traffic Growth

The December 2025 Transportation Brief included a 0.5% growth rate to forecast background traffic for the 2027 horizon. The most recent traffic count suggests a higher growth in traffic has been experienced in the area. Between 2023 and 2026 traffic on Liverpool Road increased by an average of 5% annually while Annland Street increased by an average of 7% per year. Table 2 compares the weekday PM peak hour traffic volumes.

Table 2: Traffic Volume Comparison - Weekday PM peak hour

Year	Liverpool Road			Annland Street			Total
	Northbound	Southbound	Total	Eastbound	Westbound	Total	
2023	137	148	285	12	13	25	310
2026	167	155	322	28	19	47	369
Annual % Growth	8%	2%	5%	45%	16%	30%	7%

This addendum presents the results with the previously used 0.5% annual growth rate as well as a 5% annual growth rate to better reflect the most recent data obtained.

Factors Influencing Traffic Analysis

- Pickering Harbour Development Corporation – while the development has been included as part of the December 2025 Transportation Brief, its status/timing is currently unknown. A total of 176 AM peak hour trips and 338 PM peak hour trips had been included as part of the background traffic volumes ensuring that the analysis reflects potential cumulative impacts. Reported traffic operations would be improved if the adjacent development was excluded from the analysis.

- Updated Site plan: the latest site plan includes a reduction from 91 units to 81 units, reducing the estimated trips generated compared to what was previously estimated in the December 2025 Transportation Brief. The forecast trips generated are therefore slightly higher and provide a more conservative estimate of potential traffic impacts (worst case).
- Trip generation rates: the December 2025 Transportation Brief is focused on PM peak hour trip generation rates however the updated traffic analysis suggests potentially higher demand during the weekend peaks. The ITE trip generation manual was used to compare weekday and weekend peak period trip generation rates. Where ITE data was unavailable for the Sunday peak hour, Saturday rates were applied. It is noted that trip generation rates are higher for the PM peak hour than for weekend periods therefore PM rates were applied to both the PM peak and the Sunday peak hour to ensure a conservative analysis.

The total future volumes including background growth and site generated traffic are summarized in Figure 3 for PM peak and Sunday peak hours with a 0.5% annual growth rate while Figure 4 shows the forecast with a 5% annual growth rate. Future intersection operations at Liverpool Road and Annland Street are summarized in Table 3.

Figure 3: Total Future 2027 Traffic Volumes – 0.5% Growth

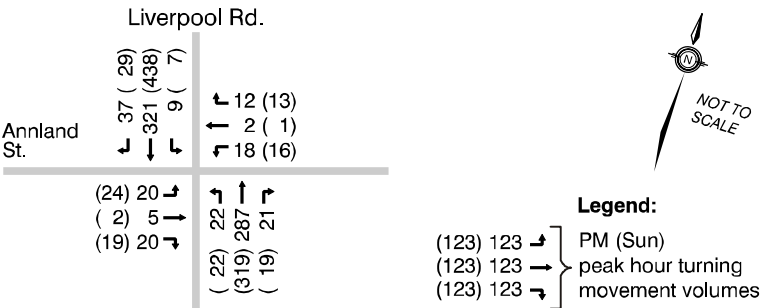


Figure 4: Total Future 2027 Traffic Volumes – 5% Growth

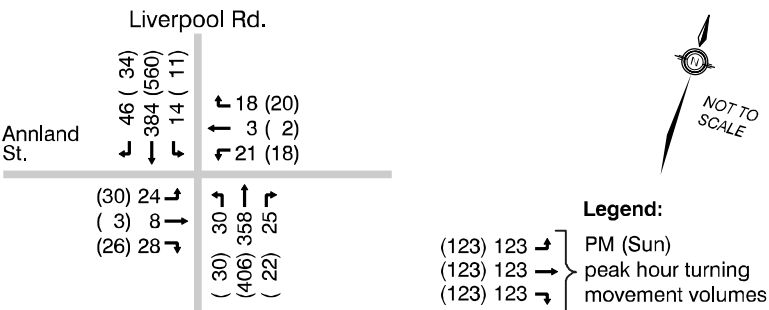


Table 3: Future Intersection Operations at Liverpool Road and Annland Street

MOVEMENT	PM peak hour					Sunday peak hour				
	Veh / hr	v/c	LOS	Delay (sec)	Queue (m)*	Veh / hr	v/c	LOS	Delay (sec)	Queue (m)*
Total Future 2027: 0.5% Growth Rate										
EB approach	45	0.12	C	15.9	3	45	0.16	C	19.5	5
WB approach	32	0.09	C	16.1	3	30	0.11	C	18.5	3
Total Future 2027: 5.0% Growth Rate										
EB approach	60	0.22	C	20.4	7	59	0.30	D	29.8	10
WB approach	42	0.16	C	20.2	4	40	0.19	D	25.5	6

* 95th %ile queue length

The updated analysis indicates that the eastbound and westbound stop-controlled approaches would operate at a reasonable level of service with the LOS D during the Sunday Peak under the 5% annual growth scenario. The stop-controlled movements are expected to operate with minimal delays and short queues during weekday PM peak hour and the weekend Sunday peak hour.

Existing left turn delays have been noted by residents at Annland Street. A left-turn lane warrant analyses was undertaken using the warrant methodology published by the Ministry of Transportation, Ontario (MTO) in their design supplement to the Transportation Association of Canada's (TAC) *Geometric Design Guide for Canadian Roads*, 2017. The analysis results using a 50 km/h design speed is presented in Table 4. The left-turn lane warrant nomographs are in Appendix C.

Table 4: Left-Turn Lane Warrant Results

Peak Hour	V_a = advancing volume	V_{LT} = volume of left-turns	% Left turns in V_A *	Lane Warranted	Storage Length (m)
Total Future 2027: 0.5% Growth Rate					
PM	NB = 330	NBL = 22	7%	No	n/a
	SB = 367	SBL = 9	3%	No	n/a
Sunday	NB = 360	NBL = 22	6%	No	n/a
	SB = 474	SBL = 7	2%	No	n/a

Peak Hour	V_a = advancing volume	V_{LT} = volume of left-turns	% Left turns in V_A^*	Lane Warranted	Storage Length (m)
Total Future 2027: 5.0% Growth Rate					
PM	NB = 413	30	8%	Yes	15
	SB = 444	14	4%	No	n/a
Sunday	NB = 458	30	7%	Yes	15
	SB = 605	11	2%	Yes	15

Signal warrant nomographs were based on the % of left turn vehicles (rounded up to the nearest 5%). The results indicate that a northbound left-turns may be difficult to complete under the 5.0% growth rate scenario, and a left turn lane can be justified. Roadway widening is however undesirable for active transportation in the waterfront area as it increases crossing distances. Should delays become excessive for northbound and southbound left turns on Liverpool Road, all-way stop control can be considered. There is an existing all-way stop south of Annland Street at Wharf Street which provides gaps in traffic to facilitate left turns at Annland Street. Monitoring of the Annland Street intersection is recommended to determine if delays are excessive and if all-way stops should be considered further. As noted above, the analysis includes the forecast Pickering Harbour Development Corporation site traffic, and measures may be warranted at such time when that development is complete.

On-Site Parking

A reduced parking rate from 5 spaces per 100m² of commercial space to 4 spaces per 100m² has been included in the most recent site plan. The following justification is provided for this reduced parking rate:

- Parking spaces are provided for both residential units' visitors and for the retail spaces;
 - o Resident visitor parking and daytime commercial parking tend to be complementary, with commercial activity typically peaking during the day and residential visitor demand higher in the evening.
 - o Signage will clarify which spaces are reserved for residents, visitors and commercial use; it may be possible to designate shared visitor/commercial spaces or general short-term parking.
 - o A portion of the retail trips would also be generated internally from the residential units. Internal trips have not been accounted for through the adjustments in trip generation rates, and they have not yet been adjusted for on-site parking rates.

- Retail activity is likely to be primarily walk-ins;
 - o Many of the trips would already be parked in the waterfront area, including adjacent on-street parking.
 - o The site plan includes bicycle parking for the retail spaces, as there are likely to be a higher share of active transportation trips in the waterfront area.

Applying the reduced parking rate of 4 spaces per 100m² results in a reduction of 5 parking spaces (from 24 spaces to 19 spaces) to support the 484m² retail space.

Summary

Dillon Consulting Limited (Dillon) has prepared this Addendum to the Transportation Brief for 640 Liverpool Road (dated December 2025) incorporating updated traffic count data that was collected in June/July 2026.

The updated traffic counts collected at the intersection of Liverpool Road and Annland Street indicate that the intersection experiences the highest volumes during the Sunday peak hour, and the weekday PM peak hour experiences the highest weekday volumes. As well, annual traffic demand between 2023 and 2026 increased an average of between 5% to 7% per year at the intersection of Liverpool Road and Annland Street.

The existing eastbound and westbound stop-controlled approaches are currently operating at a reasonable level of service (LOS B) during the weekday PM peak hour and the weekend Sunday peak hour.

The future conditions analysis was updated to address the updated existing vehicle demands and an increase in forecast background traffic growth. The future demand includes the site generated traffic due the development at 640 Liverpool Road as well adjacent developments (Pickering Harbour Development Corporation). The future eastbound and westbound stop-controlled approaches continue to operate at a reasonable level of service (LOS D or better) during the weekday PM peak hour and the weekend Sunday peak hour.

An additional analysis was conducted to assess the ability for northbound and southbound vehicles to complete left turn maneuvers at the two-way stop controlled intersection. The analysis suggests that both the northbound left turn and southbound left turn movement may be difficult to complete in the Sunday Peak hour under a 5% annual growth rate and a separate left turn lane would be beneficial to minimize delay to upstream through vehicles. It is noted however that this is based on a conservative analysis which includes the adjacent Pickering Harbour Development (development timeframe is

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unknown). Monitoring of the Annland Street intersection is recommended to determine if delays are excessive and if all way stop control would be required. It is not anticipated that all-way stops would be required in advance of the adjacent Pickering Harbour Development Corporation construction.

A handwritten signature in black ink, appearing to read "Ian Borsuk", written over a horizontal line.

Ian Borsuk, P. Eng.

Our file: 25-2038

Appendix A

Traffic Volume Data

Project #26-180 - Dillon Consulting

Intersection Count Report

Intersection:	Liverpool Rd & Annland St	Monday, June 29th, 2026
Municipality:	Pickering	
Count Date:	Tuesday, Jun 02, 2026	
Site Code:	2618000001	
Count Categories:	Cars, Trucks, Bicycles, Pedestrians	
Count Period:	07:00-10:00, 15:00-18:00	
Weather:	Clear	
Comments:		

Traffic Count Map

Intersection:	Liverpool Rd & Annland St
Site Code:	2618000001
Municipality:	Pickering
Count Date:	Jun 02, 2026



Traffic Count Summary

Intersection: Liverpool Rd & Annland St
 Site Code: 2618000001
 Municipality: Pickering
 Count Date: Jun 02, 2026

Liverpool Rd - Traffic Summary

Hour	North Approach Totals						South Approach Totals						Total
	Includes Cars, Trucks, Bicycles						Includes Cars, Trucks, Bicycles						
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	
07:00 - 08:00	6	27	6	0	39	0	0	28	0	0	28	0	67
08:00 - 09:00	1	52	8	0	61	0	2	61	0	0	63	0	124
09:00 - 10:00	5	86	8	0	99	2	4	73	2	0	79	3	178
BREAK													
15:00 - 16:00	7	122	14	0	143	1	14	137	5	0	156	1	299
16:00 - 17:00	8	143	16	0	167	3	8	138	9	0	155	6	322
17:00 - 18:00	10	166	8	0	184	4	9	111	4	0	124	5	308
GRAND TOTAL	37	596	60	0	693	10	37	548	20	0	605	15	1298

Traffic Count Summary

Intersection: Liverpool Rd & Annland St
Site Code: 2618000001
Municipality: Pickering
Count Date: Jun 02, 2026

Annland St - Traffic Summary

Hour	East Approach Totals						West Approach Totals							Total
	Includes Cars, Trucks, Bicycles						Includes Cars, Trucks, Bicycles							
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds		
07:00 - 08:00	0	0	3	0	3	2	3	1	0	0	4	3	7	
08:00 - 09:00	3	1	6	0	10	5	4	1	3	0	8	2	18	
09:00 - 10:00	5	1	3	0	9	19	3	1	5	0	9	8	18	
BREAK														
15:00 - 16:00	5	3	7	0	15	21	8	4	12	0	24	25	39	
16:00 - 17:00	10	2	10	0	22	19	2	1	8	0	11	34	33	
17:00 - 18:00	11	3	7	0	21	29	12	3	13	0	28	36	49	
GRAND TOTAL	34	10	36	0	80	95	32	11	41	0	84	108	164	

Traffic Count Data

Intersection: Liverpool Rd & Annland St
Site Code: 2618000001
Municipality: Pickering
Count Date: Jun 02, 2026

North Approach - Liverpool Rd

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↺	Total	←	↑	→	↺	Total	←	↑	→	↺	Total	
07:00	2	4	0	0	6	0	0	1	0	1	0	0	0	0	0	0
07:15	1	6	0	0	7	0	1	0	0	1	0	0	0	0	0	0
07:30	2	6	1	0	9	0	1	0	0	1	0	0	0	0	0	0
07:45	1	7	4	0	12	0	0	0	0	0	0	2	0	0	2	0
08:00	0	10	5	0	15	0	0	0	0	0	0	0	0	0	0	0
08:15	0	11	1	0	12	0	0	0	0	0	0	0	0	0	0	0
08:30	1	14	1	0	16	0	0	0	0	0	0	0	0	0	0	0
08:45	0	16	1	0	17	0	0	0	0	0	0	1	0	0	1	0
09:00	0	14	3	0	17	0	0	0	0	0	0	1	0	0	1	0
09:15	1	29	2	0	32	0	2	0	0	2	0	0	0	0	0	0
09:30	1	15	3	0	19	0	0	0	0	0	0	0	0	0	0	1
09:45	2	25	0	0	27	1	0	0	0	1	0	0	0	0	0	1
SUBTOTAL	11	157	21	0	189	1	4	1	0	6	0	4	0	0	4	2

Traffic Count Data

Intersection: Liverpool Rd & Annland St
Site Code: 2618000001
Municipality: Pickering
Count Date: Jun 02, 2026

North Approach - Liverpool Rd

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↺	Total	←	↑	→	↺	Total	←	↑	→	↺	Total	
15:00	0	23	2	0	25	0	1	0	0	1	0	0	0	0	0	0
15:15	4	31	2	0	37	0	1	0	0	1	0	1	2	0	3	0
15:30	2	33	2	0	37	0	0	0	0	0	0	0	0	0	0	0
15:45	1	31	6	0	38	0	1	0	0	1	0	0	0	0	0	1
16:00	2	29	4	0	35	0	0	0	0	0	0	1	2	0	3	1
16:15	0	30	3	0	33	0	0	0	0	0	0	2	0	0	2	0
16:30	4	36	4	0	44	0	0	0	0	0	0	1	0	0	1	0
16:45	2	43	3	0	48	0	0	0	0	0	0	1	0	0	1	2
17:00	1	31	0	0	32	0	0	0	0	0	0	2	0	0	2	1
17:15	3	36	1	0	40	0	1	0	0	1	0	1	0	0	1	0
17:30	5	38	3	0	46	0	1	0	0	1	0	3	0	0	3	0
17:45	1	51	4	0	56	0	1	0	0	1	0	1	0	0	1	3
SUBTOTAL	25	412	34	0	471	0	6	0	0	6	0	13	4	0	17	8
GRAND TOTAL	36	569	55	0	660	1	10	1	0	12	0	17	4	0	21	10

Traffic Count Data

Intersection: Liverpool Rd & Annland St
Site Code: 2618000001
Municipality: Pickering
Count Date: Jun 02, 2026

South Approach - Liverpool Rd

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↺	Total	←	↑	→	↺	Total	←	↑	→	↺	Total	
07:00	0	9	0	0	9	0	1	0	0	1	0	1	0	0	1	0
07:15	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0
07:30	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0
07:45	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0
08:00	0	8	0	0	8	0	1	0	0	1	0	0	0	0	0	0
08:15	0	10	0	0	10	0	2	0	0	2	0	0	0	0	0	0
08:30	2	13	0	0	15	0	0	0	0	0	0	0	0	0	0	0
08:45	0	27	0	0	27	0	0	0	0	0	0	0	0	0	0	0
09:00	2	16	1	0	19	0	0	0	0	0	0	0	0	0	0	1
09:15	1	23	0	0	24	0	1	0	0	1	0	0	1	0	1	1
09:30	0	14	0	0	14	0	1	0	0	1	0	0	0	0	0	0
09:45	1	17	0	0	18	0	0	0	0	0	0	1	0	0	1	1
SUBTOTAL	6	154	1	0	161	0	6	0	0	6	0	2	1	0	3	3

Traffic Count Data

Intersection: Liverpool Rd & Annland St
Site Code: 2618000001
Municipality: Pickering
Count Date: Jun 02, 2026

South Approach - Liverpool Rd

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↺	Total	←	↑	→	↺	Total	←	↑	→	↺	Total	
15:00	2	32	1	0	35	0	1	0	0	1	0	1	0	0	1	0
15:15	4	33	3	0	40	0	0	0	0	0	0	1	0	0	1	1
15:30	2	39	0	0	41	0	1	0	0	1	0	0	0	0	0	0
15:45	2	28	1	0	31	0	0	0	0	0	4	1	0	0	5	0
16:00	4	39	4	0	47	0	0	0	0	0	0	1	0	0	1	2
16:15	1	26	0	0	27	0	0	0	0	0	0	3	0	0	3	1
16:30	1	30	4	0	35	0	0	0	0	0	0	1	0	0	1	0
16:45	1	35	0	0	36	0	0	0	0	0	1	3	1	0	5	3
17:00	1	38	2	0	41	0	0	0	0	0	0	2	0	0	2	0
17:15	1	17	0	0	18	0	1	0	0	1	0	0	0	0	0	2
17:30	0	29	0	0	29	1	0	0	0	1	1	2	0	0	3	1
17:45	1	21	1	0	23	1	1	0	0	2	3	0	1	0	4	2
SUBTOTAL	20	367	16	0	403	2	4	0	0	6	9	15	2	0	26	12
GRAND TOTAL	26	521	17	0	564	2	10	0	0	12	9	17	3	0	29	15

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Traffic Count Data

Intersection: Liverpool Rd & Annland St
Site Code: 2618000001
Municipality: Pickering
Count Date: Jun 02, 2026

East Approach - Annland St

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↺	Total	←	↑	→	↺	Total	←	↑	→	↺	Total	
15:00	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	5
15:15	1	2	3	0	6	0	0	0	0	0	0	0	0	0	0	6
15:30	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	10
15:45	2	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0
16:00	2	0	5	0	7	0	0	0	0	0	0	0	0	0	0	5
16:15	2	0	2	0	4	0	0	0	0	0	0	0	0	0	0	5
16:30	3	0	2	0	5	0	0	0	0	0	0	0	0	0	0	3
16:45	3	0	1	0	4	0	0	0	0	0	0	2	0	0	2	6
17:00	3	0	4	0	7	0	0	0	0	0	0	0	0	0	0	9
17:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	4
17:30	6	0	2	0	8	0	0	0	0	0	0	0	0	0	0	9
17:45	2	3	0	0	5	0	0	0	0	0	0	0	0	0	0	7
SUBTOTAL	26	6	24	0	56	0	0	0	0	0	0	2	0	0	2	69
GRAND TOTAL	34	8	36	0	78	0	0	0	0	0	0	2	0	0	2	95

Traffic Count Data

Intersection: Liverpool Rd & Annland St
Site Code: 2618000001
Municipality: Pickering
Count Date: Jun 02, 2026

West Approach - Annland St

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↺	Total	←	↑	→	↺	Total	←	↑	→	↺	Total	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
08:00	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0
08:15	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0
08:30	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	1
08:45	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	1
09:00	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	3
09:15	2	0	2	0	4	0	0	0	0	0	0	0	0	0	0	1
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:45	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	3
SUBTOTAL	9	3	8	0	20	1	0	0	0	1	0	0	0	0	0	13

Traffic Count Data

Intersection: Liverpool Rd & Annland St
Site Code: 2618000001
Municipality: Pickering
Count Date: Jun 02, 2026

West Approach - Annland St

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↺	Total	←	↑	→	↺	Total	←	↑	→	↺	Total	
15:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
15:15	2	1	3	0	6	0	0	0	0	0	0	0	1	0	1	8
15:30	2	0	6	0	8	0	0	0	0	0	0	0	0	0	0	4
15:45	3	3	1	0	7	0	0	0	0	0	1	0	0	0	1	10
16:00	0	1	3	0	4	0	0	0	0	0	0	0	1	0	1	8
16:15	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	6
16:30	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	11
16:45	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	9
17:00	5	0	1	0	6	0	0	0	0	0	1	0	1	0	2	7
17:15	1	1	3	0	5	0	0	0	0	0	0	0	0	0	0	7
17:30	3	0	4	0	7	0	0	0	0	0	0	0	1	0	1	13
17:45	2	2	2	0	6	0	0	1	0	1	0	0	0	0	0	9
SUBTOTAL	20	8	28	0	56	0	0	1	0	1	2	0	4	0	6	95
GRAND TOTAL	29	11	36	0	76	1	0	1	0	2	2	0	4	0	6	108

Peak Hour Diagram

Specified Period

From: 07:00:00
To: 10:00:00

One Hour Peak

From: 08:30:00
To: 09:30:00

Intersection: Liverpool Rd & Annland St
Site Code: 2618000001
Count Date: Jun 02, 2026

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: Liverpool Rd runs N/S

North Approach

	Out	In	Total
	82	90	172
	2	2	4
	2	0	2
Totals	86	92	178

Liverpool Rd

	0	2	0	0
	0	2	0	0
	7	73	2	0
Totals	7	77	2	0

East Approach

	Out	In	Total
	12	4	16
	0	0	0
	0	1	1
Totals	12	5	17

Annland St

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

Peds: 0



Peds: 6

Peds: 8

Peds: 2

Annland St

Totals			
0	0	0	0
7	7	0	0
0	0	0	0
5	5	0	0

West Approach

	Out	In	Total
	10	12	22
	1	0	1
	0	0	0
Totals	11	12	23

Totals	5	80	2	0
	5	79	1	0
	0	1	0	0
	0	0	1	0

Liverpool Rd

South Approach

	Out	In	Total
	85	83	168
	1	2	3
	1	2	3
Totals	87	87	174

- Cars

- Trucks

- Bicycles

Comments

Peak Hour Summary

Intersection: Liverpool Rd & Annland St
Site Code: 2618000001
Count Date: Jun 02, 2026
Period: 07:00 - 10:00

Peak Hour Data (08:30 - 09:30)

	North Approach Liverpool Rd						South Approach Liverpool Rd						East Approach Annland St						West Approach Annland St						Total Vehicl es			
Start Time					Peds	Total					Peds	Total					Peds	Total					Peds	Total				
08:30	1	14	1	0	0	16	2	13	0	0	0	15	1	0	4	0	1	5	1	0	1	0	1	2	38			
08:45	0	17	1	0	0	18	0	27	0	0	0	27	0	0	1	0	2	1	1	1	0	0	1	2	48			
09:00	0	15	3	0	0	18	2	16	1	0	1	19	1	0	2	0	0	3	1	0	2	0	3	3	43			
09:15	1	31	2	0	0	34	1	24	1	0	1	26	3	0	0	0	5	3	2	0	2	0	1	4	67			
Grand Total	2	77	7	0	0	86	5	80	2	0	2	87	5	0	7	0	8	12	5	1	5	0	6	11	196			
Approach %	2.3	89.5	8.1	0		-	5.7	92	2.3	0		-	41.7	0	58.3	0		-	45.5	9.1	45.5	0		-				
Totals %	1	39.3	3.6	0		43.9	2.6	40.8	1	0		44.4	2.6	0	3.6	0		6.1	2.6	0.5	2.6	0		5.6				
PHF	0.5	0.62	0.58	0		0.63	0.63	0.74	0.5	0		0.81	0.42	0	0.44	0		0.6	0.63	0.25	0.63	0		0.69	0.73			
Cars	2	73	7	0		82	5	79	1	0		85	5	0	7	0		12	4	1	5	0		10	189			
% Cars	100	94.8	100	0		95.3	100	98.8	50	0		97.7	100	0	100	0		100	80	100	100	0		90.9	96.4			
Trucks	0	2	0	0		2	0	1	0	0		1	0	0	0	0		0	1	0	0	0		1	4			
% Trucks	0	2.6	0	0		2.3	0	1.3	0	0		1.1	0	0	0	0		0	20	0	0	0		9.1	2			
Bicycles	0	2	0	0		2	0	0	1	0		1	0	0	0	0		0	0	0	0	0		0	3			
% Bicycles	0	2.6	0	0		2.3	0	0	50	0		1.1	0	0	0	0		0	0	0	0	0		0	1.5			
Peds						0						2	-						8	-						6	-	16
% Peds						0						12.5	-						50	-						37.5	-	

Peak Hour Diagram

Specified Period

From: 15:00:00

To: 18:00:00

One Hour Peak

From: 15:15:00

To: 16:15:00

Intersection: Liverpool Rd & Annland St

Site Code: 2618000001

Count Date: Jun 02, 2026

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: Liverpool Rd runs N/S

North Approach

	Out	In	Total
	147	158	305
	2	1	3
	6	4	10
Totals	155	163	318

Liverpool Rd

	4	2	0	0
	0	2	0	0
	14	124	9	0
Totals	18	128	9	0






East Approach

	Out	In	Total
	19	22	41
	0	0	0
	0	0	0
Totals	19	22	41

Annland St

				Totals
0	0	0	0	0
1	0	7	8	8
0	0	5	5	5
2	0	13	15	15






Peds: 2



Peds: 30

Peds: 21

Peds: 3

Annland St

Totals			
0	0	0	0
12	12	0	0
2	2	0	0
5	5	0	0






West Approach

	Out	In	Total
	25	28	53
	0	0	0
	3	8	11
Totals	28	36	64

Totals				
	12	139	8	0
	0	1	0	0
	4	3	0	0

Liverpool Rd

South Approach

	Out	In	Total
	159	142	301
	1	2	3
	7	4	11
Totals	167	148	315

 - Cars

 - Trucks

 - Bicycles

Comments

Peak Hour Summary

Intersection: Liverpool Rd & Annland St
Site Code: 2618000001
Count Date: Jun 02, 2026
Period: 15:00 - 18:00

Peak Hour Data (15:15 - 16:15)

Start Time	North Approach Liverpool Rd						South Approach Liverpool Rd						East Approach Annland St						West Approach Annland St						Total Vehicles
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	
15:15	4	33	4	0	0	41	4	34	3	0	1	41	1	2	3	0	6	6	2	1	4	0	8	7	95
15:30	2	33	2	0	0	37	2	40	0	0	0	42	0	0	2	0	10	2	2	0	6	0	4	8	89
15:45	1	32	6	0	1	39	6	29	1	0	0	36	2	0	2	0	0	4	4	3	1	0	10	8	87
16:00	2	30	6	0	1	38	4	40	4	0	2	48	2	0	5	0	5	7	0	1	4	0	8	5	98
Grand Total	9	128	18	0	2	155	16	143	8	0	3	167	5	2	12	0	21	19	8	5	15	0	30	28	369
Approach %	5.8	82.6	11.6	0	-	-	9.6	85.6	4.8	0	-	-	26.3	10.5	63.2	0	-	-	28.6	17.9	53.6	0	-	-	-
Totals %	2.4	34.7	4.9	0	-	42	4.3	38.8	2.2	0	-	45.3	1.4	0.5	3.3	0	-	5.1	2.2	1.4	4.1	0	-	7.6	-
PHF	0.56	0.97	0.75	0	-	0.95	0.67	0.89	0.5	0	-	0.87	0.63	0.25	0.6	0	-	0.68	0.5	0.42	0.63	0	-	0.88	0.94
Cars	9	124	14	0	-	147	12	139	8	0	-	159	5	2	12	0	-	19	7	5	13	0	-	25	350
% Cars	100	96.9	77.8	0	-	94.8	75	97.2	100	0	-	95.2	100	100	100	0	-	100	87.5	100	86.7	0	-	89.3	94.9
Trucks	0	2	0	0	-	2	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	0	0	3
% Trucks	0	1.6	0	0	-	1.3	0	0.7	0	0	-	0.6	0	0	0	0	-	0	0	0	0	0	0	0	0.8
Bicycles	0	2	4	0	-	6	4	3	0	0	-	7	0	0	0	0	-	0	1	0	2	0	-	3	16
% Bicycles	0	1.6	22.2	0	-	3.9	25	2.1	0	0	-	4.2	0	0	0	0	-	0	12.5	0	13.3	0	-	10.7	4.3
Peds	-	-	-	-	2	-	-	-	-	-	3	-	-	-	-	-	21	-	-	-	-	-	30	-	56
% Peds	-	-	-	-	3.6	-	-	-	-	-	5.4	-	-	-	-	-	37.5	-	-	-	-	-	53.6	-	-

Project #26-180 - Dillon Consulting

Intersection Count Report

Intersection: Liverpool Rd & Annland St
Municipality: Pickering
Count Date: Saturday, Jul 04, 2026
Site Code: 2618000002
Count Categories: Cars, Trucks, Bicycles, Pedestrians
Count Period: 12:00-15:00
Weather: Clear
Comments:



Traffic Count Map

Intersection:	Liverpool Rd & Annland St
Site Code:	2618000002
Municipality:	Pickering
Count Date:	Jul 04, 2026



Traffic Count Summary

Intersection: Liverpool Rd & Annland St
 Site Code: 2618000002
 Municipality: Pickering
 Count Date: Jul 04, 2026

Liverpool Rd - Traffic Summary

Hour	North Approach Totals						South Approach Totals						Total
	Includes Cars, Trucks, Bicycles						Includes Cars, Trucks, Bicycles						
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	
12:00 - 13:00	16	153	7	0	176	2	6	113	1	0	120	0	296
13:00 - 14:00	7	145	4	0	156	0	10	107	2	0	119	1	275
14:00 - 15:00	7	102	5	0	114	0	7	105	3	0	115	1	229
GRAND TOTAL	30	400	16	0	446	2	23	325	6	0	354	2	800

Traffic Count Summary

Intersection: Liverpool Rd & Annland St
 Site Code: 2618000002
 Municipality: Pickering
 Count Date: Jul 04, 2026

Annland St - Traffic Summary

Hour	East Approach Totals						West Approach Totals						Total
	Includes Cars, Trucks, Bicycles						Includes Cars, Trucks, Bicycles						
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	
12:00 - 13:00	3	2	5	0	10	8	9	1	9	0	19	1	29
13:00 - 14:00	2	2	8	0	12	9	1	4	8	0	13	7	25
14:00 - 15:00	2	2	3	0	7	8	3	2	4	0	9	6	16
GRAND TOTAL	7	6	16	0	29	25	13	7	21	0	41	14	70

Traffic Count Data

Intersection: Liverpool Rd & Annland St
Site Code: 2618000002
Municipality: Pickering
Count Date: Jul 04, 2026

North Approach - Liverpool Rd

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↺	Total	←	↑	→	↺	Total	←	↑	→	↺	Total	
12:00	5	33	2	0	40	0	0	0	0	0	0	0	0	0	0	0
12:15	3	30	0	0	33	1	0	0	0	1	0	0	0	0	0	0
12:30	3	43	3	0	49	1	1	0	0	2	0	0	0	0	0	1
12:45	2	45	2	0	49	1	0	0	0	1	0	1	0	0	1	1
13:00	1	50	1	0	52	0	0	0	0	0	0	0	0	0	0	0
13:15	0	27	1	0	28	1	0	0	0	1	0	1	0	0	1	0
13:30	1	37	1	0	39	1	0	0	0	1	0	1	0	0	1	0
13:45	2	29	1	0	32	1	0	0	0	1	0	0	0	0	0	0
14:00	2	22	2	0	26	0	0	0	0	0	0	0	0	0	0	0
14:15	1	26	1	0	28	1	0	0	0	1	0	0	0	0	0	0
14:30	0	27	2	0	29	1	0	0	0	1	0	1	0	0	1	0
14:45	1	25	0	0	26	1	1	0	0	2	0	0	0	0	0	0
SUBTOTAL	21	394	16	0	431	9	2	0	0	11	0	4	0	0	4	2
GRAND TOTAL	21	394	16	0	431	9	2	0	0	11	0	4	0	0	4	2

Traffic Count Data

Intersection: Liverpool Rd & Annland St
Site Code: 2618000002
Municipality: Pickering
Count Date: Jul 04, 2026

South Approach - Liverpool Rd

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↺	Total	←	↑	→	↺	Total	←	↑	→	↺	Total	
12:00	3	23	1	0	27	0	0	0	0	0	0	0	0	0	0	0
12:15	1	27	0	0	28	0	0	0	0	0	0	0	0	0	0	0
12:30	2	33	0	0	35	0	0	0	0	0	0	0	0	0	0	0
12:45	0	28	0	0	28	0	1	0	0	1	0	1	0	0	1	0
13:00	3	24	1	0	28	0	0	0	0	0	0	0	0	0	0	0
13:15	4	29	0	0	33	0	0	0	0	0	1	0	0	0	1	1
13:30	1	23	1	0	25	0	1	0	0	1	0	1	0	0	1	0
13:45	1	29	0	0	30	0	0	0	0	0	0	0	0	0	0	0
14:00	1	16	0	0	17	0	0	0	0	0	0	1	0	0	1	0
14:15	2	29	2	0	33	0	1	0	0	1	0	0	0	0	0	1
14:30	3	28	0	0	31	0	0	0	0	0	0	0	0	0	0	0
14:45	1	30	1	0	32	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	22	319	6	0	347	0	3	0	0	3	1	3	0	0	4	2
GRAND TOTAL	22	319	6	0	347	0	3	0	0	3	1	3	0	0	4	2

Traffic Count Data

Intersection: Liverpool Rd & Annland St
Site Code: 2618000002
Municipality: Pickering
Count Date: Jul 04, 2026

East Approach - Annland St

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↺	Total	←	↑	→	↺	Total	←	↑	→	↺	Total	
12:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:15	3	0	4	0	7	0	0	0	0	0	0	0	0	0	0	3
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:45	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2
13:00	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	2
13:15	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
13:30	2	1	2	0	5	0	0	0	0	0	0	0	0	0	0	3
13:45	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
14:00	2	0	2	0	4	0	0	0	0	0	0	0	0	0	0	3
14:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
14:30	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
14:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	7	5	16	0	28	0	0	0	0	0	0	1	0	0	1	25
GRAND TOTAL	7	5	16	0	28	0	0	0	0	0	0	1	0	0	1	25

[illegible]

Peak Hour Diagram

Specified Period

From: 12:00:00
To: 15:00:00

One Hour Peak

From: 12:15:00
To: 13:15:00

Intersection: Liverpool Rd & Annland St
Site Code: 2618000002
Count Date: Jul 04, 2026

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: Liverpool Rd runs N/S

North Approach

	Out	In	Total
	183	127	310
	4	1	5
	1	1	2
Totals	188	129	317

Liverpool Rd

	0	1	0	0
	0	1	3	0
	6	168	9	0
Totals	6	170	12	0






East Approach

	Out	In	Total
	11	11	22
	0	3	3
	1	0	1
Totals	12	14	26

Annland St

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

Peds: 2



Peds: 3

Peds: 9

Peds: 0

Annland St

Totals			
	0	0	0
	7	7	0
	2	1	0
	3	3	0

West Approach

	Out	In	Total
	17	13	30
	0	0	0
	0	1	1
Totals	17	14	31

				
Totals	6	114	1	0
	6	112	1	0
	0	1	0	0
	0	1	0	0

Liverpool Rd

South Approach

	Out	In	Total
	119	179	298
	1	1	2
	1	1	2
Totals	121	181	302

 - Cars

 - Trucks

 - Bicycles

Comments

Peak Hour Summary

Intersection: Liverpool Rd & Annland St
Site Code: 2618000002
Count Date: Jul 04, 2026
Period: 12:00 - 15:00

Peak Hour Data (12:15 - 13:15)

	North Approach Liverpool Rd						South Approach Liverpool Rd						East Approach Annland St						West Approach Annland St						Total Vehicl es					
Start Time					Peds	Total					Peds	Total					Peds	Total					Peds	Total						
12:15	4	30	0	0	0	34	1	27	0	0	0	28	3	0	4	0	3	7	3	0	1	0	0	4	73					
12:30	4	44	3	0	1	51	2	33	0	0	0	35	0	0	0	0	2	0	5	1	2	0	0	8	94					
12:45	3	46	2	0	1	51	0	30	0	0	0	30	0	1	1	0	2	2	0	0	3	0	1	3	86					
13:00	1	50	1	0	0	52	3	24	1	0	0	28	0	1	2	0	2	3	0	0	2	0	2	2	85					
Grand Total	12	170	6	0	2	188	6	114	1	0	0	121	3	2	7	0	9	12	8	1	8	0	3	17	338					
Approach %	6.4	90.4	3.2	0		-	5	94.2	0.8	0		-	25	16.7	58.3	0		-	47.1	5.9	47.1	0		-						
Totals %	3.6	50.3	1.8	0		55.6	1.8	33.7	0.3	0		35.8	0.9	0.6	2.1	0		3.6	2.4	0.3	2.4	0		5						
PHF	0.75	0.85	0.5	0		0.9	0.5	0.86	0.25	0		0.86	0.25	0.5	0.44	0		0.43	0.4	0.25	0.67	0		0.53	0.9					
Cars	9	168	6	0		183	6	112	1	0		119	3	1	7	0		11	8	1	8	0		17	330					
% Cars	75	98.8	100	0		97.3	100	98.2	100	0		98.3	100	50	100	0		91.7	100	100	100	0		100	97.6					
Trucks	3	1	0	0		4	0	1	0	0		1	0	0	0	0		0	0	0	0	0		0	5					
% Trucks	25	0.6	0	0		2.1	0	0.9	0	0		0.8	0	0	0	0		0	0	0	0	0		0	1.5					
Bicycles	0	1	0	0		1	0	1	0	0		1	0	1	0	0		1	0	0	0	0		0	3					
% Bicycles	0	0.6	0	0		0.5	0	0.9	0	0		0.8	0	50	0	0		8.3	0	0	0	0		0	0.9					
Peds						2						0						9						3						14
% Peds						14.3						0						64.3						21.4						-

Project #26-180 - Dillon Consulting

Intersection Count Report

Intersection:	Liverpool Rd & Annland St
Municipality:	Pickering
Count Date:	Sunday, Jul 05, 2026
Site Code:	2618000003
Count Categories:	Cars, Trucks, Bicycles, Pedestrians
Count Period:	12:00-15:00
Weather:	Clear
Comments:	

Traffic Count Map

Intersection:	Liverpool Rd & Annland St
Site Code:	2618000003
Municipality:	Pickering
Count Date:	Jul 05, 2026



Traffic Count Summary

Intersection: Liverpool Rd & Annland St
 Site Code: 2618000003
 Municipality: Pickering
 Count Date: Jul 05, 2026

Liverpool Rd - Traffic Summary

Hour	North Approach Totals						South Approach Totals						Total
	Includes Cars, Trucks, Bicycles						Includes Cars, Trucks, Bicycles						
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	
12:00 - 13:00	7	219	9	0	235	1	16	188	5	0	209	2	444
13:00 - 14:00	6	215	9	0	230	2	27	185	6	0	218	12	448
14:00 - 15:00	12	189	10	0	211	3	23	197	8	0	228	11	439
GRAND TOTAL	25	623	28	0	676	6	66	570	19	0	655	25	1331

Traffic Count Summary

Intersection: Liverpool Rd & Annland St
 Site Code: 2618000003
 Municipality: Pickering
 Count Date: Jul 05, 2026

Annland St - Traffic Summary

Hour	East Approach Totals						West Approach Totals						Total
	Includes Cars, Trucks, Bicycles						Includes Cars, Trucks, Bicycles						
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	
12:00 - 13:00	4	1	6	0	11	41	8	0	19	0	27	26	38
13:00 - 14:00	6	2	14	0	22	34	13	3	12	1	29	42	51
14:00 - 15:00	7	1	5	0	13	38	17	1	22	0	40	62	53
GRAND TOTAL	17	4	25	0	46	113	38	4	53	1	96	130	142

Traffic Count Data

Intersection: Liverpool Rd & Annland St
Site Code: 2618000003
Municipality: Pickering
Count Date: Jul 05, 2026

North Approach - Liverpool Rd

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↺	Total	←	↑	→	↺	Total	←	↑	→	↺	Total	
12:00	0	48	2	0	50	0	0	0	0	0	0	3	0	0	3	0
12:15	0	41	0	0	41	0	0	0	0	0	1	1	0	0	2	1
12:30	3	61	2	0	66	1	0	0	0	1	0	5	0	0	5	0
12:45	1	59	5	0	65	1	0	0	0	1	0	1	0	0	1	0
13:00	0	60	2	0	62	0	0	0	0	0	0	3	0	0	3	0
13:15	0	53	1	0	54	1	0	0	0	1	0	3	0	0	3	1
13:30	0	45	3	0	48	1	0	0	0	1	0	3	0	0	3	1
13:45	3	44	3	0	50	1	0	0	0	1	0	4	0	0	4	0
14:00	1	41	3	0	45	0	0	0	0	0	0	2	0	0	2	0
14:15	3	40	3	0	46	1	0	0	0	1	0	4	1	0	5	0
14:30	2	50	2	0	54	1	0	0	0	1	1	1	0	0	2	1
14:45	2	49	1	0	52	1	0	0	0	1	0	2	0	0	2	2
SUBTOTAL	15	591	27	0	633	8	0	0	0	8	2	32	1	0	35	6
GRAND TOTAL	15	591	27	0	633	8	0	0	0	8	2	32	1	0	35	6

Traffic Count Data

Intersection: Liverpool Rd & Annland St
Site Code: 2618000003
Municipality: Pickering
Count Date: Jul 05, 2026

South Approach - Liverpool Rd

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
12:00	2	53	1	0	56	0	0	0	0	0	1	4	0	0	5	1
12:15	5	41	0	0	46	0	0	0	0	0	0	3	0	0	3	1
12:30	4	38	1	0	43	0	0	0	0	0	0	1	1	0	2	0
12:45	4	41	2	0	47	0	0	0	0	0	0	7	0	0	7	0
13:00	3	39	2	0	44	0	0	0	0	0	3	5	0	0	8	2
13:15	2	44	0	0	46	0	0	0	0	0	0	0	0	0	0	0
13:30	5	45	1	0	51	0	0	0	0	0	5	3	1	0	9	4
13:45	4	49	2	0	55	0	0	0	0	0	5	0	0	0	5	6
14:00	5	53	0	0	58	0	0	0	0	0	1	0	0	0	1	2
14:15	1	46	1	0	48	0	0	0	0	0	4	1	1	0	6	6
14:30	7	49	3	0	59	0	0	0	0	0	1	1	0	0	2	3
14:45	4	42	3	0	49	0	0	0	0	0	0	5	0	0	5	0
SUBTOTAL	46	540	16	0	602	0	0	0	0	0	20	30	3	0	53	25
GRAND TOTAL	46	540	16	0	602	0	0	0	0	0	20	30	3	0	53	25

Traffic Count Data

Intersection: Liverpool Rd & Annland St
Site Code: 2618000003
Municipality: Pickering
Count Date: Jul 05, 2026

East Approach - Annland St

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↺	Total	←	↑	→	↺	Total	←	↑	→	↺	Total	
12:00	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	6
12:15	1	0	1	0	2	0	0	0	0	0	1	0	0	0	1	13
12:30	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0	8
12:45	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	14
13:00	2	0	7	0	9	0	0	0	0	0	0	0	0	0	0	11
13:15	0	0	2	0	2	0	0	0	0	0	0	0	1	0	1	5
13:30	2	1	1	0	4	0	0	0	0	0	0	1	0	0	1	12
13:45	2	0	3	0	5	0	0	0	0	0	0	0	0	0	0	6
14:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	8
14:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
14:30	2	1	2	0	5	0	0	0	0	0	1	0	0	0	1	9
14:45	3	0	2	0	5	0	0	0	0	0	0	0	0	0	0	17
SUBTOTAL	15	3	24	0	42	0	0	0	0	0	2	1	1	0	4	113
GRAND TOTAL	15	3	24	0	42	0	0	0	0	0	2	1	1	0	4	113

Traffic Count Data

Intersection: Liverpool Rd & Annland St
Site Code: 2618000003
Municipality: Pickering
Count Date: Jul 05, 2026

West Approach - Annland St

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↺	Total	←	↑	→	↺	Total	←	↑	→	↺	Total	
12:00	1	0	2	0	3	0	0	0	0	0	0	0	3	0	3	8
12:15	1	0	3	0	4	0	0	0	0	0	0	0	0	0	0	4
12:30	3	0	4	0	7	0	0	0	0	0	0	0	5	0	5	7
12:45	3	0	1	0	4	0	0	0	0	0	0	0	1	0	1	7
13:00	4	2	1	0	7	0	0	0	0	0	0	0	0	1	1	9
13:15	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	4
13:30	4	0	2	0	6	0	0	0	0	0	0	0	2	0	2	14
13:45	4	1	5	0	10	0	0	0	0	0	0	0	0	0	0	15
14:00	3	0	2	0	5	0	0	0	0	0	0	0	2	0	2	12
14:15	5	0	5	0	10	0	0	0	0	0	0	1	3	0	4	23
14:30	6	0	3	0	9	0	0	0	0	0	0	0	3	0	3	7
14:45	3	0	3	0	6	0	0	0	0	0	0	0	1	0	1	20
SUBTOTAL	38	3	33	0	74	0	0	0	0	0	0	1	20	1	22	130
GRAND TOTAL	38	3	33	0	74	0	0	0	0	0	0	1	20	1	22	130

Peak Hour Diagram

Specified Period

From: 12:00:00
To: 15:00:00

One Hour Peak

From: 12:30:00
To: 13:30:00

Intersection: Liverpool Rd & Annland St
Site Code: 2618000003
Count Date: Jul 05, 2026

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: Liverpool Rd runs N/S

North Approach

	Out	In	Total
	247	185	432
	3	0	3
	12	14	26
Totals	262	199	461

Liverpool Rd

	0	12	0	0
	0	0	3	0
	10	233	4	0
Totals	10	245	7	0






East Approach

	Out	In	Total
	16	11	27
	0	3	3
	1	1	2
Totals	17	15	32

Annland St

				Totals
	1	0	0	1
	0	0	11	11
	0	0	2	2
	6	0	8	14

Peds: 27



Peds: 1

Peds: 2

Peds: 38

Annland St

Totals			
	0	0	0
	13	12	0
	1	1	0
	3	3	0

West Approach

	Out	In	Total
	21	24	45
	0	0	0
	7	4	11
Totals	28	28	56

				
Totals	16	175	6	0
	13	162	5	0
	0	0	0	0
	3	13	1	0

Liverpool Rd

South Approach

	Out	In	Total
	180	244	424
	0	0	0
	17	18	35
Totals	197	262	459

 - Cars

 - Trucks

 - Bicycles

Comments

Peak Hour Summary

Intersection: Liverpool Rd & Annland St
Site Code: 2618000003
Count Date: Jul 05, 2026
Period: 12:00 - 15:00

Peak Hour Data (12:30 - 13:30)

Start Time	North Approach Liverpool Rd						South Approach Liverpool Rd						East Approach Annland St						West Approach Annland St						Total Vehicles
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	
12:30	4	66	2	0	0	72	4	39	2	0	0	45	1	1	1	0	8	3	3	0	9	0	7	12	132
12:45	2	60	5	0	0	67	4	48	2	0	0	54	0	0	2	0	14	2	3	0	2	0	7	5	128
13:00	0	63	2	0	0	65	6	44	2	0	2	52	2	0	7	0	11	9	4	2	1	1	9	8	134
13:15	1	56	1	0	1	58	2	44	0	0	0	46	0	0	3	0	5	3	1	0	2	0	4	3	110
Grand Total	7	245	10	0	1	262	16	175	6	0	2	197	3	1	13	0	38	17	11	2	14	1	27	28	504
Approach %	2.7	93.5	3.8	0	-	-	8.1	88.8	3	0	-	-	17.6	5.9	76.5	0	-	-	39.3	7.1	50	3.6	-	-	-
Totals %	1.4	48.6	2	0	-	52	3.2	34.7	1.2	0	-	39.1	0.6	0.2	2.6	0	-	3.4	2.2	0.4	2.8	0.2	-	5.6	-
PHF	0.44	0.93	0.5	0	-	0.91	0.67	0.91	0.75	0	-	0.91	0.38	0.25	0.46	0	-	0.47	0.69	0.25	0.39	0.25	-	0.58	0.94
Cars	4	233	10	0	-	247	13	162	5	0	-	180	3	1	12	0	-	16	11	2	8	0	-	21	464
% Cars	57.1	95.1	100	0	-	94.3	81.3	92.6	83.3	0	-	91.4	100	100	92.3	0	-	94.1	100	100	57.1	0	-	75	92.1
Trucks	3	0	0	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	0	3
% Trucks	42.9	0	0	0	-	1.1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	0	0.6
Bicycles	0	12	0	0	-	12	3	13	1	0	-	17	0	0	1	0	-	1	0	0	6	1	-	7	37
% Bicycles	0	4.9	0	0	-	4.6	18.8	7.4	16.7	0	-	8.6	0	0	7.7	0	-	5.9	0	0	42.9	100	-	25	7.3
Peds	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	38	-	-	-	-	-	27	-	68
% Peds	-	-	-	-	1.5	-	-	-	-	-	2.9	-	-	-	-	-	55.9	-	-	-	-	-	39.7	-	-

Appendix B

Synchro Analysis Worksheets

HCM Unsignalized Intersection Capacity Analysis
120: Liverpool Road & Annland Street

PM Peak Hour
2026 Existing Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	5	15	5	2	12	16	143	8	9	128	18
Future Volume (Veh/h)	8	5	15	5	2	12	16	143	8	9	128	18
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	9	5	16	5	2	13	17	152	9	10	136	19
Pedestrians	30			21			3			2		
Lane Width (m)	3.6			3.6			3.6			3.6		
Walking Speed (m/s)	1.2			1.2			1.2			1.2		
Percent Blockage	3			2			0			0		
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	402	412	179	399	417	180	185				182	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	402	412	179	399	417	180	185				182	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	98	99	98	99	100	98	99				99	
cM capacity (veh/h)	512	501	846	514	498	852	1367				1381	
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	30	20	178	165								
Volume Left	9	5	17	10								
Volume Right	16	13	9	19								
cSH	646	690	1367	1381								
Volume to Capacity	0.05	0.03	0.01	0.00*								
Queue Length 95th (m)	1.2	0.7	0.3	0.2								
Control Delay (s/veh)	10.8	10.4	0.8	0.5								
Lane LOS	B	B	A	A								
Approach Delay (s/veh)	10.8	10.4	0.8	0.5								
Approach LOS	B	B										
Intersection Summary												
Average Delay				1.9								
Intersection Capacity Utilization				24.3%	ICU Level of Service				A			
Analysis Period (min)				15								

* Value less than 0.01.

HCM Unsignalized Intersection Capacity Analysis
120: Liverpool Road & Annland Street

Sunday Peak Hour
2026 Existing Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	2	14	3	1	13	16	175	6	7	245	10
Future Volume (Veh/h)	12	2	14	3	1	13	16	175	6	7	245	10
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	13	2	15	3	1	14	17	186	6	7	261	11
Pedestrians	27			38			2			1		
Lane Width (m)	3.6			3.6			3.6			3.6		
Walking Speed (m/s)	1.2			1.2			1.2			1.2		
Percent Blockage	2			3			0			0		
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	546	572	296	560	574	228	299				230	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	546	572	296	560	574	228	299				230	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1				4.5	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.6	
p0 queue free %	97	100	98	99	100	98	99				99	
cM capacity (veh/h)	409	402	731	394	401	790	1245				1095	
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	30	18	209	279								
Volume Left	13	3	17	7								
Volume Right	15	14	6	11								
cSH	523	647	1245	1095								
Volume to Capacity	0.06	0.03	0.01	0.00*								
Queue Length 95th (m)	1.5	0.7	0.3	0.2								
Control Delay (s/veh)	12.3	10.7	0.8	0.3								
Lane LOS	B	B	A	A								
Approach Delay (s/veh)	12.3	10.7	0.8	0.3								
Approach LOS	B	B										
Intersection Summary												
Average Delay				1.5								
Intersection Capacity Utilization				28.1%	ICU Level of Service			A				
Analysis Period (min)				15								

* Value less than 0.01.

HCM Unsignalized Intersection Capacity Analysis
120: Liverpool Road & Annland Street

PM Peak Hour
2027 Total Future Conditions - 0.5% Growth

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	5	20	18	2	12	22	287	21	9	321	37
Future Volume (Veh/h)	20	5	20	18	2	12	22	287	21	9	321	37
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	21	5	21	19	2	13	23	305	22	10	341	39
Pedestrians	30			21			3			2		
Lane Width (m)	3.6			3.6			3.6			3.6		
Walking Speed (m/s)	1.2			1.2			1.2			1.2		
Percent Blockage	3			2			0			0		
Right turn flare (veh)												
Median type							None			None		
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	789	805	394	790	813	339	410				348	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	789	805	394	790	813	339	410				348	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	92	98	97	93	99	98	98				99	
cM capacity (veh/h)	280	296	642	275	293	694	1131				1201	
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	47	34	350	390								
Volume Left	21	19	23	10								
Volume Right	21	13	22	39								
cSH	377	359	1131	1201								
Volume to Capacity	0.12	0.09	0.02	0.00*								
Queue Length 95th (m)	3.4	2.5	0.5	0.2								
Control Delay (s/veh)	15.9	16.1	0.7	0.3								
Lane LOS	C	C	A	A								
Approach Delay (s/veh)	15.9	16.1	0.7	0.3								
Approach LOS	C	C										
Intersection Summary												
Average Delay				2.0								
Intersection Capacity Utilization				38.3%	ICU Level of Service				A			
Analysis Period (min)				15								

* Value less than 0.01.

HCM Unsignalized Intersection Capacity Analysis
120: Liverpool Road & Annland Street

Sunday Peak Hour
2027 Total Future Conditions - 0.5% Growth

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	2	19	16	1	13	22	319	19	7	438	29
Future Volume (Veh/h)	24	2	19	16	1	13	22	319	19	7	438	29
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	26	2	20	17	1	14	23	339	20	7	466	31
Pedestrians	27			38			2			1		
Lane Width (m)	3.6			3.6			3.6			3.6		
Walking Speed (m/s)	1.2			1.2			1.2			1.2		
Percent Blockage	2			3			0			0		
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	933	966	511	952	971	388	524				397	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	933	966	511	952	971	388	524				397	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1				4.5	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.6	
p0 queue free %	88	99	96	92	100	98	98				99	
cM capacity (veh/h)	222	236	553	210	234	643	1029				940	
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	48	32	382	504								
Volume Left	26	17	23	7								
Volume Right	20	14	20	31								
cSH	297	299	1029	940								
Volume to Capacity	0.16	0.11	0.02	0.00*								
Queue Length 95th (m)	4.5	2.9	0.5	0.2								
Control Delay (s/veh)	19.5	18.5	0.7	0.2								
Lane LOS	C	C	A	A								
Approach Delay (s/veh)	19.5	18.5	0.7	0.2								
Approach LOS	C	C										
Intersection Summary												
Average Delay				2.0								
Intersection Capacity Utilization				41.6%	ICU Level of Service				A			
Analysis Period (min)				15								

* Value less than 0.01.

HCM Unsignalized Intersection Capacity Analysis
120: Liverpool Road & Annland Street

PM Peak Hour
2027 Total Future Conditions - 5% Growth

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	8	28	21	3	18	30	358	25	14	384	46
Future Volume (Veh/h)	24	8	28	21	3	18	30	358	25	14	384	46
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	26	9	30	22	3	19	32	381	27	15	409	49
Pedestrians	30			21			3			2		
Lane Width (m)	3.6			3.6			3.6			3.6		
Walking Speed (m/s)	1.2			1.2			1.2			1.2		
Percent Blockage	3			2			0			0		
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	975	987	467	981	998	418	488				429	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	975	987	467	981	998	418	488				429	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	87	96	95	89	99	97	97				99	
cM capacity (veh/h)	204	229	584	195	225	627	1058				1121	
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	65	44	440	473								
Volume Left	26	22	32	15								
Volume Right	30	19	27	49								
cSH	298	281	1058	1121								
Volume to Capacity	0.22	0.16	0.03	0.01								
Queue Length 95th (m)	6.5	4.4	0.7	0.3								
Control Delay (s/veh)	20.4	20.2	0.9	0.4								
Lane LOS	C	C	A	A								
Approach Delay (s/veh)	20.4	20.2	0.9	0.4								
Approach LOS	C	C										
Intersection Summary												
Average Delay				2.8								
Intersection Capacity Utilization				45.5%	ICU Level of Service			A				
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis
120: Liverpool Road & Annland Street

Sunday Peak Hour
2027 Total Future Conditions - 5% Growth

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	3	26	18	2	20	30	406	22	11	560	34
Future Volume (Veh/h)	30	3	26	18	2	20	30	406	22	11	560	34
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	32	3	28	19	2	21	32	432	23	12	596	36
Pedestrians	27			38			2			1		
Lane Width (m)	3.6			3.6			3.6			3.6		
Walking Speed (m/s)	1.2			1.2			1.2			1.2		
Percent Blockage	2			3			0			0		
Right turn flare (veh)												
Median type							None			None		
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	1196	1222	643	1215	1229	483	659				493	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1196	1222	643	1215	1229	483	659				493	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1				4.5	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.6	
p0 queue free %	77	98	94	86	99	96	97				99	
cM capacity (veh/h)	142	163	466	132	162	569	917				861	
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	63	42	487	644								
Volume Left	32	19	32	12								
Volume Right	28	21	23	36								
cSH	207	218	917	861								
Volume to Capacity	0.30	0.19	0.03	0.01								
Queue Length 95th (m)	9.8	5.6	0.9	0.3								
Control Delay (s/veh)	29.8	25.5	1.0	0.4								
Lane LOS	D	D	A	A								
Approach Delay (s/veh)	29.8	25.5	1.0	0.4								
Approach LOS	D	D										
Intersection Summary												
Average Delay				3.0								
Intersection Capacity Utilization				51.2%	ICU Level of Service					A		
Analysis Period (min)				15								

Appendix C

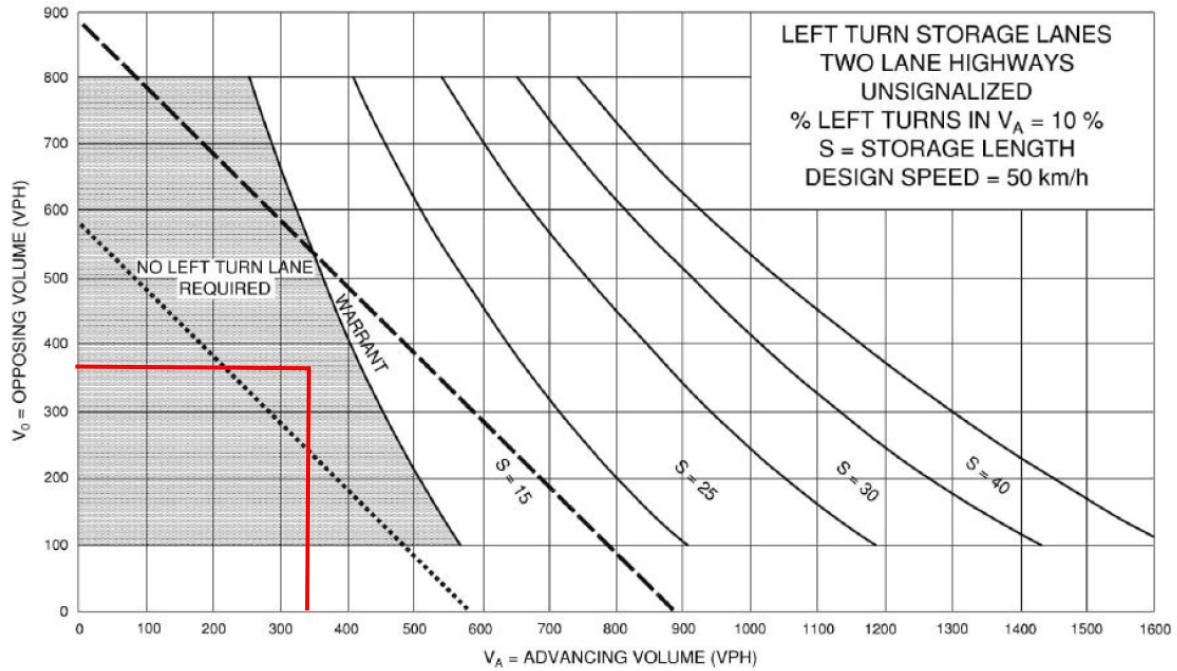
Left-Turn Lane Warrant Nomographs

Liverpool Road and Annland Street intersection

Northbound Left-Turn Lane Warrant

Weekday PM Peak Hour

2027 Future Traffic Volumes: 0.5% growth

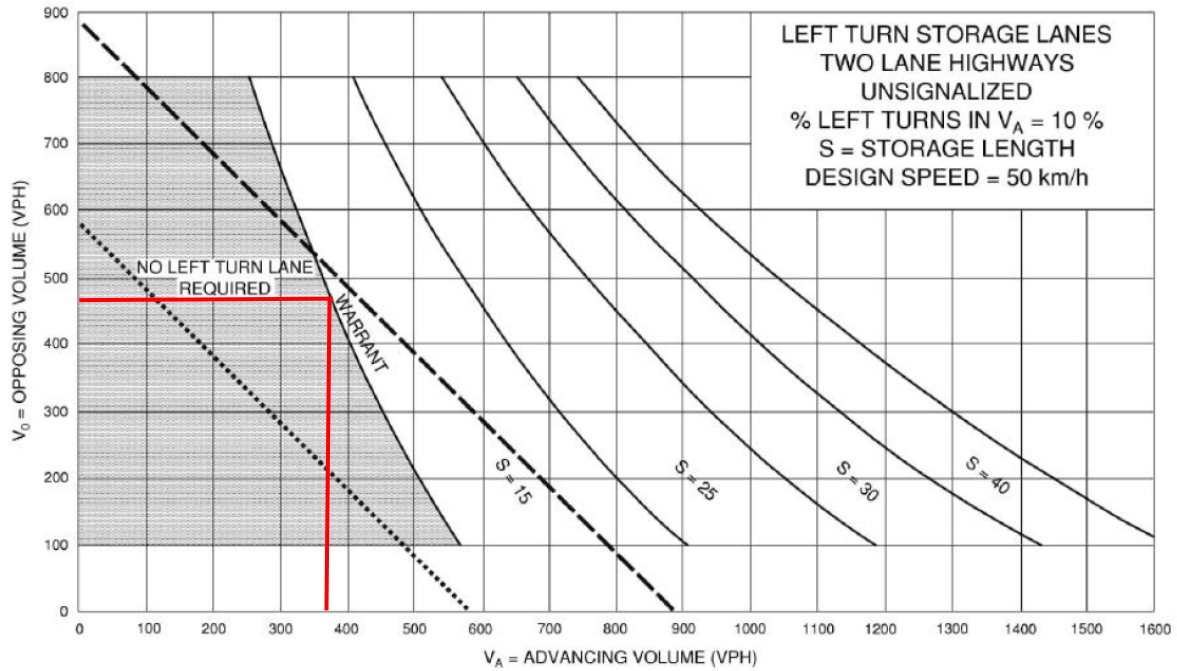


Liverpool Road and Annland Street intersection

Northbound Left-Turn Lane Warrant

Sunday Peak Hour

2027 Future Traffic Volumes: 0.5% growth

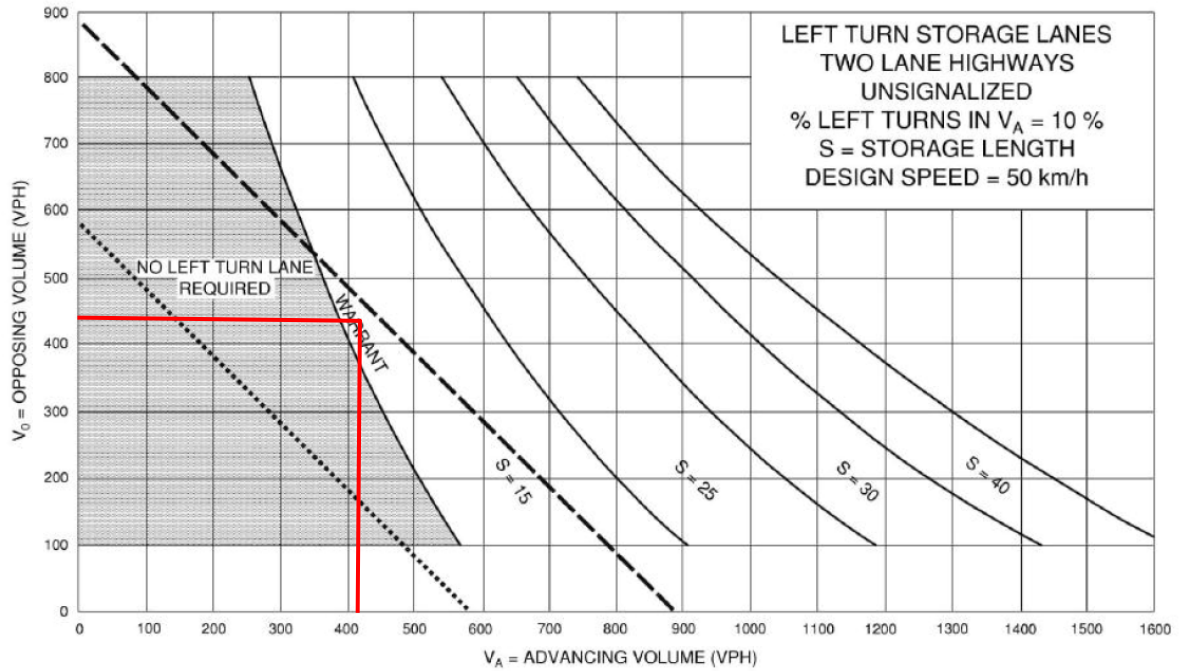


Liverpool Road and Annland Street intersection

Northbound Left-Turn Lane Warrant

Weekday PM Peak Hour

2027 Future Traffic Volumes: 5% growth

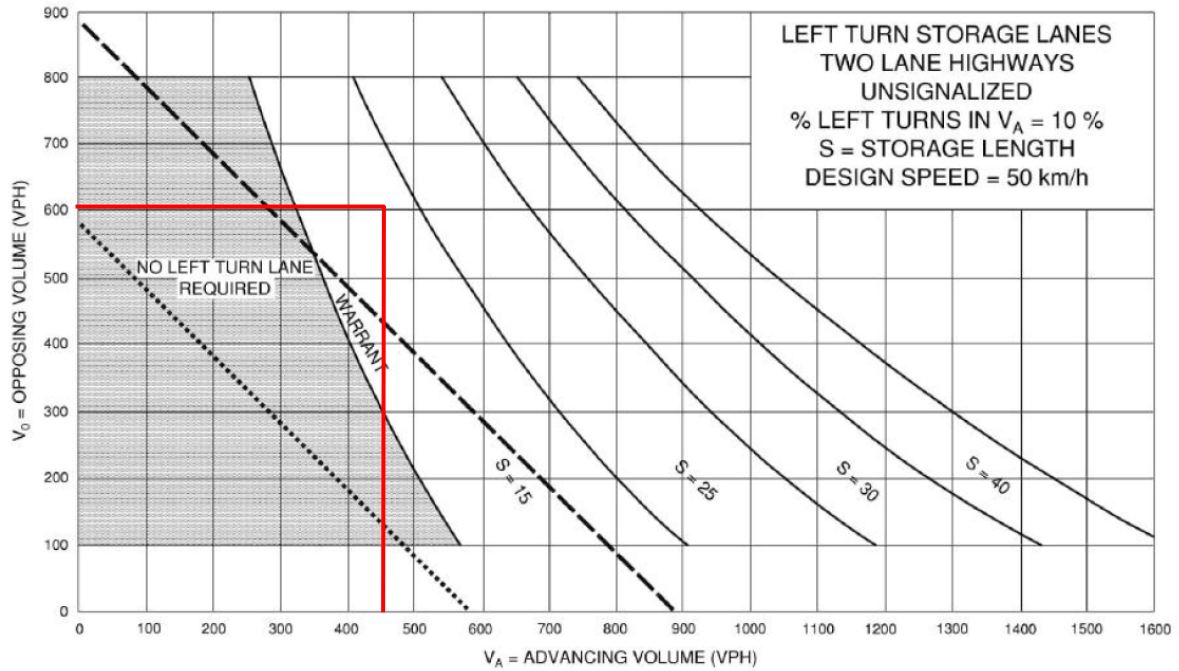


Liverpool Road and Annland Street intersection

Northbound Left-Turn Lane Warrant

Sunday Peak Hour

2027 Future Traffic Volumes: 5% growth

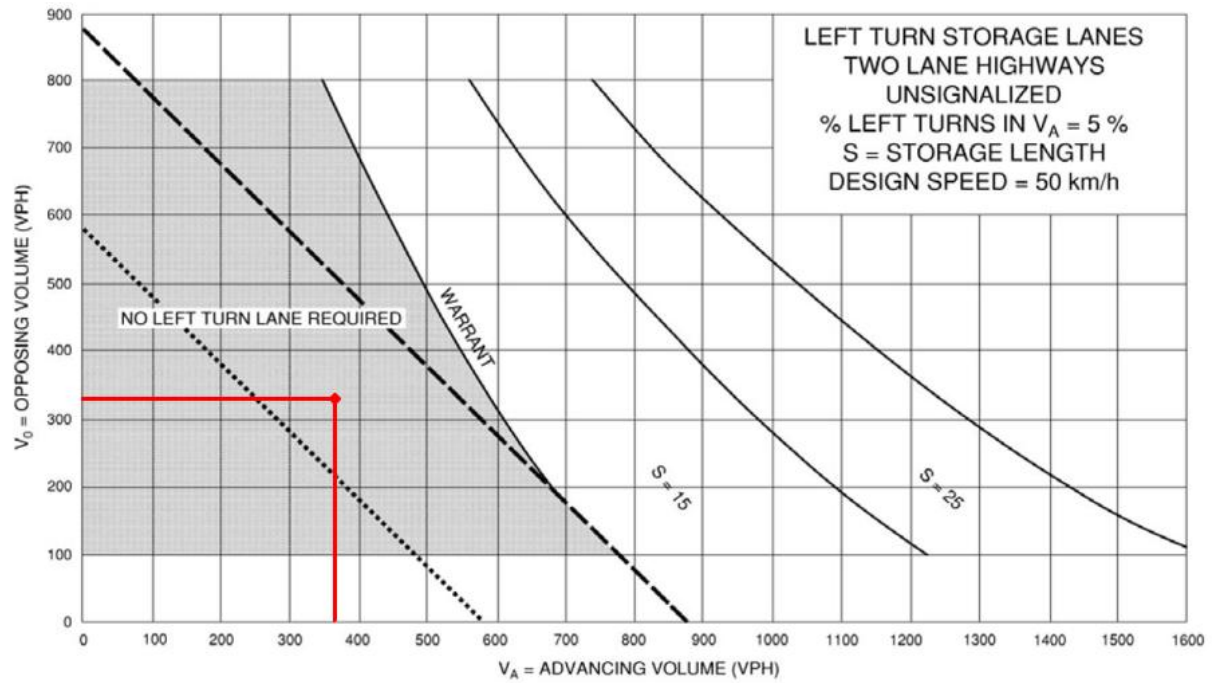


Liverpool Road and Annland Street intersection

Southbound Left-Turn Lane Warrant

Weekday PM Peak Hour

2027 Future Traffic Volumes: 0.5% growth

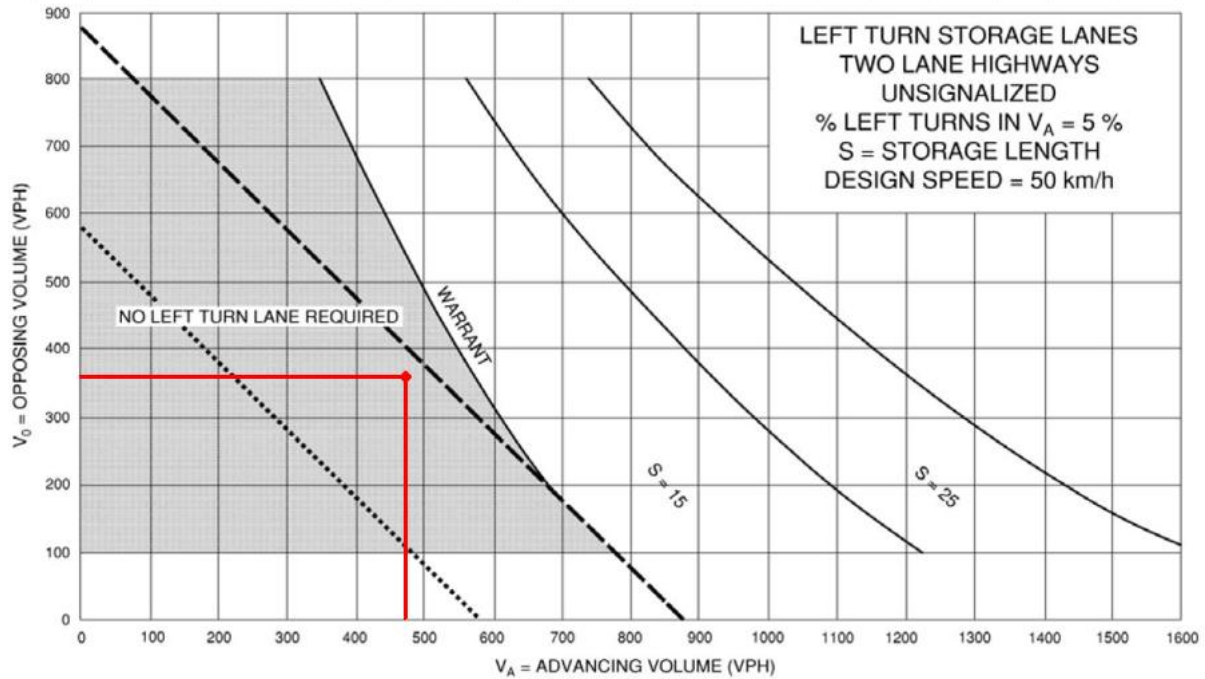


Liverpool Road and Annland Street intersection

Southbound Left-Turn Lane Warrant

Sunday Peak Hour

2027 Future Traffic Volumes: 0.5% growth

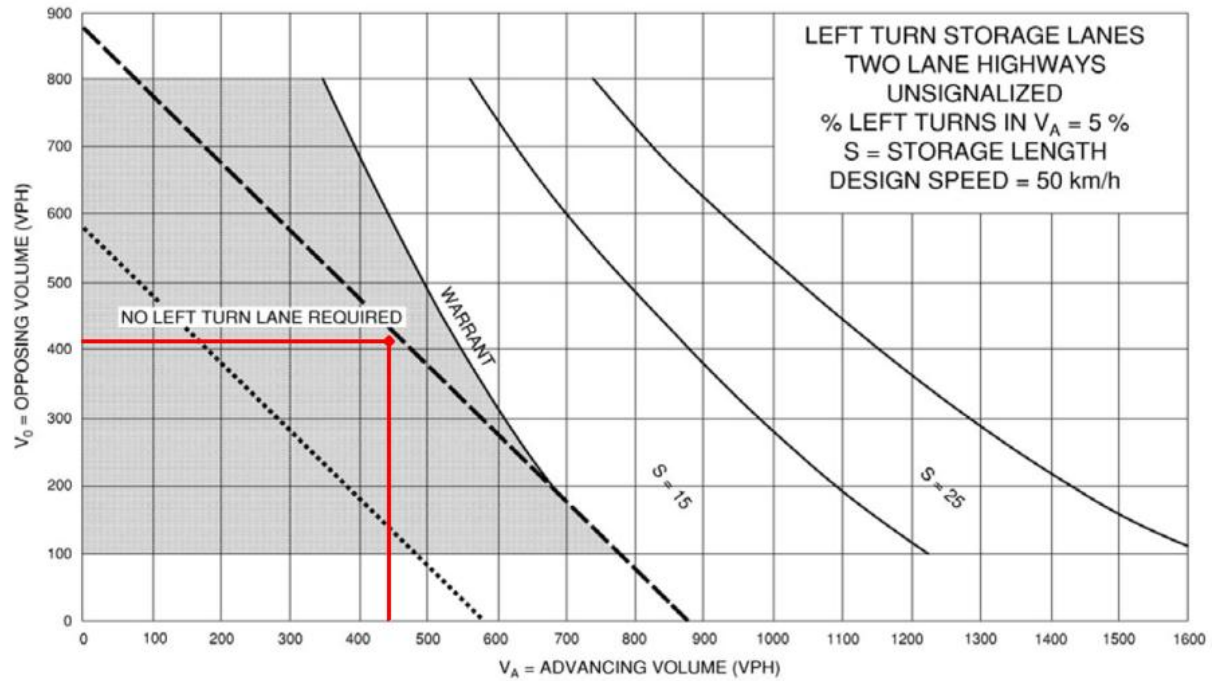


Liverpool Road and Annland Street intersection

Southbound Left-Turn Lane Warrant

Weekday PM Peak Hour

2027 Future Traffic Volumes: 5% growth

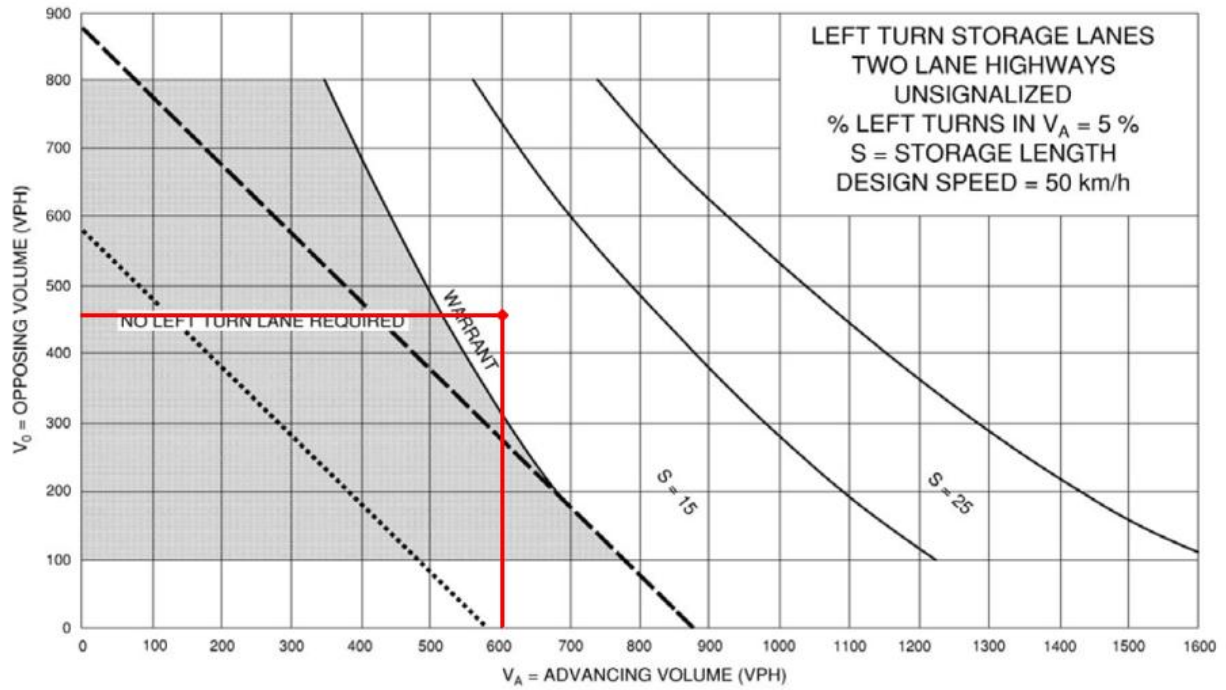


Liverpool Road and Annland Street intersection

Southbound Left-Turn Lane Warrant

Sunday Peak Hour

2027 Future Traffic Volumes: 5% growth



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