# Traffic Impact Study

## 1148 and 1154 Mona Road

Queenscorp (Mona II) Inc

26 November 2024

The Power of Commitment

# Executive Summary

GHD Ltd. was retained to prepare the following Traffic Impact Study for a proposed residential development located on the lands municipally known as 1148 and 1154 Mona Road in the City of Mississauga.

This report determines the site related traffic and subsequent traffic related impacts on the adjacent road network and proposed site driveway during the weekday a.m. and p.m. peak hours. These impacts are based on the projected future background traffic and road network conditions derived for a 2029 future planning horizon year.

The proposed development consists of 10 residential units with the following unit breakdown:

- 4 semi-detached units.
- 6 townhome units, on a CEC road.

Access to the subject site is provided via a full-moves access located along Mona Road.

Based on the approved Terms of Reference for the study, the stop-controlled intersection Mona Road and Inglewood Drive and the proposed unsignalized site access along Mona Road were considered as the study intersections.

Turning movement counts were conducted in May 2024 at the study intersections to establish the base 2024 traffic data.

A 2029 horizon year was selected for the analysis of future traffic conditions consisting of a period of five years post build-out, generally consistent with the City of Mississauga Traffic Impact Study Guidelines.

Based on ITE Trip Generation, the subject site is expected to generate a total of 5 new two-way trips during the weekday a.m. peak hour consisting of 1 inbound and 4 outbound trips and 6 new two-way trips during the weekday p.m. peak hour consisting of 4 inbound and 2 outbound trips.

Under existing conditions, the intersection of Mona Road and Inglewood Drive is operating at acceptable levels.

Under the 2029 future background condition, with the addition of corridor growth, the study intersection of Mona Road and Inglewood Drive is reported to continue to operate at acceptable levels.

Under the 2029 future total traffic scenario, with the addition of site generated traffic, the study intersection of Mona Road and Inglewood Drive as well as the proposed access onto Mona Road are reported to operate at acceptable levels.

A site access review was completed and confirmed that the site access width satisfies the City's requirements and that the site access location satisfies the TAC guidelines for corner clearance and access spacing.

According to the current City of Mississauga's By- Law, parking rates to the subject site results in requirement of 24 vehicular parking space, including 1 accessible parking space.

The subject site provides a total of 22 vehicular parking spaces, a shortfall of two visitor parking spaces from the By-law requirement. GHD completed a parking analysis of the available on-street parking surrounding the site and confirmed that the availability of on-street parking significantly exceeds the peak on-street parking demand. The parking assessment demonstrated that the proposed reduction in on-site visitor parking spaces would not adversely affect the overall parking availability for the surrounding area.

A vehicle swept path assessment confirms that the subject site can accommodate the emergency vehicles, waste collection vehicles, MSU truck, and a passenger vehicle with no concerns identified.

The traffic study confirms that the proposed residential development will have a no significant impact on the future capacity of the study intersections and can be accommodated on the existing road network.

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

Sincerely,

GHD

**Rafael Andrenacci, B.Eng.**
Transportation Planner


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

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# 1. Introduction

## 1.1 Retainer and Objective

GHD Limited was retained to prepare a Traffic Impact Study for a proposed residential development located on lands municipally known as 1148 and 1154 Mona Road in the City of Mississauga.

The site location is illustrated in **Figure 1**.

The purpose of this study is to:

- Establish baseline traffic conditions for the study area in 2024 and determine future background operating conditions for a future planning horizon in 2029.
- Utilize Institute of Transportation Engineer's (ITE) Trip Generation data to estimate the site trips generated by the proposed development and distribute the traffic to the adjacent road network.
- Determine future operating traffic conditions during the weekday peek periods through intersection capacity analysis and recommend intersection improvements, if required, to accommodate the proposed residential development.
- Provide TDM measures to reduce single vehicle trips.

## 1.2 Study Team

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

- William Maria, P. Eng., Transportation Planning Lead
- Rafael Andrenacci, B.Eng., Transportation Planner
- Aleena Alosyius, M.Eng., Transportation Engineering Graduate


***Figure 1 Site Location***

# 2. Site Characteristics

## 2.1 Study Area

As per the agreed Terms of Reference for the study attached in **Appendix A** , the following intersections were included in the study area:

- Mona Road and Inglewood Drive
- Mona Road and Proposed site access

## 2.2 Proposed Development Content

The site plan is shown in **Figure 2** and the proposed site plan consists of 10 residential units with the following unit breakdown:

- 4 semi-detached units.
- 6 townhome units, on a CEC road.

Access to the subject site is proposed via a single full-moves driveway on Mona Road.

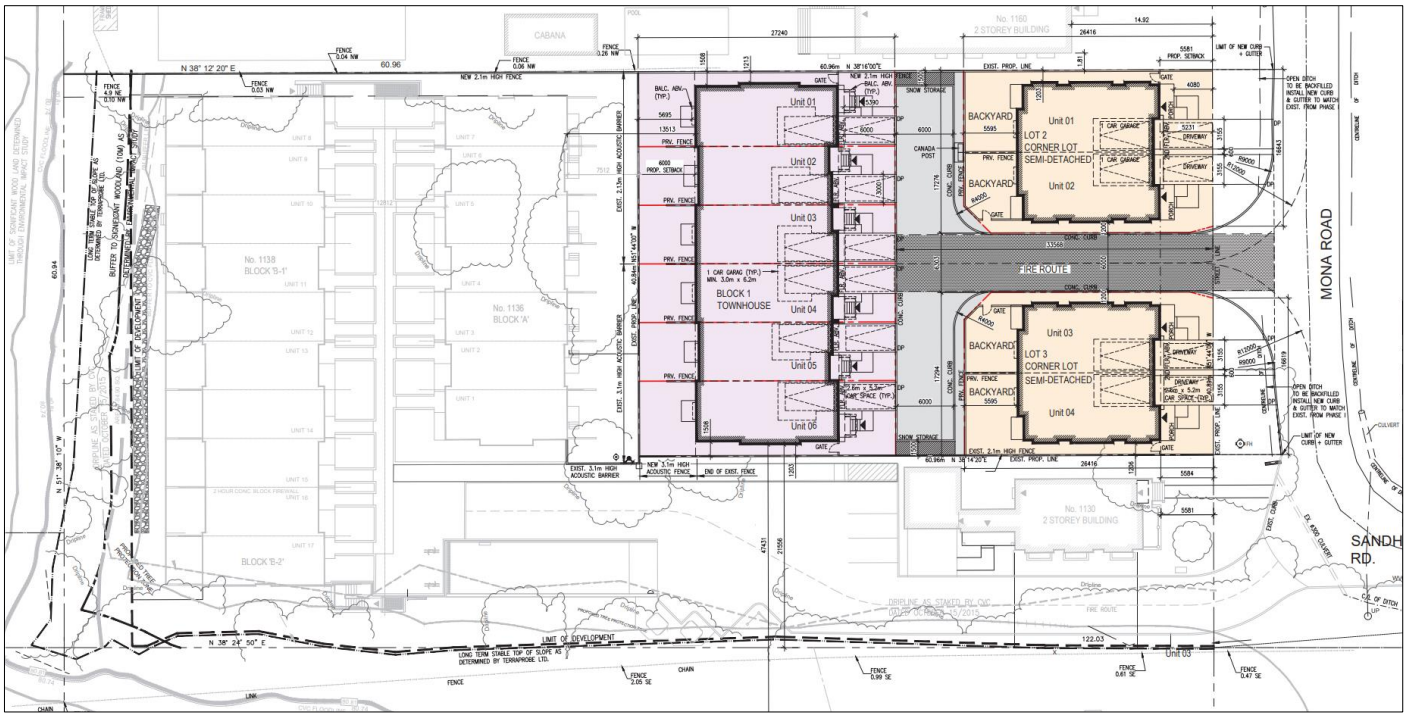



***Figure 2 Site Plan***

# 3. Existing Conditions

## 3.1 Existing Road Network

**Mona Road** is a north/south local road under the jurisdiction of the City of Mississauga. Within the study area it has a two-lane cross-section and its intersection with Inglewood Drive is an all-way stop-controlled intersection. The assumed speed limit along Mona Road is 50 km/h.

**Inglewood Drive** is an east/west local road under the jurisdiction of the City of Mississauga. Within the study area it has a two-lane cross-section and its intersection with Mona Road is an all-way stop-controlled intersection. The assumed speed limit along Inglewood Drive is 50 km/h.

The existing lane configuration within the study area is shown in ***Figure* 3.**

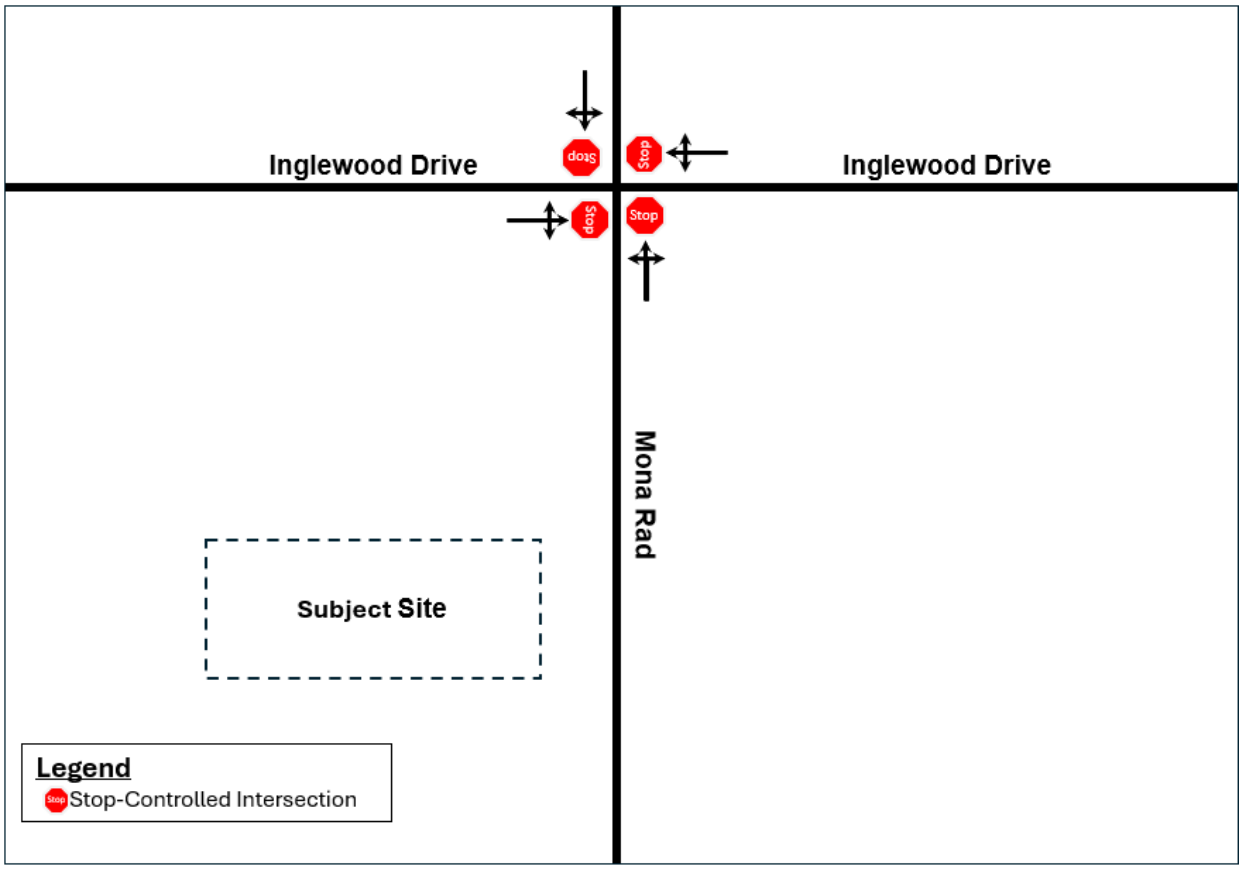



***Figure 3 Existing Lane Configuration***

## 3.2 Existing Pedestrian and Cycling Network

Within the study area, sidewalks or cycling facilities are not currently provided on any road.

## 3.3 Existing Transit Service

MiWay currently does not provide any transit service along the study area roadways. However, the MiWay Terminal located on the south side of the Port Credit GO Station services four transit routes. The transit terminal is located approximately 350 metres from the subject site, equivalent to approximately a 5-minute walk.

Route 2 (**Hurontario**) operates both ways along Hurontario Street between the Port Credit GO Station and City Centre Transit Terminal at Square One. The route operates with a 10-minute headway from approximately 6 a.m. to 9:30 p.m. and a 20-minute or better headway outside of that period.

Route 8 (**Cawthra**) operates on a series of roadways generally including Mineola Road, Cawthra Road, and Bloor Street between Port Credit GO Station and the City Centre Transit Terminal at Square One. The route operates with a 30-minute headway from 5 a.m. to 5 p.m.

Route 14/14A (**Lorne Park/Lorne Park - Industrial**) operates generally in the east-west direction along Indian Road and Truscott Drive between Port Credit and Clarkson GO Stations. Additionally, the Route 14A branch operates in a clockwise loop south of Clarkson GO station along Southdown Road, Lakeshore Road West, Winston Churchill

Boulevard, and Royal Windsor Drive. The route operates with a headway ranging from 40 to 50 minutes headway from 5 a.m. to 3:30 p.m.

Route 23 (**Lakeshore**) operates in both directions along Lakeshore Road West between Clarkson and Long Branch GO Stations. The route operates with a 20-minute or better headway from 4 a.m. to 8:30 p.m.

Similarly, the subject site is located within 200 metres of the entrance to the Port Credit GO Station, equivalent to a 3-minute walk. GO Transit's Port Credit Station operates trains along the **Lakeshore West Line**. During weekdays, the eastern terminus of the train line is Union Station and various western terminuses (Oakville, Aldershot and West Harbour). Trains operate with a 30-minute headway in both the eastbound and westbound directions.

As shown in **Figure 4**, the Port Credit GO Station is approximately a 3-minute walk from the subject site while the MiWay transit stops are located approximately a 5-minute walk from the subject site.

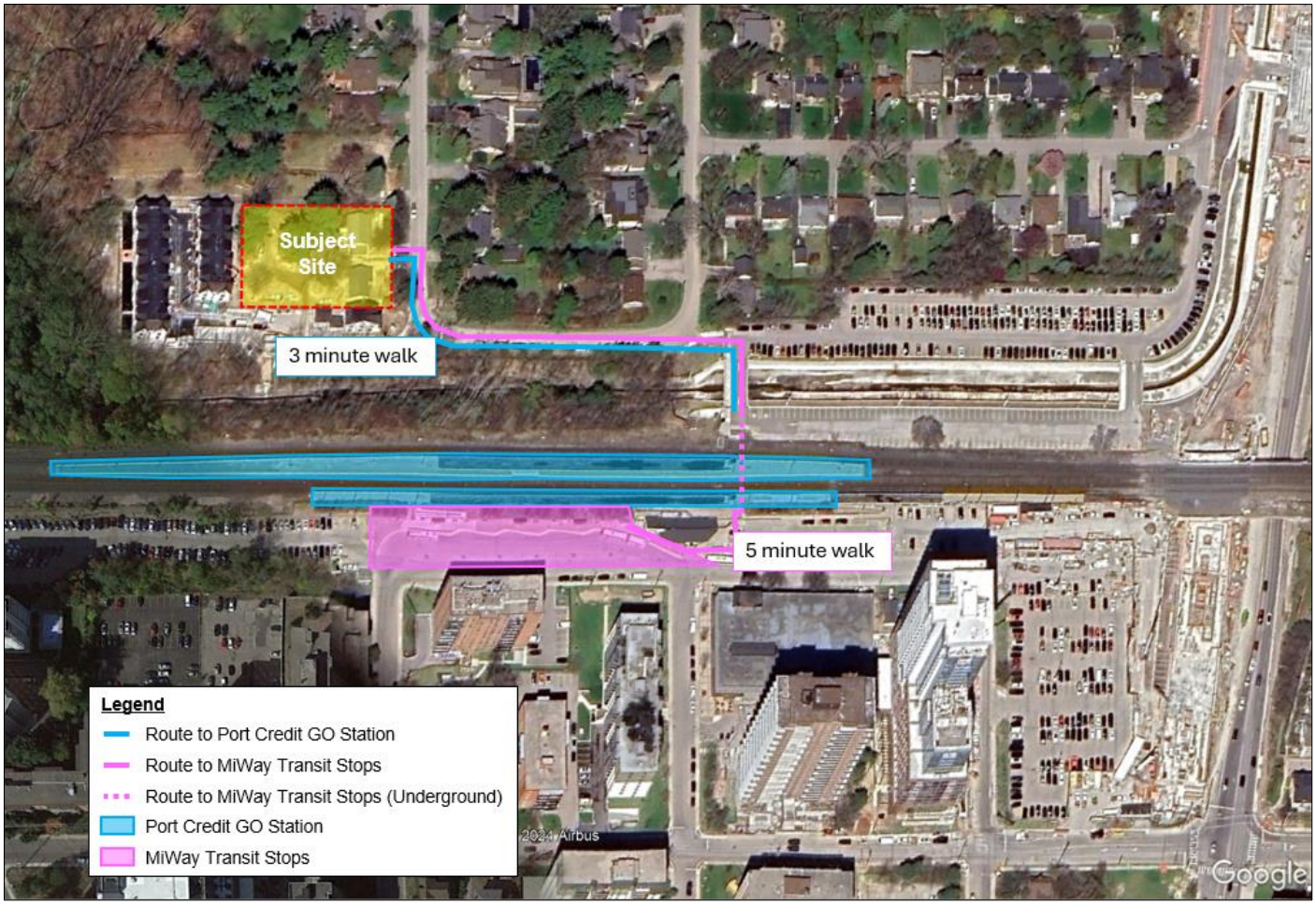



***Figure 4 Walking Distance to Port Credit GO Station and MiWay Transit Stops***

# 3.4 Existing Traffic Data

GHD contracted Ontario Traffic to collect updated turning movement counts at the existing study intersection of Mona Road and Inglewood Drive during the a.m. and p.m. peak hours in May 2024.

The existing traffic volumes for the a.m. and p.m. peak hours are summarized in **Figure 5** with the full data sheets provided in **Appendix B**.

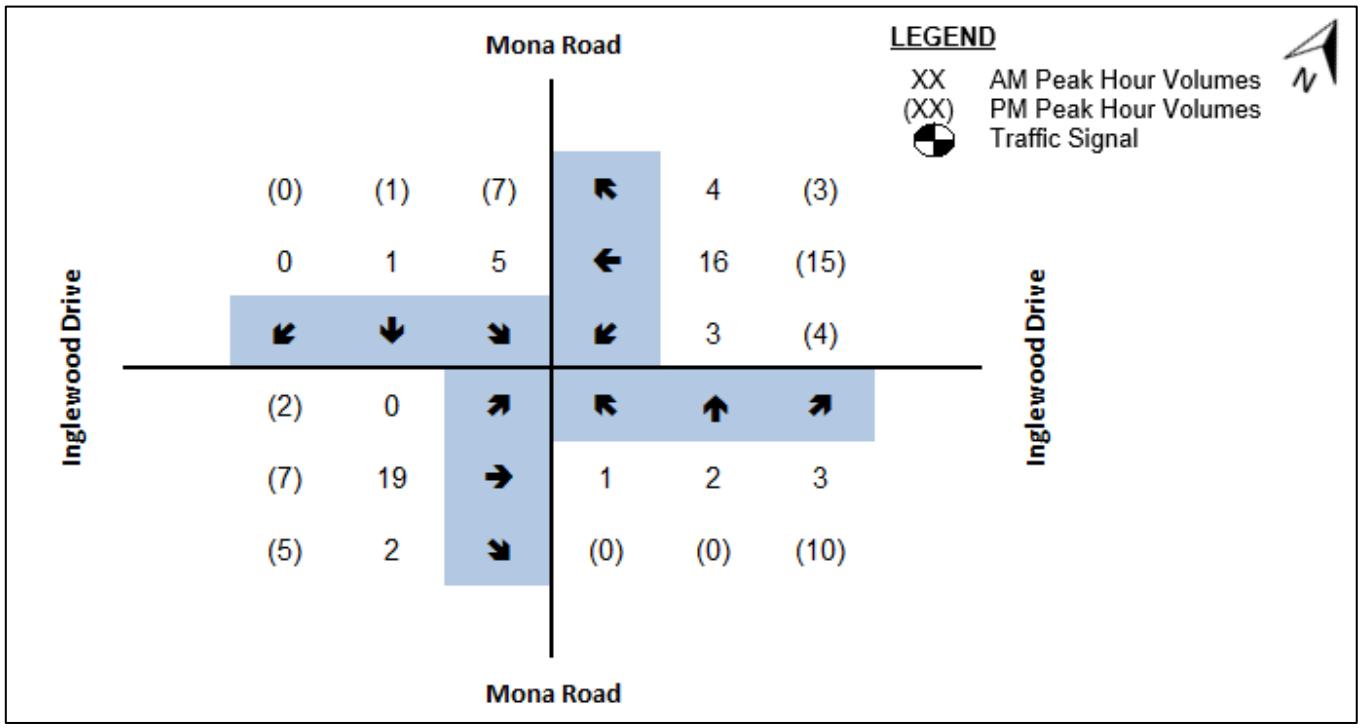



*Figure 5 Existing Traffic Volumes*

# 4. Future Improvements

## 4.1 Hurontario LRT

The Hazel McCallion Light Rail Transit (LRT), also known as the Hurontario LRT, is an 18-kilometre light rail transit line that will run between the Port Credit Station to the south and the Brampton Gateway Terminal to the north while providing connections to the Milton and Lakeshore West GO lines, the Mississauga Transit Way and the Zum Transitway. The route is provided in **Figure 6**.

The LRT line was previously expected to be completed and operational by Fall 2024, however no opening date has currently been set. Trains are expected to run with a headway of 7.5 minutes with the LRT trains having transit signal priority. The LRT will have its southern terminus at Port Credit Station located approximately 400 metres from the subject site.


*Figure 6 Future Hurontario LRT Map (Metrolinx)*

# 5. Future Background Traffic

## 5.1 Study Horizon Year

The future horizon year of 2029 was selected for the analysis of future traffic conditions, consisting of a period of five years post build-out as agreed to in the Terms of Reference.

## 5.2 Corridor Growth

No growth was applied to the traffic volumes along Mona Road or Inglewood Drive as both local roadways are located within fully developed areas with no growth anticipated for the surrounding area.

## 5.3 Background Developments

GHD reviewed the City of Mississauga's development application portal and did not identify any developments located within the surrounding area that would generate additional traffic along the study area roadways under the 2029 horizon year.

## 5.4 Future Background Traffic Volumes

The future total background traffic volumes for the 2029 horizon are consistent with the existing traffic volumes as no growth or background development traffic was added to the existing 2024 volumes.

The resulting 2029 future background traffic volumes are illustrated in **Figure 7.**

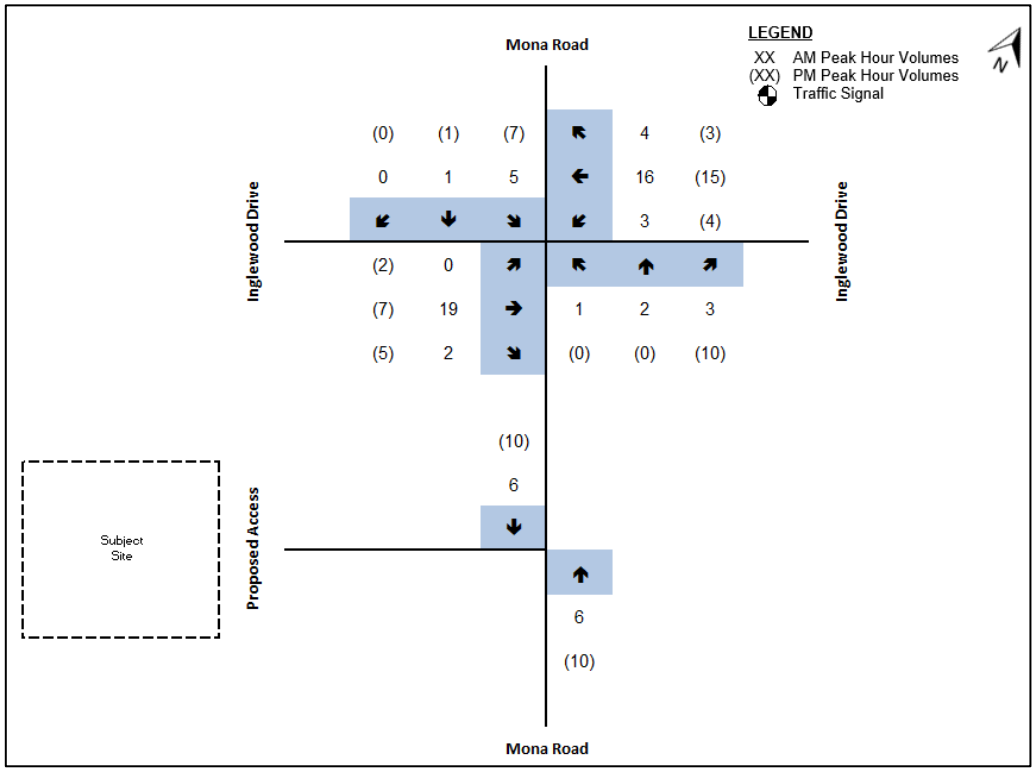



*Figure 7 2029 Future Background Traffic Volumes*

# 6. Site Generated Traffic

## 6.1 Site Traffic Generation

The subject site consists of four semi-detached units and six townhome units.

Site traffic generated by the proposed development for the weekday a.m. and p.m. peak hours was estimated by applying the trip rates for Land Use Code 215 - Single Family Attached Housing, 11th Edition of the Trip Generation Manual published by the Institute of Transportation Engineers (ITE).

A comparison of the fitted curve equations and average rates for each individual Land Use Code was completed, whichever calculation resulted in a greater trip generation was used as a conservative measure.

No transit modal split reduction was applied to the ITE trip rates and provides a conservative assessment.

**Table 1** below summarizes the estimated trip generation for the proposed development.

*Table 1 Estimated Site Trips*

| Land Uses | Dwelling Units | Parameters | Peak Hour | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | Weekday AM | | | Weekday PM | | |
| | | | In | Out | Total | In | Out | Total |
| Single Family Attached Housing (LUC 215) | 10 units | Trip Ratio | 25% | 75% | 100% | 59% | 41% | 100% |
| | | Gross Trips | 1 | 4 | 5 | 4 | 2 | 6 |
| ***Total Primary Trips*** | | | **1** | **4** | **5** | **4** | **2** | **6** |

The proposed residential development is expected to generate a total of 5 new two-way trips during the weekday a.m. peak hour consisting of 1 inbound and 4 outbound trips and 6 new two-way trips during the weekday p.m. peak hour consisting of 4 inbound and 2 outbound trips.

# 6.2 Site Traffic Distribution and Assignment

The site generated traffic for the subject site was distributed based on the existing travel patterns. The proposed trip distribution is summarized in **Table 2** below.

*Table 2 Trip Distribution*

| Peak Period | Direction | North | East | West |
|---|---|---|---|---|
| **AM Peak Hour** | Inbound | 15% | 50% | 35% |
| | Outbound | 35% | 50% | 15% |
| **PM Peak Hour** | Inbound | 10% | 40% | 50% |
| | Outbound | 0% | 100% | 0% |

The estimated site trips generated by the proposed development and distributed to the study area road network for the weekday a.m. and p.m. peak hours is shown in **Figure 8**.

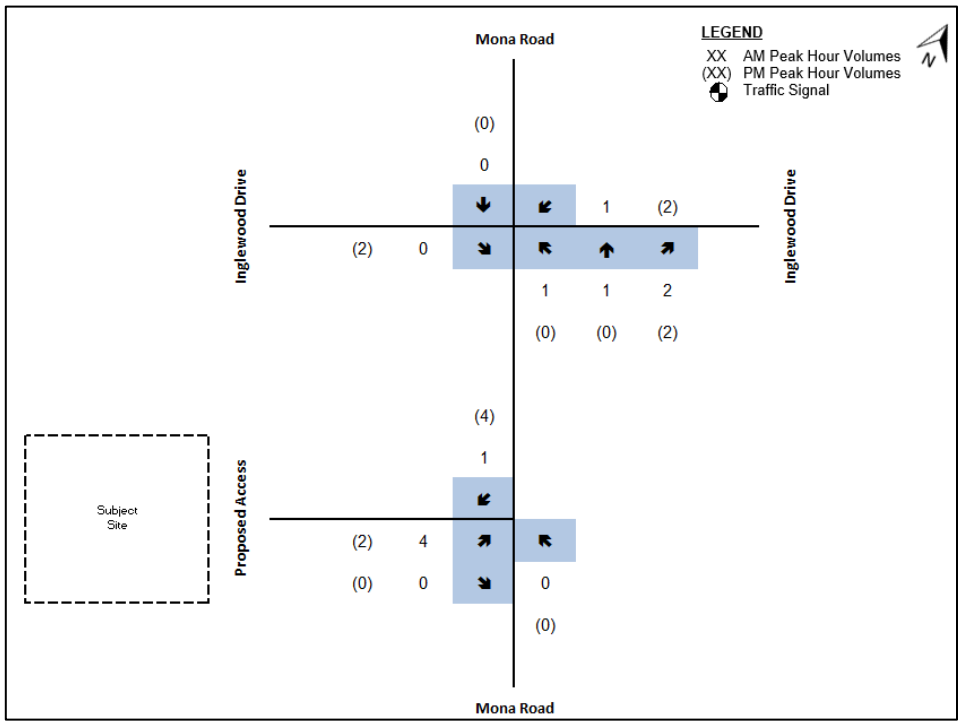



*Figure 8 Total Site Trips*

# 7. Future Total Traffic

The future total traffic conditions in the weekday a.m. and p.m. peak hours for the 2029 planning horizon was derived by combining the projected future background traffic with the corresponding site generated traffic. The resulting traffic volumes are presented in **Figure 9**.

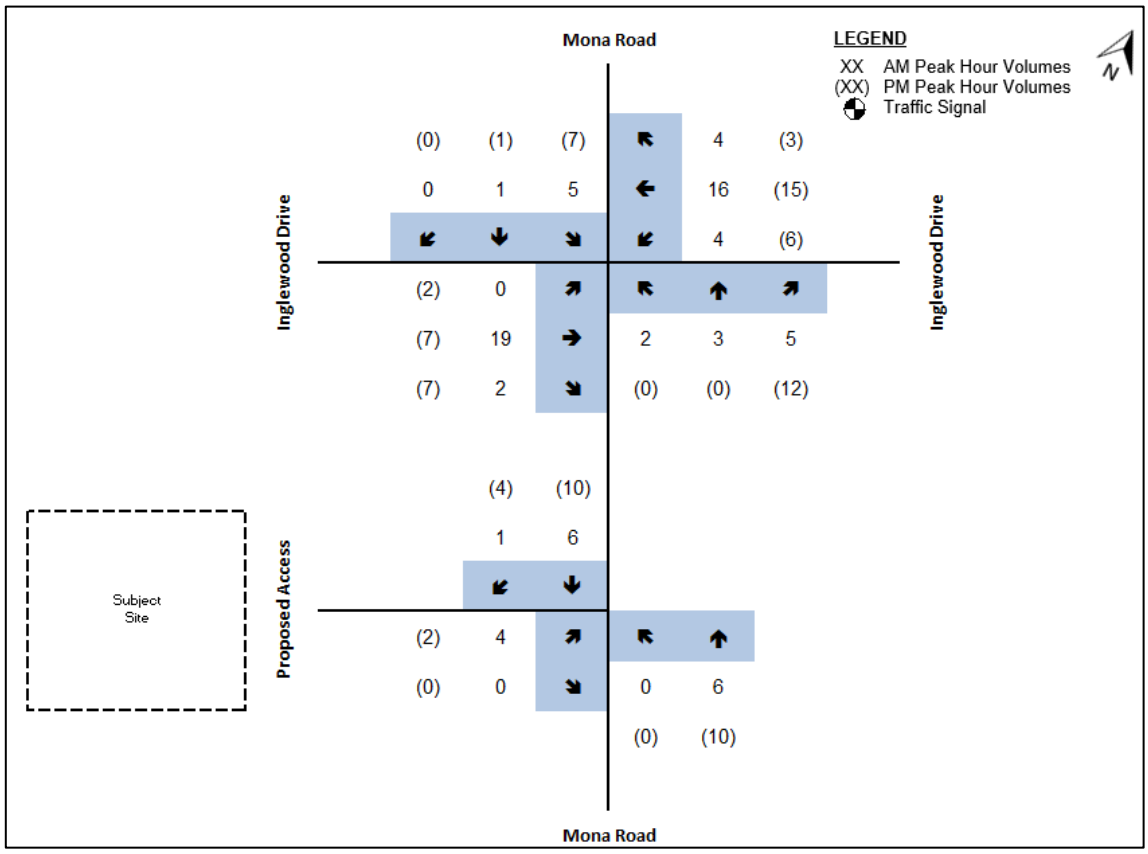



*Figure 9 2029 Future Total Traffic Volumes*

# 8. Capacity Analysis

The capacity analysis identifies how well the intersections and driveways are operating. The analysis contained within this report utilized the Highway Capacity Manual (HCM) 2000 procedure within the Synchro Version 11 Software package. The reported intersection volume-to-capacity ratios (v/c) are a measure of the saturation volume for each turning movement, while the levels-of-service (LOS) are a measure of the average delay for each turning movement. Queuing characteristics are reported as the predicted 95th percentile queue for each turning movement. Both pedestrian crossing volumes and heavy vehicle proportions are included in the analyses. The peak hour factors from the traffic counts were used to analyze existing and future traffic conditions.

The analysis includes identification and required modifications and improvements (if any) at intersections where the addition of background growth or background growth plus site-generated traffic volumes causes the following:

'Critical' intersections and movements for a signalized intersection include:

- V/C ratios for overall intersections operations, through movements, or shared through/turning movements increase to 0.85 or above.
- V/C ratios for exclusive movements increase to 0.95 or above; or
- 95$^{th}$ percentile queue length for individual movements that are projected to, or exceed, the storage length.

'Critical' intersections and movements for an unsignalized intersection include:

- Level of Services (LOS), based on average delay per vehicle, on individual movements exceeds LOS "D"
- Queue length for individual movements that exceeds the available queue storage.

The following tables summarize the HCM capacity results for the study intersections during the weekday a.m. and p.m. peak hours under existing (2024), future background (2029) and future total (2029) traffic conditions. The detailed calculation sheets are provided in **Appendix C**.

## 8.1 Mona Road and Inglewood Drive

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

***Table 3 Capacity analysis of Mona Road and Inglewood Drive***

| Scenario | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| | V/C (LOS) seconds | 95th % Que. | V/C (LOS) seconds | 95th % Que |
| Existing 2024 | EBTLR = 0.03 (A) 7<br>WBTLR = 0.03 (A) 7<br>NBTLR = 0.01 (A) 7<br>SBTLR = 0.01 (A) 8 | EBTLR = 0 m<br>WBTLR = 0 m<br>NBTLR = 0 m<br>SBTLR = 0 m | EBTLR = 0.02 (A) 7<br>WBTLR = 0.03 (A) 7<br>NBTLR = 0.01 (A) 7<br>SBTLR = 0.01 (A) 7 | EBTLR = 0 m<br>WBTLR = 0 m<br>NBTLR = 0 m<br>SBTLR = 0 m |
| Future Background 2029 | EBTLR = 0.03 (A) 7<br>WBTLR = 0.03 (A) 7<br>NBTLR = 0.01 (A) 7<br>SBTLR = 0.01 (A) 8 | EBTLR = 0 m<br>WBTLR = 0 m<br>NBTLR = 0 m<br>SBTLR = 0 m | EBTLR = 0.02 (A) 7<br>WBTLR = 0.03 (A) 7<br>NBTLR = 0.01 (A) 7<br>SBTLR = 0.01 (A) 7 | EBTLR = 0 m<br>WBTLR = 0 m<br>NBTLR = 0 m<br>SBTLR = 0 m |
| Future Total 2029 | EBTLR = 0.03 (A) 7<br>WBTLR = 0.03 (A) 7<br>NBTLR = 0.01 (A) 7<br>SBTLR = 0.01 (A) 8 | EBTLR = 0 m<br>WBTLR = 0 m<br>NBTLR = 0 m<br>SBTLR = 0 m | EBTLR = 0.02 (A) 7<br>WBTLR = 0.04 (A) 7<br>NBTLR = 0.02 (A) 6<br>SBTLR = 0.01 (A) 8 | EBTLR = 0 m<br>WBTLR = 0 m<br>NBTLR = 0 m<br>SBTLR = 0 m |

Under existing conditions, the intersection of Mona Road and Inglewood Drive is operating at acceptable levels with a maximum delay of 8 seconds during a.m. peak hour and 7 seconds during p.m. peak hour.

Under the 2029 future background traffic scenario, intersection is expected to continue to operate with a delay of 8 seconds and 7 seconds during a.m., and p.m. peak hour respectively as no corridor growth no background development traffic was added to the study area road network.

Under the 2029 future total traffic scenario, with the addition of site generated traffic, the intersection continues to operate at a satisfactory level with the same delay of 8 seconds during a.m. peak hour and an increase of 1 second to a delay of 8 seconds during the p.m. peak hour.

## 8.2 Mona Road and Site Access

Capacity analysis at this intersection during the weekday a.m. and p.m. peak hours for the existing, future background, and future total traffic condition are summarized in the following **Table 5**.

***Table 4 Capacity analysis of Mona Road and Site Access***

| Scenario | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| | V/C (LOS) seconds | 95th % Que. | V/C (LOS) seconds | 95th % Que |
| Future Total 2029 | EBLR = 0 (A) 9<br>NBTL = 0 (A) 0<br>SBTR = 0 (A) 0 | EBLR = 5 m<br>NBTL = 0 m<br>SBTR = 0 m | EBLR = 0 (A) 9<br>NBTL = 0 (A) 0<br>SBTR = 0.01 (A) 0 | EBLR = 0 m<br>NBTL = 0 m<br>SBTR = 0 m |

Under the 2029 future total traffic condition, with the addition of the site generated traffic, the proposed site access is reported to operate with a maximum delay of 9 seconds during the a.m. and p.m. peak hour. Along Mona Road, both the northbound and southbound approaches are reported to operate without any delays or queuing.

# 9. Parking Review

GHD reviewed the City's current Zoning By-Law parking requirements for the subject site.

## 9.1 City of Mississauga By-Law 0225-2007

### 9.1.1 Vehicular Parking

The current City of Mississauga's Zoning By-Law minimum parking requirements are found in Section 3.1.2.1.1, Table 3.1.2.1. The minimum By-Law requirement for the subject site is as follows:

- Semi-Detached Unit
    - 2 spaces per unit
- Townhouse on a CEC Road
    - 2 occupant spaces per unit
    - 0.25 visitor spaces per unit

The minimum number of vehicular parking spaces required for the subject site is as follows

- Semi-Detached Unit
    - 2 spaces per unit x 4 semi-detached units = 8 spaces
- Townhouse on a CEC Road
    - 2 occupant spaces per unit x 6 condominium townhouse units = 12 spaces
    - 0.25 visitor spaces per unit x 6 condominium townhouse units = 2 spaces

The subject site is required to provide a total of 22 vehicle parking spaces, including 2 visitor spaces.

### 9.1.2 Accessible Parking

The minimum requirement for accessible parking spaces can also be found in the City of Mississauga's Zoning By-Law, Table 3.1.3.1. The minimum By-Law requirement accessible parking for the subject site is based on the required number of visitor parking spaces for residential uses and is as follows:

- Required number of parking spaces:
    - 1 to 12 spaces: 1 space
    - 13 to 100 spaces: 4% of the total
    - 101 to 200 spaces: 1.0 space plus 3% of the total
    - 201 to 1,000 spaces: 2.0 spaces plus 2% of the total
    - More than 1,001 spaces: 11.0 spaces plus 1% of the total

With a requirement of 2 visitor parking spaces, a minimum of 1 of the spaces are required to be an accessible space.

### 9.1.3 Bicycle Parking

The City of Mississauga's Zoning By-law suggest that bicycle parking spaces shall not be required for residential uses with less than 20 units.

### 9.1.4 Loading Space

The minimum requirement for loading spaces can also be found in the City of Mississauga's Zoning By-Law, Section 3.1.4.5.

A loading space is only required for apartments and/or retirement buildings containing a minimum of 30 dwelling units. With a total of 10 townhouse units, a loading space is not required for the subject site.

## 9.2 Proposed Site Parking

The following table summarizes the minimum By-law requirements and the proposed parking/loading supply for the subject site.

***Table 5 Parking Requirements and provisions***

| Type | Unit Count | By-Law 0225-2007 Requirement | Provided |
|---|---|---|---|
| **Vehicle Parking** | 4 semi-detached units and 6 townhouse units | A minimum of 22 vehicular parking spaces, including 2 visitor spaces | 20 vehicular parking spaces (one space in the garage and one space in the driveway) |
| **Accessible Parking** | | 1 accessible parking spaces | 0 accessible parking spaces |
| **Bicycle Parking** | | 0 bicycle parking spaces | 0 bicycle parking spaces |
| **Loading Spaces** | | 0 loading spaces | 0 loading spaces |

The provision of 20 vehicular parking spaces represents a shortfall of two spaces (visitor spaces) from the minimum By-law requirement of 22 parking spaces one of which is an accessible parking space.

# 10. Parking Utilization Study

To support the reduction of two visitor parking spaces from the minimum requirements outlined in the zoning by-law, GHD conducted a comprehensive parking survey of the surrounding area. The survey focused on assessing the availability and utilization of on-street parking spaces that could accommodate visitor parking needs. This evaluation included identifying the total number of on-street parking spaces within a reasonable walking distance of the site, monitoring their usage during peak times, and analyzing the typical parking patterns in the neighborhood. The goal of the survey was to demonstrate that sufficient on-street parking is available to offset the reduction in the required visitor parking spaces, ensuring there is no adverse impact on parking accessibility for visitors to the development.

GHD contracted Ontario Traffic Inc. to complete the parking demand survey generally within 400 metres of the subject site and north of the rail corridor. The roads which the on-street parking was surveyed are shown in the figure below and are labeled Areas A through G.

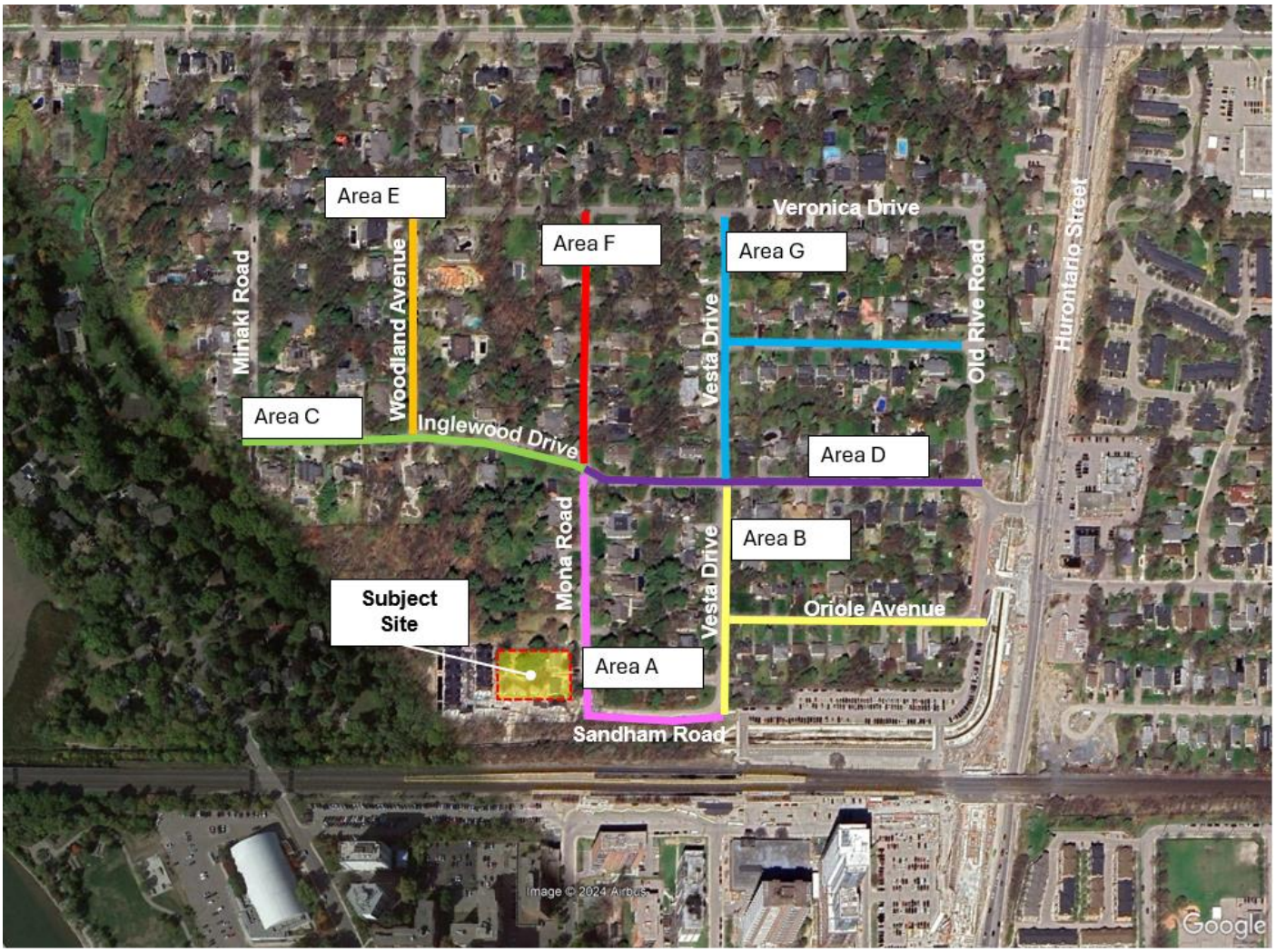



***Figure 10 Parking Demand Survey Limits***

The parking restrictions from each respective area is summarized as follows:

- Area A
  - Mona Road, south of Inglewood Drive: parking permitted on both sides, except from 11 a.m. to 12 p.m.
  - Sandham Road: no parking permitted
- Area B
  - Vesta Drive, south of Inglewood Drive: parking permitted on both sides, except from 8 a.m. to 6 p.m.
  - Oriole Avenue, from Vesta Drive to the GO Station Parking Lot access: parking permitted only on the south side of the road, from 11 a.m. to 12 p.m.
- Area C
  - Inglewood Drive, from Minaki Road to Mona Road: parking permitted on both sides with no time restrictions
- Area D
  - Inglewood Drive, from 40 metres east of Mona Road to 100 metres west of Old River Road: parking permitted on both sides for a maximum of three hours.

- Area E
  - Woodland Avenue to Veronica Drive: parking permitted on both sides with no time restrictions
- Area F
  - Mona from Inglewood Drive to Veronica Drive: parking permitted on both sides with no time restriction
- Area G
  - Vesta Drive from Mona Road to Veronica Drive: parking generally permitted on both sides with no time restrictions
  - Cotton Drive, from Vesta Drive to Old River Road: parking permitted on both sides with no time restrictions

The scope of the parking demand surveys was established in consultation with City staff and conducted over two days during the specified time periods of 11:00 a.m. to 1:00 p.m. and 5:00 p.m. to 9:00 p.m. The results of the surveys are summarized in **Table 6** and detailed in **Appendix D**. The surveys identified that the peak parking demand generally occurred during the mid-day observation period from 11:00 a.m. to 1:00 p.m.

Within Area A, which includes Mona Road and Sandham Road adjacent to the subject site, a maximum of six vehicles were observed parked during the peak mid-day period, representing the highest demand among all surveyed areas. During the evening period, the peak parking demand decreased significantly, with only two vehicles observed.

Given the consistently low parking demand observed during the first week of surveys, GHD determined that it was unnecessary to conduct an additional day of surveys the following week, as typically required, since the existing data sufficiently demonstrated the parking patterns in the area.

***Table 6 Parking Demand Survey Results***

| | Area | | | | | | |
|---|---|---|---|---|---|---|---|
| | **A** | **B** | **C** | **D** | **E** | **F** | **G** |
| **Available Parking Spaces** | 24 | 43 | 25 | 22 | 25 | 27 | 68 |
| **Thursday Afternoon Peak Demand** | 5 | 0 | 0 | 3 | *4* | 1 | *5* |
| **Thursday Evening Peak Demand** | 1 | *1* | 0 | 3 | 0 | 1 | 4 |
| **Saturday Afternoon Peak Demand** | *6* | 0 | 0 | *4* | 1 | *2* | 3 |
| **Saturday Evening Peak Demand** | 2 | 0 | 0 | 1 | 0 | *2* | 1 |

As summarized in the table above, the available on-street parking supply near the subject site significantly exceeds the observed peak parking demand across all areas surveyed over the two-day period. The subject site is primarily fronted by Area A, which includes Mona Road. During the peak demand period, a maximum of six vehicles were observed parked in this area. However, approximately 24 on-street parking spaces are available along Mona Road, leaving a substantial surplus of parking capacity even during the busiest observed times.

This surplus indicates that the on-street parking supply in the immediate vicinity of the subject site is more than sufficient to accommodate additional demand, including the two visitor parking spaces that would otherwise be required under the Zoning By-law. Given the proximity and accessibility of the surplus parking, GHD is of the opinion that the two visitor parking spaces can be effectively accommodated through the existing on-street parking infrastructure without impacting local parking conditions or accessibility for other users.

This assessment demonstrates that the proposed reduction in on-site visitor parking spaces would not adversely affect the overall parking availability for the surrounding area. It is also important to note that this assessment did not include the additional parking capacity available at the nearby GO Transit parking lot, which provides additional parking for visitors to the area.

# 11. Site Access Review

## 11.1 City Design Standard

Site access design standards are found in the City of Mississauga's Engineering Design Standards and Specifications Manual. The city's driveway width requirement is found in General Provisions for Residential Zones Section 4.1.23.1 and requires maximum entrance width of 6.0 metres for residential areas.

The access along Mona Road is proposed to be designed with a width of 6.0 metres, satisfying the City's design standards.

## 11.2 Corner Clearance and Spacing

The suggested corner clearance can be found in the TAC 2017 Manual Section 8.8.1., Figure 8.8.2. For a driveway along an undivided local road with stop control at the cross-road, a minimum of 15 metres is required. The proposed site access is located over 150 metres from the stop-controlled intersection of Inglewood Drive and Mona Road, satisfying the suggested corner clearance from TAC.

The driveway spacing guidelines can be found in the TAC 2017 Manual Section 8.9.8., Figure 8.9.2. For residential uses, driveways should be located a distance equal to the curb return radius from the property line, 2 metres from street corners, and 1 metre between driveways. The site access satisfies the spacing guidelines.

# 12. Travel Demand Management

## 12.1 Travel Demand Management

Travel Demand Management (TDM) refers to a variety of strategies to reduce congestion, minimize the number of single-occupant vehicles, encourage non-auto modes of travel, and reduce vehicle dependency to create a sustainable transportation system. TDM strategies have multiple benefits including the following:

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

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

## 12.2 Existing TDM Opportunities

### 12.2.1 Transit

The subject site is located within 200 metres of the entrance to the Port Credit GO Station, equivalent to a 3-minute walk, and within 350 metres of the MiWay transit stops, approximately a 5-minute walk. GO Transit operates the **Lakeshore West Line** from the Port Credit Station with trains operating with a 30-minute headway in both the eastbound and westbound directions. Four routes are service transit stops at Port Credit station and include Route 2 (**Hurontario**), Route 8 (**Cawthra**), Route 14/14A (**Lorne Park/Lorne Park - Industrial**), and Route 23 (**Lakeshore**), with varying headways ranging from 10 to 50 minutes.

## 12.3 Future TDM Opportunities

### 12.3.1 Transit

The Hazel McCallion Light Rail Transit (LRT), also known as the Hurontario LRT, is a future LRT line currently under construction that will run between the Port Credit Station to the south and the Brampton Gateway Terminal to the north while providing connections to the Milton and Lakeshore West GO lines, the Mississauga Transit Way and the Zum Transitway.

Trains are expected to run with a headway of 7.5 minutes with the LRT's southern terminus located at Port Credit Station, approximately 400 metres from the subject site.

## 12.4 Recommended TDM Measures

***Table 7 Recommended TDM Strategies***

| TDM Measure | Responsibility | Cost | Note |
|---|---|---|---|
| **Soft Measures** | | | |
| Information packages (MiWay, GO Transit, Hurontario LRT information, cycling maps). | Applicant | To be determined. | Distributed with the purchase of a unit. |

# 13. Swept Path Analysis

GHD undertook a vehicle swept path analysis to assess the site plan circulation for emergency vehicles, waste collection vehicles, MSU truck, and a passenger vehicle. The results of the analysis are provided in **Appendix E** and illustrate that the site can sufficiently accommodate the aforementioned design vehicles with no issues.

A fire truck was analyzed entering the site from the driveway along Mona Road in drawing AT-101 and exiting back onto Mona Road and in drawing AT-102. No conflicts were found with the maneuvers.

As requested by City staff, a side-load waste collection vehicle was analyzed entering the site from the driveway along Mona Road and exiting the site in drawings AT-103 and AT-104. No conflicts were found with the maneuvers.

An MSU truck was analyzed entering the site from the driveway along Mona Road, circulating the site, and exiting the site in drawings AT-105 and AT-106. No conflicts were found with the maneuvers.

A passenger vehicle was analyzed entering the site from the driveway along Mona Road, circulating the site, and exiting the site in in drawing AT-107 and AT-108. No conflicts were found with the maneuvers.

# 14. Community Impacts

The proposed development is estimated to generate an acceptable volume of new site trips to the adjacent road network and study intersections as confirmed in **Section 8** of this report. The subject site's generated traffic will have a marginal impact on the operation of all the study intersections and roadways. There are no recommended improvements to the study intersections required in response to development of the subject site.

Following recent changes to the Planning Act under Bill 185, the applicant is moving forward with a formal OPA/ZBA application instead of proceeding with the DARC 2 submission. However, in response to the comments received

during DARC 1, a community meeting was held on June 9, 2024, with Councillor Stephen Dasko in attendance. The meeting with residents was held on June 9, 2024, at Clarke Hall (161 Lakeshore Road West, Mississauga, Ontario, L5H 1G3), from 6:30 PM to 8:00 PM.

Residents provided the following transportation-related concerns:

- Is there traffic capacity to support the additional vehicles on the road? For example, exits to and from Eaglewood Blvd to Hurontario can be difficult at times because of the traffic volumes?
- How will garbage storage and pick-up be handled in this project?
- Where will visitor parking be located for this project, and why is a reduction is being sought?

Based on the capacity analysis of the intersection of Mona Road and Inglewood Drive, there is sufficient capacity at the study intersection to support the additional traffic. City staff did not request the intersections along Hurontario Street to be included within the study area, however the subject site is only projected to generate a maximum of 2 new additional trips to and from Hurontario Street during the peak hours.

Regarding waste collection pick-up, GHD completed a swept path analysis that confirmed the Region's waste collection vehicle can be accommodate on-site.

A parking survey was conducted along the roads surrounding the subject site and confirmed that there is sufficient on-street parking available near the subject site to accommodate the visitor parking.

# 15. Conclusion

The proposed development consists of 10 residential units with the following unit breakdown:

- 4 semi-detached units.
- 6 townhome units, on a CEC road.

Access to the subject site is provided via a full-moves access located along Mona Road.

Based on ITE Trip Generation the subject site is expected to generate a total of 5 new two-way trips during the weekday a.m. peak hour consisting of 1 inbound and 4 outbound trips and 6 new two-way trips during the weekday p.m. peak hour consisting of 4 inbound and 2 outbound trips.

Under the existing traffic conditions, all study intersections operate with acceptable delay during the a.m. and p.m. peak hours with no critical movements.

Under the 2029 future background conditions, with the addition of corridor growth, all intersections continue to operate with same delay during the a.m. peak hour and the p.m. peak hour.

With the addition of site generated traffic under the 2029 future total condition the intersections continue to operate at with the same delay during a.m. peak hour and delay increased by 1 second during the p.m. peak hour.

According to the current City of Mississauga's By- Law, parking rates to the subject site results in requirement of 24 vehicular parking space, including 1 accessible parking spaces, with no requirement for a loading space.

The subject site provides a total of 22 vehicular parking spaces, a shortfall of two visitor parking spaces from the By-law requirement. GHD completed a parking analysis of the available on-street parking surrounding the site and confirmed that the availability of on-street parking significantly exceeds the peak on-street parking demand. The parking assessment demonstrated that the proposed reduction in on-site visitor parking spaces would not adversely affect the overall parking availability for the surrounding area.

A vehicle swept path assessment confirms that the subject site can accommodate the emergency vehicles, waste collection vehicles, MSU truck, and a passenger vehicle with no concerns identified.

The traffic study confirms that the proposed residential development will have a minimal impact on the future capacity of the study intersections and can be accommodated on the existing road network.

# Appendices

# Appendix A

## Terms of Reference

# Appendix A

## Certification Form

Individuals submitting reports will be responsible for all aspects of development-related transportation assessment and reporting, and undertaking such work, in accordance and compliance with the City of Mississauga's Official Plan, Transportation Master Plan, and Transportation Impact Study Guidelines.

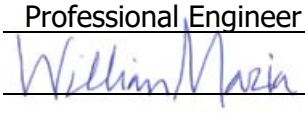
By submitting the attached report (and any associated documents) and signing this document, I acknowledge that:

- I have reviewed and have a sound understanding of the objectives, needs, and requirements of the City of Mississauga's Official Plan, Transportation Master Plan, and the Transportation Impact Study Guidelines as they apply to this submission;
- I have sound knowledge of industry standard practices pertaining to the preparation of development-related transportation study reports;
- I have substantial experience (more than five years) in completing development-related transportation studies and strong background knowledge of the transportation planning and engineering principles underpinning these studies; and
- I am registered as a Professional Engineer (P.Eng.), Licensed Engineering Technologist (LET), Certified Engineering Technologist (C.E.T.), or Registered Professional Planner (RPP) in good standing in the Province of Ontario with specific training in transportation planning and engineering.

Dated at __Mississauga_____ this__15_____ day of ___September_____, 2024___.
(City)

Name: William Maria

Professional Title: Professional Engineer

Signature: 

**Office Contact Information (Please Print)**

Address: 100 Milverton Drive Suite 404

City/Postal Code: Mississauga L5R 4H1

Telephone/Extension: 905-814-4397

E-mail Address: will.maria@ghd.com

# Appendix B

**APPROVED**
*By Bo Yang Yu at 1:19 pm, Apr 15, 2024*

## Pre-Study Consultation Checklist

| Description | Information | Section Reference |
|---|---|---|
| **Development Information** | | |
| Development Description (land use, size, and number of phases of development) | • Phase 1:<br>  • 4 semi-detached condominium units<br>  • 7 condominium townhome units | 2.3.6 |
| **Transportation Impact Assessment** | | |
| **Step 1 – Screening** | | |
| Type of Application (attach a drawing) | ☒ Official Plan Amendment<br>☒ Zoning Amendment<br>☒ ~~Site Plan Control Application~~<br>☐ Plan of Subdivision<br>☐ Other_____ | 2.3.5 |
| Screening Criteria | ☐ Trip Generation Trigger Satisfied<br>X Location Trigger Satisfied<br>☐ Operational/Safety Trigger Satisfied | 2.2.1 |
| Type of Study | ☒ Transportation Impact Study<br>☒ Access Review<br>☐ No Additional Study Required | 2.2.1 |
| **Step 2 – Scoping** | | |
| Study Area (intersections to be analyzed)<br><br>Note: The Transportation Consultant is responsible to identify any further intersections impacted as the study progresses. | • Mona Road and Inglewood<br>• Mona Road and the site access<br>•<br>•<br>•<br>•<br>•<br>•<br>• | 2.3.8 |

| Description | Information | Section Reference |
|---|---|---|
| Horizon Years | ☒ 5 years from date of TIS<br>☐ Interim years_____<br>☐ Other_____ | 2.3.9 |
| Analysis Periods | ☒ AM weekday peak hour of adjacent roadway<br>☒ PM weekday peak hour of adjacent roadway<br>☐ Saturday peak hour of adjacent roadway<br>☐ AM weekday peak hour of development<br>☐ PM weekday peak hour of development<br>☐ Saturday peak hour of development<br>☐ Other _____ | 2.3.10 |
| Input Parameters and Assumptions (potential deviations) | • **N/A**<br>•<br>•<br>• | 2.3.13 |
| Existing Transportation Conditions | ☐ City data sources<br>☒ New data collection_____<br>☐ Other _____ | 2.3.14 |
| Planned Network Improvements (with timing) | • **N/A**<br>•<br>• | 2.3.16 |
| Other Planned Developments (per City's Website) | •<br>•<br>•<br>•<br>•<br>• | 2.3.17 |
| Identification of Mitigation Improvement Measures | ☐ Neighbourhood Traffic Management Plan<br>☐ Other_____ | 2.3.23 |
| Safety Analysis (any special issues) | •<br>•<br>•<br>• | 2.3.25 |
| Site Access and Circulation (design vehicles) | ☒ Passenger Car (P)<br>☐ Light Single Unit Truck (LSU)<br>☒ Medium Single Unit Truck (MSU)<br>☐ Heavy Single Unit Truck (HSU)<br>☒ Pumper Fire Truck<br>☐ WB-20 Tractor Semi-Trailer Truck<br>☒ Other_Waste Collection_____ | 2.3.26 |
| Impacts During Construction (any special issues) | •<br>•<br>•<br>• | 2.3.27 |

| Description | Information | Section Reference |
|---|---|---|
| **Step 3 – Forecasting** | | |
| Growth Rate | ☒ Obtained from City<br>☐ Historical traffic counts<br>☐ Travel demand forecasts<br>☐ Proposed Growth Rate: _____ | 2.3.15 |
| Site Trip Generation | ☒ ITE Trip Generation Manual<br>☐ "First Principles"<br>☐ Observed rates for similar developments in area<br>☐ Other _____ | 2.3.19 |
| Trip Reductions | ☐ Internal capture reductions for mixed-use developments<br>☐ Pass-by reductions<br>☐ Other _____ | 2.3.19 |
| Trip Distribution | ☒ Local traffic patterns<br>☒ TTS<br>☐ Travel demand model<br>☐ Population and employment distribution<br>☐ Market analysis of catchment area<br>☐ Other _____ | 2.3.20 |
| Trip Assignment | ☒ Local traffic patterns<br>☒ Shortest distance<br>☐ Site layout, access design and logical routing<br>☐ Existing turning movements<br>☐ Other _____ | 2.3.21 |
| **Transportation Demand Management Plan** | | |
| Format | ☒ Within a TIA Report<br>☐ Standalone | 3.2.1 |
| Type of Transportation Demand Management Plan | ☐ TDM Statement<br>☐ TDM Scheme | 3.2.2 |
| **Pedestrian Circulation Plan** | | |
| Format | ☒ Within a TIA Report<br>☐ Standalone | 4.2.1 |
| **Additional Comments** | | |
| - Community Impacts: Any transportation related impacts on the existing community and comments from the public through the planning approvals process shall be addressed in the report.<br>- Access Review: Ensure that the site accesses and driveways conform to all TAC standards (e.g. corner clearances, clear throat lengths, veh & ped sightline distances for ingress/egress, proximity/alignment to other driveways/roads, etc.); Provide confirmation and technical justification of whether the site access locations(s) and design(s) are safe for all roadway users and why. | | |

**Outdated Site Plan provided for reference purposes for the Terms of Reference**

NOTE:
Property line, buildings, drive access and street setbacks are all shown as approximate. A detailed site survey must be provided prior to finalizing all conditions. Dimensions used are all based on reference plans and are not intended as legally binding. Architect is not responsible for any changes that may occur due to verification of zoning, boundary conditions, OP, or other regulations. The enclosed drawing is for reference and information purposes only.

MICHAEL SPAZIANI ARCHITECT INC.
6 Helene Street North, Suite 100
Port Credit, Mississauga, ON, L5G 3B2
T 905 891 0691 F 905 891 0514

# Queenscorp
# Mona Road
# Mississauga, Ontario

DRAFT

## Preliminary Concept
## Site Plan

Scale: 1:250

January 23, 2023

# Appendix B

## Traffic Data

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# Project #24-177 - GHD

## Intersection Count Report

| | |
|---|---|
| **Intersection:** | Mona Rd & Inglewood Dr |
| **Municipality:** | Mississauga |
| **Count Date:** | Wednesday, May 01, 2024 |
| **Site Code:** | 2417700001 |
| **Count Categories:** | Cars, Trucks, Bicycles, Pedestrians |
| **Count Period:** | 07:00-09:00, 16:00-18:00 |
| **Weather:** | Clear |
| **Comments:** | |

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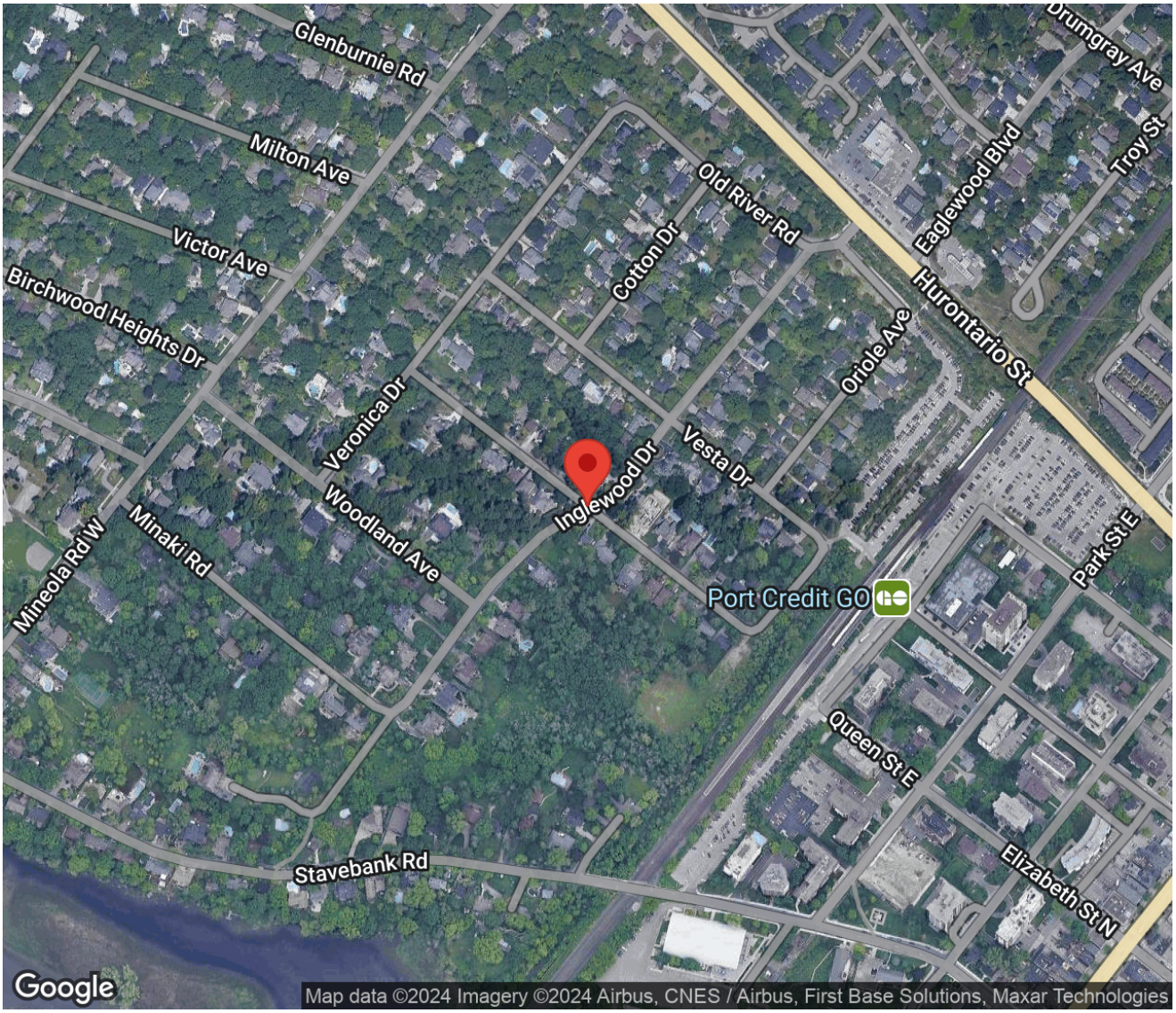
# Traffic Count Map

| | |
|---|---|
| Intersection: | Mona Rd & Inglewood Dr |
| Site Code: | 2417700001 |
| Municipality: | Mississauga |
| Count Date: | May 01, 2024 |



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# Traffic Count Summary

| | |
|---|---|
| Intersection: | Mona Rd & Inglewood Dr |
| Site Code: | 2417700001 |
| Municipality: | Mississauga |
| Count Date: | May 01, 2024 |

## Mona Rd - Traffic Summary

| | North Approach Totals | | | | | | South Approach Totals | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Includes Cars, Trucks, Bicycles | | | | | | Includes Cars, Trucks, Bicycles | | | | | | |
| Hour | Left | Thru | Right | U-Turn | Total | Peds | Left | Thru | Right | U-Turn | Total | Peds | Total |
| 07:00 - 08:00 | 2 | 5 | 0 | 0 | 7 | 1 | 3 | 0 | 7 | 0 | 10 | 3 | 17 |
| 08:00 - 09:00 | 5 | 1 | 0 | 0 | 6 | 0 | 1 | 2 | 3 | 0 | 6 | 3 | 12 |
| BREAK | | | | | | | | | | | | | |
| 16:00 - 17:00 | 8 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 9 | 0 | 9 | 0 | 17 |
| 17:00 - 18:00 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 1 | 4 | 0 | 5 | 3 | 8 |
| **GRAND TOTAL** | **16** | **8** | **0** | **0** | **24** | **1** | **4** | **3** | **23** | **0** | **30** | **9** | **54** |

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# Traffic Count Summary

| | |
|---|---|
| Intersection: | Mona Rd & Inglewood Dr |
| Site Code: | 2417700001 |
| Municipality: | Mississauga |
| Count Date: | May 01, 2024 |

## Inglewood Dr - Traffic Summary

| Hour | East Approach Totals (Includes Cars, Trucks, Bicycles) | | | | | | West Approach Totals (Includes Cars, Trucks, Bicycles) | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U-Turn | Total | Peds | Left | Thru | Right | U-Turn | Total | Peds | |
| 07:00 - 08:00 | 4 | 8 | 2 | 0 | 14 | 0 | 0 | 2 | 5 | 0 | 7 | 3 | 21 |
| 08:00 - 09:00 | 3 | 16 | 4 | 0 | 23 | 1 | 0 | 19 | 2 | 0 | 21 | 0 | 44 |
| BREAK | | | | | | | | | | | | | |
| 16:00 - 17:00 | 4 | 8 | 4 | 0 | 16 | 0 | 1 | 8 | 7 | 0 | 16 | 0 | 32 |
| 17:00 - 18:00 | 7 | 13 | 3 | 0 | 23 | 0 | 1 | 10 | 4 | 0 | 15 | 0 | 38 |
| **GRAND TOTAL** | **18** | **45** | **13** | **0** | **76** | **1** | **2** | **39** | **18** | **0** | **59** | **3** | **135** |

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# Traffic Count Data

Intersection: Mona Rd & Inglewood Dr
Site Code: 2417700001
Municipality: Mississauga
Count Date: May 01, 2024

## North Approach - Mona Rd

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Total | | | | | Total | | | | | Total | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 2 | 4 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 6 | 6 | 0 | 0 | 12 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |

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# Traffic Count Data

Intersection: Mona Rd & Inglewood Dr
Site Code: 2417700001
Municipality: Mississauga
Count Date: May 01, 2024

## North Approach - Mona Rd

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Total | | | | | Total | | | | | Total | |
| 16:00 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 9 | 2 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| GRAND TOTAL | 15 | 8 | 0 | 0 | 23 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |

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# Traffic Count Data

Intersection: Mona Rd & Inglewood Dr
Site Code: 2417700001
Municipality: Mississauga
Count Date: May 01, 2024

## South Approach - Mona Rd

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Total | | | | | Total | | | | | Total | |
| 07:00 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 |
| 07:30 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:15 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:30 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:45 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 3 | 2 | 10 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 6 |

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# Traffic Count Data

Intersection: Mona Rd & Inglewood Dr
Site Code: 2417700001
Municipality: Mississauga
Count Date: May 01, 2024

## South Approach - Mona Rd

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Total | | | | | Total | | | | | Total | |
| 16:00 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| SUBTOTAL | 0 | 1 | 11 | 0 | 12 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| GRAND TOTAL | 3 | 3 | 21 | 0 | 27 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 9 |

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# Traffic Count Data

Intersection: Mona Rd & Inglewood Dr
Site Code: 2417700001
Municipality: Mississauga
Count Date: May 01, 2024

## East Approach - Inglewood Dr

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↻ | Total | ↰ | ↑ | ↱ | ↻ | Total | ↰ | ↑ | ↱ | ↻ | Total | |
| 07:00 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 3 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 1 | 3 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 1 | 2 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:30 | 0 | 6 | 2 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 1 | 7 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 7 | 22 | 6 | 0 | 35 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 |

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# Traffic Count Data

Intersection: Mona Rd & Inglewood Dr
Site Code: 2417700001
Municipality: Mississauga
Count Date: May 01, 2024

## East Approach - Inglewood Dr

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↻ | Total | ↰ | ↑ | ↱ | ↻ | Total | ↰ | ↑ | ↱ | ↻ | Total | |
| 16:00 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 1 | 4 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 1 | 4 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 1 | 7 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 2 | 2 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 17:30 | 2 | 1 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 2 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 11 | 20 | 7 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| **GRAND TOTAL** | **18** | **42** | **13** | **0** | **73** | **0** | **2** | **0** | **0** | **2** | **0** | **1** | **0** | **0** | **1** | **1** |

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

# Traffic Count Data

Intersection: Mona Rd & Inglewood Dr
Site Code: 2417700001
Municipality: Mississauga
Count Date: May 01, 2024

## West Approach - Inglewood Dr

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Total | | | | | Total | | | | | Total | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:15 | 0 | 0 | 4 | 0 | 4 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 3 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 0 | 19 | 6 | 0 | 25 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 3 |

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

# Traffic Count Data

Intersection: Mona Rd & Inglewood Dr
Site Code: 2417700001
Municipality: Mississauga
Count Date: May 01, 2024

## West Approach - Inglewood Dr

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | ↰ | ↑ | ↱ | ↶ | Total | |
| 16:00 | 0 | 3 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 16:15 | 1 | 1 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 16:45 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 2 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 3 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 2 | 16 | 11 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 |
| **GRAND TOTAL** | **2** | **35** | **17** | **0** | **54** | **0** | **2** | **0** | **0** | **2** | **0** | **2** | **1** | **0** | **3** | **3** |

# Peak Hour Diagram

**Specified Period**
From: 07:00:00
To: 09:00:00

**One Hour Peak**
From: 08:00:00
To: 09:00:00

**Intersection:** Mona Rd & Inglewood Dr
**Site Code:** 2417700001
**Count Date:** May 01, 2024

**Weather conditions:** Clear

**** Unsignalized Intersection ****

**Major Road:** Inglewood Dr runs E/W

## North Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 5 | 6 | 11 |
| Trucks | 1 | 0 | 1 |
| Bicycles | 0 | 0 | 0 |
| | **6** | **6** | **12** |

## Mona Rd

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

## East Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 23 | 26 | 49 |
| Trucks | 0 | 1 | 1 |
| Bicycles | 0 | 0 | 0 |
| | **23** | **27** | **50** |

## Inglewood Dr

| Bicycles | Trucks | Cars | Totals | |
|---|---|---|---|---|
| 0 | 0 | 0 | **0** | |
| 0 | 0 | 0 | **0** | |
| 0 | 0 | 19 | **19** | |
| 0 | 0 | 2 | **2** | |

Peds: 0

N
W E
S

Peds: 1

## Inglewood Dr

| Totals | Cars | Trucks | Bicycles |
|---|---|---|---|
| **0** | 0 | 0 | 0 |
| **4** | 4 | 0 | 0 |
| **16** | 16 | 0 | 0 |
| **3** | 3 | 0 | 0 |

Peds: 3

## West Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 21 | 17 | 38 |
| Trucks | 0 | 0 | 0 |
| Bicycles | 0 | 0 | 0 |
| | **21** | **17** | **38** |

## Mona Rd

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

## South Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 6 | 6 | 12 |
| Trucks | 0 | 0 | 0 |
| Bicycles | 0 | 0 | 0 |
| | **6** | **6** | **12** |

Cars - Trucks - Bicycles

## Comments

Ontario Traffic Inc.
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# Peak Hour Summary

Intersection: Mona Rd & Inglewood Dr
Site Code: 2417700001
Count Date: May 01, 2024
Period: 07:00 - 09:00

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

| Start Time | North Approach Mona Rd | | | | | | South Approach Mona Rd | | | | | | East Approach Inglewood Dr | | | | | | West Approach Inglewood Dr | | | | | | Total Vehicles |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ↰ | ↑ | ↱ | ↩ | Peds | Total | ↰ | ↑ | ↱ | ↩ | Peds | Total | ↰ | ↑ | ↱ | ↩ | Peds | Total | ↰ | ↑ | ↱ | ↩ | Peds | Total | |
| 08:00 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 1 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 0 | 2 | 8 |
| 08:15 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 3 | 2 | 0 | 0 | 5 | 10 |
| 08:30 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 1 | 3 | 0 | 6 | 2 | 0 | 0 | 8 | 0 | 6 | 0 | 0 | 0 | 6 | 19 |
| 08:45 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 7 | 1 | 0 | 0 | 9 | 0 | 8 | 0 | 0 | 0 | 8 | 19 |
| **Grand Total** | **5** | **1** | **0** | **0** | **0** | **6** | **1** | **2** | **3** | **0** | **3** | **6** | **3** | **16** | **4** | **0** | **1** | **23** | **0** | **19** | **2** | **0** | **0** | **21** | **56** |
| **Approach %** | 83.3 | 16.7 | 0 | 0 | | - | 16.7 | 33.3 | 50 | 0 | | - | 13 | 69.6 | 17.4 | 0 | | - | 0 | 90.5 | 9.5 | 0 | | - | |
| **Totals %** | 8.9 | 1.8 | 0 | 0 | | 10.7 | 1.8 | 3.6 | 5.4 | 0 | | 10.7 | 5.4 | 28.6 | 7.1 | 0 | | 41.1 | 0 | 33.9 | 3.6 | 0 | | 37.5 | |
| **PHF** | **0.63** | **0.25** | **0** | **0** | | **0.75** | **0.25** | **0.25** | **0.75** | **0** | | **0.5** | **0.75** | **0.57** | **0.5** | **0** | | **0.64** | **0** | **0.59** | **0.25** | **0** | | **0.66** | **0.74** |
| **Cars** | 4 | 1 | 0 | 0 | | 5 | 1 | 2 | 3 | 0 | | 6 | 3 | 16 | 4 | 0 | | 23 | 0 | 19 | 2 | 0 | | 21 | 55 |
| **% Cars** | 80 | 100 | 0 | 0 | | 83.3 | 100 | 100 | 100 | 0 | | 100 | 100 | 100 | 100 | 0 | | 100 | 0 | 100 | 100 | 0 | | 100 | 98.2 |
| **Trucks** | 1 | 0 | 0 | 0 | | 1 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 1 |
| **% Trucks** | 20 | 0 | 0 | 0 | | 16.7 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 1.8 |
| **Bicycles** | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 |
| **% Bicycles** | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 |
| **Peds** | | | | | 0 | - | | | | | 3 | - | | | | | 1 | - | | | | | 0 | - | 4 |
| **% Peds** | | | | | 0 | - | | | | | 75 | - | | | | | 25 | - | | | | | 0 | - | |

# Peak Hour Diagram

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

| Specified Period | | One Hour Peak | |
|---|---|---|---|
| From: | 16:00:00 | From: | 16:15:00 |
| To: | 18:00:00 | To: | 17:15:00 |

**Intersection:** Mona Rd & Inglewood Dr
**Site Code:** 2417700001
**Count Date:** May 01, 2024

**Weather conditions:** Clear

**** Unsignalized Intersection ****

**Major Road:** Inglewood Dr runs E/W

## North Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 8 | 5 | 13 |
| Trucks | 0 | 0 | 0 |
| Bicycles | 0 | 0 | 0 |
| | **8** | **5** | **13** |

## Mona Rd

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

Peds: 0

## East Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 22 | 22 | 44 |
| Trucks | 0 | 1 | 1 |
| Bicycles | 0 | 1 | 1 |
| | **22** | **24** | **46** |

## Inglewood Dr

| Bicycles | Trucks | Cars | Totals | |
|---|---|---|---|---|
| 0 | 0 | 0 | **0** | |
| 0 | 0 | 2 | **2** | |
| 1 | 0 | 6 | **7** | |
| 0 | 0 | 5 | **5** | |

Peds: 0


Peds: 0

## Inglewood Dr

| | Totals | Cars | Trucks | Bicycles |
|---|---|---|---|---|
| | **0** | 0 | 0 | 0 |
| | **3** | 3 | 0 | 0 |
| | **15** | 15 | 0 | 0 |
| | **4** | 4 | 0 | 0 |

Peds: 1

## West Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 13 | 15 | 28 |
| Trucks | 0 | 0 | 0 |
| Bicycles | 1 | 0 | 1 |
| | **14** | **15** | **29** |

## Mona Rd

| | | | | |
|---|---|---|---|---|
| **Totals** | **0** | **0** | **10** | **0** |
| Cars | 0 | 0 | 9 | 0 |
| Trucks | 0 | 0 | 1 | 0 |
| Bicycles | 0 | 0 | 0 | 0 |

## South Approach

| | Out | In | Total |
|---|---|---|---|
| Cars | 9 | 10 | 19 |
| Trucks | 1 | 0 | 1 |
| Bicycles | 0 | 0 | 0 |
| | **10** | **10** | **20** |

Cars - Trucks - Bicycles

## Comments

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

# Peak Hour Summary

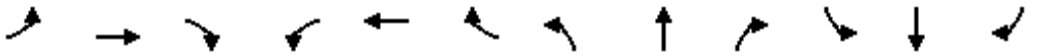
Intersection: Mona Rd & Inglewood Dr
Site Code: 2417700001
Count Date: May 01, 2024
Period: 16:00 - 18:00

## Peak Hour Data (16:15 - 17:15)

| Start Time | North Approach Mona Rd | | | | | | South Approach Mona Rd | | | | | | East Approach Inglewood Dr | | | | | | West Approach Inglewood Dr | | | | | | Total Vehicles |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Peds | Total | | | | | Peds | Total | | | | | Peds | Total | | | | | Peds | Total | |
| 16:15 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 2 | 1 | 1 | 1 | 0 | 0 | 3 | 9 |
| 16:30 | 5 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 4 | 2 | 0 | 0 | 7 | 0 | 2 | 3 | 0 | 0 | 5 | 19 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 4 | 0 | 0 | 0 | 5 | 0 | 1 | 1 | 0 | 0 | 2 | 9 |
| 17:00 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 1 | 3 | 1 | 7 | 0 | 0 | 0 | 8 | 1 | 3 | 0 | 0 | 0 | 4 | 17 |
| **Grand Total** | **7** | **1** | **0** | **0** | **0** | **8** | **0** | **0** | **10** | **0** | **1** | **10** | **4** | **15** | **3** | **0** | **0** | **22** | **2** | **7** | **5** | **0** | **0** | **14** | **54** |
| **Approach %** | 87.5 | 12.5 | 0 | 0 | | - | 0 | 0 | 100 | 0 | | - | 18.2 | 68.2 | 13.6 | 0 | | - | 14.3 | 50 | 35.7 | 0 | | - | |
| **Totals %** | 13 | 1.9 | 0 | 0 | | 14.8 | 0 | 0 | 18.5 | 0 | | 18.5 | 7.4 | 27.8 | 5.6 | 0 | | 40.7 | 3.7 | 13 | 9.3 | 0 | | 25.9 | |
| **PHF** | **0.35** | **0.25** | **0** | **0** | | **0.4** | **0** | **0** | **0.83** | **0** | | **0.83** | **1** | **0.54** | **0.38** | **0** | | **0.69** | **0.5** | **0.58** | **0.42** | **0** | | **0.7** | **0.71** |
| **Cars** | 7 | 1 | 0 | 0 | | 8 | 0 | 0 | 9 | 0 | | 9 | 4 | 15 | 3 | 0 | | 22 | 2 | 6 | 5 | 0 | | 13 | 52 |
| **% Cars** | 100 | 100 | 0 | 0 | | 100 | 0 | 0 | 90 | 0 | | 90 | 100 | 100 | 100 | 0 | | 100 | 100 | 85.7 | 100 | 0 | | 92.9 | 96.3 |
| **Trucks** | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 1 | 0 | | 1 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 1 |
| **% Trucks** | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 10 | 0 | | 10 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 1.9 |
| **Bicycles** | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 1 | 0 | 0 | | 1 | 1 |
| **% Bicycles** | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 14.3 | 0 | 0 | | 7.1 | 1.9 |
| **Peds** | | | | | 0 | - | | | | | 1 | - | | | | | 0 | - | | | | | 0 | - | 1 |
| **% Peds** | | | | | 0 | - | | | | | 100 | - | | | | | 0 | - | | | | | 0 | - | |

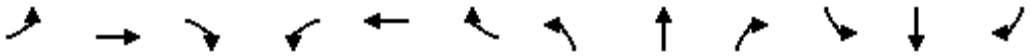
# Appendix C

## Synchro Outputs



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 19 | 2 | 3 | 16 | 4 | 1 | 2 | 3 | 5 | 1 | 0 |
| Future Volume (vph) | 0 | 19 | 2 | 3 | 16 | 4 | 1 | 2 | 3 | 5 | 1 | 0 |
| 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 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Frt | | 0.986 | | | 0.978 | | | 0.932 | | | | |
| Flt Protected | | | | | 0.994 | | | 0.994 | | | 0.958 | |
| Satd. Flow (prot) | 0 | 1894 | 0 | 0 | 1868 | 0 | 0 | 1780 | 0 | 0 | 1566 | 0 |
| Flt Permitted | | | | | 0.994 | | | 0.994 | | | 0.958 | |
| Satd. Flow (perm) | 0 | 1894 | 0 | 0 | 1868 | 0 | 0 | 1780 | 0 | 0 | 1566 | 0 |
| Link Speed (k/h) | | 48 | | | 48 | | | 48 | | | 48 | |
| Link Distance (m) | | 369.2 | | | 300.4 | | | 356.0 | | | 128.2 | |
| Travel Time (s) | | 27.7 | | | 22.5 | | | 26.7 | | | 9.6 | |
| Confl. Peds. (#/hr) | | | 3 | 3 | | | | | 1 | 1 | | |
| Peak Hour Factor | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 20% | 0% | 0% |
| Adj. Flow (vph) | 0 | 26 | 3 | 4 | 22 | 5 | 1 | 3 | 4 | 7 | 1 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 29 | 0 | 0 | 31 | 0 | 0 | 8 | 0 | 0 | 8 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(m) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Link Offset(m) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Crosswalk Width(m) | | 1.6 | | | 1.6 | | | 1.6 | | | 1.6 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 |
| Turning Speed (k/h) | 24 | | 14 | 24 | | 14 | 24 | | 14 | 24 | | 14 |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |

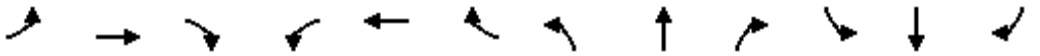
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 14.6% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Traffic Volume (vph) | 0 | 19 | 2 | 3 | 16 | 4 | 1 | 2 | 3 | 5 | 1 | 0 |
| Future Volume (vph) | 0 | 19 | 2 | 3 | 16 | 4 | 1 | 2 | 3 | 5 | 1 | 0 |
| Peak Hour Factor | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 |
| Hourly flow rate (vph) | 0 | 26 | 3 | 4 | 22 | 5 | 1 | 3 | 4 | 7 | 1 | 0 |

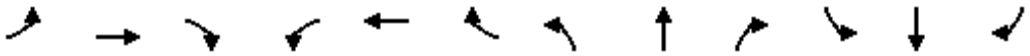
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 29 | 31 | 8 | 8 |
| Volume Left (vph) | 0 | 4 | 1 | 7 |
| Volume Right (vph) | 3 | 5 | 4 | 0 |
| Hadj (s) | -0.06 | -0.07 | -0.27 | 0.47 |
| Departure Headway (s) | 3.9 | 3.9 | 3.8 | 4.5 |
| Degree Utilization, x | 0.03 | 0.03 | 0.01 | 0.01 |
| Capacity (veh/h) | 911 | 915 | 930 | 784 |
| Control Delay (s) | 7.0 | 7.0 | 6.8 | 7.6 |
| Approach Delay (s) | 7.0 | 7.0 | 6.8 | 7.6 |
| Approach LOS | A | A | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 7.1 | | | |
| Level of Service | A | | | |
| Intersection Capacity Utilization | 14.6% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 2 | 7 | 5 | 4 | 15 | 3 | 0 | 0 | 10 | 7 | 1 | 0 |
| Future Volume (vph) | 2 | 7 | 5 | 4 | 15 | 3 | 0 | 0 | 10 | 7 | 1 | 0 |
| 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 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Frt | | 0.953 | | | 0.983 | | | 0.865 | | | | |
| Flt Protected | | 0.993 | | | 0.990 | | | | | | 0.957 | |
| Satd. Flow (prot) | 0 | 1818 | 0 | 0 | 1870 | 0 | 0 | 1511 | 0 | 0 | 1839 | 0 |
| Flt Permitted | | 0.993 | | | 0.990 | | | | | | 0.957 | |
| Satd. Flow (perm) | 0 | 1818 | 0 | 0 | 1870 | 0 | 0 | 1511 | 0 | 0 | 1839 | 0 |
| Link Speed (k/h) | | 48 | | | 48 | | | 48 | | | 48 | |
| Link Distance (m) | | 369.2 | | | 300.4 | | | 356.0 | | | 128.2 | |
| Travel Time (s) | | 27.7 | | | 22.5 | | | 26.7 | | | 9.6 | |
| Confl. Peds. (#/hr) | | | 1 | 1 | | | | | | | | |
| Peak Hour Factor | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 10% | 0% | 0% | 0% |
| Adj. Flow (vph) | 3 | 10 | 7 | 6 | 21 | 4 | 0 | 0 | 14 | 10 | 1 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 20 | 0 | 0 | 31 | 0 | 0 | 14 | 0 | 0 | 11 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(m) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Link Offset(m) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Crosswalk Width(m) | | 1.6 | | | 1.6 | | | 1.6 | | | 1.6 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 |
| Turning Speed (k/h) | 24 | | 14 | 24 | | 14 | 24 | | 14 | 24 | | 14 |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |

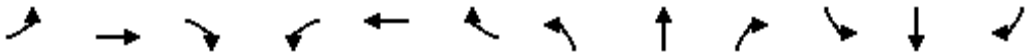
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 16.4% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Traffic Volume (vph) | 2 | 7 | 5 | 4 | 15 | 3 | 0 | 0 | 10 | 7 | 1 | 0 |
| Future Volume (vph) | 2 | 7 | 5 | 4 | 15 | 3 | 0 | 0 | 10 | 7 | 1 | 0 |
| Peak Hour Factor | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 |
| Hourly flow rate (vph) | 3 | 10 | 7 | 6 | 21 | 4 | 0 | 0 | 14 | 10 | 1 | 0 |

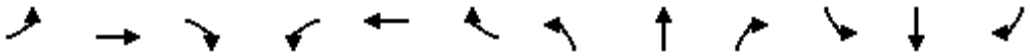
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 20 | 31 | 14 | 11 |
| Volume Left (vph) | 3 | 6 | 0 | 10 |
| Volume Right (vph) | 7 | 4 | 14 | 0 |
| Hadj (s) | -0.18 | -0.04 | -0.43 | 0.18 |
| Departure Headway (s) | 3.8 | 3.9 | 3.6 | 4.2 |
| Degree Utilization, x | 0.02 | 0.03 | 0.01 | 0.01 |
| Capacity (veh/h) | 933 | 904 | 986 | 842 |
| Control Delay (s) | 6.9 | 7.1 | 6.6 | 7.3 |
| Approach Delay (s) | 6.9 | 7.1 | 6.6 | 7.3 |
| Approach LOS | A | A | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 7.0 | | | |
| Level of Service | A | | | |
| Intersection Capacity Utilization | 16.4% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 19 | 2 | 3 | 16 | 4 | 1 | 2 | 3 | 5 | 1 | 0 |
| Future Volume (vph) | 0 | 19 | 2 | 3 | 16 | 4 | 1 | 2 | 3 | 5 | 1 | 0 |
| 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 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Frt | | 0.986 | | | 0.978 | | | 0.932 | | | | |
| Flt Protected | | | | | 0.994 | | | 0.994 | | | 0.958 | |
| Satd. Flow (prot) | 0 | 1894 | 0 | 0 | 1868 | 0 | 0 | 1780 | 0 | 0 | 1566 | 0 |
| Flt Permitted | | | | | 0.994 | | | 0.994 | | | 0.958 | |
| Satd. Flow (perm) | 0 | 1894 | 0 | 0 | 1868 | 0 | 0 | 1780 | 0 | 0 | 1566 | 0 |
| Link Speed (k/h) | | 48 | | | 48 | | | 48 | | | 48 | |
| Link Distance (m) | | 369.2 | | | 300.4 | | | 356.0 | | | 128.2 | |
| Travel Time (s) | | 27.7 | | | 22.5 | | | 26.7 | | | 9.6 | |
| Confl. Peds. (#/hr) | | | 3 | 3 | | | | | 1 | 1 | | |
| Peak Hour Factor | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 20% | 0% | 0% |
| Adj. Flow (vph) | 0 | 26 | 3 | 4 | 22 | 5 | 1 | 3 | 4 | 7 | 1 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 29 | 0 | 0 | 31 | 0 | 0 | 8 | 0 | 0 | 8 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(m) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Link Offset(m) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Crosswalk Width(m) | | 1.6 | | | 1.6 | | | 1.6 | | | 1.6 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 |
| Turning Speed (k/h) | 24 | | 14 | 24 | | 14 | 24 | | 14 | 24 | | 14 |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |

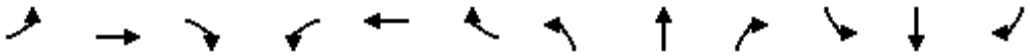
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 14.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Traffic Volume (vph) | 0 | 19 | 2 | 3 | 16 | 4 | 1 | 2 | 3 | 5 | 1 | 0 |
| Future Volume (vph) | 0 | 19 | 2 | 3 | 16 | 4 | 1 | 2 | 3 | 5 | 1 | 0 |
| Peak Hour Factor | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 |
| Hourly flow rate (vph) | 0 | 26 | 3 | 4 | 22 | 5 | 1 | 3 | 4 | 7 | 1 | 0 |

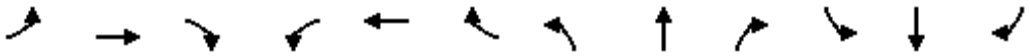
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 29 | 31 | 8 | 8 |
| Volume Left (vph) | 0 | 4 | 1 | 7 |
| Volume Right (vph) | 3 | 5 | 4 | 0 |
| Hadj (s) | -0.06 | -0.07 | -0.27 | 0.47 |
| Departure Headway (s) | 3.9 | 3.9 | 3.8 | 4.5 |
| Degree Utilization, x | 0.03 | 0.03 | 0.01 | 0.01 |
| Capacity (veh/h) | 911 | 915 | 930 | 784 |
| Control Delay (s) | 7.0 | 7.0 | 6.8 | 7.6 |
| Approach Delay (s) | 7.0 | 7.0 | 6.8 | 7.6 |
| Approach LOS | A | A | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 7.1 | | | |
| Level of Service | A | | | |
| Intersection Capacity Utilization | 14.6% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 2 | 7 | 5 | 4 | 15 | 3 | 0 | 0 | 10 | 7 | 1 | 0 |
| Future Volume (vph) | 2 | 7 | 5 | 4 | 15 | 3 | 0 | 0 | 10 | 7 | 1 | 0 |
| 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 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Frt | | 0.953 | | | 0.983 | | | 0.865 | | | | |
| Flt Protected | | 0.993 | | | 0.990 | | | | | | 0.957 | |
| Satd. Flow (prot) | 0 | 1818 | 0 | 0 | 1870 | 0 | 0 | 1511 | 0 | 0 | 1839 | 0 |
| Flt Permitted | | 0.993 | | | 0.990 | | | | | | 0.957 | |
| Satd. Flow (perm) | 0 | 1818 | 0 | 0 | 1870 | 0 | 0 | 1511 | 0 | 0 | 1839 | 0 |
| Link Speed (k/h) | | 48 | | | 48 | | | 48 | | | 48 | |
| Link Distance (m) | | 369.2 | | | 300.4 | | | 356.0 | | | 128.2 | |
| Travel Time (s) | | 27.7 | | | 22.5 | | | 26.7 | | | 9.6 | |
| Confl. Peds. (#/hr) | | | 1 | 1 | | | | | | | | |
| Peak Hour Factor | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 10% | 0% | 0% | 0% |
| Adj. Flow (vph) | 3 | 10 | 7 | 6 | 21 | 4 | 0 | 0 | 14 | 10 | 1 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 20 | 0 | 0 | 31 | 0 | 0 | 14 | 0 | 0 | 11 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(m) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Link Offset(m) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Crosswalk Width(m) | | 1.6 | | | 1.6 | | | 1.6 | | | 1.6 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 |
| Turning Speed (k/h) | 24 | | 14 | 24 | | 14 | 24 | | 14 | 24 | | 14 |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |

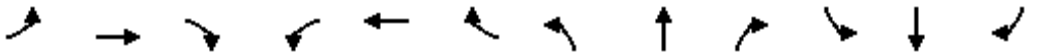
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 16.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Traffic Volume (vph) | 2 | 7 | 5 | 4 | 15 | 3 | 0 | 0 | 10 | 7 | 1 | 0 |
| Future Volume (vph) | 2 | 7 | 5 | 4 | 15 | 3 | 0 | 0 | 10 | 7 | 1 | 0 |
| Peak Hour Factor | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 |
| Hourly flow rate (vph) | 3 | 10 | 7 | 6 | 21 | 4 | 0 | 0 | 14 | 10 | 1 | 0 |

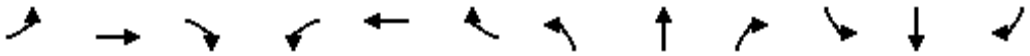
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 20 | 31 | 14 | 11 |
| Volume Left (vph) | 3 | 6 | 0 | 10 |
| Volume Right (vph) | 7 | 4 | 14 | 0 |
| Hadj (s) | -0.18 | -0.04 | -0.43 | 0.18 |
| Departure Headway (s) | 3.8 | 3.9 | 3.6 | 4.2 |
| Degree Utilization, x | 0.02 | 0.03 | 0.01 | 0.01 |
| Capacity (veh/h) | 933 | 904 | 986 | 842 |
| Control Delay (s) | 6.9 | 7.1 | 6.6 | 7.3 |
| Approach Delay (s) | 6.9 | 7.1 | 6.6 | 7.3 |
| Approach LOS | A | A | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 7.0 | | | |
| Level of Service | A | | | |
| Intersection Capacity Utilization | 16.4% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 19 | 2 | 4 | 16 | 4 | 2 | 3 | 5 | 5 | 1 | 0 |
| Future Volume (vph) | 0 | 19 | 2 | 4 | 16 | 4 | 2 | 3 | 5 | 5 | 1 | 0 |
| 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 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Frt | | 0.986 | | | 0.979 | | | 0.932 | | | | |
| Flt Protected | | | | | 0.992 | | | 0.989 | | | 0.958 | |
| Satd. Flow (prot) | 0 | 1894 | 0 | 0 | 1866 | 0 | 0 | 1771 | 0 | 0 | 1566 | 0 |
| Flt Permitted | | | | | 0.992 | | | 0.989 | | | 0.958 | |
| Satd. Flow (perm) | 0 | 1894 | 0 | 0 | 1866 | 0 | 0 | 1771 | 0 | 0 | 1566 | 0 |
| Link Speed (k/h) | | 48 | | | 48 | | | 48 | | | 48 | |
| Link Distance (m) | | 369.2 | | | 300.4 | | | 356.0 | | | 128.2 | |
| Travel Time (s) | | 27.7 | | | 22.5 | | | 26.7 | | | 9.6 | |
| Confl. Peds. (#/hr) | | | 3 | 3 | | | | | 1 | 1 | | |
| Peak Hour Factor | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 20% | 0% | 0% |
| Adj. Flow (vph) | 0 | 26 | 3 | 5 | 22 | 5 | 3 | 4 | 7 | 7 | 1 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 29 | 0 | 0 | 32 | 0 | 0 | 14 | 0 | 0 | 8 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(m) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Link Offset(m) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Crosswalk Width(m) | | 1.6 | | | 1.6 | | | 1.6 | | | 1.6 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 |
| Turning Speed (k/h) | 24 | | 14 | 24 | | 14 | 24 | | 14 | 24 | | 14 |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |

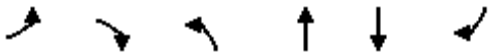
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 14.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Traffic Volume (vph) | 0 | 19 | 2 | 4 | 16 | 4 | 2 | 3 | 5 | 5 | 1 | 0 |
| Future Volume (vph) | 0 | 19 | 2 | 4 | 16 | 4 | 2 | 3 | 5 | 5 | 1 | 0 |
| Peak Hour Factor | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 |
| Hourly flow rate (vph) | 0 | 26 | 3 | 5 | 22 | 5 | 3 | 4 | 7 | 7 | 1 | 0 |

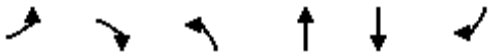
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 29 | 32 | 14 | 8 |
| Volume Left (vph) | 0 | 5 | 3 | 7 |
| Volume Right (vph) | 3 | 5 | 7 | 0 |
| Hadj (s) | -0.06 | -0.06 | -0.26 | 0.47 |
| Departure Headway (s) | 3.9 | 3.9 | 3.8 | 4.5 |
| Degree Utilization, x | 0.03 | 0.03 | 0.01 | 0.01 |
| Capacity (veh/h) | 907 | 909 | 925 | 782 |
| Control Delay (s) | 7.0 | 7.1 | 6.8 | 7.6 |
| Approach Delay (s) | 7.0 | 7.1 | 6.8 | 7.6 |
| Approach LOS | A | A | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 7.1 | | | |
| Level of Service | A | | | |
| Intersection Capacity Utilization | 14.9% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 4 | 0 | 0 | 6 | 6 | 1 |
| Future Volume (vph) | 4 | 0 | 0 | 6 | 6 | 1 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | 0.983 | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 1789 | 0 | 0 | 1883 | 1851 | 0 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 1789 | 0 | 0 | 1883 | 1851 | 0 |
| Link Speed (k/h) | 48 | | | 48 | 48 | |
| Link Distance (m) | 223.3 | | | 189.2 | 356.0 | |
| Travel Time (s) | 16.7 | | | 14.2 | 26.7 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 4 | 0 | 0 | 7 | 7 | 1 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 4 | 0 | 0 | 7 | 8 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(m) | 3.7 | | | 0.0 | 0.0 | |
| Link Offset(m) | 0.0 | | | 0.0 | 0.0 | |
| Crosswalk Width(m) | 1.6 | | | 1.6 | 1.6 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 |
| Turning Speed (k/h) | 24 | 14 | 24 | | | 14 |
| Sign Control | Stop | | | Free | Free | |

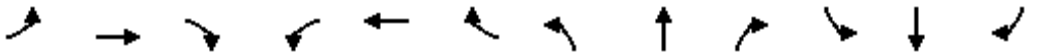
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 13.3% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 4 | 0 | 0 | 6 | 6 | 1 |
| Future Volume (Veh/h) | 4 | 0 | 0 | 6 | 6 | 1 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 4 | 0 | 0 | 7 | 7 | 1 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 14 | 8 | 8 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 14 | 8 | 8 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 100 | | | |
| cM capacity (veh/h) | 1004 | 1075 | 1612 | | | |

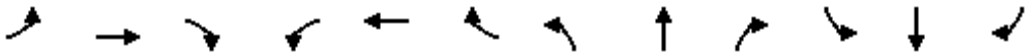
| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 4 | 7 | 8 |
| Volume Left | 4 | 0 | 0 |
| Volume Right | 0 | 0 | 1 |
| cSH | 1004 | 1612 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (m) | 0.1 | 0.0 | 0.0 |
| Control Delay (s) | 8.6 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 8.6 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.8 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 2 | 7 | 7 | 6 | 15 | 3 | 0 | 0 | 12 | 7 | 1 | 0 |
| Future Volume (vph) | 2 | 7 | 7 | 6 | 15 | 3 | 0 | 0 | 12 | 7 | 1 | 0 |
| 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 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | | | | | | | |
| Frt | | 0.941 | | | 0.984 | | | 0.865 | | | | |
| Flt Protected | | 0.994 | | | 0.988 | | | | | | 0.957 | |
| Satd. Flow (prot) | 0 | 1797 | 0 | 0 | 1868 | 0 | 0 | 1662 | 0 | 0 | 1556 | 0 |
| Flt Permitted | | 0.994 | | | 0.988 | | | | | | 0.957 | |
| Satd. Flow (perm) | 0 | 1797 | 0 | 0 | 1868 | 0 | 0 | 1662 | 0 | 0 | 1556 | 0 |
| Link Speed (k/h) | | 48 | | | 48 | | | 48 | | | 48 | |
| Link Distance (m) | | 369.2 | | | 300.4 | | | 356.0 | | | 128.2 | |
| Travel Time (s) | | 27.7 | | | 22.5 | | | 26.7 | | | 9.6 | |
| Confl. Peds. (#/hr) | | | 1 | 1 | | | | | | | | |
| Peak Hour Factor | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 20% | 0% | 0% |
| Adj. Flow (vph) | 3 | 10 | 10 | 8 | 21 | 4 | 0 | 0 | 17 | 10 | 1 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 23 | 0 | 0 | 33 | 0 | 0 | 17 | 0 | 0 | 11 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(m) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Link Offset(m) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Crosswalk Width(m) | | 1.6 | | | 1.6 | | | 1.6 | | | 1.6 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 |
| Turning Speed (k/h) | 24 | | 14 | 24 | | 14 | 24 | | 14 | 24 | | 14 |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |

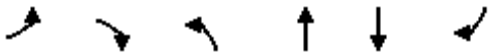
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 16.4% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Traffic Volume (vph) | 2 | 7 | 7 | 6 | 15 | 3 | 0 | 0 | 12 | 7 | 1 | 0 |
| Future Volume (vph) | 2 | 7 | 7 | 6 | 15 | 3 | 0 | 0 | 12 | 7 | 1 | 0 |
| Peak Hour Factor | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 |
| Hourly flow rate (vph) | 3 | 10 | 10 | 8 | 21 | 4 | 0 | 0 | 17 | 10 | 1 | 0 |

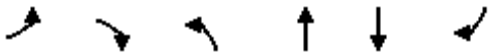
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 23 | 33 | 17 | 11 |
| Volume Left (vph) | 3 | 8 | 0 | 10 |
| Volume Right (vph) | 10 | 4 | 17 | 0 |
| Hadj (s) | -0.23 | -0.02 | -0.60 | 0.49 |
| Departure Headway (s) | 3.8 | 4.0 | 3.4 | 4.5 |
| Degree Utilization, x | 0.02 | 0.04 | 0.02 | 0.01 |
| Capacity (veh/h) | 944 | 898 | 1030 | 782 |
| Control Delay (s) | 6.8 | 7.1 | 6.5 | 7.6 |
| Approach Delay (s) | 6.8 | 7.1 | 6.5 | 7.6 |
| Approach LOS | A | A | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 7.0 | | | |
| Level of Service | A | | | |
| Intersection Capacity Utilization | 16.4% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 2 | 0 | 0 | 10 | 10 | 4 |
| Future Volume (vph) | 2 | 0 | 0 | 10 | 10 | 4 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | 0.964 | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 1789 | 0 | 0 | 1883 | 1816 | 0 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 1789 | 0 | 0 | 1883 | 1816 | 0 |
| Link Speed (k/h) | 48 | | | 48 | 48 | |
| Link Distance (m) | 223.3 | | | 189.2 | 356.0 | |
| Travel Time (s) | 16.7 | | | 14.2 | 26.7 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 2 | 0 | 0 | 11 | 11 | 4 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 2 | 0 | 0 | 11 | 15 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(m) | 3.7 | | | 0.0 | 0.0 | |
| Link Offset(m) | 0.0 | | | 0.0 | 0.0 | |
| Crosswalk Width(m) | 1.6 | | | 1.6 | 1.6 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 |
| Turning Speed (k/h) | 24 | 14 | 24 | | | 14 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 13.3% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 2 | 0 | 0 | 10 | 10 | 4 |
| Future Volume (Veh/h) | 2 | 0 | 0 | 10 | 10 | 4 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 2 | 0 | 0 | 11 | 11 | 4 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 24 | 13 | 15 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 24 | 13 | 15 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 100 | | | |
| cM capacity (veh/h) | 992 | 1067 | 1603 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 2 | 11 | 15 |
| Volume Left | 2 | 0 | 0 |
| Volume Right | 0 | 0 | 4 |
| cSH | 992 | 1603 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.01 |
| Queue Length 95th (m) | 0.0 | 0.0 | 0.0 |
| Control Delay (s) | 8.6 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 8.6 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.6 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

# Appendix D

## Parking Demand Surveys

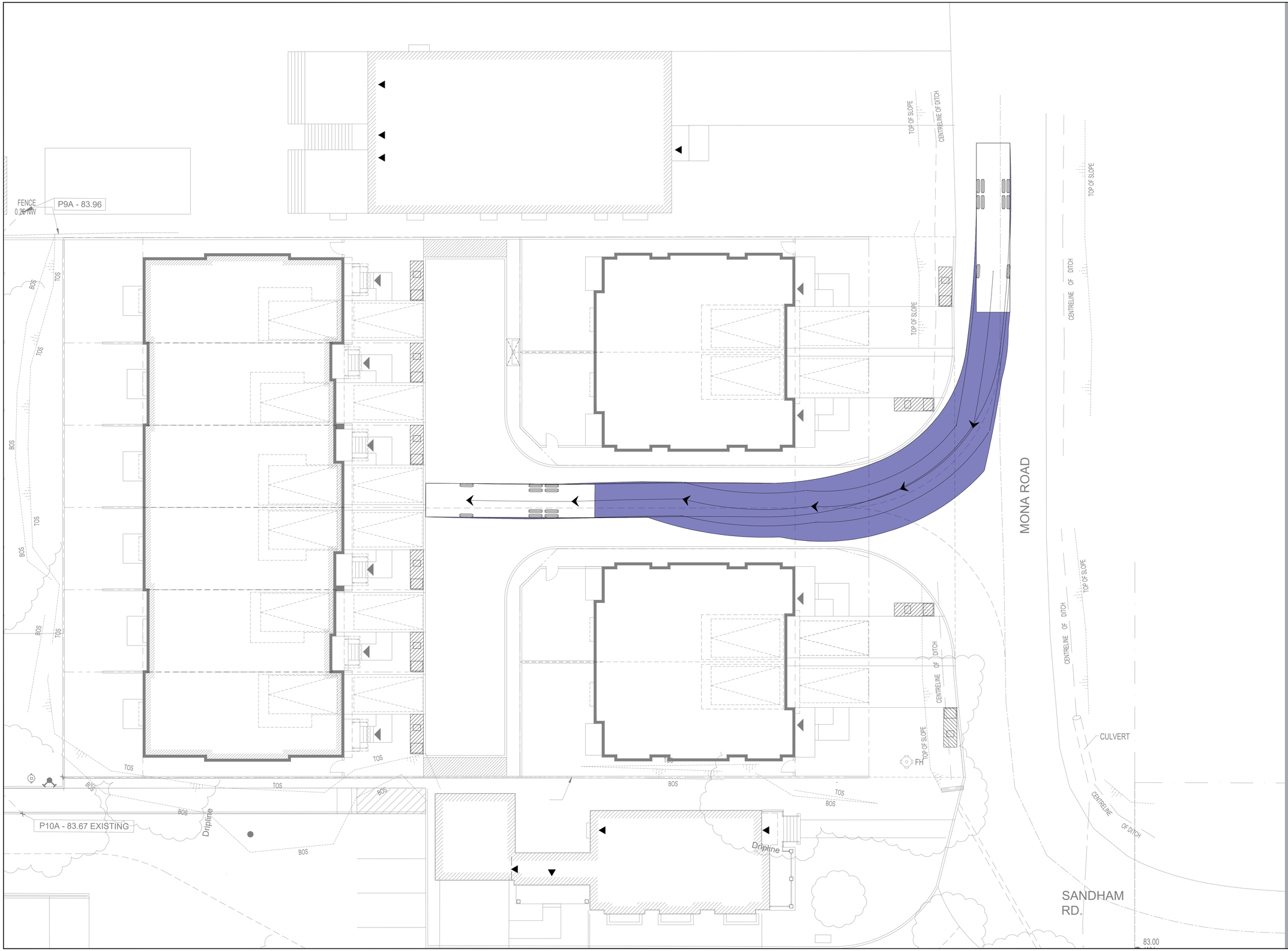
# Ontario Traffic Inc - Parking Counts

**Location:** Mona Road & Inglewood Drive, Mississauga

| Time | | | Parked Vehicles | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Thursday, October 17, 2024 | | | | | | | Saturday, October 19, 2024 | | | | | | |
| | | | Area | | | | | | | Area | | | | | | |
| | | | A | B | C | D | E | F | G | A | B | C | D | E | F | G |
| 11:00 | to | 11:30 | 4 | 0 | 0 | 1 | 4 | 1 | 2 | 5 | 0 | 0 | 4 | 0 | 1 | 3 |
| 11:30 | to | 12:00 | 4 | 0 | 0 | 1 | 3 | 1 | 3 | 5 | 0 | 0 | 3 | 1 | 1 | 2 |
| 12:00 | to | 12:30 | 4 | 0 | 0 | 3 | 3 | 1 | 3 | 6 | 0 | 0 | 3 | 1 | 2 | 2 |
| 12:30 | to | 13:00 | 5 | 0 | 0 | 3 | 1 | 1 | 5 | 5 | 0 | 0 | 4 | 1 | 2 | 2 |
| 17:00 | to | 17:30 | 1 | 1 | 0 | 2 | 0 | 1 | 4 | 2 | 0 | 0 | 1 | 0 | 2 | 1 |
| 17:30 | to | 18:00 | 1 | 1 | 0 | 2 | 0 | 1 | 3 | 2 | 0 | 0 | 1 | 0 | 2 | 1 |
| 18:00 | to | 18:30 | 0 | 1 | 0 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 18:30 | to | 19:00 | 0 | 1 | 0 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 19:00 | to | 19:30 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 19:30 | to | 20:00 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 |
| 20:00 | to | 20:30 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 |
| 20:30 | to | 21:00 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 |

# Appendix E

## Swept Path Assessment

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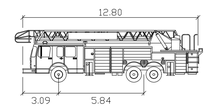



Aerial Fire

| | meters |
|---|---|
| Width | : 2.54 |
| Track | : 2.54 |
| Lock to Lock Time | : 6.0 |
| Steering Angle | : 37.0 |

| No. | Issue | Checked | Approved | Date |
|---|---|---|---|---|
| 1 | First Submission | W.M | W.M | 11/14/24 |

| | | | |
|---|---|---|---|
| Author | R.A | Designer | R.A |
| Drafting Check | W.M | Design Check | W.M |
| Project Manager | W.M | Project Director | W.M |

Client

Queenscorp (Mona II) Inc

Project

1148 and 1154 Mona Road

| Date | Scale |
|---|---|
| November 14, 2024 | NTS |

Project No.
12643776

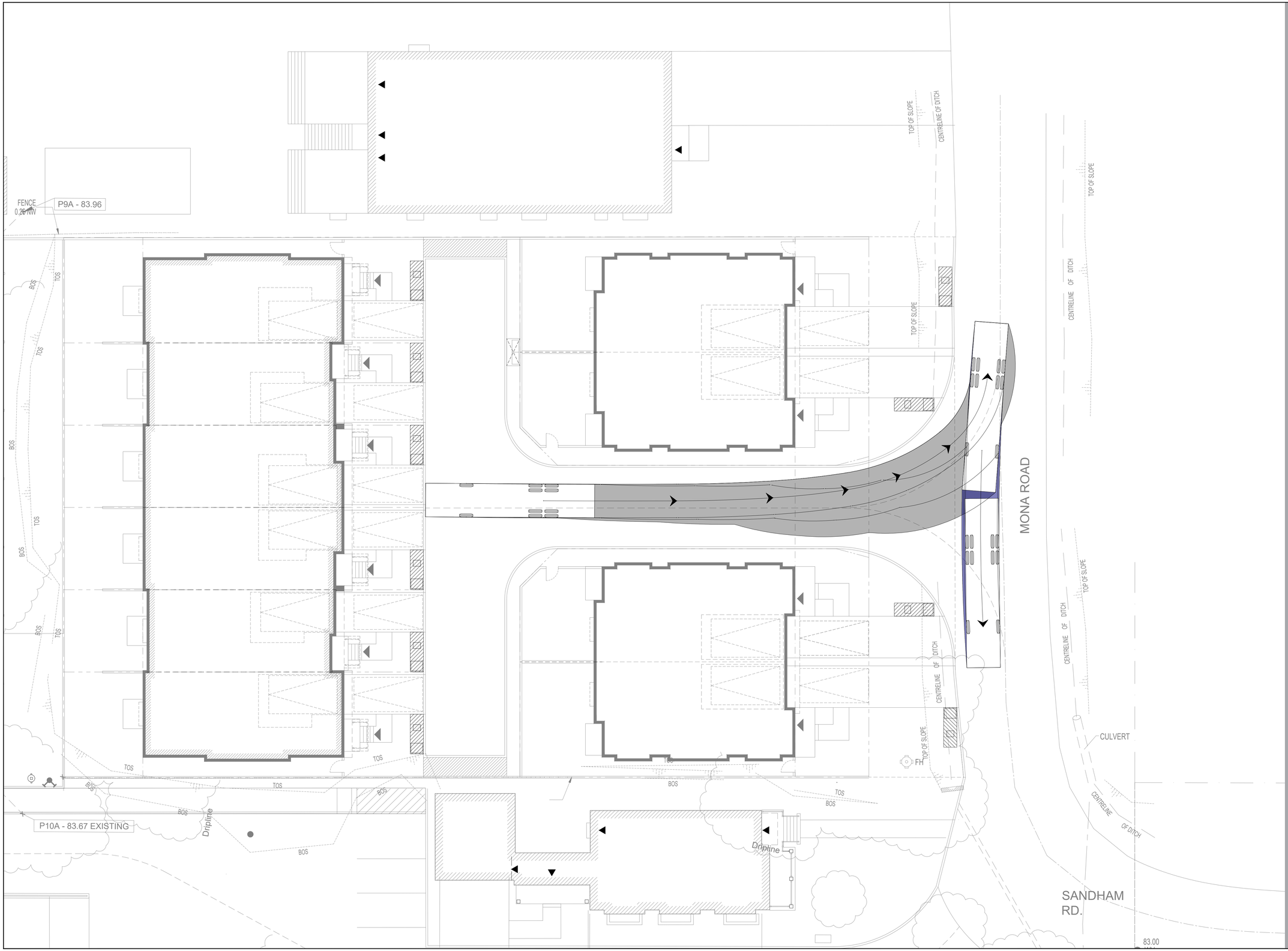
Title

VEHICLE MANEUVERING DIAGRAM - FIRE TRUCK (INBOUND)

Size
ANSI D

Sheet No.
AT-101

Plot Date: 4/12/24 Plotted By: Raf Andrenacci Path and Filename: N:\CA\Mississauga\Projects\Legacy\SernasTransTech\Projects\2024\1148 and 1154 Mona Road\Drawings\AutoTURN\1148-1154 Mona Road AutoTURN_November2024.dwg

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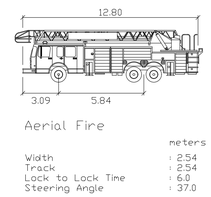


Aerial Fire

| | meters |
|---|---|
| Width | : 2.54 |
| Track | : 2.54 |
| Lock to Lock Time | : 6.0 |
| Steering Angle | : 37.0 |

| No. | Issue | Checked | Approved | Date |
|---|---|---|---|---|
| 1 | First Submission | W.M | W.M | 11/14/24 |

| | | | |
|---|---|---|---|
| Author | R.A | Designer | R.A |
| Drafting Check | W.M | Design Check | W.M |
| Project Manager | W.M | Project Director | W.M |

Client

Queenscorp (Mona II) Inc

Project

1148 and 1154 Mona Road

| Date | Scale |
|---|---|
| November 14, 2024 | NTS |

Project No.
12643776

Title

VEHICLE MANEUVERING DIAGRAM - FIRE TRUCK (OUTBOUND)

Size
ANSI D

Sheet No.
AT-102

Plot Date: 4/12/24 Plotted By: Raf Andrenacci Path and Filename: N:\CA\Mississauga\Projects\Legacy\SernasTransTech\Projects\2024\1148 and 1154 Mona Road\Drawings\AutoTURN\1148-1154 Mona Road AutoTURN_November2024.dwg


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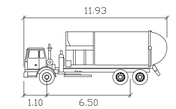



Peel Side-Load

meters

| | |
|---|---|
| Width | : 2.77 |
| Track | : 2.70 |
| Lock to Lock Time | 6.0 |
| Steering Angle | : 30.0 |

| No. | Issue | Checked | Approved | Date |
|---|---|---|---|---|
| 1 | First Submission | W.M | W.M | 11/14/24 |

| | | | |
|---|---|---|---|
| Author | R.A | Designer | R.A |
| Drafting Check | W.M | Design Check | W.M |
| Project Manager | W.M | Project Director | W.M |

Client

Queenscorp (Mona II) Inc

Project

1148 and 1154 Mona Road

| | |
|---|---|
| Date: November 14, 2024 | Scale: NTS |

Project No.
12643776

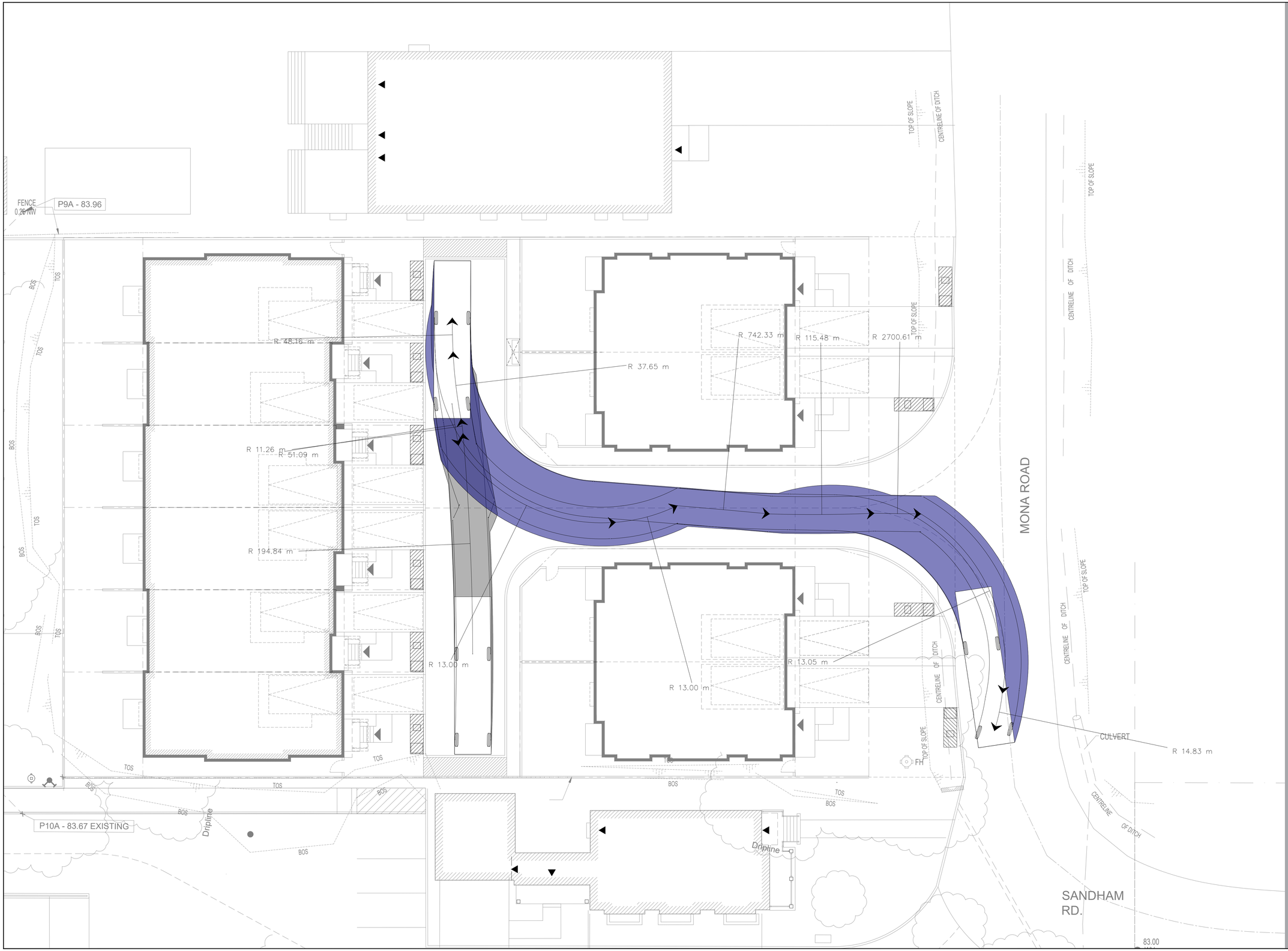
Title

VEHICLE MANEUVERING DIAGRAM - WASTE COLLECTION (INBOUND)

Size
ANSI D

Sheet No.
AT-103

Plot Date: 4/12/24 Plotted By: Raf Andrenacci Path and Filename: N:\CA\Mississauga\Projects\Legacy\SernasTransTech\Projects\2024\1148 and 1154 Mona Road\Drawings\AutoTURN\1148-1154 Mona Road AutoTURN_November2024.dwg

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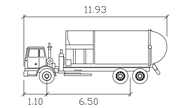


Peel Side-Load

| | meters |
|---|---|
| Width | 2.77 |
| Track | 2.70 |
| Lock to Lock Time | 6.0 |
| Steering Angle | 30.0 |

| No. | Issue | Checked | Approved | Date |
|---|---|---|---|---|
| 1 | First Submission | W.M | W.M | 11/14/24 |

| | | | |
|---|---|---|---|
| Author | R.A | Designer | R.A |
| Drafting Check | W.M | Design Check | W.M |
| Project Manager | W.M | Project Director | W.M |

Client

Queenscorp (Mona II) Inc

Project

1148 and 1154 Mona Road

| Date | Scale |
|---|---|
| November 14, 2024 | NTS |

Project No.
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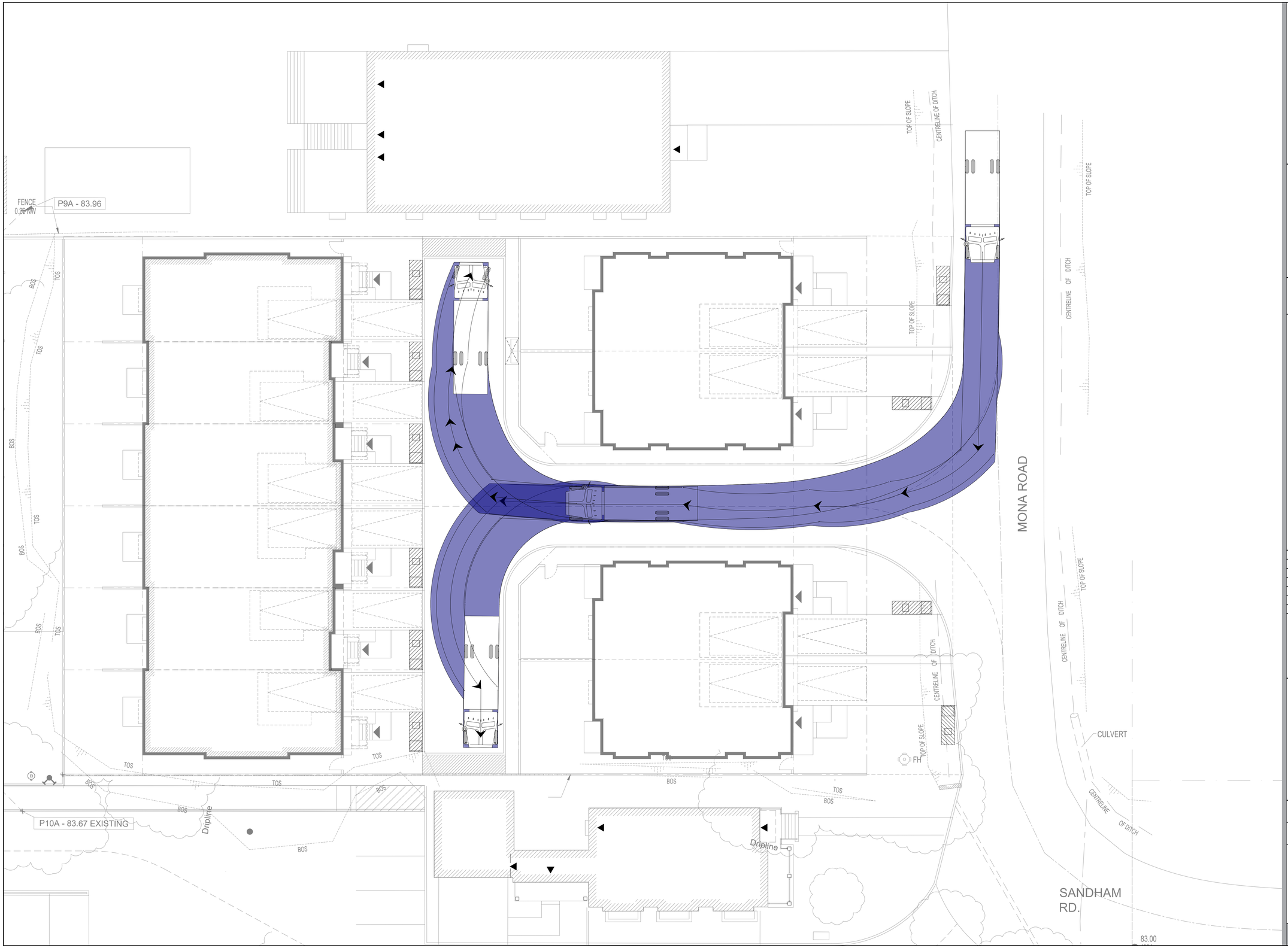
Title

VEHICLE MANEUVERING DIAGRAM - WASTE COLLECTION (OUTBOUND)

Size
ANSI D

Sheet No.
AT-104

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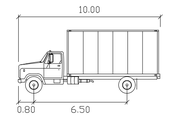



MSU

| | meters |
|---|---|
| Width | : 2.60 |
| Track | : 2.60 |
| Lock to Lock Time | 6.0 |
| Steering Angle | : 40.2 |

| No. | Issue | Checked | Approved | Date |
|---|---|---|---|---|
| 1 | First Submission | W.M | W.M | 11/14/24 |

| | | | |
|---|---|---|---|
| Author | R.A | Designer | R.A |
| Drafting Check | W.M | Design Check | W.M |
| Project Manager | W.M | Project Director | W.M |

Client

Queenscorp (Mona II) Inc

Project

1148 and 1154 Mona Road

| Date | Scale |
|---|---|
| November 14, 2024 | NTS |

Project No.
12643776

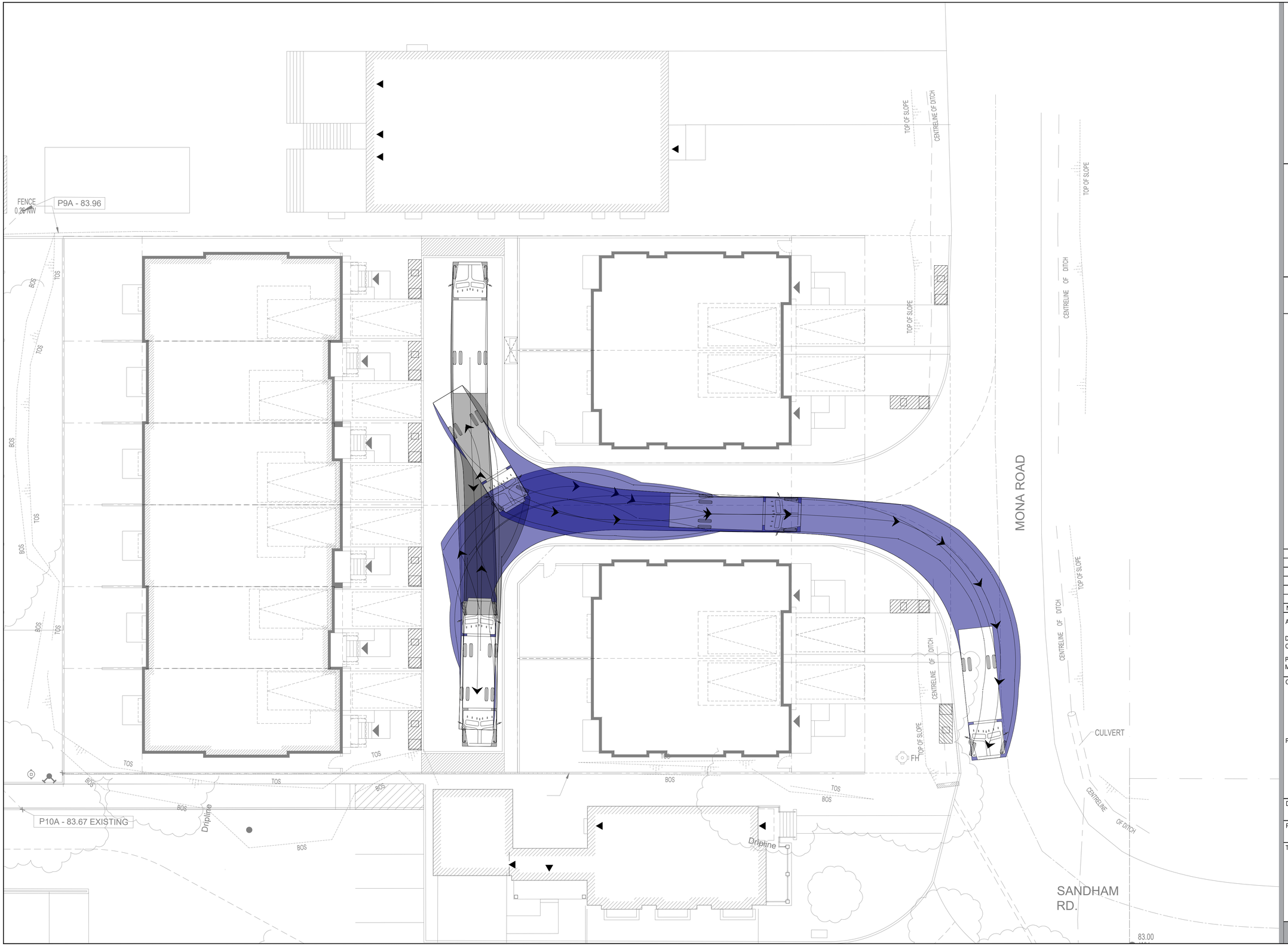
Title

VEHICLE MANEUVERING DIAGRAM - MSU TRUCK (INBOUND)

Size
ANSI D

Sheet No.
AT-105

Plot Date: 4/12/24 Plotted By: Raf Andrenacci Path and Filename: N:\CA\Mississauga\Projects\Legacy\SernasTransTech\Projects\2024\1148 and 1154 Mona Road\Drawings\AutoTURN\1148-1154 Mona Road AutoTURN_November2024.dwg

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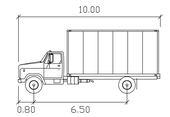


MSU

| | meters |
|---|---|
| Width | : 2.60 |
| Track | : 2.60 |
| Lock to Lock Time | 6.0 |
| Steering Angle | : 40.2 |

| No. | Issue | Checked | Approved | Date |
|---|---|---|---|---|
| 1 | First Submission | W.M | W.M | 11/14/24 |

| | | | |
|---|---|---|---|
| Author | R.A | Designer | R.A |
| Drafting Check | W.M | Design Check | W.M |
| Project Manager | W.M | Project Director | W.M |

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Queenscorp (Mona II) Inc

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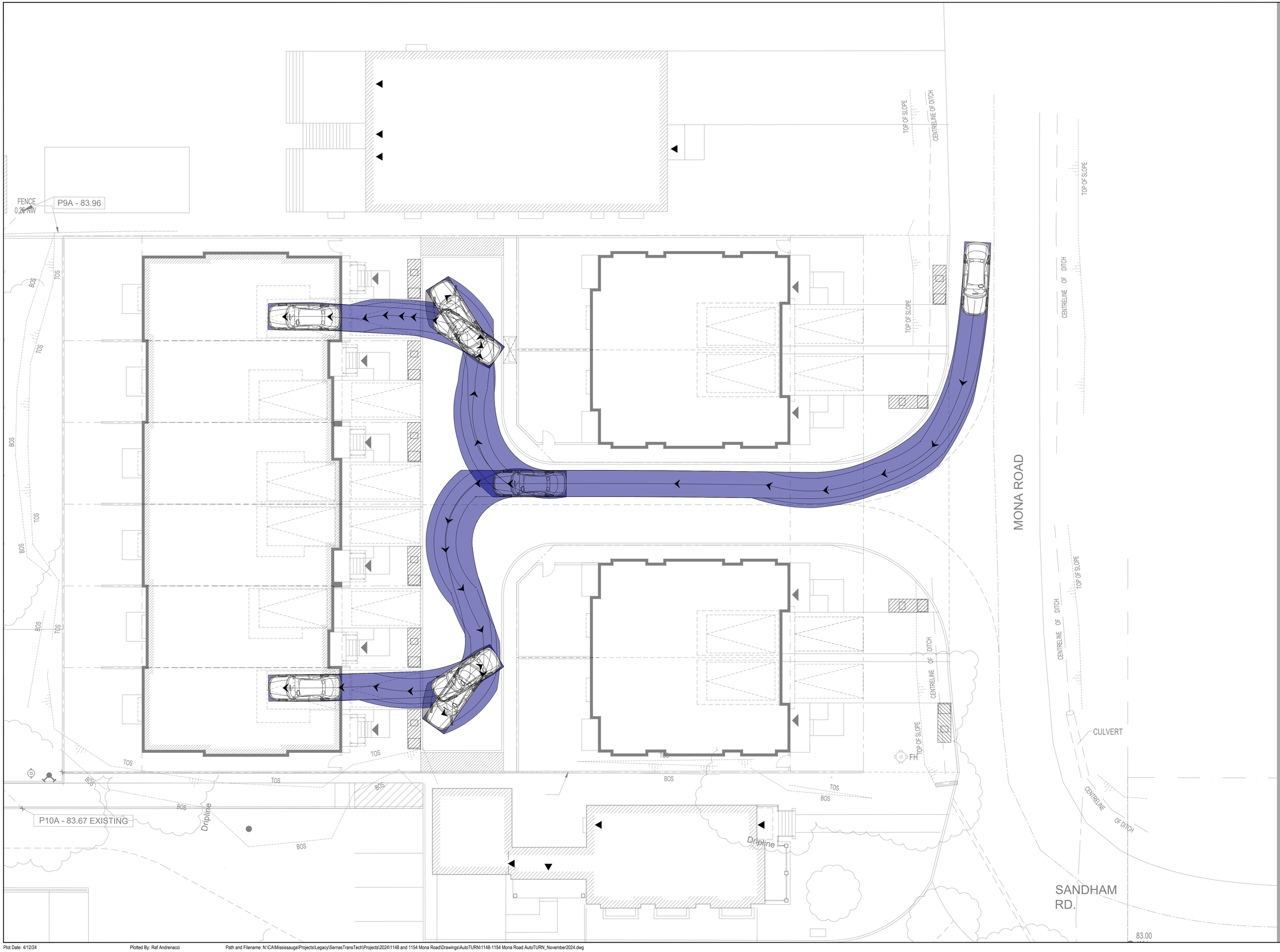
Project No.
12643776

Title

VEHICLE MANEUVERING DIAGRAM - MSU TRUCK (OUTBOUND)

Size
ANSI D

Sheet No.
AT-106

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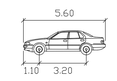



P

| | meters |
|---|---|
| Width | : 2.00 |
| Track | : 2.00 |
| Lock to Lock Time | 6.0 |
| Steering Angle | : 35.9 |

| No. | Issue | Checked | Approved | Date |
|---|---|---|---|---|
| 1 | First Submission | W.M | W.M | 11/14/24 |

| | | | |
|---|---|---|---|
| Author | R.A | Designer | R.A |
| Drafting Check | W.M | Design Check | W.M |
| Project Manager | W.M | Project Director | W.M |

Client

Queenscorp (Mona II) Inc

Project

1148 and 1154 Mona Road

Date: November 14, 2024

Scale: NTS

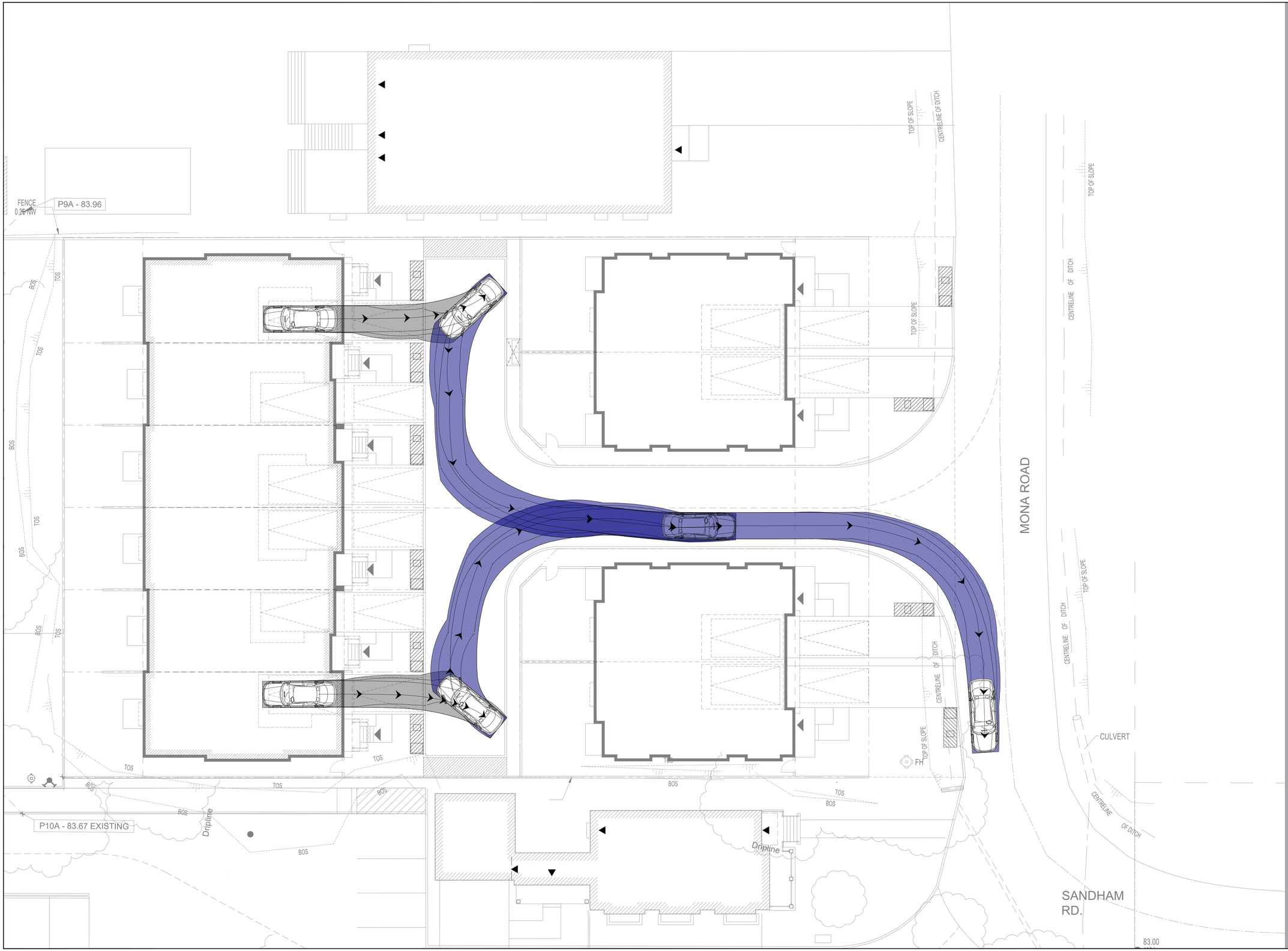
Project No.: 12643776

Title

VEHICLE MANEUVERING DIAGRAM - PASSENGER VEHICLE (INBOUND)

Size: ANSI D

Sheet No.: AT-107

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P

| | meters |
|---|---|
| Width | : 2.00 |
| Track | : 2.00 |
| Lock to Lock Time | 6.0 |
| Steering Angle | : 35.9 |

| No. | Issue | Checked | Approved | Date |
|---|---|---|---|---|
| 1 | First Submission | W.M | W.M | 11/14/24 |

| | | | |
|---|---|---|---|
| Author | R.A | Designer | R.A |
| Drafting Check | W.M | Design Check | W.M |
| Project Manager | W.M | Project Director | W.M |

Client

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|---|---|
| November 14, 2024 | NTS |

Project No.
12643776

Title

VEHICLE MANEUVERING DIAGRAM - PASSENGER VEHICLE (OUTBOUND)

Size
ANSI D

Sheet No.
AT-108

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