

11 YORKVILLE PARTNERS INC.

# 11-21 YORKVILLE AVENUE MIXED-USE DEVELOPMENT TRANSPORTATION IMPACT STUDY

MARCH 23, 2018





# 11-21 YORKVILLE AVENUE MIXED-USE DEVELOPMENT

11 YORKVILLE PARTNERS INC.

PROJECT NO.: 17M-01494-00  
DATE: MARCH 2018

WSP  
100 COMMERCE VALLEY DRIVE WEST  
THORNHILL, ON, CANADA L3T 0A1

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March 23, 2018

Ms Kristy Shortall  
VP, Development and Planning  
11 Yorkville Partners Inc.  
2300 Yonge Street, Suite 807  
Toronto, ON M4P 1E4

Dear Ms Shortall:

**Subject:** 11-21 Yorkville Avenue  
Transportation Impact Study

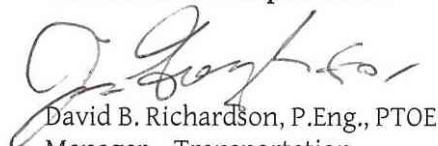
WSP Canada Group Limited (WSP) is pleased to present the findings of our Transportation Impact Study (TIS) for your proposed mixed-use development located at 11-21 Yorkville Avenue & 16-18 Cumberland Street.

Based on the enclosed multi-modal analysis, it is expected that the pedestrian, transit, cycling and vehicular traffic generated by this site will not adversely impact any of the components of the transportation network for the duration of the five-year study horizon. The existing transportation infrastructure can readily accommodate the site-generated traffic from the proposed land use scenario as well as the estimated background traffic growth. Site circulation and parking facilities are appropriately provided to accommodate the expected demand.

We thank you for the opportunity to undertake this study. Please do not hesitate to contact us if you have any questions or comments.

Yours very truly,

**WSP Canada Group Limited**



David B. Richardson, P.Eng., PTOE  
Manager - Transportation  
Planning & Advisory Services

RM/NB  
Encl.  
cc:  
WSP ref.: 17M-01494-00

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## **APPENDICES**

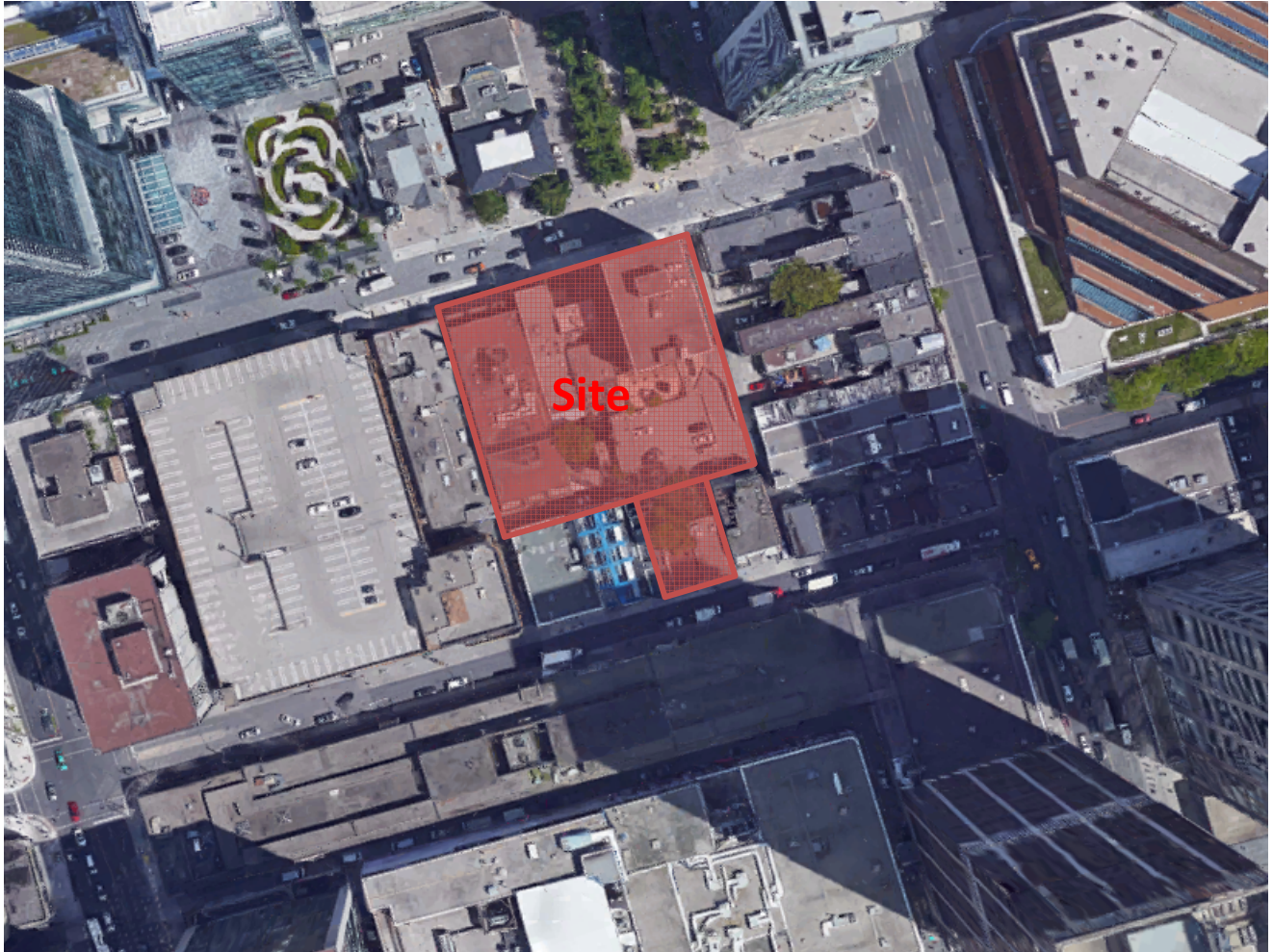
- A** TTC RIDERSHIP COUNTS
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- D** FUTURE BACKGROUND DEVELOPMENTS
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- F** TTS RESULTS
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- H** FUTURE BACKGROUND INTERSECTION CAPACITY ANALYSIS
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# 1 INTRODUCTION

WSP Canada Group Limited was retained by 11 Yorkville Partners Inc. to prepare a Transportation Impact Assessment for the mixed-use development to be located at 11-21 Yorkville Avenue and 16-18 Cumberland Street. The site location and study area are shown in **Figure 1-1**.

The proposed development site is currently occupied by a few small commercial and residential developments, which will be replaced with a 62-storey condominium at 11-21 Yorkville and a two-storey retail building at 16-18 Cumberland. The 62-storey tower will include 716 dwelling units, 3,817.70 m<sup>2</sup> of retail space on the ground, second floor and concourse levels, and four floors of below grade parking. The two-storey building will include 845.88 m<sup>2</sup> of retail space. The site plan is shown in **Figure 1-2**.

This study includes an estimate of the volume of peak trips generated by this proposed development, identifies the impacts of these trips on the transportation network in the area and addresses the need for any measures required to mitigate these impacts. Our study approach and findings are documented herein.





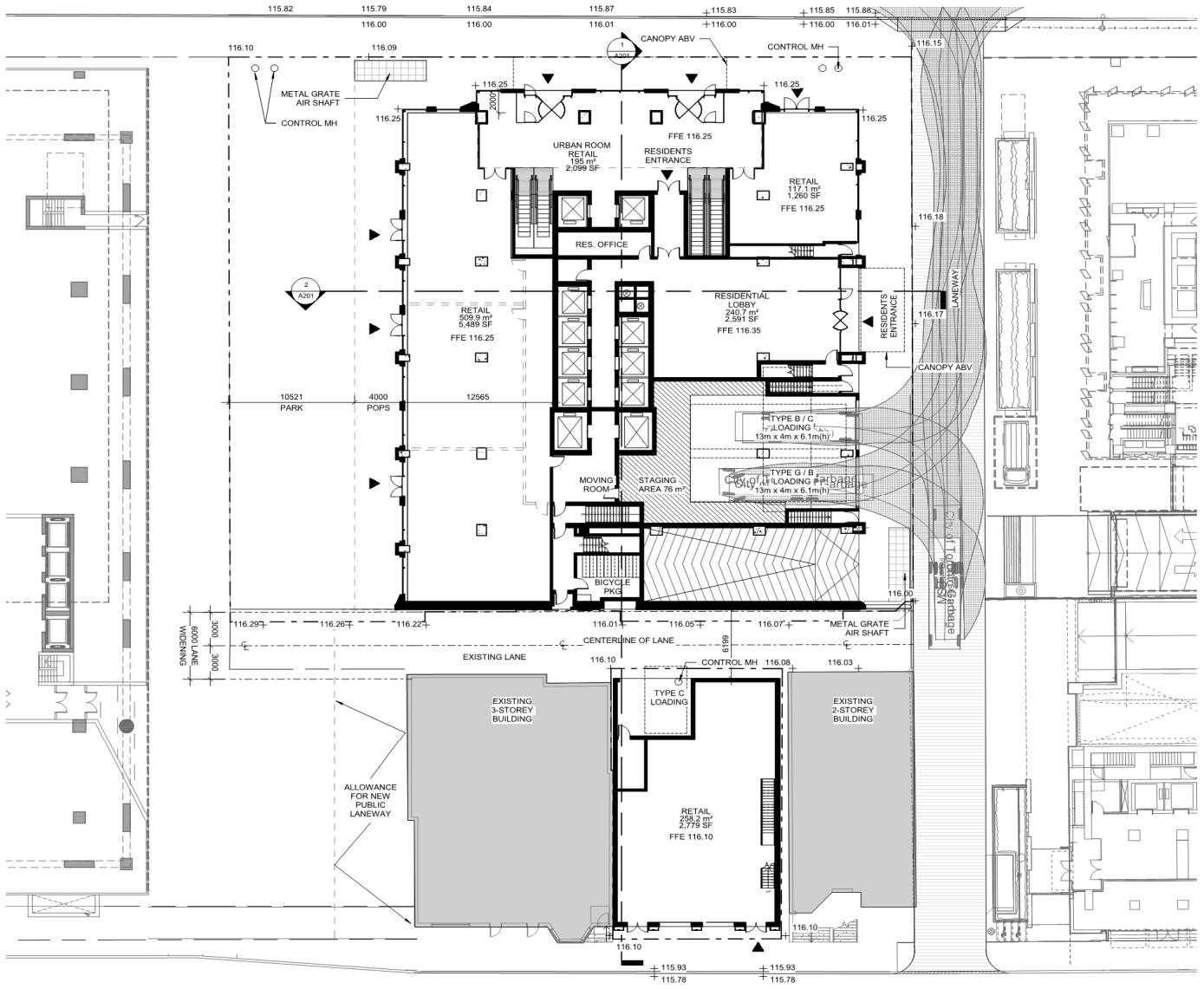


Figure 1-2  
Site Plan

## 2 EXISTING CONDITIONS

This section of our assessment describes the existing road network and traffic conditions within the study area.

---

### 2.1 BOUNDARY ROADWAYS

The site is located within the downtown area of the City of Toronto and, as a result, is characterized by typical urban transportation conditions, such as excellent connectivity to both Toronto Transit Commission (TTC) surface transit and subway services plus active transportation including bikeshare stations. Furthermore, numerous employment and retail opportunities exist within the immediate vicinity, which further support the potential for a high alternative transportation mode split for this development.

The boundary road network consists of the following roadways in the vicinity of the subject site. All of these roadways are under the jurisdiction of the City of Toronto. Boundary roadways include:

**Yonge Street** is a four lane arterial road with a posted speed limit of 50 km/h. The road does not have any heavy vehicle restrictions;

**Bay Street** is a four lane arterial road with curb lanes reserved for transit, taxis and bicycle riders from 7:00 a.m. to 7:00 p.m. The posted speed limit is 50 km/h and there are no heavy vehicle road restrictions;

**Yorkville Avenue** is a two lane collector road with a 50 km/h posted speed limit and no heavy vehicle restrictions or special lane designations;

**Bloor Street** is a four lane arterial road with a 50 km/h posted speed limit and no heavy vehicle restrictions or special lane designations;

**Cumberland Street** is a one lane one way eastbound collector which becomes a two lane roadway west of the parking garage access near Bay Street. The street has parking on the south side east of the parking garage access. The posted speed limit is 50 km/h, and no heavy vehicle restrictions are applied;

**Asquith Avenue** is a two lane collector that operates with two-way traffic and has a 50 km/h posted speed limit. Heavy trucks are prohibited at all times, and on-street parking is only permitted along the south side of the street; and

**Collier Street** is a two lane collector road that operates as one-way eastbound. The regulatory speed limit is 50 km/h and heavy vehicles are prohibited at all times. Parking along the south side is prohibited at all times while parking along the north side is permitted with a three-hour limit.

The study area includes the following signalized intersections:

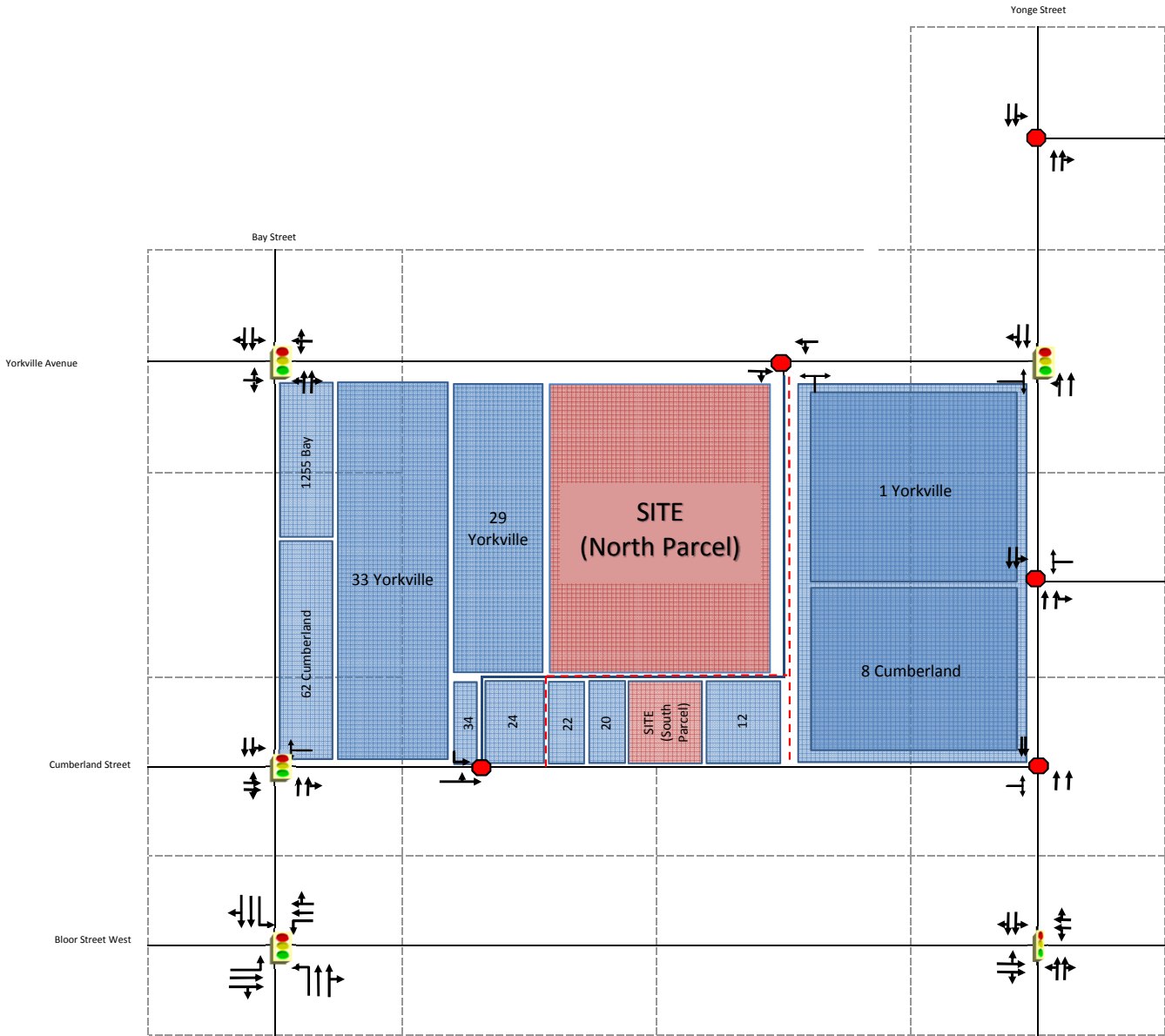
- Yonge Street at Bloor Street;
- Bay Street at Bloor Street;
- Bay Street at Cumberland Street;
- Yonge Street at Yorkville Avenue; and
- Bay Street at Yorkville Avenue.

The following unsignalized intersections are also included in our analysis:

- Cumberland Street at Yonge Street;

- Asquith Avenue at Yonge Street; and
- Yonge Street at Collier Street.

The lane configurations at all signalized and unsignalized intersections are illustrated in **Figure 2-1**.



**LEGEND**

- Signalized Intersection
- Stop Controlled Movement
- Existing Laneways
- Proposed Laneways



**Figure 2-1**  
Existing Lane Configurations

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## 2.2 TRANSIT SERVICES

The subject site is well served by TTC services. TTC provides bus service via Routes 5, 6, 94, 506 as well as subway service on the Yonge-University and Bloor-Danforth Subway lines within the vicinity of the site.

**Line 1 Yonge-University** is a “U- shaped” subway route that generally runs south before curving back to the north. The subway line has 32 stations which operate from the northern area of Yonge Street and Finch Avenue East, south to Union Station in downtown Toronto and eventually to the northern area of Allen Road and Sheppard Avenue West. Line 1 connects with Line 2 at the Bloor-Yonge, St. George and Spadina Stations, as well as connecting to Line 4 at Sheppard-Yonge Station.

**Line 2 Bloor-Danforth** is a subway route that generally runs in an east-west direction along Bloor Street West, Bloor Street East and Danforth Avenue. The route operates from the western area of Dundas Street West and Kipling Avenue, towards the east in the area of Yonge Street and Bloor Street in downtown Toronto. The route continues east to the area of Eglinton Avenue East and Kennedy Road. Line 1 Yonge-University connects with Line 2 at Bloor-Yonge as well as St. George and Spadina Stations. Line 2 also connects with Line 3 Scarborough at Kennedy Station.

**Route 5 Avenue Road** is a bus route operating between Eglinton Station on Line 1 Yonge-University and the Queen’s Park area. The bus route generally runs in a north-south direction. Accessible service is provided on the route. Both Eglinton Station and Queen’s Park Station are accessible subway stations. Bike racks are available on this route, and it operates with headways of approximately 12 to 16 minutes during the peak hours.

**Route 6 Bay** is a bus route operating between the area of Dupont Street and Bedford Road, and the area of Queens Quay East and Lower Sherbourne Street. It also serves Bay Station on Line 2 Bloor-Danforth and Union Station on Line 1 Yonge-University. The bus route generally runs in the north-south direction, and accessible service along with bike racks are provided on this route. Route 6 operates with headways of approximately 4 to 8 minutes during the peak hours.

**Route 94 Wellesley** is a bus route operating between Castle Frank Station and Ossington Station on Line 2 Bloor-Danforth. The bus generally runs in an east-west direction and also serves Wellesley Station on Line 1 Yonge-University. Accessible service and bike racks are provided on this route, and headways are approximately 12 to 16 minutes during the peak hours.

**Route 506 Carlton** is a streetcar route operating between Main Street Station on the Bloor-Danforth Subway and High Park Loop. This route generally runs in an east-west direction. It also serves the College and Queen’s Park Stations on the Yonge-University Subway. Both Main Street and Queen’s Park Stations are accessible subway stations. Route 506 operates with headways of approximately 5 to 6 minutes during the peak hours.

The excellent transit service that is provided in the area can be easily accessed by residents, visitors, patrons and tenants of the proposed development via the Yonge-Bloor Subway Station, as well as at-grade bus stops in proximity to the site.

The related transit ridership counts of the above bus routes are shown in **Appendix A**.

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## 2.3 PEDESTRIAN NETWORK

The Yorkville area is a highly urbanized commercial area that attracts a large number of visitors, employees and patrons. As a result, the pedestrian infrastructure around the subject site is already well developed. Continuous sidewalks are available on both side of the streets in the study area.

Both the Yonge/Bloor and Bay/Bloor intersections have priority crossings for pedestrians. These signalized crossings allow pedestrians to cross the intersection in any direction when the pedestrian priority phase is active. The Bay/Yorkville, Yonge/Yorkville and Bay/Cumberland intersections have crosswalks across all four approaches.

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## 2.4 BICYCLE NETWORK

Some roadways in the area have dedicated bike lanes. For instance, Bloor Street has bicycle arrow pavement markings on both the eastbound and westbound lanes and Bay Street has a combined bus, taxi and bicycle lane in each direction.

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## 2.5 PARKING

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### 2.5.1 ON-STREET PARKING

The following roadway restrictions and on-street parking zones apply to the study area roadways:

#### **Yonge Street**

- No on-street parking;
- 'No Stopping' during the peak hours of 7:30 to 9:30 a.m. and 3:30 to 6:30 p.m.; and
- 'No Standing' on east sidewalk near Bloor Street.

#### **Bay Street**

- 'No Stopping' from 7 a.m. to 7 p.m.;
- No parking at other times; and
- A parking/drop-off bay is located southbound on Bay near Yorkville.

#### **Bloor Street**

- 'No Stopping' at any time is permitted.

#### **Yorkville Avenue**

- Loading zones from 6 a.m. to 6 p.m.; and
- 'No Stopping' or parking during loading zone times.

#### **Cumberland Street**

- Loading zones from 6 a.m. to 6 p.m. near Yonge Street;
- Parking is permitted in the loading zones after 6 p.m.; and
- 'No Standing' is permitted in front of the parking garage driveway near Bay Street.

#### **Asquith Avenue**

- Parking prohibited at all times on the north side;
- Parking is prohibited except by permit between 12:01 and 7:00 a.m. on the south side; and

- A three-hour parking limit on the south side, where permitted.

**Collier Street**

- A three-hour parking limit on the north side, where permitted;
- Parking prohibited at all times on the south side; and
- Parking is prohibited except by permit between 12:01 and 7:00 a.m. on the north side.

**2.5.2 PARKING FACILITIES**

Numerous public and private off-street parking facilities can be accessed from both Cumberland Street and Yorkville Avenue, including two Green P garages at 37 and 74 Yorkville Avenue with a total capacity of over 1,600 parking spaces.



**Figure 2-2: Green P Parking Facilities Proximate to the Site**

**2.6 TRAFFIC DATA**

**Table 2-1** summarizes the list of turning movement counts (TMC) collected for this study, as well as the source and date of the counts. The existing traffic data provides a “snapshot” of roadway conditions during the weekday a.m. and p.m. peak periods. The turning movement counts that were used are included in **Appendix B**.

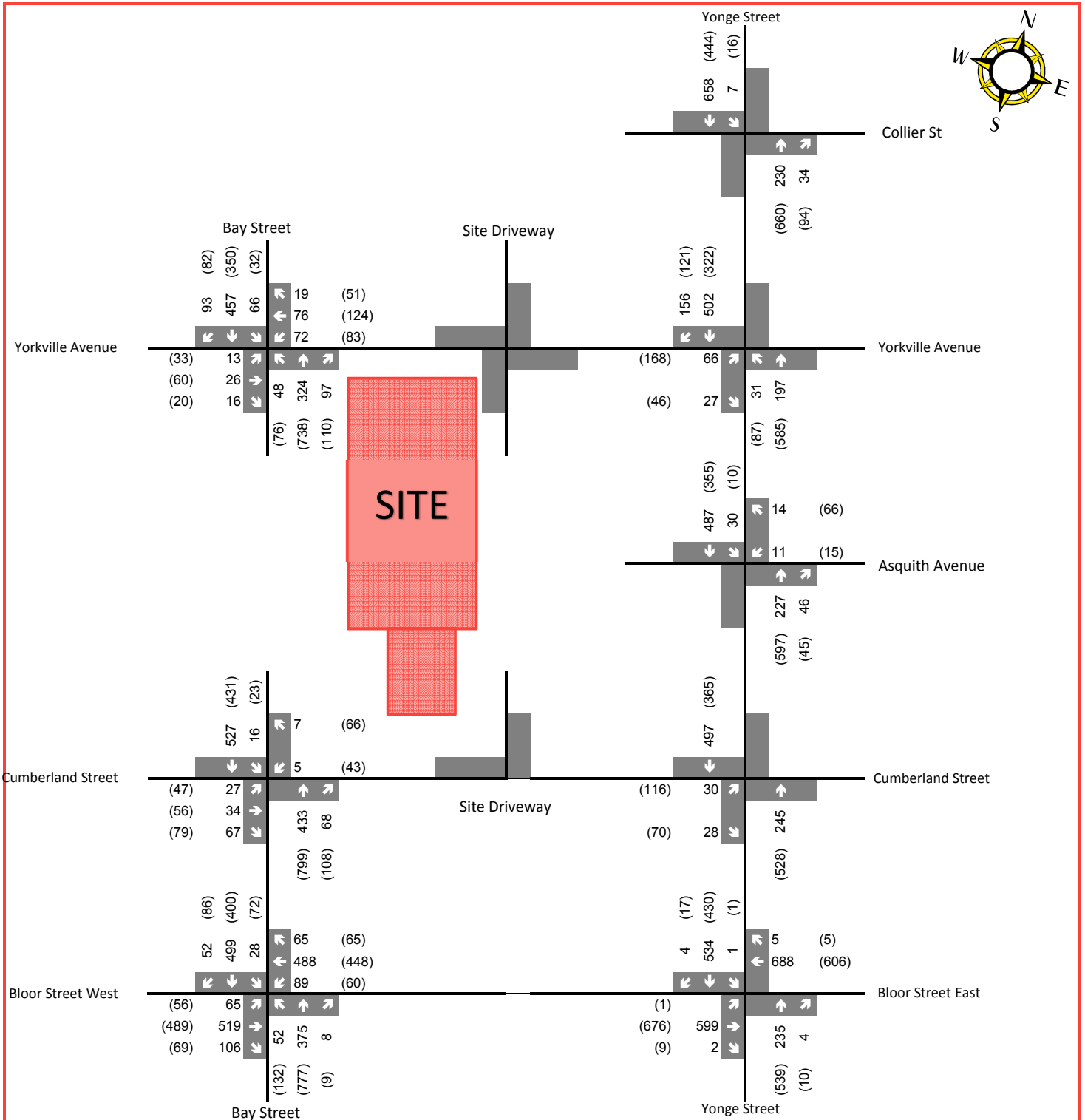


**Table 2-1: Traffic Data Information**

<b>Intersections</b>	<b>Date of the Count</b>	<b>Source</b>
Yonge Street at Bloor Street	June 20, 2017	WSP <sup>1</sup>
Bay Street at Bloor Street	June 20, 2017	WSP <sup>1</sup>
Bay Street at Cumberland Street	June 20, 2017	WSP <sup>1</sup>
Yonge Street at Yorkville Avenue	June 20, 2017	WSP <sup>1</sup>
Bay Street at Yorkville Avenue	June 20, 2017	WSP <sup>1</sup>
Cumberland Street at Yonge Street	June 20, 2017	WSP <sup>1</sup>
Asquith Avenue at Yonge Street	June 20, 2017	WSP <sup>1</sup>
Yonge Street at Collier Street	June 20, 2017	WSP <sup>1</sup>

<sup>1</sup> WSP counts provided by Accu-Traffic Inc.

Existing traffic volumes along the study roadways are illustrated in **Figure 2-3**.



xx A.M. Peak Hour Traffic Volumes  
 (xx) P.M. Peak Hour Traffic Volumes

**Figure 2-3**  
**Existing Traffic Volumes**

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## 2.7 EXISTING CONDITIONS

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### 2.7.1 AUTO

#### METHODOLOGY

In order to analyze existing traffic conditions in the study area, capacity analyses were undertaken using the Synchro 9 traffic analysis software. This software incorporates the methodology outlined in the Highway Capacity Manual (HCM), Transportation Research Board, 2000. The intersection signal timings used were provided by the City and are included in **Appendix C**.

An intersection capacity analysis provides an indication of traffic operations based on calculations of volume-to-capacity ( $v/c$ ) and delays for individual movements at an intersection. Level of Service (LOS) denoted by letters 'A' through 'D', represent satisfactory traffic operations. LOS denoted by the letters 'E' and 'F' represent congested traffic operations. **Appendix G** provides the LOS definitions according to the HCM 2000 methodology.

#### CALIBRATION

Traffic operations were analyzed at the study area intersections to determine the existing LOS. An intersection peak hour factor (PHF) was applied instead of individual movement PHFs. Since the peak 15-minute period for each movement does not occur simultaneously, applying PHFs for individual movements is not appropriate. The City of Toronto's recommended PHFs were used as a conservative estimate. Hence, a PHF of 0.9 was used for the a.m. peak hour and a PHF of 0.95 was used for the p.m. peak hour.

#### EXISTING TRAFFIC CONDITIONS

Traffic operations were analyzed at the key intersections to determine the existing Levels of Service during the weekday a.m. and p.m. peak hours. The results of the intersection capacity analysis under existing conditions are summarized in **Table 2-2**. Detailed intersection capacity analysis sheets are included in **Appendix E**.

**Table 2-2: Existing Intersection Operations**

Intersection	Weekday A.M. Peak Hour		Weekday P.M. Peak Hour	
	LOS (Delay in Seconds)	Volume/Capacity Ratio	LOS (Delay in Seconds)	Volume/Capacity Ratio
<b>Signalized Intersections</b>				
<b>Yonge Street at Bloor Street</b>	C (35)	--	C (20)	--
<b>Bay Street at Bloor Street</b>	C (21)	--	C (20)	--
<b>Bay Street at Yorkville Avenue</b>	B (12)	--	B (18)	--
<b>Yonge Street at Yorkville Avenue</b>	A (8)	--	B (12)	--
<b>Bay Street at Cumberland Street</b>	A (9)	--	B (12)	--
<b>Stop-Controlled Intersections</b>				
<b>Yonge Street at Collier Street</b>	A (0)	--	A (2)	--
<b>Yonge Street at Asquith Avenue</b>	F (90)	--	F (78)	--
<b>Yonge Street at Cumberland Street</b>	F (74)	--	F (132)	EB-LR (1.05)

- 1 For signalized intersections, the level of service is based on the overall delay of the intersection. Critical v/c ratios are only listed for movements with values over 0.85.
- 2 For two-way stop controlled intersections, the level of service is based on the delay associated with the critical movement.
- 3 For all-way stop controlled intersections, the level of service is based on the overall intersection delay.

As indicated in Table 2-2, the majority of the study intersections operate at a good LOS “C” or better, on the basis of capacity and delay.

The Yonge/Cumberland intersection operates close to capacity for the eastbound left and right movements during the p.m. peak hour. It should be noted that the HCM 2000 methodology underestimates the capacity of left turn movements. It assumes a 7.5 second gap in traffic flow is required before vehicles complete their left-turn manoeuvre. However, in an urbanized area such as this, it is likely that drivers will demonstrate more aggressive driving behaviour and accept a shorter gap time, as well as rely on potential courtesy gaps in eastbound traffic.

## 2.7.2 TRANSIT

### METHODOLOGY

In order to analyze existing transit conditions in the study area, transit utilization rates were derived through the transit data provided by the City. All transit data can be found in **Appendix A**. Average passenger volumes at stops in the vicinity were provided, and utilization rates were calculated based on existing transit route frequencies.

The capacities of the various TTC vehicles can be found in the operating statistics found in the TTC website. The transit capacity information is summarized in **Table 2-4**.

**Table 2-4: Transit Capacity Analysis – Existing Transit Conditions**

Peak Period	Transit Routes	Direction	Capacity	Avg. Load at Bus Stop	Utilization Rates	Vehicles per Hour
A.M.	Route 5 Avenue Road	NB	51	31	61%	5
		SB	51	23	45%	5
	Route 6 Bay	NB	51	6	11%	19
		SB	51	0	0%	8
	Route 94 Wellesley	EB	51	8	16%	4
		WB	51	24	48%	4
P.M.	Route 5 Avenue Road	NB	51	42	82%	4
		SB	51	37	73%	4
	Route 6 Bay	NB	51	8	16%	13
		SB	51	0	0%	6
	Route 94 Wellesley	EB	51	11	21%	5
		WB	51	14	27%	4

Based on the existing utilization rates that were provided by the City, all routes operate well under capacity during the peak periods.

# 3 SITE-GENERATED TRAFFIC

## 3.1 MODAL SPLIT

Modal split results from the 2011 Transportation Tomorrow Survey (2011 TTS) were reviewed for all non-single occupant vehicle (Non-SOV) trips including public transit, auto passenger, cycling and walking during the weekday a.m. and p.m. peak periods. These percentages are illustrated in **Table 3-1**. TTS results can be found in **Appendix F**.

**Table 3-1: Mode Split Characteristics**

Travel Mode	Modal Split Percentage			
	A.M. Peak Hour		P.M. Peak Hour	
	Inbound	Outbound	Inbound	Outbound
Auto – Driver	27%	23%	18%	31%
Auto – Passenger	5%	9%	7%	5%
Transit	59%	31%	36%	52%
Active Modes	9%	36%	40%	12%

## 3.2 TRIP GENERATION

The person trips generated by the proposed development during the weekday a.m. and p.m. peak hours were estimated using the vehicle trip generation rates outlined in the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 9<sup>th</sup> Edition*. It was assumed that these vehicle trip generation rates approximated person trips based on the fact that ITE Trip Generation Manual trip rates are “... collected at low-density, single-use, suburban developments with little or no transit service, limited bicycle access, and little or no convenient pedestrian access”. Therefore, person trips have been calculated using the auto passenger rates in comparison to auto rates. The calculation of the trip rates and the total number of trips for each mode is provided in the following sections.

### 3.2.1 AUTO

The overall vehicle trip generation rates used are shown in **Table 3-2**.

**Table 3-2: Site-Generated Peak Hour Trip Equations and Rates**

Use	Independent Variable	Statistics					
		A.M. Peak Hour			P.M. Peak Hour		
<b>High Rise Residential Condo (232)</b>	Equation (X=residential units)	$T = 0.29 (X) + 28.86$			$T = 0.34 (X) + 15.47$		
	Directional Splits	19%	81%	100%	62%	38%	100%
<b>Shopping Center (820)</b>	Equation (X=residential units)	$\ln(T) = 0.61 \ln(X) + 2.24$			$\ln(T) = 0.67 \ln(X) + 3.31$		
	Directional Splits	62%	38%	100%	48%	52%	100%

Using the trip rates as noted above, and applying the non-automobile mode split as noted in Table 3-1, the calculated site vehicle trips are shown in **Table 3-3**.

**Table 3-3: Site-Generated Peak Hour Trips for the Development**

Land Use	Basis/Parameter	Vehicle Trips			
		Weekday A.M. Peak Hour		Weekday P.M. Peak Hour	
		Inbound	Outbound	Inbound	Outbound
<b>Residential (716 units)</b>	ITE Land Use 232 (High Rise Residential Condo)	45	192	161	98
	Non-Auto Trip Reduction	(31)	(136)	(124)	(63)
	Total Residential	14	56	37	35
<b>Retail (4,663.58 m<sup>2</sup>)</b>	ITE Land Use 820 (Shopping Center)	58	36	165	179
	Non-Auto Trip Reduction	(40)	(25)	(127)	(115)
	Total Retail	18	10	38	64
<b>Overall Total</b>		32	66	75	100



As shown in Table 3-3, the proposed development is expected to generate 28 inbound auto trips and 59 outbound auto trips during the a.m. peak hour, and 64 inbound auto trips and 84 outbound auto trips during the p.m. peak hour.

### 3.2.2 TRANSIT AND PEDESTRIAN

The total transit and pedestrian trips generated are shown in Table 3-4, and is based on the transit modal split data presented in Table 3-1.

**Table 3-4: Site-Generated Person Trips**

Primary Travel Mode	Modal Split Percentage			
	A.M. Peak Hour		P.M. Peak Hour	
	Inbound	Outbound	Inbound	Outbound
<b>Auto – Driver</b>	27%	23%	18%	31%
<b>Auto – Passenger</b>	5%	9%	7%	5%
<b>Transit</b>	59%	31%	36%	52%
<b>Walking and Cycling</b>	9%	36%	40%	12%
<b>Computation</b>				
<b>Equivalent Average Auto</b>	1.17	1.41	1.38	1.17
<b>ITE Trip Generation Raw Trips</b>	103	227	326	277
<b>Auto Person Trips</b>	121	321	451	324
<b>Transit Person Trips</b>	228	314	660	468
<b>Active Person Trips</b>	36	362	727	104
<b>Total Person Trips</b>	1,382		2,735	

## 3.3 TRIP DISTRIBUTION AND ASSIGNMENT

The Transportation Tomorrow Survey findings and convenience of routings were reviewed to determine site traffic distribution and assignments related to the proposed development. Table 3-5 outlines the general trip distribution. A detailed TTS query can be found in Appendix F.

**Table 3-5: Trip Distribution for the Study Area**

Direction	A.M. Inbound	A.M. Outbound	P.M. Inbound	P.M. Outbound
Northwest	11%	7%	6%	6%
North	21%	19%	19%	14%
Northeast	13%	6%	6%	8%
East	23%	16%	16%	19%
Southeast	11%	1%	3%	4%
South	2%	6%	3%	1%
Southwest	2%	25%	30%	28%
West	17%	21%	17%	20%
Total	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

### **3.3.1 AUTO**

Based on the trip distribution from **Table 3-5**, including local information and factors such as site accesses, ease of turning movements, shortest distances, quickest travel times, existing traffic congestion and delay for a movement, auto trips were routed through site gateways. Gateway locations can be found in **Figure 3-1** and the percentage splits are shown in **Table 3-6**. **Figure 3-2** illustrates the resulting traffic assignment to the boundary road network.

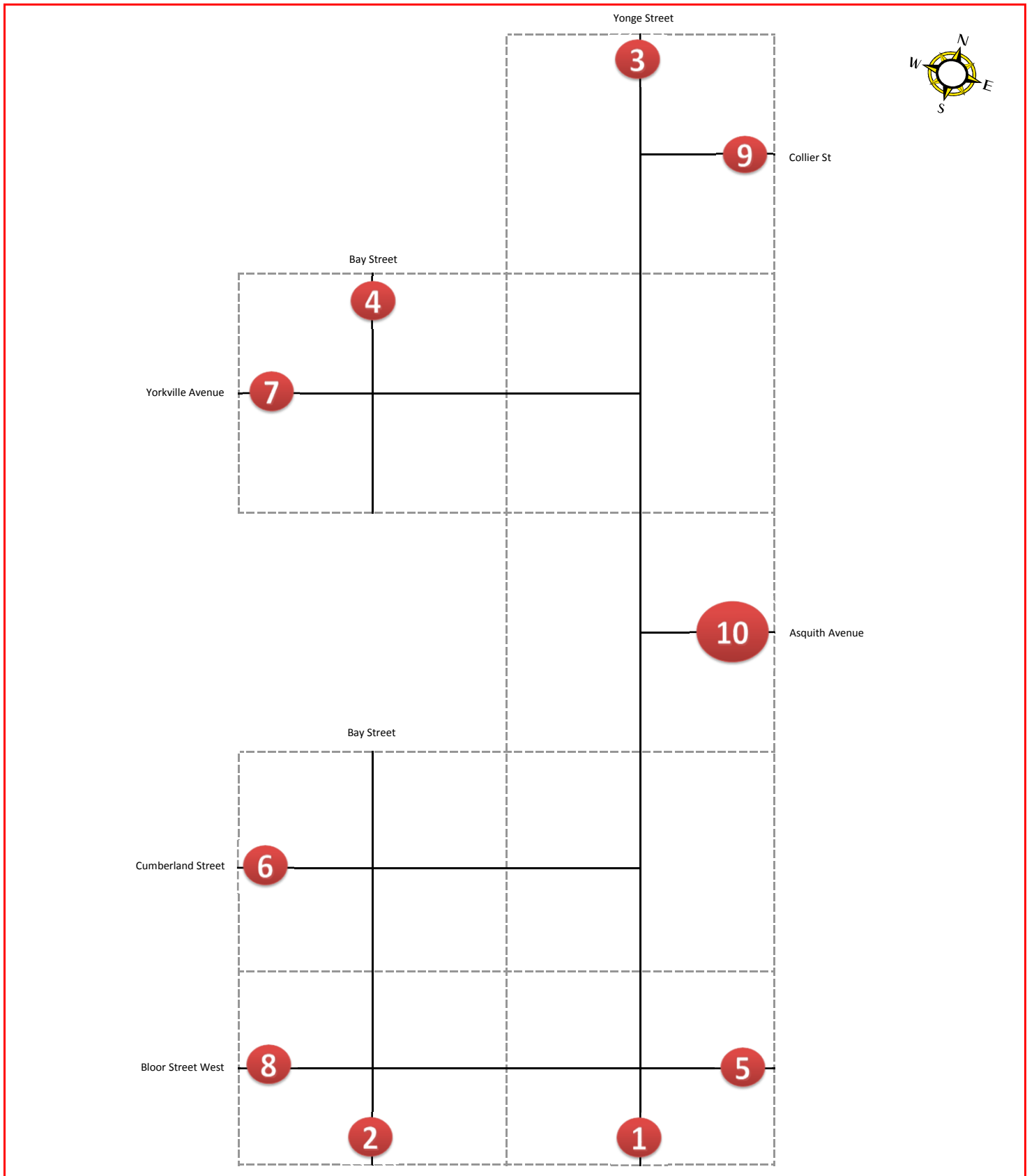
**Table 3-6: Auto Trip Distribution**

Gateway Number	Location	A.M. (IN)	A.M. (OUT)	P.M. (IN)	P.M. (OUT)
1	South End of Yonge Street	1%	2%	1%	0%
2	South End of Bay Street	1%	4%	2%	1%
3	North End of Yonge Street	20%	13%	13%	13%
4	North End of Bay Street	13%	11%	12%	8%
5	East End of Bloor Street	11%	1%	3%	4%
6	West End of Cumberland Street	2%	2%	2%	2%
7	West End of Yorkville Street	26%	26%	21%	24%
8	West end of Bloor Street	2%	25%	30%	28%
9	East End of Collier Street	2%	1%	1%	1%
10	East End of Asquith Avenue	23%	16%	16%	19%
<b>Total</b>		<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

---

### **3.3.2 TRANSIT**

It was assumed that the relative utilization rates of the bus routes as noted on **Table 2-4** would be an appropriate proxy to distribute the site-generated transit trips.

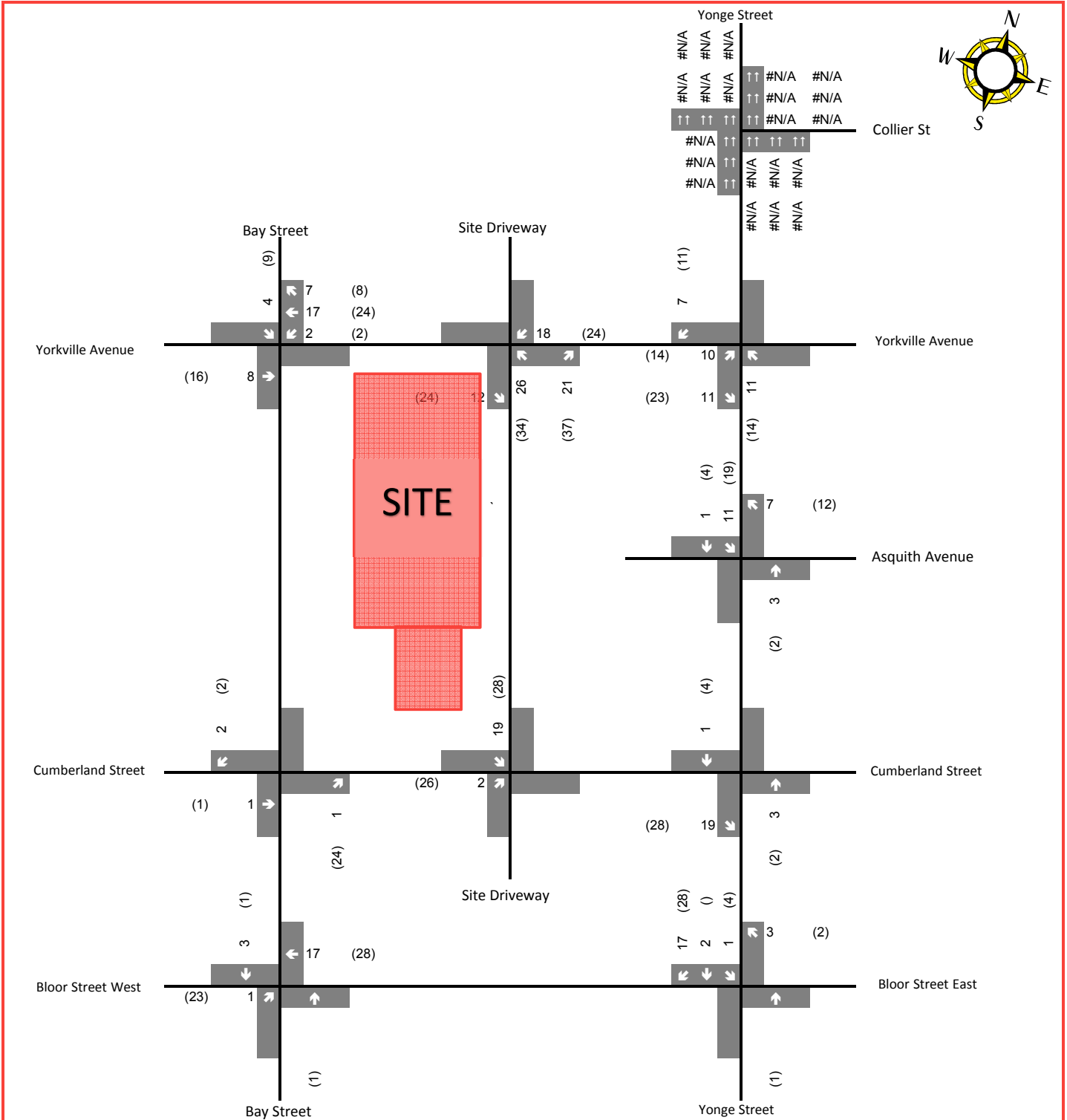


**LEGEND**

X Gateway Location



**Figure 3-1**  
Gateway Locations



xx A.M. Peak Hour Traffic Volumes  
 (xx) P.M. Peak Hour Traffic Volumes

**Figure 3-2**  
 Site Generated Trips

# 4 FUTURE TRAFFIC CONDITIONS

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## 4.1 BACKGROUND CORRIDOR TRAFFIC GROWTH

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### 4.1.1 AUTO

In order to determine the general growth in traffic throughout the study area, we reviewed historical Average Annual Daily Traffic (AADT) counts along the main roadways in the study area. The count data showed that there has generally been little or no sustained growth along the corridor. In addition, the roadways in the study area are considered to primarily serve immediately adjacent developments and, therefore, no growth rates were applied.

---

### 4.1.2 TRANSIT

The assumed projected annual growth rate for bus routes in Toronto is 1.5%.

---

## 4.2 BACKGROUND ROAD NETWORK

Currently, the proposed site is bounded by a north-south laneway to the east. As illustrated in **Figure 2-1**, this laneway does not currently connect Yorkville Avenue to Cumberland Street. Its southerly terminus connects to a laneway to the west of 24 Cumberland Street via an east-west laneway that runs behind the sites on Cumberland Street.

The building on 24 Cumberland Street will be redeveloped by Cresford Developments. As part of the redevelopment, the laneway west of the existing building will be relocated further east and adjacent to 26 Cumberland as part of their development approvals. For ease of reference, the future relocated laneway is referred to as the Cresford Lane further in this report.

Under future conditions, the narrow north-south laneway to the east of 11 Yorkville will be fully extended so that it connects the site directly to Cumberland Street as depicted in

**Figure 4-1.** The existing rear lane that runs behind the Cumberland sites will continue to connect the new public laneway to the east of 11 Yorkville to the Cresford Lane.

With the planned extension of the north-south laneway east of 11 Yorkville and the redevelopment of the 16 and 18 Cumberland sites as part of this proposal, the north/south leg of the Cresford Lane is no longer required for access purposes since the east lane will act as the driveway for 11 Yorkville. The north and south access to the site through the lane east of the site readily accommodates the site-generated traffic.

From a servicing perspective, 11 Yorkville will be serviced from the east laneway, and the Cumberland properties will be serviced from the rear laneway. A turnaround space has been designed in the existing rear lane to facilitate this loading requirement as well as to increase the safety of the laneway and flexibility for travelers which further decreases the need for the Cresford Lane.

Additionally, a public park will be constructed over 21 Yorkville as part of this redevelopment proposal. The park will contain a pedestrian pathway framed by retail spaces on both sides, which will encourage walking as a mode

of transportation to the site. The removal of the Cresford laneway would provide for a more suitable walking environment since there would be an opportunity to convert this area into future park space.

### 4.3 FUTURE BACKGROUND DEVELOPMENTS

Based upon discussions with the City of Toronto, a number of developments have been considered in order to analyze the future background traffic. These developments are believed to be major generators of traffic along the site roadways.

**Table 4-1** below summarizes the background developments included in this study, along with the number of proposed residential and non-residential units plus the study date. The chosen background development locations are illustrated in **Figure 4-2**, the total traffic generated by the background developments is presented in **Figure 4-3** and the traffic generated by each development is included in **Appendix H**.

**Table 4-1: Background Developments**

Address of Development	Residential Units Proposed	Non-Residential GFA (m <sup>2</sup> )	Study Date
50 Bloor Street West	600	40,585	May 23, 2014
826-834 Yonge Street and 8 Cumberland Street	531	1,414	January 1, 2015
1 Bloor Street West	416	15,245	December 1, 2015
874 Yonge Street	194	N/A	April 1, 2016
48 Scollard Street	110	1,436	November 1, 2015
1 Yorkville Avenue	577	3,676	July 1, 2013
771 Yonge Street	322	320	November 28, 2016

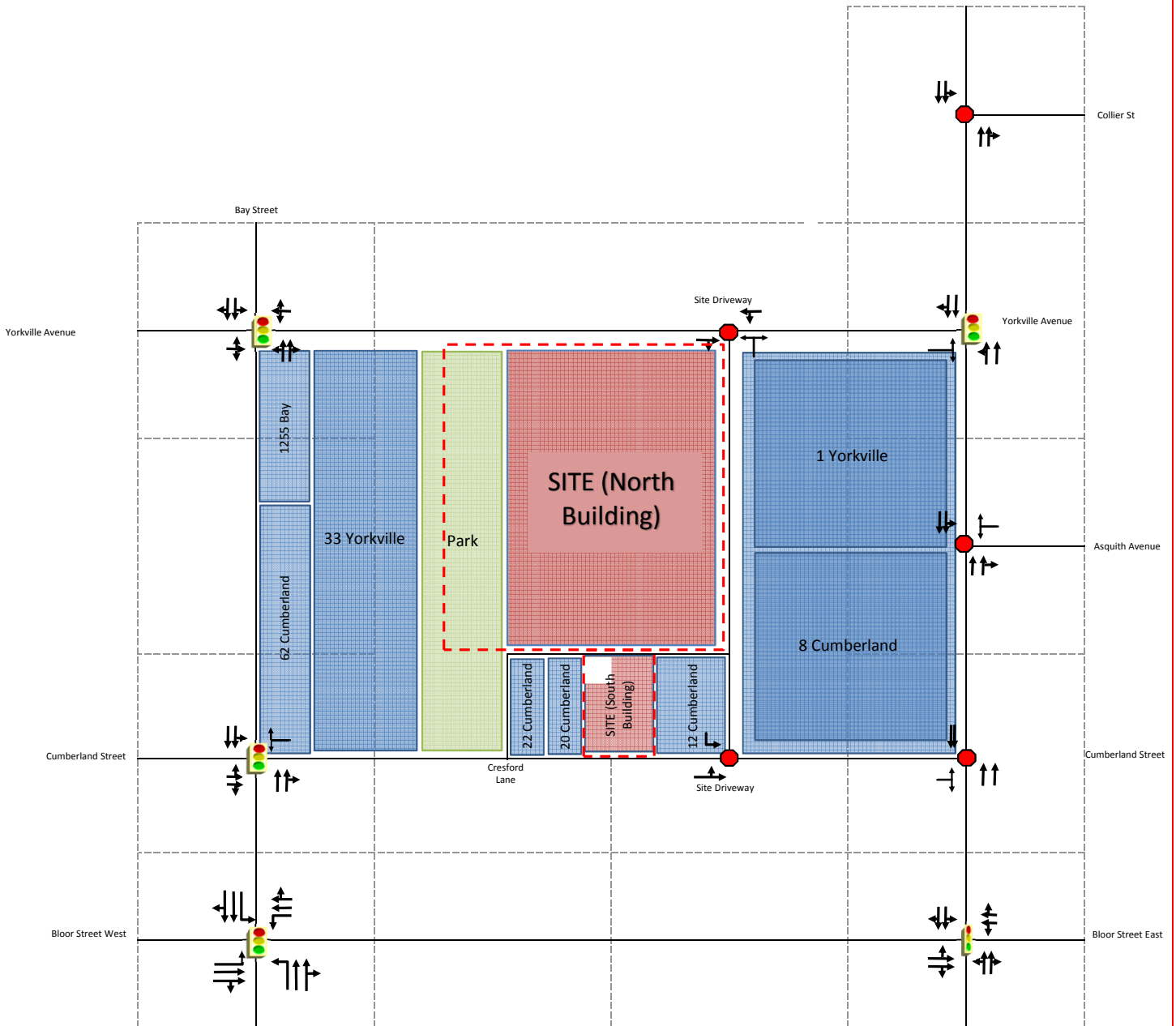
### 4.4 BACKGROUND OPERATIONS

#### 4.4.1 AUTO




The projected future background traffic volumes consist of existing traffic volumes with applicable growth rates applied to the through movements on specific corridors, as well as the traffic from the background developments. The background traffic operations were analyzed on the basis of the future background traffic forecasts illustrated in **Figure 4-4**. The signal timing and phasing structures for all signalized intersections have been optimized and co-ordinated, but the cycle lengths have been maintained.

The resulting Levels of Service are outlined in **Table 4-2** with the details related to the intersection operations provided in **Appendix H**.





**LEGEND**

-  Signalized Intersection
-  Site Boundaries
-  Stop Controlled Movement



**Figure 4-1**  
Future Lane Configurations

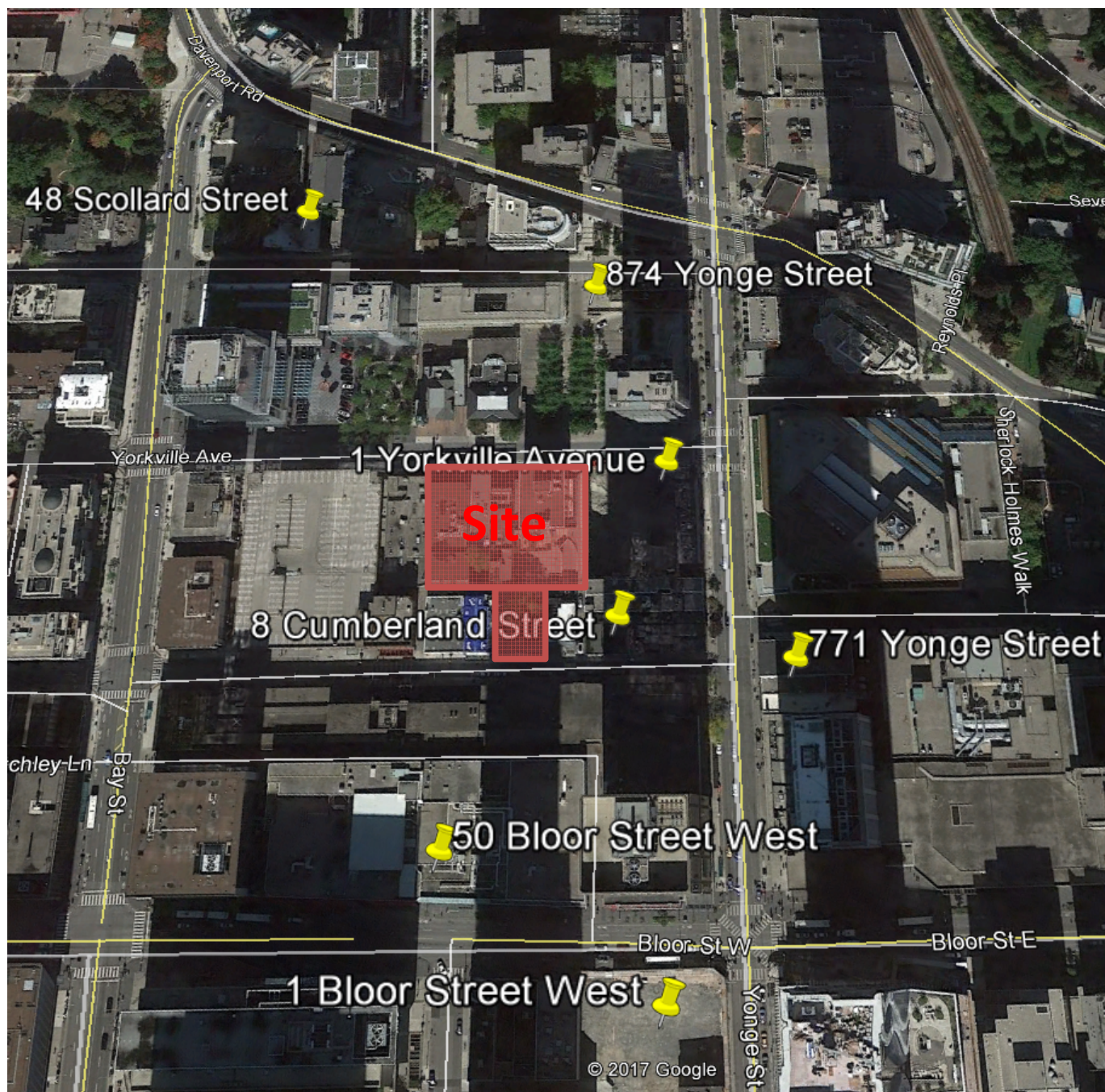
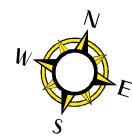
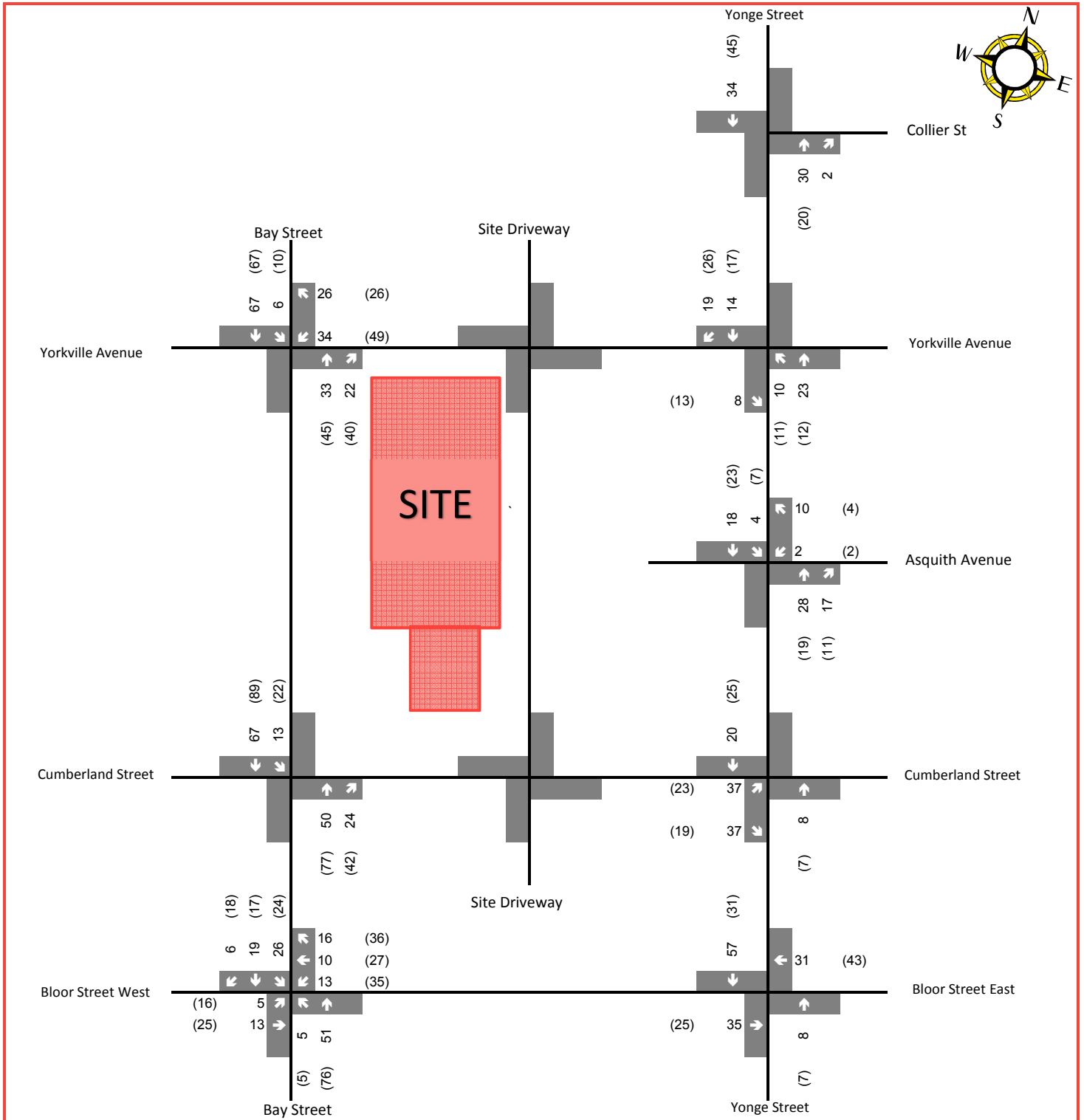


Figure 4-2

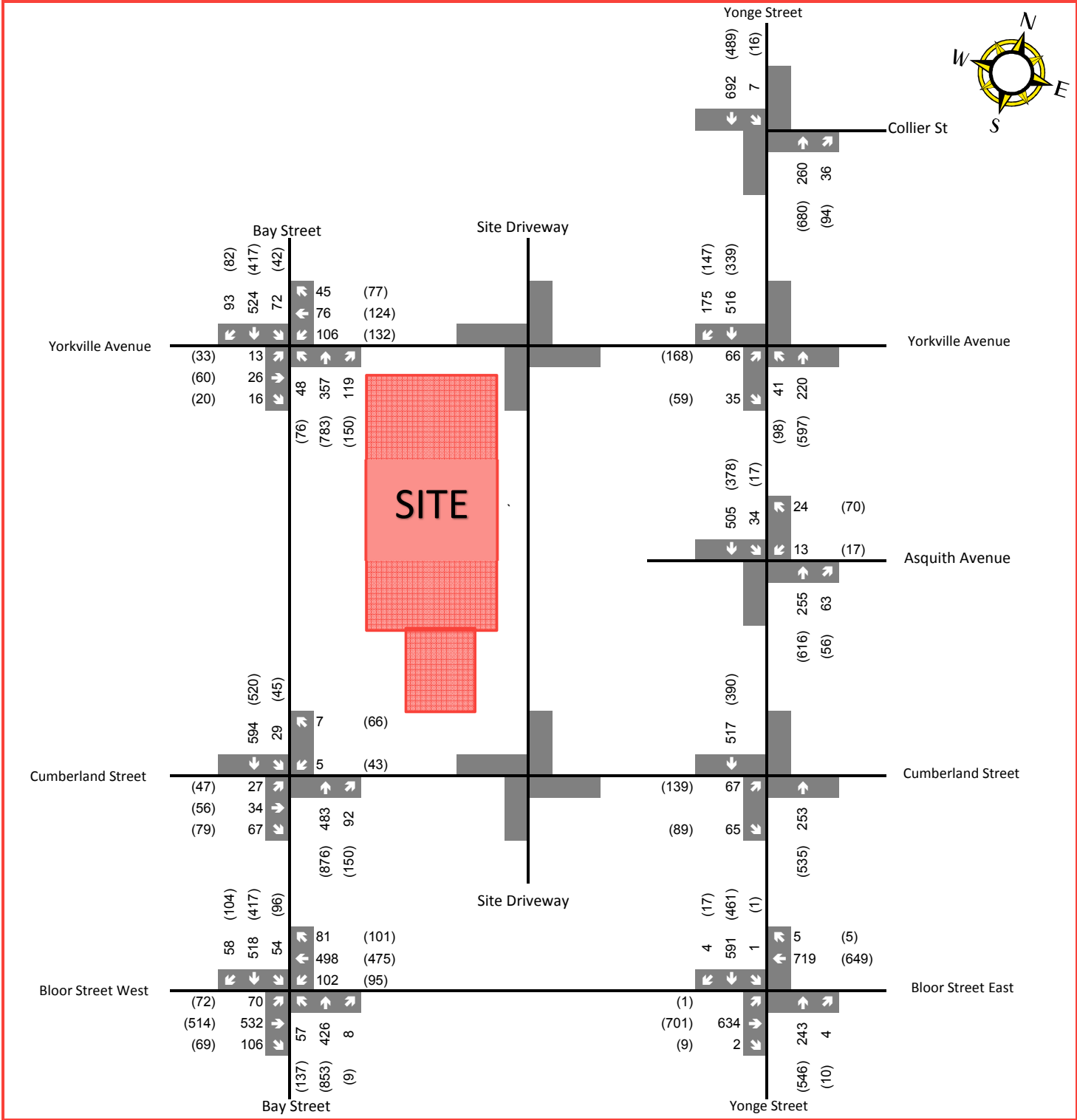
Background Development Locations





xx A.M. Peak Hour Traffic Volumes  
 (xx) P.M. Peak Hour Traffic Volumes

**Figure 4-3**  
 Background Development Traffic Volumes



xx A.M. Peak Hour Traffic Volumes  
 (xx) P.M. Peak Hour Traffic Volumes

**Figure 4-4**  
 Future Background Traffic Volumes

**Table 4-2: Future Background Intersection Operations**

Intersection	Weekday A.M. Peak Hour		Weekday P.M. Peak Hour	
	LOS (Delay in Seconds)	Volume/Capacity Ratio	LOS (Delay in Seconds)	Volume/Capacity Ratio
<b>Signalized Intersections</b>				
Yonge Street at Bloor Street	D (36)	--	C (20)	--
Bay Street at Bloor Street	C (22)	--	C (21)	--
Bay Street at Yorkville Avenue	B (14)	--	C (23)	WB-LTR (0.86)
Yonge Street at Yorkville Avenue	A (8)	--	B (12)	--
Bay Street at Cumberland Street	A (9)	--	B (13)	--
<b>Stop-Controlled Intersections</b>				
Yonge Street at Collier Street	A (0)	--	A (1)	--
Yonge Street at Asquith Avenue	F (121)	WB-LR (0.61)	F (101)	WB-LR (0.78)
Yonge Street at Cumberland Street	F (119)	EB-LR (0.87)	F (231)	EB-LR (1.33)

- 1 For signalized intersections, the LOS is based on the overall delay of the intersection. Critical v/c ratios are only listed for movements with values over 0.85.
- 2 For two-way stop-controlled intersections, the LOS is based on the delay associated with the critical movement.

As indicated in **Table 4-2**, the majority of study intersections operate at good LOS “C” or better, on the basis of capacity and delay.

The Bay/Yorkville intersection operates close to capacity for the westbound left-through-right movements in the p.m. peak hour.

The Yonge/Asquith intersection operates at or close to capacity for the westbound left and right movements during the p.m. peak hour. The Yonge/Cumberland intersection also operates at capacity for the eastbound left and right movements in both the a.m. and p.m. peak hours. As noted previously, the HCM 2000 methodology underestimates the capacity of left turn movements and, as such, the analysis is conservative for this movement.



## 4.4.2 TRANSIT

Based on the decided growth rate of 1.5% for all bus routes, **Table 4-3** shows the expected utilization rate for 2022:

**Table 4-3: Future Background Transit Conditions**

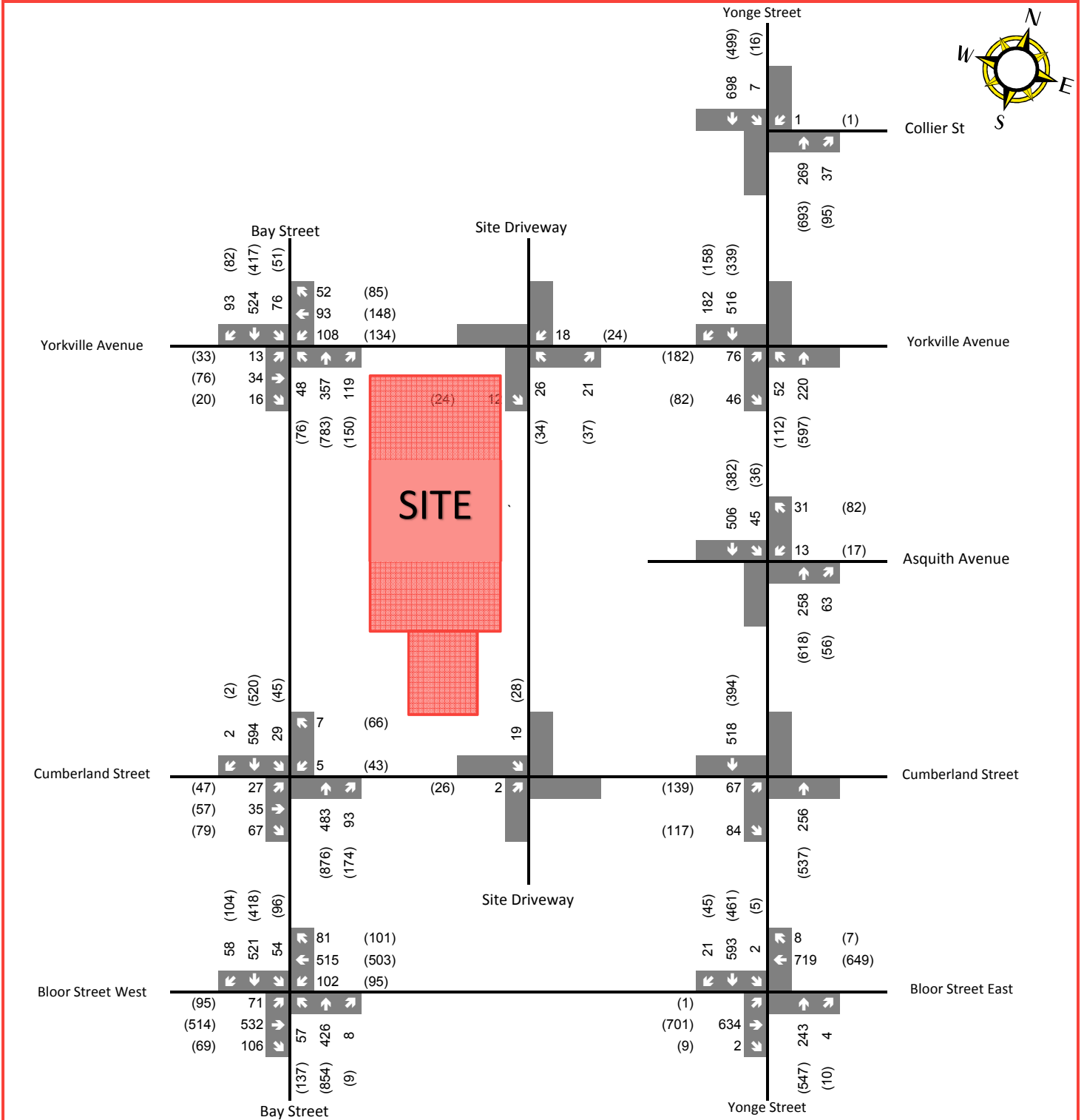
Peak Period	Transit Routes	Direction	Capacity	Avg. Load at Bus Stop	Utilization Rates	Vehicles per Hour
A.M.	Route 5 Avenue Road	NB	51	31	61%	5
		SB	51	23	45%	5
	Route 6 Bay	NB	51	6	11%	19
		SB	51	0	0%	8
	Route 94 Wellesley	EB	51	8	16%	4
		WB	51	25	48%	4
P.M.	Route 5 Avenue Road	NB	51	43	82%	4
		SB	51	38	73%	4
	Route 6 Bay	NB	51	9	16%	13
		SB	51	0	0%	6
	Route 94 Wellesley	EB	51	11	21%	5
		WB	51	14	27%	4

Under future background conditions, it can be seen that all routes still operate well under capacity during the peak periods.

## 4.5 TOTAL FUTURE TRAFFIC CONDITIONS

### 4.5.1 BASIS OF ASSESSMENT

The total future traffic conditions were estimated by superimposing the site-generated traffic volumes illustrated in **Figure 3-2** onto the future background traffic volumes. The resulting total future traffic forecasts are illustrated in **Figure 4-5**.



xx A.M. Peak Hour Traffic Volumes  
 (xx) P.M. Peak Hour Traffic Volumes

**Figure 4-5**  
 Total Future Traffic Volumes

## 4.5.2 AUTO

The total future traffic operations at the study intersections were analyzed on the basis of the total future traffic forecasts, which are a summation of the site-generated traffic volumes and the future background traffic volumes. The resulting LOS are outlined in **Table 4-4**. Detailed Synchro worksheets are available in **Appendix I**.

**Table 4-4: Total Future Intersection Operations**

Intersection	Weekday A.M. Peak Hour		Weekday P.M. Peak Hour	
	LOS (Delay in Seconds)	Volume/Capacity Ratio	LOS (Delay in Seconds)	Volume/Capacity Ratio
<b>Signalized Intersections</b>				
Yonge Street at Bloor Street	D (37)	--	C (21)	--
Bay Street at Bloor Street	C (22)	--	C (22)	--
Bay Street at Yorkville Avenue	B (16)	--	C (26)	WB-LTR (0.91)
Yonge Street at Yorkville Avenue	A (9)	--	B (15)	--
Bay Street at Cumberland Street	A (9)	--	B (14)	--
<b>Stop-Controlled Intersections</b>				
Yonge Street at Collier Street	A (0)	--	A (1)	--
Yonge Street at Asquith Avenue	F (143)	WB-LR (0.72)	F (208)	WB-LR (1.11)
Yonge Street at Cumberland Street	F (119)	EB-LR (0.87)	F (276)	EB-LR (1.45)

- 1 For signalized intersections, the LOS is based on the overall delay of the intersection. Critical v/c ratios are only listed for movements with values over 0.85.
- 2 For two-way stop-controlled intersections, the LOS is based on the delay associated with the critical movement.

The total future traffic conditions are similar to the future background traffic conditions, and delays have marginally increased at some intersections.

As indicated in **Table 4-4**, the majority of study intersections operate at good Levels of Service “C” or better, on the basis of capacity and delay.



It should be noted that the v/c ratios at all intersections that were over capacity for the future background scenario have seen minimal change. This shows that the site-generated traffic will not have a significant impact on these intersections.

Overall, the results under the total future scenario indicate that the proposed development will have a minimal effect on the overall road network.

### 4.5.3 TRANSIT

The total future transit trips were developed by aggregating the future background transit trips with the site transit trips. The site generates 228 inbound transit trips and 314 outbound transit trips in the a.m. peak hour and 660 inbound transit trips and 468 outbound transit trips in the p.m. peak hour.

It was assumed that the relative utilization rates of the bus routes as noted in **Table 2-4** would be an appropriate proxy to distribute the site-generated transit trips. **Table 4-6** summarizes the utilization rates for the total future transit trips.

**Table 4-6: Total Future Transit Conditions**

Peak Period	Transit Routes	Direction	Capacity	Avg. Load at Bus Stop	Utilization Rates	Vehicles per Hour
A.M.	Route 5 Avenue Road	NB	51	36	71%	5
		SB	51	27	53%	5
	Route 6 Bay	NB	51	2	4%	19
		SB	51	0	0%	8
	Route 94 Wellesley	EB	51	12	25%	4
		WB	51	35	69%	4
P.M.	Route 5 Avenue Road	NB	51	57	111%	4
		SB	51	49	97%	4
	Route 6 Bay	NB	51	25	48%	13
		SB	51	0	0%	6
	Route 94 Wellesley	EB	51	33	65%	5
		WB	51	59	115%	4

Relative to existing conditions, the 2022 future transit routes utilization rates have increased. Most routes operate within capacity with the exception of Route 5 northbound and Route 94 westbound in the p.m. peak hour which are over capacity. However, the utilization rates in **Table 4-6** are a highly conservative estimate of the future transit conditions in the area since the Yonge-Spadina and Bloor-Danforth subway lines were not assigned transit trips in the analysis due to their high capacity. It is expected that a large percentage of the site-generated transit trips will take the subway, thus significantly reducing the utilization rates of the bus routes in the area.

Based on the above findings, it can be concluded that the site transit trips will have a minimal impact on the overall transit network for the total future study horizon.

---

#### 4.5.4 PEDESTRIANS

The total future pedestrian trips to the site will see an increase from the present counts with the addition of the park to the west of the site. The park is a public space that will serve pedestrians from both Yorkville Avenue and Cumberland Street, and provide comfortable pedestrian access to 11 Yorkville. Additionally, the pedestrian pathway through the park will be lined with retail space which will encourage walking as a preferred mode of transportation to the site.

Further, the complete public laneway to the east of the site will be improved to incorporate multi-modal transportation, including pedestrians. With a direct connection to both Yorkville Avenue and Cumberland Street, the east laneway would not only act as the site driveway, but also as a pedestrian-friendly pathway.

Moreover, with the redevelopment there is a potential that the Cresford Lane to the west of the site would be transformed into a landscaped, pedestrian-friendly pathway with greenery. With direct access to Cumberland Street, the Cresford Lane would indirectly connect pedestrian traffic to 11 Yorkville, inherently encouraging walking as a viable mode of transportation to the site.

Additionally, the Toronto PATH network will be central to the enhanced pedestrian access to the site. The Toronto PATH system is a primarily underground pedestrian walkway network in downtown Toronto that spans more than 30 kilometres of restaurants, shopping, services and entertainment. The walkway also facilitates pedestrian linkages to public transit, office and residential buildings, and is an important piece of infrastructure supporting the economy in the downtown core.

There are proposed improvements to the PATH network, particularly in expanding north to the Bloor-Yonge area. These underground pathways would provide residents with direct and convenient access to the amenities and services in the immediate vicinity of the site without having to venture outdoors, particularly in inclement weather. The PATH would connect the site at 11 Yorkville Avenue to local places such as the Village Arcade or the Toronto Reference Library, and provide direct access to both the Bloor-Yonge and Bay TTC Subway Stations.

Overall, the implementation of the anticipated PATH system improvements will help situate and connect the site to neighbouring properties as well as to the TPA parking garage next door. As a result, mobility, access and range will be greatly improved for pedestrians, cyclists, transit users or drivers parking in the vicinity and accessing the site through the PATH in the future. Therefore, since the Toronto PATH expansion will provide more options for residents, visitors and patrons to access the site and neighbourhood, it will further drive connections to pedestrian amenities, nearby parking, retail, offices and transit connections to the rest of the City.

# 5 LOADING AND SITE CIRCULATION

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## 5.1 LOADING ASSESSMENT

We have reviewed the City of Toronto Loading Space Regulations in By-law 569-2013, Chapter 220, for 11 Yorkville. As noted previously, this development will include 716 dwelling units and 4,663.58 m<sup>2</sup> of retail space. The loading requirements according to the City of Toronto By-law for residential and retail uses are as follows:

- 400 dwelling units or more: One Type ‘G’ and one Type ‘C’ space; and
- 2,000 to 4,999 m<sup>2</sup> of retail space: Two Type ‘B’ spaces.

The subject site is located in Policy Area 1 and is approximately 150 metres from the Yonge/Bloor intersection. As such, the Zoning By-law permits the provision of shared loading spaces to serve the various uses within the development. The following loading spaces would be sufficient based on a combination of the shared loading space calculations of the City’s By-law for Policy Area 1 plus our professional opinion on the number of loading spaces that would be required to satisfy the loading demands generated by the uses of the development:

- 1 shared Type ‘B/G’ loading space; and
  - 1 shared Type ‘B/C’ loading space.
- 

## 5.2 SITE CIRCULATION ASSESSMENT

Our site circulation assessment was completed using the AutoTURN 10.0 software package to ensure adequate manoeuvrability through the site.

The vehicles used for the AutoTURN analyses were a Transportation of Canada (TAC) Medium Single Unit (MSU) truck, a Light Single Unit (LSU) truck, a TAC standard passenger vehicle and a custom vehicle that is representative of the City of Toronto front-end-loader garbage truck. This custom garbage truck was developed based on the vehicle dimensions outlined on page 17 of the “City of Toronto Requirements for Garbage and Recycling Collection from New Developments and Redevelopments”. Accordingly, our AutoTURN analyses are illustrated in **Figure 5-1** to **5-7**, and our findings and recommendations are as follows.

---

### 5.2.1 INBOUND/OUTBOUND CITY OF TORONTO FRONT-END-LOADER GARBAGE TRUCK

A custom City of Toronto garbage truck was tested entering and exiting the shared Type ‘B/G’ loading space provided. This truck can enter the site, reverse into the laneway and then exit in a forward direction. The manoeuvres work well as shown in **Figure 5-1**.

---

### 5.2.2 MEDIUM SINGLE UNIT VEHICLE LOADING ACCESS

A TAC medium-sized commercial vehicle was tested entering and exiting the Type ‘B/C’ loading space provided. Similar to garbage trucks, the commercial vehicle will enter in a forward direction, reverse back into the laneway and then exit the site in a forward direction. The manoeuvres work well as illustrated in **Figure 5-2**, and no manoeuvring issues were identified.

---

### **5.2.3 MEDIUM SINGLE UNIT VEHICLE LOADING ACCESS**

A TAC medium-sized commercial vehicle was tested entering and exiting the Type 'B/G' loading space provided. Similar to garbage trucks, the commercial vehicle will enter in a forward direction, reverse back into the laneway and then exit the site in a forward direction. The manoeuvres work well as illustrated in **Figure 5-23**, and no manoeuvring issues were identified.

---

### **5.2.4 LIGHT SINGLE UNIT VEHICLE LOADING ACCESS**

A TAC light-sized commercial vehicle was tested accessing the retail businesses which front onto Cumberland. As illustrated in **Figure 5-24**, an LSU can still enter and exit the existing loading area with no manoeuvring issues.

---

### **5.2.5 TAC PASSENGER VEHICLE RAMP ACCESS**

A TAC passenger vehicle was tested entering and exiting the underground garage ramp. The ramp can accommodate entry and exit movements. In addition, mirrors and signage should be installed to improve the visibility for drivers and to minimize the potential for conflicts. The movements are shown in **Figure 5-35**.

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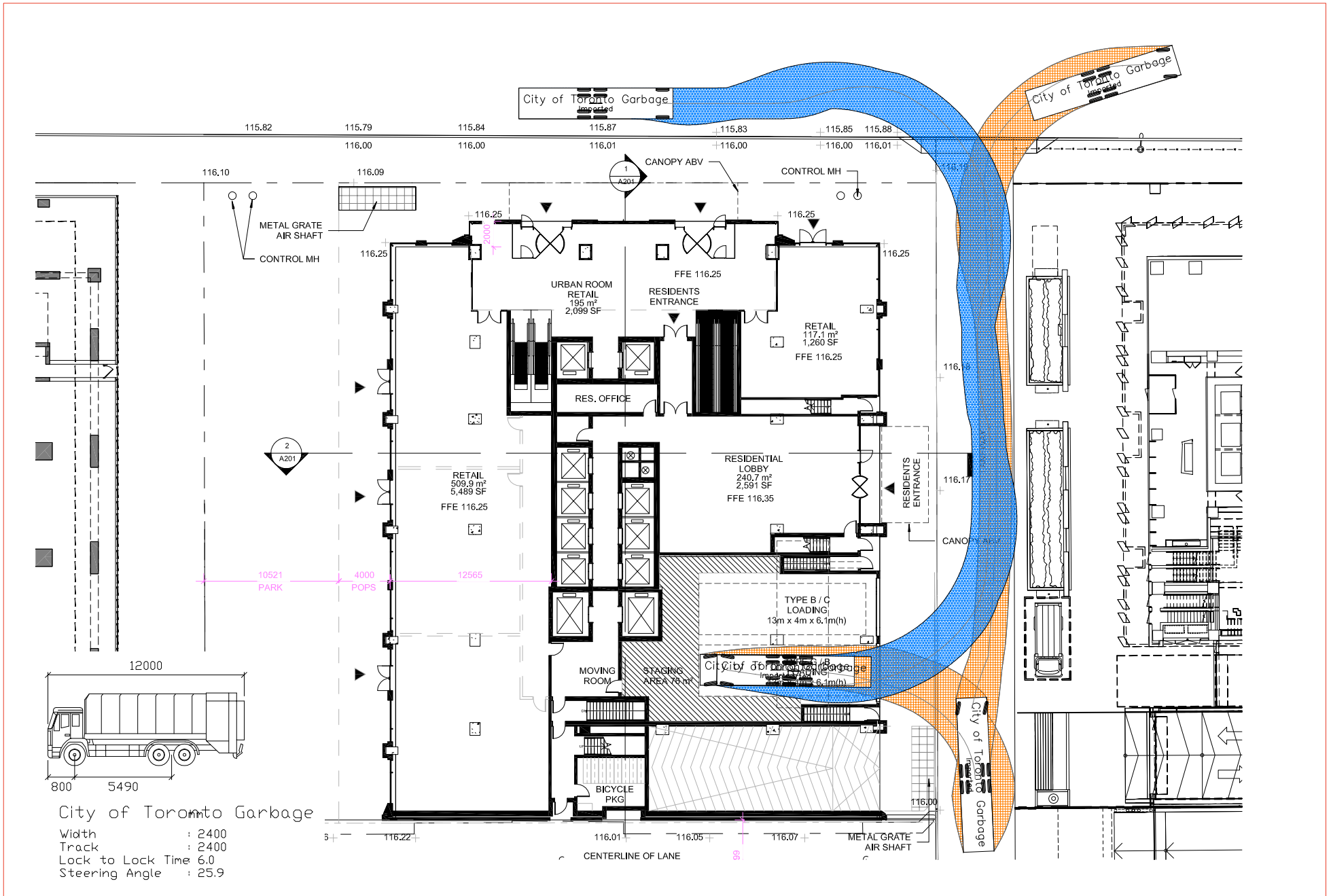
### **5.2.6 TAC PASSENGER VEHICLE RAMP ACCESS**

A TAC passenger vehicle was tested entering and exiting through the underground garage ramp. The ramp can simultaneously accommodate entry and exit movements, as well as movements into and out of the garage. However, in the interest of safety, mirrors and signage should be installed to improve visibility for drivers and to minimize the potential for conflicts. The TAC passenger vehicle movements are shown in **Figure 5-36**.

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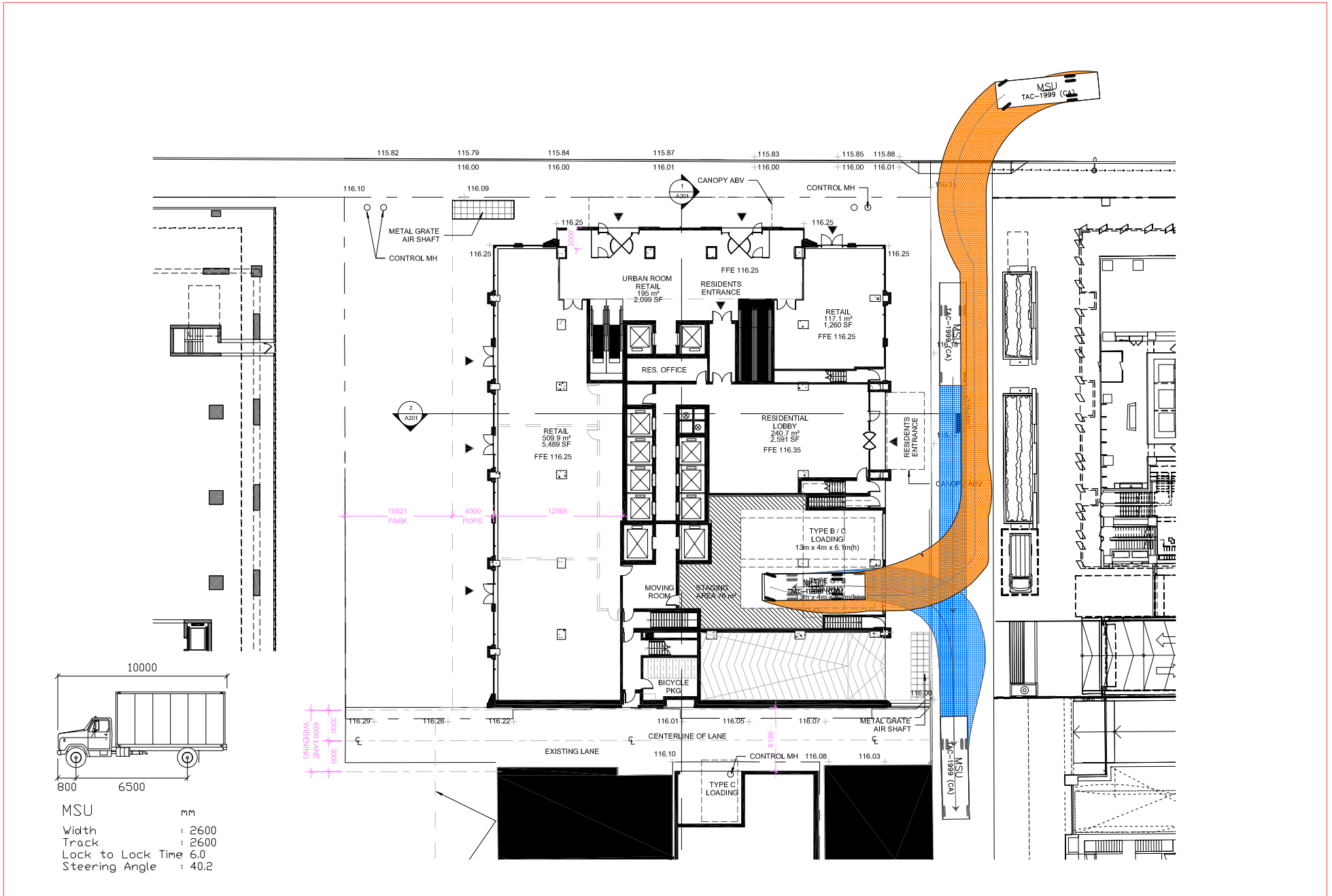
### **5.2.7 TAC PASSENGER VEHICLE DEAD-END STALL**

As shown in **Figure 5-7**, a passenger vehicle can manoeuvre into and out of the “dead-end” parking space on Level P4 in the space provided.



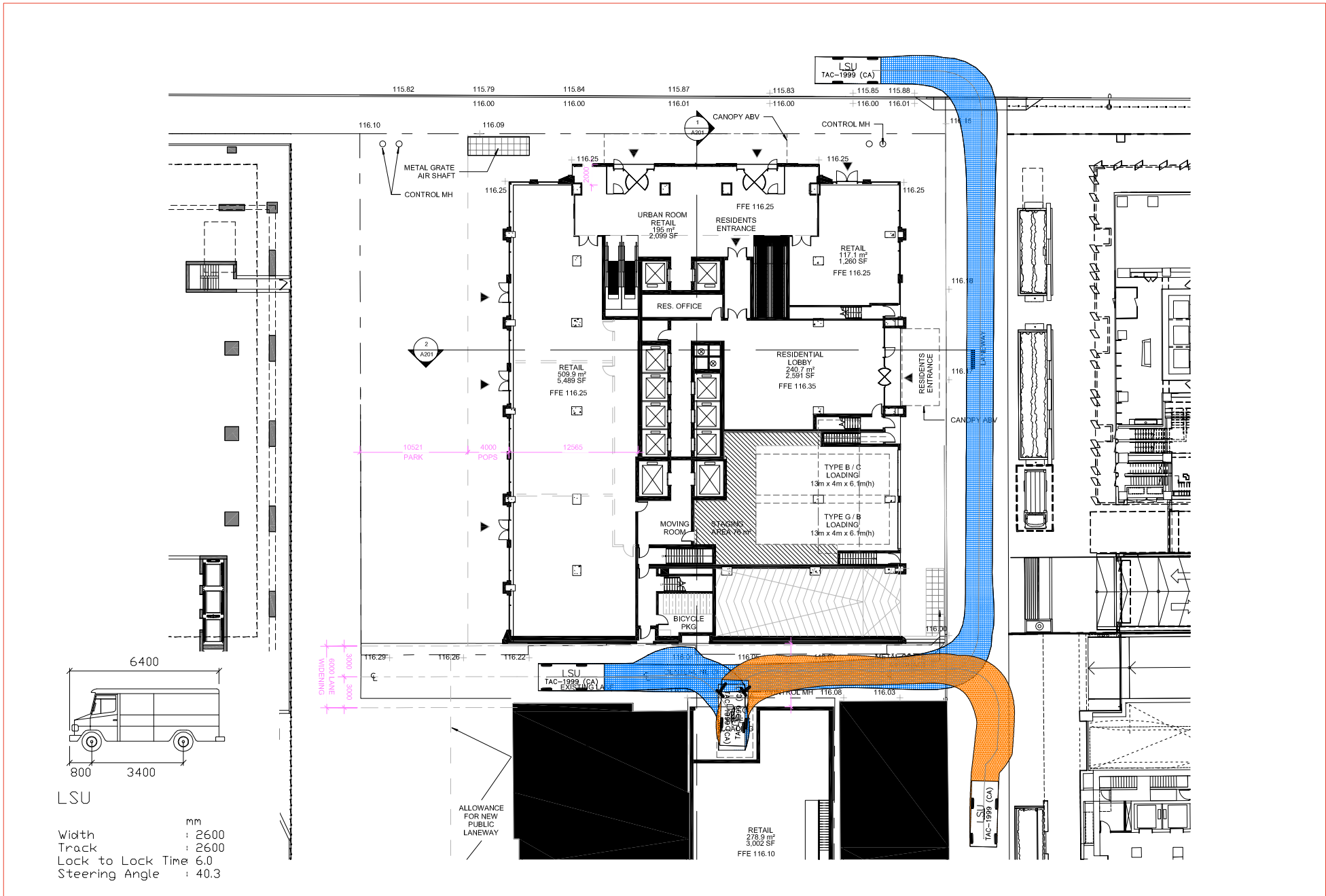
**FIGURE 5-1**  
Toronto Garbage Truck Loading Access (Type 'B/C' Space)  
Scale: 1:400





**FIGURE 5-3**  
 TAC Medium Single Unit Vehicle Loading Access (Type 'B/C' Space)  
 Scale: 1:500





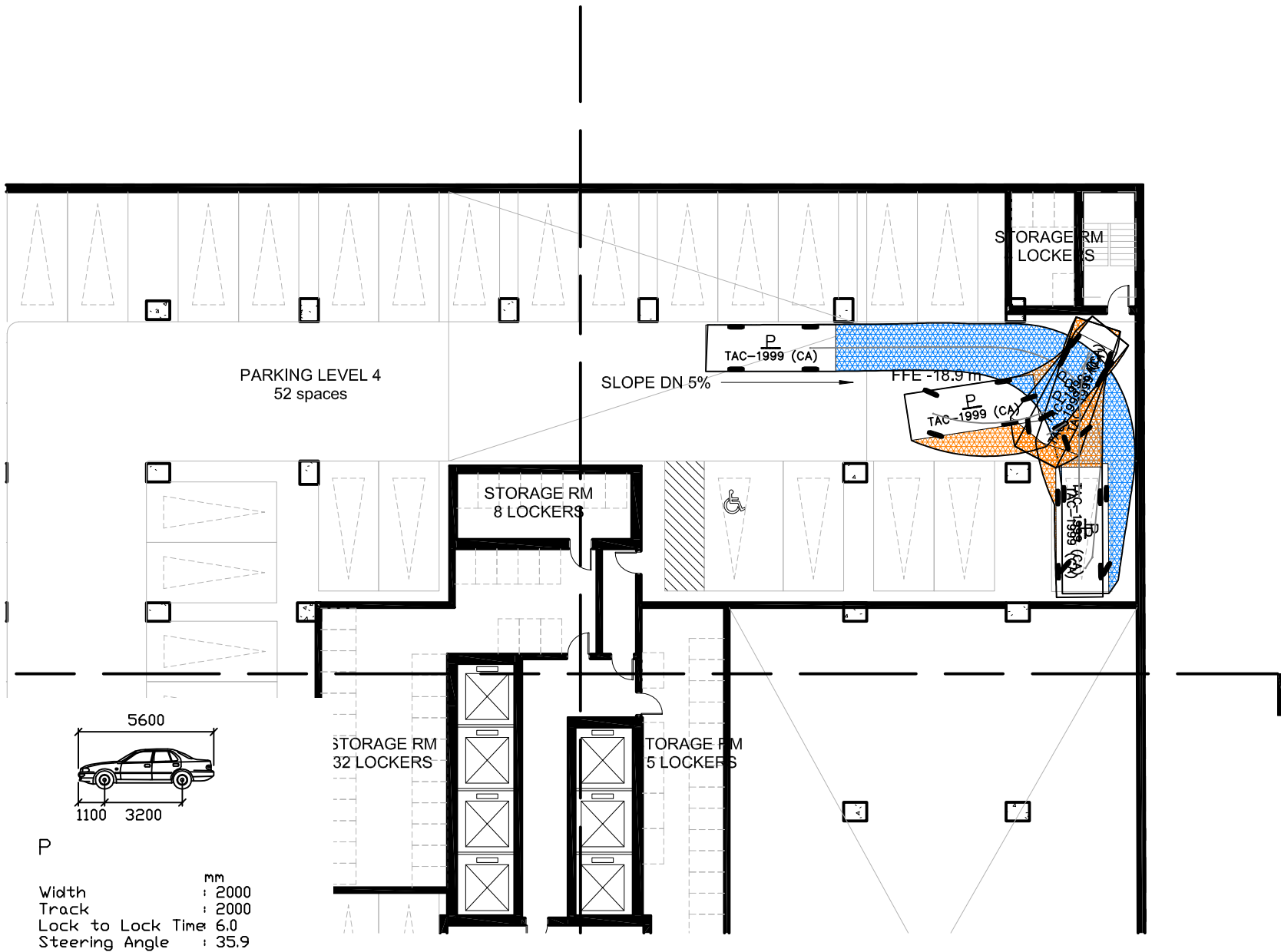
**FIGURE 5-4**  
TAC Light Single Unit Vehicle Loading Access (Adjacent Site)  
Scale: 1:500







**FIGURE 5-6**  
Concourse Level - Passenger Vehicle Movements  
Scale: 1:250



**FIGURE 5-7**  
 TAC Passenger Vehicle Dead-End Parking Stall (P4 Level)  
 Scale: 1:250

# 6 PARKING ASSESSMENT

## 6.1 MOTOR VEHICLE PARKING

As illustrated on the site statistics dated March 21, 2018, a total of 235 parking stalls have been proposed for the 716 residential units plus retail space for the 11 Yorkville development. According to the City of Toronto's Comprehensive Zoning By-law 569-2013, the rates and corresponding supply shown in **Table 6-1** below apply to this development.

**Table 6-1: By-Law 569-2013 Parking Rates - Policy Area 1**

Use	Rate	Magnitude	Parking required
<b>Bachelor unit &lt;45 m<sup>2</sup></b>	0.3 spaces/unit	56 units	16
<b>One-bedroom unit</b>	0.5 spaces/unit	370 units	185
<b>Two-bedroom unit</b>	0.8 spaces/unit	218 units	174
<b>Three-bedroom unit</b>	1.0 spaces/unit	72 units	72
<b>Residential visitor</b>	0.1 spaces/unit	716 units	71
<b>Retail</b>	1.0 spaces/100 m <sup>2</sup>	4,663.58 m <sup>2</sup>	46
<b>TOTAL</b>			<b>564</b>

As shown above, the 11 Yorkville site requires a minimum of 564 parking spaces based on the By-law rates. However, there are a number of factors that contribute to a parking supply that is substantially lower than is required under the City's standard By-laws, and these are discussed in the following section.

## 6.2 JUSTIFICATION FOR A REDUCED PARKING SUPPLY

As noted previously, 11 Yorkville is located in proximity to excellent TTC bus and subway services. The proposed development is situated just north of Yonge-Bloor Station, the main hub of the TTC subway system. As a result, excellent high-capacity transit services are available well within walking distance of the development, which should encourage a large proportion of visitors and residents to use transit instead of driving a vehicle.

Additionally, it is recommended that residential parking be unbundled, meaning that only those persons who specifically request and ultimately purchase a parking space are guaranteed one. This parking demand strategy will, in essence, serve to target buyers who do not rely on automobile ownership. The high cost of purchasing a

parking space, coupled with a relatively small supply, will make this development much more desirable to users of non-auto modes of travel.

Furthermore, the following **Table 6.2** lists approved developments in the downtown core which have reduced parking ratios, as compared with the proposed development. Where available, parking utilization information is also provided.

The information provided in the table indicates that the proposed development is within the range of parking proposed for new developments within the downtown core, and in fact provides one of the shortest distances to the TTC Subway. Furthermore, this subway access provides direct connections to both the Yonge-University as well as the Bloor-Danforth Lines, while many of the other developments listed do not have immediate access to both subway lines.

**Table 6-2: Summary of Reduced Parking Ratios**

Development Name and Location	Unit Breakdown (% of Total)				Approximate Distance to Subway	Required Parking Ratio (spaces/unit)
	Bachelor	1-Bed	2-Bed	3-Bed		
33 Charles Street East	38 (9%)	206 (49%)	176 (42%)	0	300 m	0.42*
37 Grosvenor Street	0	487 (77%)	146 (23%)	0	280 m	0.36*
281-285 Mutual Street	394 Total Units				550 m	0.43*
9-21 Grenville Street	25 (5%)	292 (60%)	121 (25%)	49 (10%)	180 m	0.31
155-163 Dundas Street East	9 (3%)	236 (61%)	139 (36%)	0	550 m	0.19
426 University Avenue	315 Total Units				60 m	0.03
357-363 King Street	350 Total Units				1.1 km	0.27
56-66 Temperance Street	1,008 (88%)	63 (5.5%)	73 (6.5%)	0	550 m	0.25
328-340 Adelaide Street West	429 Total Units				750 m	0.23
11 Charlotte Street	0	149 (64%)	57 (25%)	26 (11%)	800 m	0.28
395-400 Bloor Street East	0	345 (59%)	233 (40%)	4 (1%)	160 m	0.30
1 Yorkville Avenue	0	435 (75%)	87 (15%)	57 (10%)	150 m	0.23

With respect to visitor parking, a desktop survey of the surrounding area indicates that over 1,600 parking spaces are available from only Green P lots. Additional private parking is also available in the area which would further add to this total. Furthermore, as identified in previous studies undertaken in the area, the peak demand of the parking lots in the area is primarily “employment based” and, therefore, occurs during the midday. Despite this,

given the relatively small amount of retail parking that would be required under the City’s By-law, it is expected that the retail parking needs can still be readily accommodated within the existing paid public parking supply. Conversely, the peak visitor parking requirement scenario of the proposed development is anticipated to be during the evening hours, when a significantly greater number of spaces will be available. As such, the site’s proximity to a substantial amount of paid parking is expected to adequately serve the visitor and retail needs of the 11 Yorkville development during all time periods.

Based on the above information and rationale, it is our opinion that the following parking rates and corresponding supply as detailed in **Table 6-3** should apply to the 11 Yorkville development.

**Table 6-3: Revised Parking Supplied for 11 Yorkville**

Use	Rate	Magnitude	Parking Supplied
<b>Bachelor unit &lt;45 m<sup>2</sup></b>	0.328 spaces/unit	56 units	18
<b>One-bedroom unit</b>	0.328 spaces/unit	370 units	121
<b>Two-bedroom unit</b>	0.328 spaces/unit	218 units	72
<b>Three-bedroom unit</b>	0.328 spaces/unit	72 units	24
<b>Residential visitor</b>	0 spaces/unit	716 units	0
<b>Retail</b>	0 spaces/100 m <sup>2</sup>	4,663.58 m <sup>2</sup>	0
<b>TOTAL</b>			<b>235</b>

The proposed parking supply is appropriate for the development based on a number of factors, including:

- The location and transportation context of the development with nearby access to both the Yonge and Bloor subway lines;
- The provision of nearby, structured public parking garages;
- The parking characteristics of other developments located in areas with a similar transportation context;
- Preliminary market information for the proposed development;
- The availability of services and amenities which promote use of alternative transportation modes such as carshare and bikeshare services; and
- Employment and amenity areas as well as shopping and service uses within the immediate vicinity of the development.

These factors make this development extremely well positioned to be a location which would be able to support a reduction in the required number of parking spaces. For example, due to the development’s proximity to both the Yonge and Bloor subway lines, a large majority of the GTA will be directly accessible by transit.

In terms of accessible parking, Section 200.15.10 (1) (C) of By-law 569-2013 stipulates the following:

“If the number of required parking spaces is more than 100, a minimum of 5 parking spaces plus 1 parking space for every 50 parking spaces or part thereof in excess of 100 parking spaces, must comply with the minimum dimensions for an accessible parking space.”

Therefore, included as part of the total supply will be eight accessible parking stalls.

## 6.3 BICYCLE PARKING

In accordance with City By-law 569-2013 plus the Toronto Green Standard (TGS), bicycle parking is to be provided for the uses listed in Bicycle Zone 1 as shown in **Table 6-4** below. The following supply of bicycle parking is based on a minimum rate of 1.0 spaces per dwelling unit, allocated as 0.9 long-term (resident) and 0.1 short-term (visitor) spaces per unit. As per the latest version of the City’s By-law, no bicycle parking is required for the retail component.

**Table 6-4: Bicycle Parking Supplied for 11 Yorkville**

Use	Long-term	Short-term	Total
<b>Residential (716 units)</b>	644	72	716
<b>Retail (4,663.58 m<sup>2</sup> – Not Applicable)</b>	0	0	0
<b>GRAND TOTAL</b>	<b>644</b>	<b>72</b>	<b>716</b>

With 716 bicycle parking spaces required and 716 proposed for this development, the 11 Yorkville site will be meeting the By-law requirement for bicycle parking.

# 7 TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) is a general term for various strategies that increase transportation system efficiency by managing the demand for travel. TDM treats mobility as a means to an end, rather than an end in itself, and emphasizes the movement of people and goods rather than motor vehicles. Generally speaking, TDM initiatives discourage single-occupant vehicle travel and encourage more efficient modes such as walking, cycling, ridesharing, public transit and teleworking, particularly under congested conditions. In the context of an already congested road network, TDM elements are an essential part of any progressive transportation and traffic plan for a proposed development.

The objective of the proposed TDM strategy is to inform, encourage and facilitate the utilization of the non-automobile travel opportunities within the study area. In order to achieve this, it is recommended that the marketing strategy for the proposed residential component highlight key characteristics based on the below items via knowledgeable sales staff and visually attractive information packages to ensure that buyers are well aware of the various opportunities prior to purchasing their unit. This will help to target and encourage non-driver modes of transportation from the earliest point in the process.

Described herein are two major categories of TDM measures. The first measures are “soft” initiatives, which involve the utilization of technology or encourage the use of existing information technology and networks. The second set of measures are “hard” services, which require the implementation of physical infrastructure, such as cycling facilities or walkways.

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## 7.1 TDM INITIATIVES

### ENCOURAGING THE USE OF TRANSIT SERVICES

Residents and visitors of the development have excellent access to transit, such as the transit routes listed in Section 2.2. In addition, the reduction in parking supply for the development will encourage residents and visitors to use the transit network.

### ENCOURAGING THE USE OF ACTIVE TRANSPORTATION

In addition to the excellent transit services, residents will have access to bicycle parking, plus on and off-road cycling trails and pedestrian facilities. All surface transit in the near future will accommodate bicycles through the use of exterior bicycle racks on buses. This will strongly improve the use of bicycles as a means for first and last mile travel.

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## 7.2 POTENTIAL TDM INITIATIVES

With the proposed transit infrastructure, additional steps can be taken to better educate and provide outreach to future residents to promote non-auto travel:

- **Transit Outreach and Education** – information on existing routes and transportation investments in the area can be marketed using visually attractive materials such as brochures, maps and schedules.



- **Pre-loaded PRESTO cards** – the card is accepted on all transit systems in the GTA, and can be made available to residents for a cost of \$6 per card plus a customized pre-loaded amount.
- **Local Trails, Subdivision and Amenity Maps** – information about existing trails, bicycle routes, parks and the locations of educational institutions can also be made known to residents using visually attractive materials.

# 8 CONCLUSIONS AND RECOMMENDATIONS

This report assessed the ability of the road network to accommodate the proposed development located at 11-21 Yorkville Avenue and 16-18 Cumberland Street, the adequacy of the facilities to accommodate other modes of travel, and the configuration, layout and operations of the on-site parking, loading and access facilities.

## **Traffic Conditions**

The boundary road network under total future traffic conditions for the 2023 horizon can readily accommodate the traffic generated by the proposed development. The road network is expected to be minimally impacted by the development, with only slight changes in delays and v/c ratios at most study area intersections compared to future background conditions. Considering modal split, the site is expected to generate 98 to 175 trips during the studied peak hours.

A total of seven background developments were included in our future background analysis based on consultation with the City. These developments consist of a mix of residential and commercial uses.

Due to the conservative assumptions made in the methodology used for the Synchro 9 software, some four-way stop-controlled intersections are expected to operate at lower levels of service with lower delays. We believe that these issues are overstated in the analysis and will not occur under normal operating conditions.

The infrastructure around the site is equipped to accommodate an increase in cycling and pedestrian trips. In addition, the transit route network has enough capacity to accommodate the transit trips generated from the site.

## **Transit Conditions**

This site is extremely well served by public transit with the Yonge-Bloor station located approximately 170 metres southeast of the site. This station provides access to both the Yonge-University and Bloor-Danforth subway lines as well as numerous bus routes that connect directly to most areas of the City.

With these extensive transit services provided in the area, the transit trips generated by this development can be readily accommodated. Furthermore, the need for residents, tenants, visitors and patrons to use motor vehicles will be greatly reduced as well as the demand for the provision of on-site parking spaces.

## **Site Access**

Site circulation for garbage vehicles, MSU's, LSU's and passenger vehicles were analyzed. The site can accommodate the circulation of all tested vehicles.

## **Parking Assessment**

The proposed amount of motor vehicle parking for the development is appropriate based on the site location and access to transit plus pedestrian and cycling infrastructure. Additionally, the bicycle parking supply meets the By-law and TGS requirements for the proposed uses.

# APPENDIX

# A TTC RIDERSHIP COUNTS



**RIDING COUNT - 11. ON/OFF SUMMARY REPORT**

Report: TRIPS\_DM - 011

ROUTE: 5 AVENUE RD

Version: 002

ROUTING CODE(S): A0, B0,

COUNT: 3097 ON 2016-SEP-13: M-F (FROM 06:23 TO 18:36)

STOP CARD: 26 COUNT COVERAGE/METHOD: PART(GE95)/APC

STOPS: 32 TO 32

COMMENTS: Coverage 98.1%; last trips of runs 23 and 54 not tracked by APC.



**TORONTO TRANSIT COMMISSION**

NB CONTROL POINT: 12 AVENUE RD AT DAVENPORT

NORTHBOUND

ROUTE	PERIOD 1			PERIOD 2			-----TOTALS-----		
	ONS	OFFS	ACCM.	ONS	OFFS	ACCM.	ONS	OFFS	ACCM.
32 7671 EGLINTON STATION	0	92	0	0	127	0	0	219	0
TOTALS FOR NORTHBOUND:	0	92		0	127		0	219	

**RIDING COUNT - 11. ON/OFF SUMMARY REPORT**

Report: TRIPS\_DM - 011

ROUTE: 5 AVENUE RD

Version: 002

ROUTING CODE(S): A0, B0,

COUNT: 3097 ON 2016-SEP-13: M-F (FROM 06:05 TO 18:46)

STOP CARD: 26 COUNT COVERAGE/METHOD: PART(GE95)/APC

STOPS: 1 TO 1

COMMENTS: Coverage 98.1%; last trips of runs 23 and 54 not tracked by APC.



**TORONTO TRANSIT COMMISSION**

**SB CONTROL POINT: 19 AVENUE RD AT DAVENPORT**

SOUTHBOUND

<u>ROUTE</u>			PERIOD 1			PERIOD 2			-----TOTALS-----		
<u>STOP</u>	<u>GF ID</u>	<u>LOCATION</u>	06:00 TO 08:59			15:00 TO 18:59					
			<u>ONS</u>	<u>OFFS</u>	<u>ACCM.</u>	<u>ONS</u>	<u>OFFS</u>	<u>ACCM.</u>	<u>ONS</u>	<u>OFFS</u>	<u>ACCM.</u>
1	7671	EGLINTON STATION	69	0	69	112	0	112	181	0	181
TOTALS FOR SOUTHBOUND:			69	0		112	0		181	0	

TOTALS FOR SELECTED DIRECTION(S):

PERIOD 1			PERIOD 2			-----TOTALS-----		
06:00 TO 08:59			15:00 TO 18:59					
<u>ONS</u>	<u>OFFS</u>	<u>ACCM.</u>	<u>ONS</u>	<u>OFFS</u>	<u>ACCM.</u>	<u>ONS</u>	<u>OFFS</u>	<u>ACCM.</u>
69	92		112	127		181	219	

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 6 BAY

Version: 002

ROUTING CODE(S): \_0, B0,

COUNT: 1019 ON 2012-MAR-20:M-F (FROM 08:10 TO 17:15)

STOP CARD: 37 COUNT COVERAGE/METHOD: FULL(1X)/MANUAL

STOPS: 1 TO 299

COMMENTS:



NB CONTROL POINT: 23 BAY ST AT CUMBERLAND (SUB STN)

**TORONTO TRANSIT COMMISSION**

NORTHBOUND PERIOD 1: 08:10 TO 09:09

ROUTE

STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	LOWER JARVIS AT LAKE SHORE	4	1	0	5	9	0.6
2	LOWER JARVIS AT QUEENS QUAY	0	2	3	4	9	0.4
3	QUEENS QUAY AT FREELAND	0	0	1	3	9	0.3
4	QUEENS QUAY AT YONGE ST	0	5	0	8	9	0.9
5	BAY ST AT QUEENS QUAY	0	37	0	45	9	5.0
6	BAY ST AT AIR CANADA CENTRE	0	15	1	59	9	6.6
7	BAY ST AT FRONT ST W	0	6	0	65	9	7.2
8	BAY ST AT WELLINGTON	0	34	2	97	9	10.8
9	BAY ST AT KING ST W	0	21	4	114	9	12.7
10	BAY ST AT ADELAIDE	0	17	4	127	9	14.1
11	BAY ST AT QUEEN ST W	0	29	7	149	9	16.6
12	BAY ST AT ALBERT	0	5	2	152	9	16.9
13	BAY ST AT HAGERMAN	0	4	6	150	9	16.7
14	BAY ST AT DUNDAS ST W	0	27	22	155	9	17.2
15	BAY ST AT ELM	0	2	19	138	9	15.3
16	ELM AT ELIZABETH	0	1	0	1	9	0.1
17	BAY ST AT GERRARD	0	16	18	137	19	7.2
18	BAY ST AT COLLEGE	0	53	13	177	19	9.3
19	BAY ST AT GROSVENOR	0	18	23	172	19	9.1
20	BAY ST AT WELLESLEY	0	11	51	132	19	6.9
21	BAY ST AT ST JOSEPH	0	16	19	129	19	6.8
22	BAY ST AT CHARLES	0	10	14	125	19	6.6
23	BAY ST AT CUMBERLAND (SUB STN)	0	50	65	110	19	5.8
24	BAY ST AT YORKVILLE	0	0	3	107	18	5.9
25	BAY ST AT DAVENPORT	0	1	55	53	18	2.9
26	DAVENPORT AT YONGE ST	0	0	1	0	9	0.0
27	DAVENPORT AT BELMONT	0	1	23	30	9	3.3
28	DAVENPORT AT AVENUE RD	0	0	18	12	9	1.3
29	DAVENPORT AT 250	0	0	0	12	9	1.3
30	DAVENPORT AT BEDFORD	0	0	6	6	9	0.7
31	DAVENPORT AT DUPONT	0	6	5	7	9	0.8
32	DUPONT AT BEDFORD	0	0	1	6	9	0.7
TOTALS FOR PERIOD 1: 08:10 TO 09:09		4	388	386	2487	376	6.6

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 6 BAY

Version: 002

ROUTING CODE(S): \_0, B0,

COUNT: 1019 ON 2012-MAR-20:M-F (FROM 08:10 TO 17:15)

STOP CARD: 37 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS:



NB CONTROL POINT: 23 BAY ST AT CUMBERLAND (SUB STN)

**TORONTO TRANSIT COMMISSION**

NORTHBOUND PERIOD 1: 08:10 TO 09:09

PERIOD RIDING INDEX = 6.6 (AVERAGE OCCUPANCY)  
AVERAGE TRIP LENGTH = 6.4 STOPS  
AVERAGE ONS/VEHICLE-STOP = 1.0  
AVERAGE ONS/TRIP = 20.4

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 6 BAY

Version: 002

ROUTING CODE(S): \_0, B0,

COUNT: 1019 ON 2012-MAR-20:M-F (FROM 08:10 TO 17:15)

STOP CARD: 37 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS:



NB CONTROL POINT: 23 BAY ST AT CUMBERLAND (SUB STN)

**TORONTO TRANSIT COMMISSION**

NORTHBOUND PERIOD 2: 16:16 TO 17:15

ROUTE

STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	LOWER JARVIS AT LAKE SHORE	4	18	0	22	6	3.7
2	LOWER JARVIS AT QUEENS QUAY	0	1	4	19	6	3.2
3	QUEENS QUAY AT FREELAND	0	6	0	25	6	4.2
4	QUEENS QUAY AT YONGE ST	0	14	1	38	6	6.3
5	BAY ST AT QUEENS QUAY	0	27	1	64	6	10.7
6	BAY ST AT AIR CANADA CENTRE	0	9	1	72	6	12.0
7	BAY ST AT FRONT ST W	0	2	7	67	6	11.2
8	BAY ST AT WELLINGTON	0	8	9	66	6	11.0
9	BAY ST AT KING ST W	0	36	7	95	7	13.6
10	BAY ST AT ADELAIDE	0	12	2	105	7	15.0
11	BAY ST AT QUEEN ST W	0	42	6	141	7	20.1
12	BAY ST AT ALBERT	0	16	2	155	7	22.1
13	BAY ST AT HAGERMAN	0	1	3	153	7	21.9
14	BAY ST AT DUNDAS ST W	0	50	15	188	7	26.9
15	BAY ST AT ELM	0	17	7	198	7	28.3
16	ELM AT ELIZABETH	0	0	0	0	6	0.0
17	BAY ST AT GERRARD	0	106	7	297	13	22.8
18	BAY ST AT COLLEGE	0	164	26	435	13	33.5
19	BAY ST AT GROSVENOR	0	46	12	469	13	36.1
20	BAY ST AT WELLESLEY	0	105	19	555	13	42.7
21	BAY ST AT ST JOSEPH	0	19	12	562	13	43.2
22	BAY ST AT CHARLES	0	15	50	527	13	40.5
23	BAY ST AT CUMBERLAND (SUB STN)	0	28	441	114	13	8.8
24	BAY ST AT YORKVILLE	0	2	7	109	13	8.4
25	BAY ST AT DAVENPORT	0	1	19	91	13	7.0
26	DAVENPORT AT YONGE ST	0	0	1	1	6	0.2
27	DAVENPORT AT BELMONT	0	0	22	67	7	9.6
28	DAVENPORT AT AVENUE RD	0	0	27	40	7	5.7
29	DAVENPORT AT 250	0	0	19	21	7	3.0
30	DAVENPORT AT BEDFORD	0	0	6	15	7	2.1
31	DAVENPORT AT DUPONT	0	1	10	6	7	0.9
32	DUPONT AT BEDFORD	0	0	5	1	7	0.1
TOTALS FOR PERIOD 2: 16:16 TO 17:15		4	746	748	4718	268	17.6



**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 6 BAY

Version: 002

ROUTING CODE(S): \_0, B0,

COUNT: 1019 ON 2012-MAR-20:M-F (FROM 08:10 TO 17:15)

STOP CARD: 37 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS:



NB CONTROL POINT: 23 BAY ST AT CUMBERLAND (SUB STN)

**TORONTO TRANSIT COMMISSION**

NORTHBOUND PERIOD 2: 16:16 TO 17:15

PERIOD RIDING INDEX = 17.6 (AVERAGE OCCUPANCY)  
AVERAGE TRIP LENGTH = 6.3 STOPS  
AVERAGE ONS/VEHICLE-STOP = 2.8  
AVERAGE ONS/TRIP = 57.4

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 6 BAY

Version: 002

ROUTING CODE(S): \_0, B0,

COUNT: 1019 ON 2012-MAR-20:M-F (FROM 06:19 TO 18:51)

STOP CARD: 37 COUNT COVERAGE/METHOD: FULL(1X)/MANUAL

STOPS: 1 TO 299

COMMENTS:



NB CONTROL POINT: 23 BAY ST AT CUMBERLAND (SUB STN)

**TORONTO TRANSIT COMMISSION**

NORTHBOUND PERIOD 1: 06:00 TO 08:59

ROUTE

STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	LOWER JARVIS AT LAKE SHORE	4	7	0	11	22	0.5
2	LOWER JARVIS AT QUEENS QUAY	0	2	3	10	22	0.5
3	QUEENS QUAY AT FREELAND	0	0	1	9	22	0.4
4	QUEENS QUAY AT YONGE ST	0	10	1	18	22	0.8
5	BAY ST AT QUEENS QUAY	0	52	1	69	22	3.1
6	BAY ST AT AIR CANADA CENTRE	0	27	2	94	22	4.3
7	BAY ST AT FRONT ST W	0	6	1	99	22	4.5
8	BAY ST AT WELLINGTON	0	37	2	134	22	6.1
9	BAY ST AT KING ST W	0	34	7	161	22	7.3
10	BAY ST AT ADELAIDE	0	19	7	173	22	7.9
11	BAY ST AT QUEEN ST W	0	53	12	214	22	9.7
12	BAY ST AT ALBERT	0	9	3	220	22	10.0
13	BAY ST AT HAGERMAN	0	3	12	211	22	9.6
14	BAY ST AT DUNDAS ST W	0	33	24	220	22	10.0
15	BAY ST AT ELM	0	3	24	199	22	9.0
16	ELM AT ELIZABETH	0	1	0	1	10	0.1
17	BAY ST AT GERRARD	0	19	26	193	32	6.0
18	BAY ST AT COLLEGE	0	65	27	231	32	7.2
19	BAY ST AT GROSVENOR	0	21	27	225	32	7.0
20	BAY ST AT WELLESLEY	0	12	64	173	32	5.4
21	BAY ST AT ST JOSEPH	0	21	21	173	32	5.4
22	BAY ST AT CHARLES	0	10	16	167	32	5.2
23	BAY ST AT CUMBERLAND (SUB STN)	0	99	99	167	32	5.2
24	BAY ST AT YORKVILLE	0	0	3	164	32	5.1
25	BAY ST AT DAVENPORT	0	1	53	112	32	3.5
26	DAVENPORT AT YONGE ST	0	0	1	0	10	0.0
27	DAVENPORT AT BELMONT	0	1	51	61	22	2.8
28	DAVENPORT AT AVENUE RD	0	0	41	20	22	0.9
29	DAVENPORT AT 250	0	0	6	14	22	0.6
30	DAVENPORT AT BEDFORD	0	0	8	6	22	0.3
31	DAVENPORT AT DUPONT	0	7	6	7	22	0.3
32	DUPONT AT BEDFORD	0	0	0	7	22	0.3
TOTALS FOR PERIOD 1: 06:00 TO 08:59		4	552	549	3563	770	4.6

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 6 BAY

Version: 002

ROUTING CODE(S): \_0, B0,

COUNT: 1019 ON 2012-MAR-20:M-F (FROM 06:19 TO 18:51)

STOP CARD: 37 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS:



NB CONTROL POINT: 23 BAY ST AT CUMBERLAND (SUB STN)

**TORONTO TRANSIT COMMISSION**

NORTHBOUND PERIOD 1: 06:00 TO 08:59

PERIOD RIDING INDEX = 4.6 (AVERAGE OCCUPANCY)  
AVERAGE TRIP LENGTH = 6.5 STOPS  
AVERAGE ONS/VEHICLE-STOP = 0.7  
AVERAGE ONS/TRIP = 17.3

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 6 BAY

Version: 002

ROUTING CODE(S): \_0, B0,

COUNT: 1019 ON 2012-MAR-20:M-F (FROM 06:19 TO 18:51)

STOP CARD: 37 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS:



NB CONTROL POINT: 23 BAY ST AT CUMBERLAND (SUB STN)

**TORONTO TRANSIT COMMISSION**

NORTHBOUND PERIOD 2: 15:00 TO 18:59

ROUTE

<u>STOP</u>	<u>LOCATION</u>	<u>START</u>	<u>ONS</u>	<u>OFFS</u>	<u>ACCUM.</u>	<u>VEHICLES</u>	<u>AVG. LOAD</u>
1	LOWER JARVIS AT LAKE SHORE	8	59	0	67	20	3.4
2	LOWER JARVIS AT QUEENS QUAY	0	22	5	84	20	4.2
3	QUEENS QUAY AT FREELAND	0	15	0	99	20	5.0
4	QUEENS QUAY AT YONGE ST	0	21	3	117	20	5.9
5	BAY ST AT QUEENS QUAY	0	80	3	194	20	9.7
6	BAY ST AT AIR CANADA CENTRE	0	17	15	196	20	9.8
7	BAY ST AT FRONT ST W	0	17	29	184	20	9.2
8	BAY ST AT WELLINGTON	0	54	15	223	20	11.2
9	BAY ST AT KING ST W	0	104	16	311	21	14.8
10	BAY ST AT ADELAIDE	0	51	5	357	21	17.0
11	BAY ST AT QUEEN ST W	0	115	32	440	21	21.0
12	BAY ST AT ALBERT	0	28	3	465	21	22.1
13	BAY ST AT HAGERMAN	0	11	3	473	21	22.5
14	BAY ST AT DUNDAS ST W	0	124	54	543	21	25.9
15	BAY ST AT ELM	0	38	20	561	21	26.7
16	ELM AT ELIZABETH	0	0	0	0	15	0.0
17	BAY ST AT GERRARD	0	243	21	783	38	20.6
18	BAY ST AT COLLEGE	0	380	84	1079	39	27.7
19	BAY ST AT GROSVENOR	0	97	39	1137	39	29.2
20	BAY ST AT WELLESLEY	0	226	43	1320	39	33.8
21	BAY ST AT ST JOSEPH	0	49	41	1328	39	34.1
22	BAY ST AT CHARLES	0	30	141	1217	39	31.2
23	BAY ST AT CUMBERLAND (SUB STN)	0	93	1015	295	39	7.6
24	BAY ST AT YORKVILLE	0	5	19	281	39	7.2
25	BAY ST AT DAVENPORT	0	9	42	248	39	6.4
26	DAVENPORT AT YONGE ST	0	0	4	1	15	0.1
27	DAVENPORT AT BELMONT	0	2	53	192	24	8.0
28	DAVENPORT AT AVENUE RD	0	2	62	132	24	5.5
29	DAVENPORT AT 250	0	1	46	87	24	3.6
30	DAVENPORT AT BEDFORD	0	0	14	73	24	3.0
31	DAVENPORT AT DUPONT	0	4	28	49	24	2.0
32	DUPONT AT BEDFORD	0	0	40	9	21	0.4
TOTALS FOR PERIOD 2: 15:00 TO 18:59		8	1897	1895	12545	828	15.2

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 6 BAY

Version: 002

ROUTING CODE(S): \_0, B0,

COUNT: 1019 ON 2012-MAR-20:M-F (FROM 06:19 TO 18:51)

STOP CARD: 37 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS:



NB CONTROL POINT: 23 BAY ST AT CUMBERLAND (SUB STN)

**TORONTO TRANSIT COMMISSION**

NORTHBOUND PERIOD 2: 15:00 TO 18:59

PERIOD RIDING INDEX = 15.2 (AVERAGE OCCUPANCY)  
AVERAGE TRIP LENGTH = 6.6 STOPS  
AVERAGE ONS/VEHICLE-STOP = 2.3  
AVERAGE ONS/TRIP = 48.6

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 6 BAY

Version: 002

ROUTING CODE(S): \_0, B0,

COUNT: 1019 ON 2012-MAR-20:M-F (FROM 06:02 TO 18:52)

STOP CARD: 37 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS:



SB CONTROL POINT: 9 BAY ST AT BLOOR ST W (SUB STN)

**TORONTO TRANSIT COMMISSION**

SOUTHBOUND PERIOD 1: 06:00 TO 08:59

ROUTE

STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	DUPONT AT BEDFORD	5	17	0	22	28	0.8
2	BEDFORD AT DAVENPORT	0	21	0	43	28	1.5
3	DAVENPORT AT AVENUE RD	0	66	0	109	29	3.8
4	DAVENPORT AT NEW ST	0	34	1	142	29	4.9
5	BAY ST AT DAVENPORT	0	20	9	153	29	5.3
6	BAY ST AT YORKVILLE	0	25	3	175	29	6.0
7	DAVENPORT AT YONGE ST	0	1	0	1	11	0.1
8	YORKVILLE AT YONGE ST	0	1	0	2	11	0.2
9	BAY ST AT BLOOR ST W (SUB STN)	0	915	53	1039	41	25.3
10	BAY ST AT CHARLES	0	72	8	1103	41	26.9
11	BAY ST AT ST JOSEPH	0	42	206	939	41	22.9
12	BAY ST AT WELLESLEY	0	44	237	746	41	18.2
13	BAY ST AT GROSVENOR	0	22	79	689	41	16.8
14	BAY ST AT COLLEGE	0	62	146	605	41	14.8
15	BAY ST AT GERRARD	0	27	118	514	41	12.5
16	BAY ST AT ELM	0	15	51	478	41	11.7
17	EDWARD AT ELIZABETH	0	0	13	10	12	0.8
18	ELM AT ELIZABETH	0	0	10	0	12	0.0
19	BAY ST AT DUNDAS ST W	0	20	60	415	29	14.3
20	BAY ST AT HAGERMAN	0	1	25	391	28	14.0
21	BAY ST AT ALBERT	0	1	11	381	28	13.6
22	BAY ST AT QUEEN ST W	0	22	57	346	28	12.4
23	BAY ST AT RICHMOND	0	7	33	320	28	11.4
24	BAY ST AT ADELAIDE	0	3	58	265	28	9.5
25	BAY ST AT KING ST W	0	16	83	198	28	7.1
26	BAY ST AT WELLINGTON	0	11	43	166	28	5.9
27	BAY ST AT FRONT ST W	0	96	45	217	28	7.8
28	BAY ST AT HARBOUR	0	5	54	168	28	6.0
29	QUEENS QUAY AT BAY ST	0	1	37	132	28	4.7
30	FREELAND AT QUEENS QUAY	0	0	32	100	28	3.6
31	FREELAND AT LAKE SHORE	0	0	29	71	28	2.5
32	LOWER JARVIS AT LAKE SHORE	0	0	63	8	28	0.3
TOTALS FOR	PERIOD 1: 06:00 TO 08:59	5	1567	1564	9948	939	10.6

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 6 BAY

Version: 002

ROUTING CODE(S): \_0, B0,

COUNT: 1019 ON 2012-MAR-20:M-F (FROM 06:02 TO 18:52)

STOP CARD: 37 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS:



SB CONTROL POINT: 9 BAY ST AT BLOOR ST W (SUB STN)

**TORONTO TRANSIT COMMISSION**

SOUTHBOUND PERIOD 1: 06:00 TO 08:59

PERIOD RIDING INDEX = 10.6 (AVERAGE OCCUPANCY)  
AVERAGE TRIP LENGTH = 6.3 STOPS  
AVERAGE ONS/VEHICLE-STOP = 1.7  
AVERAGE ONS/TRIP = 38.2

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 6 BAY

Version: 002

ROUTING CODE(S): \_0, B0,

COUNT: 1019 ON 2012-MAR-20:M-F (FROM 06:02 TO 18:52)

STOP CARD: 37 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS:



SB CONTROL POINT: 9 BAY ST AT BLOOR ST W (SUB STN)

**TORONTO TRANSIT COMMISSION**

SOUTHBOUND PERIOD 2: 15:00 TO 18:59

ROUTE

STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	DUPONT AT BEDFORD	8	18	0	26	21	1.2
2	BEDFORD AT DAVENPORT	0	24	2	48	22	2.2
3	DAVENPORT AT AVENUE RD	0	66	0	114	23	5.0
4	DAVENPORT AT NEW ST	0	34	3	145	23	6.3
5	BAY ST AT DAVENPORT	0	25	2	168	23	7.3
6	BAY ST AT YORKVILLE	0	15	0	183	23	8.0
7	DAVENPORT AT YONGE ST	1	4	0	5	17	0.3
8	YORKVILLE AT YONGE ST	0	2	1	6	17	0.4
9	BAY ST AT BLOOR ST W (SUB STN)	0	251	87	353	41	8.6
10	BAY ST AT CHARLES	0	61	17	397	41	9.7
11	BAY ST AT ST JOSEPH	0	32	21	408	41	10.0
12	BAY ST AT WELLESLEY	0	67	37	438	41	10.7
13	BAY ST AT GROSVENOR	0	51	31	458	41	11.2
14	BAY ST AT COLLEGE	0	81	97	442	41	10.8
15	BAY ST AT GERRARD	0	42	23	461	41	11.2
16	BAY ST AT ELM	0	13	32	442	41	10.8
17	EDWARD AT ELIZABETH	0	0	62	6	18	0.3
18	ELM AT ELIZABETH	0	0	6	0	18	0.0
19	BAY ST AT DUNDAS ST W	0	30	74	330	23	14.3
20	BAY ST AT HAGERMAN	0	12	12	330	23	14.3
21	BAY ST AT ALBERT	0	5	8	327	23	14.2
22	BAY ST AT QUEEN ST W	0	14	84	257	23	11.2
23	BAY ST AT RICHMOND	0	4	7	254	23	11.0
24	BAY ST AT ADELAIDE	0	6	21	239	22	10.9
25	BAY ST AT KING ST W	0	8	75	172	22	7.8
26	BAY ST AT WELLINGTON	0	1	28	145	22	6.6
27	BAY ST AT FRONT ST W	0	21	75	91	22	4.1
28	BAY ST AT HARBOUR	0	4	49	46	22	2.1
29	QUEENS QUAY AT BAY ST	0	3	11	38	22	1.7
30	FREELAND AT QUEENS QUAY	0	1	6	33	22	1.5
31	FREELAND AT LAKE SHORE	0	1	0	34	22	1.5
32	LOWER JARVIS AT LAKE SHORE	0	0	25	9	22	0.4
TOTALS FOR	PERIOD 2: 15:00 TO 18:59	9	896	896	6405	846	7.6



**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 6 BAY

Version: 002

ROUTING CODE(S): \_0, B0,

COUNT: 1019 ON 2012-MAR-20:M-F (FROM 06:02 TO 18:52)

STOP CARD: 37 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS:



SB CONTROL POINT: 9 BAY ST AT BLOOR ST W (SUB STN)

**TORONTO TRANSIT COMMISSION**

SOUTHBOUND PERIOD 2: 15:00 TO 18:59

PERIOD RIDING INDEX = 7.6 (AVERAGE OCCUPANCY)  
AVERAGE TRIP LENGTH = 7.1 STOPS  
AVERAGE ONS/VEHICLE-STOP = 1.1  
AVERAGE ONS/TRIP = 21.9

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 6 BAY

Version: 002

ROUTING CODE(S): \_0, B0,

COUNT: 1019 ON 2012-MAR-20:M-F (FROM 08:19 TO 17:41)

STOP CARD: 37 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS:



SB CONTROL POINT: 9 BAY ST AT BLOOR ST W (SUB STN)

**TORONTO TRANSIT COMMISSION**

SOUTHBOUND PERIOD 1: 08:19 TO 09:18

ROUTE

STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	DUPONT AT BEDFORD	6	7	0	13	10	1.3
2	BEDFORD AT DAVENPORT	0	13	0	26	10	2.6
3	DAVENPORT AT AVENUE RD	0	46	0	72	10	7.2
4	DAVENPORT AT NEW ST	0	23	1	94	10	9.4
5	BAY ST AT DAVENPORT	0	18	7	105	10	10.5
6	BAY ST AT YORKVILLE	0	15	2	118	10	11.8
7	DAVENPORT AT YONGE ST	0	1	0	1	8	0.1
8	YORKVILLE AT YONGE ST	0	0	0	1	8	0.1
9	BAY ST AT BLOOR ST W (SUB STN)	0	634	33	720	19	37.9
10	BAY ST AT CHARLES	0	56	4	772	19	40.6
11	BAY ST AT ST JOSEPH	0	31	138	665	19	35.0
12	BAY ST AT WELLESLEY	0	30	200	495	20	24.8
13	BAY ST AT GROSVENOR	0	13	50	458	20	22.9
14	BAY ST AT COLLEGE	0	37	119	376	20	18.8
15	BAY ST AT GERRARD	0	18	79	315	20	15.8
16	BAY ST AT ELM	0	10	36	289	20	14.5
17	EDWARD AT ELIZABETH	0	0	11	9	9	1.0
18	ELM AT ELIZABETH	0	0	9	0	9	0.0
19	BAY ST AT DUNDAS ST W	0	9	28	250	11	22.7
20	BAY ST AT HAGERMAN	0	1	10	241	11	21.9
21	BAY ST AT ALBERT	0	0	8	233	11	21.2
22	BAY ST AT QUEEN ST W	0	11	37	207	11	18.8
23	BAY ST AT RICHMOND	0	4	17	194	11	17.6
24	BAY ST AT ADELAIDE	0	3	45	152	11	13.8
25	BAY ST AT KING ST W	0	2	62	92	11	8.4
26	BAY ST AT WELLINGTON	0	6	25	73	11	6.6
27	BAY ST AT FRONT ST W	0	49	25	97	11	8.8
28	BAY ST AT HARBOUR	0	1	28	70	11	6.4
29	QUEENS QUAY AT BAY ST	0	1	11	60	11	5.5
30	FREELAND AT QUEENS QUAY	0	0	10	50	11	4.5
31	FREELAND AT LAKE SHORE	0	0	13	37	11	3.4
32	LOWER JARVIS AT LAKE SHORE	0	0	33	4	11	0.4
TOTALS FOR	PERIOD 1: 08:19 TO 09:18	6	1039	1041	6289	405	15.5

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 6 BAY

Version: 002

ROUTING CODE(S): \_0, B0,

COUNT: 1019 ON 2012-MAR-20:M-F (FROM 08:19 TO 17:41)

STOP CARD: 37 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS:



SB CONTROL POINT: 9 BAY ST AT BLOOR ST W (SUB STN)

**TORONTO TRANSIT COMMISSION**

SOUTHBOUND PERIOD 1: 08:19 TO 09:18

PERIOD RIDING INDEX = 15.5 (AVERAGE OCCUPANCY)  
AVERAGE TRIP LENGTH = 6.1 STOPS  
AVERAGE ONS/VEHICLE-STOP = 2.6  
AVERAGE ONS/TRIP = 52.0

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 6 BAY

Version: 002

ROUTING CODE(S): \_0, B0,

COUNT: 1019 ON 2012-MAR-20:M-F (FROM 08:19 TO 17:41)

STOP CARD: 37 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS:



SB CONTROL POINT: 9 BAY ST AT BLOOR ST W (SUB STN)

**TORONTO TRANSIT COMMISSION**

SOUTHBOUND PERIOD 2: 16:42 TO 17:41

ROUTE

STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	DUPONT AT BEDFORD	1	8	0	9	7	1.3
2	BEDFORD AT DAVENPORT	0	12	0	21	7	3.0
3	DAVENPORT AT AVENUE RD	0	29	0	50	7	7.1
4	DAVENPORT AT NEW ST	0	14	2	62	7	8.9
5	BAY ST AT DAVENPORT	0	10	1	71	7	10.1
6	BAY ST AT YORKVILLE	0	2	0	73	7	10.4
7	DAVENPORT AT YONGE ST	0	0	0	0	6	0.0
8	YORKVILLE AT YONGE ST	0	0	0	0	6	0.0
9	BAY ST AT BLOOR ST W (SUB STN)	0	93	37	129	13	9.9
10	BAY ST AT CHARLES	0	20	5	144	13	11.1
11	BAY ST AT ST JOSEPH	0	11	13	142	13	10.9
12	BAY ST AT WELLESLEY	0	31	13	160	13	12.3
13	BAY ST AT GROSVENOR	0	22	8	174	13	13.4
14	BAY ST AT COLLEGE	0	23	32	165	13	12.7
15	BAY ST AT GERRARD	0	13	6	172	13	13.2
16	BAY ST AT ELM	0	4	15	161	13	12.4
17	EDWARD AT ELIZABETH	0	0	29	0	6	0.0
18	ELM AT ELIZABETH	0	0	0	0	6	0.0
19	BAY ST AT DUNDAS ST W	0	15	22	125	7	17.9
20	BAY ST AT HAGERMAN	0	3	7	121	7	17.3
21	BAY ST AT ALBERT	0	2	3	120	7	17.1
22	BAY ST AT QUEEN ST W	0	4	25	99	7	14.1
23	BAY ST AT RICHMOND	0	0	0	99	7	14.1
24	BAY ST AT ADELAIDE	0	3	9	93	7	13.3
25	BAY ST AT KING ST W	0	2	32	63	7	9.0
26	BAY ST AT WELLINGTON	0	1	10	54	7	7.7
27	BAY ST AT FRONT ST W	0	12	34	32	7	4.6
28	BAY ST AT HARBOUR	0	3	15	20	7	2.9
29	QUEENS QUAY AT BAY ST	0	3	3	20	7	2.9
30	FREELAND AT QUEENS QUAY	0	1	5	16	7	2.3
31	FREELAND AT LAKE SHORE	0	0	0	16	7	2.3
32	LOWER JARVIS AT LAKE SHORE	0	0	14	2	7	0.3
TOTALS FOR	PERIOD 2: 16:42 TO 17:41	1	341	340	2413	268	9.0

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 6 BAY

Version: 002

ROUTING CODE(S): \_0, B0,

COUNT: 1019 ON 2012-MAR-20:M-F (FROM 08:19 TO 17:41)

STOP CARD: 37 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS:



SB CONTROL POINT: 9 BAY ST AT BLOOR ST W (SUB STN)

**TORONTO TRANSIT COMMISSION**

SOUTHBOUND PERIOD 2: 16:42 TO 17:41

PERIOD RIDING INDEX = 9.0 (AVERAGE OCCUPANCY)  
AVERAGE TRIP LENGTH = 7.1 STOPS  
AVERAGE ONS/VEHICLE-STOP = 1.3  
AVERAGE ONS/TRIP = 26.2

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 44 KIPLING SOUTH

Version: 002

ROUTING CODE(S): \_0,

COUNT: 3001 ON 2017-MAR-26:**SUN** (FROM 07:51 TO 16:27)

STOP CARD: 17 COUNT COVERAGE/METHOD: **PART(GE95)/APC**

STOPS: 1 TO 299

COMMENTS: Coverage: 98.1%. Interlined trip on run 51 (rte. 45) not tracked.



NB CONTROL POINT: 10 KIPLING AVE AT QUEENSWAY

**TORONTO TRANSIT COMMISSION**

NORTHBOUND PERIOD 1: 06:57 TO 07:56

ROUTE

<u>STOP</u>	<u>LOCATION</u>	<u>START</u>	<u>ONS</u>	<u>OFFS</u>	<u>ACCUM.</u>	<u>VEHICLES</u>	<u>AVG. LOAD</u>
1	LOOP (COLONEL SAMUEL) AT COLONEL SAMUEL	0	0	0	0	1	0.0
2	COLONEL SAMUEL AT HUMBER COLL BLDG M	0	2	0	2	1	2.0
3	COLONEL SAMUEL AT LAKE SHORE BLVD W	0	7	0	9	1	9.0
4	KIPLING AVE AT BIRMINGHAM	0	0	0	9	1	9.0
5	KIPLING AVE AT NEW TORONTO	0	0	0	9	1	9.0
6	KIPLING AVE AT HORNER	0	10	0	19	1	19.0
7	KIPLING AVE AT TORLAKE S	0	2	0	21	1	21.0
8	KIPLING AVE AT TORLAKE N	0	0	0	21	1	21.0
9	KIPLING AVE AT EVANS	0	0	2	19	1	19.0
10	KIPLING AVE AT QUEENSWAY	0	2	1	20	1	20.0
11	KIPLING AVE AT WARNICA	0	1	0	21	1	21.0
12	KIPLING AVE AT NORTH QUEEN	0	0	0	21	1	21.0
13	KIPLING AVE AT 741	0	3	0	24	1	24.0
14	KIPLING AVE AT 777 (CON GLASS)	0	0	0	24	1	24.0
15	KIPLING AVE AT NORSEMAN	0	0	0	24	1	24.0
16	KIPLING AVE AT ADVANCE	0	0	0	24	1	24.0
17	KIPLING AVE AT OLIVEWOOD	0	1	0	25	1	25.0
18	ST ALBANS AT WEST SERVICE RD	0	0	1	24	1	24.0
20	KIPLING STATION	0	0	24	0	1	0.0
TOTALS FOR PERIOD 1: 06:57 TO 07:56		0	28	28	316	19	16.6

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 44 KIPLING SOUTH

Version: 002

ROUTING CODE(S): \_0,

COUNT: 3001 ON 2017-MAR-26:**SUN** (FROM 07:51 TO 16:27)

STOP CARD: 17 COUNT COVERAGE/METHOD: **PART(GE95)/APC**

STOPS: 1 TO 299

COMMENTS: Coverage: 98.1%. Interlined trip on run 51 (rte. 45) not tracked.



NB CONTROL POINT: 10 KIPLING AVE AT QUEENSWAY

**TORONTO TRANSIT COMMISSION**

NORTHBOUND PERIOD 1: 06:57 TO 07:56

PERIOD RIDING INDEX = 16.6 (AVERAGE OCCUPANCY)  
AVERAGE TRIP LENGTH = 11.3 STOPS  
AVERAGE ONS/VEHICLE-STOP = 1.5  
AVERAGE ONS/TRIP = 28.0

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 44 KIPLING SOUTH

Version: 002

ROUTING CODE(S): \_0,

COUNT: 3001 ON 2017-MAR-26:**SUN** (FROM 07:51 TO 16:27)

STOP CARD: 17 COUNT COVERAGE/METHOD: **PART(GE95)/APC**

STOPS: 1 TO 299

COMMENTS: Coverage: 98.1%. Interlined trip on run 51 (rte. 45) not tracked.



NB CONTROL POINT: 10 KIPLING AVE AT QUEENSWAY

**TORONTO TRANSIT COMMISSION**

NORTHBOUND PERIOD 2: 15:28 TO 16:27

ROUTE

<u>STOP</u>	<u>LOCATION</u>	<u>START</u>	<u>ONS</u>	<u>OFFS</u>	<u>ACCUM.</u>	<u>VEHICLES</u>	<u>AVG. LOAD</u>
1	LOOP (COLONEL SAMUEL) AT COLONEL SAMUEL	0	3	0	3	6	0.5
2	COLONEL SAMUEL AT HUMBER COLL BLDG M	0	1	0	4	6	0.7
3	COLONEL SAMUEL AT LAKE SHORE BLVD W	0	51	0	55	6	9.2
4	KIPLING AVE AT BIRMINGHAM	0	14	0	69	6	11.5
5	KIPLING AVE AT NEW TORONTO	0	7	0	76	6	12.7
6	KIPLING AVE AT HORNER	0	2	1	77	6	12.8
7	KIPLING AVE AT TORLAKE S	0	0	0	77	6	12.8
8	KIPLING AVE AT TORLAKE N	0	0	0	77	6	12.8
9	KIPLING AVE AT EVANS	0	12	2	87	6	14.5
10	KIPLING AVE AT QUEENSWAY	0	9	10	86	6	14.3
11	KIPLING AVE AT WARNICA	0	1	0	87	6	14.5
12	KIPLING AVE AT NORTH QUEEN	0	4	1	90	6	15.0
13	KIPLING AVE AT 741	0	1	1	90	6	15.0
14	KIPLING AVE AT 777 (CON GLASS)	0	0	0	90	6	15.0
15	KIPLING AVE AT NORSEMAN	0	0	0	90	6	15.0
16	KIPLING AVE AT ADVANCE	0	4	0	94	6	15.7
17	KIPLING AVE AT OLIVEWOOD	0	1	0	95	6	15.8
18	ST ALBANS AT WEST SERVICE RD	0	0	1	94	6	15.7
20	KIPLING STATION	0	0	94	0	6	0.0
TOTALS FOR PERIOD 2: 15:28 TO 16:27		0	110	110	1341	114	11.8



**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 44 KIPLING SOUTH

Version: 002

ROUTING CODE(S): \_0,

COUNT: 3001 ON 2017-MAR-26:**SUN** (FROM 07:51 TO 16:27)

STOP CARD: 17 COUNT COVERAGE/METHOD: **PART(GE95)/APC**

STOPS: 1 TO 299

COMMENTS: Coverage: 98.1%. Interlined trip on run 51 (rte. 45) not tracked.



NB CONTROL POINT: 10 KIPLING AVE AT QUEENSWAY

**TORONTO TRANSIT COMMISSION**

NORTHBOUND PERIOD 2: 15:28 TO 16:27

PERIOD RIDING INDEX = 11.8 (AVERAGE OCCUPANCY)  
AVERAGE TRIP LENGTH = 12.2 STOPS  
AVERAGE ONS/VEHICLE-STOP = 1.0  
AVERAGE ONS/TRIP = 18.3

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 44 KIPLING SOUTH

Version: 002

ROUTING CODE(S): \_0,

COUNT: 3069 ON 2016-SEP-06:M-F (FROM 06:12 TO 18:55)

STOP CARD: 17 COUNT COVERAGE/METHOD: PART(GE95)/APC

STOPS: 1 TO 299

COMMENTS: Coverage: 99.2%.



NB CONTROL POINT: 10 KIPLING AVE AT QUEENSWAY

**TORONTO TRANSIT COMMISSION**

NORTHBOUND PERIOD 1: 06:00 TO 08:59

ROUTE

<u>STOP</u>	<u>LOCATION</u>	<u>START</u>	<u>ONS</u>	<u>OFFS</u>	<u>ACCUM.</u>	<u>VEHICLES</u>	<u>AVG. LOAD</u>
1	LOOP (COLONEL SAMUEL) AT COLONEL SAMUEL	0	16	0	16	31	0.5
2	COLONEL SAMUEL AT HUMBER COLL BLDG M	0	26	2	40	31	1.3
3	COLONEL SAMUEL AT LAKE SHORE BLVD W	0	256	0	296	31	9.5
4	KIPLING AVE AT BIRMINGHAM	0	98	2	392	31	12.6
5	KIPLING AVE AT NEW TORONTO	0	45	0	437	31	14.1
6	KIPLING AVE AT HORNER	0	51	23	465	31	15.0
7	KIPLING AVE AT TORLAKE S	0	22	9	478	31	15.4
8	KIPLING AVE AT TORLAKE N	0	4	5	477	31	15.4
9	KIPLING AVE AT EVANS	0	36	20	493	31	15.9
10	KIPLING AVE AT QUEENSWAY	0	39	15	517	31	16.7
11	KIPLING AVE AT WARNICA	0	29	1	545	31	17.6
12	KIPLING AVE AT NORTH QUEEN	0	30	9	566	31	18.3
13	KIPLING AVE AT 741	0	72	15	623	31	20.1
14	KIPLING AVE AT 777 (CON GLASS)	0	3	6	620	31	20.0
15	KIPLING AVE AT NORSEMAN	0	10	12	618	31	19.9
16	KIPLING AVE AT ADVANCE	0	4	3	619	31	20.0
17	KIPLING AVE AT OLIVEWOOD	0	3	9	613	31	19.8
18	ST ALBANS AT WEST SERVICE RD	0	1	6	608	31	19.6
20	KIPLING STATION	0	0	608	0	31	0.0
TOTALS FOR PERIOD 1: 06:00 TO 08:59		0	745	745	8423	589	14.3

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 44 KIPLING SOUTH

Version: 002

ROUTING CODE(S): \_0,

COUNT: 3069 ON 2016-SEP-06:**M-F** (FROM 06:12 TO 18:55)

STOP CARD: 17 COUNT COVERAGE/METHOD: **PART(GE95)/APC**

STOPS: 1 TO 299

COMMENTS: Coverage: 99.2%.



NB CONTROL POINT: 10 KIPLING AVE AT QUEENSWAY

**TORONTO TRANSIT COMMISSION**

NORTHBOUND PERIOD 1: 06:00 TO 08:59

PERIOD RIDING INDEX = 14.3 (AVERAGE OCCUPANCY)  
AVERAGE TRIP LENGTH = 11.3 STOPS  
AVERAGE ONS/VEHICLE-STOP = 1.3  
AVERAGE ONS/TRIP = 24.0

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 44 KIPLING SOUTH

Version: 002

ROUTING CODE(S): \_0,

COUNT: 3069 ON 2016-SEP-06:**M-F** (FROM 06:12 TO 18:55)

STOP CARD: 17 COUNT COVERAGE/METHOD: **PART(GE95)/APC**

STOPS: 1 TO 299

COMMENTS: Coverage: 99.2%.



NB CONTROL POINT: 10 KIPLING AVE AT QUEENSWAY

**TORONTO TRANSIT COMMISSION**

NORTHBOUND PERIOD 2: 15:00 TO 18:59

ROUTE

<u>STOP</u>	<u>LOCATION</u>	<u>START</u>	<u>ONS</u>	<u>OFFS</u>	<u>ACCUM.</u>	<u>VEHICLES</u>	<u>AVG. LOAD</u>
1	LOOP (COLONEL SAMUEL) AT COLONEL SAMUEL	0	80	0	80	49	1.6
2	COLONEL SAMUEL AT HUMBER COLL BLDG M	0	425	1	504	49	10.3
3	COLONEL SAMUEL AT LAKE SHORE BLVD W	0	361	6	859	49	17.5
4	KIPLING AVE AT BIRMINGHAM	0	83	4	938	49	19.1
5	KIPLING AVE AT NEW TORONTO	0	29	4	963	49	19.7
6	KIPLING AVE AT HORNER	0	128	26	1065	49	21.7
7	KIPLING AVE AT TORLAKE S	0	66	2	1129	49	23.0
8	KIPLING AVE AT TORLAKE N	0	75	10	1194	49	24.4
9	KIPLING AVE AT EVANS	0	165	47	1312	49	26.8
10	KIPLING AVE AT QUEENSWAY	0	92	56	1348	49	27.5
11	KIPLING AVE AT WARNICA	0	11	4	1355	49	27.7
12	KIPLING AVE AT NORTH QUEEN	0	81	8	1428	49	29.1
13	KIPLING AVE AT 741	0	117	5	1540	49	31.4
14	KIPLING AVE AT 777 (CON GLASS)	0	30	0	1570	49	32.0
15	KIPLING AVE AT NORSEMAN	0	50	1	1619	49	33.0
16	KIPLING AVE AT ADVANCE	0	47	4	1662	49	33.9
17	KIPLING AVE AT OLIVEWOOD	0	17	3	1676	49	34.2
18	ST ALBANS AT WEST SERVICE RD	0	3	30	1649	49	33.7
20	KIPLING STATION	0	0	1649	0	49	0.0
TOTALS FOR PERIOD 2: 15:00 TO 18:59		0	1860	1860	21891	931	23.5

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 44 KIPLING SOUTH

Version: 002

ROUTING CODE(S): \_0,

COUNT: 3069 ON 2016-SEP-06:**M-F** (FROM 06:12 TO 18:55)

STOP CARD: 17 COUNT COVERAGE/METHOD: **PART(GE95)/APC**

STOPS: 1 TO 299

COMMENTS: Coverage: 99.2%.



NB CONTROL POINT: 10 KIPLING AVE AT QUEENSWAY

**TORONTO TRANSIT COMMISSION**

NORTHBOUND PERIOD 2: 15:00 TO 18:59

PERIOD RIDING INDEX = 23.5 (AVERAGE OCCUPANCY)  
AVERAGE TRIP LENGTH = 11.8 STOPS  
AVERAGE ONS/VEHICLE-STOP = 2.0  
AVERAGE ONS/TRIP = 38.0

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 44 KIPLING SOUTH

Version: 002

ROUTING CODE(S): \_0,

COUNT: 3069 ON 2016-SEP-06:M-F (FROM 06:06 TO 18:54)

STOP CARD: 17 COUNT COVERAGE/METHOD: PART(GE95)/APC

STOPS: 1 TO 299

COMMENTS: Coverage: 99.2%.



SB CONTROL POINT: 11 KIPLING AVE AT QUEENSWAY

**TORONTO TRANSIT COMMISSION**

SOUTHBOUND PERIOD 1: 06:00 TO 08:59

ROUTE

<u>STOP</u>	<u>LOCATION</u>	<u>START</u>	<u>ONS</u>	<u>OFFS</u>	<u>ACCUM.</u>	<u>VEHICLES</u>	<u>AVG. LOAD</u>
1	KIPLING STATION	0	1320	0	1320	32	41.3
3	WEST SERVICE RD AT ST ALBANS	0	16	1	1335	32	41.7
4	KIPLING AVE AT OLIVEWOOD	0	1	18	1318	32	41.2
5	KIPLING AVE AT ADVANCE	0	4	45	1277	32	39.9
6	KIPLING AVE AT NORSEMAN	0	5	71	1211	32	37.8
7	KIPLING AVE OPP 777 (CON GLASS)	0	5	34	1182	32	36.9
8	KIPLING AVE OPP 741	0	6	104	1084	32	33.9
9	KIPLING AVE AT NORTH QUEEN	0	9	63	1030	32	32.2
10	KIPLING AVE AT WARNICA	0	3	4	1029	32	32.2
11	KIPLING AVE AT QUEENSWAY	0	12	47	994	32	31.1
12	KIPLING AVE AT EVANS	0	55	112	937	32	29.3
13	KIPLING AVE AT TORLAKE N	0	0	94	843	32	26.3
14	KIPLING AVE AT TORLAKE S	0	3	74	772	32	24.1
15	KIPLING AVE AT HORNER	0	27	118	681	32	21.3
16	KIPLING AVE AT NEW TORONTO	0	1	16	666	32	20.8
17	KIPLING AVE AT BIRMINGHAM	0	1	82	585	32	18.3
18	KIPLING AVE AT LAKE SHORE BLVD W	0	1	194	392	32	12.3
19	COLONEL SAMUEL AT HUMBER COLL BLDG M	0	4	387	9	32	0.3
20	LOOP (COLONELSAMUEL) AT COLONEL SAMUEL	0	0	9	0	32	0.0
TOTALS FOR PERIOD 1: 06:00 TO 08:59		0	1473	1473	16665	608	27.4

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 44 KIPLING SOUTH

Version: 002

ROUTING CODE(S): \_0,

COUNT: 3069 ON 2016-SEP-06:**M-F** (FROM 06:06 TO 18:54)

STOP CARD: 17 COUNT COVERAGE/METHOD: **PART(GE95)/APC**

STOPS: 1 TO 299

COMMENTS: Coverage: 99.2%.



SB CONTROL POINT: 11 KIPLING AVE AT QUEENSWAY

**TORONTO TRANSIT COMMISSION**

SOUTHBOUND PERIOD 1: 06:00 TO 08:59

PERIOD RIDING INDEX = 27.4 (AVERAGE OCCUPANCY)  
AVERAGE TRIP LENGTH = 11.3 STOPS  
AVERAGE ONS/VEHICLE-STOP = 2.4  
AVERAGE ONS/TRIP = 46.0

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 44 KIPLING SOUTH

Version: 002

ROUTING CODE(S): \_0,

COUNT: 3069 ON 2016-SEP-06:M-F (FROM 06:06 TO 18:54)

STOP CARD: 17 COUNT COVERAGE/METHOD: PART(GE95)/APC

STOPS: 1 TO 299

COMMENTS: Coverage: 99.2%.



SB CONTROL POINT: 11 KIPLING AVE AT QUEENSWAY

**TORONTO TRANSIT COMMISSION**

SOUTHBOUND PERIOD 2: 15:00 TO 18:59

ROUTE

<u>STOP</u>	<u>LOCATION</u>	<u>START</u>	<u>ONS</u>	<u>OFFS</u>	<u>ACCUM.</u>	<u>VEHICLES</u>	<u>AVG. LOAD</u>
1	KIPLING STATION	0	789	0	789	48	16.4
3	WEST SERVICE RD AT ST ALBANS	0	15	0	804	48	16.8
4	KIPLING AVE AT OLIVEWOOD	0	9	6	807	48	16.8
5	KIPLING AVE AT ADVANCE	0	4	6	805	48	16.8
6	KIPLING AVE AT NORSEMAN	0	14	11	808	48	16.8
7	KIPLING AVE OPP 777 (CON GLASS)	0	2	18	792	48	16.5
8	KIPLING AVE OPP 741	0	3	39	756	48	15.8
9	KIPLING AVE AT NORTH QUEEN	0	25	64	717	48	14.9
10	KIPLING AVE AT WARNICA	0	1	25	693	48	14.4
11	KIPLING AVE AT QUEENSWAY	0	46	76	663	48	13.8
12	KIPLING AVE AT EVANS	0	25	58	630	48	13.1
13	KIPLING AVE AT TORLAKE N	0	7	21	616	48	12.8
14	KIPLING AVE AT TORLAKE S	0	9	10	615	48	12.8
15	KIPLING AVE AT HORNER	0	19	40	594	48	12.4
16	KIPLING AVE AT NEW TORONTO	0	1	68	527	48	11.0
17	KIPLING AVE AT BIRMINGHAM	0	4	119	412	48	8.6
18	KIPLING AVE AT LAKE SHORE BLVD W	0	1	323	90	48	1.9
19	COLONEL SAMUEL AT HUMBER COLL BLDG M	0	2	70	22	48	0.5
20	LOOP (COLONELSAMUEL) AT COLONEL SAMUEL	0	0	22	0	48	0.0
TOTALS FOR PERIOD 2: 15:00 TO 18:59		0	976	976	11140	912	12.2



**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 44 KIPLING SOUTH

Version: 002

ROUTING CODE(S): \_0,

COUNT: 3069 ON 2016-SEP-06:**M-F** (FROM 06:06 TO 18:54)

STOP CARD: 17 COUNT COVERAGE/METHOD: **PART(GE95)/APC**

STOPS: 1 TO 299

COMMENTS: Coverage: 99.2%.



SB CONTROL POINT: 11 KIPLING AVE AT QUEENSWAY

**TORONTO TRANSIT COMMISSION**

SOUTHBOUND PERIOD 2: 15:00 TO 18:59

PERIOD RIDING INDEX = 12.2 (AVERAGE OCCUPANCY)  
AVERAGE TRIP LENGTH = 11.4 STOPS  
AVERAGE ONS/VEHICLE-STOP = 1.1  
AVERAGE ONS/TRIP = 20.3

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 44 KIPLING SOUTH

Version: 002

ROUTING CODE(S): \_0,

COUNT: 3001 ON 2017-MAR-26:**SUN** (FROM 08:06 TO 15:26)

STOP CARD: 17 COUNT COVERAGE/METHOD: **PART(GE95)/APC**

STOPS: 1 TO 299

COMMENTS: Coverage: 98.1%. Interlined trip on run 51 (rte. 45) not tracked.



SB CONTROL POINT: 11 KIPLING AVE AT QUEENSWAY

**TORONTO TRANSIT COMMISSION**

SOUTHBOUND PERIOD 1: 07:18 TO 08:17

ROUTE

<u>STOP</u>	<u>LOCATION</u>	<u>START</u>	<u>ONS</u>	<u>OFFS</u>	<u>ACCUM.</u>	<u>VEHICLES</u>	<u>AVG. LOAD</u>
1	KIPLING STATION	0	21	0	21	2	10.5
3	WEST SERVICE RD AT ST ALBANS	0	0	0	21	2	10.5
4	KIPLING AVE AT OLIVEWOOD	0	0	0	21	2	10.5
5	KIPLING AVE AT ADVANCE	0	0	1	20	2	10.0
6	KIPLING AVE AT NORSEMAN	0	0	0	20	2	10.0
7	KIPLING AVE OPP 777 (CON GLASS)	0	0	0	20	2	10.0
8	KIPLING AVE OPP 741	0	0	0	20	2	10.0
9	KIPLING AVE AT NORTH QUEEN	0	0	2	18	2	9.0
10	KIPLING AVE AT WARNICA	0	0	0	18	2	9.0
11	KIPLING AVE AT QUEENSWAY	0	0	3	15	2	7.5
12	KIPLING AVE AT EVANS	0	0	3	12	2	6.0
13	KIPLING AVE AT TORLAKE N	0	0	0	12	2	6.0
14	KIPLING AVE AT TORLAKE S	0	0	0	12	2	6.0
15	KIPLING AVE AT HORNER	0	0	7	5	2	2.5
16	KIPLING AVE AT NEW TORONTO	0	0	1	4	2	2.0
17	KIPLING AVE AT BIRMINGHAM	0	0	0	4	2	2.0
18	KIPLING AVE AT LAKE SHORE BLVD W	0	0	3	1	2	0.5
19	COLONEL SAMUEL AT HUMBER COLL BLDG M	0	0	1	0	2	0.0
20	LOOP (COLONELSAMUEL) AT COLONEL SAMUEL	0	0	0	0	2	0.0
TOTALS FOR PERIOD 1: 07:18 TO 08:17		0	21	21	244	38	6.4

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 44 KIPLING SOUTH

Version: 002

ROUTING CODE(S): \_0,

COUNT: 3001 ON 2017-MAR-26:**SUN** (FROM 08:06 TO 15:26)

STOP CARD: 17 COUNT COVERAGE/METHOD: **PART(GE95)/APC**

STOPS: 1 TO 299

COMMENTS: Coverage: 98.1%. Interlined trip on run 51 (rte. 45) not tracked.



SB CONTROL POINT: 11 KIPLING AVE AT QUEENSWAY

**TORONTO TRANSIT COMMISSION**

SOUTHBOUND PERIOD 1: 07:18 TO 08:17

PERIOD RIDING INDEX = 6.4 (AVERAGE OCCUPANCY)  
AVERAGE TRIP LENGTH = 11.6 STOPS  
AVERAGE ONS/VEHICLE-STOP = 0.6  
AVERAGE ONS/TRIP = 10.5

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 44 KIPLING SOUTH

Version: 002

ROUTING CODE(S): \_0,

COUNT: 3001 ON 2017-MAR-26:**SUN** (FROM 08:06 TO 15:26)

STOP CARD: 17 COUNT COVERAGE/METHOD: **PART(GE95)/APC**

STOPS: 1 TO 299

COMMENTS: Coverage: 98.1%. Interlined trip on run 51 (rte. 45) not tracked.



SB CONTROL POINT: 11 KIPLING AVE AT QUEENSWAY

**TORONTO TRANSIT COMMISSION**

SOUTHBOUND PERIOD 2: 14:30 TO 15:29

ROUTE

<u>STOP</u>	<u>LOCATION</u>	<u>START</u>	<u>ONS</u>	<u>OFFS</u>	<u>ACCUM.</u>	<u>VEHICLES</u>	<u>AVG. LOAD</u>
1	KIPLING STATION	0	76	0	76	5	15.2
3	WEST SERVICE RD AT ST ALBANS	0	0	0	76	5	15.2
4	KIPLING AVE AT OLIVEWOOD	0	1	0	77	5	15.4
5	KIPLING AVE AT ADVANCE	0	1	2	76	5	15.2
6	KIPLING AVE AT NORSEMAN	0	0	1	75	5	15.0
7	KIPLING AVE OPP 777 (CON GLASS)	0	0	0	75	5	15.0
8	KIPLING AVE OPP 741	0	0	1	74	5	14.8
9	KIPLING AVE AT NORTH QUEEN	0	3	3	74	5	14.8
10	KIPLING AVE AT WARNICA	0	0	1	73	5	14.6
11	KIPLING AVE AT QUEENSWAY	0	10	12	71	5	14.2
12	KIPLING AVE AT EVANS	0	5	3	73	5	14.6
13	KIPLING AVE AT TORLAKE N	0	0	1	72	5	14.4
14	KIPLING AVE AT TORLAKE S	0	0	0	72	5	14.4
15	KIPLING AVE AT HORNER	0	1	1	72	5	14.4
16	KIPLING AVE AT NEW TORONTO	0	1	0	73	5	14.6
17	KIPLING AVE AT BIRMINGHAM	0	0	14	59	5	11.8
18	KIPLING AVE AT LAKE SHORE BLVD W	0	0	51	8	5	1.6
19	COLONEL SAMUEL AT HUMBER COLL BLDG M	0	0	5	3	5	0.6
20	LOOP (COLONELSAMUEL) AT COLONEL SAMUEL	0	0	3	0	5	0.0
TOTALS FOR PERIOD 2: 14:30 TO 15:29		0	98	98	1179	95	12.4

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 44 KIPLING SOUTH

Version: 002

ROUTING CODE(S): \_0,

COUNT: 3001 ON 2017-MAR-26:**SUN** (FROM 08:06 TO 15:26)

STOP CARD: 17 COUNT COVERAGE/METHOD: **PART(GE95)/APC**

STOPS: 1 TO 299

COMMENTS: Coverage: 98.1%. Interlined trip on run 51 (rte. 45) not tracked.



SB CONTROL POINT: 11 KIPLING AVE AT QUEENSWAY

**TORONTO TRANSIT COMMISSION**

SOUTHBOUND PERIOD 2: 14:30 TO 15:29

PERIOD RIDING INDEX = 12.4 (AVERAGE OCCUPANCY)  
AVERAGE TRIP LENGTH = 12.0 STOPS  
AVERAGE ONS/VEHICLE-STOP = 1.0  
AVERAGE ONS/TRIP = 19.6

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 80 QUEENSWAY

Version: 002

ROUTING CODE(S): \_0,

COUNT: 1065 ON 2013-NOV-19:M-F (FROM 07:41 TO 16:40)

STOP CARD: 32 COUNT COVERAGE/METHOD: FULL(1X)/MANUAL

STOPS: 1 TO 299

COMMENTS:



EB CONTROL POINT: 11 QUEENSWAY AT KIPLING

**TORONTO TRANSIT COMMISSION**

EASTBOUND PERIOD 1: 07:41 TO 08:40

ROUTE

STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	SHERWAY PLAZA AT SHERWAY GATE	0	2	0	2	3	0.7
2	WEST MALL AT HOSPITAL S	0	0	0	2	3	0.7
3	WEST MALL AT QUEENSWAY	0	0	0	2	3	0.7
4	QUEENSWAY OPP JACK ASTORS	0	0	0	2	3	0.7
5	QUEENSWAY AT NORTH QUEEN	0	1	0	3	3	1.0
6	QUEENSWAY AT EAST MALL	0	3	0	6	3	2.0
7	QUEENSWAY AT 1611	0	0	0	6	3	2.0
8	QUEENSWAY AT ATOMIC	0	1	2	5	3	1.7
9	QUEENSWAY AT ALGIE	0	2	0	7	3	2.3
10	QUEENSWAY AT WICKMAN	0	1	0	8	3	2.7
11	QUEENSWAY AT KIPLING	0	2	2	8	3	2.7
12	QUEENSWAY AT CULNAN	0	1	0	9	3	3.0
13	QUEENSWAY AT ZORRA	0	1	0	10	3	3.3
14	QUEENSWAY AT ST LAWRENCE	0	0	0	10	3	3.3
15	QUEENSWAY AT ISLINGTON	0	5	0	15	3	5.0
16	QUEENSWAY AT CAN MOTOR	0	3	0	18	3	6.0
17	QUEENSWAY AT LOMA	0	1	1	18	3	6.0
18	QUEENSWAY AT SMITH	0	2	0	20	3	6.7
19	QUEENSWAY AT ROYAL YORK	0	10	7	23	3	7.7
20	QUEENSWAY AT WESLEY	0	0	0	23	3	7.7
21	QUEENSWAY AT MILTON	0	1	0	24	3	8.0
22	QUEENSWAY AT GRAND	0	17	0	41	3	13.7
23	QUEENSWAY AT PARK LAWN	0	3	0	44	3	14.7
24	QUEENSWAY AT ALDGATE	0	0	0	44	3	14.7
25	QUEENSWAY AT STEPHEN	0	0	1	43	3	14.3
26	QUEENSWAY AT PLAZA (E OF STEPHEN)	0	0	1	42	3	14.0
28	QUEENSWAY AT SOUTH KINGSWAY (1)	0	1	10	33	3	11.0
29	QUEENSWAY AT WINDERMERE (1)	0	22	3	52	3	17.3
30	QUEENSWAY AT ELLIS	0	4	0	56	3	18.7
31	ELLIS AT LAKE SHORE BLVD W	0	13	0	69	3	23.0
32	LAKE SHORE BLVD W AT COLBORNE LODGE DR	0	0	0	69	3	23.0
33	PARKSIDE DR AT QUEENSWAY	0	7	3	73	3	24.3
34	PARKSIDE DR AT ALGONQUIN	0	16	0	89	3	29.7
35	PARKSIDE DR AT HIGH PARK BLVD	0	17	0	106	3	35.3
36	PARKSIDE DR AT GEOFFREY	0	8	0	114	3	38.0
37	PARKSIDE DR AT HOWARD PARK	0	8	0	122	3	40.7
38	PARKSIDE DR AT RIDOUT	0	0	0	122	3	40.7
39	PARKSIDE DR AT BLOOR ST W	0	0	1	121	3	40.3
40	KEELE STATION	0	0	121	0	3	0.0
TOTALS FOR PERIOD 1: 07:41 TO 08:40		0	152	152	1461	117	12.5

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 80 QUEENSWAY

Version: 002

ROUTING CODE(S): \_0,

COUNT: 1065 ON 2013-NOV-19:M-F (FROM 07:41 TO 16:40)

STOP CARD: 32 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS:



EB CONTROL POINT: 11 QUEENSWAY AT KIPLING

**TORONTO TRANSIT COMMISSION**

EASTBOUND PERIOD 1: 07:41 TO 08:40

PERIOD RIDING INDEX = 12.5 (AVERAGE OCCUPANCY)  
AVERAGE TRIP LENGTH = 9.6 STOPS  
AVERAGE ONS/VEHICLE-STOP = 1.3  
AVERAGE ONS/TRIP = 50.7

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 80 QUEENSWAY

Version: 002

ROUTING CODE(S): \_0,

COUNT: 1065 ON 2013-NOV-19:M-F (FROM 07:41 TO 16:40)

STOP CARD: 32 COUNT COVERAGE/METHOD: FULL(1X)/MANUAL

STOPS: 1 TO 299

COMMENTS:



EB CONTROL POINT: 11 QUEENSWAY AT KIPLING

**TORONTO TRANSIT COMMISSION**

EASTBOUND PERIOD 2: 16:03 TO 17:02

ROUTE

STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	SHERWAY PLAZA AT SHERWAY GATE	0	23	0	23	3	7.7
2	WEST MALL AT HOSPITAL S	0	0	0	23	3	7.7
3	WEST MALL AT QUEENSWAY	0	4	0	27	3	9.0
4	QUEENSWAY OPP JACK ASTORS	0	2	0	29	3	9.7
5	QUEENSWAY AT NORTH QUEEN	0	11	0	40	3	13.3
6	QUEENSWAY AT EAST MALL	0	6	1	45	3	15.0
7	QUEENSWAY AT 1611	0	3	0	48	3	16.0
8	QUEENSWAY AT ATOMIC	0	8	0	56	3	18.7
9	QUEENSWAY AT ALGIE	0	10	1	65	3	21.7
10	QUEENSWAY AT WICKMAN	0	10	1	74	3	24.7
11	QUEENSWAY AT KIPLING	0	13	10	77	3	25.7
12	QUEENSWAY AT CULNAN	0	2	1	78	3	26.0
13	QUEENSWAY AT ZORRA	0	1	4	75	3	25.0
14	QUEENSWAY AT ST LAWRENCE	0	0	0	75	3	25.0
15	QUEENSWAY AT ISLINGTON	0	7	11	71	3	23.7
16	QUEENSWAY AT CAN MOTOR	0	0	2	69	3	23.0
17	QUEENSWAY AT LOMA	0	3	0	72	3	24.0
18	QUEENSWAY AT SMITH	0	7	4	75	3	25.0
19	QUEENSWAY AT ROYAL YORK	0	7	11	71	3	23.7
20	QUEENSWAY AT WESLEY	0	3	2	72	3	24.0
21	QUEENSWAY AT MILTON	0	1	2	71	3	23.7
22	QUEENSWAY AT GRAND	0	4	1	74	3	24.7
23	QUEENSWAY AT PARK LAWN	0	15	16	73	3	24.3
24	QUEENSWAY AT ALDGATE	0	0	0	73	3	24.3
25	QUEENSWAY AT STEPHEN	0	2	8	67	3	22.3
26	QUEENSWAY AT PLAZA (E OF STEPHEN)	0	5	9	63	3	21.0
28	QUEENSWAY AT SOUTH KINGSWAY (1)	0	1	5	59	3	19.7
29	QUEENSWAY AT WINDERMERE (1)	0	4	10	53	3	17.7
30	QUEENSWAY AT ELLIS	0	1	4	50	3	16.7
31	ELLIS AT LAKE SHORE BLVD W	0	0	1	49	3	16.3
32	LAKE SHORE BLVD W AT COLBORNE LODGE DR	0	1	3	47	3	15.7
33	PARKSIDE DR AT QUEENSWAY	0	5	4	48	3	16.0
34	PARKSIDE DR AT ALGONQUIN	0	1	0	49	3	16.3
35	PARKSIDE DR AT HIGH PARK BLVD	0	2	2	49	3	16.3
36	PARKSIDE DR AT GEOFFREY	0	5	0	54	3	18.0
37	PARKSIDE DR AT HOWARD PARK	0	2	7	49	3	16.3
38	PARKSIDE DR AT RIDOUT	0	0	1	48	3	16.0
39	PARKSIDE DR AT BLOOR ST W	0	0	0	48	3	16.0
40	KEELE STATION	0	0	48	0	3	0.0
TOTALS FOR PERIOD 2: 16:03 TO 17:02		0	169	169	2189	117	18.7



**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 80 QUEENSWAY

Version: 002

ROUTING CODE(S): \_0,

COUNT: 1065 ON 2013-NOV-19:M-F (FROM 07:41 TO 16:40)

STOP CARD: 32 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS:



EB CONTROL POINT: 11 QUEENSWAY AT KIPLING

**TORONTO TRANSIT COMMISSION**

EASTBOUND PERIOD 2: 16:03 TO 17:02

PERIOD RIDING INDEX = 18.7 (AVERAGE OCCUPANCY)  
AVERAGE TRIP LENGTH = 13.0 STOPS  
AVERAGE ONS/VEHICLE-STOP = 1.4  
AVERAGE ONS/TRIP = 56.3

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 80 QUEENSWAY

Version: 002

ROUTING CODE(S): \_0,

COUNT: 1065 ON 2013-NOV-19:M-F (FROM 06:09 TO 18:39)

STOP CARD: 32 COUNT COVERAGE/METHOD: FULL(1X)/MANUAL

STOPS: 1 TO 299

COMMENTS:



EB CONTROL POINT: 11 QUEENSWAY AT KIPLING

**TORONTO TRANSIT COMMISSION**

EASTBOUND PERIOD 1: 06:00 TO 08:59

ROUTE

STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	SHERWAY PLAZA AT SHERWAY GATE	0	7	0	7	6	1.2
2	WEST MALL AT HOSPITAL S	0	0	0	7	6	1.2
3	WEST MALL AT QUEENSWAY	0	1	0	8	6	1.3
4	QUEENSWAY OPP JACK ASTORS	0	1	0	9	6	1.5
5	QUEENSWAY AT NORTH QUEEN	0	1	0	10	6	1.7
6	QUEENSWAY AT EAST MALL	0	3	0	13	6	2.2
7	QUEENSWAY AT 1611	0	0	1	12	6	2.0
8	QUEENSWAY AT ATOMIC	0	2	3	11	6	1.8
9	QUEENSWAY AT ALGIE	0	4	0	15	6	2.5
10	QUEENSWAY AT WICKMAN	0	1	0	16	6	2.7
11	QUEENSWAY AT KIPLING	0	4	3	17	6	2.8
12	QUEENSWAY AT CULNAN	0	1	0	18	6	3.0
13	QUEENSWAY AT ZORRA	0	1	0	19	6	3.2
14	QUEENSWAY AT ST LAWRENCE	0	0	0	19	6	3.2
15	QUEENSWAY AT ISLINGTON	0	9	2	26	6	4.3
16	QUEENSWAY AT CAN MOTOR	0	4	0	30	6	5.0
17	QUEENSWAY AT LOMA	0	1	3	28	6	4.7
18	QUEENSWAY AT SMITH	0	2	0	30	6	5.0
19	QUEENSWAY AT ROYAL YORK	0	10	10	30	6	5.0
20	QUEENSWAY AT WESLEY	0	2	0	32	6	5.3
21	QUEENSWAY AT MILTON	0	5	0	37	6	6.2
22	QUEENSWAY AT GRAND	0	33	0	70	6	11.7
23	QUEENSWAY AT PARK LAWN	0	4	0	74	6	12.3
24	QUEENSWAY AT ALDGATE	0	3	0	77	6	12.8
25	QUEENSWAY AT STEPHEN	0	1	1	77	6	12.8
26	QUEENSWAY AT PLAZA (E OF STEPHEN)	0	1	2	76	6	12.7
28	QUEENSWAY AT SOUTH KINGSWAY (1)	0	3	20	59	6	9.8
29	QUEENSWAY AT WINDERMERE (1)	0	28	4	83	6	13.8
30	QUEENSWAY AT ELLIS	0	10	1	92	6	15.3
31	ELLIS AT LAKE SHORE BLVD W	0	16	0	108	6	18.0
32	LAKE SHORE BLVD W AT COLBORNE LODGE DR	0	0	0	108	6	18.0
33	PARKSIDE DR AT QUEENSWAY	0	14	3	119	6	19.8
34	PARKSIDE DR AT ALGONQUIN	0	25	0	144	6	24.0
35	PARKSIDE DR AT HIGH PARK BLVD	0	19	2	161	6	26.8
36	PARKSIDE DR AT GEOFFREY	0	11	0	172	6	28.7
37	PARKSIDE DR AT HOWARD PARK	0	13	0	185	6	30.8
38	PARKSIDE DR AT RIDOUT	0	0	0	185	6	30.8
39	PARKSIDE DR AT BLOOR ST W	0	0	2	183	6	30.5
40	KEELE STATION	0	0	183	0	6	0.0
TOTALS FOR PERIOD 1: 06:00 TO 08:59		0	240	240	2367	234	10.1

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 80 QUEENSWAY

Version: 002

ROUTING CODE(S): \_0,

COUNT: 1065 ON 2013-NOV-19:M-F (FROM 06:09 TO 18:39)

STOP CARD: 32 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS:



EB CONTROL POINT: 11 QUEENSWAY AT KIPLING

**TORONTO TRANSIT COMMISSION**

EASTBOUND PERIOD 1: 06:00 TO 08:59

PERIOD RIDING INDEX = 10.1 (AVERAGE OCCUPANCY)  
AVERAGE TRIP LENGTH = 9.9 STOPS  
AVERAGE ONS/VEHICLE-STOP = 1.0  
AVERAGE ONS/TRIP = 40.0

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 80 QUEENSWAY

Version: 002

ROUTING CODE(S): \_0,

COUNT: 1065 ON 2013-NOV-19:M-F (FROM 06:09 TO 18:39)

STOP CARD: 32 COUNT COVERAGE/METHOD: FULL(1X)/MANUAL

STOPS: 1 TO 299

COMMENTS:



EB CONTROL POINT: 11 QUEENSWAY AT KIPLING

**TORONTO TRANSIT COMMISSION**

EASTBOUND PERIOD 2: 15:00 TO 18:59

ROUTE

STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	SHERWAY PLAZA AT SHERWAY GATE	0	56	0	56	9	6.2
2	WEST MALL AT HOSPITAL S	0	0	0	56	9	6.2
3	WEST MALL AT QUEENSWAY	0	6	0	62	9	6.9
4	QUEENSWAY OPP JACK ASTORS	0	4	0	66	9	7.3
5	QUEENSWAY AT NORTH QUEEN	0	25	0	91	9	10.1
6	QUEENSWAY AT EAST MALL	0	11	3	99	9	11.0
7	QUEENSWAY AT 1611	0	13	3	109	9	12.1
8	QUEENSWAY AT ATOMIC	0	22	1	130	9	14.4
9	QUEENSWAY AT ALGIE	0	15	4	141	9	15.7
10	QUEENSWAY AT WICKMAN	0	11	2	150	9	16.7
11	QUEENSWAY AT KIPLING	0	26	23	153	9	17.0
12	QUEENSWAY AT CULNAN	0	11	3	161	9	17.9
13	QUEENSWAY AT ZORRA	0	1	4	158	9	17.6
14	QUEENSWAY AT ST LAWRENCE	0	0	0	158	9	17.6
15	QUEENSWAY AT ISLINGTON	0	22	17	163	9	18.1
16	QUEENSWAY AT CAN MOTOR	0	7	3	167	9	18.6
17	QUEENSWAY AT LOMA	0	4	2	169	9	18.8
18	QUEENSWAY AT SMITH	0	9	7	171	9	19.0
19	QUEENSWAY AT ROYAL YORK	0	21	29	163	9	18.1
20	QUEENSWAY AT WESLEY	0	4	2	165	9	18.3
21	QUEENSWAY AT MILTON	0	3	2	166	9	18.4
22	QUEENSWAY AT GRAND	0	11	3	174	9	19.3
23	QUEENSWAY AT PARK LAWN	0	17	28	163	9	18.1
24	QUEENSWAY AT ALDGATE	0	0	0	163	9	18.1
25	QUEENSWAY AT STEPHEN	0	7	15	155	9	17.2
26	QUEENSWAY AT PLAZA (E OF STEPHEN)	0	13	16	152	9	16.9
28	QUEENSWAY AT SOUTH KINGSWAY (1)	0	2	21	133	9	14.8
29	QUEENSWAY AT WINDERMERE (1)	0	8	29	112	9	12.4
30	QUEENSWAY AT ELLIS	0	1	6	107	9	11.9
31	ELLIS AT LAKE SHORE BLVD W	0	2	3	106	9	11.8
32	LAKE SHORE BLVD W AT COLBORNE LODGE DR	0	1	3	104	9	11.6
33	PARKSIDE DR AT QUEENSWAY	0	9	8	105	9	11.7
34	PARKSIDE DR AT ALGONQUIN	0	6	1	110	9	12.2
35	PARKSIDE DR AT HIGH PARK BLVD	0	4	5	109	9	12.1
36	PARKSIDE DR AT GEOFFREY	0	6	1	114	9	12.7
37	PARKSIDE DR AT HOWARD PARK	0	7	11	110	9	12.2
38	PARKSIDE DR AT RIDOUT	0	0	2	108	9	12.0
39	PARKSIDE DR AT BLOOR ST W	0	0	3	105	9	11.7
40	KEELE STATION	0	0	105	0	9	0.0
TOTALS FOR PERIOD 2: 15:00 TO 18:59		0	365	365	4884	351	13.9

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 80 QUEENSWAY

Version: 002

ROUTING CODE(S): \_0,

COUNT: 1065 ON 2013-NOV-19:M-F (FROM 06:09 TO 18:39)

STOP CARD: 32 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS:



EB CONTROL POINT: 11 QUEENSWAY AT KIPLING

**TORONTO TRANSIT COMMISSION**

EASTBOUND PERIOD 2: 15:00 TO 18:59

PERIOD RIDING INDEX = 13.9 (AVERAGE OCCUPANCY)  
AVERAGE TRIP LENGTH = 13.4 STOPS  
AVERAGE ONS/VEHICLE-STOP = 1.0  
AVERAGE ONS/TRIP = 40.6

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 80 QUEENSWAY

Version: 002

ROUTING CODE(S): \_0,

COUNT: 1065 ON 2013-NOV-19:M-F (FROM 06:10 TO 18:38)

STOP CARD: 32 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS:



WB CONTROL POINT: 30 QUEENSWAY AT KIPLING

**TORONTO TRANSIT COMMISSION**

WESTBOUND PERIOD 1: 06:00 TO 08:59

ROUTE

STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	KEELE STATION	0	84	0	84	6	14.0
2	KEELE ST AT BLOOR ST W	0	5	0	89	6	14.8
3	PARKSIDE DR AT INDIAN VALLEY	0	0	0	89	6	14.8
4	PARKSIDE DR AT HOWARD PARK	0	2	2	89	6	14.8
5	PARKSIDE DR AT GEOFFREY	0	0	2	87	6	14.5
6	PARKSIDE DR AT HIGH PARK BLVD	0	10	5	92	6	15.3
7	PARKSIDE DR AT GARDEN	0	6	4	94	6	15.7
8	PARKSIDE DR AT QUEENSWAY	0	2	5	91	6	15.2
9	LAKE SHORE BLVD W AT COLBORNE LODGE DR	0	0	0	91	6	15.2
10	ELLIS AT LAKE SHORE BLVD W	0	1	2	90	6	15.0
11	QUEENSWAY AT ELLIS	0	2	1	91	6	15.2
12	QUEENSWAY AT WINDERMERE	0	51	5	137	6	22.8
13	QUEENSWAY AT SOUTH KINGSWAY (1)	0	1	0	138	6	23.0
15	QUEENSWAY AT PLAZA (E OF STEPHEN)	0	3	9	132	6	22.0
16	QUEENSWAY AT STEPHEN	0	10	8	134	6	22.3
17	QUEENSWAY AT ALDGATE	0	4	1	137	6	22.8
18	QUEENSWAY AT PARK LAWN	0	9	0	146	6	24.3
19	QUEENSWAY AT BURMA	0	3	7	142	6	23.7
20	QUEENSWAY AT BERL	0	0	3	139	6	23.2
21	QUEENSWAY AT HOLBROOKE	0	3	0	142	6	23.7
22	QUEENSWAY AT ROYAL YORK	0	29	27	144	6	24.0
23	QUEENSWAY AT SMITH	0	1	0	145	6	24.2
24	QUEENSWAY AT LOMA	0	1	6	140	6	23.3
25	QUEENSWAY AT LADY BANK	0	1	4	137	6	22.8
26	QUEENSWAY AT ISLINGTON	0	7	21	123	6	20.5
27	QUEENSWAY AT ST LAWRENCE	0	0	4	119	6	19.8
28	QUEENSWAY AT BRAWLEY	0	2	2	119	6	19.8
29	QUEENSWAY AT CULNAN	0	0	0	119	6	19.8
30	QUEENSWAY AT KIPLING	0	9	18	110	6	18.3
31	QUEENSWAY AT PLYWOOD PLACE	0	0	1	109	6	18.2
32	QUEENSWAY AT WICKMAN	0	0	15	94	6	15.7
33	QUEENSWAY AT ALGIE	0	0	13	81	6	13.5
34	QUEENSWAY AT ATOMIC	0	0	22	59	6	9.8
35	QUEENSWAY AT 1610	0	0	14	45	6	7.5
36	QUEENSWAY AT EAST MALL	0	0	12	33	6	5.5
37	QUEENSWAY AT NORTH QUEEN	0	3	14	22	6	3.7
38	QUEENSWAY AT 1800(CLUB)	0	1	3	20	6	3.3
39	WEST MALL AT QUEENSWAY	0	0	1	19	6	3.2
40	WEST MALL AT HOSPITAL N	0	0	5	14	6	2.3
41	WEST MALL AT SHERWAY DR	0	0	2	12	6	2.0
42	SHERWAY GATE AT EVANS	0	0	0	12	6	2.0
43	SHERWAY PLAZA AT SHERWAY GATE	0	0	12	0	6	0.0
TOTALS FOR PERIOD 1: 06:00 TO 08:59		0	250	250	3910	252	15.5

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 80 QUEENSWAY

Version: 002

ROUTING CODE(S): \_0,

COUNT: 1065 ON 2013-NOV-19:M-F (FROM 06:10 TO 18:38)

STOP CARD: 32 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS:



WB CONTROL POINT: 30 QUEENSWAY AT KIPLING

**TORONTO TRANSIT COMMISSION**

WESTBOUND PERIOD 1: 06:00 TO 08:59

PERIOD RIDING INDEX = 15.5 (AVERAGE OCCUPANCY)  
AVERAGE TRIP LENGTH = 15.6 STOPS  
AVERAGE ONS/VEHICLE-STOP = 1.0  
AVERAGE ONS/TRIP = 41.7

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 80 QUEENSWAY

Version: 002

ROUTING CODE(S): \_0,

COUNT: 1065 ON 2013-NOV-19:M-F (FROM 06:10 TO 18:38)

STOP CARD: 32 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS:



WB CONTROL POINT: 30 QUEENSWAY AT KIPLING

**TORONTO TRANSIT COMMISSION**

WESTBOUND PERIOD 2: 15:00 TO 18:59

ROUTE

STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	KEELE STATION	0	125	0	125	7	17.9
2	KEELE ST AT BLOOR ST W	0	1	0	126	7	18.0
3	PARKSIDE DR AT INDIAN VALLEY	0	0	1	125	7	17.9
4	PARKSIDE DR AT HOWARD PARK	0	2	15	112	7	16.0
5	PARKSIDE DR AT GEOFFREY	0	2	1	113	7	16.1
6	PARKSIDE DR AT HIGH PARK BLVD	0	9	16	106	7	15.1
7	PARKSIDE DR AT GARDEN	0	2	16	92	7	13.1
8	PARKSIDE DR AT QUEENSWAY	0	12	9	95	7	13.6
9	LAKE SHORE BLVD W AT COLBORNE LODGE DR	0	0	0	95	7	13.6
10	ELLIS AT LAKE SHORE BLVD W	0	7	10	92	7	13.1
11	QUEENSWAY AT ELLIS	0	0	3	89	7	12.7
12	QUEENSWAY AT WINDERMERE	0	24	16	97	7	13.9
13	QUEENSWAY AT SOUTH KINGSWAY (1)	0	3	1	99	7	14.1
15	QUEENSWAY AT PLAZA (E OF STEPHEN)	0	9	6	102	8	12.8
16	QUEENSWAY AT STEPHEN	0	1	1	102	8	12.8
17	QUEENSWAY AT ALDGATE	0	3	2	103	8	12.9
18	QUEENSWAY AT PARK LAWN	0	17	7	113	8	14.1
19	QUEENSWAY AT BURMA	0	1	11	103	8	12.9
20	QUEENSWAY AT BERL	0	1	7	97	8	12.1
21	QUEENSWAY AT HOLBROOKE	0	1	2	96	8	12.0
22	QUEENSWAY AT ROYAL YORK	0	26	19	103	8	12.9
23	QUEENSWAY AT SMITH	0	1	8	96	8	12.0
24	QUEENSWAY AT LOMA	0	6	10	92	8	11.5
25	QUEENSWAY AT LADY BANK	0	2	2	92	8	11.5
26	QUEENSWAY AT ISLINGTON	0	11	16	87	8	10.9
27	QUEENSWAY AT ST LAWRENCE	0	2	3	86	8	10.8
28	QUEENSWAY AT BRAWLEY	0	0	5	81	8	10.1
29	QUEENSWAY AT CULNAN	0	2	4	79	8	9.9
30	QUEENSWAY AT KIPLING	0	14	15	78	8	9.8
31	QUEENSWAY AT PLYWOOD PLACE	0	0	0	78	8	9.8
32	QUEENSWAY AT WICKMAN	0	2	12	68	8	8.5
33	QUEENSWAY AT ALGIE	0	5	11	62	8	7.8
34	QUEENSWAY AT ATOMIC	0	1	6	57	8	7.1
35	QUEENSWAY AT 1610	0	1	6	52	8	6.5
36	QUEENSWAY AT EAST MALL	0	1	3	50	8	6.3
37	QUEENSWAY AT NORTH QUEEN	0	2	10	42	8	5.3
38	QUEENSWAY AT 1800(CLUB)	0	2	7	37	8	4.6
39	WEST MALL AT QUEENSWAY	0	0	3	34	8	4.3
40	WEST MALL AT HOSPITAL N	0	0	1	33	8	4.1
41	WEST MALL AT SHERWAY DR	0	0	5	28	8	3.5
42	SHERWAY GATE AT EVANS	0	0	0	28	8	3.5
43	SHERWAY PLAZA AT SHERWAY GATE	0	0	28	0	8	0.0
TOTALS FOR PERIOD 2: 15:00 TO 18:59		0	298	298	3445	323	10.7



**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 80 QUEENSWAY

Version: 002

ROUTING CODE(S): \_0,

COUNT: 1065 ON 2013-NOV-19:M-F (FROM 06:10 TO 18:38)

STOP CARD: 32 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS:



WB CONTROL POINT: 30 QUEENSWAY AT KIPLING

**TORONTO TRANSIT COMMISSION**

WESTBOUND PERIOD 2: 15:00 TO 18:59

PERIOD RIDING INDEX = 10.7 (AVERAGE OCCUPANCY)  
AVERAGE TRIP LENGTH = 11.6 STOPS  
AVERAGE ONS/VEHICLE-STOP = 0.9  
AVERAGE ONS/TRIP = 37.3

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 80 QUEENSWAY

Version: 002

ROUTING CODE(S): \_0,

COUNT: 1065 ON 2013-NOV-19:M-F (FROM 07:38 TO 18:38)

STOP CARD: 32 COUNT COVERAGE/METHOD: FULL(1X)/MANUAL

STOPS: 1 TO 299

COMMENTS:



WB CONTROL POINT: 30 QUEENSWAY AT KIPLING

**TORONTO TRANSIT COMMISSION**

WESTBOUND PERIOD 1: 07:38 TO 08:37

ROUTE

STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	KEELE STATION	0	50	0	50	3	16.7
2	KEELE ST AT BLOOR ST W	0	4	0	54	3	18.0
3	PARKSIDE DR AT INDIAN VALLEY	0	0	0	54	3	18.0
4	PARKSIDE DR AT HOWARD PARK	0	2	2	54	3	18.0
5	PARKSIDE DR AT GEOFFREY	0	0	2	52	3	17.3
6	PARKSIDE DR AT HIGH PARK BLVD	0	10	5	57	3	19.0
7	PARKSIDE DR AT GARDEN	0	3	3	57	3	19.0
8	PARKSIDE DR AT QUEENSWAY	0	2	1	58	3	19.3
9	LAKE SHORE BLVD W AT COLBORNE LODGE DR	0	0	0	58	3	19.3
10	ELLIS AT LAKE SHORE BLVD W	0	1	0	59	3	19.7
11	QUEENSWAY AT ELLIS	0	2	1	60	3	20.0
12	QUEENSWAY AT WINDERMERE	0	33	4	89	3	29.7
13	QUEENSWAY AT SOUTH KINGSWAY (1)	0	1	0	90	3	30.0
15	QUEENSWAY AT PLAZA (E OF STEPHEN)	0	3	5	88	3	29.3
16	QUEENSWAY AT STEPHEN	0	6	4	90	3	30.0
17	QUEENSWAY AT ALDGATE	0	4	0	94	3	31.3
18	QUEENSWAY AT PARK LAWN	0	4	0	98	3	32.7
19	QUEENSWAY AT BURMA	0	2	5	95	3	31.7
20	QUEENSWAY AT BERL	0	0	1	94	3	31.3
21	QUEENSWAY AT HOLBROOKE	0	2	0	96	3	32.0
22	QUEENSWAY AT ROYAL YORK	0	19	27	88	3	29.3
23	QUEENSWAY AT SMITH	0	1	0	89	3	29.7
24	QUEENSWAY AT LOMA	0	1	5	85	3	28.3
25	QUEENSWAY AT LADY BANK	0	1	4	82	3	27.3
26	QUEENSWAY AT ISLINGTON	0	3	14	71	3	23.7
27	QUEENSWAY AT ST LAWRENCE	0	0	3	68	3	22.7
28	QUEENSWAY AT BRAWLEY	0	1	1	68	3	22.7
29	QUEENSWAY AT CULNAN	0	0	0	68	3	22.7
30	QUEENSWAY AT KIPLING	0	6	14	60	3	20.0
31	QUEENSWAY AT PLYWOOD PLACE	0	0	0	60	3	20.0
32	QUEENSWAY AT WICKMAN	0	0	6	54	3	18.0
33	QUEENSWAY AT ALGIE	0	0	12	42	3	14.0
34	QUEENSWAY AT ATOMIC	0	0	8	34	3	11.3
35	QUEENSWAY AT 1610	0	0	10	24	3	8.0
36	QUEENSWAY AT EAST MALL	0	0	9	15	3	5.0
37	QUEENSWAY AT NORTH QUEEN	0	0	9	6	3	2.0
38	QUEENSWAY AT 1800(CLUB)	0	0	2	4	3	1.3
39	WEST MALL AT QUEENSWAY	0	0	0	4	3	1.3
40	WEST MALL AT HOSPITAL N	0	0	0	4	3	1.3
41	WEST MALL AT SHERWAY DR	0	0	0	4	3	1.3
42	SHERWAY GATE AT EVANS	0	0	0	4	3	1.3
43	SHERWAY PLAZA AT SHERWAY GATE	0	0	4	0	3	0.0
TOTALS FOR PERIOD 1: 07:38 TO 08:37		0	161	161	2381	126	18.9

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 80 QUEENSWAY

Version: 002

ROUTING CODE(S): \_0,

COUNT: 1065 ON 2013-NOV-19:M-F (FROM 07:38 TO 18:38)

STOP CARD: 32 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS:



WB CONTROL POINT: 30 QUEENSWAY AT KIPLING

**TORONTO TRANSIT COMMISSION**

WESTBOUND PERIOD 1: 07:38 TO 08:37

PERIOD RIDING INDEX = 18.9 (AVERAGE OCCUPANCY)  
AVERAGE TRIP LENGTH = 14.8 STOPS  
AVERAGE ONS/VEHICLE-STOP = 1.3  
AVERAGE ONS/TRIP = 53.7

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 80 QUEENSWAY

Version: 002

ROUTING CODE(S): \_0,

COUNT: 1065 ON 2013-NOV-19:M-F (FROM 07:38 TO 18:38)

STOP CARD: 32 COUNT COVERAGE/METHOD: FULL(1X)/MANUAL

STOPS: 1 TO 299

COMMENTS:



WB CONTROL POINT: 30 QUEENSWAY AT KIPLING

**TORONTO TRANSIT COMMISSION**

WESTBOUND PERIOD 2: 17:50 TO 18:49

ROUTE

STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	KEELE STATION	0	83	0	83	3	27.7
2	KEELE ST AT BLOOR ST W	0	0	0	83	3	27.7
3	PARKSIDE DR AT INDIAN VALLEY	0	0	0	83	3	27.7
4	PARKSIDE DR AT HOWARD PARK	0	1	9	75	3	25.0
5	PARKSIDE DR AT GEOFFREY	0	0	1	74	3	24.7
6	PARKSIDE DR AT HIGH PARK BLVD	0	6	10	70	3	23.3
7	PARKSIDE DR AT GARDEN	0	1	11	60	3	20.0
8	PARKSIDE DR AT QUEENSWAY	0	0	2	58	3	19.3
9	LAKE SHORE BLVD W AT COLBORNE LODGE DR	0	0	0	58	3	19.3
10	ELLIS AT LAKE SHORE BLVD W	0	1	4	55	3	18.3
11	QUEENSWAY AT ELLIS	0	0	2	53	3	17.7
12	QUEENSWAY AT WINDERMERE	0	7	9	51	3	17.0
13	QUEENSWAY AT SOUTH KINGSWAY (1)	0	2	1	52	3	17.3
15	QUEENSWAY AT PLAZA (E OF STEPHEN)	0	5	4	53	3	17.7
16	QUEENSWAY AT STEPHEN	0	0	0	53	3	17.7
17	QUEENSWAY AT ALDGATE	0	2	2	53	3	17.7
18	QUEENSWAY AT PARK LAWN	0	3	1	55	3	18.3
19	QUEENSWAY AT BURMA	0	0	9	46	3	15.3
20	QUEENSWAY AT BERL	0	0	1	45	3	15.0
21	QUEENSWAY AT HOLBROOKE	0	1	2	44	3	14.7
22	QUEENSWAY AT ROYAL YORK	0	7	6	45	3	15.0
23	QUEENSWAY AT SMITH	0	1	5	41	3	13.7
24	QUEENSWAY AT LOMA	0	3	4	40	3	13.3
25	QUEENSWAY AT LADY BANK	0	0	1	39	3	13.0
26	QUEENSWAY AT ISLINGTON	0	3	11	31	3	10.3
27	QUEENSWAY AT ST LAWRENCE	0	0	1	30	3	10.0
28	QUEENSWAY AT BRAWLEY	0	0	0	30	3	10.0
29	QUEENSWAY AT CULNAN	0	0	1	29	3	9.7
30	QUEENSWAY AT KIPLING	0	3	9	23	3	7.7
31	QUEENSWAY AT PLYWOOD PLACE	0	0	0	23	3	7.7
32	QUEENSWAY AT WICKMAN	0	0	4	19	3	6.3
33	QUEENSWAY AT ALGIE	0	1	5	15	3	5.0
34	QUEENSWAY AT ATOMIC	0	0	3	12	3	4.0
35	QUEENSWAY AT 1610	0	0	2	10	3	3.3
36	QUEENSWAY AT EAST MALL	0	1	0	11	3	3.7
37	QUEENSWAY AT NORTH QUEEN	0	0	2	9	3	3.0
38	QUEENSWAY AT 1800(CLUB)	0	1	1	9	3	3.0
39	WEST MALL AT QUEENSWAY	0	0	0	9	3	3.0
40	WEST MALL AT HOSPITAL N	0	0	0	9	3	3.0
41	WEST MALL AT SHERWAY DR	0	0	0	9	3	3.0
42	SHERWAY GATE AT EVANS	0	0	0	9	3	3.0
43	SHERWAY PLAZA AT SHERWAY GATE	0	0	9	0	3	0.0
TOTALS FOR PERIOD 2: 17:50 TO 18:49		0	132	132	1656	126	13.1

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 80 QUEENSWAY

Version: 002

ROUTING CODE(S): \_0,

COUNT: 1065 ON 2013-NOV-19:M-F (FROM 07:38 TO 18:38)

STOP CARD: 32 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS:



WB CONTROL POINT: 30 QUEENSWAY AT KIPLING

**TORONTO TRANSIT COMMISSION**

WESTBOUND PERIOD 2: 17:50 TO 18:49

PERIOD RIDING INDEX = 13.1 (AVERAGE OCCUPANCY)  
AVERAGE TRIP LENGTH = 12.5 STOPS  
AVERAGE ONS/VEHICLE-STOP = 1.0  
AVERAGE ONS/TRIP = 44.0

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 94 WELLESLEY

Version: 002

ROUTING CODE(S): A0, B0,

COUNT: 3072 ON 2016-SEP-08:**M-F** (FROM 07:30 TO 16:57)

STOP CARD: 27 COUNT COVERAGE/METHOD: **PART(GE95)/APC**

STOPS: 1 TO 299

COMMENTS: Coverage 98.4%. Many samples were short-turned (excluded from this count). For runs 61 & 62, the last EB trips were not captured by APC.



EB CONTROL POINT: 17 WELLESLEY STATION

**TORONTO TRANSIT COMMISSION**

EASTBOUND PERIOD 1: 07:30 TO 08:29

ROUTE

<u>STOP</u>	<u>LOCATION</u>	<u>START</u>	<u>ONS</u>	<u>OFFS</u>	<u>ACCUM.</u>	<u>VEHICLES</u>	<u>AVG. LOAD</u>
1	OSSINGTON STATION	0	30	0	30	4	7.5
3	OSSINGTON AVE AT HEPBOURNE	0	4	0	34	4	8.5
4	HARBORD AT OSSINGTON AVE	0	10	1	43	4	10.8
5	HARBORD AT CRAWFORD	0	7	3	47	4	11.8
6	HARBORD AT GRACE	0	8	0	55	4	13.8
7	HARBORD AT MANNING AVE	0	6	5	56	4	14.0
8	HARBORD AT BATHURST ST	0	5	1	60	4	15.0
9	HARBORD AT BRUNSWICK	0	6	0	66	4	16.5
10	HARBORD AT SPADINA AVE	0	3	5	64	4	16.0
11	HARBORD AT ST GEORGE	0	0	1	63	4	15.8
12	HOSKIN AT WYCLIFFE COLL	0	0	3	60	4	15.0
13	WELLESLEY AT PARLIAMENT BL	0	0	1	59	4	14.8
14	WELLESLEY AT QUEENS PARK CR E	0	0	9	50	4	12.5
15	WELLESLEY AT BAY ST	0	3	18	35	4	8.8
16	WELLESLEY AT YONGE ST	0	0	2	33	4	8.3
17	WELLESLEY STATION	0	93	19	107	9	11.9
19	WELLESLEY AT CHURCH	0	2	9	100	9	11.1
20	WELLESLEY AT JARVIS	0	4	39	65	9	7.2
21	WELLESLEY AT SHERBOURNE	0	8	27	46	9	5.1
22	WELLESLEY AT ONTARIO	0	45	20	71	9	7.9
23	PARLIAMENT ST AT WELLESLEY	0	62	9	124	9	13.8
24	PARLIAMENT ST OPP 650 ST JAMES APT	0	42	4	162	9	18.0
25	PARLIAMENT ST AT BLOOR ST E	0	42	0	204	9	22.7
27	CASTLE FRANK STATION	0	0	204	0	9	0.0
TOTALS FOR PERIOD 1: 07:30 TO 08:29		0	380	380	1634	141	11.6

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 94 WELLESLEY

Version: 002

ROUTING CODE(S): A0, B0,

COUNT: 3072 ON 2016-SEP-08:**M-F** (FROM 07:30 TO 16:57)

STOP CARD: 27 COUNT COVERAGE/METHOD: **PART(GE95)/APC**

STOPS: 1 TO 299

COMMENTS: Coverage 98.4%. Many samples were short-turned (excluded from this count). For runs 61 & 62, the last EB trips were not captured by APC.

EB CONTROL POINT: 17 WELLESLEY STATION



**TORONTO TRANSIT COMMISSION**

EASTBOUND PERIOD 1: 07:30 TO 08:29

PERIOD RIDING INDEX = 11.6 (AVERAGE OCCUPANCY)  
AVERAGE TRIP LENGTH = 4.3 STOPS  
AVERAGE ONS/VEHICLE-STOP = 2.7  
AVERAGE ONS/TRIP = 42.2

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 94 WELLESLEY

Version: 002

ROUTING CODE(S): A0, B0,

COUNT: 3072 ON 2016-SEP-08:**M-F** (FROM 07:30 TO 16:57)

STOP CARD: 27 COUNT COVERAGE/METHOD: **PART(GE95)/APC**

STOPS: 1 TO 299

COMMENTS: Coverage 98.4%. Many samples were short-turned (excluded from this count). For runs 61 & 62, the last EB trips were not captured by APC.



EB CONTROL POINT: 17 WELLESLEY STATION

**TORONTO TRANSIT COMMISSION**

EASTBOUND PERIOD 2: 16:01 TO 17:00

ROUTE

<u>STOP</u>	<u>LOCATION</u>	<u>START</u>	<u>ONS</u>	<u>OFFS</u>	<u>ACCUM.</u>	<u>VEHICLES</u>	<u>AVG. LOAD</u>
1	OSSINGTON STATION	0	20	0	20	5	4.0
3	OSSINGTON AVE AT HEPBOURNE	0	1	1	20	5	4.0
4	HARBORD AT OSSINGTON AVE	0	7	1	26	5	5.2
5	HARBORD AT CRAWFORD	0	5	3	28	5	5.6
6	HARBORD AT GRACE	0	2	4	26	5	5.2
7	HARBORD AT MANNING AVE	0	8	4	30	5	6.0
8	HARBORD AT BATHURST ST	0	10	2	38	5	7.6
9	HARBORD AT BRUNSWICK	0	4	3	39	5	7.8
10	HARBORD AT SPADINA AVE	0	5	11	33	5	6.6
11	HARBORD AT ST GEORGE	0	17	6	44	5	8.8
12	HOSKIN AT WYCLIFFE COLL	0	5	1	48	5	9.6
13	WELLESLEY AT PARLIAMENT BL	0	0	0	48	5	9.6
14	WELLESLEY AT QUEENS PARK CR E	0	6	1	53	5	10.6
15	WELLESLEY AT BAY ST	0	16	7	62	5	12.4
16	WELLESLEY AT YONGE ST	0	1	9	54	5	10.8
17	WELLESLEY STATION	0	166	26	194	9	21.6
19	WELLESLEY AT CHURCH	0	22	8	208	9	23.1
20	WELLESLEY AT JARVIS	0	27	16	219	9	24.3
21	WELLESLEY AT SHERBOURNE	0	5	50	174	9	19.3
22	WELLESLEY AT ONTARIO	0	24	71	127	9	14.1
23	PARLIAMENT ST AT WELLESLEY	0	46	33	140	9	15.6
24	PARLIAMENT ST OPP 650 ST JAMES APT	0	10	12	138	9	15.3
25	PARLIAMENT ST AT BLOOR ST E	0	7	10	135	9	15.0
27	CASTLE FRANK STATION	0	0	135	0	9	0.0
TOTALS FOR PERIOD 2: 16:01 TO 17:00		0	414	414	1904	156	12.2



**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 94 WELLESLEY

Version: 002

ROUTING CODE(S): A0, B0,

COUNT: 3072 ON 2016-SEP-08:**M-F** (FROM 07:30 TO 16:57)

STOP CARD: 27 COUNT COVERAGE/METHOD: **PART(GE95)/APC**

STOPS: 1 TO 299

COMMENTS: Coverage 98.4%. Many samples were short-turned (excluded from this count). For runs 61 & 62, the last EB trips were not captured by APC.

EB CONTROL POINT: 17 WELLESLEY STATION



**TORONTO TRANSIT COMMISSION**

EASTBOUND PERIOD 2: 16:01 TO 17:00

PERIOD RIDING INDEX = 12.2 (AVERAGE OCCUPANCY)  
AVERAGE TRIP LENGTH = 4.6 STOPS  
AVERAGE ONS/VEHICLE-STOP = 2.7  
AVERAGE ONS/TRIP = 46.0

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 94 WELLESLEY

Version: 002

ROUTING CODE(S): A0, B0,

COUNT: 3072 ON 2016-SEP-08:**M-F** (FROM 06:00 TO 18:53)

STOP CARD: 27 COUNT COVERAGE/METHOD: **PART(GE95)/APC**

STOPS: 1 TO 299

COMMENTS: Coverage 98.4%. Many samples were short-turned (excluded from this count). For runs 61 & 62, the last EB trips were not captured by APC.



EB CONTROL POINT: 17 WELLESLEY STATION

**TORONTO TRANSIT COMMISSION**

EASTBOUND PERIOD 1: 06:00 TO 08:59

ROUTE

<u>STOP</u>	<u>LOCATION</u>	<u>START</u>	<u>ONS</u>	<u>OFFS</u>	<u>ACCUM.</u>	<u>VEHICLES</u>	<u>AVG. LOAD</u>
1	OSSINGTON STATION	0	70	0	70	13	5.4
3	OSSINGTON AVE AT HEPBOURNE	0	14	0	84	13	6.5
4	HARBORD AT OSSINGTON AVE	0	29	1	112	13	8.6
5	HARBORD AT CRAWFORD	0	16	6	122	13	9.4
6	HARBORD AT GRACE	0	15	3	134	13	10.3
7	HARBORD AT MANNING AVE	0	19	19	134	13	10.3
8	HARBORD AT BATHURST ST	0	11	17	128	13	9.8
9	HARBORD AT BRUNSWICK	0	13	1	140	13	10.8
10	HARBORD AT SPADINA AVE	0	5	11	134	13	10.3
11	HARBORD AT ST GEORGE	0	0	6	128	13	9.8
12	HOSKIN AT WYCLIFFE COLL	0	1	8	121	13	9.3
13	WELLESLEY AT PARLIAMENT BL	0	0	3	118	13	9.1
14	WELLESLEY AT QUEENS PARK CR E	0	0	20	98	13	7.5
15	WELLESLEY AT BAY ST	0	4	30	72	13	5.5
16	WELLESLEY AT YONGE ST	0	3	6	69	13	5.3
17	WELLESLEY STATION	0	161	44	186	27	6.9
19	WELLESLEY AT CHURCH	0	5	15	176	27	6.5
20	WELLESLEY AT JARVIS	0	18	64	130	27	4.8
21	WELLESLEY AT SHERBOURNE	0	24	50	104	27	3.9
22	WELLESLEY AT ONTARIO	0	74	35	143	27	5.3
23	PARLIAMENT ST AT WELLESLEY	0	105	19	229	27	8.5
24	PARLIAMENT ST OPP 650 ST JAMES APT	0	87	7	309	27	11.4
25	PARLIAMENT ST AT BLOOR ST E	0	66	25	350	27	13.0
27	CASTLE FRANK STATION	0	0	350	0	27	0.0
TOTALS FOR PERIOD 1: 06:00 TO 08:59		0	740	740	3291	438	7.5

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 94 WELLESLEY

Version: 002

ROUTING CODE(S): A0, B0,

COUNT: 3072 ON 2016-SEP-08:**M-F** (FROM 06:00 TO 18:53)

STOP CARD: 27 COUNT COVERAGE/METHOD: **PART(GE95)/APC**

STOPS: 1 TO 299

COMMENTS: Coverage 98.4%. Many samples were short-turned (excluded from this count). For runs 61 & 62, the last EB trips were not captured by APC.

EB CONTROL POINT: 17 WELLESLEY STATION



**TORONTO TRANSIT COMMISSION**

EASTBOUND PERIOD 1: 06:00 TO 08:59

PERIOD RIDING INDEX = 7.5 (AVERAGE OCCUPANCY)  
AVERAGE TRIP LENGTH = 4.4 STOPS  
AVERAGE ONS/VEHICLE-STOP = 1.7  
AVERAGE ONS/TRIP = 27.4

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 94 WELLESLEY

Version: 002

ROUTING CODE(S): A0, B0,

COUNT: 3072 ON 2016-SEP-08:**M-F** (FROM 06:00 TO 18:53)

STOP CARD: 27 COUNT COVERAGE/METHOD: **PART(GE95)/APC**

STOPS: 1 TO 299

COMMENTS: Coverage 98.4%. Many samples were short-turned (excluded from this count). For runs 61 & 62, the last EB trips were not captured by APC.



EB CONTROL POINT: 17 WELLESLEY STATION

**TORONTO TRANSIT COMMISSION**

EASTBOUND PERIOD 2: 15:00 TO 18:59

ROUTE

<u>STOP</u>	<u>LOCATION</u>	<u>START</u>	<u>ONS</u>	<u>OFFS</u>	<u>ACCUM.</u>	<u>VEHICLES</u>	<u>AVG. LOAD</u>
1	OSSINGTON STATION	0	62	0	62	16	3.9
3	OSSINGTON AVE AT HEPBOURNE	0	1	1	62	16	3.9
4	HARBORD AT OSSINGTON AVE	0	23	7	78	16	4.9
5	HARBORD AT CRAWFORD	0	19	12	85	16	5.3
6	HARBORD AT GRACE	0	6	10	81	16	5.1
7	HARBORD AT MANNING AVE	0	15	10	86	16	5.4
8	HARBORD AT BATHURST ST	0	24	8	102	16	6.4
9	HARBORD AT BRUNSWICK	0	11	5	108	16	6.8
10	HARBORD AT SPADINA AVE	0	21	22	107	16	6.7
11	HARBORD AT ST GEORGE	0	46	11	142	16	8.9
12	HOSKIN AT WYCLIFFE COLL	0	10	6	146	16	9.1
13	WELLESLEY AT PARLIAMENT BL	0	5	0	151	16	9.4
14	WELLESLEY AT QUEENS PARK CR E	0	16	7	160	16	10.0
15	WELLESLEY AT BAY ST	0	39	18	181	16	11.3
16	WELLESLEY AT YONGE ST	0	5	21	165	16	10.3
17	WELLESLEY STATION	0	544	73	636	31	20.5
19	WELLESLEY AT CHURCH	0	65	30	671	31	21.6
20	WELLESLEY AT JARVIS	0	80	57	694	31	22.4
21	WELLESLEY AT SHERBOURNE	0	25	152	567	31	18.3
22	WELLESLEY AT ONTARIO	0	65	268	364	31	11.7
23	PARLIAMENT ST AT WELLESLEY	0	105	124	345	31	11.1
24	PARLIAMENT ST OPP 650 ST JAMES APT	0	25	45	325	31	10.5
25	PARLIAMENT ST AT BLOOR ST E	0	46	16	355	31	11.5
27	CASTLE FRANK STATION	0	0	355	0	31	0.0
TOTALS FOR PERIOD 2: 15:00 TO 18:59		0	1258	1258	5673	519	10.9

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 94 WELLESLEY

Version: 002

ROUTING CODE(S): A0, B0,

COUNT: 3072 ON 2016-SEP-08:**M-F** (FROM 06:00 TO 18:53)

STOP CARD: 27 COUNT COVERAGE/METHOD: **PART(GE95)/APC**

STOPS: 1 TO 299

COMMENTS: Coverage 98.4%. Many samples were short-turned (excluded from this count). For runs 61 & 62, the last EB trips were not captured by APC.

EB CONTROL POINT: 17 WELLESLEY STATION



**TORONTO TRANSIT COMMISSION**

EASTBOUND PERIOD 2: 15:00 TO 18:59

PERIOD RIDING INDEX = 10.9 (AVERAGE OCCUPANCY)  
AVERAGE TRIP LENGTH = 4.5 STOPS  
AVERAGE ONS/VEHICLE-STOP = 2.4  
AVERAGE ONS/TRIP = 40.6

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 94 WELLESLEY

Version: 002

ROUTING CODE(S): A0, B0,

COUNT: 3072 ON 2016-SEP-08:M-F (FROM 06:07 TO 18:53)

STOP CARD: 27 COUNT COVERAGE/METHOD: PART(GE95)/APC

STOPS: 1 TO 299

COMMENTS: Coverage 98.4%. Many samples were short-turned (excluded from this count). For runs 61 & 62, the last EB trips were not captured by APC.



WB CONTROL POINT: 12 WELLESLEY STATION

**TORONTO TRANSIT COMMISSION**

WESTBOUND PERIOD 1: 06:00 TO 08:59

ROUTE

STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	CASTLE FRANK STATION	0	144	0	144	26	5.5
3	PARLIAMENT ST AT HOWARD	0	24	7	161	26	6.2
4	PARLIAMENT ST AT 650 ST JAMES APT	0	55	9	207	26	8.0
5	WELLESLEY AT PARLIAMENT	0	122	48	281	26	10.8
6	WELLESLEY AT ONTARIO	0	184	18	447	26	17.2
7	WELLESLEY AT SHERBOURNE	0	124	25	546	26	21.0
8	WELLESLEY AT JARVIS	0	37	49	534	26	20.5
9	WELLESLEY AT CHURCH	0	24	14	544	26	20.9
12	WELLESLEY STATION	0	62	389	217	26	8.3
13	WELLESLEY AT YONGE ST	0	50	106	161	13	12.4
14	WELLESLEY AT BAY ST	0	5	42	124	13	9.5
15	WELLESLEY AT QUEENS PARK CR E	0	0	21	103	13	7.9
16	QUEENS PARK CR W AT HOSKIN	0	2	4	101	13	7.8
17	HOSKIN AT TRINITY COLLEGE	0	0	7	94	13	7.2
18	HOSKIN AT ST GEORGE	0	0	15	79	13	6.1
19	HARBORD AT SPADINA AVE	0	5	12	72	13	5.5
20	HARBORD AT BRUNSWICK	0	2	12	62	13	4.8
21	HARBORD AT BATHURST ST	0	5	12	55	13	4.2
22	HARBORD AT MANNING AVE	0	5	20	40	13	3.1
23	HARBORD AT GRACE	0	4	1	43	13	3.3
24	HARBORD AT CRAWFORD	0	10	10	43	13	3.3
25	HARBORD AT OSSINGTON AVE	0	3	8	38	13	2.9
26	OSSINGTON AVE AT HEPBOURNE	0	0	0	38	13	2.9
28	OSSINGTON STATION	0	0	38	0	13	0.0
TOTALS FOR PERIOD 1: 06:00 TO 08:59		0	867	867	4134	429	9.6

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 94 WELLESLEY

Version: 002

ROUTING CODE(S): A0, B0,

COUNT: 3072 ON 2016-SEP-08:**M-F** (FROM 06:07 TO 18:53)

STOP CARD: 27 COUNT COVERAGE/METHOD: **PART(GE95)/APC**

STOPS: 1 TO 299

COMMENTS: Coverage 98.4%. Many samples were short-turned (excluded from this count). For runs 61 & 62, the last EB trips were not captured by APC.

WB CONTROL POINT: 12 WELLESLEY STATION



**TORONTO TRANSIT COMMISSION**

WESTBOUND PERIOD 1: 06:00 TO 08:59

PERIOD RIDING INDEX = 9.6 (AVERAGE OCCUPANCY)  
AVERAGE TRIP LENGTH = 4.8 STOPS  
AVERAGE ONS/VEHICLE-STOP = 2.0  
AVERAGE ONS/TRIP = 33.3

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 94 WELLESLEY

Version: 002

ROUTING CODE(S): A0, B0,

COUNT: 3072 ON 2016-SEP-08:**M-F** (FROM 06:07 TO 18:53)

STOP CARD: 27 COUNT COVERAGE/METHOD: **PART(GE95)/APC**

STOPS: 1 TO 299

COMMENTS: Coverage 98.4%. Many samples were short-turned (excluded from this count). For runs 61 & 62, the last EB trips were not captured by APC.



WB CONTROL POINT: 12 WELLESLEY STATION

**TORONTO TRANSIT COMMISSION**

WESTBOUND PERIOD 2: 15:00 TO 18:59

ROUTE

<u>STOP</u>	<u>LOCATION</u>	<u>START</u>	<u>ONS</u>	<u>OFFS</u>	<u>ACCUM.</u>	<u>VEHICLES</u>	<u>AVG. LOAD</u>
1	CASTLE FRANK STATION	0	433	0	433	30	14.4
3	PARLIAMENT ST AT HOWARD	0	8	30	411	30	13.7
4	PARLIAMENT ST AT 650 ST JAMES APT	0	24	100	335	30	11.2
5	WELLESLEY AT PARLIAMENT	0	78	126	287	30	9.6
6	WELLESLEY AT ONTARIO	0	105	117	275	30	9.2
7	WELLESLEY AT SHERBOURNE	0	103	25	353	30	11.8
8	WELLESLEY AT JARVIS	0	38	28	363	30	12.1
9	WELLESLEY AT CHURCH	0	28	33	358	30	11.9
12	WELLESLEY STATION	0	98	286	170	30	5.7
13	WELLESLEY AT YONGE ST	0	17	10	177	15	11.8
14	WELLESLEY AT BAY ST	0	24	16	185	15	12.3
15	WELLESLEY AT QUEENS PARK CR E	0	18	8	195	15	13.0
16	QUEENS PARK CR W AT HOSKIN	0	7	6	196	15	13.1
17	HOSKIN AT TRINITY COLLEGE	0	11	8	199	15	13.3
18	HOSKIN AT ST GEORGE	0	21	14	206	15	13.7
19	HARBORD AT SPADINA AVE	0	14	25	195	15	13.0
20	HARBORD AT BRUNSWICK	0	8	19	184	15	12.3
21	HARBORD AT BATHURST ST	0	26	28	182	15	12.1
22	HARBORD AT MANNING AVE	0	16	12	186	15	12.4
23	HARBORD AT GRACE	0	8	13	181	15	12.1
24	HARBORD AT CRAWFORD	0	12	20	173	15	11.5
25	HARBORD AT OSSINGTON AVE	0	3	32	144	15	9.6
26	OSSINGTON AVE AT HEPBOURNE	0	0	11	133	15	8.9
28	OSSINGTON STATION	0	0	133	0	15	0.0
TOTALS FOR PERIOD 2: 15:00 TO 18:59		0	1100	1100	5521	495	11.2



**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 94 WELLESLEY

Version: 002

ROUTING CODE(S): A0, B0,

COUNT: 3072 ON 2016-SEP-08:**M-F** (FROM 06:07 TO 18:53)

STOP CARD: 27 COUNT COVERAGE/METHOD: **PART(GE95)/APC**

STOPS: 1 TO 299

COMMENTS: Coverage 98.4%. Many samples were short-turned (excluded from this count). For runs 61 & 62, the last EB trips were not captured by APC.

WB CONTROL POINT: 12 WELLESLEY STATION



**TORONTO TRANSIT COMMISSION**

WESTBOUND PERIOD 2: 15:00 TO 18:59

PERIOD RIDING INDEX = 11.2 (AVERAGE OCCUPANCY)  
AVERAGE TRIP LENGTH = 5.0 STOPS  
AVERAGE ONS/VEHICLE-STOP = 2.2  
AVERAGE ONS/TRIP = 36.7

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 94 WELLESLEY

Version: 002

ROUTING CODE(S): A0, B0,

COUNT: 3072 ON 2016-SEP-08:**M-F** (FROM 08:08 TO 16:32)

STOP CARD: 27 COUNT COVERAGE/METHOD: **PART(GE95)/APC**

STOPS: 1 TO 299

COMMENTS: Coverage 98.4%. Many samples were short-turned (excluded from this count). For runs 61 & 62, the last EB trips were not captured by APC.



WB CONTROL POINT: 12 WELLESLEY STATION

**TORONTO TRANSIT COMMISSION**

WESTBOUND PERIOD 1: 08:08 TO 09:07

ROUTE

<u>STOP</u>	<u>LOCATION</u>	<u>START</u>	<u>ONS</u>	<u>OFFS</u>	<u>ACCUM.</u>	<u>VEHICLES</u>	<u>AVG. LOAD</u>
1	CASTLE FRANK STATION	0	95	0	95	9	10.6
3	PARLIAMENT ST AT HOWARD	0	12	4	103	9	11.4
4	PARLIAMENT ST AT 650 ST JAMES APT	0	24	5	122	9	13.6
5	WELLESLEY AT PARLIAMENT	0	63	27	158	9	17.6
6	WELLESLEY AT ONTARIO	0	85	13	230	9	25.6
7	WELLESLEY AT SHERBOURNE	0	70	8	292	9	32.4
8	WELLESLEY AT JARVIS	0	19	46	265	9	29.4
9	WELLESLEY AT CHURCH	0	12	6	271	9	30.1
12	WELLESLEY STATION	0	49	223	97	9	10.8
13	WELLESLEY AT YONGE ST	0	15	15	97	4	24.3
14	WELLESLEY AT BAY ST	0	4	19	82	4	20.5
15	WELLESLEY AT QUEENS PARK CR E	0	0	9	73	4	18.3
16	QUEENS PARK CR W AT HOSKIN	0	3	4	72	4	18.0
17	HOSKIN AT TRINITY COLLEGE	0	0	4	68	4	17.0
18	HOSKIN AT ST GEORGE	0	0	14	54	4	13.5
19	HARBORD AT SPADINA AVE	0	5	6	53	4	13.3
20	HARBORD AT BRUNSWICK	0	1	13	41	4	10.3
21	HARBORD AT BATHURST ST	0	3	6	38	4	9.5
22	HARBORD AT MANNING AVE	0	1	16	23	4	5.8
23	HARBORD AT GRACE	0	1	0	24	4	6.0
24	HARBORD AT CRAWFORD	0	1	11	14	4	3.5
25	HARBORD AT OSSINGTON AVE	0	0	3	11	4	2.8
26	OSSINGTON AVE AT HEPBOURNE	0	0	0	11	4	2.8
28	OSSINGTON STATION	0	0	11	0	4	0.0
TOTALS FOR PERIOD 1: 08:08 TO 09:07		0	463	463	2294	141	16.3

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 94 WELLESLEY

Version: 002

ROUTING CODE(S): A0, B0,

COUNT: 3072 ON 2016-SEP-08:**M-F** (FROM 08:08 TO 16:32)

STOP CARD: 27 COUNT COVERAGE/METHOD: **PART(GE95)/APC**

STOPS: 1 TO 299

COMMENTS: Coverage 98.4%. Many samples were short-turned (excluded from this count). For runs 61 & 62, the last EB trips were not captured by APC.

WB CONTROL POINT: 12 WELLESLEY STATION



**TORONTO TRANSIT COMMISSION**

WESTBOUND PERIOD 1: 08:08 TO 09:07

PERIOD RIDING INDEX = 16.3 (AVERAGE OCCUPANCY)  
AVERAGE TRIP LENGTH = 5.0 STOPS  
AVERAGE ONS/VEHICLE-STOP = 3.3  
AVERAGE ONS/TRIP = 51.4

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 94 WELLESLEY

Version: 002

ROUTING CODE(S): A0, B0,

COUNT: 3072 ON 2016-SEP-08:**M-F** (FROM 08:08 TO 16:32)

STOP CARD: 27 COUNT COVERAGE/METHOD: **PART(GE95)/APC**

STOPS: 1 TO 299

COMMENTS: Coverage 98.4%. Many samples were short-turned (excluded from this count). For runs 61 & 62, the last EB trips were not captured by APC.



WB CONTROL POINT: 12 WELLESLEY STATION

**TORONTO TRANSIT COMMISSION**

WESTBOUND PERIOD 2: 15:34 TO 16:33

ROUTE

<u>STOP</u>	<u>LOCATION</u>	<u>START</u>	<u>ONS</u>	<u>OFFS</u>	<u>ACCUM.</u>	<u>VEHICLES</u>	<u>AVG. LOAD</u>
1	CASTLE FRANK STATION	0	162	0	162	9	18.0
3	PARLIAMENT ST AT HOWARD	0	3	9	156	9	17.3
4	PARLIAMENT ST AT 650 ST JAMES APT	0	10	33	133	9	14.8
5	WELLESLEY AT PARLIAMENT	0	30	52	111	9	12.3
6	WELLESLEY AT ONTARIO	0	36	48	99	9	11.0
7	WELLESLEY AT SHERBOURNE	0	23	7	115	9	12.8
8	WELLESLEY AT JARVIS	0	7	7	115	9	12.8
9	WELLESLEY AT CHURCH	0	6	10	111	9	12.3
12	WELLESLEY STATION	0	32	88	55	9	6.1
13	WELLESLEY AT YONGE ST	0	4	3	56	4	14.0
14	WELLESLEY AT BAY ST	0	8	4	60	4	15.0
15	WELLESLEY AT QUEENS PARK CR E	0	5	3	62	4	15.5
16	QUEENS PARK CR W AT HOSKIN	0	2	3	61	4	15.3
17	HOSKIN AT TRINITY COLLEGE	0	2	3	60	4	15.0
18	HOSKIN AT ST GEORGE	0	5	2	63	4	15.8
19	HARBORD AT SPADINA AVE	0	4	6	61	4	15.3
20	HARBORD AT BRUNSWICK	0	2	7	56	4	14.0
21	HARBORD AT BATHURST ST	0	8	6	58	4	14.5
22	HARBORD AT MANNING AVE	0	5	3	60	4	15.0
23	HARBORD AT GRACE	0	3	5	58	4	14.5
24	HARBORD AT CRAWFORD	0	4	6	56	4	14.0
25	HARBORD AT OSSINGTON AVE	0	1	8	49	4	12.3
26	OSSINGTON AVE AT HEPBOURNE	0	0	5	44	4	11.0
28	OSSINGTON STATION	0	0	44	0	4	0.0
TOTALS FOR PERIOD 2: 15:34 TO 16:33		0	362	362	1861	141	13.2

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 94 WELLESLEY

Version: 002

ROUTING CODE(S): A0, B0,

COUNT: 3072 ON 2016-SEP-08:**M-F** (FROM 08:08 TO 16:32)

STOP CARD: 27 COUNT COVERAGE/METHOD: **PART(GE95)/APC**

STOPS: 1 TO 299

COMMENTS: Coverage 98.4%. Many samples were short-turned (excluded from this count). For runs 61 & 62, the last EB trips were not captured by APC.

WB CONTROL POINT: 12 WELLESLEY STATION



**TORONTO TRANSIT COMMISSION**

WESTBOUND PERIOD 2: 15:34 TO 16:33

PERIOD RIDING INDEX = 13.2 (AVERAGE OCCUPANCY)  
AVERAGE TRIP LENGTH = 5.1 STOPS  
AVERAGE ONS/VEHICLE-STOP = 2.6  
AVERAGE ONS/TRIP = 40.2

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 97 YONGE

Version: 002

ROUTING CODE(S): A0, B0, B1, C0, D0,

COUNT: 1004 ON 2013-JAN-16:M-F (FROM 08:01 TO 18:33)

STOP CARD: 30 COUNT COVERAGE/METHOD: FULL(1X)/MANUAL

STOPS: 1 TO 299

COMMENTS:



NB CONTROL POINT: 46 YONGE ST AT LAWRENCE AVE E

**TORONTO TRANSIT COMMISSION**

NORTHBOUND PERIOD 1: 08:01 TO 09:00

ROUTE

STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	YONGE ST AT QUEENS QUAY	0	1	0	1	2	0.5
2	YONGE ST AT FRONT ST E	0	0	0	1	2	0.5
3	YONGE ST AT KING ST E	0	0	0	1	2	0.5
4	YONGE ST AT ADELAIDE	0	0	0	1	2	0.5
5	YONGE ST AT RICHMOND	0	0	0	1	2	0.5
6	YONGE ST AT QUEEN ST E	0	0	0	1	2	0.5
7	YONGE ST AT SHUTER	0	0	0	1	2	0.5
8	YONGE ST AT DUNDAS ST E	0	0	0	1	2	0.5
9	YONGE ST AT ELM	0	0	0	1	2	0.5
10	YONGE ST AT GERRARD	0	0	0	1	2	0.5
11	YONGE ST OPP 424	0	0	0	1	2	0.5
12	YONGE ST AT CARLTON	0	1	1	1	2	0.5
13	YONGE ST AT ALEXANDER	0	0	0	1	2	0.5
14	YONGE ST AT WELLESLEY	0	0	0	1	2	0.5
15	YONGE ST AT GLOUCESTER	0	0	0	1	2	0.5
16	YONGE ST AT CHARLES	0	0	0	1	2	0.5
17	YONGE ST AT BLOOR ST E	0	1	0	2	2	1.0
18	YONGE ST AT SCOLLARD	0	1	0	3	2	1.5
19	YONGE ST AT 877	0	0	0	3	2	1.5
20	YONGE ST AT AYLMER	0	0	0	3	2	1.5
21	YONGE ST AT CRESCENT	0	1	0	4	2	2.0
22	YONGE ST AT ROWANWOOD	0	0	1	3	2	1.5
23	YONGE ST AT SHAFTSBURY	0	0	0	3	2	1.5
24	YONGE ST AT WOODLAWN	0	0	0	3	2	1.5
25	YONGE ST AT ROSEHILL	0	0	0	3	2	1.5
27	YONGE ST AT ST CLAIR AVE E	0	1	1	3	2	1.5
28	YONGE ST AT HEATH	0	2	0	5	2	2.5
29	YONGE ST AT GLEN ELM	0	0	0	5	2	2.5
30	YONGE ST AT MERTON	0	0	0	5	2	2.5
31	DAVISVILLE STATION	0	20	0	25	5	5.0
32	YONGE ST AT DAVISVILLE	0	17	0	42	5	8.4
33	YONGE ST AT BELSIZE	0	2	0	44	5	8.8
34	YONGE ST AT MANOR	0	0	1	43	5	8.6
35	YONGE ST AT SOUDAN	0	0	1	42	5	8.4
36	YONGE ST AT EGLINTON AVE E	0	46	6	82	5	16.4
37	YONGE ST AT BROADWAY	0	7	7	82	5	16.4
38	YONGE ST AT CASTLEFIELD	0	12	9	85	5	17.0
39	YONGE ST AT SHERWOOD	0	6	9	82	5	16.4
40	YONGE ST AT SHELDRAKE	0	0	6	76	5	15.2
41	YONGE ST AT BLYTHWOOD	0	11	20	67	5	13.4
42	YONGE ST AT GLENCAIRN	0	22	5	84	5	16.8
43	YONGE ST AT GLENGROVE	0	6	7	83	5	16.6
44	YONGE ST AT ST EDMUNDS	0	9	0	92	5	18.4
46	YONGE ST AT LAWRENCE AVE E	0	13	44	61	5	12.2
48	YONGE ST AT RANLEIGH	0	11	10	62	5	12.4
49	YONGE ST AT ROSLIN	0	1	3	60	5	12.0

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 97 YONGE

Version: 002

ROUTING CODE(S): A0, B0, B1, C0, D0,

COUNT: 1004 ON 2013-JAN-16:M-F (FROM 08:01 TO 18:33)

STOP CARD: 30 COUNT COVERAGE/METHOD: FULL(1X)/MANUAL

STOPS: 1 TO 299

COMMENTS:



NB CONTROL POINT: 46 YONGE ST AT LAWRENCE AVE E

**TORONTO TRANSIT COMMISSION**

NORTHBOUND PERIOD 1: 08:01 TO 09:00

ROUTE

STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
50	YONGE ST AT GLENFOREST	0	2	15	47	5	9.4
51	YONGE ST AT TEDDINGTON	0	1	7	41	5	8.2
52	YONGE BLVD AT YONGE ST	0	4	9	15	3	5.0
53	YONGE BLVD AT BROOKE	0	2	4	13	3	4.3
54	YONGE BLVD AT FELBRIGG	0	5	0	18	3	6.0
55	YONGE BLVD AT HARLEY	0	1	1	18	3	6.0
56	YONGE BLVD AT DUNSTER	0	1	0	19	3	6.3
57	YONGE BLVD AT WILSON	0	2	6	15	3	5.0
58	WILSON AVE AT YONGE ST	0	0	0	15	3	5.0
59	YORK MILLS STATION	0	0	15	0	3	0.0
60	YONGE ST AT YONGE BLVD	0	2	4	19	2	9.5
61	YONGE ST AT MILL	0	0	0	19	2	9.5
62	YONGE ST AT TAVERN	0	0	0	19	2	9.5
63	YONGE ST AT YORK MILLS	0	4	6	17	2	8.5
64	YONGE ST AT WILLIAM CARSON	0	2	8	11	2	5.5
65	YONGE ST AT LORD SEATON	0	1	1	11	2	5.5
66	YONGE ST AT AVONDALE	0	5	0	16	2	8.0
67	YONGE ST AT SHEPPARD AVE E	0	13	4	25	2	12.5
68	YONGE ST AT GREENFIELD	0	0	4	21	2	10.5
69	YONGE ST AT ELMWOOD	0	0	2	19	2	9.5
70	YONGE ST AT EMPRESS	0	0	0	19	2	9.5
71	YONGE ST AT NORTON	0	1	0	20	2	10.0
72	YONGE ST AT CHURCH AVE	0	9	8	21	2	10.5
73	YONGE ST AT HORSHAM	0	4	0	25	2	12.5
74	YONGE ST AT BYNG	0	2	0	27	2	13.5
75	YONGE ST AT FINCH AVE E	0	3	3	27	2	13.5
76	FINCH STATION	0	17	16	28	2	14.0
77	YONGE ST AT BISHOP	0	2	1	29	2	14.5
78	YONGE ST AT 5799	0	1	0	30	2	15.0
79	YONGE ST AT CUMMER	0	3	0	33	2	16.5
80	YONGE ST AT PATRICIA	0	1	0	34	2	17.0
81	YONGE ST AT CENTRE	0	0	0	34	2	17.0
82	MOORE PARK AT YONGE ST	0	0	2	32	2	16.0
83	MOORE PARK AT WALKWAY (W OF YONGE)	0	0	0	32	2	16.0
84	MOORE PARK AT FARGO	0	0	0	32	2	16.0
85	HILDA AT MOORE PARK	0	0	27	5	2	2.5
86	HILDA AT GREENBUSH	0	1	0	6	2	3.0
87	HILDA AT STEELES AVE W	0	0	5	1	2	0.5
TOTALS FOR PERIOD 1: 08:01 TO 09:00		0	280	279	1986	233	8.5

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 97 YONGE

Version: 002

ROUTING CODE(S): A0, B0, B1, C0, D0,

COUNT: 1004 ON 2013-JAN-16:**M-F** (FROM 08:01 TO 18:33)

STOP CARD: 30 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS:



NB CONTROL POINT: 46 YONGE ST AT LAWRENCE AVE E

**TORONTO TRANSIT COMMISSION**

NORTHBOUND PERIOD 1: 08:01 TO 09:00

PERIOD RIDING INDEX = 8.5 (AVERAGE OCCUPANCY)  
AVERAGE TRIP LENGTH = 7.1 STOPS  
AVERAGE ONS/VEHICLE-STOP = 1.2  
AVERAGE ONS/TRIP = 56.0



**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 97 YONGE

Version: 002

ROUTING CODE(S): A0, B0, B1, C0, D0,

COUNT: 1004 ON 2013-JAN-16:M-F (FROM 08:01 TO 18:33)

STOP CARD: 30 COUNT COVERAGE/METHOD: FULL(1X)/MANUAL

STOPS: 1 TO 299

COMMENTS:



NB CONTROL POINT: 46 YONGE ST AT LAWRENCE AVE E

**TORONTO TRANSIT COMMISSION**

NORTHBOUND PERIOD 2: 17:45 TO 18:44

ROUTE

STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	YONGE ST AT QUEENS QUAY	2	4	0	6	2	3.0
2	YONGE ST AT FRONT ST E	0	2	0	8	2	4.0
3	YONGE ST AT KING ST E	0	5	2	11	2	5.5
4	YONGE ST AT ADELAIDE	0	3	0	14	2	7.0
5	YONGE ST AT RICHMOND	0	1	0	15	2	7.5
6	YONGE ST AT QUEEN ST E	0	6	0	21	2	10.5
7	YONGE ST AT SHUTER	0	5	1	25	2	12.5
8	YONGE ST AT DUNDAS ST E	0	10	2	33	2	16.5
9	YONGE ST AT ELM	0	0	0	33	2	16.5
10	YONGE ST AT GERRARD	0	0	0	33	2	16.5
11	YONGE ST OPP 424	0	4	0	37	2	18.5
12	YONGE ST AT CARLTON	0	16	6	47	2	23.5
13	YONGE ST AT ALEXANDER	0	1	0	48	2	24.0
14	YONGE ST AT WELLESLEY	0	1	0	49	2	24.5
15	YONGE ST AT GLOUCESTER	0	0	0	49	2	24.5
16	YONGE ST AT CHARLES	0	1	2	48	2	24.0
17	YONGE ST AT BLOOR ST E	0	15	11	52	2	26.0
18	YONGE ST AT SCOLLARD	0	2	0	54	2	27.0
19	YONGE ST AT 877	0	0	0	54	2	27.0
20	YONGE ST AT AYLMER	0	0	0	54	2	27.0
21	YONGE ST AT CRESCENT	0	1	0	55	2	27.5
22	YONGE ST AT ROWANWOOD	0	0	2	53	2	26.5
23	YONGE ST AT SHAFTSBURY	0	0	1	52	2	26.0
24	YONGE ST AT WOODLAWN	0	1	0	53	2	26.5
25	YONGE ST AT ROSEHILL	0	1	3	51	2	25.5
27	YONGE ST AT ST CLAIR AVE E	0	3	3	51	2	25.5
28	YONGE ST AT HEATH	0	2	3	50	2	25.0
29	YONGE ST AT GLEN ELM	0	0	0	50	2	25.0
30	YONGE ST AT MERTON	0	0	2	48	2	24.0
31	DAVISVILLE STATION	0	26	4	70	4	17.5
32	YONGE ST AT DAVISVILLE	0	6	0	76	4	19.0
33	YONGE ST AT BELSIZE	0	0	0	76	4	19.0
34	YONGE ST AT MANOR	0	2	0	78	4	19.5
35	YONGE ST AT SOUDAN	0	1	3	76	4	19.0
36	YONGE ST AT EGLINTON AVE E	0	45	10	111	4	27.8
37	YONGE ST AT BROADWAY	0	12	10	113	4	28.3
38	YONGE ST AT CASTLEFIELD	0	7	10	110	4	27.5
39	YONGE ST AT SHERWOOD	0	4	14	100	4	25.0
40	YONGE ST AT SHELDRAKE	0	4	4	100	4	25.0
41	YONGE ST AT BLYTHWOOD	0	8	16	92	4	23.0
42	YONGE ST AT GLENCAIRN	0	4	17	79	4	19.8
43	YONGE ST AT GLENGROVE	0	4	10	73	4	18.3
44	YONGE ST AT ST EDMUNDS	0	2	2	73	4	18.3
46	YONGE ST AT LAWRENCE AVE E	0	2	19	56	4	14.0
48	YONGE ST AT RANLEIGH	0	13	7	62	4	15.5
49	YONGE ST AT ROSLIN	0	0	1	61	4	15.3

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 97 YONGE

Version: 002

ROUTING CODE(S): A0, B0, B1, C0, D0,

COUNT: 1004 ON 2013-JAN-16:M-F (FROM 08:01 TO 18:33)

STOP CARD: 30 COUNT COVERAGE/METHOD: FULL(1X)/MANUAL

STOPS: 1 TO 299

COMMENTS:



NB CONTROL POINT: 46 YONGE ST AT LAWRENCE AVE E

**TORONTO TRANSIT COMMISSION**

NORTHBOUND PERIOD 2: 17:45 TO 18:44

ROUTE

<u>STOP</u>	<u>LOCATION</u>	<u>START</u>	<u>ONS</u>	<u>OFFS</u>	<u>ACCUM.</u>	<u>VEHICLES</u>	<u>AVG. LOAD</u>
50	YONGE ST AT GLENFOREST	0	2	2	61	4	15.3
51	YONGE ST AT TEDDINGTON	0	0	5	56	4	14.0
52	YONGE BLVD AT YONGE ST	0	3	8	17	2	8.5
53	YONGE BLVD AT BROOKE	0	0	4	13	2	6.5
54	YONGE BLVD AT FELBRIGG	0	0	0	13	2	6.5
55	YONGE BLVD AT HARLEY	0	0	0	13	2	6.5
56	YONGE BLVD AT DUNSTER	0	0	0	13	2	6.5
57	YONGE BLVD AT WILSON	0	1	2	12	2	6.0
58	WILSON AVE AT YONGE ST	0	0	0	12	2	6.0
59	YORK MILLS STATION	0	0	12	0	2	0.0
60	YONGE ST AT YONGE BLVD	0	1	2	33	2	16.5
61	YONGE ST AT MILL	0	0	0	33	2	16.5
62	YONGE ST AT TAVERN	0	0	0	33	2	16.5
63	YONGE ST AT YORK MILLS	0	0	8	25	2	12.5
64	YONGE ST AT WILLIAM CARSON	0	0	3	22	2	11.0
65	YONGE ST AT LORD SEATON	0	0	0	22	2	11.0
66	YONGE ST AT AVONDALE	0	1	4	19	2	9.5
67	YONGE ST AT SHEPPARD AVE E	0	6	7	18	2	9.0
68	YONGE ST AT GREENFIELD	0	0	0	18	2	9.0
69	YONGE ST AT ELMWOOD	0	2	0	20	2	10.0
70	YONGE ST AT EMPRESS	0	8	2	26	2	13.0
71	YONGE ST AT NORTON	0	1	0	27	2	13.5
72	YONGE ST AT CHURCH AVE	0	4	3	28	2	14.0
73	YONGE ST AT HORSHAM	0	2	2	28	2	14.0
74	YONGE ST AT BYNG	0	2	3	27	2	13.5
75	YONGE ST AT FINCH AVE E	0	1	3	25	2	12.5
76	FINCH STATION	0	12	6	31	2	15.5
77	YONGE ST AT BISHOP	0	2	0	33	2	16.5
78	YONGE ST AT 5799	0	0	1	32	2	16.0
79	YONGE ST AT CUMMER	0	1	1	32	2	16.0
80	YONGE ST AT PATRICIA	0	0	6	26	2	13.0
81	YONGE ST AT CENTRE	0	0	3	23	2	11.5
82	MOORE PARK AT YONGE ST	0	0	9	14	2	7.0
83	MOORE PARK AT WALKWAY (W OF YONGE)	0	0	0	14	2	7.0
84	MOORE PARK AT FARGO	0	0	0	14	2	7.0
85	HILDA AT MOORE PARK	0	0	3	11	2	5.5
86	HILDA AT GREENBUSH	0	0	0	11	2	5.5
87	HILDA AT STEELES AVE W	0	0	7	4	2	2.0
<b>TOTALS FOR</b>	<b>PERIOD 2: 17:45 TO 18:44</b>	<u>2</u>	<u>273</u>	<u>271</u>	<u>3419</u>	<u>206</u>	<u>16.6</u>

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 97 YONGE

Version: 002

ROUTING CODE(S): A0, B0, B1, C0, D0,

COUNT: 1004 ON 2013-JAN-16:**M-F** (FROM 08:01 TO 18:33)

STOP CARD: 30 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS:



NB CONTROL POINT: 46 YONGE ST AT LAWRENCE AVE E

**TORONTO TRANSIT COMMISSION**

NORTHBOUND PERIOD 2: 17:45 TO 18:44

PERIOD RIDING INDEX = 16.6 (AVERAGE OCCUPANCY)  
AVERAGE TRIP LENGTH = 12.5 STOPS  
AVERAGE ONS/VEHICLE-STOP = 1.3  
AVERAGE ONS/TRIP = 68.3

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 97 YONGE

Version: 002

ROUTING CODE(S): \_0, A0, B0, B1, C0, D0,

COUNT: 1004 ON 2013-JAN-16:M-F (FROM 06:11 TO 18:45)

STOP CARD: 30 COUNT COVERAGE/METHOD: FULL(1X)/MANUAL

STOPS: 1 TO 299

COMMENTS:



NB CONTROL POINT: 46 YONGE ST AT LAWRENCE AVE E

**TORONTO TRANSIT COMMISSION**

NORTHBOUND PERIOD 1: 06:00 TO 08:59

ROUTE

STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	YONGE ST AT QUEENS QUAY	0	2	0	2	4	0.5
2	YONGE ST AT FRONT ST E	0	0	0	2	4	0.5
3	YONGE ST AT KING ST E	0	0	0	2	4	0.5
4	YONGE ST AT ADELAIDE	0	1	0	3	4	0.8
5	YONGE ST AT RICHMOND	0	0	0	3	4	0.8
6	YONGE ST AT QUEEN ST E	0	1	0	4	4	1.0
7	YONGE ST AT SHUTER	0	0	0	4	4	1.0
8	YONGE ST AT DUNDAS ST E	0	1	0	5	4	1.3
9	YONGE ST AT ELM	0	0	0	5	4	1.3
10	YONGE ST AT GERRARD	0	0	0	5	4	1.3
11	YONGE ST OPP 424	0	0	0	5	4	1.3
12	YONGE ST AT CARLTON	0	1	3	3	4	0.8
13	YONGE ST AT ALEXANDER	0	1	0	4	4	1.0
14	YONGE ST AT WELLESLEY	0	0	0	4	4	1.0
15	YONGE ST AT GLOUCESTER	0	1	0	5	4	1.3
16	YONGE ST AT CHARLES	0	0	0	5	4	1.3
17	YONGE ST AT BLOOR ST E	0	4	1	8	4	2.0
18	YONGE ST AT SCOLLARD	0	2	0	10	4	2.5
19	YONGE ST AT 877	0	1	4	7	4	1.8
20	YONGE ST AT AYLMER	0	0	0	7	4	1.8
21	YONGE ST AT CRESCENT	0	1	0	8	4	2.0
22	YONGE ST AT ROWANWOOD	0	0	2	6	4	1.5
23	YONGE ST AT SHAFTSBURY	0	0	0	6	4	1.5
24	YONGE ST AT WOODLAWN	0	0	0	6	4	1.5
25	YONGE ST AT ROSEHILL	0	0	0	6	4	1.5
27	YONGE ST AT ST CLAIR AVE E	0	2	2	6	4	1.5
28	YONGE ST AT HEATH	0	2	0	8	4	2.0
29	YONGE ST AT GLEN ELM	0	0	0	8	4	2.0
30	YONGE ST AT MERTON	0	0	0	8	4	2.0
31	DAVISVILLE STATION	0	29	2	35	11	3.2
32	YONGE ST AT DAVISVILLE	0	13	0	48	11	4.4
33	YONGE ST AT BELSIZE	0	1	0	49	11	4.5
34	YONGE ST AT MANOR	0	0	2	47	11	4.3
35	YONGE ST AT SOUDAN	0	0	1	46	11	4.2
36	YONGE ST AT EGLINTON AVE E	0	58	6	98	11	8.9
37	YONGE ST AT BROADWAY	0	6	6	98	11	8.9
38	YONGE ST AT CASTLEFIELD	0	13	8	103	11	9.4
39	YONGE ST AT SHERWOOD	0	11	20	94	11	8.5
40	YONGE ST AT SHELDRAKE	0	1	9	86	11	7.8
41	YONGE ST AT BLYTHWOOD	0	14	21	79	11	7.2
42	YONGE ST AT GLENCAIRN	0	29	3	105	11	9.5
43	YONGE ST AT GLENGROVE	0	9	7	107	11	9.7
44	YONGE ST AT ST EDMUNDS	0	11	0	118	11	10.7
46	YONGE ST AT LAWRENCE AVE E	0	15	65	68	11	6.2
48	YONGE ST AT RANLEIGH	0	12	9	71	11	6.5
49	YONGE ST AT ROSLIN	0	1	3	69	11	6.3

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 97 YONGE

Version: 002

ROUTING CODE(S): \_0, A0, B0, B1, C0, D0,

COUNT: 1004 ON 2013-JAN-16:M-F (FROM 06:11 TO 18:45)

STOP CARD: 30 COUNT COVERAGE/METHOD: FULL(1X)/MANUAL

STOPS: 1 TO 299

COMMENTS:



NB CONTROL POINT: 46 YONGE ST AT LAWRENCE AVE E

**TORONTO TRANSIT COMMISSION**

NORTHBOUND PERIOD 1: 06:00 TO 08:59

ROUTE

STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
50	YONGE ST AT GLENFOREST	0	2	10	61	11	5.5
51	YONGE ST AT TEDDINGTON	0	5	14	52	11	4.7
52	YONGE BLVD AT YONGE ST	0	3	6	19	5	3.8
53	YONGE BLVD AT BROOKE	0	3	4	18	5	3.6
54	YONGE BLVD AT FELBRIGG	0	5	0	23	5	4.6
55	YONGE BLVD AT HARLEY	0	1	1	23	5	4.6
56	YONGE BLVD AT DUNSTER	0	1	1	23	5	4.6
57	YONGE BLVD AT WILSON	0	4	8	19	5	3.8
58	WILSON AVE AT YONGE ST	0	0	0	19	5	3.8
59	YORK MILLS STATION	0	0	19	0	5	0.0
60	YONGE ST AT YONGE BLVD	0	3	4	29	6	4.8
61	YONGE ST AT MILL	0	0	1	28	6	4.7
62	YONGE ST AT TAVERN	0	0	0	28	6	4.7
63	YONGE ST AT YORK MILLS	0	6	9	25	6	4.2
64	YONGE ST AT WILLIAM CARSON	0	2	9	18	6	3.0
65	YONGE ST AT LORD SEATON	0	5	1	22	6	3.7
66	YONGE ST AT AVONDALE	0	8	3	27	6	4.5
67	YONGE ST AT SHEPPARD AVE E	0	17	5	39	6	6.5
68	YONGE ST AT GREENFIELD	0	0	4	35	6	5.8
69	YONGE ST AT ELMWOOD	0	1	2	34	6	5.7
70	YONGE ST AT EMPRESS	0	4	1	37	6	6.2
71	YONGE ST AT NORTON	0	3	0	40	6	6.7
72	YONGE ST AT CHURCH AVE	0	11	12	39	6	6.5
73	YONGE ST AT HORSHAM	0	21	3	57	6	9.5
74	YONGE ST AT BYNG	0	4	0	61	6	10.2
75	YONGE ST AT FINCH AVE E	0	3	11	53	6	8.8
76	FINCH STATION	0	18	32	39	6	6.5
77	YONGE ST AT BISHOP	0	3	1	41	6	6.8
78	YONGE ST AT 5799	0	1	0	42	6	7.0
79	YONGE ST AT CUMMER	0	4	0	46	6	7.7
80	YONGE ST AT PATRICIA	0	1	0	47	6	7.8
81	YONGE ST AT CENTRE	0	0	0	47	6	7.8
82	MOORE PARK AT YONGE ST	0	0	3	44	6	7.3
83	MOORE PARK AT WALKWAY (W OF YONGE)	0	1	0	45	6	7.5
84	MOORE PARK AT FARGO	0	0	0	45	6	7.5
85	HILDA AT MOORE PARK	0	4	27	22	6	3.7
86	HILDA AT GREENBUSH	0	6	1	27	6	4.5
87	HILDA AT STEELES AVE W	0	0	5	22	6	3.7
TOTALS FOR PERIOD 1: 06:00 TO 08:59		0	393	371	2772	533	5.2

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 97 YONGE

Version: 002

ROUTING CODE(S): \_0, A0, B0, B1, C0, D0,

COUNT: 1004 ON 2013-JAN-16:**M-F** (FROM 06:11 TO 18:45)

STOP CARD: 30 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS:



NB CONTROL POINT: 46 YONGE ST AT LAWRENCE AVE E

**TORONTO TRANSIT COMMISSION**

NORTHBOUND PERIOD 1: 06:00 TO 08:59

PERIOD RIDING INDEX = 5.2 (AVERAGE OCCUPANCY)  
AVERAGE TRIP LENGTH = 7.1 STOPS  
AVERAGE ONS/VEHICLE-STOP = 0.7  
AVERAGE ONS/TRIP = 35.7

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 97 YONGE

Version: 002

ROUTING CODE(S): \_0, A0, B0, B1, C0, D0,

COUNT: 1004 ON 2013-JAN-16:M-F (FROM 06:11 TO 18:45)

STOP CARD: 30 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS:



NB CONTROL POINT: 46 YONGE ST AT LAWRENCE AVE E

**TORONTO TRANSIT COMMISSION**

NORTHBOUND PERIOD 2: 15:00 TO 18:59

ROUTE

STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	YONGE ST AT QUEENS QUAY	4	13	0	17	7	2.4
2	YONGE ST AT FRONT ST E	0	3	0	20	7	2.9
3	YONGE ST AT KING ST E	0	13	2	31	7	4.4
4	YONGE ST AT ADELAIDE	0	3	0	34	7	4.9
5	YONGE ST AT RICHMOND	0	5	0	39	7	5.6
6	YONGE ST AT QUEEN ST E	0	16	0	55	7	7.9
7	YONGE ST AT SHUTER	0	5	2	58	7	8.3
8	YONGE ST AT DUNDAS ST E	0	16	5	69	7	9.9
9	YONGE ST AT ELM	0	1	0	70	7	10.0
10	YONGE ST AT GERRARD	0	5	3	72	7	10.3
11	YONGE ST OPP 424	0	6	0	78	7	11.1
12	YONGE ST AT CARLTON	0	24	9	93	7	13.3
13	YONGE ST AT ALEXANDER	0	4	2	95	7	13.6
14	YONGE ST AT WELLESLEY	0	2	8	89	7	12.7
15	YONGE ST AT GLOUCESTER	0	2	4	87	7	12.4
16	YONGE ST AT CHARLES	0	1	2	86	7	12.3
17	YONGE ST AT BLOOR ST E	0	28	18	96	7	13.7
18	YONGE ST AT SCOLLARD	0	2	1	97	7	13.9
19	YONGE ST AT 877	0	4	0	101	7	14.4
20	YONGE ST AT AYLMER	0	0	0	101	7	14.4
21	YONGE ST AT CRESCENT	0	1	1	101	7	14.4
22	YONGE ST AT ROWANWOOD	0	1	2	100	7	14.3
23	YONGE ST AT SHAFTSBURY	0	2	2	100	7	14.3
24	YONGE ST AT WOODLAWN	0	2	3	99	7	14.1
25	YONGE ST AT ROSEHILL	0	1	6	94	7	13.4
26	ST CLAIR STATION	0	0	0	0	1	0.0
27	YONGE ST AT ST CLAIR AVE E	0	5	7	92	8	11.5
28	YONGE ST AT HEATH	0	8	4	96	8	12.0
29	YONGE ST AT GLEN ELM	0	0	0	96	8	12.0
30	YONGE ST AT MERTON	0	2	4	94	8	11.8
31	DAVISVILLE STATION	0	83	8	169	14	12.1
32	YONGE ST AT DAVISVILLE	0	31	0	200	14	14.3
33	YONGE ST AT BELSIZE	0	0	3	197	14	14.1
34	YONGE ST AT MANOR	0	4	3	198	14	14.1
35	YONGE ST AT SOUDAN	0	3	4	197	14	14.1
36	YONGE ST AT EGLINTON AVE E	0	136	24	309	15	20.6
37	YONGE ST AT BROADWAY	0	40	35	314	15	20.9
38	YONGE ST AT CASTLEFIELD	0	18	25	307	15	20.5
39	YONGE ST AT SHERWOOD	0	14	33	288	15	19.2
40	YONGE ST AT SHELDRAKE	0	14	12	290	15	19.3
41	YONGE ST AT BLYTHWOOD	0	33	39	284	15	18.9
42	YONGE ST AT GLENCAIRN	0	15	50	249	15	16.6
43	YONGE ST AT GLENGROVE	0	13	20	242	15	16.1
44	YONGE ST AT ST EDMUNDS	0	5	4	243	15	16.2
46	YONGE ST AT LAWRENCE AVE E	0	37	59	221	15	14.7
48	YONGE ST AT RANLEIGH	0	27	15	233	15	15.5

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 97 YONGE

Version: 002

ROUTING CODE(S): \_0, A0, B0, B1, C0, D0,

COUNT: 1004 ON 2013-JAN-16:M-F (FROM 06:11 TO 18:45)

STOP CARD: 30 COUNT COVERAGE/METHOD: FULL(1X)/MANUAL

STOPS: 1 TO 299

COMMENTS:



NB CONTROL POINT: 46 YONGE ST AT LAWRENCE AVE E

**TORONTO TRANSIT COMMISSION**

NORTHBOUND PERIOD 2: 15:00 TO 18:59

ROUTE

STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
49	YONGE ST AT ROSLIN	0	2	8	227	15	15.1
50	YONGE ST AT GLENFOREST	0	7	25	209	15	13.9
51	YONGE ST AT TEDDINGTON	0	13	26	196	15	13.1
52	YONGE BLVD AT YONGE ST	0	6	29	61	7	8.7
53	YONGE BLVD AT BROOKE	0	1	8	54	7	7.7
54	YONGE BLVD AT FELBRIGG	0	1	5	50	7	7.1
55	YONGE BLVD AT HARLEY	0	0	2	48	7	6.9
56	YONGE BLVD AT DUNSTER	0	0	0	48	7	6.9
57	YONGE BLVD AT WILSON	0	9	4	53	7	7.6
58	WILSON AVE AT YONGE ST	0	4	3	54	7	7.7
59	YORK MILLS STATION	0	0	54	0	7	0.0
60	YONGE ST AT YONGE BLVD	0	14	18	108	8	13.5
61	YONGE ST AT MILL	0	0	3	105	8	13.1
62	YONGE ST AT TAVERN	0	0	1	104	8	13.0
63	YONGE ST AT YORK MILLS	0	4	22	86	8	10.8
64	YONGE ST AT WILLIAM CARSON	0	2	5	83	8	10.4
65	YONGE ST AT LORD SEATON	0	2	3	82	8	10.3
66	YONGE ST AT AVONDALE	0	1	11	72	8	9.0
67	YONGE ST AT SHEPPARD AVE E	0	18	21	69	8	8.6
68	YONGE ST AT GREENFIELD	0	8	4	73	8	9.1
69	YONGE ST AT ELMWOOD	0	4	1	76	8	9.5
70	YONGE ST AT EMPRESS	0	29	4	101	8	12.6
71	YONGE ST AT NORTON	0	6	2	105	8	13.1
72	YONGE ST AT CHURCH AVE	0	5	15	95	8	11.9
73	YONGE ST AT HORSHAM	0	5	12	88	8	11.0
74	YONGE ST AT BYNG	0	7	5	90	8	11.3
75	YONGE ST AT FINCH AVE E	0	2	19	73	8	9.1
76	FINCH STATION	0	52	35	90	8	11.3
77	YONGE ST AT BISHOP	0	6	1	95	8	11.9
78	YONGE ST AT 5799	0	1	2	94	8	11.8
79	YONGE ST AT CUMMER	0	10	10	94	8	11.8
80	YONGE ST AT PATRICIA	0	1	12	83	8	10.4
81	YONGE ST AT CENTRE	0	0	4	79	8	9.9
82	MOORE PARK AT YONGE ST	0	2	15	66	8	8.3
83	MOORE PARK AT WALKWAY (W OF YONGE)	0	1	3	64	8	8.0
84	MOORE PARK AT FARGO	0	3	3	64	8	8.0
85	HILDA AT MOORE PARK	0	17	10	71	8	8.9
86	HILDA AT GREENBUSH	0	0	11	60	8	7.5
87	HILDA AT STEELES AVE W	0	0	23	37	8	4.6
TOTALS FOR PERIOD 2: 15:00 TO 18:59		4	891	858	9508	768	12.4



**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 97 YONGE

Version: 002

ROUTING CODE(S): \_0, A0, B0, B1, C0, D0,

COUNT: 1004 ON 2013-JAN-16:**M-F** (FROM 06:11 TO 18:45)

STOP CARD: 30 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS:



NB CONTROL POINT: 46 YONGE ST AT LAWRENCE AVE E

**TORONTO TRANSIT COMMISSION**

NORTHBOUND PERIOD 2: 15:00 TO 18:59

PERIOD RIDING INDEX = 12.4 (AVERAGE OCCUPANCY)  
AVERAGE TRIP LENGTH = 10.7 STOPS  
AVERAGE ONS/VEHICLE-STOP = 1.2  
AVERAGE ONS/TRIP = 59.4

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 97 YONGE

Version: 002

ROUTING CODE(S): \_0, A0, B0, B1, C0, D0,

COUNT: 1004 ON 2013-JAN-16:M-F (FROM 06:18 TO 18:52)

STOP CARD: 30 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS:



SB CONTROL POINT: 43 YONGE ST AT LAWRENCE AVE WEST

**TORONTO TRANSIT COMMISSION**

SOUTHBOUND PERIOD 1: 06:00 TO 08:59

ROUTE

STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	HILDA AT STEELES AVE W	21	26	0	47	6	7.8
2	STEELES AVE W AT TANGREEN	0	24	0	71	6	11.8
3	STEELES AVE W AT PLAZA (W OF YONGE)	0	3	0	74	6	12.3
4	YONGE ST AT STEELES AVE W	0	10	5	79	6	13.2
5	YONGE ST AT ABITIBI	0	6	0	85	6	14.2
6	YONGE ST AT MOORE PARK	0	8	0	93	6	15.5
7	YONGE ST AT GOULDING	0	2	0	95	6	15.8
8	YONGE ST AT CONNAUGHT	0	3	0	98	6	16.3
9	YONGE ST AT DREWRY	0	7	2	103	6	17.2
10	YONGE ST AT 5800	0	0	0	103	6	17.2
11	YONGE ST AT HENDON	0	0	39	64	6	10.7
12	YONGE ST AT FINCH AVE W	0	6	31	39	6	6.5
13	YONGE ST AT KEMPFFORD	0	5	0	44	6	7.3
14	YONGE ST AT HORSHAM	0	7	3	48	6	8.0
15	YONGE ST AT CHURCHILL	0	5	1	52	6	8.7
16	YONGE ST AT ELLERSLIE	0	2	1	53	6	8.8
17	YONGE ST AT PARK HOME	0	1	8	46	6	7.7
18	YONGE ST AT HILLCREST	0	1	3	44	6	7.3
19	YONGE ST AT NORTH YORK BLVD	0	4	2	46	6	7.7
20	YONGE ST AT HOLLYWOOD	0	3	2	47	6	7.8
21	YONGE ST AT ELMHURST	0	0	2	45	6	7.5
22	YONGE ST AT SHEPPARD AVE W	0	7	6	46	6	7.7
23	YONGE ST AT FLORENCE	0	2	1	47	6	7.8
24	YONGE ST AT LORD SEATON	0	2	3	46	6	7.7
25	YONGE ST AT WILLIAM CARSON	0	0	2	44	6	7.3
26	YONGE ST AT WILSON	0	10	8	46	6	7.7
27	YONGE ST AT MCGLASHAN	0	2	0	48	6	8.0
28	YONGE ST AT 3580	0	3	0	51	6	8.5
29	YORK MILLS STATION	0	68	0	68	5	13.6
30	WILSON AVE AT YONGE ST	0	1	0	69	5	13.8
31	YONGE BLVD AT ESGORE	0	13	1	81	5	16.2
32	YONGE BLVD AT APSLEY	0	1	34	48	5	9.6
33	YONGE BLVD AT HARLEY	0	3	1	50	5	10.0
34	YONGE BLVD AT RIDLEY	0	1	1	50	5	10.0
35	YONGE BLVD AT FELBRIGG	0	6	1	55	5	11.0
36	YONGE BLVD AT BROOKE	0	14	4	65	5	13.0
37	YONGE ST AT YONGE BLVD	0	43	10	149	11	13.5
38	YONGE ST AT MELROSE	0	7	11	145	11	13.2
39	YONGE ST AT FAIRLAWN	0	11	7	149	11	13.5
40	YONGE ST AT CRANBROOKE	0	5	2	152	11	13.8
41	YONGE ST AT RANLEIGH	0	4	10	146	11	13.3
43	YONGE ST AT LAWRENCE AVE WEST	0	31	49	128	11	11.6
45	YONGE ST AT CHATSWORTH	0	7	1	134	11	12.2
46	YONGE ST AT GLENGROVE	0	27	7	154	11	14.0
47	YONGE ST AT LYTTON	0	36	18	172	11	15.6
48	YONGE ST AT CRAIGHURST	0	26	5	193	11	17.5

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 97 YONGE

Version: 002

ROUTING CODE(S): \_0, A0, B0, B1, C0, D0,

COUNT: 1004 ON 2013-JAN-16:M-F (FROM 06:18 TO 18:52)

STOP CARD: 30 COUNT COVERAGE/METHOD: FULL(1X)/MANUAL

STOPS: 1 TO 299

COMMENTS:



SB CONTROL POINT: 43 YONGE ST AT LAWRENCE AVE WEST

**TORONTO TRANSIT COMMISSION**

SOUTHBOUND PERIOD 1: 06:00 TO 08:59

ROUTE

<u>STOP</u>	<u>LOCATION</u>	<u>START</u>	<u>ONS</u>	<u>OFFS</u>	<u>ACCUM.</u>	<u>VEHICLES</u>	<u>AVG. LOAD</u>
49	YONGE ST AT BRIAR HILL	0	32	9	216	11	19.6
50	YONGE ST AT CASTLEFIELD	0	17	4	229	11	20.8
51	YONGE ST AT MONTGOMERY	0	19	26	222	11	20.2
52	YONGE ST AT EGLINTON AVE W	0	12	91	143	11	13.0
53	YONGE ST AT 2190	0	0	0	143	11	13.0
54	YONGE ST AT BERWICK	0	1	3	141	11	12.8
55	YONGE ST AT MANOR	0	2	3	140	11	12.7
56	YONGE ST AT BELSIZE	0	0	4	136	11	12.4
57	YONGE ST AT CHAPLIN	0	0	9	127	11	11.5
58	DAVISVILLE STATION	0	14	38	103	11	9.4
59	YONGE ST AT MERTON	0	6	2	107	6	17.8
60	YONGE ST AT HEATH	0	3	2	108	6	18.0
61	YONGE ST AT ST CLAIR AVE W	0	12	10	110	6	18.3
63	YONGE ST AT BALMORAL	0	3	2	111	6	18.5
64	YONGE ST AT WOODLAWN W	0	2	1	112	6	18.7
65	YONGE ST AT ALCORN	0	0	0	112	6	18.7
66	YONGE ST AT MACPHERSON	0	5	0	117	6	19.5
67	YONGE ST AT CRESCENT	0	1	0	118	6	19.7
68	YONGE ST AT FRICHOT	0	2	2	118	6	19.7
69	YONGE ST AT DAVENPORT	0	0	2	116	6	19.3
70	YONGE ST AT BLOOR ST W	0	3	10	109	6	18.2
71	YONGE ST AT CHARLES	0	4	0	113	6	18.8
72	YONGE ST AT IRWIN	0	2	0	115	6	19.2
73	YONGE ST AT WELLESLEY	0	2	3	114	6	19.0
74	YONGE ST AT GROSVENOR	0	1	3	112	6	18.7
75	YONGE ST AT COLLEGE	0	0	17	95	6	15.8
76	YONGE ST OPP 423	0	0	2	93	6	15.5
77	YONGE ST AT ELM	0	0	6	87	6	14.5
78	YONGE ST AT DUNDAS ST W	0	2	11	78	6	13.0
79	YONGE ST OPP 247	0	0	2	76	6	12.7
80	YONGE ST AT SHUTER	0	0	4	72	6	12.0
81	YONGE ST AT QUEEN ST W	0	1	9	64	6	10.7
82	YONGE ST AT RICHMOND	0	0	7	57	6	9.5
83	YONGE ST AT ADELAIDE	0	0	8	49	6	8.2
84	YONGE ST AT KING ST W	0	2	15	36	6	6.0
85	YONGE ST AT WELLINGTON	0	0	18	18	6	3.0
86	BAY ST AT WELLINGTON	0	8	9	17	6	2.8
87	BAY ST AT FRONT ST W	0	0	2	15	6	2.5
88	BAY ST AT HARBOUR	0	0	2	13	6	2.2
89	QUEENS QUAY AT BAY ST	0	1	6	8	6	1.3
90	YONGE ST AT QUEENS QUAY	0	0	4	4	6	0.7
TOTALS FOR PERIOD 1: 06:00 TO 08:59		21	610	627	7786	614	12.7

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 97 YONGE

Version: 002

ROUTING CODE(S): \_0, A0, B0, B1, C0, D0,

COUNT: 1004 ON 2013-JAN-16:**M-F** (FROM 06:18 TO 18:52)

STOP CARD: 30 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS:



SB CONTROL POINT: 43 YONGE ST AT LAWRENCE AVE WEST

**TORONTO TRANSIT COMMISSION**

SOUTHBOUND PERIOD 1: 06:00 TO 08:59

PERIOD RIDING INDEX = 12.7 (AVERAGE OCCUPANCY)  
AVERAGE TRIP LENGTH = 12.8 STOPS  
AVERAGE ONS/VEHICLE-STOP = 1.0  
AVERAGE ONS/TRIP = 55.5

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 97 YONGE

Version: 002

ROUTING CODE(S): \_0, A0, B0, B1, C0, D0,

COUNT: 1004 ON 2013-JAN-16:M-F (FROM 06:18 TO 18:52)

STOP CARD: 30 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS:



SB CONTROL POINT: 43 YONGE ST AT LAWRENCE AVE WEST

**TORONTO TRANSIT COMMISSION**

SOUTHBOUND PERIOD 2: 15:00 TO 18:59

ROUTE

STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	HILDA AT STEELES AVE W	40	5	0	45	8	5.6
2	STEELES AVE W AT TANGREEN	0	2	8	39	8	4.9
3	STEELES AVE W AT PLAZA (W OF YONGE)	0	2	6	35	8	4.4
4	YONGE ST AT STEELES AVE W	0	20	7	48	8	6.0
5	YONGE ST AT ABITIBI	0	9	0	57	8	7.1
6	YONGE ST AT MOORE PARK	0	13	0	70	8	8.8
7	YONGE ST AT GOULDING	0	1	0	71	8	8.9
8	YONGE ST AT CONNAUGHT	0	3	1	73	8	9.1
9	YONGE ST AT DREWRY	0	11	4	80	8	10.0
10	YONGE ST AT 5800	0	2	4	78	8	9.8
11	YONGE ST AT HENDON	0	0	10	68	8	8.5
12	YONGE ST AT FINCH AVE W	0	17	18	67	8	8.4
13	YONGE ST AT KEMPFORD	0	1	2	66	8	8.3
14	YONGE ST AT HORSHAM	0	2	4	64	8	8.0
15	YONGE ST AT CHURCHILL	0	1	6	59	8	7.4
16	YONGE ST AT ELLERSLIE	0	3	0	62	8	7.8
17	YONGE ST AT PARK HOME	0	1	3	60	8	7.5
18	YONGE ST AT HILLCREST	0	0	3	57	8	7.1
19	YONGE ST AT NORTH YORK BLVD	0	3	7	53	8	6.6
20	YONGE ST AT HOLLYWOOD	0	0	10	43	8	5.4
21	YONGE ST AT ELMHURST	0	0	4	39	8	4.9
22	YONGE ST AT SHEPPARD AVE W	0	9	22	26	8	3.3
23	YONGE ST AT FLORENCE	0	2	0	28	8	3.5
24	YONGE ST AT LORD SEATON	0	1	1	28	8	3.5
25	YONGE ST AT WILLIAM CARSON	0	0	1	27	8	3.4
26	YONGE ST AT WILSON	0	12	6	33	8	4.1
27	YONGE ST AT MCGLASHAN	0	1	0	34	8	4.3
28	YONGE ST AT 3580	0	0	0	34	8	4.3
29	YORK MILLS STATION	0	44	0	44	8	5.5
30	WILSON AVE AT YONGE ST	0	2	0	46	8	5.8
31	YONGE BLVD AT ESGORE	0	3	8	41	8	5.1
32	YONGE BLVD AT APSLEY	0	2	0	43	8	5.4
33	YONGE BLVD AT HARLEY	0	3	1	45	8	5.6
34	YONGE BLVD AT RIDLEY	0	0	0	45	8	5.6
35	YONGE BLVD AT FELBRIGG	0	3	2	46	8	5.8
36	YONGE BLVD AT BROOKE	0	0	2	44	8	5.5
37	YONGE ST AT YONGE BLVD	0	39	10	107	16	6.7
38	YONGE ST AT MELROSE	0	12	11	108	16	6.8
39	YONGE ST AT FAIRLAWN	0	12	4	116	16	7.3
40	YONGE ST AT CRANBROOKE	0	8	2	122	16	7.6
41	YONGE ST AT RANLEIGH	0	7	10	119	16	7.4
43	YONGE ST AT LAWRENCE AVE WEST	0	60	30	149	16	9.3
45	YONGE ST AT CHATSWORTH	0	11	1	159	16	9.9
46	YONGE ST AT GLENGROVE	0	15	16	158	16	9.9
47	YONGE ST AT LYTTON	0	30	32	156	16	9.8
48	YONGE ST AT CRAIGHURST	0	15	11	160	16	10.0

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 97 YONGE

Version: 002

ROUTING CODE(S): \_0, A0, B0, B1, C0, D0,

COUNT: 1004 ON 2013-JAN-16:M-F (FROM 06:18 TO 18:52)

STOP CARD: 30 COUNT COVERAGE/METHOD: FULL(1X)/MANUAL

STOPS: 1 TO 299

COMMENTS:



SB CONTROL POINT: 43 YONGE ST AT LAWRENCE AVE WEST

**TORONTO TRANSIT COMMISSION**

SOUTHBOUND PERIOD 2: 15:00 TO 18:59

ROUTE

STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
49	YONGE ST AT BRIAR HILL	0	35	10	185	16	11.6
50	YONGE ST AT CASTLEFIELD	0	27	8	204	16	12.8
51	YONGE ST AT MONTGOMERY	0	28	18	214	16	13.4
52	YONGE ST AT EGLINTON AVE W	0	12	133	93	16	5.8
53	YONGE ST AT 2190	0	1	3	91	15	6.1
54	YONGE ST AT BERWICK	0	0	2	89	15	5.9
55	YONGE ST AT MANOR	0	2	3	88	15	5.9
56	YONGE ST AT BELSIZE	0	0	0	88	15	5.9
57	YONGE ST AT CHAPLIN	0	1	14	75	15	5.0
58	DAVISVILLE STATION	0	3	52	26	15	1.7
59	YONGE ST AT MERTON	0	1	0	27	7	3.9
60	YONGE ST AT HEATH	0	1	3	25	7	3.6
61	YONGE ST AT ST CLAIR AVE W	0	4	5	24	7	3.4
63	YONGE ST AT BALMORAL	0	0	1	23	7	3.3
64	YONGE ST AT WOODLAWN W	0	0	1	22	7	3.1
65	YONGE ST AT ALCORN	0	2	2	22	7	3.1
66	YONGE ST AT MACPHERSON	0	3	0	25	7	3.6
67	YONGE ST AT CRESCENT	0	0	1	24	7	3.4
68	YONGE ST AT FRICHOT	0	0	0	24	7	3.4
69	YONGE ST AT DAVENPORT	0	0	0	24	7	3.4
70	YONGE ST AT BLOOR ST W	0	0	7	17	7	2.4
71	YONGE ST AT CHARLES	0	0	0	17	6	2.8
72	YONGE ST AT IRWIN	0	0	0	17	6	2.8
73	YONGE ST AT WELLESLEY	0	0	3	14	6	2.3
74	YONGE ST AT GROSVENOR	0	4	1	17	6	2.8
75	YONGE ST AT COLLEGE	0	0	3	14	6	2.3
76	YONGE ST OPP 423	0	0	0	14	6	2.3
77	YONGE ST AT ELM	0	0	2	12	6	2.0
78	YONGE ST AT DUNDAS ST W	0	1	1	12	6	2.0
79	YONGE ST OPP 247	0	0	0	12	6	2.0
80	YONGE ST AT SHUTER	0	2	2	12	6	2.0
81	YONGE ST AT QUEEN ST W	0	0	5	7	6	1.2
82	YONGE ST AT RICHMOND	0	0	0	7	6	1.2
83	YONGE ST AT ADELAIDE	0	0	0	7	6	1.2
84	YONGE ST AT KING ST W	0	0	0	7	6	1.2
85	YONGE ST AT WELLINGTON	0	0	2	5	6	0.8
86	BAY ST AT WELLINGTON	0	0	0	5	6	0.8
87	BAY ST AT FRONT ST W	0	1	4	2	6	0.3
88	BAY ST AT HARBOUR	0	1	1	2	6	0.3
89	QUEENS QUAY AT BAY ST	0	1	0	3	6	0.5
90	YONGE ST AT QUEENS QUAY	0	0	1	2	6	0.3
TOTALS FOR PERIOD 2: 15:00 TO 18:59		40	517	555	4750	799	5.9

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 97 YONGE

Version: 002

ROUTING CODE(S): \_0, A0, B0, B1, C0, D0,

COUNT: 1004 ON 2013-JAN-16:**M-F** (FROM 06:18 TO 18:52)

STOP CARD: 30 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS:



SB CONTROL POINT: 43 YONGE ST AT LAWRENCE AVE WEST

**TORONTO TRANSIT COMMISSION**

SOUTHBOUND PERIOD 2: 15:00 TO 18:59

PERIOD RIDING INDEX = 5.9 (AVERAGE OCCUPANCY)  
AVERAGE TRIP LENGTH = 9.2 STOPS  
AVERAGE ONS/VEHICLE-STOP = 0.6  
AVERAGE ONS/TRIP = 32.3

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 97 YONGE

Version: 002

ROUTING CODE(S): A0, B0, B1, C0, D0,

COUNT: 1004 ON 2013-JAN-16:M-F (FROM 07:46 TO 17:47)

STOP CARD: 30 COUNT COVERAGE/METHOD: FULL(1X)/MANUAL

STOPS: 1 TO 299

COMMENTS:



SB CONTROL POINT: 43 YONGE ST AT LAWRENCE AVE WEST

**TORONTO TRANSIT COMMISSION**

SOUTHBOUND PERIOD 1: 07:46 TO 08:45

ROUTE

STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	HILDA AT STEELES AVE W	21	18	0	39	3	13.0
2	STEELES AVE W AT TANGREEN	0	15	0	54	3	18.0
3	STEELES AVE W AT PLAZA (W OF YONGE)	0	2	0	56	3	18.7
4	YONGE ST AT STEELES AVE W	0	9	5	60	3	20.0
5	YONGE ST AT ABITIBI	0	6	0	66	3	22.0
6	YONGE ST AT MOORE PARK	0	6	0	72	3	24.0
7	YONGE ST AT GOULDING	0	2	0	74	3	24.7
8	YONGE ST AT CONNAUGHT	0	3	0	77	3	25.7
9	YONGE ST AT DREWRY	0	7	1	83	3	27.7
10	YONGE ST AT 5800	0	0	0	83	3	27.7
11	YONGE ST AT HENDON	0	0	38	45	3	15.0
12	YONGE ST AT FINCH AVE W	0	3	22	26	3	8.7
13	YONGE ST AT KEMPFFORD	0	4	0	30	3	10.0
14	YONGE ST AT HORSHAM	0	4	1	33	3	11.0
15	YONGE ST AT CHURCHILL	0	3	1	35	3	11.7
16	YONGE ST AT ELLERSLIE	0	0	1	34	3	11.3
17	YONGE ST AT PARK HOME	0	0	4	30	3	10.0
18	YONGE ST AT HILLCREST	0	1	2	29	3	9.7
19	YONGE ST AT NORTH YORK BLVD	0	4	2	31	3	10.3
20	YONGE ST AT HOLLYWOOD	0	2	0	33	3	11.0
21	YONGE ST AT ELMHURST	0	0	0	33	3	11.0
22	YONGE ST AT SHEPPARD AVE W	0	3	3	33	3	11.0
23	YONGE ST AT FLORENCE	0	2	0	35	3	11.7
24	YONGE ST AT LORD SEATON	0	1	3	33	3	11.0
25	YONGE ST AT WILLIAM CARSON	0	0	1	32	3	10.7
26	YONGE ST AT WILSON	0	8	7	33	3	11.0
27	YONGE ST AT MCGLASHAN	0	2	0	35	3	11.7
28	YONGE ST AT 3580	0	3	0	38	3	12.7
29	YORK MILLS STATION	0	43	0	43	2	21.5
30	WILSON AVE AT YONGE ST	0	1	0	44	2	22.0
31	YONGE BLVD AT ESGORE	0	5	1	48	2	24.0
32	YONGE BLVD AT APSLEY	0	1	33	16	2	8.0
33	YONGE BLVD AT HARLEY	0	2	0	18	2	9.0
34	YONGE BLVD AT RIDLEY	0	0	0	18	2	9.0
35	YONGE BLVD AT FELBRIGG	0	6	1	23	2	11.5
36	YONGE BLVD AT BROOKE	0	7	2	28	2	14.0
37	YONGE ST AT YONGE BLVD	0	24	6	84	5	16.8
38	YONGE ST AT MELROSE	0	4	1	87	5	17.4
39	YONGE ST AT FAIRLAWN	0	9	3	93	5	18.6
40	YONGE ST AT CRANBROOKE	0	3	0	96	5	19.2
41	YONGE ST AT RANLEIGH	0	3	6	93	5	18.6
43	YONGE ST AT LAWRENCE AVE WEST	0	16	31	78	5	15.6
45	YONGE ST AT CHATSWORTH	0	4	0	82	5	16.4
46	YONGE ST AT GLENGROVE	0	11	3	90	5	18.0
47	YONGE ST AT LYTTON	0	23	11	102	5	20.4
48	YONGE ST AT CRAIGHURST	0	15	3	114	5	22.8



**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 97 YONGE

Version: 002

ROUTING CODE(S): A0, B0, B1, C0, D0,

COUNT: 1004 ON 2013-JAN-16:M-F (FROM 07:46 TO 17:47)

STOP CARD: 30 COUNT COVERAGE/METHOD: FULL(1X)/MANUAL

STOPS: 1 TO 299

COMMENTS:



SB CONTROL POINT: 43 YONGE ST AT LAWRENCE AVE WEST

**TORONTO TRANSIT COMMISSION**

SOUTHBOUND PERIOD 1: 07:46 TO 08:45

ROUTE

STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
49	YONGE ST AT BRIAR HILL	0	21	8	127	5	25.4
50	YONGE ST AT CASTLEFIELD	0	10	1	136	5	27.2
51	YONGE ST AT MONTGOMERY	0	11	22	125	5	25.0
52	YONGE ST AT EGLINTON AVE W	0	7	45	87	5	17.4
53	YONGE ST AT 2190	0	0	0	87	5	17.4
54	YONGE ST AT BERWICK	0	0	3	84	5	16.8
55	YONGE ST AT MANOR	0	1	3	82	5	16.4
56	YONGE ST AT BELSIZE	0	0	4	78	5	15.6
57	YONGE ST AT CHAPLIN	0	0	5	73	5	14.6
58	DAVISVILLE STATION	0	8	26	55	5	11.0
59	YONGE ST AT MERTON	0	4	2	57	3	19.0
60	YONGE ST AT HEATH	0	2	1	58	3	19.3
61	YONGE ST AT ST CLAIR AVE W	0	6	7	57	3	19.0
63	YONGE ST AT BALMORAL	0	2	0	59	3	19.7
64	YONGE ST AT WOODLAWN W	0	0	0	59	3	19.7
65	YONGE ST AT ALCORN	0	0	0	59	3	19.7
66	YONGE ST AT MACPHERSON	0	4	0	63	3	21.0
67	YONGE ST AT CRESCENT	0	1	0	64	3	21.3
68	YONGE ST AT FRICHOT	0	0	1	63	3	21.0
69	YONGE ST AT DAVENPORT	0	0	0	63	3	21.0
70	YONGE ST AT BLOOR ST W	0	1	9	55	3	18.3
71	YONGE ST AT CHARLES	0	2	0	57	3	19.0
72	YONGE ST AT IRWIN	0	2	0	59	3	19.7
73	YONGE ST AT WELLESLEY	0	2	0	61	3	20.3
74	YONGE ST AT GROSVENOR	0	0	2	59	3	19.7
75	YONGE ST AT COLLEGE	0	0	6	53	3	17.7
76	YONGE ST OPP 423	0	0	1	52	3	17.3
77	YONGE ST AT ELM	0	0	3	49	3	16.3
78	YONGE ST AT DUNDAS ST W	0	0	5	44	3	14.7
79	YONGE ST OPP 247	0	0	0	44	3	14.7
80	YONGE ST AT SHUTER	0	0	2	42	3	14.0
81	YONGE ST AT QUEEN ST W	0	1	5	38	3	12.7
82	YONGE ST AT RICHMOND	0	0	7	31	3	10.3
83	YONGE ST AT ADELAIDE	0	0	5	26	3	8.7
84	YONGE ST AT KING ST W	0	2	10	18	3	6.0
85	YONGE ST AT WELLINGTON	0	0	9	9	3	3.0
86	BAY ST AT WELLINGTON	0	8	7	10	3	3.3
87	BAY ST AT FRONT ST W	0	0	0	10	3	3.3
88	BAY ST AT HARBOUR	0	0	1	9	3	3.0
89	QUEENS QUAY AT BAY ST	0	0	2	7	3	2.3
90	YONGE ST AT QUEENS QUAY	0	0	3	4	3	1.3
TOTALS FOR PERIOD 1: 07:46 TO 08:45		21	380	397	4692	293	16.0

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 97 YONGE

Version: 002

ROUTING CODE(S): A0, B0, B1, C0, D0,

COUNT: 1004 ON 2013-JAN-16:**M-F** (FROM 07:46 TO 17:47)

STOP CARD: 30 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS:



SB CONTROL POINT: 43 YONGE ST AT LAWRENCE AVE WEST

**TORONTO TRANSIT COMMISSION**

SOUTHBOUND PERIOD 1: 07:46 TO 08:45

PERIOD RIDING INDEX = 16.0 (AVERAGE OCCUPANCY)  
AVERAGE TRIP LENGTH = 12.3 STOPS  
AVERAGE ONS/VEHICLE-STOP = 1.3  
AVERAGE ONS/TRIP = 76.0

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 97 YONGE

Version: 002

ROUTING CODE(S): A0, B0, B1, C0, D0,

COUNT: 1004 ON 2013-JAN-16:M-F (FROM 07:46 TO 17:47)

STOP CARD: 30 COUNT COVERAGE/METHOD: FULL(1X)/MANUAL

STOPS: 1 TO 299

COMMENTS:



SB CONTROL POINT: 43 YONGE ST AT LAWRENCE AVE WEST

**TORONTO TRANSIT COMMISSION**

SOUTHBOUND PERIOD 2: 16:58 TO 17:57

ROUTE

STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	HILDA AT STEELES AVE W	5	0	0	5	2	2.5
2	STEELES AVE W AT TANGREEN	0	2	4	3	2	1.5
3	STEELES AVE W AT PLAZA (W OF YONGE)	0	0	2	1	2	0.5
4	YONGE ST AT STEELES AVE W	0	3	0	4	2	2.0
5	YONGE ST AT ABITIBI	0	0	0	4	2	2.0
6	YONGE ST AT MOORE PARK	0	2	0	6	2	3.0
7	YONGE ST AT GOULDING	0	0	0	6	2	3.0
8	YONGE ST AT CONNAUGHT	0	0	0	6	2	3.0
9	YONGE ST AT DREWRY	0	0	0	6	2	3.0
10	YONGE ST AT 5800	0	0	0	6	2	3.0
11	YONGE ST AT HENDON	0	0	0	6	2	3.0
12	YONGE ST AT FINCH AVE W	0	3	3	6	2	3.0
13	YONGE ST AT KEMPFFORD	0	1	0	7	2	3.5
14	YONGE ST AT HORSHAM	0	0	0	7	2	3.5
15	YONGE ST AT CHURCHILL	0	1	0	8	2	4.0
16	YONGE ST AT ELLERSLIE	0	0	0	8	2	4.0
17	YONGE ST AT PARK HOME	0	1	1	8	2	4.0
18	YONGE ST AT HILLCREST	0	0	0	8	2	4.0
19	YONGE ST AT NORTH YORK BLVD	0	1	2	7	2	3.5
20	YONGE ST AT HOLLYWOOD	0	0	0	7	2	3.5
21	YONGE ST AT ELMHURST	0	0	0	7	2	3.5
22	YONGE ST AT SHEPPARD AVE W	0	5	3	9	2	4.5
23	YONGE ST AT FLORENCE	0	0	0	9	2	4.5
24	YONGE ST AT LORD SEATON	0	0	0	9	2	4.5
25	YONGE ST AT WILLIAM CARSON	0	0	1	8	2	4.0
26	YONGE ST AT WILSON	0	4	2	10	2	5.0
27	YONGE ST AT MCGLASHAN	0	1	0	11	2	5.5
28	YONGE ST AT 3580	0	0	0	11	2	5.5
29	YORK MILLS STATION	0	13	0	13	2	6.5
30	WILSON AVE AT YONGE ST	0	1	0	14	2	7.0
31	YONGE BLVD AT ESGORE	0	2	4	12	2	6.0
32	YONGE BLVD AT APSLEY	0	0	0	12	2	6.0
33	YONGE BLVD AT HARLEY	0	0	1	11	2	5.5
34	YONGE BLVD AT RIDLEY	0	0	0	11	2	5.5
35	YONGE BLVD AT FELBRIGG	0	1	0	12	2	6.0
36	YONGE BLVD AT BROOKE	0	0	0	12	2	6.0
37	YONGE ST AT YONGE BLVD	0	14	3	34	4	8.5
38	YONGE ST AT MELROSE	0	8	1	41	4	10.3
39	YONGE ST AT FAIRLAWN	0	3	2	42	4	10.5
40	YONGE ST AT CRANBROOKE	0	3	0	45	4	11.3
41	YONGE ST AT RANLEIGH	0	3	7	41	4	10.3
43	YONGE ST AT LAWRENCE AVE WEST	0	20	10	51	4	12.8
45	YONGE ST AT CHATSWORTH	0	1	0	52	4	13.0
46	YONGE ST AT GLENGROVE	0	6	6	52	4	13.0
47	YONGE ST AT LYTTON	0	8	9	51	4	12.8
48	YONGE ST AT CRAIGHURST	0	2	4	49	4	12.3

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 97 YONGE

Version: 002

ROUTING CODE(S): A0, B0, B1, C0, D0,

COUNT: 1004 ON 2013-JAN-16:M-F (FROM 07:46 TO 17:47)

STOP CARD: 30 COUNT COVERAGE/METHOD: FULL(1X)/MANUAL

STOPS: 1 TO 299

COMMENTS:



SB CONTROL POINT: 43 YONGE ST AT LAWRENCE AVE WEST

**TORONTO TRANSIT COMMISSION**

SOUTHBOUND PERIOD 2: 16:58 TO 17:57

ROUTE

STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
49	YONGE ST AT BRIAR HILL	0	13	1	61	4	15.3
50	YONGE ST AT CASTLEFIELD	0	9	0	70	4	17.5
51	YONGE ST AT MONTGOMERY	0	11	4	77	4	19.3
52	YONGE ST AT EGLINTON AVE W	0	4	41	40	4	10.0
53	YONGE ST AT 2190	0	1	1	40	4	10.0
54	YONGE ST AT BERWICK	0	0	1	39	4	9.8
55	YONGE ST AT MANOR	0	1	0	40	4	10.0
56	YONGE ST AT BELSIZE	0	0	0	40	4	10.0
57	YONGE ST AT CHAPLIN	0	0	8	32	4	8.0
58	DAVISVILLE STATION	0	2	25	9	4	2.3
59	YONGE ST AT MERTON	0	0	0	9	2	4.5
60	YONGE ST AT HEATH	0	1	0	10	2	5.0
61	YONGE ST AT ST CLAIR AVE W	0	1	0	11	2	5.5
63	YONGE ST AT BALMORAL	0	0	0	11	2	5.5
64	YONGE ST AT WOODLAWN W	0	0	1	10	2	5.0
65	YONGE ST AT ALCORN	0	0	1	9	2	4.5
66	YONGE ST AT MACPHERSON	0	0	0	9	2	4.5
67	YONGE ST AT CRESCENT	0	0	0	9	2	4.5
68	YONGE ST AT FRICHOT	0	0	0	9	2	4.5
69	YONGE ST AT DAVENPORT	0	0	0	9	2	4.5
70	YONGE ST AT BLOOR ST W	0	0	3	6	2	3.0
71	YONGE ST AT CHARLES	0	0	0	6	2	3.0
72	YONGE ST AT IRWIN	0	0	0	6	2	3.0
73	YONGE ST AT WELLESLEY	0	0	1	5	2	2.5
74	YONGE ST AT GROSVENOR	0	2	0	7	2	3.5
75	YONGE ST AT COLLEGE	0	0	1	6	2	3.0
76	YONGE ST OPP 423	0	0	0	6	2	3.0
77	YONGE ST AT ELM	0	0	2	4	2	2.0
78	YONGE ST AT DUNDAS ST W	0	0	0	4	2	2.0
79	YONGE ST OPP 247	0	0	0	4	2	2.0
80	YONGE ST AT SHUTER	0	0	2	2	2	1.0
81	YONGE ST AT QUEEN ST W	0	0	2	0	2	0.0
82	YONGE ST AT RICHMOND	0	0	0	0	2	0.0
83	YONGE ST AT ADELAIDE	0	0	0	0	2	0.0
84	YONGE ST AT KING ST W	0	0	0	0	2	0.0
85	YONGE ST AT WELLINGTON	0	0	0	0	2	0.0
86	BAY ST AT WELLINGTON	0	0	0	0	2	0.0
87	BAY ST AT FRONT ST W	0	0	0	0	2	0.0
88	BAY ST AT HARBOUR	0	0	0	0	2	0.0
89	QUEENS QUAY AT BAY ST	0	0	0	0	2	0.0
90	YONGE ST AT QUEENS QUAY	0	0	0	0	2	0.0
TOTALS FOR PERIOD 2: 16:58 TO 17:57		5	154	159	1348	214	6.3

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 97 YONGE

Version: 002

ROUTING CODE(S): A0, B0, B1, C0, D0,

COUNT: 1004 ON 2013-JAN-16:**M-F** (FROM 07:46 TO 17:47)

STOP CARD: 30 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS:



SB CONTROL POINT: 43 YONGE ST AT LAWRENCE AVE WEST

**TORONTO TRANSIT COMMISSION**

SOUTHBOUND PERIOD 2: 16:58 TO 17:57

PERIOD RIDING INDEX = 6.3 (AVERAGE OCCUPANCY)  
AVERAGE TRIP LENGTH = 8.8 STOPS  
AVERAGE ONS/VEHICLE-STOP = 0.7  
AVERAGE ONS/TRIP = 38.5

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 110 ISLINGTON SOUTH

Version: 002

ROUTING CODE(S): A0, B0, C0, C1,

COUNT: 1016 ON 2016-MAY-03:M-F (FROM 07:43 TO 16:48)

STOP CARD: 21 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS: Run 59 interlines with 300 Bloor- Danforth.



NB CONTROL POINT: 41 ISLINGTON AVE AT EVANS

**TORONTO TRANSIT COMMISSION**

NORTHBOUND PERIOD 1: 07:43 TO 08:42

ROUTE

STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	LOOP (LONG BRANCH) AT LAKE SHORE BLVD W	0	39	0	39	5	7.8
2	LAKE SHORE BLVD W AT FORTIETH ST	0	10	0	49	5	9.8
3	BROWNS LINE AT LAKE SHORE	0	6	0	22	2	11.0
4	BROWNS LINE AT JELLICOE	0	6	0	28	2	14.0
5	BROWNS LINE AT WOODBURY	0	7	0	35	2	17.5
6	BROWNS LINE AT HORNER	0	21	4	52	2	26.0
7	HORNER AVE AT SHELDON	0	3	0	55	2	27.5
8	HORNER AVE AT ALDERBRAE	0	4	0	59	2	29.5
9	HORNER AVE AT BETA	0	8	4	63	2	31.5
10	HORNER AVE AT DELTA	0	3	0	66	2	33.0
11	HORNER AVE AT 30TH	0	4	0	70	2	35.0
12	LAKE SHORE BLVD W AT 37TH	0	8	2	39	3	13.0
13	LAKE SHORE BLVD W AT LONG BRANCH	0	14	2	51	3	17.0
14	LAKE SHORE BLVD W AT 31ST	0	3	4	50	3	16.7
15	THIRTIETH AT LAKE SHORE BLVD W	0	2	1	51	3	17.0
16	THIRTIETH AT ELDER	0	0	0	51	3	17.0
17	THIRTIETH AT AKRON	0	0	1	50	3	16.7
18	THIRTIETH AT ALHENA	0	2	0	52	3	17.3
19	THIRTIETH AT HORNER	0	9	0	61	3	20.3
20	HORNER AVE AT EDILOU	0	9	0	140	5	28.0
21	HORNER AVE AT BELVIA	0	5	0	145	5	29.0
22	HORNER AVE AT FIMA CR	0	1	0	146	5	29.2
23	HORNER AVE AT 289 (PHOENIX)	0	0	0	146	5	29.2
24	HORNER AVE AT KIPLING	0	7	31	122	5	24.4
25	ISLINGTON AVE AT LAKE SHORE BLVD W	0	84	0	84	6	14.0
26	LAKE SHORE BLVD W AT 10TH	0	15	0	99	6	16.5
27	TWELFTH AT LAKE SHORE BLVD W	0	31	0	130	6	21.7
28	GARNETT JANES AT TWELFTH	0	18	0	148	6	24.7
29	GARNETT JANES AT COIN ST	0	24	0	172	6	28.7
30	NINTH AT BIRMINGHAM	0	6	0	178	6	29.7
31	BIRMINGHAM AT EIGHTH	0	6	0	184	6	30.7
32	ISLINGTON AVE AT BIRMINGHAM	0	19	1	202	6	33.7
33	HORNER AVE AT 215	0	0	0	122	5	24.4
34	HORNER AVE AT TORONTO SOUTH DETENTION CENTRE	0	0	8	114	5	22.8
35	HORNER AVE AT JUDSON	0	4	1	117	5	23.4
36	JUDSON AT MAGNIFICENT	0	0	2	115	5	23.0
37	ISLINGTON AVE AT NEW TORONTO	0	4	0	206	6	34.3
38	ISLINGTON AVE AT JUDSON	0	9	4	326	11	29.6
39	ISLINGTON AVE OPP 730	0	2	2	326	11	29.6
40	ISLINGTON AVE AT 791	0	3	0	329	11	29.9
41	ISLINGTON AVE AT EVANS	0	30	9	350	11	31.8
42	ISLINGTON AVE AT QUEENSWAY	0	61	10	401	11	36.5
43	ISLINGTON AVE AT INVERNESS	0	5	0	406	11	36.9
44	ISLINGTON AVE AT ATHOL	0	19	2	423	11	38.5
45	ISLINGTON AVE AT AMBLESIDE	0	12	15	420	11	38.2

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 110 ISLINGTON SOUTH

Version: 002

ROUTING CODE(S): A0, B0, C0, C1,

COUNT: 1016 ON 2016-MAY-03:M-F (FROM 07:43 TO 16:48)

STOP CARD: 21 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS: Run 59 interlines with 300 Bloor- Danforth.



NB CONTROL POINT: 41 ISLINGTON AVE AT EVANS

**TORONTO TRANSIT COMMISSION**

NORTHBOUND PERIOD 1: 07:43 TO 08:42

ROUTE

<u>STOP</u>	<u>LOCATION</u>	<u>START</u>	<u>ONS</u>	<u>OFFS</u>	<u>ACCUM.</u>	<u>VEHICLES</u>	<u>AVG. LOAD</u>
46	ISLINGTON AVE AT TITAN	0	2	5	417	11	37.9
47	ISLINGTON AVE AT NORSEMAN	0	20	13	424	11	38.5
48	ISLINGTON AVE AT SAYBROOK	0	23	8	439	11	39.9
49	ISLINGTON AVE AT BERING	0	14	2	451	11	41.0
50	ISLINGTON AVE AT VAN DUSEN	0	1	1	451	11	41.0
51	BLOOR ST W AT ISLINGTON	0	0	72	379	11	34.5
53	ISLINGTON STATION	0	0	379	0	10	0.0
TOTALS FOR PERIOD 1: 07:43 TO 08:42		0	583	583	9055	315	28.7

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 110 ISLINGTON SOUTH

Version: 002

ROUTING CODE(S): A0, B0, C0, C1,

COUNT: 1016 ON 2016-MAY-03:**M-F** (FROM 07:43 TO 16:48)

STOP CARD: 21 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS: Run 59 interlines with 300 Bloor- Danforth.



NB CONTROL POINT: 41 ISLINGTON AVE AT EVANS

**TORONTO TRANSIT COMMISSION**

NORTHBOUND PERIOD 1: 07:43 TO 08:42

PERIOD RIDING INDEX = 28.7 (AVERAGE OCCUPANCY)  
AVERAGE TRIP LENGTH = 15.5 STOPS  
AVERAGE ONS/VEHICLE-STOP = 1.9  
AVERAGE ONS/TRIP = 53.0



**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 110 ISLINGTON SOUTH

Version: 002

ROUTING CODE(S): A0, B0, C0, C1,

COUNT: 1016 ON 2016-MAY-03:M-F (FROM 07:43 TO 16:48)

STOP CARD: 21 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS: Run 59 interlines with 300 Bloor- Danforth.



NB CONTROL POINT: 41 ISLINGTON AVE AT EVANS

**TORONTO TRANSIT COMMISSION**

NORTHBOUND PERIOD 2: 15:49 TO 16:48

ROUTE

STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	LOOP (LONG BRANCH) AT LAKE SHORE BLVD W	1	30	0	31	6	5.2
2	LAKE SHORE BLVD W AT FORTIETH ST	0	6	0	37	6	6.2
3	BROWNS LINE AT LAKE SHORE	0	9	0	37	5	7.4
4	BROWNS LINE AT JELLICOE	0	1	0	38	5	7.6
5	BROWNS LINE AT WOODBURY	0	8	5	41	5	8.2
6	BROWNS LINE AT HORNER	0	11	6	46	5	9.2
7	HORNER AVE AT SHELDON	0	5	0	51	5	10.2
8	HORNER AVE AT ALDERBRAE	0	1	0	52	5	10.4
9	HORNER AVE AT BETA	0	9	1	60	5	12.0
10	HORNER AVE AT DELTA	0	7	1	66	5	13.2
11	HORNER AVE AT 30TH	0	20	4	82	5	16.4
12	LAKE SHORE BLVD W AT 37TH	0	0	0	9	1	9.0
13	LAKE SHORE BLVD W AT LONG BRANCH	0	2	0	11	1	11.0
14	LAKE SHORE BLVD W AT 31ST	0	1	1	11	1	11.0
15	THIRTIETH AT LAKE SHORE BLVD W	0	2	0	13	1	13.0
16	THIRTIETH AT ELDER	0	0	0	13	1	13.0
17	THIRTIETH AT AKRON	0	0	0	13	1	13.0
18	THIRTIETH AT ALHENA	0	1	0	14	1	14.0
19	THIRTIETH AT HORNER	0	0	1	13	1	13.0
20	HORNER AVE AT EDILOU	0	9	1	103	6	17.2
21	HORNER AVE AT BELVIA	0	2	1	104	6	17.3
22	HORNER AVE AT FIMA CR	0	18	0	122	6	20.3
23	HORNER AVE AT 289 (PHOENIX)	0	3	4	121	6	20.2
24	HORNER AVE AT KIPLING	0	22	18	125	6	20.8
25	ISLINGTON AVE AT LAKE SHORE BLVD W	10	4	0	14	1	14.0
26	LAKE SHORE BLVD W AT 10TH	0	0	0	14	1	14.0
27	TWELFTH AT LAKE SHORE BLVD W	0	1	1	14	1	14.0
28	GARNETT JANES AT TWELFTH	0	1	1	14	1	14.0
29	GARNETT JANES AT COIN ST	0	1	3	12	1	12.0
30	NINTH AT BIRMINGHAM	0	0	1	11	1	11.0
31	BIRMINGHAM AT EIGHTH	0	0	0	11	1	11.0
32	ISLINGTON AVE AT BIRMINGHAM	39	36	0	86	5	17.2
33	HORNER AVE AT 215	0	6	0	131	6	21.8
34	HORNER AVE AT TORONTO SOUTH DETENTION CENTRE	0	1	0	132	6	22.0
35	HORNER AVE AT JUDSON	0	13	1	144	6	24.0
36	JUDSON AT MAGNIFICENT	0	12	0	156	6	26.0
37	ISLINGTON AVE AT NEW TORONTO	0	15	0	101	5	20.2
38	ISLINGTON AVE AT JUDSON	0	13	1	269	11	24.5
39	ISLINGTON AVE OPP 730	0	11	0	280	11	25.5
40	ISLINGTON AVE AT 791	0	1	1	280	11	25.5
41	ISLINGTON AVE AT EVANS	0	19	6	293	11	26.6
42	ISLINGTON AVE AT QUEENSWAY	0	41	18	316	11	28.7
43	ISLINGTON AVE AT INVERNESS	0	6	0	322	11	29.3
44	ISLINGTON AVE AT ATHOL	0	13	0	335	11	30.5
45	ISLINGTON AVE AT AMBLESIDE	0	37	7	365	11	33.2

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 110 ISLINGTON SOUTH

Version: 002

ROUTING CODE(S): A0, B0, C0, C1,

COUNT: 1016 ON 2016-MAY-03:M-F (FROM 07:43 TO 16:48)

STOP CARD: 21 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS: Run 59 interlines with 300 Bloor- Danforth.



NB CONTROL POINT: 41 ISLINGTON AVE AT EVANS

**TORONTO TRANSIT COMMISSION**

NORTHBOUND PERIOD 2: 15:49 TO 16:48

ROUTE

<u>STOP</u>	<u>LOCATION</u>	<u>START</u>	<u>ONS</u>	<u>OFFS</u>	<u>ACCUM.</u>	<u>VEHICLES</u>	<u>AVG. LOAD</u>
46	ISLINGTON AVE AT TITAN	0	47	4	408	11	37.1
47	ISLINGTON AVE AT NORSEMAN	0	27	8	427	11	38.8
48	ISLINGTON AVE AT SAYBROOK	0	21	5	443	11	40.3
49	ISLINGTON AVE AT BERING	0	6	3	446	11	40.5
50	ISLINGTON AVE AT VAN DUSEN	0	0	0	446	11	40.5
51	BLOOR ST W AT ISLINGTON	0	0	20	426	11	38.7
53	ISLINGTON STATION	0	0	426	0	11	0.0
TOTALS FOR PERIOD 2: 15:49 TO 16:48		50	499	549	7109	301	23.6

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 110 ISLINGTON SOUTH

Version: 002

ROUTING CODE(S): A0, B0, C0, C1,

COUNT: 1016 ON 2016-MAY-03:**M-F** (FROM 07:43 TO 16:48)

STOP CARD: 21 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS: Run 59 interlines with 300 Bloor- Danforth.



NB CONTROL POINT: 41 ISLINGTON AVE AT EVANS

**TORONTO TRANSIT COMMISSION**

NORTHBOUND PERIOD 2: 15:49 TO 16:48

PERIOD RIDING INDEX = 23.6 (AVERAGE OCCUPANCY)  
AVERAGE TRIP LENGTH = 14.2 STOPS  
AVERAGE ONS/VEHICLE-STOP = 1.7  
AVERAGE ONS/TRIP = 45.4

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 110 ISLINGTON SOUTH

Version: 002

ROUTING CODE(S): A0, B0, C0, C1,

COUNT: 1016 ON 2016-MAY-03: **M-F** (FROM 06:03 TO 18:57)

STOP CARD: 21 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS: Run 59 interlines with 300 Bloor- Danforth.



NB CONTROL POINT: 41 ISLINGTON AVE AT EVANS

**TORONTO TRANSIT COMMISSION**

NORTHBOUND PERIOD 1: 06:00 TO 08:59

ROUTE

STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	LOOP (LONG BRANCH) AT LAKE SHORE BLVD W	1	102	0	103	15	6.9
2	LAKE SHORE BLVD W AT FORTIETH ST	0	22	0	125	15	8.3
3	BROWNS LINE AT LAKE SHORE	0	11	0	66	7	9.4
4	BROWNS LINE AT JELLICOE	0	10	0	76	7	10.9
5	BROWNS LINE AT WOODBURY	0	14	3	87	7	12.4
6	BROWNS LINE AT HORNER	0	32	6	113	7	16.1
7	HORNER AVE AT SHELDON	0	7	0	120	7	17.1
8	HORNER AVE AT ALDERBRAE	0	7	1	126	7	18.0
9	HORNER AVE AT BETA	0	22	7	141	7	20.1
10	HORNER AVE AT DELTA	0	10	2	149	7	21.3
11	HORNER AVE AT 30TH	0	10	2	157	7	22.4
12	LAKE SHORE BLVD W AT 37TH	0	14	2	82	8	10.3
13	LAKE SHORE BLVD W AT LONG BRANCH	0	36	2	116	8	14.5
14	LAKE SHORE BLVD W AT 31ST	0	10	12	114	8	14.3
15	THIRTIETH AT LAKE SHORE BLVD W	0	11	1	124	8	15.5
16	THIRTIETH AT ELDER	0	6	0	130	8	16.3
17	THIRTIETH AT AKRON	0	0	4	126	8	15.8
18	THIRTIETH AT ALHENA	0	2	1	127	8	15.9
19	THIRTIETH AT HORNER	0	16	1	142	8	17.8
20	HORNER AVE AT EDILOU	0	22	2	319	15	21.3
21	HORNER AVE AT BELVIA	0	10	1	328	15	21.9
22	HORNER AVE AT FIMA CR	0	1	0	329	15	21.9
23	HORNER AVE AT 289 (PHOENIX)	0	1	0	330	15	22.0
24	HORNER AVE AT KIPLING	0	12	46	296	15	19.7
25	ISLINGTON AVE AT LAKE SHORE BLVD W	0	142	0	142	15	9.5
26	LAKE SHORE BLVD W AT 10TH	0	31	0	173	15	11.5
27	TWELFTH AT LAKE SHORE BLVD W	0	51	0	224	15	14.9
28	GARNETT JANES AT TWELFTH	0	46	0	270	15	18.0
29	GARNETT JANES AT COIN ST	0	48	0	318	15	21.2
30	NINTH AT BIRMINGHAM	0	7	0	325	15	21.7
31	BIRMINGHAM AT EIGHTH	0	11	0	336	15	22.4
32	ISLINGTON AVE AT BIRMINGHAM	0	36	1	371	15	24.7
33	HORNER AVE AT 215	0	0	0	296	15	19.7
34	HORNER AVE AT TORONTO SOUTH DETENTION CENTRE	0	1	10	287	15	19.1
35	HORNER AVE AT JUDSON	0	4	2	289	15	19.3
36	JUDSON AT MAGNIFICENT	0	0	4	285	15	19.0
37	ISLINGTON AVE AT NEW TORONTO	0	13	0	384	15	25.6
38	ISLINGTON AVE AT JUDSON	0	35	18	686	30	22.9
39	ISLINGTON AVE OPP 730	0	3	2	687	30	22.9
40	ISLINGTON AVE AT 791	0	7	6	688	30	22.9
41	ISLINGTON AVE AT EVANS	0	46	14	720	30	24.0
42	ISLINGTON AVE AT QUEENSWAY	0	110	21	809	30	27.0
43	ISLINGTON AVE AT INVERNESS	0	13	0	822	30	27.4
44	ISLINGTON AVE AT ATHOL	0	41	6	857	30	28.6
45	ISLINGTON AVE AT AMBLESIDE	0	35	21	871	30	29.0

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 110 ISLINGTON SOUTH

Version: 002

ROUTING CODE(S): A0, B0, C0, C1,

COUNT: 1016 ON 2016-MAY-03:M-F (FROM 06:03 TO 18:57)

STOP CARD: 21 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS: Run 59 interlines with 300 Bloor- Danforth.



NB CONTROL POINT: 41 ISLINGTON AVE AT EVANS

**TORONTO TRANSIT COMMISSION**

NORTHBOUND PERIOD 1: 06:00 TO 08:59

ROUTE

<u>STOP</u>	<u>LOCATION</u>	<u>START</u>	<u>ONS</u>	<u>OFFS</u>	<u>ACCUM.</u>	<u>VEHICLES</u>	<u>AVG. LOAD</u>
46	ISLINGTON AVE AT TITAN	0	15	10	876	30	29.2
47	ISLINGTON AVE AT NORSEMAN	0	30	15	891	30	29.7
48	ISLINGTON AVE AT SAYBROOK	0	40	12	919	30	30.6
49	ISLINGTON AVE AT BERING	0	24	5	938	30	31.3
50	ISLINGTON AVE AT VAN DUSEN	0	6	1	943	30	31.4
51	BLOOR ST W AT ISLINGTON	0	0	94	849	30	28.3
53	ISLINGTON STATION	0	0	849	0	29	0.0
TOTALS FOR PERIOD 1: 06:00 TO 08:59		1	1183	1184	19082	876	21.8

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 110 ISLINGTON SOUTH

Version: 002

ROUTING CODE(S): A0, B0, C0, C1,

COUNT: 1016 ON 2016-MAY-03:**M-F** (FROM 06:03 TO 18:57)

STOP CARD: 21 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS: Run 59 interlines with 300 Bloor- Danforth.



NB CONTROL POINT: 41 ISLINGTON AVE AT EVANS

**TORONTO TRANSIT COMMISSION**

NORTHBOUND PERIOD 1: 06:00 TO 08:59

PERIOD RIDING INDEX = 21.8 (AVERAGE OCCUPANCY)  
AVERAGE TRIP LENGTH = 16.1 STOPS  
AVERAGE ONS/VEHICLE-STOP = 1.4  
AVERAGE ONS/TRIP = 39.4

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 110 ISLINGTON SOUTH

Version: 002

ROUTING CODE(S): A0, B0, C0, C1,

COUNT: 1016 ON 2016-MAY-03:M-F (FROM 06:03 TO 18:57)

STOP CARD: 21 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS: Run 59 interlines with 300 Bloor- Danforth.



NB CONTROL POINT: 41 ISLINGTON AVE AT EVANS

**TORONTO TRANSIT COMMISSION**

NORTHBOUND PERIOD 2: 15:00 TO 18:59

ROUTE

STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	LOOP (LONG BRANCH) AT LAKE SHORE BLVD W	1	85	0	86	20	4.3
2	LAKE SHORE BLVD W AT FORTIETH ST	0	13	0	99	20	5.0
3	BROWNS LINE AT LAKE SHORE	0	16	3	65	11	5.9
4	BROWNS LINE AT JELLICOE	0	3	1	67	11	6.1
5	BROWNS LINE AT WOODBURY	0	20	9	78	11	7.1
6	BROWNS LINE AT HORNER	0	32	7	103	11	9.4
7	HORNER AVE AT SHELDON	0	11	0	114	11	10.4
8	HORNER AVE AT ALDERBRAE	0	1	0	115	11	10.5
9	HORNER AVE AT BETA	0	37	2	150	11	13.6
10	HORNER AVE AT DELTA	0	12	1	161	11	14.6
11	HORNER AVE AT 30TH	0	36	8	189	11	17.2
12	LAKE SHORE BLVD W AT 37TH	0	10	0	57	9	6.3
13	LAKE SHORE BLVD W AT LONG BRANCH	0	4	1	60	9	6.7
14	LAKE SHORE BLVD W AT 31ST	0	4	2	62	9	6.9
15	THIRTIETH AT LAKE SHORE BLVD W	0	20	3	79	9	8.8
16	THIRTIETH AT ELDER	0	1	0	80	9	8.9
17	THIRTIETH AT AKRON	0	6	2	84	9	9.3
18	THIRTIETH AT ALHENA	0	4	1	87	9	9.7
19	THIRTIETH AT HORNER	0	21	2	106	9	11.8
20	HORNER AVE AT EDILOU	0	25	1	319	20	16.0
21	HORNER AVE AT BELVIA	0	17	1	335	20	16.8
22	HORNER AVE AT FIMA CR	0	59	1	393	20	19.7
23	HORNER AVE AT 289 (PHOENIX)	0	4	4	393	20	19.7
24	HORNER AVE AT KIPLING	0	44	37	400	20	20.0
25	ISLINGTON AVE AT LAKE SHORE BLVD W	64	42	0	106	8	13.3
26	LAKE SHORE BLVD W AT 10TH	0	7	13	100	8	12.5
27	TWELFTH AT LAKE SHORE BLVD W	0	15	23	92	8	11.5
28	GARNETT JANES AT TWELFTH	0	7	6	93	8	11.6
29	GARNETT JANES AT COIN ST	0	8	15	86	8	10.8
30	NINTH AT BIRMINGHAM	0	3	3	86	8	10.8
31	BIRMINGHAM AT EIGHTH	0	2	0	88	8	11.0
32	ISLINGTON AVE AT BIRMINGHAM	99	89	0	276	20	13.8
33	HORNER AVE AT 215	0	10	0	410	20	20.5
34	HORNER AVE AT TORONTO SOUTH DETENTION CENTRE	0	7	0	417	20	20.9
35	HORNER AVE AT JUDSON	0	29	1	445	20	22.3
36	JUDSON AT MAGNIFICENT	0	26	0	471	20	23.6
37	ISLINGTON AVE AT NEW TORONTO	0	46	0	322	20	16.1
38	ISLINGTON AVE AT JUDSON	0	23	8	808	40	20.2
39	ISLINGTON AVE OPP 730	0	26	0	834	40	20.9
40	ISLINGTON AVE AT 791	0	14	2	846	40	21.2
41	ISLINGTON AVE AT EVANS	0	62	19	889	40	22.2
42	ISLINGTON AVE AT QUEENSWAY	0	140	41	988	40	24.7
43	ISLINGTON AVE AT INVERNESS	0	8	1	995	40	24.9
44	ISLINGTON AVE AT ATHOL	0	17	1	1011	40	25.3
45	ISLINGTON AVE AT AMBLESIDE	0	88	16	1083	40	27.1

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 110 ISLINGTON SOUTH

Version: 002

ROUTING CODE(S): A0, B0, C0, C1,

COUNT: 1016 ON 2016-MAY-03:M-F (FROM 06:03 TO 18:57)

STOP CARD: 21 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS: Run 59 interlines with 300 Bloor- Danforth.



NB CONTROL POINT: 41 ISLINGTON AVE AT EVANS

**TORONTO TRANSIT COMMISSION**

NORTHBOUND PERIOD 2: 15:00 TO 18:59

ROUTE

<u>STOP</u>	<u>LOCATION</u>	<u>START</u>	<u>ONS</u>	<u>OFFS</u>	<u>ACCUM.</u>	<u>VEHICLES</u>	<u>AVG. LOAD</u>
46	ISLINGTON AVE AT TITAN	0	84	18	1149	40	28.7
47	ISLINGTON AVE AT NORSEMAN	0	104	23	1230	40	30.8
48	ISLINGTON AVE AT SAYBROOK	0	94	18	1306	40	32.7
49	ISLINGTON AVE AT BERING	0	17	18	1305	40	32.6
50	ISLINGTON AVE AT VAN DUSEN	0	1	2	1304	40	32.6
51	BLOOR ST W AT ISLINGTON	0	3	91	1216	40	30.4
53	ISLINGTON STATION	0	0	1216	0	40	0.0
TOTALS FOR PERIOD 2: 15:00 TO 18:59		164	1457	1621	21638	1087	19.9



**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 110 ISLINGTON SOUTH

Version: 002

ROUTING CODE(S): A0, B0, C0, C1,

COUNT: 1016 ON 2016-MAY-03:**M-F** (FROM 06:03 TO 18:57)

STOP CARD: 21 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS: Run 59 interlines with 300 Bloor- Danforth.



NB CONTROL POINT: 41 ISLINGTON AVE AT EVANS

**TORONTO TRANSIT COMMISSION**

NORTHBOUND PERIOD 2: 15:00 TO 18:59

PERIOD RIDING INDEX = 19.9 (AVERAGE OCCUPANCY)  
AVERAGE TRIP LENGTH = 14.9 STOPS  
AVERAGE ONS/VEHICLE-STOP = 1.3  
AVERAGE ONS/TRIP = 36.4

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 110 ISLINGTON SOUTH

Version: 002

ROUTING CODE(S): A0, B0, C0, C1,

COUNT: 1016 ON 2016-MAY-03:M-F (FROM 06:02 TO 18:49)

STOP CARD: 21 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS: Run 59 interlines with 300 Bloor- Danforth.



SB CONTROL POINT: 13 ISLINGTON AVE AT EVANS

**TORONTO TRANSIT COMMISSION**

SOUTHBOUND PERIOD 1: 06:00 TO 08:59

ROUTE

STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	ISLINGTON STATION	0	988	0	988	30	32.9
3	BLOOR ST W AT ISLINGTON	0	74	0	1062	30	35.4
4	ISLINGTON AVE AT VAN DUSEN	0	1	2	1061	30	35.4
5	ISLINGTON AVE AT BERING	0	11	21	1051	30	35.0
6	ISLINGTON AVE AT ADVANCE	0	10	59	1002	30	33.4
7	ISLINGTON AVE AT NORSEMAN	0	8	97	913	30	30.4
8	ISLINGTON AVE AT TITAN	0	4	86	831	30	27.7
9	ISLINGTON AVE AT JUTLAND	0	5	101	735	30	24.5
10	ISLINGTON AVE AT NORDIN	0	0	22	713	30	23.8
11	ISLINGTON AVE AT BRADBROOK	0	4	11	706	30	23.5
12	ISLINGTON AVE AT QUEENSWAY	0	11	95	622	30	20.7
13	ISLINGTON AVE AT EVANS	0	2	48	576	31	18.6
14	ISLINGTON AVE AT EVANS	0	8	4	580	31	18.7
15	ISLINGTON AVE AT 800	0	5	18	567	31	18.3
16	ISLINGTON AVE AT 730	0	0	5	562	31	18.1
17	ISLINGTON AVE AT JUDSON	0	16	25	553	31	17.8
18	ISLINGTON AVE AT NEW TORONTO	0	1	48	95	16	5.9
19	JUDSON AT MAGNIFICENT	0	1	41	371	15	24.7
20	JUDSON AT HORNER	0	1	32	340	15	22.7
21	ISLINGTON AVE AT BIRMINGHAM	0	0	44	51	16	3.2
22	ISLINGTON AVE AT LAKE SHORE BLVD W	0	0	51	0	16	0.0
30	HORNER AVE AT TORONTO SOUTH DETENTION CENTRE	0	0	14	326	15	21.7
31	HORNER AVE OPP 215	0	1	2	325	15	21.7
32	HORNER AVE AT KIPLING	0	6	28	303	15	20.2
33	HORNER AVE AT TUPPER	0	14	9	308	15	20.5
34	HORNER AVE AT FIMA CR	0	0	49	259	15	17.3
35	HORNER AVE AT CONNORVALE	0	2	27	234	15	15.6
36	HORNER AVE AT EDILOU	0	3	7	230	15	15.3
37	THIRTIETH AT HORNER	0	0	26	61	7	8.7
38	THIRTIETH AT ALHENA	0	0	10	51	7	7.3
39	THIRTIETH AT AKRON	0	0	18	33	7	4.7
40	THIRTIETH AT ELDER	0	0	0	33	7	4.7
41	THIRTIETH AT LAKE SHORE BLVD W	0	1	10	24	7	3.4
42	LAKE SHORE BLVD W AT LONG BRANCH	0	0	2	22	7	3.1
43	LAKE SHORE BLVD W AT 37TH	0	2	1	23	7	3.3
44	LAKE SHORE BLVD W AT 39TH	0	0	1	22	7	3.1
45	HORNER AVE AT 30TH	0	0	33	110	8	13.8
46	HORNER AVE AT DELTA	0	0	6	104	8	13.0
47	HORNER AVE AT BETA	0	1	27	78	8	9.8
48	HORNER AVE AT ALDERBRAE	0	2	2	78	8	9.8
49	HORNER AVE AT SHELDON	0	0	11	67	8	8.4
50	BROWNS LINE AT HORNER	0	4	13	58	8	7.3
51	BROWNS LINE AT WOODBURY	0	2	10	50	8	6.3
52	BROWNS LINE AT JELLCOE	0	3	0	53	8	6.6
53	LOOP (LONG BRANCH) AT LAKE SHORE BLVD W	0	0	74	1	15	0.1

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 110 ISLINGTON SOUTH

Version: 002

ROUTING CODE(S): A0, B0, C0, C1,

COUNT: 1016 ON 2016-MAY-03:**M-F** (FROM 06:02 TO 18:49)

STOP CARD: 21 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS: Run 59 interlines with 300 Bloor- Danforth.



SB CONTROL POINT: 13 ISLINGTON AVE AT EVANS

**TORONTO TRANSIT COMMISSION**

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TOTALS FOR	PERIOD 1: 06:00 TO 08:59	<u>0</u>	<u>1191</u>	<u>1190</u>	<u>16232</u>	<u>803</u>	<u>20.2</u>
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**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 110 ISLINGTON SOUTH

Version: 002

ROUTING CODE(S): A0, B0, C0, C1,

COUNT: 1016 ON 2016-MAY-03:**M-F** (FROM 06:02 TO 18:49)

STOP CARD: 21 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS: Run 59 interlines with 300 Bloor- Danforth.



SB CONTROL POINT: 13 ISLINGTON AVE AT EVANS

**TORONTO TRANSIT COMMISSION**

SOUTHBOUND PERIOD 1: 06:00 TO 08:59

PERIOD RIDING INDEX = 20.2 (AVERAGE OCCUPANCY)  
AVERAGE TRIP LENGTH = 13.6 STOPS  
AVERAGE ONS/VEHICLE-STOP = 1.5  
AVERAGE ONS/TRIP = 38.4

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 110 ISLINGTON SOUTH

Version: 002

ROUTING CODE(S): A0, B0, C0, C1,

COUNT: 1016 ON 2016-MAY-03:M-F (FROM 06:02 TO 18:49)

STOP CARD: 21 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS: Run 59 interlines with 300 Bloor- Danforth.



SB CONTROL POINT: 13 ISLINGTON AVE AT EVANS

**TORONTO TRANSIT COMMISSION**

SOUTHBOUND PERIOD 2: 15:00 TO 18:59

ROUTE

STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	ISLINGTON STATION	0	1276	0	1276	38	33.6
3	BLOOR ST W AT ISLINGTON	0	85	1	1360	38	35.8
4	ISLINGTON AVE AT VAN DUSEN	0	10	7	1363	38	35.9
5	ISLINGTON AVE AT BERING	0	10	29	1344	38	35.4
6	ISLINGTON AVE AT ADVANCE	0	25	77	1292	38	34.0
7	ISLINGTON AVE AT NORSEMAN	0	21	78	1235	38	32.5
8	ISLINGTON AVE AT TITAN	0	28	63	1200	38	31.6
9	ISLINGTON AVE AT JUTLAND	0	25	54	1171	38	30.8
10	ISLINGTON AVE AT NORDIN	0	6	26	1151	38	30.3
11	ISLINGTON AVE AT BRADBROOK	0	0	23	1128	38	29.7
12	ISLINGTON AVE AT QUEENSWAY	0	40	205	963	38	25.3
13	ISLINGTON AVE AT EVANS	0	11	57	917	38	24.1
14	ISLINGTON AVE AT EVANS	0	12	4	925	38	24.3
15	ISLINGTON AVE AT 800	0	9	5	929	38	24.4
16	ISLINGTON AVE AT 730	0	0	1	928	38	24.4
17	ISLINGTON AVE AT JUDSON	0	9	32	905	38	23.8
18	ISLINGTON AVE AT NEW TORONTO	0	7	39	457	19	24.1
19	JUDSON AT MAGNIFICENT	0	2	3	415	19	21.8
20	JUDSON AT HORNER	0	1	6	410	19	21.6
21	ISLINGTON AVE AT BIRMINGHAM	0	7	81	383	19	20.2
22	ISLINGTON AVE AT LAKE SHORE BLVD W	0	45	205	223	19	11.7
23	LAKE SHORE BLVD W AT 10TH	0	0	0	169	13	13.0
24	TWELFTH AT LAKE SHORE BLVD W	0	23	48	144	13	11.1
25	GARNETT JANES AT TWELFTH	0	9	27	126	13	9.7
26	GARNETT JANES AT COIN ST	0	16	35	107	13	8.2
27	NINTH AT BIRMINGHAM	0	9	14	102	13	7.8
28	BIRMINGHAM AT EIGHTH	0	0	0	102	13	7.8
29	ISLINGTON AVE AT BIRMINGHAM	0	0	1	101	13	7.8
30	HORNER AVE AT TORONTO SOUTH DETENTION CENTRE	0	10	19	401	19	21.1
31	HORNER AVE OPP 215	0	0	0	401	19	21.1
32	HORNER AVE AT KIPLING	0	36	24	413	19	21.7
33	HORNER AVE AT TUPPER	0	4	0	417	19	21.9
34	HORNER AVE AT FIMA CR	0	0	2	415	19	21.8
35	HORNER AVE AT CONNORVALE	0	4	20	399	19	21.0
36	HORNER AVE AT EDILOU	0	2	19	382	19	20.1
37	THIRTIETH AT HORNER	0	2	24	163	10	16.3
38	THIRTIETH AT ALHENA	0	0	0	163	10	16.3
39	THIRTIETH AT AKRON	0	4	4	163	10	16.3
40	THIRTIETH AT ELDER	0	0	10	153	10	15.3
41	THIRTIETH AT LAKE SHORE BLVD W	0	3	44	112	10	11.2
42	LAKE SHORE BLVD W AT LONG BRANCH	0	2	25	89	10	8.9
43	LAKE SHORE BLVD W AT 37TH	0	4	18	75	10	7.5
44	LAKE SHORE BLVD W AT 39TH	0	0	8	67	10	6.7
45	HORNER AVE AT 30TH	0	2	11	188	9	20.9
46	HORNER AVE AT DELTA	0	0	9	179	9	19.9

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 110 ISLINGTON SOUTH

Version: 002

ROUTING CODE(S): A0, B0, C0, C1,

COUNT: 1016 ON 2016-MAY-03:M-F (FROM 06:02 TO 18:49)

STOP CARD: 21 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS: Run 59 interlines with 300 Bloor- Danforth.



SB CONTROL POINT: 13 ISLINGTON AVE AT EVANS

**TORONTO TRANSIT COMMISSION**

SOUTHBOUND PERIOD 2: 15:00 TO 18:59

ROUTE

<u>STOP</u>	<u>LOCATION</u>	<u>START</u>	<u>ONS</u>	<u>OFFS</u>	<u>ACCUM.</u>	<u>VEHICLES</u>	<u>AVG. LOAD</u>
47	HORNER AVE AT BETA	0	4	16	167	9	18.6
48	HORNER AVE AT ALDERBRAE	0	1	16	152	9	16.9
49	HORNER AVE AT SHELDON	0	0	6	146	9	16.2
50	BROWNS LINE AT HORNER	0	2	25	123	9	13.7
51	BROWNS LINE AT WOODBURY	0	0	26	97	9	10.8
52	BROWNS LINE AT JELLICOE	0	0	10	87	9	9.7
53	LOOP (LONG BRANCH) AT LAKE SHORE BLVD W	0	0	153	1	19	0.1
TOTALS FOR PERIOD 2: 15:00 TO 18:59		0	1766	1610	25779	1098	23.5

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 110 ISLINGTON SOUTH

Version: 002

ROUTING CODE(S): A0, B0, C0, C1,

COUNT: 1016 ON 2016-MAY-03:**M-F** (FROM 06:02 TO 18:49)

STOP CARD: 21 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS: Run 59 interlines with 300 Bloor- Danforth.



SB CONTROL POINT: 13 ISLINGTON AVE AT EVANS

**TORONTO TRANSIT COMMISSION**

SOUTHBOUND PERIOD 2: 15:00 TO 18:59

PERIOD RIDING INDEX = 23.5 (AVERAGE OCCUPANCY)  
AVERAGE TRIP LENGTH = 14.6 STOPS  
AVERAGE ONS/VEHICLE-STOP = 1.6  
AVERAGE ONS/TRIP = 46.5

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 110 ISLINGTON SOUTH

Version: 002

ROUTING CODE(S): A0, B0, C0, C1,

COUNT: 1016 ON 2016-MAY-03:M-F (FROM 07:29 TO 18:10)

STOP CARD: 21 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS: Run 59 interlines with 300 Bloor- Danforth.



SB CONTROL POINT: 13 ISLINGTON AVE AT EVANS

**TORONTO TRANSIT COMMISSION**

SOUTHBOUND PERIOD 1: 07:29 TO 08:28

ROUTE

STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	ISLINGTON STATION	0	446	0	446	11	40.5
3	BLOOR ST W AT ISLINGTON	0	24	0	470	11	42.7
4	ISLINGTON AVE AT VAN DUSEN	0	0	1	469	11	42.6
5	ISLINGTON AVE AT BERING	0	4	12	461	11	41.9
6	ISLINGTON AVE AT ADVANCE	0	4	21	444	11	40.4
7	ISLINGTON AVE AT NORSEMAN	0	0	41	403	11	36.6
8	ISLINGTON AVE AT TITAN	0	2	43	362	11	32.9
9	ISLINGTON AVE AT JUTLAND	0	3	19	346	11	31.5
10	ISLINGTON AVE AT NORDIN	0	0	9	337	11	30.6
11	ISLINGTON AVE AT BRADBROOK	0	1	1	337	11	30.6
12	ISLINGTON AVE AT QUEENSWAY	0	3	40	300	11	27.3
13	ISLINGTON AVE AT EVANS	0	1	25	276	11	25.1
14	ISLINGTON AVE AT EVANS	0	2	1	277	11	25.2
15	ISLINGTON AVE AT 800	0	0	4	273	11	24.8
16	ISLINGTON AVE AT 730	0	0	1	272	11	24.7
17	ISLINGTON AVE AT JUDSON	0	9	15	266	11	24.2
18	ISLINGTON AVE AT NEW TORONTO	0	0	29	50	6	8.3
19	JUDSON AT MAGNIFICENT	0	1	27	161	5	32.2
20	JUDSON AT HORNER	0	0	17	144	5	28.8
21	ISLINGTON AVE AT BIRMINGHAM	0	0	15	35	6	5.8
22	ISLINGTON AVE AT LAKE SHORE BLVD W	0	0	35	0	6	0.0
30	HORNER AVE AT TORONTO SOUTH DETENTION CENTRE	0	0	6	138	5	27.6
31	HORNER AVE OPP 215	0	0	1	137	5	27.4
32	HORNER AVE AT KIPLING	0	1	16	122	5	24.4
33	HORNER AVE AT TUPPER	0	3	2	123	5	24.6
34	HORNER AVE AT FIMA CR	0	0	10	113	5	22.6
35	HORNER AVE AT CONNORVALE	0	1	4	110	5	22.0
36	HORNER AVE AT EDILOU	0	1	5	106	5	21.2
37	THIRTIETH AT HORNER	0	0	18	14	2	7.0
38	THIRTIETH AT ALHENA	0	0	5	9	2	4.5
39	THIRTIETH AT AKRON	0	0	4	5	2	2.5
40	THIRTIETH AT ELDER	0	0	0	5	2	2.5
41	THIRTIETH AT LAKE SHORE BLVD W	0	0	1	4	2	2.0
42	LAKE SHORE BLVD W AT LONG BRANCH	0	0	1	3	2	1.5
43	LAKE SHORE BLVD W AT 37TH	0	2	0	5	2	2.5
44	LAKE SHORE BLVD W AT 39TH	0	0	0	5	2	2.5
45	HORNER AVE AT 30TH	0	0	10	64	3	21.3
46	HORNER AVE AT DELTA	0	0	1	63	3	21.0
47	HORNER AVE AT BETA	0	0	15	48	3	16.0
48	HORNER AVE AT ALDERBRAE	0	1	1	48	3	16.0
49	HORNER AVE AT SHELDON	0	0	6	42	3	14.0
50	BROWNS LINE AT HORNER	0	4	10	36	3	12.0
51	BROWNS LINE AT WOODBURY	0	0	7	29	3	9.7
52	BROWNS LINE AT JELlicOE	0	2	0	31	3	10.3
53	LOOP (LONG BRANCH) AT LAKE SHORE BLVD W	0	0	35	1	5	0.2



**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 110 ISLINGTON SOUTH

Version: 002

ROUTING CODE(S): A0, B0, C0, C1,

COUNT: 1016 ON 2016-MAY-03:M-F (FROM 07:29 TO 18:10)

STOP CARD: 21 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS: Run 59 interlines with 300 Bloor- Danforth.



SB CONTROL POINT: 13 ISLINGTON AVE AT EVANS

**TORONTO TRANSIT COMMISSION**

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TOTALS FOR	PERIOD 1: 07:29 TO 08:28	<u>0</u>	<u>515</u>	<u>514</u>	<u>7390</u>	<u>284</u>	<u>26.0</u>
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**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 110 ISLINGTON SOUTH

Version: 002

ROUTING CODE(S): A0, B0, C0, C1,

COUNT: 1016 ON 2016-MAY-03:**M-F** (FROM 07:29 TO 18:10)

STOP CARD: 21 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS: Run 59 interlines with 300 Bloor- Danforth.



SB CONTROL POINT: 13 ISLINGTON AVE AT EVANS

**TORONTO TRANSIT COMMISSION**

SOUTHBOUND PERIOD 1: 07:29 TO 08:28

PERIOD RIDING INDEX = 26.0 (AVERAGE OCCUPANCY)  
AVERAGE TRIP LENGTH = 14.3 STOPS  
AVERAGE ONS/VEHICLE-STOP = 1.8  
AVERAGE ONS/TRIP = 46.8

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 110 ISLINGTON SOUTH

Version: 002

ROUTING CODE(S): A0, B0, C0, C1,

COUNT: 1016 ON 2016-MAY-03:M-F (FROM 07:29 TO 18:10)

STOP CARD: 21 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS: Run 59 interlines with 300 Bloor- Danforth.



SB CONTROL POINT: 13 ISLINGTON AVE AT EVANS

**TORONTO TRANSIT COMMISSION**

SOUTHBOUND PERIOD 2: 17:14 TO 18:13

ROUTE

STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	ISLINGTON STATION	0	461	0	461	11	41.9
3	BLOOR ST W AT ISLINGTON	0	28	0	489	11	44.5
4	ISLINGTON AVE AT VAN DUSEN	0	2	5	486	11	44.2
5	ISLINGTON AVE AT BERING	0	4	10	480	11	43.6
6	ISLINGTON AVE AT ADVANCE	0	10	28	462	11	42.0
7	ISLINGTON AVE AT NORSEMAN	0	2	29	435	11	39.5
8	ISLINGTON AVE AT TITAN	0	8	15	428	11	38.9
9	ISLINGTON AVE AT JUTLAND	0	3	16	415	11	37.7
10	ISLINGTON AVE AT NORDIN	0	0	9	406	11	36.9
11	ISLINGTON AVE AT BRADBROOK	0	0	8	398	11	36.2
12	ISLINGTON AVE AT QUEENSWAY	0	12	71	339	11	30.8
13	ISLINGTON AVE AT EVANS	0	1	37	303	11	27.5
14	ISLINGTON AVE AT EVANS	0	2	1	304	11	27.6
15	ISLINGTON AVE AT 800	0	4	1	307	11	27.9
16	ISLINGTON AVE AT 730	0	0	0	307	11	27.9
17	ISLINGTON AVE AT JUDSON	0	4	13	298	11	27.1
18	ISLINGTON AVE AT NEW TORONTO	0	5	10	137	5	27.4
19	JUDSON AT MAGNIFICENT	0	0	0	156	6	26.0
20	JUDSON AT HORNER	0	0	0	156	6	26.0
21	ISLINGTON AVE AT BIRMINGHAM	0	4	19	122	5	24.4
22	ISLINGTON AVE AT LAKE SHORE BLVD W	0	10	61	71	5	14.2
23	LAKE SHORE BLVD W AT 10TH	0	0	0	59	4	14.8
24	TWELFTH AT LAKE SHORE BLVD W	0	6	20	45	4	11.3
25	GARNETT JANES AT TWELFTH	0	1	8	38	4	9.5
26	GARNETT JANES AT COIN ST	0	8	19	27	4	6.8
27	NINTH AT BIRMINGHAM	0	1	2	26	4	6.5
28	BIRMINGHAM AT EIGHTH	0	0	0	26	4	6.5
29	ISLINGTON AVE AT BIRMINGHAM	0	0	1	25	4	6.3
30	HORNER AVE AT TORONTO SOUTH DETENTION CENTRE	0	2	11	147	6	24.5
31	HORNER AVE OPP 215	0	0	0	147	6	24.5
32	HORNER AVE AT KIPLING	0	4	5	146	6	24.3
33	HORNER AVE AT TUPPER	0	0	0	146	6	24.3
34	HORNER AVE AT FIMA CR	0	0	0	146	6	24.3
35	HORNER AVE AT CONNORVALE	0	2	10	138	6	23.0
36	HORNER AVE AT EDILOU	0	0	3	135	6	22.5
37	THIRTIETH AT HORNER	0	1	12	83	4	20.8
38	THIRTIETH AT ALHENA	0	0	0	83	4	20.8
39	THIRTIETH AT AKRON	0	0	0	83	4	20.8
40	THIRTIETH AT ELDER	0	0	8	75	4	18.8
41	THIRTIETH AT LAKE SHORE BLVD W	0	2	33	44	4	11.0
42	LAKE SHORE BLVD W AT LONG BRANCH	0	0	11	33	4	8.3
43	LAKE SHORE BLVD W AT 37TH	0	4	10	27	4	6.8
44	LAKE SHORE BLVD W AT 39TH	0	0	0	27	4	6.8
45	HORNER AVE AT 30TH	0	0	2	39	2	19.5
46	HORNER AVE AT DELTA	0	0	5	34	2	17.0

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 110 ISLINGTON SOUTH

Version: 002

ROUTING CODE(S): A0, B0, C0, C1,

COUNT: 1016 ON 2016-MAY-03:M-F (FROM 07:29 TO 18:10)

STOP CARD: 21 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS: Run 59 interlines with 300 Bloor- Danforth.



SB CONTROL POINT: 13 ISLINGTON AVE AT EVANS

**TORONTO TRANSIT COMMISSION**

SOUTHBOUND PERIOD 2: 17:14 TO 18:13

ROUTE

<u>STOP</u>	<u>LOCATION</u>	<u>START</u>	<u>ONS</u>	<u>OFFS</u>	<u>ACCUM.</u>	<u>VEHICLES</u>	<u>AVG. LOAD</u>
47	HORNER AVE AT BETA	0	1	3	32	2	16.0
48	HORNER AVE AT ALDERBRAE	0	0	5	27	2	13.5
49	HORNER AVE AT SHELDON	0	0	2	25	2	12.5
50	BROWNS LINE AT HORNER	0	0	2	23	2	11.5
51	BROWNS LINE AT WOODBURY	0	0	6	17	2	8.5
52	BROWNS LINE AT JELLICOE	0	0	2	15	2	7.5
53	LOOP (LONG BRANCH) AT LAKE SHORE BLVD W	0	0	42	0	6	0.0
TOTALS FOR PERIOD 2: 17:14 TO 18:13		0	592	555	8878	327	27.1

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 110 ISLINGTON SOUTH

Version: 002

ROUTING CODE(S): A0, B0, C0, C1,

COUNT: 1016 ON 2016-MAY-03:**M-F** (FROM 07:29 TO 18:10)

STOP CARD: 21 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS: Run 59 interlines with 300 Bloor- Danforth.



SB CONTROL POINT: 13 ISLINGTON AVE AT EVANS

**TORONTO TRANSIT COMMISSION**

SOUTHBOUND PERIOD 2: 17:14 TO 18:13

PERIOD RIDING INDEX = 27.1 (AVERAGE OCCUPANCY)  
AVERAGE TRIP LENGTH = 15.0 STOPS  
AVERAGE ONS/VEHICLE-STOP = 1.8  
AVERAGE ONS/TRIP = 53.8

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 142 DOWNTOWN/AVENUE RD EXPRESS

Version: 002

ROUTING CODE(S): \_0,

COUNT: 1043 ON 2012-JUN-26:M-F (FROM 17:27 TO 18:24)

STOP CARD: 13 COUNT COVERAGE/METHOD: FULL(1X)/MANUAL

STOPS: 1 TO 299

COMMENTS:



NB CONTROL POINT: 17 AVENUE RD AT EGLINTON AVE W

**TORONTO TRANSIT COMMISSION**

NORTHBOUND PERIOD 1: 17:27 TO 18:26

ROUTE

STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	RICHMOND ST E AT CHURCH	4	1	0	5	3	1.7
2	RICHMOND ST E AT VICTORIA	0	1	0	6	3	2.0
3	RICHMOND ST W AT YONGE ST	0	6	0	12	3	4.0
4	RICHMOND ST W AT BAY ST	0	3	0	15	3	5.0
5	RICHMOND ST W AT YORK ST	0	10	0	25	3	8.3
6	UNIVERSITY AT QUEEN ST W	0	3	0	28	3	9.3
7	UNIVERSITY AT DUNDAS ST W	0	9	0	37	3	12.3
8	UNIVERSITY AT GERRARD	0	6	0	43	3	14.3
9	UNIVERSITY AT COLLEGE	0	6	0	49	3	16.3
10	QUEENS PK AT WELLESLEY	0	0	0	49	3	16.3
11	QUEENS PK AT CHARLES	0	1	0	50	3	16.7
12	AVENUE RD AT BLOOR	0	2	0	52	3	17.3
13	AVENUE RD AT DAVENPORT	0	0	2	50	3	16.7
14	AVENUE RD AT EDMUND	0	0	3	47	3	15.7
15	AVENUE RD AT ST CLAIR AVE W	0	0	3	44	3	14.7
16	LONSDALE AT AVENUE RD	0	0	3	41	3	13.7
17	AVENUE RD AT EGLINTON AVE W	0	0	1	40	3	13.3
18	AVENUE RD AT ELWOOD	0	0	1	39	3	13.0
19	AVENUE RD AT ROSELAWN	0	0	4	35	3	11.7
20	AVENUE RD AT ST CLEMENTS	0	0	1	34	3	11.3
21	AVENUE RD AT HILLHURST	0	0	2	32	3	10.7
22	AVENUE RD AT LYTTON	0	0	1	31	3	10.3
23	AVENUE RD AT GLENGROVE	0	0	4	27	3	9.0
24	AVENUE RD AT GLENVIEW	0	0	0	27	3	9.0
25	AVENUE RD AT 1451 (HAVERGAL)	0	0	0	27	3	9.0
26	AVENUE RD AT LAWRENCE AVE W	0	0	3	24	3	8.0
27	AVENUE RD AT DOUGLAS	0	0	3	21	3	7.0
28	AVENUE RD AT WOBURN	0	0	1	20	3	6.7
29	AVENUE RD AT FAIRLAWN	0	1	3	18	3	6.0
30	AVENUE RD AT MELROSE	0	0	6	12	3	4.0
31	AVENUE RD AT OLD ORCHARD	0	0	2	10	3	3.3
32	AVENUE RD AT BROOKE	0	0	4	6	3	2.0
33	AVENUE RD AT DUNBLAINE	0	0	1	5	3	1.7
34	AVENUE RD AT RIDLEY	0	0	1	4	3	1.3
35	AVENUE RD AT WILSON	0	0	4	0	3	0.0
36	LOOP (AVENUE RD) AT BOMBAY	0	0	0	0	3	0.0
TOTALS FOR PERIOD 1: 17:27 TO 18:26		4	49	53	965	108	8.9

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 142 DOWNTOWN/AVENUE RD EXPRESS

Version: 002

ROUTING CODE(S): \_0,

COUNT: 1043 ON 2012-JUN-26:**M-F** (FROM 17:27 TO 18:24)

STOP CARD: 13 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS:



NB CONTROL POINT: 17 AVENUE RD AT EGLINTON AVE W

**TORONTO TRANSIT COMMISSION**

NORTHBOUND PERIOD 1: 17:27 TO 18:26

PERIOD RIDING INDEX = 8.9 (AVERAGE OCCUPANCY)  
AVERAGE TRIP LENGTH = 19.7 STOPS  
AVERAGE ONS/VEHICLE-STOP = 0.5  
AVERAGE ONS/TRIP = 16.3

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 142 DOWNTOWN/AVENUE RD EXPRESS

Version: 002

ROUTING CODE(S): \_0,

COUNT: 1043 ON 2012-JUN-26:M-F (FROM 07:26 TO 18:53)

STOP CARD: 13 COUNT COVERAGE/METHOD: FULL(1X)/MANUAL

STOPS: 1 TO 299

COMMENTS:



NB CONTROL POINT: 17 AVENUE RD AT EGLINTON AVE W

**TORONTO TRANSIT COMMISSION**

NORTHBOUND PERIOD 1: 06:00 TO 08:59

ROUTE

STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	RICHMOND ST E AT CHURCH	0	0	0	0	2	0.0
2	RICHMOND ST E AT VICTORIA	0	0	0	0	2	0.0
3	RICHMOND ST W AT YONGE ST	0	0	0	0	2	0.0
4	RICHMOND ST W AT BAY ST	0	0	0	0	2	0.0
5	RICHMOND ST W AT YORK ST	0	0	0	0	2	0.0
6	UNIVERSITY AT QUEEN ST W	0	0	0	0	2	0.0
7	UNIVERSITY AT DUNDAS ST W	0	0	0	0	2	0.0
8	UNIVERSITY AT GERRARD	0	0	0	0	2	0.0
9	UNIVERSITY AT COLLEGE	0	0	0	0	2	0.0
10	QUEENS PK AT WELLESLEY	0	0	0	0	2	0.0
11	QUEENS PK AT CHARLES	0	0	0	0	2	0.0
12	AVENUE RD AT BLOOR	0	0	0	0	2	0.0
13	AVENUE RD AT DAVENPORT	0	0	0	0	2	0.0
14	AVENUE RD AT EDMUND	0	0	0	0	2	0.0
15	AVENUE RD AT ST CLAIR AVE W	0	0	0	0	2	0.0
16	LONSDALE AT AVENUE RD	0	0	0	0	2	0.0
17	AVENUE RD AT EGLINTON AVE W	0	0	0	0	2	0.0
18	AVENUE RD AT ELWOOD	0	0	0	0	2	0.0
19	AVENUE RD AT ROSELAWN	0	0	0	0	2	0.0
20	AVENUE RD AT ST CLEMENTS	0	0	0	0	2	0.0
21	AVENUE RD AT HILLHURST	0	0	0	0	2	0.0
22	AVENUE RD AT LYTTON	0	0	0	0	2	0.0
23	AVENUE RD AT GLENGROVE	0	0	0	0	2	0.0
24	AVENUE RD AT GLENVIEW	0	0	0	0	2	0.0
25	AVENUE RD AT 1451 (HAVERGAL)	0	0	0	0	2	0.0
26	AVENUE RD AT LAWRENCE AVE W	0	0	0	0	2	0.0
27	AVENUE RD AT DOUGLAS	0	0	0	0	2	0.0
28	AVENUE RD AT WOBURN	0	0	0	0	2	0.0
29	AVENUE RD AT FAIRLAWN	0	0	0	0	2	0.0
30	AVENUE RD AT MELROSE	0	0	0	0	2	0.0
31	AVENUE RD AT OLD ORCHARD	0	0	0	0	2	0.0
32	AVENUE RD AT BROOKE	0	0	0	0	2	0.0
33	AVENUE RD AT DUNBLAINE	0	0	0	0	2	0.0
34	AVENUE RD AT RIDLEY	0	0	0	0	2	0.0
35	AVENUE RD AT WILSON	0	0	0	0	2	0.0
36	LOOP (AVENUE RD) AT BOMBAY	0	0	0	0	2	0.0
TOTALS FOR PERIOD 1: 06:00 TO 08:59		0	0	0	0	72	0.0



**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 142 DOWNTOWN/AVENUE RD EXPRESS

Version: 002

ROUTING CODE(S): \_0,

COUNT: 1043 ON 2012-JUN-26:**M-F** (FROM 07:26 TO 18:53)

STOP CARD: 13 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS:



NB CONTROL POINT: 17 AVENUE RD AT EGLINTON AVE W

**TORONTO TRANSIT COMMISSION**

NORTHBOUND PERIOD 1: 06:00 TO 08:59

PERIOD RIDING INDEX = 0.0 (AVERAGE OCCUPANCY)  
AVERAGE TRIP LENGTH = 0.0 STOPS  
AVERAGE ONS/VEHICLE-STOP = 0.0  
AVERAGE ONS/TRIP = 0.0

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 142 DOWNTOWN/AVENUE RD EXPRESS

Version: 002

ROUTING CODE(S): \_0,

COUNT: 1043 ON 2012-JUN-26:M-F (FROM 07:26 TO 18:53)

STOP CARD: 13 COUNT COVERAGE/METHOD: FULL(1X)/MANUAL

STOPS: 1 TO 299

COMMENTS:



NB CONTROL POINT: 17 AVENUE RD AT EGLINTON AVE W

**TORONTO TRANSIT COMMISSION**

NORTHBOUND PERIOD 2: 15:00 TO 18:59

ROUTE

STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	RICHMOND ST E AT CHURCH	5	1	0	6	6	1.0
2	RICHMOND ST E AT VICTORIA	0	2	0	8	6	1.3
3	RICHMOND ST W AT YONGE ST	0	10	0	18	6	3.0
4	RICHMOND ST W AT BAY ST	0	5	0	23	6	3.8
5	RICHMOND ST W AT YORK ST	0	13	0	36	6	6.0
6	UNIVERSITY AT QUEEN ST W	0	9	0	45	6	7.5
7	UNIVERSITY AT DUNDAS ST W	0	13	0	58	6	9.7
8	UNIVERSITY AT GERRARD	0	6	0	64	6	10.7
9	UNIVERSITY AT COLLEGE	0	12	0	76	6	12.7
10	QUEENS PK AT WELLESLEY	0	0	0	76	6	12.7
11	QUEENS PK AT CHARLES	0	1	1	76	6	12.7
12	AVENUE RD AT BLOOR	0	2	1	77	6	12.8
13	AVENUE RD AT DAVENPORT	0	0	2	75	6	12.5
14	AVENUE RD AT EDMUND	0	0	4	71	6	11.8
15	AVENUE RD AT ST CLAIR AVE W	0	0	4	67	6	11.2
16	LONSDALE AT AVENUE RD	0	2	3	66	6	11.0
17	AVENUE RD AT EGLINTON AVE W	0	0	2	64	6	10.7
18	AVENUE RD AT ELWOOD	0	0	1	63	6	10.5
19	AVENUE RD AT ROSELAWN	0	0	4	59	6	9.8
20	AVENUE RD AT ST CLEMENTS	0	0	3	56	6	9.3
21	AVENUE RD AT HILLHURST	0	0	5	51	6	8.5
22	AVENUE RD AT LYTTON	0	0	1	50	6	8.3
23	AVENUE RD AT GLENGROVE	0	0	4	46	6	7.7
24	AVENUE RD AT GLENVIEW	0	0	0	46	6	7.7
25	AVENUE RD AT 1451 (HAVERGAL)	0	0	0	46	6	7.7
26	AVENUE RD AT LAWRENCE AVE W	0	0	4	42	6	7.0
27	AVENUE RD AT DOUGLAS	0	0	5	37	6	6.2
28	AVENUE RD AT WOBURN	0	0	1	36	6	6.0
29	AVENUE RD AT FAIRLAWN	0	1	11	26	6	4.3
30	AVENUE RD AT MELROSE	0	0	6	20	6	3.3
31	AVENUE RD AT OLD ORCHARD	0	0	4	16	6	2.7
32	AVENUE RD AT BROOKE	0	0	5	11	6	1.8
33	AVENUE RD AT DUNBLAINE	0	0	2	9	6	1.5
34	AVENUE RD AT RIDLEY	0	0	1	8	6	1.3
35	AVENUE RD AT WILSON	0	0	8	0	6	0.0
36	LOOP (AVENUE RD) AT BOMBAY	0	0	0	0	6	0.0
TOTALS FOR PERIOD 2: 15:00 TO 18:59		5	77	82	1528	216	7.1

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 142 DOWNTOWN/AVENUE RD EXPRESS

Version: 002

ROUTING CODE(S): \_0,

COUNT: 1043 ON 2012-JUN-26:**M-F** (FROM 07:26 TO 18:53)

STOP CARD: 13 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS:



NB CONTROL POINT: 17 AVENUE RD AT EGLINTON AVE W

**TORONTO TRANSIT COMMISSION**

NORTHBOUND PERIOD 2: 15:00 TO 18:59

PERIOD RIDING INDEX = 7.1 (AVERAGE OCCUPANCY)  
AVERAGE TRIP LENGTH = 19.8 STOPS  
AVERAGE ONS/VEHICLE-STOP = 0.4  
AVERAGE ONS/TRIP = 12.8

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 142 DOWNTOWN/AVENUE RD EXPRESS

Version: 002

ROUTING CODE(S): \_0,

COUNT: 1043 ON 2012-JUN-26:M-F (FROM 06:48 TO 17:56)

STOP CARD: 13 COUNT COVERAGE/METHOD: FULL(1X)/MANUAL

STOPS: 1 TO 299

COMMENTS:



SB CONTROL POINT: 21 AVENUE RD AT EGLINTON AVE W

**TORONTO TRANSIT COMMISSION**

SOUTHBOUND PERIOD 1: 06:00 TO 08:59

ROUTE

STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	LOOP (AVENUE RD) AT BOMBAY	0	2	0	2	5	0.4
2	AVENUE RD AT WILSON	0	8	0	10	5	2.0
3	AVENUE RD AT CARMICHAEL	0	0	0	10	5	2.0
4	AVENUE RD AT DUNBLAINE	0	2	0	12	5	2.4
5	AVENUE RD AT BROOKE	0	14	0	26	5	5.2
6	AVENUE RD AT OLD ORCHARD	0	3	0	29	5	5.8
7	AVENUE RD AT MELROSE	0	10	0	39	5	7.8
8	AVENUE RD AT FAIRLAWN	0	20	0	59	5	11.8
9	AVENUE RD AT WOBURN	0	6	0	65	5	13.0
10	AVENUE RD AT DOUGLAS	0	4	0	69	5	13.8
11	AVENUE RD AT LAWRENCE AVE W	0	6	1	74	5	14.8
12	AVENUE RD OPP 1451 (HAVERGAL)	0	3	0	77	5	15.4
13	AVENUE RD AT OTTER CRESCENT	0	8	0	85	5	17.0
14	AVENUE RD AT GLENGROVE	0	9	2	92	5	18.4
15	AVENUE RD AT GLENCAIRN	0	4	0	96	5	19.2
16	AVENUE RD AT LYTTON	0	2	0	98	5	19.6
17	AVENUE RD AT HILLHURST	0	6	0	104	5	20.8
18	AVENUE RD AT ST CLEMENTS	0	9	0	113	5	22.6
19	AVENUE RD AT ROSELAWN	0	3	0	116	5	23.2
20	AVENUE RD AT ELWOOD	0	1	0	117	5	23.4
21	AVENUE RD AT EGLINTON AVE W	0	4	0	121	5	24.2
22	AVENUE RD AT LONSDALE	0	0	1	120	5	24.0
23	AVENUE RD AT ST CLAIR AVE W	0	5	2	123	5	24.6
24	AVENUE RD AT EDMUND	0	7	0	130	5	26.0
25	AVENUE RD AT DAVENPORT	0	1	2	129	5	25.8
26	AVENUE RD AT BLOOR	0	0	6	123	5	24.6
27	QUEENS PK AT CHARLES (MUSEUM)	0	0	1	122	5	24.4
28	QUEENS PK AT HART HOUSE	0	0	3	119	5	23.8
29	QUEENS PK AT COLLEGE	0	0	11	108	5	21.6
30	UNIVERSITY AT DUNDAS ST W	0	0	17	91	5	18.2
31	UNIVERSITY AT QUEEN ST W	0	0	23	68	5	13.6
32	ADELAIDE ST W AT UNIVERSITY	0	0	19	49	5	9.8
33	ADELAIDE ST W AT YORK ST	0	0	14	35	5	7.0
34	ADELAIDE ST W AT SHEPPARD ST	0	0	18	17	5	3.4
35	ADELAIDE ST E AT YONGE ST	0	0	8	9	5	1.8
36	CHURCH AT LOMBARD	0	0	6	3	5	0.6
37	RICHMOND ST E AT CHURCH	0	0	3	0	5	0.0
TOTALS FOR PERIOD 1: 06:00 TO 08:59		0	137	137	2660	185	14.4

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 142 DOWNTOWN/AVENUE RD EXPRESS

Version: 002

ROUTING CODE(S): \_0,

COUNT: 1043 ON 2012-JUN-26:**M-F** (FROM 06:48 TO 17:56)

STOP CARD: 13 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS:



SB CONTROL POINT: 21 AVENUE RD AT EGLINTON AVE W

**TORONTO TRANSIT COMMISSION**

SOUTHBOUND PERIOD 1: 06:00 TO 08:59

PERIOD RIDING INDEX = 14.4 (AVERAGE OCCUPANCY)  
AVERAGE TRIP LENGTH = 19.4 STOPS  
AVERAGE ONS/VEHICLE-STOP = 0.7  
AVERAGE ONS/TRIP = 27.4

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 142 DOWNTOWN/AVENUE RD EXPRESS

Version: 002

ROUTING CODE(S): \_0,

COUNT: 1043 ON 2012-JUN-26:M-F (FROM 06:48 TO 17:56)

STOP CARD: 13 COUNT COVERAGE/METHOD: FULL(1X)/MANUAL

STOPS: 1 TO 299

COMMENTS:



SB CONTROL POINT: 21 AVENUE RD AT EGLINTON AVE W

**TORONTO TRANSIT COMMISSION**

SOUTHBOUND PERIOD 2: 15:00 TO 18:59

ROUTE

STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	LOOP (AVENUE RD) AT BOMBAY	0	0	0	0	3	0.0
2	AVENUE RD AT WILSON	0	0	0	0	3	0.0
3	AVENUE RD AT CARMICHAEL	0	0	0	0	3	0.0
4	AVENUE RD AT DUNBLAINE	0	0	0	0	3	0.0
5	AVENUE RD AT BROOKE	0	0	0	0	3	0.0
6	AVENUE RD AT OLD ORCHARD	0	0	0	0	3	0.0
7	AVENUE RD AT MELROSE	0	0	0	0	3	0.0
8	AVENUE RD AT FAIRLAWN	0	0	0	0	3	0.0
9	AVENUE RD AT WOBURN	0	0	0	0	3	0.0
10	AVENUE RD AT DOUGLAS	0	0	0	0	3	0.0
11	AVENUE RD AT LAWRENCE AVE W	0	0	0	0	3	0.0
12	AVENUE RD OPP 1451 (HAVERGAL)	0	0	0	0	3	0.0
13	AVENUE RD AT OTTER CRESCENT	0	0	0	0	3	0.0
14	AVENUE RD AT GLENGROVE	0	0	0	0	3	0.0
15	AVENUE RD AT GLENCAIRN	0	0	0	0	3	0.0
16	AVENUE RD AT LYTTON	0	0	0	0	3	0.0
17	AVENUE RD AT HILLHURST	0	0	0	0	3	0.0
18	AVENUE RD AT ST CLEMENTS	0	0	0	0	3	0.0
19	AVENUE RD AT ROSELAWN	0	0	0	0	3	0.0
20	AVENUE RD AT ELWOOD	0	0	0	0	3	0.0
21	AVENUE RD AT EGLINTON AVE W	0	0	0	0	3	0.0
22	AVENUE RD AT LONSDALE	0	0	0	0	3	0.0
23	AVENUE RD AT ST CLAIR AVE W	0	2	0	2	3	0.7
24	AVENUE RD AT EDMUND	0	0	0	2	3	0.7
25	AVENUE RD AT DAVENPORT	0	0	0	2	3	0.7
26	AVENUE RD AT BLOOR	0	0	0	2	3	0.7
27	QUEENS PK AT CHARLES (MUSEUM)	0	0	0	2	3	0.7
28	QUEENS PK AT HART HOUSE	0	0	0	2	3	0.7
29	QUEENS PK AT COLLEGE	0	0	0	2	3	0.7
30	UNIVERSITY AT DUNDAS ST W	0	0	2	0	3	0.0
31	UNIVERSITY AT QUEEN ST W	0	0	0	0	3	0.0
32	ADELAIDE ST W AT UNIVERSITY	0	2	0	2	5	0.4
33	ADELAIDE ST W AT YORK ST	0	2	0	4	5	0.8
34	ADELAIDE ST W AT SHEPPARD ST	0	2	0	6	5	1.2
35	ADELAIDE ST E AT YONGE ST	0	2	2	6	5	1.2
36	CHURCH AT LOMBARD	0	1	0	7	5	1.4
37	RICHMOND ST E AT CHURCH	0	0	2	5	5	1.0
TOTALS FOR PERIOD 2: 15:00 TO 18:59		0	11	6	44	123	0.4

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 142 DOWNTOWN/AVENUE RD EXPRESS

Version: 002

ROUTING CODE(S): \_0,

COUNT: 1043 ON 2012-JUN-26:**M-F** (FROM 06:48 TO 17:56)

STOP CARD: 13 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS:



SB CONTROL POINT: 21 AVENUE RD AT EGLINTON AVE W

**TORONTO TRANSIT COMMISSION**

SOUTHBOUND PERIOD 2: 15:00 TO 18:59

PERIOD RIDING INDEX = 0.4 (AVERAGE OCCUPANCY)  
AVERAGE TRIP LENGTH = 4.0 STOPS  
AVERAGE ONS/VEHICLE-STOP = 0.1  
AVERAGE ONS/TRIP = 2.2

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 142 DOWNTOWN/AVENUE RD EXPRESS

Version: 002

ROUTING CODE(S): \_0,

COUNT: 1043 ON 2012-JUN-26:M-F (FROM 06:48 TO 16:55)

STOP CARD: 13 COUNT COVERAGE/METHOD: FULL(1X)/MANUAL

STOPS: 1 TO 299

COMMENTS:



SB CONTROL POINT: 21 AVENUE RD AT EGLINTON AVE W

**TORONTO TRANSIT COMMISSION**

SOUTHBOUND PERIOD 1: 06:48 TO 07:47

ROUTE

STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	LOOP (AVENUE RD) AT BOMBAY	0	2	0	2	3	0.7
2	AVENUE RD AT WILSON	0	6	0	8	3	2.7
3	AVENUE RD AT CARMICHAEL	0	0	0	8	3	2.7
4	AVENUE RD AT DUNBLAINE	0	1	0	9	3	3.0
5	AVENUE RD AT BROOKE	0	8	0	17	3	5.7
6	AVENUE RD AT OLD ORCHARD	0	0	0	17	3	5.7
7	AVENUE RD AT MELROSE	0	8	0	25	3	8.3
8	AVENUE RD AT FAIRLAWN	0	13	0	38	3	12.7
9	AVENUE RD AT WOBURN	0	1	0	39	3	13.0
10	AVENUE RD AT DOUGLAS	0	3	0	42	3	14.0
11	AVENUE RD AT LAWRENCE AVE W	0	3	1	44	3	14.7
12	AVENUE RD OPP 1451 (HAVERGAL)	0	1	0	45	3	15.0
13	AVENUE RD AT OTTER CRESCENT	0	5	0	50	3	16.7
14	AVENUE RD AT GLENGROVE	0	3	0	53	3	17.7
15	AVENUE RD AT GLENCAIRN	0	3	0	56	3	18.7
16	AVENUE RD AT LYTTON	0	2	0	58	3	19.3
17	AVENUE RD AT HILLHURST	0	3	0	61	3	20.3
18	AVENUE RD AT ST CLEMENTS	0	1	0	62	3	20.7
19	AVENUE RD AT ROSELAWN	0	1	0	63	3	21.0
20	AVENUE RD AT ELWOOD	0	1	0	64	3	21.3
21	AVENUE RD AT EGLINTON AVE W	0	2	0	66	3	22.0
22	AVENUE RD AT LONSDALE	0	0	1	65	3	21.7
23	AVENUE RD AT ST CLAIR AVE W	0	4	0	69	3	23.0
24	AVENUE RD AT EDMUND	0	3	0	72	3	24.0
25	AVENUE RD AT DAVENPORT	0	0	1	71	3	23.7
26	AVENUE RD AT BLOOR	0	0	1	70	3	23.3
27	QUEENS PK AT CHARLES (MUSEUM)	0	0	1	69	3	23.0
28	QUEENS PK AT HART HOUSE	0	0	2	67	3	22.3
29	QUEENS PK AT COLLEGE	0	0	5	62	3	20.7
30	UNIVERSITY AT DUNDAS ST W	0	0	13	49	3	16.3
31	UNIVERSITY AT QUEEN ST W	0	0	9	40	3	13.3
32	ADELAIDE ST W AT UNIVERSITY	0	0	12	28	3	9.3
33	ADELAIDE ST W AT YORK ST	0	0	9	19	3	6.3
34	ADELAIDE ST W AT SHEPPARD ST	0	0	11	8	3	2.7
35	ADELAIDE ST E AT YONGE ST	0	0	2	6	3	2.0
36	CHURCH AT LOMBARD	0	0	4	2	3	0.7
37	RICHMOND ST E AT CHURCH	0	0	2	0	3	0.0
TOTALS FOR PERIOD 1: 06:48 TO 07:47		0	74	74	1524	111	13.7



**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 142 DOWNTOWN/AVENUE RD EXPRESS

Version: 002

ROUTING CODE(S): \_0,

COUNT: 1043 ON 2012-JUN-26:**M-F** (FROM 06:48 TO 16:55)

STOP CARD: 13 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS:



SB CONTROL POINT: 21 AVENUE RD AT EGLINTON AVE W

**TORONTO TRANSIT COMMISSION**

SOUTHBOUND PERIOD 1: 06:48 TO 07:47

PERIOD RIDING INDEX = 13.7 (AVERAGE OCCUPANCY)  
AVERAGE TRIP LENGTH = 20.6 STOPS  
AVERAGE ONS/VEHICLE-STOP = 0.7  
AVERAGE ONS/TRIP = 24.7

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 142 DOWNTOWN/AVENUE RD EXPRESS

Version: 002

ROUTING CODE(S): \_0,

COUNT: 1043 ON 2012-JUN-26:M-F (FROM 06:48 TO 16:55)

STOP CARD: 13 COUNT COVERAGE/METHOD: FULL(1X)/MANUAL

STOPS: 1 TO 299

COMMENTS:



SB CONTROL POINT: 21 AVENUE RD AT EGLINTON AVE W

**TORONTO TRANSIT COMMISSION**

SOUTHBOUND PERIOD 2: 15:58 TO 16:57

ROUTE

STOP	LOCATION	START	ONS	OFFS	ACCUM.	VEHICLES	AVG. LOAD
1	LOOP (AVENUE RD) AT BOMBAY	0	0	0	0	1	0.0
2	AVENUE RD AT WILSON	0	0	0	0	1	0.0
3	AVENUE RD AT CARMICHAEL	0	0	0	0	1	0.0
4	AVENUE RD AT DUNBLAINE	0	0	0	0	1	0.0
5	AVENUE RD AT BROOKE	0	0	0	0	1	0.0
6	AVENUE RD AT OLD ORCHARD	0	0	0	0	1	0.0
7	AVENUE RD AT MELROSE	0	0	0	0	1	0.0
8	AVENUE RD AT FAIRLAWN	0	0	0	0	1	0.0
9	AVENUE RD AT WOBURN	0	0	0	0	1	0.0
10	AVENUE RD AT DOUGLAS	0	0	0	0	1	0.0
11	AVENUE RD AT LAWRENCE AVE W	0	0	0	0	1	0.0
12	AVENUE RD OPP 1451 (HAVERGAL)	0	0	0	0	1	0.0
13	AVENUE RD AT OTTER CRESCENT	0	0	0	0	1	0.0
14	AVENUE RD AT GLENGROVE	0	0	0	0	1	0.0
15	AVENUE RD AT GLENCAIRN	0	0	0	0	1	0.0
16	AVENUE RD AT LYTTON	0	0	0	0	1	0.0
17	AVENUE RD AT HILLHURST	0	0	0	0	1	0.0
18	AVENUE RD AT ST CLEMENTS	0	0	0	0	1	0.0
19	AVENUE RD AT ROSELAWN	0	0	0	0	1	0.0
20	AVENUE RD AT ELWOOD	0	0	0	0	1	0.0
21	AVENUE RD AT EGLINTON AVE W	0	0	0	0	1	0.0
22	AVENUE RD AT LONSDALE	0	0	0	0	1	0.0
23	AVENUE RD AT ST CLAIR AVE W	0	0	0	0	1	0.0
24	AVENUE RD AT EDMUND	0	0	0	0	1	0.0
25	AVENUE RD AT DAVENPORT	0	0	0	0	1	0.0
26	AVENUE RD AT BLOOR	0	0	0	0	1	0.0
27	QUEENS PK AT CHARLES (MUSEUM)	0	0	0	0	1	0.0
28	QUEENS PK AT HART HOUSE	0	0	0	0	1	0.0
29	QUEENS PK AT COLLEGE	0	0	0	0	1	0.0
30	UNIVERSITY AT DUNDAS ST W	0	0	0	0	1	0.0
31	UNIVERSITY AT QUEEN ST W	0	0	0	0	1	0.0
32	ADELAIDE ST W AT UNIVERSITY	0	1	0	1	3	0.3
33	ADELAIDE ST W AT YORK ST	0	2	0	3	3	1.0
34	ADELAIDE ST W AT SHEPPARD ST	0	2	0	5	3	1.7
35	ADELAIDE ST E AT YONGE ST	0	2	2	5	3	1.7
36	CHURCH AT LOMBARD	0	1	0	6	3	2.0
37	RICHMOND ST E AT CHURCH	0	0	2	4	3	1.3
TOTALS FOR PERIOD 2: 15:58 TO 16:57		0	8	4	24	49	0.5

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 142 DOWNTOWN/AVENUE RD EXPRESS

Version: 002

ROUTING CODE(S): \_0,

COUNT: 1043 ON 2012-JUN-26:**M-F** (FROM 06:48 TO 16:55)

STOP CARD: 13 COUNT COVERAGE/METHOD: **FULL(1X)/MANUAL**

STOPS: 1 TO 299

COMMENTS:



SB CONTROL POINT: 21 AVENUE RD AT EGLINTON AVE W

**TORONTO TRANSIT COMMISSION**

SOUTHBOUND PERIOD 2: 15:58 TO 16:57

PERIOD RIDING INDEX = 0.5 (AVERAGE OCCUPANCY)  
AVERAGE TRIP LENGTH = 3.0 STOPS  
AVERAGE ONS/VEHICLE-STOP = 0.2  
AVERAGE ONS/TRIP = 2.7

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 188 KIPLING SOUTH ROCKET

Version: 002

ROUTING CODE(S): \_0,

COUNT: 3008 ON 2017-MAR-27:M-F (FROM 07:27 TO 15:51)

STOP CARD: 1 COUNT COVERAGE/METHOD: PART(GE95)/APC

STOPS: 1 TO 299

COMMENTS: Coverage: 99.5%. Last date of Humber College classes: April 28/17  
(most samples were before this date). Route introduced March 27/16.



NB CONTROL POINT: 8 KIPLING STATION

**TORONTO TRANSIT COMMISSION**

NORTHBOUND PERIOD 1: 07:27 TO 08:26

ROUTE

<u>STOP</u>	<u>LOCATION</u>	<u>START</u>	<u>ONS</u>	<u>OFFS</u>	<u>ACCUM.</u>	<u>VEHICLES</u>	<u>AVG. LOAD</u>
1	LOOP (COLONEL SAMUEL) AT COLONEL SAMUEL	0	6	0	6	8	0.8
2	COLONEL SAMUEL AT HUMBER COLL BLDG M	0	1	0	7	8	0.9
3	COLONEL SAMUEL AT LAKE SHORE BLVD W	0	52	0	59	8	7.4
4	KIPLING AVE AT BIRMINGHAM	0	28	0	87	8	10.9
5	KIPLING AVE AT EVANS	0	5	1	91	8	11.4
6	KIPLING AVE AT QUEENSWAY	0	13	1	103	8	12.9
8	KIPLING STATION	0	0	103	0	8	0.0
TOTALS FOR PERIOD 1: 07:27 TO 08:26		0	105	105	353	56	6.3

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 188 KIPLING SOUTH ROCKET

Version: 002

ROUTING CODE(S): \_0,

COUNT: 3008 ON 2017-MAR-27:**M-F** (FROM 07:27 TO 15:51)

STOP CARD: 1 COUNT COVERAGE/METHOD: **PART(GE95)/APC**

STOPS: 1 TO 299

COMMENTS: Coverage: 99.5%. Last date of Humber College classes: April 28/17  
(most samples were before this date). Route introduced March  
27/16.



NB CONTROL POINT: 8 KIPLING STATION

**TORONTO TRANSIT COMMISSION**

NORTHBOUND PERIOD 1: 07:27 TO 08:26

PERIOD RIDING INDEX = 6.3 (AVERAGE OCCUPANCY)  
AVERAGE TRIP LENGTH = 3.4 STOPS  
AVERAGE ONS/VEHICLE-STOP = 1.9  
AVERAGE ONS/TRIP = 13.1

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 188 KIPLING SOUTH ROCKET

Version: 002

ROUTING CODE(S): \_0,

COUNT: 3008 ON 2017-MAR-27:M-F (FROM 07:27 TO 15:51)

STOP CARD: 1 COUNT COVERAGE/METHOD: PART(GE95)/APC

STOPS: 1 TO 299

COMMENTS: Coverage: 99.5%. Last date of Humber College classes: April 28/17  
(most samples were before this date). Route introduced March 27/16.



NB CONTROL POINT: 8 KIPLING STATION

**TORONTO TRANSIT COMMISSION**

NORTHBOUND PERIOD 2: 14:59 TO 15:58

ROUTE

<u>STOP</u>	<u>LOCATION</u>	<u>START</u>	<u>ONS</u>	<u>OFFS</u>	<u>ACCUM.</u>	<u>VEHICLES</u>	<u>AVG. LOAD</u>
1	LOOP (COLONEL SAMUEL) AT COLONEL SAMUEL	0	75	0	75	8	9.4
2	COLONEL SAMUEL AT HUMBER COLL BLDG M	0	73	1	147	8	18.4
3	COLONEL SAMUEL AT LAKE SHORE BLVD W	0	73	1	219	8	27.4
4	KIPLING AVE AT BIRMINGHAM	0	24	0	243	8	30.4
5	KIPLING AVE AT EVANS	0	20	14	249	8	31.1
6	KIPLING AVE AT QUEENSWAY	0	14	6	257	8	32.1
8	KIPLING STATION	0	0	257	0	8	0.0
TOTALS FOR PERIOD 2: 14:59 TO 15:58		0	279	279	1190	56	21.3

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 188 KIPLING SOUTH ROCKET

Version: 002

ROUTING CODE(S): \_0,

COUNT: 3008 ON 2017-MAR-27:**M-F** (FROM 07:27 TO 15:51)

STOP CARD: 1 COUNT COVERAGE/METHOD: **PART(GE95)/APC**

STOPS: 1 TO 299

COMMENTS: Coverage: 99.5%. Last date of Humber College classes: April 28/17  
(most samples were before this date). Route introduced March  
27/16.



NB CONTROL POINT: 8 KIPLING STATION

**TORONTO TRANSIT COMMISSION**

NORTHBOUND PERIOD 2: 14:59 TO 15:58

PERIOD RIDING INDEX = 21.3 (AVERAGE OCCUPANCY)  
AVERAGE TRIP LENGTH = 4.3 STOPS  
AVERAGE ONS/VEHICLE-STOP = 5.0  
AVERAGE ONS/TRIP = 34.9

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 188 KIPLING SOUTH ROCKET

Version: 002

ROUTING CODE(S): \_0,

COUNT: 3008 ON 2017-MAR-27:M-F (FROM 07:27 TO 18:57)

STOP CARD: 1 COUNT COVERAGE/METHOD: PART(GE95)/APC

STOPS: 1 TO 299

COMMENTS: Coverage: 99.5%. Last date of Humber College classes: April 28/17  
(most samples were before this date). Route introduced March 27/16.



NB CONTROL POINT: 8 KIPLING STATION

**TORONTO TRANSIT COMMISSION**

NORTHBOUND PERIOD 1: 06:00 TO 08:59

ROUTE

<u>STOP</u>	<u>LOCATION</u>	<u>START</u>	<u>ONS</u>	<u>OFFS</u>	<u>ACCUM.</u>	<u>VEHICLES</u>	<u>AVG. LOAD</u>
1	LOOP (COLONEL SAMUEL) AT COLONEL SAMUEL	0	6	0	6	13	0.5
2	COLONEL SAMUEL AT HUMBER COLL BLDG M	0	3	0	9	13	0.7
3	COLONEL SAMUEL AT LAKE SHORE BLVD W	0	79	0	88	13	6.8
4	KIPLING AVE AT BIRMINGHAM	0	41	2	127	13	9.8
5	KIPLING AVE AT EVANS	0	5	3	129	13	9.9
6	KIPLING AVE AT QUEENSWAY	0	14	1	142	13	10.9
8	KIPLING STATION	0	0	142	0	13	0.0
TOTALS FOR PERIOD 1: 06:00 TO 08:59		0	148	148	501	91	5.5



**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 188 KIPLING SOUTH ROCKET

Version: 002

ROUTING CODE(S): \_0,

COUNT: 3008 ON 2017-MAR-27:**M-F** (FROM 07:27 TO 18:57)

STOP CARD: 1 COUNT COVERAGE/METHOD: **PART(GE95)/APC**

STOPS: 1 TO 299

COMMENTS: Coverage: 99.5%. Last date of Humber College classes: April 28/17  
(most samples were before this date). Route introduced March  
27/16.



NB CONTROL POINT: 8 KIPLING STATION

**TORONTO TRANSIT COMMISSION**

NORTHBOUND PERIOD 1: 06:00 TO 08:59

PERIOD RIDING INDEX = 5.5 (AVERAGE OCCUPANCY)  
AVERAGE TRIP LENGTH = 3.4 STOPS  
AVERAGE ONS/VEHICLE-STOP = 1.6  
AVERAGE ONS/TRIP = 11.4

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 188 KIPLING SOUTH ROCKET

Version: 002

ROUTING CODE(S): \_0,

COUNT: 3008 ON 2017-MAR-27:M-F (FROM 07:27 TO 18:57)

STOP CARD: 1 COUNT COVERAGE/METHOD: PART(GE95)/APC

STOPS: 1 TO 299

COMMENTS: Coverage: 99.5%. Last date of Humber College classes: April 28/17  
(most samples were before this date). Route introduced March 27/16.



NB CONTROL POINT: 8 KIPLING STATION

**TORONTO TRANSIT COMMISSION**

NORTHBOUND PERIOD 2: 15:00 TO 18:59

ROUTE

<u>STOP</u>	<u>LOCATION</u>	<u>START</u>	<u>ONS</u>	<u>OFFS</u>	<u>ACCUM.</u>	<u>VEHICLES</u>	<u>AVG. LOAD</u>
1	LOOP (COLONEL SAMUEL) AT COLONEL SAMUEL	0	75	0	75	32	2.3
2	COLONEL SAMUEL AT HUMBER COLL BLDG M	0	182	2	255	32	8.0
3	COLONEL SAMUEL AT LAKE SHORE BLVD W	0	172	5	422	32	13.2
4	KIPLING AVE AT BIRMINGHAM	0	57	1	478	32	14.9
5	KIPLING AVE AT EVANS	0	92	19	551	32	17.2
6	KIPLING AVE AT QUEENSWAY	0	52	17	586	32	18.3
8	KIPLING STATION	0	0	586	0	32	0.0
TOTALS FOR PERIOD 2: 15:00 TO 18:59		0	630	630	2367	224	10.6

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 188 KIPLING SOUTH ROCKET

Version: 002

ROUTING CODE(S): \_0,

COUNT: 3008 ON 2017-MAR-27:**M-F** (FROM 07:27 TO 18:57)

STOP CARD: 1 COUNT COVERAGE/METHOD: **PART(GE95)/APC**

STOPS: 1 TO 299

COMMENTS: Coverage: 99.5%. Last date of Humber College classes: April 28/17  
(most samples were before this date). Route introduced March  
27/16.

NB CONTROL POINT: 8 KIPLING STATION



**TORONTO TRANSIT COMMISSION**

NORTHBOUND PERIOD 2: 15:00 TO 18:59

PERIOD RIDING INDEX = 10.6 (AVERAGE OCCUPANCY)  
AVERAGE TRIP LENGTH = 3.8 STOPS  
AVERAGE ONS/VEHICLE-STOP = 2.8  
AVERAGE ONS/TRIP = 19.7

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 188 KIPLING SOUTH ROCKET

Version: 002

ROUTING CODE(S): \_0,

COUNT: 3008 ON 2017-MAR-27:M-F (FROM 06:59 TO 18:58)

STOP CARD: 1 COUNT COVERAGE/METHOD: PART(GE95)/APC

STOPS: 1 TO 299

COMMENTS: Coverage: 99.5%. Last date of Humber College classes: April 28/17  
(most samples were before this date). Route introduced March 27/16.



SB CONTROL POINT: 1 KIPLING STATION

**TORONTO TRANSIT COMMISSION**

SOUTHBOUND PERIOD 1: 06:00 TO 08:59

ROUTE

<u>STOP</u>	<u>LOCATION</u>	<u>START</u>	<u>ONS</u>	<u>OFFS</u>	<u>ACCUM.</u>	<u>VEHICLES</u>	<u>AVG. LOAD</u>
1	KIPLING STATION	0	389	0	389	16	24.3
3	KIPLING AVE AT QUEENSWAY	0	7	23	373	16	23.3
4	KIPLING AVE AT EVANS	0	11	48	336	16	21.0
5	KIPLING AVE AT BIRMINGHAM	0	1	27	310	16	19.4
6	KIPLING AVE AT LAKE SHORE BLVD W	0	0	85	225	16	14.1
7	COLONEL SAMUEL AT HUMBER COLL BLDG M	0	5	220	10	16	0.6
8	LOOP (COLONELSAMUEL) AT COLONEL SAMUEL	0	0	10	0	16	0.0
TOTALS FOR PERIOD 1: 06:00 TO 08:59		0	413	413	1643	112	14.7

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 188 KIPLING SOUTH ROCKET

Version: 002

ROUTING CODE(S): \_0,

COUNT: 3008 ON 2017-MAR-27:**M-F** (FROM 06:59 TO 18:58)

STOP CARD: 1 COUNT COVERAGE/METHOD: **PART(GE95)/APC**

STOPS: 1 TO 299

COMMENTS: Coverage: 99.5%. Last date of Humber College classes: April 28/17  
(most samples were before this date). Route introduced March  
27/16.



SB CONTROL POINT: 1 KIPLING STATION

**TORONTO TRANSIT COMMISSION**

SOUTHBOUND PERIOD 1: 06:00 TO 08:59

PERIOD RIDING INDEX = 14.7 (AVERAGE OCCUPANCY)  
AVERAGE TRIP LENGTH = 4.0 STOPS  
AVERAGE ONS/VEHICLE-STOP = 3.7  
AVERAGE ONS/TRIP = 25.8

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 188 KIPLING SOUTH ROCKET

Version: 002

ROUTING CODE(S): \_0,

COUNT: 3008 ON 2017-MAR-27:M-F (FROM 06:59 TO 18:58)

STOP CARD: 1 COUNT COVERAGE/METHOD: PART(GE95)/APC

STOPS: 1 TO 299

COMMENTS: Coverage: 99.5%. Last date of Humber College classes: April 28/17  
(most samples were before this date). Route introduced March 27/16.



SB CONTROL POINT: 1 KIPLING STATION

**TORONTO TRANSIT COMMISSION**

SOUTHBOUND PERIOD 2: 15:00 TO 18:59

ROUTE

<u>STOP</u>	<u>LOCATION</u>	<u>START</u>	<u>ONS</u>	<u>OFFS</u>	<u>ACCUM.</u>	<u>VEHICLES</u>	<u>AVG. LOAD</u>
1	KIPLING STATION	0	210	0	210	32	6.6
3	KIPLING AVE AT QUEENSWAY	0	13	28	195	32	6.1
4	KIPLING AVE AT EVANS	0	9	18	186	32	5.8
5	KIPLING AVE AT BIRMINGHAM	0	3	59	130	32	4.1
6	KIPLING AVE AT LAKE SHORE BLVD W	0	3	93	40	32	1.3
7	COLONEL SAMUEL AT HUMBER COLL BLDG M	0	5	21	24	32	0.8
8	LOOP (COLONELSAMUEL) AT COLONEL SAMUEL	0	0	24	0	32	0.0
TOTALS FOR PERIOD 2: 15:00 TO 18:59		0	243	243	785	224	3.5

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 188 KIPLING SOUTH ROCKET

Version: 002

ROUTING CODE(S): \_0,

COUNT: 3008 ON 2017-MAR-27:**M-F** (FROM 06:59 TO 18:58)

STOP CARD: 1 COUNT COVERAGE/METHOD: **PART(GE95)/APC**

STOPS: 1 TO 299

COMMENTS: Coverage: 99.5%. Last date of Humber College classes: April 28/17  
(most samples were before this date). Route introduced March  
27/16.



SB CONTROL POINT: 1 KIPLING STATION

**TORONTO TRANSIT COMMISSION**

SOUTHBOUND PERIOD 2: 15:00 TO 18:59

PERIOD RIDING INDEX = 3.5 (AVERAGE OCCUPANCY)  
AVERAGE TRIP LENGTH = 3.2 STOPS  
AVERAGE ONS/VEHICLE-STOP = 1.1  
AVERAGE ONS/TRIP = 7.6

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 188 KIPLING SOUTH ROCKET

Version: 002

ROUTING CODE(S): \_0,

COUNT: 3008 ON 2017-MAR-27:M-F (FROM 07:15 TO 16:37)

STOP CARD: 1 COUNT COVERAGE/METHOD: **PART(GE95)/APC**

STOPS: 1 TO 299

COMMENTS: Coverage: 99.5%. Last date of Humber College classes: April 28/17  
(most samples were before this date). Route introduced March 27/16.



SB CONTROL POINT: 1 KIPLING STATION

**TORONTO TRANSIT COMMISSION**

SOUTHBOUND PERIOD 1: 07:15 TO 08:14

ROUTE

<u>STOP</u>	<u>LOCATION</u>	<u>START</u>	<u>ONS</u>	<u>OFFS</u>	<u>ACCUM.</u>	<u>VEHICLES</u>	<u>AVG. LOAD</u>
1	KIPLING STATION	0	281	0	281	9	31.2
3	KIPLING AVE AT QUEENSWAY	0	4	13	272	9	30.2
4	KIPLING AVE AT EVANS	0	6	33	245	9	27.2
5	KIPLING AVE AT BIRMINGHAM	0	1	12	234	9	26.0
6	KIPLING AVE AT LAKE SHORE BLVD W	0	0	59	175	9	19.4
7	COLONEL SAMUEL AT HUMBER COLL BLDG M	0	3	171	7	9	0.8
8	LOOP (COLONELSAMUEL) AT COLONEL SAMUEL	0	0	7	0	9	0.0
TOTALS FOR PERIOD 1: 07:15 TO 08:14		0	295	295	1214	63	19.3



**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 188 KIPLING SOUTH ROCKET

Version: 002

ROUTING CODE(S): \_0,

COUNT: 3008 ON 2017-MAR-27:**M-F** (FROM 07:15 TO 16:37)

STOP CARD: 1 COUNT COVERAGE/METHOD: **PART(GE95)/APC**

STOPS: 1 TO 299

COMMENTS: Coverage: 99.5%. Last date of Humber College classes: April 28/17  
(most samples were before this date). Route introduced March  
27/16.



SB CONTROL POINT: 1 KIPLING STATION

**TORONTO TRANSIT COMMISSION**

SOUTHBOUND PERIOD 1: 07:15 TO 08:14

PERIOD RIDING INDEX = 19.3 (AVERAGE OCCUPANCY)  
AVERAGE TRIP LENGTH = 4.1 STOPS  
AVERAGE ONS/VEHICLE-STOP = 4.7  
AVERAGE ONS/TRIP = 32.8

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 188 KIPLING SOUTH ROCKET

Version: 002

ROUTING CODE(S): \_0,

COUNT: 3008 ON 2017-MAR-27:M-F (FROM 07:15 TO 16:37)

STOP CARD: 1 COUNT COVERAGE/METHOD: PART(GE95)/APC

STOPS: 1 TO 299

COMMENTS: Coverage: 99.5%. Last date of Humber College classes: April 28/17  
(most samples were before this date). Route introduced March 27/16.



SB CONTROL POINT: 1 KIPLING STATION

**TORONTO TRANSIT COMMISSION**

SOUTHBOUND PERIOD 2: 15:40 TO 16:39

ROUTE

<u>STOP</u>	<u>LOCATION</u>	<u>START</u>	<u>ONS</u>	<u>OFFS</u>	<u>ACCUM.</u>	<u>VEHICLES</u>	<u>AVG. LOAD</u>
1	KIPLING STATION	0	62	0	62	9	6.9
3	KIPLING AVE AT QUEENSWAY	0	7	11	58	9	6.4
4	KIPLING AVE AT EVANS	0	1	5	54	9	6.0
5	KIPLING AVE AT BIRMINGHAM	0	1	21	34	9	3.8
6	KIPLING AVE AT LAKE SHORE BLVD W	0	1	22	13	9	1.4
7	COLONEL SAMUEL AT HUMBER COLL BLDG M	0	0	8	5	9	0.6
8	LOOP (COLONELSAMUEL) AT COLONEL SAMUEL	0	0	5	0	9	0.0
TOTALS FOR PERIOD 2: 15:40 TO 16:39		0	72	72	226	63	3.6

**RIDING COUNT - 2. PASSENGER ACTIVITY BY STOP REPORT**

Report: TRIPS\_DM - 002

ROUTE: 188 KIPLING SOUTH ROCKET

Version: 002

ROUTING CODE(S): \_0,

COUNT: 3008 ON 2017-MAR-27:**M-F** (FROM 07:15 TO 16:37)

STOP CARD: 1 COUNT COVERAGE/METHOD: **PART(GE95)/APC**

STOPS: 1 TO 299

COMMENTS: Coverage: 99.5%. Last date of Humber College classes: April 28/17  
(most samples were before this date). Route introduced March  
27/16.



SB CONTROL POINT: 1 KIPLING STATION

**TORONTO TRANSIT COMMISSION**

SOUTHBOUND PERIOD 2: 15:40 TO 16:39

PERIOD RIDING INDEX = 3.6 (AVERAGE OCCUPANCY)  
AVERAGE TRIP LENGTH = 3.1 STOPS  
AVERAGE ONS/VEHICLE-STOP = 1.1  
AVERAGE ONS/TRIP = 8.0

# APPENDIX


## **B** TURNING MOVEMENT COUNTS

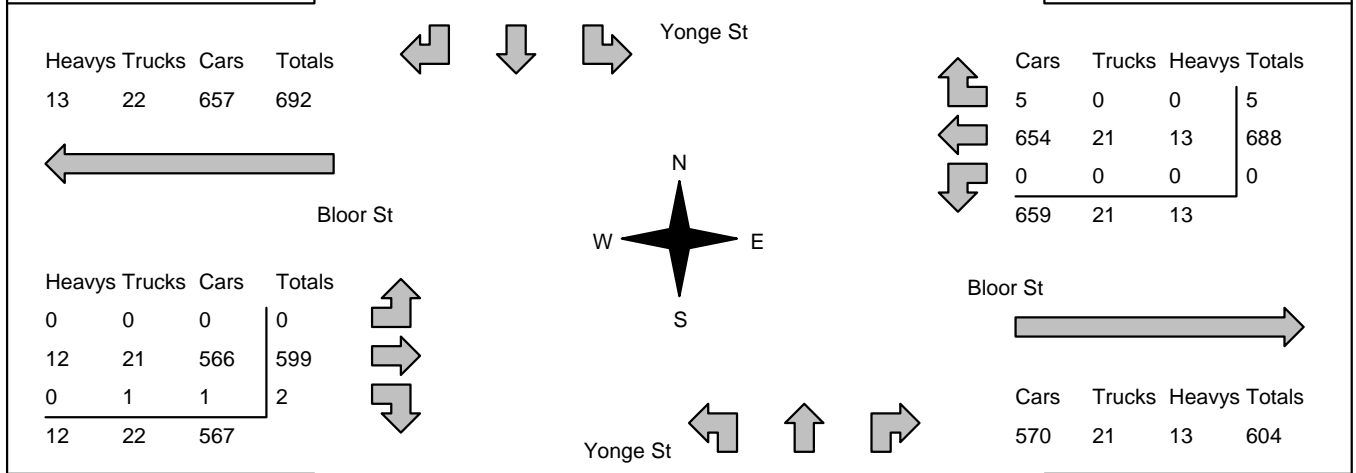
# Accu-Traffic Inc.


<b>Morning Peak Diagram</b>	<b>Specified Period</b> <b>From:</b> 7:00:00 <b>To:</b> 9:00:00	<b>One Hour Peak</b> <b>From:</b> 7:45:00 <b>To:</b> 8:45:00
-----------------------------	---	--

<b>Municipality:</b> Toronto <b>Site #:</b> 1713900001 <b>Intersection:</b> Bloor St & Yonge St <b>TFR File #:</b> 1 <b>Count date:</b> 20-Jun-17	<b>Weather conditions:</b>  <b>Person counted:</b> <b>Person prepared:</b> <b>Person checked:</b>
---	---

<b>** Signalized Intersection **</b>	<b>Major Road:</b> Bloor St runs W/E
--------------------------------------	--------------------------------------

North Leg Total: 779 North Entering: 539 North Peds: 715 Peds Cross: $\boxtimes$	<table style="border-collapse: collapse;"> <tr><td>Heavys</td><td>0</td><td>10</td><td>0</td><td style="border-left: 1px solid black;">10</td></tr> <tr><td>Trucks</td><td>1</td><td>10</td><td>0</td><td style="border-left: 1px solid black;">11</td></tr> <tr><td>Cars</td><td>3</td><td>514</td><td>1</td><td style="border-left: 1px solid black;">518</td></tr> <tr><td>Totals</td><td>4</td><td>534</td><td>1</td><td style="border-left: 1px solid black;"></td></tr> </table>	Heavys	0	10	0	10	Trucks	1	10	0	11	Cars	3	514	1	518	Totals	4	534	1			<table style="border-collapse: collapse;"> <tr><td>Heavys</td><td>10</td></tr> <tr><td>Trucks</td><td>12</td></tr> <tr><td>Cars</td><td>218</td></tr> <tr><td>Totals</td><td>240</td></tr> </table>	Heavys	10	Trucks	12	Cars	218	Totals	240	East Leg Total: 1297 East Entering: 693 East Peds: 542 Peds Cross: $\boxtimes$
Heavys	0	10	0	10																												
Trucks	1	10	0	11																												
Cars	3	514	1	518																												
Totals	4	534	1																													
Heavys	10																															
Trucks	12																															
Cars	218																															
Totals	240																															



Peds Cross: $\boxtimes$ West Peds: 275 West Entering: 601 West Leg Total: 1293	<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>515</td></tr> <tr><td>Trucks</td><td>11</td></tr> <tr><td>Heavys</td><td>10</td></tr> <tr><td>Totals</td><td>536</td></tr> </table>	Cars	515	Trucks	11	Heavys	10	Totals	536		<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>0</td><td>213</td><td>3</td><td style="border-left: 1px solid black;">216</td></tr> <tr><td>Trucks</td><td>0</td><td>12</td><td>0</td><td style="border-left: 1px solid black;">12</td></tr> <tr><td>Heavys</td><td>0</td><td>10</td><td>1</td><td style="border-left: 1px solid black;">11</td></tr> <tr><td>Totals</td><td>0</td><td>235</td><td>4</td><td style="border-left: 1px solid black;"></td></tr> </table>	Cars	0	213	3	216	Trucks	0	12	0	12	Heavys	0	10	1	11	Totals	0	235	4		Peds Cross: $\boxtimes$ South Peds: 563 South Entering: 239 South Leg Total: 775
Cars	515																															
Trucks	11																															
Heavys	10																															
Totals	536																															
Cars	0	213	3	216																												
Trucks	0	12	0	12																												
Heavys	0	10	1	11																												
Totals	0	235	4																													

**Comments**

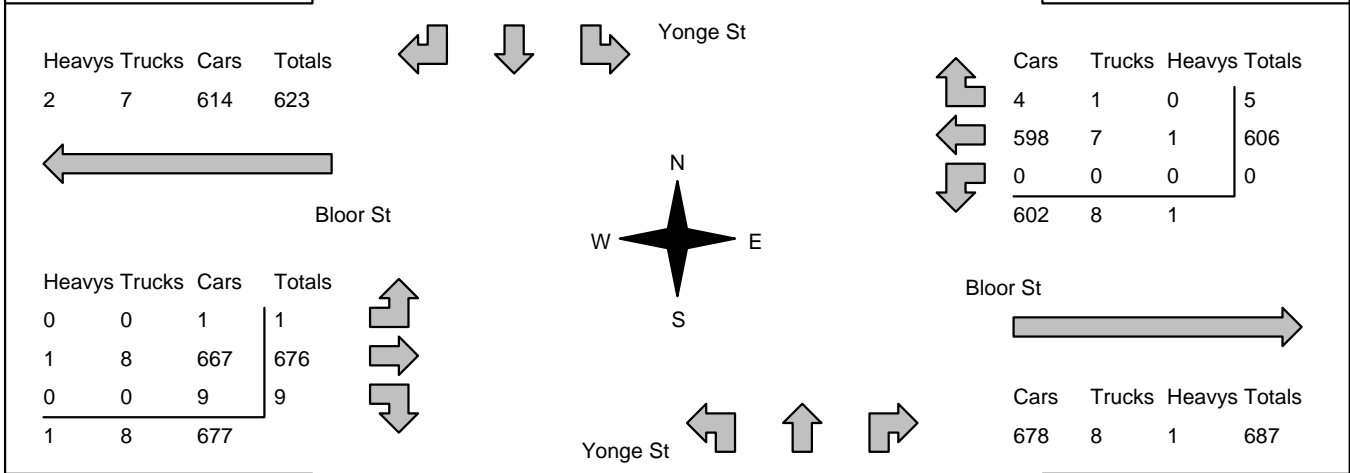
# Accu-Traffic Inc.

<b>Afternoon Peak Diagram</b>	<b>Specified Period</b> <b>From:</b> 16:00:00 <b>To:</b> 18:00:00	<b>One Hour Peak</b> <b>From:</b> 17:00:00 <b>To:</b> 18:00:00
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<b>Municipality:</b> Toronto <b>Site #:</b> 1713900001 <b>Intersection:</b> Bloor St & Yonge St <b>TFR File #:</b> 1 <b>Count date:</b> 20-Jun-17	<b>Weather conditions:</b>  <b>Person counted:</b> <b>Person prepared:</b> <b>Person checked:</b>
---	---

<b>** Signalized Intersection **</b>	<b>Major Road:</b> Bloor St runs W/E
--------------------------------------	--------------------------------------

North Leg Total: 993 North Entering: 448 North Peds: 1751 Peds Cross: $\times$	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>Heavys</td><td>1</td><td>1</td><td>0</td><td>2</td></tr> <tr><td>Trucks</td><td>0</td><td>7</td><td>0</td><td>7</td></tr> <tr><td>Cars</td><td>16</td><td>422</td><td>1</td><td>439</td></tr> <tr><td>Totals</td><td>17</td><td>430</td><td>1</td><td></td></tr> </table>	Heavys	1	1	0	2	Trucks	0	7	0	7	Cars	16	422	1	439	Totals	17	430	1		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>Heavys</td><td>5</td></tr> <tr><td>Trucks</td><td>7</td></tr> <tr><td>Cars</td><td>533</td></tr> <tr><td>Totals</td><td>545</td></tr> </table>	Heavys	5	Trucks	7	Cars	533	Totals	545	East Leg Total: 1298 East Entering: 611 East Peds: 1271 Peds Cross: $\times$
Heavys	1	1	0	2																											
Trucks	0	7	0	7																											
Cars	16	422	1	439																											
Totals	17	430	1																												
Heavys	5																														
Trucks	7																														
Cars	533																														
Totals	545																														



Peds Cross: $\times$ West Peds: 1116 West Entering: 686 West Leg Total: 1309	Peds Cross: $\times$ South Peds: 1320 South Entering: 549 South Leg Total: 988
---	---

**Comments**

# Accu-Traffic Inc.

## Total Count Diagram

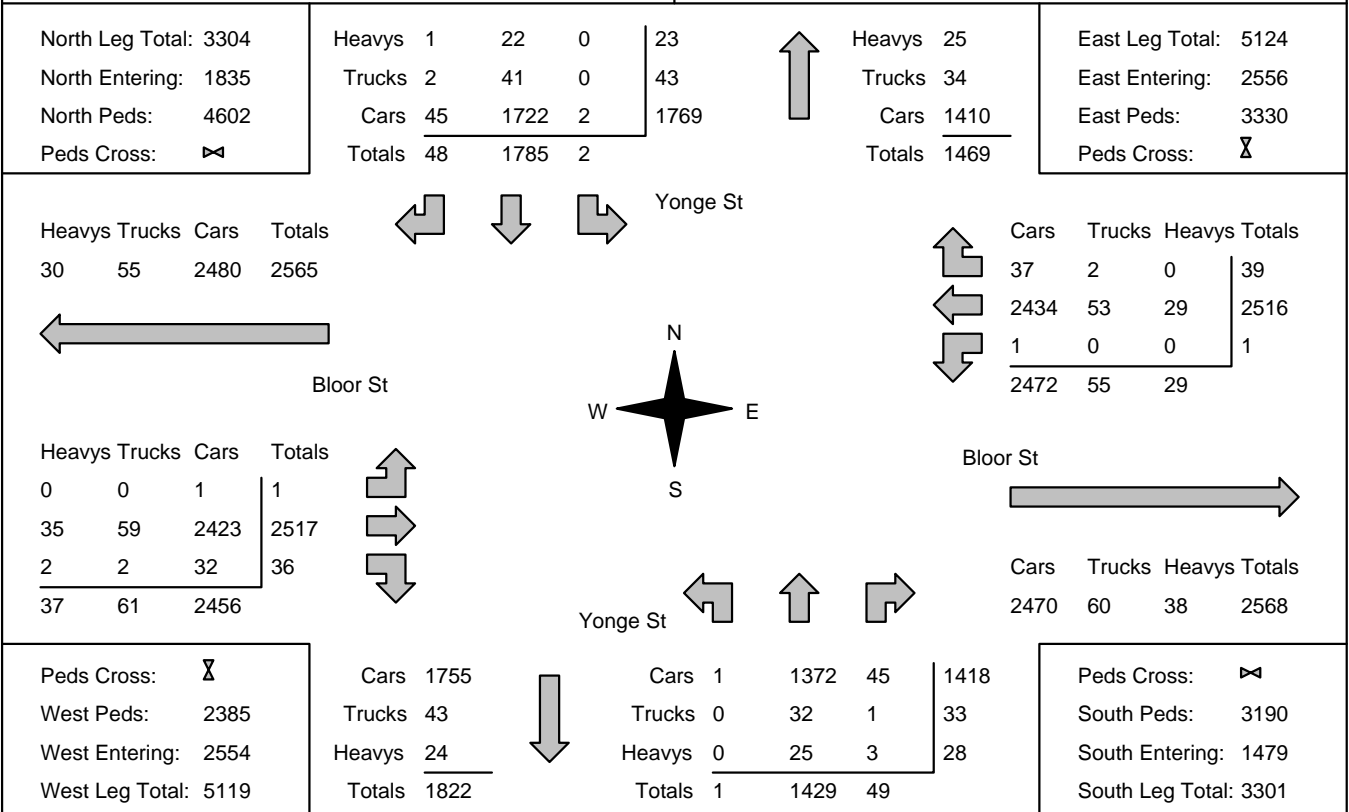
**Municipality:** Toronto  
**Site #:** 1713900001  
**Intersection:** Bloor St & Yonge St  
**TFR File #:** 1  
**Count date:** 20-Jun-17

**Weather conditions:**

**Person counted:**  
**Person prepared:**  
**Person checked:**

**\*\* Signalized Intersection \*\***

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



### Comments



**Accu-Traffic Inc.**  
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc. Traffic Count Summary

Intersection: Bloor St & Yonge St      Count Date: 20-Jun-17      Municipality: Toronto

North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	0	445	14	459	265	681	8:00:00	0	200	22	222	164
9:00:00	1	520	5	526	922	752	9:00:00	0	223	3	226	679
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0
17:00:00	0	390	12	402	1664	884	17:00:00	1	467	14	482	1027
18:00:00	1	430	17	448	1751	997	18:00:00	0	539	10	549	1320
<b>Totals:</b>	2	1785	48	1835	4602	3314	<b>S Totals:</b>	1	1429	49	1479	3190
East Approach Totals						East/West Total Approaches	West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	1	588	20	609	241	1129	8:00:00	0	502	18	520	128
9:00:00	0	675	4	679	694	1297	9:00:00	0	614	4	618	297
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0
17:00:00	0	647	10	657	1124	1387	17:00:00	0	725	5	730	844
18:00:00	0	606	5	611	1271	1297	18:00:00	1	676	9	686	1116
<b>Totals:</b>	1	2516	39	2556	3330	5110	<b>W Totals:</b>	1	2517	36	2554	2385
<b>Calculated Values for Traffic Crossing Major Street</b>												
Hours Ending:	7:00	8:00	9:00	16:00			17:00	18:00	0:00	0:00		
Crossing Values:	0	814	1512	0			2436	2927	0	0		











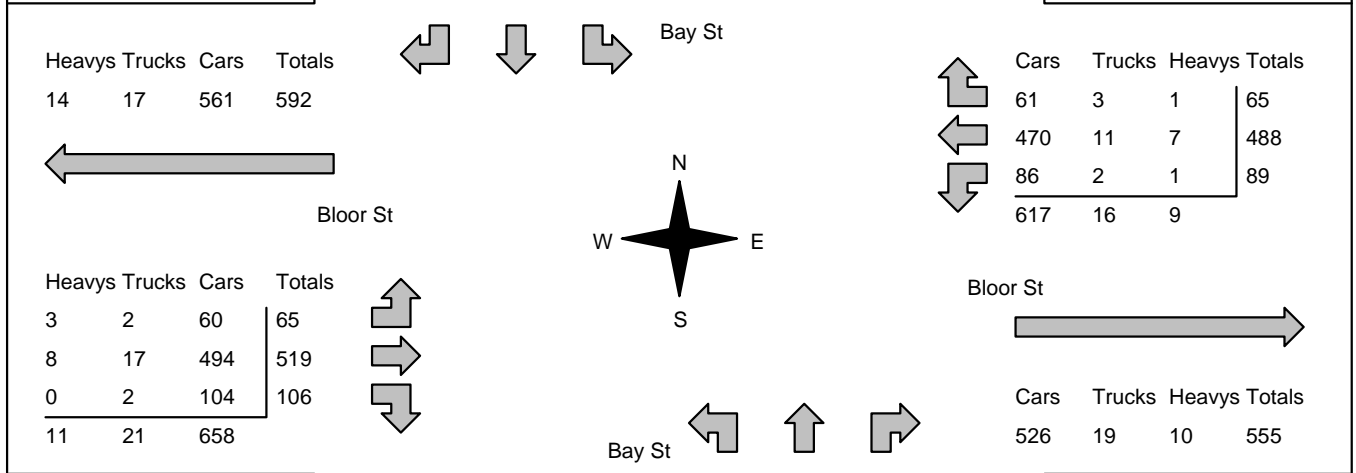
# Accu-Traffic Inc.

<b>Morning Peak Diagram</b>	<b>Specified Period</b> <b>From:</b> 7:00:00 <b>To:</b> 9:00:00	<b>One Hour Peak</b> <b>From:</b> 8:00:00 <b>To:</b> 9:00:00
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<b>Municipality:</b> Toronto <b>Site #:</b> 1713900002 <b>Intersection:</b> Bloor St & Bay St <b>TFR File #:</b> 1 <b>Count date:</b> 20-Jun-17	<b>Weather conditions:</b>  <b>Person counted:</b> <b>Person prepared:</b> <b>Person checked:</b>
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<b>** Signalized Intersection **</b>	<b>Major Road:</b> Bloor St runs W/E
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North Leg Total: 1084 North Entering: 579 North Peds: 286 Peds Cross: $\bowtie$	<table style="border-collapse: collapse; margin: auto;"> <tr><td>Heavys</td><td>3</td><td>18</td><td>0</td><td style="border-left: 1px solid black;">21</td></tr> <tr><td>Trucks</td><td>2</td><td>5</td><td>1</td><td style="border-left: 1px solid black;">8</td></tr> <tr><td>Cars</td><td>47</td><td>476</td><td>27</td><td style="border-left: 1px solid black;">550</td></tr> <tr><td>Totals</td><td>52</td><td>499</td><td>28</td><td style="border-left: 1px solid black;"></td></tr> </table>	Heavys	3	18	0	21	Trucks	2	5	1	8	Cars	47	476	27	550	Totals	52	499	28		<table style="border-collapse: collapse; margin: auto;"> <tr><td>Heavys</td><td>24</td></tr> <tr><td>Trucks</td><td>11</td></tr> <tr><td>Cars</td><td>470</td></tr> <tr><td>Totals</td><td>505</td></tr> </table>	Heavys	24	Trucks	11	Cars	470	Totals	505	East Leg Total: 1197 East Entering: 642 East Peds: 191 Peds Cross: $\bowtie$
Heavys	3	18	0	21																											
Trucks	2	5	1	8																											
Cars	47	476	27	550																											
Totals	52	499	28																												
Heavys	24																														
Trucks	11																														
Cars	470																														
Totals	505																														



Peds Cross: $\bowtie$ West Peds: 428 West Entering: 690 West Leg Total: 1282	<table style="border-collapse: collapse; margin: auto;"> <tr><td>Cars</td><td>666</td></tr> <tr><td>Trucks</td><td>9</td></tr> <tr><td>Heavys</td><td>19</td></tr> <tr><td>Totals</td><td>694</td></tr> </table>	Cars	666	Trucks	9	Heavys	19	Totals	694	<table style="border-collapse: collapse; margin: auto;"> <tr><td>Cars</td><td>44</td><td>349</td><td>5</td><td style="border-left: 1px solid black;">398</td></tr> <tr><td>Trucks</td><td>4</td><td>6</td><td>1</td><td style="border-left: 1px solid black;">11</td></tr> <tr><td>Heavys</td><td>4</td><td>20</td><td>2</td><td style="border-left: 1px solid black;">26</td></tr> <tr><td>Totals</td><td>52</td><td>375</td><td>8</td><td style="border-left: 1px solid black;"></td></tr> </table>	Cars	44	349	5	398	Trucks	4	6	1	11	Heavys	4	20	2	26	Totals	52	375	8		Peds Cross: $\bowtie$ South Peds: 295 South Entering: 435 South Leg Total: 1129
Cars	666																														
Trucks	9																														
Heavys	19																														
Totals	694																														
Cars	44	349	5	398																											
Trucks	4	6	1	11																											
Heavys	4	20	2	26																											
Totals	52	375	8																												


**Comments**

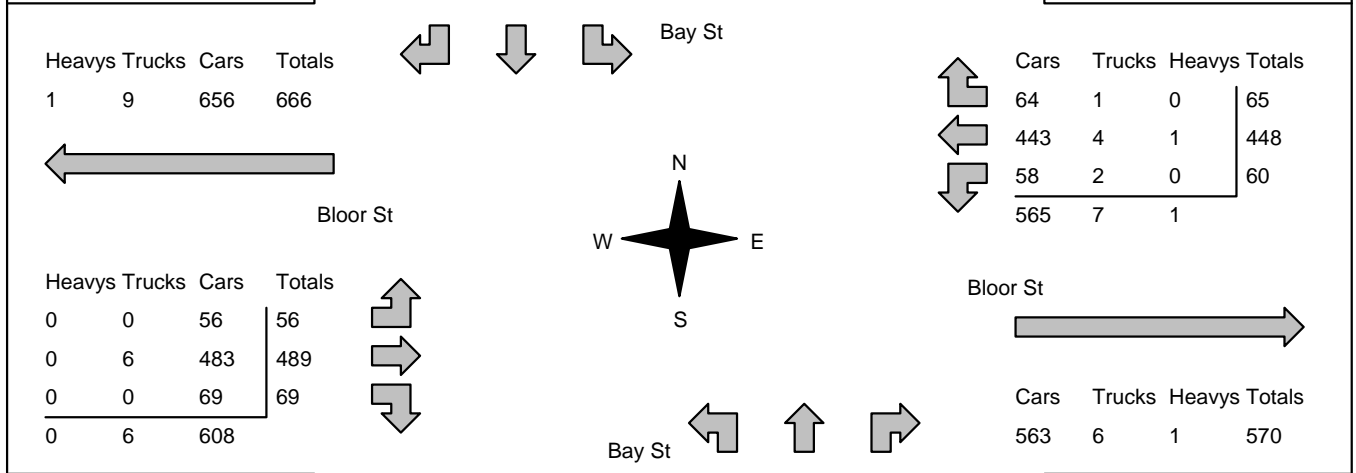
# Accu-Traffic Inc.


<b>Afternoon Peak Diagram</b>	<b>Specified Period</b> <b>From:</b> 16:00:00 <b>To:</b> 18:00:00	<b>One Hour Peak</b> <b>From:</b> 17:00:00 <b>To:</b> 18:00:00
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<b>Municipality:</b> Toronto <b>Site #:</b> 1713900002 <b>Intersection:</b> Bloor St & Bay St <b>TFR File #:</b> 1 <b>Count date:</b> 20-Jun-17	<b>Weather conditions:</b>  <b>Person counted:</b> <b>Person prepared:</b> <b>Person checked:</b>
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<b>** Signalized Intersection **</b>	<b>Major Road:</b> Bloor St runs W/E
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North Leg Total: 1456 North Entering: 558 North Peds: 845 Peds Cross: $\bowtie$	<table style="border-collapse: collapse;"> <tr><td>Heavys</td><td>0</td><td>6</td><td>1</td><td>7</td></tr> <tr><td>Trucks</td><td>4</td><td>0</td><td>0</td><td>4</td></tr> <tr><td>Cars</td><td>82</td><td>394</td><td>71</td><td>547</td></tr> <tr><td>Totals</td><td>86</td><td>400</td><td>72</td><td></td></tr> </table>	Heavys	0	6	1	7	Trucks	4	0	0	4	Cars	82	394	71	547	Totals	86	400	72			<table style="border-collapse: collapse;"> <tr><td>Heavys</td><td>8</td></tr> <tr><td>Trucks</td><td>6</td></tr> <tr><td>Cars</td><td>884</td></tr> <tr><td>Totals</td><td>898</td></tr> </table>	Heavys	8	Trucks	6	Cars	884	Totals	898	East Leg Total: 1143 East Entering: 573 East Peds: 546 Peds Cross: $\bowtie$
Heavys	0	6	1	7																												
Trucks	4	0	0	4																												
Cars	82	394	71	547																												
Totals	86	400	72																													
Heavys	8																															
Trucks	6																															
Cars	884																															
Totals	898																															



Peds Cross: $\bowtie$ West Peds: 966 West Entering: 614 West Leg Total: 1280	<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>521</td></tr> <tr><td>Trucks</td><td>2</td></tr> <tr><td>Heavys</td><td>6</td></tr> <tr><td>Totals</td><td>529</td></tr> </table>	Cars	521	Trucks	2	Heavys	6	Totals	529		<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>131</td><td>764</td><td>9</td><td>904</td></tr> <tr><td>Trucks</td><td>1</td><td>5</td><td>0</td><td>6</td></tr> <tr><td>Heavys</td><td>0</td><td>8</td><td>0</td><td>8</td></tr> <tr><td>Totals</td><td>132</td><td>777</td><td>9</td><td></td></tr> </table>	Cars	131	764	9	904	Trucks	1	5	0	6	Heavys	0	8	0	8	Totals	132	777	9		Peds Cross: $\bowtie$ South Peds: 695 South Entering: 918 South Leg Total: 1447
Cars	521																															
Trucks	2																															
Heavys	6																															
Totals	529																															
Cars	131	764	9	904																												
Trucks	1	5	0	6																												
Heavys	0	8	0	8																												
Totals	132	777	9																													

## Comments

# Accu-Traffic Inc.

## Total Count Diagram

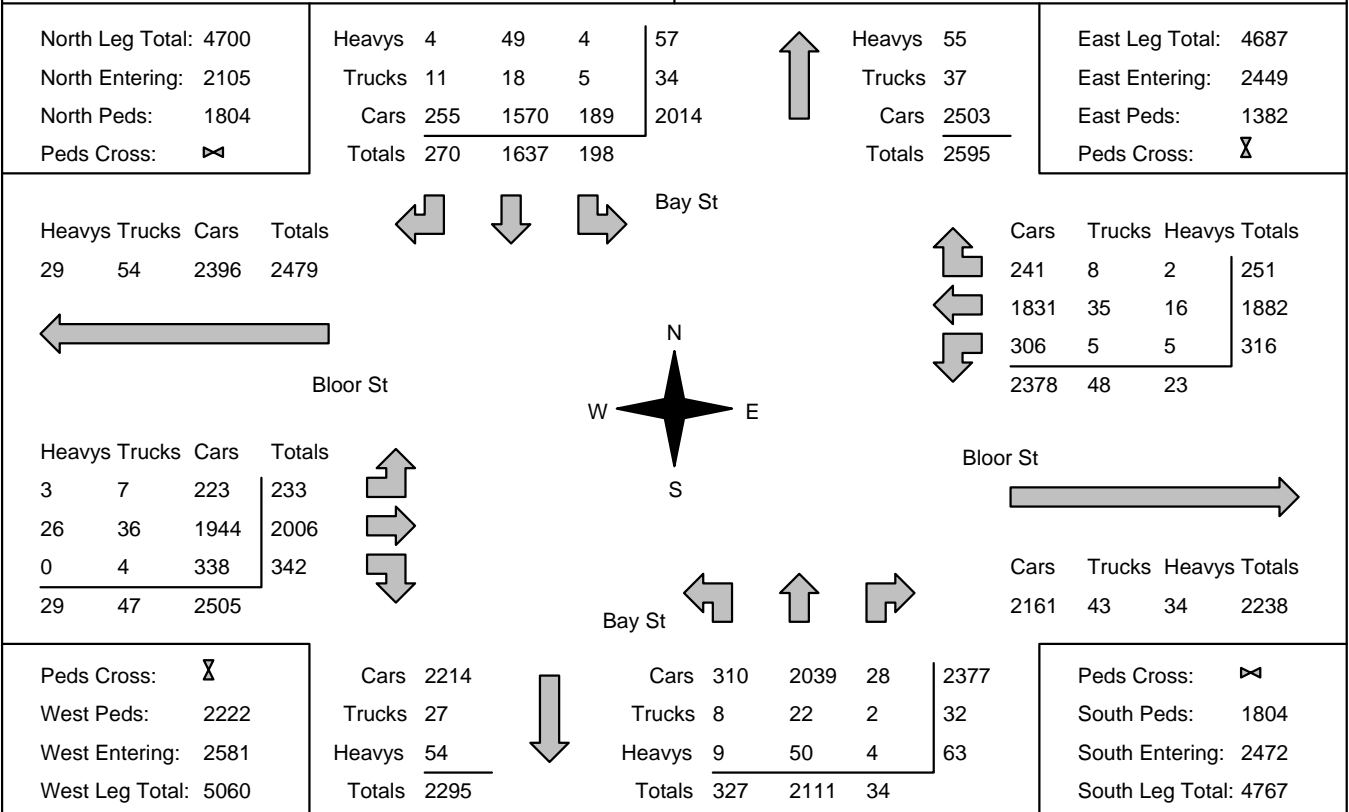
**Municipality:** Toronto  
**Site #:** 1713900002  
**Intersection:** Bloor St & Bay St  
**TFR File #:** 1  
**Count date:** 20-Jun-17

**Weather conditions:**

**Person counted:**  
**Person prepared:**  
**Person checked:**

**\*\* Signalized Intersection \*\***

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



### Comments



**Accu-Traffic Inc.**  
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc. Traffic Count Summary

Intersection: Bloor St & Bay St

Count Date: 20-Jun-17

Municipality: Toronto

<b>North Approach Totals</b>						North/South Total Approaches	<b>South Approach Totals</b>					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	36	381	59	476	155	787	8:00:00	39	265	7	311	166
9:00:00	28	499	52	579	286	1014	9:00:00	52	375	8	435	295
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0
17:00:00	62	357	73	492	518	1300	17:00:00	104	694	10	808	648
18:00:00	72	400	86	558	845	1476	18:00:00	132	777	9	918	695
<b>Totals:</b>	198	1637	270	2105	1804	4577	<b>S Totals:</b>	327	2111	34	2472	1804
<b>East Approach Totals</b>						East/West Total Approaches	<b>West Approach Totals</b>					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	90	443	43	576	91	1165	8:00:00	63	442	84	589	211
9:00:00	89	488	65	642	191	1332	9:00:00	65	519	106	690	428
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0
17:00:00	77	503	78	658	554	1346	17:00:00	49	556	83	688	617
18:00:00	60	448	65	573	546	1187	18:00:00	56	489	69	614	966
<b>Totals:</b>	316	1882	251	2449	1382	5030	<b>W Totals:</b>	233	2006	342	2581	2222
<b>Calculated Values for Traffic Crossing Major Street</b>												
Hours Ending:	7:00	8:00	9:00	16:00				17:00	18:00	0:00	0:00	
Crossing Values:	0	758	1198	0				2031	2493	0	0	












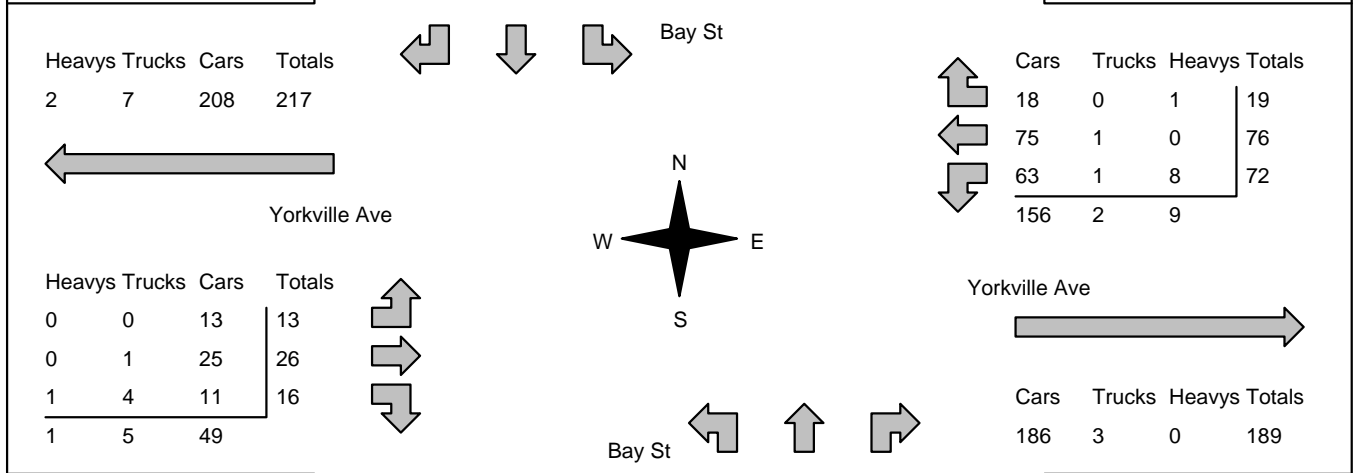
# Accu-Traffic Inc.


<b>Morning Peak Diagram</b>	<b>Specified Period</b> <b>From:</b> 7:00:00 <b>To:</b> 9:00:00	<b>One Hour Peak</b> <b>From:</b> 8:00:00 <b>To:</b> 9:00:00
-----------------------------	---	--

<b>Municipality:</b> Toronto <b>Site #:</b> 1713900004 <b>Intersection:</b> Bay St & Yorkville Ave <b>TFR File #:</b> 1 <b>Count date:</b> 20-Jun-17	<b>Weather conditions:</b>  <b>Person counted:</b> <b>Person prepared:</b> <b>Person checked:</b>
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<b>** Signalized Intersection **</b>	<b>Major Road:</b> Bay St runs N/S
--------------------------------------	------------------------------------

North Leg Total: 972 North Entering: 616 North Peds: 182 Peds Cross: $\times$	<table style="border-collapse: collapse;"> <tr><td>Heavys</td><td>0</td><td>12</td><td>0</td><td>12</td></tr> <tr><td>Trucks</td><td>3</td><td>7</td><td>0</td><td>10</td></tr> <tr><td>Cars</td><td>90</td><td>438</td><td>66</td><td>594</td></tr> <tr><td>Totals</td><td>93</td><td>457</td><td>66</td><td></td></tr> </table>	Heavys	0	12	0	12	Trucks	3	7	0	10	Cars	90	438	66	594	Totals	93	457	66			<table style="border-collapse: collapse;"> <tr><td>Heavys</td><td>23</td></tr> <tr><td>Trucks</td><td>6</td></tr> <tr><td>Cars</td><td>327</td></tr> <tr><td>Totals</td><td>356</td></tr> </table>	Heavys	23	Trucks	6	Cars	327	Totals	356	East Leg Total: 356 East Entering: 167 East Peds: 76 Peds Cross: $\times$
Heavys	0	12	0	12																												
Trucks	3	7	0	10																												
Cars	90	438	66	594																												
Totals	93	457	66																													
Heavys	23																															
Trucks	6																															
Cars	327																															
Totals	356																															



Peds Cross: $\times$ West Peds: 144 West Entering: 55 West Leg Total: 272	<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>512</td></tr> <tr><td>Trucks</td><td>12</td></tr> <tr><td>Heavys</td><td>21</td></tr> <tr><td>Totals</td><td>545</td></tr> </table>	Cars	512	Trucks	12	Heavys	21	Totals	545		<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>43</td><td>296</td><td>95</td><td>434</td></tr> <tr><td>Trucks</td><td>3</td><td>6</td><td>2</td><td>11</td></tr> <tr><td>Heavys</td><td>2</td><td>22</td><td>0</td><td>24</td></tr> <tr><td>Totals</td><td>48</td><td>324</td><td>97</td><td></td></tr> </table>	Cars	43	296	95	434	Trucks	3	6	2	11	Heavys	2	22	0	24	Totals	48	324	97		Peds Cross: $\times$ South Peds: 182 South Entering: 469 South Leg Total: 1014
Cars	512																															
Trucks	12																															
Heavys	21																															
Totals	545																															
Cars	43	296	95	434																												
Trucks	3	6	2	11																												
Heavys	2	22	0	24																												
Totals	48	324	97																													


**Comments**

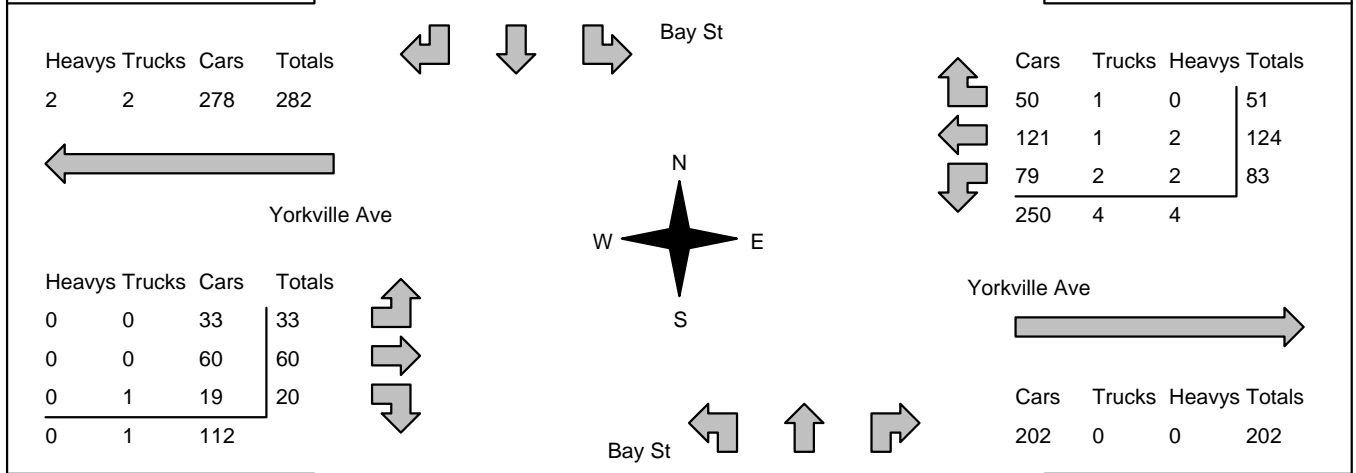
# Accu-Traffic Inc.


<b>Afternoon Peak Diagram</b>	<b>Specified Period</b> <b>From:</b> 16:00:00 <b>To:</b> 18:00:00	<b>One Hour Peak</b> <b>From:</b> 17:00:00 <b>To:</b> 18:00:00
-------------------------------	---	--

<b>Municipality:</b> Toronto <b>Site #:</b> 1713900004 <b>Intersection:</b> Bay St & Yorkville Ave <b>TFR File #:</b> 1 <b>Count date:</b> 20-Jun-17	<b>Weather conditions:</b>  <b>Person counted:</b> <b>Person prepared:</b> <b>Person checked:</b>
--	---

<b>** Signalized Intersection **</b>	<b>Major Road:</b> Bay St runs N/S
--------------------------------------	------------------------------------

North Leg Total: 1286 North Entering: 464 North Peds: 263 Peds Cross: $\boxtimes$	<table style="border-collapse: collapse;"> <tr><td>Heavys</td><td>0</td><td>5</td><td>0</td><td style="border-left: 1px solid black;">5</td></tr> <tr><td>Trucks</td><td>0</td><td>2</td><td>0</td><td style="border-left: 1px solid black;">2</td></tr> <tr><td>Cars</td><td>82</td><td>343</td><td>32</td><td style="border-left: 1px solid black;">457</td></tr> <tr><td>Totals</td><td>82</td><td>350</td><td>32</td><td style="border-left: 1px solid black;"></td></tr> </table>	Heavys	0	5	0	5	Trucks	0	2	0	2	Cars	82	343	32	457	Totals	82	350	32			<table style="border-collapse: collapse;"> <tr><td>Heavys</td><td>9</td></tr> <tr><td>Trucks</td><td>6</td></tr> <tr><td>Cars</td><td style="border-bottom: 1px solid black;">807</td></tr> <tr><td>Totals</td><td>822</td></tr> </table>	Heavys	9	Trucks	6	Cars	807	Totals	822	East Leg Total: 460 East Entering: 258 East Peds: 60 Peds Cross: $\boxtimes$
Heavys	0	5	0	5																												
Trucks	0	2	0	2																												
Cars	82	343	32	457																												
Totals	82	350	32																													
Heavys	9																															
Trucks	6																															
Cars	807																															
Totals	822																															



Peds Cross: $\boxtimes$ West Peds: 106 West Entering: 113 West Leg Total: 395	<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>441</td></tr> <tr><td>Trucks</td><td>5</td></tr> <tr><td>Heavys</td><td style="border-bottom: 1px solid black;">7</td></tr> <tr><td>Totals</td><td>453</td></tr> </table>	Cars	441	Trucks	5	Heavys	7	Totals	453		<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>75</td><td>724</td><td>110</td><td style="border-left: 1px solid black;">909</td></tr> <tr><td>Trucks</td><td>1</td><td>5</td><td>0</td><td style="border-left: 1px solid black;">6</td></tr> <tr><td>Heavys</td><td>0</td><td>9</td><td>0</td><td style="border-left: 1px solid black;">9</td></tr> <tr><td>Totals</td><td>76</td><td>738</td><td>110</td><td style="border-left: 1px solid black;"></td></tr> </table>	Cars	75	724	110	909	Trucks	1	5	0	6	Heavys	0	9	0	9	Totals	76	738	110		Peds Cross: $\boxtimes$ South Peds: 358 South Entering: 924 South Leg Total: 1377
Cars	441																															
Trucks	5																															
Heavys	7																															
Totals	453																															
Cars	75	724	110	909																												
Trucks	1	5	0	6																												
Heavys	0	9	0	9																												
Totals	76	738	110																													

**Comments**

# Accu-Traffic Inc.

## Total Count Diagram

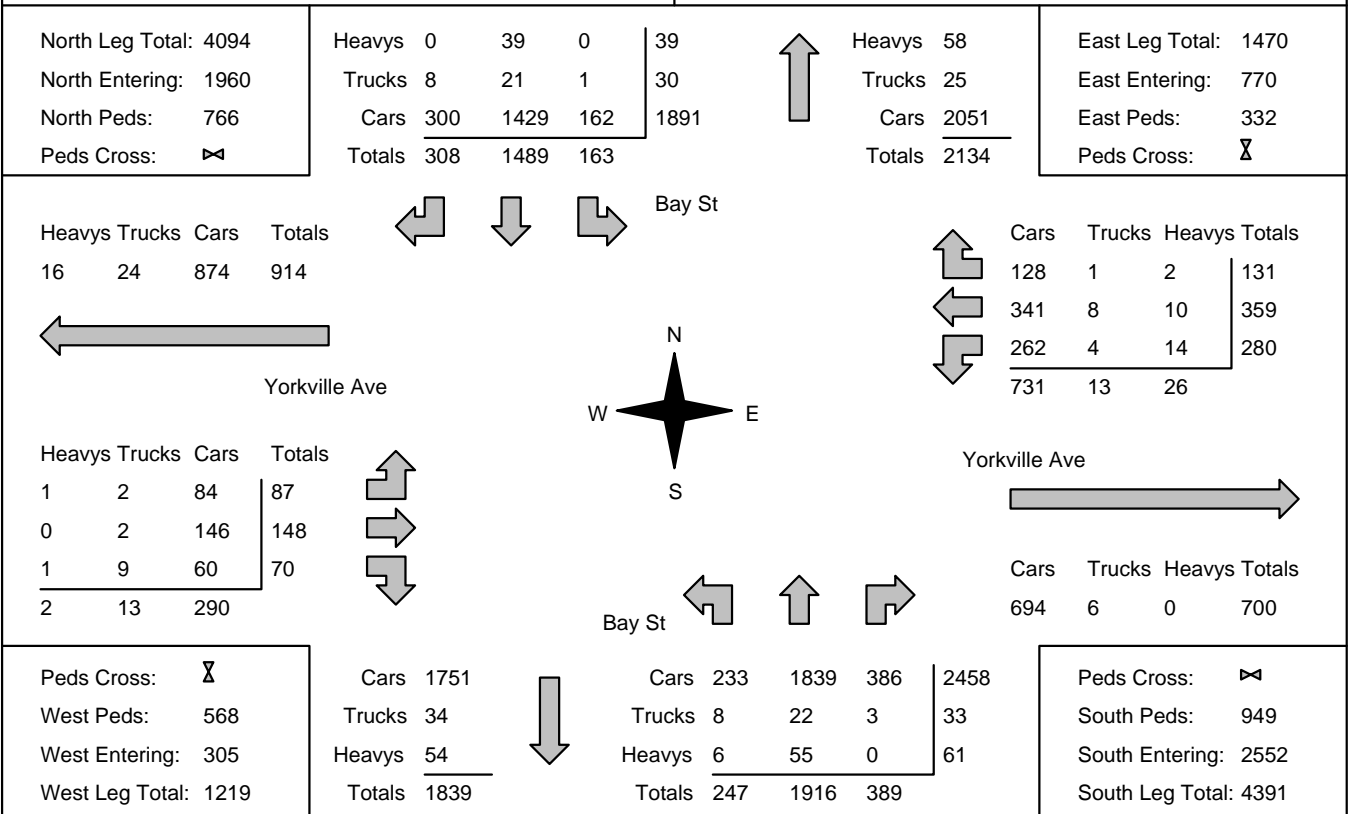
**Municipality:** Toronto  
**Site #:** 1713900004  
**Intersection:** Bay St & Yorkville Ave  
**TFR File #:** 1  
**Count date:** 20-Jun-17

**Weather conditions:**

**Person counted:**  
**Person prepared:**  
**Person checked:**

**\*\* Signalized Intersection \*\***

**Major Road:** Bay St runs N/S



### Comments



**Accu-Traffic Inc.**  
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

## Traffic Count Summary

Intersection: Bay St & Yorkville Ave      Count Date: 20-Jun-17      Municipality: Toronto

North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	42	391	58	491	96	827	8:00:00	48	229	59	336	74
9:00:00	66	457	93	616	182	1085	9:00:00	48	324	97	469	182
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0
17:00:00	23	291	75	389	225	1212	17:00:00	75	625	123	823	335
18:00:00	32	350	82	464	263	1388	18:00:00	76	738	110	924	358
<b>Totals:</b>	163	1489	308	1960	766	4512	<b>S Totals:</b>	247	1916	389	2552	949
East Approach Totals						East/West Total Approaches	West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	54	59	16	129	68	170	8:00:00	11	19	11	41	113
9:00:00	72	76	19	167	76	222	9:00:00	13	26	16	55	144
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0
17:00:00	71	100	45	216	128	312	17:00:00	30	43	23	96	205
18:00:00	83	124	51	258	60	371	18:00:00	33	60	20	113	106
<b>Totals:</b>	280	359	131	770	332	1075	<b>W Totals:</b>	87	148	70	305	568
<b>Calculated Values for Traffic Crossing Major Street</b>												
Hours Ending:	7:00	8:00	9:00	16:00		17:00	18:00	0:00	0:00			
Crossing Values:	0	294	525	0		761	861	0	0			





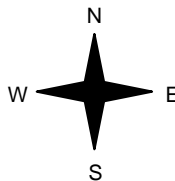






# Accu-Traffic Inc.

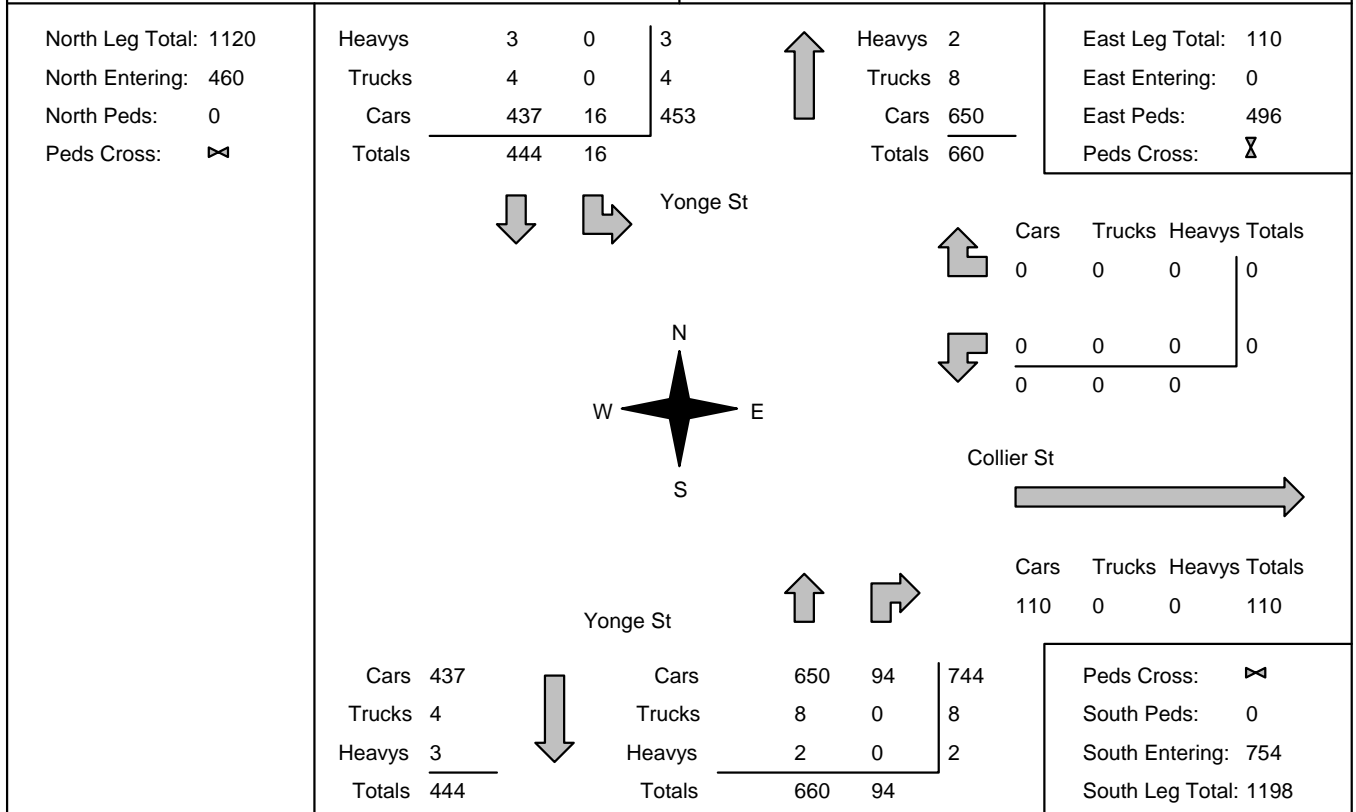
<b>Morning Peak Diagram</b>	<b>Specified Period</b> <b>From:</b> 7:00:00 <b>To:</b> 9:00:00	<b>One Hour Peak</b> <b>From:</b> 8:00:00 <b>To:</b> 9:00:00
<b>Municipality:</b> Toronto <b>Site #:</b> 1713900005 <b>Intersection:</b> Yonge St & Collier St <b>TFR File #:</b> 1 <b>Count date:</b> 20-Jun-17	<b>Weather conditions:</b>  <b>Person counted:</b> <b>Person prepared:</b> <b>Person checked:</b>	
<b>** Non-Signalized Intersection **</b>	<b>Major Road:</b> Yonge St runs N/S	

North Leg Total: 895 North Entering: 665 North Peds: 0 Peds Cross: ☒	<table style="margin: auto;"> <tr> <td style="text-align: right;">Heavys</td> <td style="text-align: center;">17</td> <td style="text-align: center;">0</td> <td style="border-left: 1px solid black; text-align: center;">17</td> <td style="width: 20px;"></td> <td style="text-align: center;">↑</td> <td style="text-align: left;">Heavys</td> <td style="text-align: center;">7</td> </tr> <tr> <td style="text-align: right;">Trucks</td> <td style="text-align: center;">9</td> <td style="text-align: center;">0</td> <td style="border-left: 1px solid black; text-align: center;">9</td> <td></td> <td></td> <td style="text-align: left;">Trucks</td> <td style="text-align: center;">6</td> </tr> <tr> <td style="text-align: right;">Cars</td> <td style="text-align: center;">632</td> <td style="text-align: center;">7</td> <td style="border-left: 1px solid black; text-align: center;">639</td> <td></td> <td></td> <td style="text-align: left;">Cars</td> <td style="text-align: center;">217</td> </tr> <tr> <td style="text-align: right;">Totals</td> <td style="text-align: center;">658</td> <td style="text-align: center;">7</td> <td style="border-left: 1px solid black; text-align: center;"></td> <td></td> <td></td> <td style="text-align: left;">Totals</td> <td style="text-align: center;">230</td> </tr> </table> <p style="text-align: center;">Yonge St</p>  <p style="text-align: center;">Yonge St</p> <table style="margin: auto;"> <tr> <td style="text-align: right;">Cars</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="border-left: 1px solid black; text-align: center;">0</td> </tr> <tr> <td style="text-align: right;">Trucks</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="border-left: 1px solid black; text-align: center;">0</td> </tr> <tr> <td style="text-align: right;">Heavys</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="border-left: 1px solid black; text-align: center;">0</td> </tr> <tr> <td style="text-align: right;">Totals</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="border-left: 1px solid black; text-align: center;">0</td> </tr> </table> <p style="text-align: center;">Collier St</p> <table style="margin: auto;"> <tr> <td style="text-align: right;">Cars</td> <td style="text-align: center;">41</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="border-left: 1px solid black; text-align: center;">41</td> </tr> <tr> <td style="text-align: right;">Trucks</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="border-left: 1px solid black; text-align: center;">0</td> </tr> <tr> <td style="text-align: right;">Heavys</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="border-left: 1px solid black; text-align: center;">0</td> </tr> <tr> <td style="text-align: right;">Totals</td> <td style="text-align: center;">41</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="border-left: 1px solid black; text-align: center;">41</td> </tr> </table>	Heavys	17	0	17		↑	Heavys	7	Trucks	9	0	9			Trucks	6	Cars	632	7	639			Cars	217	Totals	658	7				Totals	230	Cars	0	0	0	0	Trucks	0	0	0	0	Heavys	0	0	0	0	Totals	0	0	0	0	Cars	41	0	0	41	Trucks	0	0	0	0	Heavys	0	0	0	0	Totals	41	0	0	41	<table style="margin: auto;"> <tr> <td style="text-align: right;">East Leg Total:</td> <td style="text-align: center;">41</td> </tr> <tr> <td style="text-align: right;">East Entering:</td> <td style="text-align: center;">0</td> </tr> <tr> <td style="text-align: right;">East Peds:</td> <td style="text-align: center;">712</td> </tr> <tr> <td style="text-align: right;">Peds Cross:</td> <td style="text-align: center;">☒</td> </tr> </table>	East Leg Total:	41	East Entering:	0	East Peds:	712	Peds Cross:	☒
Heavys	17	0	17		↑	Heavys	7																																																																											
Trucks	9	0	9			Trucks	6																																																																											
Cars	632	7	639			Cars	217																																																																											
Totals	658	7				Totals	230																																																																											
Cars	0	0	0	0																																																																														
Trucks	0	0	0	0																																																																														
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Totals	0	0	0	0																																																																														
Cars	41	0	0	41																																																																														
Trucks	0	0	0	0																																																																														
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Cars	632	34	666																																																																															
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Cars	217	34	251																																																																															
Trucks	6	0	6																																																																															
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South Entering:	264																																																																																	
South Leg Total:	922																																																																																	

## Comments

# Accu-Traffic Inc.

<b>Afternoon Peak Diagram</b>	<b>Specified Period</b> <b>From:</b> 16:00:00 <b>To:</b> 18:00:00	<b>One Hour Peak</b> <b>From:</b> 17:00:00 <b>To:</b> 18:00:00
<b>Municipality:</b> Toronto <b>Site #:</b> 1713900005 <b>Intersection:</b> Yonge St & Collier St <b>TFR File #:</b> 1 <b>Count date:</b> 20-Jun-17	<b>Weather conditions:</b>  <b>Person counted:</b> <b>Person prepared:</b> <b>Person checked:</b>	
<b>** Non-Signalized Intersection **</b>	<b>Major Road:</b> Yonge St runs N/S	



## Comments

# Accu-Traffic Inc.

## Total Count Diagram

**Municipality:** Toronto  
**Site #:** 1713900005  
**Intersection:** Yonge St & Collier St  
**TFR File #:** 1  
**Count date:** 20-Jun-17

**Weather conditions:**

**Person counted:**  
**Person prepared:**  
**Person checked:**

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

**Major Road:** Yonge St runs N/S

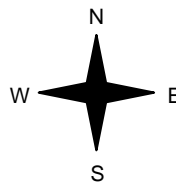
North Leg Total: 3723  
 North Entering: 2092  
 North Peds: 0  
 Peds Cross:

Heavys	32	2	34
Trucks	28	0	28
Cars	1992	38	2030
Totals	2052	40	



Heavys	15
Trucks	24
Cars	1592
Totals	1631

East Leg Total: 294  
 East Entering: 0  
 East Peds: 1828  
 Peds Cross:



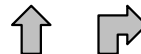
	Cars	Trucks	Heavys	Totals
Upward Arrow	0	0	0	0
Downward Arrow	0	0	0	0
	0	0	0	

Collier St



Cars	Trucks	Heavys	Totals
291	1	2	294

Yonge St



Cars	1992
Trucks	28
Heavys	32
Totals	2052



Cars	1592	253	1845
Trucks	24	1	25
Heavys	15	0	15
Totals	1631	254	

Peds Cross:   
 South Peds: 0  
 South Entering: 1885  
 South Leg Total: 3937

### Comments



**Accu-Traffic Inc.**  
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc. Traffic Count Summary

Intersection: Yonge St & Collier St      Count Date: 20-Jun-17      Municipality: Toronto

<b>North Approach Totals</b>						North/South Total Approaches	<b>South Approach Totals</b>					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	8	544	0	552	0	800	8:00:00	0	212	36	248	0
9:00:00	7	658	0	665	0	929	9:00:00	0	230	34	264	0
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0
17:00:00	9	406	0	415	0	1034	17:00:00	0	529	90	619	0
18:00:00	16	444	0	460	0	1214	18:00:00	0	660	94	754	0
<b>Totals:</b>	40	2052	0	2092	0	3977	<b>S Totals:</b>	0	1631	254	1885	0
<b>East Approach Totals</b>						East/West Total Approaches	<b>West Approach Totals</b>					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	0	0	0	0	215	0	8:00:00	0	0	0	0	0
9:00:00	0	0	0	0	712	0	9:00:00	0	0	0	0	0
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0
17:00:00	0	0	0	0	405	0	17:00:00	0	0	0	0	0
18:00:00	0	0	0	0	496	0	18:00:00	0	0	0	0	0
<b>Totals:</b>	0	0	0	0	1828	0	<b>W Totals:</b>	0	0	0	0	0
<b>Calculated Values for Traffic Crossing Major Street</b>												
Hours Ending:	7:00	8:00	9:00	16:00				17:00	18:00	0:00	0:00	
Crossing Values:	0	0	0	0				0	0	0	0	





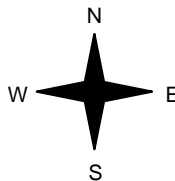






# Accu-Traffic Inc.

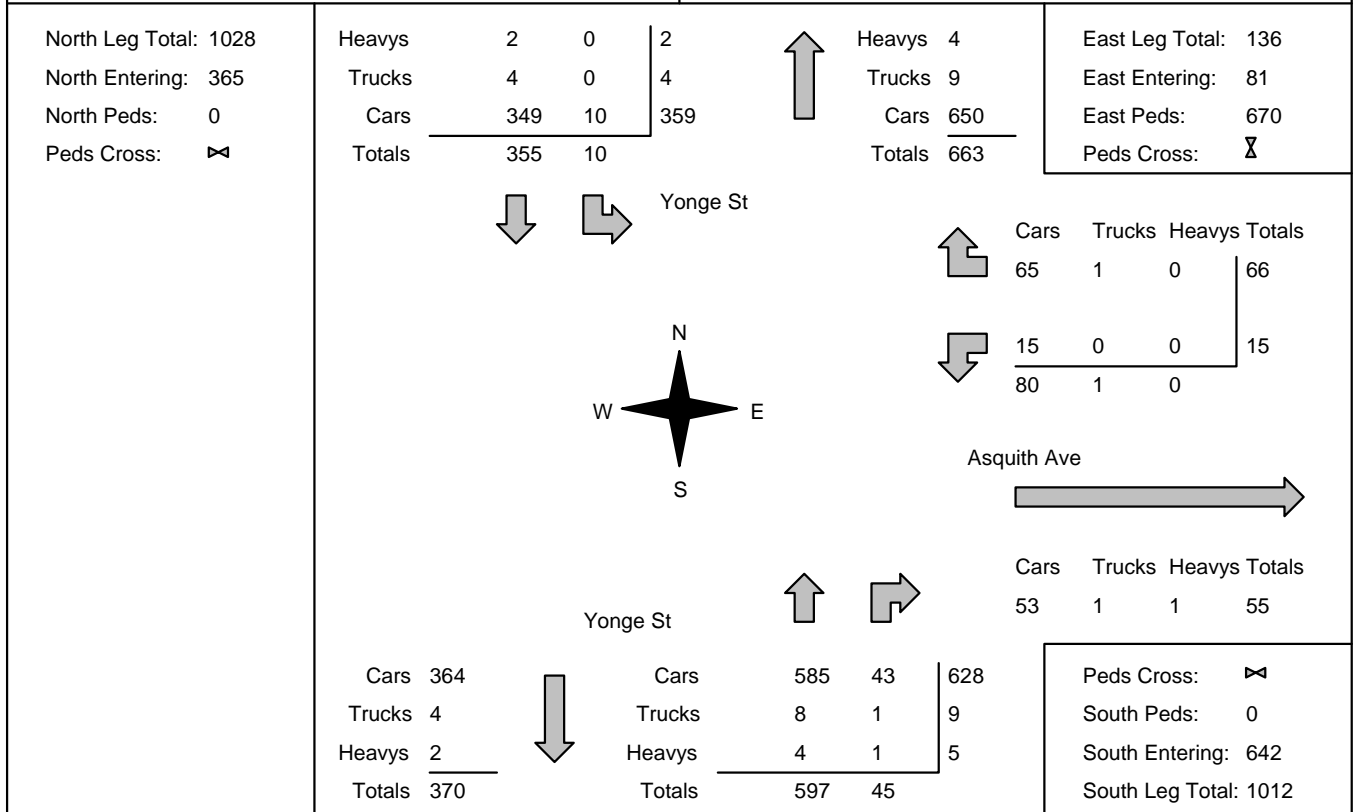
<b>Morning Peak Diagram</b>	<b>Specified Period</b> <b>From:</b> 7:00:00 <b>To:</b> 9:00:00	<b>One Hour Peak</b> <b>From:</b> 7:30:00 <b>To:</b> 8:30:00
<b>Municipality:</b> Toronto <b>Site #:</b> 1713900006 <b>Intersection:</b> Yonge St & Asquith Ave <b>TFR File #:</b> 1 <b>Count date:</b> 20-Jun-17	<b>Weather conditions:</b>  <b>Person counted:</b> <b>Person prepared:</b> <b>Person checked:</b>	
<b>** Non-Signalized Intersection **</b>	<b>Major Road:</b> Yonge St runs N/S	

North Leg Total: 758 North Entering: 517 North Peds: 0 Peds Cross: ☒	<table style="margin: auto;"> <tr> <td style="padding: 2px;">Heavys</td><td style="padding: 2px;">5</td><td style="padding: 2px;">0</td><td style="padding: 2px;">5</td><td style="padding: 2px;">↑</td><td style="padding: 2px;">Heavys</td><td style="padding: 2px;">8</td></tr> <tr> <td style="padding: 2px;">Trucks</td><td style="padding: 2px;">4</td><td style="padding: 2px;">0</td><td style="padding: 2px;">4</td><td style="padding: 2px;">↑</td><td style="padding: 2px;">Trucks</td><td style="padding: 2px;">10</td></tr> <tr> <td style="padding: 2px;">Cars</td><td style="padding: 2px;">478</td><td style="padding: 2px;">30</td><td style="padding: 2px;">508</td><td style="padding: 2px;">↑</td><td style="padding: 2px;">Cars</td><td style="padding: 2px;">223</td></tr> <tr> <td style="padding: 2px;">Totals</td><td style="padding: 2px;">487</td><td style="padding: 2px;">30</td><td></td><td></td><td style="padding: 2px;">Totals</td><td style="padding: 2px;">241</td></tr> </table> <p style="text-align: center;">Yonge St</p>  <p style="text-align: center;">Yonge St</p> <table style="margin: auto;"> <tr> <td style="padding: 2px;">Cars</td><td style="padding: 2px;">12</td><td style="padding: 2px;">1</td><td style="padding: 2px;">1</td><td style="padding: 2px;"> </td><td style="padding: 2px;">14</td></tr> <tr> <td style="padding: 2px;">Trucks</td><td style="padding: 2px;">9</td><td style="padding: 2px;">2</td><td style="padding: 2px;">0</td><td style="padding: 2px;"> </td><td style="padding: 2px;">11</td></tr> <tr> <td style="padding: 2px;">Heavys</td><td style="padding: 2px;">21</td><td style="padding: 2px;">3</td><td style="padding: 2px;">1</td><td style="padding: 2px;"> </td><td></td></tr> </table> <p style="text-align: center;">Asquith Ave</p> <table style="margin: auto;"> <tr> <td style="padding: 2px;">Cars</td><td style="padding: 2px;">70</td><td style="padding: 2px;">6</td><td style="padding: 2px;">0</td><td style="padding: 2px;"> </td><td style="padding: 2px;">76</td></tr> <tr> <td style="padding: 2px;">Trucks</td><td style="padding: 2px;">211</td><td style="padding: 2px;">40</td><td style="padding: 2px;">0</td><td style="padding: 2px;"> </td><td style="padding: 2px;">251</td></tr> <tr> <td style="padding: 2px;">Heavys</td><td style="padding: 2px;">9</td><td style="padding: 2px;">6</td><td style="padding: 2px;">0</td><td style="padding: 2px;"> </td><td style="padding: 2px;">15</td></tr> <tr> <td style="padding: 2px;">Totals</td><td style="padding: 2px;">227</td><td style="padding: 2px;">46</td><td style="padding: 2px;">0</td><td style="padding: 2px;"> </td><td style="padding: 2px;">7</td></tr> </table>	Heavys	5	0	5	↑	Heavys	8	Trucks	4	0	4	↑	Trucks	10	Cars	478	30	508	↑	Cars	223	Totals	487	30			Totals	241	Cars	12	1	1		14	Trucks	9	2	0		11	Heavys	21	3	1			Cars	70	6	0		76	Trucks	211	40	0		251	Heavys	9	6	0		15	Totals	227	46	0		7	<table style="margin: auto;"> <tr> <td style="padding: 2px;">East Leg Total:</td><td style="padding: 2px;">101</td></tr> <tr> <td style="padding: 2px;">East Entering:</td><td style="padding: 2px;">25</td></tr> <tr> <td style="padding: 2px;">East Peds:</td><td style="padding: 2px;">805</td></tr> <tr> <td style="padding: 2px;">Peds Cross:</td><td style="padding: 2px;">☒</td></tr> </table> <table style="margin: auto;"> <tr> <td style="padding: 2px;">Peds Cross:</td><td style="padding: 2px;">☒</td></tr> <tr> <td style="padding: 2px;">South Peds:</td><td style="padding: 2px;">0</td></tr> <tr> <td style="padding: 2px;">South Entering:</td><td style="padding: 2px;">273</td></tr> <tr> <td style="padding: 2px;">South Leg Total:</td><td style="padding: 2px;">771</td></tr> </table>	East Leg Total:	101	East Entering:	25	East Peds:	805	Peds Cross:	☒	Peds Cross:	☒	South Peds:	0	South Entering:	273	South Leg Total:	771
Heavys	5	0	5	↑	Heavys	8																																																																																		
Trucks	4	0	4	↑	Trucks	10																																																																																		
Cars	478	30	508	↑	Cars	223																																																																																		
Totals	487	30			Totals	241																																																																																		
Cars	12	1	1		14																																																																																			
Trucks	9	2	0		11																																																																																			
Heavys	21	3	1																																																																																					
Cars	70	6	0		76																																																																																			
Trucks	211	40	0		251																																																																																			
Heavys	9	6	0		15																																																																																			
Totals	227	46	0		7																																																																																			
East Leg Total:	101																																																																																							
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South Entering:	273																																																																																							
South Leg Total:	771																																																																																							

## Comments

# Accu-Traffic Inc.

<b>Afternoon Peak Diagram</b>	<b>Specified Period</b> <b>From:</b> 16:00:00 <b>To:</b> 18:00:00	<b>One Hour Peak</b> <b>From:</b> 17:00:00 <b>To:</b> 18:00:00
<b>Municipality:</b> Toronto <b>Site #:</b> 1713900006 <b>Intersection:</b> Yonge St & Asquith Ave <b>TFR File #:</b> 1 <b>Count date:</b> 20-Jun-17	<b>Weather conditions:</b>  <b>Person counted:</b> <b>Person prepared:</b> <b>Person checked:</b>	
<b>** Non-Signalized Intersection **</b>	<b>Major Road:</b> Yonge St runs N/S	



## Comments

# Accu-Traffic Inc.

## Total Count Diagram

**Municipality:** Toronto  
**Site #:** 1713900006  
**Intersection:** Yonge St & Asquith Ave  
**TFR File #:** 1  
**Count date:** 20-Jun-17

**Weather conditions:**

**Person counted:**  
**Person prepared:**  
**Person checked:**

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

**Major Road:** Yonge St runs N/S

North Leg Total: 3407  
 North Entering: 1692  
 North Peds: 0  
 Peds Cross:  $\nabla$

Heavys	22	0	22
Trucks	23	1	24
Cars	1558	88	1646
Totals	1603	89	

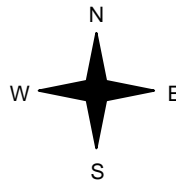


Heavys	26
Trucks	27
Cars	1662
Totals	1715

East Leg Total: 469  
 East Entering: 209  
 East Peds: 2954  
 Peds Cross:  $\nabla$



Yonge St



Cars	Trucks	Heavys	Totals
152	5	2	159

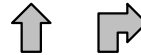


Cars	Trucks	Heavys	Totals
44	6	0	50
196	11	2	

Asquith Ave



Yonge St



Cars	1602
Trucks	29
Heavys	22
Totals	1653



Cars	1510	159	1669
Trucks	22	11	33
Heavys	24	1	25
Totals	1556	171	

Cars	Trucks	Heavys	Totals
247	12	1	260

Peds Cross:  $\nabla$   
 South Peds: 0  
 South Entering: 1727  
 South Leg Total: 3380

### Comments



**Accu-Traffic Inc.**  
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

## Traffic Count Summary

Intersection: Yonge St & Asquith Ave      Count Date: 20-Jun-17      Municipality: Toronto

<b>North Approach Totals</b>						North/South Total Approaches	<b>South Approach Totals</b>					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	23	423	0	446	0	696	8:00:00	0	216	34	250	0
9:00:00	39	491	0	530	0	790	9:00:00	0	217	43	260	0
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0
17:00:00	17	334	0	351	0	926	17:00:00	0	526	49	575	0
18:00:00	10	355	0	365	0	1007	18:00:00	0	597	45	642	0
<b>Totals:</b>	89	1603	0	1692	0	3419	<b>S Totals:</b>	0	1556	171	1727	0
<b>East Approach Totals</b>						East/West Total Approaches	<b>West Approach Totals</b>					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	11	0	19	30	320	30	8:00:00	0	0	0	0	0
9:00:00	8	0	14	22	1024	22	9:00:00	0	0	0	0	0
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0
17:00:00	16	0	60	76	940	76	17:00:00	0	0	0	0	0
18:00:00	15	0	66	81	670	81	18:00:00	0	0	0	0	0
<b>Totals:</b>	50	0	159	209	2954	209	<b>W Totals:</b>	0	0	0	0	0
<b>Calculated Values for Traffic Crossing Major Street</b>												
Hours Ending:	7:00	8:00	9:00	16:00			17:00	18:00	0:00	0:00		
Crossing Values:	0	11	8	0			16	15	0	0		









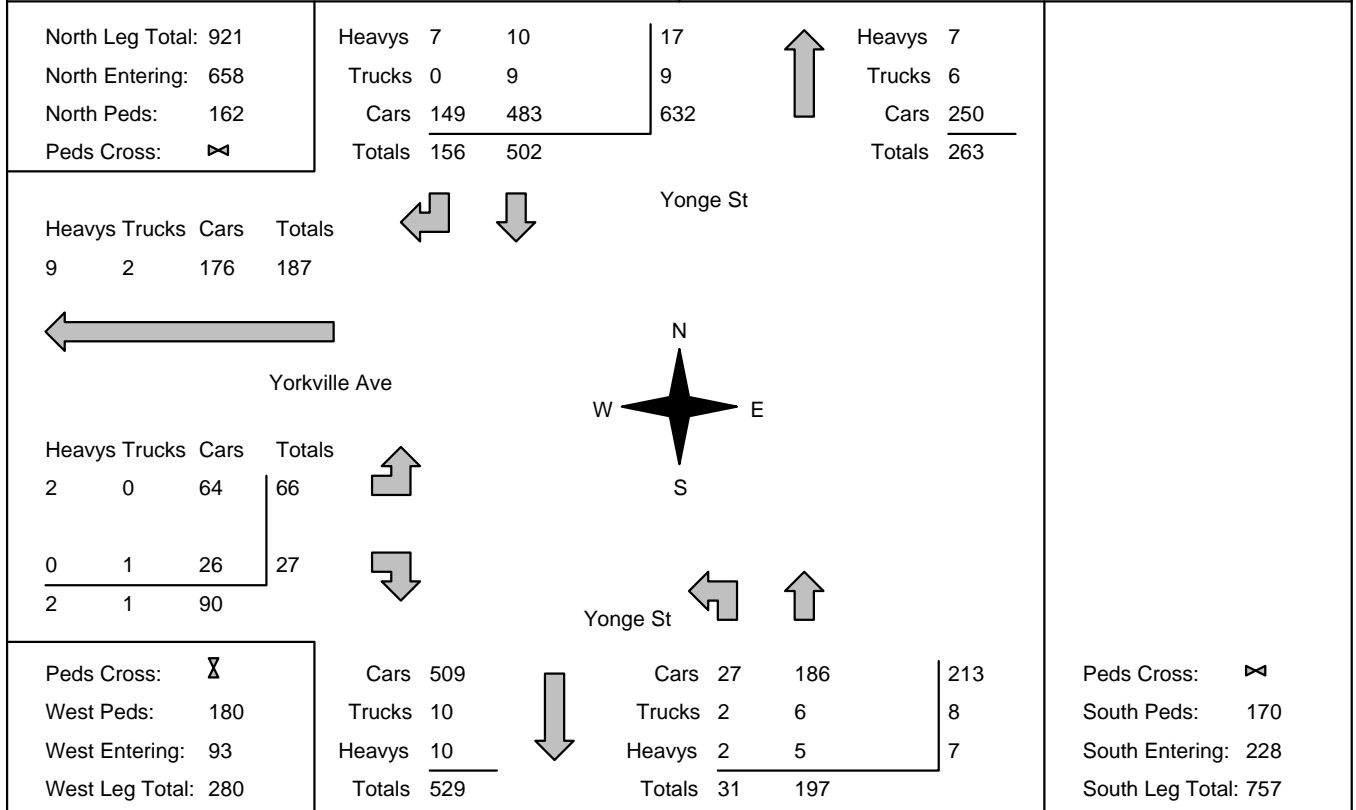


# Accu-Traffic Inc.

<b>Morning Peak Diagram</b>	<b>Specified Period</b> <b>From:</b> 7:00:00 <b>To:</b> 9:00:00	<b>One Hour Peak</b> <b>From:</b> 8:00:00 <b>To:</b> 9:00:00
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<b>Municipality:</b> Toronto <b>Site #:</b> 1713900007 <b>Intersection:</b> Yonge St & Yorkville Ave <b>TFR File #:</b> 1 <b>Count date:</b> 20-Jun-17	<b>Weather conditions:</b>  <b>Person counted:</b> <b>Person prepared:</b> <b>Person checked:</b>
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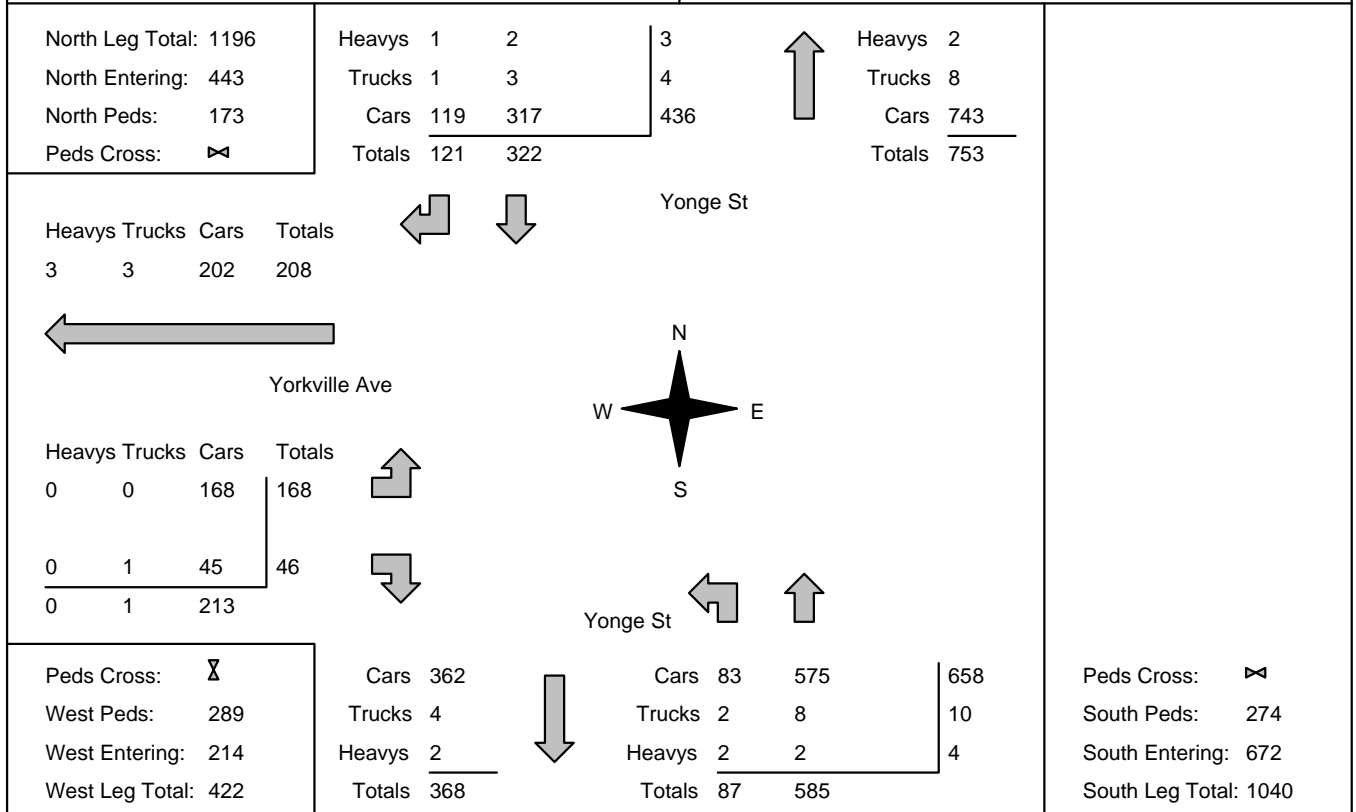
<b>** Signalized Intersection **</b>	<b>Major Road:</b> Yonge St runs N/S
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## Comments

# Accu-Traffic Inc.

<b>Afternoon Peak Diagram</b>	<b>Specified Period</b> <b>From:</b> 16:00:00 <b>To:</b> 18:00:00	<b>One Hour Peak</b> <b>From:</b> 17:00:00 <b>To:</b> 18:00:00
<b>Municipality:</b> Toronto <b>Site #:</b> 1713900007 <b>Intersection:</b> Yonge St & Yorkville Ave <b>TFR File #:</b> 1 <b>Count date:</b> 20-Jun-17	<b>Weather conditions:</b>  <b>Person counted:</b> <b>Person prepared:</b> <b>Person checked:</b>	
<b>** Signalized Intersection **</b>		<b>Major Road:</b> Yonge St runs N/S



## Comments

# Accu-Traffic Inc.

## Total Count Diagram

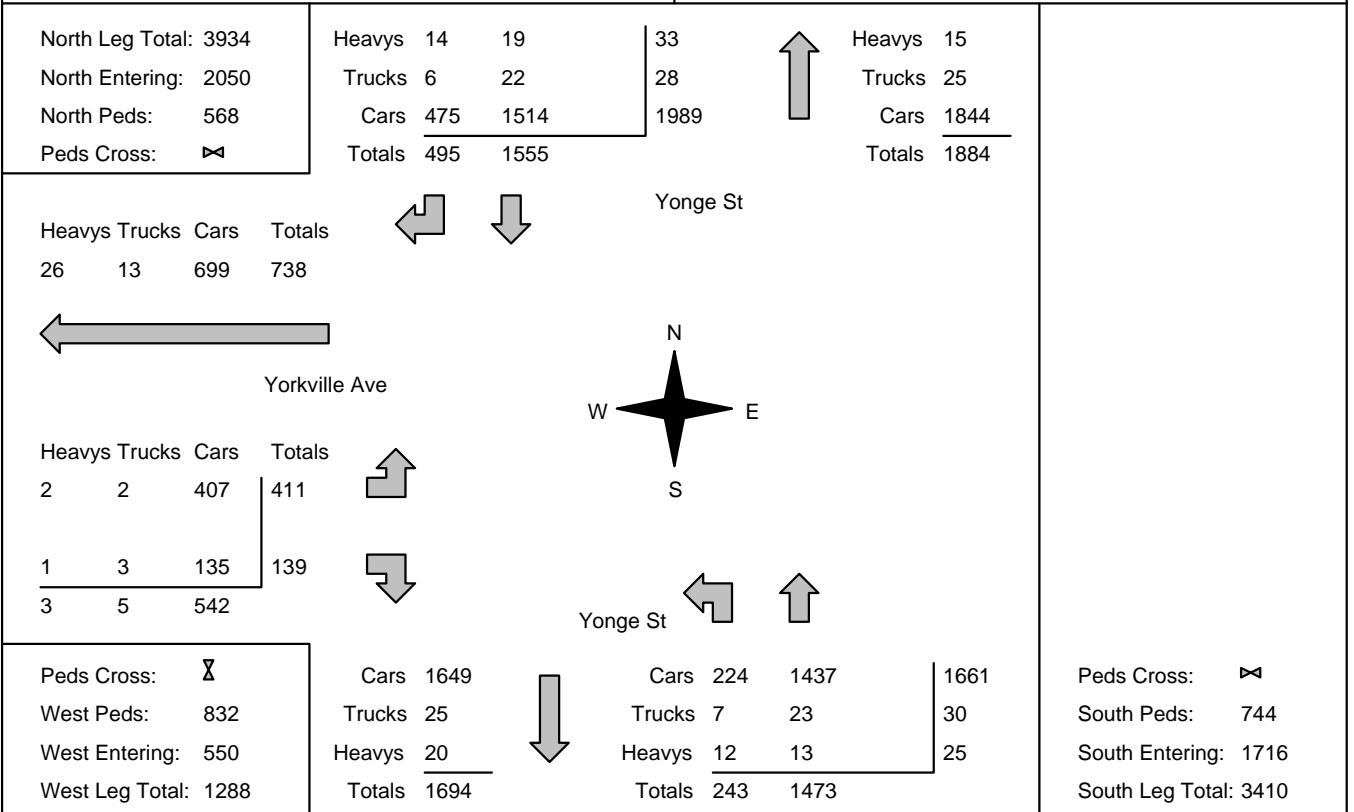
**Municipality:** Toronto  
**Site #:** 1713900007  
**Intersection:** Yonge St & Yorkville Ave  
**TFR File #:** 1  
**Count date:** 20-Jun-17

**Weather conditions:**

**Person counted:**  
**Person prepared:**  
**Person checked:**

**\*\* Signalized Intersection \*\***

**Major Road:** Yonge St runs N/S



### Comments



**Accu-Traffic Inc.**  
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc. Traffic Count Summary

Intersection: Yonge St & Yorkville Ave      Count Date: 20-Jun-17      Municipality: Toronto

<b>North Approach Totals</b>						North/South Total Approaches	<b>South Approach Totals</b>					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	0	422	122	544	64	780	8:00:00	40	196	0	236	61
9:00:00	0	502	156	658	162	886	9:00:00	31	197	0	228	170
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0
17:00:00	0	309	96	405	169	985	17:00:00	85	495	0	580	239
18:00:00	0	322	121	443	173	1115	18:00:00	87	585	0	672	274
<b>Totals:</b>	0	1555	495	2050	568	3766	<b>S Totals:</b>	243	1473	0	1716	744
<b>East Approach Totals</b>						East/West Total Approaches	<b>West Approach Totals</b>					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	0	0	0	0	0	73	8:00:00	52	0	21	73	101
9:00:00	0	0	0	0	0	93	9:00:00	66	0	27	93	180
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0
17:00:00	0	0	0	0	0	170	17:00:00	125	0	45	170	262
18:00:00	0	0	0	0	0	214	18:00:00	168	0	46	214	289
<b>Totals:</b>	0	0	0	0	0	550	<b>W Totals:</b>	411	0	139	550	832
<b>Calculated Values for Traffic Crossing Major Street</b>												
Hours Ending:	7:00	8:00	9:00	16:00			17:00	18:00	0:00	0:00		
Crossing Values:	0	177	398	0			533	615	0	0		













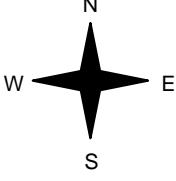





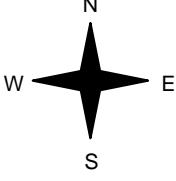





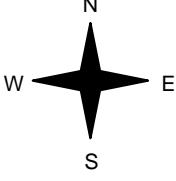






# Accu-Traffic Inc.

<b>Morning Peak Diagram</b>	<b>Specified Period</b> <b>From:</b> 7:00:00 <b>To:</b> 9:00:00	<b>One Hour Peak</b> <b>From:</b> 7:30:00 <b>To:</b> 8:30:00
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<b>Municipality:</b> Toronto <b>Site #:</b> 1713900008 <b>Intersection:</b> Yonge St & Cumberland St <b>TFR File #:</b> 1 <b>Count date:</b> 20-Jun-17	<b>Weather conditions:</b>  <b>Person counted:</b> <b>Person prepared:</b> <b>Person checked:</b>
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<b>** Non-Signalized Intersection **</b>	<b>Major Road:</b> Yonge St runs N/S
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North Leg Total: 772 North Entering: 497 North Peds: 20 Peds Cross: $\boxtimes$	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;">Heavys</td> <td style="width: 10%;">0</td> <td style="width: 10%;">5</td> <td style="width: 10%; border-left: 1px solid black;">5</td> <td style="width: 10%;"></td> <td style="width: 10%;">Heavys</td> <td style="width: 10%;">7</td> </tr> <tr> <td>Trucks</td> <td>0</td> <td>6</td> <td style="border-left: 1px solid black;">6</td> <td></td> <td>Trucks</td> <td>15</td> </tr> <tr> <td>Cars</td> <td>0</td> <td>486</td> <td style="border-left: 1px solid black;">486</td> <td></td> <td>Cars</td> <td>253</td> </tr> <tr> <td>Totals</td> <td>0</td> <td>497</td> <td style="border-left: 1px solid black;"></td> <td></td> <td>Totals</td> <td>275</td> </tr> </table>	Heavys	0	5	5		Heavys	7	Trucks	0	6	6		Trucks	15	Cars	0	486	486		Cars	253	Totals	0	497			Totals	275																																														
Heavys	0	5	5		Heavys	7																																																																					
Trucks	0	6	6		Trucks	15																																																																					
Cars	0	486	486		Cars	253																																																																					
Totals	0	497			Totals	275																																																																					
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;"></td> <td style="width: 15%;"></td> <td style="width: 15%;"></td> <td style="width: 15%;"></td> <td style="width: 15%;"></td> <td style="width: 15%;"></td> <td style="width: 15%;"></td> <td style="width: 15%;"></td> </tr> <tr> <td>Heavys</td> <td>Trucks</td> <td>Cars</td> <td>Totals</td> <td style="text-align: center;">   </td> <td style="text-align: center;">Yonge St</td> <td></td> <td></td> </tr> <tr> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="4" style="text-align: center;">  </td> <td></td> <td style="text-align: center;">  </td> <td></td> <td></td> </tr> <tr> <td colspan="4" style="text-align: center;">Cumberland St</td> <td></td> <td style="text-align: center;">Yonge St</td> <td></td> <td></td> </tr> <tr> <td>Heavys</td> <td>Trucks</td> <td>Cars</td> <td>Totals</td> <td style="text-align: center;">   </td> <td></td> <td></td> <td></td> </tr> <tr> <td>0</td> <td>4</td> <td>26</td> <td>30</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2</td> <td>1</td> <td>25</td> <td>28</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2</td> <td>5</td> <td>51</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>												Heavys	Trucks	Cars	Totals	 	Yonge St			0	0	0	0													Cumberland St					Yonge St			Heavys	Trucks	Cars	Totals	 				0	4	26	30					2	1	25	28					2	5	51					
Heavys	Trucks	Cars	Totals	 	Yonge St																																																																						
0	0	0	0																																																																								
																																																																											
Cumberland St					Yonge St																																																																						
Heavys	Trucks	Cars	Totals	 																																																																							
0	4	26	30																																																																								
2	1	25	28																																																																								
2	5	51																																																																									
Peds Cross: $\boxtimes$ West Peds: 136 West Entering: 58 West Leg Total: 58	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;">Cars</td> <td style="width: 10%;">511</td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;">Cars</td> <td style="width: 10%;">0</td> <td style="width: 10%; border-left: 1px solid black;">227</td> <td style="width: 10%;"></td> </tr> <tr> <td>Trucks</td> <td>7</td> <td></td> <td></td> <td></td> <td>Trucks</td> <td>0</td> <td style="border-left: 1px solid black;">11</td> <td></td> </tr> <tr> <td>Heavys</td> <td>7</td> <td></td> <td style="border-left: 1px solid black;">7</td> <td></td> <td>Heavys</td> <td>0</td> <td style="border-left: 1px solid black;">7</td> <td></td> </tr> <tr> <td>Totals</td> <td>525</td> <td></td> <td style="border-left: 1px solid black;"></td> <td></td> <td>Totals</td> <td>0</td> <td style="border-left: 1px solid black;">245</td> <td></td> </tr> </table>	Cars	511				Cars	0	227		Trucks	7				Trucks	0	11		Heavys	7		7		Heavys	0	7		Totals	525				Totals	0	245			<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;">Cars</td> <td style="width: 10%;">0</td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;">Cars</td> <td style="width: 10%;">227</td> </tr> <tr> <td>Trucks</td> <td>0</td> <td></td> <td></td> <td></td> <td>Trucks</td> <td>11</td> </tr> <tr> <td>Heavys</td> <td>0</td> <td></td> <td style="border-left: 1px solid black;">7</td> <td></td> <td>Heavys</td> <td>7</td> </tr> <tr> <td>Totals</td> <td>0</td> <td></td> <td style="border-left: 1px solid black;">245</td> <td></td> <td>Totals</td> <td>275</td> </tr> </table>	Cars	0				Cars	227	Trucks	0				Trucks	11	Heavys	0		7		Heavys	7	Totals	0		245		Totals	275		Peds Cross: $\boxtimes$ South Peds: 1 South Entering: 245 South Leg Total: 770						
Cars	511				Cars	0	227																																																																				
Trucks	7				Trucks	0	11																																																																				
Heavys	7		7		Heavys	0	7																																																																				
Totals	525				Totals	0	245																																																																				
Cars	0				Cars	227																																																																					
Trucks	0				Trucks	11																																																																					
Heavys	0		7		Heavys	7																																																																					
Totals	0		245		Totals	275																																																																					

## Comments

# Accu-Traffic Inc.

<b>Afternoon Peak Diagram</b>	<b>Specified Period</b> <b>From:</b> 16:00:00 <b>To:</b> 18:00:00	<b>One Hour Peak</b> <b>From:</b> 17:00:00 <b>To:</b> 18:00:00
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<b>Municipality:</b> Toronto <b>Site #:</b> 1713900008 <b>Intersection:</b> Yonge St & Cumberland St <b>TFR File #:</b> 1 <b>Count date:</b> 20-Jun-17	<b>Weather conditions:</b>  <b>Person counted:</b> <b>Person prepared:</b> <b>Person checked:</b>
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<b>** Non-Signalized Intersection **</b>	<b>Major Road:</b> Yonge St runs N/S
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North Leg Total: 1009 North Entering: 365 North Peds: 38 Peds Cross:	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-right: 1px solid black;">Heavys 0</td> <td style="border-right: 1px solid black;">2</td> <td style="border-right: 1px solid black;">2</td> <td rowspan="4" style="text-align: center; vertical-align: middle;">↑</td> <td style="border-right: 1px solid black;">Heavys 5</td> </tr> <tr> <td style="border-right: 1px solid black;">Trucks 0</td> <td style="border-right: 1px solid black;">3</td> <td style="border-right: 1px solid black;">3</td> <td style="border-right: 1px solid black;">Trucks 8</td> </tr> <tr> <td style="border-right: 1px solid black;">Cars 0</td> <td style="border-right: 1px solid black;">360</td> <td style="border-right: 1px solid black;">360</td> <td style="border-right: 1px solid black;">Cars 631</td> </tr> <tr> <td style="border-right: 1px solid black;">Totals 0</td> <td style="border-right: 1px solid black;">365</td> <td style="border-right: 1px solid black;"></td> <td style="border-right: 1px solid black;">Totals 644</td> </tr> </table>	Heavys 0	2	2	↑	Heavys 5	Trucks 0	3	3	Trucks 8	Cars 0	360	360	Cars 631	Totals 0	365		Totals 644	
Heavys 0	2	2	↑	Heavys 5															
Trucks 0	3	3		Trucks 8															
Cars 0	360	360		Cars 631															
Totals 0	365			Totals 644															
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-right: 1px solid black;">Heavys 0</td> <td style="border-right: 1px solid black;">0</td> <td style="border-right: 1px solid black;">Cars 0</td> <td style="border-right: 1px solid black;">Totals 0</td> </tr> </table>	Heavys 0	0	Cars 0	Totals 0	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-right: 1px solid black;">Heavys 0</td> <td style="border-right: 1px solid black;">2</td> <td style="border-right: 1px solid black;">Cars 114</td> <td style="border-right: 1px solid black;">Totals 116</td> </tr> <tr> <td style="border-right: 1px solid black;">0</td> <td style="border-right: 1px solid black;">2</td> <td style="border-right: 1px solid black;">68</td> <td style="border-right: 1px solid black;">70</td> </tr> <tr> <td style="border-right: 1px solid black;">0</td> <td style="border-right: 1px solid black;">4</td> <td style="border-right: 1px solid black;">182</td> <td style="border-right: 1px solid black;"></td> </tr> </table>	Heavys 0	2	Cars 114	Totals 116	0	2	68	70	0	4	182			
Heavys 0	0	Cars 0	Totals 0																
Heavys 0	2	Cars 114	Totals 116																
0	2	68	70																
0	4	182																	
Peds Cross: West Peds: 466 West Entering: 186 West Leg Total: 186	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-right: 1px solid black;">Cars 428</td> <td style="border-right: 1px solid black;">Trucks 5</td> <td style="border-right: 1px solid black;">Heavys 2</td> <td style="border-right: 1px solid black;">Totals 435</td> </tr> </table>	Cars 428	Trucks 5	Heavys 2	Totals 435	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-right: 1px solid black;">Cars 0</td> <td style="border-right: 1px solid black;">517</td> <td style="border-right: 1px solid black;">517</td> </tr> <tr> <td style="border-right: 1px solid black;">Trucks 0</td> <td style="border-right: 1px solid black;">6</td> <td style="border-right: 1px solid black;">6</td> </tr> <tr> <td style="border-right: 1px solid black;">Heavys 0</td> <td style="border-right: 1px solid black;">5</td> <td style="border-right: 1px solid black;">5</td> </tr> <tr> <td style="border-right: 1px solid black;">Totals 0</td> <td style="border-right: 1px solid black;">528</td> <td style="border-right: 1px solid black;"></td> </tr> </table>	Cars 0	517	517	Trucks 0	6	6	Heavys 0	5	5	Totals 0	528		
Cars 428	Trucks 5	Heavys 2	Totals 435																
Cars 0	517	517																	
Trucks 0	6	6																	
Heavys 0	5	5																	
Totals 0	528																		
		Peds Cross: South Peds: 4 South Entering: 528 South Leg Total: 963																	

## Comments

# Accu-Traffic Inc.

## Total Count Diagram

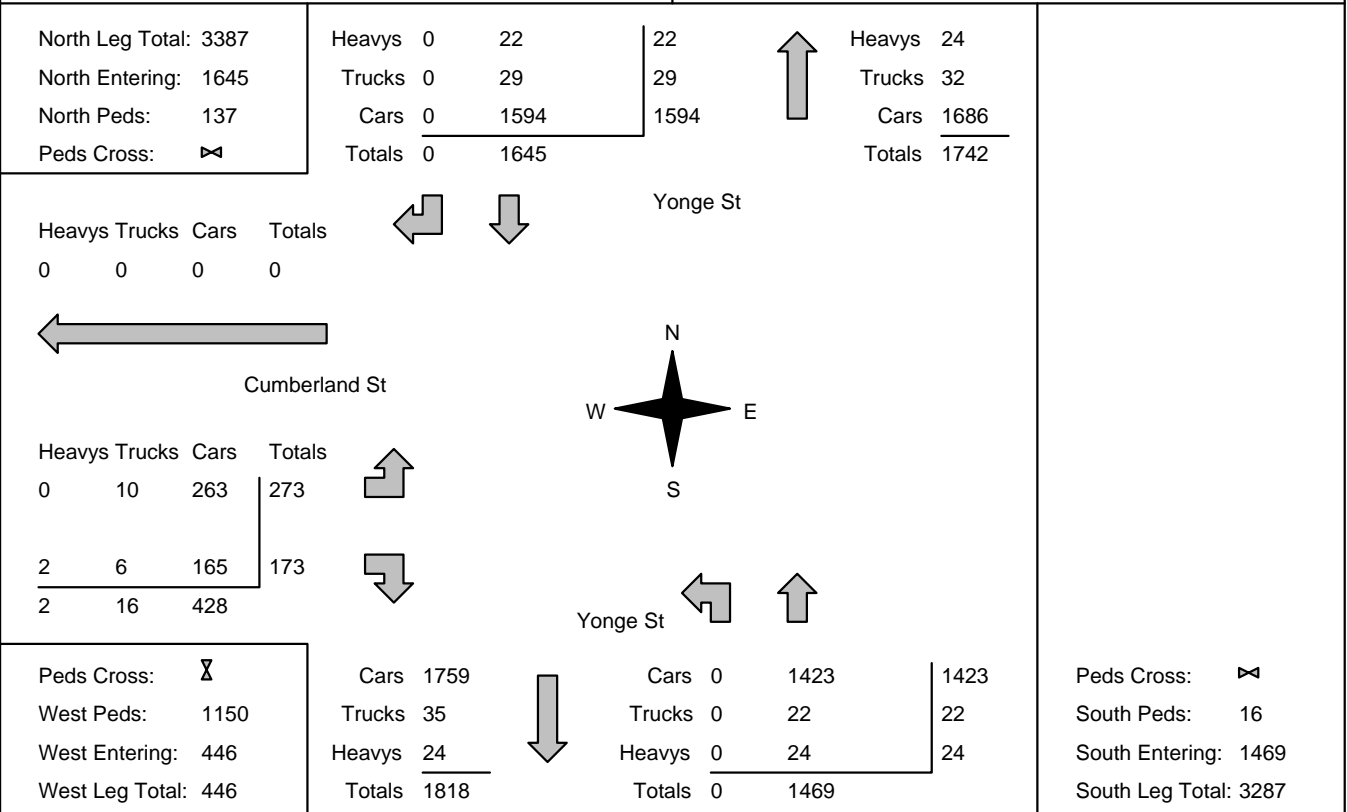
**Municipality:** Toronto  
**Site #:** 1713900008  
**Intersection:** Yonge St & Cumberland St  
**TFR File #:** 1  
**Count date:** 20-Jun-17

**Weather conditions:**

**Person counted:**  
**Person prepared:**  
**Person checked:**

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

**Major Road:** Yonge St runs N/S



### Comments



**Accu-Traffic Inc.**  
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

## Traffic Count Summary

Intersection: Yonge St & Cumberland St      Count Date: 20-Jun-17      Municipality: Toronto

North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	0	433	0	433	16	655	8:00:00	0	222	0	222	2
9:00:00	0	497	0	497	24	728	9:00:00	0	231	0	231	2
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0
17:00:00	0	350	0	350	59	838	17:00:00	0	488	0	488	8
18:00:00	0	365	0	365	38	893	18:00:00	0	528	0	528	4
<b>Totals:</b>	0	1645	0	1645	137	3114	<b>S Totals:</b>	0	1469	0	1469	16
East Approach Totals						East/West Total Approaches	West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	0	0	0	0	0	47	8:00:00	30	0	17	47	62
9:00:00	0	0	0	0	0	66	9:00:00	31	0	35	66	208
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0
17:00:00	0	0	0	0	0	147	17:00:00	96	0	51	147	414
18:00:00	0	0	0	0	0	186	18:00:00	116	0	70	186	466
<b>Totals:</b>	0	0	0	0	0	446	<b>W Totals:</b>	273	0	173	446	1150
<b>Calculated Values for Traffic Crossing Major Street</b>												
Hours Ending:	7:00	8:00	9:00	16:00			17:00	18:00	0:00	0:00		
Crossing Values:	0	48	57	0			163	158	0	0		












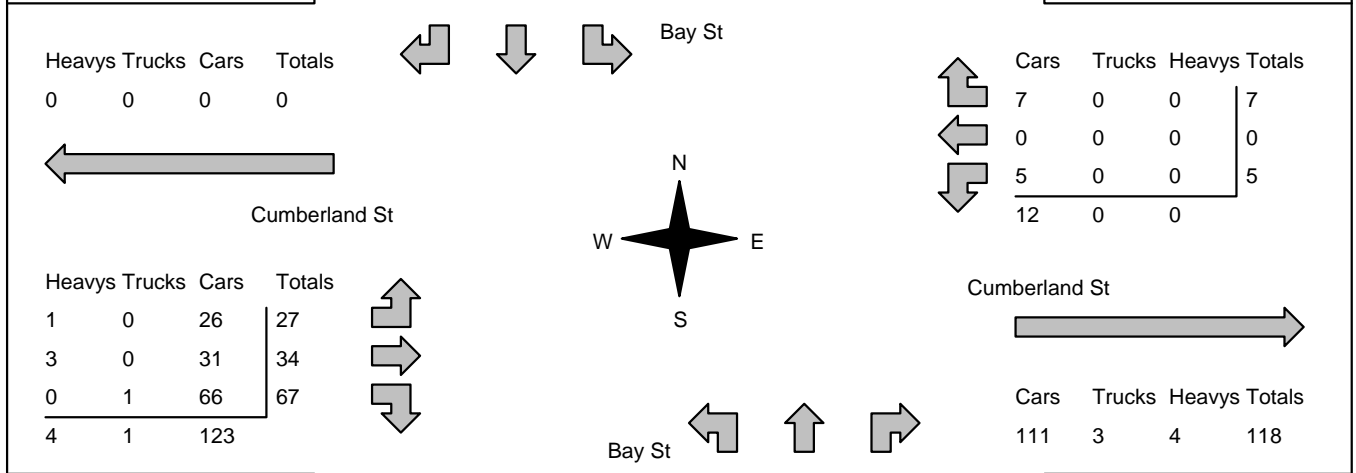
# Accu-Traffic Inc.


<b>Morning Peak Diagram</b>	<b>Specified Period</b> <b>From:</b> 7:00:00 <b>To:</b> 9:00:00	<b>One Hour Peak</b> <b>From:</b> 8:00:00 <b>To:</b> 9:00:00
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<b>Municipality:</b> Toronto <b>Site #:</b> 1713900009 <b>Intersection:</b> Bay St & Cumberland St <b>TFR File #:</b> 1 <b>Count date:</b> 20-Jun-17	<b>Weather conditions:</b>  <b>Person counted:</b> <b>Person prepared:</b> <b>Person checked:</b>
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<b>** Signalized Intersection **</b>	<b>Major Road:</b> Bay St runs N/S
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North Leg Total: 1010 North Entering: 543 North Peds: 148 Peds Cross: $\times$	<table style="border-collapse: collapse;"> <tr><td>Heavys</td><td>0</td><td>21</td><td>0</td><td style="border-left: 1px solid black;">21</td></tr> <tr><td>Trucks</td><td>0</td><td>9</td><td>2</td><td style="border-left: 1px solid black;">11</td></tr> <tr><td>Cars</td><td>0</td><td>497</td><td>14</td><td style="border-left: 1px solid black;">511</td></tr> <tr><td>Totals</td><td>0</td><td>527</td><td>16</td><td style="border-left: 1px solid black;"></td></tr> </table>	Heavys	0	21	0	21	Trucks	0	9	2	11	Cars	0	497	14	511	Totals	0	527	16			<table style="border-collapse: collapse;"> <tr><td>Heavys</td><td>23</td></tr> <tr><td>Trucks</td><td>13</td></tr> <tr><td>Cars</td><td>431</td></tr> <tr><td>Totals</td><td>467</td></tr> </table>	Heavys	23	Trucks	13	Cars	431	Totals	467	East Leg Total: 130 East Entering: 12 East Peds: 277 Peds Cross: $\times$
Heavys	0	21	0	21																												
Trucks	0	9	2	11																												
Cars	0	497	14	511																												
Totals	0	527	16																													
Heavys	23																															
Trucks	13																															
Cars	431																															
Totals	467																															



Peds Cross: $\times$ West Peds: 313 West Entering: 128 West Leg Total: 128	<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>568</td></tr> <tr><td>Trucks</td><td>10</td></tr> <tr><td>Heavys</td><td>21</td></tr> <tr><td>Totals</td><td>599</td></tr> </table>	Cars	568	Trucks	10	Heavys	21	Totals	599		<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>0</td><td>398</td><td>66</td><td style="border-left: 1px solid black;">464</td></tr> <tr><td>Trucks</td><td>0</td><td>13</td><td>1</td><td style="border-left: 1px solid black;">14</td></tr> <tr><td>Heavys</td><td>0</td><td>22</td><td>1</td><td style="border-left: 1px solid black;">23</td></tr> <tr><td>Totals</td><td>0</td><td>433</td><td>68</td><td style="border-left: 1px solid black;"></td></tr> </table>	Cars	0	398	66	464	Trucks	0	13	1	14	Heavys	0	22	1	23	Totals	0	433	68		Peds Cross: $\times$ South Peds: 341 South Entering: 501 South Leg Total: 1100
Cars	568																															
Trucks	10																															
Heavys	21																															
Totals	599																															
Cars	0	398	66	464																												
Trucks	0	13	1	14																												
Heavys	0	22	1	23																												
Totals	0	433	68																													

**Comments**

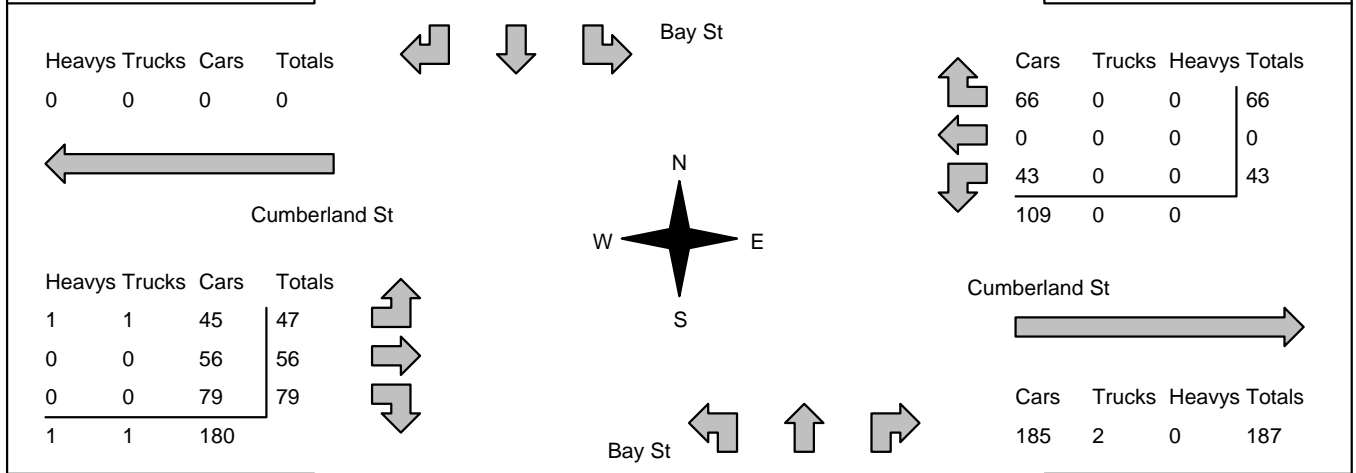
# Accu-Traffic Inc.

<b>Afternoon Peak Diagram</b>	<b>Specified Period</b> <b>From:</b> 16:00:00 <b>To:</b> 18:00:00	<b>One Hour Peak</b> <b>From:</b> 17:00:00 <b>To:</b> 18:00:00
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<b>Municipality:</b> Toronto <b>Site #:</b> 1713900009 <b>Intersection:</b> Bay St & Cumberland St <b>TFR File #:</b> 1 <b>Count date:</b> 20-Jun-17	<b>Weather conditions:</b>  <b>Person counted:</b> <b>Person prepared:</b> <b>Person checked:</b>
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<b>** Signalized Intersection **</b>	<b>Major Road:</b> Bay St runs N/S
--------------------------------------	------------------------------------

North Leg Total: 1366 North Entering: 454 North Peds: 239 Peds Cross: $\boxtimes$	<table style="border-collapse: collapse;"> <tr><td>Heavys</td><td>0</td><td>7</td><td>0</td><td style="border-left: 1px solid black;">7</td></tr> <tr><td>Trucks</td><td>0</td><td>4</td><td>0</td><td style="border-left: 1px solid black;">4</td></tr> <tr><td>Cars</td><td>0</td><td>420</td><td>23</td><td style="border-left: 1px solid black;">443</td></tr> <tr><td>Totals</td><td>0</td><td>431</td><td>23</td><td style="border-left: 1px solid black;"></td></tr> </table>	Heavys	0	7	0	7	Trucks	0	4	0	4	Cars	0	420	23	443	Totals	0	431	23		<table style="border-collapse: collapse;"> <tr><td>Heavys</td><td>9</td></tr> <tr><td>Trucks</td><td>5</td></tr> <tr><td>Cars</td><td>898</td></tr> <tr><td>Totals</td><td>912</td></tr> </table>	Heavys	9	Trucks	5	Cars	898	Totals	912	East Leg Total: 296 East Entering: 109 East Peds: 471 Peds Cross: $\boxtimes$
Heavys	0	7	0	7																											
Trucks	0	4	0	4																											
Cars	0	420	23	443																											
Totals	0	431	23																												
Heavys	9																														
Trucks	5																														
Cars	898																														
Totals	912																														



Peds Cross: $\boxtimes$ West Peds: 530 West Entering: 182 West Leg Total: 182	<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>542</td></tr> <tr><td>Trucks</td><td>4</td></tr> <tr><td>Heavys</td><td>7</td></tr> <tr><td>Totals</td><td>553</td></tr> </table>	Cars	542	Trucks	4	Heavys	7	Totals	553	<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>0</td><td>787</td><td>106</td><td style="border-left: 1px solid black;">893</td></tr> <tr><td>Trucks</td><td>0</td><td>4</td><td>2</td><td style="border-left: 1px solid black;">6</td></tr> <tr><td>Heavys</td><td>0</td><td>8</td><td>0</td><td style="border-left: 1px solid black;">8</td></tr> <tr><td>Totals</td><td>0</td><td>799</td><td>108</td><td style="border-left: 1px solid black;"></td></tr> </table>	Cars	0	787	106	893	Trucks	0	4	2	6	Heavys	0	8	0	8	Totals	0	799	108		Peds Cross: $\boxtimes$ South Peds: 582 South Entering: 907 South Leg Total: 1460
Cars	542																														
Trucks	4																														
Heavys	7																														
Totals	553																														
Cars	0	787	106	893																											
Trucks	0	4	2	6																											
Heavys	0	8	0	8																											
Totals	0	799	108																												

**Comments**

# Accu-Traffic Inc.

## Total Count Diagram

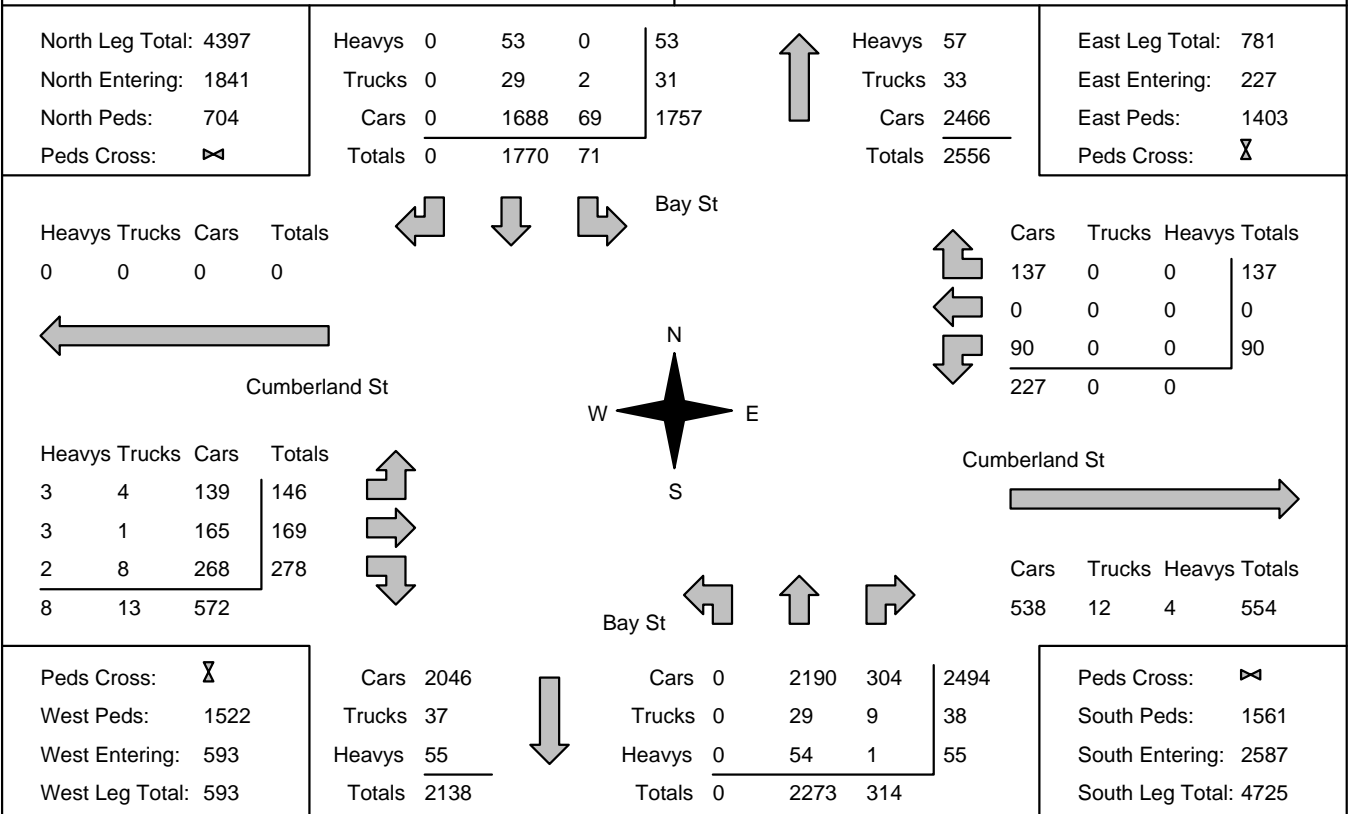
**Municipality:** Toronto  
**Site #:** 1713900009  
**Intersection:** Bay St & Cumberland St  
**TFR File #:** 1  
**Count date:** 20-Jun-17

**Weather conditions:**

**Person counted:**  
**Person prepared:**  
**Person checked:**

**\*\* Signalized Intersection \*\***

**Major Road:** Bay St runs N/S



### Comments



**Accu-Traffic Inc.**  
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

## Traffic Count Summary

Intersection: Bay St & Cumberland St      Count Date: 20-Jun-17      Municipality: Toronto

North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	16	437	0	453	96	824	8:00:00	0	320	51	371	137
9:00:00	16	527	0	543	148	1044	9:00:00	0	433	68	501	341
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0
17:00:00	16	375	0	391	221	1199	17:00:00	0	721	87	808	501
18:00:00	23	431	0	454	239	1361	18:00:00	0	799	108	907	582
<b>Totals:</b>	71	1770	0	1841	704	4428	<b>S Totals:</b>	0	2273	314	2587	1561
East Approach Totals						East/West Total Approaches	West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	2	0	1	3	157	88	8:00:00	18	25	42	85	222
9:00:00	5	0	7	12	277	140	9:00:00	27	34	67	128	313
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0
17:00:00	40	0	63	103	498	301	17:00:00	54	54	90	198	457
18:00:00	43	0	66	109	471	291	18:00:00	47	56	79	182	530
<b>Totals:</b>	90	0	137	227	1403	820	<b>W Totals:</b>	146	169	278	593	1522
<b>Calculated Values for Traffic Crossing Major Street</b>												
Hours Ending:	7:00	8:00	9:00	16:00			17:00	18:00	0:00	0:00		
Crossing Values:	0	278	555	0			870	967	0	0		











# APPENDIX

## C SIGNAL TIMINGS



**LOCATION:** Bloor St & Yonge St **DISTRICT:** Toronto & East York  
**TCS:** 40 **COMPUTER SYSTEM:** TransSuite  
**MODE/COMMENT:** FXT with Fixed 2-Wire Polara APS & Pedestrian Priority Phase **CONTROLLER/CABINET TYPE:** Econolite ASC/3-2100 / TS2 T1  
**PREPARED/CHECKED BY:** SQ/BS **CONFLICT FLASH:** Red & Red  
**PREPARATION DATE:** March 16, 2017 **DESIGN WALK SPEED:** 1.0 m/s (FDW is based on full crossing at 1.2 m/s)  
**IMPLEMENTATION DATE:** June 8, 2017 **CHANNEL/DROP:** 5010/15  
**CONTROLLER FIRMWARE:** 2.47.10



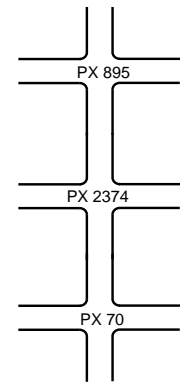
NEMA Phase	Local Plan System Plan	OFF	AM	PM	NGHT	WKND	Grdnr Clsr	Phase Mode (Fixed/Demanded or Callable)	Remarks																																
		All Other Times	07:30-09:30 M- F	15:30-18:30 M-F	22:00-06:00 Daily	12:00-14:00 SAT	Times to be determined																																		
		Pattern 1 Plan 1	Pattern 2 Plan 2	Pattern 3 Plan 3	Pattern 4 Plan 4	Pattern 5 Plan 5	Pattern 6 Plan 6																																		
1		WLK FDW MIN MAX1 AMB ALR SPLIT							Pedestrian Minimums: DiagWK = 7 sec., DiagFD = 21 sec., DW = 3 sec EWWK = 7 secs; EWFD = 13 secs NSWK = 7 secs; NSFD = 13 secs Diagonal crossing allowed during Pedestrian Priority Phase (Phase 3 & 7). 12 pedestrian heads (4 for diagonal pedestrian crossing).																																
2		WLK 7 FDW 13 MIN 20 MAX1 27 AMB 3 ALR 3 SPLIT	33	33	32	33	33	33	Overlap A - Phase 2 & 7, Overlap B - Phase 4 & 7, Overlap C - Phase 6 & 7, Overlap D - Phase 8 & 7 During the Pedestrian Priority Phase, fixed voice message "Walk sign is on for all crossings" on during 7 seconds of WALK. During phases 2 & 6, "Chirp" APS tone on during 7 secs of EWWK. During phases 4 & 8, "Cuckoo" APS tone on during 7 secs of NSWK.																																
3		WLK 7 FDW 21 MIN 28 MAX1 28 AMB 3 ALR 0 SPLIT	32	32	32	32	32	32	Ring Structure: <table border="1" style="display: inline-table; vertical-align: middle;"> <tr><td>2</td><td>3</td><td>4</td></tr> <tr><td>6</td><td>7</td><td>8</td></tr> </table> The intersection is equipped with static turn prohibition bylaws signs in all four directions as follows: Left Turns and Right Turns on Red prohibited all times. Right Turns prohibited during 07:30-9:30 and 15:30-18:30, M-F (except Public Holidays, see below) & 12:00 to 14:00 Saturdays <table border="1" style="display: inline-table; vertical-align: middle;"> <thead> <tr> <th>Public Holidays</th> <th>2017 Holidays</th> </tr> </thead> <tbody> <tr><td>1. New Years Day</td><td>*</td></tr> <tr><td>2. Family Day</td><td>February 20, 2017</td></tr> <tr><td>3. Good Friday</td><td>April 14, 2017</td></tr> <tr><td>4. Easter Monday</td><td>April 17, 2017</td></tr> <tr><td>5. Victoria Day</td><td>May 22, 2017</td></tr> <tr><td>6. Canada Day</td><td>July 01, 2017</td></tr> <tr><td>7. Civic/Provincial Day</td><td>August 07, 2017</td></tr> <tr><td>8. Labour Day</td><td>September 04, 2017</td></tr> <tr><td>9. Thanksgiving Day</td><td>October 09, 2017</td></tr> <tr><td>10. Remembrance Day</td><td>November 11, 2017</td></tr> <tr><td>11. Christmas Day</td><td>December 25, 2017</td></tr> <tr><td>12. Boxing Day</td><td>December 26, 2017</td></tr> </tbody> </table> * These holidays fall on a Sunday and do not need to be programmed in the controller	2	3	4	6	7	8	Public Holidays	2017 Holidays	1. New Years Day	*	2. Family Day	February 20, 2017	3. Good Friday	April 14, 2017	4. Easter Monday	April 17, 2017	5. Victoria Day	May 22, 2017	6. Canada Day	July 01, 2017	7. Civic/Provincial Day	August 07, 2017	8. Labour Day	September 04, 2017	9. Thanksgiving Day	October 09, 2017	10. Remembrance Day	November 11, 2017	11. Christmas Day	December 25, 2017	12. Boxing Day	December 26, 2017
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4		WLK 7 FDW 13 MIN 20 MAX1 24 AMB 3 ALR 3 SPLIT	31	31	32	31	31	31	Public Holidays <table border="1" style="display: inline-table; vertical-align: middle;"> <thead> <tr> <th>Public Holidays</th> <th>2017 Holidays</th> </tr> </thead> <tbody> <tr><td>1. New Years Day</td><td>*</td></tr> <tr><td>2. Family Day</td><td>February 20, 2017</td></tr> <tr><td>3. Good Friday</td><td>April 14, 2017</td></tr> <tr><td>4. Easter Monday</td><td>April 17, 2017</td></tr> <tr><td>5. Victoria Day</td><td>May 22, 2017</td></tr> <tr><td>6. Canada Day</td><td>July 01, 2017</td></tr> <tr><td>7. Civic/Provincial Day</td><td>August 07, 2017</td></tr> <tr><td>8. Labour Day</td><td>September 04, 2017</td></tr> <tr><td>9. Thanksgiving Day</td><td>October 09, 2017</td></tr> <tr><td>10. Remembrance Day</td><td>November 11, 2017</td></tr> <tr><td>11. Christmas Day</td><td>December 25, 2017</td></tr> <tr><td>12. Boxing Day</td><td>December 26, 2017</td></tr> </tbody> </table> * These holidays fall on a Sunday and do not need to be programmed in the controller	Public Holidays	2017 Holidays	1. New Years Day	*	2. Family Day	February 20, 2017	3. Good Friday	April 14, 2017	4. Easter Monday	April 17, 2017	5. Victoria Day	May 22, 2017	6. Canada Day	July 01, 2017	7. Civic/Provincial Day	August 07, 2017	8. Labour Day	September 04, 2017	9. Thanksgiving Day	October 09, 2017	10. Remembrance Day	November 11, 2017	11. Christmas Day	December 25, 2017	12. Boxing Day	December 26, 2017						
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6		WLK 7 FDW 13 MIN 20 MAX1 27 AMB 3 ALR 3 SPLIT	33	33	32	33	33	33	EW and NS straight thru green arrows are displayed during "No Turn" prohibition periods. EW and NS green balls are displayed during periods when Right Turns are permitted with "No Right Turn on Red" signs. The transition between straight thru green arrow and green ball vehicle displays occur during the EWY display.																																
7		WLK 15 FDW 13 MIN 28 MAX1 28 AMB 3 ALR 0 SPLIT	32	32	32	32	32	32																																	
8		WLK 7 FDW 13 MIN 20 MAX1 24 AMB 3 ALR 3 SPLIT	31	31	32	31	31	31																																	
	CL OF		96 1	96 1	96 1	96 1	96 1	96 1																																	

Notes:

<b>LOCATION:</b>	<b>Bay St &amp; Bloor St</b>	<b>DISTRICT:</b>	<b>Toronto &amp; East York</b>
<b>MODE/COMMENT:</b>	<b>FXT with 2-wire Polara APS</b>	<b>COMPUTER SYSTEM:</b>	<b>TransSuite</b>
<b>TCS:</b>	<b>70 - Hardwire interconnect - Master to PX 895 &amp; 2374</b>	<b>CONTROLLER/CABINET TYPE:</b>	<b>Econolite ASC/3-2100/ TS2 T1</b>
<b>PREPARED/CHECKED BY:</b>	<b>AD/BS</b>	<b>CONFLICT FLASH:</b>	<b>Red &amp; Red</b>
<b>PREPARATION DATE:</b>	<b>March 16, 2017</b>	<b>DESIGN WALK SPEED:</b>	<b>1.0 m/s (FDW based on full crossing at 1.2 m/s)</b>
<b>IMPLEMENTATION DATE:</b>	<b>July 5, 2017</b>	<b>CHANNEL/DROP:</b>	<b>5010/07</b>
		<b>CONTROLLER FIRMWARE:</b>	<b>2.47.10</b>

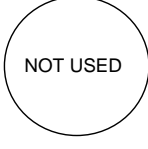
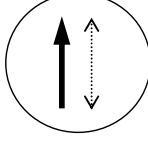
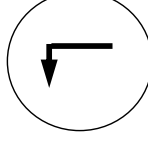
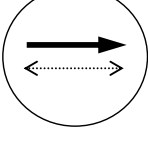
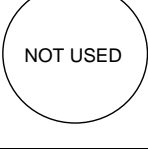
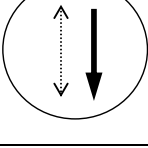
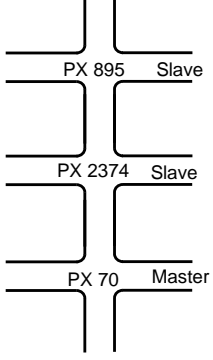
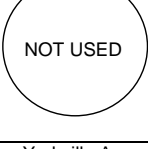
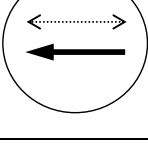


NEMA Phase	System Plan	OFF	AM	PM	NIGHT	Grdnr Clsr	Phase Mode (Fixed/Demanded or Callable)	Remarks
		All Other Times	06:45-09:30 M-F	15:45-18:15 M-F	22:00-06:00 Daily	Times to be determined		
		Plan 1	Plan 2	Plan 3	Plan 4	Pattern 16		
1	Local Plan	Pattern 1	Pattern 2	Pattern 3	Pattern 4	Plan 16		Pedestrian Minimums: NSWK = 7 secs; NSFD = 16 secs EWWK = 7 secs; EWFD = 16 secs APS on during 7 secs of NSWK & 7 secs of EWWK when activated by pushbutton. Extended Push Activation = 3 secs Ring Structure: 2 3 4 5 6 8
2	Bay St						Fixed	This signal (designated as the Master) is interconnected by hardwire to the intersection of PX895 & PX2374 (both designated as the Slaves). The hardwire interconnection provides simultaneous NSY indications on Bay St during all times. While the interconnect is active, the slave signals operate Free and rest in NSG/NSWK at PX895 & PX2374, waiting for the pulses from this signal. Pulse #1 is sent to PX895 from this signal at the beginning of its NSFD. Pulse #2 is sent to PX2374 from this signal at the beginning of NSFD. If there is loss of interconnect, all three signals will run the coordinated plans.
3							Callable & extendable by setback loop during 6:30-10:00 M-F	
4	Bloor St						Fixed	Flash condition at one signal is independent of the other signals. Left Turn Passage = 2s WBLA Firehall Preemption at TCS 895 will override the hardwire interconnect operations so that the preemption is served as a priority over the simultaneous NSY between the 3 signals.
5							Callable & extendable by setback loop during 15:30-18:30 M-F	
6	Bay St						Fixed	
7								
8	Bloor St						Fixed	
	CL	80	85	90	75	90		
	OF	1	1	3	16	1		



Note:

**LOCATION:** Bay St & Yorkville Ave **DISTRICT:** Toronto & East York  
**MODE/COMMENT:** FXT with Firehall Preemption (WBLA) & 2-Wire Polara APS **COMPUTER SYSTEM:** TransSuite  
**TCS:** 895 - Hardwire interconnect - Slave to TCS 70 **CONTROLLER / CABINET:** Econolite ASC/3-2100 / M  
**PREPARED/CHECKED BY:** SQ/BS/DS **CONFLICT FLASH:** Red & Red  
**PREPARATION DATE:** March 16, 2017 **DESIGN WALK SPEED:** 1.0 m/s (FDW based on full crossing @ 1.2 m/s)  
**IMPLEMENTATION DATE:** May 17, 2017 **CHANNEL / DROP:** 5009/26  
**CONTROLLER FIRMWARE:** 2.47.10

NEMA Phase	Local System Plan	OFF	AM	PM	NIGHT	Phase Mode (Fixed/Demanded or Callable)	Remarks
		All Other Times	06:45- 09:30	15:45-18:15	22:00-06:00		
		Pattern 1	M-F Pattern 2	M-F Pattern 3	Daily Pattern 4		
1	 WLK FDW MIN MAX1 AMB ALLR SPLIT						Pedestrian Minimums: NSWK = 7 sec, NSFD = 10 sec EWWK = 7 sec, EWFD = 17 sec Firehall Preemption Instructions: • If preemption is received in phase 2/6: Time to Preemption Sequence = 0 - 23 secs • If preemption is received in phase 4/8: Time to Preemption Sequence = 0 - 30 secs • Signals go to All Red display before going into preemption sequence <u>Preemption Sequence:</u> Serve 45.0 seconds WBLA/WBG/EWDW Serve 4.0 seconds WBY/EWDW Serve 3.0 second of ALLR Return to normal operation in NSG/NSWK When activated, APS on during NSWK & EWWK.
2	Bay St  WLK 7 FDW 10 MIN 17 MAX1 34 AMB 4 ALLR 2 SPLIT					Fixed	Extended Push Activation (for APS) = 3 secs This signal (designated as the Slave) is interconnected by hardwire to the intersection of PX70 (designated as the Master). The hardwire interconnection provides simultaneous NSY indications. While the interconnect is active, this signal operates Free and rests in NSG/NSWK, waiting for the pulse from the Master signal (PX70) at the beginning of its NSFD. After the pulse is received, a delay of 6 secs is applied (the delay ensure the NSY's are served at both signals simultaneously). If there is loss of interconnect, both signals will run the coordinated plans.
3	 WLK FDW MIN MAX1 AMB ALLR SPLIT					Displayed Only During Firehall Pre-emption	
4	Yorkville Ave  WLK 7 FDW 17 MIN 24 MAX1 24 AMB 4 ALLR 2 SPLIT					Fixed	
5	 WLK FDW MIN MAX1 AMB ALLR SPLIT						Flash condition at one signal is independent of other signal. Hardware interconnect installed February 19, 2014. WBLA Firehall Preemption will override the hardwire interconnect operations at this signal so that the WBLA is served as a priority over the simultaneous NSY when called.
6	Bay St  WLK 7 FDW 10 MIN 17 MAX1 34 AMB 4 ALLR 2 SPLIT					Fixed	
7	 WLK FDW MIN MAX1 AMB ALLR SPLIT						
8	Yorkville Ave  WLK 7 FDW 17 MIN 24 MAX1 24 AMB 4 ALLR 2 SPLIT					Fixed	
	CL OF	80 63	85 63	90 71	75 60		

Notes: Interconnect operational as of August 26, 2014



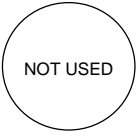
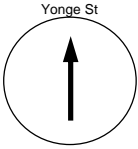
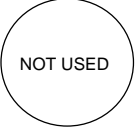
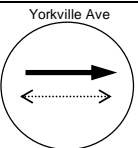
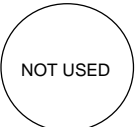
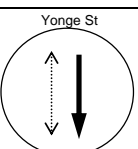
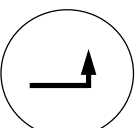
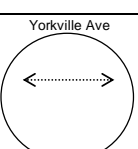
**LOCATION:** Bay St & Cumberland St  
**MODE/COMMENT:** FXT with 2-Wire Polara APS  
**TCS /SCN:** 2374 - Hardwire Interconnect - Slave to PX 70  
**PREPARED/CHECKED BY:** ML/HL  
**PREPARATION DATE:** August 26, 2013  
**DISTRICT:** Toronto & East York  
**COMPUTER SYSTEM:** LOCAL (SIGNAL IS NOT MONITORED UNDER SCOOT CONTROL)  
**CONTROLLER/CABINET TYPE:** Econolite ASC/3-2100/TS2T1  
**CONFLICT FLASH:** Red & Red  
**DESIGN WALK SPEED:** 1.0 m/s (FDW based on full crossing @ 1.2 m/s)  
**IMPLEMENTATION DATE:** March 20, 2014



NEMA Phase	Local UTC Plan	OFF	AM	PM	Phase Mode (Fixed/Demanded or Callable)	Remarks	
		All Other Times	07:30-09:30 M-F	15:30-18:30 M-F			
		Pattern 1	Pattern 2	Pattern 3			
		Plan 1	Plan 2	Plan 3			
1 	WLK FDW MIN MAX1 AMB ALLR SPLIT					Pedestrian Minimums: NSWK = 7 sec, NSFD = 16 sec EWWK = 7 sec, EWFD = 12 sec When activated, APS on during NSWK & EWWK. Extended Push Activation (for APS) = 3 secs This signal (designated as the Slave) is interconnected by hardwire to the intersection of PX70 (designated as the Master). The hardwire interconnection provides simultaneous NSY indications.	
2 Bay St 	WLK 7 FDW 16 MIN 23 MAX1 23 AMB 4 ALLR 2 SPLIT				Fixed	While the interconnect is active, this signal operates Free and rests in NSG/NSWK, waiting for the pulse from the Master signal (PX70) at the beginning of its NSFD. After the pulse is received, NSFD starts. (NSY @ PX2374 is served 1 sec later than PX70). If there is loss of interconnect, both signals will run the coordinated plans. Flash condition at one signal is independent of other signal.	
3 	WLK FDW MIN MAX1 AMB ALLR SPLIT						
4 Cumberland St 	WLK 7 FDW 12 MIN 19 MAX1 19 AMB 4 ALLR 2 SPLIT				Fixed		
5 	WLK FDW MIN MAX1 AMB ALLR SPLIT						
6 Bay St 	WLK 7 FDW 16 MIN 23 MAX1 23 AMB 4 ALLR 2 SPLIT				Fixed		
7 	WLK FDW MIN MAX1 AMB ALLR SPLIT						
8 Cumberland St 	WLK 7 FDW 12 MIN 19 MAX1 19 AMB 4 ALLR 2 SPLIT				Fixed		
	CL	72	72	88			

Note: Cumberland is one-way eastbound on west leg. EB left and through is prohibited. WB can only turn right & left, no thru movements. Interconnect operational as of August 26, 2014

<b>LOCATION:</b>	<b>Yonge St &amp; Yorkville Ave</b>	<b>DISTRICT:</b>	<b>Toronto &amp; East York</b>
<b>MODE/COMMENT:</b>	<b>SA2-VMG with WRM, 2-Wire Polara APS &amp; Firehall PE (EBLA)</b>	<b>COMPUTER SYSTEM:</b>	<b>TransSuite</b>
<b>TCS:</b>	<b>2377</b>	<b>CONTROLLER/CABINET TYPE:</b>	<b>Peek ATC-1000 / TS2T1</b>
<b>PREPARED/CHECKED BY:</b>	<b>RI/BS/DS</b>	<b>CONFLICT FLASH:</b>	<b>Red &amp; Red</b>
<b>PREPARATION DATE:</b>	<b>March 16, 2017</b>	<b>DESIGN WALK SPEED:</b>	<b>1.0m/s (FDW based on full crossing @ 1.2m/s)</b>
<b>IMPLEMENTATION DATE:</b>	<b>June 7, 2017</b>	<b>CHANNEL/DROP:</b>	<b>5010/14</b>
		<b>CONTROLLER FIRMWARE:</b>	<b>3.018.1.2976</b>

NEMA Phase	Local Plan Split Table	OFF All Other Times	AM 06:30-10:00 M-F	PM 15:00-18:30 M-F	Night 22:00-6:30 Daily	Phase Mode (Fixed/Demanded or Callable)	Remarks
		Pattern 1 Split 1	Pattern 2 Split 2	Pattern 3 Split 3	Pattern 4 Split 4		
1 	WLK FDW MIN MAX1 AMB ALR SPLIT						Pedestrian Minimums: NSWK = 7 sec, NSFD = 9 sec EWWK = 7 sec, EWFD = 12 sec  EB phase is callable by vehicle or pedestrian actuation. If a vehicle call is received, the minimum EBG is 7 seconds. If ongoing vehicle demand exists on the stopbar loop, the EBG is capable of providing vehicle extensions up to the maximum. If a pedestrian call is received, the pedestrian minimums will be served. The EWWK & EWFD are only displayed on the pedestrian signal heads if a pedestrian call is received. Extension time is based on vehicle demand. Unused extension time is given to the NSG.
2 Yonge St 	WLK 7 FDW 9 MIN 16 MAX1 50 AMB 4 ALR 2 SPLIT	60	60	65	60	Fixed	NSFD reverts to NSWK if there is no side street vehicle demand at the end of the NSFD. Side Street Passage Time = 3 sec Left-Turn Passage Time = 2 sec APS on during 7 sec of WALK when activated by pushbutton and no arrows are displayed. Extended Push Activation = 3 sec Firehall Preemption instructions: • If preemption is received in phase 2/6: Time to Preemption Sequence = 0 - 22 sec • If preemption is received in phase 4/8: Time to Preemption Sequence = 0 - 24 sec • Signals go ALL Red display before going into preemption sequence. <u>Preemption Sequence:</u> Serve 45.0 seconds EBLA/EBG/EWDW Serve 3.0 seconds EBY/EWDW Serve 2.0 seconds ALLR Return to normal operation in NSG/NSWK.
3 	WLK FDW MIN MAX1 AMB ALR SPLIT						
4 Yorkville Ave 	WLK 7 FDW 12 MIN 7 MAX1 19 AMB 3 ALR 2 SPLIT	25	25	25	25	Callable by Traficam overhead detector and/or Push Button. Extendable by Traficam overhead detector.	
5 	WLK FDW MIN MAX1 AMB ALR SPLIT						
6 Yonge St 	WLK 7 FDW 9 MIN 16 MAX1 50 AMB 4 ALR 2 SPLIT	60	60	65	60	Fixed	
7 	WLK FDW MIN MAX1 AMB ALR SPLIT					Displayed Only During Firehall Preemption.	
8 Yorkville Ave 	WLK 7 FDW 12 MIN 7 MAX1 19 AMB 3 ALR 2 SPLIT	25	25	25	25	Callable by Push Button.	
	CL OF	85 62	85 65	90 67	85 62		

NOTES: T-intersection. No East Leg.

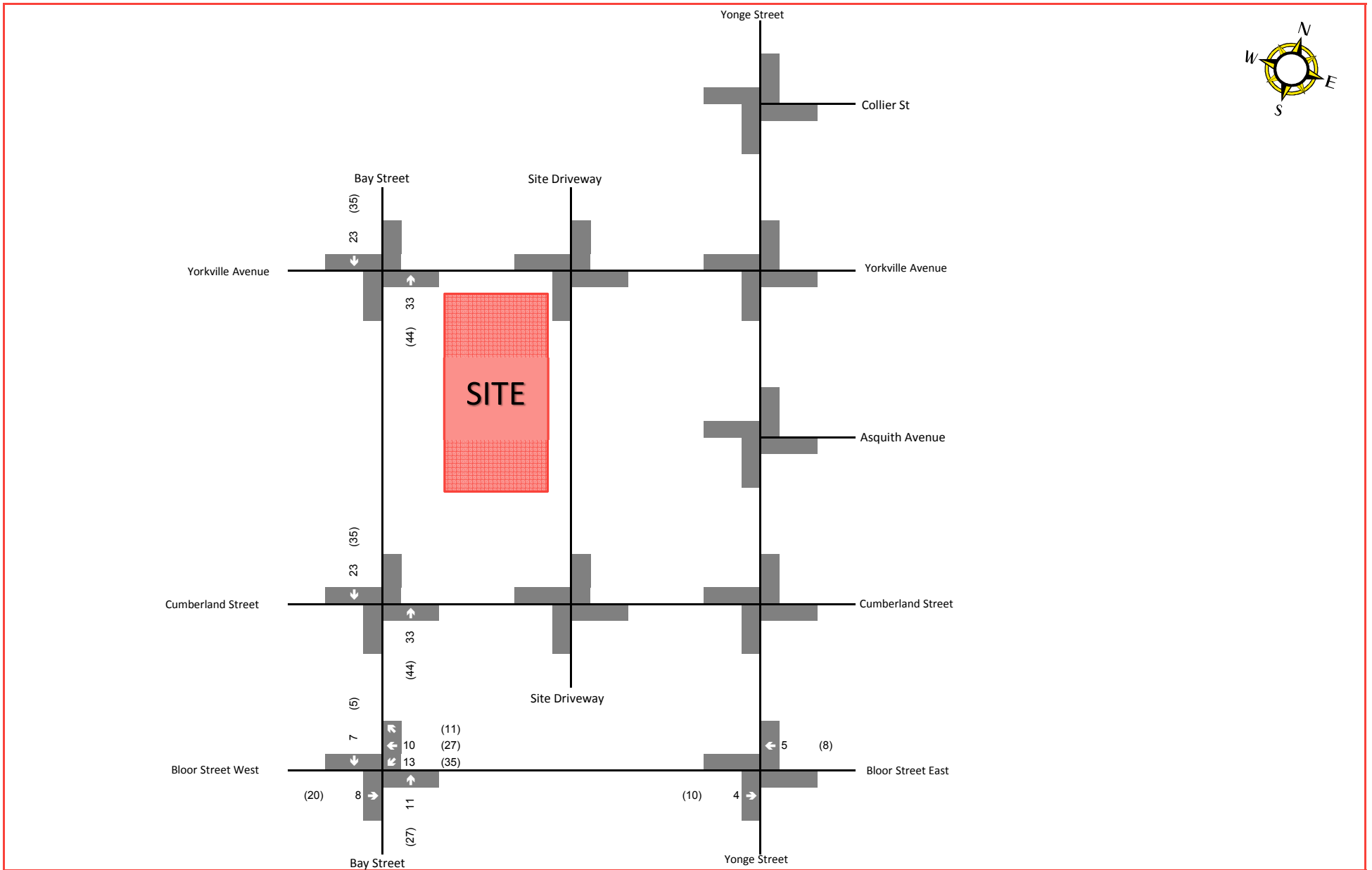
# APPENDIX

**D**

FUTURE

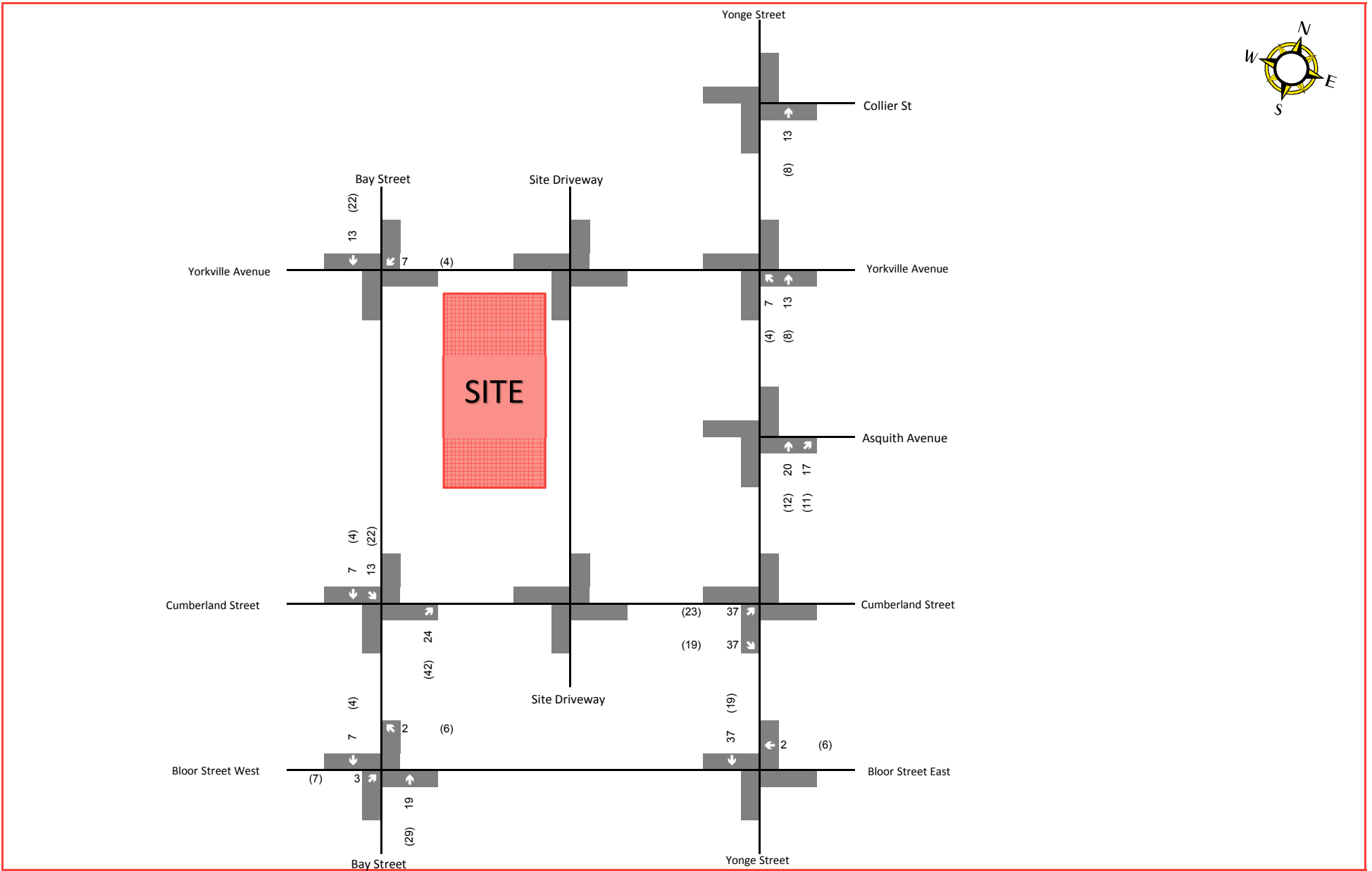
BACKGROUND

DEVELOPMENTS



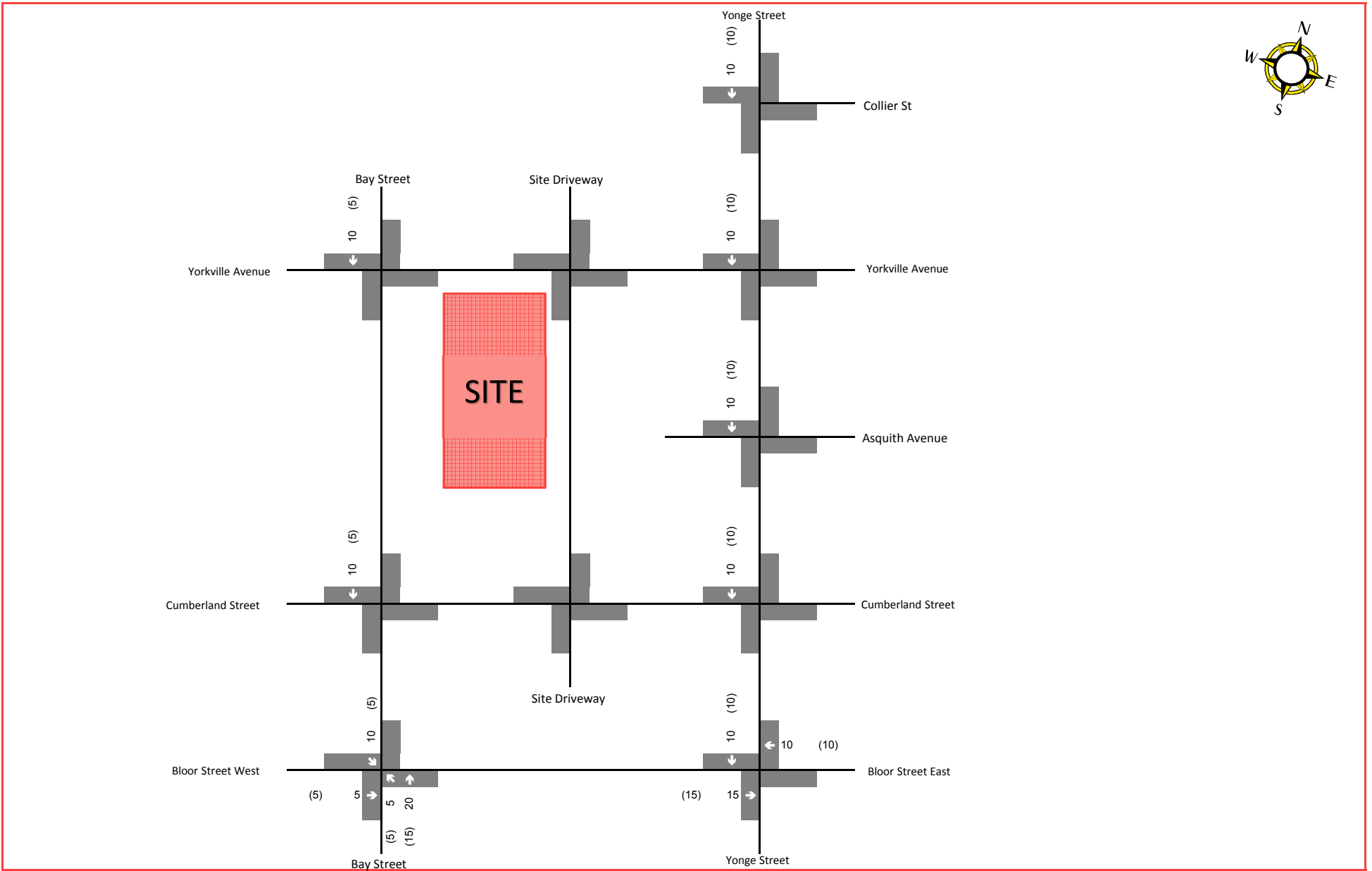
xx A.M. Peak Hour Traffic Volumes  
 (xx) P.M. Peak Hour Traffic Volumes

**Figure E-1**  
 Background Development Volumes  
 50 Bloor Street West



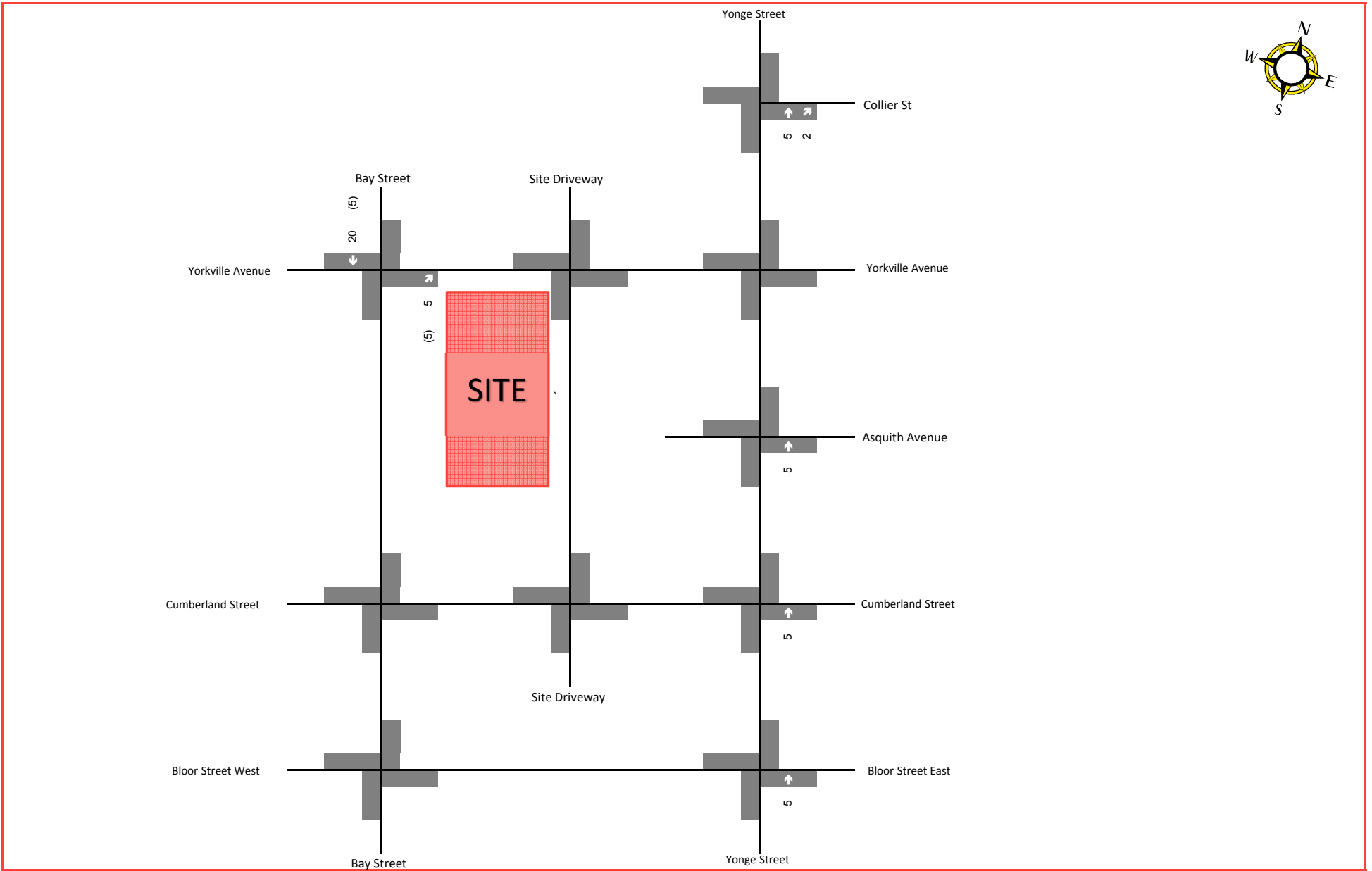
xx A.M. Peak Hour Traffic Volumes  
 (xx) P.M. Peak Hour Traffic Volumes

**Figure E-2**  
 Background Development Volumes  
 826-834 Yonge Street



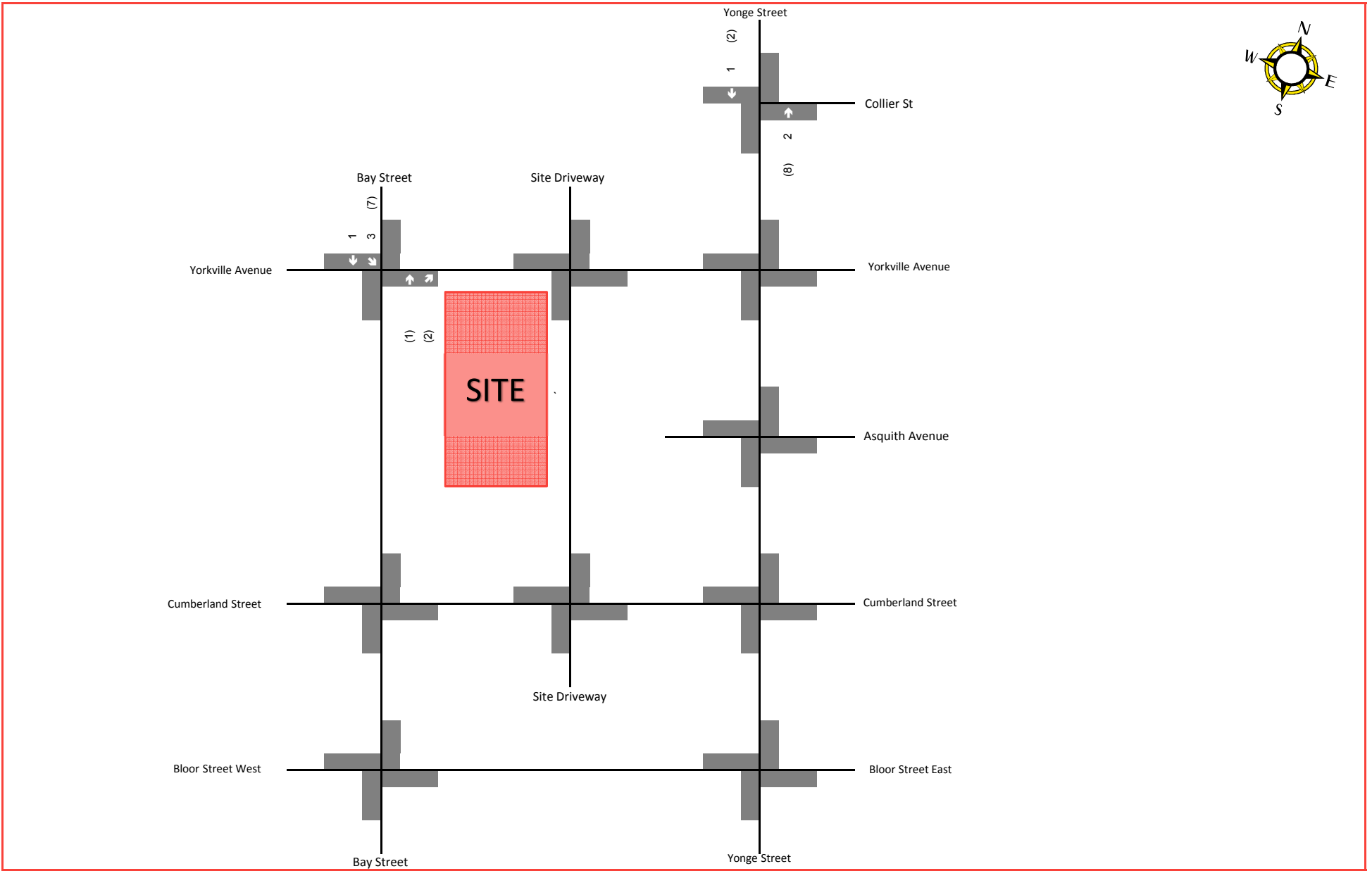
xx A.M. Peak Hour Traffic Volumes  
 (xx) P.M. Peak Hour Traffic Volumes

**Figure E-3**  
 Background Development Volumes  
 1 Bloor Street West



xx A.M. Peak Hour Traffic Volumes  
 (xx) P.M. Peak Hour Traffic Volumes

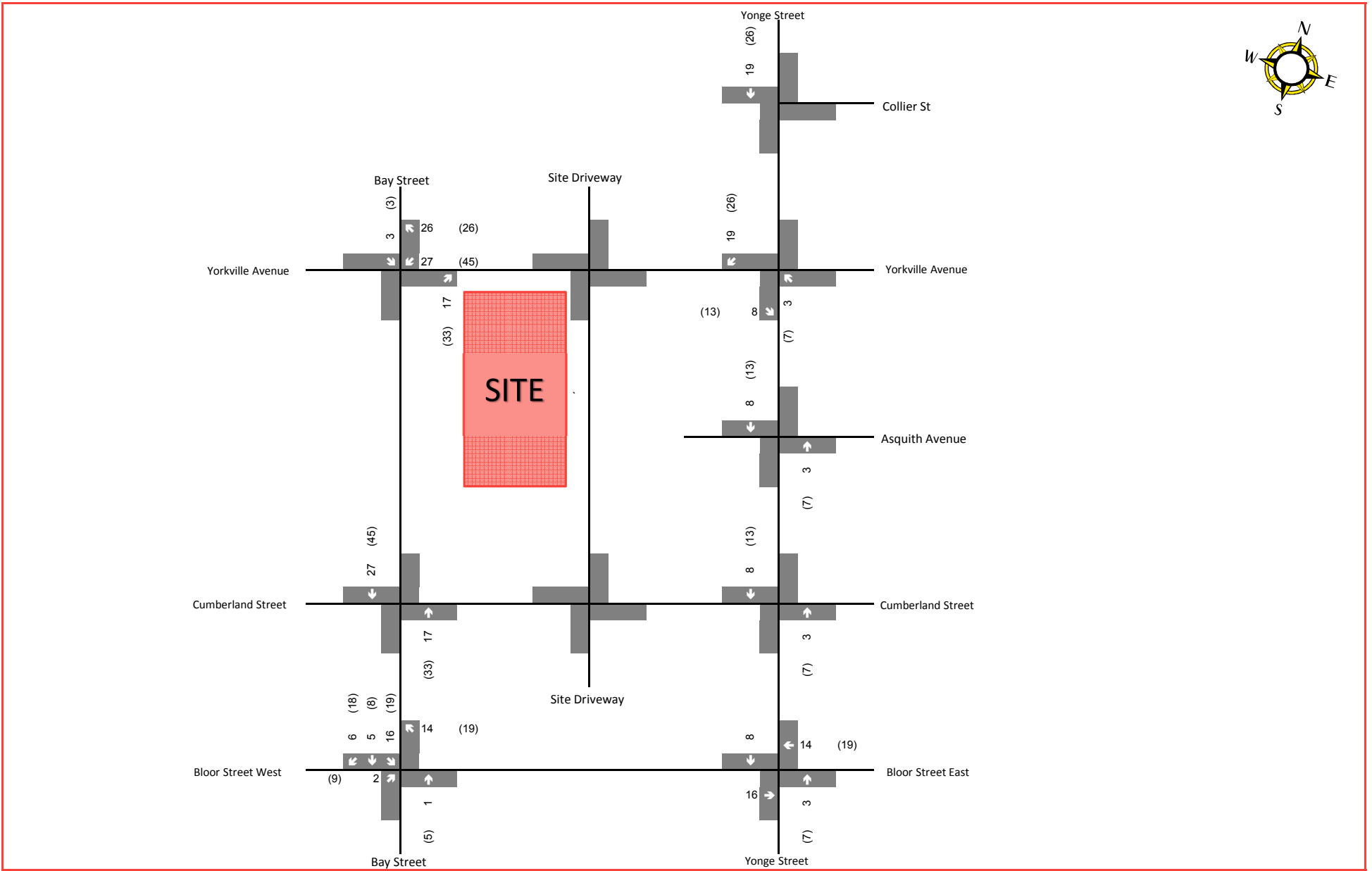
**Figure E-4**  
 Background Development Volumes  
 874 Yonge Street



xx A.M. Peak Hour Traffic Volumes  
 (xx) P.M. Peak Hour Traffic Volumes

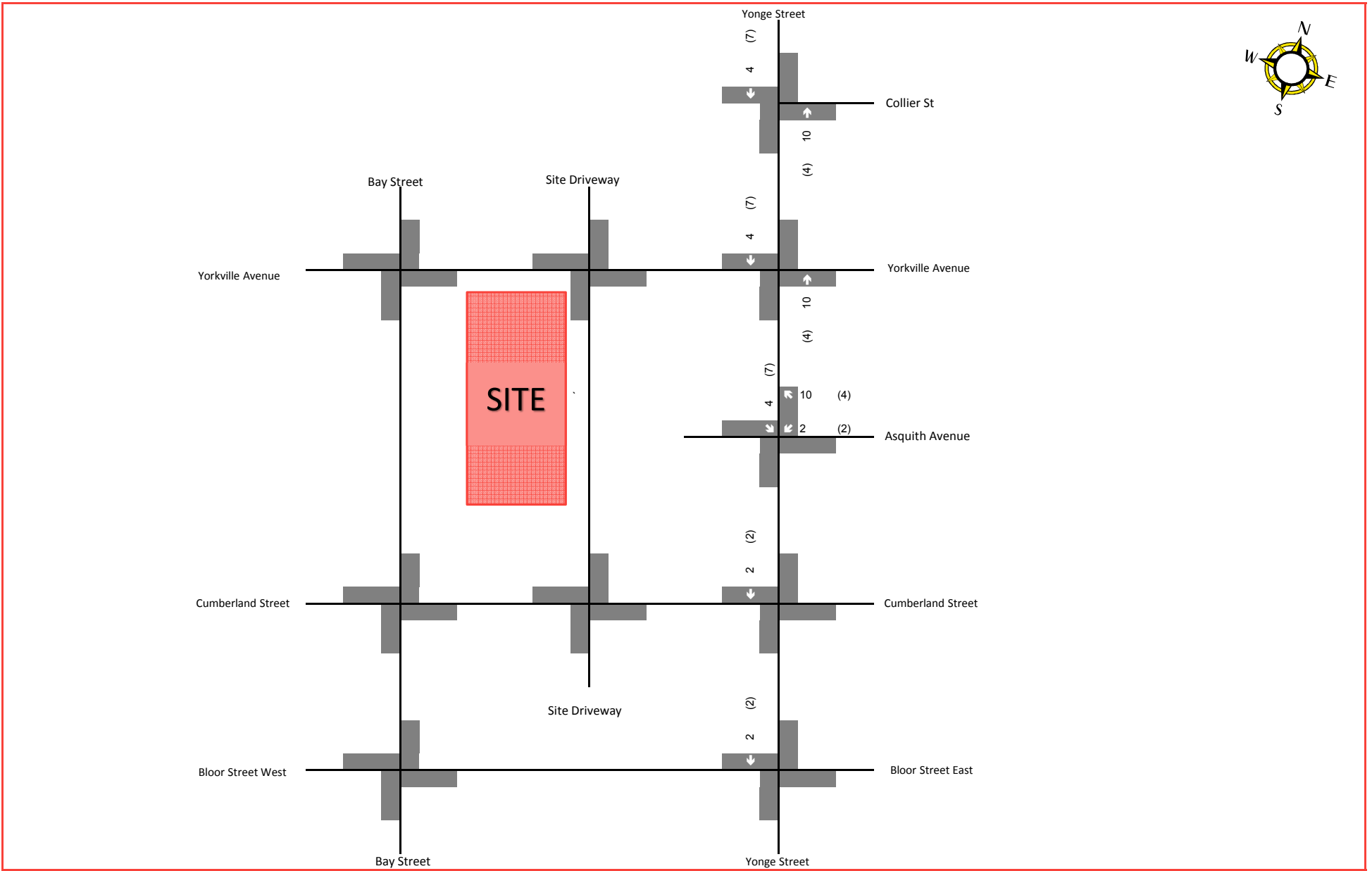
**Figure E-5**  
 Background Development Volumes  
 48 Scollard Street





xx A.M. Peak Hour Traffic Volumes  
 (xx) P.M. Peak Hour Traffic Volumes

**Figure E-6**  
 Background Development Volumes  
 1 Yorkville Avenue



xx A.M. Peak Hour Traffic Volumes  
 (xx) P.M. Peak Hour Traffic Volumes

**Figure E-7**  
 Background Development Volumes  
 771 Yonge Street

# APPENDIX

## **E** EXISTING INTERSECTION CAPACITY ANALYSIS

# Lanes, Volumes, Timings

## 1: Yonge St & Bloor St

03/15/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕↕			↕↕	
Traffic Volume (vph)	0	599	2	0	688	5	0	235	4	1	534	4
Future Volume (vph)	0	599	2	0	688	5	0	235	4	1	534	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		1.00			1.00			0.99			1.00	
Fr <sub>t</sub>					0.999			0.998			0.999	
Fl <sub>t</sub> Protected												
Satd. Flow (prot)	0	3391	0	0	3418	0	0	3242	0	0	3450	0
Fl <sub>t</sub> Permitted											0.955	
Satd. Flow (perm)	0	3391	0	0	3418	0	0	3242	0	0	3293	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					1			2			1	
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		232.1			233.5			189.9			103.3	
Travel Time (s)		17.4			17.5			14.2			7.7	
Confl. Peds. (#/hr)	715		563	563		715	275		542	542		275
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
Heavy Vehicles (%)	7%	5%	50%	3%	4%	0%	15%	9%	25%	0%	3%	25%
Adj. Flow (vph)	0	666	2	0	764	6	0	261	4	1	593	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	668	0	0	770	0	0	265	0	0	598	0
Turn Type		NA			NA			NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		26.0	26.0		26.0	26.0	
Total Split (s)	33.0	33.0		33.0	33.0		31.0	31.0		31.0	31.0	
Total Split (%)	34.4%	34.4%		34.4%	34.4%		32.3%	32.3%		32.3%	32.3%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		-1.0			-1.0			-1.0			-1.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag							Lag	Lag		Lag	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	C-Max	C-Max		Max	Max		Max	Max		Max	Max	
Act Effct Green (s)		28.0			28.0			26.0			26.0	
Actuated g/C Ratio		0.29			0.29			0.27			0.27	
v/c Ratio		0.68			0.77			0.30			0.67	
Control Delay		34.1			37.2			28.7			35.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		34.1			37.2			28.7			35.5	
LOS		C			D			C			D	
Approach Delay		34.1			37.2			28.7			35.5	
Approach LOS		C			D			C			D	
Queue Length 50th (m)		57.2			68.4			20.3			51.9	
Queue Length 95th (m)		76.4			89.8			31.0			70.1	

Lanes, Volumes, Timings  
 1: Yonge St & Bloor St

03/15/2018

Lane Group	Ø3	Ø7
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Util. Factor		
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (k/h)		
Link Distance (m)		
Travel Time (s)		
Confl. Peds. (#/hr)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	3	7
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	28.0	28.0
Minimum Split (s)	31.0	32.0
Total Split (s)	32.0	32.0
Total Split (%)	33%	33%
Yellow Time (s)	3.0	3.0
All-Red Time (s)	0.0	0.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Recall Mode	Max	Max
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (m)		
Queue Length 95th (m)		

Lanes, Volumes, Timings  
1: Yonge St & Bloor St

03/15/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (m)		208.1			209.5			165.9			79.3	
Turn Bay Length (m)												
Base Capacity (vph)		989			997			879			892	
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		0.68			0.77			0.30			0.67	

Intersection Summary

Area Type:	Other
Cycle Length:	96
Actuated Cycle Length:	96
Offset:	0 (0%), Referenced to phase 2:EBTL, Start of Green
Natural Cycle:	85
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.77
Intersection Signal Delay:	34.9
Intersection LOS:	C
Intersection Capacity Utilization	44.3%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 1: Yonge St & Bloor St

Ø2 (R)	Ø3	Ø4
33 s	32 s	31 s
Ø6	Ø7	Ø8
33 s	32 s	31 s

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Lane Group	Ø3	Ø7
Internal Link Dist (m)		
Turn Bay Length (m)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

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Lanes, Volumes, Timings  
2: Bay St & Bloor St

03/15/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	519	106	89	488	65	52	375	8	28	499	52
Future Volume (vph)	65	519	106	89	488	65	52	375	8	28	499	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.0	3.5	3.5	3.0	3.5	3.5	3.0	3.5	3.5	3.0	3.5	3.5
Storage Length (m)	15.2		0.0	13.7		0.0	20.4		0.0	10.4		0.0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (m)	7.6			7.6			7.6			7.6		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.86	0.95		0.91	0.96		0.88	1.00		0.89	0.97	
Frt		0.975			0.982			0.997			0.986	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1574	3185	0	1636	3262	0	1465	3322	0	1636	3261	0
Flt Permitted	0.419			0.216			0.365			0.490		
Satd. Flow (perm)	599	3185	0	339	3262	0	494	3322	0	750	3261	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33			26			3			14	
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		285.7			232.1			134.3			102.4	
Travel Time (s)		21.4			17.4			10.1			7.7	
Confl. Peds. (#/hr)	286		295	295		286	428		191	191		428
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
Heavy Vehicles (%)	7%	4%	1%	3%	3%	6%	15%	6%	37%	3%	4%	9%
Adj. Flow (vph)	72	577	118	99	542	72	58	417	9	31	554	58
Shared Lane Traffic (%)												
Lane Group Flow (vph)	72	695	0	99	614	0	58	426	0	31	612	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		4		3	8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		3	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	23.0	23.0		6.0	23.0		22.0	22.0		23.0	23.0	
Minimum Split (s)	30.0	30.0		10.0	30.0		29.0	29.0		30.0	30.0	
Total Split (s)	39.0	39.0		13.0	52.0		33.0	33.0		33.0	33.0	
Total Split (%)	45.9%	45.9%		15.3%	61.2%		38.8%	38.8%		38.8%	38.8%	
Yellow Time (s)	3.0	3.0		3.0	4.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	3.0	3.0		1.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		4.0	7.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)	26.3	26.3		38.4	35.4		36.6	36.6		36.6	36.6	
Actuated g/C Ratio	0.31	0.31		0.45	0.42		0.43	0.43		0.43	0.43	
v/c Ratio	0.39	0.69		0.36	0.45		0.27	0.30		0.10	0.43	
Control Delay	28.9	28.0		15.3	17.2		23.9	18.1		19.1	19.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.4	
Total Delay	28.9	28.0		15.3	17.2		23.9	18.1		19.1	19.8	
LOS	C	C		B	B		C	B		B	B	



Lanes, Volumes, Timings  
2: Bay St & Bloor St

03/15/2018

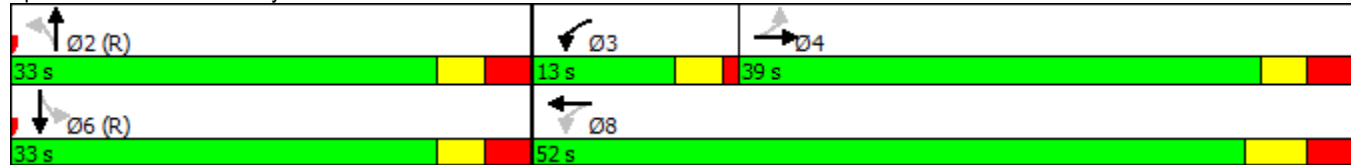


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		28.1			16.9			18.8			19.7	
Approach LOS		C			B			B			B	
Queue Length 50th (m)	9.4	50.9		8.9	34.2		6.0	23.2		3.0	35.2	
Queue Length 95th (m)	19.3	60.4		14.0	38.8		18.3	39.8		10.0	58.0	
Internal Link Dist (m)		261.7			208.1			110.3			78.4	
Turn Bay Length (m)	15.2			13.7			20.4			10.4		
Base Capacity (vph)	232	1256		290	1739		212	1433		323	1413	
Starvation Cap Reductn	0	0		0	0		0	0		0	339	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.31	0.55		0.34	0.35		0.27	0.30		0.10	0.57	

Intersection Summary

Area Type:	Other
Cycle Length:	85
Actuated Cycle Length:	85
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle:	70
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.69
Intersection Signal Delay:	21.3
Intersection LOS:	C
Intersection Capacity Utilization:	97.4%
ICU Level of Service:	F
Analysis Period (min):	15

Splits and Phases: 2: Bay St & Bloor St



Lanes, Volumes, Timings  
3: Bay St & Yorkville Ave

03/15/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	13	26	16	72	76	19	48	324	97	66	457	93
Future Volume (vph)	13	26	16	72	76	19	48	324	97	66	457	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.91			0.90			0.95			0.93	
Frt		0.960			0.985			0.969			0.977	
Flt Protected		0.989			0.979			0.995			0.995	
Satd. Flow (prot)	0	1517	0	0	1646	0	0	3080	0	0	3167	0
Flt Permitted		0.923			0.843			0.829			0.835	
Satd. Flow (perm)	0	1373	0	0	1309	0	0	2534	0	0	2633	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			8			65			40	
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		200.3			152.8			95.5			115.7	
Travel Time (s)		15.0			11.5			7.2			8.7	
Confl. Peds. (#/hr)	182		182	182		182	144		76	76		144
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
Heavy Vehicles (%)	0%	3%	31%	14%	2%	5%	10%	8%	2%	0%	4%	3%
Adj. Flow (vph)	14	29	18	80	84	21	53	360	108	73	508	103
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	61	0	0	185	0	0	521	0	0	684	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	24.0	24.0		24.0	24.0		17.0	17.0		17.0	17.0	
Minimum Split (s)	30.0	30.0		30.0	30.0		23.0	23.0		23.0	23.0	
Total Split (s)	31.0	31.0		31.0	31.0		54.0	54.0		54.0	54.0	
Total Split (%)	36.5%	36.5%		36.5%	36.5%		63.5%	63.5%		63.5%	63.5%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		-1.0			-1.0			-1.0			-1.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)		25.0			25.0			50.0			50.0	
Actuated g/C Ratio		0.29			0.29			0.59			0.59	
v/c Ratio		0.15			0.47			0.34			0.44	
Control Delay		18.0			28.4			8.5			10.1	
Queue Delay		0.0			0.0			0.5			0.0	
Total Delay		18.0			28.4			9.0			10.1	
LOS		B			C			A			B	
Approach Delay		18.0			28.4			9.0			10.1	
Approach LOS		B			C			A			B	
Queue Length 50th (m)		5.1			23.4			18.0			27.6	
Queue Length 95th (m)		14.1			42.7			27.0			39.4	

Lanes, Volumes, Timings  
3: Bay St & Yorkville Ave

03/15/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (m)		176.3			128.8			71.5			91.7	
Turn Bay Length (m)												
Base Capacity (vph)		432			405			1517			1565	
Starvation Cap Reductn		0			0			560			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.14			0.46			0.54			0.44	

Intersection Summary	
Area Type:	Other
Cycle Length:	85
Actuated Cycle Length:	85
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle:	55
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.47
Intersection Signal Delay:	12.4
Intersection LOS:	B
Intersection Capacity Utilization	65.6%
ICU Level of Service	C
Analysis Period (min)	15

Splits and Phases: 3: Bay St & Yorkville Ave



Lanes, Volumes, Timings  
4: Yonge St & Collier St

03/15/2018



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑			↑↑
Traffic Volume (vph)	0	0	230	34	7	658
Future Volume (vph)	0	0	230	34	7	658
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt			0.981			
Flt Protected						0.999
Satd. Flow (prot)	0	0	3356	0	0	3464
Flt Permitted						0.999
Satd. Flow (perm)	0	0	3356	0	0	3464
Link Speed (k/h)	48		48			48
Link Distance (m)	111.8		22.2			163.1
Travel Time (s)	8.4		1.7			12.2
Confl. Peds. (#/hr)				712	712	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	5%	0%	0%	3%
Adj. Flow (vph)	0	0	256	38	8	731
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	294	0	0	739
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	26.4%
ICU Level of Service	A
Analysis Period (min)	15

# HCM Unsignalized Intersection Capacity Analysis

## 4: Yonge St & Collier St

03/15/2018



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑			↑↑
Traffic Volume (veh/h)	0	0	230	34	7	658
Future Volume (Veh/h)	0	0	230	34	7	658
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	256	38	8	731
Pedestrians	712					
Lane Width (m)	0.0					
Walking Speed (m/s)	1.1					
Percent Blockage	0					
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (m)	22					
pX, platoon unblocked	0.98	0.98			0.98	
vC, conflicting volume	1368	859			1006	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1332	812			962	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			99	
cM capacity (veh/h)	141	315			708	
<b>Direction, Lane #</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>		
Volume Total	171	123	252	487		
Volume Left	0	0	8	0		
Volume Right	0	38	0	0		
cSH	1700	1700	708	1700		
Volume to Capacity	0.10	0.07	0.01	0.29		
Queue Length 95th (m)	0.0	0.0	0.3	0.0		
Control Delay (s)	0.0	0.0	0.5	0.0		
Lane LOS	A					
Approach Delay (s)	0.0		0.2			
Approach LOS						
<b>Intersection Summary</b>						
Average Delay			0.1			
Intersection Capacity Utilization			26.4%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes, Volumes, Timings  
 5: Yoge St/Yonge St & Asquith Avenue

03/15/2018



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	11	14	227	46	30	487
Future Volume (vph)	11	14	227	46	30	487
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.0	3.0	3.5	3.5	3.5	3.5
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.923		0.975			
Flt Protected	0.979					0.997
Satd. Flow (prot)	1571	0	3223	0	0	3526
Flt Permitted	0.979					0.997
Satd. Flow (perm)	1571	0	3223	0	0	3526
Link Speed (k/h)	48		48			48
Link Distance (m)	191.3		15.7			76.1
Travel Time (s)	14.3		1.2			5.7
Confl. Peds. (#/hr)				805	805	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	7%	13%	0%	1%
Adj. Flow (vph)	12	16	252	51	33	541
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	0	303	0	0	574
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	41.0% ICU Level of Service A
Analysis Period (min)	15

# HCM Unsignalized Intersection Capacity Analysis

## 5: Yoge St/Yonge St & Asquith Avenue

03/15/2018



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	11	14	227	46	30	487
Future Volume (Veh/h)	11	14	227	46	30	487
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	12	16	252	51	33	541
Pedestrians	805					
Lane Width (m)	3.0					
Walking Speed (m/s)	1.1					
Percent Blockage	61					
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (m)	119			76		
pX, platoon unblocked	0.93					
vC, conflicting volume	1419	956	1108			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1303	956	1108			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	75	84	87			
cM capacity (veh/h)	48	101	249			
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	28	168	135	213	361	
Volume Left	12	0	0	33	0	
Volume Right	16	0	51	0	0	
cSH	68	1700	1700	249	1700	
Volume to Capacity	0.41	0.10	0.08	0.13	0.21	
Queue Length 95th (m)	12.0	0.0	0.0	3.4	0.0	
Control Delay (s)	90.1	0.0	0.0	6.1	0.0	
Lane LOS	F			A		
Approach Delay (s)	90.1	0.0	2.3			
Approach LOS	F					
Intersection Summary						
Average Delay	4.2					
Intersection Capacity Utilization	41.0%			ICU Level of Service		A
Analysis Period (min)	15					

Lanes, Volumes, Timings  
6: Yonge St & Yorkville Ave

03/15/2018



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	66	27	31	197	502	156
Future Volume (vph)	66	27	31	197	502	156
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.0	3.0	3.5	3.5	3.5	3.5
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor	0.79			0.98	0.88	
Frt	0.961				0.965	
Flt Protected	0.966			0.993		
Satd. Flow (prot)	1489	0	0	3346	2951	0
Flt Permitted	0.966			0.826		
Satd. Flow (perm)	1259	0	0	2723	2951	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	23				95	
Link Speed (k/h)	48			48	48	
Link Distance (m)	74.1			76.1	22.2	
Travel Time (s)	5.6			5.7	1.7	
Confl. Peds. (#/hr)	162	170	180			180
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	3%	12%	5%	3%	4%
Adj. Flow (vph)	73	30	34	219	558	173
Shared Lane Traffic (%)						
Lane Group Flow (vph)	103	0	0	253	731	0
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Minimum Split (s)	24.0		22.0	22.0	22.0	
Total Split (s)	25.0		60.0	60.0	60.0	
Total Split (%)	29.4%		70.6%	70.6%	70.6%	
Yellow Time (s)	3.0		4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Act Effct Green (s)	20.0			54.0	54.0	
Actuated g/C Ratio	0.24			0.64	0.64	
v/c Ratio	0.28			0.15	0.38	
Control Delay	23.2			6.5	7.0	
Queue Delay	0.0			0.0	0.0	
Total Delay	23.2			6.5	7.0	
LOS	C			A	A	
Approach Delay	23.2			6.5	7.0	
Approach LOS	C			A	A	
Queue Length 50th (m)	10.5			7.7	22.5	
Queue Length 95th (m)	23.7			12.3	32.2	
Internal Link Dist (m)	50.1			52.1	0.1	
Turn Bay Length (m)						
Base Capacity (vph)	367			1729	1909	



Lanes, Volumes, Timings  
6: Yonge St & Yorkville Ave

03/15/2018



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.28			0.15	0.38	

Intersection Summary

















Area Type:	Other
Cycle Length:	85
Actuated Cycle Length:	85
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle:	50
Control Type:	Pretimed
Maximum v/c Ratio:	0.38
Intersection Signal Delay:	8.4
Intersection LOS:	A
Intersection Capacity Utilization	54.4%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 6: Yonge St & Yorkville Ave



Lanes, Volumes, Timings  
7: Bay St & Cumberland St

03/15/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	0	28	0	0	0	0	245	0	0	497	0
Future Volume (vph)	30	0	28	0	0	0	0	245	0	0	497	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.98										
Frt		0.927										
Flt Protected		0.975										
Satd. Flow (prot)	0	2874	0	0	1842	0	0	3336	0	0	3500	0
Flt Permitted		0.846										
Satd. Flow (perm)	0	2465	0	0	1842	0	0	3336	0	0	3500	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		45										
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		190.2			155.6			102.4			95.5	
Travel Time (s)		14.3			11.7			7.7			7.2	
Confl. Peds. (#/hr)	20		1					136				136
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
Heavy Vehicles (%)	13%	2%	10%	2%	2%	2%	2%	7%	2%	2%	2%	2%
Adj. Flow (vph)	33	0	31	0	0	0	0	272	0	0	552	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	64	0	0	0	0	0	272	0	0	552	0
Turn Type	Perm	NA						NA			NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8								
Minimum Split (s)	25.0	25.0		25.0	25.0			29.0			29.0	
Total Split (s)	26.0	26.0		26.0	26.0			46.0			46.0	
Total Split (%)	36.1%	36.1%		36.1%	36.1%			63.9%			63.9%	
Yellow Time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0			2.0			2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		20.0						40.0			40.0	
Actuated g/C Ratio		0.28						0.56			0.56	
v/c Ratio		0.09						0.15			0.28	
Control Delay		9.6						8.0			8.9	
Queue Delay		0.0						0.0			0.0	
Total Delay		9.6						8.0			8.9	
LOS		A						A			A	
Approach Delay		9.6						8.0			8.9	
Approach LOS		A						A			A	
Queue Length 50th (m)		1.0						8.5			18.9	
Queue Length 95th (m)		5.1						13.8			27.3	
Internal Link Dist (m)		166.2			131.6			78.4			71.5	
Turn Bay Length (m)												
Base Capacity (vph)		717						1853			1944	
Starvation Cap Reductn		0						0			0	

Lanes, Volumes, Timings  
 7: Bay St & Cumberland St

03/15/2018

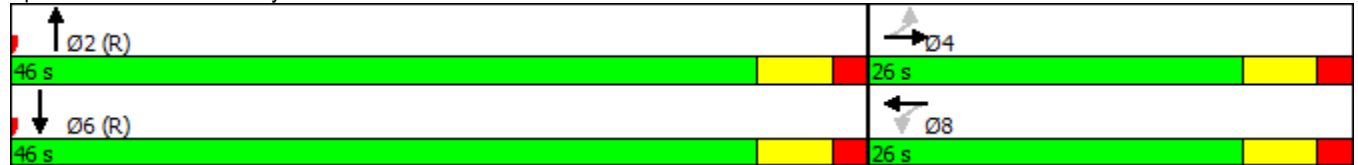


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn		0						0			0	
Storage Cap Reductn		0						0			0	
Reduced v/c Ratio		0.09						0.15			0.28	

Intersection Summary

Area Type:	Other
Cycle Length:	72
Actuated Cycle Length:	72
Offset:	0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle:	55
Control Type:	Pretimed
Maximum v/c Ratio:	0.28
Intersection Signal Delay:	8.7
Intersection LOS:	A
Intersection Capacity Utilization	45.0%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 7: Bay St & Cumberland St



Lanes, Volumes, Timings  
 8: Yonge St/Yoge St & Cumberland St

03/15/2018



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↑↑	↑↑	
Traffic Volume (vph)	27	67	0	433	527	0
Future Volume (vph)	27	67	0	433	527	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.0	3.0	3.5	3.5	3.5	3.5
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor						
Frt	0.904					
Flt Protected	0.986					
Satd. Flow (prot)	1556	0	0	3305	3400	0
Flt Permitted	0.986					
Satd. Flow (perm)	1556	0	0	3305	3400	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	69.8			103.3	15.7	
Travel Time (s)	5.2			7.7	1.2	
Confl. Peds. (#/hr)	148	341	313			313
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	1%	2%	8%	5%	0%
Adj. Flow (vph)	30	74	0	481	586	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	104	0	0	481	586	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	34.6% ICU Level of Service A
Analysis Period (min)	15

# HCM Unsignalized Intersection Capacity Analysis

## 8: Yonge St/Yoge St & Cumberland St

03/15/2018



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	27	67	0	433	527	0
Future Volume (Veh/h)	27	67	0	433	527	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	30	74	0	481	586	0
Pedestrians	313			341	148	
Lane Width (m)	3.0			3.5	3.5	
Walking Speed (m/s)	1.1			1.1	1.1	
Percent Blockage	24			30	13	
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)				103	92	
pX, platoon unblocked	0.97	0.97	0.97			
vC, conflicting volume	1288	947	899			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1076	879	829			
tC, single (s)	6.9	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	78	51	100			
cM capacity (veh/h)	136	151	589			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	104	240	240	293	293	
Volume Left	30	0	0	0	0	
Volume Right	74	0	0	0	0	
cSH	146	1700	1700	1700	1700	
Volume to Capacity	0.71	0.14	0.14	0.17	0.17	
Queue Length 95th (m)	31.4	0.0	0.0	0.0	0.0	
Control Delay (s)	74.5	0.0	0.0	0.0	0.0	
Lane LOS	F					
Approach Delay (s)	74.5	0.0		0.0		
Approach LOS	F					
Intersection Summary						
Average Delay	6.6					
Intersection Capacity Utilization	34.6%			ICU Level of Service	A	
Analysis Period (min)	15					

Lanes, Volumes, Timings  
9: Yorkville Ave

03/15/2018



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.0	3.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1842	0	0	1842	1739	0
Flt Permitted						
Satd. Flow (perm)	1842	0	0	1842	1739	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	152.8			74.1	91.9	
Travel Time (s)	11.5			5.6	6.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	0.0%
	ICU Level of Service A
Analysis Period (min)	15

# HCM Unsignalized Intersection Capacity Analysis

## 9: Yorkville Ave

03/15/2018



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→			←	↙	↘
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (m)	153			74		
pX, platoon unblocked						
vC, conflicting volume	0			0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0			0	0	
tC, single (s)	4.1			6.4	6.2	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.3	
p0 queue free %	100			100	100	
cM capacity (veh/h)	1623			1023	1085	
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (m)	0.0	0.0	0.0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS				A		
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS				A		
Intersection Summary						
Average Delay	0.0					
Intersection Capacity Utilization	0.0%			ICU Level of Service	A	
Analysis Period (min)	15					

Lanes, Volumes, Timings  
10: Cumberland St

03/15/2018



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.0	3.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1842	1842	0	1739	0
Flt Permitted						
Satd. Flow (perm)	0	1842	1842	0	1739	0
Link Speed (k/h)		48	48		48	
Link Distance (m)		155.6	69.8		91.9	
Travel Time (s)		11.7	5.2		6.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	0.0%
ICU Level of Service	A
Analysis Period (min)	15



HCM Unsignalized Intersection Capacity Analysis  
 10: Cumberland St

03/15/2018



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (m)		155				
pX, platoon unblocked						
vC, conflicting volume	0				0	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				0	0
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1623				1023	1085
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>SB 1</b>			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (m)	0.0	0.0	0.0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
<b>Intersection Summary</b>						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings  
1: Yonge St & Bloor St

03/15/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕↕			↕↕	
Traffic Volume (vph)	1	676	9	0	606	5	0	539	10	1	430	17
Future Volume (vph)	1	676	9	0	606	5	0	539	10	1	430	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.99			1.00			0.99			0.98	
Frt		0.998			0.999			0.997			0.994	
Flt Protected												
Satd. Flow (prot)	0	3504	0	0	3511	0	0	3455	0	0	3436	0
Flt Permitted		0.955									0.954	
Satd. Flow (perm)	0	3346	0	0	3511	0	0	3455	0	0	3276	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			1			2			4	
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		232.1			233.5			189.9			103.3	
Travel Time (s)		17.4			17.5			14.2			7.7	
Confl. Peds. (#/hr)	1751		1320	1320		1751	1116		1271	1271		1116
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	0%	2%	1%	20%	2%	2%	0%	0%	1%	5%
Adj. Flow (vph)	1	712	9	0	638	5	0	567	11	1	453	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	722	0	0	643	0	0	578	0	0	472	0
Turn Type	Perm	NA			NA			NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		26.0	26.0		26.0	26.0	
Total Split (s)	33.0	33.0		33.0	33.0		31.0	31.0		31.0	31.0	
Total Split (%)	34.4%	34.4%		34.4%	34.4%		32.3%	32.3%		32.3%	32.3%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		-1.0			-1.0			-1.0			-1.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag							Lag	Lag		Lag	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	C-Max	C-Max		None	None		None	None		None	None	
Act Effct Green (s)		62.2			62.2			23.8			23.8	
Actuated g/C Ratio		0.65			0.65			0.25			0.25	
v/c Ratio		0.33			0.28			0.67			0.58	
Control Delay		8.5			8.0			36.4			34.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		8.5			8.0			36.4			34.1	
LOS		A			A			D			C	
Approach Delay		8.5			8.0			36.4			34.1	
Approach LOS		A			A			D			C	
Queue Length 50th (m)		27.5			23.5			51.5			40.7	
Queue Length 95th (m)		43.8			37.6			64.1			52.2	

Lanes, Volumes, Timings  
 1: Yonge St & Bloor St

03/15/2018

Lane Group	Ø3	Ø7
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Util. Factor		
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (k/h)		
Link Distance (m)		
Travel Time (s)		
Confl. Peds. (#/hr)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	3	7
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	28.0	28.0
Minimum Split (s)	31.0	32.0
Total Split (s)	32.0	32.0
Total Split (%)	33%	33%
Yellow Time (s)	2.0	3.5
All-Red Time (s)	0.0	0.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Recall Mode	None	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (m)		
Queue Length 95th (m)		

Lanes, Volumes, Timings  
1: Yonge St & Bloor St

03/15/2018

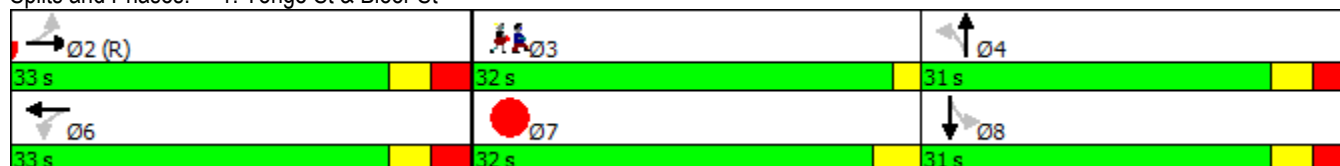


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (m)		208.1			209.5			165.9			79.3	
Turn Bay Length (m)												
Base Capacity (vph)		2168			2275			954			906	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.33			0.28			0.61			0.52	

Intersection Summary

Area Type:	Other
Cycle Length:	96
Actuated Cycle Length:	96
Offset:	0 (0%), Referenced to phase 2:EBTL, Start of Green
Natural Cycle:	85
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.67
Intersection Signal Delay:	20.1
Intersection LOS:	C
Intersection Capacity Utilization	44.8%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 1: Yonge St & Bloor St



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Lane Group	Ø3	Ø7
Internal Link Dist (m)		
Turn Bay Length (m)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

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Lanes, Volumes, Timings  
2: Bay St & Bloor St

03/15/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	489	69	60	448	65	132	777	9	72	400	86
Future Volume (vph)	56	489	69	60	448	65	132	777	9	72	400	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.0	3.5	3.5	3.0	3.5	3.5	3.0	3.5	3.5	3.0	3.5	3.5
Storage Length (m)	15.2		0.0	13.7		0.0	20.4		0.0	10.4		0.0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (m)	7.6			7.6			7.6			7.6		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.82	0.95		0.85	0.94		0.83	1.00		0.88	0.92	
Frt		0.981			0.981			0.998			0.973	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1685	3296	0	1636	3275	0	1685	3514	0	1668	3136	0
Flt Permitted	0.382			0.357			0.313			0.340		
Satd. Flow (perm)	553	3296	0	520	3275	0	460	3514	0	527	3136	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			5			1			31	
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		285.7			232.1			134.3			102.4	
Travel Time (s)		21.4			17.4			10.1			7.7	
Confl. Peds. (#/hr)	845		695	695		845	966		546	546		966
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	0%	3%	1%	1%	0%	1%	0%	1%	1%	4%
Adj. Flow (vph)	59	515	73	63	472	68	139	818	9	76	421	91
Shared Lane Traffic (%)												
Lane Group Flow (vph)	59	588	0	63	540	0	139	827	0	76	512	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	23.0	23.0		23.0	23.0		6.0	23.0		22.0	22.0	
Minimum Split (s)	29.0	29.0		29.0	29.0		10.0	29.0		29.0	29.0	
Total Split (s)	40.0	40.0		40.0	40.0		15.0	50.0		35.0	35.0	
Total Split (%)	44.4%	44.4%		44.4%	44.4%		16.7%	55.6%		38.9%	38.9%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		1.0	3.0		3.0	3.0	
Lost Time Adjust (s)	-1.0	-1.0		-4.0	-1.0		2.0	-1.0		-1.0	-1.0	
Total Lost Time (s)	5.0	5.0		2.0	5.0		6.0	5.0		5.0	5.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Recall Mode	Max	Max		Max	Max		None	C-Max		C-Max	C-Max	
Act Effct Green (s)	35.0	35.0		38.0	35.0		44.0	45.0		31.7	31.7	
Actuated g/C Ratio	0.39	0.39		0.42	0.39		0.49	0.50		0.35	0.35	
v/c Ratio	0.27	0.45		0.29	0.42		0.43	0.47		0.41	0.46	
Control Delay	23.2	21.1		21.7	21.2		17.2	15.8		31.4	23.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	23.2	21.1		21.7	21.2		17.2	15.8		31.4	23.0	
LOS	C	C		C	C		B	B		C	C	

Lanes, Volumes, Timings  
2: Bay St & Bloor St

03/15/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		21.3			21.2			16.0			24.1	
Approach LOS		C			C			B			C	
Queue Length 50th (m)	6.8	37.4		7.0	34.8		12.8	46.8		9.9	33.3	
Queue Length 95th (m)	16.7	51.8		17.0	48.4		23.1	61.6		23.9	48.7	
Internal Link Dist (m)		261.7			208.1			110.3			78.4	
Turn Bay Length (m)	15.2			13.7			20.4			10.4		
Base Capacity (vph)	215	1294		219	1276		347	1757		185	1124	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.27	0.45		0.29	0.42		0.40	0.47		0.41	0.46	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle:	70
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.47
Intersection Signal Delay:	20.0
Intersection LOS:	C
Intersection Capacity Utilization:	95.2%
ICU Level of Service:	F
Analysis Period (min):	15

Splits and Phases: 2: Bay St & Bloor St



Lanes, Volumes, Timings  
3: Bay St & Yorkville Ave

03/15/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	33	60	20	83	124	51	76	738	110	32	350	82
Future Volume (vph)	33	60	20	83	124	51	76	738	110	32	350	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.90			0.86			0.97			0.95	
Frt		0.976			0.973			0.982			0.974	
Flt Protected		0.986			0.984			0.996			0.997	
Satd. Flow (prot)	0	1689	0	0	1642	0	0	3389	0	0	3238	0
Flt Permitted		0.864			0.868			0.856			0.844	
Satd. Flow (perm)	0	1408	0	0	1329	0	0	2880	0	0	2736	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			15			26			44	
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		200.3			161.7			95.5			115.7	
Travel Time (s)		15.0			12.1			7.2			8.7	
Confl. Peds. (#/hr)	263		358	358		263	106		60	60		106
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	5%	5%	2%	2%	1%	1%	0%	0%	2%	0%
Adj. Flow (vph)	35	63	21	87	131	54	80	777	116	34	368	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	119	0	0	272	0	0	973	0	0	488	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	24.0	24.0		24.0	24.0		17.0	17.0		17.0	17.0	
Minimum Split (s)	30.0	30.0		30.0	30.0		23.0	23.0		23.0	23.0	
Total Split (s)	36.0	36.0		36.0	36.0		54.0	54.0		54.0	54.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		60.0%	60.0%		60.0%	60.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		-1.0			-1.0			-1.0			-1.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)		26.7			26.7			53.3			53.3	
Actuated g/C Ratio		0.30			0.30			0.59			0.59	
v/c Ratio		0.28			0.67			0.57			0.30	
Control Delay		22.8			34.9			13.0			9.1	
Queue Delay		0.0			0.0			3.3			0.0	
Total Delay		22.8			34.9			16.3			9.1	
LOS		C			C			B			A	
Approach Delay		22.8			34.9			16.3			9.1	
Approach LOS		C			C			B			A	
Queue Length 50th (m)		14.3			40.1			45.8			17.1	
Queue Length 95th (m)		25.6			61.3			74.5			30.3	



Lanes, Volumes, Timings  
 3: Bay St & Yorkville Ave

03/15/2018

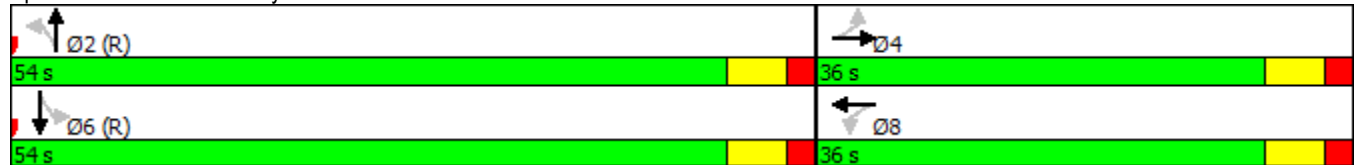


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (m)		176.3			137.7			71.5			91.7	
Turn Bay Length (m)												
Base Capacity (vph)		493			467			1715			1637	
Starvation Cap Reductn		0			0			621			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.24			0.58			0.89			0.30	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.67
Intersection Signal Delay:	17.5
Intersection LOS:	B
Intersection Capacity Utilization	74.6%
ICU Level of Service	D
Analysis Period (min)	15

Splits and Phases: 3: Bay St & Yorkville Ave



Lanes, Volumes, Timings  
4: Yonge St & Collier St

03/15/2018



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑			←↑
Traffic Volume (vph)	0	0	660	94	16	444
Future Volume (vph)	0	0	660	94	16	444
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt			0.981			
Flt Protected						0.998
Satd. Flow (prot)	0	0	3472	0	0	3529
Flt Permitted						0.998
Satd. Flow (perm)	0	0	3472	0	0	3529
Link Speed (k/h)	48		48			48
Link Distance (m)	111.8		22.2			163.1
Travel Time (s)	8.4		1.7			12.2
Confl. Peds. (#/hr)				496	496	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	1%	0%	0%	1%
Adj. Flow (vph)	0	0	695	99	17	467
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	794	0	0	484
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	27.3%
Analysis Period (min)	15
	ICU Level of Service A

# HCM Unsignalized Intersection Capacity Analysis

## 4: Yonge St & Collier St

03/15/2018



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑			↑↑
Traffic Volume (veh/h)	0	0	660	94	16	444
Future Volume (Veh/h)	0	0	660	94	16	444
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	0	695	99	17	467
Pedestrians	496					
Lane Width (m)	0.0					
Walking Speed (m/s)	1.1					
Percent Blockage	0					
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (m)	22					
pX, platoon unblocked	0.92	0.92			0.92	
vC, conflicting volume	1508	893			1290	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1374	703			1136	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			97	
cM capacity (veh/h)	122	348			571	
<b>Direction, Lane #</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>		
Volume Total	463	331	173	311		
Volume Left	0	0	17	0		
Volume Right	0	99	0	0		
cSH	1700	1700	571	1700		
Volume to Capacity	0.27	0.19	0.03	0.18		
Queue Length 95th (m)	0.0	0.0	0.7	0.0		
Control Delay (s)	0.0	0.0	1.5	0.0		
Lane LOS	A					
Approach Delay (s)	0.0		0.5			
Approach LOS						
<b>Intersection Summary</b>						
Average Delay			0.2			
Intersection Capacity Utilization			27.3%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes, Volumes, Timings  
5: Yonge St & Asquith Avenue

03/15/2018



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	15	66	597	45	10	355
Future Volume (vph)	15	66	597	45	10	355
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.0	3.0	3.5	3.5	3.5	3.5
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.890		0.990			
Flt Protected	0.991					0.999
Satd. Flow (prot)	1491	0	3460	0	0	3532
Flt Permitted	0.991					0.999
Satd. Flow (perm)	1491	0	3460	0	0	3532
Link Speed (k/h)	48		48			48
Link Distance (m)	191.3		15.7			76.1
Travel Time (s)	14.3		1.2			5.7
Confl. Peds. (#/hr)				670	670	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	6%	2%	4%	0%	1%
Adj. Flow (vph)	16	69	628	47	11	374
Shared Lane Traffic (%)						
Lane Group Flow (vph)	85	0	675	0	0	385
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	30.3%
Analysis Period (min)	15
	ICU Level of Service A

# HCM Unsignalized Intersection Capacity Analysis

## 5: Yonge St & Asquith Avenue

03/15/2018



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	15	66	597	45	10	355
Future Volume (Veh/h)	15	66	597	45	10	355
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	16	69	628	47	11	374
Pedestrians	670					
Lane Width (m)	3.0					
Walking Speed (m/s)	1.1					
Percent Blockage	51					
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (m)	119			76		
pX, platoon unblocked	0.86	0.86			0.86	
vC, conflicting volume	1530	1008			1345	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1288	678			1071	
tC, single (s)	6.8	7.0			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.4			2.2	
p0 queue free %	75	58			96	
cM capacity (veh/h)	64	163			278	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	85	419	256	136	249	
Volume Left	16	0	0	11	0	
Volume Right	69	0	47	0	0	
cSH	126	1700	1700	278	1700	
Volume to Capacity	0.67	0.25	0.15	0.04	0.15	
Queue Length 95th (m)	27.5	0.0	0.0	0.9	0.0	
Control Delay (s)	78.3	0.0	0.0	2.2	0.0	
Lane LOS	F			A		
Approach Delay (s)	78.3	0.0	0.8			
Approach LOS	F					
Intersection Summary						
Average Delay			6.1			
Intersection Capacity Utilization			30.3%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes, Volumes, Timings  
6: Yonge St & Yorkville Ave

03/15/2018



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	168	46	87	585	322	121
Future Volume (vph)	168	46	87	585	322	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.0	3.0	3.5	3.5	3.5	3.5
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor	0.75			0.96	0.84	
Frt	0.971				0.959	
Flt Protected	0.962			0.994		
Satd. Flow (prot)	1536	0	0	3500	2862	0
Flt Permitted	0.962			0.813		
Satd. Flow (perm)	1239	0	0	2753	2862	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	14				125	
Link Speed (k/h)	48			48	48	
Link Distance (m)	65.2			76.1	22.2	
Travel Time (s)	4.9			5.7	1.7	
Confl. Peds. (#/hr)	173	274	289			289
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	2%	4%	1%	1%	1%
Adj. Flow (vph)	177	48	92	616	339	127
Shared Lane Traffic (%)						
Lane Group Flow (vph)	225	0	0	708	466	0
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Minimum Split (s)	24.0		22.0	22.0	22.0	
Total Split (s)	25.0		65.0	65.0	65.0	
Total Split (%)	27.8%		72.2%	72.2%	72.2%	
Yellow Time (s)	3.0		4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Act Effct Green (s)	20.0			59.0	59.0	
Actuated g/C Ratio	0.22			0.66	0.66	
v/c Ratio	0.64			0.39	0.24	
Control Delay	39.1			8.0	4.9	
Queue Delay	0.0			0.0	0.0	
Total Delay	39.1			8.0	4.9	
LOS	D			A	A	
Approach Delay	39.1			8.0	4.9	
Approach LOS	D			A	A	
Queue Length 50th (m)	33.2			26.5	10.7	
Queue Length 95th (m)	57.1			36.4	16.6	
Internal Link Dist (m)	41.2			52.1	0.1	
Turn Bay Length (m)						
Base Capacity (vph)	352			1804	1919	

Lanes, Volumes, Timings  
6: Yonge St & Yorkville Ave

03/15/2018



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.64			0.39	0.24	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle:	50
Control Type:	Pretimed
Maximum v/c Ratio:	0.64
Intersection Signal Delay:	11.9
Intersection LOS:	B
Intersection Capacity Utilization	63.8%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 6: Yonge St & Yorkville Ave



Lanes, Volumes, Timings  
7: Yonge St & Cumberland St

03/15/2018



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	116	70	0	528	365	0
Future Volume (vph)	116	70	0	528	365	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.0	3.0	3.5	3.5	3.5	3.5
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor						
Frt	0.949					
Flt Protected	0.970					
Satd. Flow (prot)	1610	0	0	3500	3535	0
Flt Permitted	0.970					
Satd. Flow (perm)	1610	0	0	3500	3535	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	64.7			103.3	15.7	
Travel Time (s)	4.9			7.7	1.2	
Confl. Peds. (#/hr)	38	4	466			466
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	2%	2%	2%	1%	2%
Adj. Flow (vph)	122	74	0	556	384	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	196	0	0	556	384	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	32.4%
Analysis Period (min)	15
	ICU Level of Service A



# HCM Unsignalized Intersection Capacity Analysis

## 7: Yonge St & Cumberland St

03/15/2018



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	116	70	0	528	365	0
Future Volume (Veh/h)	116	70	0	528	365	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	122	74	0	556	384	0
Pedestrians	466			4	38	
Lane Width (m)	3.0			3.5	3.5	
Walking Speed (m/s)	1.1			1.1	1.1	
Percent Blockage	35			0	3	
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)				103	92	
pX, platoon unblocked	0.86					
vC, conflicting volume	1166	662	850			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	859	662	850			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	23	72	100			
cM capacity (veh/h)	159	261	507			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	196	278	278	192	192	
Volume Left	122	0	0	0	0	
Volume Right	74	0	0	0	0	
cSH	187	1700	1700	1700	1700	
Volume to Capacity	1.05	0.16	0.16	0.11	0.11	
Queue Length 95th (m)	69.7	0.0	0.0	0.0	0.0	
Control Delay (s)	131.6	0.0	0.0	0.0	0.0	
Lane LOS	F					
Approach Delay (s)	131.6	0.0		0.0		
Approach LOS	F					
Intersection Summary						
Average Delay	22.7					
Intersection Capacity Utilization	32.4%			ICU Level of Service	A	
Analysis Period (min)	15					

Lanes, Volumes, Timings  
8: Bay St & Cumberland St

03/15/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕↕			↕↕	
Traffic Volume (vph)	47	56	79	43	0	66	0	799	108	23	431	0
Future Volume (vph)	47	56	79	43	0	66	0	799	108	23	431	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.77			0.71			0.93			0.99	
Frt		0.935			0.918			0.982				
Flt Protected		0.987			0.981						0.997	
Satd. Flow (prot)	0	2686	0	0	1372	0	0	3227	0	0	3493	0
Flt Permitted		0.859			0.805						0.883	
Satd. Flow (perm)	0	2190	0	0	989	0	0	3227	0	0	3073	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		45			37			1				
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		190.2			160.7			102.4			95.5	
Travel Time (s)		14.3			12.1			7.7			7.2	
Confl. Peds. (#/hr)	239		582	582		239	530		471	471		530
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	0%	0%	0%	2%	0%	2%	1%	1%	0%	2%	2%
Adj. Flow (vph)	49	59	83	45	0	69	0	841	114	24	454	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	191	0	0	114	0	0	955	0	0	478	0
Turn Type	Perm	NA		Perm	NA			NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8						6		
Minimum Split (s)	25.0	25.0		25.0	25.0			29.0		29.0	29.0	
Total Split (s)	26.0	26.0		26.0	26.0			62.0		62.0	62.0	
Total Split (%)	29.5%	29.5%		29.5%	29.5%			70.5%		70.5%	70.5%	
Yellow Time (s)	4.0	4.0		4.0	4.0			4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0			2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		20.0			20.0			56.0			56.0	
Actuated g/C Ratio		0.23			0.23			0.64			0.64	
v/c Ratio		0.36			0.45			0.47			0.24	
Control Delay		23.9			26.6			9.2			7.3	
Queue Delay		0.0			0.0			1.4			0.5	
Total Delay		23.9			26.6			10.5			7.8	
LOS		C			C			B			A	
Approach Delay		23.9			26.6			10.5			7.8	
Approach LOS		C			C			B			A	
Queue Length 50th (m)		10.7			11.0			39.1			16.3	
Queue Length 95th (m)		20.2			26.8			51.7			23.2	
Internal Link Dist (m)		166.2			136.7			78.4			71.5	
Turn Bay Length (m)												
Base Capacity (vph)		532			253			2053			1955	
Starvation Cap Reductn		0			0			838			1005	

Lanes, Volumes, Timings  
 8: Bay St & Cumberland St

03/15/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.36			0.45			0.79			0.50	

Intersection Summary

Area Type:	Other
Cycle Length:	88
Actuated Cycle Length:	88
Offset:	0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle:	55
Control Type:	Pretimed
Maximum v/c Ratio:	0.47
Intersection Signal Delay:	12.3
Intersection LOS:	B
Intersection Capacity Utilization	75.7%
ICU Level of Service	D
Analysis Period (min)	15

Splits and Phases: 8: Bay St & Cumberland St



Lanes, Volumes, Timings  
9: Yorkville Ave

03/15/2018



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.0	3.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1842	0	0	1842	1739	0
Flt Permitted						
Satd. Flow (perm)	1842	0	0	1842	1739	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	161.7			65.2	92.0	
Travel Time (s)	12.1			4.9	6.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	0.0%
Analysis Period (min)	15
	ICU Level of Service A

# HCM Unsignalized Intersection Capacity Analysis

## 9: Yorkville Ave

03/15/2018



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→			←	↙	↘
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (m)	162		65			
pX, platoon unblocked						
vC, conflicting volume			0		0	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		0	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1623		1023	1085
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (m)	0.0	0.0	0.0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS				A		
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS				A		
Intersection Summary						
Average Delay				0.0		
Intersection Capacity Utilization				0.0%	ICU Level of Service	A
Analysis Period (min)				15		

Lanes, Volumes, Timings  
10: Cumberland St

03/15/2018



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↑		↕	
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.0	3.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1842	1842	0	1739	0
Flt Permitted						
Satd. Flow (perm)	0	1842	1842	0	1739	0
Link Speed (k/h)		48	48		48	
Link Distance (m)		160.7	64.7		92.0	
Travel Time (s)		12.1	4.9		6.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	0.0%
	ICU Level of Service A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis  
 10: Cumberland St

03/15/2018



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↗	↖		↘	
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (m)		161				
pX, platoon unblocked						
vC, conflicting volume	0				0	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				0	0
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1623				1023	1085
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (m)	0.0	0.0	0.0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			

# APPENDIX

## F TTS RESULTS





Thu Aug 17 2017 13:44:43 GMT-0400 (Eastern Daylight Time) - Run Time: 2607ms

Cross Tabulation Query Form - Trip - 2011  
Row: 2006 GTA zone of origin - gta06\_orig  
Column: 2006 GTA zone of destination - gta06\_dest

Filters:  
(Trip purpose of destination - purp\_dest In w  
and  
2006 GTA zone of origin - gta06\_orig In 204, 205, 206, 207  
and  
2006 GTA zone of destination - gta06\_dest In 45, 46  
and  
Start time of trip - start\_time In 0700-0900)

Trip 2011

ROW : gta06_orig	COLUMN : gta06_dest		total
gta06_orig	gta06_dest		
204	45		133
204	46		43
205	45		11
205	46		15
207	45		69

Thu Aug 17 2017 13:47:12 GMT-0400 (Eastern Daylight Time) - Run Time: 2811ms

Cross Tabulation Query Form - Trip - 2011  
Row: 2006 GTA zone of origin - gta06\_orig  
Column: 2006 GTA zone of destination - gta06\_dest

Filters:  
(Trip purpose of destination - purp\_dest In w  
and  
2006 GTA zone of origin - gta06\_orig In 48, 50  
and  
2006 GTA zone of destination - gta06\_dest In 45, 46  
and  
Start time of trip - start\_time In 0700-0900)

Trip 2011

ROW : gta06_orig	COLUMN : gta06_dest		total
gta06_orig	gta06_dest		
50	45		49
50	46		17

Thu Aug 17 2017 13:42:48 GMT-0400 (Eastern Daylight Time) - Run Time: 2527ms

Cross Tabulation Query Form - Trip - 2011  
Row: 2006 GTA zone of origin - gta06\_orig  
Column: 2006 GTA zone of destination - gta06\_dest

Filters:  
(Trip purpose of destination - purp\_dest In w  
and  
2006 GTA zone of origin - gta06\_orig In 186, 187, 188  
and  
2006 GTA zone of destination - gta06\_dest In 45, 46  
and

AM IN.txt  
Start time of trip - start\_time In 0700-0900)

Trip 2011  
ROW : gta06\_orig  
COLUMN : gta06\_dest

gta06_orig	gta06_dest	total
187	45	68
187	46	15
188	45	26

Thu Aug 17 2017 13:43:56 GMT-0400 (Eastern Daylight Time) - Run Time: 2763ms

Cross Tabulation Query Form - Trip - 2011  
Row: 2006 GTA zone of origin - gta06\_orig  
Column: 2006 GTA zone of destination - gta06\_dest

Filters:  
(Trip purpose of destination - purp\_dest In w  
and  
2006 GTA zone of origin - gta06\_orig In 44, 201, 202, 203  
and  
2006 GTA zone of destination - gta06\_dest In 45, 46  
and  
Start time of trip - start\_time In 0700-0900)

Trip 2011  
ROW : gta06\_orig  
COLUMN : gta06\_dest

gta06_orig	gta06_dest	total
44	46	12
201	45	27
201	46	44
202	45	55
202	46	15
203	45	17
203	46	25

Thu Aug 17 2017 13:48:57 GMT-0400 (Eastern Daylight Time) - Run Time: 2337ms

Cross Tabulation Query Form - Trip - 2011  
Row: 2006 GTA zone of origin - gta06\_orig  
Column: 2006 GTA zone of destination - gta06\_dest

Filters:  
(Trip purpose of destination - purp\_dest In w  
and  
2006 GTA zone of origin - gta06\_orig In 47, 70, 71, 72, 73  
and  
2006 GTA zone of destination - gta06\_dest In 45, 46  
and  
Start time of trip - start\_time In 0700-0900)

Trip 2011  
ROW : gta06\_orig  
COLUMN : gta06\_dest

gta06_orig	gta06_dest	total
47	45	23
71	45	9
71	46	12
72	45	21
72	46	57

73 45 10 AM IN.txt

Thu Aug 17 2017 13:45:36 GMT-0400 (Eastern Daylight Time) - Run Time: 2505ms

Cross Tabulation Query Form - Trip - 2011  
Row: 2006 GTA zone of origin - gta06\_orig  
Column: 2006 GTA zone of destination - gta06\_dest

Filters:  
(Trip purpose of destination - purp\_dest In W  
and  
2006 GTA zone of origin - gta06\_orig In 21, 41, 42, 43  
and  
2006 GTA zone of destination - gta06\_dest In 45, 46  
and  
Start time of trip - start\_time In 0700-0900)

Trip 2011  
ROW : gta06\_orig  
COLUMN : gta06\_dest

gta06_orig	gta06_dest	total
21	45	70
21	46	115
41	45	73
42	45	13
43	45	51

Thu Aug 17 2017 13:48:02 GMT-0400 (Eastern Daylight Time) - Run Time: 2633ms

Cross Tabulation Query Form - Trip - 2011  
Row: 2006 GTA zone of origin - gta06\_orig  
Column: 2006 GTA zone of destination - gta06\_dest

Filters:  
(Trip purpose of destination - purp\_dest In W  
and  
2006 GTA zone of origin - gta06\_orig In 49, 51, 68, 69, 74, 75  
and  
2006 GTA zone of destination - gta06\_dest In 45, 46  
and  
Start time of trip - start\_time In 0700-0900)

Trip 2011  
ROW : gta06\_orig  
COLUMN : gta06\_dest

gta06_orig	gta06_dest	total
51	45	22
69	46	22
74	46	23

Thu Aug 17 2017 13:46:30 GMT-0400 (Eastern Daylight Time) - Run Time: 2495ms

Cross Tabulation Query Form - Trip - 2011  
Row: 2006 GTA zone of origin - gta06\_orig  
Column: 2006 GTA zone of destination - gta06\_dest

Filters:  
(Trip purpose of destination - purp\_dest In W  
and  
2006 GTA zone of origin - gta06\_orig In 22, 23, 38, 39, 40, 41, 42

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and  
2006 GTA zone of destination - gta06\_dest In 45, 46  
and  
Start time of trip - start\_time In 0700-0900)

Trip 2011

ROW : gta06\_orig

COLUMN : gta06\_dest

gta06_orig	gta06_dest	total
22	45	23
22	46	57
23	46	22
38	45	89
40	45	23
40	46	22
41	45	73
42	45	13

AM OUT.txt

Thu Aug 17 2017 11:28:00 GMT-0400 (Eastern Daylight Time) - Run Time: 2374ms

Cross Tabulation Query Form - Trip - 2011  
Row: 2006 GTA zone of origin - gta06\_orig  
Column: 2006 GTA zone of destination - gta06\_dest

Filters:  
(Trip purpose of origin - purp\_orig In H,W, M  
and  
2006 GTA zone of origin - gta06\_orig In 45, 46  
and  
2006 GTA zone of destination - gta06\_dest In 47, 70, 71, 72, 73  
and  
Start time of trip - start\_time In 0700-0900)

Trip 2011

ROW : gta06_orig	COLUMN : gta06_dest	
gta06_orig	gta06_dest	total
45	47	13
45	70	9
45	71	70
46	47	23
46	70	116
46	71	40

Thu Aug 17 2017 11:23:07 GMT-0400 (Eastern Daylight Time) - Run Time: 2609ms

Cross Tabulation Query Form - Trip - 2011  
Row: 2006 GTA zone of origin - gta06\_orig  
Column: 2006 GTA zone of destination - gta06\_dest

Filters:  
(Trip purpose of origin - purp\_orig In H,W, M  
and  
2006 GTA zone of origin - gta06\_orig In 45, 46  
and  
2006 GTA zone of destination - gta06\_dest In 22, 23, 38, 39, 40, 41, 42  
and  
Start time of trip - start\_time In 0700-0900)

Trip 2011

ROW : gta06_orig	COLUMN : gta06_dest	
gta06_orig	gta06_dest	total
46	40	23

Thu Aug 17 2017 11:26:34 GMT-0400 (Eastern Daylight Time) - Run Time: 2375ms

Cross Tabulation Query Form - Trip - 2011  
Row: 2006 GTA zone of origin - gta06\_orig  
Column: 2006 GTA zone of destination - gta06\_dest

Filters:  
(Trip purpose of origin - purp\_orig In H,W, M  
and  
2006 GTA zone of origin - gta06\_orig In 45, 46  
and  
2006 GTA zone of destination - gta06\_dest In 49, 51, 68, 69, 74, 75  
and  
Start time of trip - start\_time In 0700-0900)

AM OUT.txt

Trip 2011

ROW : gta06\_orig

COLUMN : gta06\_dest

gta06_orig	gta06_dest	total
45	49	12
45	69	9
46	49	23
46	51	96
46	69	480
46	74	40
46	75	23

Thu Aug 17 2017 11:24:29 GMT-0400 (Eastern Daylight Time) - Run Time: 3156ms

Cross Tabulation Query Form - Trip - 2011

Row: 2006 GTA zone of origin - gta06\_orig

Column: 2006 GTA zone of destination - gta06\_dest

Filters:

(Trip purpose of origin - purp\_orig In H,W, M

and

2006 GTA zone of origin - gta06\_orig In 45, 46

and

2006 GTA zone of destination - gta06\_dest In 48, 50

and

Start time of trip - start\_time In 0700-0900)

Trip 2011

ROW : gta06\_orig

COLUMN : gta06\_dest

gta06_orig	gta06_dest	total
45	48	23
46	48	125
46	50	13

Thu Aug 17 2017 11:15:14 GMT-0400 (Eastern Daylight Time) - Run Time: 2405ms

Cross Tabulation Query Form - Trip - 2011

Row: 2006 GTA zone of origin - gta06\_orig

Column: 2006 GTA zone of destination - gta06\_dest

Filters:

(Trip purpose of origin - purp\_orig In H,W, M

and

2006 GTA zone of origin - gta06\_orig In 45, 46

and

2006 GTA zone of destination - gta06\_dest In 186, 187, 188

and

Start time of trip - start\_time In 0700-0900)

Trip 2011

ROW : gta06\_orig

COLUMN : gta06\_dest

gta06_orig	gta06_dest	total
46	188	40

Thu Aug 17 2017 11:21:03 GMT-0400 (Eastern Daylight Time) - Run Time: 3231ms

Cross Tabulation Query Form - Trip - 2011

Row: 2006 GTA zone of origin - gta06\_orig

Column: 2006 GTA zone of destination - gta06\_dest

Filters:

AM OUT.txt

(Trip purpose of origin - purp\_orig In H,W, M  
and  
2006 GTA zone of origin - gta06\_orig In 45, 46  
and  
2006 GTA zone of destination - gta06\_dest In 204, 205, 206, 207  
and  
Start time of trip - start\_time In 0700-0900)

Trip 2011

ROW : gta06\_orig  
COLUMN : gta06\_dest  
gta06\_orig gta06\_dest total  
46 204 30

Thu Aug 17 2017 11:16:10 GMT-0400 (Eastern Daylight Time) - Run Time: 2357ms

Cross Tabulation Query Form - Trip - 2011  
Row: 2006 GTA zone of origin - gta06\_orig  
Column: 2006 GTA zone of destination - gta06\_dest

Filters:

(Trip purpose of origin - purp\_orig In H,W, M  
and  
2006 GTA zone of origin - gta06\_orig In 45, 46  
and  
2006 GTA zone of destination - gta06\_dest In 44, 201, 202, 203  
and  
Start time of trip - start\_time In 0700-0900)

Trip 2011

ROW : gta06\_orig  
COLUMN : gta06\_dest  
gta06\_orig gta06\_dest total  
45 203 36  
46 44 22

Thu Aug 17 2017 11:21:54 GMT-0400 (Eastern Daylight Time) - Run Time: 2317ms

Cross Tabulation Query Form - Trip - 2011  
Row: 2006 GTA zone of origin - gta06\_orig  
Column: 2006 GTA zone of destination - gta06\_dest

Filters:

(Trip purpose of origin - purp\_orig In H,W, M  
and  
2006 GTA zone of origin - gta06\_orig In 45, 46  
and  
2006 GTA zone of destination - gta06\_dest In 21, 41, 42, 43  
and  
Start time of trip - start\_time In 0700-0900)

Trip 2011

ROW : gta06\_orig  
COLUMN : gta06\_dest  
gta06\_orig gta06\_dest total  
46 21 108

External.txt

Thu Aug 17 2017 16:12:47 GMT-0400 (Eastern Daylight Time) - Run Time: 2459ms

Cross Tabulation Query Form - Trip - 2011  
Row: Planning district of origin - pd\_orig  
Column: Planning district of destination - pd\_dest

Filters:  
(Trip purpose of destination - purp\_dest In W  
and  
Planning district of origin - pd\_orig In 3,4,5,6,2  
and  
Planning district of destination - pd\_dest In 1  
and  
Start time of trip - start\_time In 0700-0900)

Trip 2011

ROW : pd\_orig  
COLUMN : pd\_dest

pd_orig	pd_dest	total
2	1	23186
3	1	13149
4	1	26960
5	1	7641
6	1	22837

Thu Aug 17 2017 16:14:14 GMT-0400 (Eastern Daylight Time) - Run Time: 2525ms

Cross Tabulation Query Form - Trip - 2011  
Row: Planning district of origin - pd\_orig  
Column: Planning district of destination - pd\_dest

Filters:  
(Trip purpose of origin - purp\_orig In W, H, M  
and  
Planning district of origin - pd\_orig In 1  
and  
Planning district of destination - pd\_dest In 2,3,4,5,6  
and  
Start time of trip - start\_time In 0700-0900)

Trip 2011

ROW : pd\_orig  
COLUMN : pd\_dest

pd_orig	pd_dest	total
1	2	4189
1	3	1936
1	4	6215
1	5	1762
1	6	4459

Thu Aug 17 2017 16:11:00 GMT-0400 (Eastern Daylight Time) - Run Time: 2566ms

Cross Tabulation Query Form - Trip - 2011  
Row: Planning district of origin - pd\_orig  
Column: Planning district of destination - pd\_dest

Filters:  
(Trip purpose of destination - purp\_dest In H,M  
and  
Planning district of origin - pd\_orig In 3,4,5,6,2



External.txt

and  
Planning district of destination - pd\_dest In 1  
and  
Start time of trip - start\_time In 1600-1800)

Trip 2011

ROW : pd\_orig

COLUMN : pd\_dest

pd_orig	pd_dest	total
2	1	3710
3	1	1800
4	1	5046
5	1	1546
6	1	3475

Thu Aug 17 2017 16:15:37 GMT-0400 (Eastern Daylight Time) - Run Time: 2578ms

Cross Tabulation Query Form - Trip - 2011

Row: Planning district of origin - pd\_orig

Column: Planning district of destination - pd\_dest

Filters:

(Trip purpose of origin - purp\_orig In H, M

and

Planning district of origin - pd\_orig In 1

and

Planning district of destination - pd\_dest In 2,3,4,5,6

and

Start time of trip - start\_time In 1600-1800)

Trip 2011

ROW : pd\_orig

COLUMN : pd\_dest

pd_orig	pd_dest	total
1	2	3008
1	3	872
1	4	2006
1	5	374
1	6	2867

Thu Aug 17 2017 12:25:02 GMT-0400 (Eastern Daylight Time) - Run Time: 2701ms

Cross Tabulation Query Form - Trip - 2011  
Row: 2006 GTA zone of origin - gta06\_orig  
Column: 2006 GTA zone of destination - gta06\_dest

Filters:  
(Trip purpose of destination - purp\_dest In H, M  
and  
2006 GTA zone of origin - gta06\_orig In 47, 70, 71, 72, 73  
and  
2006 GTA zone of destination - gta06\_dest In 45, 46  
and  
Start time of trip - start\_time In 1600-1800)

Trip 2011

ROW : gta06\_orig  
COLUMN : gta06\_dest

gta06_orig	gta06_dest	total
47	46	23
70	45	32
70	46	79
71	45	34

Thu Aug 17 2017 12:22:53 GMT-0400 (Eastern Daylight Time) - Run Time: 2487ms

Cross Tabulation Query Form - Trip - 2011  
Row: 2006 GTA zone of origin - gta06\_orig  
Column: 2006 GTA zone of destination - gta06\_dest

Filters:  
(Trip purpose of destination - purp\_dest In H, M  
and  
2006 GTA zone of origin - gta06\_orig In 49, 51, 68, 69, 74, 75  
and  
2006 GTA zone of destination - gta06\_dest In 45, 46  
and  
Start time of trip - start\_time In 1600-1800)

Trip 2011

ROW : gta06\_orig  
COLUMN : gta06\_dest

gta06_orig	gta06_dest	total
49	46	23
51	46	122
69	46	814
75	46	62

Thu Aug 17 2017 12:20:06 GMT-0400 (Eastern Daylight Time) - Run Time: 2633ms

Cross Tabulation Query Form - Trip - 2011  
Row: 2006 GTA zone of origin - gta06\_orig  
Column: 2006 GTA zone of destination - gta06\_dest

Filters:  
(Trip purpose of destination - purp\_dest In H, M  
and  
2006 GTA zone of origin - gta06\_orig In 22, 23, 38, 39, 40, 41, 42  
and  
2006 GTA zone of destination - gta06\_dest In 45, 46  
and  
Start time of trip - start\_time In 1600-1800)

PM IN.txt

Trip 2011

ROW : gta06\_orig

COLUMN : gta06\_dest

gta06_orig	gta06_dest	total
23	46	15
38	45	10
38	46	13
41	45	12
41	46	16
42	46	23

Thu Aug 17 2017 12:21:07 GMT-0400 (Eastern Daylight Time) - Run Time: 2560ms

Cross Tabulation Query Form - Trip - 2011

Row: 2006 GTA zone of origin - gta06\_orig

Column: 2006 GTA zone of destination - gta06\_dest

Filters:

(Trip purpose of destination - purp\_dest In H, M

and

2006 GTA zone of origin - gta06\_orig In 48, 50

and

2006 GTA zone of destination - gta06\_dest In 45, 46

and

Start time of trip - start\_time In 1600-1800)

Trip 2011

ROW : gta06\_orig

COLUMN : gta06\_dest

gta06_orig	gta06_dest	total
48	45	23
48	46	62
50	46	13

Thu Aug 17 2017 12:19:16 GMT-0400 (Eastern Daylight Time) - Run Time: 2666ms

Cross Tabulation Query Form - Trip - 2011

Row: 2006 GTA zone of origin - gta06\_orig

Column: 2006 GTA zone of destination - gta06\_dest

Filters:

(Trip purpose of destination - purp\_dest In H, M

and

2006 GTA zone of origin - gta06\_orig In 204, 205, 206, 207

and

2006 GTA zone of destination - gta06\_dest In 45, 46

and

Start time of trip - start\_time In 1600-1800)

Trip 2011

ROW : gta06\_orig

COLUMN : gta06\_dest

gta06_orig	gta06_dest	total
204	45	12
204	46	17
205	45	8
207	45	9

Thu Aug 17 2017 12:07:31 GMT-0400 (Eastern Daylight Time) - Run Time: 2553ms

Cross Tabulation Query Form - Trip - 2011

Row: 2006 GTA zone of origin - gta06\_orig

Column: 2006 GTA zone of destination - gta06\_dest

Filters:

(Trip purpose of destination - purp\_dest In H, M  
and  
2006 GTA zone of origin - gta06\_orig In 186, 187, 188  
and  
2006 GTA zone of destination - gta06\_dest In 45, 46  
and  
Start time of trip - start\_time In 1600-1800)

Trip 2011

ROW : gta06\_orig  
COLUMN : gta06\_dest  
Thu Aug 17 2017 12:08:57 GMT-0400 (Eastern Daylight Time) - Run Time: 2752ms

Cross Tabulation Query Form - Trip - 2011  
Row: 2006 GTA zone of origin - gta06\_orig  
Column: 2006 GTA zone of destination - gta06\_dest

Filters:

(Trip purpose of destination - purp\_dest In H, M  
and  
2006 GTA zone of origin - gta06\_orig In 44, 201, 202, 203  
and  
2006 GTA zone of destination - gta06\_dest In 45, 46  
and  
Start time of trip - start\_time In 1600-1800)

Trip 2011

ROW : gta06\_orig  
COLUMN : gta06\_dest

gta06_orig	gta06_dest	total
44	45	38
44	46	31
203	45	36

Thu Aug 17 2017 12:10:47 GMT-0400 (Eastern Daylight Time) - Run Time: 2395ms

Cross Tabulation Query Form - Trip - 2011  
Row: 2006 GTA zone of origin - gta06\_orig  
Column: 2006 GTA zone of destination - gta06\_dest

Filters:

(Trip purpose of destination - purp\_dest In H, M  
and  
2006 GTA zone of origin - gta06\_orig In 21, 41, 42, 43  
and  
2006 GTA zone of destination - gta06\_dest In 45, 46  
and  
Start time of trip - start\_time In 1600-1800)

Trip 2011

ROW : gta06\_orig  
COLUMN : gta06\_dest

gta06_orig	gta06_dest	total
21	46	85
41	45	12
41	46	16
42	46	23
43	46	13

PM OUT.txt

Thu Aug 17 2017 11:58:22 GMT-0400 (Eastern Daylight Time) - Run Time: 2453ms

Cross Tabulation Query Form - Trip - 2011  
Row: 2006 GTA zone of origin - gta06\_orig  
Column: 2006 GTA zone of destination - gta06\_dest

Filters:  
(Trip purpose of origin - purp\_orig In H, M  
and  
2006 GTA zone of origin - gta06\_orig In 45, 46  
and  
2006 GTA zone of destination - gta06\_dest In 22, 23, 38, 39, 40, 41, 42  
and  
Start time of trip - start\_time In 1600-1800)

Trip 2011  
ROW : gta06\_orig  
COLUMN : gta06\_dest

gta06_orig	gta06_dest	total
45	38	10
46	41	9
46	42	23

Thu Aug 17 2017 12:04:49 GMT-0400 (Eastern Daylight Time) - Run Time: 2521ms

Cross Tabulation Query Form - Trip - 2011  
Row: 2006 GTA zone of origin - gta06\_orig  
Column: 2006 GTA zone of destination - gta06\_dest

Filters:  
(Trip purpose of origin - purp\_orig In H, M  
and  
2006 GTA zone of origin - gta06\_orig In 45, 46  
and  
2006 GTA zone of destination - gta06\_dest In 47, 70, 71, 72, 73  
and  
Start time of trip - start\_time In 1600-1800)

Trip 2011  
ROW : gta06\_orig  
COLUMN : gta06\_dest

gta06_orig	gta06_dest	total
45	71	17
46	47	10
46	72	10

Thu Aug 17 2017 12:03:19 GMT-0400 (Eastern Daylight Time) - Run Time: 2255ms

Cross Tabulation Query Form - Trip - 2011  
Row: 2006 GTA zone of origin - gta06\_orig  
Column: 2006 GTA zone of destination - gta06\_dest

Filters:  
(Trip purpose of origin - purp\_orig In H, M  
and  
2006 GTA zone of origin - gta06\_orig In 45, 46  
and  
2006 GTA zone of destination - gta06\_dest In 48, 50  
and  
Start time of trip - start\_time In 1600-1800)

Trip 2011

PM OUT.txt

ROW : gta06\_orig  
COLUMN : gta06\_dest  
gta06\_orig gta06\_dest total  
46 50 9

Thu Aug 17 2017 11:50:09 GMT-0400 (Eastern Daylight Time) - Run Time: 2286ms

Cross Tabulation Query Form - Trip - 2011  
Row: 2006 GTA zone of origin - gta06\_orig  
Column: 2006 GTA zone of destination - gta06\_dest

Filters:  
(Trip purpose of origin - purp\_orig In H, M  
and  
2006 GTA zone of origin - gta06\_orig In 45, 46  
and  
2006 GTA zone of destination - gta06\_dest In 186, 187, 188  
and  
Start time of trip - start\_time In 1600-1800)

Trip 2011  
ROW : gta06\_orig  
COLUMN : gta06\_dest  
gta06\_orig gta06\_dest total  
45 186 16

Thu Aug 17 2017 11:51:16 GMT-0400 (Eastern Daylight Time) - Run Time: 2419ms

Cross Tabulation Query Form - Trip - 2011  
Row: 2006 GTA zone of origin - gta06\_orig  
Column: 2006 GTA zone of destination - gta06\_dest

Filters:  
(Trip purpose of origin - purp\_orig In H, M  
and  
2006 GTA zone of origin - gta06\_orig In 45, 46  
and  
2006 GTA zone of destination - gta06\_dest In 44, 201, 202, 203  
and  
Start time of trip - start\_time In 1600-1800)

Trip 2011  
ROW : gta06\_orig  
COLUMN : gta06\_dest  
gta06\_orig gta06\_dest total  
45 44 24  
46 44 9

Thu Aug 17 2017 11:55:42 GMT-0400 (Eastern Daylight Time) - Run Time: 2545ms

Cross Tabulation Query Form - Trip - 2011  
Row: 2006 GTA zone of origin - gta06\_orig  
Column: 2006 GTA zone of destination - gta06\_dest

Filters:  
(Trip purpose of origin - purp\_orig In H, M  
and  
2006 GTA zone of origin - gta06\_orig In 45, 46  
and  
2006 GTA zone of destination - gta06\_dest In 204, 205, 206, 207  
and  
Start time of trip - start\_time In 1600-1800)

Trip 2011

ROW : gta06\_orig

COLUMN : gta06\_dest

gta06_orig	gta06_dest	total
45	204	15
45	205	33
45	207	9
46	206	15

Thu Aug 17 2017 11:56:32 GMT-0400 (Eastern Daylight Time) - Run Time: 2978ms

Cross Tabulation Query Form - Trip - 2011

Row: 2006 GTA zone of origin - gta06\_orig

Column: 2006 GTA zone of destination - gta06\_dest

Filters:

(Trip purpose of origin - purp\_orig In H, M

and

2006 GTA zone of origin - gta06\_orig In 45, 46

and

2006 GTA zone of destination - gta06\_dest In 21, 41, 42, 43

and

Start time of trip - start\_time In 1600-1800)

Trip 2011

ROW : gta06\_orig

COLUMN : gta06\_dest

gta06_orig	gta06_dest	total
46	21	10
46	41	9
46	42	23

# APPENDIX

## **G** LOS DEFINITIONS



## LEVEL OF SERVICE DEFINITIONS AT SIGNALIZED INTERSECTIONS<sup>(1)</sup>

Level of service for signalized intersections is defined in terms of delay, which is a measure of driver discomfort and frustration, fuel consumption, and lost travel time. Specifically, level-of-service (LOS) criteria are stated in terms of the average control delay per vehicle, typically for a 15-min analysis period. The criteria are given in the table below. Delay may be measured in the field or estimated using software such as Highway Capacity Software. Delay is a complex measure and is dependent upon a number of variables, including quality of progression, the cycle length, the green ratio, and the  $v/c$  ratio for the lane group in question.

Level of Service	Features	Control Delay per vehicle (sec)
A	LOS A describes operations with very low delay, up to 10 sec per vehicle. This level of service occurs when progression is extremely favourable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.	$\leq 10$
B	LOS B describes operations with delay greater than 10 and up to 20 sec per vehicle. This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of average delay.	$> 10$ and $\leq 20$
C	LOS C describes operations with delay greater than 20 and up to 35 sec per vehicle. These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.	$> 20$ and $\leq 35$
D	LOS D describes operations with delay greater than 35 and up to 55 sec per vehicle. At level D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavourable progression, long cycle lengths, of high $v/c$ ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	$> 35$ and $\leq 55$
E	LOS E describes operations with delay greater than 55 and up to 80 sec per vehicle. This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high $v/c$ ratios. Individual cycle failures are frequent occurrences.	$> 55$ and $\leq 80$
F	LOS F describes operations with delay in excess of 80 sec per vehicle. This level, considered to be unacceptable to most drivers, often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. It may also occur at high $v/c$ ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.	$> 80$

(1) Highway Capacity Manual 2000

## LEVEL OF SERVICE DEFINITIONS AT UNSIGNALIZED INTERSECTIONS<sup>(1)</sup>

The level of service criteria for unsignalized intersections are given in the table below. As used here, total delay is defined as the total elapsed time from when a vehicle stops at the end of the queue until the vehicle departs from the stop line; this time includes the time required for the vehicle to travel from the last-in-queue position to the first-in-queue position. The average total delay for any particular minor movement is a function of the service rate or capacity of the approach and the degree of saturation.

Level of Service	Features	Average Total Delay (sec/veh)
A	Little or no traffic delay occurs. Approaches appear open, turning movements are easily made, and drivers have freedom of operation.	$\leq 10$
B	Short traffic delays occur. Many drivers begin to feel somewhat restricted in terms of freedom of operation.	$> 10$ and $\leq 15$
C	Average traffic delays occur. Operations are generally stable, but drivers emerging from the minor street may experience difficulty in completing their movement. This may occasionally impact on the stability of flow on the major street.	$> 15$ and $\leq 25$
D	Long traffic delays occur. Motorists emerging from the minor street experience significant restriction and frustration. Drivers on the major street will experience congestion and delay as drivers emerging from the minor street interfere with the major through movements.	$> 25$ and $\leq 35$
E	Very long traffic delays occur. Operations approach the capacity of the intersection.	$> 35$ and $\leq 50$
F	Saturation occurs, with vehicle demand exceeding the available capacity. Very long traffic delays occur.	$> 50$

(1) Highway Capacity Manual 2000.

# APPENDIX

# H

FUTURE

BACKGROUND

INTERSECTION

CAPACITY

ANALYSIS

Lanes, Volumes, Timings  
1: Yonge St & Bloor St

03/15/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕↕			↕↕	
Traffic Volume (vph)	0	634	2	0	719	5	0	243	4	1	591	4
Future Volume (vph)	0	634	2	0	719	5	0	243	4	1	591	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		1.00			1.00			0.99			1.00	
Fr <sub>t</sub>					0.999			0.998			0.999	
Flt Protected												
Satd. Flow (prot)	0	3392	0	0	3419	0	0	3243	0	0	3451	0
Flt Permitted											0.955	
Satd. Flow (perm)	0	3392	0	0	3419	0	0	3243	0	0	3295	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					1			1			1	
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		232.1			233.5			189.9			103.3	
Travel Time (s)		17.4			17.5			14.2			7.7	
Confl. Peds. (#/hr)	715		563	563		715	275		542	542		275
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
Heavy Vehicles (%)	7%	5%	50%	3%	4%	0%	15%	9%	25%	0%	3%	25%
Adj. Flow (vph)	0	704	2	0	799	6	0	270	4	1	657	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	706	0	0	805	0	0	274	0	0	662	0
Turn Type		NA			NA			NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		26.0	26.0		26.0	26.0	
Total Split (s)	33.0	33.0		33.0	33.0		31.0	31.0		31.0	31.0	
Total Split (%)	34.4%	34.4%		34.4%	34.4%		32.3%	32.3%		32.3%	32.3%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		-1.0			-1.0			-1.0			-1.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag							Lag	Lag		Lag	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	C-Max	C-Max		Max	Max		Max	Max		Max	Max	
Act Effct Green (s)		28.0			28.0			26.0			26.0	
Actuated g/C Ratio		0.29			0.29			0.27			0.27	
v/c Ratio		0.71			0.81			0.31			0.74	
Control Delay		35.2			39.0			29.0			37.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		35.2			39.0			29.0			37.8	
LOS		D			D			C			D	
Approach Delay		35.2			39.0			29.0			37.8	
Approach LOS		D			D			C			D	
Queue Length 50th (m)		61.3			72.5			21.2			58.7	
Queue Length 95th (m)		81.5			94.7			32.1			78.7	

Lanes, Volumes, Timings  
 1: Yonge St & Bloor St

03/15/2018

Lane Group	Ø3	Ø7
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Util. Factor		
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (k/h)		
Link Distance (m)		
Travel Time (s)		
Confl. Peds. (#/hr)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	3	7
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	28.0	28.0
Minimum Split (s)	31.0	32.0
Total Split (s)	32.0	32.0
Total Split (%)	33%	33%
Yellow Time (s)	3.0	3.0
All-Red Time (s)	0.0	0.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Recall Mode	Max	Max
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (m)		
Queue Length 95th (m)		

Lanes, Volumes, Timings  
1: Yonge St & Bloor St

03/15/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (m)		208.1			209.5			165.9			79.3	
Turn Bay Length (m)												
Base Capacity (vph)		989			997			879			893	
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		0.71			0.81			0.31			0.74	

Intersection Summary

Area Type:	Other
Cycle Length:	96
Actuated Cycle Length:	96
Offset:	0 (0%), Referenced to phase 2:EBTL, Start of Green
Natural Cycle:	85
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.81
Intersection Signal Delay:	36.5
Intersection LOS:	D
Intersection Capacity Utilization	45.7%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 1: Yonge St & Bloor St

Ø2 (R)	Ø3	Ø4
33 s	32 s	31 s
Ø6	Ø7	Ø8
33 s	32 s	31 s

---

Lane Group	Ø3	Ø7
Internal Link Dist (m)		
Turn Bay Length (m)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

---

Lanes, Volumes, Timings  
2: Bay St & Bloor St

03/15/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	532	106	102	498	81	57	426	8	54	518	58
Future Volume (vph)	70	532	106	102	498	81	57	426	8	54	518	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.0	3.5	3.5	3.0	3.5	3.5	3.0	3.5	3.5	3.0	3.5	3.5
Storage Length (m)	15.2		0.0	13.7		0.0	20.4		0.0	10.4		0.0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (m)	7.6			7.6			7.6			7.6		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.87	0.95		0.91	0.95		0.88	1.00		0.90	0.97	
Frt		0.975			0.979			0.997			0.985	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1574	3189	0	1636	3225	0	1465	3326	0	1636	3250	0
Flt Permitted	0.408			0.213			0.345			0.447		
Satd. Flow (perm)	587	3189	0	335	3225	0	470	3326	0	693	3250	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		32			29			2			15	
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		285.7			232.1			134.3			102.4	
Travel Time (s)		21.4			17.4			10.1			7.7	
Confl. Peds. (#/hr)	286		295	295		286	428		191	191		428
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
Heavy Vehicles (%)	7%	4%	1%	3%	3%	6%	15%	6%	37%	3%	4%	9%
Adj. Flow (vph)	78	591	118	113	553	90	63	473	9	60	576	64
Shared Lane Traffic (%)												
Lane Group Flow (vph)	78	709	0	113	643	0	63	482	0	60	640	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		4		3	8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		3	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	23.0	23.0		6.0	23.0		22.0	22.0		23.0	23.0	
Minimum Split (s)	30.0	30.0		10.0	30.0		29.0	29.0		30.0	30.0	
Total Split (s)	39.0	39.0		13.0	52.0		33.0	33.0		33.0	33.0	
Total Split (%)	45.9%	45.9%		15.3%	61.2%		38.8%	38.8%		38.8%	38.8%	
Yellow Time (s)	3.0	3.0		3.0	4.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	3.0	3.0		1.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		4.0	7.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)	26.9	26.9		39.1	36.1		35.9	35.9		35.9	35.9	
Actuated g/C Ratio	0.32	0.32		0.46	0.42		0.42	0.42		0.42	0.42	
v/c Ratio	0.42	0.69		0.41	0.46		0.32	0.34		0.20	0.46	
Control Delay	29.7	27.6		15.8	17.0		26.1	19.1		21.6	20.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.4	
Total Delay	29.7	27.6		15.8	17.0		26.1	19.1		21.6	20.6	
LOS	C	C		B	B		C	B		C	C	



Lanes, Volumes, Timings  
2: Bay St & Bloor St

03/15/2018

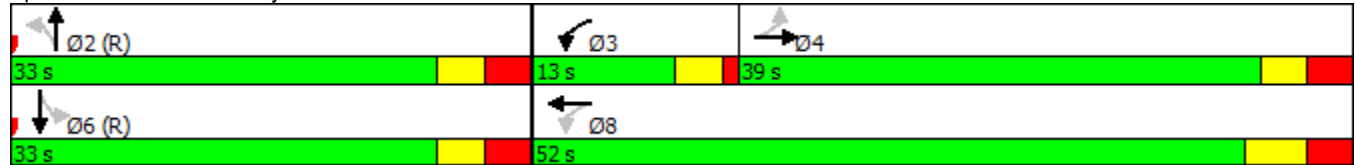


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		27.9			16.8			19.9			20.7	
Approach LOS		C			B			B			C	
Queue Length 50th (m)	10.1	51.0		9.8	34.6		6.9	28.1		6.2	38.7	
Queue Length 95th (m)	20.9	61.7		15.5	40.6		20.2	45.6		17.2	61.5	
Internal Link Dist (m)		261.7			208.1			110.3			78.4	
Turn Bay Length (m)	15.2			13.7			20.4			10.4		
Base Capacity (vph)	227	1257		291	1721		198	1407		293	1382	
Starvation Cap Reductn	0	0		0	0		0	0		0	291	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.34	0.56		0.39	0.37		0.32	0.34		0.20	0.59	

Intersection Summary

Area Type: Other  
 Cycle Length: 85  
 Actuated Cycle Length: 85  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.69  
 Intersection Signal Delay: 21.5  
 Intersection LOS: C  
 Intersection Capacity Utilization 97.5%  
 ICU Level of Service F  
 Analysis Period (min) 15

Splits and Phases: 2: Bay St & Bloor St



Lanes, Volumes, Timings  
3: Bay St & Yorkville Ave

03/15/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	13	26	16	106	76	45	48	357	119	72	524	93
Future Volume (vph)	13	26	16	106	76	45	48	357	119	72	524	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.92			0.88			0.94			0.94	
Frt		0.960			0.973			0.966			0.980	
Flt Protected		0.989			0.977			0.995			0.995	
Satd. Flow (prot)	0	1517	0	0	1585	0	0	3062	0	0	3196	0
Flt Permitted		0.912			0.820			0.826			0.821	
Satd. Flow (perm)	0	1363	0	0	1219	0	0	2518	0	0	2615	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			15			76			34	
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		200.3			152.8			95.5			115.7	
Travel Time (s)		15.0			11.5			7.2			8.7	
Confl. Peds. (#/hr)	182		182	182		182	144		76	76		144
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
Heavy Vehicles (%)	0%	3%	31%	14%	2%	5%	10%	8%	2%	0%	4%	3%
Adj. Flow (vph)	14	29	18	118	84	50	53	397	132	80	582	103
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	61	0	0	252	0	0	582	0	0	765	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	24.0	24.0		24.0	24.0		17.0	17.0		17.0	17.0	
Minimum Split (s)	30.0	30.0		30.0	30.0		23.0	23.0		23.0	23.0	
Total Split (s)	31.0	31.0		31.0	31.0		54.0	54.0		54.0	54.0	
Total Split (%)	36.5%	36.5%		36.5%	36.5%		63.5%	63.5%		63.5%	63.5%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		-1.0			-1.0			-1.0			-1.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)		25.4			25.4			49.6			49.6	
Actuated g/C Ratio		0.30			0.30			0.58			0.58	
v/c Ratio		0.15			0.67			0.39			0.50	
Control Delay		17.5			34.7			9.1			11.3	
Queue Delay		0.0			0.0			0.6			0.0	
Total Delay		17.5			34.7			9.7			11.3	
LOS		B			C			A			B	
Approach Delay		17.5			34.7			9.7			11.3	
Approach LOS		B			C			A			B	
Queue Length 50th (m)		5.1			33.8			20.5			33.0	
Queue Length 95th (m)		13.8			59.1			31.6			48.0	

Lanes, Volumes, Timings  
3: Bay St & Yorkville Ave

03/15/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (m)		176.3			128.8			71.5			91.7	
Turn Bay Length (m)												
Base Capacity (vph)		429			383			1500			1540	
Starvation Cap Reductn		0			0			528			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.14			0.66			0.60			0.50	

Intersection Summary

Area Type:	Other
Cycle Length:	85
Actuated Cycle Length:	85
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle:	55
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.67
Intersection Signal Delay:	14.5
Intersection LOS:	B
Intersection Capacity Utilization	70.0%
ICU Level of Service	C
Analysis Period (min)	15

Splits and Phases: 3: Bay St & Yorkville Ave



Lanes, Volumes, Timings  
4: Yonge St & Collier St

03/15/2018



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑			↑↑
Traffic Volume (vph)	0	0	260	36	7	692
Future Volume (vph)	0	0	260	36	7	692
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.982					
Flt Protected						0.999
Satd. Flow (prot)	0	0	3358	0	0	3463
Flt Permitted						0.999
Satd. Flow (perm)	0	0	3358	0	0	3463
Link Speed (k/h)	48		48		48	
Link Distance (m)	111.8		22.2		163.1	
Travel Time (s)	8.4		1.7		12.2	
Confl. Peds. (#/hr)				712	712	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	5%	0%	0%	3%
Adj. Flow (vph)	0	0	289	40	8	769
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	329	0	0	777
Sign Control	Stop		Free		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	27.4% ICU Level of Service A
Analysis Period (min)	15

# HCM Unsignalized Intersection Capacity Analysis

## 4: Yonge St & Collier St

03/15/2018



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑			↑↑
Traffic Volume (veh/h)	0	0	260	36	7	692
Future Volume (Veh/h)	0	0	260	36	7	692
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	289	40	8	769
Pedestrians	712					
Lane Width (m)	0.0					
Walking Speed (m/s)	1.1					
Percent Blockage	0					
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (m)			22			
pX, platoon unblocked	0.97	0.97			0.97	
vC, conflicting volume	1422	876			1041	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1380	820			989	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			99	
cM capacity (veh/h)	130	310			689	
<b>Direction, Lane #</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>		
Volume Total	193	136	264	513		
Volume Left	0	0	8	0		
Volume Right	0	40	0	0		
cSH	1700	1700	689	1700		
Volume to Capacity	0.11	0.08	0.01	0.30		
Queue Length 95th (m)	0.0	0.0	0.3	0.0		
Control Delay (s)	0.0	0.0	0.4	0.0		
Lane LOS			A			
Approach Delay (s)	0.0		0.2			
Approach LOS						
<b>Intersection Summary</b>						
Average Delay			0.1			
Intersection Capacity Utilization			27.4%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings  
 5: Yoge St/Yonge St & Asquith Avenue

03/15/2018



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	13	24	255	63	34	505
Future Volume (vph)	13	24	255	63	34	505
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.0	3.0	3.5	3.5	3.5	3.5
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.911		0.970			
Flt Protected	0.983					0.997
Satd. Flow (prot)	1557	0	3201	0	0	3526
Flt Permitted	0.983					0.997
Satd. Flow (perm)	1557	0	3201	0	0	3526
Link Speed (k/h)	48		48			48
Link Distance (m)	191.3		15.7			76.1
Travel Time (s)	14.3		1.2			5.7
Confl. Peds. (#/hr)				805	805	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	7%	13%	0%	1%
Adj. Flow (vph)	14	27	283	70	38	561
Shared Lane Traffic (%)						
Lane Group Flow (vph)	41	0	353	0	0	599
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	41.6% ICU Level of Service A
Analysis Period (min)	15

# HCM Unsignalized Intersection Capacity Analysis

## 5: Yoge St/Yonge St & Asquith Avenue

03/15/2018



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	13	24	255	63	34	505
Future Volume (Veh/h)	13	24	255	63	34	505
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	14	27	283	70	38	561
Pedestrians	805					
Lane Width (m)	3.0					
Walking Speed (m/s)	1.1					
Percent Blockage	61					
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (m)	119			76		
pX, platoon unblocked	0.93					
vC, conflicting volume	1480	982	1158			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1367	982	1158			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	67	72	84			
cM capacity (veh/h)	42	97	238			
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	41	189	164	225	374	
Volume Left	14	0	0	38	0	
Volume Right	27	0	70	0	0	
cSH	67	1700	1700	238	1700	
Volume to Capacity	0.61	0.11	0.10	0.16	0.22	
Queue Length 95th (m)	19.9	0.0	0.0	4.2	0.0	
Control Delay (s)	120.7	0.0	0.0	7.3	0.0	
Lane LOS	F			A		
Approach Delay (s)	120.7	0.0	2.7			
Approach LOS	F					
Intersection Summary						
Average Delay			6.6			
Intersection Capacity Utilization			41.6%		ICU Level of Service	A
Analysis Period (min)	15					

Lanes, Volumes, Timings  
6: Yonge St & Yorkville Ave

03/15/2018



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	66	35	41	220	516	175
Future Volume (vph)	66	35	41	220	516	175
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.0	3.0	3.5	3.5	3.5	3.5
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor	0.79			0.98	0.88	
Frt	0.953				0.962	
Flt Protected	0.968			0.992		
Satd. Flow (prot)	1458	0	0	3337	2915	0
Flt Permitted	0.968			0.785		
Satd. Flow (perm)	1251	0	0	2578	2915	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	30				107	
Link Speed (k/h)	48			48	48	
Link Distance (m)	74.1			76.1	22.2	
Travel Time (s)	5.6			5.7	1.7	
Confl. Peds. (#/hr)	162	170	180			180
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	3%	12%	5%	3%	4%
Adj. Flow (vph)	73	39	46	244	573	194
Shared Lane Traffic (%)						
Lane Group Flow (vph)	112	0	0	290	767	0
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Minimum Split (s)	24.0		22.0	22.0	22.0	
Total Split (s)	25.0		60.0	60.0	60.0	
Total Split (%)	29.4%		70.6%	70.6%	70.6%	
Yellow Time (s)	3.0		4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Act Effct Green (s)	20.0			54.0	54.0	
Actuated g/C Ratio	0.24			0.64	0.64	
v/c Ratio	0.31			0.18	0.41	
Control Delay	22.4			6.7	7.2	
Queue Delay	0.0			0.0	0.0	
Total Delay	22.4			6.7	7.2	
LOS	C			A	A	
Approach Delay	22.4			6.7	7.2	
Approach LOS	C			A	A	
Queue Length 50th (m)	10.8			9.0	23.9	
Queue Length 95th (m)	24.6			14.1	34.1	
Internal Link Dist (m)	50.1			52.1	0.1	
Turn Bay Length (m)						
Base Capacity (vph)	366			1637	1890	



Lanes, Volumes, Timings  
6: Yonge St & Yorkville Ave

03/15/2018



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.31			0.18	0.41	

Intersection Summary

Area Type:	Other
Cycle Length:	85
Actuated Cycle Length:	85
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle:	50
Control Type:	Pretimed
Maximum v/c Ratio:	0.41
Intersection Signal Delay:	8.5
Intersection LOS:	A
Intersection Capacity Utilization	61.1%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 6: Yonge St & Yorkville Ave



Lanes, Volumes, Timings  
7: Bay St & Cumberland St

03/15/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕↕			↕↕	
Traffic Volume (vph)	67	0	65	0	0	0	0	253	0	0	517	0
Future Volume (vph)	67	0	65	0	0	0	0	253	0	0	517	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.98										
Frt		0.926										
Flt Protected		0.975										
Satd. Flow (prot)	0	2871	0	0	1842	0	0	3336	0	0	3500	0
Flt Permitted		0.815										
Satd. Flow (perm)	0	2373	0	0	1842	0	0	3336	0	0	3500	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		72										
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		190.2			155.6			102.4			95.5	
Travel Time (s)		14.3			11.7			7.7			7.2	
Confl. Peds. (#/hr)	20		1					136				136
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
Heavy Vehicles (%)	13%	2%	10%	2%	2%	2%	2%	7%	2%	2%	2%	2%
Adj. Flow (vph)	74	0	72	0	0	0	0	281	0	0	574	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	146	0	0	0	0	0	281	0	0	574	0
Turn Type	Perm	NA						NA			NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8								
Minimum Split (s)	25.0	25.0		25.0	25.0			29.0			29.0	
Total Split (s)	26.0	26.0		26.0	26.0			46.0			46.0	
Total Split (%)	36.1%	36.1%		36.1%	36.1%			63.9%			63.9%	
Yellow Time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0			2.0			2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		20.0						40.0			40.0	
Actuated g/C Ratio		0.28						0.56			0.56	
v/c Ratio		0.21						0.15			0.30	
Control Delay		11.7						8.0			9.0	
Queue Delay		0.0						0.0			0.0	
Total Delay		11.7						8.0			9.0	
LOS		B						A			A	
Approach Delay		11.7						8.0			9.0	
Approach LOS		B						A			A	
Queue Length 50th (m)		3.8						8.8			19.8	
Queue Length 95th (m)		10.3						14.2			28.4	
Internal Link Dist (m)		166.2			131.6			78.4			71.5	
Turn Bay Length (m)												
Base Capacity (vph)		711						1853			1944	
Starvation Cap Reductn		0						0			0	

Lanes, Volumes, Timings  
 7: Bay St & Cumberland St

03/15/2018

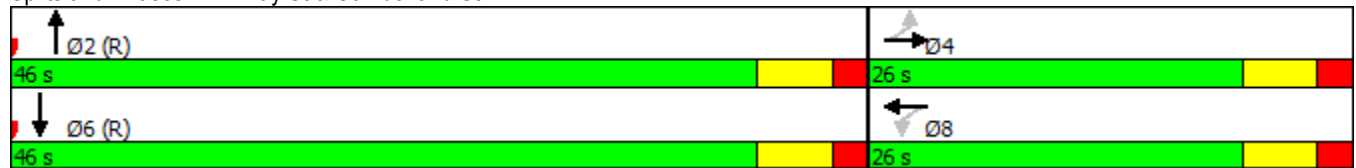


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn		0						0			0	
Storage Cap Reductn		0						0			0	
Reduced v/c Ratio		0.21						0.15			0.30	

Intersection Summary

Area Type:	Other
Cycle Length:	72
Actuated Cycle Length:	72
Offset:	0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle:	55
Control Type:	Pretimed
Maximum v/c Ratio:	0.30
Intersection Signal Delay:	9.1
Intersection LOS:	A
Intersection Capacity Utilization	45.0%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 7: Bay St & Cumberland St



Lanes, Volumes, Timings  
 8: Yonge St/Yoge St & Cumberland St

03/15/2018



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	27	67	0	483	594	0
Future Volume (vph)	27	67	0	483	594	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.0	3.0	3.5	3.5	3.5	3.5
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor						
Frt	0.904					
Flt Protected	0.986					
Satd. Flow (prot)	1556	0	0	3305	3400	0
Flt Permitted	0.986					
Satd. Flow (perm)	1556	0	0	3305	3400	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	69.8			103.3	15.7	
Travel Time (s)	5.2			7.7	1.2	
Confl. Peds. (#/hr)	148	341	313			313
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	1%	2%	8%	5%	0%
Adj. Flow (vph)	30	74	0	537	660	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	104	0	0	537	660	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	36.4%
Analysis Period (min)	15
	ICU Level of Service A

# HCM Unsignalized Intersection Capacity Analysis

## 8: Yonge St/Yoge St & Cumberland St

03/15/2018



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	27	67	0	483	594	0
Future Volume (Veh/h)	27	67	0	483	594	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	30	74	0	537	660	0
Pedestrians	313			341	148	
Lane Width (m)	3.0			3.5	3.5	
Walking Speed (m/s)	1.1			1.1	1.1	
Percent Blockage	24			30	13	
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)				103	92	
pX, platoon unblocked	0.95					
vC, conflicting volume	1390	984	973			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1299	984	973			
tC, single (s)	6.9	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	69	44	100			
cM capacity (veh/h)	95	133	537			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	104	268	268	330	330	
Volume Left	30	0	0	0	0	
Volume Right	74	0	0	0	0	
cSH	119	1700	1700	1700	1700	
Volume to Capacity	0.87	0.16	0.16	0.19	0.19	
Queue Length 95th (m)	40.7	0.0	0.0	0.0	0.0	
Control Delay (s)	118.9	0.0	0.0	0.0	0.0	
Lane LOS	F					
Approach Delay (s)	118.9	0.0		0.0		
Approach LOS	F					
Intersection Summary						
Average Delay	9.5					
Intersection Capacity Utilization	36.4%			ICU Level of Service	A	
Analysis Period (min)	15					

Lanes, Volumes, Timings  
9: Yorkville Ave

03/15/2018



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.0	3.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1842	0	0	1842	1739	0
Flt Permitted						
Satd. Flow (perm)	1842	0	0	1842	1739	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	152.8			74.1	91.9	
Travel Time (s)	11.5			5.6	6.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	0.0%
	ICU Level of Service A
Analysis Period (min)	15

# HCM Unsignalized Intersection Capacity Analysis

## 9: Yorkville Ave

03/15/2018



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→			←	↙	↘
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (m)	153			74		
pX, platoon unblocked						
vC, conflicting volume	0			0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0			0	0	
tC, single (s)	4.1			6.4	6.2	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.3	
p0 queue free %	100			100	100	
cM capacity (veh/h)	1623			1023	1085	
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (m)	0.0	0.0	0.0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS				A		
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS				A		
Intersection Summary						
Average Delay	0.0					
Intersection Capacity Utilization	0.0%			ICU Level of Service	A	
Analysis Period (min)	15					

Lanes, Volumes, Timings  
10: Cumberland St

03/15/2018



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.0	3.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1842	1842	0	1739	0
Flt Permitted						
Satd. Flow (perm)	0	1842	1842	0	1739	0
Link Speed (k/h)		48	48		48	
Link Distance (m)		155.6	69.8		91.9	
Travel Time (s)		11.7	5.2		6.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	0.0%
ICU Level of Service	A
Analysis Period (min)	15



HCM Unsignalized Intersection Capacity Analysis  
 10: Cumberland St

03/15/2018



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↘	
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (m)		155				
pX, platoon unblocked						
vC, conflicting volume	0				0	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				0	0
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1623				1023	1085
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (m)	0.0	0.0	0.0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings  
1: Yonge St & Bloor St

03/15/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕↕			↕↕	
Traffic Volume (vph)	1	701	9	0	649	5	0	546	10	1	461	17
Future Volume (vph)	1	701	9	0	649	5	0	546	10	1	461	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.99			1.00			0.99			0.98	
Frt		0.998			0.999			0.997			0.995	
Flt Protected												
Satd. Flow (prot)	0	3505	0	0	3512	0	0	3455	0	0	3444	0
Flt Permitted		0.955									0.954	
Satd. Flow (perm)	0	3347	0	0	3512	0	0	3455	0	0	3284	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			1			2			4	
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		232.1			233.5			189.9			103.3	
Travel Time (s)		17.4			17.5			14.2			7.7	
Confl. Peds. (#/hr)	1751		1320	1320		1751	1116		1271	1271		1116
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	0%	2%	1%	20%	2%	2%	0%	0%	1%	5%
Adj. Flow (vph)	1	738	9	0	683	5	0	575	11	1	485	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	748	0	0	688	0	0	586	0	0	504	0
Turn Type	Perm	NA			NA			NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		26.0	26.0		26.0	26.0	
Total Split (s)	33.0	33.0		33.0	33.0		31.0	31.0		31.0	31.0	
Total Split (%)	34.4%	34.4%		34.4%	34.4%		32.3%	32.3%		32.3%	32.3%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		-1.0			-1.0			-1.0			-1.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag							Lag	Lag		Lag	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	C-Max	C-Max		None	None		None	None		None	None	
Act Effct Green (s)		61.9			61.9			24.1			24.1	
Actuated g/C Ratio		0.64			0.64			0.25			0.25	
v/c Ratio		0.35			0.30			0.68			0.61	
Control Delay		8.7			8.4			36.2			34.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		8.7			8.4			36.2			34.6	
LOS		A			A			D			C	
Approach Delay		8.7			8.4			36.2			34.6	
Approach LOS		A			A			D			C	
Queue Length 50th (m)		29.0			25.7			52.3			43.8	
Queue Length 95th (m)		47.0			41.8			64.1			55.0	

Lanes, Volumes, Timings  
 1: Yonge St & Bloor St

03/15/2018

Lane Group	Ø3	Ø7
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Util. Factor		
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (k/h)		
Link Distance (m)		
Travel Time (s)		
Confl. Peds. (#/hr)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	3	7
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	28.0	28.0
Minimum Split (s)	31.0	32.0
Total Split (s)	32.0	32.0
Total Split (%)	33%	33%
Yellow Time (s)	2.0	3.5
All-Red Time (s)	0.0	0.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Recall Mode	None	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (m)		
Queue Length 95th (m)		

Lanes, Volumes, Timings  
1: Yonge St & Bloor St

03/15/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (m)		208.1			209.5			165.9			79.3	
Turn Bay Length (m)												
Base Capacity (vph)		2159			2266			961			915	
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		0.35			0.30			0.61			0.55	

Intersection Summary

Area Type:	Other
Cycle Length:	96
Actuated Cycle Length:	96
Offset:	0 (0%), Referenced to phase 2:EBTL, Start of Green
Natural Cycle:	85
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.68
Intersection Signal Delay:	20.2
Intersection LOS:	C
Intersection Capacity Utilization	45.5%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 1: Yonge St & Bloor St



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Lane Group	Ø3	Ø7
Internal Link Dist (m)		
Turn Bay Length (m)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

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Lanes, Volumes, Timings  
2: Bay St & Bloor St

03/15/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	514	69	95	475	101	137	853	9	96	417	104
Future Volume (vph)	72	514	69	95	475	101	137	853	9	96	417	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.0	3.5	3.5	3.0	3.5	3.5	3.0	3.5	3.5	3.0	3.5	3.5
Storage Length (m)	15.2		0.0	13.7		0.0	20.4		0.0	10.4		0.0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (m)	7.6			7.6			7.6			7.6		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.84	0.95		0.85	0.92		0.84	1.00		0.90	0.91	
Frt		0.982			0.974			0.999			0.970	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1685	3307	0	1636	3177	0	1685	3518	0	1668	3090	0
Flt Permitted	0.340			0.342			0.290			0.314		
Satd. Flow (perm)	506	3307	0	503	3177	0	432	3518	0	494	3090	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19			4			1			37	
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		285.7			232.1			134.3			102.4	
Travel Time (s)		21.4			17.4			10.1			7.7	
Confl. Peds. (#/hr)	845		695	695		845	966		546	546		966
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	0%	3%	1%	1%	0%	1%	0%	1%	1%	4%
Adj. Flow (vph)	76	541	73	100	500	106	144	898	9	101	439	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	76	614	0	100	606	0	144	907	0	101	548	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	23.0	23.0		23.0	23.0		6.0	23.0		22.0	22.0	
Minimum Split (s)	29.0	29.0		29.0	29.0		10.0	29.0		29.0	29.0	
Total Split (s)	40.0	40.0		40.0	40.0		15.0	50.0		35.0	35.0	
Total Split (%)	44.4%	44.4%		44.4%	44.4%		16.7%	55.6%		38.9%	38.9%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		1.0	3.0		3.0	3.0	
Lost Time Adjust (s)	-1.0	-1.0		-4.0	-1.0		2.0	-1.0		-1.0	-1.0	
Total Lost Time (s)	5.0	5.0		2.0	5.0		6.0	5.0		5.0	5.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Recall Mode	Max	Max		Max	Max		None	C-Max		C-Max	C-Max	
Act Effct Green (s)	35.0	35.0		38.0	35.0		44.0	45.0		31.6	31.6	
Actuated g/C Ratio	0.39	0.39		0.42	0.39		0.49	0.50		0.35	0.35	
v/c Ratio	0.39	0.47		0.47	0.49		0.46	0.52		0.58	0.49	
Control Delay	27.2	21.4		27.9	22.3		17.9	16.5		41.2	23.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.5	
Total Delay	27.2	21.4		27.9	22.3		17.9	16.5		41.2	23.9	
LOS	C	C		C	C		B	B		D	C	

Lanes, Volumes, Timings  
2: Bay St & Bloor St

03/15/2018

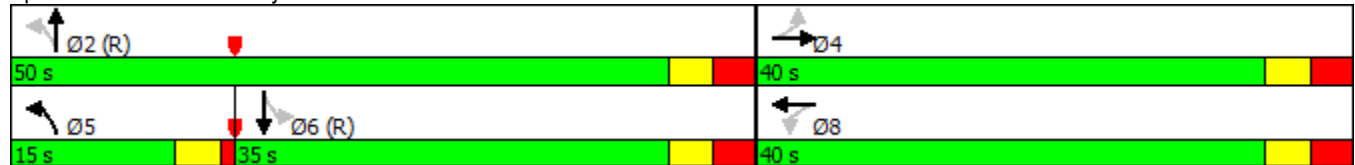


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		22.0			23.1			16.6			26.6	
Approach LOS		C			C			B			C	
Queue Length 50th (m)	9.3	39.5		12.1	40.4		13.3	52.8		14.1	36.0	
Queue Length 95th (m)	22.1	54.6		28.2	55.5		23.9	69.0		#37.3	52.4	
Internal Link Dist (m)		261.7			208.1			110.3			78.4	
Turn Bay Length (m)	15.2			13.7			20.4			10.4		
Base Capacity (vph)	196	1297		212	1237		336	1759		173	1108	
Starvation Cap Reductn	0	0		0	0		0	0		0	209	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.39	0.47		0.47	0.49		0.43	0.52		0.58	0.61	

Intersection Summary

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.58  
 Intersection Signal Delay: 21.4  
 Intersection LOS: C  
 Intersection Capacity Utilization 97.3%  
 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: 2: Bay St & Bloor St



Lanes, Volumes, Timings  
3: Bay St & Yorkville Ave

03/15/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	33	60	20	132	124	77	76	783	150	42	417	82
Future Volume (vph)	33	60	20	132	124	77	76	783	150	42	417	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.90			0.83			0.97			0.95	
Frt		0.976			0.969			0.978			0.977	
Flt Protected		0.986			0.981			0.996			0.996	
Satd. Flow (prot)	0	1689	0	0	1610	0	0	3358	0	0	3269	0
Flt Permitted		0.844			0.828			0.849			0.807	
Satd. Flow (perm)	0	1387	0	0	1220	0	0	2837	0	0	2644	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			18			35			35	
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		200.3			161.7			95.5			115.7	
Travel Time (s)		15.0			12.1			7.2			8.7	
Confl. Peds. (#/hr)	263		358	358		263	106		60	60		106
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	5%	5%	2%	2%	1%	1%	0%	0%	2%	0%
Adj. Flow (vph)	35	63	21	139	131	81	80	824	158	44	439	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	119	0	0	351	0	0	1062	0	0	569	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	24.0	24.0		24.0	24.0		17.0	17.0		17.0	17.0	
Minimum Split (s)	30.0	30.0		30.0	30.0		23.0	23.0		23.0	23.0	
Total Split (s)	36.0	36.0		36.0	36.0		54.0	54.0		54.0	54.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		60.0%	60.0%		60.0%	60.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		-1.0			-1.0			-1.0			-1.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)		29.1			29.1			50.9			50.9	
Actuated g/C Ratio		0.32			0.32			0.57			0.57	
v/c Ratio		0.26			0.86			0.66			0.38	
Control Delay		21.0			48.9			15.9			11.3	
Queue Delay		0.0			0.0			5.6			0.0	
Total Delay		21.0			48.9			21.5			11.3	
LOS		C			D			C			B	
Approach Delay		21.0			48.9			21.5			11.3	
Approach LOS		C			D			C			B	
Queue Length 50th (m)		12.9			52.0			63.6			26.2	
Queue Length 95th (m)		25.6			#98.2			85.4			37.4	



Lanes, Volumes, Timings  
3: Bay St & Yorkville Ave

03/15/2018

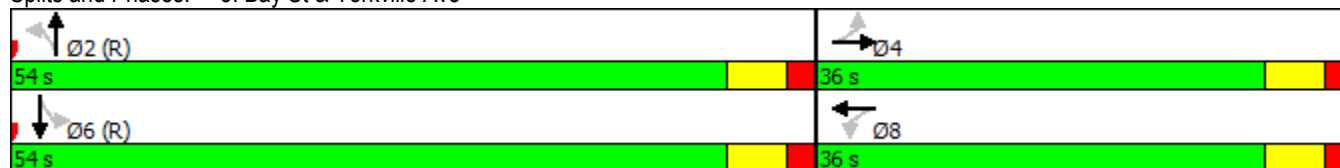


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (m)		176.3			137.7			71.5			91.7	
Turn Bay Length (m)												
Base Capacity (vph)		486			432			1618			1509	
Starvation Cap Reductn		0			0			490			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.24			0.81			0.94			0.38	

Intersection Summary

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.86  
 Intersection Signal Delay: 23.3  
 Intersection LOS: C  
 Intersection Capacity Utilization 85.2%  
 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: 3: Bay St & Yorkville Ave



Lanes, Volumes, Timings  
4: Yonge St & Collier St

03/15/2018



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑			↑↑
Traffic Volume (vph)	0	0	680	94	16	489
Future Volume (vph)	0	0	680	94	16	489
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.982					
Flt Protected						0.998
Satd. Flow (prot)	0	0	3475	0	0	3529
Flt Permitted						0.998
Satd. Flow (perm)	0	0	3475	0	0	3529
Link Speed (k/h)	48		48		48	
Link Distance (m)	111.8		22.2		163.1	
Travel Time (s)	8.4		1.7		12.2	
Confl. Peds. (#/hr)				496	496	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	1%	0%	0%	1%
Adj. Flow (vph)	0	0	716	99	17	515
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	815	0	0	532
Sign Control	Stop		Free		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	28.4%
ICU Level of Service	A
Analysis Period (min)	15

# HCM Unsignalized Intersection Capacity Analysis

## 4: Yonge St & Collier St

03/15/2018



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑			↑↑
Traffic Volume (veh/h)	0	0	680	94	16	489
Future Volume (Veh/h)	0	0	680	94	16	489
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	0	716	99	17	515
Pedestrians	496					
Lane Width (m)	0.0					
Walking Speed (m/s)	1.1					
Percent Blockage	0					
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (m)	22					
pX, platoon unblocked	0.91	0.91			0.91	
vC, conflicting volume	1553	904			1311	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1417	706			1152	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			97	
cM capacity (veh/h)	113	346			561	
<b>Direction, Lane #</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>		
Volume Total	477	338	189	343		
Volume Left	0	0	17	0		
Volume Right	0	99	0	0		
cSH	1700	1700	561	1700		
Volume to Capacity	0.28	0.20	0.03	0.20		
Queue Length 95th (m)	0.0	0.0	0.7	0.0		
Control Delay (s)	0.0	0.0	1.4	0.0		
Lane LOS	A					
Approach Delay (s)	0.0		0.5			
Approach LOS						
<b>Intersection Summary</b>						
Average Delay			0.2			
Intersection Capacity Utilization			28.4%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes, Volumes, Timings  
5: Yonge St & Asquith Avenue

03/15/2018



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	17	70	616	56	17	378
Future Volume (vph)	17	70	616	56	17	378
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.0	3.0	3.5	3.5	3.5	3.5
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.891		0.987			
Flt Protected	0.990					0.998
Satd. Flow (prot)	1492	0	3449	0	0	3529
Flt Permitted	0.990					0.998
Satd. Flow (perm)	1492	0	3449	0	0	3529
Link Speed (k/h)	48		48			48
Link Distance (m)	191.3		15.7			76.1
Travel Time (s)	14.3		1.2			5.7
Confl. Peds. (#/hr)				670	670	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	6%	2%	4%	0%	1%
Adj. Flow (vph)	18	74	648	59	18	398
Shared Lane Traffic (%)						
Lane Group Flow (vph)	92	0	707	0	0	416
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	34.9% ICU Level of Service A
Analysis Period (min)	15

# HCM Unsignalized Intersection Capacity Analysis

## 5: Yonge St & Asquith Avenue

03/15/2018



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	17	70	616	56	17	378
Future Volume (Veh/h)	17	70	616	56	17	378
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	18	74	648	59	18	398
Pedestrians	670					
Lane Width (m)	3.0					
Walking Speed (m/s)	1.1					
Percent Blockage	51					
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (m)	119			76		
pX, platoon unblocked	0.86	0.86			0.86	
vC, conflicting volume	1582	1024			1377	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1344	691			1104	
tC, single (s)	6.8	7.0			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.4			2.2	
p0 queue free %	69	54			93	
cM capacity (veh/h)	57	159			270	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	92	432	275	151	265	
Volume Left	18	0	0	18	0	
Volume Right	74	0	59	0	0	
cSH	118	1700	1700	270	1700	
Volume to Capacity	0.78	0.25	0.16	0.07	0.16	
Queue Length 95th (m)	34.0	0.0	0.0	1.6	0.0	
Control Delay (s)	100.6	0.0	0.0	3.5	0.0	
Lane LOS	F			A		
Approach Delay (s)	100.6	0.0		1.3		
Approach LOS	F					
Intersection Summary						
Average Delay			8.1			
Intersection Capacity Utilization			34.9%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes, Volumes, Timings  
6: Yonge St & Yorkville Ave

03/15/2018



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	168	59	98	597	339	147
Future Volume (vph)	168	59	98	597	339	147
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.0	3.0	3.5	3.5	3.5	3.5
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor	0.75			0.96	0.83	
Frt	0.965				0.955	
Flt Protected	0.964			0.993		
Satd. Flow (prot)	1503	0	0	3495	2792	0
Flt Permitted	0.964			0.788		
Satd. Flow (perm)	1230	0	0	2666	2792	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	18				155	
Link Speed (k/h)	48			48	48	
Link Distance (m)	65.2			76.1	22.2	
Travel Time (s)	4.9			5.7	1.7	
Confl. Peds. (#/hr)	173	274	289			289
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	2%	4%	1%	1%	1%
Adj. Flow (vph)	177	62	103	628	357	155
Shared Lane Traffic (%)						
Lane Group Flow (vph)	239	0	0	731	512	0
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Minimum Split (s)	24.0		22.0	22.0	22.0	
Total Split (s)	25.0		65.0	65.0	65.0	
Total Split (%)	27.8%		72.2%	72.2%	72.2%	
Yellow Time (s)	3.0		4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Act Effct Green (s)	20.0			59.0	59.0	
Actuated g/C Ratio	0.22			0.66	0.66	
v/c Ratio	0.69			0.42	0.27	
Control Delay	41.2			8.2	4.8	
Queue Delay	0.0			0.0	0.0	
Total Delay	41.2			8.2	4.8	
LOS	D			A	A	
Approach Delay	41.2			8.2	4.8	
Approach LOS	D			A	A	
Queue Length 50th (m)	35.3			28.0	11.3	
Queue Length 95th (m)	#65.0			38.4	17.6	
Internal Link Dist (m)	41.2			52.1	0.1	
Turn Bay Length (m)						
Base Capacity (vph)	348			1747	1883	

Lanes, Volumes, Timings  
6: Yonge St & Yorkville Ave

03/15/2018

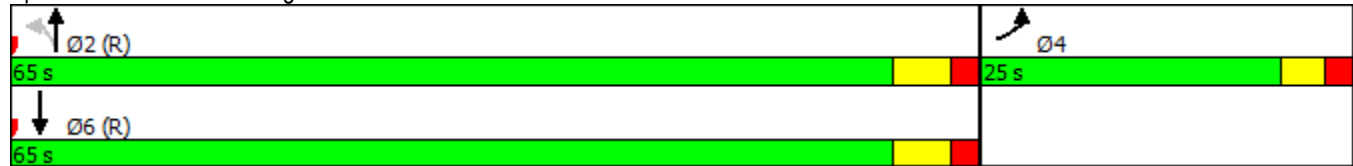


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.69			0.42	0.27	

Intersection Summary

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 50  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.69  
 Intersection Signal Delay: 12.4  
 Intersection LOS: B  
 Intersection Capacity Utilization 66.0%  
 ICU Level of Service C  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 6: Yonge St & Yorkville Ave



Lanes, Volumes, Timings  
7: Yonge St & Cumberland St

03/15/2018



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	139	89	0	535	390	0
Future Volume (vph)	139	89	0	535	390	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.0	3.0	3.5	3.5	3.5	3.5
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor						
Frt	0.947					
Flt Protected	0.970					
Satd. Flow (prot)	1607	0	0	3500	3535	0
Flt Permitted	0.970					
Satd. Flow (perm)	1607	0	0	3500	3535	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	64.7			103.3	15.7	
Travel Time (s)	4.9			7.7	1.2	
Confl. Peds. (#/hr)	38	4	466			466
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	2%	2%	2%	1%	2%
Adj. Flow (vph)	146	94	0	563	411	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	240	0	0	563	411	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	34.8% ICU Level of Service A
Analysis Period (min)	15



# HCM Unsignalized Intersection Capacity Analysis

## 7: Yonge St & Cumberland St

03/15/2018



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			↑↑	↑↑	
Traffic Volume (veh/h)	139	89	0	535	390	0
Future Volume (Veh/h)	139	89	0	535	390	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	146	94	0	563	411	0
Pedestrians	466			4	38	
Lane Width (m)	3.0			3.5	3.5	
Walking Speed (m/s)	1.1			1.1	1.1	
Percent Blockage	35			0	3	
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)				103	92	
pX, platoon unblocked	0.85					
vC, conflicting volume	1196	676	877			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	890	676	877			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	4	63	100			
cM capacity (veh/h)	152	255	495			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	240	282	282	206	206	
Volume Left	146	0	0	0	0	
Volume Right	94	0	0	0	0	
cSH	181	1700	1700	1700	1700	
Volume to Capacity	1.33	0.17	0.17	0.12	0.12	
Queue Length 95th (m)	105.7	0.0	0.0	0.0	0.0	
Control Delay (s)	231.1	0.0	0.0	0.0	0.0	
Lane LOS	F					
Approach Delay (s)	231.1	0.0		0.0		
Approach LOS	F					
Intersection Summary						
Average Delay	45.7					
Intersection Capacity Utilization	34.8%			ICU Level of Service	A	
Analysis Period (min)	15					

Lanes, Volumes, Timings  
8: Bay St & Cumberland St

03/15/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕↕			↕↕	
Traffic Volume (vph)	47	56	79	43	0	66	0	876	150	45	520	0
Future Volume (vph)	47	56	79	43	0	66	0	876	150	45	520	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.77			0.71			0.91			0.99	
Frt		0.935			0.918			0.978				
Flt Protected		0.987			0.981						0.996	
Satd. Flow (prot)	0	2686	0	0	1372	0	0	3159	0	0	3491	0
Flt Permitted		0.859			0.805						0.798	
Satd. Flow (perm)	0	2190	0	0	989	0	0	3159	0	0	2774	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		36			37			1				
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		190.2			160.7			102.4			95.5	
Travel Time (s)		14.3			12.1			7.7			7.2	
Confl. Peds. (#/hr)	239		582	582		239	530		471	471		530
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	0%	0%	0%	2%	0%	2%	1%	1%	0%	2%	2%
Adj. Flow (vph)	49	59	83	45	0	69	0	922	158	47	547	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	191	0	0	114	0	0	1080	0	0	594	0
Turn Type	Perm	NA		Perm	NA			NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8						6		
Minimum Split (s)	25.0	25.0		25.0	25.0			29.0		29.0	29.0	
Total Split (s)	26.0	26.0		26.0	26.0			62.0		62.0	62.0	
Total Split (%)	29.5%	29.5%		29.5%	29.5%			70.5%		70.5%	70.5%	
Yellow Time (s)	4.0	4.0		4.0	4.0			4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0			2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		20.0			20.0			56.0			56.0	
Actuated g/C Ratio		0.23			0.23			0.64			0.64	
v/c Ratio		0.36			0.45			0.54			0.34	
Control Delay		25.4			26.6			10.1			8.0	
Queue Delay		0.0			0.0			2.2			0.7	
Total Delay		25.4			26.6			12.2			8.7	
LOS		C			C			B			A	
Approach Delay		25.4			26.6			12.2			8.7	
Approach LOS		C			C			B			A	
Queue Length 50th (m)		11.5			11.0			47.4			21.8	
Queue Length 95th (m)		21.0			26.8			62.4			30.5	
Internal Link Dist (m)		166.2			136.7			78.4			71.5	
Turn Bay Length (m)												
Base Capacity (vph)		525			253			2010			1765	
Starvation Cap Reductn		0			0			751			782	

Lanes, Volumes, Timings  
 8: Bay St & Cumberland St

03/15/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.36			0.45			0.86			0.60	

Intersection Summary

Area Type:	Other
Cycle Length:	88
Actuated Cycle Length:	88
Offset:	0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle:	55
Control Type:	Pretimed
Maximum v/c Ratio:	0.54
Intersection Signal Delay:	13.3
Intersection LOS:	B
Intersection Capacity Utilization	95.6%
ICU Level of Service	F
Analysis Period (min)	15

Splits and Phases: 8: Bay St & Cumberland St



Lanes, Volumes, Timings  
9: Yorkville Ave

03/15/2018



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.0	3.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1842	0	0	1842	1739	0
Flt Permitted						
Satd. Flow (perm)	1842	0	0	1842	1739	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	161.7			65.2	92.0	
Travel Time (s)	12.1			4.9	6.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	0.0%
	ICU Level of Service A
Analysis Period (min)	15

# HCM Unsignalized Intersection Capacity Analysis

## 9: Yorkville Ave

03/15/2018



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→			←	↙	↘
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (m)	162		65			
pX, platoon unblocked						
vC, conflicting volume			0		0	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		0	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1623		1023	1085
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>NB 1</b>			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (m)	0.0	0.0	0.0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
<b>Intersection Summary</b>						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes, Volumes, Timings  
10: Cumberland St

03/15/2018



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↑		↕	
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.0	3.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1842	1842	0	1739	0
Flt Permitted						
Satd. Flow (perm)	0	1842	1842	0	1739	0
Link Speed (k/h)		48	48		48	
Link Distance (m)		160.7	64.7		92.0	
Travel Time (s)		12.1	4.9		6.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	0.0%
ICU Level of Service	A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis  
 10: Cumberland St

03/15/2018



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↶		↶	
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (m)		161				
pX, platoon unblocked						
vC, conflicting volume	0				0	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				0	0
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1623				1023	1085
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (m)	0.0	0.0	0.0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			

# APPENDIX



## TOTAL FUTURE INTERSECTION CAPACITY ANALYSIS



Lanes, Volumes, Timings  
1: Yonge St & Bloor St

03/15/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕↕			↕↕	
Traffic Volume (vph)	0	634	2	0	719	8	0	243	4	1	593	21
Future Volume (vph)	0	634	2	0	719	8	0	243	4	1	593	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		1.00			0.99			0.99			0.99	
Fr <sub>t</sub>					0.998			0.998			0.995	
Flt Protected												
Satd. Flow (prot)	0	3392	0	0	3410	0	0	3243	0	0	3387	0
Flt Permitted											0.955	
Satd. Flow (perm)	0	3392	0	0	3410	0	0	3243	0	0	3233	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					1			1			4	
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		232.1			233.5			189.9			103.3	
Travel Time (s)		17.4			17.5			14.2			7.7	
Confl. Peds. (#/hr)	715		563	563		715	275		542	542		275
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
Heavy Vehicles (%)	7%	5%	50%	3%	4%	0%	15%	9%	25%	0%	3%	25%
Adj. Flow (vph)	0	704	2	0	799	9	0	270	4	1	659	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	706	0	0	808	0	0	274	0	0	683	0
Turn Type		NA			NA			NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		26.0	26.0		26.0	26.0	
Total Split (s)	33.0	33.0		33.0	33.0		31.0	31.0		31.0	31.0	
Total Split (%)	34.4%	34.4%		34.4%	34.4%		32.3%	32.3%		32.3%	32.3%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		-1.0			-1.0			-1.0			-1.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag							Lag	Lag		Lag	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	C-Max	C-Max		Max	Max		Max	Max		Max	Max	
Act Effct Green (s)		28.0			28.0			26.0			26.0	
Actuated g/C Ratio		0.29			0.29			0.27			0.27	
v/c Ratio		0.71			0.81			0.31			0.78	
Control Delay		35.2			39.3			29.0			39.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		35.2			39.3			29.0			39.3	
LOS		D			D			C			D	
Approach Delay		35.2			39.3			29.0			39.3	
Approach LOS		D			D			C			D	
Queue Length 50th (m)		61.3			72.8			21.2			61.2	
Queue Length 95th (m)		81.5			95.3			32.1			81.7	

Lanes, Volumes, Timings  
1: Yonge St & Bloor St

03/15/2018

Lane Group	Ø3	Ø7
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Util. Factor		
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (k/h)		
Link Distance (m)		
Travel Time (s)		
Confl. Peds. (#/hr)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	3	7
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	28.0	28.0
Minimum Split (s)	31.0	32.0
Total Split (s)	32.0	32.0
Total Split (%)	33%	33%
Yellow Time (s)	3.0	3.0
All-Red Time (s)	0.0	0.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Recall Mode	Max	Max
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (m)		
Queue Length 95th (m)		

Lanes, Volumes, Timings  
1: Yonge St & Bloor St

03/15/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (m)		208.1			209.5			165.9				79.3
Turn Bay Length (m)												
Base Capacity (vph)		989			995			879				878
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		0.71			0.81			0.31				0.78

Intersection Summary

Area Type:	Other
Cycle Length:	96
Actuated Cycle Length:	96
Offset:	0 (0%), Referenced to phase 2:EBTL, Start of Green
Natural Cycle:	85
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.81
Intersection Signal Delay:	37.0
Intersection LOS:	D
Intersection Capacity Utilization	46.6%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 1: Yonge St & Bloor St

Ø2 (R)	Ø3	Ø4
33 s	32 s	31 s
Ø6	Ø7	Ø8
33 s	32 s	31 s





















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Lane Group	Ø3	Ø7
Internal Link Dist (m)		
Turn Bay Length (m)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

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Lanes, Volumes, Timings  
2: Bay St & Bloor St

03/15/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	532	106	102	515	81	57	426	8	54	521	58
Future Volume (vph)	70	532	106	102	515	81	57	426	8	54	521	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.0	3.5	3.5	3.0	3.5	3.5	3.0	3.5	3.5	3.0	3.5	3.5
Storage Length (m)	15.2		0.0	13.7		0.0	20.4		0.0	10.4		0.0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (m)	7.6			7.6			7.6			7.6		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.87	0.95		0.91	0.96		0.89	1.00		0.90	0.97	
Frt		0.975			0.980			0.997			0.985	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1574	3189	0	1636	3233	0	1465	3326	0	1636	3251	0
Flt Permitted	0.400			0.213			0.343			0.447		
Satd. Flow (perm)	578	3189	0	335	3233	0	468	3326	0	693	3251	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		32			29			2			14	
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		285.7			232.1			134.3			102.4	
Travel Time (s)		21.4			17.4			10.1			7.7	
Confl. Peds. (#/hr)	286		295	295		286	428		191	191		428
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
Heavy Vehicles (%)	7%	4%	1%	3%	3%	6%	15%	6%	37%	3%	4%	9%
Adj. Flow (vph)	78	591	118	113	572	90	63	473	9	60	579	64
Shared Lane Traffic (%)												
Lane Group Flow (vph)	78	709	0	113	662	0	63	482	0	60	643	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		4		3	8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		3	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	23.0	23.0		6.0	23.0		22.0	22.0		23.0	23.0	
Minimum Split (s)	30.0	30.0		10.0	30.0		29.0	29.0		30.0	30.0	
Total Split (s)	39.0	39.0		13.0	52.0		33.0	33.0		33.0	33.0	
Total Split (%)	45.9%	45.9%		15.3%	61.2%		38.8%	38.8%		38.8%	38.8%	
Yellow Time (s)	3.0	3.0		3.0	4.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	3.0	3.0		1.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		4.0	7.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)	26.9	26.9		39.1	36.1		35.9	35.9		35.9	35.9	
Actuated g/C Ratio	0.32	0.32		0.46	0.42		0.42	0.42		0.42	0.42	
v/c Ratio	0.43	0.69		0.41	0.48		0.32	0.34		0.20	0.47	
Control Delay	30.0	27.6		15.8	17.2		26.2	19.1		21.6	20.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.4	
Total Delay	30.0	27.6		15.8	17.2		26.2	19.1		21.6	20.7	
LOS	C	C		B	B		C	B		C	C	

Lanes, Volumes, Timings  
2: Bay St & Bloor St

03/15/2018

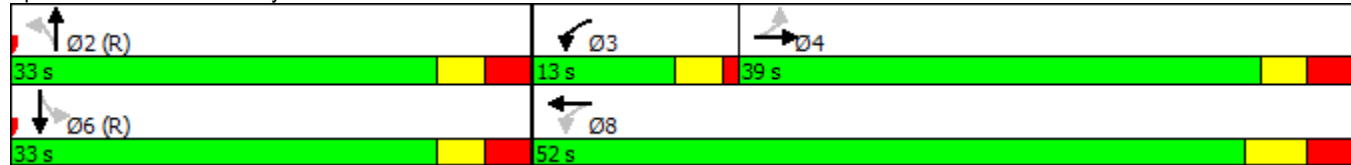


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		27.9			17.0			20.0			20.8	
Approach LOS		C			B			B			C	
Queue Length 50th (m)	10.1	51.0		9.8	36.0		6.9	28.1		6.2	39.1	
Queue Length 95th (m)	21.0	61.7		15.5	41.9		20.2	45.6		17.2	61.8	
Internal Link Dist (m)		261.7			208.1			110.3			78.4	
Turn Bay Length (m)	15.2			13.7			20.4			10.4		
Base Capacity (vph)	224	1257		291	1725		197	1407		293	1382	
Starvation Cap Reductn	0	0		0	0		0	0		0	294	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.35	0.56		0.39	0.38		0.32	0.34		0.20	0.59	

Intersection Summary

Area Type:	Other
Cycle Length:	85
Actuated Cycle Length:	85
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle:	70
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.69
Intersection Signal Delay:	21.6
Intersection LOS:	C
Intersection Capacity Utilization:	97.5%
ICU Level of Service:	F
Analysis Period (min):	15

Splits and Phases: 2: Bay St & Bloor St



Lanes, Volumes, Timings  
3: Bay St & Yorkville Ave

03/15/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	13	34	16	108	92	52	48	357	119	76	524	93
Future Volume (vph)	13	34	16	108	92	52	48	357	119	76	524	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.93			0.89			0.94			0.94	
Frt		0.965			0.972			0.966			0.980	
Flt Protected		0.990			0.979			0.995			0.995	
Satd. Flow (prot)	0	1553	0	0	1590	0	0	3062	0	0	3198	0
Flt Permitted		0.918			0.829			0.825			0.814	
Satd. Flow (perm)	0	1409	0	0	1245	0	0	2515	0	0	2593	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			16			76			34	
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		200.3			152.8			95.5			115.7	
Travel Time (s)		15.0			11.5			7.2			8.7	
Confl. Peds. (#/hr)	182		182	182		182	144		76	76		144
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
Heavy Vehicles (%)	0%	3%	31%	14%	2%	5%	10%	8%	2%	0%	4%	3%
Adj. Flow (vph)	14	38	18	120	102	58	53	397	132	84	582	103
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	70	0	0	280	0	0	582	0	0	769	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	24.0	24.0		24.0	24.0		17.0	17.0		17.0	17.0	
Minimum Split (s)	30.0	30.0		30.0	30.0		23.0	23.0		23.0	23.0	
Total Split (s)	31.0	31.0		31.0	31.0		54.0	54.0		54.0	54.0	
Total Split (%)	36.5%	36.5%		36.5%	36.5%		63.5%	63.5%		63.5%	63.5%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		-1.0			-1.0			-1.0			-1.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)		25.4			25.4			49.6			49.6	
Actuated g/C Ratio		0.30			0.30			0.58			0.58	
v/c Ratio		0.16			0.73			0.39			0.50	
Control Delay		18.3			38.1			9.1			11.4	
Queue Delay		0.0			0.0			0.6			0.0	
Total Delay		18.3			38.1			9.7			11.4	
LOS		B			D			A			B	
Approach Delay		18.3			38.1			9.7			11.4	
Approach LOS		B			D			A			B	
Queue Length 50th (m)		6.2			38.6			20.5			33.4	
Queue Length 95th (m)		15.5			#72.5			31.7			48.5	





Lanes, Volumes, Timings  
4: Yonge St & Collier St

03/15/2018



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑			↑↑
Traffic Volume (vph)	0	0	269	36	7	698
Future Volume (vph)	0	0	269	36	7	698
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.982					
Flt Protected						0.999
Satd. Flow (prot)	0	0	3358	0	0	3463
Flt Permitted						0.999
Satd. Flow (perm)	0	0	3358	0	0	3463
Link Speed (k/h)	48		48		48	
Link Distance (m)	111.8		22.2		163.1	
Travel Time (s)	8.4		1.7		12.2	
Confl. Peds. (#/hr)				712	712	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	5%	0%	0%	3%
Adj. Flow (vph)	0	0	299	40	8	776
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	339	0	0	784
Sign Control	Stop		Free		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	27.5%
Analysis Period (min)	15
	ICU Level of Service A

# HCM Unsignalized Intersection Capacity Analysis

## 4: Yonge St & Collier St

03/15/2018



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑			↑↑
Traffic Volume (veh/h)	0	0	269	36	7	698
Future Volume (Veh/h)	0	0	269	36	7	698
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	299	40	8	776
Pedestrians	712					
Lane Width (m)	0.0					
Walking Speed (m/s)	1.1					
Percent Blockage	0					
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (m)	22					
pX, platoon unblocked	0.97	0.97			0.97	
vC, conflicting volume	1435	882			1051	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1393	825			999	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			99	
cM capacity (veh/h)	128	307			683	
<b>Direction, Lane #</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>		
Volume Total	199	140	267	517		
Volume Left	0	0	8	0		
Volume Right	0	40	0	0		
cSH	1700	1700	683	1700		
Volume to Capacity	0.12	0.08	0.01	0.30		
Queue Length 95th (m)	0.0	0.0	0.3	0.0		
Control Delay (s)	0.0	0.0	0.4	0.0		
Lane LOS			A			
Approach Delay (s)	0.0		0.2			
Approach LOS						
<b>Intersection Summary</b>						
Average Delay			0.1			
Intersection Capacity Utilization			27.5%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings  
 5: Yoge St/Yonge St & Asquith Avenue

03/15/2018



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	13	31	258	63	44	505
Future Volume (vph)	13	31	258	63	44	505
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.0	3.0	3.5	3.5	3.5	3.5
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.904		0.971			
Flt Protected	0.986					0.996
Satd. Flow (prot)	1550	0	3204	0	0	3523
Flt Permitted	0.986					0.996
Satd. Flow (perm)	1550	0	3204	0	0	3523
Link Speed (k/h)	48		48			48
Link Distance (m)	191.3		15.7			76.1
Travel Time (s)	14.3		1.2			5.7
Confl. Peds. (#/hr)				805	805	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	7%	13%	0%	1%
Adj. Flow (vph)	14	34	287	70	49	561
Shared Lane Traffic (%)						
Lane Group Flow (vph)	48	0	357	0	0	610
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	41.9% ICU Level of Service A
Analysis Period (min)	15

# HCM Unsignalized Intersection Capacity Analysis

## 5: Yoge St/Yonge St & Asquith Avenue

03/15/2018



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	13	31	258	63	44	505
Future Volume (Veh/h)	13	31	258	63	44	505
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	14	34	287	70	49	561
Pedestrians	805					
Lane Width (m)	3.0					
Walking Speed (m/s)	1.1					
Percent Blockage	61					
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (m)	119			76		
pX, platoon unblocked	0.94					
vC, conflicting volume	1506	984	1162			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1402	984	1162			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	63	65	79			
cM capacity (veh/h)	38	97	237			
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	48	191	166	236	374	
Volume Left	14	0	0	49	0	
Volume Right	34	0	70	0	0	
cSH	67	1700	1700	237	1700	
Volume to Capacity	0.72	0.11	0.10	0.21	0.22	
Queue Length 95th (m)	24.6	0.0	0.0	5.7	0.0	
Control Delay (s)	142.9	0.0	0.0	9.4	0.0	
Lane LOS	F			A		
Approach Delay (s)	142.9	0.0	3.6			
Approach LOS	F					
Intersection Summary						
Average Delay	8.9					
Intersection Capacity Utilization	41.9%			ICU Level of Service		A
Analysis Period (min)	15					

Lanes, Volumes, Timings  
6: Yonge St & Yorkville Ave

03/15/2018



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	75	46	51	220	516	181
Future Volume (vph)	75	46	51	220	516	181
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.0	3.0	3.5	3.5	3.5	3.5
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor	0.79			0.97	0.87	
Frt	0.949				0.961	
Flt Protected	0.970			0.991		
Satd. Flow (prot)	1443	0	0	3327	2901	0
Flt Permitted	0.970			0.749		
Satd. Flow (perm)	1248	0	0	2445	2901	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	34				113	
Link Speed (k/h)	48			48	48	
Link Distance (m)	74.1			76.1	22.2	
Travel Time (s)	5.6			5.7	1.7	
Confl. Peds. (#/hr)	162	170	180			180
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	3%	12%	5%	3%	4%
Adj. Flow (vph)	83	51	57	244	573	201
Shared Lane Traffic (%)						
Lane Group Flow (vph)	134	0	0	301	774	0
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Minimum Split (s)	24.0		22.0	22.0	22.0	
Total Split (s)	25.0		60.0	60.0	60.0	
Total Split (%)	29.4%		70.6%	70.6%	70.6%	
Yellow Time (s)	3.0		4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Act Effct Green (s)	20.0			54.0	54.0	
Actuated g/C Ratio	0.24			0.64	0.64	
v/c Ratio	0.37			0.19	0.41	
Control Delay	23.5			6.8	7.1	
Queue Delay	0.0			0.0	0.0	
Total Delay	23.5			6.8	7.1	
LOS	C			A	A	
Approach Delay	23.5			6.8	7.1	
Approach LOS	C			A	A	
Queue Length 50th (m)	13.4			9.5	24.1	
Queue Length 95th (m)	28.9			14.8	34.3	
Internal Link Dist (m)	50.1			52.1	0.1	
Turn Bay Length (m)						
Base Capacity (vph)	365			1553	1884	

Lanes, Volumes, Timings  
6: Yonge St & Yorkville Ave

03/15/2018



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.37			0.19	0.41	

Intersection Summary

Area Type:	Other
Cycle Length:	85
Actuated Cycle Length:	85
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle:	50
Control Type:	Pretimed
Maximum v/c Ratio:	0.41
Intersection Signal Delay:	8.9
Intersection LOS:	A
Intersection Capacity Utilization	65.3%
ICU Level of Service	C
Analysis Period (min)	15

Splits and Phases: 6: Yonge St & Yorkville Ave



Lanes, Volumes, Timings  
7: Bay St & Cumberland St

03/15/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕↕			↕↕	
Traffic Volume (vph)	67	0	84	0	0	0	0	256	0	0	517	0
Future Volume (vph)	67	0	84	0	0	0	0	256	0	0	517	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.98										
Frt		0.916										
Flt Protected		0.978										
Satd. Flow (prot)	0	2852	0	0	1842	0	0	3336	0	0	3500	0
Flt Permitted		0.828										
Satd. Flow (perm)	0	2390	0	0	1842	0	0	3336	0	0	3500	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		93										
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		190.2			155.6			102.4			95.5	
Travel Time (s)		14.3			11.7			7.7			7.2	
Confl. Peds. (#/hr)	20		1					136				136
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
Heavy Vehicles (%)	13%	2%	10%	2%	2%	2%	2%	7%	2%	2%	2%	2%
Adj. Flow (vph)	74	0	93	0	0	0	0	284	0	0	574	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	167	0	0	0	0	0	284	0	0	574	0
Turn Type	Perm	NA						NA			NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8								
Minimum Split (s)	25.0	25.0		25.0	25.0			29.0			29.0	
Total Split (s)	26.0	26.0		26.0	26.0			46.0			46.0	
Total Split (%)	36.1%	36.1%		36.1%	36.1%			63.9%			63.9%	
Yellow Time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0			2.0			2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		20.0						40.0			40.0	
Actuated g/C Ratio		0.28						0.56			0.56	
v/c Ratio		0.23						0.15			0.30	
Control Delay		10.6						8.0			9.0	
Queue Delay		0.0						0.0			0.0	
Total Delay		10.6						8.0			9.0	
LOS		B						A			A	
Approach Delay		10.6						8.0			9.0	
Approach LOS		B						A			A	
Queue Length 50th (m)		3.8						9.0			19.8	
Queue Length 95th (m)		10.6						14.3			28.4	
Internal Link Dist (m)		166.2			131.6			78.4			71.5	
Turn Bay Length (m)												
Base Capacity (vph)		731						1853			1944	
Starvation Cap Reductn		0						0			0	

Lanes, Volumes, Timings  
 7: Bay St & Cumberland St

03/15/2018

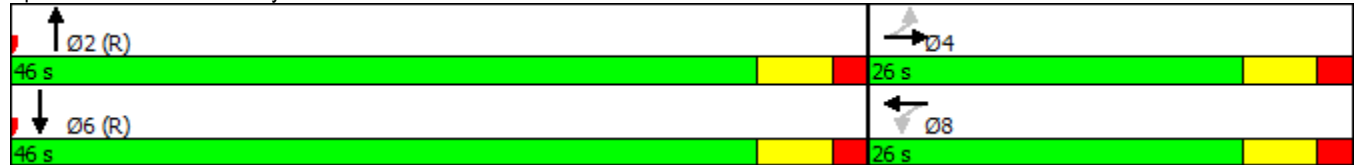


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn		0						0			0	
Storage Cap Reductn		0						0			0	
Reduced v/c Ratio		0.23						0.15			0.30	

Intersection Summary

Area Type:	Other
Cycle Length:	72
Actuated Cycle Length:	72
Offset:	0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle:	55
Control Type:	Pretimed
Maximum v/c Ratio:	0.30
Intersection Signal Delay:	9.0
Intersection LOS:	A
Intersection Capacity Utilization	45.0%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 7: Bay St & Cumberland St





Lanes, Volumes, Timings  
 8: Yonge St/Yoge St & Cumberland St

03/15/2018



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	27	67	0	483	594	2
Future Volume (vph)	27	67	0	483	594	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.0	3.0	3.5	3.5	3.5	3.5
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.904					
Flt Protected	0.986					
Satd. Flow (prot)	1556	0	0	3305	3400	0
Flt Permitted	0.986					
Satd. Flow (perm)	1556	0	0	3305	3400	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	69.8			103.3	15.7	
Travel Time (s)	5.2			7.7	1.2	
Confl. Peds. (#/hr)	148	341	313			313
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	1%	2%	8%	5%	0%
Adj. Flow (vph)	30	74	0	537	660	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	104	0	0	537	662	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	36.5%
Analysis Period (min)	15
	ICU Level of Service A

# HCM Unsignalized Intersection Capacity Analysis

## 8: Yonge St/Yoge St & Cumberland St

03/15/2018



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	27	67	0	483	594	2
Future Volume (Veh/h)	27	67	0	483	594	2
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	30	74	0	537	660	2
Pedestrians	313			341	148	
Lane Width (m)	3.0			3.5	3.5	
Walking Speed (m/s)	1.1			1.1	1.1	
Percent Blockage	24			30	13	
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)				103	92	
pX, platoon unblocked	0.95					
vC, conflicting volume	1390	985	975			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1300	985	975			
tC, single (s)	6.9	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	68	44	100			
cM capacity (veh/h)	95	133	536			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	104	268	268	440	222	
Volume Left	30	0	0	0	0	
Volume Right	74	0	0	0	2	
cSH	119	1700	1700	1700	1700	
Volume to Capacity	0.87	0.16	0.16	0.26	0.13	
Queue Length 95th (m)	40.8	0.0	0.0	0.0	0.0	
Control Delay (s)	119.3	0.0	0.0	0.0	0.0	
Lane LOS	F					
Approach Delay (s)	119.3	0.0		0.0		
Approach LOS	F					
Intersection Summary						
Average Delay	9.5					
Intersection Capacity Utilization	36.5%			ICU Level of Service	A	
Analysis Period (min)	15					

Lanes, Volumes, Timings  
9: Yorkville Ave

03/15/2018



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	12	17	0	26	20
Future Volume (vph)	0	12	17	0	26	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.0	3.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865				0.942	
Flt Protected				0.950	0.972	
Satd. Flow (prot)	1593	0	0	1750	1592	0
Flt Permitted				0.950	0.972	
Satd. Flow (perm)	1593	0	0	1750	1592	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	152.8			74.1	91.9	
Travel Time (s)	11.5			5.6	6.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	13	19	0	29	22
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	0	19	51	0
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	17.6% ICU Level of Service A
Analysis Period (min)	15

# HCM Unsignalized Intersection Capacity Analysis

## 9: Yorkville Ave

03/15/2018



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→			←	↶	↷
Traffic Volume (veh/h)	0	12	17	0	26	20
Future Volume (Veh/h)	0	12	17	0	26	20
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	13	19	0	29	22
<b>Pedestrians</b>						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (m)	153			74		
pX, platoon unblocked						
vC, conflicting volume			13			6
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			13			6
tC, single (s)			4.1			6.2
tC, 2 stage (s)						
tF (s)			2.2			3.3
p0 queue free %			99			98
cM capacity (veh/h)			1606			1076
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>NB 1</b>			
Volume Total	13	19	51			
Volume Left	0	19	29			
Volume Right	13	0	22			
cSH	1700	1606	1003			
Volume to Capacity	0.01	0.01	0.05			
Queue Length 95th (m)	0.0	0.3	1.2			
Control Delay (s)	0.0	7.3	8.8			
Lane LOS			A			
Approach Delay (s)	0.0	7.3	8.8			
Approach LOS			A			
<b>Intersection Summary</b>						
Average Delay			7.1			
Intersection Capacity Utilization			17.6%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes, Volumes, Timings  
10: Cumberland St

03/15/2018



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	0	0	0	19	0
Future Volume (vph)	1	0	0	0	19	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.0	3.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected		0.950			0.950	
Satd. Flow (prot)	0	1750	1842	0	1652	0
Flt Permitted		0.950			0.950	
Satd. Flow (perm)	0	1750	1842	0	1652	0
Link Speed (k/h)		48	48		48	
Link Distance (m)		155.6	69.8		91.9	
Travel Time (s)		11.7	5.2		6.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1	0	0	0	21	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1	0	0	21	0
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	13.3%
ICU Level of Service	A
Analysis Period (min)	15

# HCM Unsignalized Intersection Capacity Analysis

## 10: Cumberland St

03/15/2018



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Volume (veh/h)	1	0	0	0	19	0
Future Volume (Veh/h)	1	0	0	0	19	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	1	0	0	0	21	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (m)		155				
pX, platoon unblocked						
vC, conflicting volume	0				2	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				2	0
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				98	100
cM capacity (veh/h)	1623				1020	1085
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	1	0	21			
Volume Left	1	0	21			
Volume Right	0	0	0			
cSH	1623	1700	1020			
Volume to Capacity	0.00	0.00	0.02			
Queue Length 95th (m)	0.0	0.0	0.5			
Control Delay (s)	7.2	0.0	8.6			
Lane LOS	A		A			
Approach Delay (s)	7.2	0.0	8.6			
Approach LOS			A			
Intersection Summary						
Average Delay			8.5			
Intersection Capacity Utilization		13.3%		ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings  
1: Yonge St & Bloor St

03/15/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕↕			↕↕	
Traffic Volume (vph)	1	701	9	0	649	6	0	546	10	4	461	44
Future Volume (vph)	1	701	9	0	649	6	0	546	10	4	461	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.99			1.00			0.99			0.95	
Frt		0.998			0.999			0.997			0.987	
Flt Protected												
Satd. Flow (prot)	0	3505	0	0	3509	0	0	3455	0	0	3315	0
Flt Permitted		0.955									0.950	
Satd. Flow (perm)	0	3347	0	0	3509	0	0	3455	0	0	3145	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			1			2			10	
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		232.1			233.5			189.9			103.3	
Travel Time (s)		17.4			17.5			14.2			7.7	
Confl. Peds. (#/hr)	1751		1320	1320		1751	1116		1271	1271		1116
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	0%	2%	1%	20%	2%	2%	0%	0%	1%	5%
Adj. Flow (vph)	1	738	9	0	683	6	0	575	11	4	485	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	748	0	0	689	0	0	586	0	0	535	0
Turn Type	Perm	NA			NA			NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		26.0	26.0		26.0	26.0	
Total Split (s)	33.0	33.0		33.0	33.0		31.0	31.0		31.0	31.0	
Total Split (%)	34.4%	34.4%		34.4%	34.4%		32.3%	32.3%		32.3%	32.3%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		-1.0			-1.0			-1.0			-1.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag							Lag	Lag		Lag	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	C-Max	C-Max		None	None		None	None		None	None	
Act Effct Green (s)		61.9			61.9			24.1			24.1	
Actuated g/C Ratio		0.64			0.64			0.25			0.25	
v/c Ratio		0.35			0.30			0.68			0.67	
Control Delay		8.7			8.4			36.2			36.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		8.7			8.4			36.2			36.0	
LOS		A			A			D			D	
Approach Delay		8.7			8.4			36.2			36.0	
Approach LOS		A			A			D			D	
Queue Length 50th (m)		29.0			25.7			52.3			46.9	
Queue Length 95th (m)		47.0			42.0			64.1			58.7	

Lanes, Volumes, Timings  
 1: Yonge St & Bloor St

03/15/2018

Lane Group	Ø3	Ø7
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Util. Factor		
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (k/h)		
Link Distance (m)		
Travel Time (s)		
Confl. Peds. (#/hr)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	3	7
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	28.0	28.0
Minimum Split (s)	31.0	32.0
Total Split (s)	32.0	32.0
Total Split (%)	33%	33%
Yellow Time (s)	2.0	3.5
All-Red Time (s)	0.0	0.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Recall Mode	None	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (m)		
Queue Length 95th (m)		



# Lanes, Volumes, Timings

## 1: Yonge St & Bloor St

03/15/2018

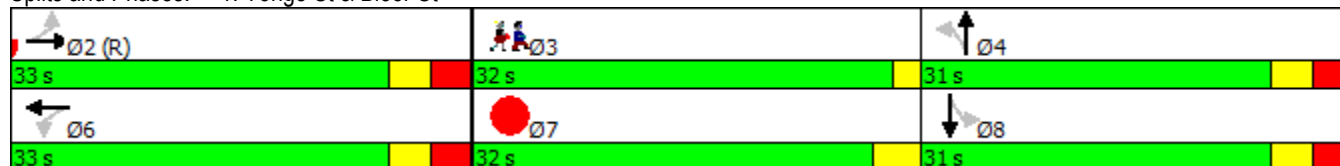


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (m)		208.1			209.5			165.9			79.3	
Turn Bay Length (m)												
Base Capacity (vph)		2159			2264			961			880	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.35			0.30			0.61			0.61	

### Intersection Summary

Area Type:	Other
Cycle Length:	96
Actuated Cycle Length:	96
Offset:	0 (0%), Referenced to phase 2:EBTL, Start of Green
Natural Cycle:	85
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.68
Intersection Signal Delay:	20.6
Intersection LOS:	C
Intersection Capacity Utilization	47.0%
ICU Level of Service	A
Analysis Period (min)	15

### Splits and Phases: 1: Yonge St & Bloor St



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Lane Group	Ø3	Ø7
Internal Link Dist (m)		
Turn Bay Length (m)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

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Lanes, Volumes, Timings  
2: Bay St & Bloor St

03/15/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	94	514	69	95	502	101	137	854	9	96	417	104
Future Volume (vph)	94	514	69	95	502	101	137	854	9	96	417	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.0	3.5	3.5	3.0	3.5	3.5	3.0	3.5	3.5	3.0	3.5	3.5
Storage Length (m)	15.2		0.0	13.7		0.0	20.4		0.0	10.4		0.0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (m)	7.6			7.6			7.6			7.6		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.85	0.95		0.85	0.93		0.84	1.00		0.90	0.91	
Frt		0.982			0.975			0.999			0.970	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1685	3307	0	1636	3192	0	1685	3518	0	1668	3090	0
Flt Permitted	0.323			0.342			0.290			0.314		
Satd. Flow (perm)	490	3307	0	503	3192	0	432	3518	0	494	3090	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19			4			1			37	
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		285.7			232.1			134.3			102.4	
Travel Time (s)		21.4			17.4			10.1			7.7	
Confl. Peds. (#/hr)	845		695	695		845	966		546	546		966
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	0%	3%	1%	1%	0%	1%	0%	1%	1%	4%
Adj. Flow (vph)	99	541	73	100	528	106	144	899	9	101	439	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	99	614	0	100	634	0	144	908	0	101	548	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	23.0	23.0		23.0	23.0		6.0	23.0		22.0	22.0	
Minimum Split (s)	29.0	29.0		29.0	29.0		10.0	29.0		29.0	29.0	
Total Split (s)	40.0	40.0		40.0	40.0		15.0	50.0		35.0	35.0	
Total Split (%)	44.4%	44.4%		44.4%	44.4%		16.7%	55.6%		38.9%	38.9%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		1.0	3.0		3.0	3.0	
Lost Time Adjust (s)	-1.0	-1.0		-4.0	-1.0		2.0	-1.0		-1.0	-1.0	
Total Lost Time (s)	5.0	5.0		2.0	5.0		6.0	5.0		5.0	5.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Recall Mode	Max	Max		Max	Max		None	C-Max		C-Max	C-Max	
Act Effct Green (s)	35.0	35.0		38.0	35.0		44.0	45.0		31.6	31.6	
Actuated g/C Ratio	0.39	0.39		0.42	0.39		0.49	0.50		0.35	0.35	
v/c Ratio	0.52	0.47		0.47	0.51		0.46	0.52		0.58	0.49	
Control Delay	33.1	21.4		27.9	22.6		17.9	16.5		41.2	23.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.5	
Total Delay	33.1	21.4		27.9	22.6		17.9	16.5		41.2	23.9	
LOS	C	C		C	C		B	B		D	C	

Lanes, Volumes, Timings  
2: Bay St & Bloor St

03/15/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		23.0			23.3			16.7				26.6
Approach LOS		C			C			B				C
Queue Length 50th (m)	12.9	39.5		12.1	42.7		13.3	53.0		14.1		36.0
Queue Length 95th (m)	30.3	54.6		28.2	58.3		23.9	69.3		#37.3		52.4
Internal Link Dist (m)		261.7			208.1			110.3				78.4
Turn Bay Length (m)	15.2			13.7			20.4			10.4		
Base Capacity (vph)	190	1297		212	1243		336	1759		173		1108
Starvation Cap Reductn	0	0		0	0		0	0		0		209
Spillback Cap Reductn	0	0		0	0		0	0		0		0
Storage Cap Reductn	0	0		0	0		0	0		0		0
Reduced v/c Ratio	0.52	0.47		0.47	0.51		0.43	0.52		0.58		0.61

Intersection Summary

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.58  
 Intersection Signal Delay: 21.7  
 Intersection LOS: C  
 Intersection Capacity Utilization 97.3%  
 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: 2: Bay St & Bloor St



Lanes, Volumes, Timings  
3: Bay St & Yorkville Ave

03/15/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	33	75	20	133	147	85	76	783	150	50	417	82
Future Volume (vph)	33	75	20	133	147	85	76	783	150	50	417	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.92			0.85			0.97			0.95	
Frt		0.979			0.969			0.978			0.978	
Flt Protected		0.987			0.982			0.996			0.995	
Satd. Flow (prot)	0	1710	0	0	1613	0	0	3358	0	0	3272	0
Flt Permitted		0.849			0.827			0.847			0.769	
Satd. Flow (perm)	0	1426	0	0	1235	0	0	2832	0	0	2524	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			18			35			35	
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		200.3			161.7			95.5			115.7	
Travel Time (s)		15.0			12.1			7.2			8.7	
Confl. Peds. (#/hr)	263		358	358		263	106		60	60		106
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	5%	5%	2%	2%	1%	1%	0%	0%	2%	0%
Adj. Flow (vph)	35	79	21	140	155	89	80	824	158	53	439	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	135	0	0	384	0	0	1062	0	0	578	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	24.0	24.0		24.0	24.0		17.0	17.0		17.0	17.0	
Minimum Split (s)	30.0	30.0		30.0	30.0		23.0	23.0		23.0	23.0	
Total Split (s)	36.0	36.0		36.0	36.0		54.0	54.0		54.0	54.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		60.0%	60.0%		60.0%	60.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		-1.0			-1.0			-1.0			-1.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)		29.8			29.8			50.2			50.2	
Actuated g/C Ratio		0.33			0.33			0.56			0.56	
v/c Ratio		0.28			0.91			0.67			0.41	
Control Delay		21.7			55.8			16.4			11.9	
Queue Delay		0.0			0.0			7.2			0.0	
Total Delay		21.7			55.8			23.6			11.9	
LOS		C			E			C			B	
Approach Delay		21.7			55.8			23.6			11.9	
Approach LOS		C			E			C			B	
Queue Length 50th (m)		15.2			59.1			63.6			27.1	
Queue Length 95th (m)		29.1			#111.3			85.6			38.8	



Lanes, Volumes, Timings  
4: Yonge St & Collier St

03/15/2018



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑			↑↑
Traffic Volume (vph)	0	0	692	95	16	498
Future Volume (vph)	0	0	692	95	16	498
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt			0.982			
Flt Protected						0.998
Satd. Flow (prot)	0	0	3475	0	0	3529
Flt Permitted						0.998
Satd. Flow (perm)	0	0	3475	0	0	3529
Link Speed (k/h)	48		48			48
Link Distance (m)	111.8		22.2			163.1
Travel Time (s)	8.4		1.7			12.2
Confl. Peds. (#/hr)				496	496	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	1%	0%	0%	1%
Adj. Flow (vph)	0	0	728	100	17	524
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	828	0	0	541
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	28.7%
ICU Level of Service	A
Analysis Period (min)	15

# HCM Unsignalized Intersection Capacity Analysis

## 4: Yonge St & Collier St

03/15/2018



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑			↑↑
Traffic Volume (veh/h)	0	0	692	95	16	498
Future Volume (Veh/h)	0	0	692	95	16	498
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	0	728	100	17	524
Pedestrians	496					
Lane Width (m)	0.0					
Walking Speed (m/s)	1.1					
Percent Blockage	0					
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (m)	22					
pX, platoon unblocked	0.91	0.91			0.91	
vC, conflicting volume	1570	910			1324	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1433	709			1163	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			97	
cM capacity (veh/h)	111	343			555	
Direction, Lane #	NB 1	NB 2	SB 1	SB 2		
Volume Total	485	343	192	349		
Volume Left	0	0	17	0		
Volume Right	0	100	0	0		
cSH	1700	1700	555	1700		
Volume to Capacity	0.29	0.20	0.03	0.21		
Queue Length 95th (m)	0.0	0.0	0.7	0.0		
Control Delay (s)	0.0	0.0	1.4	0.0		
Lane LOS	A					
Approach Delay (s)	0.0		0.5			
Approach LOS						
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			28.7%	ICU Level of Service	A	
Analysis Period (min)			15			



Lanes, Volumes, Timings  
5: Yonge St & Asquith Avenue

03/15/2018



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	17	81	617	56	36	381
Future Volume (vph)	17	81	617	56	36	381
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.889		0.987			
Flt Protected	0.991					0.996
Satd. Flow (prot)	1577	0	3449	0	0	3523
Flt Permitted	0.991					0.996
Satd. Flow (perm)	1577	0	3449	0	0	3523
Link Speed (k/h)	48		48			48
Link Distance (m)	191.3		15.7			76.1
Travel Time (s)	14.3		1.2			5.7
Confl. Peds. (#/hr)				670	670	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	6%	2%	4%	0%	1%
Adj. Flow (vph)	18	85	649	59	38	401
Shared Lane Traffic (%)						
Lane Group Flow (vph)	103	0	708	0	0	439
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	47.3%
Analysis Period (min)	15
	ICU Level of Service A

# HCM Unsignalized Intersection Capacity Analysis

## 5: Yonge St & Asquith Avenue

03/15/2018



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	17	81	617	56	36	381
Future Volume (Veh/h)	17	81	617	56	36	381
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	18	85	649	59	38	401
Pedestrians	670					
Lane Width (m)	3.5					
Walking Speed (m/s)	1.1					
Percent Blockage	59					
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (m)	119			76		
pX, platoon unblocked	0.86	0.86			0.86	
vC, conflicting volume	1625	1024			1378	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1394	692			1106	
tC, single (s)	6.8	7.0			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.4			2.2	
p0 queue free %	54	35			83	
cM capacity (veh/h)	39	132			223	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	103	433	275	172	267	
Volume Left	18	0	0	38	0	
Volume Right	85	0	59	0	0	
cSH	93	1700	1700	223	1700	
Volume to Capacity	1.11	0.25	0.16	0.17	0.16	
Queue Length 95th (m)	52.1	0.0	0.0	4.6	0.0	
Control Delay (s)	208.1	0.0	0.0	8.9	0.0	
Lane LOS	F			A		
Approach Delay (s)	208.1	0.0		3.5		
Approach LOS	F					
Intersection Summary						
Average Delay			18.4			
Intersection Capacity Utilization			47.3%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes, Volumes, Timings  
6: Yonge St & Yorkville Ave

03/15/2018



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	182	82	111	597	339	157
Future Volume (vph)	182	82	111	597	339	157
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.0	3.0	3.5	3.5	3.5	3.5
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor	0.75			0.96	0.82	
Fr <sub>t</sub>	0.958				0.953	
Fl <sub>t</sub> Protected	0.967			0.992		
Satd. Flow (prot)	1469	0	0	3490	2760	0
Fl <sub>t</sub> Permitted	0.967			0.767		
Satd. Flow (perm)	1220	0	0	2585	2760	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	23				165	
Link Speed (k/h)	48			48	48	
Link Distance (m)	65.2			76.1	22.2	
Travel Time (s)	4.9			5.7	1.7	
Confl. Peds. (#/hr)	173	274	289			289
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	2%	4%	1%	1%	1%
Adj. Flow (vph)	192	86	117	628	357	165
Shared Lane Traffic (%)						
Lane Group Flow (vph)	278	0	0	745	522	0
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Minimum Split (s)	24.0		22.0	22.0	22.0	
Total Split (s)	25.0		65.0	65.0	65.0	
Total Split (%)	27.8%		72.2%	72.2%	72.2%	
Yellow Time (s)	3.0		4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Act Effct Green (s)	20.0			59.0	59.0	
Actuated g/C Ratio	0.22			0.66	0.66	
v/c Ratio	0.81			0.44	0.28	
Control Delay	50.1			8.5	4.7	
Queue Delay	0.0			0.0	0.0	
Total Delay	50.1			8.5	4.7	
LOS	D			A	A	
Approach Delay	50.1			8.5	4.7	
Approach LOS	D			A	A	
Queue Length 50th (m)	42.1			29.1	11.4	
Queue Length 95th (m)	#82.1			40.1	17.7	
Internal Link Dist (m)	41.2			52.1	0.1	
Turn Bay Length (m)						
Base Capacity (vph)	344			1694	1866	

Lanes, Volumes, Timings  
6: Yonge St & Yorkville Ave

03/15/2018

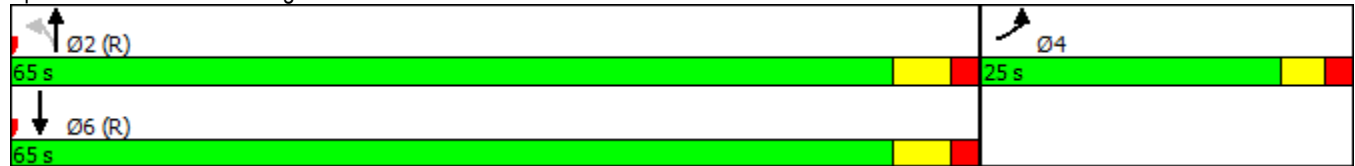


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.81			0.44	0.28	

Intersection Summary

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green  
 Natural Cycle: 50  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.81  
 Intersection Signal Delay: 14.7  
 Intersection LOS: B  
 Intersection Capacity Utilization 68.7%  
 ICU Level of Service C  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 6: Yonge St & Yorkville Ave



Lanes, Volumes, Timings  
7: Yonge St & Cumberland St

03/15/2018



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	139	116	0	536	393	0
Future Volume (vph)	139	116	0	536	393	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.0	3.0	3.5	3.5	3.5	3.5
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor						
Frt	0.939					
Flt Protected	0.973					
Satd. Flow (prot)	1597	0	0	3500	3535	0
Flt Permitted	0.973					
Satd. Flow (perm)	1597	0	0	3500	3535	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	64.7			103.3	15.7	
Travel Time (s)	4.9			7.7	1.2	
Confl. Peds. (#/hr)	38	4	466			466
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	2%	2%	2%	1%	2%
Adj. Flow (vph)	146	122	0	564	414	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	268	0	0	564	414	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	36.5% ICU Level of Service A
Analysis Period (min)	15

# HCM Unsignalized Intersection Capacity Analysis

## 7: Yonge St & Cumberland St

03/15/2018



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↑↑	↑↑	
Traffic Volume (veh/h)	139	116	0	536	393	0
Future Volume (Veh/h)	139	116	0	536	393	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	146	122	0	564	414	0
Pedestrians	466			4	38	
Lane Width (m)	3.0			3.5	3.5	
Walking Speed (m/s)	1.1			1.1	1.1	
Percent Blockage	35			0	3	
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)				103	92	
pX, platoon unblocked	0.85					
vC, conflicting volume	1200	677	880			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	894	677	880			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	3	52	100			
cM capacity (veh/h)	151	255	494			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	268	282	282	207	207	
Volume Left	146	0	0	0	0	
Volume Right	122	0	0	0	0	
cSH	185	1700	1700	1700	1700	
Volume to Capacity	1.45	0.17	0.17	0.12	0.12	
Queue Length 95th (m)	125.0	0.0	0.0	0.0	0.0	
Control Delay (s)	275.5	0.0	0.0	0.0	0.0	
Lane LOS	F					
Approach Delay (s)	275.5	0.0		0.0		
Approach LOS	F					
Intersection Summary						
Average Delay	59.3					
Intersection Capacity Utilization	36.5%			ICU Level of Service	A	
Analysis Period (min)	15					

Lanes, Volumes, Timings  
8: Bay St & Cumberland St

03/15/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕↕			↕↕	
Traffic Volume (vph)	47	57	79	43	0	66	0	876	174	45	520	1
Future Volume (vph)	47	57	79	43	0	66	0	876	174	45	520	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.77			0.71			0.90			0.99	
Frt		0.935			0.918			0.975				
Flt Protected		0.987			0.981						0.996	
Satd. Flow (prot)	0	2689	0	0	1372	0	0	3110	0	0	3488	0
Flt Permitted		0.859			0.805						0.795	
Satd. Flow (perm)	0	2193	0	0	989	0	0	3110	0	0	2762	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		36			37			1				
Link Speed (k/h)		48			48			48				48
Link Distance (m)		190.2			160.7			102.4				95.5
Travel Time (s)		14.3			12.1			7.7				7.2
Confl. Peds. (#/hr)	239		582	582		239	530		471	471		530
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	0%	0%	0%	2%	0%	2%	1%	1%	0%	2%	2%
Adj. Flow (vph)	49	60	83	45	0	69	0	922	183	47	547	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	192	0	0	114	0	0	1105	0	0	595	0
Turn Type	Perm	NA		Perm	NA			NA		Perm	NA	
Protected Phases		4			8			2				6
Permitted Phases	4			8						6		
Minimum Split (s)	25.0	25.0		25.0	25.0			29.0		29.0	29.0	
Total Split (s)	26.0	26.0		26.0	26.0			62.0		62.0	62.0	
Total Split (%)	29.5%	29.5%		29.5%	29.5%			70.5%		70.5%	70.5%	
Yellow Time (s)	4.0	4.0		4.0	4.0			4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0			2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		20.0			20.0			56.0			56.0	
Actuated g/C Ratio		0.23			0.23			0.64			0.64	
v/c Ratio		0.37			0.45			0.56			0.34	
Control Delay		25.4			26.6			10.4			8.1	
Queue Delay		0.0			0.0			2.4			0.7	
Total Delay		25.4			26.6			12.8			8.8	
LOS		C			C			B			A	
Approach Delay		25.4			26.6			12.8			8.8	
Approach LOS		C			C			B			A	
Queue Length 50th (m)		11.5			11.0			49.5			21.8	
Queue Length 95th (m)		21.1			26.8			65.4			30.7	
Internal Link Dist (m)		166.2			136.7			78.4			71.5	
Turn Bay Length (m)												
Base Capacity (vph)		526			253			1979			1757	
Starvation Cap Reductn		0			0			713			776	

Lanes, Volumes, Timings  
 8: Bay St & Cumberland St

03/15/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.37			0.45			0.87			0.61	

Intersection Summary

Area Type:	Other
Cycle Length:	88
Actuated Cycle Length:	88
Offset:	0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle:	55
Control Type:	Pretimed
Maximum v/c Ratio:	0.56
Intersection Signal Delay:	13.6
Intersection LOS:	B
Intersection Capacity Utilization	95.6%
ICU Level of Service	F
Analysis Period (min)	15

Splits and Phases: 8: Bay St & Cumberland St





Lanes, Volumes, Timings  
9: Yorkville Ave

03/15/2018



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↻			↻	↻	
Traffic Volume (vph)	0	24	24	0	34	37
Future Volume (vph)	0	24	24	0	34	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.0	3.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865				0.930	
Flt Protected				0.950	0.977	
Satd. Flow (prot)	1593	0	0	1750	1580	0
Flt Permitted				0.950	0.977	
Satd. Flow (perm)	1593	0	0	1750	1580	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	161.7			65.2	92.0	
Travel Time (s)	12.1			4.9	6.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	25	25	0	36	39
Shared Lane Traffic (%)						
Lane Group Flow (vph)	25	0	0	25	75	0
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	18.8%
ICU Level of Service	A
Analysis Period (min)	15

# HCM Unsignalized Intersection Capacity Analysis

## 9: Yorkville Ave

03/15/2018



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→			←	↔	↔
Traffic Volume (veh/h)	0	24	24	0	34	37
Future Volume (Veh/h)	0	24	24	0	34	37
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	25	25	0	36	39
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (m)	162			65		
pX, platoon unblocked						
vC, conflicting volume			25			12
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			25			12
tC, single (s)			4.1			6.2
tC, 2 stage (s)						
tF (s)			2.2			3.3
p0 queue free %			98			96
cM capacity (veh/h)			1589			1068
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	25	25	75			
Volume Left	0	25	36			
Volume Right	25	0	39			
cSH	1700	1589	996			
Volume to Capacity	0.01	0.02	0.08			
Queue Length 95th (m)	0.0	0.4	1.9			
Control Delay (s)	0.0	7.3	8.9			
Lane LOS			A			
Approach Delay (s)	0.0	7.3	8.9			
Approach LOS			A			
Intersection Summary						
Average Delay			6.8			
Intersection Capacity Utilization			18.8%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes, Volumes, Timings  
10: Cumberland St

03/15/2018



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Volume (vph)	25	0	0	0	27	0
Future Volume (vph)	25	0	0	0	27	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.0	3.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected		0.950			0.950	
Satd. Flow (prot)	0	1750	1842	0	1652	0
Flt Permitted		0.950			0.950	
Satd. Flow (perm)	0	1750	1842	0	1652	0
Link Speed (k/h)		48	48		48	
Link Distance (m)		160.7	64.7		92.0	
Travel Time (s)		12.1	4.9		6.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	26	0	0	0	28	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	26	0	0	28	0
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	13.3%
ICU Level of Service	A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis  
 10: Cumberland St

03/15/2018



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Volume (veh/h)	25	0	0	0	27	0
Future Volume (Veh/h)	25	0	0	0	27	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	26	0	0	0	28	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (m)		161				
pX, platoon unblocked						
vC, conflicting volume	0				52	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				52	0
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				97	100
cM capacity (veh/h)	1623				941	1085
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	26	0	28			
Volume Left	26	0	28			
Volume Right	0	0	0			
cSH	1623	1700	941			
Volume to Capacity	0.02	0.00	0.03			
Queue Length 95th (m)	0.4	0.0	0.7			
Control Delay (s)	7.3	0.0	8.9			
Lane LOS	A		A			
Approach Delay (s)	7.3	0.0	8.9			
Approach LOS			A			
Intersection Summary						
Average Delay			8.1			
Intersection Capacity Utilization		13.3%		ICU Level of Service		A
Analysis Period (min)			15			