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September 2, 2026

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Attention: Brian Moss

Consulting Services for 640 Liverpool Road, Pickering
Transportation Brief Addendum – September 2026

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. This Addendum supersedes a previous July 2026 Addendum as this version addresses all of the intersections along the Liverpool Road corridor.

## Existing (2026) Traffic Volumes

The July 2026 report included analysis based on vehicle turning movement counts for study area intersections conducted on September 12, 2023 (typical weekday).

- Liverpool Road at Wharf Street,
- Liverpool Road at Annland Street,
- Liverpool Road at Krosno Boulevard, and
- Liverpool Road at Bayly Street

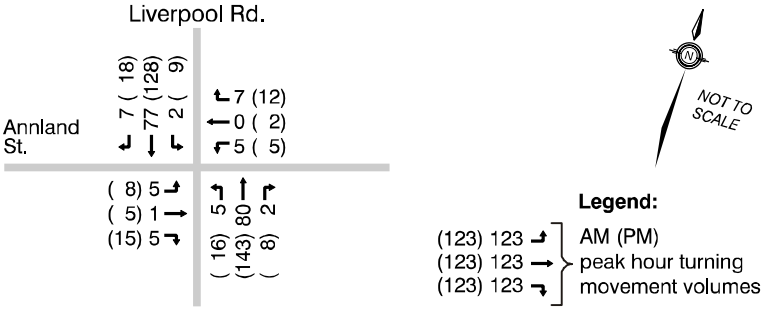
Updated traffic data was collected at the intersection of Liverpool Road and Annland Street on both weekday and weekend periods as follows:

- 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)

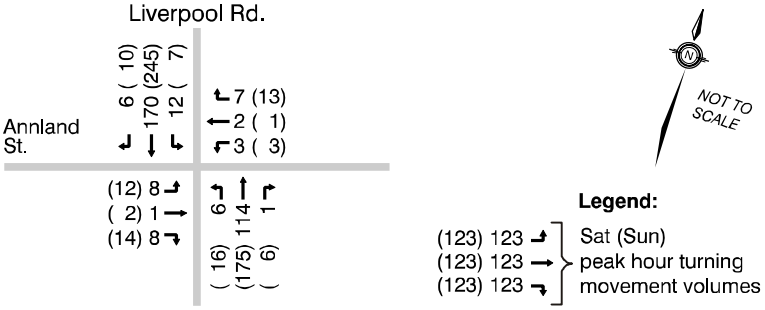
For school boards serving Pickering (such as the Durham District School Board and Durham Catholic District School Board), the last day of classes for secondary students was June 24, 2026, and for elementary students, it was June 25, 2026, followed by a Professional Activity (PA) day on June 26, 2026. 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%)

Between 2023 and 2026 traffic on Liverpool Road increased by an average of 5% annually while Annland Street increased by an average of 30% per year. Table 1 compares the weekday PM peak hour traffic volumes.

Table 1: 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% |
| Volume Growth | 30 | 7 | 37 | 16 | 6 | 22 | 59 |

Weekday 2026 existing conditions for the Liverpool Road corridor: Weekday AM and PM peak hour volumes for Liverpool Road at Wharf Street, Krosno Boulevard, and Bayly Street were adjusted by applying growth rates to the 2023 turning movement counts.

- An annual growth rate of 5% was identified for vehicles on Liverpool Road (accounting for the additional 37 vehicles in the PM peak hour). The 5% annual growth rate was applied along the Liverpool Road corridor (at Bayly Street, Krosno Boulevard, and Wharf Street) to escalate volumes from 2023 to 2026.
- A 30% annual increase in side street traffic was identified for vehicles on Annland Street (side street) during the PM peak hour (representing a total growth of 22 vehicles ) The 30% growth was applied to minor side streets along the Liverpool Road corridor (at Krosno Boulevard and Wharf Street).
- The signalized intersection at Bayly Street includes a 5% annual growth rate for both Liverpool Road and Bayly Street.

Weekend 2026 volumes for the Liverpool Road corridor: The Liverpool Road corridor traffic volumes (PM peak hour) were adjusted to reflect existing weekend conditions based on the 2026 counts from Liverpool Road and Annland Street.

A comparison of the weekday PM and weekend traffic data at Liverpool Road and Annland Street is summarized in Table 2. The table shows that Saturday vehicle demand was less than the weekday PM peak, while the Sunday was higher than the weekday PM peak. The Sunday count identified an additional 137 vehicles per hour on Liverpool Road (107 southbound and 30 northbound) compared to

a weekday PM peak period. Weekend vehicle volumes on the side street (Annland Street) were, however, less than during the weekday PM peak.

Table 2: 2026 Traffic Volume Comparison

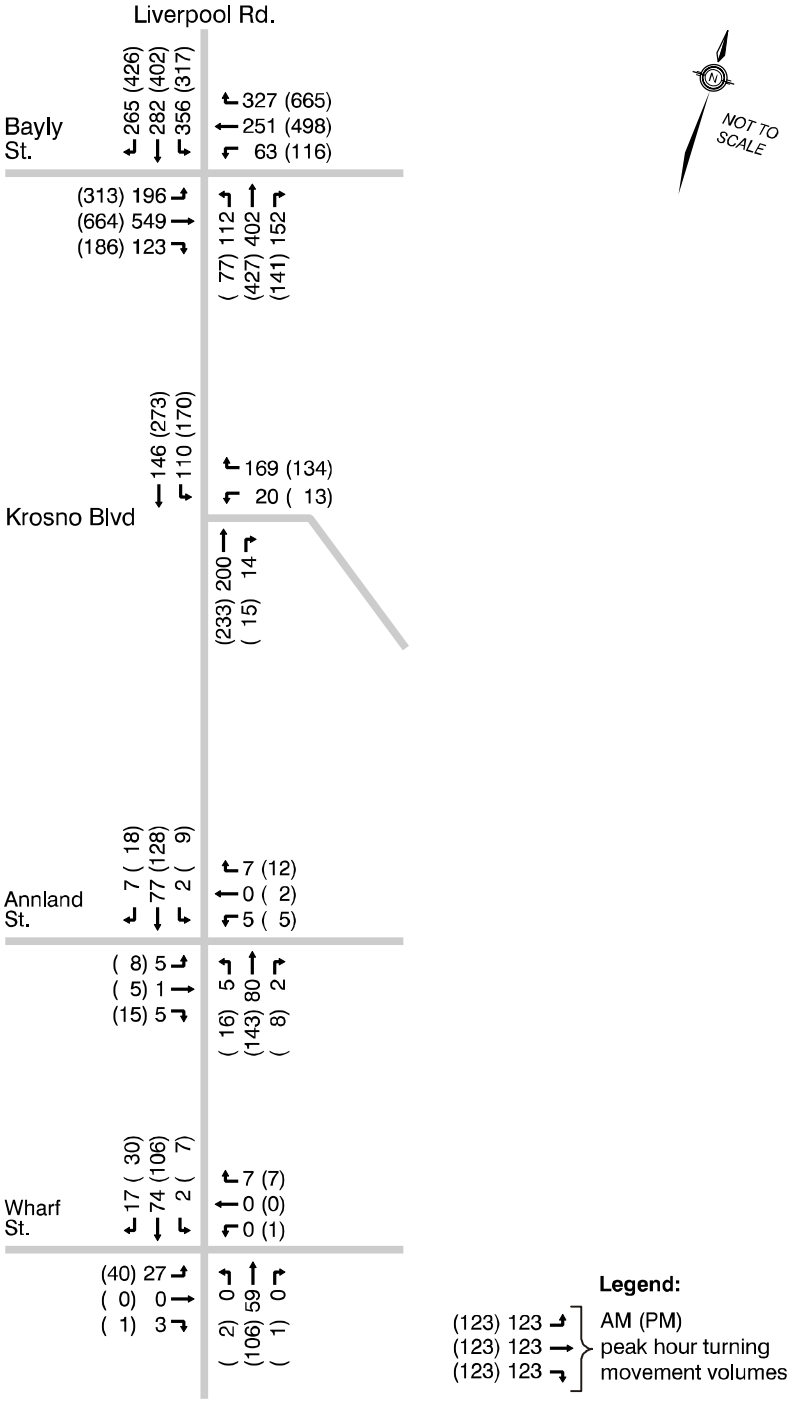
| Peak hour | Liverpool Road | | | Annland Street | | | Total |
|---|---|---|---|---|---|---|---|
| | Northbound | Southbound | Total | Eastbound | Westbound | Total | |
| 2026 Traffic Volumes | | | | | | | |
| PM | 167 | 155 | 322 | 28 | 19 | 47 | 369 |
| Saturday | 121 | 188 | 309 | 17 | 12 | 29 | 338 |
| Sunday | 197 | 262 | 459 | 28 | 17 | 45 | 504 |
| Weekend % Growth | | | | | | | |
| Saturday | -28% | 21% | -4% | -39% | -37% | -38% | -8% |
| Sunday | 18% | 69% | 43% | 0% | -11% | -4% | 37% |
| Volume Growth | | | | | | | |
| Saturday | -46 | 33 | -13 | -11 | -7 | -18 | -31 |
| Sunday | 30 | 107 | 137 | 0 | -2 | -2 | 135 |

The analysis includes the following weekend adjustments along the corridor.

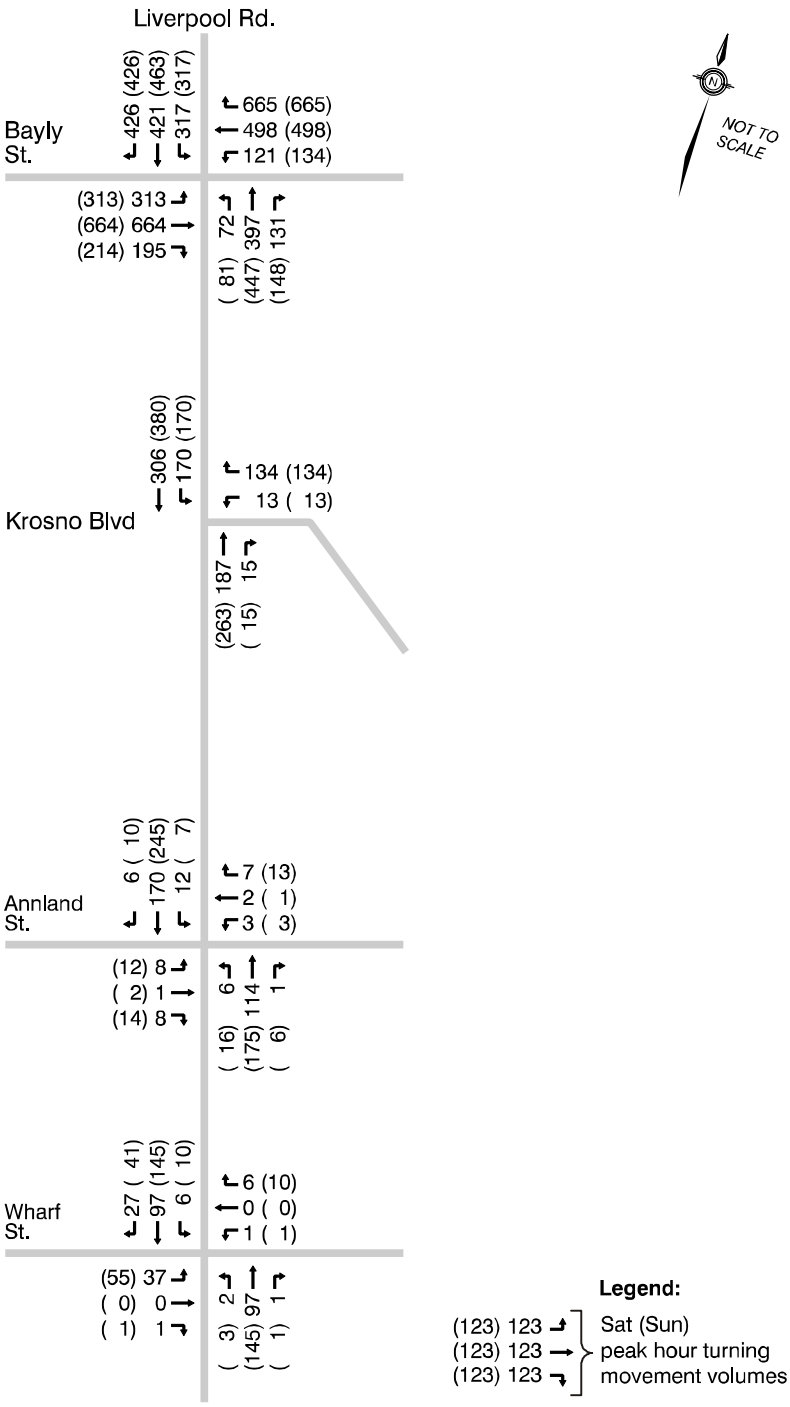
- For the Sunday peak hour, 30 northbound vehicles and 107 southbound vehicles were added through the corridor (at the Bayly Street and Krosno Boulevard Intersections), while the Saturday peak hour reduces 46 northbound vehicles and an additional 33 southbound vehicles were added through the corridor.
- Considering that Bayly Street is an arterial roadway serving more than 1,000 vehicles per hour in the peak direction, an adjustment of 37% would result in over 370 vehicles being added to 2026 PM peak hour demands to reflect a peak Sunday, which is likely unreasonable. The added 107 southbound and 30 northbound vehicles through the corridor reflect the increased trips generated due to the Waterfront on a Sunday that travel through the corridor. These added trips were distributed proportionally to all movements that lead to and from the south leg on Liverpool Road at Bayly Street.
- Given the Wharf Street intersection is in close proximity to the waterfront, the overall PM peak hour vehicle demands were increased by 37% to reflect Sunday peak hour, and the Saturday peak hour reflected 92% of PM peak hour vehicle demands.

A summary of the weekday volumes is summarized in Figure 3 and the weekend volumes in Figure 4.

## Figure 3: Existing 2026 Traffic Volumes – Weekday



## Figure 4: Existing 2026 Traffic Volumes – Weekend



# Existing Intersection Operations

The analysis of the Bayley intersection includes a semi-actuated timing plan for the eastbound and westbound approaches. Existing signal timing plans were maintained for the existing AM and PM peak operation analysis. The signal timings were optimized for Saturday and Sunday analysis. Table 3 to Table 10 summarizes the existing intersection operations. The Synchro analysis worksheet reports are provided in Appendix B. Movements operating critically with v/c ratios above 0.85, or with 95$^{th}$ percentile queues exceeding storage lengths, are highlighted in yellow.

## 1. Liverpool Road and Bayly Street

Table 3: Existing 2026 Intersection Operations at Liverpool Road and Bayly Street (Weekday)

| Approach | AM peak hour | | | | | PM peak hour | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Veh / hr | v/c | LOS | Delay (sec) | 95$^{th}$ %$^{ile}$ Queue (m) | Veh / hr | v/c | LOS | Delay (sec) | 95$^{th}$ %$^{ile}$ Queue (m) |
| EB left | 196 | 0.45 | C | 24.3 | 47 | 313 | 0.82 | D | 39.0 | 88 |
| EB through | 549 | 0.58 | C | 33.6 | 73 | 664 | 0.64 | C | 32.4 | 84 |
| EB right | 123 | 0.24 | A | 5.8 | 12 | 186 | 0.32 | A | 5.6 | 16 |
| WB left | 63 | 0.22 | C | 21.4 | 17 | 116 | 0.42 | C | 21.9 | 26 |
| WB through | 251 | 0.32 | C | 32.3 | 34 | 498 | 0.55 | C | 33.4 | 66 |
| WB right | 327 | 0.41 | A | 8.3 | 37 | 665 | 0.83 | C | 26.3 | 180 |
| NB left | 112 | 0.31 | B | 15.6 | 19 | 77 | 0.21 | B | 15.5 | 16 |
| NB through/right | 554 | 0.78 | D | 40.4 | 70 | 568 | 0.78 | D | 41.2 | 74 |
| SB left | 356 | 0.69 | C | 23.4 | 72 | 317 | 0.70 | C | 25.4 | 66 |
| SB through | 282 | 0.21 | B | 19.3 | 28 | 402 | 0.32 | C | 23.9 | 46 |
| SB right | 265 | 0.29 | A | 2.1 | 10 | 426 | 0.45 | A | 3.7 | 21 |
| Overall | — | — | C | 24.2 | — | — | — | C | 27.2 | — |

Table 4: Existing 2026 Intersection Operations at Liverpool Road and Bayly Street (Weekend)

| Approach | Saturday peak hour | | | | | Sunday peak hour | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Veh / hr | v/c | LOS | Delay (sec) | 95th %ile Queue (m) | Veh / hr | v/c | LOS | Delay (sec) | 95th %ile Queue (m) |
| EB left | 313 | 0.81 | D | 37.8 | 81 | 313 | 0.82 | D | 39.5 | 82 |
| EB through | 664 | 0.67 | D | 35.0 | 85 | 664 | 0.69 | D | 35.5 | 85 |
| EB right | 195 | 0.35 | A | 5.7 | 17 | 214 | 0.37 | A | 5.7 | 17 |
| WB left | 121 | 0.48 | C | 26.5 | 28 | 134 | 0.54 | C | 28.4 | 30 |
| WB through | 498 | 0.74 | D | 45.4 | 73 | 498 | 0.72 | D | 43.8 | 71 |
| WB right | 665 | 0.83 | C | 28.0 | 180 | 665 | 0.85 | C | 29.4 | 180 |
| NB left | 72 | 0.24 | B | 17.2 | 15 | 81 | 0.27 | B | 17.3 | 16 |
| NB through/right | 528 | 0.86 | D | 51.8 | 81 | 595 | 0.91 | E | 56.0 | 94 |
| SB left | 317 | 0.59 | C | 20.8 | 65 | 317 | 0.62 | C | 22.7 | 68 |
| SB through | 421 | 0.30 | C | 21.4 | 45 | 463 | 0.33 | C | 21.8 | 49 |
| SB right | 426 | 0.44 | A | 6.7 | 41 | 426 | 0.44 | A | 7.3 | 44 |
| Overall | — | — | C | 30.3 | — | — | — | C | 31.5 | — |

The updated analysis indicates that:

- Most movements are currently operating at a reasonable level of service (LOS D).
- Most movements experience minimal delays and queues.
- Based on the City of Pickering TIA Guidelines, the northbound through movement is currently operating critically with a v/c of 0.91 at LOS E during the Sunday peak hour.

## 2. Liverpool Road and Krosno Boulevard

Table 5: Existing 2026 Intersection Operations at Liverpool Road and Krosno Boulevard (Weekday)

| Approach | AM peak hour | | | | | PM peak hour | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Veh / hr | v/c | LOS | Delay (sec) | 95th %ile Queue (m) | Veh / hr | v/c | LOS | Delay (sec) | 95th %ile Queue (m) |
| WB approach | 189 | 0.29 | A | 9.7 | 0 | 147 | 0.23 | A | 9.7 | 0 |
| NB approach | 214 | 0.33 | B | 10.2 | 0 | 248 | 0.37 | B | 10.8 | 0 |
| SB approach | 256 | 0.40 | B | 11.1 | 0 | 443 | 0.65 | C | 16.1 | 0 |

Table 6: Existing 2026 Intersection Operations at Liverpool Road and Krosno Boulevard (Weekend)

| Approach | Saturday peak hour | | | | | Sunday peak hour | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Veh / hr | v/c | LOS | Delay (sec) | 95th %ile Queue (m) | Veh / hr | v/c | LOS | Delay (sec) | 95th %ile Queue (m) |
| WB approach | 147 | 0.23 | A | 9.7 | 0 | 147 | 0.25 | B | 10.4 | 0 |
| NB approach | 202 | 0.30 | B | 10.1 | 0 | 278 | 0.44 | B | 12.0 | 0 |
| SB approach | 476 | 0.69 | C | 17.3 | 0 | 550 | 0.82 | D | 26.1 | 0 |

The updated analysis indicates that:

- The existing stop-controlled approaches are currently operating at a reasonable level of service (LOS D or better).
- The stop-controlled movements experience minimal delays and short queues.

## 3. Liverpool Road and Annland Street

### Table 7: Existing 2026 Intersection Operations at Liverpool Road and Annland Street (Weekday)

| Approach | AM peak hour | | | | | PM peak hour | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Veh / hr | v/c | LOS | Delay (sec) | 95th %ile Queue (m) | Veh / hr | v/c | LOS | Delay (sec) | 95th %ile Queue (m) |
| EB approach | 11 | 0.02 | A | 9.9 | 1 | 28 | 0.05 | B | 10.8 | 1 |
| WB approach | 12 | 0.02 | A | 9.6 | 1 | 19 | 0.03 | B | 10.4 | 1 |

### Table 8: Existing 2026 Intersection Operations at Liverpool Road and Annland Street (Weekend)

| Approach | Saturday peak hour | | | | | Sunday peak hour | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Veh / hr | v/c | LOS | Delay (sec) | 95th %ile Queue (m) | Veh / hr | v/c | LOS | Delay (sec) | 95th %ile Queue (m) |
| EB approach | 17 | 0.03 | B | 10.5 | 1 | 28 | 0.06 | B | 12.3 | 2 |
| WB approach | 12 | 0.02 | B | 10.0 | 0 | 17 | 0.03 | B | 10.7 | 1 |

The updated analysis indicates that:

- The existing eastbound and westbound stop-controlled approaches are currently operating at a reasonable level of service (LOS A-B).
- The stop-controlled movements experience minimal delays and short queues.

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.

## 4. Liverpool Road and Wharf Street

### Table 9: Existing 2026 Intersection Operations at Liverpool Road and Wharf Street (Weekday)

| Approach | AM peak hour | | | | | PM peak hour | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Veh / hr | v/c | LOS | Delay (sec) | 95th %ile Queue (m) | Veh / hr | v/c | LOS | Delay (sec) | 95th %ile Queue (m) |
| EB approach | 30 | 0.06 | A | 7.9 | 0 | 41 | 0.06 | A | 8.0 | 0 |
| WB approach | 7 | 0.01 | A | 6.9 | 0 | 8 | 0.01 | A | 7.1 | 0 |
| NB approach | 59 | 0.11 | A | 7.7 | 0 | 109 | 0.15 | A | 7.9 | 0 |
| SB approach | 93 | 0.17 | A | 7.9 | 0 | 143 | 0.19 | A | 8.0 | 0 |

### Table 10: Existing 2026 Intersection Operations at Liverpool Road and Wharf Street (Weekend)

| Approach | Saturday peak hour | | | | | Sunday peak hour | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Veh / hr | v/c | LOS | Delay (sec) | 95th %ile Queue (m) | Veh / hr | v/c | LOS | Delay (sec) | 95th %ile Queue (m) |
| EB approach | 38 | 0.06 | A | 8.0 | 0 | 56 | 0.09 | A | 8.5 | 0 |
| WB approach | 7 | 0.01 | A | 7.1 | 0 | 11 | 0.02 | A | 7.4 | 0 |
| NB approach | 100 | 0.14 | A | 7.8 | 0 | 149 | 0.21 | A | 8.5 | 0 |
| SB approach | 131 | 0.17 | A | 7.9 | 0 | 195 | 0.27 | A | 8.7 | 0 |

The updated analysis indicates that:

- The existing stop-controlled approaches are currently operating at a good level of service (LOS A).
- The stop-controlled movements experience minimal delays and short queues.

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 30% per year.

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.

The Pickering Harbour Development Corporation development's status/timing is currently unknown. The analysis included weekday AM and PM and Saturday analyses, excluding a Sunday analysis. A total of 176 AM peak hour trips, 338 PM peak hour trips, and 407 Saturday 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 this adjacent development was excluded from the analysis.

## Site Traffic Volumes

The development at 640 Liverpool Road includes 81 residential units and a commercial unit with a gross floor area (GFA) of 298 $m^2$ (3,208 sq.ft).

The Institute of Transportation Engineers (ITE) Trip Generation Manual does not provide a Sunday peak hour analysis for some of the land use codes (LUC). Where the data was available, the Saturday trip generation rate are typically higher than the Sunday peak hour rate. ITE trip generation rates also indicate slightly lower trip rates during the weekend peaks compared to weekday peaks therefore to estimate potential weekend impacts PM peak hour trip rates were applied for both Saturday and Sunday peak hours. The trip generation calculations for the 81-unit site plan is summarized in Table 11.

Table 11: Estimated Number of Vehicle Trips Generated by Development at 640 Liverpool Road

| | PM peak hour | | | Sunday peak hour | | |
|---|---|---|---|---|---|---|
| | In | Out | Total | In | Out | Total |
| Multi-Family Housing *(ITE Land Use Code 220)* – Peak Hour of Adjacent Street Traffic | | | | | | |
| % in/out, trip generation rates | 62% | 38% | 0.52 | 38% | 62% | 0.36 |
| Vehicle trips (81 Units) | 26 | 16 | 42 | 11 | 18 | 29 |

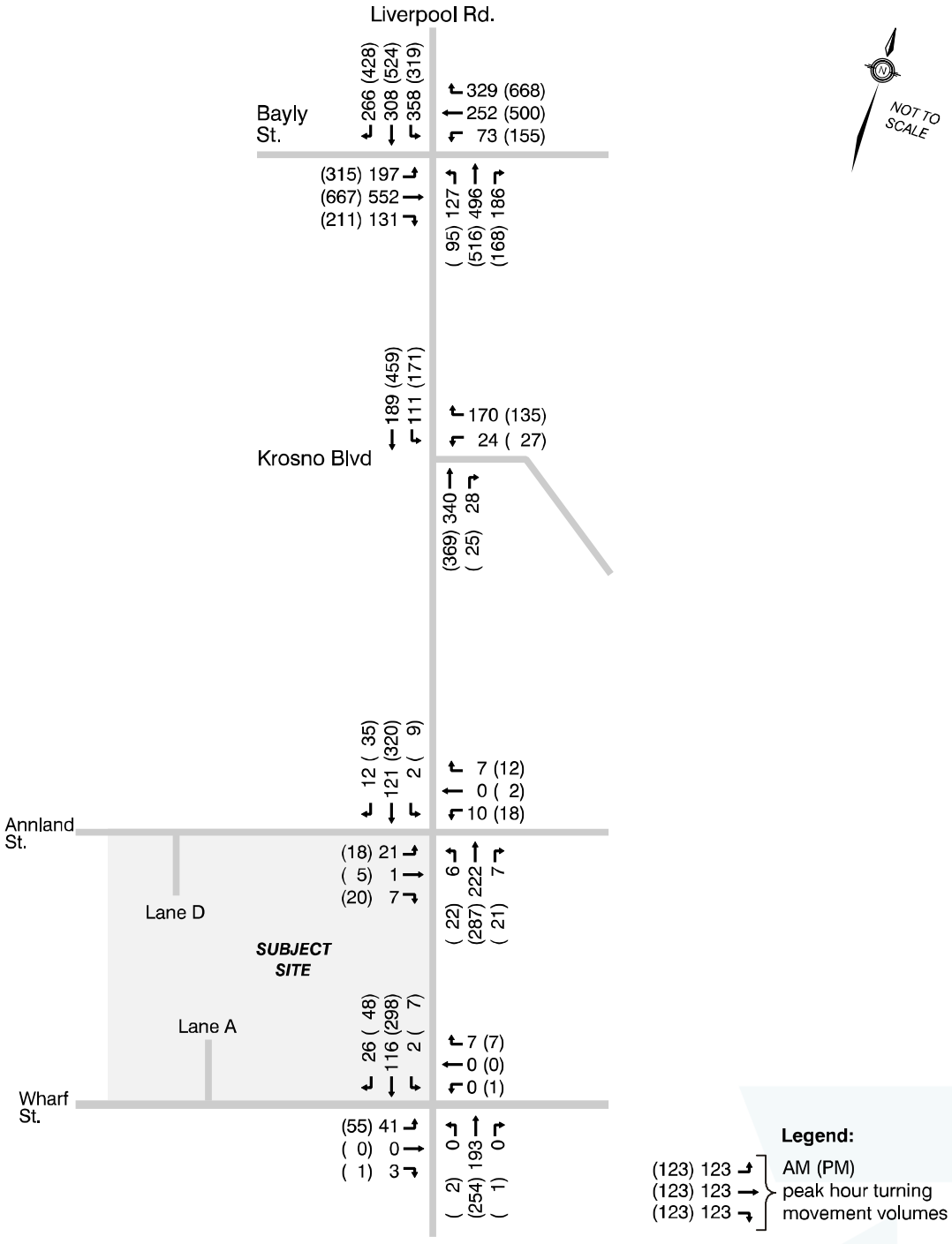
| | PM peak hour | | | Sunday peak hour | | |
|---|---|---|---|---|---|---|
| | In | Out | Total | In | Out | Total |
| Strip Retail Plaza (<40k) *(ITE Land Use Code 822)* – Peak Hour of Adjacent Street Traffic | | | | | | |
| % in/out, trip generation rates | 50% | 50% | 6.29 | 51% | 49% | 6.63 |
| Vehicle trips (298 $m^2$ (3,208 sq. ft)) | 9 | 9 | 18 | 10 | 9 | 19 |
| Net trips (81 Units): | 35 | 25 | 60 | 21 | 27 | 48 |

The proposed development is projected to generate 60 total trips in the weekday PM peak hour (35 inbound, 25 outbound) and 48 total trips in the Saturday peak hour (21 inbound, 27 outbound).

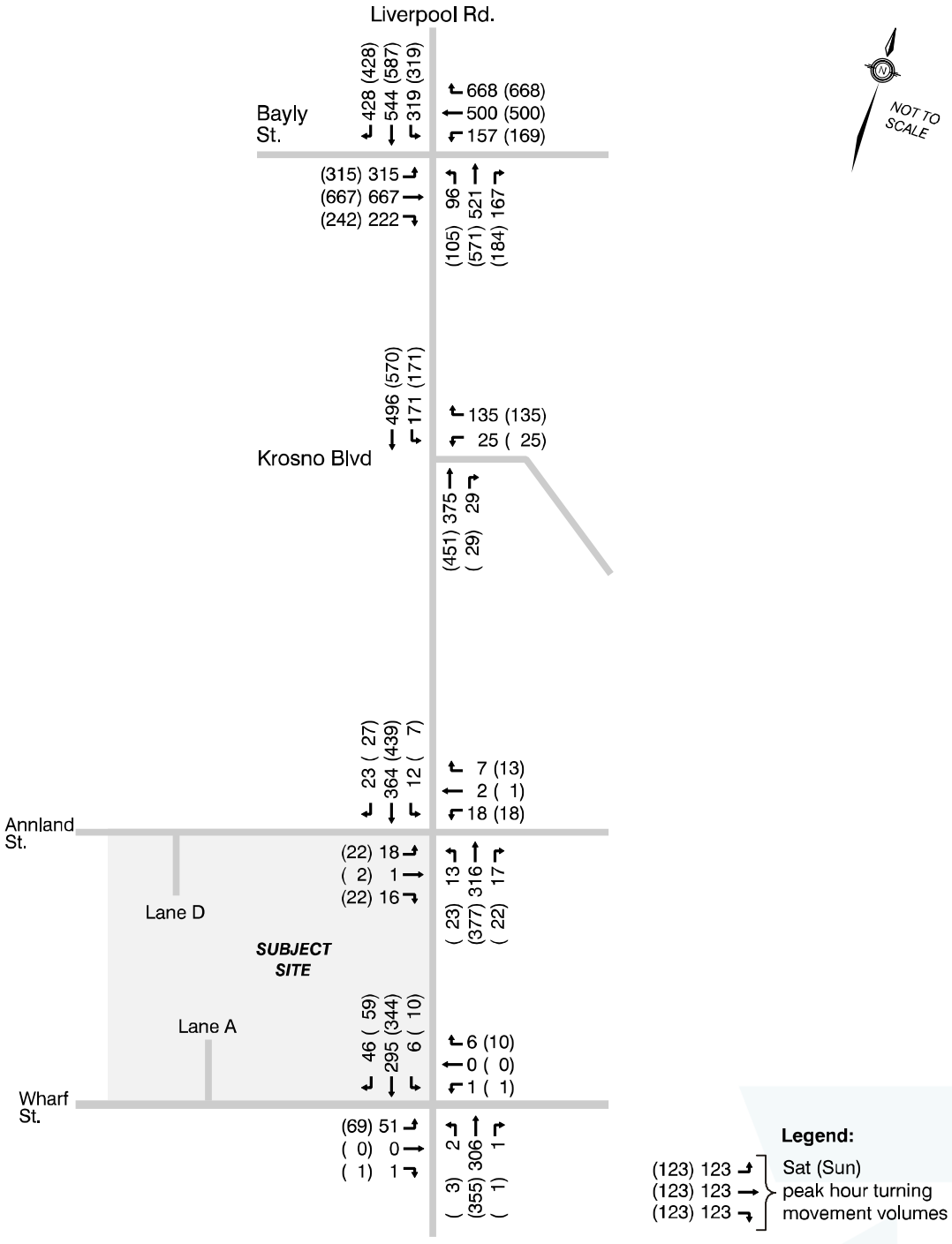
The preliminary site plan assessed in December 2025 included a proposed development of 91 residential units, generating 65 total trips during the weekday PM peak hour (38 inbound, 27 outbound) and 52 total trips during the Sunday peak hour (23 inbound, 29 outbound).The updated site plan slightly reduces the number of residential units, resulting in a decrease of 5 total trips during the PM peak hour and 4 total trips during the Sunday peak hour.

The total future volumes including background growth and site generated traffic are summarized in Figure 5 to Figure 8. Future intersection operations are summarized in Table 12 to Table 21. The Synchro analysis worksheet reports are provided in Appendix B. Movements operating critically with v/c ratios above 0.85, or with 95$^{th}$ percentile queues exceeding storage lengths, are highlighted in yellow.

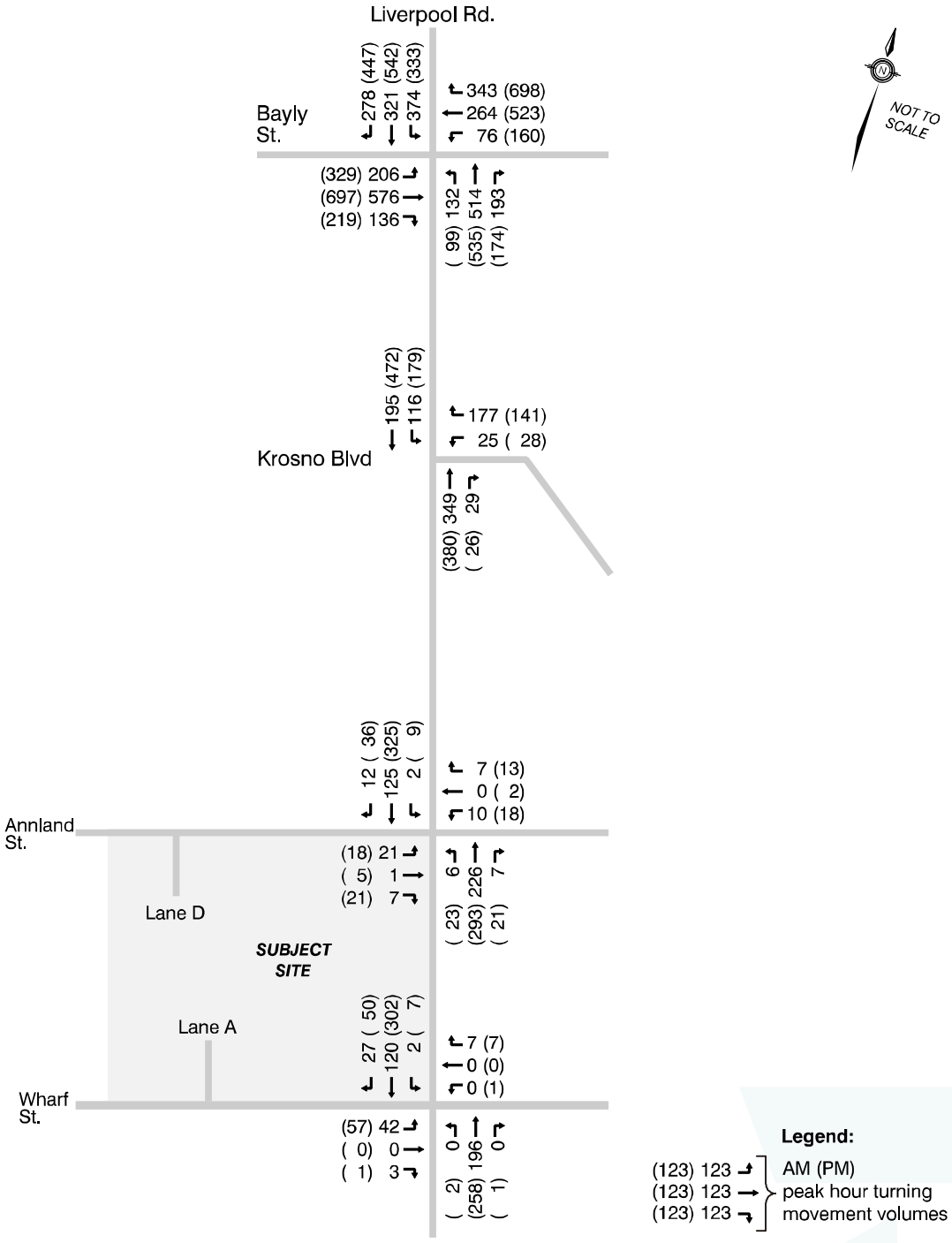
## Figure 5: Total Future 2027 Traffic Volumes (Weekday) – 0.5% Growth



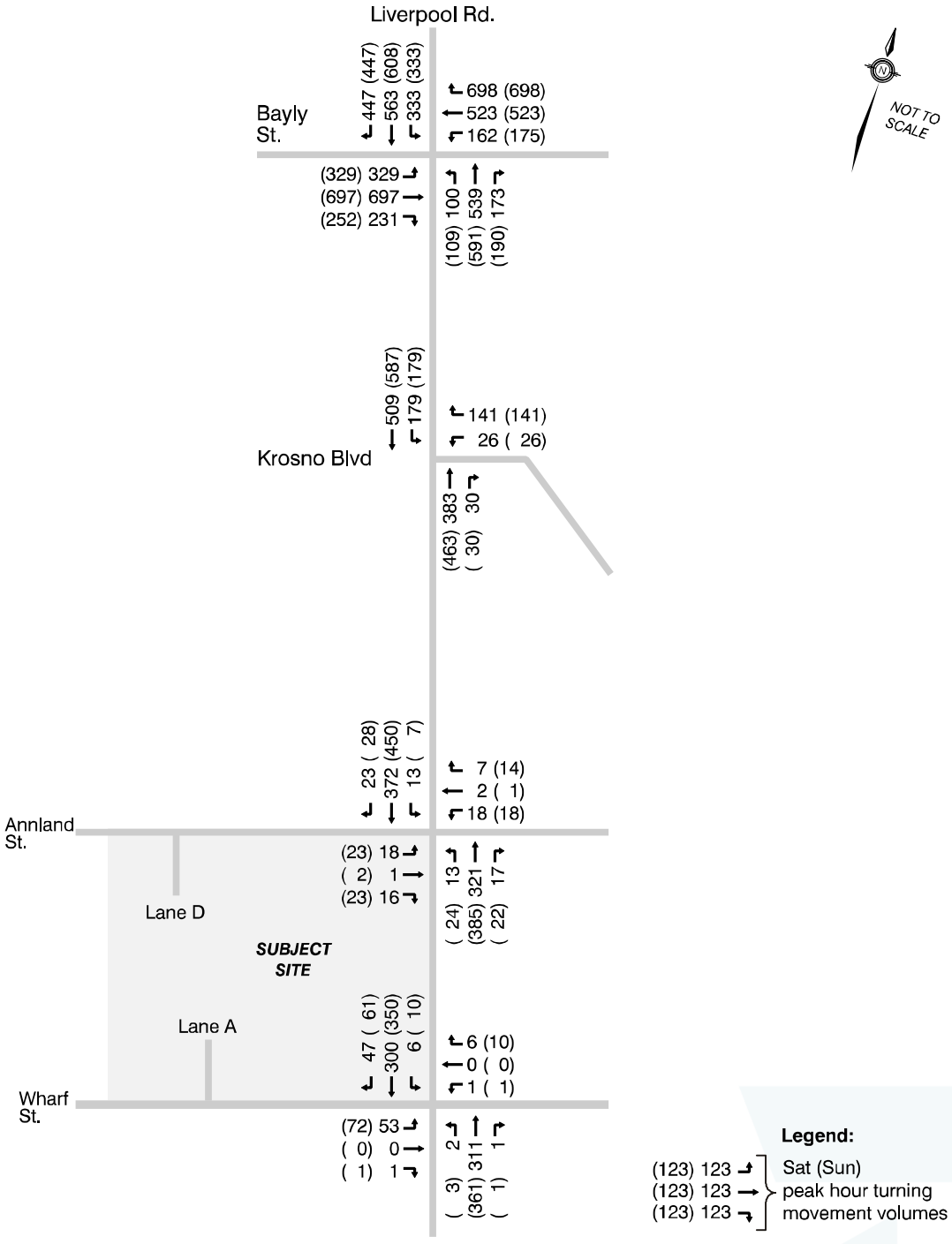
## Figure 6: Total Future 2027 Traffic Volumes (Weekend) – 0.5% Growth



## Figure 7: Total Future 2027 Traffic Volumes (Weekday) – 5% Growth



## Figure 8: Total Future 2027 Traffic Volumes (Weekend) – 5% Growth



## 1. Liverpool Road and Bayly Street

Table 12: Future Intersection Operations at Liverpool Road and Bayly Street (Weekday)

| Approach | AM peak hour | | | | | PM peak hour | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Veh / hr | v/c | LOS | Delay (sec) | 95th %ile Queue (m) | Veh / hr | v/c | LOS | Delay (sec) | 95th %ile Queue (m) |
| Total Future 2027: 0.5% Growth Rate | | | | | | | | | | |
| EB left | 197 | 0.47 | C | 25.6 | 47 | 315 | 0.86 | D | 44.4 | 90 |
| EB through | 552 | 0.60 | D | 35.2 | 74 | 667 | 0.66 | C | 33.9 | 85 |
| EB right | 131 | 0.27 | A | 6.6 | 14 | 211 | 0.36 | A | 5.6 | 17 |
| WB left | 73 | 0.27 | C | 22.8 | 20 | 155 | 0.59 | C | 28.4 | 34 |
| WB through | 252 | 0.34 | C | 33.5 | 35 | 500 | 0.56 | C | 34.6 | 66 |
| WB right | 329 | 0.44 | B | 10.3 | 42 | 668 | 0.85 | C | 28.8 | 181 |
| NB left | 127 | 0.34 | B | 15.7 | 21 | 95 | 0.26 | B | 15.8 | 19 |
| NB through/right | 682 | 0.87 | D | 46.6 | 96 | 684 | 0.87 | D | 46.8 | 97 |
| SB left | 358 | 0.74 | C | 30.1 | 86 | 319 | 0.76 | C | 32.8 | 84 |
| SB through | 308 | 0.22 | B | 19.0 | 31 | 524 | 0.41 | C | 25.1 | 61 |
| SB right | 266 | 0.29 | A | 2.0 | 10 | 428 | 0.45 | A | 4.6 | 27 |
| Overall | — | — | C | 27.4 | — | — | — | C | 30.2 | — |
| Total Future 2027: 5.0% Growth Rate | | | | | | | | | | |
| EB left | 206 | 0.50 | C | 26.5 | 49 | 329 | 0.93 | E | 56.9 | 102 |
| EB through | 576 | 0.63 | D | 36.1 | 77 | 697 | 0.69 | D | 35.0 | 89 |
| EB right | 136 | 0.28 | A | 6.8 | 15 | 219 | 0.37 | A | 5.6 | 17 |
| WB left | 76 | 0.29 | C | 23.3 | 20 | 160 | 0.64 | C | 32.0 | 37 |
| WB through | 264 | 0.35 | C | 33.9 | 36 | 523 | 0.59 | D | 35.4 | 69 |
| WB right | 343 | 0.46 | B | 11.3 | 46 | 698 | 0.89 | C | 33.3 | 196 |
| NB left | 132 | 0.36 | B | 15.9 | 22 | 99 | 0.27 | B | 15.9 | 19 |
| NB through/right | 707 | 0.89 | D | 48.0 | 102 | 709 | 0.88 | D | 48.2 | 103 |
| SB left | 374 | 0.78 | C | 33.3 | 97 | 333 | 0.80 | D | 36.3 | 92 |
| SB through | 321 | 0.23 | B | 19.1 | 32 | 542 | 0.42 | C | 25.3 | 64 |
| SB right | 278 | 0.30 | A | 2.4 | 12 | 447 | 0.47 | A | 5.4 | 32 |
| Overall | — | — | C | 28.4 | — | — | — | C | 32.6 | — |

Table 13: Future Intersection Operations at Liverpool Road and Bayly Street (Weekend)

| Approach | Saturday peak hour | | | | | Sunday peak hour | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Veh / hr | v/c | LOS | Delay (sec) | 95th %ile Queue (m) | Veh / hr | v/c | LOS | Delay (sec) | 95th %ile Queue (m) |
| Total Future 2027: 0.5% Growth Rate | | | | | | | | | | |
| EB left | 315 | 0.82 | D | 39.1 | 83 | 315 | 0.83 | D | 40.4 | 83 |
| EB through | 667 | 0.68 | D | 35.4 | 85 | 667 | 0.69 | D | 35.8 | 85 |
| EB right | 222 | 0.38 | A | 5.7 | 17 | 242 | 0.41 | A | 5.7 | 18 |
| WB left | 157 | 0.64 | C | 34.1 | 37 | 169 | 0.68 | D | 36.6 | 42 |
| WB through | 500 | 0.75 | D | 46.3 | 73 | 500 | 0.72 | D | 44.2 | 72 |
| WB right | 668 | 0.85 | C | 29.0 | 180 | 668 | 0.86 | C | 30.2 | 181 |
| NB left | 96 | 0.34 | B | 18.8 | 18 | 105 | 0.37 | B | 19.1 | 20 |
| NB through/right | 688 | 1.09 | F | 101 | 122 | 755 | 1.14 | F | 117 | 135 |
| SB left | 319 | 0.60 | C | 21.5 | 67 | 319 | 0.62 | C | 22.5 | 68 |
| SB through | 544 | 0.39 | C | 22.4 | 58 | 587 | 0.44 | C | 23.9 | 63 |
| SB right | 428 | 0.44 | A | 7.6 | 46 | 428 | 0.46 | A | 8.6 | 49 |
| Overall | — | — | D | 38.8 | — | — | — | D | 42.4 | — |
| Total Future 2027: 5.0% Growth Rate | | | | | | | | | | |
| EB left | 329 | 0.88 | D | 46.3 | 96 | 329 | 0.88 | D | 47.5 | 96 |
| EB through | 697 | 0.71 | D | 36.3 | 90 | 697 | 0.72 | D | 36.7 | 90 |
| EB right | 231 | 0.39 | A | 5.7 | 18 | 252 | 0.42 | A | 6.4 | 20 |
| WB left | 162 | 0.69 | D | 38.0 | 42 | 175 | 0.74 | D | 41.6 | 48 |
| WB through | 523 | 0.80 | D | 49.1 | 82 | 523 | 0.77 | D | 46.5 | 75 |
| WB right | 698 | 0.89 | C | 33.4 | 195 | 698 | 0.90 | D | 35.1 | 196 |
| NB left | 100 | 0.36 | B | 19.2 | 19 | 109 | 0.39 | B | 19.6 | 20 |
| NB through/right | 712 | 1.13 | F | 114 | 128 | 781 | 1.18 | F | 131 | 142 |
| SB left | 333 | 0.62 | C | 22.5 | 71 | 333 | 0.65 | C | 23.8 | 72 |
| SB through | 563 | 0.40 | C | 22.6 | 60 | 608 | 0.46 | C | 24.1 | 66 |
| SB right | 447 | 0.46 | A | 8.1 | 51 | 447 | 0.48 | A | 9.2 | 54 |
| Overall | — | — | D | 42.5 | — | — | — | D | 46.5 | — |

The updated analysis indicates that the northbound through/right movements during the weekend peak hours under the 5% growth scenario would operate over capacity.

To mitigate the northbound through/right movement, the cycle length was increased from 100 to 120 seconds, and the signal green times were optimized. The mitigated intersection operations for the Sunday peak hour are summarized in Table 14. The Sunday peak hour was analyzed as it indicated poorer operations.

Table 14: Liverpool Road and Bayly Street – Mitigated (Sunday)

| Approach | Sunday peak hour | | | | |
|---|---|---|---|---|---|
| | Veh / hr | v/c | LOS | Delay (sec) | 95th %ile Queue (m) |
| Mitigated 5.0% Growth Rate | | | | | |
| EB left | 329 | 0.94 | E | 63.4 | 121 |
| EB through | 697 | 0.76 | D | 45.6 | 108 |
| EB right | 252 | 0.44 | A | 6.4 | 20 |
| WB left | 175 | 0.79 | D | 52.8 | 53 |
| WB through | 523 | 0.81 | E | 57.5 | 91 |
| WB right | 698 | 0.94 | D | 47.3 | 236 |
| NB left | 109 | 0.35 | B | 19.5 | 22 |
| NB through/right | 781 | 0.98 | E | 71.4 | 146 |
| SB left | 333 | 0.67 | C | 31.2 | 90 |
| SB through | 608 | 0.42 | C | 25.2 | 73 |
| SB right | 447 | 0.46 | A | 8.6 | 55 |
| Overall | — | — | D | 43.2 | — |

With an increased cycle length, the intersection would operate at a reasonable LOS E with v/c ratios close to capacity.

## 2. Liverpool Road and Krosno Boulevard

Table 15: Future Intersection Operations at Liverpool Road and Krosno Boulevard (Weekday)

| Approach | AM peak hour | | | | | PM peak hour | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Veh / hr | v/c | LOS | Delay (sec) | 95th %ile Queue (m) | Veh / hr | v/c | LOS | Delay (sec) | 95th %ile Queue (m) |
| Total Future 2027: 0.5% Growth Rate | | | | | | | | | | |
| WB approach | 194 | 0.33 | B | 11.0 | 0 | 162 | 0.31 | B | 11.9 | 0 |
| NB approach | 368 | 0.59 | C | 15.2 | 0 | 394 | 0.65 | C | 18.0 | 0 |
| SB approach | 300 | 0.50 | B | 13.4 | 0 | 630 | 1.00 | F | 56.2 | 0 |
| Total Future 2027: 5.0% Growth Rate | | | | | | | | | | |
| WB approach | 202 | 0.35 | B | 11.4 | 0 | 169 | 0.32 | B | 12.0 | 0 |
| NB approach | 378 | 0.62 | C | 16.0 | 0 | 406 | 0.67 | C | 18.7 | 0 |
| SB approach | 311 | 0.53 | B | 14.1 | 0 | 651 | 1.04 | F | 68.8 | 0 |

Table 16: Future Intersection Operations at Liverpool Road and Krosno Boulevard (Weekend)

| Approach | Saturday peak hour | | | | | Sunday peak hour | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Veh / hr | v/c | LOS | Delay (sec) | 95th %ile Queue (m) | Veh / hr | v/c | LOS | Delay (sec) | 95th %ile Queue (m) |
| Total Future 2027: 0.5% Growth Rate | | | | | | | | | | |
| WB approach | 160 | 0.30 | B | 11.7 | 0 | 160 | 0.31 | B | 12.1 | 0 |
| NB approach | 404 | 0.66 | C | 18.1 | 0 | 480 | 0.79 | D | 25.4 | 0 |
| SB approach | 667 | 1.06 | F | 72.2 | 0 | 741 | 1.21 | F | 125.5 | 0 |
| Total Future 2027: 5.0% Growth Rate | | | | | | | | | | |
| WB approach | 167 | 0.31 | B | 12.0 | 0 | 167 | 0.32 | B | 12.4 | 0 |
| NB approach | 413 | 0.68 | C | 19.0 | 0 | 493 | 0.82 | D | 27.9 | 0 |
| SB approach | 688 | 1.10 | F | 87.2 | 0 | 766 | 1.26 | F | 148.6 | 0 |

The updated analysis indicates that the southbound approach during the PM and weekend peak hours would operate over capacity.

To mitigate the southbound approach, a traffic signal was tested under pretimed operation with a 100-second cycle length and a southbound left-turn lane. The mitigated intersection operations for the Sunday peak hour are summarized in Table 18. The Sunday peak hour was analyzed as it indicated poorer operations.

Table 17: Liverpool Road and Krosno Boulevard – Mitigated (Weekend)

| Approach | Sunday peak hour | | | | |
|---|---|---|---|---|---|
| | Veh / hr | v/c | LOS | Delay (sec) | 95th %ile Queue (m) |
| Traffic Signal Control: 5.0% Growth Rate | | | | | |
| WB approach | 167 | 0.37 | B | 10.1 | 21 |
| NB approach | 493 | 0.43 | A | 8.6 | 64 |
| SB left | 179 | 0.40 | B | 10.2 | 30 |
| SB through | 587 | 0.51 | A | 9.8 | 83 |

Under traffic signal control and with a southbound left-turn lane, the intersection would operate good at LOS A-B with minimal delays and short queues.

## 3. Liverpool Road and Annland Street

Table 18: Future Intersection Operations at Liverpool Road and Annland Street (Weekday)

| Approach | AM peak hour | | | | | PM peak hour | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Veh / hr | v/c | LOS | Delay (sec) | 95th %ile Queue (m) | Veh / hr | v/c | LOS | Delay (sec) | 95th %ile Queue (m) |
| Total Future 2027: 0.5% Growth Rate | | | | | | | | | | |
| EB approach | 29 | 0.08 | B | 13.1 | 2 | 43 | 0.12 | C | 15.6 | 3 |
| WB approach | 17 | 0.04 | B | 12.1 | 1 | 32 | 0.09 | C | 16.0 | 3 |
| Total Future 2027: 5.0% Growth Rate | | | | | | | | | | |
| EB approach | 29 | 0.08 | B | 13.2 | 2 | 44 | 0.12 | C | 15.8 | 3 |
| WB approach | 17 | 0.05 | B | 12.2 | 1 | 33 | 0.10 | C | 16.2 | 3 |

Table 19: Future Intersection Operations at Liverpool Road and Annland Street (Weekend)

| Approach | Saturday peak hour | | | | | Sunday peak hour | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Veh / hr | v/c | LOS | Delay (sec) | 95th %ile Queue (m) | Veh / hr | v/c | LOS | Delay (sec) | 95th %ile Queue (m) |
| Total Future 2027: 0.5% Growth Rate | | | | | | | | | | |
| EB approach | 35 | 0.11 | C | 15.9 | 3 | 46 | 0.17 | C | 19.9 | 5 |
| WB approach | 27 | 0.10 | C | 17.7 | 3 | 32 | 0.13 | C | 20.8 | 4 |
| Total Future 2027: 5.0% Growth Rate | | | | | | | | | | |
| EB approach | 35 | 0.11 | C | 16.2 | 3 | 48 | 0.18 | C | 20.7 | 5 |
| WB approach | 27 | 0.10 | C | 18.0 | 3 | 33 | 0.14 | C | 21.3 | 4 |

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

## 4. Liverpool Road and Wharf Street

Table 20: Future Intersection Operations at Liverpool Road and Wharf Street (Weekday)

| Approach | AM peak hour | | | | | PM peak hour | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Veh / hr | v/c | LOS | Delay (sec) | 95th %ile Queue (m) | Veh / hr | v/c | LOS | Delay (sec) | 95th %ile Queue (m) |
| Total Future 2027: 0.5% Growth Rate | | | | | | | | | | |
| EB approach | 44 | 0.10 | A | 8.9 | 0 | 56 | 0.10 | A | 9.4 | 0 |
| WB approach | 7 | 0.01 | A | 7.7 | 0 | 8 | 0.01 | A | 8.2 | 0 |
| NB approach | 193 | 0.38 | B | 10.1 | 0 | 257 | 0.38 | B | 10.4 | 0 |
| SB approach | 144 | 0.28 | A | 9.1 | 0 | 353 | 0.50 | B | 11.8 | 0 |
| Total Future 2027: 5.0% Growth Rate | | | | | | | | | | |
| EB approach | 45 | 0.11 | A | 8.9 | 0 | 58 | 0.11 | A | 9.4 | 0 |
| WB approach | 7 | 0.01 | A | 7.7 | 0 | 8 | 0.01 | A | 8.2 | 0 |
| NB approach | 196 | 0.39 | B | 10.2 | 0 | 261 | 0.39 | B | 10.5 | 0 |
| SB approach | 149 | 0.30 | A | 9.2 | 0 | 359 | 0.51 | B | 12.0 | 0 |

Table 21: Future Intersection Operations at Liverpool Road and Wharf Street (Weekend)

| Approach | Saturday peak hour | | | | | Sunday peak hour | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Veh / hr | v/c | LOS | Delay (sec) | 95th %ile Queue (m) | Veh / hr | v/c | LOS | Delay (sec) | 95th %ile Queue (m) |
| Total Future 2027: 0.5% Growth Rate | | | | | | | | | | |
| EB approach | 52 | 0.10 | A | 9.4 | 0 | 71 | 0.14 | B | 10.2 | 0 |
| WB approach | 7 | 0.01 | A | 8.3 | 0 | 11 | 0.02 | A | 8.8 | 0 |
| NB approach | 309 | 0.46 | B | 11.3 | 0 | 359 | 0.56 | B | 13.7 | 0 |
| SB approach | 347 | 0.50 | B | 11.8 | 0 | 412 | 0.63 | C | 15.0 | 0 |
| Total Future 2027: 5.0% Growth Rate | | | | | | | | | | |
| EB approach | 54 | 0.10 | A | 9.5 | 0 | 74 | 0.15 | B | 10.3 | 0 |
| WB approach | 7 | 0.01 | A | 8.3 | 0 | 11 | 0.02 | A | 8.8 | 0 |
| NB approach | 314 | 0.47 | B | 11.5 | 0 | 365 | 0.57 | B | 14.1 | 0 |
| SB approach | 353 | 0.51 | B | 12.0 | 0 | 420 | 0.64 | C | 15.6 | 0 |

The updated analysis indicates that the stop-controlled approaches would operate at a reasonable level of service (LOS C or better) during the Sunday Peak under the 5% annual growth scenario. The stop-controlled movements are expected to operate with minimal delays and short queues.

## Left-Turn Lane Analysis

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 are presented in Table 22. The left-turn lane warrant nomographs are in Appendix C.

Table 22: 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 | | | | | |
| AM | NB = 235 | NBL = 6 | 3% | No | n/a |
| | SB = 135 | SBL = 2 | 1% | No | n/a |
| PM | NB = 330 | NBL = 22 | 7% | No | n/a |
| | SB = 364 | SBL = 9 | 2% | No | n/a |
| Saturday | NB = 346 | NBL = 13 | 4% | No | n/a |
| | SB = 399 | SBL = 12 | 3% | No | n/a |
| Sunday | NB = 422 | NBL = 23 | 5%* | No | n/a |
| | SB = 473 | SBL = 7 | 1% | No | n/a |
| Total Future 2027: 5.0% Growth Rate | | | | | |
| AM | NB = 239 | NBL = 6 | 3% | No | n/a |
| | SB = 139 | SBL = 2 | 1% | No | n/a |
| PM | NB = 337 | NBL = 23 | 7% | No | n/a |
| | SB = 370 | SBL = 9 | 2% | No | n/a |
| Saturday | NB = 351 | NBL = 13 | 4% | No | n/a |
| | SB = 408 | SBL = 13 | 3% | No | n/a |
| Sunday | NB = 431 | NBL = 24 | 6% | Yes | 15 |
| | SB = 485 | SBL = 7 | 1% | No | n/a |

Left-turn lane 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.

# 10-Year Post Development Analysis

Given the Regional Municipality of Durham Traffic Impact Study Guidelines suggest a five- or ten-year horizon be used in the analysis, a 2037 horizon was also assessed. A sensitivity analysis including a 5% annual growth for 10 years (50% growth total) was conducted for the peak Sunday period. The future 2037 intersection operations are summarized in Table 23 to Table 27. The Synchro analysis worksheet reports are provided in Appendix B. Movements operating critically with v/c ratios above 0.85, or with 95$^{th}$ percentile queues exceeding storage lengths, are highlighted in yellow.

## 1. Liverpool Road at Bayly Street

Table 23: Future Intersection Operations at Liverpool Road and Bayly Street (Weekend)

| Approach | Sunday peak hour | | | | |
|---|---|---|---|---|---|
| | Veh / hr | v/c | LOS | Delay (sec) | 95$^{th}$ %$^{ile}$ Queue (m) |
| Total Future 2037: 50% Growth Rate | | | | | |
| EB left | 470 | 1.39 | F | 220 | 212 |
| EB through | 996 | 1.01 | E | 72.4 | 181 |
| EB right | 348 | 0.59 | B | 15.2 | 54 |
| WB left | 235 | 1.21 | F | 157 | 108 |
| WB through | 747 | 1.02 | F | 84.6 | 147 |
| WB right | 998 | 1.37 | F | 202 | 418 |
| NB left | 145 | 0.48 | C | 22.3 | 31 |
| NB through/right | 1,049 | 1.28 | F | 170 | 222 |
| SB left | 476 | 1.08 | F | 99.1 | 185 |
| SB through | 817 | 0.62 | C | 32.8 | 114 |
| SB right | 639 | 0.70 | B | 17.9 | 130 |
| Overall | — | — | F | 108 | — |

The 2037 analysis indicates that multiple movements are operating over capacity despite optimized signal phase lengths. It is recommended to continue monitoring the intersection and adjust the signal timing plan as necessary. Traffic counts for weekend periods should be conducted on a regular basis to determine if and when additional capacity is required.

## 2. Liverpool Road at Krosno Boulevard

Table 24: Future Intersection Operations at Liverpool Road and Krosno Boulevard (Weekend)

| Approach | Sunday peak hour | | | | |
|---|---|---|---|---|---|
| | Veh / hr | v/c | LOS | Delay (sec) | 95th %ile Queue (m) |
| Total Future 2037: 50% Growth Rate | | | | | |
| WB approach | 233 | 0.54 | B | 12.5 | 28 |
| NB approach | 619 | 0.50 | A | 7.2 | 71 |
| SB left | 255 | 0.62 | B | 13.9 | 52 |
| SB through | 758 | 0.61 | A | 8.9 | 101 |

The 2037 analysis indicates that with optimized signal phase lengths and traffic signal control, all movements operate with v/c ratios less than 0.85

## 3. Liverpool Road at Annland Street

Table 25: Future Intersection Operations at Liverpool Road and Annland Street (Weekend)

| Approach | Sunday peak hour | | | | |
|---|---|---|---|---|---|
| | Veh / hr | v/c | LOS | Delay (sec) | 95th %ile Queue (m) |
| Total Future 2037: 50% Growth Rate | | | | | |
| EB approach | 60 | 0.32 | D | 31.6 | 11 |
| WB approach | 42 | 0.23 | D | 29.7 | 7 |

The 2037 analysis indicates that all movements operate with v/c ratios less than 0.85

The 2037 left-turn lane warrant analysis results using a 50 km/h design speed are presented in Table 26. The left-turn lane warrant nomographs are in Appendix C.

Table 26: 2037 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 2037: 50% Growth Rate | | | | | |
| Sunday | NB = 520 | NBL = 31 | 6% | Yes | 25 |
| | SB = 604 | SBL = 11 | 2% | Yes | 15 |

A northbound left-turn storage lane may be warranted with a 25-metre storage length instead of the 15-metre length as indicated with 5% growth scenario. A southbound left-turn lane may be warranted with a 15-metre storage length under the 50% growth scenario. It is recommended to continue monitoring the intersection to determine if the warranted left-turn lane are required.

## 4. Liverpool Road at Wharf Street

Table 27: Future Intersection Operations at Liverpool Road and Annland Street (Weekend)

| Approach | Sunday peak hour | | | | |
|---|---|---|---|---|---|
| | Veh / hr | v/c | LOS | Delay (sec) | 95$^{th}$ %$^{ile}$ Queue (m) |
| Total Future 2037: 50% Growth Rate | | | | | |
| EB approach | 99 | 0.22 | B | 11.6 | 0 |
| WB approach | 17 | 0.04 | A | 9.7 | 0 |
| NB approach | 432 | 0.73 | C | 20.6 | 0 |
| SB approach | 508 | 0.83 | D | 27.1 | 0 |

The 2037 analysis indicates that all movements operate with v/c ratios less than 0.85

## On-Site Parking

A reduced parking rate from 5 spaces per 100m$^2$ of commercial space to 4 spaces per 100m$^2$ 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;
    - 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.
    - 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.
    - 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;
    - Many of the trips would already be parked in the waterfront area, including adjacent on-street parking.
    - 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 100m$^2$ results in a reduction of 5 parking spaces (from 24 spaces to 19 spaces) to support the 484m$^2$ 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 as well as an updated site plan with 81 residential units.

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, primary (northbound / southbound) annual traffic demand between 2023 and 2026 increased approximately 5% per year at the intersection of Liverpool Road and Annland Street.

The updated analysis indicated that most intersections are currently operating at a reasonable level of service during the weekday and weekend peak hours. The Bayly Street intersection has critical movements operating at LOS E.

The future demand includes the site generated traffic due the development at 640 Liverpool Road as well adjacent developments (Pickering Harbour Development Corporation). With background traffic growth to 2027 as well as adjacent development vehicles:

- Liverpool Road and Bayly Street: all movements are within capacity with an increased signal cycle length to 120 seconds and optimized green times. Ensure that operations and signal timing plans are monitored and adjusted as necessary.
- Liverpool Road and Krosno Boulevard: The updated analysis indicates that the southbound approach during the PM and weekend peak hours would operate over capacity. A traffic signal with a 100-second cycle length would mitigate the southbound constraint and enable all movements to be within capacity.
- Liverpool Road at Annland Street: 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. For the 10-year post-development scenario, a 15-metre storage lane was identified for the southbound approach, and a 25-metre storage lane was identified for the northbound approach. 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.
- Liverpool Road at Wharf Street: all movements are within capacity. No mitigation measures are proposed.

The sensitivity analysis with background traffic growth included for a 10-year period post-construction (2037 horizon) confirms that the Bayly intersection is the critical point along the corridor where vehicle operations are over capacity. The intersection at Krosno Boulevard would require signalization as was identified for 2027, and would continue to operate with satisfactory conditions in 2037. No further mitigation measures would be required at Wharf Street.



Ian Borsuk, P. Eng.

Our file: 25-2038

# Appendix A

## Traffic Volume Data

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# Project #23-286 - Dillon Consulting

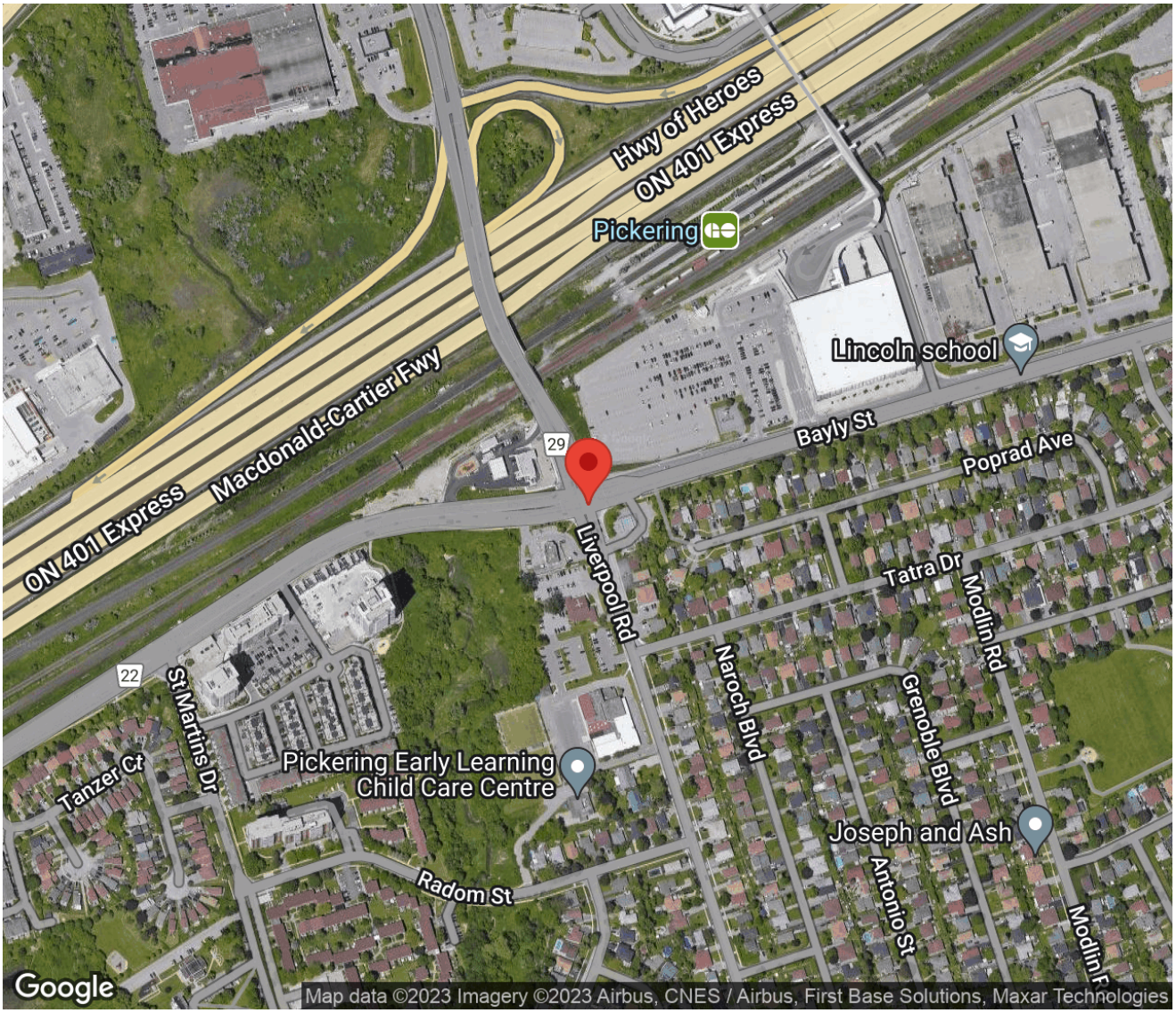
## Intersection Count Report

| | |
|---|---|
| **Intersection:** | Liverpool Rd & Bayly St |
| **Municipality:** | Pickering |
| **Count Date:** | Tuesday, Sep 12, 2023 |
| **Site Code:** | 2328600001 |
| **Count Categories:** | Cars, Trucks, Bicycles, Pedestrians |
| **Count Period:** | 07:00-10:00, 11:30-13:30, 15:00-18:00 |
| **Weather:** | Clear |
| **Comments:** | |

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

# Traffic Count Map

| | |
|---|---|
| Intersection: | Liverpool Rd & Bayly St |
| Site Code: | 2328600001 |
| Municipality: | Pickering |
| Count Date: | Sep 12, 2023 |



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# Traffic Count Summary

| | |
|---|---|
| Intersection: | Liverpool Rd & Bayly St |
| Site Code: | 2328600001 |
| Municipality: | Pickering |
| Count Date: | Sep 12, 2023 |

## Liverpool Rd - Traffic Summary

| | North Approach Totals | | | | | | South Approach Totals | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Includes Cars, Trucks, Bicycles | | | | | | Includes Cars, Trucks, Bicycles | | | | | | |
| Hour | Left | Thru | Right | U-Turn | Total | Peds | Left | Thru | Right | U-Turn | Total | Peds | Total |
| 07:00 - 08:00 | 393 | 136 | 101 | 0 | 630 | 11 | 64 | 317 | 93 | 0 | 474 | 17 | 1104 |
| 08:00 - 09:00 | 339 | 269 | 204 | 0 | 812 | 10 | 107 | 383 | 145 | 0 | 635 | 22 | 1447 |
| 09:00 - 10:00 | 264 | 207 | 159 | 0 | 630 | 3 | 55 | 317 | 108 | 0 | 480 | 6 | 1110 |
| BREAK | | | | | | | | | | | | | |
| 11:30 - 12:00 | 155 | 162 | 109 | 0 | 426 | 6 | 25 | 126 | 64 | 0 | 215 | 19 | 641 |
| 12:00 - 13:00 | 299 | 334 | 216 | 1 | 850 | 5 | 49 | 330 | 117 | 0 | 496 | 12 | 1346 |
| 13:00 - 13:30 | 142 | 127 | 119 | 0 | 388 | 5 | 31 | 138 | 37 | 0 | 206 | 7 | 594 |
| BREAK | | | | | | | | | | | | | |
| 15:00 - 16:00 | 226 | 347 | 290 | 0 | 863 | 14 | 93 | 407 | 114 | 0 | 614 | 9 | 1477 |
| 16:00 - 17:00 | 301 | 413 | 311 | 0 | 1025 | 13 | 75 | 416 | 131 | 1 | 623 | 29 | 1648 |
| 17:00 - 18:00 | 323 | 402 | 311 | 0 | 1036 | 18 | 61 | 381 | 128 | 0 | 570 | 27 | 1606 |
| **GRAND TOTAL** | **2442** | **2397** | **1820** | **1** | **6660** | **85** | **560** | **2815** | **937** | **1** | **4313** | **148** | **10973** |

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# Traffic Count Summary

| | |
|---|---|
| Intersection: | Liverpool Rd & Bayly St |
| Site Code: | 2328600001 |
| Municipality: | Pickering |
| Count Date: | Sep 12, 2023 |

## Bayly St - Traffic Summary

| | East Approach Totals | | | | | | West Approach Totals | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Includes Cars, Trucks, Bicycles | | | | | | Includes Cars, Trucks, Bicycles | | | | | | |
| Hour | Left | Thru | Right | U-Turn | Total | Peds | Left | Thru | Right | U-Turn | Total | Peds | Total |
| 07:00 - 08:00 | 43 | 199 | 316 | 0 | 558 | 36 | 114 | 488 | 49 | 0 | 651 | 15 | 1209 |
| 08:00 - 09:00 | 60 | 239 | 311 | 0 | 610 | 16 | 187 | 523 | 117 | 0 | 827 | 17 | 1437 |
| 09:00 - 10:00 | 53 | 197 | 310 | 0 | 560 | 14 | 208 | 385 | 96 | 0 | 689 | 4 | 1249 |
| BREAK | | | | | | | | | | | | | |
| 11:30 - 12:00 | 40 | 92 | 207 | 0 | 339 | 17 | 111 | 164 | 51 | 0 | 326 | 9 | 665 |
| 12:00 - 13:00 | 75 | 202 | 413 | 0 | 690 | 19 | 246 | 293 | 107 | 0 | 646 | 16 | 1336 |
| 13:00 - 13:30 | 28 | 113 | 178 | 0 | 319 | 8 | 109 | 170 | 36 | 0 | 315 | 10 | 634 |
| BREAK | | | | | | | | | | | | | |
| 15:00 - 16:00 | 88 | 321 | 530 | 3 | 942 | 15 | 274 | 448 | 144 | 0 | 866 | 24 | 1808 |
| 16:00 - 17:00 | 107 | 394 | 597 | 3 | 1101 | 44 | 281 | 599 | 173 | 0 | 1053 | 33 | 2154 |
| 17:00 - 18:00 | 108 | 436 | 641 | 1 | 1186 | 37 | 302 | 644 | 192 | 0 | 1138 | 33 | 2324 |
| **GRAND TOTAL** | **602** | **2193** | **3503** | **7** | **6305** | **206** | **1832** | **3714** | **965** | **0** | **6511** | **161** | **12816** |

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

# Traffic Count Data

Intersection: Liverpool Rd & Bayly St
Site Code: 2328600001
Municipality: Pickering
Count Date: Sep 12, 2023

## North Approach - Liverpool Rd

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↻ | Total | ↰ | ↑ | ↱ | ↻ | Total | ↰ | ↑ | ↱ | ↻ | Total | |
| **07:00** | 79 | 20 | 16 | 0 | 115 | 4 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 3 |
| **07:15** | 96 | 37 | 22 | 0 | 155 | 5 | 1 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 2 |
| **07:30** | 100 | 30 | 19 | 0 | 149 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 |
| **07:45** | 103 | 46 | 43 | 0 | 192 | 4 | 0 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 4 |
| **08:00** | 86 | 70 | 39 | 0 | 195 | 7 | 3 | 1 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 2 |
| **08:15** | 76 | 76 | 46 | 0 | 198 | 12 | 2 | 1 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 2 |
| **08:30** | 74 | 58 | 55 | 0 | 187 | 4 | 2 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 3 |
| **08:45** | 71 | 57 | 60 | 0 | 188 | 9 | 1 | 1 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 3 |
| **09:00** | 66 | 61 | 50 | 0 | 177 | 5 | 0 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:15** | 70 | 39 | 26 | 0 | 135 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 1 |
| **09:30** | 54 | 59 | 43 | 0 | 156 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| **09:45** | 59 | 48 | 38 | 0 | 145 | 2 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| **SUBTOTAL** | 934 | 601 | 457 | 0 | 1992 | 62 | 11 | 7 | 0 | 80 | 0 | 0 | 0 | 0 | 0 | 24 |

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

# Traffic Count Data

Intersection: Liverpool Rd & Bayly St
Site Code: 2328600001
Municipality: Pickering
Count Date: Sep 12, 2023

## North Approach - Liverpool Rd

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | |
| **11:30** | 64 | 59 | 58 | 0 | 181 | 3 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| **11:45** | 84 | 102 | 49 | 0 | 235 | 4 | 1 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 2 |
| **12:00** | 63 | 80 | 50 | 0 | 193 | 3 | 3 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 1 |
| **12:15** | 64 | 85 | 50 | 0 | 199 | 4 | 1 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 2 |
| **12:30** | 73 | 97 | 53 | 0 | 223 | 6 | 1 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 2 |
| **12:45** | 81 | 66 | 61 | 1 | 209 | 5 | 1 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| **13:00** | 66 | 60 | 58 | 0 | 184 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| **13:15** | 69 | 67 | 61 | 0 | 197 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 |
| **SUBTOTAL** | 564 | 616 | 440 | 1 | 1621 | 32 | 7 | 4 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 16 |

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

# Traffic Count Data

Intersection: Liverpool Rd & Bayly St
Site Code: 2328600001
Municipality: Pickering
Count Date: Sep 12, 2023

## North Approach - Liverpool Rd

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | |
| **15:00** | 46 | 85 | 70 | 0 | 201 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| **15:15** | 52 | 82 | 81 | 0 | 215 | 5 | 1 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 2 |
| **15:30** | 50 | 92 | 75 | 0 | 217 | 4 | 2 | 0 | 0 | 6 | 0 | 1 | 0 | 0 | 1 | 7 |
| **15:45** | 64 | 83 | 64 | 0 | 211 | 3 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 |
| **16:00** | 74 | 101 | 78 | 0 | 253 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| **16:15** | 78 | 102 | 71 | 0 | 251 | 2 | 1 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 |
| **16:30** | 74 | 102 | 84 | 0 | 260 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 7 |
| **16:45** | 65 | 106 | 77 | 0 | 248 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 |
| **17:00** | 74 | 72 | 86 | 0 | 232 | 3 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| **17:15** | 79 | 101 | 81 | 0 | 261 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| **17:30** | 84 | 120 | 73 | 0 | 277 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| **17:45** | 79 | 107 | 71 | 0 | 257 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| **SUBTOTAL** | 819 | 1153 | 911 | 0 | 2883 | 31 | 8 | 1 | 0 | 40 | 0 | 1 | 0 | 0 | 1 | 45 |
| **GRAND TOTAL** | **2317** | **2370** | **1808** | **1** | **6496** | **125** | **26** | **12** | **0** | **163** | **0** | **1** | **0** | **0** | **1** | **85** |

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

# Traffic Count Data

Intersection: Liverpool Rd & Bayly St
Site Code: 2328600001
Municipality: Pickering
Count Date: Sep 12, 2023

## South Approach - Liverpool Rd

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | |
| **07:00** | 10 | 60 | 19 | 0 | 89 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| **07:15** | 9 | 78 | 32 | 0 | 119 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 4 |
| **07:30** | 16 | 80 | 30 | 0 | 126 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 5 |
| **07:45** | 26 | 94 | 10 | 0 | 130 | 1 | 1 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 6 |
| **08:00** | 17 | 76 | 44 | 0 | 137 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| **08:15** | 25 | 109 | 36 | 0 | 170 | 2 | 4 | 3 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 6 |
| **08:30** | 33 | 103 | 27 | 0 | 163 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 7 |
| **08:45** | 26 | 88 | 34 | 0 | 148 | 2 | 3 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 2 |
| **09:00** | 18 | 74 | 30 | 0 | 122 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| **09:15** | 15 | 94 | 21 | 0 | 130 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 |
| **09:30** | 11 | 62 | 26 | 0 | 99 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| **09:45** | 11 | 80 | 28 | 0 | 119 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| **SUBTOTAL** | 217 | 998 | 337 | 0 | 1552 | 9 | 19 | 9 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 45 |

Ontario Traffic Inc.
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# Traffic Count Data

Intersection: Liverpool Rd & Bayly St
Site Code: 2328600001
Municipality: Pickering
Count Date: Sep 12, 2023

## South Approach - Liverpool Rd

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | |
| **11:30** | 14 | 62 | 34 | 0 | 110 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| **11:45** | 10 | 61 | 29 | 0 | 100 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 13 |
| **12:00** | 8 | 87 | 32 | 0 | 127 | 2 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 3 |
| **12:15** | 11 | 79 | 19 | 0 | 109 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| **12:30** | 10 | 76 | 35 | 0 | 121 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| **12:45** | 17 | 84 | 27 | 0 | 128 | 0 | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 |
| **13:00** | 16 | 69 | 19 | 0 | 104 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| **13:15** | 14 | 65 | 16 | 0 | 95 | 1 | 1 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 4 |
| **SUBTOTAL** | 100 | 583 | 211 | 0 | 894 | 5 | 9 | 7 | 0 | 21 | 0 | 2 | 0 | 0 | 2 | 38 |

Ontario Traffic Inc.
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# Traffic Count Data

Intersection: Liverpool Rd & Bayly St
Site Code: 2328600001
Municipality: Pickering
Count Date: Sep 12, 2023

## South Approach - Liverpool Rd

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | |
| **15:00** | 13 | 99 | 24 | 0 | 136 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 |
| **15:15** | 33 | 124 | 20 | 0 | 177 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| **15:30** | 24 | 82 | 38 | 0 | 144 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 |
| **15:45** | 21 | 93 | 31 | 0 | 145 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 5 |
| **16:00** | 15 | 116 | 33 | 0 | 164 | 1 | 2 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 9 |
| **16:15** | 16 | 93 | 28 | 0 | 137 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| **16:30** | 15 | 112 | 27 | 1 | 155 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| **16:45** | 28 | 92 | 41 | 0 | 161 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| **17:00** | 13 | 109 | 30 | 0 | 152 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 7 |
| **17:15** | 16 | 93 | 35 | 0 | 144 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| **17:30** | 12 | 83 | 26 | 0 | 121 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| **17:45** | 19 | 94 | 37 | 0 | 150 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| **SUBTOTAL** | 225 | 1190 | 370 | 1 | 1786 | 4 | 14 | 3 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 65 |
| **GRAND TOTAL** | **542** | **2771** | **918** | **1** | **4232** | **18** | **42** | **19** | **0** | **79** | **0** | **2** | **0** | **0** | **2** | **148** |

Ontario Traffic Inc.
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# Traffic Count Data

Intersection: Liverpool Rd & Bayly St
Site Code: 2328600001
Municipality: Pickering
Count Date: Sep 12, 2023

## East Approach - Bayly St

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | |
| **07:00** | 3 | 47 | 66 | 0 | 116 | 0 | 3 | 4 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 5 |
| **07:15** | 15 | 37 | 72 | 0 | 124 | 1 | 3 | 7 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 8 |
| **07:30** | 11 | 55 | 69 | 0 | 135 | 0 | 2 | 6 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 11 |
| **07:45** | 13 | 48 | 80 | 0 | 141 | 0 | 4 | 12 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 12 |
| **08:00** | 13 | 59 | 61 | 0 | 133 | 1 | 6 | 8 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 5 |
| **08:15** | 16 | 45 | 72 | 0 | 133 | 0 | 4 | 11 | 0 | 15 | 0 | 23 | 0 | 0 | 23 | 4 |
| **08:30** | 11 | 42 | 63 | 0 | 116 | 1 | 1 | 13 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 4 |
| **08:45** | 18 | 56 | 74 | 0 | 148 | 0 | 3 | 9 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 3 |
| **09:00** | 8 | 46 | 75 | 0 | 129 | 1 | 6 | 12 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 5 |
| **09:15** | 15 | 52 | 72 | 0 | 139 | 1 | 4 | 7 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 2 |
| **09:30** | 16 | 38 | 73 | 0 | 127 | 0 | 5 | 7 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 4 |
| **09:45** | 12 | 41 | 59 | 0 | 112 | 0 | 5 | 5 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 3 |
| **SUBTOTAL** | 151 | 566 | 836 | 0 | 1553 | 5 | 46 | 101 | 0 | 152 | 0 | 23 | 0 | 0 | 23 | 66 |

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

# Traffic Count Data

Intersection: Liverpool Rd & Bayly St
Site Code: 2328600001
Municipality: Pickering
Count Date: Sep 12, 2023

## East Approach - Bayly St

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | |
| **11:30** | 21 | 43 | 82 | 0 | 146 | 0 | 2 | 12 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 9 |
| **11:45** | 19 | 44 | 108 | 0 | 171 | 0 | 3 | 5 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 8 |
| **12:00** | 16 | 49 | 92 | 0 | 157 | 1 | 3 | 12 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 5 |
| **12:15** | 22 | 52 | 90 | 0 | 164 | 0 | 2 | 15 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 5 |
| **12:30** | 13 | 44 | 104 | 0 | 161 | 0 | 3 | 11 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 8 |
| **12:45** | 20 | 43 | 80 | 0 | 143 | 3 | 6 | 9 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 1 |
| **13:00** | 17 | 62 | 83 | 0 | 162 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 3 |
| **13:15** | 10 | 45 | 85 | 0 | 140 | 1 | 6 | 6 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 5 |
| **SUBTOTAL** | 138 | 382 | 724 | 0 | 1244 | 5 | 25 | 74 | 0 | 104 | 0 | 0 | 0 | 0 | 0 | 44 |

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

# Traffic Count Data

Intersection: Liverpool Rd & Bayly St
Site Code: 2328600001
Municipality: Pickering
Count Date: Sep 12, 2023

## East Approach - Bayly St

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | |
| **15:00** | 17 | 89 | 152 | 1 | 259 | 0 | 4 | 7 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 6 |
| **15:15** | 25 | 69 | 113 | 1 | 208 | 1 | 2 | 10 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 3 |
| **15:30** | 21 | 73 | 129 | 0 | 223 | 0 | 4 | 4 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 4 |
| **15:45** | 23 | 79 | 111 | 1 | 214 | 1 | 1 | 4 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 2 |
| **16:00** | 32 | 96 | 174 | 1 | 303 | 0 | 2 | 6 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 12 |
| **16:15** | 22 | 80 | 116 | 0 | 218 | 1 | 2 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 12 |
| **16:30** | 27 | 133 | 165 | 0 | 325 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 13 |
| **16:45** | 24 | 80 | 125 | 2 | 231 | 1 | 1 | 5 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 7 |
| **17:00** | 30 | 134 | 169 | 0 | 333 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 9 |
| **17:15** | 27 | 124 | 154 | 0 | 305 | 1 | 2 | 7 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 12 |
| **17:30** | 25 | 110 | 161 | 0 | 296 | 0 | 3 | 3 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 7 |
| **17:45** | 23 | 63 | 138 | 1 | 225 | 2 | 0 | 5 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 9 |
| **SUBTOTAL** | 296 | 1130 | 1707 | 7 | 3140 | 7 | 21 | 61 | 0 | 89 | 0 | 0 | 0 | 0 | 0 | 96 |
| **GRAND TOTAL** | **585** | **2078** | **3267** | **7** | **5937** | **17** | **92** | **236** | **0** | **345** | **0** | **23** | **0** | **0** | **23** | **206** |

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

# Traffic Count Data

Intersection: Liverpool Rd & Bayly St
Site Code: 2328600001
Municipality: Pickering
Count Date: Sep 12, 2023

## West Approach - Bayly St

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | |
| **07:00** | 18 | 95 | 5 | 0 | 118 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| **07:15** | 31 | 105 | 9 | 0 | 145 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| **07:30** | 22 | 146 | 12 | 0 | 180 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| **07:45** | 41 | 134 | 21 | 0 | 196 | 0 | 5 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 4 |
| **08:00** | 46 | 145 | 22 | 0 | 213 | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 5 |
| **08:15** | 41 | 121 | 19 | 0 | 181 | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 6 |
| **08:30** | 42 | 125 | 33 | 0 | 200 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 2 |
| **08:45** | 55 | 113 | 42 | 0 | 210 | 1 | 7 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 4 |
| **09:00** | 54 | 132 | 33 | 0 | 219 | 0 | 11 | 1 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 1 |
| **09:15** | 52 | 85 | 20 | 0 | 157 | 1 | 2 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 |
| **09:30** | 49 | 72 | 19 | 0 | 140 | 2 | 4 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 1 |
| **09:45** | 48 | 75 | 22 | 0 | 145 | 2 | 4 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| **SUBTOTAL** | 499 | 1348 | 257 | 0 | 2104 | 10 | 48 | 5 | 0 | 63 | 0 | 0 | 0 | 0 | 0 | 36 |

Ontario Traffic Inc.
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# Traffic Count Data

Intersection: Liverpool Rd & Bayly St
Site Code: 2328600001
Municipality: Pickering
Count Date: Sep 12, 2023

## West Approach - Bayly St

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | |
| **11:30** | 53 | 72 | 27 | 0 | 152 | 1 | 6 | 2 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 4 |
| **11:45** | 57 | 82 | 21 | 0 | 160 | 0 | 4 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| **12:00** | 57 | 66 | 21 | 0 | 144 | 1 | 7 | 2 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 9 |
| **12:15** | 68 | 72 | 33 | 0 | 173 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 |
| **12:30** | 56 | 59 | 20 | 0 | 135 | 1 | 2 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 5 |
| **12:45** | 63 | 75 | 30 | 0 | 168 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 1 |
| **13:00** | 52 | 81 | 20 | 0 | 153 | 2 | 5 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 3 |
| **13:15** | 55 | 81 | 16 | 0 | 152 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 7 |
| **SUBTOTAL** | 461 | 588 | 188 | 0 | 1237 | 5 | 39 | 6 | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 35 |

Ontario Traffic Inc.
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# Traffic Count Data

Intersection: Liverpool Rd & Bayly St
Site Code: 2328600001
Municipality: Pickering
Count Date: Sep 12, 2023

## West Approach - Bayly St

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | |
| 15:00 | 51 | 90 | 29 | 0 | 170 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 4 |
| 15:15 | 72 | 94 | 50 | 0 | 216 | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 6 |
| 15:30 | 68 | 115 | 32 | 0 | 215 | 3 | 3 | 2 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 8 |
| 15:45 | 77 | 133 | 31 | 0 | 241 | 2 | 5 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 6 |
| 16:00 | 55 | 127 | 51 | 0 | 233 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 11 |
| 16:15 | 83 | 151 | 38 | 0 | 272 | 0 | 5 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 13 |
| 16:30 | 72 | 132 | 43 | 0 | 247 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 6 |
| 16:45 | 69 | 161 | 40 | 0 | 270 | 2 | 5 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:00 | 72 | 177 | 48 | 0 | 297 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 8 |
| 17:15 | 83 | 143 | 46 | 0 | 272 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:30 | 64 | 141 | 46 | 0 | 251 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 10 |
| 17:45 | 82 | 168 | 52 | 0 | 302 | 1 | 4 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 12 |
| SUBTOTAL | 848 | 1632 | 506 | 0 | 2986 | 9 | 59 | 3 | 0 | 71 | 0 | 0 | 0 | 0 | 0 | 90 |
| GRAND TOTAL | 1808 | 3568 | 951 | 0 | 6327 | 24 | 146 | 14 | 0 | 184 | 0 | 0 | 0 | 0 | 0 | 161 |

# Peak Hour Diagram

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

| Specified Period | | One Hour Peak | |
|---|---|---|---|
| From: | 07:00:00 | From: | 08:00:00 |
| To: | 10:00:00 | To: | 09:00:00 |

**Intersection:** Liverpool Rd & Bayly St
**Site Code:** 2328600001
**Count Date:** Sep 12, 2023

**Weather conditions:** Clear

**** Signalized Intersection ****

**Major Road:** Bayly St runs E/W

## North Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 768 | 830 | 1598 |
| Trucks | 44 | 51 | 95 |
| Bicycles | 0 | 0 | 0 |
| | **812** | **881** | **1693** |

## Liverpool Rd

| | | | | |
|---|---|---|---|---|
| Bicycles | 0 | 0 | 0 | 0 |
| Trucks | 4 | 8 | 32 | 0 |
| Cars | 200 | 261 | 307 | 0 |
| **Totals** | **204** | **269** | **339** | **0** |

## East Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 530 | 952 | 1482 |
| Trucks | 57 | 55 | 112 |
| Bicycles | 23 | 0 | 23 |
| | **610** | **1007** | **1617** |

Peds: 10

## Bayly St

| Bicycles | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 0 | 0 | **0** |
| 0 | 3 | 184 | **187** |
| 0 | 19 | 504 | **523** |
| 0 | 1 | 116 | **117** |

Peds: 17




Peds: 16

## Bayly St

| Totals | Cars | Trucks | Bicycles |
|---|---|---|---|
| **0** | 0 | 0 | 0 |
| **311** | 270 | 41 | 0 |
| **239** | 202 | 14 | 23 |
| **60** | 58 | 2 | 0 |

Peds: 22

## West Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 804 | 503 | 1307 |
| Trucks | 23 | 24 | 47 |
| Bicycles | 0 | 23 | 23 |
| | **827** | **550** | **1377** |

## Liverpool Rd

| | | | | |
|---|---|---|---|---|
| **Totals** | **107** | **383** | **145** | **0** |
| Cars | 101 | 376 | 141 | 0 |
| Trucks | 6 | 7 | 4 | 0 |
| Bicycles | 0 | 0 | 0 | 0 |

## South Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 618 | 435 | 1053 |
| Trucks | 17 | 11 | 28 |
| Bicycles | 0 | 0 | 0 |
| | **635** | **446** | **1081** |

Cars - Trucks - Bicycles

## Comments

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

# Peak Hour Summary

| | |
|---|---|
| Intersection: | Liverpool Rd & Bayly St |
| Site Code: | 2328600001 |
| Count Date: | Sep 12, 2023 |
| Period: | 07:00 - 10:00 |

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

| Start Time | North Approach Liverpool Rd | | | | | | South Approach Liverpool Rd | | | | | | East Approach Bayly St | | | | | | West Approach Bayly St | | | | | | Total Vehicles |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↶ | Peds | Total | ↰ | ↑ | ↱ | ↶ | Peds | Total | ↰ | ↑ | ↱ | ↶ | Peds | Total | ↰ | ↑ | ↱ | ↶ | Peds | Total | |
| **08:00** | 93 | 73 | 40 | 0 | 2 | 206 | 17 | 76 | 44 | 0 | 7 | 137 | 14 | 65 | 69 | 0 | 5 | 148 | 47 | 148 | 22 | 0 | 5 | 217 | 708 |
| **08:15** | 88 | 78 | 47 | 0 | 2 | 213 | 27 | 113 | 39 | 0 | 6 | 179 | 16 | 72 | 83 | 0 | 4 | 171 | 42 | 124 | 19 | 0 | 6 | 185 | 748 |
| **08:30** | 78 | 60 | 56 | 0 | 3 | 194 | 35 | 103 | 27 | 0 | 7 | 165 | 12 | 43 | 76 | 0 | 4 | 131 | 42 | 131 | 33 | 0 | 2 | 206 | 696 |
| **08:45** | 80 | 58 | 61 | 0 | 3 | 199 | 28 | 91 | 35 | 0 | 2 | 154 | 18 | 59 | 83 | 0 | 3 | 160 | 56 | 120 | 43 | 0 | 4 | 219 | 732 |
| **Grand Total** | **339** | **269** | **204** | **0** | **10** | **812** | **107** | **383** | **145** | **0** | **22** | **635** | **60** | **239** | **311** | **0** | **16** | **610** | **187** | **523** | **117** | **0** | **17** | **827** | **2884** |
| **Approach %** | 41.7 | 33.1 | 25.1 | 0 | | - | 16.9 | 60.3 | 22.8 | 0 | | - | 9.8 | 39.2 | 51 | 0 | | - | 22.6 | 63.2 | 14.1 | 0 | | - | |
| **Totals %** | 11.8 | 9.3 | 7.1 | 0 | | 28.2 | 3.7 | 13.3 | 5 | 0 | | 22 | 2.1 | 8.3 | 10.8 | 0 | | 21.2 | 6.5 | 18.1 | 4.1 | 0 | | 28.7 | |
| **PHF** | **0.91** | **0.86** | **0.84** | **0** | | **0.95** | **0.76** | **0.85** | **0.82** | **0** | | **0.89** | **0.83** | **0.83** | **0.94** | **0** | | **0.89** | **0.83** | **0.88** | **0.68** | **0** | | **0.94** | **0.96** |
| **Cars** | 307 | 261 | 200 | 0 | | 768 | 101 | 376 | 141 | 0 | | 618 | 58 | 202 | 270 | 0 | | 530 | 184 | 504 | 116 | 0 | | 804 | 2720 |
| **% Cars** | 90.6 | 97 | 98 | 0 | | 94.6 | 94.4 | 98.2 | 97.2 | 0 | | 97.3 | 96.7 | 84.5 | 86.8 | 0 | | 86.9 | 98.4 | 96.4 | 99.1 | 0 | | 97.2 | 94.3 |
| **Trucks** | 32 | 8 | 4 | 0 | | 44 | 6 | 7 | 4 | 0 | | 17 | 2 | 14 | 41 | 0 | | 57 | 3 | 19 | 1 | 0 | | 23 | 141 |
| **% Trucks** | 9.4 | 3 | 2 | 0 | | 5.4 | 5.6 | 1.8 | 2.8 | 0 | | 2.7 | 3.3 | 5.9 | 13.2 | 0 | | 9.3 | 1.6 | 3.6 | 0.9 | 0 | | 2.8 | 4.9 |
| **Bicycles** | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 23 | 0 | 0 | | 23 | 0 | 0 | 0 | 0 | | 0 | 23 |
| **% Bicycles** | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 9.6 | 0 | 0 | | 3.8 | 0 | 0 | 0 | 0 | | 0 | 0.8 |
| **Peds** | | | | | 10 | - | | | | | 22 | - | | | | | 16 | - | | | | | 17 | - | 65 |
| **% Peds** | | | | | 15.4 | - | | | | | 33.8 | - | | | | | 24.6 | - | | | | | 26.2 | - | |

# Peak Hour Diagram

**Specified Period**
From: 11:30:00
To: 13:30:00

**One Hour Peak**
From: 11:45:00
To: 12:45:00

**Intersection:** Liverpool Rd & Bayly St
**Site Code:** 2328600001
**Count Date:** Sep 12, 2023

**Weather conditions:** Clear

**** Signalized Intersection ****

**Major Road:** Bayly St runs E/W

## North Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 850 | 935 | 1785 |
| Trucks | 26 | 50 | 76 |
| Bicycles | 0 | 0 | 0 |
| | **876** | **985** | **1861** |

## Liverpool Rd

| | | | | |
|---|---|---|---|---|
| Bicycles | 0 | 0 | 0 | 0 |
| Trucks | 3 | 6 | 17 | 0 |
| Cars | 202 | 364 | 284 | 0 |
| **Totals** | **205** | **370** | **301** | **0** |

## East Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 653 | 678 | 1331 |
| Trucks | 55 | 36 | 91 |
| Bicycles | 0 | 0 | 0 |
| | **708** | **714** | **1422** |

## Bayly St

| | | | Totals |
|---|---|---|---|
| 0 | 0 | 0 | **0** |
| 0 | 2 | 238 | **240** |
| 0 | 17 | 279 | **296** |
| 0 | 4 | 95 | **99** |

Peds: 7

Peds: 20




Peds: 26

Peds: 24

## Bayly St

| Totals | | | |
|---|---|---|---|
| **0** | 0 | 0 | 0 |
| **437** | 394 | 43 | 0 |
| **200** | 189 | 11 | 0 |
| **71** | 70 | 1 | 0 |

## West Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 612 | 430 | 1042 |
| Trucks | 23 | 17 | 40 |
| Bicycles | 0 | 0 | 0 |
| | **635** | **447** | **1082** |

## Liverpool Rd

| | | | | |
|---|---|---|---|---|
| **Totals** | **42** | **308** | **117** | **0** |
| Cars | 39 | 303 | 115 | 0 |
| Trucks | 3 | 5 | 2 | 0 |
| Bicycles | 0 | 0 | 0 | 0 |

## South Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 457 | 529 | 986 |
| Trucks | 10 | 11 | 21 |
| Bicycles | 0 | 0 | 0 |
| | **467** | **540** | **1007** |

Cars - Trucks - Bicycles

## Comments

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

# Peak Hour Summary

| | |
|---|---|
| Intersection: | Liverpool Rd & Bayly St |
| Site Code: | 2328600001 |
| Count Date: | Sep 12, 2023 |
| Period: | 11:30 - 13:30 |

## Peak Hour Data (11:45 - 12:45)

| Start Time | North Approach Liverpool Rd | | | | | | South Approach Liverpool Rd | | | | | | East Approach Bayly St | | | | | | West Approach Bayly St | | | | | | Total Vehicles |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Peds | Total | | | | | Peds | Total | | | | | Peds | Total | | | | | Peds | Total | |
| 11:45 | 88 | 103 | 50 | 0 | 2 | 241 | 10 | 63 | 30 | 0 | 13 | 103 | 19 | 47 | 113 | 0 | 8 | 179 | 57 | 86 | 22 | 0 | 5 | 165 | 688 |
| 12:00 | 66 | 83 | 50 | 0 | 1 | 199 | 10 | 89 | 32 | 0 | 3 | 131 | 17 | 52 | 104 | 0 | 5 | 173 | 58 | 73 | 23 | 0 | 9 | 154 | 657 |
| 12:15 | 68 | 86 | 51 | 0 | 2 | 205 | 12 | 79 | 19 | 0 | 3 | 110 | 22 | 54 | 105 | 0 | 5 | 181 | 68 | 76 | 33 | 0 | 1 | 177 | 673 |
| 12:30 | 79 | 98 | 54 | 0 | 2 | 231 | 10 | 77 | 36 | 0 | 5 | 123 | 13 | 47 | 115 | 0 | 8 | 175 | 57 | 61 | 21 | 0 | 5 | 139 | 668 |
| **Grand Total** | **301** | **370** | **205** | **0** | **7** | **876** | **42** | **308** | **117** | **0** | **24** | **467** | **71** | **200** | **437** | **0** | **26** | **708** | **240** | **296** | **99** | **0** | **20** | **635** | **2686** |
| **Approach %** | 34.4 | 42.2 | 23.4 | 0 | | - | 9 | 66 | 25.1 | 0 | | - | 10 | 28.2 | 61.7 | 0 | | - | 37.8 | 46.6 | 15.6 | 0 | | - | |
| **Totals %** | 11.2 | 13.8 | 7.6 | 0 | | 32.6 | 1.6 | 11.5 | 4.4 | 0 | | 17.4 | 2.6 | 7.4 | 16.3 | 0 | | 26.4 | 8.9 | 11 | 3.7 | 0 | | 23.6 | |
| **PHF** | **0.86** | **0.9** | **0.95** | **0** | | **0.91** | **0.88** | **0.87** | **0.81** | **0** | | **0.89** | **0.81** | **0.93** | **0.95** | **0** | | **0.98** | **0.88** | **0.86** | **0.75** | **0** | | **0.9** | **0.98** |
| **Cars** | 284 | 364 | 202 | 0 | | 850 | 39 | 303 | 115 | 0 | | 457 | 70 | 189 | 394 | 0 | | 653 | 238 | 279 | 95 | 0 | | 612 | 2572 |
| **% Cars** | 94.4 | 98.4 | 98.5 | 0 | | 97 | 92.9 | 98.4 | 98.3 | 0 | | 97.9 | 98.6 | 94.5 | 90.2 | 0 | | 92.2 | 99.2 | 94.3 | 96 | 0 | | 96.4 | 95.8 |
| **Trucks** | 17 | 6 | 3 | 0 | | 26 | 3 | 5 | 2 | 0 | | 10 | 1 | 11 | 43 | 0 | | 55 | 2 | 17 | 4 | 0 | | 23 | 114 |
| **% Trucks** | 5.6 | 1.6 | 1.5 | 0 | | 3 | 7.1 | 1.6 | 1.7 | 0 | | 2.1 | 1.4 | 5.5 | 9.8 | 0 | | 7.8 | 0.8 | 5.7 | 4 | 0 | | 3.6 | 4.2 |
| **Bicycles** | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 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 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 |
| **Peds** | | | | | 7 | - | | | | | 24 | - | | | | | 26 | - | | | | | 20 | - | 77 |
| **% Peds** | | | | | 9.1 | - | | | | | 31.2 | - | | | | | 33.8 | - | | | | | 26 | - | |

# Peak Hour Diagram

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

**Specified Period**
From: 15:00:00
To: 18:00:00

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

**Intersection:** Liverpool Rd & Bayly St
**Site Code:** 2328600001
**Count Date:** Sep 12, 2023

**Weather conditions:** Clear

**** Signalized Intersection ****

**Major Road:** Bayly St runs E/W

## North Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 1001 | 1315 | 2316 |
| Trucks | 12 | 23 | 35 |
| Bicycles | 0 | 0 | 0 |
| | **1013** | **1338** | **2351** |

## Liverpool Rd

| | | | | |
|---|---|---|---|---|
| Bicycles | 0 | 0 | 0 | 0 |
| Trucks | 0 | 2 | 10 | 0 |
| Cars | 328 | 381 | 292 | 0 |
| **Totals** | **328** | **383** | **302** | **0** |

## East Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 1194 | 1040 | 2234 |
| Trucks | 25 | 30 | 55 |
| Bicycles | 0 | 0 | 0 |
| | **1219** | **1070** | **2289** |

Peds: 17

## Bayly St

| Bicycles | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 0 | 0 | **0** |
| 0 | 2 | 296 | **298** |
| 0 | 19 | 613 | **632** |
| 0 | 0 | 177 | **177** |

Peds: 20




Peds: 41

## Bayly St

| Totals | Cars | Trucks | Bicycles |
|---|---|---|---|
| **2** | 2 | 0 | 0 |
| **633** | 613 | 20 | 0 |
| **474** | 471 | 3 | 0 |
| **110** | 108 | 2 | 0 |

Peds: 22

## West Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 1086 | 871 | 1957 |
| Trucks | 21 | 4 | 25 |
| Bicycles | 0 | 0 | 0 |
| | **1107** | **875** | **1982** |

## Liverpool Rd

| | | | | |
|---|---|---|---|---|
| **Totals** | **73** | **407** | **134** | **1** |
| Cars | 72 | 406 | 133 | 1 |
| Trucks | 1 | 1 | 1 | 0 |
| Bicycles | 0 | 0 | 0 | 0 |

## South Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 612 | 667 | 1279 |
| Trucks | 3 | 4 | 7 |
| Bicycles | 0 | 0 | 0 |
| | **615** | **671** | **1286** |

Cars - Trucks - Bicycles

**Comments**

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

# Peak Hour Summary

| | |
|---|---|
| Intersection: | Liverpool Rd & Bayly St |
| Site Code: | 2328600001 |
| Count Date: | Sep 12, 2023 |
| Period: | 15:00 - 18:00 |

## Peak Hour Data (16:30 - 17:30)

| Start Time | North Approach Liverpool Rd | | | | | | South Approach Liverpool Rd | | | | | | East Approach Bayly St | | | | | | West Approach Bayly St | | | | | | Total Vehicles |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Peds | Total | | | | | Peds | Total | | | | | Peds | Total | | | | | Peds | Total | |
| 16:30 | 76 | 103 | 84 | 0 | 7 | 263 | 15 | 112 | 27 | 1 | 4 | 155 | 27 | 133 | 169 | 0 | 13 | 329 | 72 | 139 | 43 | 0 | 6 | 254 | 1001 |
| 16:45 | 68 | 106 | 77 | 0 | 1 | 251 | 28 | 92 | 42 | 0 | 6 | 162 | 25 | 81 | 130 | 2 | 7 | 238 | 71 | 166 | 40 | 0 | 3 | 277 | 928 |
| 17:00 | 77 | 73 | 86 | 0 | 4 | 236 | 14 | 110 | 30 | 0 | 7 | 154 | 30 | 134 | 173 | 0 | 9 | 337 | 72 | 180 | 48 | 0 | 8 | 300 | 1027 |
| 17:15 | 81 | 101 | 81 | 0 | 5 | 263 | 16 | 93 | 35 | 0 | 5 | 144 | 28 | 126 | 161 | 0 | 12 | 315 | 83 | 147 | 46 | 0 | 3 | 276 | 998 |
| **Grand Total** | **302** | **383** | **328** | **0** | **17** | **1013** | **73** | **407** | **134** | **1** | **22** | **615** | **110** | **474** | **633** | **2** | **41** | **1219** | **298** | **632** | **177** | **0** | **20** | **1107** | **3954** |
| **Approach %** | 29.8 | 37.8 | 32.4 | 0 | | - | 11.9 | 66.2 | 21.8 | 0.2 | | - | 9 | 38.9 | 51.9 | 0.2 | | - | 26.9 | 57.1 | 16 | 0 | | - | |
| **Totals %** | 7.6 | 9.7 | 8.3 | 0 | | 25.6 | 1.8 | 10.3 | 3.4 | 0 | | 15.6 | 2.8 | 12 | 16 | 0.1 | | 30.8 | 7.5 | 16 | 4.5 | 0 | | 28 | |
| **PHF** | **0.93** | **0.9** | **0.95** | **0** | | **0.96** | **0.65** | **0.91** | **0.8** | **0.25** | | **0.95** | **0.92** | **0.88** | **0.91** | **0.25** | | **0.9** | **0.9** | **0.88** | **0.92** | **0** | | **0.92** | **0.96** |
| **Cars** | 292 | 381 | 328 | 0 | | 1001 | 72 | 406 | 133 | 1 | | 612 | 108 | 471 | 613 | 2 | | 1194 | 296 | 613 | 177 | 0 | | 1086 | 3893 |
| **% Cars** | 96.7 | 99.5 | 100 | 0 | | 98.8 | 98.6 | 99.8 | 99.3 | 100 | | 99.5 | 98.2 | 99.4 | 96.8 | 100 | | 97.9 | 99.3 | 97 | 100 | 0 | | 98.1 | 98.5 |
| **Trucks** | 10 | 2 | 0 | 0 | | 12 | 1 | 1 | 1 | 0 | | 3 | 2 | 3 | 20 | 0 | | 25 | 2 | 19 | 0 | 0 | | 21 | 61 |
| **% Trucks** | 3.3 | 0.5 | 0 | 0 | | 1.2 | 1.4 | 0.2 | 0.7 | 0 | | 0.5 | 1.8 | 0.6 | 3.2 | 0 | | 2.1 | 0.7 | 3 | 0 | 0 | | 1.9 | 1.5 |
| **Bicycles** | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 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 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 |
| **Peds** | | | | | 17 | - | | | | | 22 | - | | | | | 41 | - | | | | | 20 | - | 100 |
| **% Peds** | | | | | 17 | - | | | | | 22 | - | | | | | 41 | - | | | | | 20 | - | |

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

# Project #23-286 - Dillon Consulting

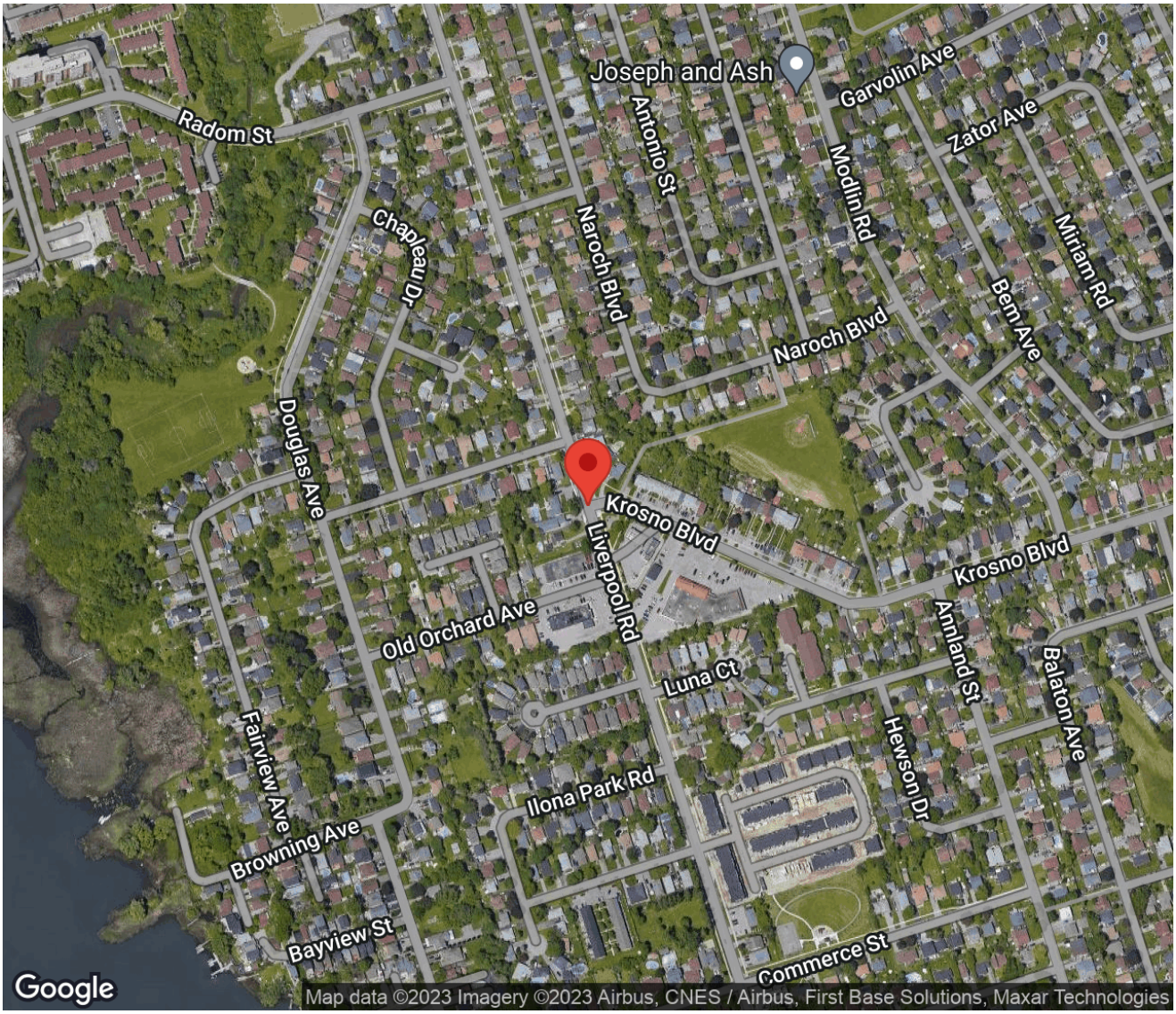
## Intersection Count Report

| | |
|---|---|
| **Intersection:** | Liverpool Rd & Krosno Blvd |
| **Municipality:** | Pickering |
| **Count Date:** | Tuesday, Sep 12, 2023 |
| **Site Code:** | 2328600002 |
| **Count Categories:** | Cars, Trucks, Bicycles, Pedestrians |
| **Count Period:** | 07:00-10:00, 11:30-13:30, 15:00-18:00 |
| **Weather:** | Clear |
| **Comments:** | |

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

# Traffic Count Map

| | |
|---|---|
| Intersection: | Liverpool Rd & Krosno Blvd |
| Site Code: | 2328600002 |
| Municipality: | Pickering |
| Count Date: | Sep 12, 2023 |



Ontario Traffic Inc.
Traffic Monitoring • Services & Products

# Traffic Count Summary

Intersection: Liverpool Rd & Krosno Blvd
Site Code: 2328600002
Municipality: Pickering
Count Date: Sep 12, 2023

## Liverpool Rd - Traffic Summary

| Hour | North Approach Totals (Includes Cars, Trucks, Bicycles) | | | | | | South Approach Totals (Includes Cars, Trucks, Bicycles) | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U-Turn | Total | Peds | Left | Thru | Right | U-Turn | Total | Peds | |
| 07:00 - 08:00 | 30 | 73 | 0 | 0 | 103 | 0 | 0 | 155 | 7 | 0 | 162 | 1 | 265 |
| 08:00 - 09:00 | 94 | 143 | 0 | 0 | 237 | 0 | 0 | 198 | 14 | 0 | 212 | 20 | 449 |
| 09:00 - 10:00 | 71 | 143 | 0 | 0 | 214 | 0 | 0 | 162 | 9 | 0 | 171 | 4 | 385 |
| BREAK | | | | | | | | | | | | | |
| 11:30 - 12:00 | 37 | 98 | 0 | 0 | 135 | 0 | 0 | 73 | 4 | 0 | 77 | 4 | 212 |
| 12:00 - 13:00 | 110 | 174 | 0 | 0 | 284 | 0 | 0 | 169 | 11 | 0 | 180 | 7 | 464 |
| 13:00 - 13:30 | 43 | 75 | 0 | 0 | 118 | 0 | 0 | 89 | 2 | 0 | 91 | 2 | 209 |
| BREAK | | | | | | | | | | | | | |
| 15:00 - 16:00 | 145 | 213 | 0 | 0 | 358 | 0 | 0 | 191 | 19 | 0 | 210 | 28 | 568 |
| 16:00 - 17:00 | 148 | 255 | 0 | 0 | 403 | 0 | 0 | 202 | 13 | 0 | 215 | 3 | 618 |
| 17:00 - 18:00 | 146 | 254 | 0 | 0 | 400 | 0 | 0 | 167 | 16 | 0 | 183 | 6 | 583 |
| **GRAND TOTAL** | **824** | **1428** | **0** | **0** | **2252** | **0** | **0** | **1406** | **95** | **0** | **1501** | **75** | **3753** |

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

# Traffic Count Summary

Intersection: Liverpool Rd & Krosno Blvd
Site Code: 2328600002
Municipality: Pickering
Count Date: Sep 12, 2023

## Krosno Blvd - Traffic Summary

| Hour | East Approach Totals (Includes Cars, Trucks, Bicycles) | | | | | | West Approach Totals (Includes Cars, Trucks, Bicycles) | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U-Turn | Total | Peds | Left | Thru | Right | U-Turn | Total | Peds | |
| 07:00 - 08:00 | 0 | 0 | 80 | 0 | 80 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| 08:00 - 09:00 | 14 | 0 | 110 | 0 | 124 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 124 |
| 09:00 - 10:00 | 10 | 0 | 112 | 0 | 122 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 |
| BREAK | | | | | | | | | | | | | |
| 11:30 - 12:00 | 1 | 0 | 42 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 12:00 - 13:00 | 4 | 0 | 82 | 0 | 86 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| 13:00 - 13:30 | 2 | 0 | 32 | 0 | 34 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| BREAK | | | | | | | | | | | | | |
| 15:00 - 16:00 | 15 | 0 | 132 | 0 | 147 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 147 |
| 16:00 - 17:00 | 11 | 0 | 103 | 0 | 114 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 114 |
| 17:00 - 18:00 | 14 | 0 | 100 | 0 | 114 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 114 |
| **GRAND TOTAL** | **71** | **0** | **793** | **0** | **864** | **61** | **0** | **0** | **0** | **0** | **0** | **0** | **864** |

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

# Traffic Count Data

Intersection: Liverpool Rd & Krosno Blvd
Site Code: 2328600002
Municipality: Pickering
Count Date: Sep 12, 2023

## North Approach - Liverpool Rd

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↩ | Total | ↰ | ↑ | ↱ | ↩ | Total | ↰ | ↑ | ↱ | ↩ | Total | |
| **07:00** | 3 | 10 | 0 | 0 | 13 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:15** | 3 | 21 | 0 | 0 | 24 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:30** | 8 | 15 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:45** | 15 | 25 | 0 | 0 | 40 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00** | 14 | 34 | 0 | 0 | 48 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:15** | 14 | 21 | 0 | 0 | 35 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:30** | 21 | 43 | 0 | 0 | 64 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 2 | 0 |
| **08:45** | 42 | 38 | 0 | 0 | 80 | 1 | 2 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 |
| **09:00** | 25 | 30 | 0 | 0 | 55 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:15** | 14 | 27 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:30** | 16 | 37 | 0 | 0 | 53 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:45** | 15 | 46 | 0 | 0 | 61 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **SUBTOTAL** | 190 | 347 | 0 | 0 | 537 | 4 | 10 | 0 | 0 | 14 | 1 | 2 | 0 | 0 | 3 | 0 |

Ontario Traffic Inc.
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# Traffic Count Data

Intersection: Liverpool Rd & Krosno Blvd
Site Code: 2328600002
Municipality: Pickering
Count Date: Sep 12, 2023

## North Approach - Liverpool Rd

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↻ | Total | ↰ | ↑ | ↱ | ↻ | Total | ↰ | ↑ | ↱ | ↻ | Total | |
| **11:30** | 17 | 40 | 0 | 0 | 57 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:45** | 19 | 55 | 0 | 0 | 74 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:00** | 28 | 41 | 0 | 0 | 69 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:15** | 26 | 46 | 0 | 0 | 72 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:30** | 28 | 41 | 0 | 0 | 69 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:45** | 24 | 40 | 0 | 0 | 64 | 2 | 3 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| **13:00** | 21 | 35 | 0 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **13:15** | 22 | 40 | 0 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **SUBTOTAL** | 185 | 338 | 0 | 0 | 523 | 5 | 9 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 |

Ontario Traffic Inc.
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# Traffic Count Data

Intersection: Liverpool Rd & Krosno Blvd
Site Code: 2328600002
Municipality: Pickering
Count Date: Sep 12, 2023

## North Approach - Liverpool Rd

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | |
| **15:00** | 41 | 43 | 0 | 0 | 84 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **15:15** | 25 | 45 | 0 | 0 | 70 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **15:30** | 31 | 59 | 0 | 0 | 90 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| **15:45** | 45 | 64 | 0 | 0 | 109 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| **16:00** | 25 | 62 | 0 | 0 | 87 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16:15** | 47 | 74 | 0 | 0 | 121 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16:30** | 40 | 58 | 0 | 0 | 98 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **16:45** | 32 | 59 | 0 | 0 | 91 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **17:00** | 34 | 51 | 0 | 0 | 85 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| **17:15** | 40 | 73 | 0 | 0 | 113 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **17:30** | 35 | 54 | 0 | 0 | 89 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **17:45** | 34 | 74 | 0 | 0 | 108 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **SUBTOTAL** | 429 | 716 | 0 | 0 | 1145 | 9 | 6 | 0 | 0 | 15 | 1 | 0 | 0 | 0 | 1 | 0 |
| **GRAND TOTAL** | **804** | **1401** | **0** | **0** | **2205** | **18** | **25** | **0** | **0** | **43** | **2** | **2** | **0** | **0** | **4** | **0** |

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# Traffic Count Data

Intersection: Liverpool Rd & Krosno Blvd
Site Code: 2328600002
Municipality: Pickering
Count Date: Sep 12, 2023

## South Approach - Liverpool Rd

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↩ | Total | ↰ | ↑ | ↱ | ↩ | Total | ↰ | ↑ | ↱ | ↩ | Total | |
| 07:00 | 0 | 28 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 41 | 3 | 0 | 44 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 |
| 07:30 | 0 | 36 | 0 | 0 | 36 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:45 | 0 | 44 | 4 | 0 | 48 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 48 | 4 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 08:15 | 0 | 48 | 0 | 0 | 48 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 56 | 1 | 0 | 57 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 08:45 | 0 | 40 | 7 | 0 | 47 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 13 |
| 09:00 | 0 | 39 | 3 | 0 | 42 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 40 | 0 | 0 | 40 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 09:30 | 0 | 43 | 1 | 0 | 44 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 |
| 09:45 | 0 | 36 | 3 | 0 | 39 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 0 | 499 | 26 | 0 | 525 | 0 | 14 | 4 | 0 | 18 | 0 | 2 | 0 | 0 | 2 | 25 |

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# Traffic Count Data

Intersection: Liverpool Rd & Krosno Blvd
Site Code: 2328600002
Municipality: Pickering
Count Date: Sep 12, 2023

## South Approach - Liverpool Rd

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | |
| 11:30 | 0 | 33 | 2 | 0 | 35 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 11:45 | 0 | 37 | 2 | 0 | 39 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| 12:00 | 0 | 42 | 3 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 12:15 | 0 | 40 | 3 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 12:30 | 0 | 45 | 3 | 0 | 48 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 12:45 | 0 | 41 | 2 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 42 | 1 | 0 | 43 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 |
| 13:15 | 0 | 44 | 1 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| SUBTOTAL | 0 | 324 | 17 | 0 | 341 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 13 |

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# Traffic Count Data

Intersection: Liverpool Rd & Krosno Blvd
Site Code: 2328600002
Municipality: Pickering
Count Date: Sep 12, 2023

## South Approach - Liverpool Rd

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | |
| 15:00 | 0 | 40 | 5 | 0 | 45 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 15:15 | 0 | 42 | 6 | 0 | 48 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 15:30 | 0 | 41 | 2 | 0 | 43 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 15:45 | 0 | 65 | 6 | 0 | 71 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 16:00 | 0 | 53 | 4 | 0 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:15 | 0 | 48 | 3 | 0 | 51 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 54 | 1 | 0 | 55 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 45 | 5 | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 46 | 4 | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 44 | 3 | 0 | 47 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:30 | 0 | 41 | 3 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:45 | 0 | 36 | 5 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| SUBTOTAL | 0 | 555 | 47 | 0 | 602 | 0 | 5 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 37 |
| GRAND TOTAL | 0 | 1378 | 90 | 0 | 1468 | 0 | 26 | 5 | 0 | 31 | 0 | 2 | 0 | 0 | 2 | 75 |

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# Traffic Count Data

Intersection: Liverpool Rd & Krosno Blvd
Site Code: 2328600002
Municipality: Pickering
Count Date: Sep 12, 2023

## East Approach - Krosno Blvd

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | |
| 07:00 | 0 | 0 | 17 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 07:15 | 0 | 0 | 24 | 0 | 24 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:30 | 0 | 0 | 19 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:45 | 0 | 0 | 17 | 0 | 17 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 08:00 | 1 | 0 | 28 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 4 | 0 | 21 | 0 | 25 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 5 |
| 08:30 | 4 | 0 | 24 | 0 | 28 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 4 | 0 | 32 | 0 | 36 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 |
| 09:00 | 2 | 0 | 47 | 0 | 49 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 4 | 0 | 22 | 0 | 26 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 1 | 0 | 18 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 2 | 0 | 23 | 0 | 25 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 22 | 0 | 292 | 0 | 314 | 2 | 0 | 10 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 19 |

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# Traffic Count Data

Intersection: Liverpool Rd & Krosno Blvd
Site Code: 2328600002
Municipality: Pickering
Count Date: Sep 12, 2023

## East Approach - Krosno Blvd

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | |
| 11:30 | 1 | 0 | 18 | 0 | 19 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 0 | 0 | 22 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 0 | 0 | 24 | 0 | 24 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 3 |
| 12:15 | 1 | 0 | 19 | 0 | 20 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 12:30 | 2 | 0 | 13 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 12:45 | 1 | 0 | 19 | 0 | 20 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 |
| 13:00 | 1 | 0 | 17 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 13:15 | 1 | 0 | 14 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| SUBTOTAL | 7 | 0 | 146 | 0 | 153 | 0 | 0 | 9 | 0 | 9 | 0 | 0 | 1 | 0 | 1 | 11 |

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# Traffic Count Data

Intersection: Liverpool Rd & Krosno Blvd
Site Code: 2328600002
Municipality: Pickering
Count Date: Sep 12, 2023

## East Approach - Krosno Blvd

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↷ | Total | ↰ | ↑ | ↱ | ↷ | Total | ↰ | ↑ | ↱ | ↷ | Total | |
| 15:00 | 2 | 0 | 23 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 15:15 | 7 | 0 | 44 | 0 | 51 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 15:30 | 3 | 0 | 36 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 15:45 | 2 | 0 | 27 | 0 | 29 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:00 | 1 | 0 | 18 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:15 | 4 | 0 | 22 | 0 | 26 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:30 | 2 | 0 | 34 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:45 | 4 | 0 | 27 | 0 | 31 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:00 | 4 | 0 | 24 | 0 | 28 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:15 | 3 | 0 | 27 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:30 | 5 | 0 | 20 | 0 | 25 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:45 | 2 | 0 | 26 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| SUBTOTAL | 39 | 0 | 328 | 0 | 367 | 1 | 0 | 7 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 31 |
| GRAND TOTAL | 68 | 0 | 766 | 0 | 834 | 3 | 0 | 26 | 0 | 29 | 0 | 0 | 1 | 0 | 1 | 61 |

Ontario Traffic Inc.
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# Peak Hour Diagram

| Specified Period | | One Hour Peak | |
|---|---|---|---|
| From: | 07:00:00 | From: | 08:15:00 |
| To: | 10:00:00 | To: | 09:15:00 |

**Intersection:** Liverpool Rd & Krosno Blvd
**Site Code:** 2328600002
**Count Date:** Sep 12, 2023

**Weather conditions:** Clear

**** Unsignalized Intersection ****

**Major Road:** Liverpool Rd runs N/S

## North Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 234 | 307 | 541 |
| Trucks | 7 | 12 | 19 |
| Bicycles | 3 | 1 | 4 |
| | **244** | **320** | **564** |

## Liverpool Rd

| | | | |
|---|---|---|---|
| Bicycles | 2 | 1 | 0 |
| Trucks | 5 | 2 | 0 |
| Cars | 132 | 102 | 0 |
| **Totals** | **139** | **105** | **0** |

Peds: 0

Peds: 0

Peds: 6

Peds: 17

## East Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 138 | 113 | 251 |
| Trucks | 7 | 4 | 11 |
| Bicycles | 0 | 1 | 1 |
| | **145** | **118** | **263** |

## Krosno Blvd

| | Totals | Cars | Trucks | Bicycles |
|---|---|---|---|---|
| | **0** | 0 | 0 | 0 |
| | **130** | 124 | 6 | 0 |
| | **15** | 14 | 1 | 0 |

## Liverpool Rd

| | | | |
|---|---|---|---|
| **Totals** | **190** | **13** | **0** |
| Cars | 183 | 11 | 0 |
| Trucks | 6 | 2 | 0 |
| Bicycles | 1 | 0 | 0 |

## South Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 194 | 146 | 340 |
| Trucks | 8 | 6 | 14 |
| Bicycles | 1 | 2 | 3 |
| | **203** | **154** | **357** |

Cars - Trucks - Bicycles

## Comments

Ontario Traffic Inc.
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# Peak Hour Summary

| | |
|---|---|
| Intersection: | Liverpool Rd & Krosno Blvd |
| Site Code: | 2328600002 |
| Count Date: | Sep 12, 2023 |
| Period: | 07:00 - 10:00 |

## Peak Hour Data (08:15 - 09:15)

| Start Time | North Approach Liverpool Rd | | | | | | South Approach Liverpool Rd | | | | | | East Approach Krosno Blvd | | | | | | West Approach | | | | | | Total Vehicles |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Peds | Total | | | | | Peds | Total | | | | | Peds | Total | | | | | Peds | Total | |
| 08:15 | 14 | 22 | | 0 | 0 | 36 | | 52 | 0 | 0 | 0 | 52 | 4 | | 24 | 0 | 5 | 28 | | | | | 0 | | 116 |
| 08:30 | 23 | 44 | | 0 | 0 | 67 | | 56 | 3 | 0 | 4 | 59 | 5 | | 24 | 0 | 0 | 29 | | | | | 0 | | 155 |
| 08:45 | 43 | 41 | | 0 | 0 | 84 | | 42 | 7 | 0 | 13 | 49 | 4 | | 34 | 0 | 1 | 38 | | | | | 0 | | 171 |
| 09:00 | 25 | 32 | | 0 | 0 | 57 | | 40 | 3 | 0 | 0 | 43 | 2 | | 48 | 0 | 0 | 50 | | | | | 0 | | 150 |
| **Grand Total** | **105** | **139** | | **0** | **0** | **244** | | **190** | **13** | **0** | **17** | **203** | **15** | | **130** | **0** | **6** | **145** | | | | | **0** | **0** | **592** |
| **Approach %** | 43 | 57 | | 0 | | - | | 93.6 | 6.4 | 0 | | - | 10.3 | | 89.7 | 0 | | - | | | | | | - | |
| **Totals %** | 17.7 | 23.5 | | 0 | | 41.2 | | 32.1 | 2.2 | 0 | | 34.3 | 2.5 | | 22 | 0 | | 24.5 | | | | | | 0 | |
| **PHF** | **0.61** | **0.79** | | **0** | | **0.73** | | **0.85** | **0.46** | **0** | | **0.86** | **0.75** | | **0.68** | **0** | | **0.73** | | | | | | **0** | **0.87** |
| **Cars** | 102 | 132 | | 0 | | 234 | | 183 | 11 | 0 | | 194 | 14 | | 124 | 0 | | 138 | | | | | | 0 | 566 |
| **% Cars** | 97.1 | 95 | | 0 | | 95.9 | | 96.3 | 84.6 | 0 | | 95.6 | 93.3 | | 95.4 | 0 | | 95.2 | | | | | | 0 | 95.6 |
| **Trucks** | 2 | 5 | | 0 | | 7 | | 6 | 2 | 0 | | 8 | 1 | | 6 | 0 | | 7 | | | | | | 0 | 22 |
| **% Trucks** | 1.9 | 3.6 | | 0 | | 2.9 | | 3.2 | 15.4 | 0 | | 3.9 | 6.7 | | 4.6 | 0 | | 4.8 | | | | | | 0 | 3.7 |
| **Bicycles** | 1 | 2 | | 0 | | 3 | | 1 | 0 | 0 | | 1 | 0 | | 0 | 0 | | 0 | | | | | | 0 | 4 |
| **% Bicycles** | 1 | 1.4 | | 0 | | 1.2 | | 0.5 | 0 | 0 | | 0.5 | 0 | | 0 | 0 | | 0 | | | | | | 0 | 0.7 |
| **Peds** | | | | | 0 | - | | | | | 17 | - | | | | | 6 | - | | | | | 0 | - | 23 |
| **% Peds** | | | | | 0 | - | | | | | 73.9 | - | | | | | 26.1 | - | | | | | 0 | - | |

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# Peak Hour Diagram

| Specified Period | | One Hour Peak | |
|---|---|---|---|
| From: | 11:30:00 | From: | 11:45:00 |
| To: | 13:30:00 | To: | 12:45:00 |

**Intersection:** Liverpool Rd & Krosno Blvd
**Site Code:** 2328600002
**Count Date:** Sep 12, 2023

**Weather conditions:** Clear

**** Unsignalized Intersection ****

**Major Road:** Liverpool Rd runs N/S

## North Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 284 | 242 | 526 |
| Trucks | 7 | 8 | 15 |
| Bicycles | 0 | 0 | 0 |
| | **291** | **250** | **541** |

## Liverpool Rd

| | | | |
|---|---|---|---|
| Bicycles | 0 | 0 | 0 |
| Trucks | 4 | 3 | 0 |
| Cars | 183 | 101 | 0 |
| **Totals** | **187** | **104** | **0** |

Peds: 0

Peds: 0

Peds: 8

Peds: 10

| | | | |
|---|---|---|---|
| **Totals** | **167** | **11** | **0** |
| Cars | 164 | 11 | 0 |
| Trucks | 3 | 0 | 0 |
| Bicycles | 0 | 0 | 0 |

Liverpool Rd

## East Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 81 | 112 | 193 |
| Trucks | 5 | 3 | 8 |
| Bicycles | 0 | 0 | 0 |
| | **86** | **115** | **201** |

## Krosno Blvd

| | Totals | Cars | Trucks | Bicycles |
|---|---|---|---|---|
| | **0** | 0 | 0 | 0 |
| | **83** | 78 | 5 | 0 |
| | **3** | 3 | 0 | 0 |

## South Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 175 | 186 | 361 |
| Trucks | 3 | 4 | 7 |
| Bicycles | 0 | 0 | 0 |
| | **178** | **190** | **368** |

- Cars  - Trucks  - Bicycles

## Comments

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# Peak Hour Summary

| | |
|---|---|
| Intersection: | Liverpool Rd & Krosno Blvd |
| Site Code: | 2328600002 |
| Count Date: | Sep 12, 2023 |
| Period: | 11:30 - 13:30 |

## Peak Hour Data (11:45 - 12:45)

| Start Time | North Approach Liverpool Rd | | | | | | South Approach Liverpool Rd | | | | | | East Approach Krosno Blvd | | | | | | West Approach | | | | | | Total Vehicles |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Peds | Total | | | | | Peds | Total | | | | | Peds | Total | | | | | Peds | Total | |
| 11:45 | 20 | 56 | | 0 | 0 | 76 | | 39 | 2 | 0 | 3 | 41 | 0 | | 22 | 0 | 0 | 22 | | | | | 0 | | 139 |
| 12:00 | 30 | 42 | | 0 | 0 | 72 | | 42 | 3 | 0 | 2 | 45 | 0 | | 28 | 0 | 3 | 28 | | | | | 0 | | 145 |
| 12:15 | 26 | 47 | | 0 | 0 | 73 | | 40 | 3 | 0 | 3 | 43 | 1 | | 20 | 0 | 3 | 21 | | | | | 0 | | 137 |
| 12:30 | 28 | 42 | | 0 | 0 | 70 | | 46 | 3 | 0 | 2 | 49 | 2 | | 13 | 0 | 2 | 15 | | | | | 0 | | 134 |
| **Grand Total** | **104** | **187** | | **0** | **0** | **291** | | **167** | **11** | **0** | **10** | **178** | **3** | | **83** | **0** | **8** | **86** | | | | | **0** | **0** | **555** |
| **Approach %** | 35.7 | 64.3 | | 0 | | - | | 93.8 | 6.2 | 0 | | - | 3.5 | | 96.5 | 0 | | - | | | | | | - | |
| **Totals %** | 18.7 | 33.7 | | 0 | | 52.4 | | 30.1 | 2 | 0 | | 32.1 | 0.5 | | 15 | 0 | | 15.5 | | | | | | 0 | |
| **PHF** | **0.87** | **0.83** | | **0** | | **0.96** | | **0.91** | **0.92** | **0** | | **0.91** | **0.38** | | **0.74** | **0** | | **0.77** | | | | | | **0** | **0.96** |
| **Cars** | 101 | 183 | | 0 | | 284 | | 164 | 11 | 0 | | 175 | 3 | | 78 | 0 | | 81 | | | | | | 0 | 540 |
| **% Cars** | 97.1 | 97.9 | | 0 | | 97.6 | | 98.2 | 100 | 0 | | 98.3 | 100 | | 94 | 0 | | 94.2 | | | | | | 0 | 97.3 |
| **Trucks** | 3 | 4 | | 0 | | 7 | | 3 | 0 | 0 | | 3 | 0 | | 5 | 0 | | 5 | | | | | | 0 | 15 |
| **% Trucks** | 2.9 | 2.1 | | 0 | | 2.4 | | 1.8 | 0 | 0 | | 1.7 | 0 | | 6 | 0 | | 5.8 | | | | | | 0 | 2.7 |
| **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 | - | | | | | 10 | - | | | | | 8 | - | | | | | 0 | - | 18 |
| **% Peds** | | | | | 0 | - | | | | | 55.6 | - | | | | | 44.4 | - | | | | | 0 | - | |

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# Peak Hour Diagram

| Specified Period | | One Hour Peak | |
|---|---|---|---|
| From: | 15:00:00 | From: | 15:45:00 |
| To: | 18:00:00 | To: | 16:45:00 |

**Intersection:** Liverpool Rd & Krosno Blvd
**Site Code:** 2328600002
**Count Date:** Sep 12, 2023

**Weather conditions:** Clear

**** Unsignalized Intersection ****

**Major Road:** Liverpool Rd runs N/S

## North Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 415 | 321 | 736 |
| Trucks | 6 | 4 | 10 |
| Bicycles | 1 | 0 | 1 |
| | **422** | **325** | **747** |

## Liverpool Rd

| | | | |
|---|---|---|---|
| Bicycles | 0 | 1 | 0 |
| Trucks | 2 | 4 | 0 |
| Cars | 258 | 157 | 0 |
| **Totals** | **260** | **162** | **0** |

Peds: 0

Peds: 0

Peds: 9

Peds: 11

| | | | |
|---|---|---|---|
| **Totals** | **222** | **14** | **0** |
| Cars | 220 | 14 | 0 |
| Trucks | 2 | 0 | 0 |
| Bicycles | 0 | 0 | 0 |

## Liverpool Rd

## East Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 110 | 171 | 281 |
| Trucks | 3 | 4 | 7 |
| Bicycles | 0 | 1 | 1 |
| | **113** | **176** | **289** |

## Krosno Blvd

| | Totals | Cars | Trucks | Bicycles |
|---|---|---|---|---|
| | **0** | 0 | 0 | 0 |
| | **103** | 101 | 2 | 0 |
| | **10** | 9 | 1 | 0 |

## South Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 234 | 267 | 501 |
| Trucks | 2 | 3 | 5 |
| Bicycles | 0 | 0 | 0 |
| | **236** | **270** | **506** |

Cars - Trucks - Bicycles

## Comments

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# Peak Hour Summary

| | |
|---|---|
| Intersection: | Liverpool Rd & Krosno Blvd |
| Site Code: | 2328600002 |
| Count Date: | Sep 12, 2023 |
| Period: | 15:00 - 18:00 |

## Peak Hour Data (15:45 - 16:45)

| Start Time | North Approach Liverpool Rd | | | | | | South Approach Liverpool Rd | | | | | | East Approach Krosno Blvd | | | | | | West Approach | | | | | | Total Vehicles |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Peds | Total | | | | | Peds | Total | | | | | Peds | Total | | | | | Peds | Total | |
| 15:45 | 46 | 64 | | 0 | 0 | 110 | | 65 | 6 | 0 | 8 | 71 | 3 | | 28 | 0 | 4 | 31 | | | | | 0 | | 212 |
| 16:00 | 27 | 63 | | 0 | 0 | 90 | | 53 | 4 | 0 | 3 | 57 | 1 | | 18 | 0 | 2 | 19 | | | | | 0 | | 166 |
| 16:15 | 48 | 75 | | 0 | 0 | 123 | | 49 | 3 | 0 | 0 | 52 | 4 | | 23 | 0 | 2 | 27 | | | | | 0 | | 202 |
| 16:30 | 41 | 58 | | 0 | 0 | 99 | | 55 | 1 | 0 | 0 | 56 | 2 | | 34 | 0 | 1 | 36 | | | | | 0 | | 191 |
| **Grand Total** | **162** | **260** | | **0** | **0** | **422** | | **222** | **14** | **0** | **11** | **236** | **10** | | **103** | **0** | **9** | **113** | | | | | **0** | **0** | **771** |
| **Approach %** | 38.4 | 61.6 | | 0 | | - | | 94.1 | 5.9 | 0 | | - | 8.8 | | 91.2 | 0 | | - | | | | | | - | |
| **Totals %** | 21 | 33.7 | | 0 | | 54.7 | | 28.8 | 1.8 | 0 | | 30.6 | 1.3 | | 13.4 | 0 | | 14.7 | | | | | | 0 | |
| **PHF** | **0.84** | **0.87** | | **0** | | **0.86** | | **0.85** | **0.58** | **0** | | **0.83** | **0.63** | | **0.76** | **0** | | **0.78** | | | | | | **0** | **0.91** |
| **Cars** | 157 | 258 | | 0 | | 415 | | 220 | 14 | 0 | | 234 | 9 | | 101 | 0 | | 110 | | | | | | 0 | 759 |
| **% Cars** | 96.9 | 99.2 | | 0 | | 98.3 | | 99.1 | 100 | 0 | | 99.2 | 90 | | 98.1 | 0 | | 97.3 | | | | | | 0 | 98.4 |
| **Trucks** | 4 | 2 | | 0 | | 6 | | 2 | 0 | 0 | | 2 | 1 | | 2 | 0 | | 3 | | | | | | 0 | 11 |
| **% Trucks** | 2.5 | 0.8 | | 0 | | 1.4 | | 0.9 | 0 | 0 | | 0.8 | 10 | | 1.9 | 0 | | 2.7 | | | | | | 0 | 1.4 |
| **Bicycles** | 1 | 0 | | 0 | | 1 | | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | | | | | | 0 | 1 |
| **% Bicycles** | 0.6 | 0 | | 0 | | 0.2 | | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | | | | | | 0 | 0.1 |
| **Peds** | | | | | 0 | - | | | | | 11 | - | | | | | 9 | - | | | | | 0 | - | 20 |
| **% Peds** | | | | | 0 | - | | | | | 55 | - | | | | | 45 | - | | | | | 0 | - | |

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# Project #23-286 - Dillon Consulting

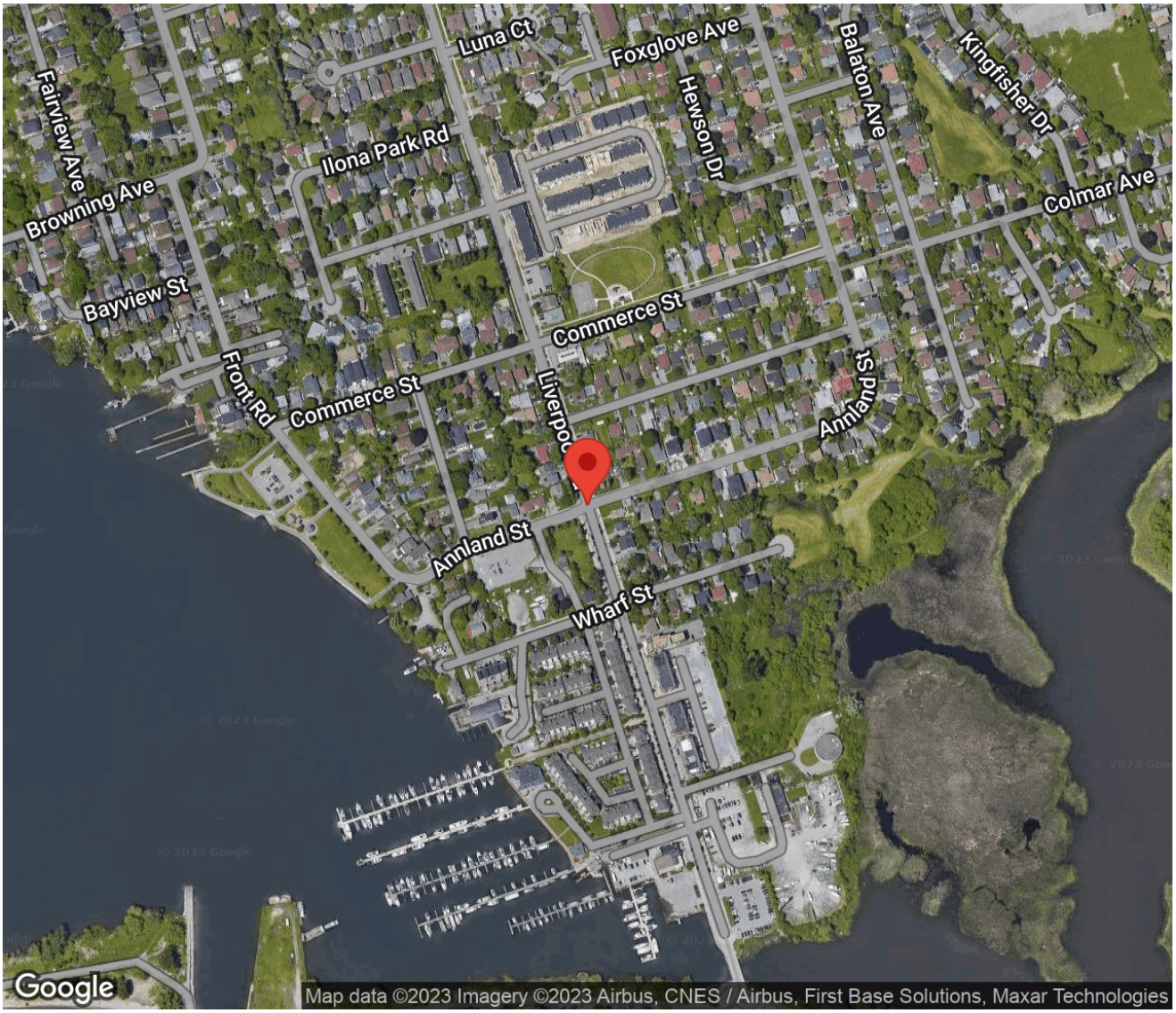
## Intersection Count Report

| | |
|---|---|
| **Intersection:** | Liverpool Rd & Annland St |
| **Municipality:** | Pickering |
| **Count Date:** | Tuesday, Sep 12, 2023 |
| **Site Code:** | 2328600003 |
| **Count Categories:** | Cars, Trucks, Bicycles, Pedestrians |
| **Count Period:** | 07:00-10:00, 11:30-13:30, 15:00-18:00 |
| **Weather:** | Clear |
| **Comments:** | |

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# Traffic Count Map

| | |
|---|---|
| Intersection: | Liverpool Rd & Annland St |
| Site Code: | 2328600003 |
| Municipality: | Pickering |
| Count Date: | Sep 12, 2023 |



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# Traffic Count Summary

| | |
|---|---|
| Intersection: | Liverpool Rd & Annland St |
| Site Code: | 2328600003 |
| Municipality: | Pickering |
| Count Date: | Sep 12, 2023 |

## Liverpool Rd - Traffic Summary

| | North Approach Totals | | | | | | South Approach Totals | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Includes Cars, Trucks, Bicycles | | | | | | Includes Cars, Trucks, Bicycles | | | | | | |
| Hour | Left | Thru | Right | U-Turn | Total | Peds | Left | Thru | Right | U-Turn | Total | Peds | Total |
| 07:00 - 08:00 | 4 | 26 | 3 | 1 | 34 | 4 | 2 | 51 | 0 | 0 | 53 | 4 | 87 |
| 08:00 - 09:00 | 6 | 76 | 3 | 0 | 85 | 1 | 1 | 79 | 4 | 0 | 84 | 1 | 169 |
| 09:00 - 10:00 | 1 | 74 | 4 | 0 | 79 | 0 | 1 | 57 | 1 | 0 | 59 | 1 | 138 |
| BREAK | | | | | | | | | | | | | |
| 11:30 - 12:00 | 7 | 53 | 2 | 0 | 62 | 0 | 2 | 27 | 2 | 0 | 31 | 2 | 93 |
| 12:00 - 13:00 | 2 | 90 | 4 | 0 | 96 | 0 | 7 | 73 | 2 | 0 | 82 | 5 | 178 |
| 13:00 - 13:30 | 4 | 30 | 9 | 0 | 43 | 0 | 7 | 29 | 3 | 0 | 39 | 0 | 82 |
| BREAK | | | | | | | | | | | | | |
| 15:00 - 16:00 | 8 | 102 | 6 | 0 | 116 | 0 | 6 | 107 | 2 | 0 | 115 | 1 | 231 |
| 16:00 - 17:00 | 16 | 108 | 7 | 1 | 132 | 0 | 6 | 106 | 1 | 0 | 113 | 4 | 245 |
| 17:00 - 18:00 | 9 | 116 | 7 | 0 | 132 | 0 | 6 | 84 | 4 | 1 | 95 | 3 | 227 |
| **GRAND TOTAL** | **57** | **675** | **45** | **2** | **779** | **5** | **38** | **613** | **19** | **1** | **671** | **21** | **1450** |

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# Traffic Count Summary

Intersection: Liverpool Rd & Annland St
Site Code: 2328600003
Municipality: Pickering
Count Date: Sep 12, 2023

## Annland St - Traffic Summary

| Hour | East Approach Totals (Includes Cars, Trucks, Bicycles) | | | | | | West Approach Totals (Includes Cars, Trucks, Bicycles) | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U-Turn | Total | Peds | Left | Thru | Right | U-Turn | Total | Peds | |
| 07:00 - 08:00 | 0 | 0 | 6 | 0 | 6 | 7 | 1 | 0 | 2 | 0 | 3 | 8 | 9 |
| 08:00 - 09:00 | 2 | 1 | 13 | 0 | 16 | 7 | 7 | 1 | 5 | 0 | 13 | 3 | 29 |
| 09:00 - 10:00 | 3 | 0 | 6 | 0 | 9 | 2 | 2 | 0 | 1 | 0 | 3 | 0 | 12 |
| BREAK | | | | | | | | | | | | | |
| 11:30 - 12:00 | 0 | 1 | 8 | 0 | 9 | 2 | 3 | 1 | 1 | 0 | 5 | 5 | 14 |
| 12:00 - 13:00 | 8 | 1 | 6 | 0 | 15 | 52 | 3 | 1 | 2 | 0 | 6 | 10 | 21 |
| 13:00 - 13:30 | 0 | 0 | 1 | 0 | 1 | 47 | 3 | 1 | 6 | 0 | 10 | 5 | 11 |
| BREAK | | | | | | | | | | | | | |
| 15:00 - 16:00 | 9 | 4 | 9 | 0 | 22 | 8 | 6 | 3 | 6 | 0 | 15 | 9 | 37 |
| 16:00 - 17:00 | 1 | 1 | 8 | 0 | 10 | 4 | 5 | 0 | 9 | 0 | 14 | 7 | 24 |
| 17:00 - 18:00 | 3 | 1 | 10 | 0 | 14 | 13 | 3 | 2 | 7 | 0 | 12 | 22 | 26 |
| **GRAND TOTAL** | **26** | **9** | **67** | **0** | **102** | **142** | **33** | **9** | **39** | **0** | **81** | **69** | **183** |

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# Traffic Count Data

Intersection: Liverpool Rd & Annland St
Site Code: 2328600003
Municipality: Pickering
Count Date: Sep 12, 2023

## North Approach - Liverpool Rd

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Total | | | | | Total | | | | | Total | |
| 07:00 | 0 | 3 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:15 | 1 | 8 | 0 | 0 | 9 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:30 | 1 | 3 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 2 | 11 | 2 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 1 | 13 | 0 | 0 | 14 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 14 | 0 | 0 | 14 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:30 | 1 | 32 | 2 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 3 | 16 | 1 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 16 | 0 | 0 | 16 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 13 | 1 | 0 | 14 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 1 | 19 | 0 | 0 | 20 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 23 | 3 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 10 | 171 | 10 | 1 | 192 | 1 | 5 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 5 |

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# Traffic Count Data

Intersection: Liverpool Rd & Annland St
Site Code: 2328600003
Municipality: Pickering
Count Date: Sep 12, 2023

## North Approach - Liverpool Rd

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Total | | | | | Total | | | | | Total | |
| 11:30 | 4 | 25 | 1 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 3 | 27 | 1 | 0 | 31 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 0 | 21 | 1 | 0 | 22 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 0 | 22 | 1 | 0 | 23 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 0 | 21 | 2 | 0 | 23 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 2 | 22 | 0 | 0 | 24 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 3 | 15 | 5 | 0 | 23 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 1 | 15 | 3 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 13 | 168 | 14 | 0 | 195 | 0 | 5 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |

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# Traffic Count Data

Intersection: Liverpool Rd & Annland St
Site Code: 2328600003
Municipality: Pickering
Count Date: Sep 12, 2023

## North Approach - Liverpool Rd

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↷ | Total | ↰ | ↑ | ↱ | ↷ | Total | ↰ | ↑ | ↱ | ↷ | Total | |
| 15:00 | 0 | 18 | 2 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 15:15 | 3 | 15 | 1 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 2 | 32 | 3 | 0 | 37 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 1 | 36 | 0 | 0 | 37 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 3 | 29 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 4 | 31 | 4 | 1 | 40 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 6 | 22 | 2 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 16:45 | 3 | 25 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 2 | 23 | 4 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 |
| 17:15 | 3 | 29 | 1 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 1 | 29 | 2 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 3 | 33 | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 31 | 322 | 19 | 1 | 373 | 2 | 1 | 0 | 0 | 3 | 0 | 3 | 1 | 0 | 4 | 0 |
| GRAND TOTAL | 54 | 661 | 43 | 2 | 760 | 3 | 11 | 1 | 0 | 15 | 0 | 3 | 1 | 0 | 4 | 5 |

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# Traffic Count Data

Intersection: Liverpool Rd & Annland St
Site Code: 2328600003
Municipality: Pickering
Count Date: Sep 12, 2023

## South Approach - Liverpool Rd

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | |
| 07:00 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:15 | 0 | 12 | 0 | 0 | 12 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:30 | 1 | 13 | 0 | 0 | 14 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:45 | 1 | 15 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 32 | 2 | 0 | 34 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 1 | 15 | 2 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 09:00 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 1 | 14 | 1 | 0 | 16 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 |
| 09:45 | 0 | 15 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 4 | 181 | 5 | 0 | 190 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 6 |

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# Traffic Count Data

Intersection: Liverpool Rd & Annland St
Site Code: 2328600003
Municipality: Pickering
Count Date: Sep 12, 2023

## South Approach - Liverpool Rd

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Total | | | | | Total | | | | | Total | |
| 11:30 | 1 | 13 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 11:45 | 1 | 13 | 2 | 0 | 16 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:00 | 2 | 11 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 12:15 | 1 | 25 | 0 | 0 | 26 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:30 | 2 | 23 | 1 | 0 | 26 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:45 | 2 | 11 | 1 | 0 | 14 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 13:00 | 2 | 17 | 2 | 0 | 21 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 5 | 11 | 1 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 16 | 124 | 7 | 0 | 147 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 7 |

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# Traffic Count Data

Intersection: Liverpool Rd & Annland St
Site Code: 2328600003
Municipality: Pickering
Count Date: Sep 12, 2023

## South Approach - Liverpool Rd

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↷ | Total | ↰ | ↑ | ↱ | ↷ | Total | ↰ | ↑ | ↱ | ↷ | Total | |
| 15:00 | 2 | 16 | 1 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 1 |
| 15:15 | 0 | 21 | 0 | 0 | 21 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 1 | 29 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 3 | 38 | 1 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 2 | 33 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:15 | 3 | 27 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:30 | 0 | 22 | 1 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:45 | 1 | 24 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 2 | 18 | 1 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 3 | 18 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| 17:30 | 1 | 24 | 1 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 24 | 1 | 1 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 18 | 294 | 6 | 1 | 319 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 3 | 8 |
| GRAND TOTAL | 38 | 599 | 18 | 1 | 656 | 0 | 12 | 0 | 0 | 12 | 0 | 2 | 1 | 0 | 3 | 21 |

Ontario Traffic Inc.
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# Traffic Count Data

Intersection: Liverpool Rd & Annland St
Site Code: 2328600003
Municipality: Pickering
Count Date: Sep 12, 2023

## East 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 | 1 |
| 07:15 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 07:30 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:45 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 08:30 | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 08:45 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 2 | 0 | 4 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| SUBTOTAL | 5 | 1 | 22 | 0 | 28 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 16 |

Ontario Traffic Inc.
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# Traffic Count Data

Intersection: Liverpool Rd & Annland St
Site Code: 2328600003
Municipality: Pickering
Count Date: Sep 12, 2023

## East Approach - Annland St

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Total | | | | | Total | | | | | Total | |
| 11:30 | 0 | 1 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 11:45 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:00 | 2 | 0 | 5 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 12:15 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 12:30 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 12:45 | 2 | 1 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 13:00 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| SUBTOTAL | 8 | 2 | 15 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 101 |

Ontario Traffic Inc.
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# Traffic Count Data

Intersection: Liverpool Rd & Annland St
Site Code: 2328600003
Municipality: Pickering
Count Date: Sep 12, 2023

## East Approach - Annland St

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | |
| 15:00 | 2 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 5 |
| 15:15 | 4 | 2 | 2 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 15:30 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 2 | 1 | 4 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 16:00 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:15 | 1 | 0 | 2 | 0 | 3 | 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 | 1 |
| 16:45 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:00 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:15 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:30 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:45 | 1 | 0 | 5 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| SUBTOTAL | 13 | 5 | 26 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 25 |
| **GRAND TOTAL** | **26** | **8** | **63** | **0** | **97** | **0** | **0** | **2** | **0** | **2** | **0** | **1** | **2** | **0** | **3** | **142** |

Ontario Traffic Inc.
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# Traffic Count Data

Intersection: Liverpool Rd & Annland St
Site Code: 2328600003
Municipality: Pickering
Count Date: Sep 12, 2023

## 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 | 3 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 07:30 | 0 | 0 | 1 | 0 | 1 | 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 |
| 08:00 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:30 | 2 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:45 | 1 | 1 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 09:00 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 10 | 1 | 8 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |

Ontario Traffic Inc.
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# Traffic Count Data

Intersection: Liverpool Rd & Annland St
Site Code: 2328600003
Municipality: Pickering
Count Date: Sep 12, 2023

## West Approach - Annland St

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Total | | | | | Total | | | | | Total | |
| 11:30 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 11:45 | 1 | 1 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 12:00 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 12:15 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 12:30 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 12:45 | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 13:00 | 2 | 1 | 3 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 13:15 | 1 | 0 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| SUBTOTAL | 9 | 2 | 9 | 0 | 20 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 20 |

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# Traffic Count Data

Intersection: Liverpool Rd & Annland St
Site Code: 2328600003
Municipality: Pickering
Count Date: Sep 12, 2023

## West Approach - Annland St

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | |
| 15:00 | 3 | 0 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 1 | 1 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 15:45 | 2 | 1 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 16:00 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 1 | 0 | 5 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 16:45 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:00 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:15 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 6 |
| 17:30 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 17:45 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| SUBTOTAL | 14 | 3 | 22 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 38 |
| **GRAND TOTAL** | **33** | **6** | **39** | **0** | **78** | **0** | **1** | **0** | **0** | **1** | **0** | **2** | **0** | **0** | **2** | **69** |

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

# Peak Hour Diagram

| Specified Period | | One Hour Peak | |
|---|---|---|---|
| From: | 07:00:00 | From: | 08:00:00 |
| To: | 10:00:00 | To: | 09:00:00 |

**Intersection:** Liverpool Rd & Annland St
**Site Code:** 2328600003
**Count Date:** Sep 12, 2023

**Weather conditions:** Clear

**** Unsignalized Intersection ****

**Major Road:** Liverpool Rd runs N/S

## North Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 83 | 96 | 179 |
| Trucks | 2 | 2 | 4 |
| Bicycles | 0 | 1 | 1 |
| | **85** | **99** | **184** |

## Liverpool Rd

| | | | | |
|---|---|---|---|---|
| Bicycles | 0 | 0 | 0 | 0 |
| Trucks | 0 | 1 | 1 | 0 |
| Cars | 3 | 75 | 5 | 0 |
| **Totals** | **3** | **76** | **6** | **0** |

## East Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 14 | 10 | 24 |
| Trucks | 1 | 1 | 2 |
| Bicycles | 1 | 0 | 1 |
| | **16** | **11** | **27** |

Peds: 1

## Annland St

| Bicycles | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 0 | 0 | **0** |
| 0 | 0 | 7 | **7** |
| 0 | 0 | 1 | **1** |
| 0 | 0 | 5 | **5** |

Peds: 3




Peds: 7

## Annland St

| Totals | Cars | Trucks | Bicycles |
|---|---|---|---|
| **0** | 0 | 0 | 0 |
| **13** | 11 | 1 | 1 |
| **1** | 1 | 0 | 0 |
| **2** | 2 | 0 | 0 |

Peds: 1

## West Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 13 | 5 | 18 |
| Trucks | 0 | 0 | 0 |
| Bicycles | 0 | 0 | 0 |
| | **13** | **5** | **18** |

## Liverpool Rd

| | | | | |
|---|---|---|---|---|
| **Totals** | **1** | **79** | **4** | **0** |
| Cars | 1 | 78 | 4 | 0 |
| Trucks | 0 | 1 | 0 | 0 |
| Bicycles | 0 | 0 | 0 | 0 |

## South Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 83 | 82 | 165 |
| Trucks | 1 | 1 | 2 |
| Bicycles | 0 | 0 | 0 |
| | **84** | **83** | **167** |

Cars - Trucks - Bicycles

## Comments

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

# Peak Hour Summary

| | |
|---|---|
| Intersection: | Liverpool Rd & Annland St |
| Site Code: | 2328600003 |
| Count Date: | Sep 12, 2023 |
| Period: | 07:00 - 10:00 |

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

| 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 | |
| 08:00 | 2 | 13 | 0 | 0 | 0 | 15 | 0 | 14 | 0 | 0 | 0 | 14 | 0 | 0 | 3 | 0 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 2 | 34 |
| 08:15 | 0 | 15 | 0 | 0 | 1 | 15 | 0 | 17 | 0 | 0 | 0 | 17 | 0 | 0 | 2 | 0 | 5 | 2 | 3 | 0 | 0 | 0 | 1 | 3 | 37 |
| 08:30 | 1 | 32 | 2 | 0 | 0 | 35 | 0 | 33 | 2 | 0 | 0 | 35 | 0 | 0 | 8 | 0 | 1 | 8 | 2 | 0 | 2 | 0 | 1 | 4 | 82 |
| 08:45 | 3 | 16 | 1 | 0 | 0 | 20 | 1 | 15 | 2 | 0 | 1 | 18 | 2 | 1 | 0 | 0 | 1 | 3 | 1 | 1 | 2 | 0 | 1 | 4 | 45 |
| **Grand Total** | **6** | **76** | **3** | **0** | **1** | **85** | **1** | **79** | **4** | **0** | **1** | **84** | **2** | **1** | **13** | **0** | **7** | **16** | **7** | **1** | **5** | **0** | **3** | **13** | **198** |
| **Approach %** | 7.1 | 89.4 | 3.5 | 0 | | - | 1.2 | 94 | 4.8 | 0 | | - | 12.5 | 6.3 | 81.3 | 0 | | - | 53.8 | 7.7 | 38.5 | 0 | | - | |
| **Totals %** | 3 | 38.4 | 1.5 | 0 | | 42.9 | 0.5 | 39.9 | 2 | 0 | | 42.4 | 1 | 0.5 | 6.6 | 0 | | 8.1 | 3.5 | 0.5 | 2.5 | 0 | | 6.6 | |
| **PHF** | **0.5** | **0.59** | **0.38** | **0** | | **0.61** | **0.25** | **0.6** | **0.5** | **0** | | **0.6** | **0.25** | **0.25** | **0.41** | **0** | | **0.5** | **0.58** | **0.25** | **0.63** | **0** | | **0.81** | **0.6** |
| **Cars** | 5 | 75 | 3 | 0 | | 83 | 1 | 78 | 4 | 0 | | 83 | 2 | 1 | 11 | 0 | | 14 | 7 | 1 | 5 | 0 | | 13 | 193 |
| **% Cars** | 83.3 | 98.7 | 100 | 0 | | 97.6 | 100 | 98.7 | 100 | 0 | | 98.8 | 100 | 100 | 84.6 | 0 | | 87.5 | 100 | 100 | 100 | 0 | | 100 | 97.5 |
| **Trucks** | 1 | 1 | 0 | 0 | | 2 | 0 | 1 | 0 | 0 | | 1 | 0 | 0 | 1 | 0 | | 1 | 0 | 0 | 0 | 0 | | 0 | 4 |
| **% Trucks** | 16.7 | 1.3 | 0 | 0 | | 2.4 | 0 | 1.3 | 0 | 0 | | 1.2 | 0 | 0 | 7.7 | 0 | | 6.3 | 0 | 0 | 0 | 0 | | 0 | 2 |
| **Bicycles** | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 1 | 0 | | 1 | 0 | 0 | 0 | 0 | | 0 | 1 |
| **% Bicycles** | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 7.7 | 0 | | 6.3 | 0 | 0 | 0 | 0 | | 0 | 0.5 |
| **Peds** | | | | | 1 | - | | | | | 1 | - | | | | | 7 | - | | | | | 3 | - | 12 |
| **% Peds** | | | | | 8.3 | - | | | | | 8.3 | - | | | | | 58.3 | - | | | | | 25 | - | |

Ontario Traffic Inc.
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# Peak Hour Diagram

| Specified Period | | One Hour Peak | |
|---|---|---|---|
| From: | 11:30:00 | From: | 11:45:00 |
| To: | 13:30:00 | To: | 12:45:00 |

**Intersection:** Liverpool Rd & Annland St
**Site Code:** 2328600003
**Count Date:** Sep 12, 2023

**Weather conditions:** Clear

**** Unsignalized Intersection ****

**Major Road:** Liverpool Rd runs N/S

## North Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 99 | 84 | 183 |
| Trucks | 4 | 3 | 7 |
| Bicycles | 0 | 0 | 0 |
| | **103** | **87** | **190** |

## Liverpool Rd

| | | | | |
|---|---|---|---|---|
| Bicycles | 0 | 0 | 0 | 0 |
| Trucks | 0 | 4 | 0 | 0 |
| Cars | 5 | 91 | 3 | 0 |
| **Totals** | **5** | **95** | **3** | **0** |

## East Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 15 | 7 | 22 |
| Trucks | 0 | 0 | 0 |
| Bicycles | 0 | 0 | 0 |
| | **15** | **7** | **22** |

Peds: 0

## Annland St

| Bicycles | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 0 | 0 | **0** |
| 0 | 0 | 3 | **3** |
| 0 | 0 | 1 | **1** |
| 0 | 0 | 2 | **2** |

Peds: 9




Peds: 50

## Annland St

| Totals | Cars | Trucks | Bicycles |
|---|---|---|---|
| **0** | 0 | 0 | 0 |
| **9** | 9 | 0 | 0 |
| **0** | 0 | 0 | 0 |
| **6** | 6 | 0 | 0 |

Peds: 5

## West Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 6 | 11 | 17 |
| Trucks | 0 | 0 | 0 |
| Bicycles | 0 | 0 | 0 |
| | **6** | **11** | **17** |

| | | | | |
|---|---|---|---|---|
| **Totals** | **6** | **75** | **3** | **0** |
| Cars | 6 | 72 | 3 | 0 |
| Trucks | 0 | 3 | 0 | 0 |
| Bicycles | 0 | 0 | 0 | 0 |

Liverpool Rd

## South Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 81 | 99 | 180 |
| Trucks | 3 | 4 | 7 |
| Bicycles | 0 | 0 | 0 |
| | **84** | **103** | **187** |

Cars - Trucks - Bicycles

## Comments

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

# Peak Hour Summary

| | |
|---|---|
| Intersection: | Liverpool Rd & Annland St |
| Site Code: | 2328600003 |
| Count Date: | Sep 12, 2023 |
| Period: | 11:30 - 13:30 |

## Peak Hour Data (11:45 - 12:45)

| 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 | |
| 11:45 | 3 | 28 | 1 | 0 | 0 | 32 | 1 | 14 | 2 | 0 | 1 | 17 | 0 | 0 | 4 | 0 | 1 | 4 | 1 | 1 | 1 | 0 | 2 | 3 | 56 |
| 12:00 | 0 | 22 | 1 | 0 | 0 | 23 | 2 | 11 | 0 | 0 | 2 | 13 | 2 | 0 | 5 | 0 | 4 | 7 | 0 | 0 | 1 | 0 | 2 | 1 | 44 |
| 12:15 | 0 | 23 | 1 | 0 | 0 | 24 | 1 | 26 | 0 | 0 | 1 | 27 | 1 | 0 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 2 | 1 | 53 |
| 12:30 | 0 | 22 | 2 | 0 | 0 | 24 | 2 | 24 | 1 | 0 | 1 | 27 | 3 | 0 | 0 | 0 | 42 | 3 | 1 | 0 | 0 | 0 | 3 | 1 | 55 |
| **Grand Total** | **3** | **95** | **5** | **0** | **0** | **103** | **6** | **75** | **3** | **0** | **5** | **84** | **6** | **0** | **9** | **0** | **50** | **15** | **3** | **1** | **2** | **0** | **9** | **6** | **208** |
| Approach % | 2.9 | 92.2 | 4.9 | 0 | | - | 7.1 | 89.3 | 3.6 | 0 | | - | 40 | 0 | 60 | 0 | | - | 50 | 16.7 | 33.3 | 0 | | - | |
| Totals % | 1.4 | 45.7 | 2.4 | 0 | | 49.5 | 2.9 | 36.1 | 1.4 | 0 | | 40.4 | 2.9 | 0 | 4.3 | 0 | | 7.2 | 1.4 | 0.5 | 1 | 0 | | 2.9 | |
| **PHF** | **0.25** | **0.85** | **0.63** | **0** | | **0.8** | **0.75** | **0.72** | **0.38** | **0** | | **0.78** | **0.5** | **0** | **0.45** | **0** | | **0.54** | **0.75** | **0.25** | **0.5** | **0** | | **0.5** | **0.93** |
| Cars | 3 | 91 | 5 | 0 | | 99 | 6 | 72 | 3 | 0 | | 81 | 6 | 0 | 9 | 0 | | 15 | 3 | 1 | 2 | 0 | | 6 | 201 |
| % Cars | 100 | 95.8 | 100 | 0 | | 96.1 | 100 | 96 | 100 | 0 | | 96.4 | 100 | 0 | 100 | 0 | | 100 | 100 | 100 | 100 | 0 | | 100 | 96.6 |
| Trucks | 0 | 4 | 0 | 0 | | 4 | 0 | 3 | 0 | 0 | | 3 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 7 |
| % Trucks | 0 | 4.2 | 0 | 0 | | 3.9 | 0 | 4 | 0 | 0 | | 3.6 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 3.4 |
| Bicycles | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 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 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 |
| Peds | | | | | 0 | - | | | | | 5 | - | | | | | 50 | - | | | | | 9 | - | 64 |
| % Peds | | | | | 0 | - | | | | | 7.8 | - | | | | | 78.1 | - | | | | | 14.1 | - | |

# Peak Hour Diagram

**Specified Period**
From: 15:00:00
To: 18:00:00

**One Hour Peak**
From: 15:30:00
To: 16:30:00

**Intersection:** Liverpool Rd & Annland St
**Site Code:** 2328600003
**Count Date:** Sep 12, 2023

**Weather conditions:** Clear

**** Unsignalized Intersection ****

**Major Road:** Liverpool Rd runs N/S

## North Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 146 | 140 | 286 |
| Trucks | 3 | 0 | 3 |
| Bicycles | 0 | 1 | 1 |
| | **149** | **141** | **290** |

## Liverpool Rd

| | | | | |
|---|---|---|---|---|
| Bicycles | 0 | 0 | 0 | 0 |
| Trucks | 0 | 1 | 2 | 0 |
| Cars | 7 | 128 | 10 | 1 |
| **Totals** | **7** | **129** | **12** | **1** |

## East Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 13 | 13 | 26 |
| Trucks | 0 | 2 | 2 |
| Bicycles | 1 | 0 | 1 |
| | **14** | **15** | **29** |

## Annland St

| Bicycles | Trucks | Cars | Totals | |
|---|---|---|---|---|
| 0 | 0 | 0 | **0** | |
| 0 | 0 | 5 | **5** | |
| 0 | 0 | 2 | **2** | |
| 0 | 0 | 5 | **5** | |

Peds: 0

Peds: 9

Peds: 2

Peds: 3

## Annland St

| Totals | Cars | Trucks | Bicycles |
|---|---|---|---|
| **0** | 0 | 0 | 0 |
| **8** | 7 | 0 | 1 |
| **2** | 2 | 0 | 0 |
| **4** | 4 | 0 | 0 |

## West Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 12 | 18 | 30 |
| Trucks | 0 | 0 | 0 |
| Bicycles | 0 | 0 | 0 |
| | **12** | **18** | **30** |

## Liverpool Rd

| | | | | |
|---|---|---|---|---|
| **Totals** | **9** | **127** | **1** | **0** |
| Cars | 9 | 127 | 1 | 0 |
| Trucks | 0 | 0 | 0 | 0 |
| Bicycles | 0 | 0 | 0 | 0 |

## South Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 137 | 137 | 274 |
| Trucks | 0 | 1 | 1 |
| Bicycles | 0 | 0 | 0 |
| | **137** | **138** | **275** |

Cars - Trucks - Bicycles

## Comments

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# Peak Hour Summary

| | |
|---|---|
| Intersection: | Liverpool Rd & Annland St |
| Site Code: | 2328600003 |
| Count Date: | Sep 12, 2023 |
| Period: | 15:00 - 18:00 |

## Peak Hour Data (15:30 - 16:30)

| 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 | |
| 15:30 | 3 | 32 | 3 | 0 | 0 | 38 | 1 | 29 | 0 | 0 | 0 | 30 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 2 | 3 | 72 |
| 15:45 | 2 | 36 | 0 | 0 | 0 | 38 | 3 | 38 | 1 | 0 | 0 | 42 | 2 | 1 | 5 | 0 | 0 | 8 | 2 | 1 | 1 | 0 | 7 | 4 | 92 |
| 16:00 | 3 | 29 | 0 | 0 | 0 | 32 | 2 | 33 | 0 | 0 | 1 | 35 | 0 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 2 | 71 |
| 16:15 | 4 | 32 | 4 | 1 | 0 | 41 | 3 | 27 | 0 | 0 | 2 | 30 | 1 | 0 | 2 | 0 | 1 | 3 | 3 | 0 | 0 | 0 | 0 | 3 | 77 |
| **Grand Total** | **12** | **129** | **7** | **1** | **0** | **149** | **9** | **127** | **1** | **0** | **3** | **137** | **4** | **2** | **8** | **0** | **2** | **14** | **5** | **2** | **5** | **0** | **9** | **12** | **312** |
| **Approach %** | 8.1 | 86.6 | 4.7 | 0.7 | | - | 6.6 | 92.7 | 0.7 | 0 | | - | 28.6 | 14.3 | 57.1 | 0 | | - | 41.7 | 16.7 | 41.7 | 0 | | - | |
| **Totals %** | 3.8 | 41.3 | 2.2 | 0.3 | | 47.8 | 2.9 | 40.7 | 0.3 | 0 | | 43.9 | 1.3 | 0.6 | 2.6 | 0 | | 4.5 | 1.6 | 0.6 | 1.6 | 0 | | 3.8 | |
| **PHF** | **0.75** | **0.9** | **0.44** | **0.25** | | **0.91** | **0.75** | **0.84** | **0.25** | **0** | | **0.82** | **0.5** | **0.5** | **0.4** | **0** | | **0.44** | **0.42** | **0.5** | **0.63** | **0** | | **0.75** | **0.85** |
| **Cars** | 10 | 128 | 7 | 1 | | 146 | 9 | 127 | 1 | 0 | | 137 | 4 | 2 | 7 | 0 | | 13 | 5 | 2 | 5 | 0 | | 12 | 308 |
| **% Cars** | 83.3 | 99.2 | 100 | 100 | | 98 | 100 | 100 | 100 | 0 | | 100 | 100 | 100 | 87.5 | 0 | | 92.9 | 100 | 100 | 100 | 0 | | 100 | 98.7 |
| **Trucks** | 2 | 1 | 0 | 0 | | 3 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 3 |
| **% Trucks** | 16.7 | 0.8 | 0 | 0 | | 2 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 1 |
| **Bicycles** | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 1 | 0 | | 1 | 0 | 0 | 0 | 0 | | 0 | 1 |
| **% Bicycles** | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 12.5 | 0 | | 7.1 | 0 | 0 | 0 | 0 | | 0 | 0.3 |
| **Peds** | | | | | 0 | - | | | | | 3 | - | | | | | 2 | - | | | | | 9 | - | 14 |
| **% Peds** | | | | | 0 | - | | | | | 21.4 | - | | | | | 14.3 | - | | | | | 64.3 | - | |

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# Project #23-286 - Dillon Consulting

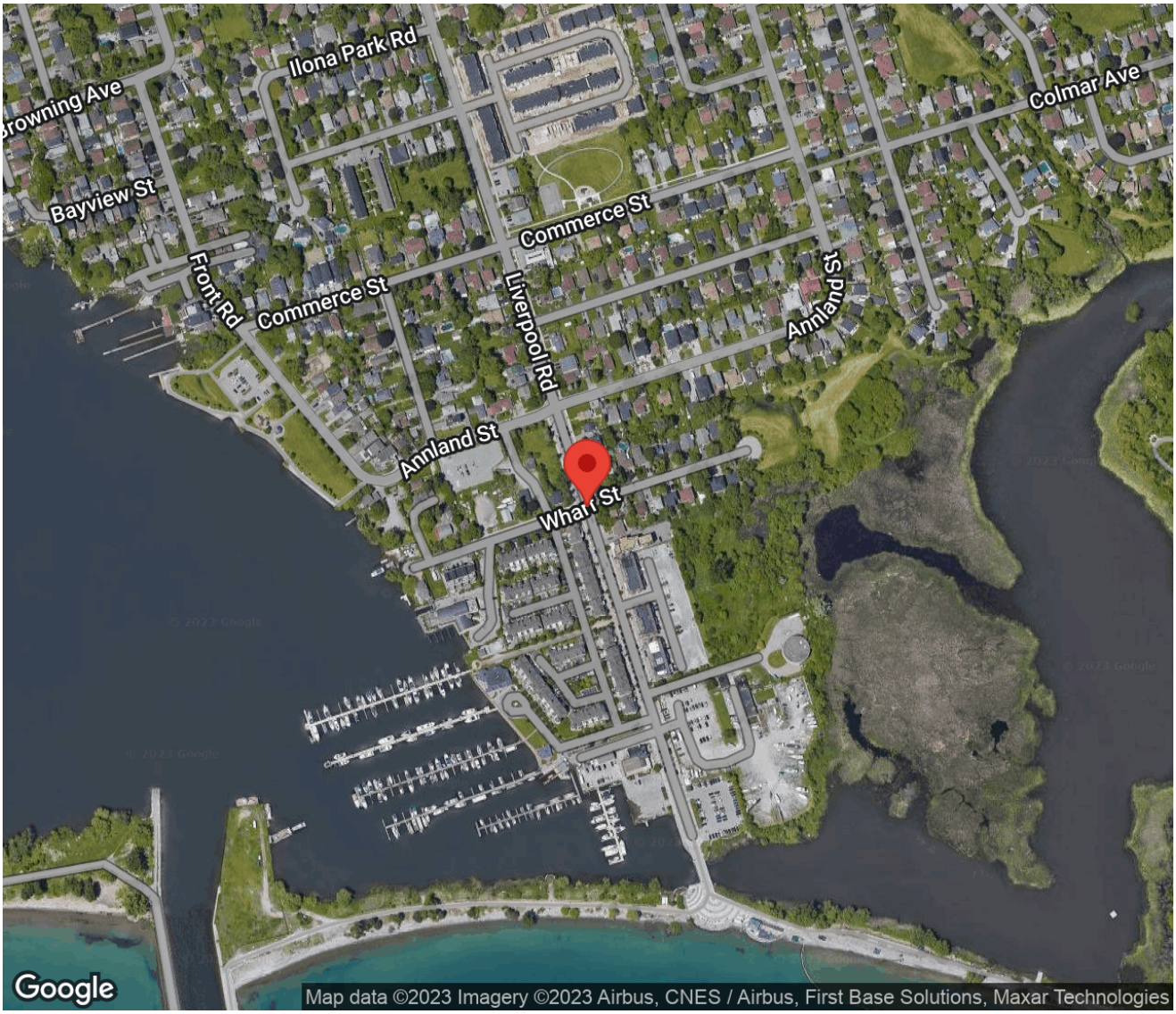
## Intersection Count Report

| | |
|---|---|
| **Intersection:** | Liverpool Rd & Wharf St |
| **Municipality:** | Pickering |
| **Count Date:** | Tuesday, Sep 12, 2023 |
| **Site Code:** | 2328600004 |
| **Count Categories:** | Cars, Trucks, Bicycles, Pedestrians |
| **Count Period:** | 07:00-10:00, 11:30-13:30, 15:00-18:00 |
| **Weather:** | Clear |
| **Comments:** | |

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# Traffic Count Map

| | |
|---|---|
| Intersection: | Liverpool Rd & Wharf St |
| Site Code: | 2328600004 |
| Municipality: | Pickering |
| Count Date: | Sep 12, 2023 |



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# Traffic Count Summary

Intersection: Liverpool Rd & Wharf St
Site Code: 2328600004
Municipality: Pickering
Count Date: Sep 12, 2023

## Liverpool Rd - Traffic Summary

| | North Approach Totals | | | | | | South Approach Totals | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Includes Cars, Trucks, Bicycles | | | | | | Includes Cars, Trucks, Bicycles | | | | | | |
| Hour | Left | Thru | Right | U-Turn | Total | Peds | Left | Thru | Right | U-Turn | Total | Peds | Total |
| 07:00 - 08:00 | 1 | 22 | 5 | 0 | 28 | 0 | 0 | 35 | 0 | 0 | 35 | 0 | 63 |
| 08:00 - 09:00 | 2 | 71 | 11 | 0 | 84 | 4 | 0 | 59 | 0 | 0 | 59 | 1 | 143 |
| 09:00 - 10:00 | 3 | 62 | 12 | 0 | 77 | 0 | 1 | 37 | 0 | 0 | 38 | 1 | 115 |
| BREAK | | | | | | | | | | | | | |
| 11:30 - 12:00 | 0 | 42 | 13 | 0 | 55 | 0 | 1 | 21 | 1 | 0 | 23 | 0 | 78 |
| 12:00 - 13:00 | 5 | 65 | 29 | 0 | 99 | 1 | 2 | 64 | 0 | 0 | 66 | 0 | 165 |
| 13:00 - 13:30 | 4 | 24 | 8 | 0 | 36 | 0 | 1 | 29 | 0 | 0 | 30 | 2 | 66 |
| BREAK | | | | | | | | | | | | | |
| 15:00 - 16:00 | 8 | 83 | 26 | 0 | 117 | 0 | 0 | 87 | 2 | 0 | 89 | 2 | 206 |
| 16:00 - 17:00 | 6 | 77 | 35 | 0 | 118 | 0 | 5 | 78 | 0 | 0 | 83 | 1 | 201 |
| 17:00 - 18:00 | 2 | 81 | 44 | 0 | 127 | 0 | 4 | 79 | 0 | 0 | 83 | 3 | 210 |
| **GRAND TOTAL** | **31** | **527** | **183** | **0** | **741** | **5** | **14** | **489** | **3** | **0** | **506** | **10** | **1247** |

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# Traffic Count Summary

| | |
|---|---|
| Intersection: | Liverpool Rd & Wharf St |
| Site Code: | 2328600004 |
| Municipality: | Pickering |
| Count Date: | Sep 12, 2023 |

## Wharf St - Traffic Summary

| | East Approach Totals | | | | | | West Approach Totals | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Includes Cars, Trucks, Bicycles | | | | | | Includes Cars, Trucks, Bicycles | | | | | | |
| Hour | Left | Thru | Right | U-Turn | Total | Peds | Left | Thru | Right | U-Turn | Total | Peds | Total |
| 07:00 - 08:00 | 0 | 0 | 2 | 0 | 2 | 7 | 16 | 0 | 0 | 0 | 16 | 6 | 18 |
| 08:00 - 09:00 | 0 | 0 | 4 | 0 | 4 | 3 | 21 | 0 | 2 | 0 | 23 | 8 | 27 |
| 09:00 - 10:00 | 0 | 0 | 5 | 0 | 5 | 4 | 16 | 0 | 0 | 0 | 16 | 1 | 21 |
| BREAK | | | | | | | | | | | | | |
| 11:30 - 12:00 | 1 | 0 | 3 | 0 | 4 | 0 | 7 | 1 | 1 | 0 | 9 | 7 | 13 |
| 12:00 - 13:00 | 2 | 0 | 4 | 0 | 6 | 57 | 13 | 0 | 2 | 0 | 15 | 15 | 21 |
| 13:00 - 13:30 | 0 | 0 | 2 | 0 | 2 | 46 | 9 | 0 | 1 | 0 | 10 | 13 | 12 |
| BREAK | | | | | | | | | | | | | |
| 15:00 - 16:00 | 2 | 0 | 7 | 0 | 9 | 10 | 22 | 0 | 0 | 0 | 22 | 12 | 31 |
| 16:00 - 17:00 | 0 | 0 | 3 | 0 | 3 | 4 | 30 | 0 | 2 | 0 | 32 | 11 | 35 |
| 17:00 - 18:00 | 0 | 0 | 2 | 0 | 2 | 16 | 15 | 0 | 5 | 0 | 20 | 31 | 22 |
| **GRAND TOTAL** | **5** | **0** | **32** | **0** | **37** | **147** | **149** | **1** | **13** | **0** | **163** | **104** | **200** |

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# Traffic Count Data

Intersection: Liverpool Rd & Wharf St
Site Code: 2328600004
Municipality: Pickering
Count Date: Sep 12, 2023

## North Approach - Liverpool Rd

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↩ | Total | ↰ | ↑ | ↱ | ↩ | Total | ↰ | ↑ | ↱ | ↩ | Total | |
| 07:00 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 6 | 2 | 0 | 8 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 1 | 9 | 2 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 1 | 11 | 2 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 12 | 2 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:30 | 0 | 30 | 3 | 0 | 33 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 08:45 | 1 | 16 | 4 | 0 | 21 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 1 | 10 | 7 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 10 | 2 | 0 | 12 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 21 | 1 | 0 | 22 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 1 | 21 | 1 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 5 | 152 | 27 | 0 | 184 | 1 | 3 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 4 |

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# Traffic Count Data

Intersection: Liverpool Rd & Wharf St
Site Code: 2328600004
Municipality: Pickering
Count Date: Sep 12, 2023

## North Approach - Liverpool Rd

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Total | | | | | Total | | | | | Total | |
| 11:30 | 0 | 19 | 6 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 0 | 22 | 7 | 0 | 29 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 1 | 14 | 8 | 0 | 23 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:15 | 1 | 16 | 6 | 0 | 23 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 3 | 15 | 6 | 0 | 24 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 0 | 17 | 8 | 0 | 25 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 3 | 11 | 4 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 1 | 12 | 4 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| SUBTOTAL | 9 | 126 | 49 | 0 | 184 | 0 | 4 | 1 | 0 | 5 | 0 | 1 | 0 | 0 | 1 | 1 |

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# Traffic Count Data

Intersection: Liverpool Rd & Wharf St
Site Code: 2328600004
Municipality: Pickering
Count Date: Sep 12, 2023

## North Approach - Liverpool Rd

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | |
| 15:00 | 2 | 14 | 5 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 15:15 | 1 | 14 | 6 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 4 | 22 | 9 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 1 | 32 | 6 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 1 | 23 | 6 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 1 | 24 | 8 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 1 | 16 | 10 | 0 | 27 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 2 | 14 | 11 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 17 | 9 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 |
| 17:15 | 0 | 21 | 10 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 21 | 10 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 2 | 22 | 13 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 15 | 240 | 103 | 0 | 358 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 3 | 0 |
| GRAND TOTAL | 29 | 518 | 179 | 0 | 726 | 2 | 7 | 2 | 0 | 11 | 0 | 2 | 2 | 0 | 4 | 5 |

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# Traffic Count Data

Intersection: Liverpool Rd & Wharf St
Site Code: 2328600004
Municipality: Pickering
Count Date: Sep 12, 2023

## South Approach - Liverpool Rd

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Total | | | | | Total | | | | | Total | |
| 07:00 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 7 | 0 | 0 | 7 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 11 | 0 | 0 | 11 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 27 | 0 | 0 | 27 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:45 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 1 | 11 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| SUBTOTAL | 1 | 128 | 0 | 0 | 129 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 |

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# Traffic Count Data

Intersection: Liverpool Rd & Wharf St
Site Code: 2328600004
Municipality: Pickering
Count Date: Sep 12, 2023

## South Approach - Liverpool Rd

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Total | | | | | Total | | | | | Total | |
| 11:30 | 1 | 8 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 0 | 12 | 0 | 0 | 12 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 1 | 11 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 0 | 21 | 0 | 0 | 21 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 1 | 21 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 1 | 13 | 0 | 0 | 14 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| SUBTOTAL | 4 | 110 | 1 | 0 | 115 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 |

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# Traffic Count Data

Intersection: Liverpool Rd & Wharf St
Site Code: 2328600004
Municipality: Pickering
Count Date: Sep 12, 2023

## South Approach - Liverpool Rd

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | |
| 15:00 | 0 | 11 | 1 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 |
| 15:15 | 0 | 15 | 0 | 0 | 15 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 0 | 21 | 1 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 0 | 37 | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:00 | 2 | 20 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 23 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:30 | 2 | 18 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 1 | 17 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 18 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 2 | 15 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 17:30 | 1 | 24 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:45 | 1 | 21 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 9 | 240 | 2 | 0 | 251 | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 6 |
| GRAND TOTAL | 14 | 478 | 3 | 0 | 495 | 0 | 8 | 0 | 0 | 8 | 0 | 3 | 0 | 0 | 3 | 10 |

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# Traffic Count Data

Intersection: Liverpool Rd & Wharf St
Site Code: 2328600004
Municipality: Pickering
Count Date: Sep 12, 2023

## East Approach - Wharf 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 | 1 |
| 07:15 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:45 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:00 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:45 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 09:00 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 09:30 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 0 | 0 | 9 | 0 | 9 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 14 |

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

# Traffic Count Data

Intersection: Liverpool Rd & Wharf St
Site Code: 2328600004
Municipality: Pickering
Count Date: Sep 12, 2023

## East Approach - Wharf St

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Total | | | | | Total | | | | | Total | |
| 11:30 | 1 | 0 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:15 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 12:30 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 12:45 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 13:00 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 13:15 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| SUBTOTAL | 3 | 0 | 9 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 103 |

Ontario Traffic Inc.
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# Traffic Count Data

Intersection: Liverpool Rd & Wharf St
Site Code: 2328600004
Municipality: Pickering
Count Date: Sep 12, 2023

## East Approach - Wharf 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 | 4 |
| 15:15 | 1 | 0 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 15:30 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 15:45 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:00 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:15 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:30 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:15 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| SUBTOTAL | 2 | 0 | 12 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| GRAND TOTAL | 5 | 0 | 30 | 0 | 35 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 147 |

Ontario Traffic Inc.
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# Traffic Count Data

Intersection: Liverpool Rd & Wharf St
Site Code: 2328600004
Municipality: Pickering
Count Date: Sep 12, 2023

## West Approach - Wharf St

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Total | | | | | Total | | | | | Total | |
| 07:00 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:15 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 07:30 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 5 | 0 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:30 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 08:45 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 09:00 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 3 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| SUBTOTAL | 52 | 0 | 2 | 0 | 54 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 15 |

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# Traffic Count Data

Intersection: Liverpool Rd & Wharf St
Site Code: 2328600004
Municipality: Pickering
Count Date: Sep 12, 2023

## West Approach - Wharf St

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Total | | | | | Total | | | | | Total | |
| 11:30 | 3 | 1 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:45 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:00 | 2 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:15 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:30 | 3 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 12:45 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 13:00 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 13:15 | 3 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| SUBTOTAL | 28 | 1 | 4 | 0 | 33 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 35 |

Ontario Traffic Inc.
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# Traffic Count Data

Intersection: Liverpool Rd & Wharf St
Site Code: 2328600004
Municipality: Pickering
Count Date: Sep 12, 2023

## West Approach - Wharf St

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | |
| 15:00 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 15:15 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 15:30 | 8 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 15:45 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 16:00 | 13 | 0 | 1 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:30 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:45 | 7 | 0 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:00 | 4 | 0 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:15 | 4 | 0 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 17:30 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 17:45 | 5 | 0 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| SUBTOTAL | 67 | 0 | 7 | 0 | 74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| GRAND TOTAL | 147 | 1 | 13 | 0 | 161 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 104 |

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

# Peak Hour Diagram

| Specified Period | | One Hour Peak | |
|---|---|---|---|
| From: | 07:00:00 | From: | 08:15:00 |
| To: | 10:00:00 | To: | 09:15:00 |

**Intersection:** Liverpool Rd & Wharf St
**Site Code:** 2328600004
**Count Date:** Sep 12, 2023

**Weather conditions:** Clear

**** Unsignalized Intersection ****

**Major Road:** Liverpool Rd runs N/S

## North Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 86 | 81 | 167 |
| Trucks | 2 | 1 | 3 |
| Bicycles | 0 | 0 | 0 |
| | **88** | **82** | **170** |

## Liverpool Rd

| | | | | |
|---|---|---|---|---|
| Bicycles | 0 | 0 | 0 | 0 |
| Trucks | 0 | 2 | 0 | 0 |
| Cars | 16 | 68 | 2 | 0 |
| **Totals** | **16** | **70** | **2** | **0** |

Peds: 4

## East Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 5 | 2 | 7 |
| Trucks | 0 | 0 | 0 |
| Bicycles | 0 | 0 | 0 |
| | **5** | **2** | **7** |

## Wharf St

| Bicycles | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 0 | 0 | **0** |
| 0 | 0 | 21 | **21** |
| 0 | 0 | 0 | **0** |
| 0 | 0 | 2 | **2** |

Peds: 8




Peds: 3

## Wharf St

| Totals | Cars | Trucks | Bicycles |
|---|---|---|---|
| **0** | 0 | 0 | 0 |
| **5** | 5 | 0 | 0 |
| **0** | 0 | 0 | 0 |
| **0** | 0 | 0 | 0 |

Peds: 1

## West Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 23 | 16 | 39 |
| Trucks | 0 | 0 | 0 |
| Bicycles | 0 | 0 | 0 |
| | **23** | **16** | **39** |

## Liverpool Rd

| | | | | |
|---|---|---|---|---|
| **Totals** | **0** | **56** | **0** | **0** |
| Cars | 0 | 55 | 0 | 0 |
| Trucks | 0 | 1 | 0 | 0 |
| Bicycles | 0 | 0 | 0 | 0 |

## South Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 55 | 70 | 125 |
| Trucks | 1 | 2 | 3 |
| Bicycles | 0 | 0 | 0 |
| | **56** | **72** | **128** |

Cars - Trucks - Bicycles

## Comments

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

# Peak Hour Summary

| | |
|---|---|
| Intersection: | Liverpool Rd & Wharf St |
| Site Code: | 2328600004 |
| Count Date: | Sep 12, 2023 |
| Period: | 07:00 - 10:00 |

## Peak Hour Data (08:15 - 09:15)

| Start Time | North Approach Liverpool Rd | | | | | | South Approach Liverpool Rd | | | | | | East Approach Wharf St | | | | | | West Approach Wharf St | | | | | | Total Vehicles |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↶ | Peds | Total | ↰ | ↑ | ↱ | ↶ | Peds | Total | ↰ | ↑ | ↱ | ↶ | Peds | Total | ↰ | ↑ | ↱ | ↶ | Peds | Total | |
| **08:15** | 0 | 12 | 2 | 0 | 1 | 14 | 0 | 11 | 0 | 0 | 0 | 11 | 0 | 0 | 1 | 0 | 0 | 1 | 5 | 0 | 2 | 0 | 2 | 7 | 33 |
| **08:30** | 0 | 31 | 3 | 0 | 3 | 34 | 0 | 28 | 0 | 0 | 1 | 28 | 0 | 0 | 1 | 0 | 2 | 1 | 6 | 0 | 0 | 0 | 3 | 6 | 69 |
| **08:45** | 1 | 17 | 4 | 0 | 0 | 22 | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 1 | 0 | 1 | 1 | 7 | 0 | 0 | 0 | 3 | 7 | 40 |
| **09:00** | 1 | 10 | 7 | 0 | 0 | 18 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 2 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 3 | 30 |
| **Grand Total** | **2** | **70** | **16** | **0** | **4** | **88** | **0** | **56** | **0** | **0** | **1** | **56** | **0** | **0** | **5** | **0** | **3** | **5** | **21** | **0** | **2** | **0** | **8** | **23** | **172** |
| **Approach %** | 2.3 | 79.5 | 18.2 | 0 | | - | 0 | 100 | 0 | 0 | | - | 0 | 0 | 100 | 0 | | - | 91.3 | 0 | 8.7 | 0 | | - | |
| **Totals %** | 1.2 | 40.7 | 9.3 | 0 | | 51.2 | 0 | 32.6 | 0 | 0 | | 32.6 | 0 | 0 | 2.9 | 0 | | 2.9 | 12.2 | 0 | 1.2 | 0 | | 13.4 | |
| **PHF** | **0.5** | **0.56** | **0.57** | **0** | | **0.65** | **0** | **0.5** | **0** | **0** | | **0.5** | **0** | **0** | **0.63** | **0** | | **0.63** | **0.75** | **0** | **0.25** | **0** | | **0.82** | **0.62** |
| **Cars** | 2 | 68 | 16 | 0 | | 86 | 0 | 55 | 0 | 0 | | 55 | 0 | 0 | 5 | 0 | | 5 | 21 | 0 | 2 | 0 | | 23 | 169 |
| **% Cars** | 100 | 97.1 | 100 | 0 | | 97.7 | 0 | 98.2 | 0 | 0 | | 98.2 | 0 | 0 | 100 | 0 | | 100 | 100 | 0 | 100 | 0 | | 100 | 98.3 |
| **Trucks** | 0 | 2 | 0 | 0 | | 2 | 0 | 1 | 0 | 0 | | 1 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 3 |
| **% Trucks** | 0 | 2.9 | 0 | 0 | | 2.3 | 0 | 1.8 | 0 | 0 | | 1.8 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 1.7 |
| **Bicycles** | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 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 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 |
| **Peds** | | | | | 4 | - | | | | | 1 | - | | | | | 3 | - | | | | | 8 | - | 16 |
| **% Peds** | | | | | 25 | - | | | | | 6.3 | - | | | | | 18.8 | - | | | | | 50 | - | |

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

# Peak Hour Diagram

| Specified Period | | One Hour Peak | |
|---|---|---|---|
| From: | 11:30:00 | From: | 11:45:00 |
| To: | 13:30:00 | To: | 12:45:00 |

**Intersection:** Liverpool Rd & Wharf St
**Site Code:** 2328600004
**Count Date:** Sep 12, 2023

**Weather conditions:** Clear

**** Unsignalized Intersection ****

**Major Road:** Liverpool Rd runs N/S

## North Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 99 | 81 | 180 |
| Trucks | 4 | 3 | 7 |
| Bicycles | 0 | 0 | 0 |
| | **103** | **84** | **187** |

## Liverpool Rd

| | | | | |
|---|---|---|---|---|
| Bicycles | 0 | 0 | 0 | 0 |
| Trucks | 1 | 3 | 0 | 0 |
| Cars | 27 | 67 | 5 | 0 |
| **Totals** | **28** | **70** | **5** | **0** |

## East Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 4 | 5 | 9 |
| Trucks | 0 | 0 | 0 |
| Bicycles | 0 | 0 | 0 |
| | **4** | **5** | **9** |

Peds: 1

## Wharf St

| Bicycles | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 0 | 0 | **0** |
| 0 | 1 | 14 | **15** |
| 0 | 0 | 0 | **0** |
| 0 | 0 | 2 | **2** |

Peds: 17




Peds: 52

## Wharf St

| Totals | Cars | Trucks | Bicycles |
|---|---|---|---|
| **0** | 0 | 0 | 0 |
| **2** | 2 | 0 | 0 |
| **0** | 0 | 0 | 0 |
| **2** | 2 | 0 | 0 |

Peds: 0

## West Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 16 | 29 | 45 |
| Trucks | 1 | 1 | 2 |
| Bicycles | 0 | 0 | 0 |
| | **17** | **30** | **47** |

## Liverpool Rd

| | | | | |
|---|---|---|---|---|
| **Totals** | **2** | **67** | **0** | **0** |
| Cars | 2 | 65 | 0 | 0 |
| Trucks | 0 | 2 | 0 | 0 |
| Bicycles | 0 | 0 | 0 | 0 |

## South Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 67 | 71 | 138 |
| Trucks | 2 | 3 | 5 |
| Bicycles | 0 | 0 | 0 |
| | **69** | **74** | **143** |

Cars - Trucks - Bicycles

## Comments

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

# Peak Hour Summary

| | |
|---|---|
| Intersection: | Liverpool Rd & Wharf St |
| Site Code: | 2328600004 |
| Count Date: | Sep 12, 2023 |
| Period: | 11:30 - 13:30 |

## Peak Hour Data (11:45 - 12:45)

| Start Time | North Approach Liverpool Rd | | | | | | South Approach Liverpool Rd | | | | | | East Approach Wharf St | | | | | | West Approach Wharf St | | | | | | Total Vehicles |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Peds | Total | | | | | Peds | Total | | | | | Peds | Total | | | | | Peds | Total | |
| **11:45** | 0 | 23 | 7 | 0 | 0 | 30 | 0 | 13 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 5 | 4 | 47 |
| **12:00** | 1 | 15 | 8 | 0 | 1 | 24 | 1 | 11 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 0 | 2 | 0 | 1 | 4 | 40 |
| **12:15** | 1 | 16 | 7 | 0 | 0 | 24 | 0 | 22 | 0 | 0 | 0 | 22 | 1 | 0 | 0 | 0 | 2 | 1 | 5 | 0 | 0 | 0 | 5 | 5 | 52 |
| **12:30** | 3 | 16 | 6 | 0 | 0 | 25 | 1 | 21 | 0 | 0 | 0 | 22 | 1 | 0 | 2 | 0 | 45 | 3 | 4 | 0 | 0 | 0 | 6 | 4 | 54 |
| **Grand Total** | **5** | **70** | **28** | **0** | **1** | **103** | **2** | **67** | **0** | **0** | **0** | **69** | **2** | **0** | **2** | **0** | **52** | **4** | **15** | **0** | **2** | **0** | **17** | **17** | **193** |
| **Approach %** | 4.9 | 68 | 27.2 | 0 | | - | 2.9 | 97.1 | 0 | 0 | | - | 50 | 0 | 50 | 0 | | - | 88.2 | 0 | 11.8 | 0 | | - | |
| **Totals %** | 2.6 | 36.3 | 14.5 | 0 | | 53.4 | 1 | 34.7 | 0 | 0 | | 35.8 | 1 | 0 | 1 | 0 | | 2.1 | 7.8 | 0 | 1 | 0 | | 8.8 | |
| **PHF** | **0.42** | **0.76** | **0.88** | **0** | | **0.86** | **0.5** | **0.76** | **0** | **0** | | **0.78** | **0.5** | **0** | **0.25** | **0** | | **0.33** | **0.75** | **0** | **0.25** | **0** | | **0.85** | **0.89** |
| **Cars** | 5 | 67 | 27 | 0 | | 99 | 2 | 65 | 0 | 0 | | 67 | 2 | 0 | 2 | 0 | | 4 | 14 | 0 | 2 | 0 | | 16 | 186 |
| **% Cars** | 100 | 95.7 | 96.4 | 0 | | 96.1 | 100 | 97 | 0 | 0 | | 97.1 | 100 | 0 | 100 | 0 | | 100 | 93.3 | 0 | 100 | 0 | | 94.1 | 96.4 |
| **Trucks** | 0 | 3 | 1 | 0 | | 4 | 0 | 2 | 0 | 0 | | 2 | 0 | 0 | 0 | 0 | | 0 | 1 | 0 | 0 | 0 | | 1 | 7 |
| **% Trucks** | 0 | 4.3 | 3.6 | 0 | | 3.9 | 0 | 3 | 0 | 0 | | 2.9 | 0 | 0 | 0 | 0 | | 0 | 6.7 | 0 | 0 | 0 | | 5.9 | 3.6 |
| **Bicycles** | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 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 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 |
| **Peds** | | | | | 1 | - | | | | | 0 | - | | | | | 52 | - | | | | | 17 | - | 70 |
| **% Peds** | | | | | 1.4 | - | | | | | 0 | - | | | | | 74.3 | - | | | | | 24.3 | - | |

Ontario Traffic Inc.
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# Peak Hour Diagram

| Specified Period | | One Hour Peak | |
|---|---|---|---|
| From: | 15:00:00 | From: | 15:30:00 |
| To: | 18:00:00 | To: | 16:30:00 |

**Intersection:** Liverpool Rd & Wharf St
**Site Code:** 2328600004
**Count Date:** Sep 12, 2023

**Weather conditions:** Clear

**** Unsignalized Intersection ****

**Major Road:** Liverpool Rd runs N/S

## North Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 137 | 137 | 274 |
| Trucks | 0 | 0 | 0 |
| Bicycles | 0 | 0 | 0 |
| | **137** | **137** | **274** |

## Liverpool Rd

| | | | | |
|---|---|---|---|---|
| Bicycles | 0 | 0 | 0 | 0 |
| Trucks | 0 | 0 | 0 | 0 |
| Cars | 29 | 101 | 7 | 0 |
| **Totals** | **29** | **101** | **7** | **0** |

## East Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 6 | 8 | 14 |
| Trucks | 0 | 0 | 0 |
| Bicycles | 0 | 0 | 0 |
| | **6** | **8** | **14** |

Peds: 0

## Wharf St

| Bicycles | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 0 | 0 | **0** |
| 0 | 0 | 31 | **31** |
| 0 | 0 | 0 | **0** |
| 0 | 0 | 1 | **1** |

Peds: 11




Peds: 5

## Wharf St

| Totals | Cars | Trucks | Bicycles |
|---|---|---|---|
| **0** | 0 | 0 | 0 |
| **5** | 5 | 0 | 0 |
| **0** | 0 | 0 | 0 |
| **1** | 1 | 0 | 0 |

Peds: 3

## West Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 32 | 31 | 63 |
| Trucks | 0 | 0 | 0 |
| Bicycles | 0 | 0 | 0 |
| | **32** | **31** | **63** |

## Liverpool Rd

| | | | | |
|---|---|---|---|---|
| **Totals** | **2** | **101** | **1** | **0** |
| Cars | 2 | 101 | 1 | 0 |
| Trucks | 0 | 0 | 0 | 0 |
| Bicycles | 0 | 0 | 0 | 0 |

## South Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 104 | 103 | 207 |
| Trucks | 0 | 0 | 0 |
| Bicycles | 0 | 0 | 0 |
| | **104** | **103** | **207** |

Cars - Trucks - Bicycles

## Comments

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# Peak Hour Summary

| | |
|---|---|
| Intersection: | Liverpool Rd & Wharf St |
| Site Code: | 2328600004 |
| Count Date: | Sep 12, 2023 |
| Period: | 15:00 - 18:00 |

## Peak Hour Data (15:30 - 16:30)

| Start Time | North Approach Liverpool Rd | | | | | | South Approach Liverpool Rd | | | | | | East Approach Wharf St | | | | | | West Approach Wharf St | | | | | | Total Vehicles |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Peds | Total | | | | | Peds | Total | | | | | Peds | Total | | | | | Peds | Total | |
| 15:30 | 4 | 22 | 9 | 0 | 0 | 35 | 0 | 21 | 1 | 0 | 0 | 22 | 1 | 0 | 1 | 0 | 2 | 2 | 8 | 0 | 0 | 0 | 1 | 8 | 67 |
| 15:45 | 1 | 32 | 6 | 0 | 0 | 39 | 0 | 37 | 0 | 0 | 2 | 37 | 0 | 0 | 2 | 0 | 1 | 2 | 4 | 0 | 0 | 0 | 6 | 4 | 82 |
| 16:00 | 1 | 23 | 6 | 0 | 0 | 30 | 2 | 20 | 0 | 0 | 0 | 22 | 0 | 0 | 1 | 0 | 1 | 1 | 13 | 0 | 1 | 0 | 0 | 14 | 67 |
| 16:15 | 1 | 24 | 8 | 0 | 0 | 33 | 0 | 23 | 0 | 0 | 1 | 23 | 0 | 0 | 1 | 0 | 1 | 1 | 6 | 0 | 0 | 0 | 4 | 6 | 63 |
| **Grand Total** | **7** | **101** | **29** | **0** | **0** | **137** | **2** | **101** | **1** | **0** | **3** | **104** | **1** | **0** | **5** | **0** | **5** | **6** | **31** | **0** | **1** | **0** | **11** | **32** | **279** |
| **Approach %** | 5.1 | 73.7 | 21.2 | 0 | | - | 1.9 | 97.1 | 1 | 0 | | - | 16.7 | 0 | 83.3 | 0 | | - | 96.9 | 0 | 3.1 | 0 | | - | |
| **Totals %** | 2.5 | 36.2 | 10.4 | 0 | | 49.1 | 0.7 | 36.2 | 0.4 | 0 | | 37.3 | 0.4 | 0 | 1.8 | 0 | | 2.2 | 11.1 | 0 | 0.4 | 0 | | 11.5 | |
| **PHF** | **0.44** | **0.79** | **0.81** | **0** | | **0.88** | **0.25** | **0.68** | **0.25** | **0** | | **0.7** | **0.25** | **0** | **0.63** | **0** | | **0.75** | **0.6** | **0** | **0.25** | **0** | | **0.57** | **0.85** |
| **Cars** | 7 | 101 | 29 | 0 | | 137 | 2 | 101 | 1 | 0 | | 104 | 1 | 0 | 5 | 0 | | 6 | 31 | 0 | 1 | 0 | | 32 | 279 |
| **% Cars** | 100 | 100 | 100 | 0 | | 100 | 100 | 100 | 100 | 0 | | 100 | 100 | 0 | 100 | 0 | | 100 | 100 | 0 | 100 | 0 | | 100 | 100 |
| **Trucks** | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 |
| **% Trucks** | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 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 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 |
| **% Bicycles** | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 |
| **Peds** | | | | | 0 | - | | | | | 3 | - | | | | | 5 | - | | | | | 11 | - | 19 |
| **% Peds** | | | | | 0 | - | | | | | 15.8 | - | | | | | 26.3 | - | | | | | 57.9 | - | |

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# Project #26-180 - Dillon Consulting

## Intersection Count Report

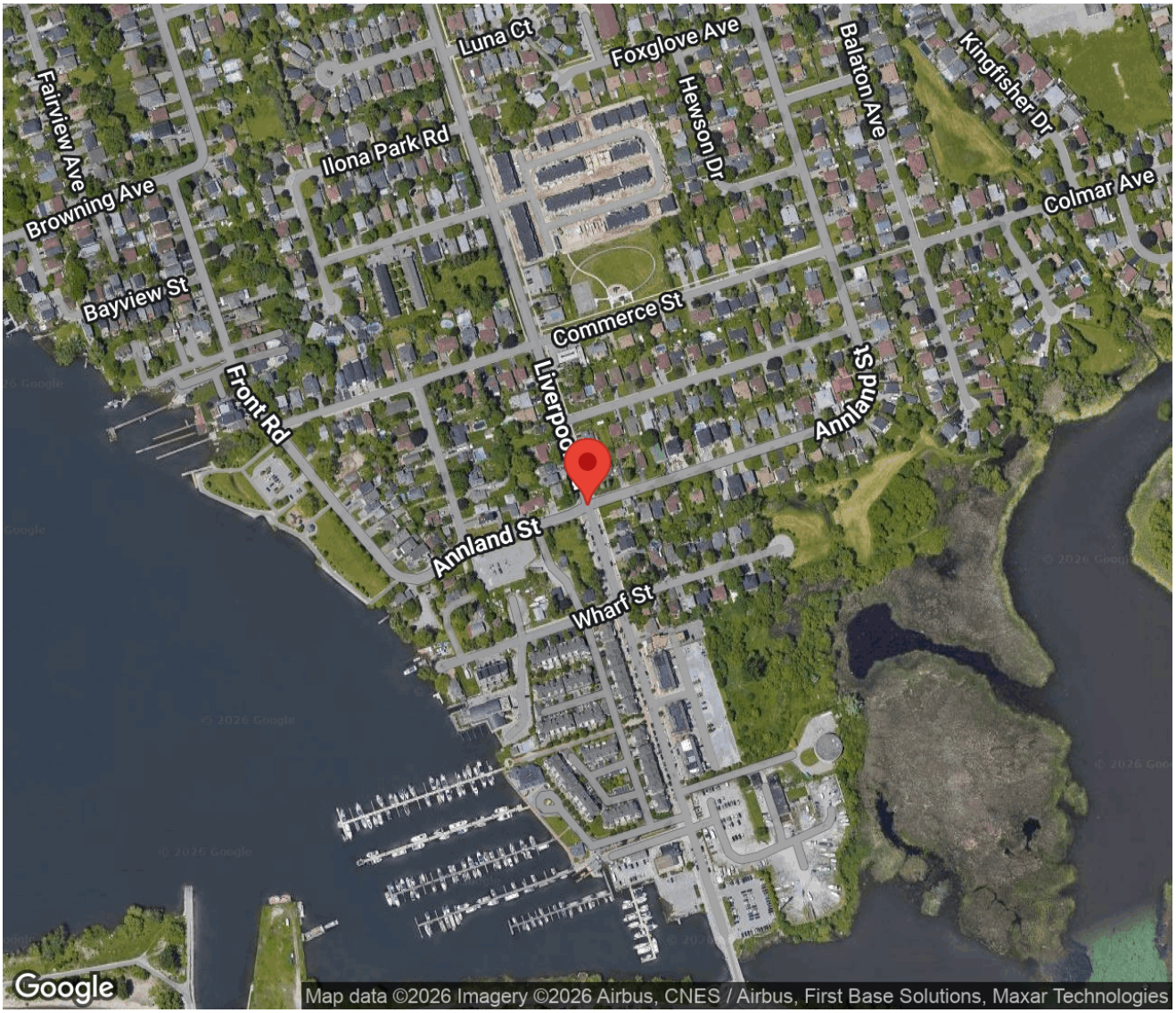
| | |
|---|---|
| **Intersection:** | Liverpool Rd & Annland St |
| **Municipality:** | Pickering |
| **Count Date:** | Tuesday, Jun 02, 2026 |
| **Site Code:** | 2618000001 |
| **Count Categories:** | Cars, Trucks, Bicycles, Pedestrians |
| **Count Period:** | 07:00-10:00, 15:00-18:00 |
| **Weather:**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

Monday, June 29th, 2026

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# Traffic Count Map

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



Ontario Traffic Inc.
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# Traffic Count Summary

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

## Liverpool Rd - Traffic Summary

| | North Approach Totals | | | | | | South Approach Totals | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Includes Cars, Trucks, Bicycles | | | | | | Includes Cars, Trucks, Bicycles | | | | | | |
| Hour | Left | Thru | Right | U-Turn | Total | Peds | Left | Thru | Right | U-Turn | Total | Peds | Total |
| 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** |

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# 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 (Includes Cars, Trucks, Bicycles) | | | | | | West Approach Totals (Includes Cars, Trucks, Bicycles) | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 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** |

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# 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 |

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# 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 |

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# 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 |

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# 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 | |
| 07:00 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:00 | 1 | 1 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:30 | 1 | 0 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:45 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 09:00 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 09:30 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 09:45 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| SUBTOTAL | 8 | 2 | 12 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |

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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 |

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# 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 |

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# 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 |

Ontario Traffic Inc.
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# Peak Hour Diagram

| Specified Period | | One Hour Peak | |
|---|---|---|---|
| From: | 07:00:00 | From: | 08:30:00 |
| To: | 10:00:00 | 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 |
|---|---|---|---|
| Cars | 82 | 90 | 172 |
| Trucks | 2 | 2 | 4 |
| Bicycles | 2 | 0 | 2 |
| | **86** | **92** | **178** |

## Liverpool Rd

| | | | | |
|---|---|---|---|---|
| Bicycles | 0 | 2 | 0 | 0 |
| Trucks | 0 | 2 | 0 | 0 |
| Cars | 7 | 73 | 2 | 0 |
| **Totals** | **7** | **77** | **2** | **0** |

## East Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 12 | 4 | 16 |
| Trucks | 0 | 0 | 0 |
| Bicycles | 0 | 1 | 1 |
| | **12** | **5** | **17** |

Peds: 0

## Annland St

| Bicycles | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 0 | 0 | **0** |
| 0 | 1 | 4 | **5** |
| 0 | 0 | 1 | **1** |
| 0 | 0 | 5 | **5** |

Peds: 6




Peds: 8

## Annland St

| Totals | Cars | Trucks | Bicycles |
|---|---|---|---|
| **0** | 0 | 0 | 0 |
| **7** | 7 | 0 | 0 |
| **0** | 0 | 0 | 0 |
| **5** | 5 | 0 | 0 |

Peds: 2

## West Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 10 | 12 | 22 |
| Trucks | 1 | 0 | 1 |
| Bicycles | 0 | 0 | 0 |
| | **11** | **12** | **23** |

## Liverpool Rd

| | | | | |
|---|---|---|---|---|
| **Totals** | **5** | **80** | **2** | **0** |
| Cars | 5 | 79 | 1 | 0 |
| Trucks | 0 | 1 | 0 | 0 |
| Bicycles | 0 | 0 | 1 | 0 |

## South Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 85 | 83 | 168 |
| Trucks | 1 | 2 | 3 |
| Bicycles | 1 | 2 | 3 |
| | **87** | **87** | **174** |

Cars - Trucks - Bicycles

## Comments

Ontario Traffic Inc.
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# 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)

| 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 | |
| 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 | - | |

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# Peak Hour Diagram

| Specified Period | | One Hour Peak | |
|---|---|---|---|
| From: | 15:00:00 | From: | 15:15:00 |
| To: | 18:00:00 | 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 |
|---|---|---|---|
| Cars | 147 | 158 | 305 |
| Trucks | 2 | 1 | 3 |
| Bicycles | 6 | 4 | 10 |
| | **155** | **163** | **318** |

## Liverpool Rd

| | | | | |
|---|---|---|---|---|
| Bicycles | 4 | 2 | 0 | 0 |
| Trucks | 0 | 2 | 0 | 0 |
| Cars | 14 | 124 | 9 | 0 |
| **Totals** | **18** | **128** | **9** | **0** |

Peds: 2

## East Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 19 | 22 | 41 |
| Trucks | 0 | 0 | 0 |
| Bicycles | 0 | 0 | 0 |
| | **19** | **22** | **41** |

## Annland St

| Bicycles | Trucks | Cars | Totals |
|---|---|---|---|
| 0 | 0 | 0 | **0** |
| 1 | 0 | 7 | **8** |
| 0 | 0 | 5 | **5** |
| 2 | 0 | 13 | **15** |

Peds: 30

N
W E
S

Peds: 21

## Annland St

| Totals | Cars | Trucks | Bicycles |
|---|---|---|---|
| **0** | 0 | 0 | 0 |
| **12** | 12 | 0 | 0 |
| **2** | 2 | 0 | 0 |
| **5** | 5 | 0 | 0 |

Peds: 3

## West Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 25 | 28 | 53 |
| Trucks | 0 | 0 | 0 |
| Bicycles | 3 | 8 | 11 |
| | **28** | **36** | **64** |

## Liverpool Rd

| | | | | |
|---|---|---|---|---|
| **Totals** | **16** | **143** | **8** | **0** |
| Cars | 12 | 139 | 8 | 0 |
| Trucks | 0 | 1 | 0 | 0 |
| Bicycles | 4 | 3 | 0 | 0 |

## South Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 159 | 142 | 301 |
| Trucks | 1 | 2 | 3 |
| Bicycles | 7 | 4 | 11 |
| | **167** | **148** | **315** |

Cars - Trucks - Bicycles

## Comments

Ontario Traffic Inc.
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# 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 | 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 | 0.8 |
| **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 | - | |

Ontario Traffic Inc.
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# Project #26-180 - Dillon Consulting

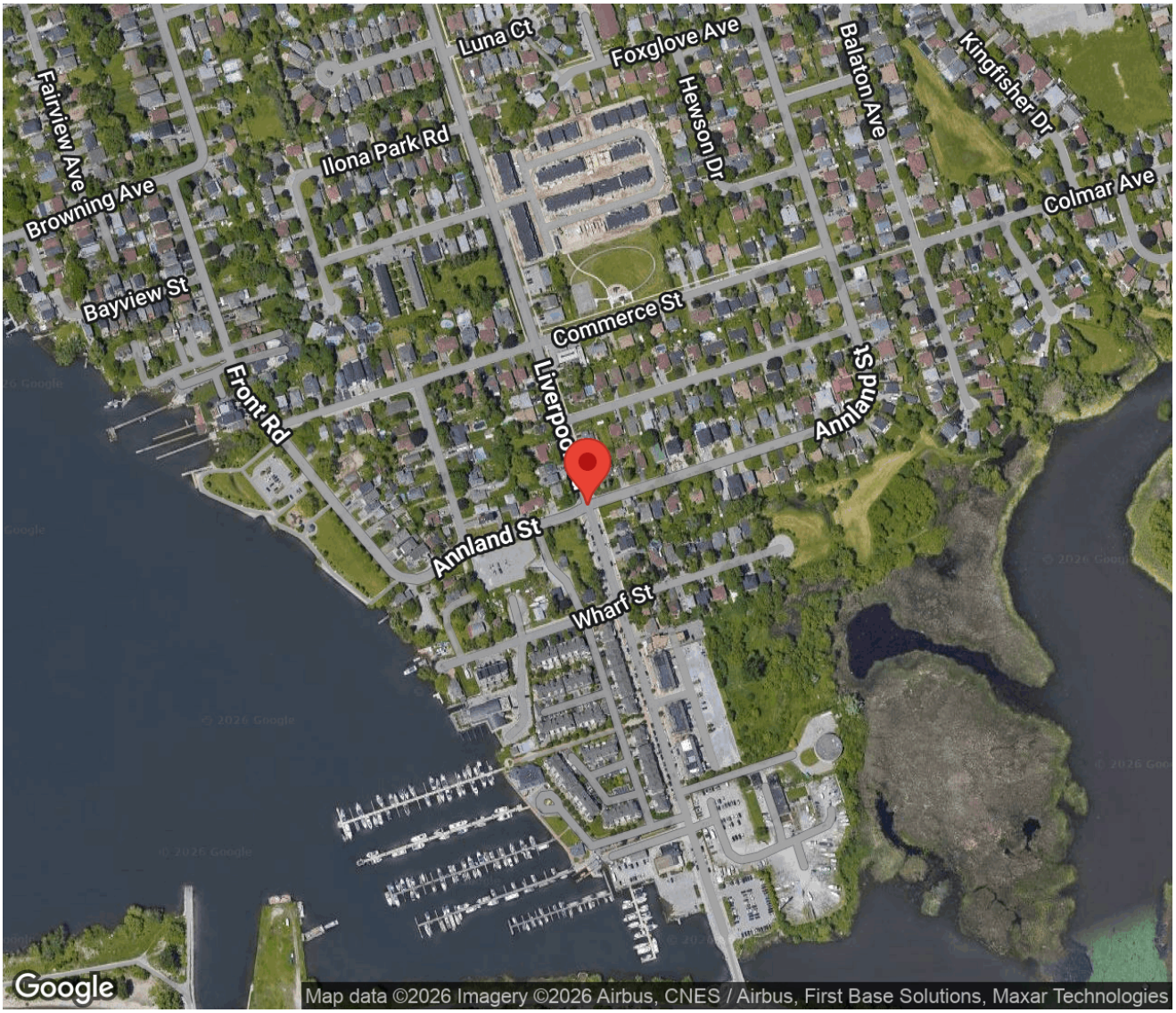
## Intersection Count Report

| | |
|---|---|
| **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:** | |

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# Traffic Count Map

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



Ontario Traffic Inc.
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# Traffic Count Summary

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

## Liverpool Rd - Traffic Summary

| | North Approach Totals | | | | | | South Approach Totals | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Includes Cars, Trucks, Bicycles | | | | | | Includes Cars, Trucks, Bicycles | | | | | | |
| Hour | Left | Thru | Right | U-Turn | Total | Peds | Left | Thru | Right | U-Turn | Total | Peds | Total |
| 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** |

Ontario Traffic Inc.
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# 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 (Includes Cars, Trucks, Bicycles) | | | | | | West Approach Totals (Includes Cars, Trucks, Bicycles) | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 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** |

Ontario Traffic Inc.
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# 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 |

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# 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 |

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# 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 |

Ontario Traffic Inc.
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# Traffic Count Data

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

## West Approach - Annland St

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↷ | Total | ↰ | ↑ | ↱ | ↷ | Total | ↰ | ↑ | ↱ | ↷ | Total | |
| 12:00 | 1 | 0 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 3 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 5 | 1 | 2 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 13:00 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 13:15 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 13:30 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 13:45 | 1 | 1 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 14:00 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 14:15 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 14:30 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 14:45 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| SUBTOTAL | 13 | 7 | 21 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| GRAND TOTAL | 13 | 7 | 21 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |

Ontario Traffic Inc.
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# Peak Hour Diagram

| Specified Period | | One Hour Peak | |
|---|---|---|---|
| From: | 12:00:00 | From: | 12:15:00 |
| To: | 15:00:00 | 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 |
|---|---|---|---|
| Cars | 183 | 127 | 310 |
| Trucks | 4 | 1 | 5 |
| Bicycles | 1 | 1 | 2 |
| | **188** | **129** | **317** |

## Liverpool Rd

| | | | | |
|---|---|---|---|---|
| Bicycles | 0 | 1 | 0 | 0 |
| Trucks | 0 | 1 | 3 | 0 |
| Cars | 6 | 168 | 9 | 0 |
| **Totals** | **6** | **170** | **12** | **0** |

## East Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 11 | 11 | 22 |
| Trucks | 0 | 3 | 3 |
| Bicycles | 1 | 0 | 1 |
| | **12** | **14** | **26** |

Peds: 2

## Annland St

| Bicycles | Trucks | Cars | Totals | |
|---|---|---|---|---|
| 0 | 0 | 0 | **0** | |
| 0 | 0 | 8 | **8** | |
| 0 | 0 | 1 | **1** | |
| 0 | 0 | 8 | **8** | |

Peds: 3




Peds: 9

## Annland St

| Totals | Cars | Trucks | Bicycles |
|---|---|---|---|
| **0** | 0 | 0 | 0 |
| **7** | 7 | 0 | 0 |
| **2** | 1 | 0 | 1 |
| **3** | 3 | 0 | 0 |

Peds: 0

## West Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 17 | 13 | 30 |
| Trucks | 0 | 0 | 0 |
| Bicycles | 0 | 1 | 1 |
| | **17** | **14** | **31** |

| | | | | |
|---|---|---|---|---|
| **Totals** | **6** | **114** | **1** | **0** |
| Cars | 6 | 112 | 1 | 0 |
| Trucks | 0 | 1 | 0 | 0 |
| Bicycles | 0 | 1 | 0 | 0 |

Liverpool Rd

## South Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 119 | 179 | 298 |
| Trucks | 1 | 1 | 2 |
| Bicycles | 1 | 1 | 2 |
| | **121** | **181** | **302** |

Cars - Trucks - Bicycles

## Comments

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# 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)

| 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 | |
| 12:15 | 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 | - | |

Ontario Traffic Inc.
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# Project #26-180 - Dillon Consulting

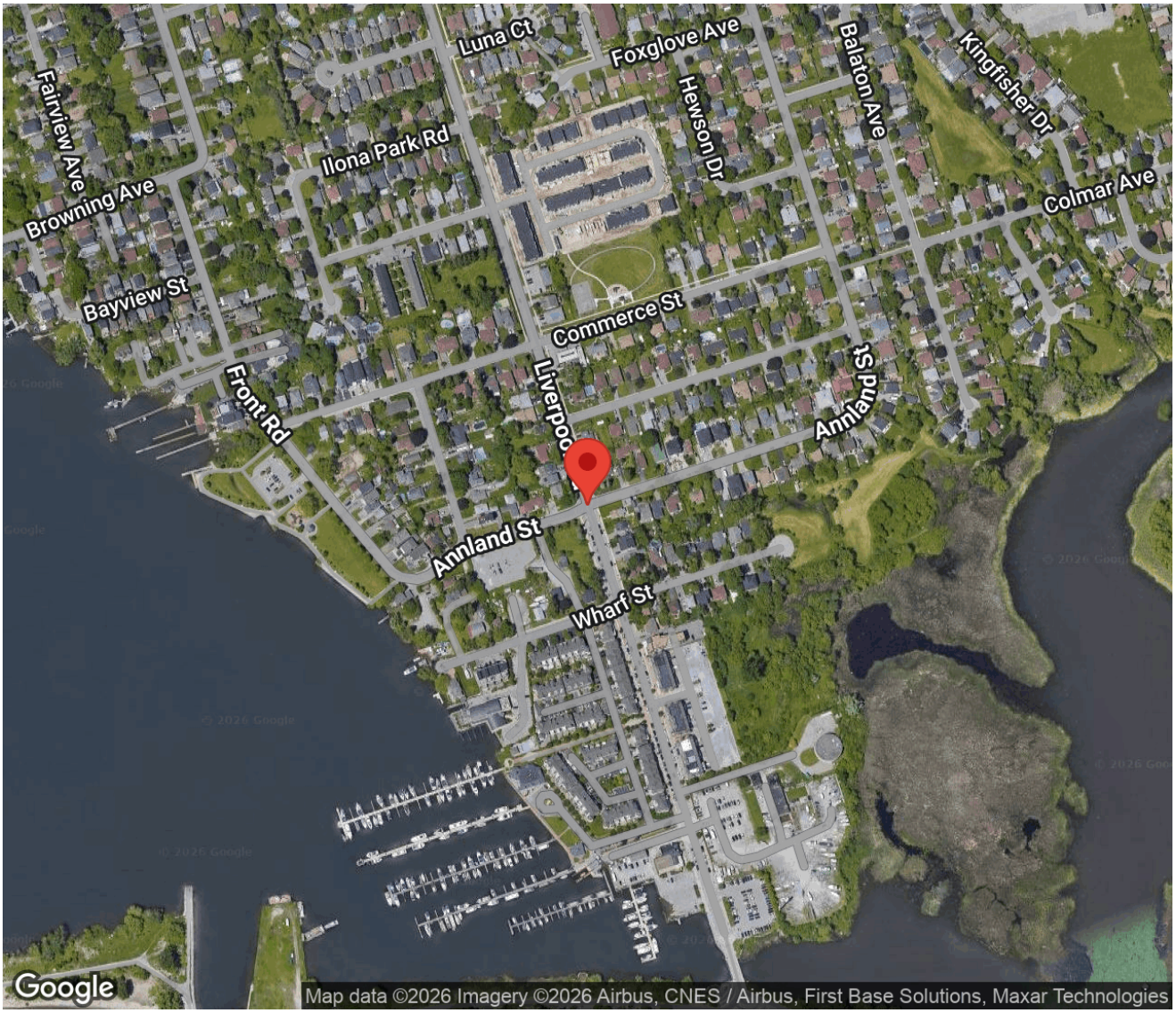
## Intersection Count Report

| | |
|---|---|
| **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:** | |

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# Traffic Count Map

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



Ontario Traffic Inc.
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# Traffic Count Summary

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

## Liverpool Rd - Traffic Summary

| | North Approach Totals | | | | | | South Approach Totals | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Includes Cars, Trucks, Bicycles | | | | | | Includes Cars, Trucks, Bicycles | | | | | | |
| Hour | Left | Thru | Right | U-Turn | Total | Peds | Left | Thru | Right | U-Turn | Total | Peds | Total |
| 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** |

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# 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 (Includes Cars, Trucks, Bicycles) | | | | | | West Approach Totals (Includes Cars, Trucks, Bicycles) | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 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** |

Ontario Traffic Inc.
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# 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 |

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# 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 |

Ontario Traffic Inc.
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# 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 |

Ontario Traffic Inc.
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# 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

Ontario Traffic Inc.
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**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 |
|---|---|---|---|
| Cars | 247 | 185 | 432 |
| Trucks | 3 | 0 | 3 |
| Bicycles | 12 | 14 | 26 |
| | **262** | **199** | **461** |

## Liverpool Rd

| | | | | |
|---|---|---|---|---|
| Bicycles | 0 | 12 | 0 | 0 |
| Trucks | 0 | 0 | 3 | 0 |
| Cars | 10 | 233 | 4 | 0 |
| **Totals** | **10** | **245** | **7** | **0** |

## East Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 16 | 11 | 27 |
| Trucks | 0 | 3 | 3 |
| Bicycles | 1 | 1 | 2 |
| | **17** | **15** | **32** |

## Annland St

| Bicycles | Trucks | Cars | Totals |
|---|---|---|---|
| 1 | 0 | 0 | **1** |
| 0 | 0 | 11 | **11** |
| 0 | 0 | 2 | **2** |
| 6 | 0 | 8 | **14** |

Peds: 1

Peds: 27

N
W
E
S

Peds: 38

Peds: 2

## Annland St

| Totals | Cars | Trucks | Bicycles |
|---|---|---|---|
| **0** | 0 | 0 | 0 |
| **13** | 12 | 0 | 1 |
| **1** | 1 | 0 | 0 |
| **3** | 3 | 0 | 0 |

## West Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 21 | 24 | 45 |
| Trucks | 0 | 0 | 0 |
| Bicycles | 7 | 4 | 11 |
| | **28** | **28** | **56** |

## Liverpool Rd

| | | | | |
|---|---|---|---|---|
| **Totals** | **16** | **175** | **6** | **0** |
| Cars | 13 | 162 | 5 | 0 |
| Trucks | 0 | 0 | 0 | 0 |
| Bicycles | 3 | 13 | 1 | 0 |

## South Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 180 | 244 | 424 |
| Trucks | 0 | 0 | 0 |
| Bicycles | 17 | 18 | 35 |
| | **197** | **262** | **459** |

Cars - Trucks - Bicycles

**Comments**

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# Peak Hour Summary

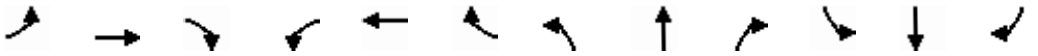
| | |
|---|---|
| Intersection: | Liverpool Rd & Annland St |
| Site Code: | 2618000003 |
| Count Date: | Jul 05, 2026 |
| Period: | 12:00 - 15:00 |

## 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 | 3 |
| **% Trucks** | 42.9 | 0 | 0 | 0 | | 1.1 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0.6 |
| **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

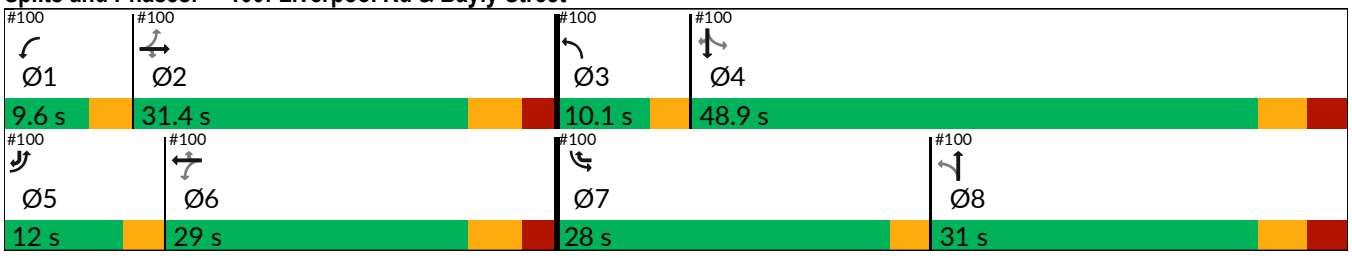


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 196 | 549 | 123 | 63 | 251 | 327 | 112 | 402 | 152 | 356 | 282 | 265 |
| Future Volume (vph) | 196 | 549 | 123 | 63 | 251 | 327 | 112 | 402 | 152 | 356 | 282 | 265 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 70.0 | | 70.0 | 35.0 | | 145.0 | 50.0 | | 60.0 | 40.0 | | 50.0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 1 |
| Taper Length (m) | 7.5 | | 7.5 | 7.5 | | 7.5 | 7.5 | | 7.5 | 7.5 | | 7.5 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 1.00 |
| Ped Bike Factor | 0.99 | | 0.94 | 0.98 | | 0.97 | 0.98 | 0.99 | | 0.99 | | 0.97 |
| Frt | | | 0.850 | | | 0.850 | | 0.959 | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 3505 | 1599 | 1752 | 3406 | 1429 | 1719 | 3360 | 0 | 1656 | 3505 | 1583 |
| Flt Permitted | 0.523 | | | 0.367 | | | 0.572 | | | 0.212 | | |
| Satd. Flow (perm) | 964 | 3505 | 1501 | 662 | 3406 | 1389 | 1016 | 3360 | 0 | 367 | 3505 | 1538 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 139 | | | 154 | | 51 | | | | 276 |
| Link Speed (k/h) | | 50 | | | 50 | | | 40 | | | 50 | |
| Link Distance (m) | | 198.9 | | | 279.7 | | | 153.4 | | | 188.0 | |
| Travel Time (s) | | 14.3 | | | 20.1 | | | 13.8 | | | 13.5 | |
| Confl. Peds. (#/hr) | 10 | | 22 | 22 | | 10 | 17 | | 16 | 16 | | 17 |
| Confl. Bikes (#/hr) | | | | | | 23 | | | | | | |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 2% | 3% | 1% | 3% | 6% | 13% | 5% | 2% | 3% | 9% | 3% | 2% |
| Adj. Flow (vph) | 204 | 572 | 128 | 66 | 261 | 341 | 117 | 419 | 158 | 371 | 294 | 276 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 204 | 572 | 128 | 66 | 261 | 341 | 117 | 577 | 0 | 371 | 294 | 276 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(m) | | 3.6 | | | 3.6 | | | 3.6 | | | 3.6 | |
| Link Offset(m) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Crosswalk Width(m) | | 4.8 | | | 4.8 | | | 4.8 | | | 4.8 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (k/h) | 25 | | 15 | 25 | | 15 | 25 | | 15 | 25 | | 15 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | pm+ov | pm+pt | NA | | pm+pt | NA | pm+ov |
| Protected Phases | 5 | 2 | | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | 5 |
| Permitted Phases | 2 | | 2 | 6 | | 6 | 8 | | | 4 | | 4 |
| Detector Phase | 5 | 2 | 2 | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | 5 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 9.5 | 24.4 | 24.4 | 9.5 | 24.4 | 9.5 | 9.5 | 24.7 | | 9.5 | 24.7 | 9.5 |
| Total Split (s) | 12.0 | 31.4 | 31.4 | 9.6 | 29.0 | 28.0 | 10.1 | 31.0 | | 28.0 | 48.9 | 12.0 |
| Total Split (%) | 12.0% | 31.4% | 31.4% | 9.6% | 29.0% | 28.0% | 10.1% | 31.0% | | 28.0% | 48.9% | 12.0% |
| Maximum Green (s) | 9.0 | 25.0 | 25.0 | 6.6 | 22.6 | 25.0 | 7.1 | 24.3 | | 25.0 | 42.2 | 9.0 |
| Yellow Time (s) | 3.0 | 4.1 | 4.1 | 3.0 | 4.1 | 3.0 | 3.0 | 3.8 | | 3.0 | 3.8 | 3.0 |
| All-Red Time (s) | 0.0 | 2.3 | 2.3 | 0.0 | 2.3 | 0.0 | 0.0 | 2.9 | | 0.0 | 2.9 | 0.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 3.0 | 6.4 | 6.4 | 3.0 | 6.4 | 3.0 | 3.0 | 6.7 | | 3.0 | 6.7 | 3.0 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lead | Lead | Lag | | Lead | Lag | Lead |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | Yes |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Recall Mode | None | Max | Max | None | Max | Max | None | None | | Max | None | None |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Don't Walk (s) | | 11.0 | 11.0 | | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | | 17 | 17 | | 16 | | | 22 | | | 10 | |
| Act Effct Green (s) | 37.6 | 27.1 | 27.1 | 32.4 | 22.6 | 51.1 | 30.6 | 20.0 | | 51.7 | 38.1 | 50.8 |
| Actuated g/C Ratio | 0.39 | 0.28 | 0.28 | 0.34 | 0.24 | 0.53 | 0.32 | 0.21 | | 0.54 | 0.40 | 0.53 |
| v/c Ratio | 0.45 | 0.58 | 0.24 | 0.22 | 0.32 | 0.41 | 0.31 | 0.78 | | 0.69 | 0.21 | 0.29 |
| Control Delay (s/veh) | 24.3 | 33.6 | 5.8 | 21.4 | 32.3 | 8.3 | 15.6 | 40.4 | | 23.4 | 19.3 | 2.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 24.3 | 33.6 | 5.8 | 21.4 | 32.3 | 8.3 | 15.6 | 40.4 | | 23.4 | 19.3 | 2.1 |
| LOS | C | C | A | C | C | A | B | D | | C | B | A |
| Approach Delay (s/veh) | | 27.6 | | | 19.0 | | | 36.2 | | | 15.8 | |
| Approach LOS | | C | | | B | | | D | | | B | |
| Queue Length 50th (m) | 26.4 | 51.2 | 0.0 | 7.8 | 21.6 | 16.2 | 10.4 | 50.9 | | 39.1 | 19.2 | 0.0 |
| Queue Length 95th (m) | 46.6 | 73.0 | 12.4 | 17.4 | 34.5 | 36.8 | 18.9 | 70.0 | | 72.2 | 28.3 | 10.3 |
| Internal Link Dist (m) | | 174.9 | | | 255.7 | | | 129.4 | | | 164.0 | |
| Turn Bay Length (m) | 70.0 | | 70.0 | 35.0 | | 145.0 | 50.0 | | | 40.0 | | 50.0 |
| Base Capacity (vph) | 454 | 990 | 524 | 300 | 804 | 823 | 378 | 891 | | 535 | 1546 | 949 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.45 | 0.58 | 0.24 | 0.22 | 0.32 | 0.41 | 0.31 | 0.65 | | 0.69 | 0.19 | 0.29 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 100 | | | |
| Actuated Cycle Length: 95.8 | | | |
| Natural Cycle: 75 | | | |
| Control Type: Semi Act-Uncoord | | | |
| Maximum v/c Ratio: 0.78 | | | |
| Intersection Signal Delay (s/veh): 24.2 | | Intersection LOS: C | |
| Intersection Capacity Utilization 79.6% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |

**Splits and Phases: 100: Liverpool Rd & Bayly Street**

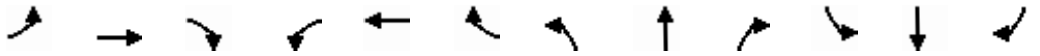




| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Stop | | | Stop |
| Traffic Volume (vph) | 20 | 169 | 200 | 14 | 110 | 146 |
| Future Volume (vph) | 20 | 169 | 200 | 14 | 110 | 146 |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Hourly flow rate (vph) | 23 | 194 | 230 | 16 | 126 | 168 |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total (vph) | 217 | 246 | 294 |
| Volume Left (vph) | 23 | 0 | 126 |
| Volume Right (vph) | 194 | 16 | 0 |
| Hadj (s) | -0.45 | 0.02 | 0.13 |
| Departure Headway (s) | 4.8 | 4.9 | 4.9 |
| Degree Utilization, x | 0.29 | 0.33 | 0.40 |
| Capacity (veh/h) | 693 | 705 | 701 |
| Control Delay (s/veh) | 9.7 | 10.2 | 11.1 |
| Approach Delay (s/veh) | 9.7 | 10.2 | 11.1 |
| Approach LOS | A | B | B |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 10.4 | | |
| Level of Service | B | | |
| Intersection Capacity Utilization | 47.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

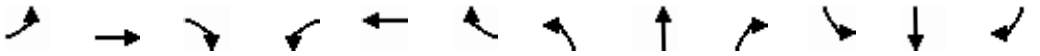


| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 5 | 1 | 5 | 5 | 0 | 7 | 5 | 80 | 2 | 2 | 77 | 7 |
| Future Volume (Veh/h) | 5 | 1 | 5 | 5 | 0 | 7 | 5 | 80 | 2 | 2 | 77 | 7 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 |
| Hourly flow rate (vph) | 7 | 1 | 7 | 7 | 0 | 10 | 7 | 110 | 3 | 3 | 105 | 10 |
| Pedestrians | | 6 | | | 8 | | | 2 | | | | |
| Lane Width (m) | | 3.6 | | | 3.6 | | | 3.6 | | | | |
| Walking Speed (m/s) | | 1.2 | | | 1.2 | | | 1.2 | | | | |
| Percent Blockage | | 1 | | | 1 | | | 0 | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 258 | 257 | 118 | 259 | 261 | 120 | 121 | | | 121 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 258 | 257 | 118 | 259 | 261 | 120 | 121 | | | 121 | | |
| tC, single (s) | 7.3 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.7 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 99 | 100 | 99 | 99 | 100 | 99 | 100 | | | 100 | | |
| cM capacity (veh/h) | 641 | 639 | 933 | 677 | 636 | 931 | 1472 | | | 1469 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 15 | 17 | 120 | 118 |
| Volume Left | 7 | 7 | 7 | 3 |
| Volume Right | 7 | 10 | 3 | 10 |
| cSH | 750 | 806 | 1472 | 1469 |
| Volume to Capacity | 0.02 | 0.02 | 0.00* | 0.00* |
| Queue Length 95th (m) | 0.5 | 0.5 | 0.1 | 0.0 |
| Control Delay (s/veh) | 9.9 | 9.6 | 0.5 | 0.2 |
| Lane LOS | A | A | A | A |
| Approach Delay (s/veh) | 9.9 | 9.6 | 0.5 | 0.2 |
| Approach LOS | A | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.5 | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

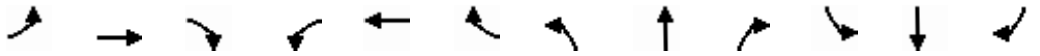
* Value less than 0.01.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Traffic Volume (vph) | 27 | 0 | 3 | 0 | 0 | 7 | 0 | 59 | 0 | 2 | 74 | 17 |
| Future Volume (vph) | 27 | 0 | 3 | 0 | 0 | 7 | 0 | 59 | 0 | 2 | 74 | 17 |
| Peak Hour Factor | 0.62 | 0.62 | 0.62 | 0.62 | 0.62 | 0.62 | 0.62 | 0.62 | 0.62 | 0.62 | 0.62 | 0.62 |
| Hourly flow rate (vph) | 44 | 0 | 5 | 0 | 0 | 11 | 0 | 95 | 0 | 3 | 119 | 27 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 49 | 11 | 95 | 149 |
| Volume Left (vph) | 44 | 0 | 0 | 3 |
| Volume Right (vph) | 5 | 11 | 0 | 27 |
| Hadj (s) | 0.12 | -0.60 | 0.03 | -0.06 |
| Departure Headway (s) | 4.6 | 3.9 | 4.2 | 4.1 |
| Degree Utilization, x | 0.06 | 0.01 | 0.11 | 0.17 |
| Capacity (veh/h) | 747 | 863 | 827 | 866 |
| Control Delay (s/veh) | 7.9 | 6.9 | 7.7 | 7.9 |
| Approach Delay (s/veh) | 7.9 | 6.9 | 7.7 | 7.9 |
| Approach LOS | A | A | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 7.8 | | | |
| Level of Service | A | | | |
| Intersection Capacity Utilization | 23.5% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



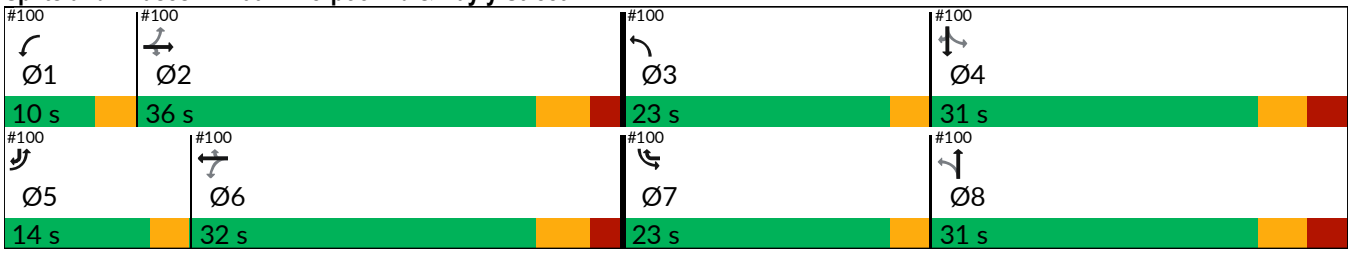
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 313 | 664 | 186 | 116 | 498 | 665 | 77 | 427 | 141 | 317 | 402 | 426 |
| Future Volume (vph) | 313 | 664 | 186 | 116 | 498 | 665 | 77 | 427 | 141 | 317 | 402 | 426 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 70.0 | | 70.0 | 35.0 | | 145.0 | 50.0 | | 60.0 | 40.0 | | 50.0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 1 |
| Taper Length (m) | 7.5 | | 7.5 | 7.5 | | 7.5 | 7.5 | | 7.5 | 7.5 | | 7.5 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 1.00 |
| Ped Bike Factor | 0.99 | | 0.94 | 0.98 | | 0.97 | 0.98 | 0.98 | | 0.98 | | 0.97 |
| Frt | | | 0.850 | | | 0.850 | | 0.963 | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1787 | 3505 | 1615 | 1770 | 3574 | 1568 | 1787 | 3409 | 0 | 1752 | 3610 | 1615 |
| Flt Permitted | 0.311 | | | 0.290 | | | 0.507 | | | 0.211 | | |
| Satd. Flow (perm) | 579 | 3505 | 1516 | 530 | 3574 | 1524 | 938 | 3409 | 0 | 381 | 3610 | 1561 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 194 | | | 106 | | 42 | | | | 392 |
| Link Speed (k/h) | | 50 | | | 50 | | | 40 | | | 50 | |
| Link Distance (m) | | 198.9 | | | 279.7 | | | 153.4 | | | 188.0 | |
| Travel Time (s) | | 14.3 | | | 20.1 | | | 13.8 | | | 13.5 | |
| Confl. Peds. (#/hr) | 17 | | 22 | 22 | | 17 | 20 | | 41 | 41 | | 20 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 1% | 3% | 0% | 2% | 1% | 3% | 1% | 0% | 1% | 3% | 0% | 0% |
| Adj. Flow (vph) | 326 | 692 | 194 | 121 | 519 | 693 | 80 | 445 | 147 | 330 | 419 | 444 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 326 | 692 | 194 | 121 | 519 | 693 | 80 | 592 | 0 | 330 | 419 | 444 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(m) | | 3.6 | | | 3.6 | | | 3.6 | | | 3.6 | |
| Link Offset(m) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Crosswalk Width(m) | | 4.8 | | | 4.8 | | | 4.8 | | | 4.8 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (k/h) | 25 | | 15 | 25 | | 15 | 25 | | 15 | 25 | | 15 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | pm+ov | pm+pt | NA | | pm+pt | NA | pm+ov |
| Protected Phases | 5 | 2 | | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | 5 |
| Permitted Phases | 2 | | 2 | 6 | | 6 | 8 | | | 4 | | 4 |
| Detector Phase | 5 | 2 | 2 | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | 5 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 9.5 | 24.4 | 24.4 | 9.5 | 24.4 | 9.5 | 9.5 | 24.7 | | 9.5 | 24.7 | 9.5 |
| Total Split (s) | 14.0 | 36.0 | 36.0 | 10.0 | 32.0 | 23.0 | 23.0 | 31.0 | | 23.0 | 31.0 | 14.0 |
| Total Split (%) | 14.0% | 36.0% | 36.0% | 10.0% | 32.0% | 23.0% | 23.0% | 31.0% | | 23.0% | 31.0% | 14.0% |
| Maximum Green (s) | 11.0 | 29.6 | 29.6 | 7.0 | 25.6 | 20.0 | 20.0 | 24.3 | | 20.0 | 24.3 | 11.0 |
| Yellow Time (s) | 3.0 | 4.1 | 4.1 | 3.0 | 4.1 | 3.0 | 3.0 | 3.8 | | 3.0 | 3.8 | 3.0 |
| All-Red Time (s) | 0.0 | 2.3 | 2.3 | 0.0 | 2.3 | 0.0 | 0.0 | 2.9 | | 0.0 | 2.9 | 0.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 3.0 | 6.4 | 6.4 | 3.0 | 6.4 | 3.0 | 3.0 | 6.7 | | 3.0 | 6.7 | 3.0 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lead | Lead | Lag | | Lead | Lag | Lead |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | Yes |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Recall Mode | None | Max | Max | None | Max | Max | None | None | | Max | None | None |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Don't Walk (s) | | 11.0 | 11.0 | | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | | 20 | 20 | | 41 | | | 22 | | | 17 | |
| Act Effct Green (s) | 43.1 | 29.8 | 29.8 | 35.9 | 25.6 | 49.1 | 31.8 | 20.4 | | 47.1 | 34.5 | 49.3 |
| Actuated g/C Ratio | 0.45 | 0.31 | 0.31 | 0.37 | 0.27 | 0.51 | 0.33 | 0.21 | | 0.49 | 0.36 | 0.51 |
| v/c Ratio | 0.82 | 0.64 | 0.32 | 0.42 | 0.55 | 0.83 | 0.21 | 0.78 | | 0.70 | 0.32 | 0.45 |
| Control Delay (s/veh) | 39.0 | 32.4 | 5.6 | 21.9 | 33.4 | 26.3 | 15.5 | 41.2 | | 25.4 | 23.9 | 3.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 39.0 | 32.4 | 5.6 | 21.9 | 33.4 | 26.3 | 15.5 | 41.2 | | 25.4 | 23.9 | 3.7 |
| LOS | D | C | A | C | C | C | B | D | | C | C | A |
| Approach Delay (s/veh) | | 29.8 | | | 28.7 | | | 38.1 | | | 16.8 | |
| Approach LOS | | C | | | C | | | D | | | B | |
| Queue Length 50th (m) | 41.9 | 60.5 | 0.0 | 13.6 | 45.8 | 86.3 | 8.0 | 53.9 | | 38.3 | 31.8 | 4.8 |
| Queue Length 95th (m) | #87.9 | 84.3 | 16.0 | 26.4 | 65.6 | #180.2 | 15.7 | 73.5 | | 65.6 | 46.1 | 20.7 |
| Internal Link Dist (m) | | 174.9 | | | 255.7 | | | 129.4 | | | 164.0 | |
| Turn Bay Length (m) | 70.0 | | 70.0 | 35.0 | | 145.0 | 50.0 | | | 40.0 | | 50.0 |
| Base Capacity (vph) | 397 | 1084 | 603 | 288 | 952 | 838 | 607 | 894 | | 472 | 1295 | 996 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.82 | 0.64 | 0.32 | 0.42 | 0.55 | 0.83 | 0.13 | 0.66 | | 0.70 | 0.32 | 0.45 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 100 | | | |
| Actuated Cycle Length: 96.2 | | | |
| Natural Cycle: 80 | | | |
| Control Type: Semi Act-Uncoord | | | |
| Maximum v/c Ratio: 0.83 | | | |
| Intersection Signal Delay (s/veh): 27.2 | | Intersection LOS: C | |
| Intersection Capacity Utilization 89.6% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |

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

**Splits and Phases: 100: Liverpool Rd & Bayly Street**

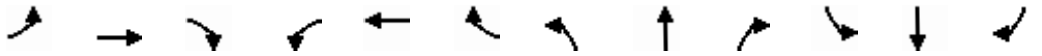




| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Stop | | | Stop |
| Traffic Volume (vph) | 13 | 134 | 233 | 15 | 170 | 273 |
| Future Volume (vph) | 13 | 134 | 233 | 15 | 170 | 273 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Hourly flow rate (vph) | 14 | 147 | 256 | 16 | 187 | 300 |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total (vph) | 161 | 272 | 487 |
| Volume Left (vph) | 14 | 0 | 187 |
| Volume Right (vph) | 147 | 16 | 0 |
| Hadj (s) | -0.50 | -0.02 | 0.10 |
| Departure Headway (s) | 5.2 | 4.9 | 4.8 |
| Degree Utilization, x | 0.23 | 0.37 | 0.65 |
| Capacity (veh/h) | 618 | 699 | 731 |
| Control Delay (s/veh) | 9.7 | 10.8 | 16.1 |
| Approach Delay (s/veh) | 9.7 | 10.8 | 16.1 |
| Approach LOS | A | B | C |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 13.4 | | |
| Level of Service | B | | |
| Intersection Capacity Utilization | 56.0% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

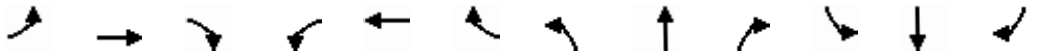


| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 8 | 5 | 15 | 5 | 2 | 12 | 16 | 143 | 8 | 9 | 128 | 18 |
| Future Volume (Veh/h) | 8 | 5 | 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 | | | |

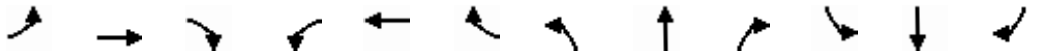
* Value less than 0.01.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Traffic Volume (vph) | 40 | 0 | 1 | 1 | 0 | 7 | 2 | 106 | 1 | 7 | 106 | 30 |
| Future Volume (vph) | 40 | 0 | 1 | 1 | 0 | 7 | 2 | 106 | 1 | 7 | 106 | 30 |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 47 | 0 | 1 | 1 | 0 | 8 | 2 | 125 | 1 | 8 | 125 | 35 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 48 | 9 | 128 | 168 |
| Volume Left (vph) | 47 | 1 | 2 | 8 |
| Volume Right (vph) | 1 | 8 | 1 | 35 |
| Hadj (s) | 0.18 | -0.51 | 0.00 | -0.12 |
| Departure Headway (s) | 4.7 | 4.1 | 4.2 | 4.1 |
| Degree Utilization, x | 0.06 | 0.01 | 0.15 | 0.19 |
| Capacity (veh/h) | 706 | 804 | 832 | 870 |
| Control Delay (s/veh) | 8.0 | 7.1 | 7.9 | 8.0 |
| Approach Delay (s/veh) | 8.0 | 7.1 | 7.9 | 8.0 |
| Approach LOS | A | A | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 8.0 | | | |
| Level of Service | A | | | |
| Intersection Capacity Utilization | 28.1% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



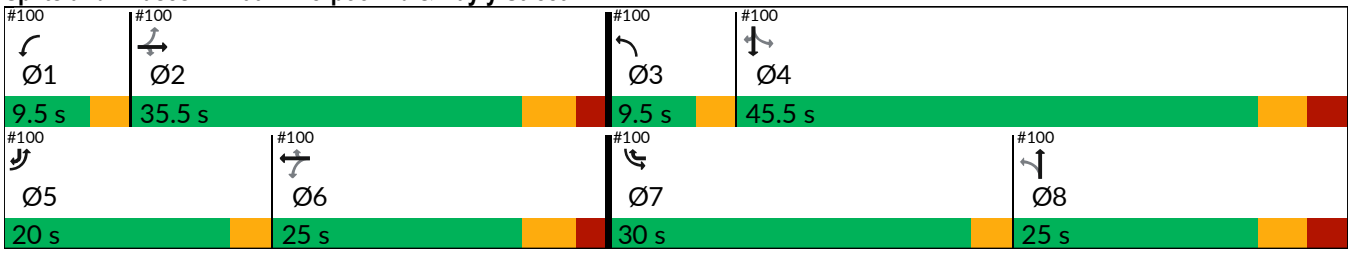
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 313 | 664 | 195 | 121 | 498 | 665 | 72 | 397 | 131 | 317 | 421 | 426 |
| Future Volume (vph) | 313 | 664 | 195 | 121 | 498 | 665 | 72 | 397 | 131 | 317 | 421 | 426 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 70.0 | | 70.0 | 35.0 | | 145.0 | 50.0 | | 60.0 | 40.0 | | 50.0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 1 |
| Taper Length (m) | 7.5 | | 7.5 | 7.5 | | 7.5 | 7.5 | | 7.5 | 7.5 | | 7.5 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 1.00 |
| Ped Bike Factor | 0.99 | | 0.94 | 0.98 | | 0.97 | 0.98 | 0.98 | | 0.98 | | 0.97 |
| Frt | | | 0.850 | | | 0.850 | | 0.963 | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1787 | 3505 | 1615 | 1770 | 3574 | 1568 | 1787 | 3409 | 0 | 1752 | 3610 | 1615 |
| Flt Permitted | 0.235 | | | 0.349 | | | 0.497 | | | 0.196 | | |
| Satd. Flow (perm) | 438 | 3505 | 1516 | 635 | 3574 | 1524 | 918 | 3409 | 0 | 354 | 3610 | 1561 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 203 | | | 106 | | 39 | | | | 180 |
| Link Speed (k/h) | | 50 | | | 50 | | | 40 | | | 50 | |
| Link Distance (m) | | 198.9 | | | 279.7 | | | 153.4 | | | 188.0 | |
| Travel Time (s) | | 14.3 | | | 20.1 | | | 13.8 | | | 13.5 | |
| Confl. Peds. (#/hr) | 17 | | 22 | 22 | | 17 | 20 | | 41 | 41 | | 20 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 1% | 3% | 0% | 2% | 1% | 3% | 1% | 0% | 1% | 3% | 0% | 0% |
| Adj. Flow (vph) | 326 | 692 | 203 | 126 | 519 | 693 | 75 | 414 | 136 | 330 | 439 | 444 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 326 | 692 | 203 | 126 | 519 | 693 | 75 | 550 | 0 | 330 | 439 | 444 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(m) | | 3.6 | | | 3.6 | | | 3.6 | | | 3.6 | |
| Link Offset(m) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Crosswalk Width(m) | | 4.8 | | | 4.8 | | | 4.8 | | | 4.8 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (k/h) | 25 | | 15 | 25 | | 15 | 25 | | 15 | 25 | | 15 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | pm+ov | pm+pt | NA | | pm+pt | NA | pm+ov |
| Protected Phases | 5 | 2 | | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | 5 |
| Permitted Phases | 2 | | 2 | 6 | | 6 | 8 | | | 4 | | 4 |
| Detector Phase | 5 | 2 | 2 | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | 5 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 9.5 | 24.4 | 24.4 | 9.5 | 24.4 | 9.5 | 9.5 | 24.7 | | 9.5 | 24.7 | 9.5 |
| Total Split (s) | 20.0 | 35.5 | 35.5 | 9.5 | 25.0 | 30.0 | 9.5 | 25.0 | | 30.0 | 45.5 | 20.0 |
| Total Split (%) | 20.0% | 35.5% | 35.5% | 9.5% | 25.0% | 30.0% | 9.5% | 25.0% | | 30.0% | 45.5% | 20.0% |
| Maximum Green (s) | 17.0 | 29.1 | 29.1 | 6.5 | 18.6 | 27.0 | 6.5 | 18.3 | | 27.0 | 38.8 | 17.0 |
| Yellow Time (s) | 3.0 | 4.1 | 4.1 | 3.0 | 4.1 | 3.0 | 3.0 | 3.8 | | 3.0 | 3.8 | 3.0 |
| All-Red Time (s) | 0.0 | 2.3 | 2.3 | 0.0 | 2.3 | 0.0 | 0.0 | 2.9 | | 0.0 | 2.9 | 0.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 3.0 | 6.4 | 6.4 | 3.0 | 6.4 | 3.0 | 3.0 | 6.7 | | 3.0 | 6.7 | 3.0 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lead | Lead | Lag | | Lead | Lag | Lead |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | Yes |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Recall Mode | None | Max | Max | None | Max | Max | None | None | | Max | None | None |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Don't Walk (s) | | 11.0 | 11.0 | | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | | 20 | 20 | | 41 | | | 22 | | | 17 | |
| Act Effct Green (s) | 42.0 | 29.1 | 29.1 | 29.4 | 19.5 | 49.9 | 27.7 | 17.7 | | 51.4 | 40.1 | 59.9 |
| Actuated g/C Ratio | 0.42 | 0.29 | 0.29 | 0.30 | 0.20 | 0.50 | 0.28 | 0.18 | | 0.52 | 0.40 | 0.60 |
| v/c Ratio | 0.81 | 0.67 | 0.35 | 0.48 | 0.74 | 0.83 | 0.24 | 0.86 | | 0.59 | 0.30 | 0.44 |
| Control Delay (s/veh) | 37.8 | 35.0 | 5.7 | 26.5 | 45.4 | 28.0 | 17.2 | 51.8 | | 20.8 | 21.4 | 6.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 37.8 | 35.0 | 5.7 | 26.5 | 45.4 | 28.0 | 17.2 | 51.8 | | 20.8 | 21.4 | 6.7 |
| LOS | D | D | A | C | D | C | B | D | | C | C | A |
| Approach Delay (s/veh) | | 30.9 | | | 34.6 | | | 47.6 | | | 15.9 | |
| Approach LOS | | C | | | C | | | D | | | B | |
| Queue Length 50th (m) | 45.9 | 64.5 | 0.0 | 15.5 | 53.3 | 94.5 | 7.3 | 53.6 | | 37.5 | 32.2 | 22.3 |
| Queue Length 95th (m) | #81.3 | 85.0 | 16.6 | 27.8 | #73.1 | #179.5 | 14.6 | #80.7 | | 64.8 | 44.7 | 41.0 |
| Internal Link Dist (m) | | 174.9 | | | 255.7 | | | 129.4 | | | 164.0 | |
| Turn Bay Length (m) | 70.0 | | 70.0 | 35.0 | | 145.0 | 50.0 | | | 40.0 | | 50.0 |
| Base Capacity (vph) | 416 | 1026 | 587 | 262 | 701 | 830 | 314 | 659 | | 562 | 1457 | 1034 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.78 | 0.67 | 0.35 | 0.48 | 0.74 | 0.83 | 0.24 | 0.83 | | 0.59 | 0.30 | 0.43 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 100 | | | |
| Actuated Cycle Length: 99.4 | | | |
| Natural Cycle: 80 | | | |
| Control Type: Semi Act-Uncoord | | | |
| Maximum v/c Ratio: 0.86 | | | |
| Intersection Signal Delay (s/veh): 30.3 | | Intersection LOS: C | |
| Intersection Capacity Utilization 88.5% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |

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

**Splits and Phases: 100: Liverpool Rd & Bayly Street**

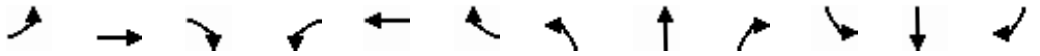




| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Stop | | | Stop |
| Traffic Volume (vph) | 13 | 134 | 187 | 15 | 170 | 306 |
| Future Volume (vph) | 13 | 134 | 187 | 15 | 170 | 306 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Hourly flow rate (vph) | 14 | 147 | 205 | 16 | 187 | 336 |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total (vph) | 161 | 221 | 523 |
| Volume Left (vph) | 14 | 0 | 187 |
| Volume Right (vph) | 147 | 16 | 0 |
| Hadj (s) | -0.50 | -0.03 | 0.09 |
| Departure Headway (s) | 5.1 | 4.9 | 4.7 |
| Degree Utilization, x | 0.23 | 0.30 | 0.69 |
| Capacity (veh/h) | 624 | 692 | 745 |
| Control Delay (s/veh) | 9.7 | 10.1 | 17.3 |
| Approach Delay (s/veh) | 9.7 | 10.1 | 17.3 |
| Approach LOS | A | B | C |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | | 14.2 | |
| Level of Service | | B | |
| Intersection Capacity Utilization | | 56.0% | ICU Level of Service B |
| Analysis Period (min) | | 15 | |

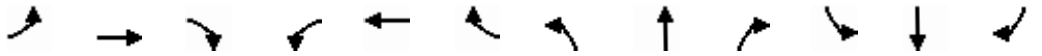


| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 8 | 1 | 8 | 3 | 2 | 7 | 6 | 114 | 1 | 12 | 170 | 6 |
| Future Volume (Veh/h) | 8 | 1 | 8 | 3 | 2 | 7 | 6 | 114 | 1 | 12 | 170 | 6 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 9 | 1 | 9 | 3 | 2 | 8 | 7 | 127 | 1 | 13 | 189 | 7 |
| Pedestrians | | 3 | | | 9 | | | | | | 2 | |
| Lane Width (m) | | 3.6 | | | 3.6 | | | | | | 3.6 | |
| Walking Speed (m/s) | | 1.2 | | | 1.2 | | | | | | 1.2 | |
| Percent Blockage | | 0 | | | 1 | | | | | | 0 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 374 | 373 | 196 | 379 | 376 | 139 | 199 | | | 137 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 374 | 373 | 196 | 379 | 376 | 139 | 199 | | | 137 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.4 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.4 | | |
| p0 queue free % | 98 | 100 | 99 | 99 | 100 | 99 | 99 | | | 99 | | |
| cM capacity (veh/h) | 567 | 547 | 849 | 561 | 545 | 907 | 1382 | | | 1307 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 19 | 13 | 135 | 209 |
| Volume Left | 9 | 3 | 7 | 13 |
| Volume Right | 9 | 8 | 1 | 7 |
| cSH | 671 | 729 | 1382 | 1307 |
| Volume to Capacity | 0.03 | 0.02 | 0.00* | 0.00* |
| Queue Length 95th (m) | 0.7 | 0.4 | 0.1 | 0.2 |
| Control Delay (s/veh) | 10.5 | 10.0 | 0.4 | 0.6 |
| Lane LOS | B | B | A | A |
| Approach Delay (s/veh) | 10.5 | 10.0 | 0.4 | 0.6 |
| Approach LOS | B | B | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 1.3 | | | |
| Intersection Capacity Utilization | 24.1% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

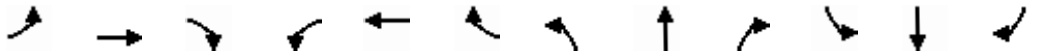
* Value less than 0.01.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Traffic Volume (vph) | 37 | 0 | 1 | 1 | 0 | 6 | 2 | 97 | 1 | 6 | 97 | 27 |
| Future Volume (vph) | 37 | 0 | 1 | 1 | 0 | 6 | 2 | 97 | 1 | 6 | 97 | 27 |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 44 | 0 | 1 | 1 | 0 | 7 | 2 | 114 | 1 | 7 | 114 | 32 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 45 | 8 | 117 | 153 |
| Volume Left (vph) | 44 | 1 | 2 | 7 |
| Volume Right (vph) | 1 | 7 | 1 | 32 |
| Hadj (s) | 0.18 | -0.50 | 0.00 | -0.12 |
| Departure Headway (s) | 4.7 | 4.0 | 4.2 | 4.0 |
| Degree Utilization, x | 0.06 | 0.01 | 0.14 | 0.17 |
| Capacity (veh/h) | 717 | 819 | 838 | 876 |
| Control Delay (s/veh) | 8.0 | 7.1 | 7.8 | 7.9 |
| Approach Delay (s/veh) | 8.0 | 7.1 | 7.8 | 7.9 |
| Approach LOS | A | A | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 7.8 | | | |
| Level of Service | A | | | |
| Intersection Capacity Utilization | 27.0% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



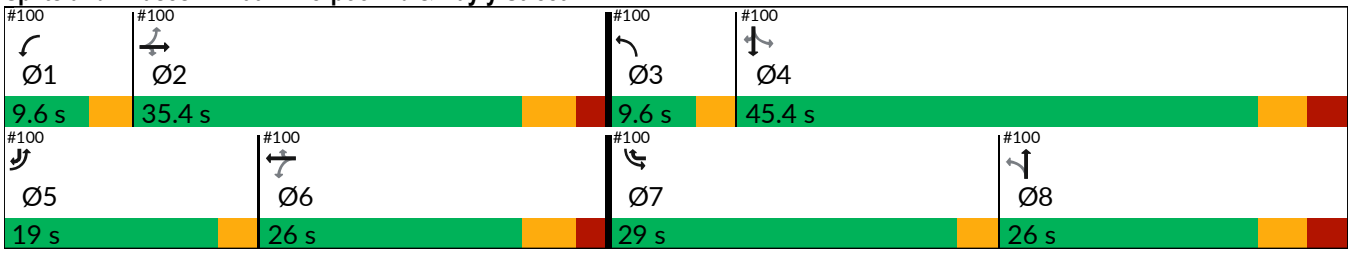
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 313 | 664 | 214 | 134 | 498 | 665 | 81 | 447 | 148 | 317 | 463 | 426 |
| Future Volume (vph) | 313 | 664 | 214 | 134 | 498 | 665 | 81 | 447 | 148 | 317 | 463 | 426 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 70.0 | | 70.0 | 35.0 | | 145.0 | 50.0 | | 60.0 | 40.0 | | 50.0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 1 |
| Taper Length (m) | 7.5 | | 7.5 | 7.5 | | 7.5 | 7.5 | | 7.5 | 7.5 | | 7.5 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 1.00 |
| Ped Bike Factor | 0.99 | | 0.94 | 0.98 | | 0.97 | 0.98 | 0.98 | | 0.98 | | 0.97 |
| Frt | | | 0.850 | | | 0.850 | | 0.963 | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1787 | 3471 | 1615 | 1770 | 3574 | 1553 | 1770 | 3409 | 0 | 1736 | 3574 | 1615 |
| Flt Permitted | 0.243 | | | 0.333 | | | 0.477 | | | 0.177 | | |
| Satd. Flow (perm) | 453 | 3471 | 1516 | 607 | 3574 | 1509 | 873 | 3409 | 0 | 318 | 3574 | 1561 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 223 | | | 106 | | 40 | | | | 169 |
| Link Speed (k/h) | | 50 | | | 50 | | | 40 | | | 50 | |
| Link Distance (m) | | 198.9 | | | 279.7 | | | 153.4 | | | 188.0 | |
| Travel Time (s) | | 14.3 | | | 20.1 | | | 13.8 | | | 13.5 | |
| Confl. Peds. (#/hr) | 17 | | 22 | 22 | | 17 | 20 | | 41 | 41 | | 20 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 1% | 4% | 0% | 2% | 1% | 4% | 2% | 0% | 1% | 4% | 1% | 0% |
| Adj. Flow (vph) | 326 | 692 | 223 | 140 | 519 | 693 | 84 | 466 | 154 | 330 | 482 | 444 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 326 | 692 | 223 | 140 | 519 | 693 | 84 | 620 | 0 | 330 | 482 | 444 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(m) | | 3.6 | | | 3.6 | | | 3.6 | | | 3.6 | |
| Link Offset(m) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Crosswalk Width(m) | | 4.8 | | | 4.8 | | | 4.8 | | | 4.8 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (k/h) | 25 | | 15 | 25 | | 15 | 25 | | 15 | 25 | | 15 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | pm+ov | pm+pt | NA | | pm+pt | NA | pm+ov |
| Protected Phases | 5 | 2 | | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | 5 |
| Permitted Phases | 2 | | 2 | 6 | | 6 | 8 | | | 4 | | 4 |
| Detector Phase | 5 | 2 | 2 | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | 5 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 9.5 | 24.4 | 24.4 | 9.5 | 24.4 | 9.5 | 9.5 | 24.7 | | 9.5 | 24.7 | 9.5 |
| Total Split (s) | 19.0 | 35.4 | 35.4 | 9.6 | 26.0 | 29.0 | 9.6 | 26.0 | | 29.0 | 45.4 | 19.0 |
| Total Split (%) | 19.0% | 35.4% | 35.4% | 9.6% | 26.0% | 29.0% | 9.6% | 26.0% | | 29.0% | 45.4% | 19.0% |
| Maximum Green (s) | 16.0 | 29.0 | 29.0 | 6.6 | 19.6 | 26.0 | 6.6 | 19.3 | | 26.0 | 38.7 | 16.0 |
| Yellow Time (s) | 3.0 | 4.1 | 4.1 | 3.0 | 4.1 | 3.0 | 3.0 | 3.8 | | 3.0 | 3.8 | 3.0 |
| All-Red Time (s) | 0.0 | 2.3 | 2.3 | 0.0 | 2.3 | 0.0 | 0.0 | 2.9 | | 0.0 | 2.9 | 0.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 3.0 | 6.4 | 6.4 | 3.0 | 6.4 | 3.0 | 3.0 | 6.7 | | 3.0 | 6.7 | 3.0 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lead | Lead | Lag | | Lead | Lag | Lead |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | Yes |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Recall Mode | None | Max | Max | None | Max | Max | None | None | | Max | None | None |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Don't Walk (s) | | 11.0 | 11.0 | | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | | 20 | 20 | | 41 | | | 22 | | | 17 | |
| Act Effct Green (s) | 42.0 | 29.0 | 29.0 | 30.2 | 20.2 | 49.6 | 29.1 | 19.0 | | 51.7 | 40.3 | 59.4 |
| Actuated g/C Ratio | 0.42 | 0.29 | 0.29 | 0.30 | 0.20 | 0.50 | 0.29 | 0.19 | | 0.52 | 0.40 | 0.60 |
| v/c Ratio | 0.82 | 0.69 | 0.37 | 0.54 | 0.72 | 0.85 | 0.27 | 0.91 | | 0.62 | 0.33 | 0.44 |
| Control Delay (s/veh) | 39.5 | 35.5 | 5.7 | 28.4 | 43.8 | 29.4 | 17.3 | 56.0 | | 22.7 | 21.8 | 7.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 39.5 | 35.5 | 5.7 | 28.4 | 43.8 | 29.4 | 17.3 | 56.0 | | 22.7 | 21.8 | 7.3 |
| LOS | D | D | A | C | D | C | B | E | | C | C | A |
| Approach Delay (s/veh) | | 31.2 | | | 34.8 | | | 51.4 | | | 16.9 | |
| Approach LOS | | C | | | C | | | D | | | B | |
| Queue Length 50th (m) | 45.9 | 64.5 | 0.0 | 17.4 | 52.6 | 94.9 | 8.2 | 61.5 | | 38.2 | 35.8 | 24.4 |
| Queue Length 95th (m) | #81.6 | 84.9 | 17.1 | 30.5 | 71.4 | #180.4 | 15.9 | #94.1 | | 67.9 | 49.1 | 44.0 |
| Internal Link Dist (m) | | 174.9 | | | 255.7 | | | 129.4 | | | 164.0 | |
| Turn Bay Length (m) | 70.0 | | 70.0 | 35.0 | | 145.0 | 50.0 | | | 40.0 | | 50.0 |
| Base Capacity (vph) | 404 | 1009 | 598 | 260 | 723 | 815 | 315 | 692 | | 535 | 1446 | 1015 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.81 | 0.69 | 0.37 | 0.54 | 0.72 | 0.85 | 0.27 | 0.90 | | 0.62 | 0.33 | 0.44 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 100 | | | |
| Actuated Cycle Length: 99.7 | | | |
| Natural Cycle: 80 | | | |
| Control Type: Semi Act-Uncoord | | | |
| Maximum v/c Ratio: 0.91 | | | |
| Intersection Signal Delay (s/veh): 31.5 | | Intersection LOS: C | |
| Intersection Capacity Utilization 90.4% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |

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

**Splits and Phases: 100: Liverpool Rd & Bayly Street**

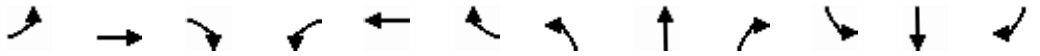




| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Stop | | | Stop |
| Traffic Volume (vph) | 13 | 134 | 263 | 15 | 170 | 380 |
| Future Volume (vph) | 13 | 134 | 263 | 15 | 170 | 380 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Hourly flow rate (vph) | 14 | 147 | 289 | 16 | 187 | 418 |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total (vph) | 161 | 305 | 605 |
| Volume Left (vph) | 14 | 0 | 187 |
| Volume Right (vph) | 147 | 16 | 0 |
| Hadj (s) | -0.48 | -0.02 | 0.09 |
| Departure Headway (s) | 5.6 | 5.1 | 4.9 |
| Degree Utilization, x | 0.25 | 0.44 | 0.82 |
| Capacity (veh/h) | 594 | 673 | 727 |
| Control Delay (s/veh) | 10.4 | 12.0 | 26.1 |
| Approach Delay (s/veh) | 10.4 | 12.0 | 26.1 |
| Approach LOS | B | B | D |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 19.8 | | |
| Level of Service | C | | |
| Intersection Capacity Utilization | 63.2% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

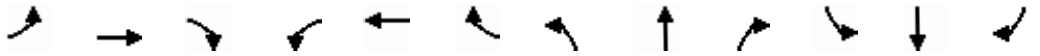


| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 12 | 2 | 14 | 3 | 1 | 13 | 16 | 175 | 6 | 7 | 245 | 10 |
| Future Volume (Veh/h) | 12 | 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 | | |

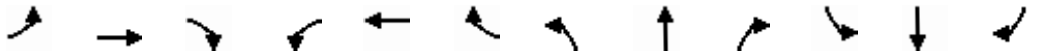
* Value less than 0.01.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Traffic Volume (vph) | 55 | 0 | 1 | 1 | 0 | 10 | 3 | 145 | 1 | 10 | 145 | 41 |
| Future Volume (vph) | 55 | 0 | 1 | 1 | 0 | 10 | 3 | 145 | 1 | 10 | 145 | 41 |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 65 | 0 | 1 | 1 | 0 | 12 | 4 | 171 | 1 | 12 | 171 | 48 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 66 | 13 | 176 | 231 |
| Volume Left (vph) | 65 | 1 | 4 | 12 |
| Volume Right (vph) | 1 | 12 | 1 | 48 |
| Hadj (s) | 0.19 | -0.54 | 0.00 | -0.11 |
| Departure Headway (s) | 5.0 | 4.3 | 4.3 | 4.2 |
| Degree Utilization, x | 0.09 | 0.02 | 0.21 | 0.27 |
| Capacity (veh/h) | 661 | 738 | 802 | 831 |
| Control Delay (s/veh) | 8.5 | 7.4 | 8.5 | 8.7 |
| Approach Delay (s/veh) | 8.5 | 7.4 | 8.5 | 8.7 |
| Approach LOS | A | A | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 8.6 | | | |
| Level of Service | A | | | |
| Intersection Capacity Utilization | 32.5% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



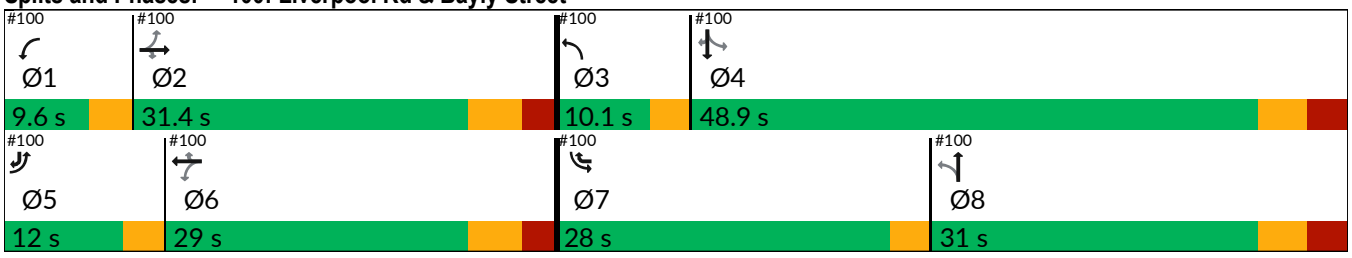
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 197 | 552 | 131 | 73 | 252 | 329 | 127 | 496 | 186 | 358 | 308 | 266 |
| Future Volume (vph) | 197 | 552 | 131 | 73 | 252 | 329 | 127 | 496 | 186 | 358 | 308 | 266 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 70.0 | | 70.0 | 35.0 | | 145.0 | 50.0 | | 60.0 | 40.0 | | 50.0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 1 |
| Taper Length (m) | 7.5 | | 7.5 | 7.5 | | 7.5 | 7.5 | | 7.5 | 7.5 | | 7.5 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 1.00 |
| Ped Bike Factor | 0.99 | | 0.94 | 0.98 | | 0.97 | 0.98 | 0.99 | | 0.99 | | 0.97 |
| Frt | | | 0.850 | | | 0.850 | | 0.959 | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 3505 | 1599 | 1752 | 3406 | 1429 | 1719 | 3360 | 0 | 1656 | 3505 | 1583 |
| Flt Permitted | 0.522 | | | 0.354 | | | 0.557 | | | 0.155 | | |
| Satd. Flow (perm) | 962 | 3505 | 1501 | 638 | 3406 | 1389 | 990 | 3360 | 0 | 269 | 3505 | 1538 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 139 | | | 121 | | 51 | | | | 277 |
| Link Speed (k/h) | | 50 | | | 50 | | | 40 | | | 50 | |
| Link Distance (m) | | 198.9 | | | 279.7 | | | 153.4 | | | 188.0 | |
| Travel Time (s) | | 14.3 | | | 20.1 | | | 13.8 | | | 13.5 | |
| Confl. Peds. (#/hr) | 10 | | 22 | 22 | | 10 | 17 | | 16 | 16 | | 17 |
| Confl. Bikes (#/hr) | | | | | | 23 | | | | | | |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 2% | 3% | 1% | 3% | 6% | 13% | 5% | 2% | 3% | 9% | 3% | 2% |
| Adj. Flow (vph) | 205 | 575 | 136 | 76 | 263 | 343 | 132 | 517 | 194 | 373 | 321 | 277 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 205 | 575 | 136 | 76 | 263 | 343 | 132 | 711 | 0 | 373 | 321 | 277 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(m) | | 3.6 | | | 3.6 | | | 3.6 | | | 3.6 | |
| Link Offset(m) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Crosswalk Width(m) | | 4.8 | | | 4.8 | | | 4.8 | | | 4.8 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (k/h) | 25 | | 15 | 25 | | 15 | 25 | | 15 | 25 | | 15 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | pm+ov | pm+pt | NA | | pm+pt | NA | pm+ov |
| Protected Phases | 5 | 2 | | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | 5 |
| Permitted Phases | 2 | | 2 | 6 | | 6 | 8 | | | 4 | | 4 |
| Detector Phase | 5 | 2 | 2 | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | 5 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 9.5 | 24.4 | 24.4 | 9.5 | 24.4 | 9.5 | 9.5 | 24.7 | | 9.5 | 24.7 | 9.5 |
| Total Split (s) | 12.0 | 31.4 | 31.4 | 9.6 | 29.0 | 28.0 | 10.1 | 31.0 | | 28.0 | 48.9 | 12.0 |
| Total Split (%) | 12.0% | 31.4% | 31.4% | 9.6% | 29.0% | 28.0% | 10.1% | 31.0% | | 28.0% | 48.9% | 12.0% |
| Maximum Green (s) | 9.0 | 25.0 | 25.0 | 6.6 | 22.6 | 25.0 | 7.1 | 24.3 | | 25.0 | 42.2 | 9.0 |
| Yellow Time (s) | 3.0 | 4.1 | 4.1 | 3.0 | 4.1 | 3.0 | 3.0 | 3.8 | | 3.0 | 3.8 | 3.0 |
| All-Red Time (s) | 0.0 | 2.3 | 2.3 | 0.0 | 2.3 | 0.0 | 0.0 | 2.9 | | 0.0 | 2.9 | 0.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 3.0 | 6.4 | 6.4 | 3.0 | 6.4 | 3.0 | 3.0 | 6.7 | | 3.0 | 6.7 | 3.0 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lead | Lead | Lag | | Lead | Lag | Lead |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | Yes |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Recall Mode | None | Max | Max | None | Max | Max | None | None | | Max | None | None |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Don't Walk (s) | | 11.0 | 11.0 | | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | | 17 | 17 | | 16 | | | 22 | | | 10 | |
| Act Effct Green (s) | 37.6 | 27.0 | 27.0 | 32.4 | 22.6 | 51.0 | 33.4 | 22.7 | | 54.5 | 40.8 | 53.5 |
| Actuated g/C Ratio | 0.38 | 0.27 | 0.27 | 0.33 | 0.23 | 0.52 | 0.34 | 0.23 | | 0.55 | 0.41 | 0.54 |
| v/c Ratio | 0.47 | 0.60 | 0.27 | 0.27 | 0.34 | 0.44 | 0.34 | 0.87 | | 0.74 | 0.22 | 0.29 |
| Control Delay (s/veh) | 25.6 | 35.2 | 6.6 | 22.8 | 33.5 | 10.3 | 15.7 | 46.6 | | 30.1 | 19.0 | 2.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 25.6 | 35.2 | 6.6 | 22.8 | 33.5 | 10.3 | 15.7 | 46.6 | | 30.1 | 19.0 | 2.0 |
| LOS | C | D | A | C | C | B | B | D | | C | B | A |
| Approach Delay (s/veh) | | 28.8 | | | 20.6 | | | 41.8 | | | 18.5 | |
| Approach LOS | | C | | | C | | | D | | | B | |
| Queue Length 50th (m) | 28.6 | 54.7 | 0.0 | 9.8 | 23.1 | 22.5 | 11.8 | 67.2 | | 48.0 | 21.1 | 0.0 |
| Queue Length 95th (m) | 46.6 | 73.5 | 14.1 | 19.6 | 34.8 | 41.9 | 20.9 | #95.7 | | #85.6 | 30.6 | 10.3 |
| Internal Link Dist (m) | | 174.9 | | | 255.7 | | | 129.4 | | | 164.0 | |
| Turn Bay Length (m) | 70.0 | | 70.0 | 35.0 | | 145.0 | 50.0 | | | 40.0 | | 50.0 |
| Base Capacity (vph) | 440 | 961 | 512 | 285 | 781 | 788 | 389 | 868 | | 501 | 1503 | 965 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.47 | 0.60 | 0.27 | 0.27 | 0.34 | 0.44 | 0.34 | 0.82 | | 0.74 | 0.21 | 0.29 |

**Intersection Summary**

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 98.5
Natural Cycle: 75
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.87
Intersection Signal Delay (s/veh): 27.4 Intersection LOS: C
Intersection Capacity Utilization 83.4% ICU Level of Service E
Analysis Period (min) 15
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

**Splits and Phases: 100: Liverpool Rd & Bayly Street**

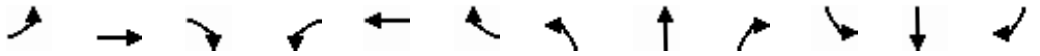




| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Stop | | | Stop |
| Traffic Volume (vph) | 24 | 170 | 340 | 28 | 111 | 189 |
| Future Volume (vph) | 24 | 170 | 340 | 28 | 111 | 189 |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Hourly flow rate (vph) | 28 | 195 | 391 | 32 | 128 | 217 |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total (vph) | 223 | 423 | 345 |
| Volume Left (vph) | 28 | 0 | 128 |
| Volume Right (vph) | 195 | 32 | 0 |
| Hadj (s) | -0.43 | 0.02 | 0.12 |
| Departure Headway (s) | 5.4 | 5.1 | 5.2 |
| Degree Utilization, x | 0.33 | 0.59 | 0.50 |
| Capacity (veh/h) | 607 | 683 | 660 |
| Control Delay (s/veh) | 11.0 | 15.2 | 13.4 |
| Approach Delay (s/veh) | 11.0 | 15.2 | 13.4 |
| Approach LOS | B | C | B |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 13.6 | | |
| Level of Service | B | | |
| Intersection Capacity Utilization | 57.6% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

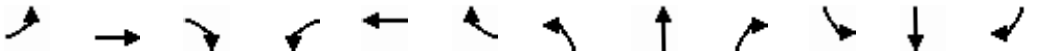


| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 21 | 1 | 7 | 10 | 0 | 7 | 6 | 222 | 7 | 2 | 121 | 12 |
| Future Volume (Veh/h) | 21 | 1 | 7 | 10 | 0 | 7 | 6 | 222 | 7 | 2 | 121 | 12 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 |
| Hourly flow rate (vph) | 29 | 1 | 10 | 14 | 0 | 10 | 8 | 304 | 10 | 3 | 166 | 16 |
| Pedestrians | | 6 | | | 8 | | | 2 | | | | |
| Lane Width (m) | | 3.6 | | | 3.6 | | | 3.6 | | | | |
| Walking Speed (m/s) | | 1.2 | | | 1.2 | | | 1.2 | | | | |
| Percent Blockage | | 1 | | | 1 | | | 0 | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 521 | 524 | 182 | 526 | 527 | 317 | 188 | | | 322 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 521 | 524 | 182 | 526 | 527 | 317 | 188 | | | 322 | | |
| tC, single (s) | 7.3 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.7 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 93 | 100 | 99 | 97 | 100 | 99 | 99 | | | 100 | | |
| cM capacity (veh/h) | 424 | 452 | 860 | 449 | 450 | 723 | 1391 | | | 1241 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 40 | 24 | 322 | 185 |
| Volume Left | 29 | 14 | 8 | 3 |
| Volume Right | 10 | 10 | 10 | 16 |
| cSH | 486 | 533 | 1391 | 1241 |
| Volume to Capacity | 0.08 | 0.04 | 0.00* | 0.00* |
| Queue Length 95th (m) | 2.1 | 1.1 | 0.1 | 0.1 |
| Control Delay (s/veh) | 13.1 | 12.1 | 0.2 | 0.1 |
| Lane LOS | B | B | A | A |
| Approach Delay (s/veh) | 13.1 | 12.1 | 0.2 | 0.1 |
| Approach LOS | B | B | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 1.6 | | | |
| Intersection Capacity Utilization | 26.2% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

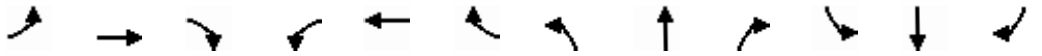
* Value less than 0.01.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Traffic Volume (vph) | 41 | 0 | 3 | 0 | 0 | 7 | 0 | 193 | 0 | 2 | 116 | 26 |
| Future Volume (vph) | 41 | 0 | 3 | 0 | 0 | 7 | 0 | 193 | 0 | 2 | 116 | 26 |
| Peak Hour Factor | 0.62 | 0.62 | 0.62 | 0.62 | 0.62 | 0.62 | 0.62 | 0.62 | 0.62 | 0.62 | 0.62 | 0.62 |
| Hourly flow rate (vph) | 66 | 0 | 5 | 0 | 0 | 11 | 0 | 311 | 0 | 3 | 187 | 42 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 71 | 11 | 311 | 232 |
| Volume Left (vph) | 66 | 0 | 0 | 3 |
| Volume Right (vph) | 5 | 11 | 0 | 42 |
| Hadj (s) | 0.14 | -0.60 | 0.03 | -0.06 |
| Departure Headway (s) | 5.3 | 4.6 | 4.4 | 4.4 |
| Degree Utilization, x | 0.10 | 0.01 | 0.38 | 0.28 |
| Capacity (veh/h) | 615 | 676 | 795 | 788 |
| Control Delay (s/veh) | 8.9 | 7.7 | 10.1 | 9.1 |
| Approach Delay (s/veh) | 8.9 | 7.7 | 10.1 | 9.1 |
| Approach LOS | A | A | B | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 9.6 | | | |
| Level of Service | A | | | |
| Intersection Capacity Utilization | 26.4% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



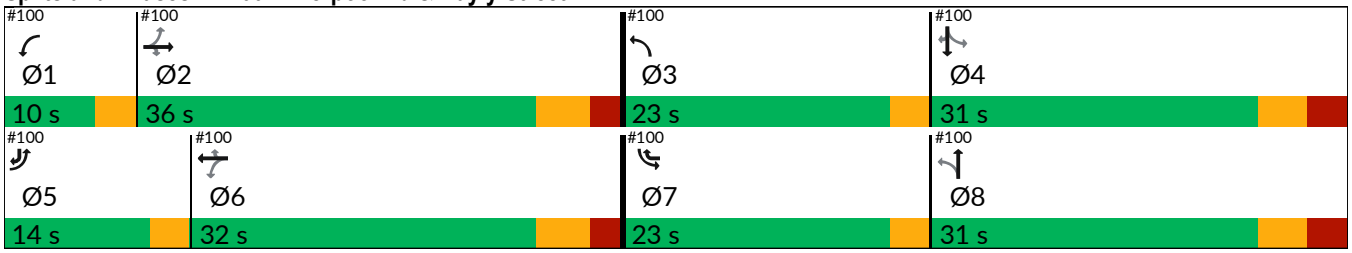
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 315 | 667 | 211 | 155 | 500 | 668 | 95 | 516 | 168 | 319 | 524 | 428 |
| Future Volume (vph) | 315 | 667 | 211 | 155 | 500 | 668 | 95 | 516 | 168 | 319 | 524 | 428 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 70.0 | | 70.0 | 35.0 | | 145.0 | 50.0 | | 60.0 | 40.0 | | 50.0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 1 |
| Taper Length (m) | 7.5 | | 7.5 | 7.5 | | 7.5 | 7.5 | | 7.5 | 7.5 | | 7.5 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 1.00 |
| Ped Bike Factor | 0.99 | | 0.94 | 0.98 | | 0.97 | 0.99 | 0.98 | | 0.98 | | 0.97 |
| Frt | | | 0.850 | | | 0.850 | | 0.963 | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1787 | 3505 | 1615 | 1770 | 3574 | 1568 | 1787 | 3410 | 0 | 1752 | 3610 | 1615 |
| Flt Permitted | 0.302 | | | 0.277 | | | 0.448 | | | 0.152 | | |
| Satd. Flow (perm) | 562 | 3505 | 1516 | 506 | 3574 | 1524 | 832 | 3410 | 0 | 276 | 3610 | 1561 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 220 | | | 106 | | 42 | | | | 361 |
| Link Speed (k/h) | | 50 | | | 50 | | | 40 | | | 50 | |
| Link Distance (m) | | 198.9 | | | 279.7 | | | 153.4 | | | 188.0 | |
| Travel Time (s) | | 14.3 | | | 20.1 | | | 13.8 | | | 13.5 | |
| Confl. Peds. (#/hr) | 17 | | 22 | 22 | | 17 | 20 | | 41 | 41 | | 20 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 1% | 3% | 0% | 2% | 1% | 3% | 1% | 0% | 1% | 3% | 0% | 0% |
| Adj. Flow (vph) | 328 | 695 | 220 | 161 | 521 | 696 | 99 | 538 | 175 | 332 | 546 | 446 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 328 | 695 | 220 | 161 | 521 | 696 | 99 | 713 | 0 | 332 | 546 | 446 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(m) | | 3.6 | | | 3.6 | | | 3.6 | | | 3.6 | |
| Link Offset(m) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Crosswalk Width(m) | | 4.8 | | | 4.8 | | | 4.8 | | | 4.8 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (k/h) | 25 | | 15 | 25 | | 15 | 25 | | 15 | 25 | | 15 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | pm+ov | pm+pt | NA | | pm+pt | NA | pm+ov |
| Protected Phases | 5 | 2 | | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | 5 |
| Permitted Phases | 2 | | 2 | 6 | | 6 | 8 | | | 4 | | 4 |
| Detector Phase | 5 | 2 | 2 | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | 5 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 9.5 | 24.4 | 24.4 | 9.5 | 24.4 | 9.5 | 9.5 | 24.7 | | 9.5 | 24.7 | 9.5 |
| Total Split (s) | 14.0 | 36.0 | 36.0 | 10.0 | 32.0 | 23.0 | 23.0 | 31.0 | | 23.0 | 31.0 | 14.0 |
| Total Split (%) | 14.0% | 36.0% | 36.0% | 10.0% | 32.0% | 23.0% | 23.0% | 31.0% | | 23.0% | 31.0% | 14.0% |
| Maximum Green (s) | 11.0 | 29.6 | 29.6 | 7.0 | 25.6 | 20.0 | 20.0 | 24.3 | | 20.0 | 24.3 | 11.0 |
| Yellow Time (s) | 3.0 | 4.1 | 4.1 | 3.0 | 4.1 | 3.0 | 3.0 | 3.8 | | 3.0 | 3.8 | 3.0 |
| All-Red Time (s) | 0.0 | 2.3 | 2.3 | 0.0 | 2.3 | 0.0 | 0.0 | 2.9 | | 0.0 | 2.9 | 0.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 3.0 | 6.4 | 6.4 | 3.0 | 6.4 | 3.0 | 3.0 | 6.7 | | 3.0 | 6.7 | 3.0 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lead | Lead | Lag | | Lead | Lag | Lead |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | Yes |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Recall Mode | None | Max | Max | None | Max | Max | None | None | | Max | None | None |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Don't Walk (s) | | 11.0 | 11.0 | | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | | 20 | 20 | | 41 | | | 22 | | | 17 | |
| Act Effct Green (s) | 43.0 | 29.6 | 29.6 | 36.0 | 25.6 | 49.0 | 34.8 | 22.7 | | 49.5 | 36.3 | 51.0 |
| Actuated g/C Ratio | 0.44 | 0.30 | 0.30 | 0.37 | 0.26 | 0.50 | 0.35 | 0.23 | | 0.50 | 0.37 | 0.52 |
| v/c Ratio | 0.86 | 0.66 | 0.36 | 0.59 | 0.56 | 0.85 | 0.26 | 0.87 | | 0.76 | 0.41 | 0.45 |
| Control Delay (s/veh) | 44.4 | 33.9 | 5.6 | 28.4 | 34.6 | 28.8 | 15.8 | 46.8 | | 32.8 | 25.1 | 4.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 44.4 | 33.9 | 5.6 | 28.4 | 34.6 | 28.8 | 15.8 | 46.8 | | 32.8 | 25.1 | 4.6 |
| LOS | D | C | A | C | C | C | B | D | | C | C | A |
| Approach Delay (s/veh) | | 31.7 | | | 30.9 | | | 43.0 | | | 20.1 | |
| Approach LOS | | C | | | C | | | D | | | C | |
| Queue Length 50th (m) | 45.4 | 64.4 | 0.0 | 19.9 | 48.5 | 95.3 | 10.0 | 68.7 | | 43.3 | 43.6 | 8.1 |
| Queue Length 95th (m) | #90.3 | 84.7 | 16.8 | 33.8 | 65.7 | #181.1 | 18.7 | #97.2 | | #83.8 | 61.3 | 26.6 |
| Internal Link Dist (m) | | 174.9 | | | 255.7 | | | 129.4 | | | 164.0 | |
| Turn Bay Length (m) | 70.0 | | 70.0 | 35.0 | | 145.0 | 50.0 | | | 40.0 | | 50.0 |
| Base Capacity (vph) | 382 | 1054 | 609 | 274 | 929 | 820 | 586 | 873 | | 438 | 1330 | 988 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.86 | 0.66 | 0.36 | 0.59 | 0.56 | 0.85 | 0.17 | 0.82 | | 0.76 | 0.41 | 0.45 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 100 | | | |
| Actuated Cycle Length: 98.5 | | | |
| Natural Cycle: 75 | | | |
| Control Type: Semi Act-Uncoord | | | |
| Maximum v/c Ratio: 0.87 | | | |
| Intersection Signal Delay (s/veh): 30.2 | | Intersection LOS: C | |
| Intersection Capacity Utilization 93.2% | | ICU Level of Service F | |
| Analysis Period (min) 15 | | | |

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

**Splits and Phases: 100: Liverpool Rd & Bayly Street**

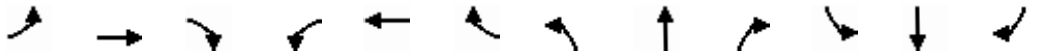




| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Stop | | | Stop |
| Traffic Volume (vph) | 27 | 135 | 369 | 25 | 171 | 459 |
| Future Volume (vph) | 27 | 135 | 369 | 25 | 171 | 459 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Hourly flow rate (vph) | 30 | 148 | 405 | 27 | 188 | 504 |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total (vph) | 178 | 432 | 692 |
| Volume Left (vph) | 30 | 0 | 188 |
| Volume Right (vph) | 148 | 27 | 0 |
| Hadj (s) | -0.43 | -0.02 | 0.08 |
| Departure Headway (s) | 6.2 | 5.4 | 5.2 |
| Degree Utilization, x | 0.31 | 0.65 | 1.00 |
| Capacity (veh/h) | 562 | 661 | 686 |
| Control Delay (s/veh) | 11.9 | 18.0 | 56.2 |
| Approach Delay (s/veh) | 11.9 | 18.0 | 56.2 |
| Approach LOS | B | C | F |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 37.4 | | |
| Level of Service | E | | |
| Intersection Capacity Utilization | 74.4% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

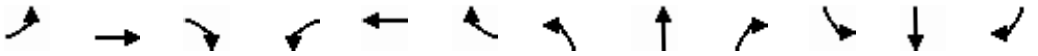


| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 18 | 5 | 20 | 18 | 2 | 12 | 22 | 287 | 21 | 9 | 320 | 35 |
| Future Volume (Veh/h) | 18 | 5 | 20 | 18 | 2 | 12 | 22 | 287 | 21 | 9 | 320 | 35 |
| 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) | 19 | 5 | 21 | 19 | 2 | 13 | 23 | 305 | 22 | 10 | 340 | 37 |
| 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 | 787 | 803 | 392 | 788 | 810 | 339 | 407 | | | 348 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 787 | 803 | 392 | 788 | 810 | 339 | 407 | | | 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 % | 93 | 98 | 97 | 93 | 99 | 98 | 98 | | | 99 | | |
| cM capacity (veh/h) | 281 | 297 | 643 | 276 | 294 | 694 | 1134 | | | 1201 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 45 | 34 | 350 | 387 |
| Volume Left | 19 | 19 | 23 | 10 |
| Volume Right | 21 | 13 | 22 | 37 |
| cSH | 384 | 360 | 1134 | 1201 |
| Volume to Capacity | 0.12 | 0.09 | 0.02 | 0.00* |
| Queue Length 95th (m) | 3.2 | 2.5 | 0.5 | 0.2 |
| Control Delay (s/veh) | 15.6 | 16.0 | 0.7 | 0.3 |
| Lane LOS | C | C | A | A |
| Approach Delay (s/veh) | 15.6 | 16.0 | 0.7 | 0.3 |
| Approach LOS | C | C | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 2.0 | | | |
| Intersection Capacity Utilization | 38.2% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

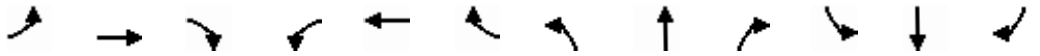
* Value less than 0.01.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Traffic Volume (vph) | 55 | 0 | 1 | 1 | 0 | 7 | 2 | 254 | 1 | 7 | 298 | 48 |
| Future Volume (vph) | 55 | 0 | 1 | 1 | 0 | 7 | 2 | 254 | 1 | 7 | 298 | 48 |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 65 | 0 | 1 | 1 | 0 | 8 | 2 | 299 | 1 | 8 | 351 | 56 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 66 | 9 | 302 | 415 |
| Volume Left (vph) | 65 | 1 | 2 | 8 |
| Volume Right (vph) | 1 | 8 | 1 | 56 |
| Hadj (s) | 0.19 | -0.51 | 0.00 | -0.08 |
| Departure Headway (s) | 5.7 | 5.1 | 4.6 | 4.4 |
| Degree Utilization, x | 0.10 | 0.01 | 0.38 | 0.50 |
| Capacity (veh/h) | 561 | 594 | 765 | 799 |
| Control Delay (s/veh) | 9.4 | 8.2 | 10.4 | 11.8 |
| Approach Delay (s/veh) | 9.4 | 8.2 | 10.4 | 11.8 |
| Approach LOS | A | A | B | B |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 11.0 | | | |
| Level of Service | B | | | |
| Intersection Capacity Utilization | 40.2% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 315 | 667 | 222 | 157 | 500 | 668 | 96 | 521 | 167 | 319 | 544 | 428 |
| Future Volume (vph) | 315 | 667 | 222 | 157 | 500 | 668 | 96 | 521 | 167 | 319 | 544 | 428 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 70.0 | | 70.0 | 35.0 | | 145.0 | 50.0 | | 60.0 | 40.0 | | 50.0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 1 |
| Taper Length (m) | 7.5 | | 7.5 | 7.5 | | 7.5 | 7.5 | | 7.5 | 7.5 | | 7.5 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 1.00 |
| Ped Bike Factor | 0.99 | | 0.94 | 0.98 | | 0.97 | 0.98 | 0.98 | | 0.99 | | 0.97 |
| Frt | | | 0.850 | | | 0.850 | | 0.964 | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1787 | 3505 | 1615 | 1770 | 3574 | 1568 | 1787 | 3414 | 0 | 1752 | 3610 | 1615 |
| Flt Permitted | 0.230 | | | 0.345 | | | 0.439 | | | 0.183 | | |
| Satd. Flow (perm) | 429 | 3505 | 1516 | 628 | 3574 | 1524 | 813 | 3414 | 0 | 333 | 3610 | 1561 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 231 | | | 106 | | 38 | | | | 144 |
| Link Speed (k/h) | | 50 | | | 50 | | | 40 | | | 50 | |
| Link Distance (m) | | 198.9 | | | 279.7 | | | 153.4 | | | 188.0 | |
| Travel Time (s) | | 14.3 | | | 20.1 | | | 13.8 | | | 13.5 | |
| Confl. Peds. (#/hr) | 17 | | 22 | 22 | | 17 | 20 | | 41 | 41 | | 20 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 1% | 3% | 0% | 2% | 1% | 3% | 1% | 0% | 1% | 3% | 0% | 0% |
| Adj. Flow (vph) | 328 | 695 | 231 | 164 | 521 | 696 | 100 | 543 | 174 | 332 | 567 | 446 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 328 | 695 | 231 | 164 | 521 | 696 | 100 | 717 | 0 | 332 | 567 | 446 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(m) | | 3.6 | | | 3.6 | | | 3.6 | | | 3.6 | |
| Link Offset(m) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Crosswalk Width(m) | | 4.8 | | | 4.8 | | | 4.8 | | | 4.8 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (k/h) | 25 | | 15 | 25 | | 15 | 25 | | 15 | 25 | | 15 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | pm+ov | pm+pt | NA | | pm+pt | NA | pm+ov |
| Protected Phases | 5 | 2 | | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | 5 |
| Permitted Phases | 2 | | 2 | 6 | | 6 | 8 | | | 4 | | 4 |
| Detector Phase | 5 | 2 | 2 | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | 5 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 9.5 | 24.4 | 24.4 | 9.5 | 24.4 | 9.5 | 9.5 | 24.7 | | 9.5 | 24.7 | 9.5 |
| Total Split (s) | 20.0 | 35.5 | 35.5 | 9.5 | 25.0 | 30.0 | 9.5 | 25.0 | | 30.0 | 45.5 | 20.0 |
| Total Split (%) | 20.0% | 35.5% | 35.5% | 9.5% | 25.0% | 30.0% | 9.5% | 25.0% | | 30.0% | 45.5% | 20.0% |
| Maximum Green (s) | 17.0 | 29.1 | 29.1 | 6.5 | 18.6 | 27.0 | 6.5 | 18.3 | | 27.0 | 38.8 | 17.0 |
| Yellow Time (s) | 3.0 | 4.1 | 4.1 | 3.0 | 4.1 | 3.0 | 3.0 | 3.8 | | 3.0 | 3.8 | 3.0 |
| All-Red Time (s) | 0.0 | 2.3 | 2.3 | 0.0 | 2.3 | 0.0 | 0.0 | 2.9 | | 0.0 | 2.9 | 0.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 3.0 | 6.4 | 6.4 | 3.0 | 6.4 | 3.0 | 3.0 | 6.7 | | 3.0 | 6.7 | 3.0 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lead | Lead | Lag | | Lead | Lag | Lead |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | Yes |

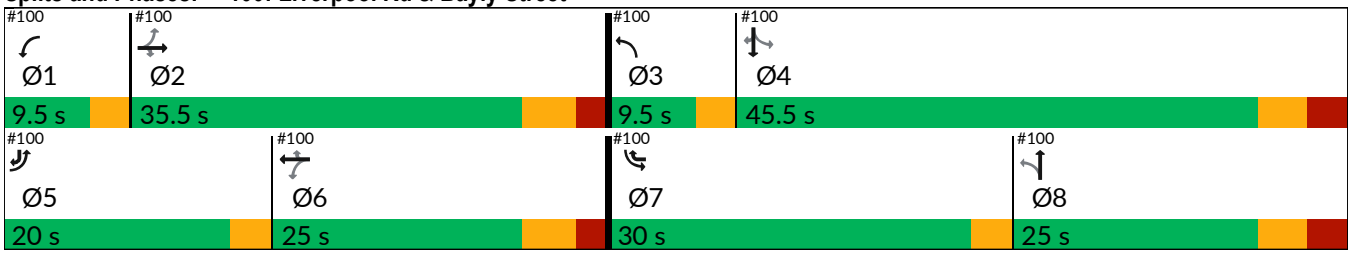
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Recall Mode | None | Max | Max | None | Max | Max | None | None | | Max | None | None |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Don't Walk (s) | | 11.0 | 11.0 | | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | | 20 | 20 | | 41 | | | 22 | | | 17 | |
| Act Effct Green (s) | 42.0 | 29.1 | 29.1 | 29.3 | 19.4 | 49.8 | 28.4 | 18.3 | | 52.0 | 40.7 | 60.6 |
| Actuated g/C Ratio | 0.42 | 0.29 | 0.29 | 0.29 | 0.19 | 0.50 | 0.28 | 0.18 | | 0.52 | 0.41 | 0.61 |
| v/c Ratio | 0.82 | 0.68 | 0.38 | 0.64 | 0.75 | 0.85 | 0.34 | 1.09 | | 0.60 | 0.39 | 0.44 |
| Control Delay (s/veh) | 39.1 | 35.4 | 5.7 | 34.1 | 46.3 | 29.0 | 18.8 | 101.2 | | 21.5 | 22.4 | 7.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 39.1 | 35.4 | 5.7 | 34.1 | 46.3 | 29.0 | 18.8 | 101.2 | | 21.5 | 22.4 | 7.6 |
| LOS | D | D | A | C | D | C | B | F | | C | C | A |
| Approach Delay (s/veh) | | 30.9 | | | 36.1 | | | 91.1 | | | 17.3 | |
| Approach LOS | | C | | | D | | | F | | | B | |
| Queue Length 50th (m) | 46.3 | 64.9 | 0.0 | 20.7 | 53.5 | 95.3 | 9.9 | ~84.0 | | 37.8 | 43.4 | 26.6 |
| Queue Length 95th (m) | #83.1 | 85.4 | 17.4 | #36.9 | #73.3 | #180.4 | 18.5 | #122.1 | | 67.2 | 58.2 | 46.1 |
| Internal Link Dist (m) | | 174.9 | | | 255.7 | | | 129.4 | | | 164.0 | |
| Turn Bay Length (m) | 70.0 | | 70.0 | 35.0 | | 145.0 | 50.0 | | | 40.0 | | 50.0 |
| Base Capacity (vph) | 411 | 1019 | 604 | 258 | 692 | 823 | 295 | 655 | | 556 | 1469 | 1023 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.80 | 0.68 | 0.38 | 0.64 | 0.75 | 0.85 | 0.34 | 1.09 | | 0.60 | 0.39 | 0.44 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 100 | | | |
| Actuated Cycle Length: 100 | | | |
| Natural Cycle: 75 | | | |
| Control Type: Semi Act-Uncoord | | | |
| Maximum v/c Ratio: 1.09 | | | |
| Intersection Signal Delay (s/veh): 38.8 | | Intersection LOS: D | |
| Intersection Capacity Utilization 93.3% | | ICU Level of Service F | |
| Analysis Period (min) 15 | | | |

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

**Splits and Phases: 100: Liverpool Rd & Bayly Street**

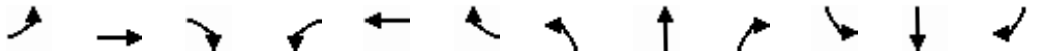




| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Stop | | | Stop |
| Traffic Volume (vph) | 25 | 135 | 375 | 29 | 171 | 496 |
| Future Volume (vph) | 25 | 135 | 375 | 29 | 171 | 496 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Hourly flow rate (vph) | 27 | 148 | 412 | 32 | 188 | 545 |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total (vph) | 175 | 444 | 733 |
| Volume Left (vph) | 27 | 0 | 188 |
| Volume Right (vph) | 148 | 32 | 0 |
| Hadj (s) | -0.44 | -0.03 | 0.07 |
| Departure Headway (s) | 6.1 | 5.4 | 5.2 |
| Degree Utilization, x | 0.30 | 0.66 | 1.06 |
| Capacity (veh/h) | 561 | 655 | 688 |
| Control Delay (s/veh) | 11.7 | 18.1 | 72.2 |
| Approach Delay (s/veh) | 11.7 | 18.1 | 72.2 |
| Approach LOS | B | C | F |

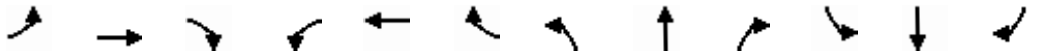
| Intersection Summary | | | |
|---|---|---|---|
| Delay | 46.6 | | |
| Level of Service | E | | |
| Intersection Capacity Utilization | 76.8% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 18 | 1 | 16 | 18 | 2 | 7 | 13 | 316 | 17 | 12 | 364 | 23 |
| Future Volume (Veh/h) | 18 | 1 | 16 | 18 | 2 | 7 | 13 | 316 | 17 | 12 | 364 | 23 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 20 | 1 | 18 | 20 | 2 | 8 | 14 | 351 | 19 | 13 | 404 | 26 |
| Pedestrians | | 3 | | | 9 | | | | | | 2 | |
| Lane Width (m) | | 3.6 | | | 3.6 | | | | | | 3.6 | |
| Walking Speed (m/s) | | 1.2 | | | 1.2 | | | | | | 1.2 | |
| Percent Blockage | | 0 | | | 1 | | | | | | 0 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 846 | 853 | 420 | 859 | 857 | 372 | 433 | | | 379 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 846 | 853 | 420 | 859 | 857 | 372 | 433 | | | 379 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.4 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.4 | | |
| p0 queue free % | 93 | 100 | 97 | 92 | 99 | 99 | 99 | | | 99 | | |
| cM capacity (veh/h) | 271 | 288 | 636 | 261 | 287 | 673 | 1135 | | | 1056 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 39 | 30 | 384 | 443 |
| Volume Left | 20 | 20 | 14 | 13 |
| Volume Right | 18 | 8 | 19 | 26 |
| cSH | 370 | 314 | 1135 | 1056 |
| Volume to Capacity | 0.11 | 0.10 | 0.01 | 0.01 |
| Queue Length 95th (m) | 2.8 | 2.5 | 0.3 | 0.3 |
| Control Delay (s/veh) | 15.9 | 17.7 | 0.4 | 0.4 |
| Lane LOS | C | C | A | A |
| Approach Delay (s/veh) | 15.9 | 17.7 | 0.4 | 0.4 |
| Approach LOS | C | C | | |

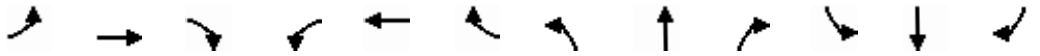
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 1.7 | | | |
| Intersection Capacity Utilization | 35.9% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Traffic Volume (vph) | 51 | 0 | 1 | 1 | 0 | 6 | 2 | 306 | 1 | 6 | 295 | 46 |
| Future Volume (vph) | 51 | 0 | 1 | 1 | 0 | 6 | 2 | 306 | 1 | 6 | 295 | 46 |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 60 | 0 | 1 | 1 | 0 | 7 | 2 | 360 | 1 | 7 | 347 | 54 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 61 | 8 | 363 | 408 |
| Volume Left (vph) | 60 | 1 | 2 | 7 |
| Volume Right (vph) | 1 | 7 | 1 | 54 |
| Hadj (s) | 0.19 | -0.50 | 0.00 | -0.08 |
| Departure Headway (s) | 5.8 | 5.2 | 4.5 | 4.4 |
| Degree Utilization, x | 0.10 | 0.01 | 0.46 | 0.50 |
| Capacity (veh/h) | 545 | 576 | 771 | 790 |
| Control Delay (s/veh) | 9.4 | 8.3 | 11.3 | 11.8 |
| Approach Delay (s/veh) | 9.4 | 8.3 | 11.3 | 11.8 |
| Approach LOS | A | A | B | B |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 11.4 | | | |
| Level of Service | B | | | |
| Intersection Capacity Utilization | 39.2% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 315 | 667 | 242 | 169 | 500 | 668 | 105 | 571 | 184 | 319 | 587 | 428 |
| Future Volume (vph) | 315 | 667 | 242 | 169 | 500 | 668 | 105 | 571 | 184 | 319 | 587 | 428 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 70.0 | | 70.0 | 35.0 | | 145.0 | 50.0 | | 60.0 | 40.0 | | 50.0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 1 |
| Taper Length (m) | 7.5 | | 7.5 | 7.5 | | 7.5 | 7.5 | | 7.5 | 7.5 | | 7.5 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 1.00 |
| Ped Bike Factor | 0.99 | | 0.94 | 0.98 | | 0.97 | 0.99 | 0.98 | | | | 0.97 |
| Frt | | | 0.850 | | | 0.850 | | 0.963 | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1787 | 3471 | 1615 | 1770 | 3574 | 1553 | 1770 | 3410 | 0 | 1736 | 3574 | 1615 |
| Flt Permitted | 0.241 | | | 0.333 | | | 0.421 | | | 0.179 | | |
| Satd. Flow (perm) | 449 | 3471 | 1516 | 607 | 3574 | 1509 | 773 | 3410 | 0 | 327 | 3574 | 1561 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 252 | | | 106 | | 39 | | | | 136 |
| Link Speed (k/h) | | 50 | | | 50 | | | 40 | | | 50 | |
| Link Distance (m) | | 198.9 | | | 279.7 | | | 153.4 | | | 188.0 | |
| Travel Time (s) | | 14.3 | | | 20.1 | | | 13.8 | | | 13.5 | |
| Confl. Peds. (#/hr) | 17 | | 22 | 22 | | 17 | 20 | | 41 | 41 | | 20 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 1% | 4% | 0% | 2% | 1% | 4% | 2% | 0% | 1% | 4% | 1% | 0% |
| Adj. Flow (vph) | 328 | 695 | 252 | 176 | 521 | 696 | 109 | 595 | 192 | 332 | 611 | 446 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 328 | 695 | 252 | 176 | 521 | 696 | 109 | 787 | 0 | 332 | 611 | 446 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(m) | | 3.6 | | | 3.6 | | | 3.6 | | | 3.6 | |
| Link Offset(m) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Crosswalk Width(m) | | 4.8 | | | 4.8 | | | 4.8 | | | 4.8 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (k/h) | 25 | | 15 | 25 | | 15 | 25 | | 15 | 25 | | 15 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | pm+ov | pm+pt | NA | | pm+pt | NA | pm+ov |
| Protected Phases | 5 | 2 | | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | 5 |
| Permitted Phases | 2 | | 2 | 6 | | 6 | 8 | | | 4 | | 4 |
| Detector Phase | 5 | 2 | 2 | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | 5 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 9.5 | 24.4 | 24.4 | 9.5 | 24.4 | 9.5 | 9.5 | 24.7 | | 9.5 | 24.7 | 9.5 |
| Total Split (s) | 19.0 | 35.4 | 35.4 | 9.6 | 26.0 | 29.0 | 9.6 | 26.0 | | 29.0 | 45.4 | 19.0 |
| Total Split (%) | 19.0% | 35.4% | 35.4% | 9.6% | 26.0% | 29.0% | 9.6% | 26.0% | | 29.0% | 45.4% | 19.0% |
| Maximum Green (s) | 16.0 | 29.0 | 29.0 | 6.6 | 19.6 | 26.0 | 6.6 | 19.3 | | 26.0 | 38.7 | 16.0 |
| Yellow Time (s) | 3.0 | 4.1 | 4.1 | 3.0 | 4.1 | 3.0 | 3.0 | 3.8 | | 3.0 | 3.8 | 3.0 |
| All-Red Time (s) | 0.0 | 2.3 | 2.3 | 0.0 | 2.3 | 0.0 | 0.0 | 2.9 | | 0.0 | 2.9 | 0.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 3.0 | 6.4 | 6.4 | 3.0 | 6.4 | 3.0 | 3.0 | 6.7 | | 3.0 | 6.7 | 3.0 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lead | Lead | Lag | | Lead | Lag | Lead |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | Yes |

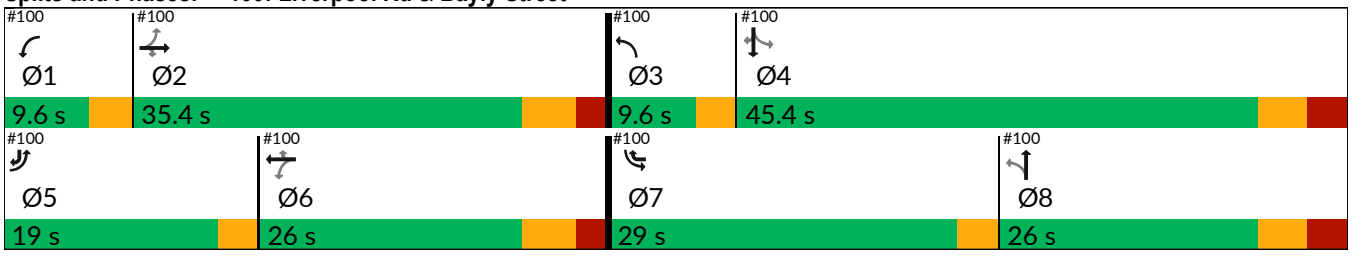
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Recall Mode | None | Max | Max | None | Max | Max | None | None | | Max | None | None |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Don't Walk (s) | | 11.0 | 11.0 | | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | | 20 | 20 | | 41 | | | 22 | | | 17 | |
| Act Effct Green (s) | 42.0 | 29.0 | 29.0 | 30.1 | 20.1 | 49.5 | 29.5 | 19.3 | | 52.0 | 38.8 | 58.0 |
| Actuated g/C Ratio | 0.42 | 0.29 | 0.29 | 0.30 | 0.20 | 0.50 | 0.30 | 0.19 | | 0.52 | 0.39 | 0.58 |
| v/c Ratio | 0.83 | 0.69 | 0.41 | 0.68 | 0.72 | 0.86 | 0.37 | 1.14 | | 0.62 | 0.44 | 0.46 |
| Control Delay (s/veh) | 40.4 | 35.8 | 5.7 | 36.6 | 44.2 | 30.2 | 19.1 | 116.7 | | 22.5 | 23.9 | 8.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 40.4 | 35.8 | 5.7 | 36.6 | 44.2 | 30.2 | 19.1 | 116.7 | | 22.5 | 23.9 | 8.6 |
| LOS | D | D | A | D | D | C | B | F | | C | C | A |
| Approach Delay (s/veh) | | 31.0 | | | 36.2 | | | 104.8 | | | 18.6 | |
| Approach LOS | | C | | | D | | | F | | | B | |
| Queue Length 50th (m) | 46.3 | 64.8 | 0.0 | 22.4 | 52.8 | 95.6 | 10.7 | ~96.1 | | 38.0 | 47.5 | 28.5 |
| Queue Length 95th (m) | #82.9 | 85.3 | 18.2 | #42.1 | 71.5 | #181.3 | 19.8 | #135.3 | | 67.9 | 63.2 | 48.9 |
| Internal Link Dist (m) | | 174.9 | | | 255.7 | | | 129.4 | | | 164.0 | |
| Turn Bay Length (m) | 70.0 | | 70.0 | 35.0 | | 145.0 | 50.0 | | | 40.0 | | 50.0 |
| Base Capacity (vph) | 402 | 1006 | 618 | 259 | 719 | 811 | 294 | 689 | | 536 | 1386 | 977 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.82 | 0.69 | 0.41 | 0.68 | 0.72 | 0.86 | 0.37 | 1.14 | | 0.62 | 0.44 | 0.46 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 100 | | | |
| Actuated Cycle Length: 100 | | | |
| Natural Cycle: 75 | | | |
| Control Type: Semi Act-Uncoord | | | |
| Maximum v/c Ratio: 1.14 | | | |
| Intersection Signal Delay (s/veh): 42.4 | | Intersection LOS: D | |
| Intersection Capacity Utilization 95.2% | | ICU Level of Service F | |
| Analysis Period (min) 15 | | | |

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

**Splits and Phases: 100: Liverpool Rd & Bayly Street**

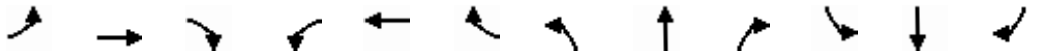




| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Stop | | | Stop |
| Traffic Volume (vph) | 25 | 135 | 451 | 29 | 171 | 570 |
| Future Volume (vph) | 25 | 135 | 451 | 29 | 171 | 570 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Hourly flow rate (vph) | 27 | 148 | 496 | 32 | 188 | 626 |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total (vph) | 175 | 528 | 814 |
| Volume Left (vph) | 27 | 0 | 188 |
| Volume Right (vph) | 148 | 32 | 0 |
| Hadj (s) | -0.42 | -0.02 | 0.07 |
| Departure Headway (s) | 6.3 | 5.4 | 5.3 |
| Degree Utilization, x | 0.31 | 0.79 | 1.21 |
| Capacity (veh/h) | 544 | 658 | 678 |
| Control Delay (s/veh) | 12.1 | 25.4 | 125.5 |
| Approach Delay (s/veh) | 12.1 | 25.4 | 125.5 |
| Approach LOS | B | D | F |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | | 77.6 | |
| Level of Service | | F | |
| Intersection Capacity Utilization | | 84.7% | ICU Level of Service E |
| Analysis Period (min) | | 15 | |

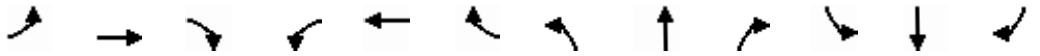


| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 22 | 2 | 22 | 18 | 1 | 13 | 23 | 377 | 22 | 7 | 439 | 27 |
| Future Volume (Veh/h) | 22 | 2 | 22 | 18 | 1 | 13 | 23 | 377 | 22 | 7 | 439 | 27 |
| 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) | 23 | 2 | 23 | 19 | 1 | 14 | 24 | 401 | 23 | 7 | 467 | 29 |
| 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 | 999 | 1033 | 511 | 1020 | 1036 | 452 | 523 | | | 462 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 999 | 1033 | 511 | 1020 | 1036 | 452 | 523 | | | 462 | | |
| 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 | 90 | 100 | 98 | 98 | | | 99 | | |
| cM capacity (veh/h) | 200 | 215 | 553 | 187 | 214 | 592 | 1030 | | | 885 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 48 | 34 | 448 | 503 |
| Volume Left | 23 | 19 | 24 | 7 |
| Volume Right | 23 | 14 | 23 | 29 |
| cSH | 289 | 262 | 1030 | 885 |
| Volume to Capacity | 0.17 | 0.13 | 0.02 | 0.00* |
| Queue Length 95th (m) | 4.7 | 3.5 | 0.6 | 0.2 |
| Control Delay (s/veh) | 19.9 | 20.8 | 0.7 | 0.2 |
| Lane LOS | C | C | A | A |
| Approach Delay (s/veh) | 19.9 | 20.8 | 0.7 | 0.2 |
| Approach LOS | C | C | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.0 | | |
| Intersection Capacity Utilization | 45.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

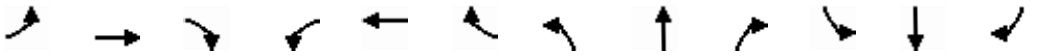
* Value less than 0.01.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Traffic Volume (vph) | 69 | 0 | 1 | 1 | 0 | 10 | 3 | 355 | 1 | 10 | 344 | 59 |
| Future Volume (vph) | 69 | 0 | 1 | 1 | 0 | 10 | 3 | 355 | 1 | 10 | 344 | 59 |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 81 | 0 | 1 | 1 | 0 | 12 | 4 | 418 | 1 | 12 | 405 | 69 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 82 | 13 | 423 | 486 |
| Volume Left (vph) | 81 | 1 | 4 | 12 |
| Volume Right (vph) | 1 | 12 | 1 | 69 |
| Hadj (s) | 0.19 | -0.54 | 0.00 | -0.08 |
| Departure Headway (s) | 6.2 | 5.7 | 4.8 | 4.6 |
| Degree Utilization, x | 0.14 | 0.02 | 0.56 | 0.63 |
| Capacity (veh/h) | 508 | 515 | 737 | 760 |
| Control Delay (s/veh) | 10.2 | 8.8 | 13.7 | 15.0 |
| Approach Delay (s/veh) | 10.2 | 8.8 | 13.7 | 15.0 |
| Approach LOS | B | A | B | C |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 14.0 | | | |
| Level of Service | B | | | |
| Intersection Capacity Utilization | 45.9% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



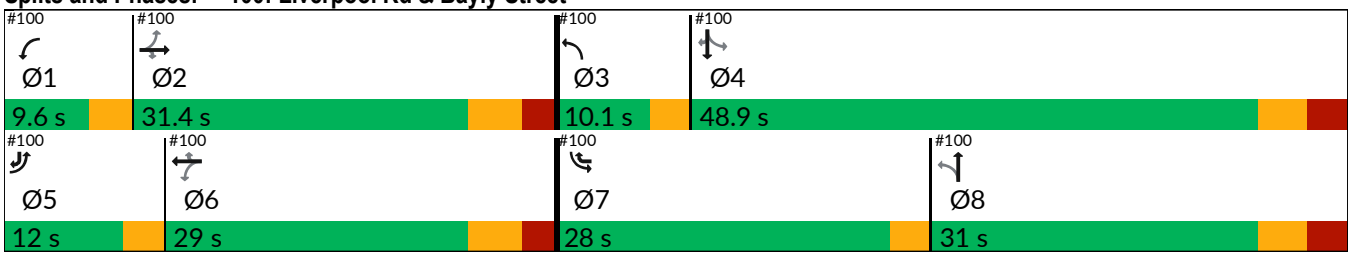
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 206 | 576 | 136 | 76 | 264 | 343 | 132 | 514 | 193 | 374 | 321 | 278 |
| Future Volume (vph) | 206 | 576 | 136 | 76 | 264 | 343 | 132 | 514 | 193 | 374 | 321 | 278 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 70.0 | | 70.0 | 35.0 | | 145.0 | 50.0 | | 60.0 | 40.0 | | 50.0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 1 |
| Taper Length (m) | 7.5 | | 7.5 | 7.5 | | 7.5 | 7.5 | | 7.5 | 7.5 | | 7.5 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 1.00 |
| Ped Bike Factor | 0.99 | | 0.94 | 0.98 | | 0.97 | 0.98 | 0.99 | | 0.99 | | 0.97 |
| Frt | | | 0.850 | | | 0.850 | | 0.959 | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 3505 | 1599 | 1752 | 3406 | 1429 | 1719 | 3360 | 0 | 1656 | 3505 | 1583 |
| Flt Permitted | 0.510 | | | 0.329 | | | 0.550 | | | 0.152 | | |
| Satd. Flow (perm) | 940 | 3505 | 1501 | 594 | 3406 | 1389 | 978 | 3360 | 0 | 264 | 3505 | 1538 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 142 | | | 112 | | 51 | | | | 274 |
| Link Speed (k/h) | | 50 | | | 50 | | | 40 | | | 50 | |
| Link Distance (m) | | 198.9 | | | 279.7 | | | 153.4 | | | 188.0 | |
| Travel Time (s) | | 14.3 | | | 20.1 | | | 13.8 | | | 13.5 | |
| Confl. Peds. (#/hr) | 10 | | 22 | 22 | | 10 | 17 | | 16 | 16 | | 17 |
| Confl. Bikes (#/hr) | | | | | | 23 | | | | | | |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 2% | 3% | 1% | 3% | 6% | 13% | 5% | 2% | 3% | 9% | 3% | 2% |
| Adj. Flow (vph) | 215 | 600 | 142 | 79 | 275 | 357 | 138 | 535 | 201 | 390 | 334 | 290 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 215 | 600 | 142 | 79 | 275 | 357 | 138 | 736 | 0 | 390 | 334 | 290 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(m) | | 3.6 | | | 3.6 | | | 3.6 | | | 3.6 | |
| Link Offset(m) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Crosswalk Width(m) | | 4.8 | | | 4.8 | | | 4.8 | | | 4.8 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (k/h) | 25 | | 15 | 25 | | 15 | 25 | | 15 | 25 | | 15 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | pm+ov | pm+pt | NA | | pm+pt | NA | pm+ov |
| Protected Phases | 5 | 2 | | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | 5 |
| Permitted Phases | 2 | | 2 | 6 | | 6 | 8 | | | 4 | | 4 |
| Detector Phase | 5 | 2 | 2 | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | 5 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 9.5 | 24.4 | 24.4 | 9.5 | 24.4 | 9.5 | 9.5 | 24.7 | | 9.5 | 24.7 | 9.5 |
| Total Split (s) | 12.0 | 31.4 | 31.4 | 9.6 | 29.0 | 28.0 | 10.1 | 31.0 | | 28.0 | 48.9 | 12.0 |
| Total Split (%) | 12.0% | 31.4% | 31.4% | 9.6% | 29.0% | 28.0% | 10.1% | 31.0% | | 28.0% | 48.9% | 12.0% |
| Maximum Green (s) | 9.0 | 25.0 | 25.0 | 6.6 | 22.6 | 25.0 | 7.1 | 24.3 | | 25.0 | 42.2 | 9.0 |
| Yellow Time (s) | 3.0 | 4.1 | 4.1 | 3.0 | 4.1 | 3.0 | 3.0 | 3.8 | | 3.0 | 3.8 | 3.0 |
| All-Red Time (s) | 0.0 | 2.3 | 2.3 | 0.0 | 2.3 | 0.0 | 0.0 | 2.9 | | 0.0 | 2.9 | 0.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 3.0 | 6.4 | 6.4 | 3.0 | 6.4 | 3.0 | 3.0 | 6.7 | | 3.0 | 6.7 | 3.0 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lead | Lead | Lag | | Lead | Lag | Lead |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | Yes |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Recall Mode | None | Max | Max | None | Max | Max | None | None | | Max | None | None |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Don't Walk (s) | | 11.0 | 11.0 | | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | | 17 | 17 | | 16 | | | 22 | | | 10 | |
| Act Effct Green (s) | 37.5 | 27.0 | 27.0 | 32.4 | 22.6 | 51.0 | 34.0 | 23.3 | | 55.0 | 41.3 | 54.0 |
| Actuated g/C Ratio | 0.38 | 0.27 | 0.27 | 0.33 | 0.23 | 0.52 | 0.34 | 0.24 | | 0.56 | 0.42 | 0.55 |
| v/c Ratio | 0.50 | 0.63 | 0.28 | 0.29 | 0.35 | 0.46 | 0.36 | 0.89 | | 0.78 | 0.23 | 0.30 |
| Control Delay (s/veh) | 26.5 | 36.1 | 6.8 | 23.3 | 33.9 | 11.3 | 15.9 | 48.0 | | 33.3 | 19.1 | 2.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 26.5 | 36.1 | 6.8 | 23.3 | 33.9 | 11.3 | 15.9 | 48.0 | | 33.3 | 19.1 | 2.4 |
| LOS | C | D | A | C | C | B | B | D | | C | B | A |
| Approach Delay (s/veh) | | 29.6 | | | 21.4 | | | 43.0 | | | 19.8 | |
| Approach LOS | | C | | | C | | | D | | | B | |
| Queue Length 50th (m) | 30.2 | 57.6 | 0.0 | 10.2 | 24.3 | 25.5 | 12.4 | 70.4 | | 52.3 | 22.1 | 1.3 |
| Queue Length 95th (m) | 48.9 | 77.0 | 15.0 | 20.2 | 36.3 | 45.9 | 21.8 | #101.8 | | #97.2 | 31.8 | 12.0 |
| Internal Link Dist (m) | | 174.9 | | | 255.7 | | | 129.4 | | | 164.0 | |
| Turn Bay Length (m) | 70.0 | | 70.0 | 35.0 | | 145.0 | 50.0 | | | 40.0 | | 50.0 |
| Base Capacity (vph) | 432 | 956 | 512 | 273 | 777 | 780 | 389 | 863 | | 497 | 1494 | 966 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.50 | 0.63 | 0.28 | 0.29 | 0.35 | 0.46 | 0.35 | 0.85 | | 0.78 | 0.22 | 0.30 |

**Intersection Summary**

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 99
Natural Cycle: 80
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.89
Intersection Signal Delay (s/veh): 28.4 Intersection LOS: C
Intersection Capacity Utilization 85.5% ICU Level of Service E
Analysis Period (min) 15
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

**Splits and Phases: 100: Liverpool Rd & Bayly Street**

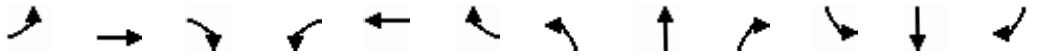




| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Stop | | | Stop |
| Traffic Volume (vph) | 25 | 177 | 349 | 29 | 116 | 195 |
| Future Volume (vph) | 25 | 177 | 349 | 29 | 116 | 195 |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Hourly flow rate (vph) | 29 | 203 | 401 | 33 | 133 | 224 |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total (vph) | 232 | 434 | 357 |
| Volume Left (vph) | 29 | 0 | 133 |
| Volume Right (vph) | 203 | 33 | 0 |
| Hadj (s) | -0.43 | 0.02 | 0.12 |
| Departure Headway (s) | 5.4 | 5.1 | 5.3 |
| Degree Utilization, x | 0.35 | 0.62 | 0.53 |
| Capacity (veh/h) | 600 | 676 | 653 |
| Control Delay (s/veh) | 11.4 | 16.0 | 14.1 |
| Approach Delay (s/veh) | 11.4 | 16.0 | 14.1 |
| Approach LOS | B | C | B |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 14.3 | | |
| Level of Service | B | | |
| Intersection Capacity Utilization | 59.2% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

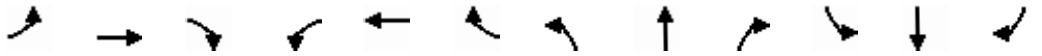


| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 21 | 1 | 7 | 10 | 0 | 7 | 6 | 226 | 7 | 2 | 125 | 12 |
| Future Volume (Veh/h) | 21 | 1 | 7 | 10 | 0 | 7 | 6 | 226 | 7 | 2 | 125 | 12 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 |
| Hourly flow rate (vph) | 29 | 1 | 10 | 14 | 0 | 10 | 8 | 310 | 10 | 3 | 171 | 16 |
| Pedestrians | | 6 | | | 8 | | | 2 | | | | |
| Lane Width (m) | | 3.6 | | | 3.6 | | | 3.6 | | | | |
| Walking Speed (m/s) | | 1.2 | | | 1.2 | | | 1.2 | | | | |
| Percent Blockage | | 1 | | | 1 | | | 0 | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 532 | 535 | 187 | 537 | 538 | 323 | 193 | | | 328 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 532 | 535 | 187 | 537 | 538 | 323 | 193 | | | 328 | | |
| tC, single (s) | 7.3 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.7 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 93 | 100 | 99 | 97 | 100 | 99 | 99 | | | 100 | | |
| cM capacity (veh/h) | 417 | 445 | 854 | 442 | 444 | 718 | 1385 | | | 1235 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 40 | 24 | 328 | 190 |
| Volume Left | 29 | 14 | 8 | 3 |
| Volume Right | 10 | 10 | 10 | 16 |
| cSH | 479 | 526 | 1385 | 1235 |
| Volume to Capacity | 0.08 | 0.05 | 0.00* | 0.00* |
| Queue Length 95th (m) | 2.2 | 1.1 | 0.1 | 0.1 |
| Control Delay (s/veh) | 13.2 | 12.2 | 0.2 | 0.1 |
| Lane LOS | B | B | A | A |
| Approach Delay (s/veh) | 13.2 | 12.2 | 0.2 | 0.1 |
| Approach LOS | B | B | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.6 | | |
| Intersection Capacity Utilization | 26.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

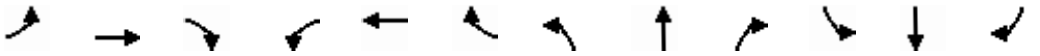
* Value less than 0.01.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Traffic Volume (vph) | 42 | 0 | 3 | 0 | 0 | 7 | 0 | 196 | 0 | 2 | 120 | 27 |
| Future Volume (vph) | 42 | 0 | 3 | 0 | 0 | 7 | 0 | 196 | 0 | 2 | 120 | 27 |
| Peak Hour Factor | 0.62 | 0.62 | 0.62 | 0.62 | 0.62 | 0.62 | 0.62 | 0.62 | 0.62 | 0.62 | 0.62 | 0.62 |
| Hourly flow rate (vph) | 68 | 0 | 5 | 0 | 0 | 11 | 0 | 316 | 0 | 3 | 194 | 44 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 73 | 11 | 316 | 241 |
| Volume Left (vph) | 68 | 0 | 0 | 3 |
| Volume Right (vph) | 5 | 11 | 0 | 44 |
| Hadj (s) | 0.15 | -0.60 | 0.03 | -0.07 |
| Departure Headway (s) | 5.3 | 4.7 | 4.4 | 4.4 |
| Degree Utilization, x | 0.11 | 0.01 | 0.39 | 0.30 |
| Capacity (veh/h) | 611 | 668 | 791 | 786 |
| Control Delay (s/veh) | 8.9 | 7.7 | 10.2 | 9.2 |
| Approach Delay (s/veh) | 8.9 | 7.7 | 10.2 | 9.2 |
| Approach LOS | A | A | B | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 9.7 | | | |
| Level of Service | A | | | |
| Intersection Capacity Utilization | 26.6% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



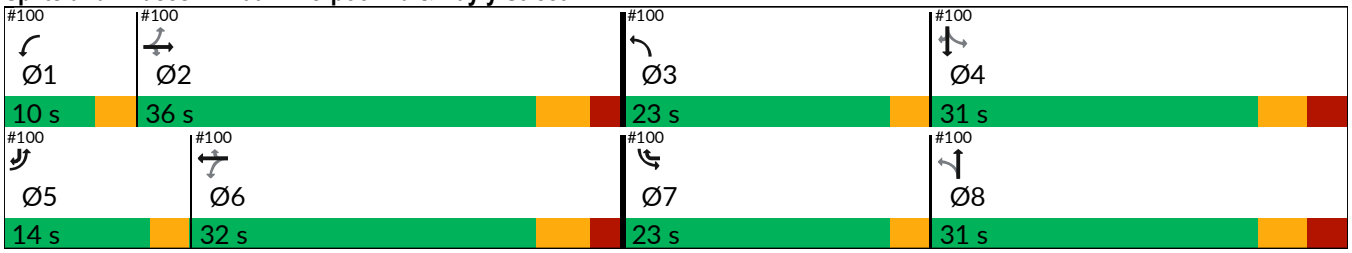
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 329 | 697 | 219 | 160 | 523 | 698 | 99 | 535 | 174 | 333 | 542 | 447 |
| Future Volume (vph) | 329 | 697 | 219 | 160 | 523 | 698 | 99 | 535 | 174 | 333 | 542 | 447 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 70.0 | | 70.0 | 35.0 | | 145.0 | 50.0 | | 60.0 | 40.0 | | 50.0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 1 |
| Taper Length (m) | 7.5 | | 7.5 | 7.5 | | 7.5 | 7.5 | | 7.5 | 7.5 | | 7.5 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 1.00 |
| Ped Bike Factor | 0.99 | | 0.94 | 0.98 | | 0.97 | 0.99 | 0.98 | | 0.99 | | 0.97 |
| Frt | | | 0.850 | | | 0.850 | | 0.963 | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1787 | 3505 | 1615 | 1770 | 3574 | 1568 | 1787 | 3410 | 0 | 1752 | 3610 | 1615 |
| Flt Permitted | 0.282 | | | 0.252 | | | 0.440 | | | 0.149 | | |
| Satd. Flow (perm) | 526 | 3505 | 1516 | 461 | 3574 | 1524 | 818 | 3410 | 0 | 271 | 3610 | 1561 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 228 | | | 106 | | 42 | | | | 351 |
| Link Speed (k/h) | | 50 | | | 50 | | | 40 | | | 50 | |
| Link Distance (m) | | 198.9 | | | 279.7 | | | 153.4 | | | 188.0 | |
| Travel Time (s) | | 14.3 | | | 20.1 | | | 13.8 | | | 13.5 | |
| Confl. Peds. (#/hr) | 17 | | 22 | 22 | | 17 | 20 | | 41 | 41 | | 20 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 1% | 3% | 0% | 2% | 1% | 3% | 1% | 0% | 1% | 3% | 0% | 0% |
| Adj. Flow (vph) | 343 | 726 | 228 | 167 | 545 | 727 | 103 | 557 | 181 | 347 | 565 | 466 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 343 | 726 | 228 | 167 | 545 | 727 | 103 | 738 | 0 | 347 | 565 | 466 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(m) | | 3.6 | | | 3.6 | | | 3.6 | | | 3.6 | |
| Link Offset(m) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Crosswalk Width(m) | | 4.8 | | | 4.8 | | | 4.8 | | | 4.8 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (k/h) | 25 | | 15 | 25 | | 15 | 25 | | 15 | 25 | | 15 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | pm+ov | pm+pt | NA | | pm+pt | NA | pm+ov |
| Protected Phases | 5 | 2 | | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | 5 |
| Permitted Phases | 2 | | 2 | 6 | | 6 | 8 | | | 4 | | 4 |
| Detector Phase | 5 | 2 | 2 | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | 5 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 9.5 | 24.4 | 24.4 | 9.5 | 24.4 | 9.5 | 9.5 | 24.7 | | 9.5 | 24.7 | 9.5 |
| Total Split (s) | 14.0 | 36.0 | 36.0 | 10.0 | 32.0 | 23.0 | 23.0 | 31.0 | | 23.0 | 31.0 | 14.0 |
| Total Split (%) | 14.0% | 36.0% | 36.0% | 10.0% | 32.0% | 23.0% | 23.0% | 31.0% | | 23.0% | 31.0% | 14.0% |
| Maximum Green (s) | 11.0 | 29.6 | 29.6 | 7.0 | 25.6 | 20.0 | 20.0 | 24.3 | | 20.0 | 24.3 | 11.0 |
| Yellow Time (s) | 3.0 | 4.1 | 4.1 | 3.0 | 4.1 | 3.0 | 3.0 | 3.8 | | 3.0 | 3.8 | 3.0 |
| All-Red Time (s) | 0.0 | 2.3 | 2.3 | 0.0 | 2.3 | 0.0 | 0.0 | 2.9 | | 0.0 | 2.9 | 0.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 3.0 | 6.4 | 6.4 | 3.0 | 6.4 | 3.0 | 3.0 | 6.7 | | 3.0 | 6.7 | 3.0 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lead | Lead | Lag | | Lead | Lag | Lead |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | Yes |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Recall Mode | None | Max | Max | None | Max | Max | None | None | | Max | None | None |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Don't Walk (s) | | 11.0 | 11.0 | | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | | 20 | 20 | | 41 | | | 22 | | | 17 | |
| Act Effct Green (s) | 43.0 | 29.6 | 29.6 | 36.0 | 25.6 | 49.0 | 35.5 | 23.3 | | 50.0 | 36.7 | 51.4 |
| Actuated g/C Ratio | 0.43 | 0.30 | 0.30 | 0.36 | 0.26 | 0.49 | 0.36 | 0.24 | | 0.51 | 0.37 | 0.52 |
| v/c Ratio | 0.93 | 0.69 | 0.37 | 0.64 | 0.59 | 0.89 | 0.27 | 0.88 | | 0.80 | 0.42 | 0.47 |
| Control Delay (s/veh) | 56.9 | 35.0 | 5.6 | 32.0 | 35.4 | 33.3 | 15.9 | 48.2 | | 36.3 | 25.3 | 5.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 56.9 | 35.0 | 5.6 | 32.0 | 35.4 | 33.3 | 15.9 | 48.2 | | 36.3 | 25.3 | 5.4 |
| LOS | E | D | A | C | D | C | B | D | | D | C | A |
| Approach Delay (s/veh) | | 35.7 | | | 33.9 | | | 44.2 | | | 21.4 | |
| Approach LOS | | D | | | C | | | D | | | C | |
| Queue Length 50th (m) | 47.9 | 68.1 | 0.0 | 20.7 | 51.2 | 104.2 | 10.4 | 72.1 | | 47.2 | 45.5 | 11.1 |
| Queue Length 95th (m) | #101.7 | 89.1 | 17.2 | #37.1 | 69.0 | #195.7 | 19.4 | #103.1 | | #91.8 | 63.8 | 32.5 |
| Internal Link Dist (m) | | 174.9 | | | 255.7 | | | 129.4 | | | 164.0 | |
| Turn Bay Length (m) | 70.0 | | 70.0 | 35.0 | | 145.0 | 50.0 | | | 40.0 | | 50.0 |
| Base Capacity (vph) | 368 | 1048 | 613 | 260 | 924 | 816 | 584 | 868 | | 436 | 1338 | 985 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.93 | 0.69 | 0.37 | 0.64 | 0.59 | 0.89 | 0.18 | 0.85 | | 0.80 | 0.42 | 0.47 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 100 | | | |
| Actuated Cycle Length: 99 | | | |
| Natural Cycle: 80 | | | |
| Control Type: Semi Act-Uncoord | | | |
| Maximum v/c Ratio: 0.93 | | | |
| Intersection Signal Delay (s/veh): 32.6 | | Intersection LOS: C | |
| Intersection Capacity Utilization 96.6% | | ICU Level of Service F | |
| Analysis Period (min) 15 | | | |

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

**Splits and Phases: 100: Liverpool Rd & Bayly Street**

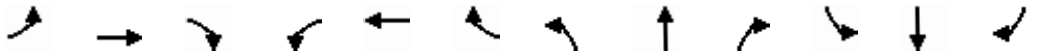




| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Stop | | | Stop |
| Traffic Volume (vph) | 28 | 141 | 380 | 26 | 179 | 472 |
| Future Volume (vph) | 28 | 141 | 380 | 26 | 179 | 472 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Hourly flow rate (vph) | 31 | 155 | 418 | 29 | 197 | 519 |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total (vph) | 186 | 447 | 716 |
| Volume Left (vph) | 31 | 0 | 197 |
| Volume Right (vph) | 155 | 29 | 0 |
| Hadj (s) | -0.43 | -0.02 | 0.08 |
| Departure Headway (s) | 6.2 | 5.4 | 5.2 |
| Degree Utilization, x | 0.32 | 0.67 | 1.04 |
| Capacity (veh/h) | 559 | 649 | 680 |
| Control Delay (s/veh) | 12.0 | 18.7 | 68.8 |
| Approach Delay (s/veh) | 12.0 | 18.7 | 68.8 |
| Approach LOS | B | C | F |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 44.4 | | |
| Level of Service | E | | |
| Intersection Capacity Utilization | 76.6% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

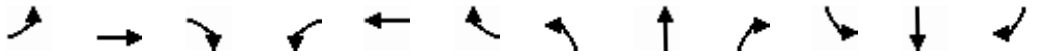


| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 18 | 5 | 21 | 18 | 2 | 13 | 23 | 293 | 21 | 9 | 325 | 36 |
| Future Volume (Veh/h) | 18 | 5 | 21 | 18 | 2 | 13 | 23 | 293 | 21 | 9 | 325 | 36 |
| 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) | 19 | 5 | 22 | 19 | 2 | 14 | 24 | 312 | 22 | 10 | 346 | 38 |
| 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 | 803 | 818 | 398 | 805 | 826 | 346 | 414 | | | 355 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 803 | 818 | 398 | 805 | 826 | 346 | 414 | | | 355 | | |
| 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 % | 93 | 98 | 97 | 93 | 99 | 98 | 98 | | | 99 | | |
| cM capacity (veh/h) | 273 | 291 | 638 | 268 | 288 | 688 | 1127 | | | 1194 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 46 | 35 | 358 | 394 |
| Volume Left | 19 | 19 | 24 | 10 |
| Volume Right | 22 | 14 | 22 | 38 |
| cSH | 379 | 357 | 1127 | 1194 |
| Volume to Capacity | 0.12 | 0.10 | 0.02 | 0.00* |
| Queue Length 95th (m) | 3.3 | 2.6 | 0.5 | 0.2 |
| Control Delay (s/veh) | 15.8 | 16.2 | 0.8 | 0.3 |
| Lane LOS | C | C | A | A |
| Approach Delay (s/veh) | 15.8 | 16.2 | 0.8 | 0.3 |
| Approach LOS | C | C | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 2.0 | | | |
| Intersection Capacity Utilization | 39.1% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

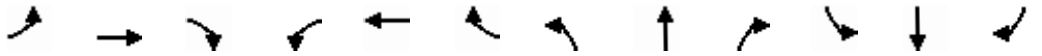
* Value less than 0.01.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Traffic Volume (vph) | 57 | 0 | 1 | 1 | 0 | 7 | 2 | 258 | 1 | 7 | 302 | 50 |
| Future Volume (vph) | 57 | 0 | 1 | 1 | 0 | 7 | 2 | 258 | 1 | 7 | 302 | 50 |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 67 | 0 | 1 | 1 | 0 | 8 | 2 | 304 | 1 | 8 | 355 | 59 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 68 | 9 | 307 | 422 |
| Volume Left (vph) | 67 | 1 | 2 | 8 |
| Volume Right (vph) | 1 | 8 | 1 | 59 |
| Hadj (s) | 0.19 | -0.51 | 0.00 | -0.08 |
| Departure Headway (s) | 5.7 | 5.1 | 4.6 | 4.4 |
| Degree Utilization, x | 0.11 | 0.01 | 0.39 | 0.51 |
| Capacity (veh/h) | 556 | 588 | 762 | 797 |
| Control Delay (s/veh) | 9.4 | 8.2 | 10.5 | 12.0 |
| Approach Delay (s/veh) | 9.4 | 8.2 | 10.5 | 12.0 |
| Approach LOS | A | A | B | B |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 11.1 | | | |
| Level of Service | B | | | |
| Intersection Capacity Utilization | 40.6% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 329 | 697 | 231 | 162 | 523 | 698 | 100 | 539 | 173 | 333 | 563 | 447 |
| Future Volume (vph) | 329 | 697 | 231 | 162 | 523 | 698 | 100 | 539 | 173 | 333 | 563 | 447 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 70.0 | | 70.0 | 35.0 | | 145.0 | 50.0 | | 60.0 | 40.0 | | 50.0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 1 |
| Taper Length (m) | 7.5 | | 7.5 | 7.5 | | 7.5 | 7.5 | | 7.5 | 7.5 | | 7.5 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 1.00 |
| Ped Bike Factor | 0.99 | | 0.94 | 0.98 | | 0.97 | 0.99 | 0.98 | | | | 0.97 |
| Frt | | | 0.850 | | | 0.850 | | 0.964 | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1787 | 3505 | 1615 | 1770 | 3574 | 1568 | 1787 | 3414 | 0 | 1752 | 3610 | 1615 |
| Flt Permitted | 0.202 | | | 0.321 | | | 0.431 | | | 0.183 | | |
| Satd. Flow (perm) | 377 | 3505 | 1516 | 585 | 3574 | 1524 | 799 | 3414 | 0 | 338 | 3610 | 1561 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 241 | | | 106 | | 38 | | | | 136 |
| Link Speed (k/h) | | 50 | | | 50 | | | 40 | | | 50 | |
| Link Distance (m) | | 198.9 | | | 279.7 | | | 153.4 | | | 188.0 | |
| Travel Time (s) | | 14.3 | | | 20.1 | | | 13.8 | | | 13.5 | |
| Confl. Peds. (#/hr) | 17 | | 22 | 22 | | 17 | 20 | | 41 | 41 | | 20 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 1% | 3% | 0% | 2% | 1% | 3% | 1% | 0% | 1% | 3% | 0% | 0% |
| Adj. Flow (vph) | 343 | 726 | 241 | 169 | 545 | 727 | 104 | 561 | 180 | 347 | 586 | 466 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 343 | 726 | 241 | 169 | 545 | 727 | 104 | 741 | 0 | 347 | 586 | 466 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(m) | | 3.6 | | | 3.6 | | | 3.6 | | | 3.6 | |
| Link Offset(m) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Crosswalk Width(m) | | 4.8 | | | 4.8 | | | 4.8 | | | 4.8 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (k/h) | 25 | | 15 | 25 | | 15 | 25 | | 15 | 25 | | 15 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | pm+ov | pm+pt | NA | | pm+pt | NA | pm+ov |
| Protected Phases | 5 | 2 | | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | 5 |
| Permitted Phases | 2 | | 2 | 6 | | 6 | 8 | | | 4 | | 4 |
| Detector Phase | 5 | 2 | 2 | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | 5 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 9.5 | 24.4 | 24.4 | 9.5 | 24.4 | 9.5 | 9.5 | 24.7 | | 9.5 | 24.7 | 9.5 |
| Total Split (s) | 20.0 | 35.5 | 35.5 | 9.5 | 25.0 | 30.0 | 9.5 | 25.0 | | 30.0 | 45.5 | 20.0 |
| Total Split (%) | 20.0% | 35.5% | 35.5% | 9.5% | 25.0% | 30.0% | 9.5% | 25.0% | | 30.0% | 45.5% | 20.0% |
| Maximum Green (s) | 17.0 | 29.1 | 29.1 | 6.5 | 18.6 | 27.0 | 6.5 | 18.3 | | 27.0 | 38.8 | 17.0 |
| Yellow Time (s) | 3.0 | 4.1 | 4.1 | 3.0 | 4.1 | 3.0 | 3.0 | 3.8 | | 3.0 | 3.8 | 3.0 |
| All-Red Time (s) | 0.0 | 2.3 | 2.3 | 0.0 | 2.3 | 0.0 | 0.0 | 2.9 | | 0.0 | 2.9 | 0.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 3.0 | 6.4 | 6.4 | 3.0 | 6.4 | 3.0 | 3.0 | 6.7 | | 3.0 | 6.7 | 3.0 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lead | Lead | Lag | | Lead | Lag | Lead |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | Yes |

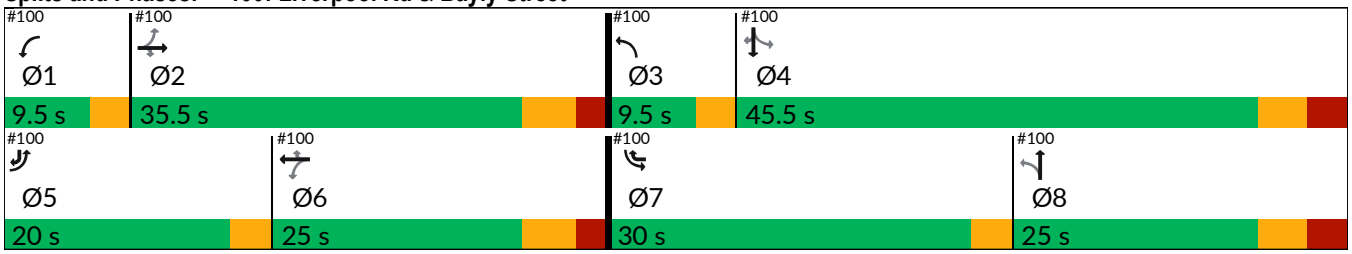
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Recall Mode | None | Max | Max | None | Max | Max | None | None | | Max | None | None |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Don't Walk (s) | | 11.0 | 11.0 | | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | | 20 | 20 | | 41 | | | 22 | | | 17 | |
| Act Effct Green (s) | 42.0 | 29.1 | 29.1 | 28.9 | 19.0 | 49.4 | 28.4 | 18.3 | | 52.0 | 40.7 | 61.0 |
| Actuated g/C Ratio | 0.42 | 0.29 | 0.29 | 0.29 | 0.19 | 0.49 | 0.28 | 0.18 | | 0.52 | 0.41 | 0.61 |
| v/c Ratio | 0.88 | 0.71 | 0.39 | 0.69 | 0.80 | 0.89 | 0.36 | 1.13 | | 0.62 | 0.40 | 0.46 |
| Control Delay (s/veh) | 46.3 | 36.3 | 5.7 | 38.0 | 49.1 | 33.4 | 19.2 | 113.8 | | 22.5 | 22.6 | 8.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 46.3 | 36.3 | 5.7 | 38.0 | 49.1 | 33.4 | 19.2 | 113.8 | | 22.5 | 22.6 | 8.1 |
| LOS | D | D | A | D | D | C | B | F | | C | C | A |
| Approach Delay (s/veh) | | 33.3 | | | 39.9 | | | 102.1 | | | 17.7 | |
| Approach LOS | | C | | | D | | | F | | | B | |
| Queue Length 50th (m) | 48.8 | 68.5 | 0.0 | 21.4 | 56.4 | 104.2 | 10.3 | ~89.5 | | 40.5 | 45.2 | 29.9 |
| Queue Length 95th (m) | #96.3 | 89.8 | 17.8 | #41.5 | #81.7 | #195.0 | 19.2 | #128.1 | | 71.2 | 60.4 | 50.7 |
| Internal Link Dist (m) | | 174.9 | | | 255.7 | | | 129.4 | | | 164.0 | |
| Turn Bay Length (m) | 70.0 | | 70.0 | 35.0 | | 145.0 | 50.0 | | | 40.0 | | 50.0 |
| Base Capacity (vph) | 398 | 1019 | 612 | 246 | 680 | 818 | 291 | 655 | | 557 | 1469 | 1020 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.86 | 0.71 | 0.39 | 0.69 | 0.80 | 0.89 | 0.36 | 1.13 | | 0.62 | 0.40 | 0.46 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 100 | | | |
| Actuated Cycle Length: 100 | | | |
| Natural Cycle: 80 | | | |
| Control Type: Semi Act-Uncoord | | | |
| Maximum v/c Ratio: 1.13 | | | |
| Intersection Signal Delay (s/veh): 42.5 | | Intersection LOS: D | |
| Intersection Capacity Utilization 96.6% | | ICU Level of Service F | |
| Analysis Period (min) 15 | | | |

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

**Splits and Phases: 100: Liverpool Rd & Bayly Street**

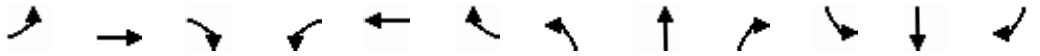




| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Stop | | | Stop |
| Traffic Volume (vph) | 26 | 141 | 383 | 30 | 179 | 509 |
| Future Volume (vph) | 26 | 141 | 383 | 30 | 179 | 509 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Hourly flow rate (vph) | 29 | 155 | 421 | 33 | 197 | 559 |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total (vph) | 184 | 454 | 756 |
| Volume Left (vph) | 29 | 0 | 197 |
| Volume Right (vph) | 155 | 33 | 0 |
| Hadj (s) | -0.44 | -0.03 | 0.07 |
| Departure Headway (s) | 6.2 | 5.4 | 5.2 |
| Degree Utilization, x | 0.31 | 0.68 | 1.10 |
| Capacity (veh/h) | 559 | 651 | 683 |
| Control Delay (s/veh) | 12.0 | 19.0 | 87.2 |
| Approach Delay (s/veh) | 12.0 | 19.0 | 87.2 |
| Approach LOS | B | C | F |

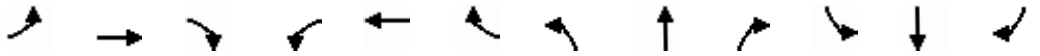
| Intersection Summary | | | |
|---|---|---|---|
| Delay | 55.1 | | |
| Level of Service | F | | |
| Intersection Capacity Utilization | 78.9% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 18 | 1 | 16 | 18 | 2 | 7 | 13 | 321 | 17 | 13 | 372 | 23 |
| Future Volume (Veh/h) | 18 | 1 | 16 | 18 | 2 | 7 | 13 | 321 | 17 | 13 | 372 | 23 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 20 | 1 | 18 | 20 | 2 | 8 | 14 | 357 | 19 | 14 | 413 | 26 |
| Pedestrians | | 3 | | | 9 | | | | | | 2 | |
| Lane Width (m) | | 3.6 | | | 3.6 | | | | | | 3.6 | |
| Walking Speed (m/s) | | 1.2 | | | 1.2 | | | | | | 1.2 | |
| Percent Blockage | | 0 | | | 1 | | | | | | 0 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (m) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 863 | 870 | 429 | 876 | 874 | 378 | 442 | | | 385 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 863 | 870 | 429 | 876 | 874 | 378 | 442 | | | 385 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.4 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.4 | | |
| p0 queue free % | 92 | 100 | 97 | 92 | 99 | 99 | 99 | | | 99 | | |
| cM capacity (veh/h) | 264 | 282 | 629 | 254 | 280 | 667 | 1126 | | | 1050 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 39 | 30 | 390 | 453 |
| Volume Left | 20 | 20 | 14 | 14 |
| Volume Right | 18 | 8 | 19 | 26 |
| cSH | 361 | 307 | 1126 | 1050 |
| Volume to Capacity | 0.11 | 0.10 | 0.01 | 0.01 |
| Queue Length 95th (m) | 2.9 | 2.6 | 0.3 | 0.3 |
| Control Delay (s/veh) | 16.2 | 18.0 | 0.4 | 0.4 |
| Lane LOS | C | C | A | A |
| Approach Delay (s/veh) | 16.2 | 18.0 | 0.4 | 0.4 |
| Approach LOS | C | C | | |

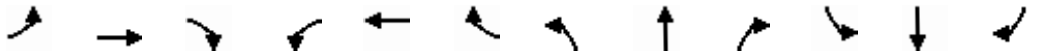
| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 1.7 | | | |
| Intersection Capacity Utilization | 36.7% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Traffic Volume (vph) | 53 | 0 | 1 | 1 | 0 | 6 | 2 | 311 | 1 | 6 | 300 | 47 |
| Future Volume (vph) | 53 | 0 | 1 | 1 | 0 | 6 | 2 | 311 | 1 | 6 | 300 | 47 |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 62 | 0 | 1 | 1 | 0 | 7 | 2 | 366 | 1 | 7 | 353 | 55 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 63 | 8 | 369 | 415 |
| Volume Left (vph) | 62 | 1 | 2 | 7 |
| Volume Right (vph) | 1 | 7 | 1 | 55 |
| Hadj (s) | 0.19 | -0.50 | 0.00 | -0.08 |
| Departure Headway (s) | 5.8 | 5.3 | 4.6 | 4.4 |
| Degree Utilization, x | 0.10 | 0.01 | 0.47 | 0.51 |
| Capacity (veh/h) | 542 | 570 | 768 | 787 |
| Control Delay (s/veh) | 9.5 | 8.3 | 11.5 | 12.0 |
| Approach Delay (s/veh) | 9.5 | 8.3 | 11.5 | 12.0 |
| Approach LOS | A | A | B | B |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 11.6 | | | |
| Level of Service | B | | | |
| Intersection Capacity Utilization | 39.6% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 329 | 697 | 252 | 175 | 523 | 698 | 109 | 591 | 190 | 333 | 608 | 447 |
| Future Volume (vph) | 329 | 697 | 252 | 175 | 523 | 698 | 109 | 591 | 190 | 333 | 608 | 447 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 70.0 | | 70.0 | 35.0 | | 145.0 | 50.0 | | 60.0 | 40.0 | | 50.0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 1 |
| Taper Length (m) | 7.5 | | 7.5 | 7.5 | | 7.5 | 7.5 | | 7.5 | 7.5 | | 7.5 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 1.00 |
| Ped Bike Factor | 0.99 | | 0.94 | 0.98 | | 0.97 | 0.99 | 0.98 | | | | 0.97 |
| Frt | | | 0.850 | | | 0.850 | | 0.964 | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1787 | 3471 | 1615 | 1770 | 3574 | 1553 | 1770 | 3414 | 0 | 1736 | 3574 | 1615 |
| Flt Permitted | 0.216 | | | 0.309 | | | 0.412 | | | 0.179 | | |
| Satd. Flow (perm) | 403 | 3471 | 1516 | 564 | 3574 | 1509 | 757 | 3414 | 0 | 327 | 3574 | 1561 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 254 | | | 106 | | 38 | | | | 127 |
| Link Speed (k/h) | | 50 | | | 50 | | | 40 | | | 50 | |
| Link Distance (m) | | 198.9 | | | 279.7 | | | 153.4 | | | 188.0 | |
| Travel Time (s) | | 14.3 | | | 20.1 | | | 13.8 | | | 13.5 | |
| Confl. Peds. (#/hr) | 17 | | 22 | 22 | | 17 | 20 | | 41 | 41 | | 20 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 1% | 4% | 0% | 2% | 1% | 4% | 2% | 0% | 1% | 4% | 1% | 0% |
| Adj. Flow (vph) | 343 | 726 | 263 | 182 | 545 | 727 | 114 | 616 | 198 | 347 | 633 | 466 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 343 | 726 | 263 | 182 | 545 | 727 | 114 | 814 | 0 | 347 | 633 | 466 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(m) | | 3.6 | | | 3.6 | | | 3.6 | | | 3.6 | |
| Link Offset(m) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Crosswalk Width(m) | | 4.8 | | | 4.8 | | | 4.8 | | | 4.8 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (k/h) | 25 | | 15 | 25 | | 15 | 25 | | 15 | 25 | | 15 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | pm+ov | pm+pt | NA | | pm+pt | NA | pm+ov |
| Protected Phases | 5 | 2 | | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | 5 |
| Permitted Phases | 2 | | 2 | 6 | | 6 | 8 | | | 4 | | 4 |
| Detector Phase | 5 | 2 | 2 | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | 5 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 9.5 | 24.4 | 24.4 | 9.5 | 24.4 | 9.5 | 9.5 | 24.7 | | 9.5 | 24.7 | 9.5 |
| Total Split (s) | 19.0 | 35.4 | 35.4 | 9.6 | 26.0 | 29.0 | 9.6 | 26.0 | | 29.0 | 45.4 | 19.0 |
| Total Split (%) | 19.0% | 35.4% | 35.4% | 9.6% | 26.0% | 29.0% | 9.6% | 26.0% | | 29.0% | 45.4% | 19.0% |
| Maximum Green (s) | 16.0 | 29.0 | 29.0 | 6.6 | 19.6 | 26.0 | 6.6 | 19.3 | | 26.0 | 38.7 | 16.0 |
| Yellow Time (s) | 3.0 | 4.1 | 4.1 | 3.0 | 4.1 | 3.0 | 3.0 | 3.8 | | 3.0 | 3.8 | 3.0 |
| All-Red Time (s) | 0.0 | 2.3 | 2.3 | 0.0 | 2.3 | 0.0 | 0.0 | 2.9 | | 0.0 | 2.9 | 0.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 3.0 | 6.4 | 6.4 | 3.0 | 6.4 | 3.0 | 3.0 | 6.7 | | 3.0 | 6.7 | 3.0 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lead | Lead | Lag | | Lead | Lag | Lead |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | Yes |

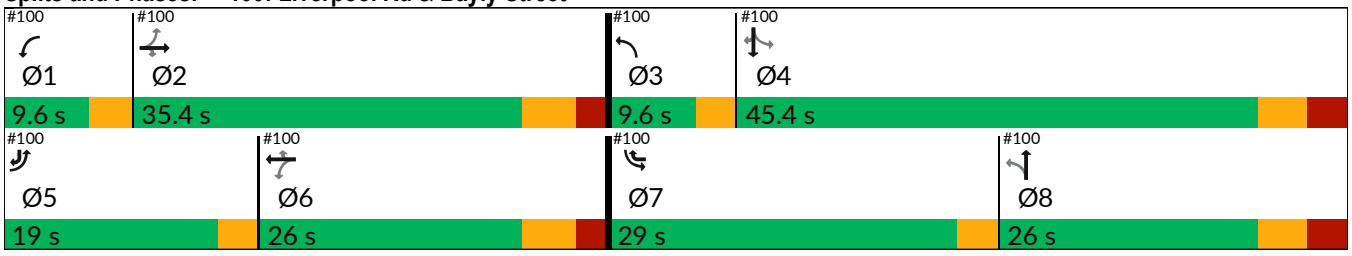
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Recall Mode | None | Max | Max | None | Max | Max | None | None | | Max | None | None |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Don't Walk (s) | | 11.0 | 11.0 | | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | | 20 | 20 | | 41 | | | 22 | | | 17 | |
| Act Effct Green (s) | 42.0 | 29.0 | 29.0 | 29.8 | 19.8 | 49.2 | 29.5 | 19.3 | | 52.0 | 38.8 | 58.3 |
| Actuated g/C Ratio | 0.42 | 0.29 | 0.29 | 0.30 | 0.20 | 0.49 | 0.30 | 0.19 | | 0.52 | 0.39 | 0.58 |
| v/c Ratio | 0.88 | 0.72 | 0.42 | 0.74 | 0.77 | 0.90 | 0.39 | 1.18 | | 0.65 | 0.46 | 0.48 |
| Control Delay (s/veh) | 47.5 | 36.7 | 6.4 | 41.6 | 46.5 | 35.1 | 19.6 | 131.4 | | 23.8 | 24.1 | 9.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 47.5 | 36.7 | 6.4 | 41.6 | 46.5 | 35.1 | 19.6 | 131.4 | | 23.8 | 24.1 | 9.2 |
| LOS | D | D | A | D | D | D | B | F | | C | C | A |
| Approach Delay (s/veh) | | 33.5 | | | 40.2 | | | 117.7 | | | 19.2 | |
| Approach LOS | | C | | | D | | | F | | | B | |
| Queue Length 50th (m) | 48.8 | 68.5 | 1.3 | 23.3 | 55.6 | 104.5 | 11.3 | ~102.4 | | 41.2 | 49.5 | 32.1 |
| Queue Length 95th (m) | #95.6 | 89.8 | 20.0 | #47.6 | 75.1 | #195.8 | 20.5 | #141.8 | | 72.4 | 65.6 | 53.8 |
| Internal Link Dist (m) | | 174.9 | | | 255.7 | | | 129.4 | | | 164.0 | |
| Turn Bay Length (m) | 70.0 | | 70.0 | 35.0 | | 145.0 | 50.0 | | | 40.0 | | 50.0 |
| Base Capacity (vph) | 390 | 1006 | 619 | 247 | 706 | 807 | 290 | 689 | | 536 | 1385 | 974 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.88 | 0.72 | 0.42 | 0.74 | 0.77 | 0.90 | 0.39 | 1.18 | | 0.65 | 0.46 | 0.48 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 100 | | | |
| Actuated Cycle Length: 100 | | | |
| Natural Cycle: 75 | | | |
| Control Type: Semi Act-Uncoord | | | |
| Maximum v/c Ratio: 1.18 | | | |
| Intersection Signal Delay (s/veh): 46.5 | | Intersection LOS: D | |
| Intersection Capacity Utilization 98.6% | | ICU Level of Service F | |
| Analysis Period (min) 15 | | | |

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

**Splits and Phases: 100: Liverpool Rd & Bayly Street**

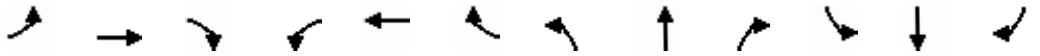




| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Stop | | | Stop |
| Traffic Volume (vph) | 26 | 141 | 463 | 30 | 179 | 587 |
| Future Volume (vph) | 26 | 141 | 463 | 30 | 179 | 587 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Hourly flow rate (vph) | 29 | 155 | 509 | 33 | 197 | 645 |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total (vph) | 184 | 542 | 842 |
| Volume Left (vph) | 29 | 0 | 197 |
| Volume Right (vph) | 155 | 33 | 0 |
| Hadj (s) | -0.42 | -0.02 | 0.07 |
| Departure Headway (s) | 6.4 | 5.4 | 5.4 |
| Degree Utilization, x | 0.32 | 0.82 | 1.26 |
| Capacity (veh/h) | 543 | 655 | 674 |
| Control Delay (s/veh) | 12.4 | 27.9 | 148.6 |
| Approach Delay (s/veh) | 12.4 | 27.9 | 148.6 |
| Approach LOS | B | D | F |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 90.9 | | |
| Level of Service | F | | |
| Intersection Capacity Utilization | 87.2% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

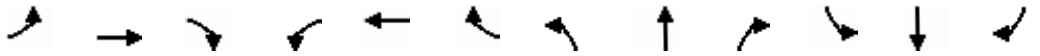


| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 23 | 2 | 23 | 18 | 1 | 14 | 24 | 385 | 22 | 7 | 450 | 28 |
| Future Volume (Veh/h) | 23 | 2 | 23 | 18 | 1 | 14 | 24 | 385 | 22 | 7 | 450 | 28 |
| 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) | 24 | 2 | 24 | 19 | 1 | 15 | 26 | 410 | 23 | 7 | 479 | 30 |
| 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 | 1025 | 1058 | 523 | 1047 | 1062 | 461 | 536 | | | 471 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1025 | 1058 | 523 | 1047 | 1062 | 461 | 536 | | | 471 | | |
| 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 % | 87 | 99 | 96 | 89 | 100 | 97 | 97 | | | 99 | | |
| cM capacity (veh/h) | 191 | 207 | 544 | 178 | 206 | 585 | 1019 | | | 878 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 50 | 35 | 459 | 516 |
| Volume Left | 24 | 19 | 26 | 7 |
| Volume Right | 24 | 15 | 23 | 30 |
| cSH | 279 | 256 | 1019 | 878 |
| Volume to Capacity | 0.18 | 0.14 | 0.03 | 0.00* |
| Queue Length 95th (m) | 5.1 | 3.7 | 0.6 | 0.2 |
| Control Delay (s/veh) | 20.7 | 21.3 | 0.8 | 0.2 |
| Lane LOS | C | C | A | A |
| Approach Delay (s/veh) | 20.7 | 21.3 | 0.8 | 0.2 |
| Approach LOS | C | C | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.1 | | |
| Intersection Capacity Utilization | 46.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

* Value less than 0.01.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Traffic Volume (vph) | 72 | 0 | 1 | 1 | 0 | 10 | 3 | 361 | 1 | 10 | 350 | 61 |
| Future Volume (vph) | 72 | 0 | 1 | 1 | 0 | 10 | 3 | 361 | 1 | 10 | 350 | 61 |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 85 | 0 | 1 | 1 | 0 | 12 | 4 | 425 | 1 | 12 | 412 | 72 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 86 | 13 | 430 | 496 |
| Volume Left (vph) | 85 | 1 | 4 | 12 |
| Volume Right (vph) | 1 | 12 | 1 | 72 |
| Hadj (s) | 0.19 | -0.54 | 0.00 | -0.08 |
| Departure Headway (s) | 6.2 | 5.7 | 4.8 | 4.7 |
| Degree Utilization, x | 0.15 | 0.02 | 0.57 | 0.64 |
| Capacity (veh/h) | 495 | 518 | 732 | 755 |
| Control Delay (s/veh) | 10.3 | 8.8 | 14.1 | 15.6 |
| Approach Delay (s/veh) | 10.3 | 8.8 | 14.1 | 15.6 |
| Approach LOS | B | A | B | C |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 14.4 | | | |
| Level of Service | B | | | |
| Intersection Capacity Utilization | 46.5% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

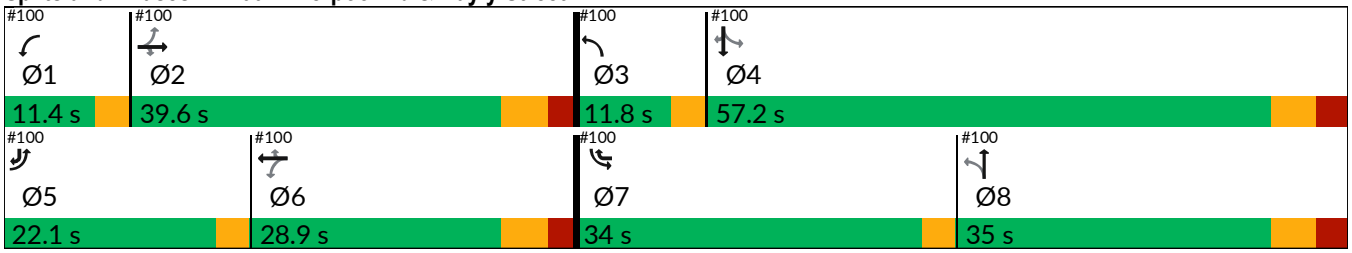
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 329 | 697 | 252 | 175 | 523 | 698 | 109 | 591 | 190 | 333 | 608 | 447 |
| Future Volume (vph) | 329 | 697 | 252 | 175 | 523 | 698 | 109 | 591 | 190 | 333 | 608 | 447 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 70.0 | | 70.0 | 35.0 | | 145.0 | 50.0 | | 60.0 | 40.0 | | 50.0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 1 |
| Taper Length (m) | 7.5 | | 7.5 | 7.5 | | 7.5 | 7.5 | | 7.5 | 7.5 | | 7.5 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 1.00 |
| Ped Bike Factor | 0.99 | | 0.93 | 0.98 | | 0.97 | 0.98 | 0.98 | | | | 0.96 |
| Frt | | | 0.850 | | | 0.850 | | 0.964 | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1787 | 3471 | 1615 | 1770 | 3574 | 1553 | 1770 | 3402 | 0 | 1736 | 3574 | 1615 |
| Flt Permitted | 0.183 | | | 0.271 | | | 0.412 | | | 0.128 | | |
| Satd. Flow (perm) | 341 | 3471 | 1497 | 494 | 3574 | 1500 | 755 | 3402 | 0 | 234 | 3574 | 1550 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 263 | | | 88 | | 34 | | | | 152 |
| Link Speed (k/h) | | 50 | | | 50 | | | 40 | | | 50 | |
| Link Distance (m) | | 198.9 | | | 279.7 | | | 153.4 | | | 188.0 | |
| Travel Time (s) | | 14.3 | | | 20.1 | | | 13.8 | | | 13.5 | |
| Confl. Peds. (#/hr) | 17 | | 22 | 22 | | 17 | 20 | | 41 | 41 | | 20 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 1% | 4% | 0% | 2% | 1% | 4% | 2% | 0% | 1% | 4% | 1% | 0% |
| Adj. Flow (vph) | 343 | 726 | 263 | 182 | 545 | 727 | 114 | 616 | 198 | 347 | 633 | 466 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 343 | 726 | 263 | 182 | 545 | 727 | 114 | 814 | 0 | 347 | 633 | 466 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(m) | | 3.6 | | | 3.6 | | | 3.6 | | | 3.6 | |
| Link Offset(m) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Crosswalk Width(m) | | 4.8 | | | 4.8 | | | 4.8 | | | 4.8 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (k/h) | 25 | | 15 | 25 | | 15 | 25 | | 15 | 25 | | 15 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | pm+ov | pm+pt | NA | | pm+pt | NA | pm+ov |
| Protected Phases | 5 | 2 | | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | 5 |
| Permitted Phases | 2 | | 2 | 6 | | 6 | 8 | | | 4 | | 4 |
| Detector Phase | 5 | 2 | 2 | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | 5 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 9.5 | 24.4 | 24.4 | 9.5 | 24.4 | 9.5 | 9.5 | 24.7 | | 9.5 | 24.7 | 9.5 |
| Total Split (s) | 22.1 | 39.6 | 39.6 | 11.4 | 28.9 | 34.0 | 11.8 | 35.0 | | 34.0 | 57.2 | 22.1 |
| Total Split (%) | 18.4% | 33.0% | 33.0% | 9.5% | 24.1% | 28.3% | 9.8% | 29.2% | | 28.3% | 47.7% | 18.4% |
| Maximum Green (s) | 19.1 | 33.2 | 33.2 | 8.4 | 22.5 | 31.0 | 8.8 | 28.3 | | 31.0 | 50.5 | 19.1 |
| Yellow Time (s) | 3.0 | 4.1 | 4.1 | 3.0 | 4.1 | 3.0 | 3.0 | 3.8 | | 3.0 | 3.8 | 3.0 |
| All-Red Time (s) | 0.0 | 2.3 | 2.3 | 0.0 | 2.3 | 0.0 | 0.0 | 2.9 | | 0.0 | 2.9 | 0.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 3.0 | 6.4 | 6.4 | 3.0 | 6.4 | 3.0 | 3.0 | 6.7 | | 3.0 | 6.7 | 3.0 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lead | Lead | Lag | | Lead | Lag | Lead |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | Yes |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Recall Mode | None | Max | Max | None | Max | Max | None | None | | Max | None | None |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Don't Walk (s) | | 11.0 | 11.0 | | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | | 20 | 20 | | 41 | | | 22 | | | 17 | |
| Act Effct Green (s) | 48.0 | 33.2 | 33.2 | 34.3 | 22.5 | 56.9 | 40.2 | 28.3 | | 66.0 | 51.1 | 73.9 |
| Actuated g/C Ratio | 0.40 | 0.28 | 0.28 | 0.29 | 0.19 | 0.47 | 0.34 | 0.24 | | 0.55 | 0.43 | 0.62 |
| v/c Ratio | 0.94 | 0.76 | 0.44 | 0.79 | 0.81 | 0.94 | 0.35 | 0.98 | | 0.67 | 0.42 | 0.46 |
| Control Delay (s/veh) | 63.4 | 45.6 | 6.4 | 52.8 | 57.5 | 47.3 | 19.5 | 71.4 | | 31.2 | 25.2 | 8.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 63.4 | 45.6 | 6.4 | 52.8 | 57.5 | 47.3 | 19.5 | 71.4 | | 31.2 | 25.2 | 8.6 |
| LOS | E | D | A | D | E | D | B | E | | C | C | A |
| Approach Delay (s/veh) | | 42.5 | | | 51.8 | | | 65.0 | | | 21.3 | |
| Approach LOS | | D | | | D | | | E | | | C | |
| Queue Length 50th (m) | 62.2 | 85.2 | 0.0 | 29.5 | 68.5 | 139.8 | 12.9 | 102.4 | | 56.3 | 56.8 | 34.2 |
| Queue Length 95th (m) | #120.6 | 108.1 | 20.4 | #53.0 | #91.1 | #236.3 | 22.4 | #146.2 | | 90.4 | 73.1 | 55.4 |
| Internal Link Dist (m) | | 174.9 | | | 255.7 | | | 129.4 | | | 164.0 | |
| Turn Bay Length (m) | 70.0 | | 70.0 | 35.0 | | 145.0 | 50.0 | | | 40.0 | | 50.0 |
| Base Capacity (vph) | 366 | 960 | 604 | 230 | 670 | 771 | 331 | 828 | | 516 | 1520 | 1022 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.94 | 0.76 | 0.44 | 0.79 | 0.81 | 0.94 | 0.34 | 0.98 | | 0.67 | 0.42 | 0.46 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 120 | | | |
| Actuated Cycle Length: 120 | | | |
| Natural Cycle: 75 | | | |
| Control Type: Semi Act-Uncoord | | | |
| Maximum v/c Ratio: 0.98 | | | |
| Intersection Signal Delay (s/veh): 43.2 | | Intersection LOS: D | |
| Intersection Capacity Utilization 98.6% | | ICU Level of Service F | |
| Analysis Period (min) 15 | | | |

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

**Splits and Phases: 100: Liverpool Rd & Bayly Street**



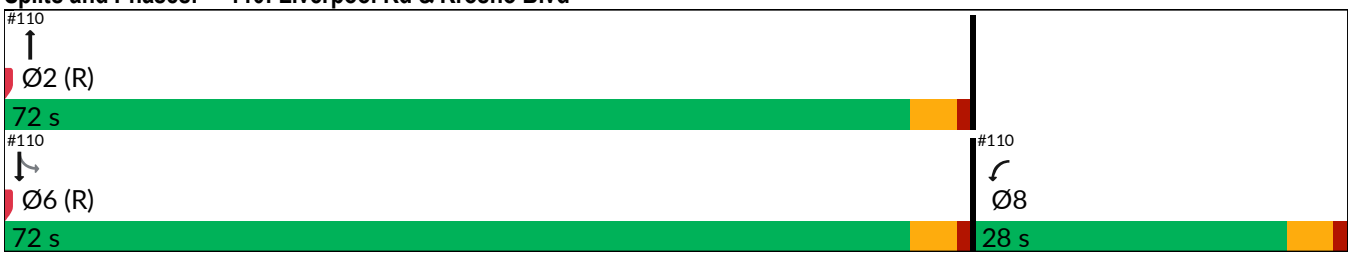


| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 26 | 141 | 463 | 30 | 179 | 587 |
| Future Volume (vph) | 26 | 141 | 463 | 30 | 179 | 587 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 0.0 | 0.0 | | 0.0 | 20.0 | |
| Storage Lanes | 1 | 0 | | 0 | 1 | |
| Taper Length (m) | 7.5 | 7.5 | | 7.5 | 7.5 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | 1.00 | | 1.00 | | 0.99 | |
| Frt | 0.886 | | 0.992 | | | |
| Flt Protected | 0.992 | | | | 0.950 | |
| Satd. Flow (prot) | 1615 | 0 | 1864 | 0 | 1752 | 1881 |
| Flt Permitted | 0.992 | | | | 0.397 | |
| Satd. Flow (perm) | 1607 | 0 | 1864 | 0 | 726 | 1881 |
| Right Turn on Red | | Yes | | Yes | | |
| Satd. Flow (RTOR) | 155 | | 7 | | | |
| Link Speed (k/h) | 50 | | 40 | | | 40 |
| Link Distance (m) | 251.0 | | 629.7 | | | 604.7 |
| Travel Time (s) | 18.1 | | 56.7 | | | 54.4 |
| Confl. Peds. (#/hr) | 11 | | | 9 | 9 | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Heavy Vehicles (%) | 11% | 2% | 1% | 0% | 3% | 1% |
| Adj. Flow (vph) | 29 | 155 | 509 | 33 | 197 | 645 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 184 | 0 | 542 | 0 | 197 | 645 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(m) | 3.6 | | 3.6 | | | 3.6 |
| Link Offset(m) | 0.0 | | 0.0 | | | 0.0 |
| Crosswalk Width(m) | 4.8 | | 4.8 | | | 4.8 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (k/h) | 25 | 15 | | 15 | 25 | |
| Turn Type | Prot | | NA | | Perm | NA |
| Protected Phases | 8 | | 2 | | | 6 |
| Permitted Phases | | | | | 6 | |
| Minimum Split (s) | 22.5 | | 22.5 | | 22.5 | 22.5 |
| Total Split (s) | 28.0 | | 72.0 | | 72.0 | 72.0 |
| Total Split (%) | 28.0% | | 72.0% | | 72.0% | 72.0% |
| Maximum Green (s) | 23.5 | | 67.5 | | 67.5 | 67.5 |
| Yellow Time (s) | 3.5 | | 3.5 | | 3.5 | 3.5 |
| All-Red Time (s) | 1.0 | | 1.0 | | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | | 4.5 | | 4.5 | 4.5 |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Walk Time (s) | 7.0 | | 7.0 | | 7.0 | 7.0 |
| Flash Don't Walk (s) | 11.0 | | 11.0 | | 11.0 | 11.0 |
| Pedestrian Calls (#/hr) | 11 | | 9 | | 9 | 9 |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Act Effct Green (s) | 23.5 | | 67.5 | | 67.5 | 67.5 |
| Actuated g/C Ratio | 0.24 | | 0.68 | | 0.68 | 0.68 |
| v/c Ratio | 0.37 | | 0.43 | | 0.40 | 0.51 |
| Control Delay (s/veh) | 10.1 | | 8.6 | | 10.2 | 9.8 |
| Queue Delay | 0.0 | | 0.0 | | 0.0 | 0.0 |
| Total Delay (s/veh) | 10.1 | | 8.6 | | 10.2 | 9.8 |
| LOS | B | | A | | B | A |
| Approach Delay (s/veh) | 10.1 | | 8.6 | | | 9.9 |
| Approach LOS | B | | A | | | A |
| Queue Length 50th (m) | 4.4 | | 44.2 | | 15.8 | 57.6 |
| Queue Length 95th (m) | 21.4 | | 64.3 | | 30.1 | 82.7 |
| Internal Link Dist (m) | 227.0 | | 605.7 | | | 580.7 |
| Turn Bay Length (m) | | | | | 20.0 | |
| Base Capacity (vph) | 498 | | 1260 | | 490 | 1269 |
| Starvation Cap Reductn | 0 | | 0 | | 0 | 0 |
| Spillback Cap Reductn | 0 | | 0 | | 0 | 0 |
| Storage Cap Reductn | 0 | | 0 | | 0 | 0 |
| Reduced v/c Ratio | 0.37 | | 0.43 | | 0.40 | 0.51 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 100 | | | |
| Actuated Cycle Length: 100 | | | |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green | | | |
| Natural Cycle: 60 | | | |
| Control Type: Pretimed | | | |
| Maximum v/c Ratio: 0.51 | | | |
| Intersection Signal Delay (s/veh): 9.5 | | Intersection LOS: A | |
| Intersection Capacity Utilization 57.6% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |

**Splits and Phases: 110: Liverpool Rd & Krosno Blvd**



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 470 | 996 | 348 | 235 | 747 | 998 | 145 | 792 | 257 | 476 | 817 | 639 |
| Future Volume (vph) | 470 | 996 | 348 | 235 | 747 | 998 | 145 | 792 | 257 | 476 | 817 | 639 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 70.0 | | 70.0 | 35.0 | | 145.0 | 50.0 | | 60.0 | 40.0 | | 50.0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 1 |
| Taper Length (m) | 7.5 | | 7.5 | 7.5 | | 7.5 | 7.5 | | 7.5 | 7.5 | | 7.5 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 1.00 |
| Ped Bike Factor | | | 0.93 | | | 0.97 | 0.99 | 0.98 | | | | 0.96 |
| Frt | | | 0.850 | | | 0.850 | | 0.963 | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1787 | 3471 | 1615 | 1770 | 3574 | 1553 | 1770 | 3398 | 0 | 1736 | 3574 | 1615 |
| Flt Permitted | 0.140 | | | 0.156 | | | 0.318 | | | 0.124 | | |
| Satd. Flow (perm) | 263 | 3471 | 1497 | 291 | 3574 | 1500 | 586 | 3398 | 0 | 227 | 3574 | 1550 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 251 | | | 88 | | 35 | | | | 132 |
| Link Speed (k/h) | | 50 | | | 50 | | | 40 | | | 50 | |
| Link Distance (m) | | 198.9 | | | 279.7 | | | 153.4 | | | 188.0 | |
| Travel Time (s) | | 14.3 | | | 20.1 | | | 13.8 | | | 13.5 | |
| Confl. Peds. (#/hr) | 17 | | 22 | 22 | | 17 | 20 | | 41 | 41 | | 20 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 1% | 4% | 0% | 2% | 1% | 4% | 2% | 0% | 1% | 4% | 1% | 0% |
| Adj. Flow (vph) | 490 | 1038 | 363 | 245 | 778 | 1040 | 151 | 825 | 268 | 496 | 851 | 666 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 490 | 1038 | 363 | 245 | 778 | 1040 | 151 | 1093 | 0 | 496 | 851 | 666 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(m) | | 3.6 | | | 3.6 | | | 3.6 | | | 3.6 | |
| Link Offset(m) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Crosswalk Width(m) | | 4.8 | | | 4.8 | | | 4.8 | | | 4.8 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (k/h) | 25 | | 15 | 25 | | 15 | 25 | | 15 | 25 | | 15 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | pm+ov | pm+pt | NA | | pm+pt | NA | pm+ov |
| Protected Phases | 5 | 2 | | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | 5 |
| Permitted Phases | 2 | | 2 | 6 | | 6 | 8 | | | 4 | | 4 |
| Detector Phase | 5 | 2 | 2 | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | 5 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 9.5 | 24.4 | 24.4 | 9.5 | 24.4 | 9.5 | 9.5 | 24.7 | | 9.5 | 24.7 | 9.5 |
| Total Split (s) | 22.0 | 42.0 | 42.0 | 12.0 | 32.0 | 30.0 | 15.2 | 36.0 | | 30.0 | 50.8 | 22.0 |
| Total Split (%) | 18.3% | 35.0% | 35.0% | 10.0% | 26.7% | 25.0% | 12.7% | 30.0% | | 25.0% | 42.3% | 18.3% |
| Maximum Green (s) | 19.0 | 35.6 | 35.6 | 9.0 | 25.6 | 27.0 | 12.2 | 29.3 | | 27.0 | 44.1 | 19.0 |
| Yellow Time (s) | 3.0 | 4.1 | 4.1 | 3.0 | 4.1 | 3.0 | 3.0 | 3.8 | | 3.0 | 3.8 | 3.0 |
| All-Red Time (s) | 0.0 | 2.3 | 2.3 | 0.0 | 2.3 | 0.0 | 0.0 | 2.9 | | 0.0 | 2.9 | 0.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 3.0 | 6.4 | 6.4 | 3.0 | 6.4 | 3.0 | 3.0 | 6.7 | | 3.0 | 6.7 | 3.0 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lead | Lead | Lag | | Lead | Lag | Lead |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | Yes |

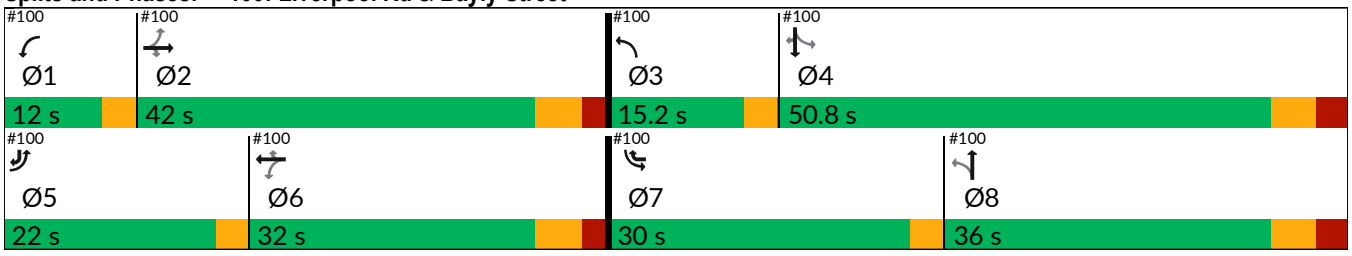
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Recall Mode | None | Max | Max | None | Max | Max | None | None | | Max | None | None |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Don't Walk (s) | | 11.0 | 11.0 | | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | | 20 | 20 | | 41 | | | 22 | | | 17 | |
| Act Effct Green (s) | 51.0 | 35.6 | 35.6 | 38.0 | 25.6 | 56.0 | 43.4 | 29.3 | | 63.0 | 45.9 | 68.6 |
| Actuated g/C Ratio | 0.43 | 0.30 | 0.30 | 0.32 | 0.21 | 0.47 | 0.36 | 0.24 | | 0.53 | 0.38 | 0.57 |
| v/c Ratio | 1.39 | 1.01 | 0.59 | 1.21 | 1.02 | 1.37 | 0.48 | 1.28 | | 1.08 | 0.62 | 0.70 |
| Control Delay (s/veh) | 219.8 | 72.4 | 15.2 | 157.2 | 84.6 | 202.0 | 22.3 | 170.5 | | 99.1 | 32.8 | 17.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 219.8 | 72.4 | 15.2 | 157.2 | 84.6 | 202.0 | 22.3 | 170.5 | | 99.1 | 32.8 | 17.9 |
| LOS | F | E | B | F | F | F | C | F | | F | C | B |
| Approach Delay (s/veh) | | 99.6 | | | 152.4 | | | 152.5 | | | 44.2 | |
| Approach LOS | | F | | | F | | | F | | | D | |
| Queue Length 50th (m) | ~143.6 | ~135.1 | 21.4 | ~54.4 | ~107.2 | ~233.3 | 18.6 | ~177.8 | | ~117.6 | 89.1 | 83.6 |
| Queue Length 95th (m) | #211.5 | #181.4 | 54.5 | #108.2 | #147.2 | #418.0 | 30.6 | #221.7 | | #185.1 | 113.5 | 129.9 |
| Internal Link Dist (m) | | 174.9 | | | 255.7 | | | 129.4 | | | 164.0 | |
| Turn Bay Length (m) | 70.0 | | 70.0 | 35.0 | | 145.0 | 50.0 | | | 40.0 | | 50.0 |
| Base Capacity (vph) | 353 | 1029 | 620 | 203 | 762 | 758 | 341 | 856 | | 458 | 1366 | 952 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Reduced v/c Ratio | 1.39 | 1.01 | 0.59 | 1.21 | 1.02 | 1.37 | 0.44 | 1.28 | | 1.08 | 0.62 | 0.70 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 120 | | | |
| Actuated Cycle Length: 120 | | | |
| Natural Cycle: 100 | | | |
| Control Type: Semi Act-Uncoord | | | |
| Maximum v/c Ratio: 1.39 | | | |
| Intersection Signal Delay (s/veh): 108.4 | | Intersection LOS: F | |
| Intersection Capacity Utilization 132.7% | | ICU Level of Service H | |
| Analysis Period (min) 15 | | | |

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

**Splits and Phases: 100: Liverpool Rd & Bayly Street**



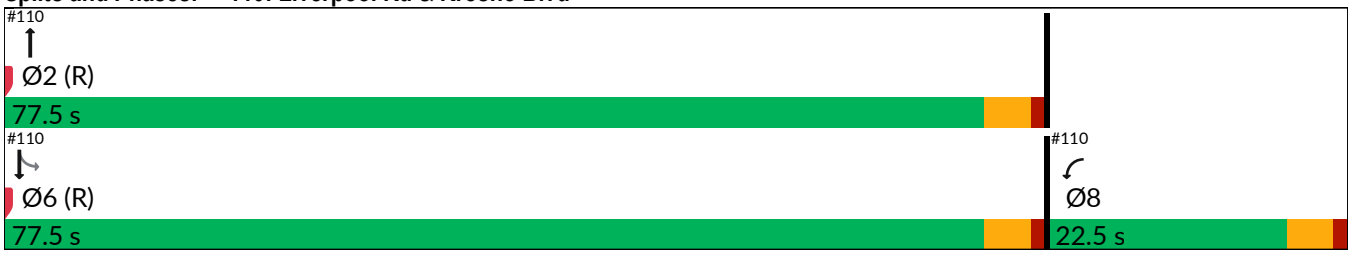


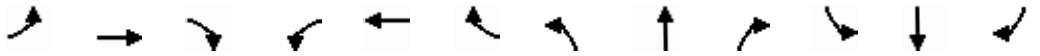
| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 32 | 201 | 582 | 37 | 255 | 758 |
| Future Volume (vph) | 32 | 201 | 582 | 37 | 255 | 758 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 0.0 | 0.0 | | 0.0 | 20.0 | |
| Storage Lanes | 1 | 0 | | 0 | 1 | |
| Taper Length (m) | 7.5 | 7.5 | | 7.5 | 7.5 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | 1.00 | | 1.00 | | 0.99 | |
| Frt | 0.883 | | 0.992 | | | |
| Flt Protected | 0.993 | | | | 0.950 | |
| Satd. Flow (prot) | 1614 | 0 | 1864 | 0 | 1752 | 1881 |
| Flt Permitted | 0.993 | | | | 0.340 | |
| Satd. Flow (perm) | 1607 | 0 | 1864 | 0 | 623 | 1881 |
| Right Turn on Red | | Yes | | Yes | | |
| Satd. Flow (RTOR) | 221 | | 9 | | | |
| Link Speed (k/h) | 50 | | 40 | | | 40 |
| Link Distance (m) | 251.0 | | 629.7 | | | 604.7 |
| Travel Time (s) | 18.1 | | 56.7 | | | 54.4 |
| Confl. Peds. (#/hr) | 11 | | | 9 | 9 | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Heavy Vehicles (%) | 11% | 2% | 1% | 0% | 3% | 1% |
| Adj. Flow (vph) | 35 | 221 | 640 | 41 | 280 | 833 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 256 | 0 | 681 | 0 | 280 | 833 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(m) | 3.6 | | 3.6 | | | 3.6 |
| Link Offset(m) | 0.0 | | 0.0 | | | 0.0 |
| Crosswalk Width(m) | 4.8 | | 4.8 | | | 4.8 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (k/h) | 25 | 15 | | 15 | 25 | |
| Turn Type | Prot | | NA | | Perm | NA |
| Protected Phases | 8 | | 2 | | | 6 |
| Permitted Phases | | | | | 6 | |
| Minimum Split (s) | 22.5 | | 22.5 | | 22.5 | 22.5 |
| Total Split (s) | 22.5 | | 77.5 | | 77.5 | 77.5 |
| Total Split (%) | 22.5% | | 77.5% | | 77.5% | 77.5% |
| Maximum Green (s) | 18.0 | | 73.0 | | 73.0 | 73.0 |
| Yellow Time (s) | 3.5 | | 3.5 | | 3.5 | 3.5 |
| All-Red Time (s) | 1.0 | | 1.0 | | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | | 4.5 | | 4.5 | 4.5 |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Walk Time (s) | 7.0 | | 7.0 | | 7.0 | 7.0 |
| Flash Don't Walk (s) | 11.0 | | 11.0 | | 11.0 | 11.0 |
| Pedestrian Calls (#/hr) | 11 | | 9 | | 9 | 9 |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Act Effct Green (s) | 18.0 | | 73.0 | | 73.0 | 73.0 |
| Actuated g/C Ratio | 0.18 | | 0.73 | | 0.73 | 0.73 |
| v/c Ratio | 0.54 | | 0.50 | | 0.62 | 0.61 |
| Control Delay (s/veh) | 12.5 | | 7.2 | | 13.9 | 8.9 |
| Queue Delay | 0.0 | | 0.0 | | 0.0 | 0.0 |
| Total Delay (s/veh) | 12.5 | | 7.2 | | 13.9 | 8.9 |
| LOS | B | | A | | B | A |
| Approach Delay (s/veh) | 12.5 | | 7.2 | | | 10.1 |
| Approach LOS | B | | A | | | B |
| Queue Length 50th (m) | 5.8 | | 49.1 | | 23.5 | 69.6 |
| Queue Length 95th (m) | 28.1 | | 71.0 | | 51.9 | 100.7 |
| Internal Link Dist (m) | 227.0 | | 605.7 | | | 580.7 |
| Turn Bay Length (m) | | | | | 20.0 | |
| Base Capacity (vph) | 471 | | 1363 | | 454 | 1373 |
| Starvation Cap Reductn | 0 | | 0 | | 0 | 0 |
| Spillback Cap Reductn | 0 | | 0 | | 0 | 0 |
| Storage Cap Reductn | 0 | | 0 | | 0 | 0 |
| Reduced v/c Ratio | 0.54 | | 0.50 | | 0.62 | 0.61 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 100 | | | |
| Actuated Cycle Length: 100 | | | |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green | | | |
| Natural Cycle: 70 | | | |
| Control Type: Pretimed | | | |
| Maximum v/c Ratio: 0.62 | | | |
| Intersection Signal Delay (s/veh): 9.4 | | Intersection LOS: A | |
| Intersection Capacity Utilization 72.5% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

**Splits and Phases: 110: Liverpool Rd & Krosno Blvd**

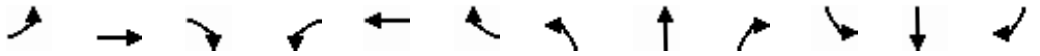




| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 28 | 3 | 29 | 20 | 2 | 20 | 31 | 464 | 25 | 11 | 561 | 32 |
| Future Volume (Veh/h) | 28 | 3 | 29 | 20 | 2 | 20 | 31 | 464 | 25 | 11 | 561 | 32 |
| 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) | 30 | 3 | 31 | 21 | 2 | 21 | 33 | 494 | 27 | 12 | 597 | 34 |
| 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 | 1262 | 1290 | 643 | 1284 | 1294 | 547 | 658 | | | 559 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1262 | 1290 | 643 | 1284 | 1294 | 547 | 658 | | | 559 | | |
| 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 % | 76 | 98 | 93 | 82 | 99 | 96 | 96 | | | 99 | | |
| cM capacity (veh/h) | 127 | 148 | 466 | 117 | 148 | 524 | 918 | | | 810 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 64 | 44 | 554 | 643 |
| Volume Left | 30 | 21 | 33 | 12 |
| Volume Right | 31 | 21 | 27 | 34 |
| cSH | 198 | 189 | 918 | 810 |
| Volume to Capacity | 0.32 | 0.23 | 0.04 | 0.01 |
| Queue Length 95th (m) | 10.6 | 6.9 | 0.9 | 0.4 |
| Control Delay (s/veh) | 31.6 | 29.7 | 1.0 | 0.4 |
| Lane LOS | D | D | A | A |
| Approach Delay (s/veh) | 31.6 | 29.7 | 1.0 | 0.4 |
| Approach LOS | D | D | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 3.2 | | | |
| Intersection Capacity Utilization | 54.7% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Traffic Volume (vph) | 96 | 0 | 2 | 2 | 0 | 15 | 4 | 426 | 2 | 15 | 415 | 79 |
| Future Volume (vph) | 96 | 0 | 2 | 2 | 0 | 15 | 4 | 426 | 2 | 15 | 415 | 79 |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 113 | 0 | 2 | 2 | 0 | 18 | 5 | 501 | 2 | 18 | 488 | 93 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 115 | 20 | 508 | 599 |
| Volume Left (vph) | 113 | 2 | 5 | 18 |
| Volume Right (vph) | 2 | 18 | 2 | 93 |
| Hadj (s) | 0.19 | -0.52 | 0.00 | -0.09 |
| Departure Headway (s) | 6.8 | 6.4 | 5.2 | 5.0 |
| Degree Utilization, x | 0.22 | 0.04 | 0.73 | 0.83 |
| Capacity (veh/h) | 490 | 487 | 680 | 706 |
| Control Delay (s/veh) | 11.6 | 9.7 | 20.6 | 27.1 |
| Approach Delay (s/veh) | 11.6 | 9.7 | 20.6 | 27.1 |
| Approach LOS | B | A | C | D |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | | 22.8 | | |
| Level of Service | | C | | |
| Intersection Capacity Utilization | | 55.5% | ICU Level of Service | B |
| Analysis Period (min) | | 15 | | |

# Appendix C

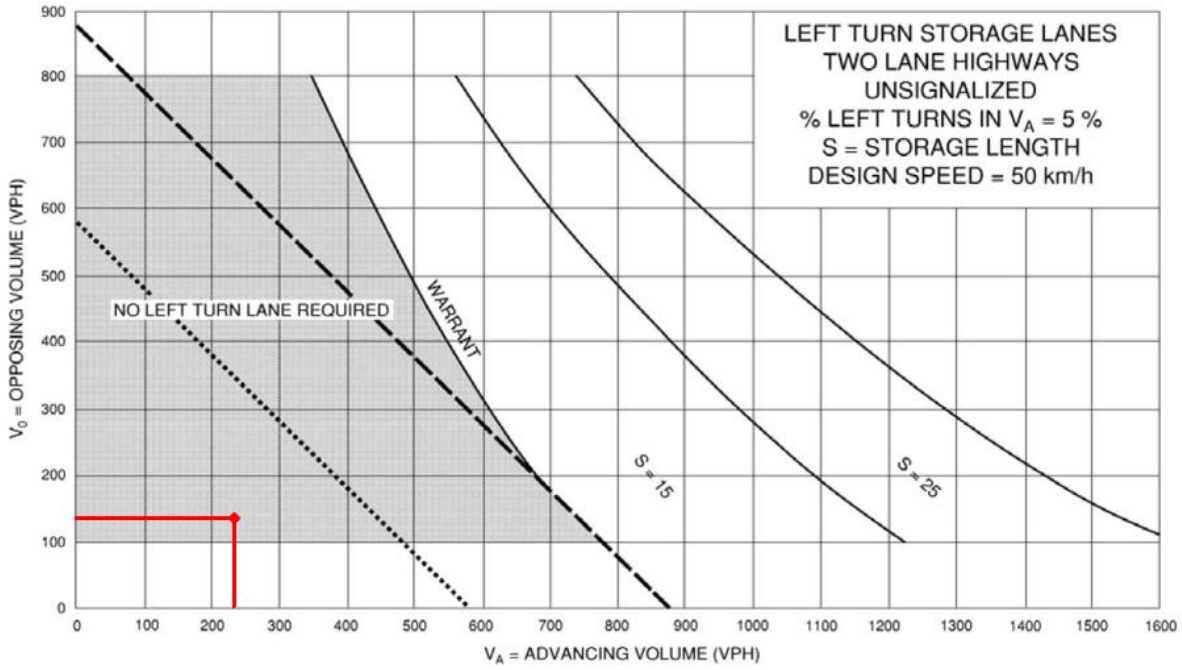
## Left-Turn Lane Warrant Nomographs

Liverpool Road and Annland Street intersection

Northbound Left-Turn Lane Warrant

Weekday AM Peak Hour

2027 Future Traffic Volumes: 0.5% growth

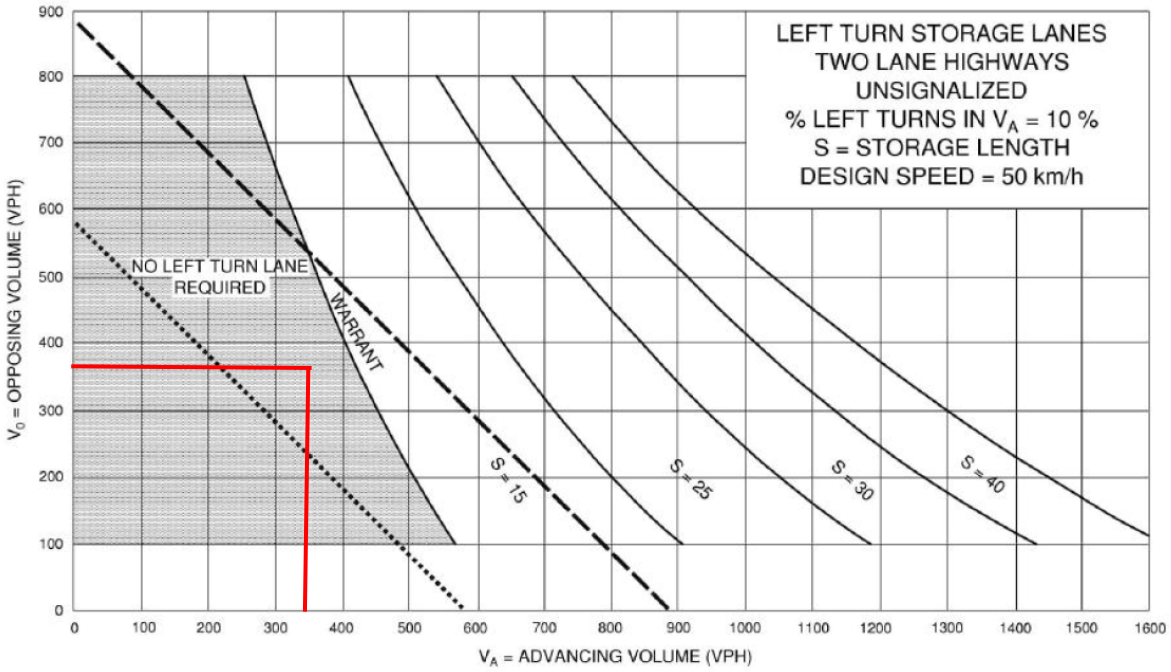


Liverpool Road and Annland Street intersection

Northbound Left-Turn Lane Warrant

Weekday PM Peak Hour

2027 Future Traffic Volumes: 0.5% growth

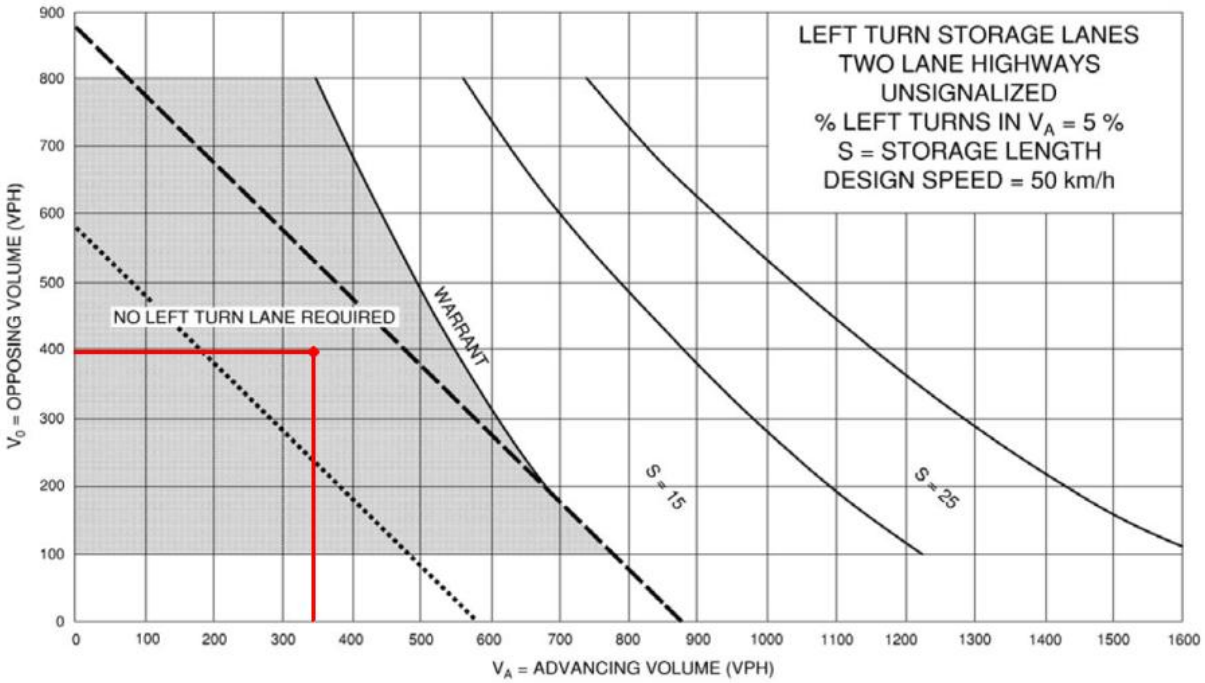


Liverpool Road and Annland Street intersection

Northbound Left-Turn Lane Warrant

Saturday Peak Hour

2027 Future Traffic Volumes: 0.5% growth

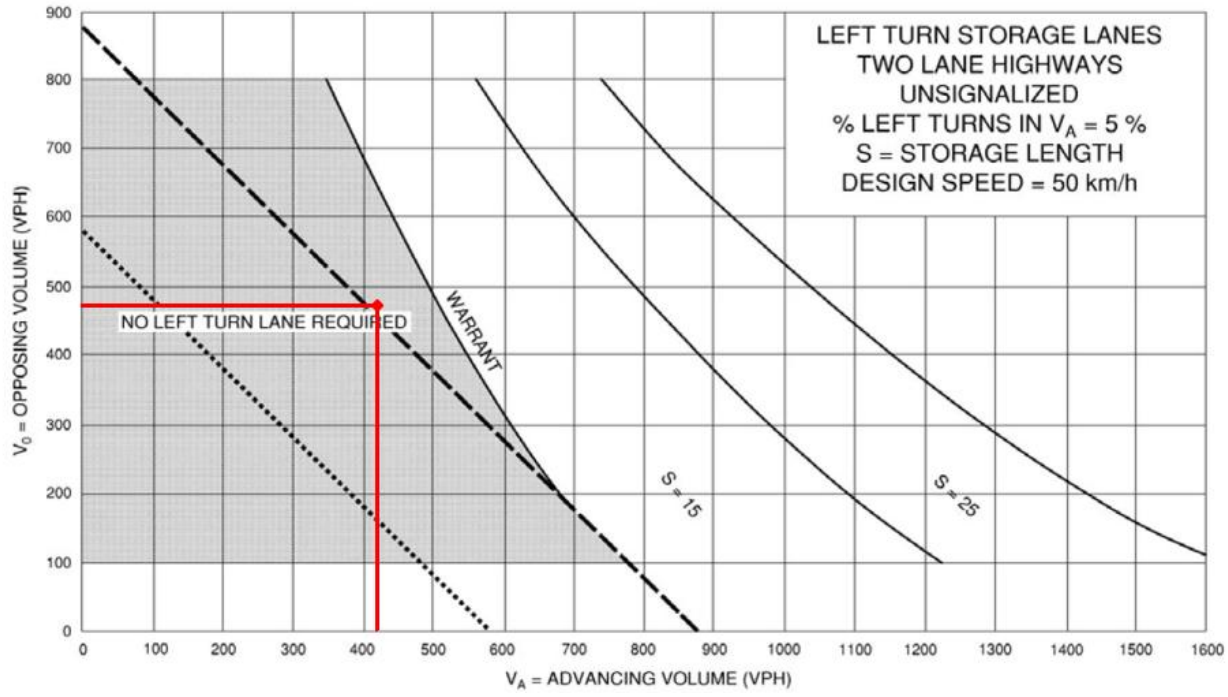


Liverpool Road and Annland Street intersection

Northbound Left-Turn Lane Warrant

Sunday Peak Hour

2027 Future Traffic Volumes: 0.5% growth

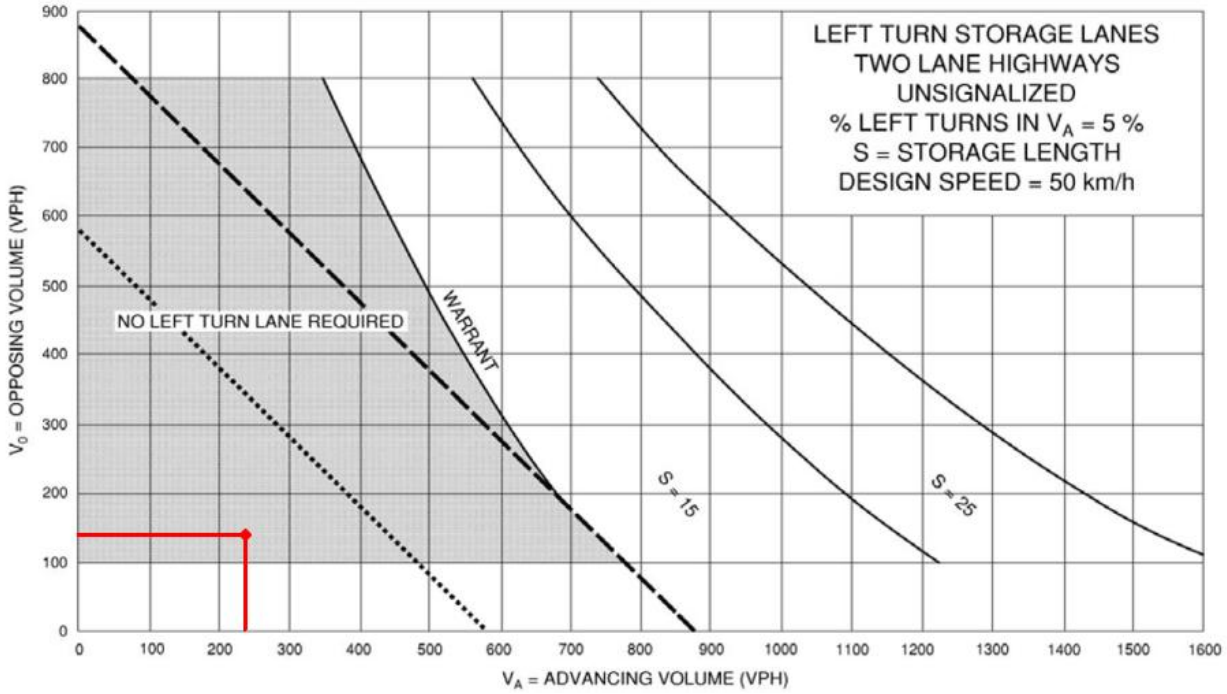


Liverpool Road and Annland Street intersection

Northbound Left-Turn Lane Warrant

Weekday AM Peak Hour

2027 Future Traffic Volumes: 5% growth

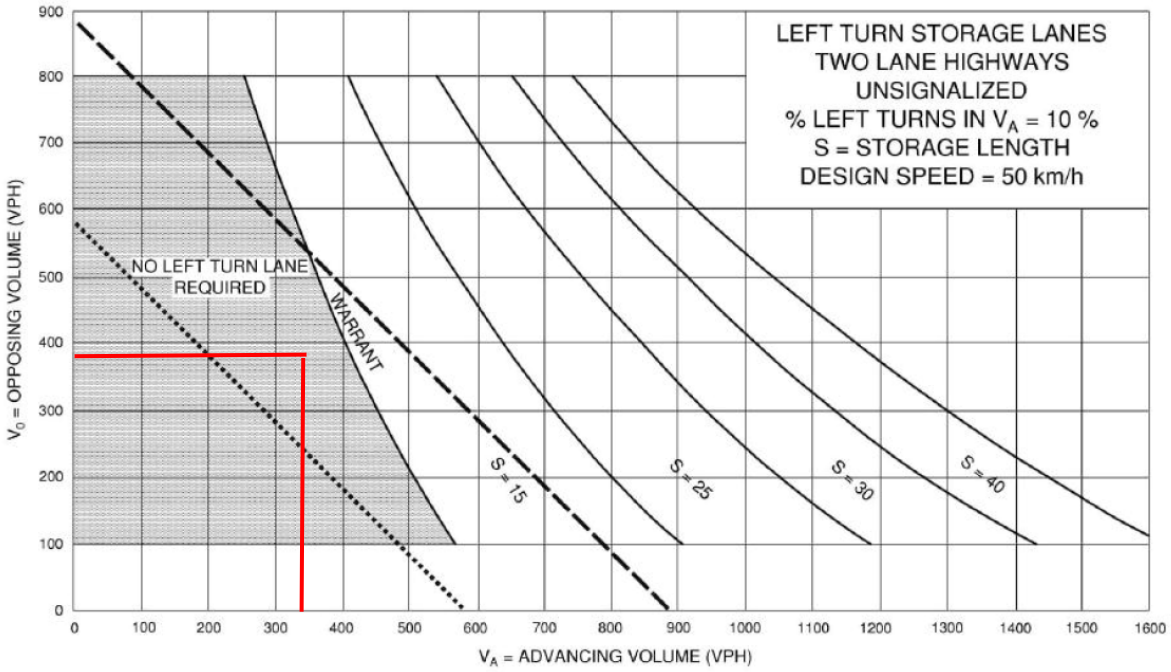


Liverpool Road and Annland Street intersection

Northbound Left-Turn Lane Warrant

Weekday PM Peak Hour

2027 Future Traffic Volumes: 5% growth

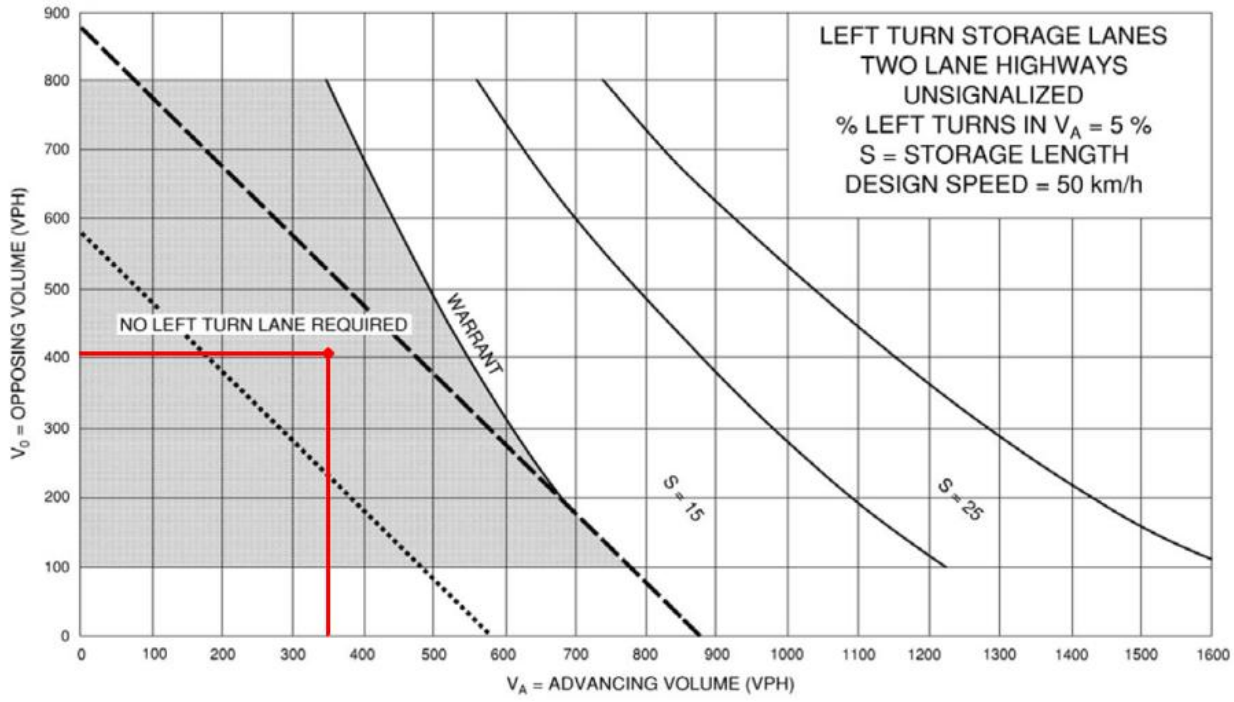


Liverpool Road and Annland Street intersection

Northbound Left-Turn Lane Warrant

Saturday Peak Hour

2027 Future Traffic Volumes: 5% growth

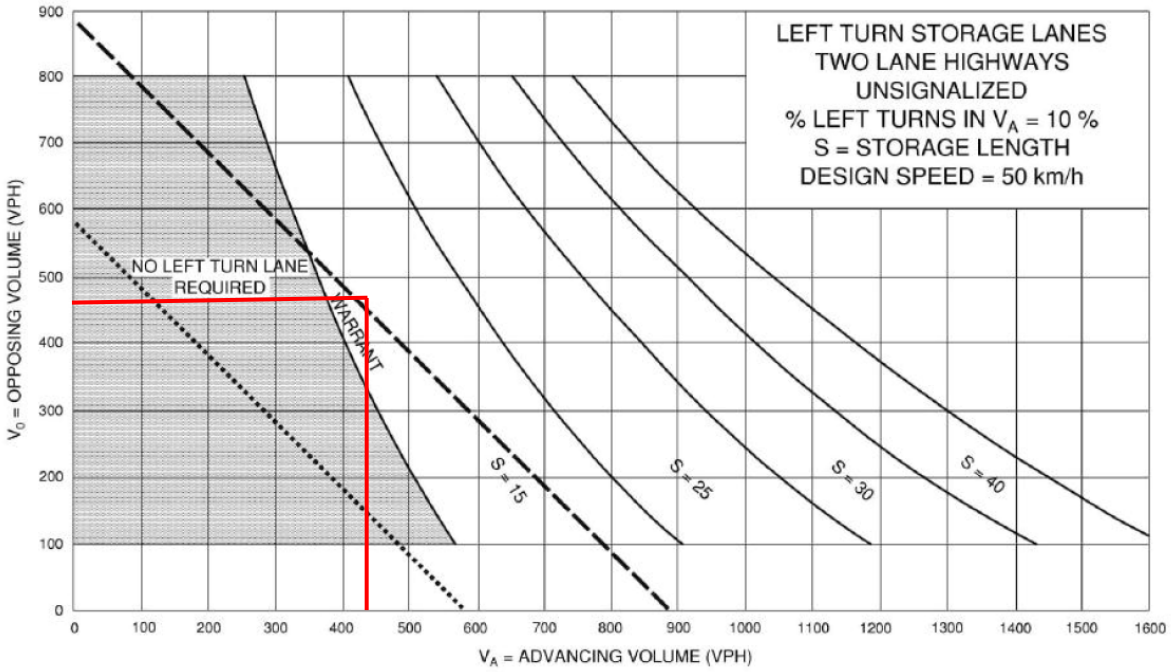


Liverpool Road and Annland Street intersection

Northbound Left-Turn Lane Warrant

Sunday Peak Hour

2027 Future Traffic Volumes: 5% growth

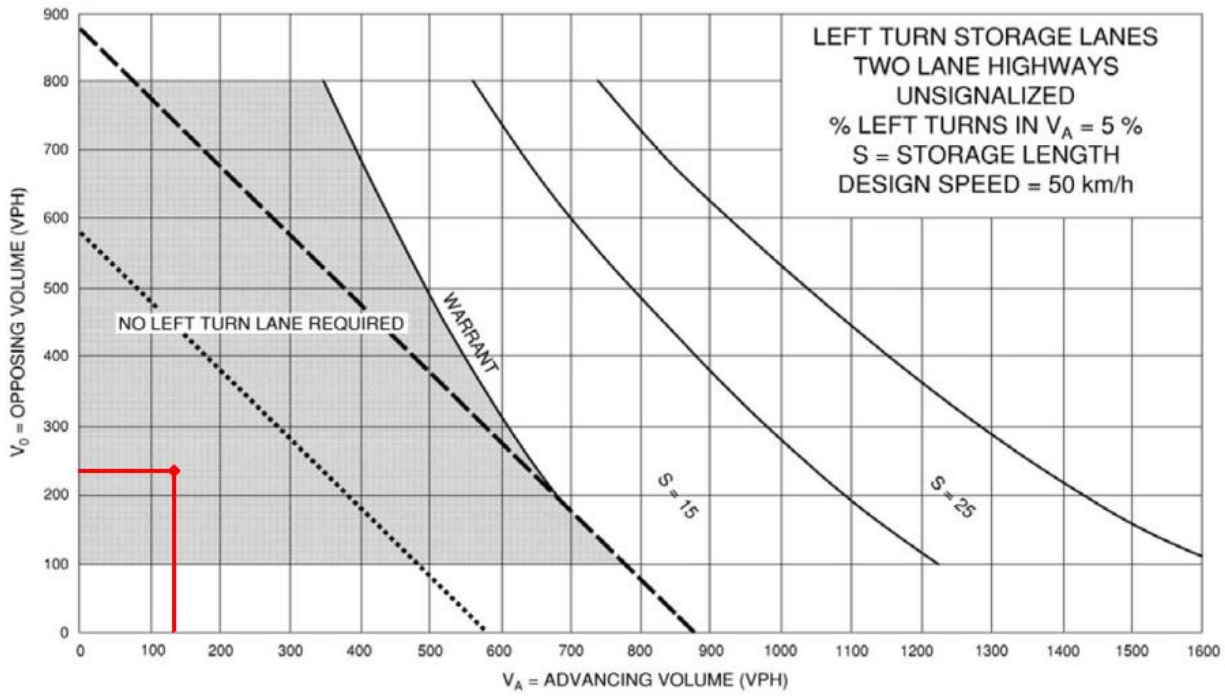


Liverpool Road and Annland Street intersection

Southbound Left-Turn Lane Warrant

Weekday AM Peak Hour

2027 Future Traffic Volumes: 0.5% growth

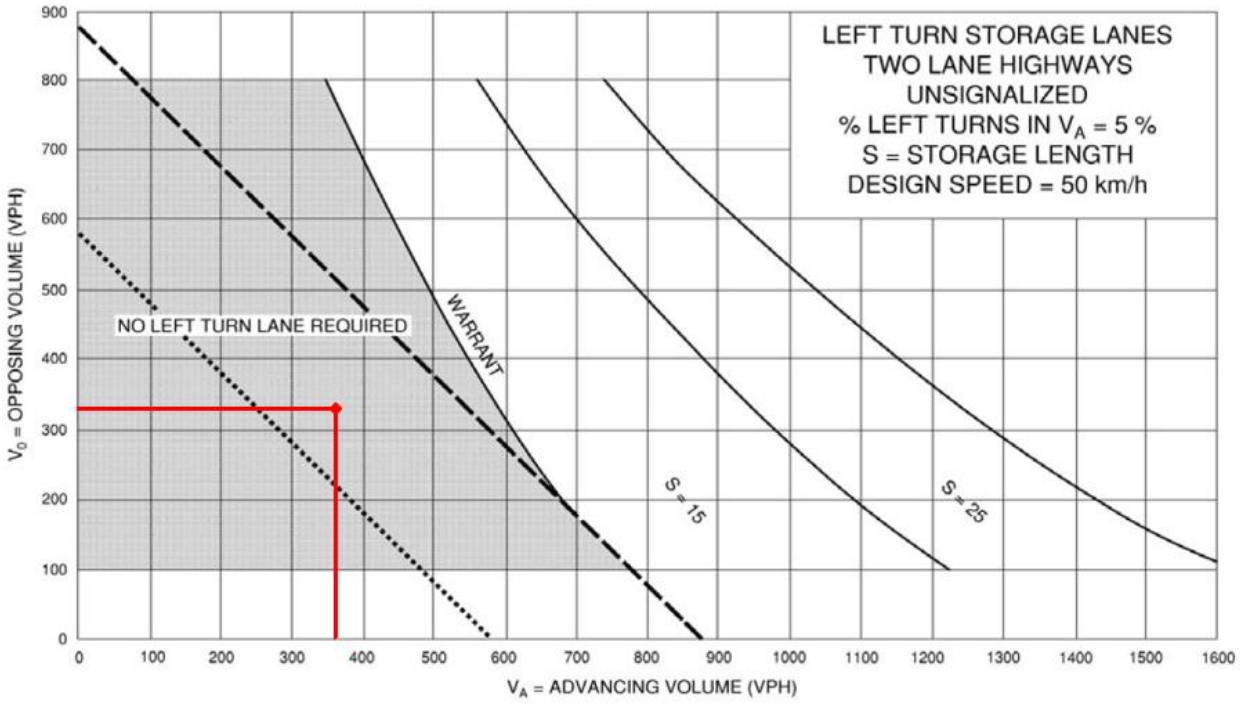


Liverpool Road and Annland Street intersection

Southbound Left-Turn Lane Warrant

Weekday PM Peak Hour

2027 Future Traffic Volumes: 0.5% growth

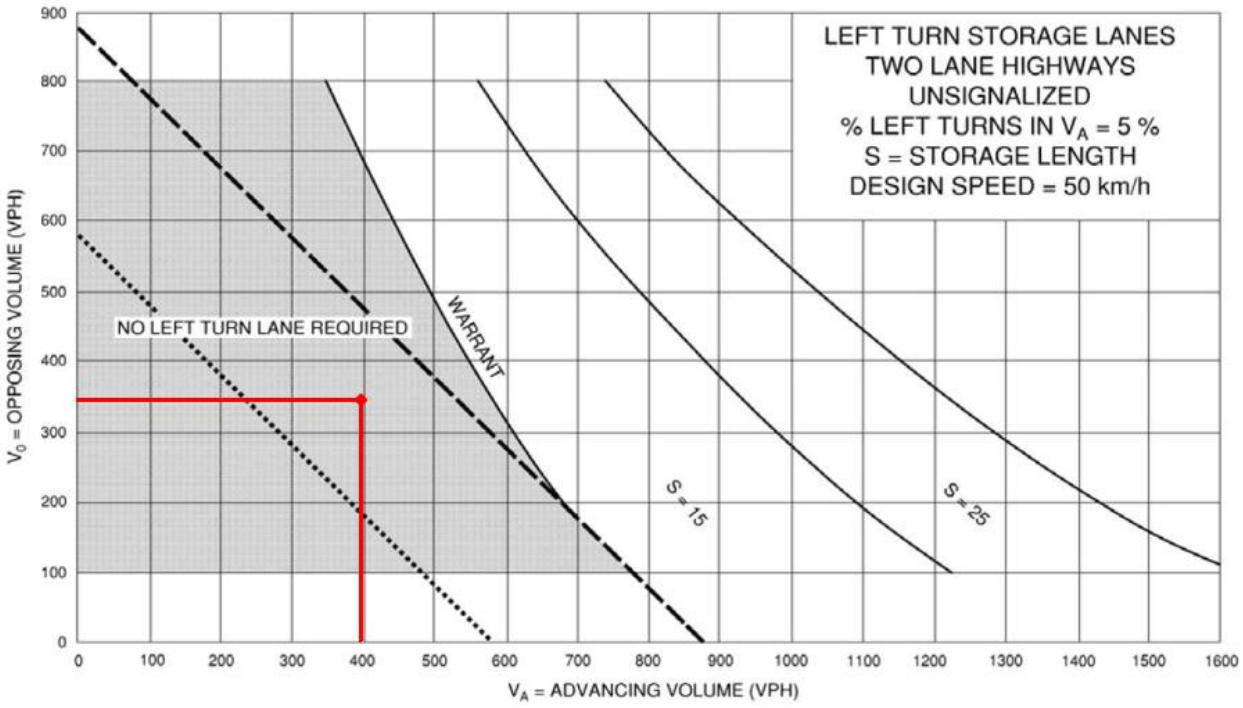


Liverpool Road and Annland Street intersection

Southbound Left-Turn Lane Warrant

Saturday Peak Hour

2027 Future Traffic Volumes: 0.5% growth

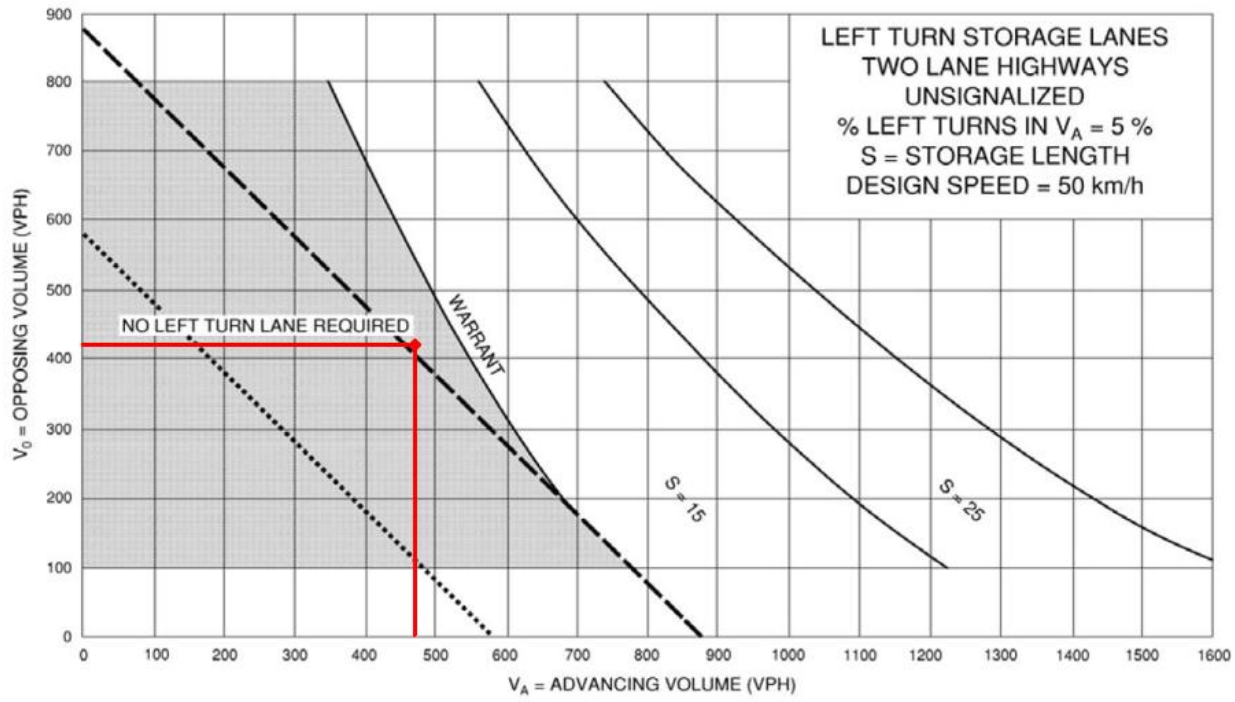


Liverpool Road and Annland Street intersection

Southbound Left-Turn Lane Warrant

Sunday Peak Hour

2027 Future Traffic Volumes: 0.5% growth

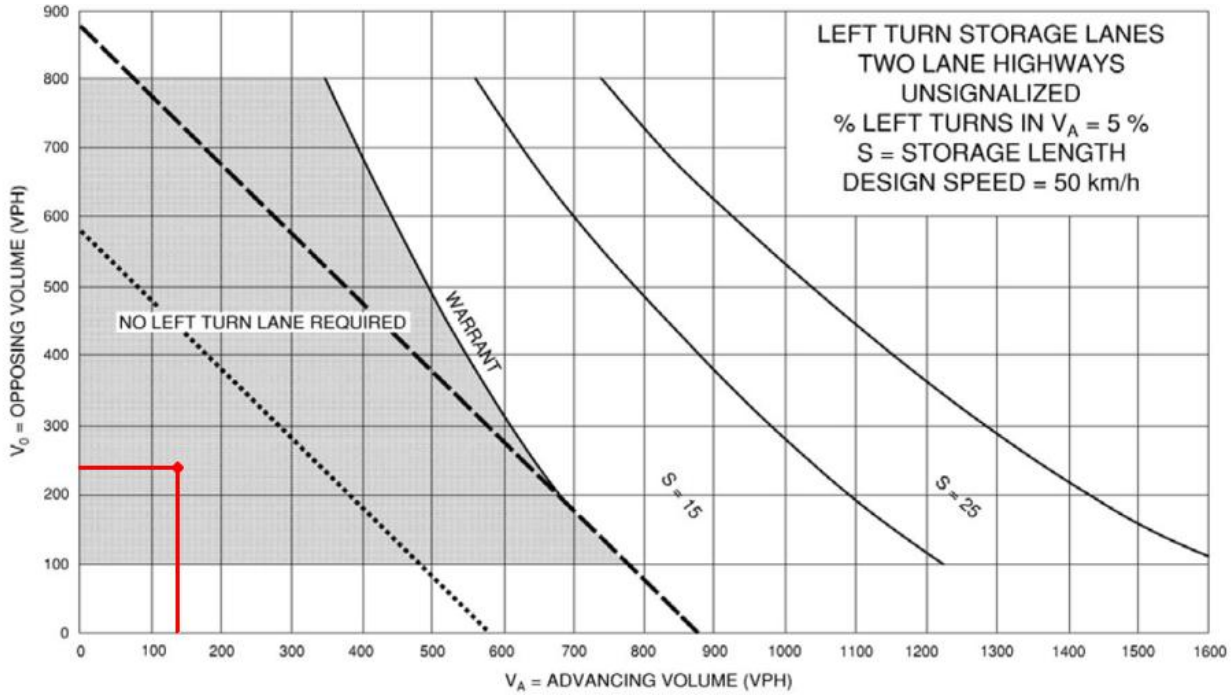


Liverpool Road and Annland Street intersection

Southbound Left-Turn Lane Warrant

Weekday AM Peak Hour

2027 Future Traffic Volumes: 5% growth

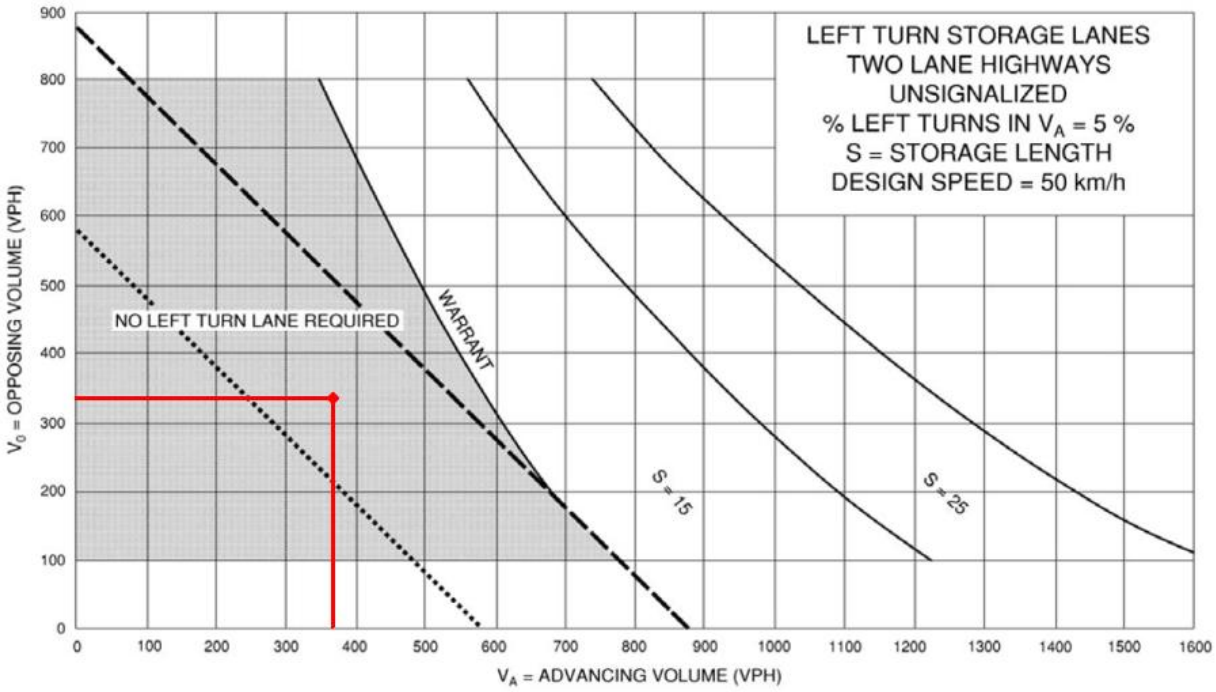


Liverpool Road and Annland Street intersection

Southbound Left-Turn Lane Warrant

Weekday PM Peak Hour

2027 Future Traffic Volumes: 5% growth

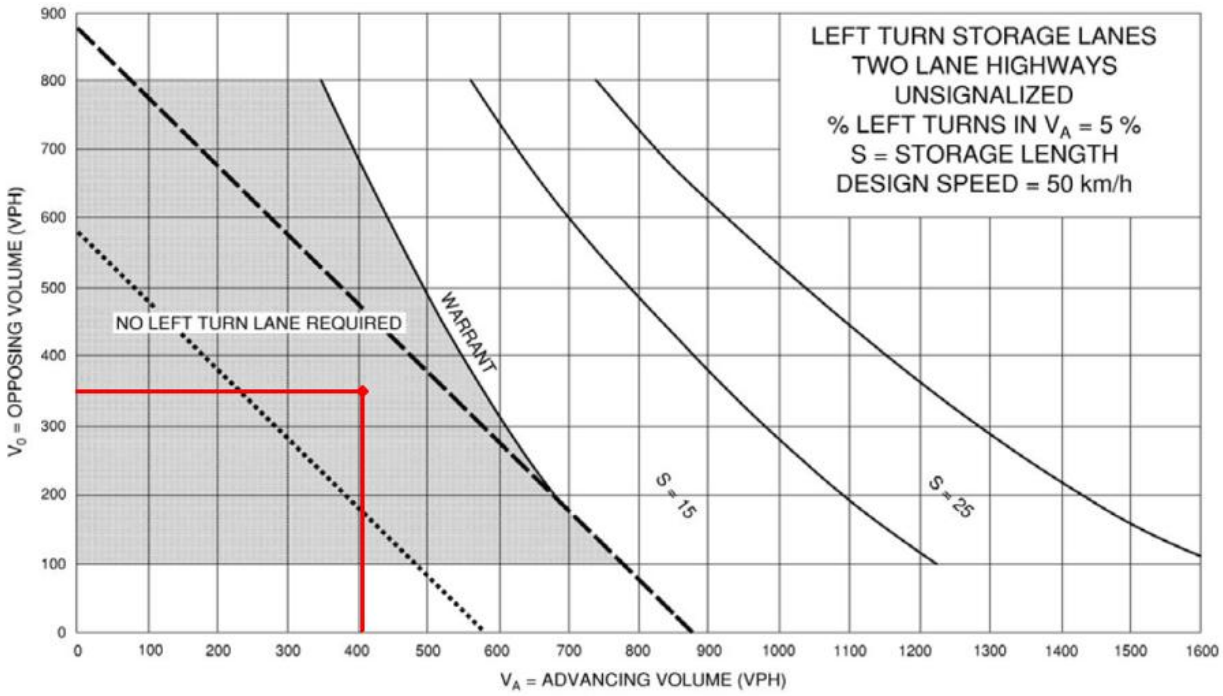


Liverpool Road and Annland Street intersection

Southbound Left-Turn Lane Warrant

Saturday Peak Hour

2027 Future Traffic Volumes: 5% growth

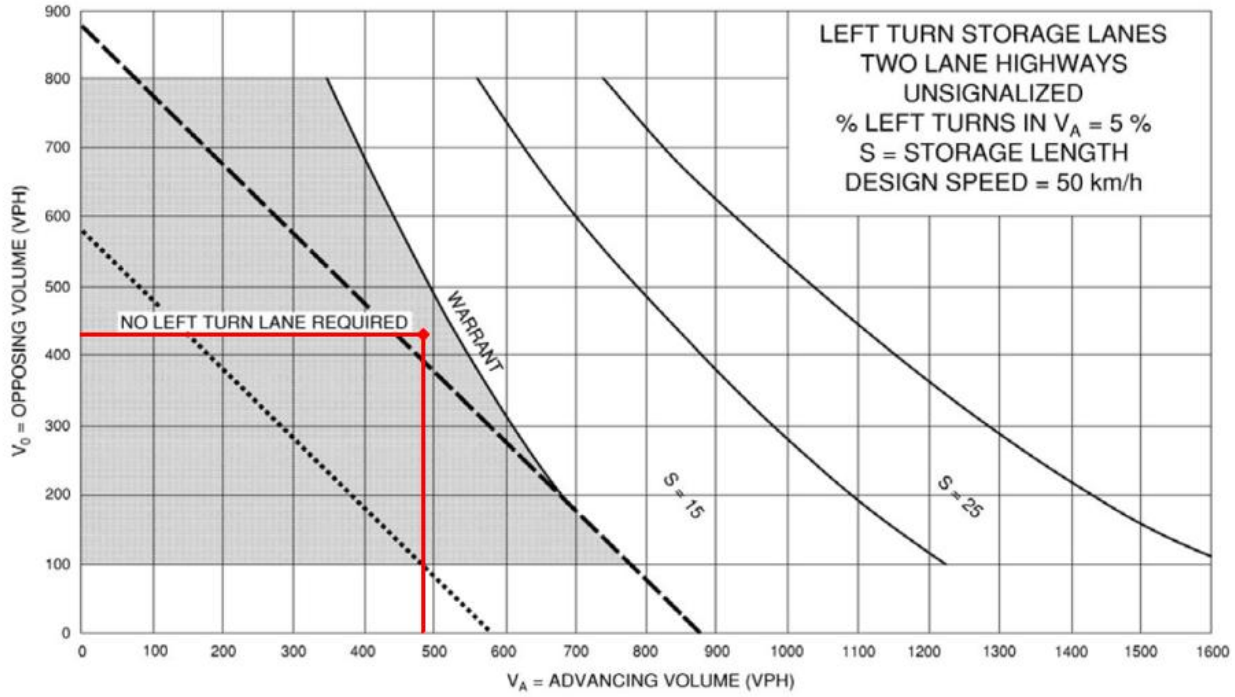


Liverpool Road and Annland Street intersection

Southbound Left-Turn Lane Warrant

Sunday Peak Hour

2027 Future Traffic Volumes: 5% growth

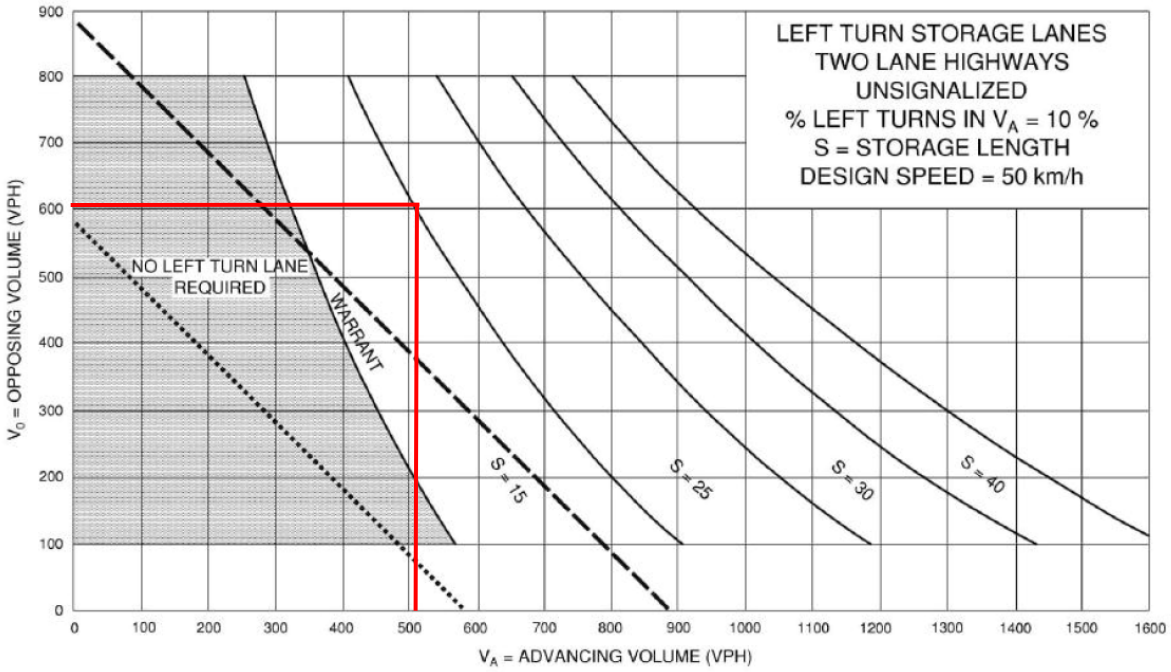


Liverpool Road and Annland Street intersection

Northbound Left-Turn Lane Warrant

Sunday Peak Hour

2027 Future Traffic Volumes: 50% growth

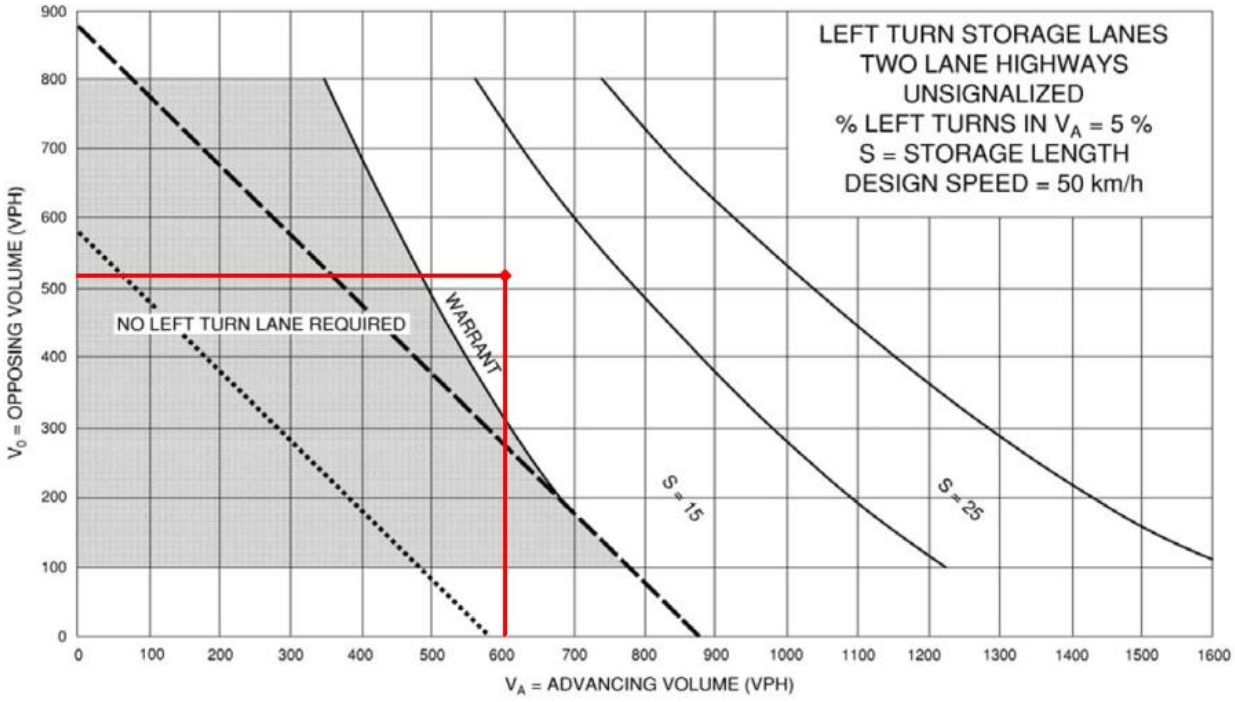


Liverpool Road and Annland Street intersection

Southbound Left-Turn Lane Warrant

Sunday Peak Hour

2027 Future Traffic Volumes: 50% growth



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