Town of Tecumseh

Review and Analysis of School Safety Zones

June 17, 2025



Review and Analysis of School Safety Zones

Town of Tecumseh

FINAL

Project No.: CA0036369.2142
Date: June 17, 2025

WSP

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Thornhill, Ontario
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June 17, 2025

Town of Tecumseh
917 Lesperance Road,
Tecumseh, ON N8N 1W9

Attention: Alessia Mussio, Engineering Project Manager

Subject: Review and Analysis of School Safety Zones

Dear Ms. Mussio:

We are pleased to provide this report documenting our review and analysis of School Safety Zones in Tecumseh.

The report describes our work consulting with school principals (as directed by the Town), observing and documenting details in the field, traffic data collection and analysis, development of improvement plans and cost estimation for the improvement plans.

Thank you for selecting WSP to work on this interesting project.

Should you have any questions, don't hesitate to contact Pavani Perera by e-mail at Pavani.Perera@wsp.com.

Yours sincerely,



Pavani Perera, E.I.T.
Transportation Planner

WSP ref.: CA0036369.2142

SIGNATURE

Prepared by



June 17, 2025

Pavani Perera, E.I.T.
Transportation Planner

Date

Approved[1] by



June 17, 2025

Peter Yu, P.Eng., PMP
Senior Project Manager

Date

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Executive Summary

The Town of Tecumseh recently passed School Safety Zone (SSZ) Policy 125 (effective April 9, 2024), which includes best practices to improve safety for vulnerable road users in the vicinity of schools. As part of the implementation of SSZ Policy 125, the Town retained WSP to conduct a comprehensive review of 12 school sites within defined study areas, which in most cases were areas where an SSZ had been implemented by Council. The purpose was to identify safety concerns, infrastructure gaps, and improvement opportunities in line with SSZ Policy 125 and other relevant Town policies, including Community Safety Zone Policy 123; Controlled Pedestrian Crossing Policy 124; and Speed Management and Traffic Calming Policy 126.

The 12 school sites are listed in Table ES-1.

Table ES-1: School Sites Included in Study

School	Address
A.V. Graham Public School	815 Brenda Crescent
Beacon Heights Public School	13800 Tecumseh Road East
Tecumseh Vista Academy - Secondary	11555 Shields Avenue
St. André French Immersion Catholic Elementary School	13765 St. Gregory's Road
St. Mary French Immersion Catholic Elementary School	12096 County Road 34
St. Peter Catholic Elementary School	2451 Alphonse Avenue
St. Pius X Catholic Elementary School	644 Lacasse Boulevard
École élémentaire catholique Sainte-Marguerite-d'Youville	13025 St. Thomas Street
École élémentaire catholique Saint-Antoine	1317 Lesperance Road
Lakeview Montessori	13797 Riverside Drive East
Al-Hijra Academy Masjid and Islamic School	5100 Howard Avenue
École secondaire catholique L'Essor	13605 St. Gregory's Road

An overview of the project methodology is provided below:

School Principal Consultation: Individual meetings were conducted with the principals from each school to discuss respective site operations, transportation safety related concerns, and recommendations for traffic data collection and analyses.

School Area Reviews: The WSP team reviewed the study areas based on Town GIS data, Google Maps and Streetview, and field visits. The reviews included an inventory of key right-of-way features. In addition, observations were made at each school during a critical period, as agreed upon based on school principal input, to note activities related to parking, circulation, bus loading, bicycle parking, and popular cycling and pedestrian routes. Through this review, WSP documented current conditions and identified issues and improvement opportunities.

School Area Traffic Analyses: A traffic data collection program was developed per school principal input, Town input, and WSP's preliminary review of areas where traffic data could guide problem identification and improvement evaluation. The collected data was analyzed to identify where changes to traffic control and traffic calming would be required based on the Town's criteria or may be beneficial for improved compliance and pedestrian safety. This included pedestrian crossover (PXO) warrants, all-way stop control warrants, stop sign compliance observations, and speeding observations. The analyses were guided by the Town's relevant policies, Ontario Traffic Manual Book 5 – Regulatory Signs, and Ontario Traffic Manual Book 15 – Pedestrian Crossing Treatments.

School Improvement Plans: Improvement options were developed and evaluated based on the school area reviews, traffic analyses, industry best practices, and discussions with Town staff. A package of preferred off-site and on-site improvements were recommended per school.

Off-site improvements included:

- Pavement markings;
- Signage, including relocating existing signage to appropriate locations;
- PXOs where warranted;
- Civil work, which commonly included implementing curb cuts and tactile walking surface indicators;
- Streetlighting to improve illumination conditions; and
- Traffic calming measures, including curb extensions and speed radar boards.

On-site improvements included:

- Improvements to the traffic circulation roads;
- Bike racks;
- Formalizing desire lines;
- Providing paths for walking and cycling; and
- Adding pavement markings and tactile walking surface indicators at school accesses to improve accessibility.

Cost Estimates: Cost estimates were developed for the package of preferred off-site and on-site improvements per school. Unit costs were determined based on Town input and WSP's database and experience with similar projects. As outlined in Table ES-2,

the total estimated improvement costs for the study area are $1,294,983. This consists of an estimated $823,487 of off-site improvement costs and $471,496 of on-site improvement costs.

Table ES-2: Total Estimated Improvement Costs for Study Area

School	Estimated Improvement Program Costs		
	Offsite	Onsite	Total
A.V. Graham	$44,675	-	$44,675
Beacon Heights	$12,940	-	$12,940
Tecumseh Vista Academy	$2,200	$141,500	$143,700
St. André	$97,050	-	$97,050
Green Acres Optimist Park Lot	$12,160	$310,871	$323,031
St. Mary	$15,800	$7,500	$23,300
St. Peter	$68,850	-	$68,850
St. Pius X	$152,793	-	$152,793
Sainte-Marguerite-d'Youville	$111,050	-	$111,050
Sainte-Antoine	$59,515	-	$59,515
Lakeview Montessori	$23,700	-	$23,700
Al-Hijra Academy	$100,519	-	$100,519
L'Essor	$122,235	$11,625	$133,860
TOTAL	**$823,487**	**$471,496**	**$1,294,983**

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1 Introduction

1.1 Purpose of Study

The Town of Tecumseh recently passed a School Safety Zone Policy including best practices to improve safety for vulnerable road users, particularly pedestrians, in the vicinity of schools. As part of the implementation of this policy, the Town retained WSP to conduct a comprehensive review of 12 school sites within defined study areas, which in most cases were areas where a School Safety Zone had been implemented by Council.

The purpose of the reviews was to identify safety concerns, infrastructure gaps, and improvement opportunities that align with the Town's School Safety Zone policy. In addition to this policy, the study also considered Town policy's for Community Safety Zones, Controlled Pedestrian Crossings and Speed Management and Traffic Calming in the identification of issues and development of improvement plans.

1.2 Project Scope

The review looked at key existing right-of-way features, including signs, pavement markings, pedestrian facilities, road geometry and street lighting. Traffic operating conditions were also observed, including parking, traffic circulation, drop-off/pick-up zones, bus loading, bicycle parking and speeding.

At the start of the project, the scope was expanded to include consultation with the principals at each of the 12 schools, and individual discussions were held with each school to introduce the project, discuss how each school site operates, hear any transportation safety related concerns for the schools and collect school staff recommendations for traffic data collection and analysis.

A traffic data collection program was developed on school input, Town input and WSP's preliminary review of areas where traffic data could guide problem identification and improvement evaluation.

The WSP team conducted desktop reviews of each site based on Town GIS data, Google maps and streetview, and field confirmation. For each school, at least one of the peak activity periods was observed by WSP team members, with the critical period identified based on input from the school and review of traffic data and conditions in the area.

Technical analysis to determine the need for new Pedestrian Crossover (PXO) locations, changes to traffic control and speed management or traffic calming measures was done where potential issues were identified, and data was collected. In addition to the Town policy's, Ontario Traffic Manual Book 5 – Regulatory Signs and Ontario Traffic Manual Book 15 – Pedestrian Crossing Treatments were used for guidance on warrants for PXOs and All-way stop control.

The Town of Tecumseh Transportation Master Plan (June 2017), Accessibility for Ontarians with Disabilities Act (AODA) and guidance from the Transportation Association of Canada were considered in the evaluations and recommendations.

For recommended improvements plans, parametric cost estimates will be developed.

1.3 Schools

The schools included in the study are summarized in Table 1-1.

Table 1-1: Schools Included in Study

School	Address
A.V. Graham Public School	815 Brenda Crescent
Beacon Heights Public School	13800 Tecumseh Road East
Tecumseh Vista Academy - Secondary	11555 Shields Avenue
St. André French Immersion Catholic Elementary School	13765 St. Gregory's Road
St. Mary French Immersion Catholic Elementary School	12096 County Road 34
St. Peter Catholic Elementary School	2451 Alphonse Avenue
St. Pius X Catholic Elementary School	644 Lacasse Boulevard
École élémentaire catholique Sainte-Marguerite-d'Youville	13025 St. Thomas Street
École élémentaire catholique Saint-Antoine	1317 Lesperance Road
Lakeview Montessori	13797 Riverside Drive East
Al-Hijra Academy Masjid and Islamic School	5100 Howard Avenue
École secondaire catholique L'Essor	13605 St. Gregory's Road

Eight of the schools are located in North Tecumseh and 4 are located in South Tecumseh. Locations of the study area schools in North Tecumseh are illustrated in Figure 1-1. Locations of study area schools in South Tecumseh are illustrated in Figure 1-2.

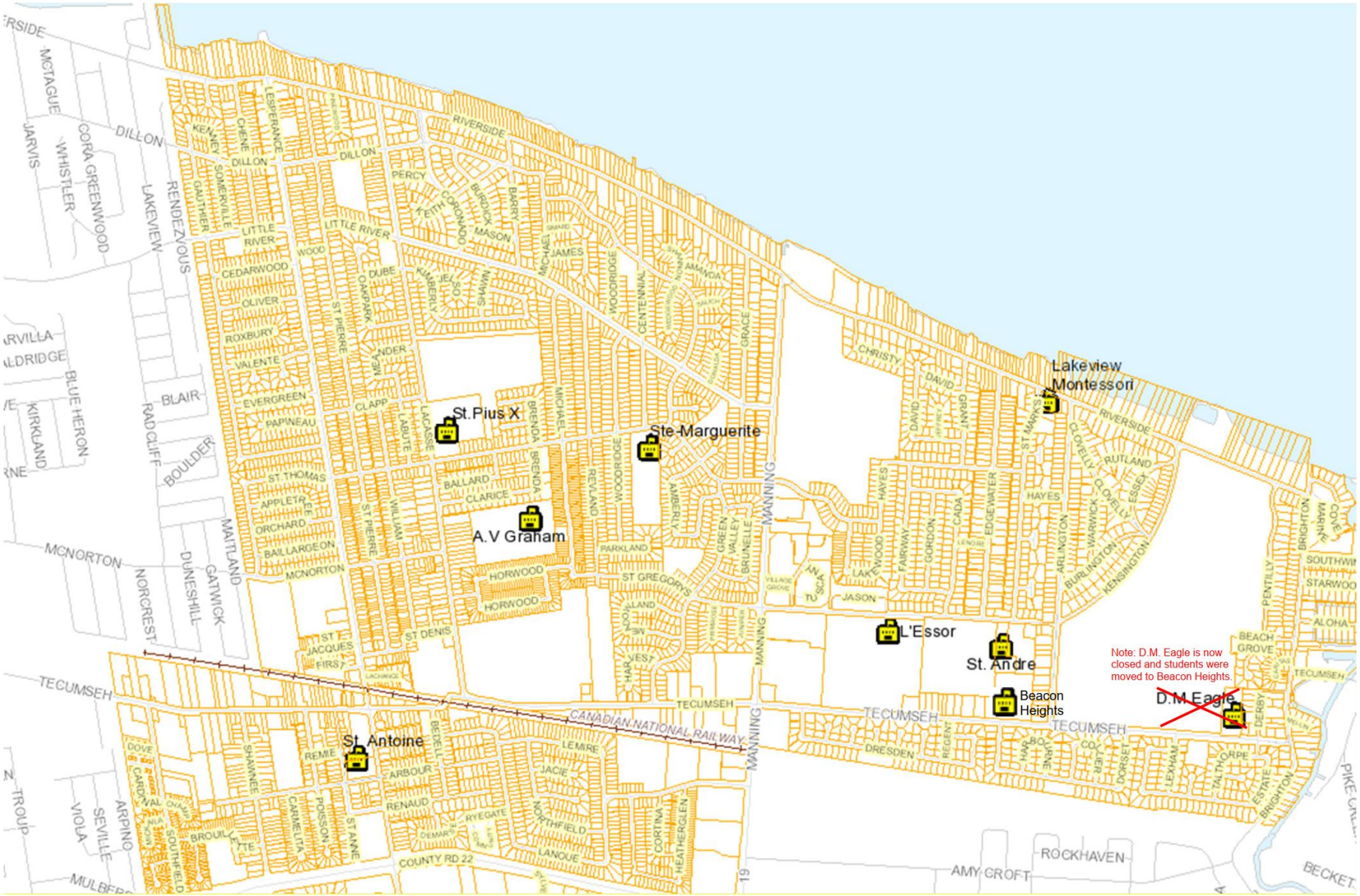


Figure 1-1: Study Area Schools in North Tecumseh

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Figure 1-2: Study Area Schools in South Tecumseh

1.4 Background Documents and Analysis Methods

Tecumseh's SSZ policy included designation of road sections within 150 meters of the schools as School Safety Zones. For two of the study area schools which are adjacent to County Roads, SSZ designations have not been applied on the County roads at this time, however a similar study area was identified and reviewed. The Town's policy indicates the following improvements applicable to these roads:

- 40 km/h speed limit 24/7
- Sidewalk or trail on one side of road
- AODA compliant curb ramps, other sidewalk or ramp improvements if required
- Ladder crosswalks
- Streetlighting
- Sign plan from policy (school zone sign, school speed zone sign, SCHOOL ZONE pavement markings, speed limit sign at exit to zone)

The review of streetlighting included the following components: asking school principals to identify whether there were concerns related to infrastructure; looking at a radius of 30 meters around light poles to determine whether these radii overlap between poles and noting illumination on the school sites. This approach provided an indication of locations with illumination deficiencies.

Consideration of the need for PXOs followed the method from Ontario Traffic Manual Book 15, which measures vehicle and pedestrian demand during the peak 8-hours of a typical weekday, and further quantifying pedestrians requiring assistance, including children of elementary school age, elderly adults and other pedestrians using assistive devices. All pedestrians requiring assistance are given a factor of two and an adjusted pedestrian volume of 100 pedestrians crossing over the typical 8 hours is the minimum threshold to consider a PXO. Assuming pedestrian crossing demand meets this threshold, vehicle volume, speed limit and road cross-section affect the type of PXO. The 8-hours non-continuous hours considered for this project captured peak before school and after school periods, midday and typical commuting times in order to capture the conditions with the most interaction between road users. Cyclists crossing at the surveyed locations were also counted, and sensitivity analysis was done to determine whether adding the cyclists to the pedestrian volumes would change the results.

Ontario Traffic Manual Book 5 has a method to determine whether all-way stop control is warranted. The method considers the classification of the higher volume road, volumes of vehicles and pedestrians approaching on the major and minor roads over the 8 non-continuous peak hours of a typical weekday and the balance of approaching vehicles between roads. The total approaching volume, minor road approaches, and balance between roads must all be within the specified thresholds to warrant all-way stop control.

The Town's Speed Management and Traffic Calming Policy indicates vehicle speed thresholds above which speed management and traffic calming measures are considered. The policy recommends collecting vehicle speed data over multiple days. For this study, 24-hours of weekday speed data were collected and reviewed and the 85th percentile speeds of vehicles in each direction was calculated. For road sections surveyed, where it was found that the 85th

percentile speed exceeding the existing or future 40 kilometer per hour speed limit by 15 kilometers per hour or more, options for speed management or traffic calming were developed. Traffic calming measures identified in the Town's policy were considered and general traffic calming and road design principles were applied. It was recognized that implementation of vertical deflections on public transit routes would likely be undesirable, therefore vertical deflections such as speed humps or raised intersections were not considered where transit service is in place. It was also recognized that a public and agency consultation process and a design review would be important for confirming a suitable and acceptable traffic calming plan, therefore plans developed are considered preliminary concepts.

For study area intersections where stop sign compliance was identified as a concern, compliance during peak school related activity was reviewed and tabulated. Non-compliance was categorized as resulting in no road user conflicts, minor conflicts or near misses. Results from these compliance observations and analysis informed improvement recommendations.

The Town's Transportation Master Plan was reviewed to confirm road classifications and identify any road improvements recommended for study area intersections.

2 School Principal Consultation

Town staff and WSP met with the principals of each of the study area schools at the beginning of the study, to understand current operation and concerns at each school. These discussions guided WSP field observations and the traffic data collection program.

Key findings from these discussions are summarized in this report section.

2.1 A.V. Graham

Table 2-1 provides a summary of the key findings from the meeting held with the principal of A.V. Graham on September 16, 2024.

Table 2-1: Key Findings from Meeting with Principal of A.V. Graham

Topic of Discussion	Key Findings
Features of School Population	• Student population of ~485 • There will be a change in grades 7/8 next year, and the school population may be lower • How students travel to school: ○ Served by 5 full-sized school buses and 2 smaller buses (the smaller buses arrive earlier) ○ Pick up drop off (PUDO) ○ Active mode - walking
Features of School Site and PUDO Operations	• PUDO Operations: ○ PUDO facility on north side of the school ○ Occasional queuing onto Brenda Crescent at pick-up time ○ In the morning, there is a 15-minute window for drop-off where staff meet students, so arrivals are more spread out ○ The afternoon is the busiest period ○ A study of the school's PUDO facility has been requested and is planned for November 2025 • Pathways used by students to walk to school include: ○ West of parking area west to Lacasse ○ South of east drop off loop to Michael Drive ○ South of parcel to St. Gregory's, between 12672 and 12800 St. Gregory's ○ Occasionally, students walk along the west side of Brenda Crescent to get to Clarice; they walk on grass because there is no sidewalk ○ Some students cross St Thomas at Brenda • Additional Comments:

Topic of Discussion	Key Findings
	○ The location of the school's track has changed since the aerial photo ○ There is a catchment map on buskids.ca showing where students walk vs. ride the bus ○ Complaints about speeding, but studies have not found speeding
Data Collection Locations	• St. Thomas Street and Brenda Crescent ○ PXO warrant ○ Stop sign compliance analysis

2.2 Beacon Heights

Table 2-2 provides a summary of the key findings from the meeting held with the principal of Beacon Heights on September 23, 2024.

Table 2-2: Key Findings from Meeting with Principal of Beacon Heights

Topic of Discussion	Key Findings
Features of School Population	• Before and after school childcare is available from 6 AM to 6 PM and has separate parking • How students travel to school: ○ Served by 8 school buses, including 2 smaller special ed buses ○ PUDO ○ Active mode - walking
Features of School Site and PUDO Operations	• Features of the School Site: ○ 2 crosswalk areas ○ New signalized intersection for students walking; they're assisted with crossing by parents ▪ Currently, no issues with the new traffic signal • PUDO Operations: ○ On "fog days," buses are cancelled in the morning, so parents drop their kids off but buses usually operate in the afternoon ▪ 3 fog days in 2024 ▪ Neighbours are concerned about parent drop-off queues on these days as it tends to extend to Arlington

Topic of Discussion	Key Findings
	○ On “no bus” days, the bus drop-off area is opened to parents for parent drop-off ○ There is a kiss and ride facility and demand for this is adjusting ○ Bus routes were adjusted to better align with bell times • Pathways used by students to walk to school: ○ One student walks along Arlington and accesses the school from the north ○ Some students walk through Optimist Park ○ Pathway from south of Tecumseh to Tecumseh opposite Arlington, partial pathway/walking on grass from St. Gregory’s Road through Optimist Park
Data Collection Locations	• None identified

2.3 Tecumseh Vista Academy

Table 2-3 provides a summary of the key findings from the meeting held with the principal of Tecumseh Vista on September 23, 2024.

Table 2-3: Key Findings from Meeting with Principal of Tecumseh Vista Academy

Topic of Discussion	Key Findings
Features of School Population	• Student population of ~440 ○ Had 700 students previously, and with the development of the secondary plan, population will increase • How students travel to school: ○ Served by 10 buses ○ PUDO ○ Active mode - walking • No students currently reside west of Banwell and walk to school
Features of School Site and PUDO Operations	• PUDO Operations: ○ PUDO times work well except when buses are cancelled • Construction:

Topic of Discussion	Key Findings
	○ Ongoing construction on Banwell Road, expected completion in 2026 ▪ There will be a pathway on one side and a sidewalk on the other ▪ If data collection is required, this may have to be deferred ○ Future cross section on Shields Ave between Banwell and St. Alphonse • Pathways used by students to walk to school: ○ Not many students currently walk along Banwell; some walk through McAuliffe Park and use the pathway on the road allowance for Shields Ave • Additional Comments: ○ School staff are concerned about how traffic volumes on Banwell will increase in the future ○ The Tecumseh Hamlet Secondary Plan was presented at a public meeting on September 24, 2024 and a PowerPoint presentation is available that provides info about the plan
Data Collection Locations	• None identified

2.4 St. André

Table 2-4 provides a summary of the key findings from the meeting held with the principal of St. André on September 13, 2024.

Table 2-4: Key Findings from Meeting with Principal of St. André

Topic of Discussion	Key Findings
Features of School Population	• Student population of ~466 ○ Additional students are expected in future years • Up to grade 8 classes • How students travel to school: ○ Served by 6 buses ○ PUDO ○ Active mode – walking

Topic of Discussion	Key Findings
	• Long history of parents requesting improvements including crossing guards
Features of School Site and PUDO Operations	• PUDO Operations: ○ Mornings are the busiest period ○ Parents use the existing parking lot for tennis courts just west of the school for PUDO ○ Buses PUDO students in bus bays along the south side of St. Gregory's, west of the west school driveway; all buses fit in this area • Pathways students use to walk to school: ○ Some students walk to/from Arlington and may cross Arlington ○ Students cross St. Gregory's at St. Marks and Edgewater ▪ Crossing guards have been requested for these locations • Additional Comments: ○ There is an EA study to improve Arlington ▪ Meeting with a parent from the school to discuss their concerns ○ No concerns from Principal Houston regarding adequacy of illumination
Data Collection Locations	• PXO studies at St. Marks, Edgewater and Cada • Realign the west access to the school lot to form a (not offset) 4 leg intersection with St. Marks ○ WSP to develop concept and evaluate appropriate traffic control for the intersection

2.5 St. Mary

Table 2-5 provides a summary of the key findings from the meeting held with the principal of St. Mary on September 18, 2024.

Table 2-5: Key Findings from Meeting with Principal of St. Mary

Topic of Discussion	Key Findings
Features of School Population	• Student population ~173 • How students travel to school: ○ Served by 7 buses

Topic of Discussion	Key Findings
	○ PUDO ○ Active mode – walking
Features of School Site and PUDO Operations	• PUDO Operations: ○ Parents part at St. Mary's Church and walk students over to the school through internal pathways ○ Buses access the site in the "circular" (rectangular) drive off of County Road 34, entering at the east driveway and leaving via the west driveway ▪ All buses can fit on the site if required, but usually the buses are not all there at the same time • Features of the School Site: ○ School door is on the west side of the building ○ To access the church parking lot, part of the route is on a path and part is across grass • Additional Comments: ○ No speeding concerns on County Road 34 or Malden, and traffic volumes on County Road 34 are low ○ EAs and the principal monitor activity at dismissal time
Data Collection Locations	• A turning movement account at Malden Road and County Road 34 is of interest • Speed data on County Road 34

2.6 St. Peter

Table 2-6 provides a summary of the key findings from the meeting held with the principal of St. Peter on September 12, 2024.

Table 2-6: Key Findings from Meeting with Principal of St. Peter

Topic of Discussion	Key Findings
Features of School Population	• Student population ~250 ○ Decreased when French Immersion program moved to another school

Topic of Discussion	Key Findings
	○ Planned future development is expected to increase student population in the future • How students travel to school: ○ Served by 3 big buses and 1 small bus ○ PUDO ○ Active modes (i.e., walking, cycling) ▪ ~12-15 students cycle to the school from various directions ▪ Sidewalks serve students well • Area residents communicate regularly with school, reporting any issues • No concern about speeds along St. Alphonse
Features of School Site and PUDO Operations	• PUDO Operations: ○ There is southbound queuing along St. Alphonse during parent drop off time in the morning ○ Older students are dropped off from the curb ○ Younger students are dropped off in the parking lot or park in the parking lot at McAuliffe Park and are walked by their parents to school ○ All 4 buses fit in the bus bay on Le Boeuf Ave along the south boundary of the school ○ Students from south of County Road 42 are bussed • Pathways students use to walk to school: ○ Students cross St. Alphonse at Shields at existing crosswalk; not many cross St. Alphonse at La Boeuf/Jillian ○ If students stay late and walk home later, they cross County Road 42 at the signalized intersection at Lesperance
Data Collection Locations	• None identified
Additional Comments	School staff inquired about: 1. **Future Connection of Shields Street**: Between St. Alphonse and Banwell, and its impact on the existing parking lot at McAuliffe Park, west of Shields Street. Parents currently park here, and students cross the future road alignment to access the conservation area.

Topic of Discussion	Key Findings
	2. **Student Crossing**: Ensuring safe crossing for students on Shields Street. 3. The future cross-section of County Road 42. Town staff shared that a separate study is underway to explore options for this area, likely involving modification or relocation of the parking lot. They offered to send more information about this study. For County Road 42, there will be either a sidewalk or a multi-use pathway on each side in future.

2.7 St. Pius X

Table 2-7 provides a summary of the key findings from the meeting held with the principal of St. Pius X on September 11, 2024.

Table 2-7: Key Findings from Meeting with Principal of St. Pius X

Topic of Discussion	Key Findings
Features of School Population	• How students travel to school: ○ Served by 6 school buses ▪ They arrive and depart relatively quickly and are not all on the site at the same time ○ PUDO ○ Active mode - walking
Features of School Site and PUDO Operations	• Features of School: ○ 6 doors used by students; changes to where students are dropped off may work ok ○ There may be an emergency vehicle access location to Lacasse just north of the school site • Speeding: ○ Speeds along Lacasse are likely >40 km/h. but not likely to exceed >50 km/h during school start and end times due to congestion ○ Some students cross Lacasse at Meander Crescent; speeds on Lacasse at this intersection are a concern ○ During PUDO times, Lacasse and St. Thomas are too congested for speeding

Topic of Discussion	Key Findings
	• PUDO Operations: ○ "5-min parking" layby on Lacasse Blvd ○ Kiss and ride parent drop off located in the traffic circle at Lacasse Park ○ Parents also park in the parking lot to the east of the circle for PUDO ○ Occasional illegal parking on Lacasse Blvd; school staff try to patrol and issue reminders to parents ○ South side of St. Thomas for PUDO but there are concerns about students crossing midblock ○ PUDO on the north side of St. Thomas, although parking is prohibited • Bus Operations: ○ School buses access the school via St. Thomas St, drop off students along the south edge of the school building, then continue to Lacasse to leave the school site ▪ Often delays for buses turning to travel south on Lacasse ▪ Potential for changes to the lot and accesses to allow buses to turn on the site and exit via a second driveway on St. Thomas was discussed; options to address this issue will be considered in the study • Concerns: ○ Stop sign compliance at St. Thomas and Lacasse ○ Some rolling stops at Lacasse and Clapp; students foot patrol is sometimes present at this location
Data Collection Locations	• Lacasse Boulevard and Meander Crescent ○ PXO warrant • Lacasse Boulevard and St. Thomas Street, Lacasse Boulevard and Clapp Street ○ Stop sign compliance • Lacasse Boulevard between Oakpark Drive and Meander Crescent ○ Speed study

Topic of Discussion	Key Findings
Additional Comments	• School staff inquired about the Town's plans to remove crossing guards near the school. ○ Town staff responded that the need for crossing guards is under review and will be considered after the WSP study is complete

2.8 Sainte-Marguerite-d'Youville Catholic Elementary School

Table 2-8 provides a summary of the key findings from the meeting held with the principal of Sainte-Marguerite-d'Youville Catholic Elementary School on September 12, 2024.

Table 2-8: Key Findings from Meeting with Principal of Sainte-Marguerite-d'Youville Catholic Elementary School

Topic of Discussion	Key Findings
Features of School Population	• Student population of ~400 • Ranges from JK to Grade 8 • How students travel to school: ○ Served by 4 school buses ○ PUDO ○ Active modes (e.g. walking, cycling)
Features of School Site and PUDO Operations	• U-shaped driveway ○ Used for PUDO and school bus activities ○ Blocked off in the afternoon (3:10 PM – 3:20 PM) for school bus loading ○ Parent PUDO queues sometimes extend onto St Thomas St ○ Parking lots on either side of U-shaped driveway for parents to park and wait ○ School currently undertaking a review of parent PUDO and bus activities, expect implementation of improvements in the future • Some illegal parking along St Thomas St by parents during PUDO times

Topic of Discussion	Key Findings
	• Ontario Provincial Police occasionally provide traffic regulation enforcement and monitoring
Data Collection Locations	• St Thomas St at the intersections of Dillon Drive, Centennial Drive, and Woodridge Drive ○ PXO Warrants • St Thomas St at the intersections of Dillon Drive and Woodridge Drive ○ Stop sign compliance • St Thomas St east of Centennial Dr ○ Speed study

2.9 Saint-Antoine

Table 2-9 provides a summary of the key findings from the meeting held with the principal of Saint-Antoine on September 12, 2024.

Table 2-9: Key Findings from Meeting with Principal of Saint-Antoine

Topic of Discussion	Key Findings
Features of School Population	• Student population ~229 • How students travel to school: ○ Served by 3 buses and 1 small bus (half of students take the bus) ○ PUDO ○ Active modes: walking and cycling (half of students use active modes) ▪ Some students who bike to school cross Lesperance with the assistance of the crossing guard
Features of School Site and PUDO Operations	• Features of School Site: ○ School doors open at 8 am for an 8:15 bell; end bell is at 2:25 ○ Crossing guard currently stationed at the traffic signal at Lesperance and Arbour ○ Staff parking in the west parking lot ○ Use bus bays on Arbour and can all fit ○ Bike racks along the building on the Arbour side • Speeding:

Topic of Discussion	Key Findings
	○ Along the Lesperance frontage at the north end of the school site, there is a preschool playground adjacent to the school and there are concerns about safety of the playground because of speeding on Lesperance. • PUDO Operations: ○ Ste. Anne Parish lot to the north within a 15-min window; with a one-way pattern, this works well, parents walk students to the fence and the school staff walk them the rest of the way ○ Some parents park in the Royal Canadian Legion lot on the northeast corner of Lesperance and Lanoue and walk students across Lesperance ▪ This is discouraged but sometimes occurs
Data Collection Locations	• Lesperance Road between Tecumseh Road East and County Road 22 and Arbour Street between Shawnee Road and Lesperance Road ○ Speed study • Lesperance Road and Lanoue Street ○ PXO warrant

2.10 Lakeview Montessori

Table 2-10 provides a summary of the key findings from the meeting held with the principal of Lakeview Montessori on September 25, 2024.

Table 2-10: Key Findings from Meeting with Principal of Lakeview Montessori

Topic of Discussion	Key Findings
Features of School Population	• School population ~260 • Ranges from pre-school to grades 1-8 • How students travel to school: ○ PUDO – most students ○ Active mode – walking ▪ ~8 students walk on their own with teachers to assist with getting on their way

Topic of Discussion	Key Findings
	▪ Some walk with parents
Features of School Site and PUDO Operations	• PUDO Operations ○ Times are staggered: ▪ 8-8:30 drop off for elementary students ▪ 8:30-9 drop off for preschool students ▪ 3-3:30 pick up for elementary ▪ 3:30-4 pick up for preschool ▪ Infant/toddler program has a separate area: parents park in the parking area south of the school and bring children into building ▪ Drop off area sometimes a bit congested, but managed by asking parents to not arrive early ○ During PUDO times, north lot is used and parking spaces closest to the school doors are left vacant ▪ Parents circulate from west driveway, through lot to drop off and exit via the east driveway ▪ Two lines of vehicles ▪ A few teachers supervise this operation ○ Walking students cross St. Marks at Riverside; no unaccompanied Lakeview students currently cross Riverside ○ Students from other schools walk along Riverside ▪ Bus stop at Riverside and Arlington for another school and students cross Arlington on the south leg of Riverside ▪ Students from Lakeview and other schools walk to Lakewood Park along Riverside, and part way along, the sidewalk buffer is absent; students sometimes have trouble staying off the road when walking in groups along this section ▪ Students from other schools walk along St. Marks, and there are no sidewalks • Traffic volumes:

Topic of Discussion	Key Findings
	○ Heavier traffic volumes along Riverside and speed not a concern (often police presence) • Features of school site: ○ Staff parking on north side of north lot and at St. Mark's By-the-Lake church
Data Collection Locations	• None identified

2.11 Al-Hijra Academy

Table 2-11 provides a summary of the key findings from the meeting held with the principal of Al-Hijra Academy on October 1, 2024.

Table 2-11: Key Findings from Meeting with Principal of Al-Hijra Academy

Topic of Discussion	Key Findings
Features of School Population	• Student population ~288 (has been up to 300 students) • Staff population ~25 plus 5 additional staff • How students travel to school: ○ Only PUDO by parents
Features of School Site and PUDO Operations	• Features of School Site: ○ Staff park in the parking are closest to Howard Ave ○ Guests park in the spaces furthest north ○ Building also serves as a community centre: ▪ During events at the building, on-street parking is used and sometimes arrangements are made with the Royal Canadian Legion to the north of the site and church properties to the north and west ▪ During events, some attendees cross Howard from adjacent building parking areas • PUDO Operations: ○ Area set up in the north parking area ▪ Parents enter by the south entrance (gates are open during these times and

Topic of Discussion	Key Findings
	closed at other times), which is a one-way in-bound ▪ exit is by the north driveway ▪ two lines for drop off are provided, with younger children dropped off in the line closer to the building ▪ 5-6 staff supervise drop off ○ Busiest times are ~8AM and 4:15PM (note school website says afternoon bell time is 3:26PM) • Concerns: ○ stop sign compliance at the all-way stop at Howard Ave and the Howard Ave Connector ○ vehicle speeds on Howard Ave south of the Howard Ave Connector ○ lack of sidewalks along Howard Ave; although students do not walk to school, for some events, attendees park at adjacent sites and walk along Howard to get to the building ○ lack of signs advising of a school safety zone and advising of speed limits (NOTE – I checked following the meeting and it does not appear that this road section is a CSZ and the speed limit is 60 km/h; consideration of a lower speed limit may be suitable given the multiple institutional buildings and cul-de-sac; in addition to County of Essex, there may be additional jurisdictions – LaSalle – to involve in the decision) ○ no emergency exit to the site, and the school is interested in having an emergency exit on the Howard Ave Connector ○ Building also serves as a community centre: ▪ Prayers are accommodated at sunset and the hour after sunset (in addition to other times); there is concern about adequate streetlighting for security of the site, and concern about hate crimes
Data Collection Locations	• Howard Avenue south of Howard Avenue Connector ○ Speed study • Howard Avenue and Howard Avenue Connector

Topic of Discussion	Key Findings
	○ Stop sign compliance study

2.12 L'Essor

Table 2-12 provides a summary of the key findings from the meeting held with the principal of A.V. Graham on September 13, 2024.

Table 2-12: Key Findings from Meeting with Principal of L'Essor

Topic of Discussion	Key Findings
Features of School Population	• How students travel to school: ○ Served by ~20 buses (most students travel by bus) ○ PUDO ○ Self-drive ○ Active mode - walking
Features of School Site and PUDO Operations	• Features of school site: ○ A lot on the west side of the school is for students and some staff ○ Lack of illumination is not a known issue; there is good lighting in the school parking lot, which helps with visibility ○ Some students cross Manning Road at St. Gregory's Road; no known issues • PUDO Operations: ○ All bus and parent PUDO occur on site ○ Morning is most congested period, especially on-site at the east side of the building • Concerns: ○ Neighbourhood concerns about speeding by student drivers on St. Gregory's Road ▪ school works with a community liaison officer for periodic enforcement
Data Collection Locations	• St. Gregory's Road between Manning Road and Arlington Boulevard ○ Speed study • St. Gregory's Road and Arlington Boulevard ○ PXO study

3 School Area Reviews

Desktop and field reviews were completed for each of the schools to document current conditions and identify issues and opportunities.

The desktop and field reviews included an inventory of right-of-way features including signs, pavement markings, road geometry, pedestrian facilities and streetlighting. Observations were made at each of the schools during one or both of pick up and drop off activity times to note activities related to parking, circulation, bus loading, bicycle parking and popular cycling and pedestrian routes. The review focused on streets designated as school safety zones, but extended more broadly where needed to address school travel safety.

Some improvements for alignment with Town of Tecumseh policies and best practices were identified through these field in reviews. In addition, data collection and analysis were undertaken where it was identified that this would potentially be beneficial, and that process is described in Section 4 of this report.

3.1 A.V. Graham

3.1.1 Desktop Review

Table 3-1 provides a summary of the key findings from the desktop review of A.V. Graham.

Table 3-1: Key Findings from Desktop Review of A.V. Graham

Feature	Key Notes
Road Jurisdiction, Classification, and Speed Limit	• Brenda Crescent: Town, urban local, 40 km/h (assumed) • St Thomas Street: Town, urban collector, 40 km/h
SSZ and CSZ Boundaries	• SSZ along Brenda Cresent between St Thomas Street and A.V. Graham Public School, not a CSZ
Active Transportation Facilities	• Sidewalk along Brenda Crescent (east side)
Illumination	• Locations of streetlights were reviewed based upon available GIS data provided by Town staff
School Access Locations and Purposes	• Main access on Brenda Crescent (stop controlled, in/out) • Three pathways for active transportation users: ○ On east side that connects southeast to Gerry Lesa Playground ○ On west side that connects between Kiss & Ride loop and Lacasse Boulevard ○ On south side that connects to Horwood Crescent

Feature	Key Notes
School Bell Times	• Starts at 8:40 AM • Ends at 3:00 PM

3.1.2 Field Review

Field observations were conducted at A.V. Graham on Thursday, October 3, 2024 during the PM period after school. Key observations and related deficiencies and improvement opportunities are noted below:

- A majority of students walked or cycled to the east along the south side of St Thomas Street, some students cycled north along Brenda Crescent, and some crossed west at Clarice Avenue. Lack of or inconsistent treatment for pedestrian crossing facilities were noted along Brenda Crescent at St. Thomas Street and at Clarice Avenue. In addition, a desire line was noted on the southeast corner of Brenda Crescent and St. Thomas Street through the park area.
- Some queueing was noted along Brenda Crescent due to improper parking by parents during PM pick up time, blocking school buses. This was quickly managed by school staff.
- Some queueing eastbound along St. Thomas Street was noted during the PM due to nearby school crossing guard activity at Michael Drive.

3.1.3 Review Summary

A summary of this existing conditions review is summarized in Figure 3-1 and the illumination analysis is illustrated in Figure 3-2.

As illustrated in Figure 3-2, existing streetlighting is closely spaced along Brenda Crescent between St. Thomas Street and Clarice Avenue. There is a small gap in municipal lighting between Clarice Avenue and the school parking lot. The parking lot itself has overhead lighting on the north edge and the school building has illumination pointing toward the parking lot. Illumination was not identified as a concern by the school principal.

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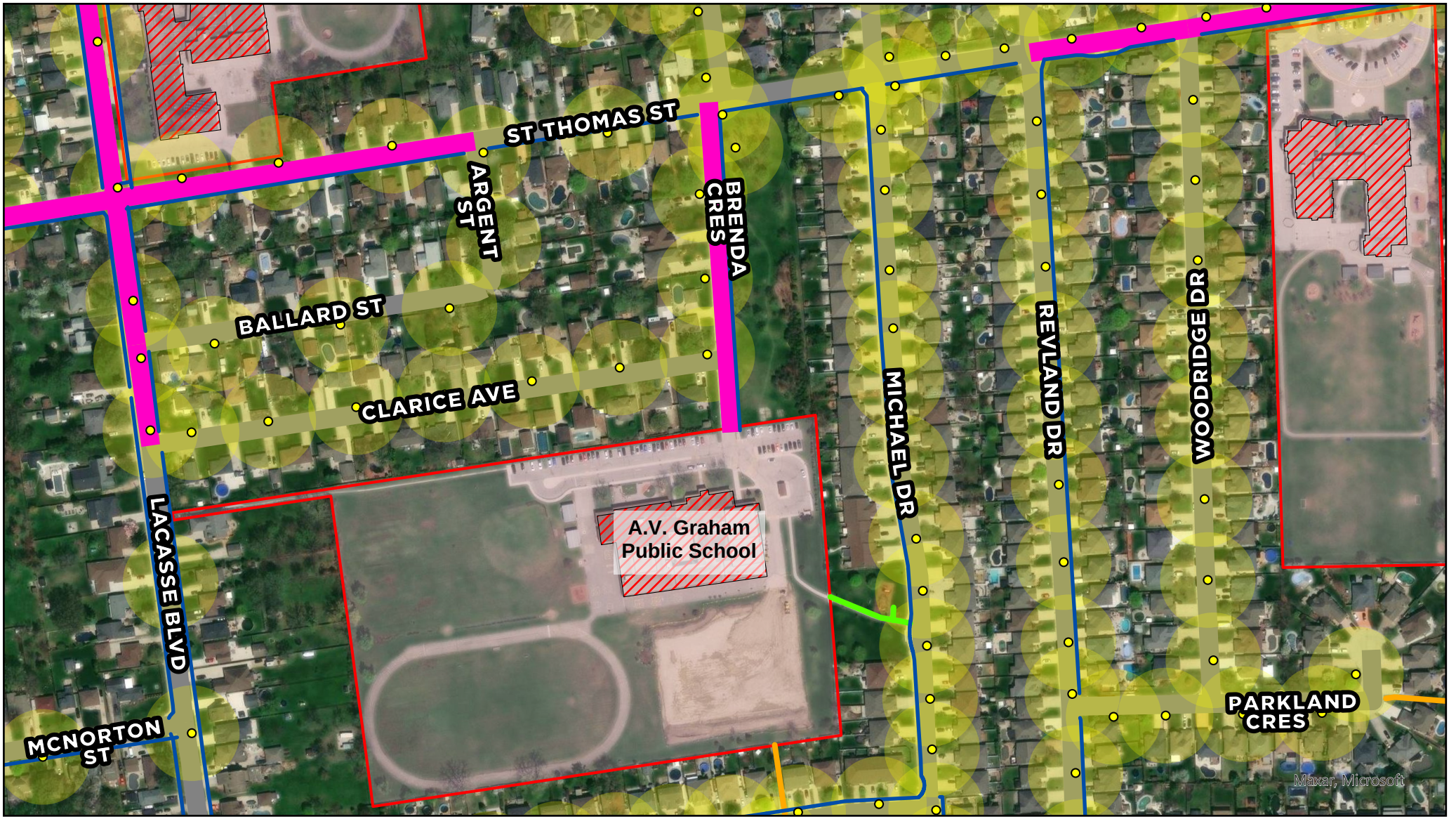
Figure 3-1: Existing School Area Features: A.V. Graham Public School



Legend

- Stop-Controlled Intersections (All-way)
- Stop-Controlled Intersections
- Crossing Guard Locations
- Community Safety Zone Sign
- School Area Sign
- School Crossing
- School Building Footprint
- School Lot Boundary
- Roadway
- School Safety Zones
- Sidewalks
- Trails
- Walkways
- Bike Lanes
- Traffic Signal
- Transit Bus Stop
- 40 Maximum Speed Sign

Figure 3-2: Existing Streetlighting: A.V. Graham Public School



Legend

- Street Lights
- Sidewalks
- Walkways
- Trails
- Street Light Buffer (30 m)
- Roadway
- School Safety Zone
- School Building Footprint
- School Lot Boundary

3.2 Beacon Heights

3.2.1 Desktop Review

Table 3-2 provides a summary of the key findings from the desktop review of Beacon Heights.

Table 3-2: Key Findings from Desktop Review of Beacon Heights

Feature	Key Notes
Road Jurisdiction, Classification, and Speed Limit	• Tecumseh Road East: Town, minor arterial, 40 km/h (50 km/h west of Dorset Park)
SSZ and CSZ Boundaries	• SSZ along Tecumseh Road East between Regent Road and 30 m east of Arlington Boulevard, not a CSZ
Active Transportation Facilities	• Sidewalk along Tecumseh Road East (north side) • Multi-use path along Tecumseh Road East (south side, switches to north side east of Arlington Boulevard)
Illumination	• Locations of streetlights were reviewed based upon available GIS data provided by Town staff
School Access Locations and Purposes	• Main access on Tecumseh Road East (signalized, in/out) • For active transportation users: ○ Sidewalk along east school property limit from Tecumseh Road East ○ Gated access from Optimist Park on northwest corner of school property limit
School Bell Times	• Starts at 9:10 AM • Ends at 3:30 PM

3.2.2 Field Review

Field observations were conducted at Beacon Heights on Thursday, October 3, 2024 during the PM period after school. Key observations and related deficiencies and improvement opportunities are noted below:

- Eastbound queues along Tecumseh Road during PM extended west of Dorset Park, which blocked school traffic from exiting. This was caused by heavy traffic heading in this direction and nearby school crossing guard activity at Arlington Boulevard.
- A majority of students crossed at the intersection of Tecumseh Road and Dorset Park intersection. Many continued further east and crossed to continue east or head north at

the Arlington Boulevard intersection. It was noted that no pedestrian crossing facility is provided along the west leg.

3.2.3 Review Summary

A summary of this existing conditions review is shown in Figure 3-3 and the illumination analysis is illustrated in Figure 3-4.

As Figure 3-4 shows, streetlighting on Tecumseh Road along the school frontage is more widely spaced than on the area residential streets. The school site is well illuminated with high light poles in the parking lot. Illumination was not identified as a concern during the discussion with the principal.

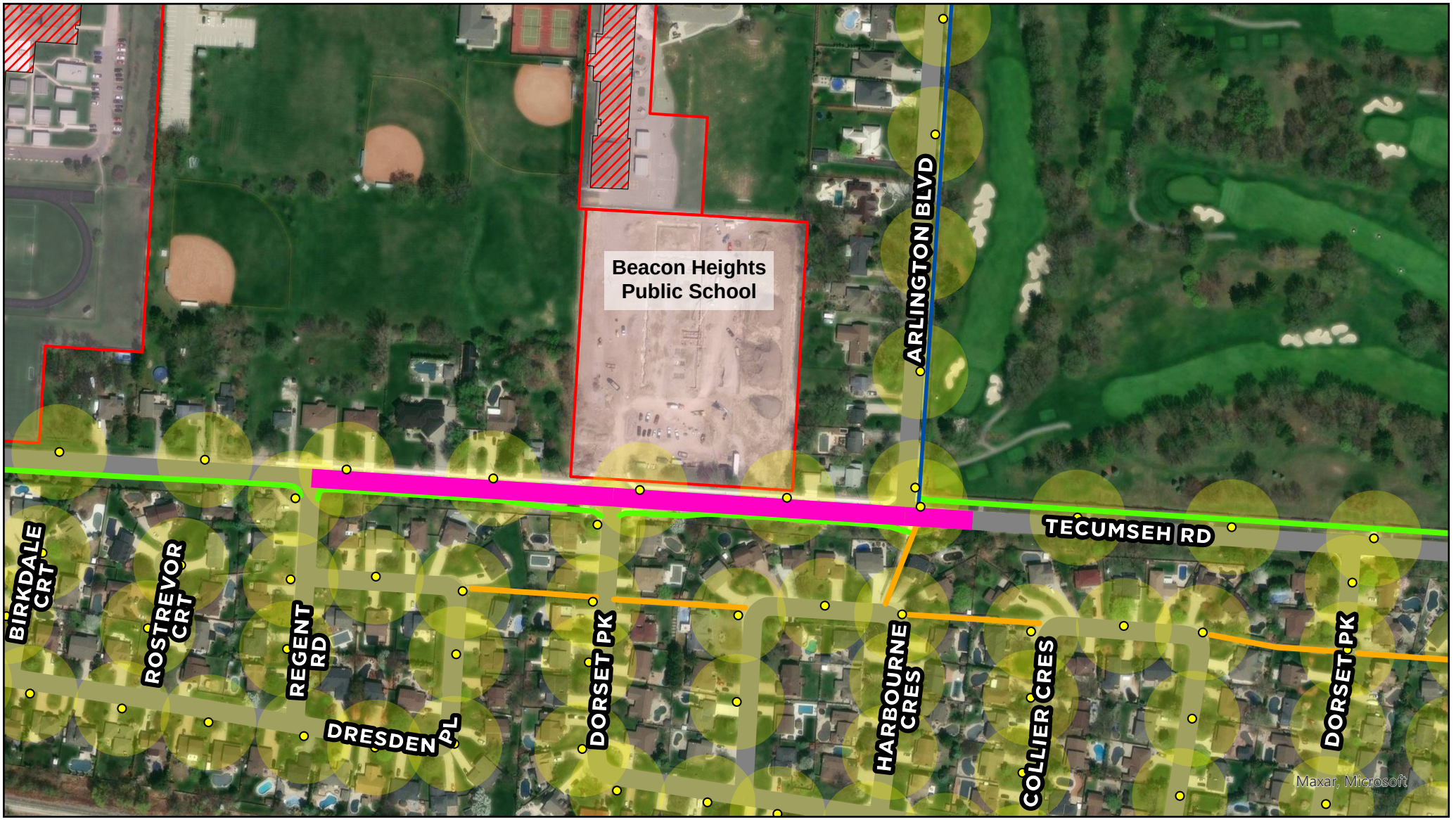
Figure 3-3: Existing School Area Features: Beacon Heights Public School



Legend

- Stop-Controlled Intersections
- Stop-Controlled Intersections (All-way)
- Crossing Guard Locations
- Community Safety Zone Sign
- School Area Sign
- School Crossing
- School Building Footprint
- School Lot Boundary
- Roadway
- School Safety Zones
- Sidewalks
- Trails
- Walkways
- Bike Lanes
- Traffic Signal
- Transit Bus Stop
- 40 Maximum Speed Sign

Figure 3-4: Existing Streetlighting: Beacon Heights Public School



3.3 Tecumseh Vista Academy

3.3.1 Desktop Review

Table 3-3 provides a summary of the key findings from the desktop review of Tecumseh Vista Academy.

Table 3-3: Key Findings from Desktop Review of Tecumseh Vista Academy

Feature	Key Notes
Road Jurisdiction, Classification, and Speed Limit	• Shields Avenue: Town, urban collector, 40 km/h (assumed) • Banwell Road (County Road 43): County, Class II Arterial, 60 km/h
SSZ and CSZ Boundaries	• SSZ along Shields Avenue between County Road 43 and Tecumseh Vista Academy, not a CSZ
Active Transportation Facilities	• Multi-use path along Shields Avenue (south side)
Illumination	• Locations of streetlights were reviewed based upon available GIS data provided by Town staff
School Access Locations and Purposes	• Access on Shields Avenue (unsignalized, in/out) • Shields Avenue alignment provides gravel pathway connection between portions nearest Banwell Road (to the west) and nearest St Alphonse Street (to the east)
School Bell Times	• Starts at 8:15 AM • Ends at 2:15 PM

3.3.2 Field Review

Field observations were conducted at Tecumseh Vista Academy on Thursday, October 3, 2024 during the PM period after school. Key observations and related deficiencies and improvement opportunities are noted below:

- Some queues formed along Shield Avenue due to high volumes of buses and passenger vehicles during PM pick up time. Overall, relatively low traffic volumes along County Road 43 and therefore relatively low delays turning on to County Road 43.
- Pick up queue for PUDO in past parking lot extended past site access, forcing motorists to make u-turns within school site and get into queue. This indicates potential to provide a traffic circle within the school site to accommodate u-turns.
- Bick racks not appropriately aligned with cycling facilities along Shields Avenue.

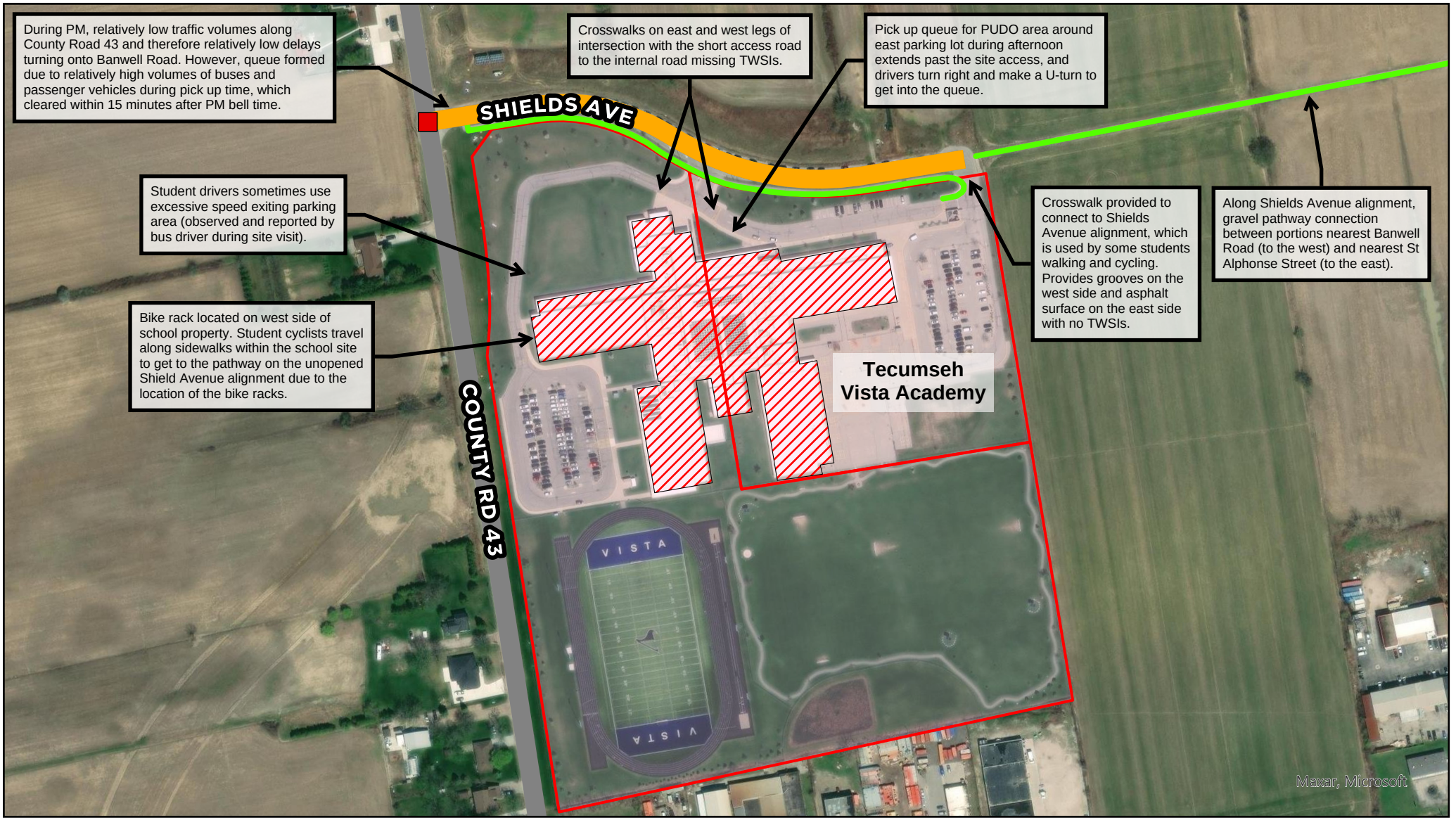
- Lack of consistent treatment for pedestrian crossing facilities on northeast corner of school property connecting to Shield Avenue alignment and at crosswalks at school site.
- Student drivers sometimes use excessive speed exiting parking area.

3.3.3 Review Summary

A summary of this existing conditions review is shown in Figure 3-5 and the illumination analysis is illustrated in Figure 3-6.

As Figure 3-6 shows, streetlighting on Shields Street is spaced at approximately 30 meters between poles. Decorative lamps are used along this road section or relatively tall poles, rather than the typical cobra head luminaires. The school parking lot, building and adjacent playing fields are well illuminated with lighting on tall poles. Illumination was not identified as an issue by the principal for this school.

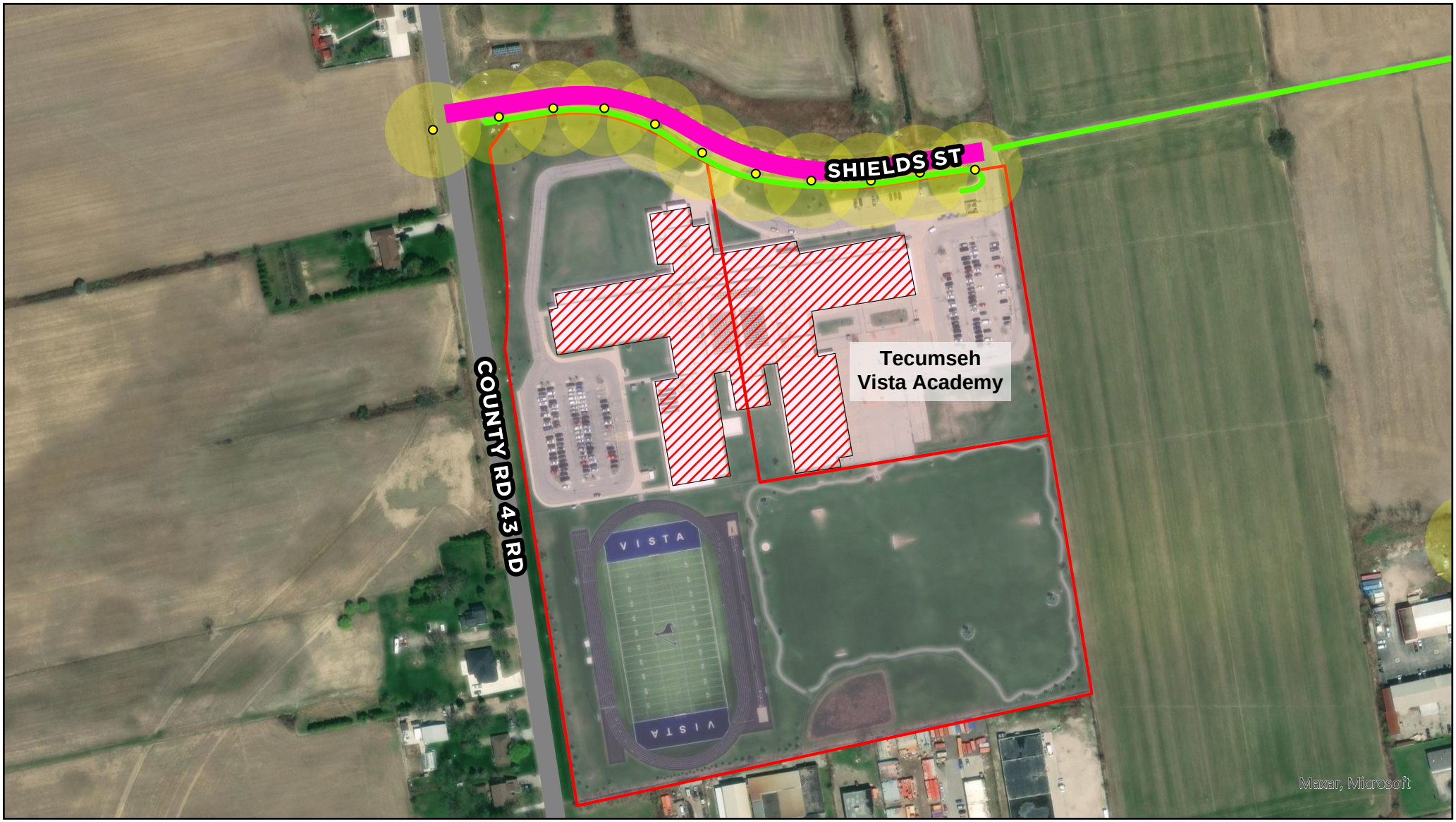
Figure 3-5: Existing School Area Features: Tecumseh Vista Academy



Legend

- Stop-Controlled Intersections
- Stop-Controlled Intersections (All-way)
- Crossing Guard Locations
- Community Safety Zone Sign
- School Area Sign
- School Crossing
- School Building Footprint
- School Lot Boundary
- Roadway
- School Safety Zones
- Sidewalks
- Trails
- Walkways
- Bike Lanes
- Traffic Signal
- Transit Bus Stop
- 40 Maximum Speed Sign

Figure 3-6: Existing Streetlighting: Tecumseh Vista Academy



Legend

- Street Lights
- Sidewalks
- Walkways
- Trails
- Street Light Buffer (30 m)
- Roadway
- School Safety Zone
- School Building Footprint
- School Lot Boundary

3.4 St. André

3.4.1 Desktop Review

Table 3-4 provides a summary of the key findings from the desktop review of St. André.

Table 3-4: Key Findings from Desktop Review of St. André

Feature	Key Notes
Road Jurisdiction, Classification, and Speed Limit	• St. Gregory's Road: Town, urban collector, 40 km/h
SSZ and CSZ Boundaries	• SSZ along St. Gregory's Road between Manning Road and Arlington Boulevard, also a CSZ
Active Transportation Facilities	• Sidewalk along St. Gregory's Road (south side) to eastern property limit of St. André • Multi-use path along St. Gregory's Road (south side) from eastern property limit of St. André to Arlington Boulevard • Sidewalk along St. Gregory's Road (north side) from Manning Road to Jason Court – refer to existing conditions for adjacent school L'Essor
Illumination	• Locations of streetlights were reviewed based upon available GIS data provided by Town staff
School Access Locations and Purposes	• Along St. Gregory's Road ○ PUDO and parking lot has two unsignalized accesses (one for inbound, other for outbound) ○ Secondary parking lot on western property limit of St. André provides unsignalized in/out access
School Bell Times	• Starts at 9:25 AM • Ends at 3:45 PM

3.4.2 Field Review

Field observations were conducted at St. André on Wednesday, October 2, 2024 during the AM period before school. Key observations and related deficiencies and improvement opportunities are noted below:

- Lack of or inconsistent treatment for pedestrian crossing facilities along St. Gregory's Road at Cada Crescent, Edgewater Boulevard, St. Mark's Road, and Arlington Boulevard.

- Several students walked or cycled along the south side of St. Gregory's Road, approaching from both the west and east sides of the school.
- Cracked asphalt and overgrown foliage was noted at the trail segment on the south of St. Gregory's Road west of Arlington Boulevard.
- The transit stop on the southwest corner of St. Gregory's Road and Arlington Boulevard was observed to be out of service.

3.4.3 Review Summary

A summary of this existing conditions review is shown in Figure 3-7 and the illumination analysis is illustrated in Figure 3-8.

As Figure 3-8 shows, spacing for illumination along St. Gregory's Road varies along the School Safety Zone section, with apparent small gaps in the streetlighting east and west of the school access. The school parking lot and parking area for adjacent Optimist Park are well illuminated with lights on high poles. Illumination was not noted as a concern in the principal interview.

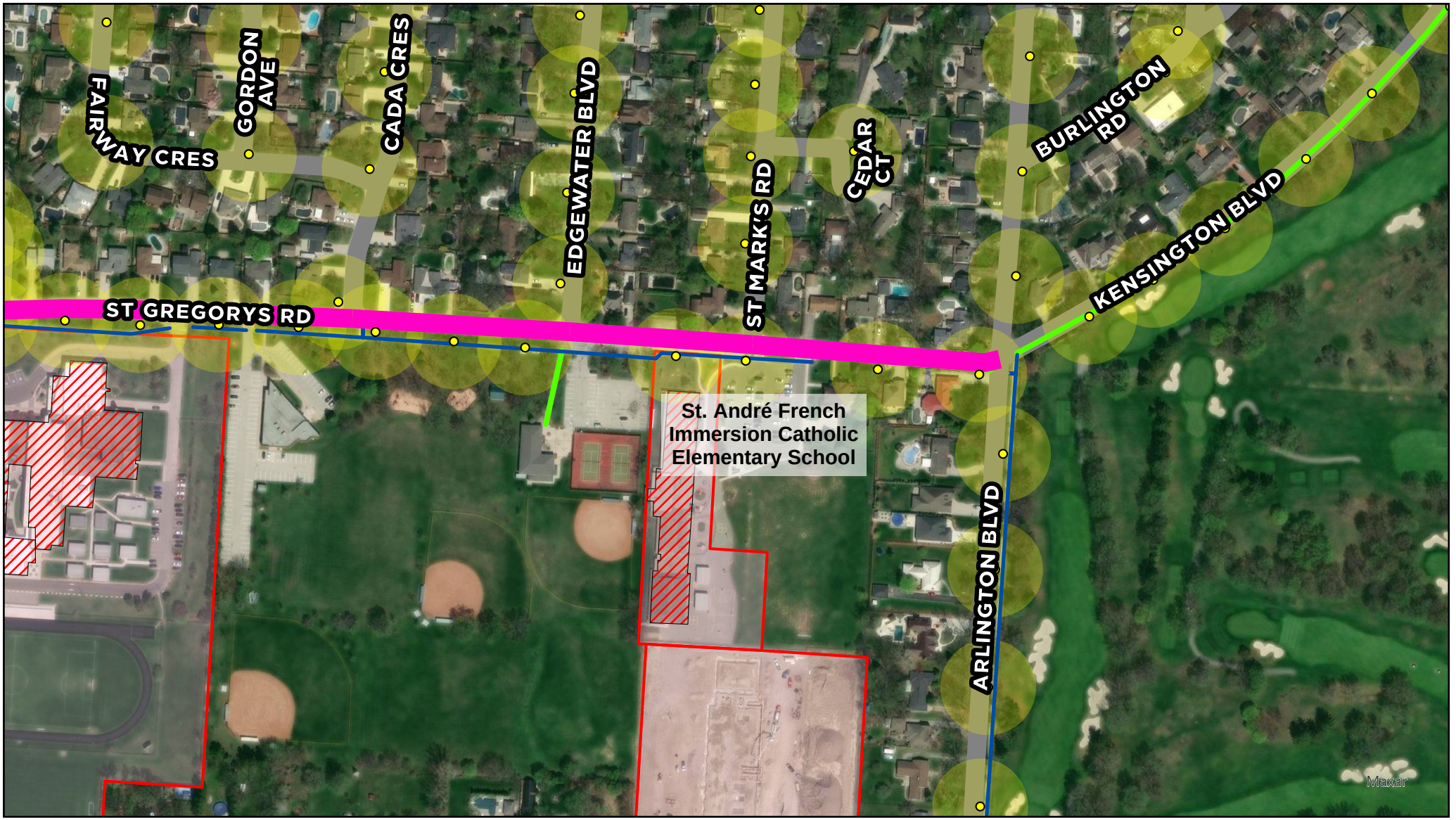
Figure 3-7: Existing School Area Features: St. André French Immersion Catholic Elementary School



Legend

- Stop-Controlled Intersections
- Stop-Controlled Intersections (All-way)
- Crossing Guard Locations
- Community Safety Zone Sign
- School Area Sign
- School Crossing
- School Building Footprint
- School Lot Boundary
- Roadway
- School Safety Zones
- Trails
- Sidewalks
- Walkways
- Bike Lanes
- Traffic Signal
- Transit Bus Stop
- 40 Maximum Speed Sign

Figure 3-8: Existing Streetlighting: St. André French Immersion Catholic Elementary School



Legend

- Street Lights
- Sidewalks
- Walkways
- Trails
- Street Light Buffer (30 m)
- Roadway
- School Safety Zone
- School Building Footprint
- School Lot Boundary

3.5 St. Mary

3.5.1 Desktop Review

Table 3-5 provides a summary of the key findings from the desktop review of St. Mary.

Table 3-5: Key Findings from Desktop Review of St. Mary

Feature	Key Notes
Road Jurisdiction, Classification, and Speed Limit	• Talbot Road (County Road 34): County, Secondary Road, 40 km/h
SSZ and CSZ Boundaries	• Not a SSZ since study area is not under Town jurisdiction • Study area signed as CSZ
Active Transportation Facilities	• Sidewalk along County Road 34 (north side)
Illumination	• Locations of streetlights were reviewed based upon available GIS data provided by Town staff
School Access Locations and Purposes	• Two unsignalized accesses along County Road 34 (one for inbound, other for outbound)
School Bell Times	• Starts at 9:10 AM • Ends at 3:35 PM

3.5.2 Field Review

Field observations were conducted at St. Mary on Thursday, October 3, 2024 during the AM period before school. Key observations and related deficiencies and improvement opportunities are noted below:

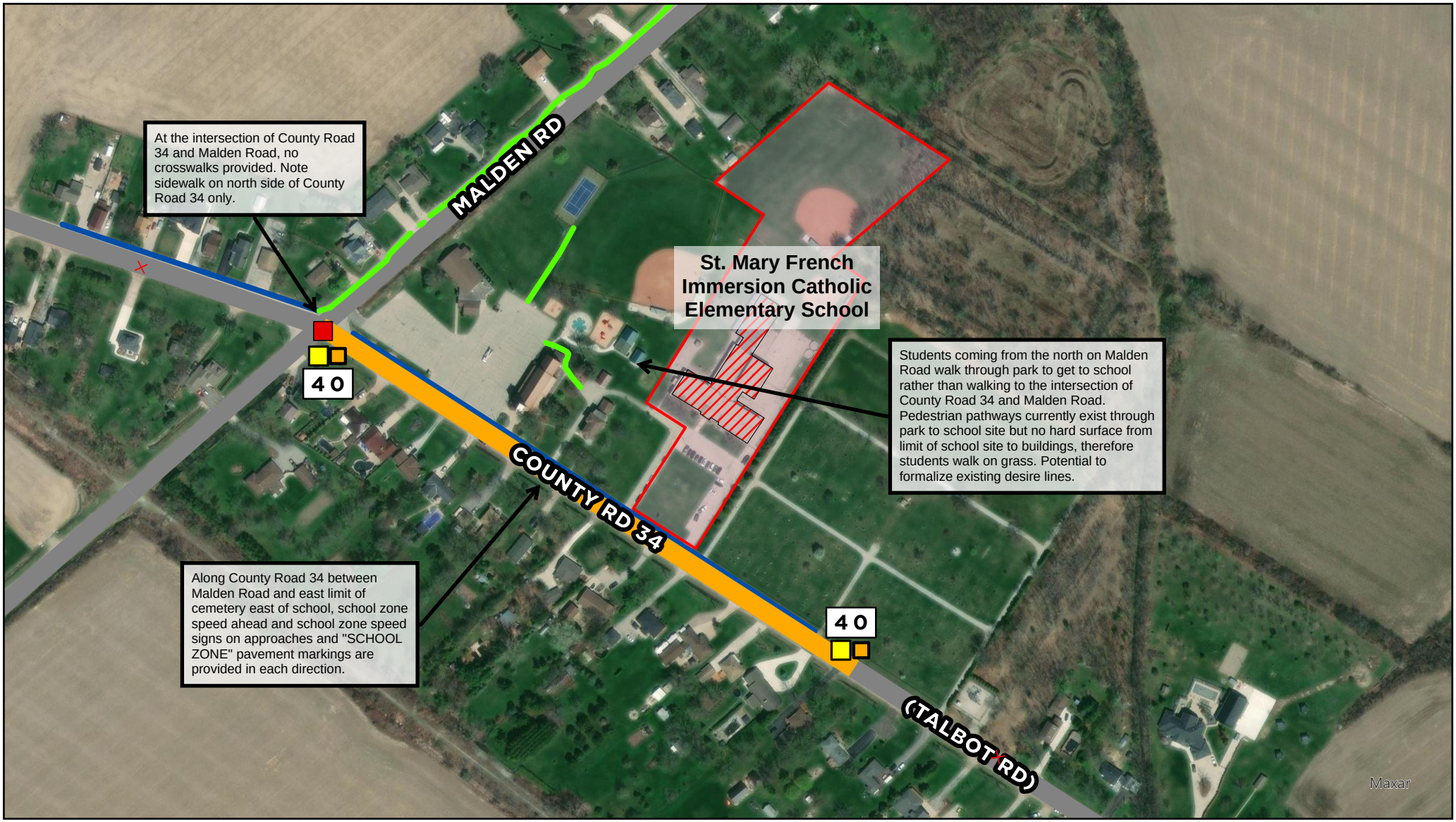
- Sidewalks are present only on the north side of County Road 34 but no crosswalks are provided at the intersection with Malden Road.
- Along County Road 34 between Malden Road and east limit of cemetery east of school, school zone speed ahead and school zone speed signs on approaches and "SCHOOL ZONE" pavement markings are provided in each direction.
- Students accessing school from the north on Malden Road walk through park rather than walking to the intersection of County Road 34 and Malden Road. Pedestrian pathways currently exist through park to school site but no hard surface from limit of school site to buildings, therefore students walk on grass. Potential to formalize existing desire lines.

3.5.3 Review Summary

A summary of this existing conditions review is shown in Figure 3-9 and the illumination analysis is illustrated in Figure 3-10.

As illustrated in Figure 3-10, illumination along County Road 34 is more widely spaced than in the urban areas. There is some illumination on the school site and the playing fields in adjacent St. Mary's Park have high poles with 4 luminaires each along the perimeters of the fields. Illumination was not identified as a concern by the school.

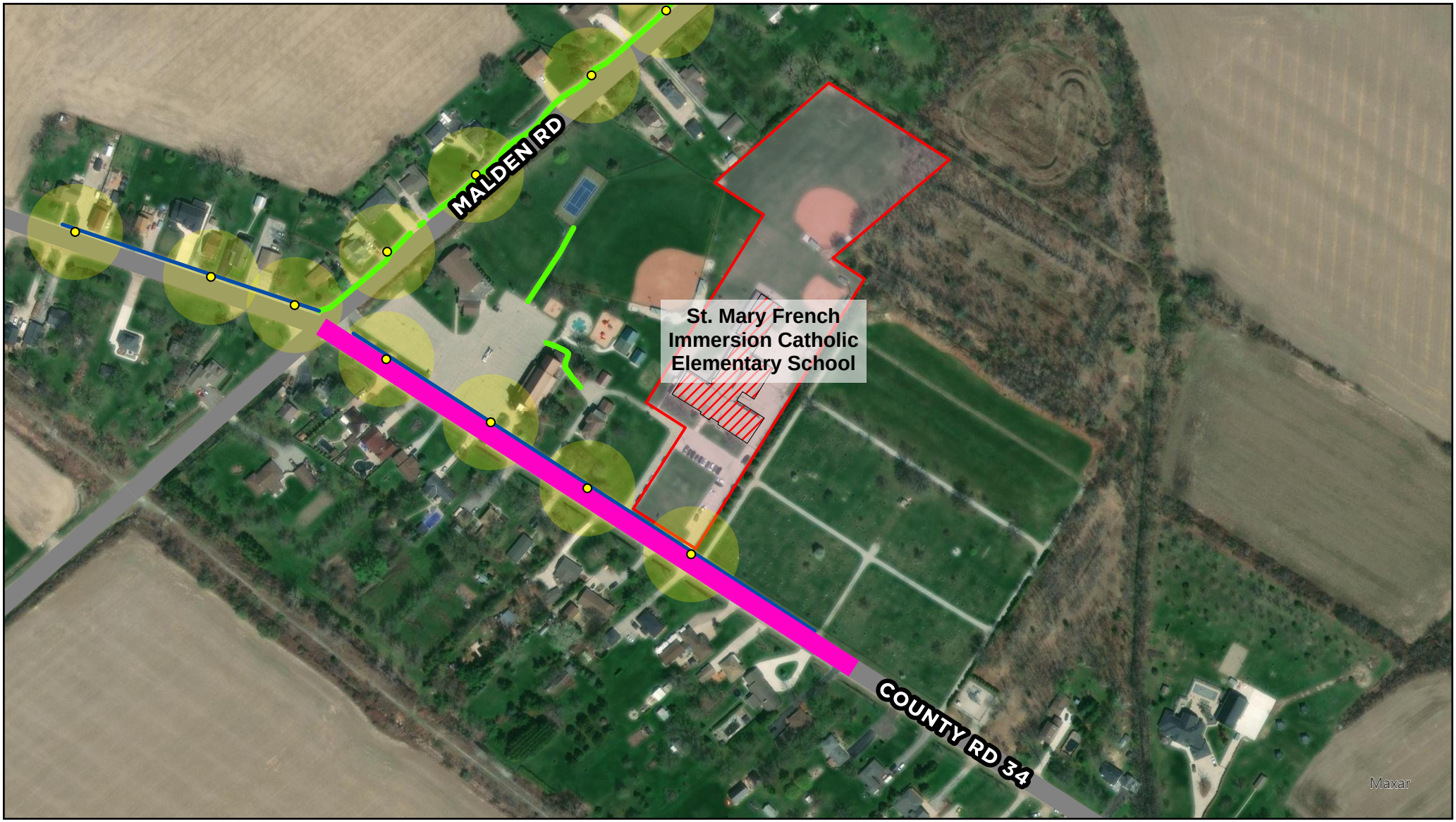
Figure 3-9: Existing School Area Features: St. Mary French Immersion Catholic Elementary School



Legend

- Stop-controlled Intersections (All-way)
- Stop-controlled Intersections
- "SCHOOL ZONE" Pavement Marking
- Crossing Guard Locations
- Community Safety Zone Sign
- School Area Sign
- School Crossing
- School Building Footprint
- School Lot Boundary
- Roadway
- Study Area
- Sidewalks
- Trails
- Walkways
- Bike Lanes
- Traffic Signal
- Transit Bus Stop
- 40 Maximum Speed Sign

Figure 3-10: Existing Streetlighting: St. Mary French Immersion Catholic Elementary School



3.6 St. Peter

3.6.1 Desktop Review

Table 3-6 provides a summary of the key findings from the desktop review of St. Peter.

Table 3-6: Key Findings from Desktop Review of St. Peter

Feature	Key Notes
Road Jurisdiction, Classification, and Speed Limit	• St. Alphonse Street: Town, urban local, 50 km/h • Le Boeuf Avenue: Town, urban local, 40 km/h (assumed) • County Road 42: County, Class I Arterial, 50 km/h
SSZ and CSZ Boundaries	• SSZ along St. Alphonse Street between Shield Street to County Road 42, also a CSZ • SSZ along Le Boeuf Avenue between St. Alphonse Street to County Road 42, also a CSZ
Active Transportation Facilities	• Sidewalk along St. Alphonse Street (west side) from County Road 42 to Le Boeuf Avenue / Jillian Court • Multi-use path along St. Alphonse Street (west side) north of Le Boeuf Avenue / Jillian Court • Mixed traffic operations (shared road space) for cyclists / motorists along St. Alphonse Street • Sidewalk along Le Boeuf Avenue (west/north sides)
Illumination	• Locations of streetlights were reviewed based upon available GIS data provided by Town staff
School Access Locations and Purposes	• Two unsignalized accesses along St. Alphonse Street (one for inbound, other for outbound) • Shields Avenue alignment provides gravel pathway connection between portions nearest Banwell Road (to the west) and nearest St Alphonse Street (to the east)
School Bell Times	• Starts at 8:10 AM • Ends at 2:30 PM

3.6.2 Field Review

Field observations were conducted at St. Peter on Thursday, October 3, 2024 during the AM period before school. Key observations and related deficiencies and improvement opportunities are noted below:

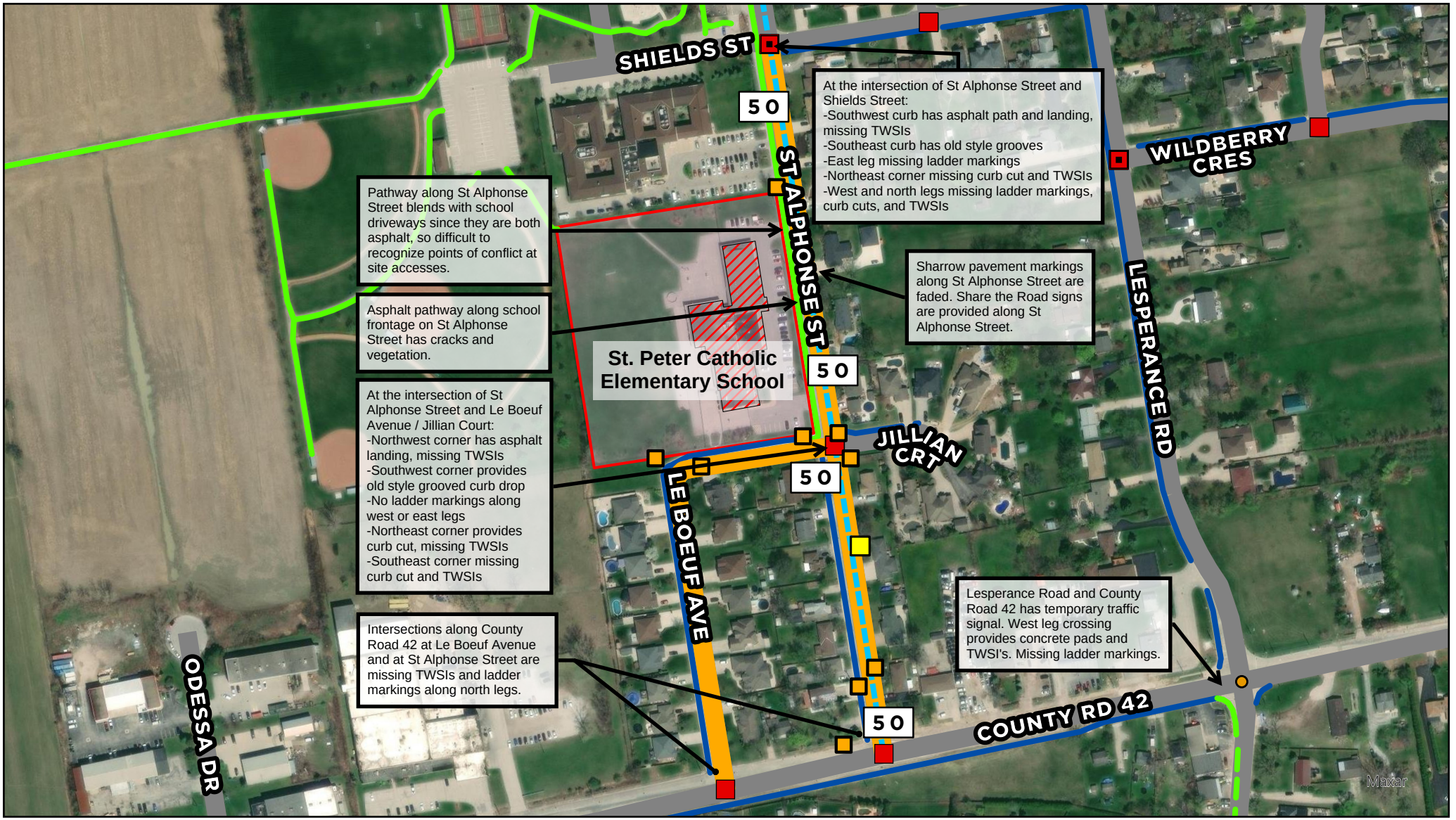
- There is an opportunity to improve presence of conflict points at school accesses as it currently blends in with the asphalt material of multi-use path that runs along west side of St. Alphonse Street. This multi-use path also has cracks and vegetation.
- Lack of or inconsistent treatment of pedestrian crossing facilities along St. Alphonse Street at Shields Street, Le Boeuf Avenue / Jillian Court, and County Road 42 as well as along County Road 42 at Le Boeuf Avenue and at Lesperance Road.
- Sharrow pavement markings along St Alphonse Street are faded.

3.6.3 Review Summary

A summary of this existing conditions review is shown in Figure 3-11 and the illumination analysis is illustrated in Figure 3-12.

As shown in Figure 3-12, illumination along St. Alphonse Street and Le Boeuf Avenue is sufficiently closely spaced for overlap. There is some illumination on the school site and McAuliffe Park to the west has illuminated playing fields. Illumination was not identified as an issue by the school.

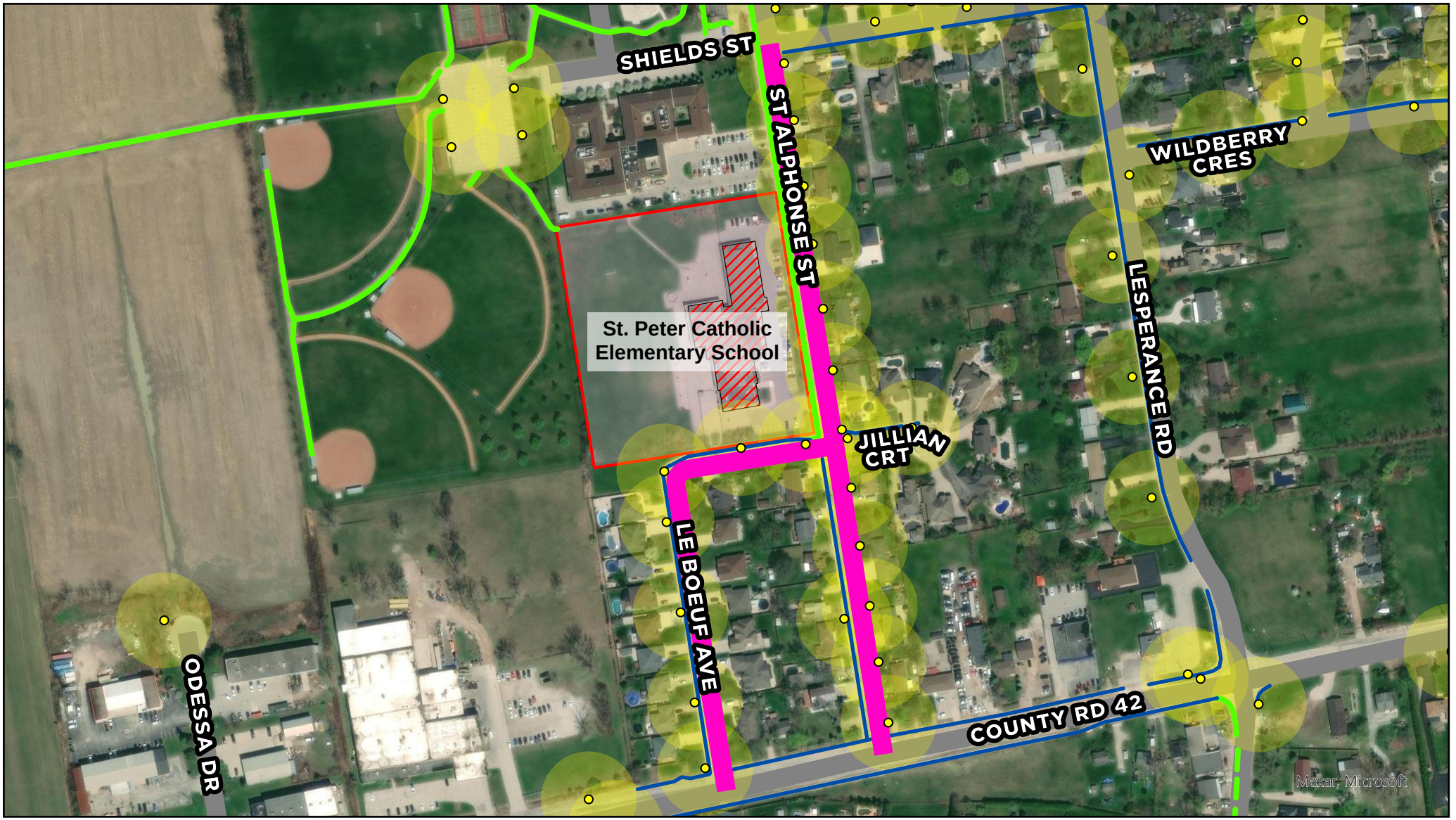
Figure 3-11: Existing School Area Features: St. Peter Catholic Elementary School



Legend

- Stop-Controlled Intersections
- Stop-Controlled Intersections (All-way)
- Crossing Guard Locations
- Community Safety Zone Sign
- School Area Sign
- School Crossing
- School Building Footprint
- School Lot Boundary
- Roadway
- School Safety Zones
- Sidewalks
- Trails
- Walkways
- Bike Lanes
- Shared Cycling Route
- Traffic Signal
- Transit Bus Stop
- 40 Maximum Speed Sign

Figure 3-12: Existing Streetlighting: St. Peter Catholic Elementary School



Legend

- Street Lights
- Sidewalks
- Walkways
- Trails
- Street Light Buffer (30 m)
- Roadway
- School Safety Zone
- School Building Footprint
- School Lot Boundary

3.7 St. Pius X

3.7.1 Desktop Review

Table 3-7 provides a summary of the key findings from the desktop review of St. Pius X.

Table 3-7: Key Findings from Desktop Review of St. Pius X

Feature	Key Notes
Road Jurisdiction, Classification, and Speed Limit	• Lacasse Boulevard: Town, urban collector, 40 km/h • St. Thomas Street: Town, urban collector, 40 km/h
SSZ and CSZ Boundaries	• SSZ along Lacasse Boulevard from Meander Crescent to Clarice Avenue, also a CSZ • SSZ along St . Thomas Street from William Street to Argent Street , also a CSZ
Active Transportation Facilities	• Sidewalk along Lacasse Boulevard (west side) • Sidewalk along Lacasse Boulevard (east side) south of Clapp Street • Sidewalk along St Thomas Street (south side)
Illumination	• Locations of streetlights were reviewed based upon available GIS data provided by Town staff
School Access Locations and Purposes	• Unsignalized accesses to parking lot on south property limit of St. Pius X (St. Thomas Street in/out, Lacasse Boulevard outbound only) • Two unsignalized accesses to staff parking lots on northwest corner of St. Pius X property (in/out)
School Bell Times	• Starts at 8:35 AM • Ends at 2:55 PM

3.7.2 Field Review

Field observations were conducted at St. Pius X on Friday, October 4, 2024 during the AM period before school. Key observations and related deficiencies and improvement opportunities are noted below:

- Lack of or inconsistent treatment of pedestrian crossing facilities along Lacasse Boulevard at Meander Crescent, Clapp Street, and St. Thomas Street as well as St. Thomas Street and Argent Street.

- Some queueing was noted westbound along St. Thomas Street due to school crossing guard activity at the Lacasse Boulevard intersection.
- Desire line noted on north side of St. Thomas Street at Argent Street which provides pedestrian access into Lacasse Park and adjacent school parking lot.
- Lacasse Boulevard was quite busy during AM so no speeding observed. Some queuing was observed along Lacasse Boulevard as well as along St. Thomas Street due to school crossing guard activity at the St. Thomas Street and Lacasse Boulevard intersection.

3.7.3 Review Summary

A summary of this existing conditions review is shown in Figure 3-13 and the illumination analysis is illustrated in Figure 3-14.

As shown in Figure 3-14, there are some gaps in the overlap of the 30 meter lighting radius on Lacasse Boulevard north and south of St. Thomas Street and along St. Thomas Street between Lesperance Road and Michael Drive. The Lacasse Park Playing fields north of the school have field lighting on tall poles. Illumination was not identified as a concern by the school.

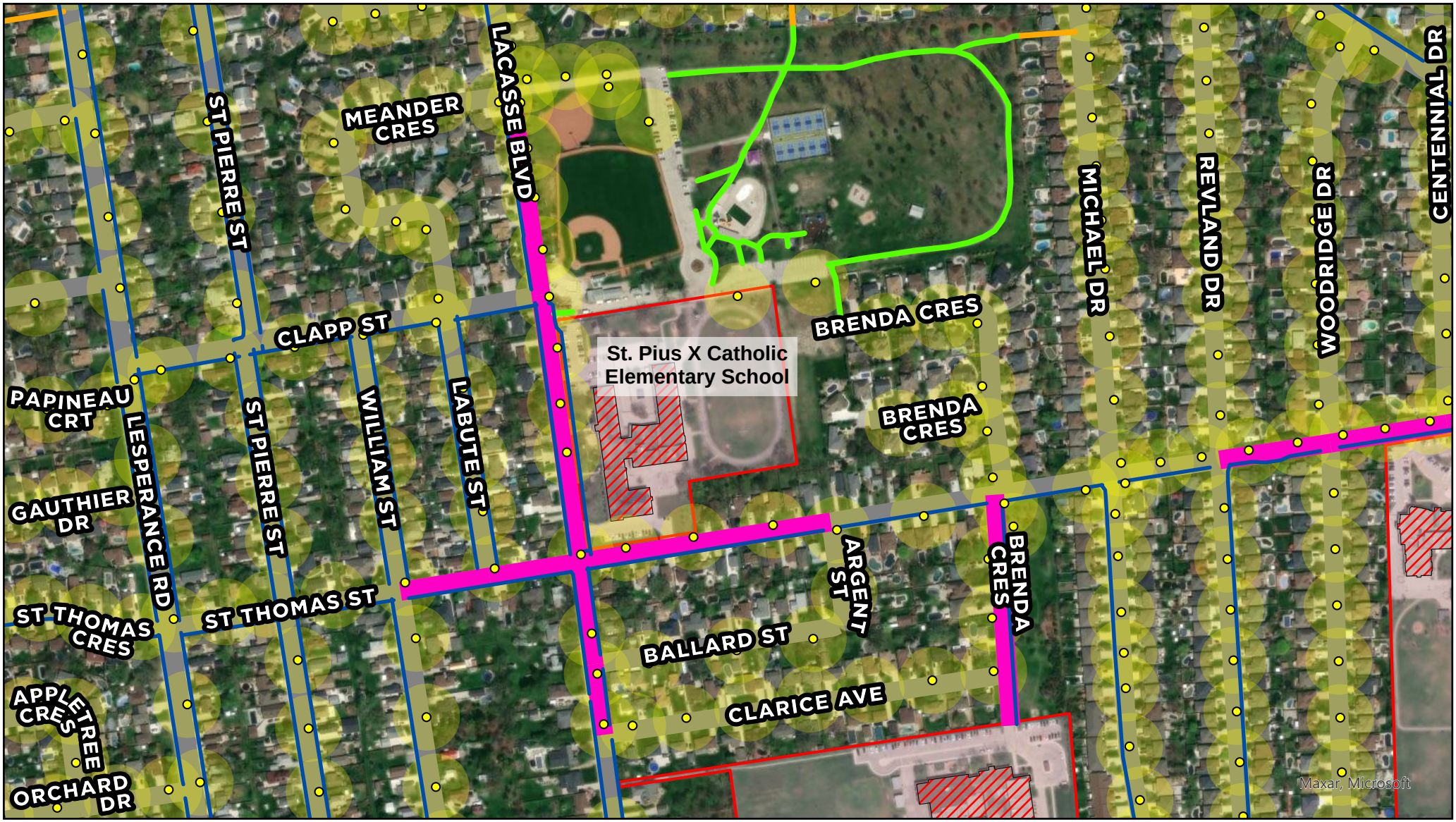
Figure 3-13: Existing School Area Features: St. Pius X Catholic Elementary School



Legend

- Stop-Controlled Intersections
- Stop-Controlled Intersections (All-way)
- Crossing Guard Locations
- Community Safety Zone Sign
- School Area Sign
- School Crossing
- School Building Footprint
- School Lot Boundary
- Roadway
- School Safety Zones
- Sidewalks
- Trails
- Walkways
- Bike Lanes
- Traffic Signal
- Transit Bus Stop
- 40 Maximum Speed Sign

Figure 3-14: Existing Streetlighting: St. Pius X Catholic Elementary School



Legend

- Street Lights
- Sidewalks
- Walkways
- Trails
- Street Light Buffer (30 m)
- Roadway
- School Safety Zone
- School Building Footprint
- School Lot Boundary

3.8 Sainte-Marguerite-d'Youville

3.8.1 Desktop Review

Table 3-8 provides a summary of the key findings from the desktop review of Sainte-Marguerite-d'Youville.

Table 3-8: Key Findings from Desktop Review of Sainte-Marguerite-d'Youville

Feature	Key Notes
Road Jurisdiction, Classification, and Speed Limit	• St. Thomas Street: Town, urban collector, 40 km/h
SSZ and CSZ Boundaries	• SSZ along St Thomas Street from Revland Drive to Amberly Crescent / Paisley Circle, also a CSZ
Active Transportation Facilities	• Sidewalk along St Thomas Street (south side)
Illumination	• Locations of streetlights were reviewed based upon available GIS data provided by Town staff
School Access Locations and Purposes	• Two unsignalized accesses along St. Thomas Street (one for inbound, other for outbound)
School Bell Times	• Starts at 9:05 AM • Ends at 3:15 PM

3.8.2 Field Review

Field observations were conducted at Sainte-Marguerite-d'Youville on Tuesday, October 1, 2024 during the PM period after school. Key observations and related deficiencies and improvement opportunities are noted below:

- Lack of or inconsistent treatment of pedestrian crossing facilities along St. Thomas Street at Woodridge Drive, Centennial Drive, and Dillon Drive.
- There is an opportunity to improve presence of conflict points at school accesses along St. Thomas Street as some students were observed to be confused about right-of-way.
- Desire line to pathway into Little River Park, but missing sidewalk along side of St. Thomas Street and potential sightline challenge for pedestrians crossing from the west side of St. Thomas Street to get clear view of vehicles approaching from the north.

3.8.3 Review Summary

A summary of this existing conditions review is shown in Figure 3-15 and the illumination analysis is illustrated in Figure 3-16.

As shown in Figure 3-16, illumination along St. Thomas Street is sufficiently closely spaced for overlap of the light between poles. In addition, there is lighting spaced throughout the school parking lot. Illumination was not identified as a concern by the school.

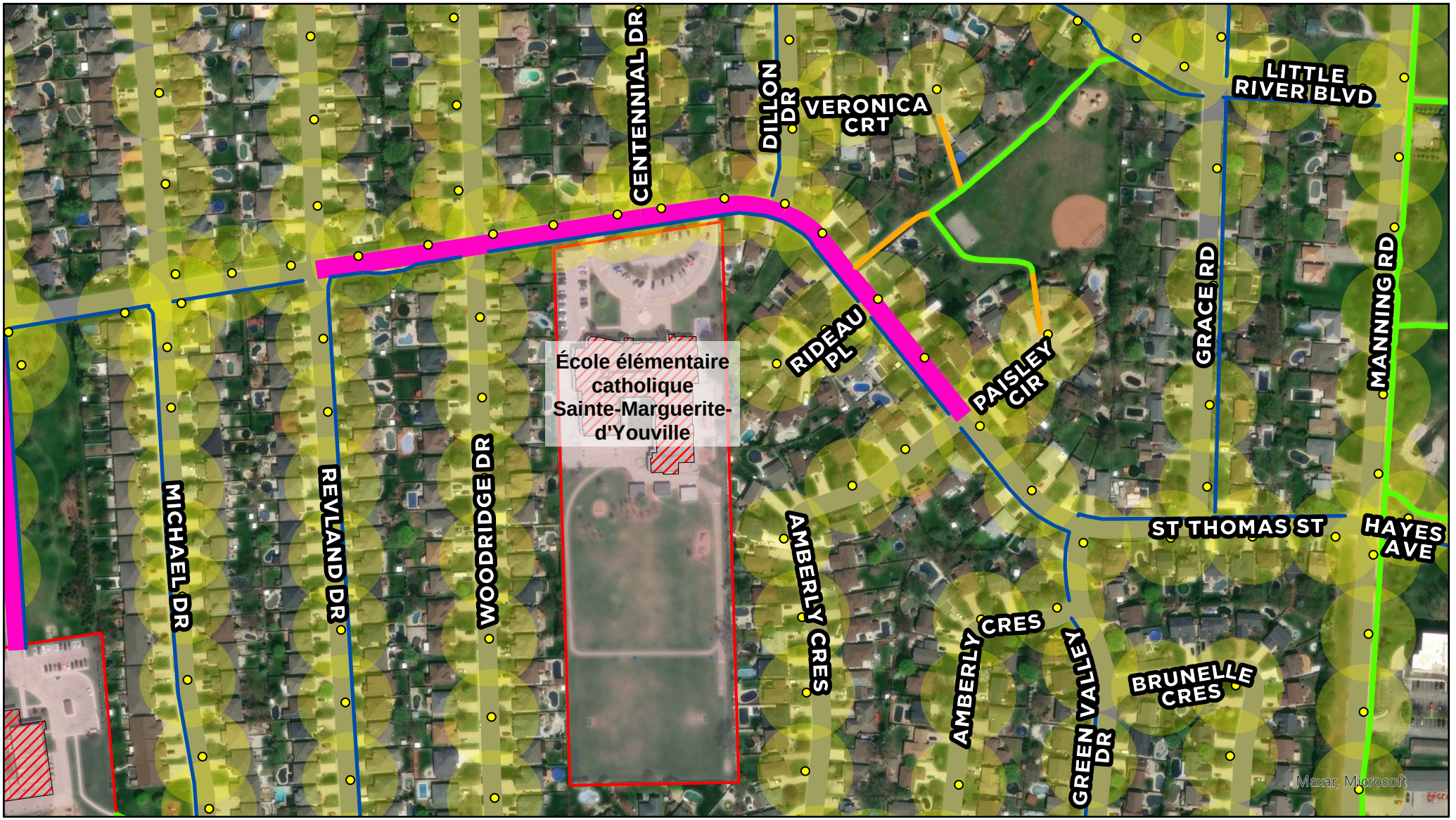
Figure 3-15: Existing School Area Features: École élémentaire catholique Sainte-Marguerite-d'Youville



Legend

- Stop-Controlled Intersections
- Stop-Controlled Intersections (All-way)
- Pedestrian Crossover
- Crossing Guard Locations
- Community Safety Zone Sign
- School Area Sign
- School Crossing
- School Building Footprint
- School Lot Boundary
- Roadway
- School Safety Zones
- Sidewalks
- Trails
- Walkways
- Bike Lanes
- Traffic Signal
- Transit Bus Stop
- 40 Maximum Speed Sign

Figure 3-16: Existing Streetlighting: École élémentaire catholique Sainte-Marguerite-d'Youville



Legend

- Street Lights
- Sidewalks
- Walkways
- Trails
- Street Light Buffer (30 m)
- Roadway
- School Safety Zone
- School Building Footprint
- School Lot Boundary

3.9 Saint-Antoine

3.9.1 Desktop Review

Table 3-9 provides a summary of the key findings from the desktop review of Sainte-Antoine.

Table 3-9: Key Findings from Desktop Review of Sainte-Antoine

Feature	Key Notes
Road Jurisdiction, Classification, and Speed Limit	• Arbour Street: Town, local urban, 50 km/h (assumed) • St Anne Street: Town, local urban, 50 km/h • Lesperance Road: Town, minor arterial, 50 km/h (assumed)
SSZ and CSZ Boundaries	• SSZ along Arbour Street from Poisson Street to 75 m west of Bedell Street, also a CSZ • SSZ along St Anne Street from Tecumseh Road to Renaud Street, not a CSZ • SSZ along Lesperance Road from Tecumseh Road to County Road 22, also a CSZ
Active Transportation Facilities	• Sidewalk along Arbour Street (both sides west of Lesperance Road, north side east of Lesperance Road) • Sidewalk along Lesperance Road (both sides north of Renaud Street, east side south of Renaud Street) • Sidewalk along St Anne Street (both sides north of Remie Street, east side south of Remie Street)
Illumination	• Locations of streetlights were reviewed based upon available GIS data provided by Town staff
School Access Locations and Purposes	• Two unsignalized accesses along Lesperance Road (one for inbound, other for outbound) shared with Ste. Anne Parish • Parking lot access (unsignalized, all moves) along St Anne Street on southwest corner of Saint-Antoine property
School Bell Times	• Starts at 8:15 AM • Ends at 2:25 PM

3.9.2 Field Review

Field observations were conducted at Sainte-Antoine on Tuesday, October 1, 2024 during the PM period after school. Key observations and related deficiencies and improvement opportunities are noted below:

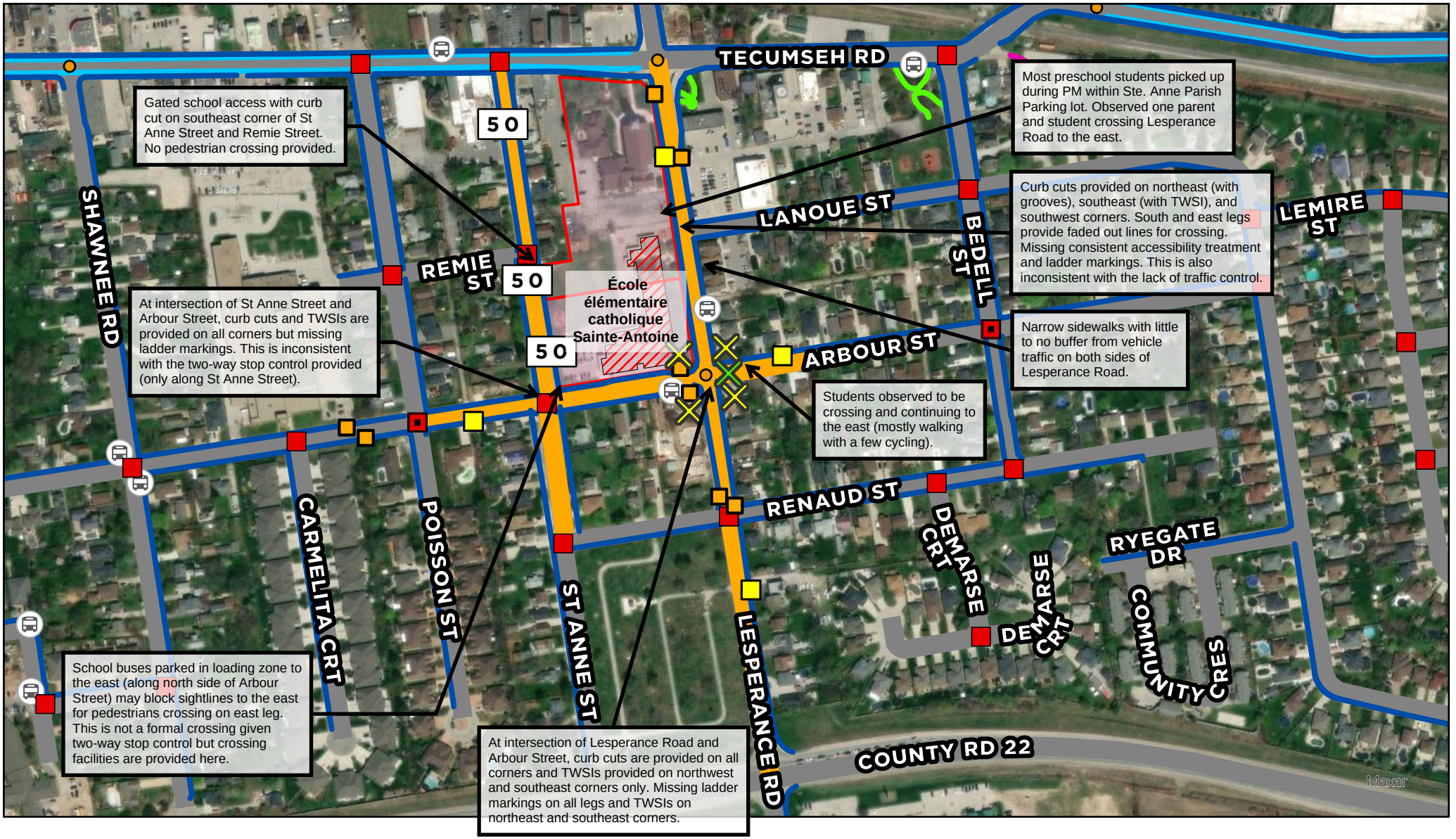
- Lack of or inconsistent treatment of pedestrian crossing facilities along St. Anne Street at Remie Street and at Arbour Street as well as along Lesperance Road at Lanoue Street and at Arbour Street.
- Students observed to be crossing and continuing to the east of Lesperance Road and Arbour Street, mostly walking.

3.9.3 Review Summary

A summary of this existing conditions review is shown in Figure 3-17 and the illumination analysis is illustrated in Figure 3-18.

As shown in Figure 3-18, streetlighting on Lesperance Road and Arbour Street is sufficiently spaced for overlap in lighting. On St. Anne Boulevard, there is a gap in lighting north of Arbour Street. The school parking lot has illumination in this area. Illumination was not identified as a concern by the school.

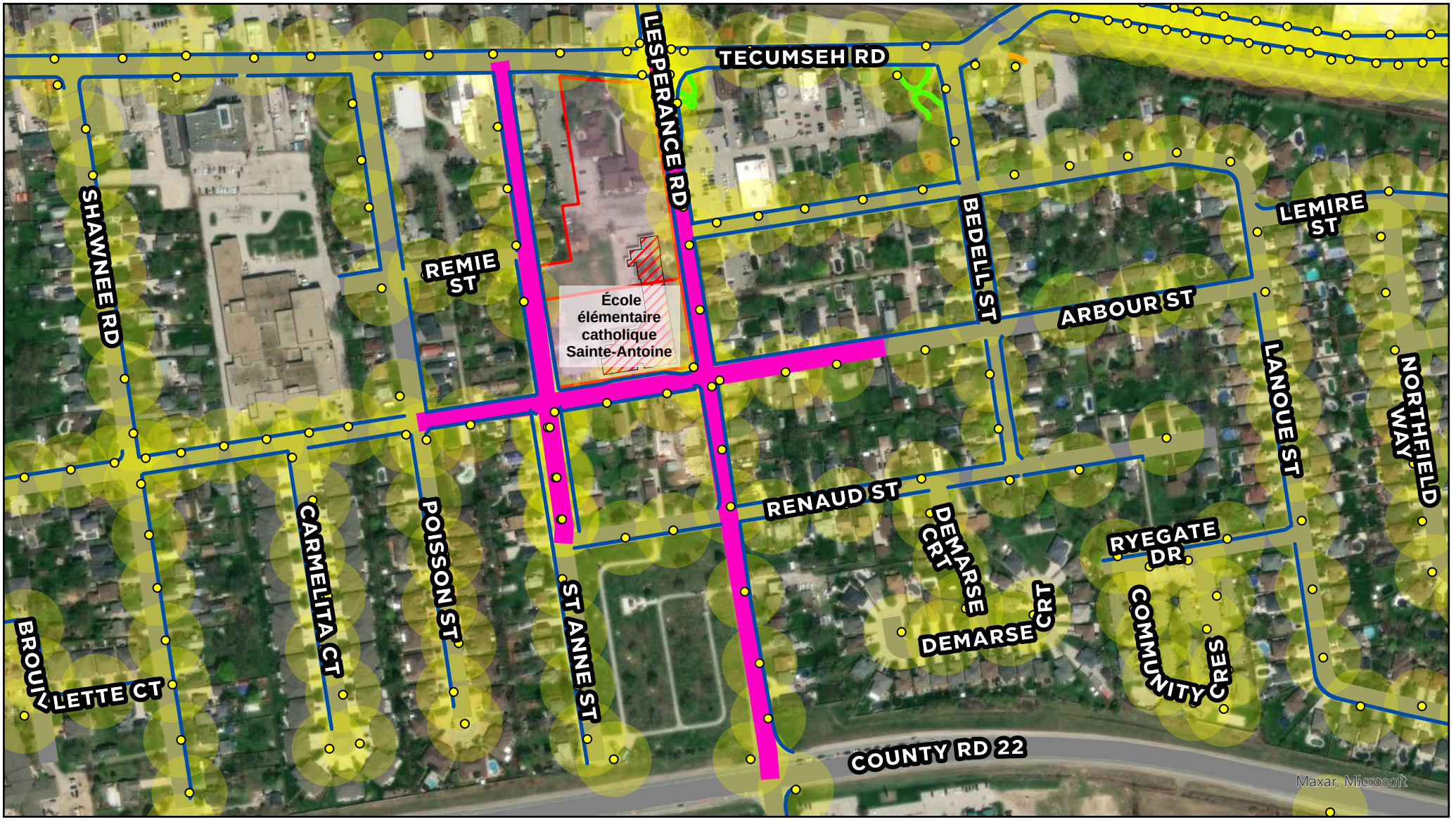
Figure 3-17: Existing School Area Features: École élémentaire catholique Saint-Antoine



Legend

- Stop-Controlled Intersections
- Stop-Controlled Intersections (All-way)
- Crossing Guard Locations
- Community Safety Zone Sign
- School Area Sign
- School Crossing
- School Lot Boundary
- School Building Footprint
- Roadway
- School Safety Zones
- Sidewalks
- Trails
- Walkways
- Bike Lanes
- Traffic Signal
- Transit Bus Stop
- 40 Maximum Speed Sign

Figure 3-18: Existing Streetlighting: École élémentaire catholique Saint-Antoine



Legend

- Street Lights
- Sidewalks
- Walkways
- Trails
- Street Light Buffer (30 m)
- Roadway
- School Safety Zone
- School Building Footprint
- School Lot Boundary

3.10 Lakeview Montessori

3.10.1 Desktop Review

Table 3-10 provides a summary of the key findings from the desktop review of Lakeview Montessori.

Table 3-10: Key Findings from Desktop Review of Lakeview Montessori

Feature	Key Notes
Road Jurisdiction, Classification, and Speed Limit	• Riverside Drive East: Town, minor arterial, 40 km/h • St. Mark's Road: Town, urban local, 40 km/h
SSZ and CSZ Boundaries	• SSZ along Riverside Drive East from Edgewater Boulevard to 80 m east of Arlington Boulevard, not a CSZ • SSZ along St. Mark's Road from Riverside Drive to Alden Crescent, not a CSZ
Active Transportation Facilities	• Multi-use path along Riverside Drive East (south side)
Illumination	• Locations of streetlights were reviewed based upon available GIS data provided by Town staff
School Access Locations and Purposes	• Main accesses are two unsignalized (one for inbound along St. Mark's Road, other for outbound along Riverside Drive East) • Parking lot access (unsignalized, all moves) along St. Mark's Road on southwest corner of Lakeview Montessori property
School Bell Times	• Starts at 8:30 AM for elementary and at 9:00 AM for preschool • Ends at 3:30 PM for elementary and at 4:00 PM for preschool

3.10.2 Field Review

Field observations were conducted at Lakeview Montessori on Thursday, October 3, 2024 during the AM period before school. Key observations and related deficiencies and improvement opportunities are noted below:

- Lack of or inconsistent treatment of pedestrian crossing facilities along Riverside Drive East at Edgewater Boulevard, St. Mark's Road, and Arlington Boulevard.

- Lack of waiting area for school bus on southeast corner of intersections along Riverside Drive East at Edgewater Boulevard and at Arlington Boulevard.

3.10.3 Review Summary

A summary of this existing conditions review is shown in Figure 3-19 and the illumination analysis is illustrated in Figure 3-20.

As shown in Figure 3-20, the spacing of illumination along Riverside Drive results in some gaps in overlap of lighting. St. Marks Road has sufficient spacing for overlap and school buildings have outside illumination. Illumination was not identified as a concern by the school.

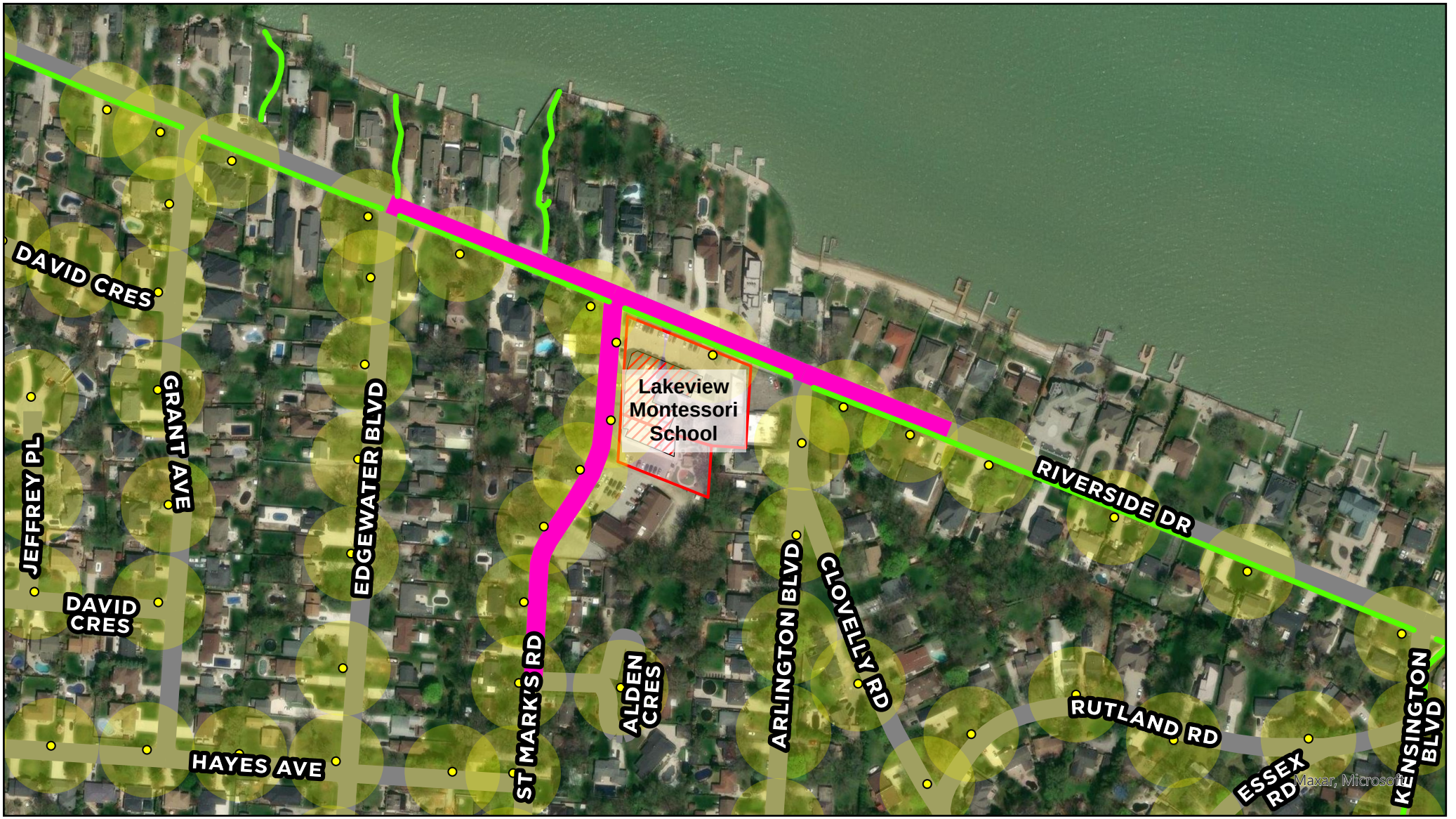
Figure 3-19: Existing School Area Features: Lakeview Montessori School



Legend

- Stop-Controlled Intersections
- Stop-Controlled Intersections (All-way)
- Crossing Guard Locations
- Community Safety Zone Sign
- School Area Sign
- School Crossing
- School Lot Boundary
- School Building Footprint
- Roadway
- School Safety Zones
- Sidewalks
- Trails
- Walkways
- Bike Lanes
- Traffic Signal
- Transit Bus Stop
- 40 Maximum Speed Sign

Figure 3-20: Existing Streetlighting: Lakeview Montessori School



3.11 Al-Hijra Academy

3.11.1 Desktop Review

Table 3-11 provides a summary of the key findings from the desktop review of Al-Hijra Academy.

Table 3-11: Key Findings from Desktop Review of Al-Hijra Academy

Feature	Key Notes
Road Jurisdiction, Classification, and Speed Limit	• Howard Avenue, Howard Avenue Connector: Shared with County of Essex and Town of Lasalle, Class II Arterial, 60 km/h (assumed)
SSZ and CSZ Boundaries	• Not a SSZ since study area is not under Town jurisdiction • Study area not signed as CSZ
Active Transportation Facilities	• Gravel shoulders on Howard Avenue (both sides)
Illumination	• Locations of streetlights were reviewed based upon available GIS data provided by Town staff
School Access Locations and Purposes	• Parking lot access along Howard Avenue (unsignalized, in/out, also outbound for PUDO) • PUDO inbound access along Howard Avenue (unsignalized)
School Bell Times	• Starts at 8:20 AM • Ends at 3:26 PM

3.11.2 Field Review

Field observations were conducted at Al-Hijra on Thursday, October 3, 2024 during the PM period after school. Key observations and related deficiencies and improvement opportunities are noted below:

- Some low speed rolling stops at Howard Avenue and Howard Avenue Connector were noted.
- During the busiest point of the PM pick up time, some southbound queuing was noted at the intersection of Howard Avenue and Howard Avenue Connector, which cleared within one minute.
- Illumination is not provided along Howard Avenue.

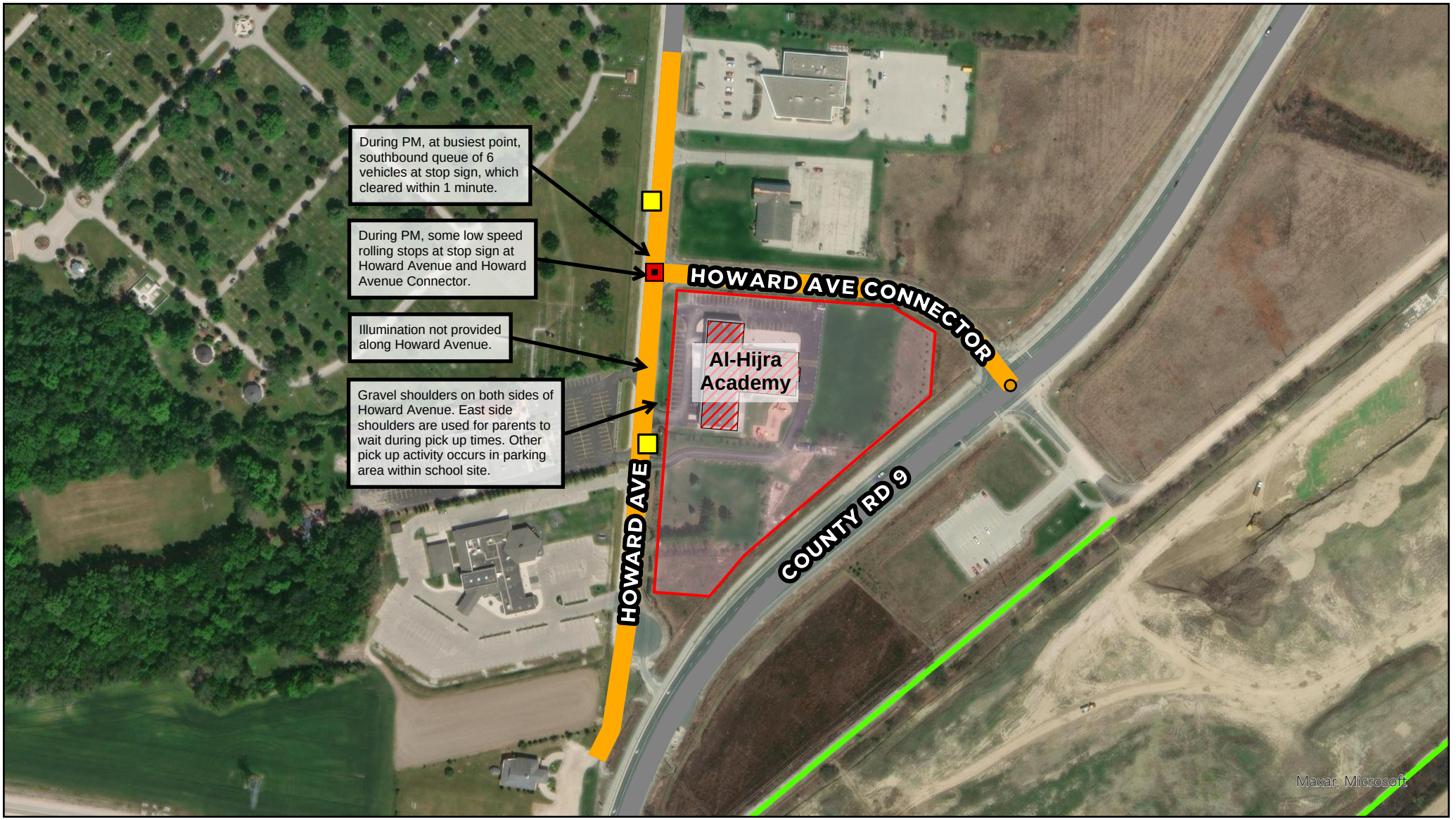
- Gravel shoulders are provided on both sides of Howard Avenue. The east side shoulders are used for parents to wait during pick up times. Other pick up activity occurs in parking area within school site.

3.11.3 Review Summary

A summary of this existing conditions review is shown in Figure 3-21 and the illumination analysis is illustrated in Figure 3-22.

As shown in Figure 3-22, there is streetlighting along the Howard Avenue Connector and the Howard Avenue New Alignment, but not along the Howard Avenue old alignment which the school fronts onto. The school principal identified illumination as a concern, since the school accommodates community activities later in the day when it is dark during winter. Howard Avenue is identified as County Road 9 and is on the municipal boundary with the Town of Lasalle, therefore improvements to lighting along this road section would require Town of Lasalle and County of Essex coordination.

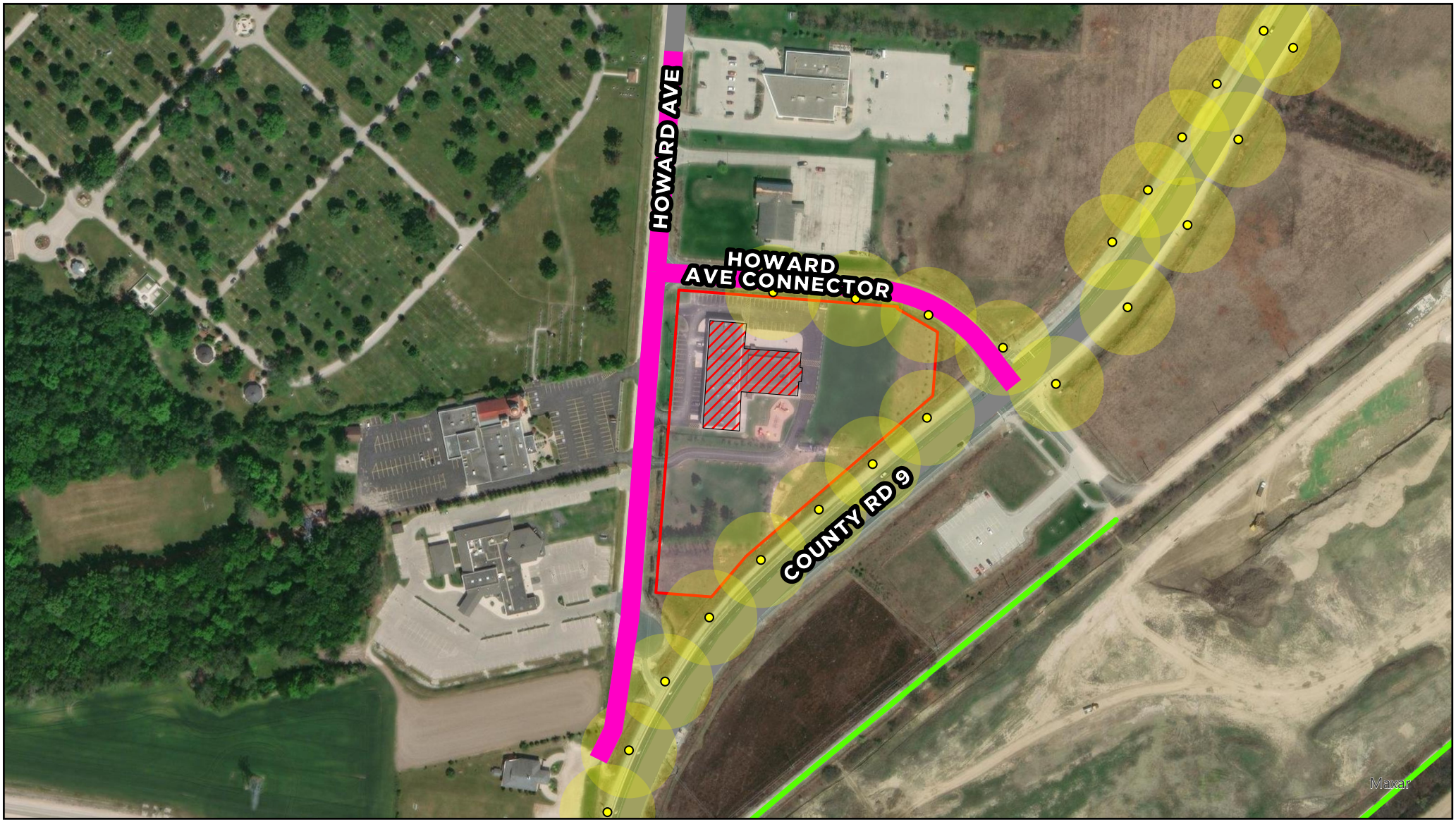
Figure 3-21: Existing School Area Features: Al-Hijra Academy



Legend

- Stop-controlled Intersections (All-way)
- Stop-controlled Intersections
- Crossing Guard Locations
- Community Safety Zone Sign
- School Area Sign
- School Crossing
- School Building Footprint
- School Lot Boundary
- Roadway
- Study Area
- Sidewalks
- Trails
- Walkways
- Bike Lanes
- Traffic Signal
- Transit Bus Stop
- 40 Maximum Speed Sign

Figure 3-22: Existing Streetlighting: Al-Hijra Academy



Legend

- Street Lights
- Sidewalks
- Walkways
- Trails
- Street Light Buffer (30 m)
- Roadway
- Study Area
- School Building Footprint
- School Lot Boundary

3.12 L'Essor

3.12.1 Desktop Review

Table 3-12 provides a summary of the key findings from the desktop review of L'Essor.

Table 3-12: Key Findings from Desktop Review of L'Essor

Feature	Key Notes
Road Jurisdiction, Classification, and Speed Limit	• St. Gregory's Road: Town, urban collector, 40 km/h
SSZ and CSZ Boundaries	• SSZ along St. Gregory's Road between Manning Road and Arlington Boulevard, also a CSZ
Active Transportation Facilities	• Sidewalk along St. Gregory's Road (south side) to eastern property limit of St. André • Multi-use path along St. Gregory's Road (south side) from eastern property limit of St. André to Arlington Boulevard – refer to existing conditions for adjacent school St. André • Sidewalk along St. Gregory's Road (north side) from Manning Road to Jason Court
Illumination	• Locations of streetlights were reviewed based upon available GIS data provided by Town staff
School Access Locations and Purposes	• Along St. Gregory's Road ○ PUDO and parking lot has one unsignalized access (in/out) on northwest corner of L'Essor property ○ Secondary access to parking lot has one unsignalized access (in/out) on northeast corner of L'Essor property
School Bell Times	• Starts at 8:15 AM • Ends at 2:15 PM

3.12.2 Field Review

Field observations were conducted at L'Essor on Wednesday, October 2, 2024 during the AM period before school. Key observations and related deficiencies and improvement opportunities are noted below:

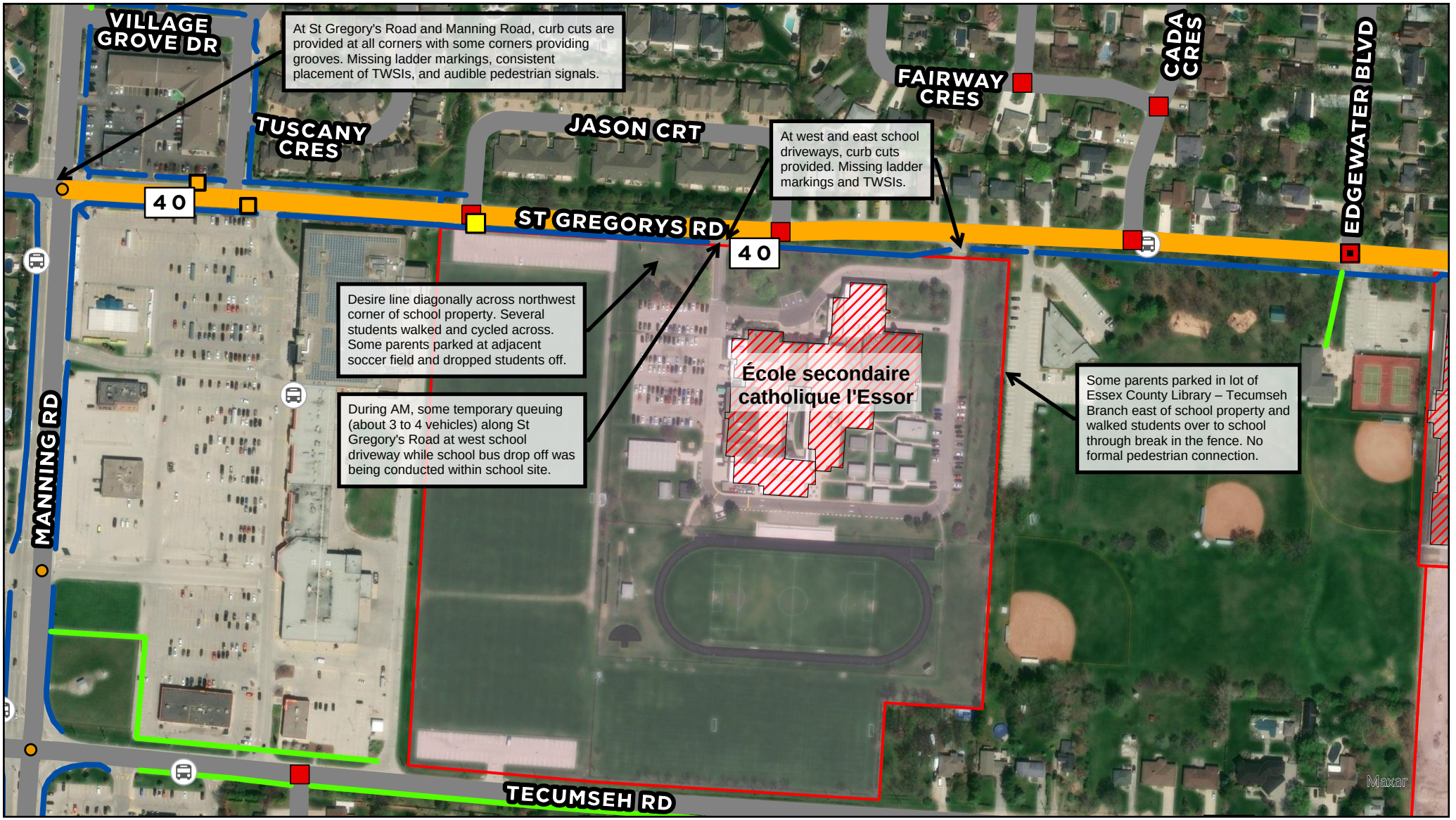
- Lack of or inconsistent treatment of pedestrian crossing facilities along St. Gregory's Road at Manning Road and at two school accesses.
- Desire line identified on northwest corner of school property where several students were observed to be walking or cycling across grass.
- During AM drop off time, some temporary queueing was observed along St. Gregory's road at west school access while school bus drop activity was being conducted and blocking a part of the PUDO space within the school site.

3.12.3 Review Summary

A summary of this existing conditions review is shown in Figure 3-23 and the illumination analysis is illustrated in Figure 3-24.

As shown in Figure 3-24, illumination along St. Gregory's Road is spaced in such a way that light from the luminaires is expected to overlap and no dark areas are expected. Circulation roads and parking areas have closely spaced, tall poles to provide lighting for the site. Illumination was not identified as an issue for this school.

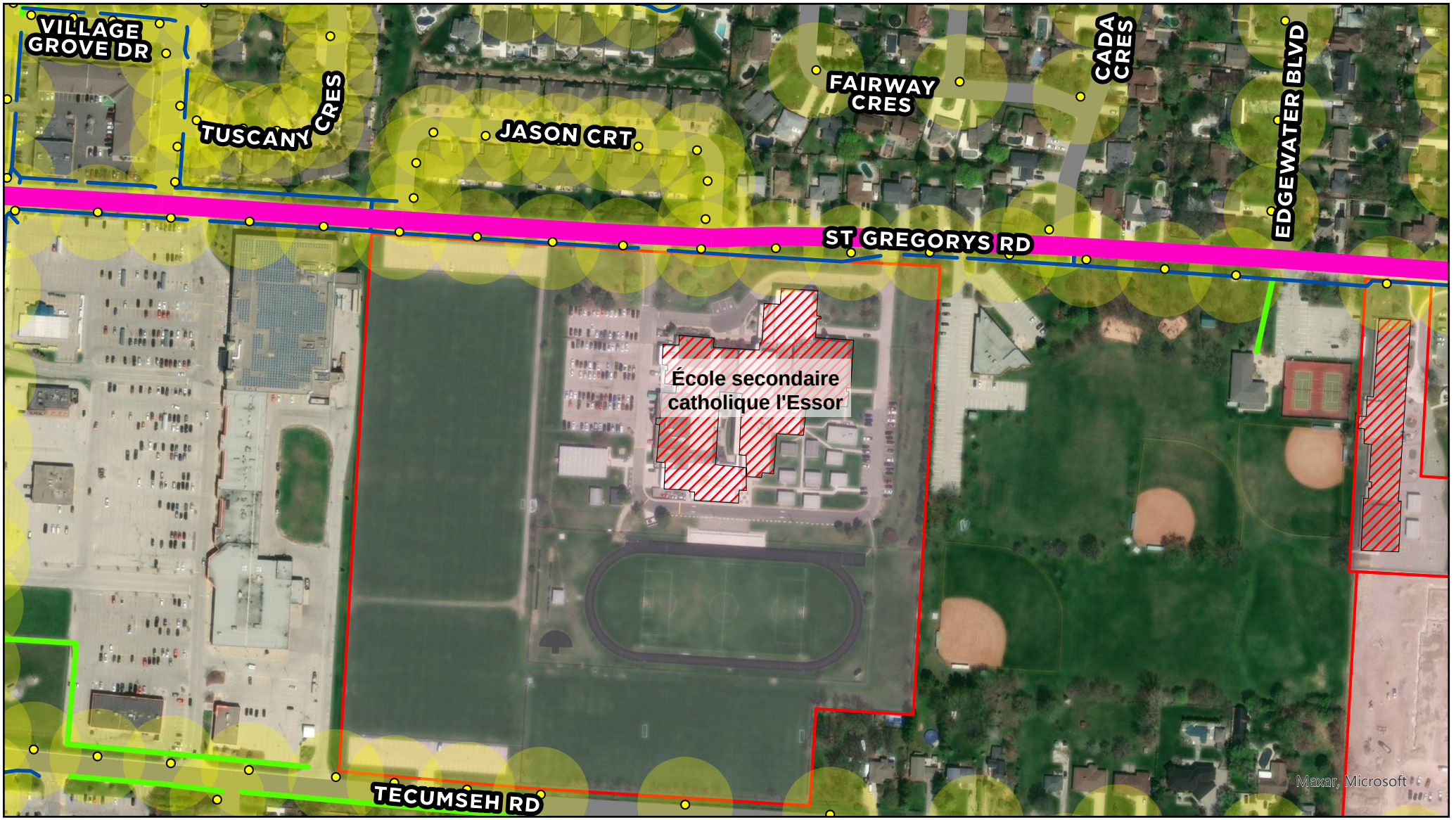
Figure 3-23: Existing School Area Features: École secondaire catholique l'Essor



Legend

- Stop-Controlled Intersections
- Stop-Controlled Intersections (All-way)
- Crossing Guard Locations
- Community Safety Zone Sign
- School Area Sign
- School Crossing
- School Building Footprint
- School Lot Boundary
- Roadway
- School Safety Zones
- Sidewalks
- Trails
- Walkways
- Bike Lanes
- Traffic Signal
- Transit Bus Stop
- 40 Maximum Speed Sign

Figure 3-24: Existing Streetlighting: École secondaire catholique l'Essor



4 School Area Traffic Analysis

Vehicle turning movement and pedestrian crossing data and vehicle speed data were collected by a data collection service in the field at locations identified through consultation with school principals, the advice of Town staff and the desktop review. In addition, traffic control compliance observations were carried out based on video collected by the data collection service for locations where non-compliance was identified as an issue. Data were analyzed to identify where traffic calming, changes to traffic control including pedestrian crossovers and other improvements would meet the Town's criteria or be beneficial.

Traffic data, organized by school, are provided in Appendix A.

4.1 A.V. Graham

4.1.1 Traffic Data Collection

- 8-hour vehicle turning movement counts and 8-hour classified pedestrian crossing volumes at:
    - St. Thomas Street and Brenda Crescent
- Tuesday, October 22, 2024
    - 7:30AM-9:30AM
    - 11:00AM-1:30PM
    - 2:00PM-5:30PM

4.1.2 Traffic Analysis

To determine the need for traffic control changes in the area of the school, the following analysis was done:

- PXO warrant analysis for each of the intersections where count data was collected.
    - St. Thomas Street and Brenda Crescent
- Observation and recording of stop sign compliance was done for the following intersection:
    - St. Thomas Street and Brenda Crescent, 2:45PM to 3:30PM

PXO analysis was done using pedestrians only, however volumes of cyclists crossing at this location were also considered. For this intersection, if cyclists were considered as pedestrians in the PXO analysis, the results would remain the same.

The results of the PXO warrant analysis for this intersection is summarized in Table 4-1.

Calculations for PXO warrants are provided in Appendix B.

For each of this intersection, video was reviewed during the period 2:45PM to 3:30PM, which captured pedestrian and vehicle activity related to A.V. Graham and nearby St. Pius X. Incidences of drivers not complying with the stop control were recorded for each movement at

each leg of the intersection. Observations were further broken down by non-compliance when no conflicting vehicles or pedestrians are present, non-compliance when there are conflicting vehicles or pedestrians and non-compliance resulting in a near miss or crash.

The results of the stop sign compliance analysis are summarized in Table 4-2.

Detailed stop sign compliance analysis is provided in Appendix C.

Table 4-1: A.V. Graham - PXO Warrant Analysis Results

Location	Crossing	8-Hour Vehicle Volume	8-Hour Adjusted Pedestrian Volume	Is Adjusted Pedestrian Volume ≥ 100?	PXO Warrant Result	Notes
St. Thomas Street and Brenda Crescent	East Leg and West Leg	1663	56 +3 bikes	No	Not Warranted	

Table 4-2: A.V. Graham - Stop Sign Compliance Analysis Results

Intersection	Non-compliance Category	Traffic Volume / Percent of Total Volume											
			Southbound			Westbound			Northbound			Eastbound		
			Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
St. Thomas Street and Brenda Crescent	No conflicting vehicles or pedestrians	Non-compliant	0	0	1				0	0	0			
		Percent Non-compliant	0%	0%	33%				0%	0%	0%			
	Conflicting vehicles or pedestrians	Non-compliant	0	0	0				0	0	0			
		Percent Non-compliant	0%	0%	0%				0%	0%	0%			
	Near miss	Non-compliant	0	0	0				0	0	0			
		Percent Non-compliant	0%	0%	0%				0%	0%	0%			
	Total	Non-compliant	0	0	1				0	0	0			
		Total	4	0	3				23	0	44			
		Percent Non-compliant	0%	0%	33%				0%	0%	0%			

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4.1.3 Findings

As Table 4-1 indicates, pedestrian crossing demand is below the level to satisfy a PXO warrant at St. Thomas Street and Brenda Crescent.

As Table 4-2 indicates, there was one incidence of a southbound driver not coming to a full stop at the stop sign, which occurred when no conflicting road users were present. Other drivers did come to a full stop during the observation period.

4.2 Beacon Heights

4.2.1 Traffic Data Collection

There was no data collection for Beacon Heights.

4.2.2 Traffic Analysis

There was no traffic analysis for Beacon Heights.

4.2.3 Findings

There are no findings related to traffic analysis for Beacon Heights.

4.3 Tecumseh Vista Academy

4.3.1 Traffic Data Collection

There was no traffic data collection for Tecumseh Vista Academy.

4.3.2 Traffic Analysis

There was no traffic analysis for Tecumseh Vista Academy.

4.3.3 Findings

There are no findings related to traffic analysis for Tecumseh Vista Academy.

4.4 St. André

4.4.1 Traffic Data Collection

- 8-hour vehicle turning movement counts and 8-hour classified pedestrian crossing volumes at:
    - St. Gregory's Road and Cada Crescent
    - St. Greogory's Road and Edgewater Boulevard/park access
    - St. Gregory's Road and access to parking area west of school
    - St. Gregory's Road and St. Marks Road/school inbound access
    - St. Gregory's Road and school outbound access
    - St. Gregory's Road and Arlington Boulevard
- Tuesday, October 22, 2024
    - 7:30AM-9:30AM
    - 11:00AM-1:30PM
    - 2:00PM-5:30PM

4.4.2 Traffic Analysis

To determine the need for traffic control changes in the area of the school, the following analysis was done:

- PXO warrant analysis for each of the intersections where count data was collected.
    - St. Gregory's Road and Cada Crescent
    - St. Greogory's Road and Edgewater Boulevard/park access
    - St. Gregory's Road and St. Marks Road/school inbound access
    - St. Gregory's Road and Arlington Boulevard

In addition, combining pedestrian volumes for the following pairs of intersections was tested based on the assumption that installing a PXO at one location would attract pedestrians from a nearby intersection:

- St. Gregory's Road and Edgewater Boulevard/park access combined with St. Gregory's Road and access to parking area west of school, which are approximately 44 meters apart from centreline to centreline
- St. Gregory's Road and St. Marks Road/school inbound access with St. Gregory's Road and school outbound access, which are approximately 31 meters apart centreline to centreline

PXO analysis was done using pedestrians only, however volumes of cyclists crossing at these locations were also considered. In all cases, if cyclists were considered as pedestrians in the PXO analysis, the results would remain the same.

The results of the PXO warrant analysis are summarized in Table 4-3.

Calculations for the PXO warrants are provided in Appendix B.

- All-way stop warrant analysis was done for each of the following intersections:
    - St. Greogory's Road and Edgewater Boulevard/park access (which currently has All-way stop control)
    - St. Gregory's Road and St. Marks Road/school inbound access
    - St. Gregory's Road and Arlington Boulevard (which currently has All-way stop control)

In addition, combining pedestrian crossing and minor road volumes for the following pairs of intersections was tested to determine the analysis result if the pairs of intersections are consolidated:

- St. Gregory's Road and Edgewater Boulevard/park access combined with St. Gregory's Road and access to parking area west of school, which are approximately 44 meters apart from centreline to centreline
- St. Gregory's Road and St. Marks Road/school inbound access with St. Gregory's Road and school outbound access, which are approximately 31 meters apart centreline to centreline

The results of the All-way stop warrant analysis are summarized in Table 4-4.

Calculations for all-way stop warrants are provided in Appendix D.

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Table 4-3: St. André - PXO Warrant Analysis Results

Location	Crossing	8-Hour Vehicle Volume	8-Hour Adjusted Pedestrian Volume	Is Adjusted Pedestrian Volume ≥ 100?	PXO Warrant Result	Notes
St. Gregory's Road and Cada Crescent	East Leg and West Leg	2487	100 +10 bikes	Yes	Level 2 Type D	
St. Gregory's Road and Edgewater Boulevard / park access	East Leg and West Leg	2234	43 +2 bikes	No	Not Warranted	
St. Gregory's Road and St. Marks Road / school inbound access	East Leg and West Leg	1913	39 +0 bikes	No	Not Warranted	
St. Gregory's Road and Arlington Boulevard	North Leg and South Leg	1060	123 +27 bikes	Yes	Level 2 Type D	Only applicable if all-way stop control converted to minor road stop control
Combined Edgewater Boulevard / park access and access to parking area west of school	East Leg and West Leg	2234	55 +2 bikes	No	Not Warranted	
Combined St. Marks Road/school inbound access with St. Gregory's Road and school outbound access	East Leg and West Leg	1913	45 +0 bikes	No	Not Warranted	

Table 4-4: St. André - All-way Stop Warrant Analysis Results

Location	Major Road Classification	Warrant Criteria		Measure for Intersection	All-way Stop Warrant Result
		Measure	Threshold		
St. Gregory's Road and Edgewater Boulevard / park access	Collector	Average Total Vehicle Approach Volume (vehicles/hour)	>375	327	No
		Average Minor Road Vehicle and Pedestrian Approach Volume (movements/ hour)	>150	52	No
		Volume Spit Major / Minor – (percent major)	≤70%	86%	No
		Overall Result			Not Warranted
St. Gregory's Road and St. Marks Road / school inbound access	Collector	Average Total Vehicle Approach Volume (vehicles/hour)	>375	282	No
		Average Minor Road Vehicle and Pedestrian Approach Volume (movements/ hour)	>150	47	No

Location	Major Road Classification	Warrant Criteria		Measure for Intersection	All-way Stop Warrant Result
		Measure	Threshold		
		Volume Spit Major / Minor – (percent major)	≤70%	85%	No
		Overall Result			Not Warranted
St. Gregory's Road and Arlington Boulevard	Collector	Average Total Vehicle Approach Volume (vehicles/hour)	>375	252	No
		Average Minor Road Vehicle and Pedestrian Approach Volume (movements/ hour)	>150	132	No
		Volume Spit Major / Minor – (percent major)	≤70%	53%	Yes
		Overall Result			Not Warranted
Combined Edgewater Boulevard / park access and access to parking area west of school	Collector	Average Total Vehicle Approach Volume (vehicles/hour)	>375	333	No
		Average Minor Road Vehicle and Pedestrian Approach Volume (movements/ hour)	>150	60	No
		Volume Spit Major / Minor – (percent major)	≤70%	84%	No
		Overall Result			Not Warranted
Combined St. Marks Road/school inbound access with St. Gregory's Road and school outbound access	Collector	Average Total Vehicle Approach Volume (vehicles/hour)	>375	315	No
		Average Minor Road Vehicle and Pedestrian Approach Volume (movements/ hour)	>150	81	No
		Volume Spit Major / Minor – (percent major)	≤70%	76%	No
		Overall Result			Not Warranted

4.4.3 Findings

The evaluation at St. Gregory's Road and Arlington Boulevard evaluated pedestrians crossing Arlington Boulevard since Arlington Boulevard has slightly higher traffic volumes than St. Gregory's Road. It is noted that Arlington Boulevard is one-way westbound at the intersection. This intersection currently has all-way stop control, and use of a PXO would be contingent on changing this intersection to two way stop control, which is further subject to all-way stop warrant analysis and consideration of intersection geometry. Therefore the results of the PXO warrant evaluation for this intersection must be considered together with the other analysis.

For each of the other intersections, the evaluation was applied to St. Gregory's Road.

As Table 4-3 indicates, the warrant for a Level 2 Type D pedestrian crossover is satisfied at the intersection of St. Gregory's Road and Cada Crescent, based on the adjusted pedestrian volumes for the east and west legs of this intersection combined reaching the 100 pedestrians in 8-hours threshold. The split of adjusted 8-hour pedestrian volumes between the east leg of the intersection and west leg is 72 and 28 respectively, therefore a PXO on the east leg would serve the majority of the demand.

As noted, St. Gregory's Road and Arlington Boulevard currently has all-way stop control, and with this traffic control a PXO would not be suitable. However, PXO warrants were tested for the north and south crossing legs, in case the all-way stop control is converted to free flow for Arlington Boulevard, which is the higher volume street. All-way stop warrant analysis was also done for this intersection to determine whether current traffic volumes satisfy those conditions. It is noted that another reason for all-way stop control is to address a sight line constraint or unusual intersection configuration. Since the east leg of the intersection, Kensington Boulevard, is skewed, retaining the all-way stop control would be beneficial unless the east leg of the intersection is realigned to create a 90-degree (or near to 90 degree) intersecting angle.

The PXO warrant analysis indicates that the numerical criteria for a PXO at the intersection of St. Gregory's Road and Arlington Boulevard are satisfied with adjusted pedestrian volumes of 91 and 11 during the 8-hour count for the south and north legs respectively. Therefore, a PXO would be a suitable option if the intersection is realigned and converted to free flow on Arlington Boulevard. Without the realignment and traffic control change, a PXO would not be suitable.

PXO Warrants are not satisfied for the intersection of St. Gregory's Road and St. Marks Road or St. Gregory's Road and Edgewater Boulevard, even when combined with adjacent driveways, due to adjusted pedestrian volumes being well below the 100 per 8-hours threshold.

As Table 4-4 indicates, all-way stop control is not currently warranted at any of the intersections reviewed, even when volumes are combined with adjacent driveways based on the assumption of consolidating driveways. For each intersection, the average total vehicle approach volume and average minor vehicle and pedestrian approach volumes are below the thresholds for all-way stop control on a collector road. In addition, except at St. Gregory's Road and Arlington Boulevard, the split of vehicles approaching from the major road and vehicles plus pedestrians approaching via the minor road is higher for the major road than the threshold.

Currently, all-way stop control is in place at St. Gregory's Road and Arlington Road and St. Gregory's Road and Edgewater Boulevard. For St. Gregory's Road and Arlington Road, all way stop control is beneficial due to the skewed approach angle for the east leg of the intersection (Kensington Boulevard). Further, approach volumes are relatively balanced, therefore all-way stop control will result in more balanced delays than two-way stop control. There is pedestrian crossing demand on each leg of the intersection, therefore the all-way stop controlled intersection can be improved by adding ladder crosswalks for pedestrians.

For St. Gregory's Road and Edgewater Road, the park access across from the intersection forms a slightly offset south leg to the intersection. There is an existing continuous sidewalk across the access. All-way stop control provides the benefit of slower movements approaching this intersection and ensures gaps for drivers approaching in the northbound and southbound directions, reducing the potential for conflicts due to southbound left turns and northbound left turns. With the current intersection alignment, ladder crosswalks on the west and north legs can be added to provide clearer pedestrian crossing information for drivers and pedestrians. A ladder crosswalk would not be suitable for the east leg due to the offset intersection; it would be preferrable for pedestrians to cross St. Gregory's Road on the west leg of this intersection.

4.5 St. Mary

4.5.1 Traffic Data Collection

- 8-hour vehicle turning movement counts and 8-hour classified pedestrian crossing volumes at:
    - County Road 34 (Talbot Road) and Malden Road
- Tuesday, October 22, 2024
    - 7:30AM-9:30AM
    - 11:00AM-1:30PM
    - 2:00PM-5:30PM
- Vehicle speeds in each direction, disaggregated by hour on:
    - Country Road 34 (Talbot Road) between Malden Road and east of St. Mary School property
- Tuesday, October 22, 2024
    - 12:00:00AM to 11:59:59PM

4.5.2 Traffic Analysis

To determine the need for traffic control changes in the area of the school, the following analysis was done:

- All-way stop warrant analysis:
    - County Road 34 (Talbot Road) and Malden Road

- Analysis to determine whether vehicle speeds meet criteria for considering traffic calming:
    - County Road 34 (Talbot Road) between Malden Road and east of St. Mary School

The results of the all-way stop analysis are summarized in Table 4-5.

Calculations for the all-way stop analysis are provided in Appendix D.

Vehicle speed analysis is summarized in Table 4-6.

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Table 4-5: St. Mary - All-way Stop Warrant Analysis Results

Location	Major Road Classification	Warrant Criteria		Measure for Intersection	All-way Stop Warrant Result
		Measure	Threshold		
County Road 34 (Talbot Road) and Malden Road	Rural Arterial	Average Total Vehicle Approach Volume (vehicles/hour)	>375	164	No
		Average Minor Road Vehicle and Pedestrian Approach Volume (movements/ hour)	>150	76	No
		Volume Spit Major / Minor – (percent major)	≤70%	55%	Yes
		Overall Result			Not Warranted

Table 4-6: St. Mary - Vehicle Speed Analysis

Road	Section	Speed Limit (km/h)	Scenario	Direction	85th Percentile Speed (km/h)	85th Percentile - Speed Limit (km/h)	Difference > 15 km/h?
County Road 34 (Talbot Road)	Malden Road to east of St. Mary School	40	7AM to 5PM, Monday to Friday	Eastbound	70.00	30.00	YES
				Westbound	67.00	27.00	YES
		50	All other times	Eastbound	74.58	24.58	YES
				Westbound	75.56	25.56	YES

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4.5.3 Findings

As Table 4-5 indicates, all-way stop warrant analysis is not met at the intersection of County Road 34 (Talbot Road) and Malden Road since traffic volumes are both roads are below the threshold levels to meet the warrant. It is noted that the volume split for the major and minor approaches is relatively balanced. Where this is the case, an intersection may operate well as a roundabout.

Table 4-6 indicates that 85th percentile speeds on County Road 34 during the school speed zone effected period from 7AM to 5PM Monday to Friday are more than 15 kilometers per hour over the 40 kilometer per hour limit. In addition, 85th percentile speeds for the 24-hour period for which data was collected are more than 15 kilometers per hour over the 50 kilometer per hour speed limit in effect at all other times. Since County Road 34 is under County of Essex jurisdiction, County approval and support would be required for improvements to address this issue.

4.6 St. Peter

4.6.1 Traffic Data Collection

There was no data collection for St. Peter.

4.6.2 Traffic Analysis

There was no traffic analysis for St. Peter.

4.6.3 Findings

There are no findings related to traffic analysis for St. Peter.

4.7 St. Pius X

4.7.1 Traffic Data Collection

- 8-hour vehicle turning movement counts and 8-hour classified pedestrian crossing volumes at:
    - Lacasse Boulevard and Meander Crescent
    - Lacasse Boulevard and St. Thomas Street
    - Lacasse Boulevard and Clapp Street
- Tuesday, October 22, 2024
    - 7:30AM-9:30AM

    - 11:00AM-1:30PM
    - 2:00PM-5:30PM
- Vehicle speeds in each direction, disaggregated by hour on:
    - Lacasse Boulevard between Oakpark Drive and Meander Crescent
- Tuesday, November 26, 2024
    - 12:00:00AM to 11:59:59PM

4.7.2 Traffic Analysis

To determine the need for traffic control changes in the area of the school, the following analysis was done:

- PXO warrant analysis for the following intersection:
    - Lacasse Boulevard and Meander Crescent

PXO analysis was done based on pedestrians only, however volumes of cyclists crossing at this location were also considered. For this intersection, if cyclists were considered as pedestrians in the PXO analysis, the results would remain the same.

The intersection of Lacasse Boulevard and Meander Crescent has free flow for Lacasse Boulevard and stop control for each approach via Meander Crescent. Lacasse Boulevard has two travel lanes, with on-street parking permitted on the west side adjacent to the southbound lane. The nearest controlled intersection is Lacasse Boulevard and Clapp Street, which is approximately 190 meters from centreline to centreline from Meander Crescent.

- Observation and recording of stop sign compliance was done for the following intersections:
    - Lacasse Boulevard and St. Thomas Street, 2:45PM to 3:30PM
    - Lacasse Boulevard and Clapp Street, 2:45PM to 3:30PM

The intersection of Lacasse Boulevard and St. Thomas Street has all-way stop control with crosswalks for crossing each of the four legs of the intersection. The intersection of Lacasse Boulevard and Clapp Street also has all-way stop control and is a three leg intersection with crosswalks for crossing the west and south legs.

For each of these intersections, video was reviewed for the period 2:45PM to 3:30PM, which captured pedestrian and vehicle activity related to St. Pius X and nearby A.V. Graham Public School. Incidences of drivers not complying with the stop control were recorded for each movement at each leg of the intersection. Observations were further broken down by non-compliance when no conflicting vehicles or pedestrians are present, non-compliance when there are conflicting vehicles or pedestrians and non-compliance resulting in a near miss or crash.

- Analysis to determine whether vehicle speeds meet criteria for considering traffic calming:
    - Lacasse Boulevard between Oakpark Drive and Meander Crescent

The vehicle speed data for Lacasse Boulevard between Oakpark Drive and Meander Crescent was reviewed and 85th percentile speeds for each travel direction were compared to the 40 kilometer per hour speed limit. Since the existing speed limit is 40 kilometers per hour, the evaluation for conditions with the school speed zone in place will be the same as for current conditions.

The results of the PXO warrant analysis for the intersection of Lacasse Boulevard and Meander Crescent is summarized in Table 4-7.

Calculations for PXO warrants are provided in Appendix B.

Stop sign compliance data for the intersections of Lacasse Boulevard and St. Thomas Street and Lacasse Boulevard and Clapp Street is summarized in Table 4-8.

Stop sign compliance calculations broken down by 15-minute interval are provide in Appendix C.

Vehicle speed analysis is summarized in Table 4-9.

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Table 4-7: St. Pius X - PXO Warrant Analysis Results

Location	Crossing	8-Hour Vehicle Volume	8-Hour Adjusted Pedestrian Volume	Is Adjusted Pedestrian Volume ≥ 100?	PXO Warrant Result	Notes
Lacasse Boulevard and Meander Crescent	North Leg and South Leg	1245	70 +4 bikes	No	PXO not warranted	Consider future follow up count and PXO warrant analysis

Table 4-8: St. Pius X Stop Sign Compliance Analysis Results

Intersection	Non-compliance Category		Traffic Volume / Percent of Total Volume											
			Southbound			Westbound			Northbound			Eastbound		
			Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Lacasse Boulevard and St. Thomas Street	No conflicting vehicles or pedestrians	Non-compliant	3	5	3	3	7	7	0	9	11	1	4	3
		Percent Non-compliant	14%	7%	43%	15%	15%	58%	0%	15%	29%	50%	9%	18%
	Conflicting vehicles or pedestrians	Non-compliant	0	0	0	0	0	0	0	0	0	0	0	0
		Percent Non-compliant	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Near miss	Non-compliant	0	0	0	0	1	0	0	0	0	0	0	0
		Percent Non-compliant	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
	Total	Non-compliant	3	5	3	3	8	7	0	9	11	1	4	3
		Total	21	75	7	20	48	12	8	62	38	2	45	17
		Percent Non-compliant	14%	7%	43%	15%	17%	58%	0%	15%	29%	50%	9%	18%
Lacasse Boulevard and Clapp Street	No conflicting vehicles or pedestrians	Non-compliant		19	12				2	2		5		5
		Percent Non-compliant		35%	38%				9%	3%		24%		26
	Conflicting vehicles or pedestrians	Non-compliant		0	0				0	0		0		0
		Percent Non-compliant		0%	0%				0%	0%		0%		0%

Intersection	Non-compliance Category	Traffic Volume / Percent of Total Volume											
			Southbound			Westbound			Northbound			Eastbound	
			Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
	Near miss	Non-compliant		0	0				0	0		0		0
		Percent Non-compliant		0%	0%				0%	0%		0%		0%
	Total	Non-compliant		19	12				2	2		5		5
		Total		54	32				23	69		21		195
		Percent Non-compliant		35%	38%				9%	3%		24%		26

Table 4-9: St. Pius X - Vehicle Speed Analysis

Road	Section	Speed Limit (km/h)	Scenario	Direction	85th Percentile Speed (km/h)	85th Percentile - Speed Limit (km/h)	Difference > 15 km/h?
Lacasse Boulevard	Oak Park to Meander	40	Existing	Northbound	49.89	9.89	NO
				Southbound	64.06	24.06	YES
		40	Future School Speed Zone	Northbound	49.89	9.89	NO
				Southbound	64.06	24.06	YES

4.7.3 Findings

As Table 4-7 indicates, adjusted pedestrian volumes crossing Lacasse Boulevard at Meander Crescent are below the level where a PXO warrant would be met. When the 4 cyclists observed to cross are added to the adjusted pedestrian crossing volume of 70 pedestrians in 8-hours, the warrant is nearer to being met. A follow up survey may yield different results.

From Table 4-8, it can be seen that for the intersection of St. Thomas Street and Lacasse Boulevard, there is a moderate amount of non-compliance with the all-way stop control on all approaches, with up to 58% non-compliance. For all but one instance, no other road users were making conflicting movements at the time that drivers did not come to a full stop. There was one near miss, which involved a westbound individual on an electric scooter travelling westbound through the intersection, apparently without stopping, causing a northbound driver who had the right-of-way to stop in the intersection to avoid a collision. At this intersection, the crosswalk on the east leg is skewed to align with staggered sidewalk locations on the north and south sides and the westbound stop bar is further from the tangent of Lacasse Boulevard, which may have contributed to this issue.

For Lacasse Boulevard and Clapp Street, as Table 4-8 indicates, there was also non-compliance with the stop control on all intersection approaches, ranging from 3% to 38% of approaching drivers by movement. None of these incidences involved conflicting movements. The addition of ladder crossings for the crosswalks on the west and south legs in accordance with the Town's School Safety Zone Policy has the potential to influence drivers to come to a full stop, particularly when pedestrians are present.

As Table 4-9 indicates, speeds on Lacasse Boulevard exceed the speed limit by more than 15 kilometers per hour, indicating a speeding issue.

4.8 Sainte-Marguerite-d'Youville

4.8.1 Traffic Data Collection

- 8-hour vehicle turning movement counts and 8-hour classified pedestrian crossing volumes at:
    - St. Thomas Street and Woodridge Drive
    - St. Thomas Street and Centennial Drive
    - St. Thomas Street and Dillon Drive
- Tuesday, October 22, 2024
    - 7:30AM-9:30AM
    - 11:00AM-1:30PM
    - 2:00PM-5:30PM
- Vehicle speeds in each direction, disaggregated by hour on:
    - St. Thomas Street between Dillon Drive and Amberly Crescent/Paisley Circle

- Tuesday, October 22, 2024
    - 12:00:00AM to 11:59:59PM

4.8.2 Traffic Analysis

To determine the need for traffic control changes in the area of the school, the following analysis was done:

- PXO warrant analysis for the following intersections:
    - St. Thomas Street and Woodridge Drive
    - St. Thomas Street and Centennial Drive
    - St. Thomas Street and Dillon Drive

St. Thomas Street and Woodridge Drive and St. Thomas Street and Dillon Drive have free flow for St. Thomas Street and stop control for each approach via Woodridge Drive and Dillon Drive. St. Thomas Street and Centennial Drive has all-way stop control. St. Thomas Street has two travel lanes, with no on-street parking allowed in this area. Woodridge Drive is approximately 104 meters from Centennial Drive and Dillon Drive is approximately 50 meters from Centennial Drive.

PXO analysis was done using pedestrians only, however volumes of cyclists crossing at these locations were also considered. In all cases, if cyclists were considered as pedestrians in the PXO analysis, the results would remain the same.

- Observation and recording of stop sign compliance was done for the following intersections during the peak times for school activity:
    - St. Thomas Street and Woodridge Drive, 2:45PM to 3:30PM
    - St. Thomas Street and Dillon Drive, 2:45PM to 3:30PM

For each of these intersections, video was reviewed during the period 2:45PM to 3:30PM, which captured pedestrian and vehicle activity related to Sainte-Marguerite-d'Youville. Incidences of drivers not complying with the stop control were recorded for each movement at each leg of the intersection. Observations were further broken down by non-compliance when no conflicting vehicles or pedestrians are present, non-compliance when there are conflicting vehicles or pedestrians and non-compliance resulting in a near miss or crash.

- All-way stop warrant analysis was done for the intersection of St. Thomas Street and Centennial Drive, which as noted above currently has all-way stop control.
- Analysis to determine whether vehicle speeds meet criteria for considering traffic calming:
    - St. Thomas Street between Dillon Drive and Amberley Crescent/Paisley Circle

The vehicle speed data for St. Thomas Street between Dillon Drive and Amberley Crescent/Paisley Circle was reviewed and 85th percentile speeds for each travel direction were compared to the 40 kilometer per hour speed limit. Since the existing speed limit is 40 kilometers per hour, the evaluation for conditions with the school speed zone in place will be the same as for current conditions.

The results of the PXO warrant analysis are summarized in Table 4-10.

Calculations for PXO warrants are provided in Appendix B.

The results of the stop sign compliance analysis are summarized in Table 4-11.

Detailed stop sign compliance analysis is provided in Appendix C.

The results of the all-way stop analysis are summarized in Table 4-12.

Calculations for all-way stop analysis are provided in Appendix D.

The results of the vehicle speed analysis are summarized in Table 4-13.

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Table 4-10: Sainte-Marguerite-d'Youville - PXO Warrant Analysis Results

Location	Crossing	8-Hour Vehicle Volume	8-Hour Adjusted Pedestrian Volume	Is Adjusted Pedestrian Volume ≥ 100?	PXO Warrant Result	Notes
St. Thomas Street and Woodridge Drive	East Leg and West Leg	1348	58 +0 bikes	No	PXO not warranted	
St. Thomas Street and Centennial Drive	East Leg and West Leg	1427	145 + 5 bikes	Yes	Level 2 Type D	Only applicable if all-way stop control converted to minor road stop control
St. Thomas Street and Dillon Drive	East Leg and West Leg	1425	5 + 1bike	No	PXO not warranted	

Table 4-11: Sainte-Marguerite-d'Youville Stop Sign Compliance Analysis Results

Intersection	Non-compliance Category		Traffic Volume / Percent of Total Volume											
			Southbound			Westbound			Northbound			Eastbound		
			Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
St. Thomas Street and Woodridge Drive	No conflicting vehicles or pedestrians	Non-compliant	0	1	3				0	0	0			
		Percent Non-compliant	0%	14%	60%				0%	0%	0%			
	Conflicting vehicles or pedestrians	Non-compliant	0	0	0				0	0	0			
		Percent Non-compliant	0%	0%	0%				0%	0%	0%			
	Near miss	Non-compliant	0	0	0				0	0	0			
		Percent Non-compliant	0%	0%	0%				0%	0%	0%			
	Total	Non-compliant	0	1	3				0	0	0			
		Total	7	7	5				1	1	2			
		Percent Non-compliant	0%	14%	60%				0%	0%	0%			
St. Thomas Street and Dillon Drive	No conflicting vehicles or pedestrians	Non-compliant	1		5									
		Percent Non-compliant	11%		56%									
	Conflicting vehicles or pedestrians	Non-compliant	0		0									

Intersection	Non-compliance Category	Traffic Volume / Percent of Total Volume											
			Southbound			Westbound			Northbound			Eastbound	
			Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
		Percent Non-compliant	0%		0%								
	Near miss	Non-compliant	0		0								
		Percent Non-compliant	0%		0%								
	Total	Non-compliant	1		5								
		Total	9		9								
		Percent Non-compliant	11%		56%								

Table 4-12: Sainte-Marguerite-d'Youville - All-way Stop Warrant Analysis Results

Location	Major Road Classification	Warrant Criteria		Measure for Intersection	All-way Stop Warrant Result
		Measure	Threshold		
St. Thomas Street and Centennial Drive	Collector	Average Total Vehicle Approach Volume (vehicles/hour)	>375	197	No
		Average Minor Road Vehicle and Pedestrian Approach Volume (movements/ hour)	>150	33	No
		Volume Spit Major / Minor – (percent major)	≤70%	90%	No
		Overall Result			Not Warranted

Table 4-13: Sainte-Marguerite-d'Youville - Vehicle Speed Analysis

Road	Section	Speed Limit (km/h)	Scenario	Direction	85th Percentile Speed (km/h)	85th Percentile - Speed Limit (km/h)	Difference > 15 km/h?
St. Thomas Street	Dillon to Amberly	40	Existing	Eastbound	50.66	10.66	NO
				Westbound	48.19	8.19	NO
		40	Future School Speed Zone	Eastbound	50.66	10.66	NO
				Westbound	48.19	8.19	NO

4.8.3 Findings

As Table 4-10 indicates, adjusted pedestrian volumes crossing St. Thomas Street at Woodridge Drive and at Dillon Drive are below the level where a PXO warrant would be met.

St. Thomas Street and Centennial Drive currently has all-way stop control, and with this traffic control a PXO would not be suitable. However, PXO warrants were tested for the east and west crossing legs, in case the all-way stop control is converted to free flow for St. Thomas Street, which is the higher volume street. All-way stop warrant analysis was also done for this intersection to determine whether current traffic volumes satisfy those conditions.

The PXO warrant analysis indicates that the numerical criteria for a PXO at the intersection of St. St. Thomas Street and Centennial Drive are satisfied with adjusted pedestrian volumes 105 and 40 during the 8-hour count for the east and west legs respectively. Therefore, a PXO would be an option if the intersection is converted to free flow on St. Thomas Street. Without the realignment and traffic control change, a PXO would not be suitable.

As Table 4-11 indicates, there were relatively low volumes of vehicles approaching the intersection via Dillon Drive during the 45-minute period reviewed, with 9 southbound left turns and 9 southbound right turns. Of these, 1 driver making a southbound left turn and 5 drivers making southbound right turns did not come to a full stop. There were no conflicting movements at the intersection when these turns were made.

As Table 4-12 indicates, due to relatively low traffic volumes using the intersection, particularly via Centennial Drive, all-way stop control is not met. However, there may be merit to retaining the all-way stop control at this intersection to accommodate students crossing St. Thomas Street at this intersection.

As Table 4-13 indicates, speeds on St. Thomas Street exceed the speed limit, however since speeds are less than 15 kilometers per hour, based on the Town's Speed Management and Traffic Calming Policy, a speeding issue is not indicated.

4.9 Saint-Antoine

4.9.1 Traffic Data Collection

- 8-hour vehicle turning movement counts and 8-hour classified pedestrian crossing volumes at:
    - Lesperance Road and Lanoue Street
- Tuesday, October 22, 2024
    - 7:30AM-9:30AM
    - 11:00AM-1:30PM
    - 2:00PM-5:30PM
- Vehicle speeds in each direction, disaggregated by hour on:

    - Lesperance Road between Tecumseh Road East and County Road 22
    - Arbour Street between Shawnee Road and Lesperance Road
- Speed data for Arbour Street was collected on Tuesday, October 22, 2024
    - 12:00:00AM to 11:59:59PM
- Speed data for Lesperance Road was collected on Tuesday, November 26, 2024
    - 12:00:00AM to 11:59:59PM

4.9.2 Traffic Analysis

To determine the need for traffic control changes in the area of the school, the following analysis was done:

- PXO warrant analysis for the following intersections:
    - Lesperance Road and Lanoue Street

PXO analysis was done using pedestrians only, however volumes of cyclists crossing at this location were also considered. For this intersection, if cyclists were considered as pedestrians in the PXO analysis, the results would remain the same.

Lesperance Road has a three lane cross section, including a centre left turn lane, at Lanoue Street, with no on-street parking allowed in this area. Lanoue Street meets Lesperance Road in a T-intersection and is one-way eastbound. Lanoue Street is approximately 110 meters centerline to centerline from the nearest traffic control at Arbour Street.

The vehicle speed data for the following road sections were reviewed and 85th percentile speeds for each travel direction were compared to the current and future speed limits:

- Lesperance Road between Tecumseh Road East and County Road 22
- Arbour Street between Shawnee Road and Lesperance Road

Existing speed limits are 50 kilometers per hour which will be reduced to 40 kilometers per hour when the school speed zone signs are placed.

The results of the PXO warrant analysis are summarized in Table 4-14.

Calculations for PXO warrants are provided in Appendix B.

The results of the vehicle speed analysis are summarized in Table 4-15.

Table 4-14: Saint-Antoine - PXO Warrant Analysis Results

Location	Crossing	8-Hour Vehicle Volume	8-Hour Adjusted Pedestrian Volume	Is Adjusted Pedestrian Volume ≥ 100?	PXO Warrant Result	Notes
Lesperance Road and Lanoue Street	North Leg and South Leg	8204	9 +7 bikes	No	PXO not warranted	

Table 4-15: Saint-Antoine - Vehicle Speed Analysis

Road	Section	Speed Limit (km/h)	Scenario	Direction	85th Percentile Speed (km/h)	85th Percentile - Speed Limit (km/h)	Difference > 15 km/h?
Arbour Street	Shawnee to Lesperance	50	Existing	Eastbound	58.56	8.56	NO
				Westbound	58.28	8.28	NO
		40	Future School Speed Zone	Eastbound	58.56	18.56	YES
				Westbound	58.28	18.28	YES
Lesperance Road	Tecumseh to County Road 22	50	Existing	Northbound	46.59	-3.41	NO
				Southbound	55.59	5.59	NO
		40	Future School Speed Zone	Northbound	46.59	6.59	NO
				Southbound	55.59	15.59	YES

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4.9.3 Findings

As Table 4-14 indicates, adjusted pedestrian volumes crossing Lesperance Road at Lanoue Street are below the level where a PXO warrant would be met.

As Table 4-15 indicates, speeds on Arbour Street and Lesperance Road exceed existing 50 kilometer per hour the speed limit, however since speeds are less than 15 kilometers per hour, based on the Town's Speed Management and Traffic Calming Policy, a speeding issue is not indicated. However with implementation of the 40 kilometer per hour school speed zones, if vehicle speeds remain the same, they will be effectively equal to or more than 15 kilometers per hour above the new speed limit and there will be a speeding issue.

4.10 Lakeview Montessori

4.10.1 Traffic Data Collection

There was no data collection for Lakeview Montessori.

4.10.2 Traffic Analysis

There was no traffic analysis for Lakeview Montessori.

4.10.3 Findings

There are no findings related to traffic analysis for

4.11 Al-Hijra Academy

4.11.1 Traffic Data Collection

- 8-hour vehicle turning movement counts and 8-hour classified pedestrian crossing volumes at:
    - Howard Avenue and Howard Avenue Connector
- Tuesday, October 22, 2024
    - 7:30AM-9:30AM
    - 11:00AM-1:30PM
    - 2:00PM-5:30PM
- Vehicle speeds in each direction, disaggregated by hour on:
    - Howard Avenue South of the Howard Avenue Connector
- Tuesday, October 22, 2024

- 12:00:00AM to 11:59:59PM

4.11.2 Traffic Analysis

- Observation and recording of stop sign compliance was done for the following intersection:
    - Howard Avenue and Howard Avenue Connector, 3:15PM to 3:45PM

For each of this intersection, video was reviewed during the period 3:15M to 3:45PM, which captured pedestrian and vehicle activity related to the school. Incidences of drivers not complying with the stop control were recorded for each movement at each leg of the intersection. Observations were further broken down by non-compliance when no conflicting vehicles or pedestrians are present, non-compliance when there are conflicting vehicles or pedestrians and non-compliance resulting in a near miss or crash. Unfortunately the video view did not allow tabulation of stop sign compliance for the northbound approach since the stop bar was out of the view, however it was still possible to determine whether northbound drivers were involved in a road user conflict.

The vehicle speed data for Howard Avenue south of the Howard Avenue Connector was reviewed and 85th percentile speeds for each travel direction were compared to the existing 60 kilometer per hour speed limit. In addition, speeds were compared to a potential 40 kilometer per hour speed limit.

The results of the stop sign compliance analysis are summarized in Table 4-16.

Detailed stop sign compliance analysis is provided in Appendix C.

The results of the vehicle speed analysis are summarized in Table 4-17.

Table 4-16: Al-Hijra Academy - Stop Sign Compliance Analysis Results

Intersection	Non-compliance Category	Traffic Volume / Percent of Total Volume											
			Southbound			Westbound			Northbound *			Eastbound		
			Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Howard Avenue and Howard Avenue Connector	No conflicting vehicles or pedestrians	Non-compliant	19	29		9		19		0	0			
		Percent Non-compliant	30%	43%		38%		45%		0%	0%			
	Conflicting vehicles or pedestrians	Non-compliant	0	0		0		0		0	0			
		Percent Non-compliant	0%	0%		0%		0%		0%	0%			
	Near miss	Non-compliant	0	0		0		0		0	0			
		Percent Non-compliant	0%	0%		0%		0%		0%	0%			
	Total	Non-compliant	19	29		9		19		0	0			
		Total	63	68		24		42		81	12			
		Percent Non-compliant	30%	43%		38%		45%		0%	0%			

* Note: it was not possible to see whether northbound drivers came to a full stop due to the video view, however it was possible to determine that there were no conflicts involving northbound drivers.

Table 4-17: Al-Hijra Academy – Vehicle Speed Analysis

Road	Section	Speed Limit (km/h)	Scenario	Direction	85th Percentile Speed (km/h)	85th Percentile - Speed Limit (km/h)	Difference > 15 km/h?
Howard Avenue	South of Howard Avenue Connector	60	Existing	Northbound	38.99	-21.01	NO
				Southbound	48.29	-11.71	NO
		40	Possible Future School Speed Zone	Northbound	38.99	-1.01	NO
				Southbound	48.29	8.29	NO

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4.11.3 Findings

As Table 4-16 indicates, drivers approaching the intersection in the southbound and westbound direction tend not to come to a full stop at the intersection, with 30% to 45% non-compliance during the 30-minute period observed. Fortunately, these incidences did not result in any conflicts between road users.

As Table 4-17 indicates, all drivers currently comply with the existing 60 kilometer per hour speed limit and were travelling at less than 50 kilometers per hour during the 24-hour period during which data was collected. If a 40 kilometer per hour speed limit is implemented and speeds remain the same, southbound drivers will exceed the speed limit but the 85th percentile speed will be less than 15 kilometers per hour above the speed limit.

4.12 L'Essor

4.12.1 Traffic Data Collection

- Vehicle speeds in each direction, disaggregated by hour on:
    - St. Gregory's Road west of the school driveway
- Tuesday, October 22, 2024 from 12:00:00AM to 11:59:59PM.

4.12.2 Traffic Analysis

- Analysis to determine whether vehicle speeds meet criteria for considering traffic calming:
    - St. Gregory's Road,

The vehicle speed data were compared to the current speed limit is 40 km/h, which will remain unchanged with the future school speed zone.

The results of the vehicle speed analysis are summarized in Table 4-18.

4.12.3 Findings

As Table 4-18 indicates, the data indicates a speeding problem on this road section.

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Table 4-18: L'Essor - Speed Analysis

Road	Section	Speed Limit (km/h)	Scenario	Direction	85th Percentile Speed (km/h)	85th Percentile – Speed Limit (km/h)	Difference > 15 km/h?
St. Gregory's Road	West of L'Essor access, east of west Jason Cr intersection	40	Existing	Eastbound	64.26	24.26	YES
		40		Westbound	57.82	17.82	YES
		40	Future School Speed Zone	Eastbound	64.26	24.26	YES
		40		Westbound	57.82	17.82	YES

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5 Improvement Opportunities

Based on the study, improvement opportunities have been identified for each site.

5.1 A.V. Graham

5.1.1 Discussion of Options

A PXO warrant analysis was done for pedestrians crossing St. Thomas Street at Brenda Crescent. Pedestrian crossing volumes were below the level where a PXO would be warranted, therefore a PXO is not a good option for this location.

Stop sign compliance was also reviewed for the minor road stop-controlled intersection of St. Thomas Street and Brenda Crescent. Good compliance with the stop control was observed, with no conflict resulting from one non-compliant movement during the observation period.

5.1.2 Preferred Options

A package of off-site improvements including the improvements summarized in Table 5-1 are recommended for A.V. Graham.

These are illustrated in Figure 5-1.

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Table 5-1: Improvement Plan: A.V. Graham Public School

Onsite / Offsite	Road / Intersection	Location	Action	Improvement Type	Improvement Description
Offsite	St. Thomas Street	Eastbound, west of Brenda	Install	Sign	Wc-1
Offsite	St. Thomas Street	Westbound, east of Brenda	Install	Sign	Wc-1
Offsite	Brenda Crescent	Southbound, north of St. Thomas	Install	Sign	Wc-1
Offsite	St. Thomas Street and Brenda Crescent	North Leg	Install	Pavement Marking	Ladder Crosswalk
Offsite	St. Thomas Street and Brenda Crescent	Northwest corner	Install	Civil Work	Curb Cut
Offsite	St. Thomas Street and Brenda Crescent	Northwest corner	Install	Civil Work	TWSI
Offsite	St. Thomas Street and Brenda Crescent	Northwest corner	Install	Civil Work	Concrete Pad
Offsite	St. Thomas Street and Brenda Crescent	Northeast corner	Install	Civil Work	Curb Cut
Offsite	St. Thomas Street and Brenda Crescent	Northeast corner	Install	Civil Work	TWSI
Offsite	St. Thomas Street and Brenda Crescent	Northeast corner	Install	Civil Work	Concrete Pad
Offsite	St. Thomas Street and Brenda Crescent	South Leg	Install	Pavement Marking	Ladder Crosswalk
Offsite	St. Thomas Street and Brenda Crescent	Southwest corner	Install	Civil Work	TWSI
Offsite	St. Thomas Street and Brenda Crescent	Southeast corner	Install	Civil Work	TWSI
Offsite	Brenda Crescent	Southbound, south of St. Thomas	Install	Sign	Rb-6
Offsite	Brenda Crescent	Southbound, south of St. Thomas	Install	Pavement Marking	School Zone Stencil
Offsite	Brenda Crescent	Northbound, north of school site	Install	Sign	Rb-6
Offsite	Brenda Crescent	Northbound, north of school site	Install	Pavement Marking	School Zone Stencil

Onsite / Offsite	Road / Intersection	Location	Action	Improvement Type	Improvement Description
Offsite	Clarice Avenue and Brenda Crescent	West Leg	Install	Pavement Marking	Ladder Crosswalk
Offsite	Clarice Avenue and Brenda Crescent	Northwest corner	Install	Civil Work	Curb Cut
Offsite	Clarice Avenue and Brenda Crescent	Northwest corner	Install	Civil Work	TWSI
Offsite	Clarice Avenue and Brenda Crescent	Northwest corner	Install	Civil Work	Concrete Pad
Offsite	Clarice Avenue and Brenda Crescent	Southwest corner	Install	Civil Work	Curb Cut
Offsite	Clarice Avenue and Brenda Crescent	Southwest corner	Install	Civil Work	TWSI
Offsite	Clarice Avenue and Brenda Crescent	Southwest corner	Install	Civil Work	Concrete Pad
Offsite	St. Thomas Street and Brenda Crescent	Southeast quadrant	Install	Civil Work	Multi-Use Path

Figure 5-1: Improvement Plan: A.V. Graham Public School



Legend

- Tactile Walking Surface Indicator
- Concrete Segment (e.g. bus pad, sidewalk connection)
- Curb Cut
- Ladder Crosswalk
- School Building Footprint
- School Lot Boundary
- "SCHOOL ZONE" Pavement Marking
- School Safety Zone

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5.2 Beacon Heights

5.2.1 Discussion of Options

No traffic data and warrant analysis needs were identified for this school. Improvement recommendations are based on site visit observations.

5.2.2 Preferred Options

A package of improvements including the improvements summarized in Table 5-2 are recommended for Beacon Heights.

These are illustrated in Figure 5-2.

It is noted that the Town may consider adding a mixed crossride on the west leg of the intersection to facilitate pedestrians and cyclists crossing on this leg. The Town's Class EA study does not include these crossings, and depending on the rationale for excluding a crosswalk on this leg, this recommendation can be reconsidered.

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Table 5-2: Improvement Plan: Beacon Heights Public School

Onsite / Offsite	Road / Intersection	Location	Action	Improvement Type	Improvement Description
Offsite	Tecumseh Road	Eastbound, west of Regent	Install	Sign	Wc-1
Offsite	Tecumseh Road	Westbound, west of Dorset	Install	Sign	Wc-1
Offsite	Tecumseh Road	Eastbound, east of Regent	Install	Sign	Rb-6
Offsite	Tecumseh Road	Eastbound, east of Regent	Install	Pavement Marking	School Zone Stencil
Offsite	Tecumseh Road	Westbound, east of Arlington	Install	Sign	Rb-6
Offsite	Tecumseh Road	Westbound, east of Arlington	Install	Pavement Marking	School Zone Stencil
Offsite	Tecumseh Road	Westbound, west of Regent	Install	Sign	Rb-1
Offsite	Tecumseh Road	Eastbound, east of Arlington	Install	Sign	Rb-1
Offsite	Tecumseh Road and Arlington Boulevard	West Leg	Install	Pavement Marking	Ladder Crosswalk
Offsite	Tecumseh Road and Arlington Boulevard	West Leg	Install	Pavement Marking	Crossride
Offsite	Tecumseh Road and Arlington Boulevard	Southwest corner	Install	Civil Work	Curb Cut
Offsite	Tecumseh Road and Arlington Boulevard	Southwest corner	Install	Civil Work	TWSI
Offsite	Tecumseh Road and Arlington Boulevard	Southwest corner	Install	Civil Work	Concrete Pad
Offsite	Tecumseh Road and Arlington Boulevard	West Leg	Relocate	Pavement Marking	Stop Bar

Figure 5-2: Improvement Plan: Beacon Heights Public School



Legend

- Tactile Walking Surface Indicator
- Concrete Segment (e.g. bus pad, sidewalk connection)
- Curb Cut
- Ladder Crosswalk
- School Building Footprint
- School Lot Boundary
- "SCHOOL ZONE" Pavement Marking
- School Safety Zone

5.3 Tecumseh Vista Academy

5.3.1 Discussion of Options

No traffic data and warrant analysis needs were identified for this school. Improvement recommendations are based on site visit observations.

5.3.2 Preferred Options

A package of improvements including the improvements summarized in Table 5-3 are recommended for Tecumseh Vista Academy.

These are illustrated in Figure 5-3.

Note that these improvements include potential changes to a County of Essex road. Consideration can be given to recommending to the County of Essex that they add Wc-1 signs in both directions on County Road 43 approaching Shields Avenue.

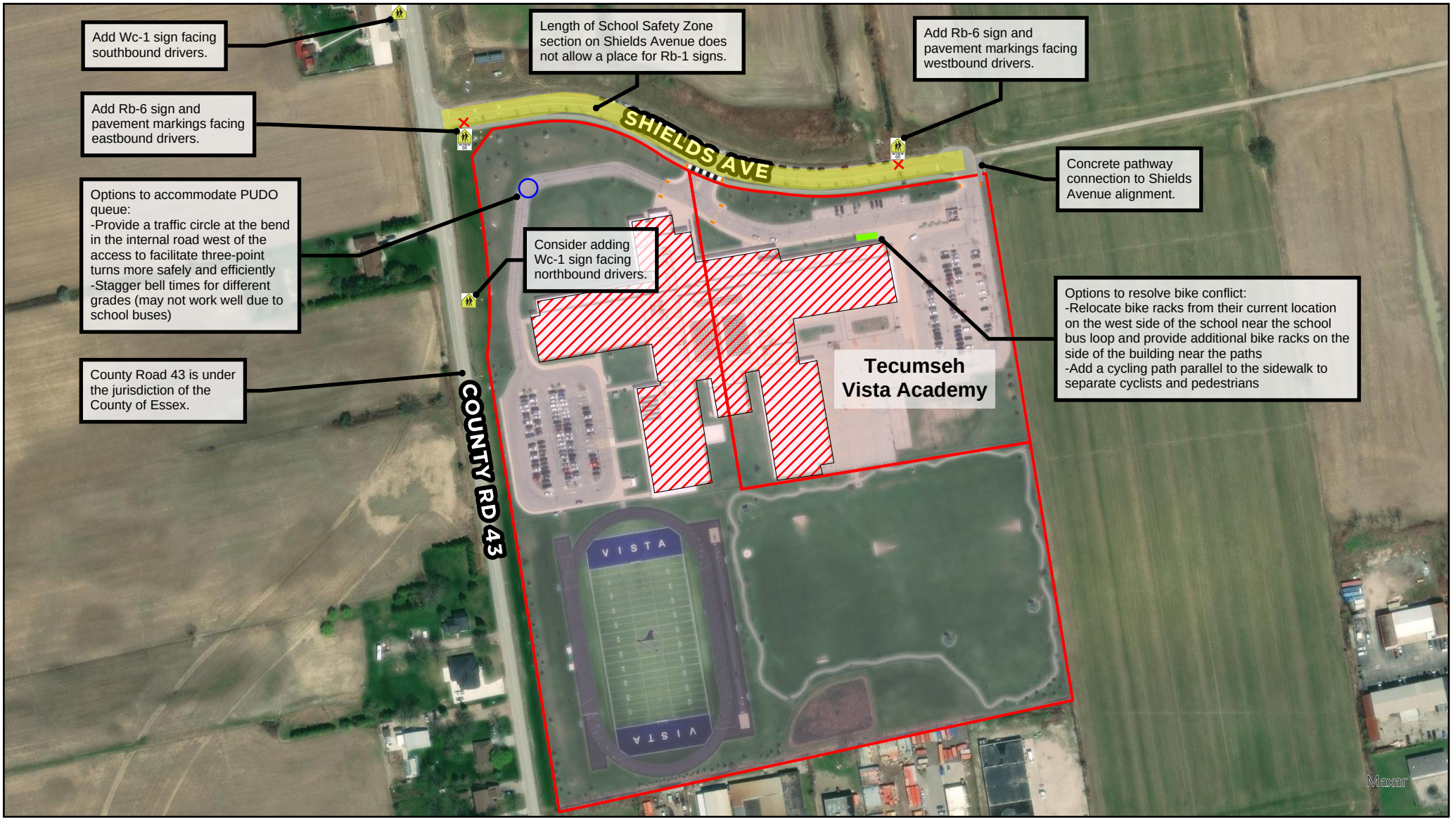
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Table 5-3: Improvement Plan: Tecumseh Vista Academy

Onsite / Offsite	Road / Intersection	Location	Action	Improvement Type	Improvement Description
Onsite	Circulation Road	Bend in northwest corner of site	Install	Civil Work	Traffic Circle (On Site)
Onsite	Bike Racks	Currently at west end of site	Relocate or Install	Cycling	Bike Rack
Onsite	Sidewalks adjacent to building	Along north side of building	Install	Cycling	Bike Path (On Site)
Onsite	Shields Avenue and West School Access	West school access	Install	Civil Work	Ladder Crosswalk
Onsite	Shields Avenue and West School Access	West side	Install	Civil Work	TWSI
Onsite	Shields Avenue and West School Access	East side	Install	Civil Work	TWSI
Onsite	Circulation Road, south of West School Access	Northwest corner	Install	Civil Work	TWSI
Onsite	Circulation Road, south of West School Access	Northeast corner	Install	Civil Work	TWSI
Onsite	Circulation Road, south of West School Access	Southwest corner	Install	Civil Work	TWSI
Onsite	Circulation Road, south of West School Access	Southeast corner	Install	Civil Work	TWSI
Onsite	Shields Avenue	East limit	Install	Civil Work	Sidewalk
Offsite	Shields Avenue	Westbound, west of east limit	Install	Sign	Rb-6
Offsite	Shields Avenue	Westbound, west of east limit	Install	Pavement Marking	School Zone Stencil
Offsite	Shields Avenue	Eastbound, west of school access	Install	Sign	Rb-6
Offsite	Shields Avenue	Eastbound, west of school access	Install	Pavement Marking	School Zone Stencil
Offsite	County Road 43	Southbound, north of school access	Install	Sign	Wc-1

Onsite / Offsite	Road / Intersection	Location	Action	Improvement Type	Improvement Description
Offsite	County Road 43	Northbound, south of school access	Install	Sign	Wc-1

Figure 5-3: Improvement Plan: Tecumseh Vista Academy



Legend

- Tactile Walking Surface Indicator
- Concrete Segment (e.g. bus pad, sidewalk connection)
- Curb Cut
- Ladder Crosswalk
- School Building Footprint
- School Lot Boundary
- "SCHOOL ZONE" Pavement Marking
- School Safety Zone

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5.4 St. André

5.4.1 Discussion of Options

All-way stop warrant analysis was done for the following three intersections, plus two pairs of adjacent intersections based on the assumption that one would close and all traffic volumes would travel through the adjacent intersection:

- St. Greogory's Road and Edgewater Boulevard/park access (which currently has All-way stop control)
- St. Gregory's Road and St. Marks Road/school inbound access
- St. Gregory's Road and Arlington Boulevard (which currently has All-way stop control)
- St. Gregory's Road and Edgewater Boulevard/park access combined with St. Gregory's Road and access to parking area west of school, which are approximately 44 meters apart from centreline to centreline
- St. Gregory's Road and St. Marks Road/school inbound access with St. Gregory's Road and school outbound access, which are approximately 31 meters apart centreline to centreline

None of the intersections / scenarios analyzed met the traffic volume conditions for all-way stop control, although St. Gregory's Road and Edgewater Boulevard/park access and St. Gregory's Road and Arlington Boulevard currently have all-way stop control. For these two intersections that currently have all-way stop control, there is rationale for retaining this traffic control despite the analysis result.

For St. Gregory's Road and Arlington Boulevard, the east leg of the intersection is at a skewed angle and has a wide throat. Removal of the all-way stop control is not recommended because the unusual configuration of the east leg benefits from all approaching drivers being required to stop and notice other vehicles at the intersection. Further, the volume split between the major and minor road does meet the criteria, with less than 70% (53%) of users approaching via the major road, indicating relatively balanced traffic demands.

For St. Gregory's Road and Edgewater Boulevard/park access, this existing all-way stop location accommodates some pedestrians crossing St. Greogory's Road during the peak 8-hours. Removal of the all-way stop would remove this protected location for pedestrians to cross.

It is noted that intersection of St. Greogory's Road and Edgewater Boulevard and the access for parking for Green Acres Optimist Park forms an offset intersection. Due to the offset intersection, there is not a good placement for a ladder crosswalk on the east leg of the intersection, therefore ladder crosswalks would only be suitable for the west and north legs. There is a continuous sidewalk across the south leg (the access), so no ladder crosswalk would be required for that intersection leg. Realignment of the park access to align directly opposite Edgewater Boulevard would allow for ladder crosswalks on the west, north and east legs of the intersection.

Based on the analysis of combining the two driveways opposite Edgewater into a single driveway, there would not be a benefit to this since this would not result in satisfaction of an all-way stop warrant. Further, there is currently a fence in the parking area separating the west and east portions.

Combination of the two school driveways opposite St. Marks Road would also not result in the intersection meeting an all-way stop warrant. Further, the driveways currently operate as an inbound driveway (the west driveway) and an outbound driveway (the east driveway) and this setup works well. Consolidation of the driveways would not be beneficial.

PXO warrant analysis was done for:

- St. Gregory's Road and Cada Crescent
- St. Gregory's Road and Arlington Boulevard (assuming conversion of all-way stop control to free flow for Arlington Boulevard and stop control for St. Gregory's Road)

Analysis indicates that a Type 2, Level D PXO is warranted at St. Gregory's Road and Cada Crescent. Pedestrian crossing is demand is higher on the east leg of the intersection and this leg of the intersection and a connecting sidewalk is provided between the sidewalk along the south side of St. Gregory's Road across the wide grass boulevard, therefore a PXO crossing on the east leg of the intersection would serve the demand well.

Pedestrian crossing and vehicle volumes on Arlington Boulevard would be sufficient to warrant a pedestrian crosswalk for crossing Arlington Boulevard at St. Gregory's Road if the all-way stop control were converted to free flow on Arlington Boulevard. With the existing skewed and wide east leg of the intersection, removal of the all-way stop is not recommended. The current all-way stop control provides protection for pedestrians to cross all legs of the intersection.

5.4.2 Preferred Options

A package of improvements including the improvements summarized in Table 5-4 are recommended for St. André.

These are illustrated in Figure 5-4.

Note that this package includes an improvement that would benefit from additional benefit-cost analysis and consultation with stakeholders. Consideration can be given to realigning the driveway to the Green Acres Optimist Park Driveway to align with Edgewater Boulevard, providing a ladder style crosswalk for the east leg, removing the curb stops in the parking area to allow for circulation between the two sides of the parking area, closing the east driveway to the parking area and extending the school bus layby to provide additional space.

Consultation with affected stakeholders, including the Town's Park Department operating the park and area residents, and a more thorough evaluation of the impact and costs of the improvement would be required before proceeding with this improvement.

A detailed plan for this optional improvement is illustrated in **Figure 5-5**.

Table 5-4: Improvement Plan: St. André French Immersion Catholic Elementary School

Onsite / Offsite	Road / Intersection	Location	Action	Improvement Type	Improvement Description
Offsite	Kensington Boulevard	Westbound, east of Arlington	Install	Sign	Wc-1
Offsite	Arlington Boulevard	Northbound, south of St. Gregory's	Install	Sign	Wc-1
Offsite	Arlington Boulevard	Southbound, north of St. Gregory's	Install	Sign	Wc-1
Offsite	St. Gregory's Road	Westbound, west of Arlington	Install	Sign	Rb-6
Offsite	St. Gregory's Road	Westbound, west of Arlington	Install	Pavement Marking	School Zone Stencil
Offsite	St. Gregory's Road	Eastbound, west of Arlington	Install	Sign	Rb-1
Offsite	St. Gregory's Road and Arlington Boulevard	East Leg	Install	Pavement Marking	Ladder Crosswalk
Offsite	St. Gregory's Road and Arlington Boulevard	Northeast corner	Install	Civil Work	Curb Cut
Offsite	St. Gregory's Road and Arlington Boulevard	Northeast corner	Install	Civil Work	TWSI
Offsite	St. Gregory's Road and Arlington Boulevard	Northeast corner	Install	Civil Work	Concrete Pad
Offsite	St. Gregory's Road and Arlington Boulevard	Southeast corner, east crossing	Install	Civil Work	Curb Cut
Offsite	St. Gregory's Road and Arlington Boulevard	Southeast corner, east crossing	Install	Civil Work	TWSI
Offsite	St. Gregory's Road and Arlington Boulevard	South Leg	Install	Pavement Marking	Ladder Crosswalk
Offsite	St. Gregory's Road and Arlington Boulevard	Southeast corner, south crossing	Install	Civil Work	Curb Cut
Offsite	St. Gregory's Road and Arlington Boulevard	Southeast corner, south crossing	Install	Civil Work	TWSI
Offsite	St. Gregory's Road and Arlington Boulevard	Southwest corner	Install	Civil Work	Curb Cut

Onsite / Offsite	Road / Intersection	Location	Action	Improvement Type	Improvement Description
Offsite	St. Gregory's Road and Arlington Boulevard	Southwest corner	Install	Civil Work	TWSI
Offsite	St. Gregory's Road and Arlington Boulevard	Southwest corner	Install	Civil Work	Concrete Pad
Offsite	St. Gregory's Road and Arlington Boulevard	West Leg	Install	Pavement Marking	Ladder Crosswalk
Offsite	St. Gregory's Road and Arlington Boulevard	Northwest corner	Install	Civil Work	Curb Cut
Offsite	St. Gregory's Road and Arlington Boulevard	Northwest corner	Install	Civil Work	TWSI
Offsite	St. Gregory's Road and Arlington Boulevard	Northwest corner	Install	Civil Work	Concrete Pad
Offsite	St. Gregory's Road and Arlington Boulevard	North Leg	Install	Pavement Marking	Ladder Crosswalk
Offsite	St. Gregory's Road and St Marks Rd	North Leg	Install	Pavement Marking	Ladder Crosswalk
Offsite	St. Gregory's Road and St Marks Rd	Northwest corner	Install	Civil Work	Curb Cut
Offsite	St. Gregory's Road and St Marks Rd	Northwest corner	Install	Civil Work	TWSI
Offsite	St. Gregory's Road and St Marks Rd	Northwest corner	Install	Civil Work	Concrete Pad
Offsite	St. Gregory's Road and St Marks Rd	Northeast corner	Install	Civil Work	Curb Cut
Offsite	St. Gregory's Road and St Marks Rd	Northeast corner	Install	Civil Work	TWSI
Offsite	St. Gregory's Road and St Marks Rd	Northeast corner	Install	Civil Work	Concrete Pad
Offsite	St. Gregory's Road and Edgewater Boulevard	North Leg	Install	Pavement Marking	Ladder Crosswalk
Offsite	St. Gregory's Road and Edgewater Boulevard	Northeast corner	Install	Civil Work	Concrete Pad

Onsite / Offsite	Road / Intersection	Location	Action	Improvement Type	Improvement Description
Offsite	St. Gregory's Road and Edgewater Boulevard	Northeast corner, north crossing	Install	Civil Work	Curb Cut
Offsite	St. Gregory's Road and Edgewater Boulevard	Northeast corner, north crossing	Install	Civil Work	TWSI
Offsite	St. Gregory's Road and Edgewater Boulevard	Northwest corner	Install	Civil Work	Concrete Pad
Offsite	St. Gregory's Road and Edgewater Boulevard	Northwest corner, north and west crossings	Install	Civil Work	Curb Cut
Offsite	St. Gregory's Road and Edgewater Boulevard	Northwest corner, north and west crossings	Install	Civil Work	TWSI
Offsite	St. Gregory's Road and Edgewater Boulevard	West Leg	Install	Pavement Marking	Ladder Crosswalk
Offsite	St. Gregory's Road and Edgewater Boulevard	Southwest corner	Install	Civil Work	Curb Cut
Offsite	St. Gregory's Road and Edgewater Boulevard	Southwest corner	Install	Civil Work	TWSI
Offsite	St. Gregory's Road and Edgewater Boulevard	Southwest corner	Install	Civil Work	Sidewalk
Offsite	St. Gregory's Road and Cada Crescent	East Leg	Install	Pedestrian Crossover	Level 2, Type D PXO
Offsite	St. Gregory's Road and Cada Crescent	Southeast corner	Install	Civil Work	TWSI
Offsite	St. Gregory's Road and Cada Crescent	North Leg	Install	Pavement Marking	Ladder Crosswalk
Offsite	St. Gregory's Road and Cada Crescent	Northeast corner	Install	Civil Work	Curb Cut
Offsite	St. Gregory's Road and Cada Crescent	Northeast corner	Install	Civil Work	TWSI
Offsite	St. Gregory's Road and Cada Crescent	Northeast corner	Install	Civil Work	Concrete Pad
Offsite	St. Gregory's Road and Cada Crescent	Northwest corner	Install	Civil Work	Curb Cut

Onsite / Offsite	Road / Intersection	Location	Action	Improvement Type	Improvement Description
Offsite	St. Gregory's Road and Cada Crescent	Northwest corner	Install	Civil Work	TWSI
Offsite	St. Gregory's Road and Cada Crescent	Northwest corner	Install	Civil Work	Concrete Pad
Offsite	St. Gregory's Road and Edgewater Boulevard	Optimist Park Parking Lot	Remove, Relocate, Install	Civil Work	Optimist Park Parking Lot

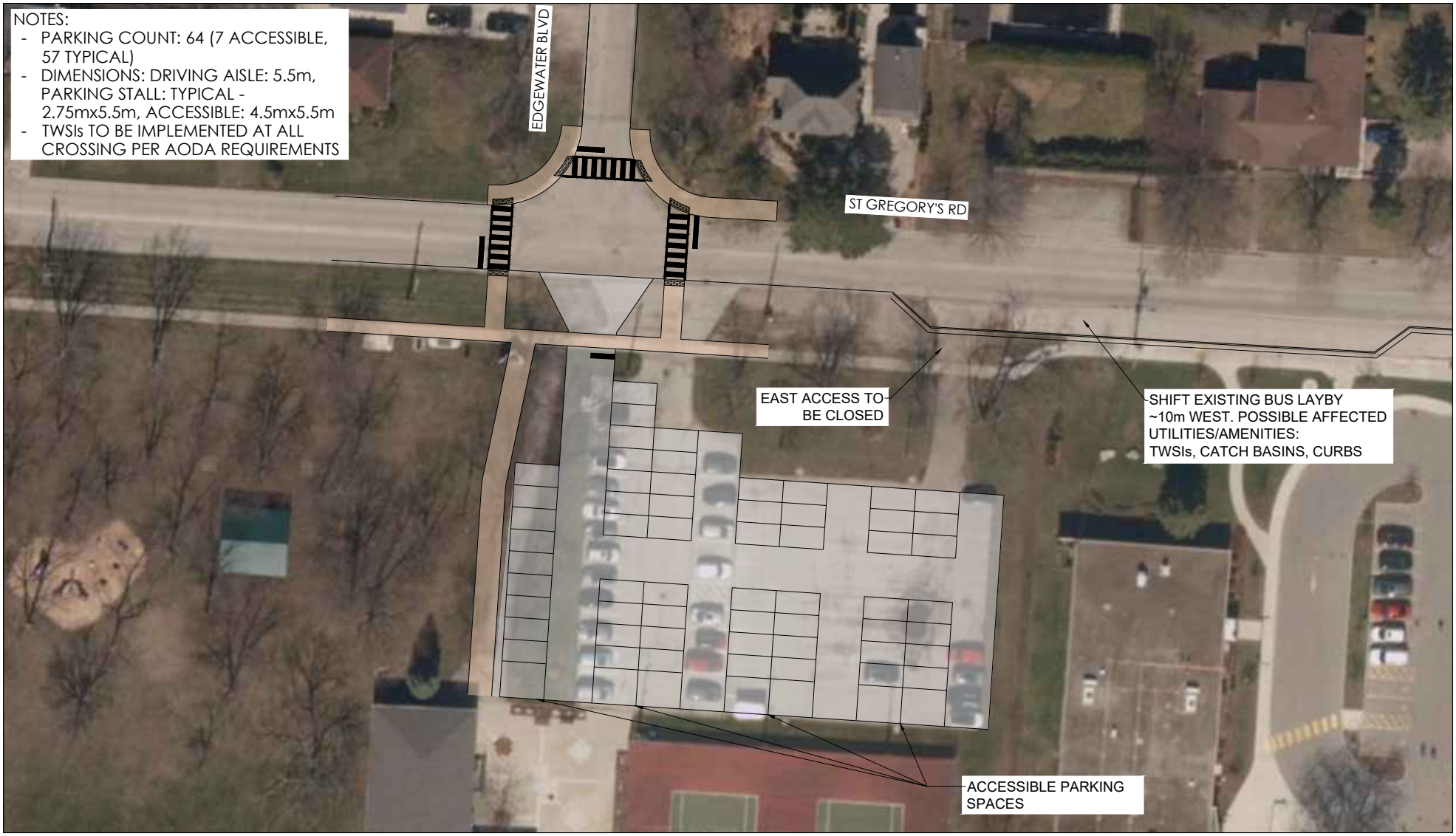
Figure 5-4: Improvement Plan: St. André French Immersion Catholic Elementary School



Legend

- Tactile Walking Surface Indicator
- Concrete Segment (e.g. bus pad, sidewalk connection)
- Curb Cut
- Ladder Crosswalk
- School Building Footprint
- School Lot Boundary
- "SCHOOL ZONE" Pavement Marking
- School Safety Zone

Figure 5-5: Optional Improvement for Green Acres Optimist Park - St Gregory's and Edgewater



C:\Users\CAMY075367\Desktop\Projects\On-going\School Safety Zones

Aerial Image Source: https://gisweb.countyofessex.ca/htmltecumseh/Index.html?configBase=http://gisweb.countyofessex.ca/Geocortex/Essentials/Tecumseh/REST/sites/Public/viewers/htmlpublic/virtualdirectory/Resources/Config/Default

Scale: 1:450

Conceptual Design

School Safety Zones

WSP - School Crossing.dwg_Landscape 11x17

Modified: 12/18/2024 10:58 AM By: CAMY075367 Plot Date: 2024/12/18

5.5 St. Mary

5.5.1 Discussion of Options

All-way stop warrant analysis indicates that all-way stop control is not warranted for the intersection of County Road 34 (Talbot Road) and Malden Road due to total vehicle approach volumes and minor road vehicle and pedestrian approach volumes well below the threshold levels. It is noted that the approach volumes are relatively balanced and a roundabout may be a suitable traffic control for this intersection given this traffic pattern.

85th percentile vehicle speeds on County Road 34 (Talbot Road) have speeding problems both during the period when the 40 kilometer per hour school speed zone is in effect (7AM – 5PM Monday to Friday) and at all other times, when the 50 kilometer per hour speed limit is in effect. This road is under County of Essex jurisdiction and has a semi-rural cross section, therefore any improvement would require the agreement of the County. The road has gravel shoulders, open ditches and no sidewalks on the south side of the road.

Installation of a roundabout at the intersection of County Road 34 (Talbot Road) and Malden Road would be suitable for traffic control. A series of roundabouts, for example at Ruston Road, Malden Road and Manning Road, may be an effective means of encouraging lower speeds in this area. However the cost of this improvement would likely exceed $1M, therefore consideration of less costly measures was considered.

Radar speed boards programmable by time of day, to account for the different speed limits that the school speed zone is in effect, may be effective in influencing drivers' choice of speed.

5.5.2 Preferred Options

A package of improvements including the improvements summarized in Table 5-5 are recommended for St. Mary.

These are illustrated in Figure 5-6 and Figure 5-7.

Note that this package includes improvements on County of Essex roads. Consideration can be given to recommending the following improvements to County of Essex:

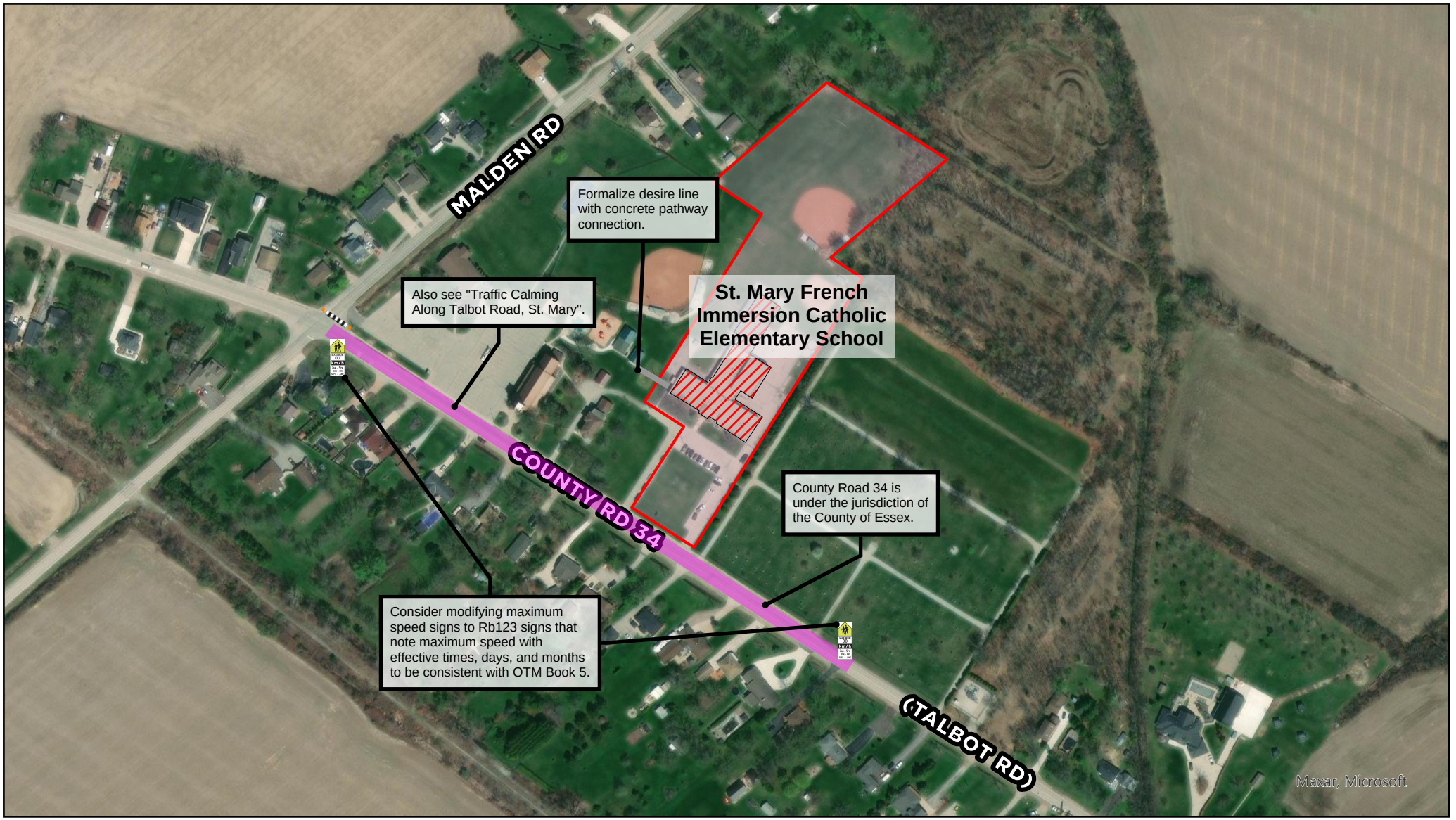
- Installation of speed radar boards, with time of day and day of week programming to account for school zone speed limit times, on County Road 34 just downstream of school speed zone signs
- Conversation of school zone and speed limit signs to match OTM Book 5
- Installation of roundabouts on County Road 34 at Ruston Road, Malden Road and Manning Road

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Table 5-5: Improvement Plan: St. Mary French Immersion Catholic Elementary School

Onsite / Offsite	Road / Intersection	Location	Action	Improvement Type	Improvement Description
Onsite	West side of building	Desire Line between St. Mary's Park and school	Install	Civil Work	Sidewalk
Offsite	County Road 34	Eastbound east of Malden Road	Remove	Sign	Replace Sign (Keep Pole)
Offsite	County Road 34	Eastbound east of Malden Road	Install	Sign	Rb-123
Offsite	County Road 34	Westbound near cemetery east boundary	Remove	Sign	Replace Sign (Keep Pole)
Offsite	County Road 34	Westbound near cemetery east boundary	Install	Sign	Rb-123
Offsite	County Road 34 and Malden Road	North Leg	Install	Pavement Marking	Ladder Crosswalk
Offsite	County Road 34 and Malden Road	Northwest corner	Install	Civil Work	TWSI
Offsite	County Road 34 and Malden Road	Northeast corner	Install	Civil Work	TWSI
Offsite	County Road 34	Eastbound west of Malden Road	Install	Sign	Speed Radar Board
Offsite	County Road 34	Westbound near cemetery east boundary	Install	Sign	Speed Radar Board

Figure 5-6: Improvement Plan: St. Mary French Immersion Catholic Elementary School



Legend

- Tactile Walking Surface Indicator
- Concrete Segment (e.g. bus pad, sidewalk connection)
- Curb Cut
- Ladder Crosswalk
- School Building Footprint
- School Lot Boundary
- "SCHOOL ZONE" Pavement Marking
- Study Area

Figure 5-7: Traffic Calming Along Talbot Road, St. Mary



County Road 34 Malden to St Mary	
Road Classification	Essex County Road
Speed Limit	7-5 M-F 40 km/h; all other times 50 km/h
Transit Route	none
Transit Service Frequency	none
Transit Stop Locations	none
Parking Regulations	
Cross-section	curb and gutter and sidewalk north side; gravel shoulder and open ditches south side
Pavement Width	
Improvements in TMP	none
Other Improvements	
Designation in Map of Active Transportation Network	none
Options for traffic calming:	- radar speed boards

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5.6 St. Peter

5.6.1 Discussion of Options

No traffic data and warrant analysis needs were identified for this school. Improvement recommendations are based on site visit observations.

5.6.2 Preferred Options

A package of improvements including the improvements summarized in Table 5-6 are recommended for St. Peter.

These are illustrated in Figure 5-8.

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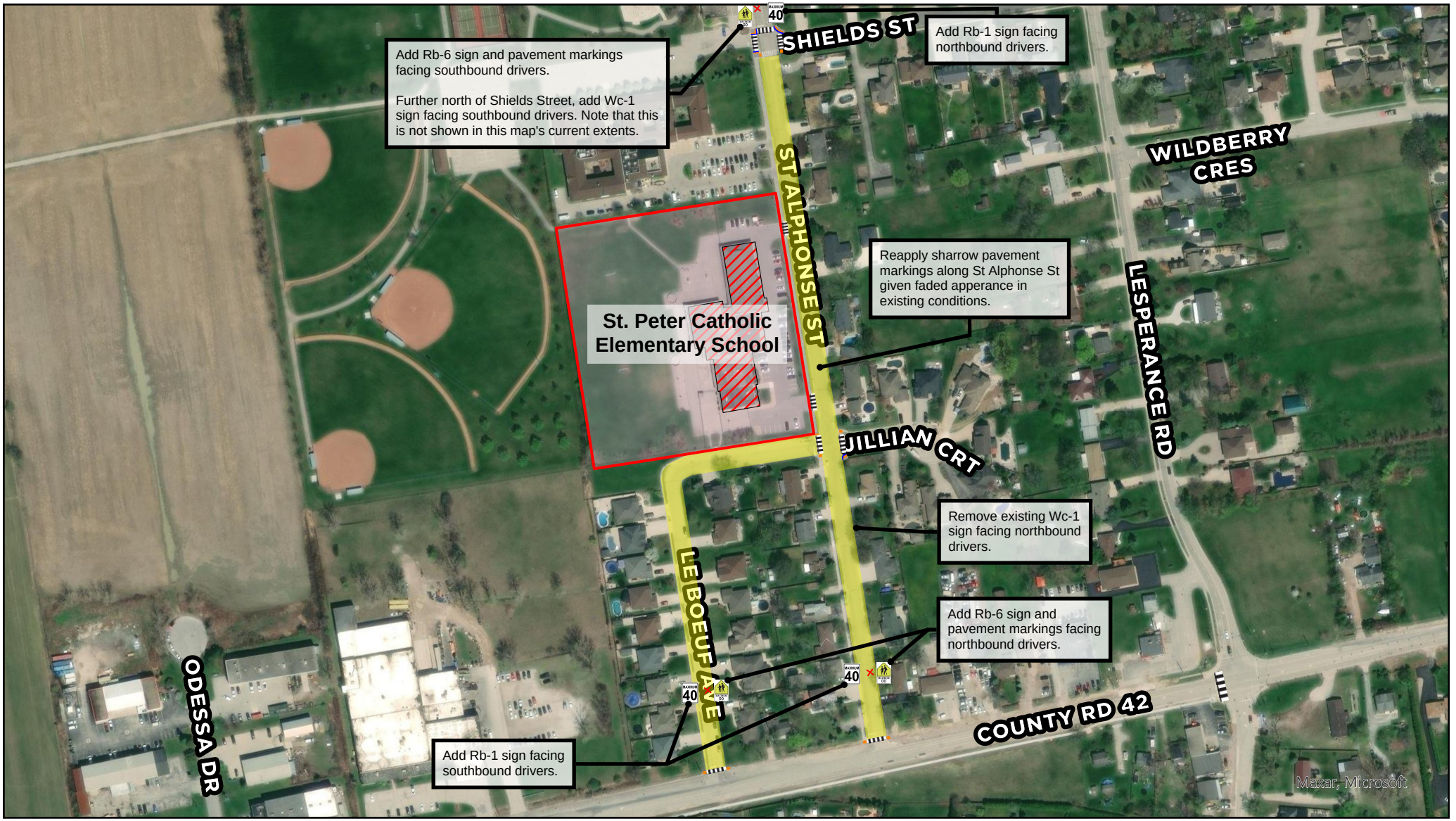
Table 5-6: Improvement Plan: St. Peter Catholic Elementary School

Onsite / Offsite	Road / Intersection	Location	Action	Improvement Type	Improvement Description
Offsite	St. Alphonse Street	County Road 42 to Lesperance Road	Reapply	Pavement Marking	Sharrows
Offsite	Le Boeuf Avenue	Northbound, north of County Road 42	Install	Sign	Rb-6
Offsite	Le Boeuf Avenue	Northbound, north of County Road 42	Install	Pavement Marking	School Zone Stencil
Offsite	Le Boeuf Avenue	Southbound, north of County Road 42	Install	Sign	Rb-1
Offsite	St. Alphonse Street	Northbound, north of County Road 42	Install	Sign	Rb-6
Offsite	St. Alphonse Street	Northbound, north of County Road 42	Install	Pavement Marking	School Zone Stencil
Offsite	St. Alphonse Street	Northbound, north of County Road 42	Remove	Sign	Remove Sign and Pole
Offsite	St. Alphonse Street	Southbound, north of County Road 42	Install	Sign	Rb-1
Offsite	St. Alphonse Street	Southbound, north of Shields Street	Install	Sign	Rb-6
Offsite	St. Alphonse Street	Southbound, north of Shields Street	Install	Pavement Marking	School Zone Stencil
Offsite	St. Alphonse Street	Northbound, north of Shields Street	Install	Sign	Rb-1
Offsite	St. Alphonse Street	Southbound, north of Shields Street	Install	Sign	Wc-1
Offsite	St. Alphonse Street and Jillian Court	East Leg	Install	Pavement Marking	Ladder Crosswalk
Offsite	St. Alphonse Street and Jillian Court	Northeast corner	Install	Civil Work	TWSI
Offsite	St. Alphonse Street and Jillian Court	Southeast corner	Install	Civil Work	Curb Cut

Onsite / Offsite	Road / Intersection	Location	Action	Improvement Type	Improvement Description
Offsite	St. Alphonse Street and Jillian Court	Southeast corner	Install	Civil Work	TWSI
Offsite	St. Alphonse Street and Jillian Court	Southeast corner	Install	Civil Work	Concrete Pad
Offsite	St. Alphonse Street and Jillian Court	West Leg	Install	Pavement Marking	Ladder Crosswalk
Offsite	St. Alphonse Street and Jillian Court	Northwest corner	Install	Civil Work	TWSI
Offsite	St. Alphonse Street and Jillian Court	Northwest corner	Install	Civil Work	Concrete Pad
Offsite	St. Alphonse Street and Jillian Court	Southwest corner	Install	Civil Work	TWSI
Offsite	St. Alphonse Street and School South Driveway	West Leg	Install	Pavement Marking	Ladder Crosswalk
Offsite	St. Alphonse Street and School North Driveway	West Leg	Install	Pavement Marking	Ladder Crosswalk
Offsite	St. Alphonse Street and Shields Street	East Leg	Install	Pavement Marking	Ladder Crosswalk
Offsite	St. Alphonse Street and Shields Street	Northeast corner	Install	Civil Work	Curb Cut
Offsite	St. Alphonse Street and Shields Street	Northeast corner	Install	Civil Work	TWSI
Offsite	St. Alphonse Street and Shields Street	Northeast corner	Install	Civil Work	Concrete Pad
Offsite	St. Alphonse Street and Shields Street	Southeast corner	Install	Civil Work	TWSI
Offsite	St. Alphonse Street and Shields Street	North Leg	Install	Pavement Marking	Ladder Crosswalk
Offsite	St. Alphonse Street and Shields Street	Northwest corner	Install	Civil Work	Curb Cut
Offsite	St. Alphonse Street and Shields Street	Northwest corner	Install	Civil Work	TWSI

Onsite / Offsite	Road / Intersection	Location	Action	Improvement Type	Improvement Description
Offsite	St. Alphonse Street and Shields Street	Northwest corner	Install	Civil Work	Concrete Pad
Offsite	St. Alphonse Street and Shields Street	West Leg	Install	Pavement Marking	Ladder Crosswalk
Offsite	St. Alphonse Street and Shields Street	Southwest corner	Install	Civil Work	Concrete Pad
Offsite	St. Alphonse Street and Shields Street	Southwest corner, for west crosswalk	Install	Civil Work	TWSI
Offsite	St. Alphonse Street and Shields Street	Southwest corner, for south crosswalk	Install	Civil Work	TWSI
Offsite	St. Alphonse Street and County Road 42	North Leg	Install	Pavement Marking	Ladder Crosswalk
Offsite	St. Alphonse Street and County Road 42	Northwest corner	Install	Civil Work	TWSI
Offsite	St. Alphonse Street and County Road 42	Northeast corner	Install	Civil Work	TWSI
Offsite	Le Boeuf Avenue and County Road 42	North Leg	Install	Pavement Marking	Ladder Crosswalk
Offsite	Le Boeuf Avenue and County Road 42	Northwest corner	Install	Civil Work	TWSI
Offsite	Le Boeuf Avenue and County Road 42	Northeast corner	Install	Civil Work	TWSI
Offsite	Lesperance Road and County Road 42	West Leg	Install	Pavement Marking	Ladder Crosswalk

Figure 5-8: Improvement Plan: St. Peter Catholic Elementary School



Legend

- Tactile Walking Surface Indicator
- Concrete Segment (e.g. bus pad, sidewalk connection)
- Curb Cut
- Ladder Crosswalk
- School Building Footprint
- School Lot Boundary
- "SCHOOL ZONE" Pavement Marking
- School Safety Zone

5.7 St. Pius X

5.7.1 Discussion of Options

A PXO warrant analysis was done for pedestrians crossing Lacasse Boulevard at Meander Crescent. This intersection is at the north limit of Lacasse Park. Analysis indicated that the adjusted volume of pedestrians crossing Lacasse Boulevard is below the threshold of 100 adjusted pedestrians crossing. The observed volume during the 8 hours was 63 pedestrians, which when the 7 elementary school aged pedestrians is considered, yields an adjusted volume of 70. In addition, 4 cyclists crossed at this location. If repeated in future, this count may result in pedestrian and cyclist demand at or nearer the 100 adjusted crossings in 8 hours threshold.

Stop sign compliance for the intersections of Lacasse Boulevard and St. Thomas Street and Lacasse Boulevard and Clapp Street was observed and tabulated for these intersections. For the all-way stop controlled intersection of Lacasse and St. Thomas, there was one near-miss conflict observed, involving a westbound scooter operator who appeared to not stop before proceeding through the intersection, requiring a northbound vehicle driver to slow/stop to avoid collision. There were other non-compliant drivers observed, ranging from 0% to 50% of approaching volume by movement. None of the other incidences of non-compliance resulted in conflicts.

It is noted that the crosswalk crossing the east leg of Lacasse Boulevard and St. Thomas Street is skewed due to the location on the sidewalk on the east of Lacasse Boulevard extending north form St. Thomas Street. As a result, the pedestrian crossing distance is longer and the westbound stop bar is set back from the intersection. Relocation of the curb depression and construction of a supplementary sidewalk connection or concrete pad on the corner would allow for a straighter road crossing and a nearer stop bar. The stop bar relocation would improve visibility between wheeled users of the intersection.

For the all-way stop controlled intersection, non-compliance varies from 3% to 38% of approaching drivers during the observation period. None of these incidences resulted in conflicts.

In addition to realignment of the east crosswalk at Lacasse and St. Thomas, upgrading the crosswalks to ladder style crossings has potential to influence drivers to come to a full stop due to their increased conspicuity.

Vehicle speed analysis indicates that northbound and southbound 85th percentile speeds on Lacasse Boulevard exceed the 40 kilometer per hour speed limit by more than 15 kilometers per hour, satisfying the definition of a speeding problem based on Town policy. This road is classified as a Minor Arterial with a 2-lane urban cross section. There were sidewalks on both sides between Clapp Street and St. Thomas Street, and sidewalks on the west side only between Dube Drive/Kimberly Drive and Clapp Street. Hourly transit service is provided and there is a transit stop in the northbound lane just south of Clapp and just south of Little River.

Parking is permitted on the west side of Lacasse and prohibited on the east side. The centerline is offset to the east to allow extra width on the west side. The Transportation Master Plan includes a recommendation to prohibit on-street parking south of Clapp Street.

Incorporation of curb extensions on the west side of Lacasse Boulevard at Meander Crescent, Oakpark Drive and Dube Drive/Kimberly Drive would provide a sense of narrower pavement at these locations, while allowing on-street parking between these intersections.

5.7.2 Preferred Options

A package of improvements including the improvements summarized in Table 5-7 are recommended for St. Pius X.

These are illustrated in Figure 5-9.

To address the speeding problems near this school, the following traffic calming measures are proposed:

- Curb extensions on Lacasse Boulevard in the southbound lane at Dube Drive, Oakpark Drive, Meander Crescent and Clapp Street

These are illustrated in Figure 5-10.

Table 5-7: Improvement Plan: St. Pius X Catholic Elementary School

Onsite / Offsite	Road / Intersection	Location	Action	Improvement Type	Improvement Description
Offsite	None	North-south alignment east of school property, extending north from Argent Street, between St. Thomas and Lacasse Park parking area	Install	Civil Work	Multi-Use Path
Offsite	Lacasse Boulevard	Northbound, south of Clarice Avenue	Relocate from South of Ballard	Sign	Relocate Sign and Pole
Offsite	Lacasse Boulevard	Northbound, south of Ballard Street	Install	Sign	Rb-6
Offsite	Lacasse Boulevard	Northbound, south of Ballard Street	Install	Pavement Marking	School Zone Stencil
Offsite	Lacasse Boulevard	Southbound, south of Ballard Street	Install	Sign	Rb-1
Offsite	Lacasse Boulevard	Southbound, north of Meander Crescent	Install	Sign	Wc-1
Offsite	Lacasse Boulevard	Southbound, south of Meander Cresent	Install	Sign	Rb-6
Offsite	Lacasse Boulevard	Southbound, south of Meander Cresent	Install	Pavement Marking	School Zone Stencil
Offsite	Lacasse Boulevard	Northbound, south of Meander Crescent	Relocate from southbound south of Meander	Sign	Relocate Sign and Pole
Offsite	St. Thomas Street	Eastbound, west of William Street	Relocate from east of William	Sign	Relocate Sign and Pole
Offsite	St. Thomas Street	Eastbound, east of William Street	Install	Sign	Rb-6
Offsite	St. Thomas Street	Eastbound, east of William Street	Install	Pavement Marking	School Zone Stencil

Onsite / Offsite	Road / Intersection	Location	Action	Improvement Type	Improvement Description
Offsite	St. Thomas Street	Westbound, east of William Street	Install	Sign	Rb-1
Offsite	St. Thomas Street	Westbound, west of Argent Street	Install	Sign	Rb-6
Offsite	St. Thomas Street	Westbound, west of Argent Street	Install	Pavement Marking	School Zone Stencil
Offsite	St. Thomas Street	Eastbound, west of Argent Street	Relocate from westbound west of Argent	Sign	Relocate Sign and Pole
Offsite	St. Thomas Street and Lacasse Boulevard	East Leg	Install	Pavement Marking	Ladder Crosswalk
Offsite	St. Thomas Street and Lacasse Boulevard	East Leg	Relocate	Pavement Marking	Stop Bar
Offsite	St. Thomas Street and Lacasse Boulevard	Northeast corner	Install	Civil Work	Curb Cut
Offsite	St. Thomas Street and Lacasse Boulevard	Northeast corner	Install	Civil Work	Concrete Pad
Offsite	St. Thomas Street and Lacasse Boulevard	Northeast corner	Install	Civil Work	TWSI
Offsite	St. Thomas Street and Lacasse Boulevard	Southeast corner	Install	Civil Work	TWSI
Offsite	St. Thomas Street and Lacasse Boulevard	South Leg	Install	Pavement Marking	Ladder Crosswalk
Offsite	St. Thomas Street and Lacasse Boulevard	Southwest corner	Install	Civil Work	TWSI
Offsite	St. Thomas Street and Lacasse Boulevard	West Leg	Install	Pavement Marking	Ladder Crosswalk
Offsite	St. Thomas Street and Lacasse Boulevard	Northwest corner	Install	Civil Work	TWSI
Offsite	St. Thomas Street and Lacasse Boulevard	North Leg	Install	Pavement Marking	Ladder Crosswalk

Onsite / Offsite	Road / Intersection	Location	Action	Improvement Type	Improvement Description
Offsite	St. Thomas Street and Argent Street	South Leg	Install	Pavement Marking	Ladder Crosswalk
Offsite	St. Thomas Street and Argent Street	Southwest corner	Install	Civil Work	TWSI
Offsite	St. Thomas Street and Argent Street	Southeast corner	Install	Civil Work	TWSI
Offsite	Lacasse Boulevard and Clapp Street	South Leg	Install	Pavement Marking	Ladder Crosswalk
Offsite	Lacasse Boulevard and Clapp Street	Southeast corner	Install	Civil Work	TWSI
Offsite	Lacasse Boulevard and Clapp Street	Southwest corner	Install	Civil Work	TWSI
Offsite	Lacasse Boulevard and Clapp Street	West Leg	Install	Pavement Marking	Ladder Crosswalk
Offsite	Lacasse Boulevard and Meander Crescent	West Leg	Install	Pavement Marking	Ladder Crosswalk
Offsite	Lacasse Boulevard and Meander Crescent	Northwest corner	Install	Civil Work	TWSI
Offsite	Lacasse Boulevard and Meander Crescent	Southwest corner	Install	Civil Work	TWSI
Offsite	Lacasse Boulevard	West side, at Clapp, Meander, Oakpark, Dube	Install	Civil Work	Curb Extension

Figure 5-9: Improvement Plan: St. Pius X Catholic Elementary School



Legend

- Tactile Walking Surface Indicator
- Concrete Segment (e.g. bus pad, sidewalk connection)
- Curb Cut
- Ladder Crosswalk
- School Building Footprint
- School Lot Boundary
- "SCHOOL ZONE" Pavement Marking
- School Safety Zone

Figure 5-10: Traffic Calming Along Lacasse Boulevard, St. Pius X





Lacasse Oak Park to Meander	
Road Classification	Minor Arterial
Speed Limit	Existing 40 km/h; Future 40 km/h
Transit Route	Northbound St. Thomas to Little River
Transit Service Frequency	Hourly Service 6AM to 6PM
Transit Stop Locations	Northbound just south of Clapp, northbound near side at Little River
Parking Regulations	No parking allowed east side; on-street parking permitted west side
Cross-section	
Pavement Width	
Improvements in TMP	recommendation to prohibit on-street parking south of Clapp (currently permitted)
Other Improvements	
Designation in Map of Active Transportation Network	Tecumseh On-Road Shared
Options for traffic calming:	- curb extensions on west side with parking permitted between

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5.8 Sainte-Marguerite-d'Youville

5.8.1 Discussion of Options

All-way stop warrant analysis was done for the intersection of St. Thomas Street and Centennial Drive. Although this intersection currently has all-way stop control, analysis indicates that traffic volumes do not meet the warrant criteria. It was also found that the volume of pedestrians crossing St. Thomas Street at this intersection are sufficient to warrant a Level 2, Type D PXO if the stop control on St. Thomas Street were removed. However, for this intersection there is rationale for retaining this traffic control despite the analysis result. The all-way stop provides a protected location for pedestrians to cross St. Thomas Street.

Conversion of this all-way stop to free flow with a PXO has the potential to result in driver confusion for drivers familiar with the current traffic control. For example, drivers approaching via Centennial Drive who are used to drivers on St. Thomas Street to stop at the intersection may overlook the change in traffic control and turn when there is an insufficient gap to do so.

Stop sign compliance analysis for the intersections of St. Thomas Street and Woodridge Drive and St. Thomas Street and Dillon Drive indicate low volumes of vehicles approaching via the stop controlled approaches during peak times for school activity. At Woodridge Drive, 4 drivers were observed to not come to a full stop on Woodridge Drive during the 45 minute period reviewed. At Dillon Drive, 6 drivers did not come to a full stop during the 45 minute review period. None of these non-compliance incidences resulted in conflicts. Addition of ladder style crosswalks across these approaches would make the crosswalks more conspicuous to these drivers and has potential to improve compliance.

Vehicle speed analysis for St. Thomas Street indicates that speeds are below the threshold for a speeding problem. The all-way stop at Centennial Drive and curve in the road at Dillon Drive likely influence drivers to travel at reasonable speeds.

5.8.2 Preferred Options

A package of improvements including the improvements summarized in Table 5-8 are recommended for Sainte-Marguerite-d'Youville.

These are illustrated in Figure 5-11.

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Table 5-8: Improvement Plan: École élémentaire catholique Sainte-Marguerite-d'Youville

Onsite / Offsite	Road / Intersection	Location	Action	Improvement Type	Improvement Description
Offsite	St. Thomas Street	Eastbound, east of Brenda	Remove	Sign	Remove Sign and Pole
Offsite	St. Thomas Street	Eastbound, west of Revland	Relocate from east of Revland	Sign	Relocate Sign and Pole
Offsite	St. Thomas Street	Eastbound, east of Revland	Install	Sign	Rb-6
Offsite	St. Thomas Street	Eastbound, east of Revland	Install	Pavement Marking	School Zone Stencil
Offsite	St. Thomas Street	Westbound, east of Revland	Install	Sign	Rb-1
Offsite	St. Thomas Street	Westbound, west of Paisley	Install	Sign	Wc-1
Offsite	St. Thomas Street	Westbound, east of Rideau	Install	Sign	Rb-6
Offsite	St. Thomas Street	Westbound, east of Rideau	Install	Pavement Marking	School Zone Stencil
Offsite	St. Thomas Street	Eastbound, east of Rideau	Install	Sign	Rb-1
Offsite	St. Thomas Street	Eastbound at Dillon	Relocate	Sign	Relocate Sign and Pole
Offsite	St. Thomas Street and Woodridge Drive	North Leg	Install	Pavement Marking	Ladder Crosswalk
Offsite	St. Thomas Street and Woodridge Drive	Northwest corner	Install	Civil Work	Curb Cut
Offsite	St. Thomas Street and Woodridge Drive	Northwest corner	Install	Civil Work	TWSI
Offsite	St. Thomas Street and Woodridge Drive	Northwest corner	Install	Civil Work	Concrete Pad
Offsite	St. Thomas Street and Woodridge Drive	Northeast corner	Install	Civil Work	Curb Cut
Offsite	St. Thomas Street and Woodridge Drive	Northeast corner	Install	Civil Work	TWSI
Offsite	St. Thomas Street and Woodridge Drive	Northeast corner	Install	Civil Work	Concrete Pad

Onsite / Offsite	Road / Intersection	Location	Action	Improvement Type	Improvement Description
Offsite	St. Thomas Street and Woodridge Drive	South Leg	Install	Pavement Marking	Ladder Crosswalk
Offsite	St. Thomas Street and Woodridge Drive	Southwest Corner	Install	Civil Work	TWSI
Offsite	St. Thomas Street and Woodridge Drive	Southeast Corner	Install	Civil Work	TWSI
Offsite	St. Thomas Street and school west driveway	South Leg	Install	Pavement Marking	Ladder Crosswalk
Offsite	St. Thomas Street and school west driveway	Southwest Corner	Install	Civil Work	TWSI
Offsite	St. Thomas Street and school west driveway	Southeast Corner	Install	Civil Work	TWSI
Offsite	St. Thomas Street and school east driveway	South Leg	Install	Pavement Marking	Ladder Crosswalk
Offsite	St. Thomas Street and school east driveway	Southwest Corner	Install	Civil Work	TWSI
Offsite	St. Thomas Street and school east driveway	Southeast Corner	Install	Civil Work	TWSI
Offsite	St. Thomas Street and Centennial Drive	East Leg	Install	Pavement Marking	Ladder Crosswalk
Offsite	St. Thomas Street and Centennial Drive	Northeast corner	Install	Civil Work	Curb Cut
Offsite	St. Thomas Street and Centennial Drive	Northeast corner	Install	Civil Work	TWSI
Offsite	St. Thomas Street and Centennial Drive	Northeast corner	Install	Civil Work	Concrete Pad
Offsite	St. Thomas Street and Centennial Drive	Southeast corner	Install	Civil Work	TWSI
Offsite	St. Thomas Street and Centennial Drive	North Leg	Install	Pavement Marking	Ladder Crosswalk
Offsite	St. Thomas Street and Centennial Drive	Northwest corner	Install	Civil Work	Curb Cut

Onsite / Offsite	Road / Intersection	Location	Action	Improvement Type	Improvement Description
Offsite	St. Thomas Street and Centennial Drive	Northwest corner	Install	Civil Work	TWSI
Offsite	St. Thomas Street and Centennial Drive	Northwest corner	Install	Civil Work	Concrete Pad
Offsite	St. Thomas Street and Centennial Drive	West Leg	Install	Pavement Marking	Ladder Crosswalk
Offsite	St. Thomas Street and Centennial Drive	Southwest corner	Install	Civil Work	Curb Cut
Offsite	St. Thomas Street and Centennial Drive	Southwest corner	Install	Civil Work	TWSI
Offsite	St. Thomas Street and Centennial Drive	Southwest corner	Install	Civil Work	Concrete Pad
Offsite	St. Thomas Street and Dillon Drive	North Leg	Install	Pavement Marking	Ladder Crosswalk
Offsite	St. Thomas Street and Dillon Drive	Northeast corner	Install	Civil Work	Curb Cut
Offsite	St. Thomas Street and Dillon Drive	Northeast corner	Install	Civil Work	TWSI
Offsite	St. Thomas Street and Dillon Drive	Northeast corner	Install	Civil Work	Concrete Pad
Offsite	St. Thomas Street and Dillon Drive	Northwest corner	Install	Civil Work	Curb Cut
Offsite	St. Thomas Street and Dillon Drive	Northwest corner	Install	Civil Work	TWSI
Offsite	St. Thomas Street and Dillon Drive	Northwest corner	Install	Civil Work	Concrete Pad
Offsite	St. Thomas Street	North side, between Centennial Drive and pathway to Little River Park	Install	Civil Work	Sidewalk

Figure 5-11: Improvement Plan: École élémentaire catholique Sainte-Marguerite-d'Youville



Legend

- Tactile Walking Surface Indicator
- Concrete Segment (e.g. bus pad, sidewalk connection)
- Curb Cut
- Ladder Crosswalk
- School Building Footprint
- School Lot Boundary
- "SCHOOL ZONE" Pavement Marking
- School Safety Zone

5.9 Saint-Antoine

5.9.1 Discussion of Options

PXO Analysis was done for crossing Lesperance Road at Lanoue Street. Pedestrian and cyclist crossing volume at this location was very low, with only 9 adjusted pedestrian crossings and 7 cyclist crossings over the 8-hour period surveyed. In addition, Saint-Antoine's principal indicated that parents have been encouraged to use the Ste. Anne Parish parking lot on the west side of Lesperance Road just north of the school, rather than the Royal Canadian Legion parking lot, for drop off and pick up activities. Based on this information a PXO is not suitable for this location.

Drivers' 85th percentile speeds exceed the existing 50 kilometer per hour speed limits on Arbour Street and Lesperance Road, but by less than 15 kilometers per hour. If these speeds continue following implementation of the 40 kilometer per hour school speed zone signs, they will exceed the threshold for a defined speeding problem.

Arbour Street is a collector road with an urban cross section and sidewalks on both sides. There is a traffic signal at Lesperance Road and all-way stop control at Passion Street, and the other side streets have stop control at Arbour Street in this area. Tecumseh transit provides 60-minute service and there is a bus stop in the eastbound lanes just west of Lesperance. Parking is prohibited on both sides of the road. To influence lower speeds along this road section, curb extensions on the south side of Arbour Street at Carmelita Court and St. Anne Boulevard, in conjunction with adjustment of the center line so that available lane widths at these points are equal in each direction, are proposed.

Lesperance Road is also a collector road with a three-lane urban cross section, including a centre two way left turn lane and sidewalks on both sides. There are traffic signals at Tecumseh Road East and Arbour Street. No parking is allowed on either side. In addition to Lanoue Street, which is one-way eastbound, there is a lane south of Lanoue Street and there are accesses on both sides of the road north of Lanoue Street, which rely on the center two-way left turn lane to accommodate left turns. There is hourly transit service with a stop in the northbound lanes north of Arbour Street. For this road section, curb extensions would not be a good option due to the presence of the left turn lane and width of available pavement. Radar speed boards may influence lower speeds.

5.9.2 Preferred Options

A package of improvements including the improvements summarized in Table 5-9 are recommended for Saint-Antoine.

These are illustrated in Figure 5-12.

To address the speeding problems near this school, the following speed management and traffic calming measures are proposed:

- Curb extensions on the south side of Arbour Street at Carmelita Court and at St. Anne Boulevard and a shift of the center line on Arbour Street

- Radar speed boards on Lesperance Road north of Arbour Street for northbound drivers and north of Lanoue Street for southbound drivers

These are illustrated in Figure 5-13 and Figure 5-14.

Table 5-9: Improvement Plan: École élémentaire catholique Saint-Antoine

Onsite / Offsite	Road / Intersection	Location	Action	Improvement Type	Improvement Description
Offsite	St. Anne Street	Northbound, south of Tecumseh	Relocate from southbound, south of Tecumseh	Sign	Relocate Sign and Pole
Offsite	St. Anne Street	Southbound, south of Tecumseh	Install	Sign	Rb-6
Offsite	St. Anne Street	Southbound, south of Tecumseh	Install	Pavement Marking	School Zone Stencil
Offsite	St. Anne Street	Northbound, south of Arbour	Install	Sign	Rb-6
Offsite	St. Anne Street	Northbound, south of Arbour	Install	Pavement Marking	School Zone Stencil
Offsite	St. Anne Street	Southbound, south of Arbour	Install	Sign	Rb-1
Offsite	Arbour Street	Eastbound, west of Poisson	Relocate from eastbound, west of St. Anne Street	Sign	Relocate Sign and Pole
Offsite	Arbour Street	Eastbound, west of St. Anne	Install	Sign	Rb-6
Offsite	Arbour Street	Eastbound, west of St. Anne	Install	Pavement Marking	School Zone Stencil
Offsite	Arbour Street	Westbound, west of St. Anne	Install	Sign	Rb-1
Offsite	Arbour Street	Westbound, west of Bedell	Relocate from westbound, east of Lesperance	Sign	Relocate Sign and Pole
Offsite	Arbour Street	Westbound, east of Lesperance	Install	Sign	Rb-6
Offsite	Arbour Street	Westbound, east of Lesperance	Install	Pavement Marking	School Zone Stencil
Offsite	Arbour Street	Eastbound, east of Lesperance	Install	Sign	Rb-1

Onsite / Offsite	Road / Intersection	Location	Action	Improvement Type	Improvement Description
Offsite	Lesperance Road	Southbound, south of Tecumseh	Relocate from southbound, north of Lanoue	Sign	Relocate Sign and Pole
Offsite	Lesperance Road	Southbound, north of Lanoue	Install	Sign	Rb-6
Offsite	Lesperance Road	Southbound, north of Lanoue	Install	Pavement Marking	School Zone Stencil
Offsite	Lesperance Road	Northbound, north of Lanoue	Install	Sign	Rb-1
Offsite	Lesperance Road	Northbound, north of County Road 22	Relocate from northbound, south of Renaud	Sign	Relocate Sign and Pole
Offsite	Lesperance Road	Northbound, south of Renaud	Install	Sign	Rb-6
Offsite	Lesperance Road	Northbound, south of Renaud	Install	Pavement Marking	School Zone Stencil
Offsite	Lesperance Road	Southbound, south of Renaud	Install	Sign	Rb-1
Offsite	Lesperance Road and Lanoue Street	East Leg	Install	Pavement Marking	Ladder Crosswalk
Offsite	Lesperance Road and Lanoue Street	Northeast corner	Install	Civil Work	TWSI
Offsite	Lesperance Road and Arbour Street	East Leg	Install	Pavement Marking	Ladder Crosswalk
Offsite	Lesperance Road and Arbour Street	Northeast corner	Install	Civil Work	TWSI
Offsite	Lesperance Road and Arbour Street	Southeast corner	Install	Civil Work	TWSI
Offsite	Lesperance Road and Arbour Street	South Leg	Install	Pavement Marking	Ladder Crosswalk
Offsite	Lesperance Road and Arbour Street	West Leg	Install	Pavement Marking	Ladder Crosswalk

Onsite / Offsite	Road / Intersection	Location	Action	Improvement Type	Improvement Description
Offsite	Lesperance Road and Arbour Street	North Leg	Install	Pavement Marking	Ladder Crosswalk
Offsite	St. Anne Street and Arbour Street	North Leg	Install	Pavement Marking	Ladder Crosswalk
Offsite	St. Anne Street and Arbour Street	South Leg	Install	Pavement Marking	Ladder Crosswalk
Offsite	St. Anne Street and Arbour Street	East Leg	Remove	Civil Work	Remove Curb Cut
Offsite	St. Anne Street and Arbour Street	East Leg	Remove	Civil Work	Remove TWSI
Offsite	St. Anne Street and Arbour Street	West Leg	Remove	Civil Work	Remove Curb Cut
Offsite	St. Anne Street and Arbour Street	West Leg	Remove	Civil Work	Remove TWSI
Offsite	St. Anne Street and Remie Street	South Leg	Remove	Civil Work	Remove Curb Cut
Offsite	Lesperance Road and Lanoue Street	South Leg, southwest corner near gate	Remove	Civil Work	Remove Curb Cut
Offsite	Lesperance Road and Lanoue Street	South Leg	Remove	Civil Work	Remove Ladder Crosswalk
Offsite	Arbour Street	South side, at St Anne, Carmelita	Install	Civil Work	Curb Extension
Offsite	Lesperance Road	Southbound, north of Lanoue	Install	Sign	Speed Radar Board
Offsite	Lesperance Road	Northbound, south of Arbour	Install	Sign	Speed Radar Board

Figure 5-12: Improvement Plan: École élémentaire catholique Saint-Antoine



Legend

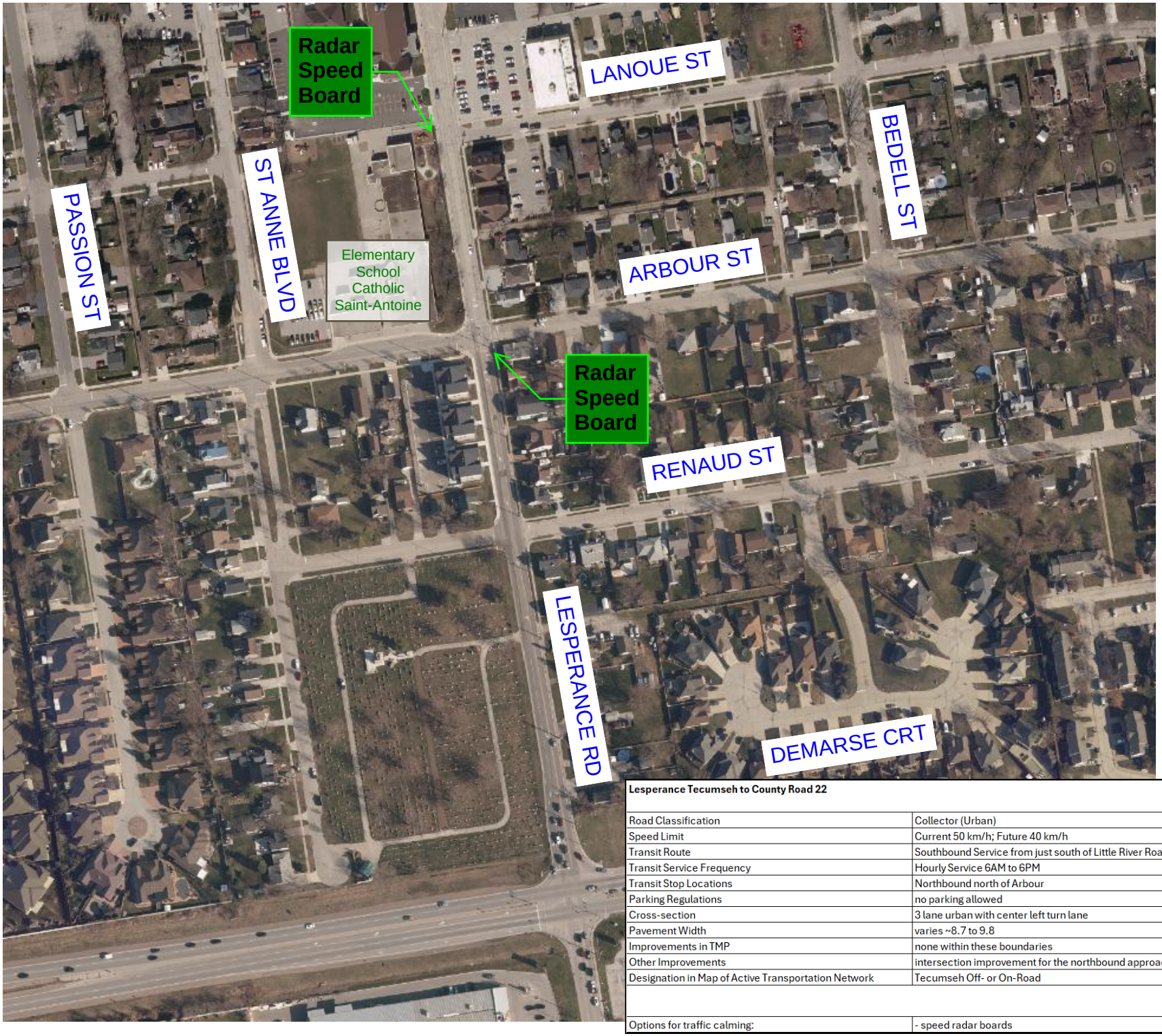
- Tactile Walking Surface Indicator
- Concrete Segment (e.g. bus pad, sidewalk connection)
- Curb Cut
- Ladder Crosswalk
- School Building Footprint
- School Lot Boundary
- "SCHOOL ZONE" Pavement Marking
- School Safety Zone

Figure 5-13: Traffic Calming Along Arbour Street, Saint-Antoine



Arbour Shawnee to Lesperance	
Road Classification	Collector (Urban)
Speed Limit	Existing 50 km/h; Future 40 km/h
Transit Route	Eastbound Shawnee to Lesperance
Transit Service Frequency	Hourly Service 6AM to 6PM
Transit Stop Locations	Eastbound on Arbour just west of Lesperance
Parking Regulations	No parking allowed
Cross-section	2 lane urban
Pavement Width	varies ~8.3-8.7
Improvements in TMP	none
Other Improvements	
Designation in Map of Active Transportation Network	none
Options for traffic calming:	- curb extension south side at Carmelita, St. Anne

Figure 5-14: Traffic Calming Along Lesperance Road, Saint-Antoine



Lesperance Tecumseh to County Road 22	
Road Classification	Collector (Urban)
Speed Limit	Current 50 km/h; Future 40 km/h
Transit Route	Southbound Service from just south of Little River Road to Arbour Street
Transit Service Frequency	Hourly Service 6AM to 6PM
Transit Stop Locations	Northbound north of Arbour
Parking Regulations	no parking allowed
Cross-section	3 lane urban with center left turn lane
Pavement Width	varies ~8.7 to 9.8
Improvements in TMP	none within these boundaries
Other Improvements	intersection improvement for the northbound approach to Lesperance & County Road 22
Designation in Map of Active Transportation Network	Tecumseh Off- or On-Road
Options for traffic calming:	- speed radar boards

5.10 Lakeview Montessori

5.10.1 Discussion of Options

No traffic data and warrant analysis needs were identified for this school. Improvement recommendations are based on site visit observations.

5.10.2 Preferred Options

A package of improvements including the improvements summarized in Table 5-10.

These are illustrated in Figure 5-15.

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Table 5-10: Improvement Plan: Lakeview Montessori School

Onsite / Offsite	Road / Intersection	Location	Action	Improvement Type	Improvement Description
Offsite	Riverside Drive	Eastbound, east of Edgewater	Install	Sign	Rb-6
Offsite	Riverside Drive	Eastbound, east of Edgewater	Install	Pavement Marking	School Zone Stencil
Offsite	Riverside Drive	Westbound, east of Edgewater	Install	Sign	Rb-1
Offsite	Riverside Drive	Westbound, west of Kensington	Relocate from westbound, east of Arlington	Sign	Relocate Sign and Pole
Offsite	Riverside Drive	Westbound, east of Arlington	Install	Sign	Rb-6
Offsite	Riverside Drive	Westbound, east of Arlington	Install	Pavement Marking	School Zone Stencil
Offsite	Riverside Drive	Eastbound, east of Arlington	Install	Sign	Rb-1
Offsite	Riverside Drive and Edgewater Boulevard	South Leg	Install	Pavement Marking	Ladder Crosswalk
Offsite	Riverside Drive and Edgewater Boulevard	Southwest corner	Install	Civil Work	TWSI
Offsite	Riverside Drive and Edgewater Boulevard	Southeast corner	Install	Civil Work	TWSI
Offsite	Riverside Drive and Edgewater Boulevard	Southeast corner	Install	Civil Work	Concrete Pad
Offsite	Riverside Drive and St. Mark's Road	South Leg	Install	Pavement Marking	Ladder Crosswalk
Offsite	Riverside Drive and St. Mark's Road	Southwest corner	Install	Civil Work	TWSI
Offsite	Riverside Drive and St. Mark's Road	Southeast corner	Install	Civil Work	TWSI

Onsite / Offsite	Road / Intersection	Location	Action	Improvement Type	Improvement Description
Offsite	Riverside Drive and Arlington Boulevard	South Leg	Install	Pavement Marking	Ladder Crosswalk
Offsite	Riverside Drive and Arlington Boulevard	Southwest corner	Install	Civil Work	TWSI
Offsite	Riverside Drive and Arlington Boulevard	Southeast corner	Install	Civil Work	TWSI
Offsite	Riverside Drive and Arlington Boulevard	Southeast corner	Install	Civil Work	Concrete Pad

Figure 5-15: Improvement Plan: Lakeview Montessori School



Legend

- Tactile Walking Surface Indicator
- Curb Cut
- Ladder Crosswalk
- School Building Footprint
- School Lot Boundary
- "SCHOOL ZONE" Pavement Marking
- School Safety Zone

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5.11 Al-Hijra Academy

5.11.1 Discussion of Options

Based on discussions with the school principal and observations, the school serves a regional catchment area and no students walk to school – all are driven by parents. However, when events are held at the school, the adjacent property to north, Community of Christ Church is sometimes used for overflow parking and families walk along the east side of Howard Avenue to reach the school. There is a wide partially paved shoulder adjacent to open ditches between the church and the Howard Avenue Connector. South of the Howard Avenue Connector along the Howard Avenue frontage of the school there is a wide gravel shoulder and a grass swale.

Observations of stop sign compliance for the all-way stop controlled intersection of Howard Avenue and the Howard Avenue Connector indicate that there was from 30% to 45% non-compliance with for the southbound and westbound approaches to the intersection. None of the non-compliant movements resulted in conflicts. While it was not possible to determine whether northbound drivers came to a full stop at the stop bar, it was possible to confirm that no northbound drivers were involved in road user conflicts during the observation period. Installation of a ladder crosswalk across the east leg of Howard Avenue and the Howard Avenue Connector would facilitate pedestrians walking from the overflow parking area at the church and encourage improved stop sign compliance for westbound drivers. Since there is no demand for crossing Howard Avenue at this intersection, ladder crosswalks would not provide a connectivity benefit.

Speeds on Howard Avenue south of the Howard Avenue Connector were below the existing 60 kilometer per hour speed limit. This road is designated as County Road 9 and is on the boundary with the Town of Lasalle, therefore implementation of a school safety zone and other changes would require agreement from other jurisdictions. If a 40 kilometer per hour school zone speed limit were put into effect and drivers maintained their current speeds, southbound speeds would exceed this limit but would not reach the 15 kilometer per hour in excess of the speed limit threshold to indicate a speeding problem. Drivers on this road section are either destined to the school, to the Macedonian Orthodox Church Community Centre or to the Apostolic Christian Church, both of which are on the west side of Howard Avenue across from and south of the school. Activities at these institutions are generally at different times of day and different days of week than each other. Coordination with County of Essex and the Town of Lasalle for a 40 kilometer per hour school speed zone along Howard Avenue in advance of the school has potential to influence suitable speeds for all drivers on this road section.

5.11.2 Preferred Options

A package of improvements including the improvements summarized in Table 5-11 are recommended for Al-Hijra Academy.

These are illustrated in Figure 5-16.

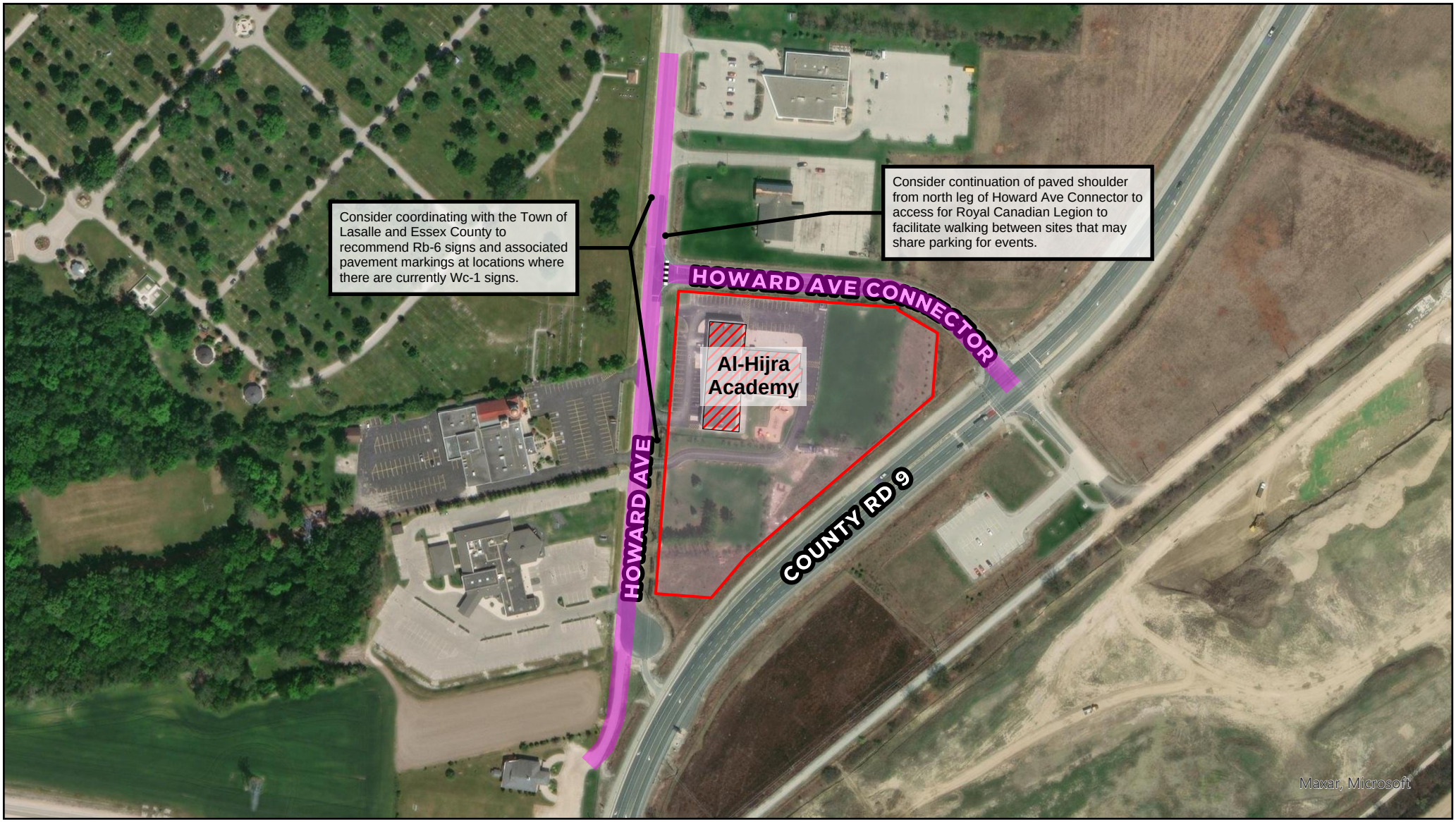
It is noted that this improvement package includes improvements to County of Essex and Town of Lasalle roads. Consideration can be given to coordinating with the Town of Lasalle and County of Essex to implement a implement the following:

- a school safety zone with a 40 kilometer per hour speed limit or alternatively a speed limit reduction along Howard Avenue from the Howard Avenue Connector to the south limit
- a paved shoulder on the east side of Howard Avenue between the Community of Christ Church driveway and the Al-Hijra Academy driveway to accommodate pedestrians walking between these two sites when using shared parking

Table 5-11: Improvement Plan: Al-Hijra Academy

Onsite / Offsite	Road / Intersection	Location	Action	Improvement Type	Improvement Description
Offsite	Howard Avenue	Southbound, north of Howard Avenue Connector	Relocate from southbound north of Howard Connector to further north	Sign	Relocate Sign and Pole
Offsite	Howard Avenue	Southbound, north of Howard Avenue Connector	Install	Sign	Rb-6
Offsite	Howard Avenue	Southbound, north of Howard Avenue Connector	Install	Pavement Marking	School Zone Stencil
Offsite	Howard Avenue	Northbound, north of south limit of road	Install	Sign	Rb-1
Offsite	Howard Avenue	Northbound, north of south limit of road	Relocate from northbound, north of south limit of road to slightly further south	Sign	Relocate Sign and Pole
Offsite	Howard Avenue	Northbound, north of south limit of road	Install	Sign	Rb-6
Offsite	Howard Avenue	Northbound, north of south limit of road	Install	Pavement Marking	School Zone Stencil
Offsite	Howard Avenue	South of Howard Ave Connector	Install	Illumination	Streetlighting
Offsite	Howard Avenue and Howard Avenue Connector	East Leg	Install	Pavement Marking	Ladder Crosswalk
Offsite	Howard Avenue	East side between school driveway and church driveway	Install	Civil Work	Paved Shoulder

Figure 5-16: Improvement Plan: Al-Hijra Academy



Legend

- Tactile Walking Surface Indicator
- Concrete Segment (e.g. bus pad, sidewalk connection)
- Curb Cut
- Ladder Crosswalk
- School Building Footprint
- School Lot Boundary
- "SCHOOL ZONE" Pavement Marking
- Study Area

5.12 L'Essor

5.12.1 Discussion of Options

Analysis indicates that there is a speeding problem on St. Gregory's Road west of the school, since 85th percentile speeds between the school and Manning Road are more than 15 kilometers per hour over the 40 kilometer per hour speed limit. St. Gregory's is classified as a Collector Road and parking is prohibited on both sides and a 2-lane urban cross section. There is hourly transit service operating in the eastbound direction with a stop east of Cada Crescent. There is a traffic signal at Manning Road and a large commercial property with a westbound left turn lane on the southeast corner of St. Gregory's Road and Manning Road. There is an all-way stop to the east at Edgewater Boulevard.

Curb extensions along St. Gregory's Road at Jason Court, the soccer parking area driveway and the school driveway would give the impression of narrower pavement and may influence lower speeds.

The signalized intersection of St. Gregory's Road and Manning Road meets AODA requirements. Note that Audible Pedestrian Signals (APS) could be added to improve accessibility based on local context. Key considerations for installation of APS include proximity to land uses such as residential properties that may be sensitive to noise, typical road users and the potential benefits to them, and the high cost of deployment. The Town may consider developing an application protocol for these signals and may also consider using APS at this intersection.

5.12.2 Preferred Options

A package of improvements including the improvements summarized in Table 5-12 are recommended for L'Essor.

These are illustrated in Figure 5-17.

To address the speeding problem near this school, the following traffic calming measures are proposed:

- Curb extensions on St. Gregory's Road in the eastbound lane at the east soccer parking lot driveway and at the east school driveway and in the westbound direction at the two Jason Court intersections

These are illustrated in Figure 5-18.

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Table 5-12: Improvement Plan: École secondaire catholique l'Essor

Onsite / Offsite	Road / Intersection	Location	Action	Improvement Type	Improvement Description
Onsite	None	South of St. Gregory's Road between Essex County Library parking lot and break in fence at school site	Install	Civil Work	Multi-Use Path
Offsite	St. Gregory's Road	Eastbound, east of Manning Road	Relocate from eastbound, east of west Jason Court intersection	Sign	Relocate Sign and Pole
Offsite	St. Gregory's Road	Eastbound, east of west Jason Court intersection	Install	Sign	Rb-6
Offsite	St. Gregory's Road	Eastbound, east of west Jason Court intersection	Install	Pavement Marking	School Zone Stencil
Offsite	St. Gregory's Road	Westbound, west of west Jason Court intersection	Install	Sign	Rb-1
Offsite	St. Gregory's Road and Manning Road	East Leg	Install	Pavement Marking	Ladder Crosswalk
Offsite	St. Gregory's Road and Manning Road	Southeast corner	Install	Civil Work	TWSI
Offsite	St. Gregory's Road and Manning Road	Northeast corner, for east crosswalk	Install	Civil Work	TWSI
Offsite	St. Gregory's Road and Manning Road	South Leg	Install	Pavement Marking	Ladder Crosswalk
Offsite	St. Gregory's Road and Manning Road	Southwest corner	Install	Civil Work	TWSI
Offsite	St. Gregory's Road and Manning Road	West Leg	Install	Pavement Marking	Ladder Crosswalk
Offsite	St. Gregory's Road and Manning Road	Northwest corner	Install	Civil Work	TWSI
Offsite	St. Gregory's Road and Manning Road	North Leg	Install	Pavement Marking	Ladder Crosswalk

Onsite / Offsite	Road / Intersection	Location	Action	Improvement Type	Improvement Description
Offsite	St. Gregory's Road and Manning Road	Northeast corner, for north crosswalk	Install	Civil Work	TWSI
Offsite	St. Gregory's Road and Manning Road	All corners	Install	Electrical	Audible Pedestrian Signal
Offsite	St. Gregory's Road and west school driveway	South Leg	Install	Pavement Marking	Ladder Crosswalk
Offsite	St. Gregory's Road and west school driveway	Southwest corner	Install	Civil Work	TWSI
Offsite	St. Gregory's Road and west school driveway	Southeast corner	Install	Civil Work	TWSI
Offsite	St. Gregory's Road and east school driveway	South Leg	Install	Pavement Marking	Ladder Crosswalk
Offsite	St. Gregory's Road and east school driveway	Southwest corner	Install	Civil Work	TWSI
Offsite	St. Gregory's Road and east school driveway	Southeast corner	Install	Civil Work	TWSI
Offsite	St. Gregory's Road	South of St. Gregory's Road, west of west school driveway	Install	Civil Work	Multi-Use Path
Offsite	St. Gregory's Road	North side west of each Jason Court intersection, south side west of east soccer parking driveway and west of east school driveway	Install	Civil Work	Curb Extension
Offsite	St. Gregory's Road	West of west Jason Court intersection to east of east school driveway	Modify	Pavement Marking	Centreline

Figure 5-17: Improvement Plan: École secondaire catholique l'Essor



Legend

- Tactile Walking Surface Indicator
- Concrete Segment (e.g. bus pad, sidewalk connection)
- Curb Cut
- Ladder Crosswalk
- School Building Footprint
- School Lot Boundary
- "SCHOOL ZONE" Pavement Marking
- School Safety Zone

Figure 5-18: Traffic Calming Along St Gregory's Road, L'Essor



St. Gregory's Manning to Arlington	
Road Classification	Collector (Urban)
Speed Limit	Current 40 km/h; Future 40 km/h
Transit Route	Eastbound Service from just east of Manning to Arlington
Transit Service Frequency	Hourly Service 6AM to 6PM
Transit Stop Locations	East leg of Cada; Stop at Arlington out of service
Parking Regulations	no parking allowed either side
Cross-section	2-lane urban
Pavement Width	varies ~8.4-9
Improvements in TMP	none
Other Improvements	improvements under study for St. Gregory's Road & Arlington Road
Designation in Map of Active Transportation Network	Tecumseh On-Road Shared
Options for traffic calming:	- curb extensions at key locations

6 Costs

Cost estimates were prepared for on-site and off-site improvements identified in this study based on unit cost estimates.

Unit costs assumed for this purpose are summarized in Appendix E.

Detailed costing for each school is provided in the following sections, followed by a summary table that outlines the total on-site and off-site improvement costs for the entire study area.

6.1 A.V. Graham

Estimated improvement costs for A.V. Graham are provided in Table 6-1.

6.2 Beacon Heights

Estimated improvement costs for Beacon Heights are provided Table 6-2.

6.3 Tecumseh Vista Academy

Estimated improvement costs for Tecumseh Vista Academy are provided Table 6-3.

6.4 St. André

Estimated improvement costs for St. André are provided Table 6-4.

6.4.1 Green Acres Optimist Park Lot

A cost estimate was developed for the optional improvements to the Green Acres Optimist Park Lot to directly align with the St Gregory's Road and Edgewater Boulevard intersection. This cost estimate is provided in Table 6-5 with further details outlined in Appendix E.

6.5 St. Mary

Estimated improvement costs for St. Mary are provided Table 6-6.

6.6 St. Peter

Estimated improvement costs for St. Peter are provided Table 6-7.

6.7 St. Pius X

Estimated improvement costs for St. Pius X are provided Table 6-8.

6.8 Sainte-Marguerite-d'Youville

Estimated improvement costs for Sainte-Marguerite-d'Youville are provided Table 6-9.

6.9 Sainte-Antoine

Estimated improvement costs for Sainte-Antoine are provided Table 6-10.

6.10 Lakeview Montessori

Estimated improvement costs for Lakeview Montessori are provided Table 6-11.

6.11 Al-Hijra Academy

Estimated improvement costs for Al-Hijra Academy are provided Table 6-12.

6.12 L'Essor

Estimated improvement costs for L'Essor are provided Table 6-13.

6.13 Total Study Area

Table 6-14 provides a summary of the total on-site and off-site improvement costs for the entire study area. The total estimated improvement costs for the study area are $1,294,983. This consists of an estimated $823,487 of off-site improvement costs and $471,496 of on-site improvement costs.

Table 6-1: Estimated Improvement Costs: A.V. Graham

Onsite/ Offsite	Road/ Intersection	Location	Action	Type	Description	Quantity	Unit Cost	Unit	Improvement Cost
Offsite	St. Thomas Street	Eastbound, west of Brenda	Install	Sign	Wc-1	1	$300	sign	$300
Offsite	St. Thomas Street	Westbound, east of Brenda	Install	Sign	Wc-1	1	$300	sign	$300
Offsite	Brenda Crescent	Southbound, north of St. Thomas	Install	Sign	Wc-1	1	$300	sign	$300
Offsite	St. Thomas Street and Brenda Crescent	North Leg	Install	Pavement Marking	Ladder Crosswalk	1	$2,000	crosswalk	$2,000
Offsite	St. Thomas Street and Brenda Crescent	Northwest corner	Install	Civil Work	Curb Cut	1	$1,000	end of crosswalk	$1,000
Offsite	St. Thomas Street and Brenda Crescent	Northwest corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	St. Thomas Street and Brenda Crescent	Northwest corner	Install	Civil Work	Concrete Pad	25	$150	square meter	$3,750

Onsite/ Offsite	Road/ Intersection	Location	Action	Type	Description	Quantity	Unit Cost	Unit	Improvement Cost
Offsite	St. Thomas Street and Brenda Crescent	Northeast corner	Install	Civil Work	Curb Cut	1	$1,000	end of crosswalk	$1,000
Offsite	St. Thomas Street and Brenda Crescent	Northeast corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	St. Thomas Street and Brenda Crescent	Northeast corner	Install	Civil Work	Concrete Pad	25	$150	square meter	$3,750
Offsite	St. Thomas Street and Brenda Crescent	South Leg	Install	Pavement Marking	Ladder Crosswalk	1	$2,000	crosswalk	$2,000
Offsite	St. Thomas Street and Brenda Crescent	Southwest corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	St. Thomas Street and Brenda Crescent	Southeast corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	Brenda Crescent	Southbound, south of St. Thomas	Install	Sign	Rb-6	1	$400	sign with tab	$400

Onsite/ Offsite	Road/ Intersection	Location	Action	Type	Description	Quantity	Unit Cost	Unit	Improvement Cost
Offsite	Brenda Crescent	Southbound, south of St. Thomas	Install	Pavement Marking	School Zone Stencil	1	$400	symbol	$400
Offsite	Brenda Crescent	Northbound, north of school site	Install	Sign	Rb-6	1	$400	sign with tab	$400
Offsite	Brenda Crescent	Northbound, north of school site	Install	Pavement Marking	School Zone Stencil	1	$400	symbol	$400
Offsite	Clarice Avenue and Brenda Crescent	West Leg	Install	Pavement Marking	Ladder Crosswalk	1	$2,000	crosswalk	$2,000
Offsite	Clarice Avenue and Brenda Crescent	Northwest corner	Install	Civil Work	Curb Cut	1	$1,000	end of crosswalk	$1,000
Offsite	Clarice Avenue and Brenda Crescent	Northwest corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	Clarice Avenue and Brenda Crescent	Northwest corner	Install	Civil Work	Concrete Pad	25	$150	square meter	$3,750
Offsite	Clarice Avenue and	Southwest corner	Install	Civil Work	Curb Cut	1	$1,000	end of crosswalk	$1,000

Onsite/ Offsite	Road/ Intersection	Location	Action	Type	Description	Quantity	Unit Cost	Unit	Improvement Cost
	Brenda Crescent								
Offsite	Clarice Avenue and Brenda Crescent	Southwest corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	Clarice Avenue and Brenda Crescent	Southwest corner	Install	Civil Work	Concrete Pad	25	$150	square meter	$3,750
Offsite	St. Thomas Street and Brenda Crescent	Southeast quadrant	Install	Civil Work	Multi-Use Path	0.03	$375,000	linear km	$9,375
								Off-site Improvement Costs	**$44,675**
								On-site Improvement Costs	**$ -**
								Total Costs	**$44,675**

Table 6-2: Estimated Improvement Costs: Beacon Heights

Onsite/ Offsite	Road/ Intersection	Location	Action	Type	Description	Quantity	Unit Cost	Unit	Improvement Cost
Offsite	Tecumseh Road	Eastbound, west of Regent	Install	Sign	Wc-1	1	$300	sign	$300
Offsite	Tecumseh Road	Westbound, west of Dorset	Install	Sign	Wc-1	1	$300	sign	$300
Offsite	Tecumseh Road	Eastbound, east of Regent	Install	Sign	Rb-6	1	$400	sign with tab	$400
Offsite	Tecumseh Road	Eastbound, east of Regent	Install	Pavement Marking	School Zone Stencil	1	$400	symbol	$400
Offsite	Tecumseh Road	Westbound, east of Arlington	Install	Sign	Rb-6	1	$400	sign with tab	$400
Offsite	Tecumseh Road	Westbound, east of Arlington	Install	Pavement Marking	School Zone Stencil	1	$400	symbol	$400
Offsite	Tecumseh Road	Westbound, west of Regent	Install	Sign	Rb-1	1	$300	sign	$300
Offsite	Tecumseh Road	Eastbound, east of Arlington	Install	Sign	Rb-1	1	$300	sign	$300
Offsite	Tecumseh Road and Arlington Boulevard	West Leg	Install	Pavement Marking	Ladder Crosswalk	1	$2,000	crosswalk	$2,000

Onsite/ Offsite	Road/ Intersection	Location	Action	Type	Description	Quantity	Unit Cost	Unit	Improvement Cost
Offsite	Tecumseh Road and Arlington Boulevard	West Leg	Install	Pavement Marking	Crossride	1	$2,000	crossride	$2,000
Offsite	Tecumseh Road and Arlington Boulevard	Southwest corner	Install	Civil Work	Curb Cut	1	$1,000	end of crosswalk	$1,000
Offsite	Tecumseh Road and Arlington Boulevard	Southwest corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	Tecumseh Road and Arlington Boulevard	Southwest corner	Install	Civil Work	Concrete Pad	25	$150	square meter	$3,750
Offsite	Tecumseh Road and Arlington Boulevard	West Leg	Relocate	Pavement Marking	Stop Bar	5	$18	m	$90
								Off-site Improvement Costs	**$12,940**
								On-site Improvement Costs	**$ -**
								Total Costs	**$12,940**

Table 6-3: Estimated Improvement Costs: Tecumseh Vista Academy

Onsite/ Offsite	Road/ Intersection	Location	Action	Type	Description	Quantity	Unit Cost	Unit	Improvement Cost
Onsite	Circulation Road	Bend in northwest corner of site	Install	Civil Work	Traffic Circle (On Site)	1	$30,000	traffic circle	$30,000
Onsite	Bike Racks	Currently west end of site	Relocate or Install	Cycling	Bike Rack	4	$1,800	rack	$7,200
Onsite	Sidewalks adjacent to building	Along north side of building	Install	Cycling	Bike Path (On Site)	0.30	$300,000	linear km	$90,000
Onsite	Shields Avenue and West School Access	West school access	Install	Civil Work	Ladder Crosswalk	1	$2,000	crosswalk	$2,000
Onsite	Shields Avenue and West School Access	West side	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Onsite	Shields Avenue and West School Access	East side	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Onsite	Circulation Road, south of West School Access	Northwest corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300

Onsite/ Offsite	Road/ Intersection	Location	Action	Type	Description	Quantity	Unit Cost	Unit	Improvement Cost
Onsite	Circulation Road, south of West School Access	Northeast corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Onsite	Circulation Road, south of West School Access	Southwest corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Onsite	Circulation Road, south of West School Access	Southeast corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Onsite	Shields Avenue	East limit	Install	Civil Work	Sidewalk	0.02	$300,000	linear km	$4,500
Offsite	Shields Avenue	Westbound, west of east limit	Install	Sign	Rb-6	1	$400	sign with tab	$400
Offsite	Shields Avenue	Westbound, west of east limit	Install	Pavement Marking	School Zone Stencil	1	$400	symbol	$400
Offsite	Shields Avenue	Eastbound, west of school access	Install	Sign	Rb-6	1	$400	sign with tab	$400

Onsite/ Offsite	Road/ Intersection	Location	Action	Type	Description	Quantity	Unit Cost	Unit	Improvement Cost
Offsite	Shields Avenue	Eastbound, west of school access	Install	Pavement Marking	School Zone Stencil	1	$400	symbol	$400
Offsite	County Road 43	Southbound, north of school access	Install	Sign	Wc-1	1	$300	sign	$300
Offsite	County Road 43	Northbound, south of school access	Install	Sign	Wc-1	1	$300	sign	$300
								Off-site Improvement Costs	**$2,200**
								On-site Improvement Costs	**$141,500**
								Total Costs	**$143,700**

Table 6-4: Estimated Improvement Costs: St. André

Onsite/ Offsite	Road/ Intersection	Location	Action	Type	Description	Quantity	Unit Cost	Unit	Improvement Cost
Offsite	Kensington Boulevard	Westbound, east of Arlington	Install	Sign	Wc-1	1	$300	sign	$300
Offsite	Arlington Boulevard	Northbound , south of St. Gregory's	Install	Sign	Wc-1	1	$300	sign	$300
Offsite	Arlington Boulevard	Southbound , north of St. Gregory's	Install	Sign	Wc-1	1	$300	sign	$300
Offsite	St. Gregory's Road	Westbound, west of Arlington	Install	Sign	Rb-6	1	$400	sign with tab	$400
Offsite	St. Gregory's Road	Westbound, west of Arlington	Install	Pavement Marking	School Zone Stencil	1	$400	symbol	$400
Offsite	St. Gregory's Road	Eastbound, west of Arlington	Install	Sign	Rb-1	1	$300	sign	$300
Offsite	St. Gregory's Road and Arlington Boulevard	East Leg	Install	Pavement Marking	Ladder Crosswalk	1	$2,000	crosswalk	$2,000
Offsite	St. Gregory's Road and	Northeast corner	Install	Civil Work	Curb Cut	1	$1,000	end of crosswalk	$1,000

Onsite/ Offsite	Road/ Intersection	Location	Action	Type	Description	Quantity	Unit Cost	Unit	Improvement Cost
	Arlington Boulevard								
Offsite	St. Gregory's Road and Arlington Boulevard	Northeast corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	St. Gregory's Road and Arlington Boulevard	Northeast corner	Install	Civil Work	Concrete Pad	25	$150	square meter	$3,750
Offsite	St. Gregory's Road and Arlington Boulevard	Southeast corner, east crossing	Install	Civil Work	Curb Cut	1	$1,000	end of crosswalk	$1,000
Offsite	St. Gregory's Road and Arlington Boulevard	Southeast corner, east crossing	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	St. Gregory's Road and Arlington Boulevard	South Leg	Install	Pavement Marking	Ladder Crosswalk	1	$2,000	crosswalk	$2,000
Offsite	St. Gregory's Road and Arlington Boulevard	Southeast corner, south crossing	Install	Civil Work	Curb Cut	1	$1,000	end of crosswalk	$1,000
Offsite	St. Gregory's Road and	Southeast corner,	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300

Onsite/ Offsite	Road/ Intersection	Location	Action	Type	Description	Quantity	Unit Cost	Unit	Improvement Cost
	Arlington Boulevard	south crossing							
Offsite	St. Gregory's Road and Arlington Boulevard	Southwest corner	Install	Civil Work	Curb Cut	1	$1,000	end of crosswalk	$1,000
Offsite	St. Gregory's Road and Arlington Boulevard	Southwest corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	St. Gregory's Road and Arlington Boulevard	Southwest corner	Install	Civil Work	Concrete Pad	25	$150	square meter	$3,750
Offsite	St. Gregory's Road and Arlington Boulevard	West Leg	Install	Pavement Marking	Ladder Crosswalk	1	$2,000	crosswalk	$2,000
Offsite	St. Gregory's Road and Arlington Boulevard	Northwest corner	Install	Civil Work	Curb Cut	1	$1,000	end of crosswalk	$1,000
Offsite	St. Gregory's Road and Arlington Boulevard	Northwest corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	St. Gregory's Road and	Northwest corner	Install	Civil Work	Concrete Pad	25	$150	square meter	$3,750

Onsite/ Offsite	Road/ Intersection	Location	Action	Type	Description	Quantity	Unit Cost	Unit	Improvement Cost
	Arlington Boulevard								
Offsite	St. Gregory's Road and Arlington Boulevard	North Leg	Install	Pavement Marking	Ladder Crosswalk	1	$2,000	crosswalk	$2,000
Offsite	St. Gregory's Road and St Marks Rd	North Leg	Install	Pavement Marking	Ladder Crosswalk	1	$2,000	crosswalk	$2,000
Offsite	St. Gregory's Road and St Marks Rd	Northwest corner	Install	Civil Work	Curb Cut	1	$1,000	end of crosswalk	$1,000
Offsite	St. Gregory's Road and St Marks Rd	Northwest corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	St. Gregory's Road and St Marks Rd	Northwest corner	Install	Civil Work	Concrete Pad	25	$150	square meter	$3,750
Offsite	St. Gregory's Road and St Marks Rd	Northeast corner	Install	Civil Work	Curb Cut	1	$1,000	end of crosswalk	$1,000
Offsite	St. Gregory's Road and St Marks Rd	Northeast corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	St. Gregory's Road and St Marks Rd	Northeast corner	Install	Civil Work	Concrete Pad	25	$150	square meter	$3,750

Onsite/ Offsite	Road/ Intersection	Location	Action	Type	Description	Quantity	Unit Cost	Unit	Improvement Cost
Offsite	St. Gregory's Road and Edgewater Boulevard	North Leg	Install	Pavement Marking	Ladder Crosswalk	1	$2,000	crosswalk	$2,000
Offsite	St. Gregory's Road and Edgewater Boulevard	Northeast corner	Install	Civil Work	Concrete Pad	25	$150	square meter	$3,750
Offsite	St. Gregory's Road and Edgewater Boulevard	Northeast corner, north crossing	Install	Civil Work	Curb Cut	1	$1,000	end of crosswalk	$1,000
Offsite	St. Gregory's Road and Edgewater Boulevard	Northeast corner, north crossing	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	St. Gregory's Road and Edgewater Boulevard	Northwest corner	Install	Civil Work	Concrete Pad	25	$150	square meter	$3,750
Offsite	St. Gregory's Road and Edgewater Boulevard	Northwest corner, north and west crossings	Install	Civil Work	Curb Cut	2	$1,000	end of crosswalk	$2,000
Offsite	St. Gregory's Road and	Northwest corner, north and	Install	Civil Work	TWSI	2	$1,300	end of crosswalk	$2,600

Onsite/ Offsite	Road/ Intersection	Location	Action	Type	Description	Quantity	Unit Cost	Unit	Improvement Cost
	Edgewater Boulevard	west crossings							
Offsite	St. Gregory's Road and Edgewater Boulevard	West Leg	Install	Pavement Marking	Ladder Crosswalk	1	$2,000	crosswalk	$2,000
Offsite	St. Gregory's Road and Edgewater Boulevard	Southwest corner	Install	Civil Work	Curb Cut	1	$1,000	end of crosswalk	$1,000
Offsite	St. Gregory's Road and Edgewater Boulevard	Southwest corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	St. Gregory's Road and Edgewater Boulevard	Southwest corner	Install	Civil Work	Sidewalk	0.01	$300,000	linear km	$2,100
Offsite	St. Gregory's Road and Cada Crescent	East Leg	Install	Pedestrian Crossover	Level 2, Type D PXO	1	$12,000	PXO location	$12,000
Offsite	St. Gregory's Road and Cada Crescent	Southeast corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	St. Gregory's Road and	North Leg	Install	Pavement Marking	Ladder Crosswalk	1	$2,000	crosswalk	$2,000

Onsite/ Offsite	Road/ Intersection	Location	Action	Type	Description	Quantity	Unit Cost	Unit	Improvement Cost
	Cada Crescent								
Offsite	St. Gregory's Road and Cada Crescent	Northeast corner	Install	Civil Work	Curb Cut	1	$1,000	end of crosswalk	$1,000
Offsite	St. Gregory's Road and Cada Crescent	Northeast corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	St. Gregory's Road and Cada Crescent	Northeast corner	Install	Civil Work	Concrete Pad	25	$150	square meter	$3,750
Offsite	St. Gregory's Road and Cada Crescent	Northwest corner	Install	Civil Work	Curb Cut	1	$1,000	end of crosswalk	$1,000
Offsite	St. Gregory's Road and Cada Crescent	Northwest corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	St. Gregory's Road and Cada Crescent	Northwest corner	Install	Civil Work	Concrete Pad	25	$150	square meter	$3,750
								Off-site Improvement Costs	**$97,050**

Onsite/ Offsite	Road/ Intersection	Location	Action	Type	Description	Quantity	Unit Cost	Unit	Improvement Cost
								On-site Improvement Costs	**$ -**
								Total Costs	**$97,050**

Table 6-5: Estimated Improvement Costs: Green Acres Optimist Park Lot

Item	Unit Cost	Unit	Quantity	Total Cost	Notes
REMOVAL (ON-SITE)					
Excavation 1	$15	m^2	454	$6,810	New lot and new access
Excavation 2	$15	m^2	185	$2,775	Old accesses
Remove barrier curbs	$70	linear m	100	$7,000	Along perimeter of old lot and curb that separated park and school
Remove pavement markings 1	$15	m	393	$5,895	Old lot – parking space lines and hatches
Remove pavement markings 2	$200	symbol	3	$600	Old lot – accessibility space symbols
Remove trees	$750	tree	4	$3,000	Four mature trees along the west parking lot boundary
Remove P gates	$1,000	gate	2	$2,000	Northwest corner
NEW CONSTRUCTION - NEW PARKING LOT AND DRIVEWAY RECONFIGURATION (ON-SITE)					
Resurfacing - 40mm HL3	$50	m^2	454	$22,700	
Proposed pavement and granular base	$150	m^2	454	$68,100	
Asphalt surface	$100	m^2	454	$45,400	
Boulevard	$15	m^2	185	$2,775	Replace old accesses with landscaping
Barrier curbs	$70	linear m	179	$12,530	Perimeter of new lot

Item	Unit Cost	Unit	Quantity	Total Cost	Notes
Pavement markings 1	$3	m	427	$1,281	New lot - parking space lines and stop bar
Pavement markings 2	$400	symbol	7	$2,800	New lot - accessibility space symbols
Stop sign	$400	sign with tab	1	$400	
NEW CONSTRUCTION - ACTIVE TRANSPORTATION (ON-SITE)					
Multi use path	$375,000	linear km	0.045	$16,875	Along west side of parking lot, connecting to southwest corner of St Gregory's Road and Edgewater Boulevard intersection
P gates	$2,000	gate	2	$4,000	Northwest corner where new multi-use path connects to existing sidewalk along south side of St Gregory’s Road
NEW CONSTRUCTION - ST GREGORY'S ROAD AND EDGEWATER BOULEVARD INTERSECTION (OFF-SITE)					
Ladder crosswalk	$2,000	crosswalk	1	$2,000	East leg
Relocate stop bar	$18	m	4.2	$76	East leg
Curb cut	$1,000	end of crosswalk	2	$2,000	Southeast and northeast corners
TWSI	$1,300	end of crosswalk	2	$2,600	Southeast and northeast corners
Sidewalk	$300,000	linear km	0.007	$2,010	Southeast corner
NEW CONSTRUCTION – SHIFT ST. ANDREW SCHOOL BUS BAY ~10 M WEST (ON-SITE)					

Item	Unit Cost	Unit	Quantity	Total Cost	Notes
Excavation	$15	m^2	62	$930	
Granular Base	$150	m^2	62	$9,300	
Concrete surface	$90	m^2	50	$4,500	Assumed only the portion for the bus bay, excluding barrier curb
Barrier curb	$70	linear m	18	$1,260	
Rolled curb	$70	linear m	16	$1,120	
ON-SITE IMPROVEMENTS					
Subtotal				$222,051	
Contingency (25%)				$55,513	
Engineering and Contract Administration Cost (15%)				$33,308	
Total On-site Improvements Cost (excluding HST)				**$310,871**	
OFF-SITE IMPROVEMENTS					
Subtotal				$8,686	
Contingency (25%)				$2,171	
Engineering and Contract Administration Cost (15%)				$1,303	
Total Off-site Improvements Cost (excluding HST)				**$12,160**	
TOTAL					
Total (excluding HST)				**$323,031**	

Other assumptions:

- The existing utility poles and drainage infrastructure within the parking lot remain unchanged.
- The Optimist Park sign on the northwest corner remains unchanged.
- The existing asphalt surface would remain as is and only portions that require excavation would be repaved.
- The rolled curb along the south side of St. Gregory's Rd would remain.
- On the northeast corner where it is proposed to shift the existing school bus layby by ~10 m west, the cost estimate has captured the cost of providing a concrete surface. If required, the cost for changes to drainage infrastructure and connections to the existing sidewalk would need to be calculated separately.

Table 6-6: Estimated Improvement Costs: St. Mary

Onsite / Offsite	Road/ Intersection	Location	Action	Type	Description	Quantity	Unit Cost	Unit	Improvement Cost
Onsite	West side of building	Desire Line between St. Mary's Park and school	Install	Civil Work	Sidewalk	0.03	$300,000	linear km	$7,500
Offsite	County Road 34	Eastbound east of Malden Road	Remove	Sign	Replace Sign (Keep Pole)	1	$200	sign	$200
Offsite	County Road 34	Eastbound east of Malden Road	Install	Sign	Rb-123	1	$400	sign with tab	$400
Offsite	County Road 34	Westbound near cemetery east boundary	Remove	Sign	Replace Sign (Keep Pole)	1	$200	sign	$200
Offsite	County Road 34	Westbound near cemetery east boundary	Install	Sign	Rb-123	1	$400	sign with tab	$400
Offsite	County Road 34 and Malden Road	North Leg	Install	Pavement Marking	Ladder Crosswalk	1	$2,000	crosswalk	$2,000

Onsite / Offsite	Road/ Intersection	Location	Action	Type	Description	Quantity	Unit Cost	Unit	Improvement Cost
Offsite	County Road 34 and Malden Road	Northwest corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	County Road 34 and Malden Road	Northeast corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	County Road 34	Eastbound west of Malden Road	Install	Sign	Speed Radar Board	1	$5,000	sign	$5,000
Offsite	County Road 34	Westbound near cemetery east boundary	Install	Sign	Speed Radar Board	1	$5,000	sign	$5,000
								Off-site Improvement Costs	**$15,800**
								On-site Improvement Costs	**$7,500**
								Total Costs	**$23,300**

Table 6-7: Estimated Improvement Costs: St. Peter

Onsite / Offsite	Road/ Intersection	Location	Action	Type	Description	Quantity	Unit Cost	Unit	Improvement Cost
Offsite	St. Alphonse Street	County Road 42 to Lesperance Road	Reapply	Pavement Marking	Sharrows	16	$400	symbol	$6,400
Offsite	Le Boeuf Avenue	Northbound, north of County Road 42	Install	Sign	Rb-6	1	$400	sign with tab	$400
Offsite	Le Boeuf Avenue	Northbound, north of County Road 42	Install	Pavement Marking	School Zone Stencil	1	$400	symbol	$400
Offsite	Le Boeuf Avenue	Southbound, north of County Road 42	Install	Sign	Rb-1	1	$300	sign	$300
Offsite	St. Alphonse Street	Northbound, north of County Road 42	Install	Sign	Rb-6	1	$400	sign with tab	$400
Offsite	St. Alphonse Street	Northbound, north of County Road 42	Install	Pavement Marking	School Zone Stencil	1	$400	symbol	$400

Onsite / Offsite	Road/ Intersection	Location	Action	Type	Description	Quantity	Unit Cost	Unit	Improvement Cost
Offsite	St. Alphonse Street	Northbound, north of County Road 42	Remove	Sign	Remove Sign and Pole	1	$200	sign	$200
Offsite	St. Alphonse Street	Southbound, north of County Road 42	Install	Sign	Rb-1	1	$300	sign	$300
Offsite	St. Alphonse Street	Southbound, north of Shields Street	Install	Sign	Rb-6	1	$400	sign with tab	$400
Offsite	St. Alphonse Street	Southbound, north of Shields Street	Install	Pavement Marking	School Zone Stencil	1	$400	symbol	$400
Offsite	St. Alphonse Street	Northbound, north of Shields Street	Install	Sign	Rb-1	1	$300	sign	$300
Offsite	St. Alphonse Street	Southbound, north of Shields Street	Install	Sign	Wc-1	1	$300	sign	$300
Offsite	St. Alphonse Street and Jillian Court	East Leg	Install	Pavement Marking	Ladder Crosswalk	1	$2,000	crosswalk	$2,000

Onsite / Offsite	Road/ Intersection	Location	Action	Type	Description	Quantity	Unit Cost	Unit	Improvement Cost
Offsite	St. Alphonse Street and Jillian Court	Northeast corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	St. Alphonse Street and Jillian Court	Southeast corner	Install	Civil Work	Curb Cut	1	$1,000	end of crosswalk	$1,000
Offsite	St. Alphonse Street and Jillian Court	Southeast corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	St. Alphonse Street and Jillian Court	Southeast corner	Install	Civil Work	Concrete Pad	25	$150	square meter	$3,750
Offsite	St. Alphonse Street and Jillian Court	West Leg	Install	Pavement Marking	Ladder Crosswalk	1	$2,000	crosswalk	$2,000
Offsite	St. Alphonse Street and Jillian Court	Northwest corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	St. Alphonse Street and Jillian Court	Northwest corner	Install	Civil Work	Concrete Pad	25	$150	square meter	$3,750
Offsite	St. Alphonse Street and Jillian Court	Southwest corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300

Onsite / Offsite	Road/ Intersection	Location	Action	Type	Description	Quantity	Unit Cost	Unit	Improvement Cost
Offsite	St. Alphonse Street and School South Driveway	West Leg	Install	Pavement Marking	Ladder Crosswalk	1	$2,000	crosswalk	$2,000
Offsite	St. Alphonse Street and School North Driveway	West Leg	Install	Pavement Marking	Ladder Crosswalk	1	$2,000	crosswalk	$2,000
Offsite	St. Alphonse Street and Shields Street	East Leg	Install	Pavement Marking	Ladder Crosswalk	1	$2,000	crosswalk	$2,000
Offsite	St. Alphonse Street and Shields Street	Northeast corner	Install	Civil Work	Curb Cut	1	$1,000	end of crosswalk	$1,000
Offsite	St. Alphonse Street and Shields Street	Northeast corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	St. Alphonse Street and Shields Street	Northeast corner	Install	Civil Work	Concrete Pad	25	$150	square meter	$3,750
Offsite	St. Alphonse Street and Shields Street	Southeast corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	St. Alphonse Street and Shields Street	North Leg	Install	Pavement Marking	Ladder Crosswalk	1	$2,000	crosswalk	$2,000

Onsite / Offsite	Road/ Intersection	Location	Action	Type	Description	Quantity	Unit Cost	Unit	Improvement Cost
Offsite	St. Alphonse Street and Shields Street	Northwest corner	Install	Civil Work	Curb Cut	1	$1,000	end of crosswalk	$1,000
Offsite	St. Alphonse Street and Shields Street	Northwest corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	St. Alphonse Street and Shields Street	Northwest corner	Install	Civil Work	Concrete Pad	25	$150	square meter	$3,750
Offsite	St. Alphonse Street and Shields Street	West Leg	Install	Pavement Marking	Ladder Crosswalk	1	$2,000	crosswalk	$2,000
Offsite	St. Alphonse Street and Shields Street	Southwest corner	Install	Civil Work	Concrete Pad	25	$150	square meter	$3,750
Offsite	St. Alphonse Street and Shields Street	Southwest corner, for west crosswalk	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	St. Alphonse Street and Shields Street	Southwest corner, for south crosswalk	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	St. Alphonse Street and	North Leg	Install	Pavement Marking	Ladder Crosswalk	1	$2,000	crosswalk	$2,000

Onsite / Offsite	Road/ Intersection	Location	Action	Type	Description	Quantity	Unit Cost	Unit	Improvement Cost
	County Road 42								
Offsite	St. Alphonse Street and County Road 42	Northwest corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	St. Alphonse Street and County Road 42	Northeast corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	Le Boeuf Avenue and County Road 42	North Leg	Install	Pavement Marking	Ladder Crosswalk	1	$2,000	crosswalk	$2,000
Offsite	Le Boeuf Avenue and County Road 42	Northwest corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	Le Boeuf Avenue and County Road 42	Northeast corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	Lesperance Road and County Road 42	West Leg	Install	Pavement Marking	Ladder Crosswalk	1	$2,000	crosswalk	$2,000
								Off-site Improvement Costs	**$68,850**

Onsite / Offsite	Road/ Intersection	Location	Action	Type	Description	Quantity	Unit Cost	Unit	Improvement Cost
								On-site Improvement Costs	**$ -**
								Total Costs	**$68,850**

Table 6-8: Estimated Improvement Costs: St. Pius X

Onsite / Offsite	Road/ Intersection	Location	Action	Type	Description	Quantity	Unit Cost	Unit	Improvement Cost
Offsite	None	North-south alignment east of school property, extending north from Argent Street, between St. Thomas and Lacasse Park parking area	Install	Civil Work	Multi-Use Path	0.21	$375,000	linear km	$79,125
Offsite	Lacasse Boulevard	Northbound, south of Clarice Avenue	Relocate from South of Ballard	Sign	Relocate Sign and Pole	1	$200	sign	$200
Offsite	Lacasse Boulevard	Northbound, south of Ballard Street	Install	Sign	Rb-6	1	$400	sign with tab	$400
Offsite	Lacasse Boulevard	Northbound, south of Ballard Street	Install	Pavement Marking	School Zone Stencil	1	$400	symbol	$400
Offsite	Lacasse Boulevard	Southbound, south of Ballard Street	Install	Sign	Rb-1	1	$300	sign	$300
Offsite	Lacasse Boulevard	Southbound, north of Meander Crescent	Install	Sign	Wc-1	1	$300	sign	$300

Onsite / Offsite	Road/ Intersection	Location	Action	Type	Description	Quantity	Unit Cost	Unit	Improvement Cost
Offsite	Lacasse Boulevard	Southbound, south of Meander Cresent	Install	Sign	Rb-6	1	$400	sign with tab	$400
Offsite	Lacasse Boulevard	Southbound, south of Meander Cresent	Install	Pavement Marking	School Zone Stencil	1	$400	symbol	$400
Offsite	Lacasse Boulevard	Northbound, south of Meander Crescent	Relocate from southbound south of Meander	Sign	Relocate Sign and Pole	1	$200	sign	$200
Offsite	St. Thomas Street	Eastbound, west of William Street	Relocate from east of William	Sign	Relocate Sign and Pole	1	$200	sign	$200
Offsite	St. Thomas Street	Eastbound, east of William Street	Install	Sign	Rb-6	1	$400	sign with tab	$400
Offsite	St. Thomas Street	Eastbound, east of William Street	Install	Pavement Marking	School Zone Stencil	1	$400	symbol	$400
Offsite	St. Thomas Street	Westbound, east of William Street	Install	Sign	Rb-1	1	$300	sign	$300
Offsite	St. Thomas Street	Westbound, west of Argent Street	Install	Sign	Rb-6	1	$400	sign with tab	$400

Onsite / Offsite	Road/ Intersection	Location	Action	Type	Description	Quantity	Unit Cost	Unit	Improvement Cost
Offsite	St. Thomas Street	Westbound, west of Argent Street	Install	Pavement Marking	School Zone Stencil	1	$400	symbol	$400
Offsite	St. Thomas Street	Eastbound, west of Argent Street	Relocate from westbound west of Argent	Sign	Relocate Sign and Pole	1	$200	sign	$200
Offsite	St. Thomas Street and Lacasse Boulevard	East Leg	Install	Pavement Marking	Ladder Crosswalk	1	$2,000	crosswalk	$2,000
Offsite	St. Thomas Street and Lacasse Boulevard	East Leg	Relocate	Pavement Marking	Stop Bar	1	$18	m	$18
Offsite	St. Thomas Street and Lacasse Boulevard	Northeast corner	Install	Civil Work	Curb Cut	1	$1,000	end of crosswalk	$1,000
Offsite	St. Thomas Street and Lacasse Boulevard	Northeast corner	Install	Civil Work	Concrete Pad	25	$150	square meter	$3,750
Offsite	St. Thomas Street and	Northeast corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300

Onsite / Offsite	Road/ Intersection	Location	Action	Type	Description	Quantity	Unit Cost	Unit	Improvement Cost
	Lacasse Boulevard								
Offsite	St. Thomas Street and Lacasse Boulevard	Southeast corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	St. Thomas Street and Lacasse Boulevard	South Leg	Install	Pavement Marking	Ladder Crosswalk	1	$2,000	crosswalk	$2,000
Offsite	St. Thomas Street and Lacasse Boulevard	Southwest corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	St. Thomas Street and Lacasse Boulevard	West Leg	Install	Pavement Marking	Ladder Crosswalk	1	$2,000	crosswalk	$2,000
Offsite	St. Thomas Street and Lacasse Boulevard	Northwest corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	St. Thomas Street and Lacasse Boulevard	North Leg	Install	Pavement Marking	Ladder Crosswalk	1	$2,000	crosswalk	$2,000

Onsite / Offsite	Road/ Intersection	Location	Action	Type	Description	Quantity	Unit Cost	Unit	Improvement Cost
Offsite	St. Thomas Street and Argent Street	South Leg	Install	Pavement Marking	Ladder Crosswalk	1	$2,000	crosswalk	$2,000
Offsite	St. Thomas Street and Argent Street	Southwest corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	St. Thomas Street and Argent Street	Southeast corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	Lacasse Boulevard and Clapp Street	South Leg	Install	Pavement Marking	Ladder Crosswalk	1	$2,000	crosswalk	$2,000
Offsite	Lacasse Boulevard and Clapp Street	Southeast corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	Lacasse Boulevard and Clapp Street	Southwest corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	Lacasse Boulevard	West Leg	Install	Pavement Marking	Ladder Crosswalk	1	$2,000	crosswalk	$2,000

Onsite / Offsite	Road/ Intersection	Location	Action	Type	Description	Quantity	Unit Cost	Unit	Improvement Cost
	and Clapp Street								
Offsite	Lacasse Boulevard and Meander Crescent	West Leg	Install	Pavement Marking	Ladder Crosswalk	1	$2,000	crosswalk	$2,000
Offsite	Lacasse Boulevard and Meander Crescent	Northwest corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	Lacasse Boulevard and Meander Crescent	Southwest corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	Lacasse Boulevard	West side, at Clapp, Meander, Oakpark, Dube	Install	Civil Work	Curb Extension	5	$7,000	corner	$35,000
								Off-site Improvement Costs	**$152,793**
								On-site Improvement Costs	**$ -**
								Total Costs	**$152,793**

Table 6-9: Estimated Improvement Costs: Sainte-Marguerite-d'Youville

Onsite/ Offsite	Road/ Intersection	Location	Action	Type	Description	Quantity	Unit Cost	Unit	Improvement Cost
Offsite	St. Thomas Street	Eastbound, east of Brenda	Remove	Sign	Remove Sign and Pole	1	$200	sign	$200
Offsite	St. Thomas Street	Eastbound, west of Revland	Relocate from east of Revland	Sign	Relocate Sign and Pole	1	$200	sign	$200
Offsite	St. Thomas Street	Eastbound, east of Revland	Install	Sign	Rb-6	1	$400	sign with tab	$400
Offsite	St. Thomas Street	Eastbound, east of Revland	Install	Pavement Marking	School Zone Stencil	1	$400	symbol	$400
Offsite	St. Thomas Street	Westbound, east of Revland	Install	Sign	Rb-1	1	$300	sign	$300
Offsite	St. Thomas Street	Westbound, west of Paisley	Install	Sign	Wc-1	1	$300	sign	$300
Offsite	St. Thomas Street	Westbound, east of Rideau	Install	Sign	Rb-6	1	$400	sign with tab	$400
Offsite	St. Thomas Street	Westbound, east of Rideau	Install	Pavement Marking	School Zone Stencil	1	$400	symbol	$400

Onsite/ Offsite	Road/ Intersection	Location	Action	Type	Description	Quantity	Unit Cost	Unit	Improvement Cost
Offsite	St. Thomas Street	Eastbound, east of Rideau	Install	Sign	Rb-1	1	$300	sign	$300
Offsite	St. Thomas Street	Eastbound at Dillon	Relocate	Sign	Relocate Sign and Pole	1	$200	sign	$200
Offsite	St. Thomas Street and Woodridge Drive	North Leg	Install	Pavement Marking	Ladder Crosswalk	1	$2,000	crosswalk	$2,000
Offsite	St. Thomas Street and Woodridge Drive	Northwest corner	Install	Civil Work	Curb Cut	1	$1,000	end of crosswalk	$1,000
Offsite	St. Thomas Street and Woodridge Drive	Northwest corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	St. Thomas Street and Woodridge Drive	Northwest corner	Install	Civil Work	Concrete Pad	25	$150	square meter	$3,750
Offsite	St. Thomas Street and Woodridge Drive	Northeast corner	Install	Civil Work	Curb Cut	1	$1,000	end of crosswalk	$1,000
Offsite	St. Thomas Street and	Northeast corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300

Onsite/ Offsite	Road/ Intersection	Location	Action	Type	Description	Quantity	Unit Cost	Unit	Improvement Cost
	Woodridge Drive								
Offsite	St. Thomas Street and Woodridge Drive	Northeast corner	Install	Civil Work	Concrete Pad	25	$150	square meter	$3,750
Offsite	St. Thomas Street and Woodridge Drive	South Leg	Install	Pavement Marking	Ladder Crosswalk	1	$2,000	crosswalk	$2,000
Offsite	St. Thomas Street and Woodridge Drive	Southwest Corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	St. Thomas Street and Woodridge Drive	Southeast Corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	St. Thomas Street and school west driveway	South Leg	Install	Pavement Marking	Ladder Crosswalk	1	$2,000	crosswalk	$2,000
Offsite	St. Thomas Street and school west driveway	Southwest Corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	St. Thomas Street and	Southeast Corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300

Onsite/ Offsite	Road/ Intersection	Location	Action	Type	Description	Quantity	Unit Cost	Unit	Improvement Cost
	school west driveway								
Offsite	St. Thomas Street and school east driveway	South Leg	Install	Pavement Marking	Ladder Crosswalk	1	$2,000	crosswalk	$2,000
Offsite	St. Thomas Street and school east driveway	Southwest Corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	St. Thomas Street and school east driveway	Southeast Corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	St. Thomas Street and Centennial Drive	East Leg	Install	Pavement Marking	Ladder Crosswalk	1	$2,000	crosswalk	$2,000
Offsite	St. Thomas Street and Centennial Drive	Northeast corner	Install	Civil Work	Curb Cut	1	$1,000	end of crosswalk	$1,000
Offsite	St. Thomas Street and Centennial Drive	Northeast corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	St. Thomas Street and	Northeast corner	Install	Civil Work	Concrete Pad	25	$150	square meter	$3,750

Onsite/ Offsite	Road/ Intersection	Location	Action	Type	Description	Quantity	Unit Cost	Unit	Improvement Cost
	Centennial Drive								
Offsite	St. Thomas Street and Centennial Drive	Southeast corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	St. Thomas Street and Centennial Drive	North Leg	Install	Pavement Marking	Ladder Crosswalk	1	$2,000	crosswalk	$2,000
Offsite	St. Thomas Street and Centennial Drive	Northwest corner	Install	Civil Work	Curb Cut	1	$1,000	end of crosswalk	$1,000
Offsite	St. Thomas Street and Centennial Drive	Northwest corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	St. Thomas Street and Centennial Drive	Northwest corner	Install	Civil Work	Concrete Pad	25	$150	square meter	$3,750
Offsite	St. Thomas Street and Centennial Drive	West Leg	Install	Pavement Marking	Ladder Crosswalk	1	$2,000	crosswalk	$2,000
Offsite	St. Thomas Street and	Southwest corner	Install	Civil Work	Curb Cut	1	$1,000	end of crosswalk	$1,000

Onsite/ Offsite	Road/ Intersection	Location	Action	Type	Description	Quantity	Unit Cost	Unit	Improvement Cost
	Centennial Drive								
Offsite	St. Thomas Street and Centennial Drive	Southwest corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	St. Thomas Street and Centennial Drive	Southwest corner	Install	Civil Work	Concrete Pad	25	$150	square meter	$3,750
Offsite	St. Thomas Street and Dillon Drive	North Leg	Install	Pavement Marking	Ladder Crosswalk	1	$2,000	crosswalk	$2,000
Offsite	St. Thomas Street and Dillon Drive	Northeast corner	Install	Civil Work	Curb Cut	1	$1,000	end of crosswalk	$1,000
Offsite	St. Thomas Street and Dillon Drive	Northeast corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	St. Thomas Street and Dillon Drive	Northeast corner	Install	Civil Work	Concrete Pad	25	$150	square meter	$3,750
Offsite	St. Thomas Street and Dillon Drive	Northwest corner	Install	Civil Work	Curb Cut	1	$1,000	end of crosswalk	$1,000

Onsite/ Offsite	Road/ Intersection	Location	Action	Type	Description	Quantity	Unit Cost	Unit	Improvement Cost
Offsite	St. Thomas Street and Dillon Drive	Northwest corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	St. Thomas Street and Dillon Drive	Northwest corner	Install	Civil Work	Concrete Pad	25	$150	square meter	$3,750
Offsite	St. Thomas Street	North side, between Centennial Drive and pathway to Little River Park	Install	Civil Work	Sidewalk	0.14	$300,000	linear km	$40,500
								Off-site Improvement Costs	**$111,050**
								On-site Improvement Costs	**$ -**
								Total Costs	**$111,050**

Table 6-10: Estimated Improvement Costs: Sainte-Antoine

Onsite/ Offsite	Road/ Intersection	Location	Action	Type	Description	Quantity	Unit Cost	Unit	Improvement Cost
Offsite	St. Anne Street	Northbound, south of Tecumseh	Relocate from southbound, south of Tecumseh	Sign	Relocate Sign and Pole	1	$200	sign	$200
Offsite	St. Anne Street	Southbound, south of Tecumseh	Install	Sign	Rb-6	1	$400	sign with tab	$400
Offsite	St. Anne Street	Southbound, south of Tecumseh	Install	Pavement Marking	School Zone Stencil	1	$400	symbol	$400
Offsite	St. Anne Street	Northbound, south of Arbour	Install	Sign	Rb-6	1	$400	sign with tab	$400
Offsite	St. Anne Street	Northbound, south of Arbour	Install	Pavement Marking	School Zone Stencil	1	$400	symbol	$400
Offsite	St. Anne Street	Southbound, south of Arbour	Install	Sign	Rb-1	1	$300	sign	$300
Offsite	Arbour Street	Eastbound, west of Poisson	Relocate from eastbound, west of St. Anne Street	Sign	Relocate Sign and Pole	1	$200	sign	$200

Onsite/ Offsite	Road/ Intersection	Location	Action	Type	Description	Quantity	Unit Cost	Unit	Improvement Cost
Offsite	Arbour Street	Eastbound, west of St. Anne	Install	Sign	Rb-6	1	$400	sign with tab	$400
Offsite	Arbour Street	Eastbound, west of St. Anne	Install	Pavement Marking	School Zone Stencil	1	$400	symbol	$400
Offsite	Arbour Street	Westbound, west of St. Anne	Install	Sign	Rb-1	1	$300	sign	$300
Offsite	Arbour Street	Westbound, west of Bedell	Relocate from westbound, east of Lesperance	Sign	Relocate Sign and Pole	1	$200	sign	$200
Offsite	Arbour Street	Westbound, east of Lesperance	Install	Sign	Rb-6	1	$400	sign with tab	$400
Offsite	Arbour Street	Westbound, east of Lesperance	Install	Pavement Marking	School Zone Stencil	1	$400	symbol	$400
Offsite	Arbour Street	Eastbound, east of Lesperance	Install	Sign	Rb-1	1	$300	sign	$300
Offsite	Lesperance Road	Southbound, south of Tecumseh	Relocate from southbound	Sign	Relocate Sign and Pole	1	$200	sign	$200

Onsite/ Offsite	Road/ Intersection	Location	Action	Type	Description	Quantity	Unit Cost	Unit	Improvement Cost
			, north of Lanoue						
Offsite	Lesperance Road	Southbound , north of Lanoue	Install	Sign	Rb-6	1	$400	sign with tab	$400
Offsite	Lesperance Road	Southbound , north of Lanoue	Install	Pavement Marking	School Zone Stencil	1	$400	symbol	$400
Offsite	Lesperance Road	Northbound , north of Lanoue	Install	Sign	Rb-1	1	$300	sign	$300
Offsite	Lesperance Road	Northbound , north of County Road 22	Relocate from northbound, south of Renaud	Sign	Relocate Sign and Pole	1	$200	sign	$200
Offsite	Lesperance Road	Northbound , south of Renaud	Install	Sign	Rb-6	1	$400	sign with tab	$400
Offsite	Lesperance Road	Northbound , south of Renaud	Install	Pavement Marking	School Zone Stencil	1	$400	symbol	$400
Offsite	Lesperance Road	Southbound , south of Renaud	Install	Sign	Rb-1	1	$300	sign	$300
Offsite	Lesperance Road and	East Leg	Install	Pavement Marking	Ladder Crosswalk	1	$2,000	crosswalk	$2,000

Onsite/ Offsite	Road/ Intersection	Location	Action	Type	Description	Quantity	Unit Cost	Unit	Improvement Cost
	Lanoue Street								
Offsite	Lesperance Road and Lanoue Street	Northeast corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	Lesperance Road and Arbour Street	East Leg	Install	Pavement Marking	Ladder Crosswalk	1	$2,000	crosswalk	$2,000
Offsite	Lesperance Road and Arbour Street	Northeast corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	Lesperance Road and Arbour Street	Southeast corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	Lesperance Road and Arbour Street	South Leg	Install	Pavement Marking	Ladder Crosswalk	1	$2,000	crosswalk	$2,000
Offsite	Lesperance Road and Arbour Street	West Leg	Install	Pavement Marking	Ladder Crosswalk	1	$2,000	crosswalk	$2,000
Offsite	Lesperance Road and Arbour Street	North Leg	Install	Pavement Marking	Ladder Crosswalk	1	$2,000	crosswalk	$2,000
Offsite	St. Anne Street and Arbour Street	North Leg	Install	Pavement Marking	Ladder Crosswalk	1	$2,000	crosswalk	$2,000

Onsite/ Offsite	Road/ Intersection	Location	Action	Type	Description	Quantity	Unit Cost	Unit	Improvement Cost
Offsite	St. Anne Street and Arbour Street	South Leg	Install	Pavement Marking	Ladder Crosswalk	1	$2,000	crosswalk	$2,000
Offsite	St. Anne Street and Arbour Street	East Leg	Remove	Civil Work	Remove Curb Cut	1	$500	end of crosswalk	$500
Offsite	St. Anne Street and Arbour Street	East Leg	Remove	Civil Work	Remove TWSI	1	$650	end of crosswalk	$650
Offsite	St. Anne Street and Arbour Street	West Leg	Remove	Civil Work	Remove Curb Cut	1	$500	end of crosswalk	$500
Offsite	St. Anne Street and Arbour Street	West Leg	Remove	Civil Work	Remove TWSI	1	$650	end of crosswalk	$650
Offsite	St. Anne Street and Remie Street	South Leg	Remove	Civil Work	Remove Curb Cut	1	$500	end of crosswalk	$500
Offsite	Lesperance Road and Lanoue Street	South Leg, southwest corner near gate	Remove	Civil Work	Remove Curb Cut	1	$500	end of crosswalk	$500
Offsite	Lesperance Road and Lanoue Street	South Leg	Remove	Civil Work	Remove Ladder Crosswalk	1	$15	m	$15

Onsite/ Offsite	Road/ Intersection	Location	Action	Type	Description	Quantity	Unit Cost	Unit	Improvement Cost
Offsite	Arbour Street	South side, at St Anne, Carmelita	Install	Civil Work	Curb Extension	3	$7,000	corner	$21,000
Offsite	Lesperance Road	Southbound, north of Lanoue	Install	Sign	Speed Radar Board	1	$5,000	sign	$5,000
Offsite	Lesperance Road	Northbound, south of Arbour	Install	Sign	Speed Radar Board	1	$5,000	sign	$5,000
								Off-site Improvement Costs	**$59,515**
								On-site Improvement Costs	**$ -**
								Total Costs	**$59,515**

Table 6-11: Estimated Improvement Costs: Lakeview Montessori

Onsite/ Offsite	Road/ Intersection	Location	Action	Type	Description	Quantity	Unit Cost	Unit	Improvement Cost
Offsite	Riverside Drive	Eastbound, east of Edgewater	Install	Sign	Rb-6	1	$400	sign with tab	$400
Offsite	Riverside Drive	Eastbound, east of Edgewater	Install	Pavement Marking	School Zone Stencil	1	$400	symbol	$400
Offsite	Riverside Drive	Westbound, east of Edgewater	Install	Sign	Rb-1	1	$300	sign	$300
Offsite	Riverside Drive	Westbound, west of Kensington	Relocate from westbound, east of Arlington	Sign	Relocate Sign and Pole	1	$200	sign	$200
Offsite	Riverside Drive	Westbound, east of Arlington	Install	Sign	Rb-6	1	$400	sign with tab	$400
Offsite	Riverside Drive	Westbound, east of Arlington	Install	Pavement Marking	School Zone Stencil	1	$400	symbol	$400
Offsite	Riverside Drive	Eastbound, east of Arlington	Install	Sign	Rb-1	1	$300	sign	$300
Offsite	Riverside Drive and	South Leg	Install	Pavement Marking	Ladder Crosswalk	1	$2,000	crosswalk	$2,000

Onsite/ Offsite	Road/ Intersection	Location	Action	Type	Description	Quantity	Unit Cost	Unit	Improvement Cost
	Edgewater Boulevard								
Offsite	Riverside Drive and Edgewater Boulevard	Southwest corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	Riverside Drive and Edgewater Boulevard	Southeast corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	Riverside Drive and Edgewater Boulevard	Southeast corner	Install	Civil Work	Concrete Pad	25	$150	square meter	$3,750
Offsite	Riverside Drive and St. Mark's Road	South Leg	Install	Pavement Marking	Ladder Crosswalk	1	$2,000	crosswalk	$2,000
Offsite	Riverside Drive and St. Mark's Road	Southwest corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	Riverside Drive and St. Mark's Road	Southeast corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	Riverside Drive and Arlington Boulevard	South Leg	Install	Pavement Marking	Ladder Crosswalk	1	$2,000	crosswalk	$2,000

Onsite/ Offsite	Road/ Intersection	Location	Action	Type	Description	Quantity	Unit Cost	Unit	Improvement Cost
Offsite	Riverside Drive and Arlington Boulevard	Southwest corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	Riverside Drive and Arlington Boulevard	Southeast corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	Riverside Drive and Arlington Boulevard	Southeast corner	Install	Civil Work	Concrete Pad	25	$150	square meter	$3,750
								Off-site Improvement Costs	**$23,700**
								On-site Improvement Costs	**$ -**
								Total Costs	**$23,700**

Table 6-12: Estimated Improvement Costs: Al-Hijra Academy

Onsite/ Offsite	Road/ Intersection	Location	Action	Type	Description	Quantity	Unit Cost	Unit	Improvement Cost
Offsite	Howard Avenue	Southbound, north of Howard Avenue Connector	Relocate from southbound north of Howard Connector to further north	Sign	Relocate Sign and Pole	1	$200	sign	$200
Offsite	Howard Avenue	Southbound, north of Howard Avenue Connector	Install	Sign	Rb-6	1	$400	sign with tab	$400
Offsite	Howard Avenue	Southbound, north of Howard Avenue Connector	Install	Pavement Marking	School Zone Stencil	1	$400	symbol	$400
Offsite	Howard Avenue	Northbound, north of south limit of road	Install	Sign	Rb-1	1	$300	sign	$300
Offsite	Howard Avenue	Northbound, north of south limit of road	Relocate from northbound, north of south limit of road to slightly	Sign	Relocate Sign and Pole	1	$200	sign	$200

Onsite/ Offsite	Road/ Intersection	Location	Action	Type	Description	Quantity	Unit Cost	Unit	Improvement Cost
			further south						
Offsite	Howard Avenue	Northbound, north of south limit of road	Install	Sign	Rb-6	1	$400	sign with tab	$400
Offsite	Howard Avenue	Northbound, north of south limit of road	Install	Pavement Marking	School Zone Stencil	1	$400	symbol	$400
Offsite	Howard Avenue	South of Howard Ave Connector	Install	Illumination	Streetlighting	4.00	$15,000	luminaire	$59,994
Offsite	Howard Avenue and Howard Avenue Connector	East Leg	Install	Pavement Marking	Ladder Crosswalk	1	$2,000	crosswalk	$2,000
Offsite	Howard Avenue	East side between school driveway and church driveway	Install	Civil Work	Paved Shoulder	157.50	$230	square meter	$36,225
								Off-site Improvement Costs	**$100,519**
								On-site Improvement Costs	**$ -**
								Total Costs	**$100,519**

Table 6-13: Estimated Improvement Costs: L'Essor

Onsite/ Offsite	Road/ Intersection	Location	Action	Type	Description	Quantity	Unit Cost	Unit	Improvement Cost
Onsite	None	South of St. Gregory's Road between Essex County Library parking lot and break in fence at school site	Install	Civil Work	Multi-Use Path	0.031	$375,000	linear km	$11,625
Offsite	St. Gregory's Road	Eastbound, east of Manning Road	Relocate from eastbound, east of west Jason Court intersection	Sign	Relocate Sign and Pole	1	$200	sign	$200
Offsite	St. Gregory's Road	Eastbound, east of west Jason Court intersection	Install	Sign	Rb-6	1	$400	sign with tab	$400
Offsite	St. Gregory's Road	Eastbound, east of west Jason Court intersection	Install	Pavement Marking	School Zone Stencil	1	$400	symbol	$400
Offsite	St. Gregory's Road	Westbound, west of west Jason Court intersection	Install	Sign	Rb-1	1	$300	sign	$300

Onsite/ Offsite	Road/ Intersection	Location	Action	Type	Description	Quantity	Unit Cost	Unit	Improvement Cost
Offsite	St. Gregory's Road and Manning Road	East Leg	Install	Pavement Marking	Ladder Crosswalk	1	$2,000	crosswalk	$2,000
Offsite	St. Gregory's Road and Manning Road	Southeast corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	St. Gregory's Road and Manning Road	Northeast corner, for east crosswalk	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	St. Gregory's Road and Manning Road	South Leg	Install	Pavement Marking	Ladder Crosswalk	1	$2,000	crosswalk	$2,000
Offsite	St. Gregory's Road and Manning Road	Southwest corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	St. Gregory's Road and Manning Road	West Leg	Install	Pavement Marking	Ladder Crosswalk	1	$2,000	crosswalk	$2,000
Offsite	St. Gregory's Road and Manning Road	Northwest corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300

Onsite/ Offsite	Road/ Intersection	Location	Action	Type	Description	Quantity	Unit Cost	Unit	Improvement Cost
Offsite	St. Gregory's Road and Manning Road	North Leg	Install	Pavement Marking	Ladder Crosswalk	1	$2,000	crosswalk	$2,000
Offsite	St. Gregory's Road and Manning Road	Northeast corner, for north crosswalk	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	St. Gregory's Road and Manning Road	All corners	Install	Electrical	Audible Pedestrian Signal	8	$5,000	signal head	$40,000
Offsite	St. Gregory's Road and west school driveway	South Leg	Install	Pavement Marking	Ladder Crosswalk	1	$2,000	crosswalk	$2,000
Offsite	St. Gregory's Road and west school driveway	Southwest corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	St. Gregory's Road and west school driveway	Southeast corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	St. Gregory's Road and east school driveway	South Leg	Install	Pavement Marking	Ladder Crosswalk	1	$2,000	crosswalk	$2,000

Onsite/ Offsite	Road/ Intersection	Location	Action	Type	Description	Quantity	Unit Cost	Unit	Improvement Cost
Offsite	St. Gregory's Road and east school driveway	Southwest corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	St. Gregory's Road and east school driveway	Southeast corner	Install	Civil Work	TWSI	1	$1,300	end of crosswalk	$1,300
Offsite	St. Gregory's Road	South of St. Gregory's Road, west of west school driveway	Install	Civil Work	Multi-Use Path	0.07	$375,000	linear km	$24,375
Offsite	St. Gregory's Road	North side west of each Jason Court intersection, south side west of east soccer parking driveway and west of east school driveway	Install	Civil Work	Curb Extension	4	$7,000	corner	$28,000
Offsite	St. Gregory's Road	West of west Jason Court intersection to east of east school driveway	Modify	Pavement Marking	Centreline	270	$18	m	$4,860

Onsite/ Offsite	Road/ Intersection	Location	Action	Type	Description	Quantity	Unit Cost	Unit	Improvement Cost
								Off-site Improvement Costs	**$122,235**
								On-site Improvement Costs	**$11,625**
								Total Costs	**$133,860**

Table 6-14: Total Estimated Improvement Costs for Study Area

School	Estimated Improvement Program Costs		
	Off-site	On-site	Total
A.V. Graham	$44,675	-	$44,675
Beacon Heights	$12,940	-	$12,940
Tecumseh Vista Academy	$2,200	$141,500	$143,700
St. André	$97,050	-	$97,050
Green Acres Optimist Park Lot	$12,160	$310,871	$323,031
St. Mary	$15,800	$7,500	$23,300
St. Peter	$68,850	-	$68,850
St. Pius X	$152,793	-	$152,793
Sainte-Marguerite-d'Youville	$111,050	-	$111,050
Sainte-Antoine	$59,515	-	$59,515
Lakeview Montessori	$23,700	-	$23,700
Al-Hijra Academy	$100,519	-	$100,519
L'Essor	$122,235	$11,625	$133,860
TOTAL	**$823,487**	**$471,496**	**$1,294,983**

APPENDIX

A Traffic Data

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A-1 *A.V. Graham*

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Prepared By: *PYRAMID* Traffic Inc.

Turning Movement Count - St Thomas St @ Brenda Cres

Municipality: Tecumseh
Major Road: St Thomas St
Minor Road: Brenda Cres

Date: Oct 22, 2024

Major Road Runs: East/West
Weather Conditions: Clear/Dry
Person No. 1 Cam
Person No. 2

Period	North Approach							East Approach							South Approach							West Approach							Veh. Summary	
	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.		
Ending	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	15	60
7:45	2	0	6	0	0	0	0	3	29	0	0	1	0	0	1	0	1	0	0	0	0	1	15	1	0	0	0	0	60	
8:00	1	1	4	0	0	0	0	8	30	1	0	1	0	0	0	0	3	0	0	0	0	0	14	1	0	2	0	0	66	
8:15	1	1	2	0	0	0	0	14	32	0	0	0	0	0	0	0	2	0	0	0	0	1	18	2	0	0	0	0	73	
8:30	0	0	1	0	0	0	0	27	37	1	3	3	0	0	1	0	3	0	0	0	0	1	13	10	0	0	0	0	100	299
8:45	1	0	3	0	0	0	0	24	30	2	2	2	0	0	11	0	27	2	0	2	0	3	21	8	0	1	1	0	140	379
9:00	1	0	2	0	0	0	0	5	29	2	0	1	0	0	4	0	15	1	0	0	0	2	26	3	0	0	0	0	91	404
9:15	1	0	1	0	0	0	0	5	17	0	0	0	0	0	1	0	5	0	0	0	0	0	17	1	0	1	1	0	50	381
9:30	1	0	1	0	0	0	0	1	14	0	0	1	0	0	0	0	0	0	0	0	0	1	13	1	0	0	0	0	33	314
11:15	0	0	0	0	0	0	0	2	10	0	0	1	0	0	1	0	2	0	0	0	0	0	16	0	0	0	0	0	32	
11:30	3	0	1	0	0	1	0	1	11	1	0	1	0	0	0	0	1	0	0	0	0	0	13	0	1	0	0	0	34	
11:45	0	0	3	0	0	0	0	2	14	2	0	0	0	0	0	0	2	0	0	1	0	0	15	2	0	0	0	0	41	
12:00	0	0	1	0	0	0	0	3	10	0	0	1	0	0	0	0	4	0	0	0	0	2	20	2	0	1	0	0	44	151
12:15	0	0	0	0	0	0	0	2	17	0	0	2	0	0	0	0	1	0	0	0	0	4	16	0	0	0	0	0	42	161
12:30	0	0	1	0	0	0	0	2	13	0	0	2	0	0	0	0	3	0	0	0	0	2	10	2	0	0	0	0	35	162
12:45	2	0	1	0	0	0	0	5	13	0	0	0	0	0	0	0	7	0	0	0	0	1	14	0	0	0	0	0	43	164
13:00	0	1	2	0	0	0	0	4	8	0	0	0	0	0	0	0	4	1	0	0	0	0	12	0	0	0	3	0	35	155
13:15	1	0	2	0	0	0	0	4	18	2	0	0	0	0	1	0	1	1	0	0	0	0	15	0	0	0	0	0	45	158
13:30	3	0	0	1	0	0	0	2	10	2	0	1	0	0	1	0	2	0	0	0	0	1	15	1	1	0	0	0	40	163
14:15	0	0	0	0	0	0	0	2	15	0	0	0	0	0	1	0	1	0	0	0	0	0	8	1	0	2	0	0	30	
14:30	0	0	1	0	0	0	0	7	25	0	0	6	0	0	0	0	1	0	0	0	0	2	9	2	0	0	0	0	53	
14:45	0	0	1	0	0	0	0	10	24	2	1	3	1	0	2	0	0	0	0	0	0	1	15	3	0	2	0	0	65	
15:00	1	0	0	1	0	0	0	15	20	1	0	2	0	0	4	0	1	2	0	0	0	0	37	7	0	1	2	0	94	242
15:15	0	0	2	0	0	0	0	3	12	3	1	1	0	0	13	0	32	1	0	3	0	3	31	2	0	4	0	0	111	323
15:30	2	0	1	0	0	0	0	0	23	0	0	1	0	0	3	0	8	0	0	0	0	0	25	1	0	0	0	0	64	334
15:45	0	0	0	0	0	0	0	3	16	0	0	0	0	0	3	0	6	0	0	0	0	3	24	1	0	0	0	0	56	325
16:00	0	0	1	0	0	0	0	4	25	2	0	2	0	0	2	0	5	0	0	0	0	0	37	0	0	0	0	0	78	309
16:15	3	0	1	0	0	0	0	1	24	2	0	0	0	0	0	0	8	0	0	0	0	3	29	1	0	1	0	0	73	271
16:30	1	0	0	0	0	0	0	0	24	0	0	2	0	0	1	0	3	0	0	0	0	4	37	0	0	1	0	0	73	280
16:45	0	0	1	0	0	0	0	2	28	0	0	1	0	0	0	0	5	0	0	0	0	3	31	1	0	1	0	0	73	297
17:00	2	0	2	0	0	0	0	3	21	2	0	0	0	0	3	1	4	0	0	0	0	6	30	1	0	0	0	0	75	294
17:15	2	0	1	0	0	0	0	1	24	0	0	0	0	0	2	0	3	0	0	0	0	5	29	2	0	1	0	0	70	291
17:30	0	0	4	0	0	0	0	1	16	3	0	1	0	0	1	0	0	0	0	0	0	5	23	1	0	0	0	0	55	273

PEDESTRIAN AND CYCLIST COUNT

Tecumseh (WSP) - October 22 (16 Counts)

Site: 200204 - St Thomas St @ Brenda Cres

Date: 2024-10-22

	NORTH				EAST				SOUTH				WEST			
Period Ending	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES
7:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0
8:15	0	0	0	0	3	0	0	0	5	0	0	4	0	0	0	0
8:30	0	0	0	0	4	0	0	0	1	0	0	0	0	0	0	0
8:45	1	0	0	1	2	0	0	1	3	1	1	1	1	0	0	0
9:00	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
9:15	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
11:45	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	1	0	0	0	2	0	0	0	1	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
14:45	1	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0
15:00	0	0	0	0	4	0	0	2	2	1	1	0	0	0	0	0
15:15	0	0	0	2	0	0	0	0	11	0	0	1	0	0	0	0
15:30	0	0	0	0	4	0	0	0	1	0	0	0	1	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
16:15	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0
16:45	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0
17:30	0	0	0	0	1	0	0	0	2	0	0	0	2	0	0	0

A-2 *Beacon Heights*

No data collection conducted for this school

A-3 *Tecumseh Vista Academy*

No data collection conducted for this school

A-4 *St. André*

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Prepared By: *PYRAMID* Traffic Inc.

Turning Movement Count - St Gregorys Rd @ Cada Cres

Municipality: Tecumseh
Major Road: St Gregorys Rd
Minor Road: Cada Cres

Date: Oct 22, 2024

Major Road Runs: East/West
Weather Conditions: Clear/Dry
Person No. 1 Cam
Person No. 2

Period	North Approach							East Approach							South Approach							West Approach							Veh. Summary	
	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.		
Ending	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	15	60
7:45	1	0	10	0	0	0	0	0	38	0	0	2	0	0	0	0	0	0	0	0	0	4	24	0	0	1	0	0	80	
8:00	2	0	5	0	0	0	0	0	44	0	0	8	0	0	0	0	0	0	0	0	0	0	31	0	0	2	0	0	92	
8:15	2	0	6	0	0	0	0	0	61	0	0	2	0	0	0	0	0	0	0	0	0	0	32	0	0	4	0	0	107	
8:30	0	0	7	0	0	0	0	0	37	0	0	1	0	0	0	0	0	0	0	0	0	3	40	0	0	2	0	0	90	369
8:45	1	0	7	0	0	0	0	0	41	0	0	3	0	0	0	0	0	0	0	0	0	4	31	0	0	0	0	0	87	376
9:00	2	0	9	0	0	0	0	0	46	0	0	1	0	0	0	0	0	0	0	0	0	3	25	0	0	0	0	0	86	370
9:15	3	0	2	0	0	0	0	0	46	2	0	2	0	0	0	0	0	0	0	0	0	2	49	0	0	0	0	0	106	369
9:30	2	0	6	0	0	0	0	0	62	1	0	0	0	0	0	0	0	0	0	0	0	2	41	0	0	4	0	0	118	397
11:15	0	0	0	0	0	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	2	25	0	0	1	0	0	56	
11:30	2	0	2	0	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	3	29	0	0	1	0	0	61	
11:45	0	0	5	0	0	0	0	0	24	0	0	2	0	0	0	0	0	0	0	0	0	3	23	0	0	2	0	0	59	
12:00	0	0	1	0	0	0	0	0	15	2	0	2	0	0	0	0	0	0	0	0	0	2	21	0	0	2	0	0	45	221
12:15	1	0	8	0	0	0	0	0	19	3	0	0	0	0	0	0	0	0	0	0	0	3	29	0	0	1	0	0	64	229
12:30	4	0	3	0	0	0	0	0	30	1	0	0	0	0	0	0	0	0	0	0	0	1	29	0	0	1	0	0	69	237
12:45	0	0	3	0	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	5	23	0	0	1	0	0	52	230
13:00	1	0	2	0	0	0	0	0	22	0	0	2	0	0	0	0	0	0	0	0	0	6	29	0	0	0	0	0	62	247
13:15	0	0	3	0	0	0	0	0	24	2	0	0	0	0	0	0	0	0	0	0	0	4	24	0	1	2	0	0	60	243
13:30	1	0	7	0	0	1	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	7	21	0	0	0	0	0	51	225
14:15	1	0	5	0	0	0	0	0	29	2	0	2	0	0	0	0	0	0	0	0	0	7	31	0	0	2	0	0	79	
14:30	0	0	2	0	0	0	0	0	30	2	0	1	0	0	0	0	0	0	0	0	0	7	34	0	0	8	0	0	84	
14:45	0	0	12	0	0	0	0	0	29	1	0	3	1	0	0	0	0	0	0	0	0	8	33	0	0	2	0	0	89	
15:00	1	0	5	0	0	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	11	42	0	0	2	0	0	84	336
15:15	0	0	3	0	0	0	0	0	36	1	0	1	0	0	0	0	0	0	0	0	0	2	34	0	0	3	0	0	80	337
15:30	2	0	5	0	0	0	0	0	28	0	0	1	0	0	0	0	0	0	0	0	0	4	63	0	0	2	0	0	105	358
15:45	4	0	2	0	0	0	0	0	37	3	0	2	0	0	0	0	0	0	0	0	0	5	72	0	0	1	0	0	126	395
16:00	1	0	3	0	0	0	0	0	78	1	0	2	0	0	0	0	0	0	0	0	0	10	41	0	0	0	0	0	136	447
16:15	1	0	4	0	0	1	0	0	48	2	0	0	0	0	0	0	0	0	0	0	0	12	38	0	0	2	0	0	108	475
16:30	1	0	6	0	0	0	0	0	40	2	0	0	0	0	0	0	0	0	0	0	0	7	50	0	0	0	0	0	106	476
16:45	3	0	12	0	0	0	0	0	36	4	0	0	0	0	0	0	0	0	0	0	0	10	37	0	0	0	0	0	102	452
17:00	4	0	9	0	0	0	0	0	34	1	0	0	0	0	0	0	0	0	0	0	0	6	34	0	0	0	0	0	88	404
17:15	2	0	4	0	0	0	0	0	25	3	0	0	0	0	0	0	0	0	0	0	0	10	41	0	0	1	0	0	86	382
17:30	2	0	12	0	0	0	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	14	32	0	0	0	0	0	85	361

PEDESTRIAN AND CYCLIST COUNT

Tecumseh (WSP) - October 22 (16 Counts)

Site: 003092 - St Gregorys Rd @ Cada Cres

Date: 2024-10-22

Period Ending	NORTH				EAST				SOUTH				WEST			
	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES
7:45	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0
9:15	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	1	12	1	1	4	0	0	0	0	0	0	0	0
16:00	0	0	0	0	2	1	1	1	0	0	0	0	1	0	0	0
16:15	0	0	0	0	2	0	0	0	0	0	0	0	0	12	2	0
16:30	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0
17:15	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0
17:30	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0

Prepared By: *PYRAMID* Traffic Inc.

Turning Movement Count - St Gregorys Rd @ Edgewater Blvd

Municipality: Tecumseh
Major Road: St Gregorys Rd
Minor Road: Edgewater Blvd

Date: Oct 22, 2024

Major Road Runs: East/West
Weather Conditions: Clear/Dry
Person No. 1 Cam
Person No. 2

Period	North Approach							East Approach							South Approach							West Approach							Veh. Summary	
	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.		
Ending	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	15	60
7:45	5	0	10	0	0	0	0	0	28	2	0	2	0	0	0	0	0	0	0	0	0	1	23	0	0	1	0	0	72	
8:00	4	0	8	0	0	0	0	1	35	1	0	8	0	0	0	0	0	0	0	0	0	4	28	1	0	2	0	0	92	
8:15	4	0	5	0	0	1	0	1	55	3	0	1	1	0	0	0	0	0	0	0	0	3	33	0	1	3	0	0	111	
8:30	4	0	6	0	0	1	0	0	34	3	0	0	0	0	0	0	0	0	0	0	0	4	38	0	2	0	0	0	92	367
8:45	4	0	6	0	0	1	0	0	35	1	0	2	0	0	0	0	0	0	0	0	0	2	30	0	0	0	0	0	81	376
9:00	3	0	8	0	0	0	0	0	37	0	0	1	0	0	0	0	0	0	0	0	0	1	25	1	0	0	0	0	76	360
9:15	9	1	5	0	0	0	0	0	42	5	0	2	0	0	0	0	0	0	0	0	0	3	47	3	1	2	0	0	120	369
9:30	4	1	3	0	0	0	0	1	61	4	0	0	0	0	0	1	0	0	0	0	0	1	38	4	0	4	0	0	122	399
11:15	2	0	6	0	0	0	0	0	23	2	0	0	0	0	0	1	0	0	0	0	0	6	17	1	0	0	0	0	58	
11:30	3	1	5	0	0	0	0	0	19	1	0	0	0	0	0	0	0	0	0	0	0	3	26	4	1	1	0	0	64	
11:45	3	0	9	0	0	0	0	0	15	0	0	2	0	0	0	0	0	0	0	0	0	6	14	2	0	2	0	0	53	
12:00	3	0	0	0	0	1	0	1	16	3	0	1	0	0	0	1	0	0	0	0	0	5	15	1	0	2	0	0	49	224
12:15	2	0	4	0	0	0	0	0	18	1	0	0	0	0	0	0	1	0	0	0	0	8	19	2	1	0	0	0	56	222
12:30	3	0	7	0	0	0	0	0	23	2	0	0	0	0	0	0	1	0	0	0	0	6	23	3	1	0	0	0	69	227
12:45	2	0	4	0	0	0	0	0	11	3	0	0	0	0	5	0	1	0	0	0	0	2	19	2	0	1	0	0	50	224
13:00	4	0	8	0	0	0	0	1	12	2	0	2	1	0	1	0	0	0	0	0	0	8	22	0	0	0	0	0	61	236
13:15	3	0	5	0	0	0	0	0	19	3	0	0	0	0	2	0	0	0	0	0	0	4	19	0	1	1	0	0	57	237
13:30	1	0	3	0	0	0	0	0	11	3	0	0	0	0	0	0	0	0	0	0	0	5	18	0	0	0	0	0	41	209
14:15	3	0	7	0	0	0	0	0	24	2	0	2	0	0	0	0	0	0	0	0	0	7	21	2	1	1	0	0	70	
14:30	2	0	5	0	0	0	0	0	27	3	0	1	0	0	0	0	0	0	0	0	0	3	33	1	0	8	0	0	83	
14:45	5	0	7	0	0	1	0	0	23	3	0	3	0	0	0	0	2	0	0	0	0	5	28	0	0	2	0	0	79	
15:00	1	0	6	0	0	0	0	0	20	3	0	0	0	0	0	0	0	0	0	0	0	4	36	2	0	2	0	0	74	306
15:15	5	0	4	1	0	1	0	1	30	2	0	0	0	0	0	1	0	0	0	0	0	5	29	1	1	2	0	0	83	319
15:30	5	0	8	3	0	1	0	5	17	1	0	0	0	0	4	0	3	0	0	0	0	7	44	11	0	2	0	0	111	347
15:45	5	3	6	0	0	0	0	4	31	4	0	2	0	0	6	0	1	0	0	0	0	10	58	11	0	1	0	0	142	410
16:00	6	1	7	0	0	1	0	0	64	1	0	1	0	0	7	1	5	0	0	0	0	8	31	2	0	0	0	0	135	471
16:15	3	1	5	0	0	0	0	0	43	4	0	0	0	0	1	1	0	0	0	0	0	4	34	1	1	1	0	0	99	487
16:30	7	0	4	0	0	0	0	0	33	6	0	0	0	0	4	0	1	0	0	0	0	6	42	2	0	0	0	0	105	481
16:45	3	1	3	0	0	0	0	0	37	2	0	0	0	0	1	0	1	0	0	0	0	11	29	0	0	0	0	0	88	427
17:00	6	0	8	0	0	0	0	0	26	1	0	0	0	0	0	1	0	0	0	0	0	7	30	0	0	0	0	0	79	371
17:15	3	0	3	0	0	0	0	0	25	2	0	0	0	0	0	0	0	0	0	0	0	16	25	2	1	0	0	0	77	349
17:30	3	0	8	0	0	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	7	27	0	0	0	0	0	63	307

PEDESTRIAN AND CYCLIST COUNT

Tecumseh (WSP) - October 22 (16 Counts)

Site: 200097 - St Gregorys Rd @ Edgewater Blvd

Date: 2024-10-22

Period Ending	NORTH				EAST				SOUTH				WEST			
	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES
7:45	0	0	0	0	0	0	0	0	1	0	0	0	6	0	0	0
8:00	0	0	0	1	2	0	0	0	1	0	0	0	0	0	0	0
8:15	0	0	0	0	2	0	0	0	2	0	0	1	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
8:45	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0
9:00	1	0	0	0	0	0	0	0	2	0	0	1	1	0	0	1
9:15	0	0	0	1	0	0	0	0	2	0	0	0	2	0	0	0
9:30	0	0	0	0	0	0	0	0	2	0	0	0	4	0	0	0
11:15	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
11:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0
12:00	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
12:30	0	0	0	3	0	0	0	0	1	0	0	0	4	0	0	0
12:45	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0
13:30	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0
14:15	0	0	0	0	1	0	0	0	6	0	0	0	0	2	2	0
14:30	0	0	0	0	0	0	0	0	6	0	0	1	0	0	0	0
14:45	0	0	0	0	1	0	0	0	1	28	2	0	0	0	0	0
15:00	0	0	0	0	0	1	1	0	3	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	28	2	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0
15:45	0	0	0	0	1	0	0	1	8	1	1	1	2	0	0	0
16:00	0	0	0	0	0	0	0	0	3	6	4	3	1	0	0	0
16:15	0	0	0	0	1	0	0	0	0	0	0	3	0	0	0	0
16:30	0	0	0	1	0	0	0	0	2	0	0	1	1	0	0	0
16:45	0	0	0	0	0	0	0	0	3	0	0	4	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	2	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	4	2	0	0	0

Prepared By: *PYRAMID* Traffic Inc.

Turning Movement Count - St Gregorys Rd @ School Parking

Municipality: Tecumseh
Major Road: St Gregorys Rd
Minor Road: School Parking

Date: Oct 22, 2024

Major Road Runs: East/West
Weather Conditions: Clear/Dry
Person No. 1 Cam
Person No. 2

Period	North Approach							East Approach							South Approach							West Approach							Veh. Summary	
	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.		
Ending	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	15	60
7:45	0	0	0	0	0	0	0	0	29	0	0	2	0	0	0	0	0	0	0	0	0	0	26	0	0	1	0	0	58	
8:00	0	0	0	0	0	0	0	0	40	0	0	8	0	0	0	0	0	0	0	0	0	0	33	0	0	2	0	0	83	
8:15	0	0	0	0	0	0	0	0	55	0	0	2	0	0	0	0	0	0	0	0	0	0	37	0	0	3	0	0	97	
8:30	0	0	0	0	0	0	0	0	39	0	0	0	0	0	0	0	0	0	0	0	0	0	41	1	0	0	0	0	81	319
8:45	0	0	0	0	0	0	0	0	34	0	0	2	0	0	0	0	0	0	0	0	0	0	33	1	0	0	0	0	70	331
9:00	0	0	0	0	0	0	0	0	39	0	0	1	0	0	0	0	0	0	0	0	0	0	28	0	0	0	0	0	68	316
9:15	0	0	0	0	0	0	0	1	42	0	0	2	0	0	5	0	0	0	0	0	0	0	54	3	0	2	0	0	109	328
9:30	0	0	0	0	0	0	0	2	59	0	0	0	0	0	4	0	2	0	0	0	0	0	42	0	0	4	0	0	113	360
11:15	0	0	0	0	0	0	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0	0	0	45	
11:30	0	0	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	20	2	0	1	0	0	43	
11:45	0	0	0	0	0	0	0	0	15	0	0	2	0	0	0	0	0	0	0	0	0	0	17	0	0	2	0	0	36	
12:00	0	0	0	0	0	0	0	0	20	0	0	1	0	0	0	0	0	0	0	0	0	0	16	1	0	2	0	0	40	164
12:15	0	0	0	0	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	22	0	0	0	0	0	41	160
12:30	0	0	0	0	0	0	0	0	24	0	0	0	0	0	1	0	0	0	0	0	0	0	27	1	0	0	0	0	53	170
12:45	0	0	0	0	0	0	0	0	13	0	0	0	0	0	1	0	0	0	0	0	0	0	22	0	0	1	0	0	37	171
13:00	0	0	0	0	0	0	0	1	15	0	0	3	0	0	0	0	1	0	0	0	0	0	26	0	0	0	0	0	46	177
13:15	0	0	0	0	0	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	21	0	0	1	0	0	44	180
13:30	0	0	0	0	0	0	0	0	12	0	0	0	0	0	2	0	0	0	0	0	0	0	19	0	0	0	0	0	33	160
14:15	0	0	0	0	0	0	0	0	25	0	0	2	0	0	1	0	0	0	0	0	0	0	25	0	0	1	0	0	54	
14:30	0	0	0	0	0	0	0	0	28	0	0	1	0	0	2	0	0	0	0	0	0	0	32	1	0	8	0	0	72	
14:45	0	0	0	0	0	0	0	0	25	0	0	3	0	0	0	0	0	0	0	0	0	0	36	0	0	2	0	0	66	
15:00	0	0	0	0	0	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	36	0	0	2	0	0	61	253
15:15	0	0	0	0	0	0	0	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	35	0	0	3	0	0	71	270
15:30	0	0	0	0	0	0	0	2	23	0	0	0	0	0	0	0	0	0	0	0	0	0	49	3	0	5	0	0	82	280
15:45	0	0	0	0	0	0	0	1	33	0	0	2	0	0	6	0	0	0	0	0	0	0	57	1	0	1	0	0	101	315
16:00	0	0	0	0	0	0	0	0	53	0	0	1	0	0	9	0	0	0	0	0	0	0	40	0	0	0	0	0	103	357
16:15	0	0	0	0	0	0	0	0	43	0	0	0	0	0	5	0	4	0	0	0	0	0	36	0	0	1	0	0	89	375
16:30	0	0	0	0	0	0	0	0	37	0	0	0	0	0	0	0	5	0	0	0	0	0	51	0	0	0	0	0	93	386
16:45	0	0	0	0	0	0	0	0	40	0	0	0	0	0	0	0	0	0	0	0	0	0	32	0	0	0	0	0	72	357
17:00	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	1	0	0	0	0	0	36	0	0	0	0	0	63	317
17:15	0	0	0	0	0	0	0	0	27	0	0	0	0	0	0	0	1	0	0	0	0	0	27	0	0	0	0	0	55	283
17:30	0	0	0	0	0	0	0	1	19	0	0	0	0	0	0	0	1	0	0	0	0	0	29	0	0	0	0	0	50	240

PEDESTRIAN AND CYCLIST COUNT

Tecumseh (WSP) - October 22 (16 Counts)

Site: 003094 - St Gregorys Rd @ School parking Entrance

Date: 2024-10-22

Period Ending	NORTH				EAST				SOUTH				WEST			
	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES
7:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0
8:15	0	0	0	0	0	0	0	0	2	0	0	1	2	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
8:45	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0
9:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
11:15	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
11:45	0	0	0	1	0	0	0	0	4	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	3	0	0	0	0	1	0	0	0	0	0	0	0
12:45	0	0	0	1	0	0	0	0	3	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
13:15	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
14:15	0	0	0	0	1	0	0	0	5	0	0	0	0	1	1	0
14:30	0	0	0	0	0	0	0	0	8	0	0	1	0	0	0	0
14:45	0	0	0	2	0	0	0	0	2	28	2	0	1	0	0	0
15:00	0	0	0	0	0	0	0	0	5	0	0	0	2	0	0	0
15:15	0	0	0	0	0	0	0	0	0	28	2	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0
15:45	1	0	0	1	0	0	0	0	4	2	2	0	0	0	0	0
16:00	0	0	0	1	0	0	0	0	1	3	4	3	1	0	0	0
16:15	0	0	0	0	0	0	0	0	1	0	0	4	0	0	0	0
16:30	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0
16:45	0	0	0	0	0	0	0	0	3	0	0	4	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0

Prepared By: *PYRAMID* Traffic Inc.

Turning Movement Count - St Gregorys Rd @ St Marks Rd

Municipality: Tecumseh
Major Road: St Gregorys Rd
Minor Road: St Marks Rd

Date: Oct 22, 2024

Major Road Runs: East/West
Weather Conditions: Clear/Dry
Person No. 1 Cam
Person No. 2

Period	North Approach							East Approach							South Approach							West Approach							Veh. Summary	
	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.		
Ending	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	15	60
7:45	2	0	4	0	0	0	0	0	26	1	0	2	0	0	0	0	0	0	0	0	0	5	13	8	0	1	0	0	62	
8:00	1	0	4	0	0	0	0	3	35	0	0	8	0	0	0	0	0	0	0	0	0	12	15	7	0	2	0	0	87	
8:15	0	0	12	0	0	0	0	2	43	1	0	2	0	0	0	0	0	0	0	0	0	11	20	6	0	3	0	0	100	
8:30	3	0	18	0	0	0	0	4	23	5	0	0	0	0	0	0	0	0	0	0	0	15	16	10	0	0	0	0	94	343
8:45	2	1	14	0	0	0	0	4	18	3	0	2	0	0	0	0	0	0	0	0	0	11	13	9	0	0	0	0	77	358
9:00	3	1	16	0	0	0	0	1	23	3	0	1	0	0	0	0	0	0	0	0	0	7	14	7	0	0	0	0	76	347
9:15	4	1	9	0	0	1	0	7	35	2	1	1	0	0	0	0	0	0	0	0	0	4	15	33	0	2	0	0	115	362
9:30	1	0	9	0	0	0	0	13	51	1	0	0	0	0	0	0	0	0	0	0	0	3	11	32	0	4	0	0	125	393
11:15	1	0	11	0	0	0	0	0	14	2	0	0	0	0	0	0	0	0	0	0	0	6	12	1	0	0	0	0	47	
11:30	2	0	6	0	0	0	0	1	14	2	0	0	0	0	0	0	0	0	0	0	0	5	21	1	0	1	0	0	53	
11:45	0	1	2	0	0	0	0	0	13	0	1	2	0	0	0	0	0	0	0	0	0	5	10	2	2	0	0	0	38	
12:00	0	0	10	0	0	1	0	1	11	3	0	0	0	0	0	0	0	0	0	0	0	4	12	1	0	1	1	0	45	183
12:15	0	0	7	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	5	15	2	0	0	0	0	40	176
12:30	1	0	5	0	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	6	16	4	0	0	0	0	51	174
12:45	0	0	4	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	5	16	1	1	0	0	0	36	172
13:00	3	0	4	0	0	1	0	0	13	0	0	2	1	0	0	0	0	0	0	0	0	7	18	3	0	0	0	0	52	179
13:15	2	0	6	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	5	16	0	0	0	1	0	45	184
13:30	1	0	3	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	6	12	2	0	0	0	0	32	165
14:15	1	0	9	0	0	0	0	0	16	0	0	2	0	0	0	0	0	0	0	0	0	3	19	2	0	1	0	0	53	
14:30	2	0	7	0	0	0	0	0	19	1	0	1	0	0	0	0	0	0	0	0	0	4	27	2	0	8	0	0	71	
14:45	2	0	3	0	0	0	0	0	23	1	0	3	0	0	0	0	0	0	0	0	0	7	25	3	0	2	0	0	69	
15:00	3	0	8	0	0	0	0	1	15	1	0	0	0	0	0	0	0	0	0	0	0	10	24	3	0	2	0	0	67	260
15:15	1	1	16	0	0	0	0	5	18	1	0	0	0	0	0	0	0	0	0	0	0	13	15	8	0	0	1	0	79	286
15:30	4	1	11	0	0	0	0	4	14	4	1	0	0	0	0	0	0	0	0	0	0	12	24	12	0	2	0	0	89	304
15:45	2	0	10	0	0	0	0	3	25	1	0	2	0	0	0	0	0	0	0	0	0	19	31	12	0	0	0	0	105	340
16:00	4	0	14	0	0	0	0	2	39	2	0	1	0	0	0	0	0	0	0	0	0	8	37	1	2	3	0	0	113	386
16:15	7	0	11	0	0	0	0	0	33	3	0	0	0	0	0	0	0	0	0	0	0	6	24	5	0	1	0	0	90	397
16:30	2	0	12	0	0	0	0	1	24	0	0	0	0	0	0	0	0	0	0	0	0	11	38	5	0	0	0	0	93	401
16:45	1	0	8	0	0	0	0	1	32	4	0	0	0	0	0	0	0	0	0	0	0	4	20	10	0	0	0	0	80	376
17:00	1	0	5	0	0	0	0	2	20	2	0	1	0	0	0	0	0	0	0	0	0	6	26	4	0	0	0	0	67	330
17:15	1	0	11	1	0	0	0	0	16	1	0	0	0	0	0	0	0	0	0	0	0	5	17	4	0	0	0	0	56	296
17:30	1	0	9	0	0	0	0	1	11	1	0	0	0	0	0	0	0	0	0	0	0	6	18	5	0	0	0	0	52	255

PEDESTRIAN AND CYCLIST COUNT

Tecumseh (WSP) - October 22 (16 Counts)

Site: 201091 - St Gregorys Rd @ West School Driveway

Date: 2024-10-22

Period Ending	NORTH				EAST				SOUTH				WEST			
	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
9:15	1	0	0	0	3	0	0	0	0	0	0	0	1	1	1	0
9:30	2	0	0	0	0	1	1	0	0	0	0	0	2	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
13:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
14:45	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
15:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	1	0	0	0	0	0	0	0	1	2	1	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
17:00	0	0	0	0	0	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

Prepared By: *PYRAMID* Traffic Inc.

Turning Movement Count - St Gregorys Rd @ East School Driveway

Municipality: Tecumseh
Major Road: St Gregorys Rd
Minor Road: East School Driveway

Date: Oct 22, 2024

Major Road Runs: East/West
Weather Conditions: Clear/Dry
Person No. 1 Cam
Person No. 2

Period	North Approach							East Approach							South Approach							West Approach							Veh. Summary	
	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.		
Ending	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	15	60
7:45	0	0	0	0	0	0	0	0	20	0	0	2	0	0	7	0	3	0	0	0	0	0	15	0	0	1	0	0	48	
8:00	0	0	0	0	0	0	0	0	34	0	0	8	0	0	4	0	3	0	0	0	0	0	16	0	0	2	0	0	67	
8:15	0	0	0	0	0	0	0	0	42	0	0	2	0	0	5	0	0	0	0	0	0	0	21	0	0	3	0	0	73	
8:30	0	0	0	0	0	0	0	0	24	0	0	0	0	0	8	0	2	0	0	0	0	0	19	0	0	0	0	0	53	241
8:45	0	0	0	0	0	0	0	0	22	0	0	2	0	0	3	0	1	0	0	0	0	0	15	0	0	0	0	0	43	236
9:00	0	0	0	0	0	0	0	0	22	0	0	1	0	0	5	0	0	0	0	0	0	0	17	0	0	0	0	0	45	214
9:15	0	0	0	0	0	0	0	0	19	0	0	1	0	0	25	0	3	1	0	0	0	0	19	0	0	2	0	0	70	211
9:30	0	0	0	0	0	0	0	0	27	0	0	0	0	0	38	0	10	0	0	0	0	0	12	0	0	4	0	0	91	249
11:15	0	0	0	0	0	0	0	0	14	0	0	0	0	0	2	0	1	0	0	0	0	0	14	0	0	0	0	0	31	
11:30	0	0	0	0	0	0	0	0	17	0	0	0	0	0	1	0	0	0	0	0	0	0	22	0	0	1	0	0	41	
11:45	0	0	0	0	0	0	0	0	7	0	0	3	0	0	5	0	2	0	0	1	0	0	11	0	0	0	0	0	29	
12:00	0	0	0	0	0	0	0	0	14	0	0	0	0	0	1	0	1	0	0	1	0	0	12	0	0	1	0	0	30	131
12:15	0	0	0	0	0	0	0	0	10	0	0	0	0	0	1	0	0	0	0	0	0	0	15	0	0	0	0	0	26	126
12:30	0	0	0	0	0	0	0	0	16	0	0	0	0	0	3	0	1	0	0	0	0	0	17	0	0	0	0	0	37	122
12:45	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	26	119
13:00	0	0	0	0	0	0	0	0	10	0	0	3	0	0	2	0	0	0	0	0	0	0	21	0	0	0	0	0	36	125
13:15	0	0	0	0	0	0	0	0	14	0	0	0	0	0	1	0	0	0	0	0	0	0	18	0	0	0	0	0	33	132
13:30	0	0	0	0	0	0	0	0	8	0	0	0	0	0	1	0	0	0	0	0	0	0	13	0	0	0	0	0	22	117
14:15	0	0	0	0	0	0	0	0	15	0	0	2	0	0	1	0	0	0	0	0	0	0	20	0	0	1	0	0	39	
14:30	0	0	0	0	0	0	0	0	20	0	0	1	0	0	1	0	1	0	0	0	0	0	29	0	0	8	0	0	60	
14:45	0	0	0	0	0	0	0	0	21	0	0	2	0	0	3	0	0	1	0	1	0	0	26	0	0	2	0	0	56	
15:00	0	0	0	0	0	0	0	0	15	0	0	0	0	0	2	0	1	0	0	0	0	0	28	0	0	2	0	0	48	203
15:15	0	0	0	0	0	0	0	0	23	0	0	0	0	0	1	0	1	0	0	0	0	0	16	0	0	0	0	0	41	205
15:30	0	0	0	0	0	0	0	0	18	0	0	1	0	0	4	0	0	0	0	0	0	0	27	0	0	2	0	0	52	197
15:45	0	0	0	0	0	0	0	0	20	0	0	2	0	0	9	0	0	0	0	0	0	0	35	0	0	0	0	0	66	207
16:00	0	0	0	0	0	0	0	0	15	0	0	0	0	0	28	0	14	1	0	0	0	0	41	0	0	3	0	0	102	261
16:15	0	0	0	0	0	0	0	0	23	0	0	0	0	0	13	0	3	0	0	0	0	0	31	0	0	1	0	0	71	291
16:30	0	0	0	0	0	0	0	0	16	0	0	0	0	0	9	0	1	0	0	0	0	0	39	0	0	0	0	0	65	304
16:45	0	0	0	0	0	0	0	0	27	0	0	0	0	0	10	0	3	0	0	0	0	0	20	0	0	0	0	0	60	298
17:00	0	0	0	0	0	0	0	0	23	0	0	0	0	0	2	0	3	0	0	0	0	0	28	0	0	0	0	0	56	252
17:15	0	0	0	0	0	0	0	0	15	0	0	0	0	0	2	0	3	0	0	0	0	0	19	0	0	1	0	0	40	221
17:30	0	0	0	0	0	0	0	0	10	0	0	0	0	0	3	0	1	0	0	0	0	0	19	0	0	0	0	0	33	189

PEDESTRIAN AND CYCLIST COUNT

Tecumseh (WSP) - October 22 (16 Counts)

Site: 200182 - St Gregorys Rd @ East School Driveway

Date: 2024-10-22

Period Ending	NORTH				EAST				SOUTH				WEST			
	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES
7:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	3	0	0	1	1	0	0	0
8:30	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
8:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0
9:15	0	0	0	0	0	0	0	0	8	5	3	1	0	0	0	0
9:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0
11:30	0	0	0	0	0	0	0	0	6	0	0	1	0	0	0	0
11:45	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
12:30	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
12:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
13:15	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0
13:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	5	0	0	0	1	0	0	0
14:30	0	0	0	0	0	0	0	0	6	0	0	2	0	0	0	0
14:45	0	0	0	0	0	0	0	0	1	1	1	0	0	1	1	0
15:00	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0
15:30	0	0	0	0	0	0	0	0	4	2	1	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	3	1	1	3	0	0	0	0
16:00	0	0	0	0	0	0	0	0	3	5	2	4	0	0	0	0
16:15	0	0	0	0	0	0	0	0	1	2	1	3	0	0	0	0
16:30	0	0	0	0	0	0	0	0	4	0	0	1	0	0	0	0
16:45	0	0	0	0	0	0	0	0	5	0	0	4	0	0	0	0
17:00	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0
17:15	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0
17:30	0	0	0	0	0	0	0	0	2	0	0	3	0	0	0	0

Prepared By: *PYRAMID* Traffic Inc.

Turning Movement Count - St Gregorys Rd @ Arlington Blvd

Municipality: Tecumseh
Major Road: Arlington Blvd
Minor Road: St Gregorys Rd

Date: Oct 22, 2024

Major Road Runs: North/South
Weather Conditions: Clear/Dry
Person No. 1 Cam
Person No. 2

Period	North Approach							East Approach							South Approach							West Approach							Veh. Summary	
	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.		
Ending	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	15	60
7:45	0	8	6	0	0	0	0	4	3	0	0	0	0	0	12	3	0	2	0	0	0	3	0	16	0	0	1	0	58	
8:00	0	10	3	0	0	0	0	7	2	0	0	0	0	0	29	2	0	8	0	0	0	1	0	18	0	0	2	0	82	
8:15	0	13	6	0	0	0	0	4	6	0	0	0	0	0	31	2	0	2	0	0	0	5	0	16	0	0	3	0	88	
8:30	0	14	3	0	1	0	0	3	1	0	0	0	0	0	18	7	0	0	0	0	0	3	0	17	0	0	0	0	67	295
8:45	0	4	3	0	0	1	0	4	2	0	0	0	0	0	17	4	0	1	0	0	0	4	0	12	0	0	0	0	52	289
9:00	0	9	7	0	1	1	0	5	3	0	0	0	0	0	12	7	0	0	0	0	0	3	0	14	0	0	0	0	62	269
9:15	0	8	0	0	0	0	0	3	3	1	0	0	0	0	16	8	0	1	0	0	0	4	0	18	0	0	2	0	64	245
9:30	0	5	3	0	0	0	0	4	4	2	0	0	0	0	20	5	0	0	0	0	0	4	0	17	0	0	4	0	68	246
11:15	0	9	5	0	2	0	0	6	1	0	0	0	0	0	7	3	0	0	0	0	0	5	0	9	0	0	0	0	47	
11:30	0	6	9	0	0	0	0	4	2	0	0	0	0	0	6	11	0	0	0	0	0	8	0	14	1	0	0	0	61	
11:45	0	8	3	0	1	1	0	2	2	1	0	0	0	0	2	5	0	2	0	0	0	5	0	8	0	0	1	0	41	
12:00	0	8	2	0	0	0	0	2	2	0	0	0	0	0	10	6	0	0	0	0	0	3	0	10	0	0	2	0	45	194
12:15	0	7	3	0	0	0	0	1	1	1	0	0	0	0	6	10	0	0	0	0	0	8	0	7	0	0	0	0	44	191
12:30	0	9	4	0	0	0	0	0	2	2	0	0	0	0	9	4	0	0	0	0	0	7	0	9	0	0	0	0	46	176
12:45	0	6	3	0	0	0	0	1	0	0	0	0	0	0	4	4	0	0	0	0	0	6	0	9	0	0	0	0	33	168
13:00	0	12	3	0	0	2	0	5	2	0	1	1	0	0	5	8	0	0	0	0	0	11	0	10	0	0	0	0	60	183
13:15	0	6	3	0	0	0	0	3	1	1	0	0	0	0	11	7	0	0	0	0	0	7	0	12	0	0	0	0	51	190
13:30	0	2	1	0	1	0	0	2	1	0	0	0	0	0	5	7	0	0	0	0	0	4	0	9	0	0	0	0	32	176
14:15	0	7	3	0	0	0	0	1	5	0	0	0	0	0	7	9	0	2	0	0	0	5	0	15	0	0	1	0	55	
14:30	0	5	3	0	0	0	0	4	6	1	0	0	0	0	14	10	0	2	0	0	0	8	0	22	0	0	8	0	83	
14:45	0	6	5	0	0	0	0	4	3	0	0	0	0	0	10	14	0	1	0	0	0	6	0	19	0	0	2	0	70	
15:00	0	8	3	0	0	0	0	4	3	0	0	0	0	0	9	5	0	0	0	0	0	13	0	15	0	0	2	0	62	270
15:15	0	11	7	0	0	0	0	5	4	1	0	0	0	0	13	10	0	0	0	0	0	7	0	8	0	0	1	0	67	282
15:30	0	11	6	0	1	0	0	6	1	0	0	0	0	0	11	5	0	1	1	0	0	3	0	25	1	0	1	0	73	272
15:45	0	4	3	0	1	1	0	4	1	0	0	0	0	0	17	13	0	1	1	0	0	16	0	20	1	0	0	0	83	285
16:00	0	7	5	0	0	0	0	2	2	0	0	0	0	0	8	14	0	0	0	0	0	11	0	42	0	0	3	0	94	317
16:15	0	5	2	0	0	0	0	3	1	0	1	0	0	0	20	9	0	0	0	0	0	6	0	29	1	0	0	0	77	327
16:30	0	10	4	0	0	0	0	1	2	0	0	0	0	0	11	10	0	0	0	0	0	6	0	34	0	0	0	0	78	332
16:45	0	9	1	0	0	0	0	3	5	0	0	0	0	0	20	12	0	0	0	0	0	6	0	18	0	0	0	0	74	323
17:00	0	7	3	0	0	0	0	2	3	0	0	0	0	0	18	12	0	0	0	0	0	6	0	25	0	0	0	0	76	305
17:15	0	4	1	0	0	0	0	2	1	0	0	0	0	0	13	12	0	0	0	0	0	6	0	16	0	0	1	0	56	284
17:30	0	12	2	0	0	0	0	4	0	0	0	0	0	0	8	19	0	0	0	0	0	3	0	17	0	0	0	0	65	271

PEDESTRIAN AND CYCLIST COUNT

Tecumseh (WSP) - October 22 (16 Counts)

Site: 200104 - St Gregorys Rd @ Arlington Blvd

Date: 2024-10-22

Period Ending	NORTH				EAST				SOUTH				WEST			
	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES
7:45	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0
8:00	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	2	0	0	0	4	2	1	0
8:30	0	0	0	0	1	0	0	0	0	0	0	1	1	1	1	0
8:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
9:00	0	0	0	0	3	6	4	0	0	7	5	0	0	0	0	1
9:15	1	0	0	0	0	0	0	0	5	6	0	0	3	0	0	0
9:30	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
11:15	0	0	0	1	1	0	0	0	5	0	0	0	1	0	0	0
11:30	0	0	0	1	0	0	0	1	5	0	0	1	0	0	0	0
11:45	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0
12:00	2	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0
12:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	1	1	0	0	0	1	0	0	2	0	0	0	0
12:45	0	0	0	1	1	0	0	0	3	0	0	0	0	0	0	0
13:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	2	0	0	0	2	0	0	1	0	0	0	0
13:30	0	0	0	3	1	0	0	0	2	0	0	0	0	0	0	0
14:15	0	0	0	0	2	0	0	0	5	0	0	0	1	0	0	0
14:30	1	0	0	0	0	0	0	0	4	0	0	1	0	0	0	0
14:45	0	0	0	0	2	0	0	0	4	1	1	2	2	0	0	0
15:00	0	0	0	0	2	0	0	0	4	0	0	0	0	0	0	0
15:15	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	1	0	0	0	2	0	0	0	2	0	0	0
15:45	0	1	1	2	1	0	0	2	1	0	0	1	0	1	1	4
16:00	1	0	0	0	1	3	1	0	0	4	2	0	0	3	1	1
16:15	0	0	0	0	0	0	0	2	1	2	0	4	0	0	0	0
16:30	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	1
16:45	0	0	0	0	2	0	0	2	3	0	0	1	0	0	0	1
17:00	0	0	0	0	1	0	0	1	3	0	0	0	0	0	0	0
17:15	1	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0
17:30	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	1

A-5 *St. Mary*

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Prepared By: *PYRAMID* Traffic Inc.

Turning Movement Count - County Rd 34 @ Malden Rd

Municipality: Tecumseh
Major Road: County Rd 34 (Talbot Rd)
Minor Road: Malden Rd

Date: Oct 22, 2024

Major Road Runs: East/West
Weather Conditions: Clear/Dry
Person No. 1 Cam
Person No. 2

Period	North Approach							East Approach							South Approach							West Approach							Veh. Summary	
	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.		
Ending	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	15	60
7:45	1	3	2	1	1	1	0	0	9	0	0	1	0	0	1	3	0	0	1	0	0	2	0	1	1	0	0	0	28	
8:00	0	9	1	0	0	0	0	1	9	1	0	0	0	0	0	12	0	0	0	0	0	0	4	0	0	2	0	0	39	
8:15	1	5	3	0	0	0	0	1	9	1	0	1	0	0	2	4	1	0	2	0	0	3	5	1	0	0	0	0	39	
8:30	6	8	5	0	1	2	0	0	8	1	0	1	0	0	1	3	2	0	0	0	0	2	7	0	0	1	0	0	48	154
8:45	1	6	3	0	0	1	0	0	6	0	0	2	0	0	2	3	1	0	0	0	0	1	5	0	0	1	0	0	32	158
9:00	1	6	1	2	1	0	0	1	1	2	0	2	0	0	0	9	1	0	0	0	0	1	4	1	1	0	0	0	34	153
9:15	2	4	1	1	0	1	0	0	12	6	0	1	1	0	0	1	0	0	0	0	0	0	3	0	0	0	0	0	33	147
9:30	1	4	6	0	1	2	0	0	6	0	0	0	0	0	1	3	1	0	0	0	0	2	4	0	1	0	0	0	32	131
11:15	1	1	4	0	0	1	0	2	4	0	0	2	0	0	0	1	0	1	0	0	0	3	4	0	0	2	0	0	26	
11:30	1	2	0	0	0	0	0	0	9	3	0	0	0	0	0	3	1	0	0	0	0	3	4	1	1	2	0	0	30	
11:45	0	3	2	0	0	0	0	1	9	0	0	2	0	0	0	6	0	0	0	0	0	3	6	1	1	2	0	0	36	
12:00	1	2	5	0	1	2	0	1	3	2	0	0	0	0	1	1	2	0	0	0	0	3	10	0	0	0	0	0	34	126
12:15	1	5	2	0	0	1	0	2	10	2	0	0	0	0	0	5	0	0	1	0	0	1	3	1	1	3	0	0	38	138
12:30	2	4	1	0	0	1	0	2	8	1	0	0	0	0	1	3	2	0	0	0	0	2	4	1	2	0	0	0	34	142
12:45	1	7	3	1	0	1	0	2	7	2	0	4	1	0	1	4	3	0	2	0	0	0	4	0	0	1	1	0	45	151
13:00	1	0	2	0	0	4	0	2	8	0	0	2	0	0	0	4	1	0	0	0	0	1	5	0	0	2	0	0	32	149
13:15	6	6	4	0	0	0	0	0	6	3	0	3	0	0	2	4	1	0	2	0	0	2	9	0	1	0	0	0	49	160
13:30	1	2	3	1	0	1	0	2	7	1	0	2	0	0	0	4	0	0	1	0	0	4	4	0	2	0	0	0	35	161
14:15	0	2	1	0	0	1	0	1	5	2	0	1	1	0	0	10	0	0	0	0	0	2	7	0	1	2	0	0	36	
14:30	1	6	1	0	0	2	0	2	9	1	0	0	0	0	0	2	2	0	0	0	0	1	6	2	0	1	1	0	37	
14:45	0	9	3	0	2	0	0	1	5	0	0	1	0	0	0	2	2	0	0	0	0	2	4	0	1	0	0	0	32	
15:00	4	8	5	1	0	1	0	1	8	0	0	2	0	0	1	4	0	0	1	1	0	4	7	0	2	1	0	0	51	156
15:15	1	15	1	0	0	1	0	1	4	4	0	2	0	0	1	1	0	0	1	0	0	4	11	0	1	0	0	0	48	168
15:30	1	9	3	0	0	0	0	1	11	0	0	1	0	0	0	3	0	0	0	0	0	2	6	1	1	0	1	0	40	171
15:45	1	8	5	0	1	1	0	1	8	3	0	1	1	0	0	7	0	0	0	0	0	6	14	0	0	2	0	0	59	198
16:00	0	15	6	0	1	0	0	2	9	2	0	0	1	0	1	2	3	0	0	0	0	2	11	0	2	1	0	0	58	205
16:15	0	10	1	0	2	1	0	0	12	2	0	2	0	0	1	5	4	0	0	0	0	5	3	1	0	1	0	0	50	207
16:30	2	9	6	0	0	1	0	0	13	0	0	0	0	0	0	4	3	0	0	0	0	2	13	2	0	1	1	0	57	224
16:45	0	9	3	0	0	0	0	1	0	0	0	0	0	0	0	6	1	0	1	0	0	2	10	0	0	1	0	0	34	199
17:00	2	9	4	0	0	3	0	0	8	1	0	0	0	0	1	8	1	0	0	0	0	4	14	0	1	2	0	0	58	199
17:15	2	13	4	0	0	1	0	2	5	3	0	0	0	0	0	2	1	0	0	0	0	2	16	0	3	1	0	0	55	204
17:30	3	6	7	0	0	0	0	0	12	1	0	2	0	0	0	1	0	0	0	0	0	9	10	0	1	2	0	0	54	201

PEDESTRIAN AND CYCLIST COUNT

Tecumseh (WSP) - October 22 (16 Counts)

Site: 200203-Talbot Rd @ Malden Rd

Date: 2024-10-22

Period Ending	NORTH				EAST				SOUTH				WEST			
	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES
7:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	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	0	0	0	0	0	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

Time/Speed Report

HI-Star ID: 408167
Street: County Rd 34 - EB
State: ON
City: Tecumseh
Area: bt Malden Rd & 150m E of St Mary

Begin: 2024-10-22 12:00 AM
Lane: EB
Oper: MD
Posted: 50
AADT Factor: 1

End: 2024-10-23 12:00 AM
Hours: 24:00
Period: 15
Raw Count: 519
AADT Count: 519

NC300 - km/h	0 to 9	10 to 19	20 to 29	30 to 39	40 to 49	50 to 59	60 to 69	70 to 79	80 to 89	90 to 99	100 to 109	110 to 119	120 to 129	130 to 139	140 >	Total
2024-10-22 [12:00 AM-12:15 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [12:15 AM-12:30 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [12:30 AM-12:45 AM]	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
2024-10-22 [12:45 AM-01:00 AM]	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
2024-10-22 [01:00 AM-01:15 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [01:15 AM-01:30 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [01:30 AM-01:45 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [01:45 AM-02:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [02:00 AM-02:15 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [02:15 AM-02:30 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [02:30 AM-02:45 AM]	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
2024-10-22 [02:45 AM-03:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
2024-10-22 [03:00 AM-03:15 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [03:15 AM-03:30 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [03:30 AM-03:45 AM]	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
2024-10-22 [03:45 AM-04:00 AM]	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
2024-10-22 [04:00 AM-04:15 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [04:15 AM-04:30 AM]	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
2024-10-22 [04:30 AM-04:45 AM]	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
2024-10-22 [04:45 AM-05:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
2024-10-22 [05:00 AM-05:15 AM]	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
2024-10-22 [05:15 AM-05:30 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [05:30 AM-05:45 AM]	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
2024-10-22 [05:45 AM-06:00 AM]	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	4
2024-10-22 [06:00 AM-06:15 AM]	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
2024-10-22 [06:15 AM-06:30 AM]	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	4
2024-10-22 [06:30 AM-06:45 AM]	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2024-10-22 [06:45 AM-07:00 AM]	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
	0	0	0	0	1	2	3	0	2	0	0	0	0	0	0	8
2024-10-22 [07:00 AM-07:15 AM]	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	4
2024-10-22 [07:15 AM-07:30 AM]	0	0	0	0	2	1	1	1	1	0	0	0	0	0	0	6
2024-10-22 [07:30 AM-07:45 AM]	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2024-10-22 [07:45 AM-08:00 AM]	0	0	0	1	3	1	3	0	0	0	0	0	0	0	0	8
	0	0	0	1	6	3	5	3	1	0	0	0	0	0	0	19
2024-10-22 [08:00 AM-08:15 AM]	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	3
2024-10-22 [08:15 AM-08:30 AM]	0	0	0	1	0	4	3	1	1	0	0	0	0	0	0	10
2024-10-22 [08:30 AM-08:45 AM]	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	5
2024-10-22 [08:45 AM-09:00 AM]	0	0	1	1	4	2	3	2	0	0	0	0	0	0	0	13
	0	0	1	2	5	9	9	3	1	1	0	0	0	0	0	31
2024-10-22 [09:00 AM-09:15 AM]	0	0	0	0	4	2	3	0	0	0	0	0	0	0	0	9
2024-10-22 [09:15 AM-09:30 AM]	0	0	0	1	3	0	3	1	1	0	0	0	0	0	0	9
2024-10-22 [09:30 AM-09:45 AM]	0	0	0	1	3	2	2	0	0	0	0	0	0	0	0	8
2024-10-22 [09:45 AM-10:00 AM]	0	0	0	0	2	7	0	1	1	0	0	0	0	0	0	11
	0	0	0	2	12	11	8	2	2	0	0	0	0	0	0	37
2024-10-22 [10:00 AM-10:15 AM]	0	1	0	0	0	4	1	0	0	0	0	0	0	0	0	6
2024-10-22 [10:15 AM-10:30 AM]	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	4
2024-10-22 [10:30 AM-10:45 AM]	0	0	0	0	1	1	1	2	0	0	0	0	0	0	0	5
2024-10-22 [10:45 AM-11:00 AM]	0	0	0	0	1	3	0	2	0	0	0	0	0	0	0	6
	0	1	0	0	3	9	3	5	0	0	0	0	0	0	0	21
2024-10-22 [11:00 AM-11:15 AM]	0	0	0	1	0	2	4	0	0	0	0	0	0	0	0	7
2024-10-22 [11:15 AM-11:30 AM]	0	0	0	0	1	5	1	1	0	1	0	0	0	0	0	9
2024-10-22 [11:30 AM-11:45 AM]	0	0	0	0	1	4	1	1	1	0	0	0	0	0	0	8
2024-10-22 [11:45 AM-12:00 PM]	0	0	0	0	0	4	6	2	1	0	0	0	0	0	0	13
	0	0	0	1	2	15	12	4	2	1	0	0	0	0	0	37
2024-10-22 [12:00 PM-12:15 PM]	0	0	0	0	0	3	4	0	0	0	0	0	0	0	0	7
2024-10-22 [12:15 PM-12:30 PM]	0	0	0	0	1	1	2	1	1	0	0	0	0	0	0	6
2024-10-22 [12:30 PM-12:45 PM]	0	0	0	0	1	4	3	1	0	0	0	0	0	0	0	9
2024-10-22 [12:45 PM-01:00 PM]	0	0	0	0	1	2	3	1	1	1	0	0	0	0	0	9
	0	0	0	0	3	10	12	3	2	1	0	0	0	0	0	31
2024-10-22 [01:00 PM-01:15 PM]	0	0	0	0	2	2	3	4	1	0	0	0	0	0	0	12
2024-10-22 [01:15 PM-01:30 PM]	0	0	0	0	2	2	0	2	0	0	0	0	0	0	0	6
2024-10-22 [01:30 PM-01:45 PM]	0	0	0	0	6	5	2	1	0	0	0	0	0	0	0	14
2024-10-22 [01:45 PM-02:00 PM]	0	0	0	0	1	0	2	3	1	0	0	0	0	0	0	7
	0	0	0	0	11	9	7	10	2	0	0	0	0	0	0	39
2024-10-22 [02:00 PM-02:15 PM]	0	0	0	2	2	3	1	2	1	0	0	0	0	0	0	11
2024-10-22 [02:15 PM-02:30 PM]	0	1	1	0	2	1	0	1	0	0	0	0	0	0	0	6
2024-10-22 [02:30 PM-02:45 PM]	0	0	0	0	2	0	0	4	0	0	0	0	0	0	0	6
2024-10-22 [02:45 PM-03:00 PM]	0	0	0	0	5	1	5	2	0	0	0	0	0	0	0	13
	0	1	1	2	11	5	6	9	1	0	0	0	0	0	0	36
2024-10-22 [03:00 PM-03:15 PM]	0	0	0	1	1	4	5	1	1	0	0	0	0	0	0	13
2024-10-22 [03:15 PM-03:30 PM]	0	0	0	1	0	2	4	0	0	0	0	0	0	0	0	7
2024-10-22 [03:30 PM-03:45 PM]	0	0	1	4	8	11	7	1	0	0	0	0	0	0	0	32
2024-10-22 [03:45 PM-04:00 PM]	0	0	1	0	2	4	5	4	1	0	0	0	0	0	0	17
	0	0	2	6	11	21	21	6	2	0	0	0	0	0	0	69
2024-10-22 [04:00 PM-04:15 PM]	0	0	0	0	2	2	4	0	0	0	0	0	0	0	0	8
2024-10-22 [04:15 PM-04:30 PM]	0	0	0	0	1	9	3	2	4	0	0	0	0	0	0	19
2024-10-22 [04:30 PM-04:45 PM]	0	0	0	0	0	3	2	6	1	0	0	0	0	0	0	12
2024-10-22 [04:45 PM-05:00 PM]	0	0	1	1	3	3	5	3	3	1	0	0	0	0	0	20
	0	0	1	1	6	17	14	11	8	1	0	0	0	0	0	59
2024-10-22 [05:00 PM-05:15 PM]	0	0	0	0	4	8	4	1	0	0	0	0	0	0	0	17
2024-10-22 [05:15 PM-05:30 PM]	0	0	0	0	3	8	5	0	1	0	0	0	0	0	0	17
2024-10-22 [05:30 PM-05:45 PM]	0	0	0	1	0	1	6	5	1	1	0	0	0	0	0	15
2024-10-22 [05:45 PM-06:00 PM]	0	0	0	0	0	1	6	0	1	0	0	0	0	0	0	8
	0	0	0	1	7	18	21	6	3	1	0	0	0	0	0	57
2024-10-22 [06:00 PM-06:15 PM]	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
2024-10-22 [06:15 PM-06:30 PM]	0	0	0	0	1	5	3	2	0	0	0	0	0	0	0	11
2024-10-22 [06:30 PM-06:45 PM]	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
2024-10-22 [06:45 PM-07:00 PM]	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	3
	0	0	0	0	3	5	7	3	0	0	0	0	0	0	0	18
2024-10-22 [07:00 PM-07:15 PM]	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	4
2024-10-22 [07:15 PM-07:30 PM]	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	3
2024-10-22 [07:30 PM-07:45 PM]	0	0	1	0	4	1	0	0	0	0	0	0	0	0	0	6
2024-10-22 [07:45 PM-08:00 PM]	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
	0	0	1	0	4	4	2	3	1	0	0	0	0	0	0	15
2024-10-22 [08:00 PM-08:15 PM]	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
2024-10-22 [08:15 PM-08:30 PM]	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	4
2024-10-22 [08:30 PM-08:45 PM]	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	5
2024-10-22 [08:45 PM-09:00 PM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	3	3	2	2	0	0	0	0	0	0	10
2024-10-22 [09:00 PM-09:15 PM]	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3
2024-10-22 [09:15 PM-09:30 PM]	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	3
2024-10-22 [09:30 PM-09:45 PM]	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	4
2024-10-22 [09:45 PM-10:00 PM]	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
	0	0	0	0	3	3	4	1	0	0	0	0	0	0	0	11
2024-10-22 [10:00 PM-10:15 PM]	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
2024-10-22 [10:15 PM-10:30 PM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [10:30 PM-10:45 PM]	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
2024-10-22 [10:45 PM-11:00 PM]	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	5
2024-10-22 [11:00 PM-11:15 PM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [11:15 PM-11:30 PM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [11:30 PM-11:45 PM]	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
2024-10-22 [11:45 PM-12:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Daily Totals:	0	2	6	16	88	149	144	72	34	5	0	0	0	0	0	516
Report Totals:	0	2	6	16	88	149	144	72	34	5	0	0	0	0	0	516
Report Percentages:	0.00%	0.39%	1.16%	3.10%	17.05%	28.88%	27.91%	13.95%	6.59%	0.97%	0.00%	0.00%	0.00%	0.00%	0.00%	

MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: Tecumseh
Street: County Rd 34 - EB
Location: 2

A study of vehicle traffic was conducted with the device having serial number 408167. The study was done in the EB lane at County Rd 34 - EB in Tecumseh, ON in bt Malden Rd & 150m E of St Mary county. The study began on 2024-10-22 at 12:00 AM and concluded on 2024-10-23 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 519 vehicles passed through the location with a peak volume of 32 on 2024-10-22 at [03:30 PM-03:45 PM] and a minimum volume of 0 on 2024-10-22 at [08:45 PM-09:00 PM]. The AADT count for this study was 519.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 50 - 60 KM/H range or lower. The average speed for all classifed vehicles was 60 KM/H with 78.29% vehicles exceeding the posted speed of 50 KM/H. 7.56% percent of the total vehicles were traveling in excess of 89 KM/H. The mode speed for this traffic study was 50KM/H and the 85th percentile was 74.58 KM/H.

< to 9	10 to 19	20 to 29	30 to 39	40 to 49	50 to 59	60 to 69	70 to 79	80 to 89	90 to 99	100 to 109	110 to 119	120 to 129	130 to 139	140 to >
0	2	6	16	88	149	144	72	34	5	0	0	0	0	0

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin.
Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 447 which represents 87 percent of the total classified vehicles. The number of Small Trucks in the study was 9 which represents 2 percent of the total classified vehicles. The number of Trucks/Buses in the study was 10 which represents 2 percent of the total classified vehicles. The number of Tractor Trailers in the study was 50 which represents 10 percent of the total classified vehicles.

< to 4.9	5.0 to 8.4	8.5 to 9.9	10.0 to 12.9	13.0 to 15.9	16.0 to 18.9	19.0 to 22.4	22.5 to >							
166	281	9	10	20	6	14	10							

CHART 2

HEADWAY

During the peak traffic period, on 2024-10-22 at [03:30 PM-03:45 PM] the average headway between vehicles was 27.273 seconds. During the slowest traffic period, on 2024-10-22 at [08:45 PM-09:00 PM] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 11.00 and 32.00 degrees C.

85th Percentile Speed Calculation For County Road 34 (Eastbound) During School Hours

Time/Speed Report

HI-Star ID: 408167
Street: County Rd 34 - EB
State: ON
City: Tecumseh
Area: bt Malden Rd & 150m E of St Mary

Begin: 2024-10-22 12:00 AM
Lane: EB
Oper: MD
Posted: 50
AADT Factor: 1

End: 2024-10-23 12:00 AM
Hours: 24:00
Period: 15
Raw Count: 519
AADT Count: 519

NC300 - km/h	0 to 9	10 to 19	20 to 29	30 to 39	40 to 49	50 to 59	60 to 69	70 to 79	80 to 89	90 to 99	100 to 109	110 to 119	120 to 129	130 to 139	140 >	Total
Speed	4.5	14.5	24.5	34.5	44.5	54.5	64.5	74.5	84.5	94.5	104.5	114.5	124.5	134.5	144.5	
7-5 cumulative percentage	0%	1%	2%	6%	24%	53%	79%	93%	99%	100%	100%	100%	100%	100%	100%	

85th percentile ~70 km/h

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Time/Speed Report

HI-Star ID: 408175
Street: County Rd 34 - WB
State: ON
City: Tecumseh
Area: bt Malden Rd & 150m E of St Mary

Begin: 2024-10-22 12:00 AM
Lane: WB
Oper: MD
Posted: 50
AADT Factor: 1

End: 2024-10-23 12:00 AM
Hours: 24:00
Period: 15
Raw Count: 582
AADT Count: 582

NC300 - km/h	0 to 9	10 to 19	20 to 29	30 to 39	40 to 49	50 to 59	60 to 69	70 to 79	80 to 89	90 to 99	100 to 109	110 to 119	120 to 129	130 to 139	140 >	Total
2024-10-22 [12:00 AM-12:15 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [12:15 AM-12:30 AM]	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
2024-10-22 [12:30 AM-12:45 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [12:45 AM-01:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
2024-10-22 [01:00 AM-01:15 AM]	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
2024-10-22 [01:15 AM-01:30 AM]	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
2024-10-22 [01:30 AM-01:45 AM]	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
2024-10-22 [01:45 AM-02:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
2024-10-22 [02:00 AM-02:15 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [02:15 AM-02:30 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [02:30 AM-02:45 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [02:45 AM-03:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [03:00 AM-03:15 AM]	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
2024-10-22 [03:15 AM-03:30 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [03:30 AM-03:45 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [03:45 AM-04:00 AM]	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
2024-10-22 [04:00 AM-04:15 AM]	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
2024-10-22 [04:15 AM-04:30 AM]	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
2024-10-22 [04:30 AM-04:45 AM]	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
2024-10-22 [04:45 AM-05:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	3
2024-10-22 [05:00 AM-05:15 AM]	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
2024-10-22 [05:15 AM-05:30 AM]	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2
2024-10-22 [05:30 AM-05:45 AM]	0	0	0	0	0	1	3	1	1	0	1	0	0	0	0	7
2024-10-22 [05:45 AM-06:00 AM]	0	0	1	0	1	2	1	0	0	0	0	0	0	0	0	5
	0	0	1	1	1	3	4	3	1	0	1	0	0	0	0	15
2024-10-22 [06:00 AM-06:15 AM]	0	0	0	0	1	2	1	1	1	0	0	0	0	0	0	6
2024-10-22 [06:15 AM-06:30 AM]	0	0	0	0	0	1	2	1	1	0	0	0	0	0	0	5
2024-10-22 [06:30 AM-06:45 AM]	0	0	0	1	1	6	3	2	2	1	0	0	0	0	0	16
2024-10-22 [06:45 AM-07:00 AM]	0	0	0	0	2	2	1	0	1	0	0	0	0	0	0	6
	0	0	0	1	4	11	7	4	5	1	0	0	0	0	0	33
2024-10-22 [07:00 AM-07:15 AM]	0	0	0	0	0	2	2	2	1	0	0	0	0	0	0	7
2024-10-22 [07:15 AM-07:30 AM]	0	0	0	0	6	4	3	0	0	0	0	0	0	0	0	13
2024-10-22 [07:30 AM-07:45 AM]	0	0	0	0	0	2	4	1	1	0	0	0	0	0	0	8
2024-10-22 [07:45 AM-08:00 AM]	0	1	0	0	0	3	3	3	0	1	0	0	0	0	0	11
	0	1	0	0	6	11	12	6	2	1	0	0	0	0	0	39
2024-10-22 [08:00 AM-08:15 AM]	0	0	1	1	2	1	5	1	1	0	0	0	0	0	0	12
2024-10-22 [08:15 AM-08:30 AM]	0	0	0	0	3	3	1	2	0	0	1	0	0	0	0	10
2024-10-22 [08:30 AM-08:45 AM]	0	1	0	1	4	4	1	0	0	0	0	0	0	0	0	11
2024-10-22 [08:45 AM-09:00 AM]	0	2	1	0	3	0	3	1	0	0	0	0	0	0	0	10
	0	3	2	2	12	8	10	4	1	0	1	0	0	0	0	43
2024-10-22 [09:00 AM-09:15 AM]	0	0	1	2	4	6	3	1	0	0	0	0	0	0	0	17
2024-10-22 [09:15 AM-09:30 AM]	0	1	2	0	0	3	2	0	1	0	0	0	0	0	0	9
2024-10-22 [09:30 AM-09:45 AM]	0	0	0	0	1	2	1	0	1	0	0	0	0	0	0	5
2024-10-22 [09:45 AM-10:00 AM]	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	4
	0	1	3	3	7	12	6	1	2	0	0	0	0	0	0	35
2024-10-22 [10:00 AM-10:15 AM]	0	0	0	1	2	1	2	0	1	0	0	0	0	0	0	7
2024-10-22 [10:15 AM-10:30 AM]	0	0	0	1	0	2	6	1	0	0	0	0	0	0	0	10
2024-10-22 [10:30 AM-10:45 AM]	0	0	0	0	1	7	4	0	0	0	0	0	0	0	0	12
2024-10-22 [10:45 AM-11:00 AM]	0	0	0	0	0	2	5	0	1	0	0	0	0	0	0	8
	0	0	0	2	3	12	17	1	2	0	0	0	0	0	0	37
2024-10-22 [11:00 AM-11:15 AM]	0	0	0	1	2	0	3	2	0	0	0	0	0	0	0	8
2024-10-22 [11:15 AM-11:30 AM]	0	0	0	0	2	2	1	4	0	0	0	0	0	0	0	9
2024-10-22 [11:30 AM-11:45 AM]	0	0	0	0	5	3	2	0	0	1	0	0	0	0	0	11
2024-10-22 [11:45 AM-12:00 PM]	0	0	0	0	2	3	1	2	1	0	0	0	0	0	0	9
	0	0	0	1	11	8	7	8	1	1	0	0	0	0	0	37
2024-10-22 [12:00 PM-12:15 PM]	0	0	0	1	3	2	4	2	1	0	0	0	0	0	0	13
2024-10-22 [12:15 PM-12:30 PM]	0	0	0	0	1	4	2	2	1	0	0	0	0	0	0	10
2024-10-22 [12:30 PM-12:45 PM]	0	0	0	0	3	4	2	2	2	0	0	0	0	0	0	13
2024-10-22 [12:45 PM-01:00 PM]	0	0	0	0	3	4	3	1	0	0	1	0	0	0	0	12
	0	0	0	1	10	14	11	7	4	0	1	0	0	0	0	48
2024-10-22 [01:00 PM-01:15 PM]	0	0	0	0	4	3	2	3	1	0	0	0	0	0	0	13
2024-10-22 [01:15 PM-01:30 PM]	0	0	0	0	3	2	4	1	1	0	0	0	0	0	0	11
2024-10-22 [01:30 PM-01:45 PM]	0	0	0	0	2	6	4	0	1	0	0	0	0	0	0	13
2024-10-22 [01:45 PM-02:00 PM]	0	0	0	0	3	2	3	1	1	0	0	0	0	0	0	10
	0	0	0	0	12	13	13	5	4	0	0	0	0	0	0	47
2024-10-22 [02:00 PM-02:15 PM]	0	0	0	0	1	3	2	1	1	0	0	0	0	0	0	8
2024-10-22 [02:15 PM-02:30 PM]	0	0	0	0	1	2	4	2	2	0	0	0	0	0	0	11
2024-10-22 [02:30 PM-02:45 PM]	0	0	0	1	5	1	3	0	0	0	0	0	0	0	0	10
2024-10-22 [02:45 PM-03:00 PM]	0	0	0	0	0	6	6	1	0	0	0	0	0	0	0	13
	0	0	0	1	7	12	15	4	3	0	0	0	0	0	0	42
2024-10-22 [03:00 PM-03:15 PM]	0	0	0	2	2	5	1	1	1	0	0	0	0	0	0	12
2024-10-22 [03:15 PM-03:30 PM]	0	0	1	0	4	7	3	1	0	0	0	0	0	0	0	16
2024-10-22 [03:30 PM-03:45 PM]	0	0	0	0	0	2	4	2	1	0	0	0	0	0	0	9
2024-10-22 [03:45 PM-04:00 PM]	0	0	2	0	4	4	0	2	1	0	0	0	0	0	0	9
	0	0	1	4	6	18	8	6	3	0	0	0	0	0	0	46
2024-10-22 [04:00 PM-04:15 PM]	0	0	1	1	0	3	5	1	0	0	1	0	0	0	0	12
2024-10-22 [04:15 PM-04:30 PM]	0	0	0	0	0	4	6	1	1	0	0	0	0	0	0	12
2024-10-22 [04:30 PM-04:45 PM]	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3
2024-10-22 [04:45 PM-05:00 PM]	0	0	0	0	0	1	4	2	2	0	0	0	0	0	0	9
	0	0	1	1	1	9	16	4	3	0	1	0	0	0	0	36
2024-10-22 [05:00 PM-05:15 PM]	0	0	1	1	0	2	4	2	0	0	0	0	0	0	0	10
2024-10-22 [05:15 PM-05:30 PM]	0	0	0	0	0	5	4	3	1	0	0	0	0	0	0	13
2024-10-22 [05:30 PM-05:45 PM]	0	0	0	1	0	4	7	4	1	0	0	0	0	0	0	17
2024-10-22 [05:45 PM-06:00 PM]	0	0	0	0	1	1	4	3	0	0	0	0	0	0	0	9
	0	0	1	2	1	12	19	12	2	0	0	0	0	0	0	49
2024-10-22 [06:00 PM-06:15 PM]	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	3
2024-10-22 [06:15 PM-06:30 PM]	0	0	0	0	1	1	1	2	0	0	0	0	0	0	0	5
2024-10-22 [06:30 PM-06:45 PM]	0	0	0	0	0	2	2	3	0	0	0	0	0	0	0	7
2024-10-22 [06:45 PM-07:00 PM]	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	3
	0	0	0	0	2	3	4	7	1	1	0	0	0	0	0	18
2024-10-22 [07:00 PM-07:15 PM]	0	0	0	0	0	1	1	2	2	0	0	0	0	0	0	6
2024-10-22 [07:15 PM-07:30 PM]	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	5
2024-10-22 [07:30 PM-07:45 PM]	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	3
2024-10-22 [07:45 PM-08:00 PM]	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
	0	0	0	0	1	5	4	3	2	0	0	0	0	0	0	15
2024-10-22 [08:00 PM-08:15 PM]	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
2024-10-22 [08:15 PM-08:30 PM]	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
2024-10-22 [08:30 PM-08:45 PM]	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
2024-10-22 [08:45 PM-09:00 PM]	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
	0	0	0	0	0	2	3	1	0	1	0	0	0	0	0	7
2024-10-22 [09:00 PM-09:15 PM]	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
2024-10-22 [09:15 PM-09:30 PM]	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	4
2024-10-22 [09:30 PM-09:45 PM]	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
2024-10-22 [09:45 PM-10:00 PM]	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	4
	0	0	0	0	0	3	4	2	1	1	1	0	0	0	0	12
2024-10-22 [10:00 PM-10:15 PM]	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2024-10-22 [10:15 PM-10:30 PM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [10:30 PM-10:45 PM]	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
2024-10-22 [10:45 PM-11:00 PM]	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	3
2024-10-22 [11:00 PM-11:15 PM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [11:15 PM-11:30 PM]	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
2024-10-22 [11:30 PM-11:45 PM]	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
2024-10-22 [11:45 PM-12:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	3
Daily Totals:	0	5	9	19	85	159	165	81	38	8	5	0	0	0	0	574
Report Totals:	0	5	9	19	85	159	165	81	38	8	5	0	0	0	0	574
Report Percentages:	0.00%	0.87%	1.57%	3.31%	14.81%	27.70%	28.75%	14.11%	6.62%	1.39%	0.87%	0.00%	0.00%	0.00%	0.00%	

MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: Tecumseh
Street: County Rd 34 - WB
Location: 2

A study of vehicle traffic was conducted with the device having serial number 408175. The study was done in the WB lane at County Rd 34 - WB in Tecumseh, ON in bt Malden Rd & 150m E of St Mary county. The study began on 2024-10-22 at 12:00 AM and concluded on 2024-10-23 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 582 vehicles passed through the location with a peak volume of 17 on 2024-10-22 at [05:30 PM-05:45 PM] and a minimum volume of 0 on 2024-10-22 at [10:15 PM-10:30 PM]. The AADT count for this study was 582.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 60 - 70 KM/H range or lower. The average speed for all classifed vehicles was 61 KM/H with 79.44% vehicles exceeding the posted speed of 50 KM/H. 8.89% percent of the total vehicles were traveling in excess of 89 KM/H. The mode speed for this traffic study was 60KM/H and the 85th percentile was 75.56 KM/H.

< to 9	10 to 19	20 to 29	30 to 39	40 to 49	50 to 59	60 to 69	70 to 79	80 to 89	90 to 99	100 to 109	110 to 119	120 to 129	130 to 139	140 to >
0	5	9	19	85	159	165	81	38	8	5	0	0	0	0

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin.
Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 498 which represents 87 percent of the total classified vehicles. The number of Small Trucks in the study was 12 which represents 2 percent of the total classified vehicles. The number of Trucks/Buses in the study was 13 which represents 2 percent of the total classified vehicles. The number of Tractor Trailers in the study was 51 which represents 9 percent of the total classified vehicles.

< to 4.9	5.0 to 8.4	8.5 to 9.9	10.0 to 12.9	13.0 to 15.9	16.0 to 18.9	19.0 to 22.4	22.5 to >							
175	323	12	13	6	7	26	12							

CHART 2

HEADWAY

During the peak traffic period, on 2024-10-22 at [05:30 PM-05:45 PM] the average headway between vehicles was 50 seconds. During the slowest traffic period, on 2024-10-22 at [10:15 PM-10:30 PM] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 11.00 and 31.00 degrees C.

85th Percentile Speed Calculation For County Road 34 (Westbound) During School Hours

Time/Speed Report

HI-Star ID: 408175	Begin: 2024-10-22 12:00 AM	End: 2024-10-23 12:00 AM
Street: County Rd 34 - WB	Lane: WB	Hours: 24:00
State: ON	Oper: MD	Period: 15
City: Tecumseh	Posted: 50	Raw Count: 582
Area: bt Malden Rd & 150m E of St Mary	AADT Factor: 1	AADT Count: 582

NC300 - km/h	0 to 9	10 to 19	20 to 29	30 to 39	40 to 49	50 to 59	60 to 69	70 to 79	80 to 89	90 to 99	100 to 109	110 to 119	120 to 129	130 to 139	140 >	Total
Speed	4.5	14.5	24.5	34.5	44.5	54.5	64.5	74.5	84.5	94.5	104.5	114.5	124.5	134.5	144.5	
7-5 cumulative %	0%	1%	3%	7%	25%	53%	81%	93%	99%	99%	100%	100%	100%	100%	100%	

85th percentile ~67 km/h

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A-6 *St. Peter*

No data collection conducted for this school

A-7 *St. Pius X*

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Prepared By: *PYRAMID* Traffic Inc.

Turning Movement Count - Lacasse Blvd @ Meander Cres

Municipality: Tecumseh
Major Road: Lacasse Blvd
Minor Road: Meander Cres

Date: Oct 22, 2024

Major Road Runs: North/South
Weather Conditions: Clear/Dry
Person No. 1 Cam
Person No. 2

Period	North Approach							East Approach							South Approach							West Approach							Veh. Summary	
	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.		
Ending	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	15	60
7:45	0	15	0	0	0	0	0	1	0	0	0	0	0	0	0	9	2	0	0	0	0	2	0	0	0	0	0	0	29	
8:00	5	23	0	0	0	0	0	3	0	2	0	0	0	0	0	7	4	0	0	0	0	0	0	0	0	0	0	0	44	
8:15	8	21	1	0	0	0	0	5	0	1	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	44	
8:30	39	17	0	0	0	0	0	18	1	21	0	0	0	0	0	13	24	0	1	0	0	2	1	0	0	0	0	0	137	254
8:45	3	9	1	1	2	0	0	17	0	21	0	0	0	0	0	22	3	0	0	0	0	0	0	1	0	0	0	0	80	305
9:00	0	14	1	0	0	0	0	0	0	1	0	0	0	0	1	13	4	0	0	0	0	1	0	1	0	0	0	0	36	297
9:15	0	10	0	0	0	0	0	3	0	0	0	0	0	0	0	8	3	0	1	0	0	0	0	1	0	0	0	0	26	279
9:30	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10	4	0	4	0	0	0	0	0	0	0	0	0	28	170
11:15	1	12	0	0	0	0	0	1	0	1	0	0	1	0	0	14	2	0	0	1	0	0	0	1	0	0	0	0	34	
11:30	1	13	0	1	0	0	0	4	0	0	0	0	0	0	0	7	0	0	1	0	0	0	0	0	0	0	0	0	27	
11:45	0	11	0	0	0	0	0	2	0	0	1	0	0	0	0	10	1	0	1	0	0	0	0	0	0	0	0	0	26	
12:00	0	14	0	0	0	0	0	6	0	0	0	0	0	0	1	10	3	0	0	0	0	0	0	0	0	0	0	0	34	121
12:15	0	12	1	0	0	0	0	3	0	3	0	0	0	0	0	11	1	0	1	0	0	1	0	1	0	0	0	0	34	121
12:30	0	15	1	0	1	0	0	7	0	1	0	0	0	0	0	10	2	0	1	0	0	0	0	0	0	0	0	0	38	132
12:45	1	11	0	0	1	0	0	2	0	0	0	0	0	0	0	13	2	0	0	0	0	1	0	1	0	0	0	0	32	138
13:00	4	9	0	0	1	0	0	6	0	0	0	0	0	0	1	16	1	0	1	0	0	0	0	0	0	0	0	0	39	143
13:15	2	14	1	0	0	0	0	5	0	1	0	0	0	0	1	11	3	0	2	0	0	0	0	0	0	0	0	0	40	149
13:30	0	12	0	0	0	0	0	2	0	0	0	0	0	0	1	9	5	0	1	0	0	0	0	1	0	0	0	0	31	142
14:15	4	9	1	0	1	0	0	1	0	0	0	0	0	0	0	14	2	0	0	0	0	0	0	0	0	0	0	0	32	
14:30	6	12	0	1	0	0	0	2	0	2	0	0	0	0	0	19	13	0	1	0	0	0	0	0	0	0	0	0	56	
14:45	18	16	2	0	1	0	0	2	0	3	0	0	0	0	1	15	23	0	0	0	0	0	0	0	0	0	0	0	81	
15:00	6	14	0	0	0	0	0	15	0	24	0	0	0	0	1	14	10	0	1	0	0	2	0	1	0	0	0	0	88	257
15:15	4	16	0	0	1	1	0	15	0	8	0	0	0	0	1	26	4	0	2	0	0	0	0	0	0	0	0	0	78	303
15:30	2	13	0	0	0	0	0	3	0	9	0	0	0	0	0	23	5	0	1	0	0	0	0	0	0	0	0	0	56	303
15:45	2	9	0	0	0	0	0	7	0	2	0	0	0	0	1	20	6	0	0	1	0	0	0	0	0	0	0	0	48	270
16:00	3	17	0	0	0	0	0	6	0	8	0	0	0	0	0	22	2	0	0	0	0	0	0	0	0	0	0	0	58	240
16:15	1	11	2	0	1	0	0	2	0	2	0	0	0	0	2	20	0	0	1	0	0	0	0	0	0	0	0	0	42	204
16:30	0	12	1	0	0	1	0	3	0	5	1	0	0	0	0	33	6	0	1	0	0	0	0	2	0	0	0	0	65	213
16:45	1	11	0	0	1	0	0	4	0	1	1	0	0	0	1	29	5	0	0	0	0	0	0	0	0	0	0	0	54	219
17:00	0	14	0	0	0	0	0	2	0	1	0	0	0	0	0	22	6	0	0	0	0	0	0	1	0	0	0	0	46	207
17:15	2	12	0	0	0	0	0	2	0	2	0	0	0	0	0	20	1	0	0	0	0	0	0	1	0	0	0	0	40	205
17:30	3	14	0	0	0	0	0	2	0	0	0	0	0	0	0	18	1	0	1	0	0	0	0	0	0	0	0	0	39	179

PEDESTRIAN AND CYCLIST COUNT

Tecumseh (WSP) - October 22 (16 Counts)

Site: 200101 - Lacasse Blvd @ Meader Cres

Date: 2024-10-22

Period Ending	NORTH				EAST				SOUTH				WEST			
	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES
7:45	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30	2	0	0	0	0	0	0	0	0	0	0	0	5	3	1	3
8:45	1	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0
9:00	3	1	1	0	0	0	0	0	2	0	0	0	4	0	0	0
9:15	2	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0
9:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
11:45	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0
12:15	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
12:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
13:15	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0
14:15	0	1	1	1	0	0	0	0	0	0	0	0	2	0	0	0
14:30	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	1	0	0	0	0	0	0	0	0	0	0	0	6	0	0	1
15:15	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
15:45	5	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
16:00	2	2	2	0	0	0	0	0	0	0	0	0	1	0	0	1
16:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
16:30	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
16:45	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
17:00	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	1
17:15	0	1	1	0	0	0	0	0	0	0	0	0	4	0	0	0
17:30	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0

Prepared By: *PYRAMID* Traffic Inc.

Turning Movement Count - Lacasse Blvd @ Clapp St

Municipality: Tecumseh
Major Road: Lacasse Blvd
Minor Road: Clapp St

Date: Oct 22, 2024

Major Road Runs: North/South
Weather Conditions: Clear/Dry
Person No. 1 Cam
Person No. 2

Period	North Approach							East Approach							South Approach							West Approach							Veh. Summary	
	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.		
Ending	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	15	60
7:45	0	13	3	0	0	0	0	0	0	0	0	0	0	0	6	8	0	1	0	0	0	3	0	4	0	0	0	0	38	
8:00	0	18	9	0	0	0	0	0	0	0	0	0	0	0	4	8	0	0	0	0	0	3	0	5	0	0	0	0	47	
8:15	0	16	9	0	0	0	0	0	0	0	0	0	0	0	2	6	0	0	0	0	0	2	0	11	0	0	0	0	46	
8:30	0	15	17	0	0	0	0	0	0	0	0	0	0	0	14	15	0	0	1	0	0	21	0	19	0	0	0	0	102	233
8:45	0	16	12	0	2	0	0	0	0	0	0	0	0	0	17	18	0	0	0	0	0	8	0	10	0	0	0	0	83	278
9:00	0	13	6	0	0	0	0	0	0	0	0	0	0	0	5	17	0	0	0	0	0	1	0	3	0	0	0	0	45	276
9:15	0	8	6	0	0	0	0	0	0	0	0	0	0	0	6	8	0	0	1	0	0	3	0	2	0	0	0	0	34	264
9:30	0	7	1	0	0	0	0	0	0	0	0	0	0	0	4	13	0	0	3	0	0	1	0	3	1	0	0	0	33	195
11:15	0	7	7	0	0	0	0	0	0	0	0	0	0	0	2	16	0	0	0	0	0	0	0	6	1	0	0	0	39	
11:30	0	12	5	0	0	0	0	0	0	0	0	0	0	0	1	6	0	0	1	0	0	1	0	5	0	0	0	0	31	
11:45	0	12	1	0	1	0	0	0	0	0	0	0	0	0	4	6	0	0	0	0	0	5	0	4	1	0	0	0	34	
12:00	0	14	6	0	0	0	0	0	0	0	0	0	0	0	4	9	0	0	0	0	0	5	0	10	0	0	0	0	48	152
12:15	0	12	5	0	0	0	0	0	0	0	0	0	0	0	4	10	0	1	0	0	0	3	0	4	0	0	0	0	39	152
12:30	0	16	6	0	1	0	0	0	0	0	0	0	0	0	6	7	0	0	1	0	0	5	0	2	0	0	0	0	44	165
12:45	0	12	1	0	1	0	0	0	0	0	0	0	0	0	7	13	0	0	0	0	0	2	0	9	0	0	0	0	45	176
13:00	0	12	4	0	0	1	0	0	0	0	0	0	0	0	2	12	0	0	2	0	0	5	0	6	0	0	0	0	44	172
13:15	0	11	7	0	0	0	0	0	0	0	0	0	0	0	3	12	0	0	2	0	0	3	0	4	0	0	0	0	42	175
13:30	0	12	4	0	0	0	0	0	0	0	0	0	0	0	3	13	0	0	1	0	0	5	0	5	0	0	0	0	43	174
14:15	0	8	3	0	1	0	0	0	0	0	0	0	0	0	6	13	0	0	0	0	0	4	0	5	0	0	1	0	41	
14:30	0	13	1	0	0	0	0	0	0	0	0	0	0	0	3	22	0	0	1	0	0	9	0	13	0	0	0	0	62	
14:45	0	11	4	0	1	0	0	0	0	0	0	0	0	0	4	24	0	1	0	0	0	20	0	5	0	0	1	0	71	
15:00	0	18	20	0	0	0	0	0	0	0	0	0	0	0	9	15	0	1	1	0	0	10	0	9	0	0	0	0	83	257
15:15	0	23	8	0	1	0	0	0	0	0	0	0	0	0	6	26	0	1	2	0	0	6	0	5	0	0	0	0	78	294
15:30	0	12	4	0	0	0	0	0	0	0	0	0	0	0	6	24	0	0	1	0	0	5	0	5	0	0	0	0	57	289
15:45	0	9	8	0	0	0	0	0	0	0	0	0	0	0	10	19	0	0	1	0	0	7	0	5	0	0	0	0	59	277
16:00	0	16	7	0	0	0	0	0	0	0	0	0	0	0	5	19	0	0	0	0	0	6	0	8	0	0	1	0	62	256
16:15	0	10	4	0	1	0	0	0	0	0	0	0	0	0	14	16	0	0	1	0	0	7	0	13	0	0	0	0	66	244
16:30	0	15	3	0	0	1	0	0	0	0	0	0	0	0	5	34	0	0	1	0	0	6	0	10	0	0	0	0	75	262
16:45	0	10	3	0	1	1	0	0	0	0	0	0	0	0	8	26	0	1	0	0	0	10	0	6	0	0	1	0	67	270
17:00	0	11	7	0	0	0	0	0	0	0	0	0	0	0	11	17	0	0	0	0	0	10	0	5	0	0	0	0	61	269
17:15	0	11	5	0	0	0	0	0	0	0	0	0	0	0	8	15	0	0	0	0	0	6	0	7	0	0	0	0	52	255
17:30	0	13	1	0	0	0	0	0	0	0	0	0	0	0	7	13	0	0	1	0	0	5	0	4	0	0	0	0	44	224

PEDESTRIAN AND CYCLIST COUNT

Tecumseh (WSP) - October 22 (16 Counts)

Site: 200196 - Lacasse Blvd @ Clapp St

Date: 2024-10-22

Period Ending	NORTH				EAST				SOUTH				WEST			
	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES
7:45	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	3	0	1	2	0	0	1
8:30	0	0	0	0	0	0	0	0	2	38	7	3	8	12	7	3
8:45	0	0	0	0	0	0	0	0	7	0	0	0	2	3	1	0
9:00	0	0	0	0	0	0	0	0	0	1	1	1	2	0	0	0
9:15	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
11:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	3	0	0	2	0	0	0	0
12:15	0	0	0	0	0	0	0	0	1	0	0	0	1	1	2	0
12:30	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	1	0	0	2	1	0	0	1
13:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
13:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	1	1	1	2	0	0	0
14:15	0	0	0	0	0	0	0	0	0	1	2	1	4	0	0	0
14:30	0	0	0	0	0	0	0	0	1	1	1	0	1	0	0	1
14:45	0	0	0	0	0	0	0	0	6	2	2	0	3	2	2	0
15:00	0	0	0	0	0	0	0	0	24	7	17	2	17	1	2	2
15:15	0	0	0	0	0	0	0	0	4	0	0	2	5	0	0	2
15:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	4	0	0	1	2	0	0	1
16:00	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1
16:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	2	0	0	0	0	1	1	1
16:45	0	0	0	0	0	0	0	0	6	0	0	0	3	0	0	0
17:00	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	1
17:15	0	0	0	0	0	0	0	0	7	1	1	1	3	0	0	1
17:30	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0

Prepared By: *PYRAMID* Traffic Inc.

Turning Movement Count - Lacasse Blvd @ St Thomas St

Municipality: Tecumseh
Major Road: Lacasse Blvd
Minor Road: St Thomas St

Date: Oct 22, 2024

Major Road Runs: North/South
Weather Conditions: Clear/Dry
Person No. 1 Cam
Person No. 2

Period	North Approach							East Approach							South Approach							West Approach							Veh. Summary	
	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.		
Ending	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	15	60
7:45	4	15	1	0	0	0	0	16	14	5	0	1	1	0	0	20	7	0	0	0	0	0	7	2	0	0	1	0	94	
8:00	5	21	0	0	0	0	0	16	10	5	0	0	0	0	1	19	4	0	0	0	0	1	3	4	0	2	0	0	91	
8:15	7	20	0	0	0	0	0	17	8	6	0	1	0	0	1	15	14	0	0	0	0	5	6	3	0	0	0	0	103	
8:30	5	23	6	0	4	0	0	16	11	12	0	0	1	0	2	16	6	0	0	1	0	7	13	8	0	2	0	0	133	421
8:45	5	25	4	2	2	0	0	10	19	7	0	2	0	0	3	21	4	1	0	0	0	1	15	8	0	1	0	0	130	457
9:00	3	15	1	0	1	0	0	19	18	2	0	0	0	0	1	14	16	0	0	1	0	3	13	4	0	1	0	0	112	478
9:15	1	9	1	1	0	0	0	6	11	3	0	0	0	0	0	9	9	0	0	0	0	1	9	5	1	2	0	0	68	443
9:30	1	7	0	0	0	0	0	4	6	3	0	0	1	0	0	14	9	0	2	0	0	0	5	0	0	0	0	0	52	362
11:15	6	11	1	0	0	0	0	6	5	1	1	1	0	0	2	16	6	0	0	0	0	0	5	3	0	0	0	0	64	
11:30	5	13	0	0	0	0	0	3	8	1	1	0	1	0	0	7	5	0	0	1	0	0	3	1	0	0	0	0	49	
11:45	2	12	0	0	1	0	0	7	9	3	0	0	0	0	5	8	9	0	0	0	0	1	5	1	0	0	0	0	63	
12:00	8	17	0	0	0	0	0	7	7	0	1	0	0	0	1	12	8	0	0	1	0	1	6	1	0	0	0	0	70	246
12:15	6	12	3	0	0	0	0	6	10	1	0	1	1	0	2	14	7	0	2	0	0	1	9	3	0	0	0	0	78	260
12:30	2	16	0	0	1	0	0	2	6	2	0	1	1	0	2	10	7	0	0	0	0	0	6	3	0	0	0	0	59	270
12:45	5	20	2	0	2	0	0	7	5	3	0	0	1	0	5	17	8	0	0	0	0	1	3	0	0	0	0	0	79	286
13:00	2	16	1	0	0	0	0	3	8	1	0	1	0	0	1	12	7	0	1	2	0	1	2	2	1	1	1	0	63	279
13:15	1	11	0	0	1	0	0	6	10	2	1	1	0	0	0	15	8	0	2	0	0	0	6	1	0	1	0	0	66	267
13:30	4	12	0	0	0	0	0	2	5	4	1	0	1	0	1	12	12	0	0	1	0	2	4	0	0	0	0	0	61	269
14:15	3	10	1	0	2	0	0	10	3	2	0	0	0	0	2	21	2	0	0	0	0	1	7	1	0	2	0	0	67	
14:30	3	20	1	0	0	0	0	8	10	8	0	6	1	0	2	18	4	1	1	0	0	2	6	3	0	0	0	0	94	
14:45	3	9	0	0	2	0	0	8	8	10	0	0	1	0	2	21	8	0	0	2	0	2	10	2	0	3	1	0	92	
15:00	11	20	3	0	2	0	0	7	9	1	0	1	0	0	1	15	13	0	1	0	0	1	14	9	0	3	0	0	111	364
15:15	7	32	2	1	1	0	0	4	18	4	0	1	1	0	4	21	16	0	0	1	0	1	11	4	0	3	0	0	132	429
15:30	2	20	2	0	0	0	0	9	18	5	0	1	1	0	3	25	8	0	0	0	0	0	14	4	0	0	0	0	112	447
15:45	2	20	1	0	0	0	0	6	7	5	0	1	0	0	1	24	13	0	0	0	0	2	14	2	0	0	0	0	98	453
16:00	7	18	1	0	0	0	0	8	12	5	0	1	0	0	1	18	13	0	0	1	0	1	13	0	0	0	0	0	99	441
16:15	7	20	1	1	0	1	0	10	8	6	0	0	0	0	5	20	23	0	0	0	0	3	8	1	0	0	0	0	114	423
16:30	11	16	1	0	0	0	0	11	8	6	0	1	1	0	2	35	23	0	0	0	0	2	12	1	0	1	0	0	131	442
16:45	4	17	1	1	1	0	0	8	9	10	0	0	1	0	5	27	13	0	0	0	0	1	15	2	0	0	0	0	115	459
17:00	8	11	2	0	0	0	0	9	15	4	0	0	0	0	3	23	19	0	0	0	0	1	15	0	0	0	0	0	110	470
17:15	11	10	0	0	0	0	0	9	16	4	0	0	0	0	5	22	15	0	0	0	0	0	9	2	0	1	0	0	104	460
17:30	5	12	0	0	0	0	0	9	13	1	0	0	1	0	3	17	11	0	0	0	0	0	16	1	0	0	0	0	89	418

PEDESTRIAN AND CYCLIST COUNT

Tecumseh (WSP) - October 22 (16 Counts)

Site: 200099 - St Thomas St @ Lacasse Blvd

Date: 2024-10-22

Period Ending	NORTH				EAST				SOUTH				WEST			
	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES
7:45	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
8:15	0	0	0	0	0	6	2	0	4	0	0	0	2	0	0	0
8:30	2	0	0	0	4	24	6	2	19	7	3	2	0	0	0	0
8:45	0	0	0	0	3	5	2	0	8	2	3	2	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
9:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0
11:45	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	1	3	0	0	1	0	0	0	0
12:15	0	0	0	1	0	0	0	0	1	0	0	0	1	1	2	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
13:00	0	0	0	0	6	0	0	1	0	0	0	0	0	0	0	0
13:15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	2	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
14:15	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1
14:45	1	0	0	0	5	1	1	0	1	0	0	1	0	0	0	0
15:00	0	3	3	0	14	24	13	3	18	18	0	1	0	0	0	0
15:15	1	0	0	1	2	0	0	0	9	7	0	1	4	0	0	0
15:30	1	0	0	0	1	2	0	0	2	0	0	0	1	0	0	0
15:45	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0
16:00	0	0	0	0	2	0	0	0	2	0	0	1	0	0	0	1
16:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0
16:45	1	0	0	2	0	1	1	0	0	0	0	0	1	0	0	0
17:00	0	0	0	2	1	0	0	1	1	0	0	0	0	0	0	2
17:15	1	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0
17:30	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0

Time/Speed Report

HI-Star ID: 406296
Street: Lacasse Blvd - NB
State: ON
City: Tecumseh
Area: btwn Oakpark Dr & Meander Cres

Begin: 2024-11-26 12:00 AM
Lane: NB
Oper: MD
Posted: 50
AADT Factor: 1

End: 2024-11-27 12:00 AM
Hours: 24:00
Period: 15
Raw Count: 1044
AADT Count: 1044

NC300 - km/h	0 to 9	10 to 19	20 to 29	30 to 39	40 to 49	50 to 59	60 to 69	70 to 79	80 to 89	90 to 99	100 to 109	110 to 119	120 to 129	130 to 139	140 >	Total
2024-11-26 [12:00 AM-12:15 AM]	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	4
2024-11-26 [12:15 AM-12:30 AM]	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2024-11-26 [12:30 AM-12:45 AM]	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2024-11-26 [12:45 AM-01:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	6
2024-11-26 [01:00 AM-01:15 AM]	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2024-11-26 [01:15 AM-01:30 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-11-26 [01:30 AM-01:45 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-11-26 [01:45 AM-02:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2024-11-26 [02:00 AM-02:15 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-11-26 [02:15 AM-02:30 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-11-26 [02:30 AM-02:45 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-11-26 [02:45 AM-03:00 AM]	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2024-11-26 [03:00 AM-03:15 AM]	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2024-11-26 [03:15 AM-03:30 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-11-26 [03:30 AM-03:45 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-11-26 [03:45 AM-04:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2024-11-26 [04:00 AM-04:15 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-11-26 [04:15 AM-04:30 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-11-26 [04:30 AM-04:45 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-11-26 [04:45 AM-05:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-11-26 [05:00 AM-05:15 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-11-26 [05:15 AM-05:30 AM]	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2024-11-26 [05:30 AM-05:45 AM]	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
2024-11-26 [05:45 AM-06:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
2024-11-26 [06:00 AM-06:15 AM]	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
2024-11-26 [06:15 AM-06:30 AM]	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
2024-11-26 [06:30 AM-06:45 AM]	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	5
2024-11-26 [06:45 AM-07:00 AM]	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	0	1	4	6	0	0	0	0	0	0	0	0	0	0	11
2024-11-26 [07:00 AM-07:15 AM]	0	0	1	1	7	2	0	0	0	0	0	0	0	0	0	11
2024-11-26 [07:15 AM-07:30 AM]	0	0	0	0	6	1	0	0	0	0	0	0	0	0	0	7
2024-11-26 [07:30 AM-07:45 AM]	0	0	1	0	7	0	0	0	0	0	0	0	0	0	0	8
2024-11-26 [07:45 AM-08:00 AM]	0	0	1	1	6	3	0	0	0	0	0	0	0	0	0	11
	0	0	3	2	26	6	0	0	0	0	0	0	0	0	0	37
2024-11-26 [08:00 AM-08:15 AM]	0	0	0	2	7	4	0	0	0	0	0	0	0	0	0	13
2024-11-26 [08:15 AM-08:30 AM]	0	0	1	13	23	0	0	0	0	0	0	0	0	0	0	37
2024-11-26 [08:30 AM-08:45 AM]	0	0	1	4	28	1	0	0	0	0	0	0	0	0	0	34
2024-11-26 [08:45 AM-09:00 AM]	0	0	0	1	2	5	0	0	0	0	0	0	0	0	0	8
	0	0	2	20	60	10	0	0	0	0	0	0	0	0	0	92
2024-11-26 [09:00 AM-09:15 AM]	0	1	2	1	6	5	0	0	0	0	0	0	0	0	0	15
2024-11-26 [09:15 AM-09:30 AM]	0	0	1	2	3	1	0	0	0	0	0	0	0	0	0	7
2024-11-26 [09:30 AM-09:45 AM]	0	0	0	3	9	2	0	0	0	0	0	0	0	0	0	14
2024-11-26 [09:45 AM-10:00 AM]	0	0	1	3	8	2	0	0	0	0	0	0	0	0	0	14
	0	1	4	9	26	10	0	0	0	0	0	0	0	0	0	50
2024-11-26 [10:00 AM-10:15 AM]	0	0	0	3	4	5	0	0	0	0	0	0	0	0	0	12
2024-11-26 [10:15 AM-10:30 AM]	0	0	1	1	13	3	0	0	0	0	0	0	0	0	0	18
2024-11-26 [10:30 AM-10:45 AM]	0	0	0	2	4	4	0	1	0	0	0	0	0	0	0	11
2024-11-26 [10:45 AM-11:00 AM]	0	0	0	3	8	2	0	0	0	0	0	0	0	0	0	13
	0	0	1	9	29	14	0	1	0	0	0	0	0	0	0	54
2024-11-26 [11:00 AM-11:15 AM]	0	2	2	3	7	4	1	0	0	0	0	0	0	0	0	19
2024-11-26 [11:15 AM-11:30 AM]	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	10
2024-11-26 [11:30 AM-11:45 AM]	0	0	0	0	9	5	0	0	0	0	0	0	0	0	0	14
2024-11-26 [11:45 AM-12:00 PM]	0	1	0	3	7	4	0	0	0	0	0	0	0	0	0	15
	0	3	2	6	33	13	1	0	0	0	0	0	0	0	0	58
2024-11-26 [12:00 PM-12:15 PM]	0	0	0	2	2	5	1	0	0	0	0	0	0	0	0	10
2024-11-26 [12:15 PM-12:30 PM]	0	0	0	4	9	5	1	0	0	0	0	0	0	0	0	19
2024-11-26 [12:30 PM-12:45 PM]	0	0	0	1	8	2	0	0	0	0	0	0	0	0	0	11
2024-11-26 [12:45 PM-01:00 PM]	0	0	0	3	8	0	0	0	0	0	0	0	0	0	0	11
	0	0	0	10	27	12	2	0	0	0	0	0	0	0	0	51
2024-11-26 [01:00 PM-01:15 PM]	0	0	1	5	10	2	0	0	0	0	0	0	0	0	0	18
2024-11-26 [01:15 PM-01:30 PM]	0	0	1	0	10	4	1	0	0	0	0	0	0	0	0	16
2024-11-26 [01:30 PM-01:45 PM]	0	0	0	5	5	4	0	0	0	0	0	0	0	0	0	14
2024-11-26 [01:45 PM-02:00 PM]	0	0	2	2	10	1	0	0	0	0	0	0	0	0	0	15
	0	0	4	12	35	11	1	0	0	0	0	0	0	0	0	63
2024-11-26 [02:00 PM-02:15 PM]	0	0	0	3	5	3	0	0	0	0	0	0	0	0	0	11
2024-11-26 [02:15 PM-02:30 PM]	0	0	0	1	10	1	0	0	0	0	0	0	0	0	0	12
2024-11-26 [02:30 PM-02:45 PM]	0	0	0	2	10	0	0	0	0	0	0	0	0	0	0	12
2024-11-26 [02:45 PM-03:00 PM]	0	0	3	17	26	1	0	0	0	0	0	0	0	0	0	47
	0	0	3	23	51	5	0	0	0	0	0	0	0	0	0	82
2024-11-26 [03:00 PM-03:15 PM]	0	0	1	7	20	3	0	0	0	0	0	0	0	0	0	31
2024-11-26 [03:15 PM-03:30 PM]	0	0	2	3	19	6	0	0	0	0	0	0	0	0	0	30
2024-11-26 [03:30 PM-03:45 PM]	0	0	0	2	18	3	1	0	0	0	0	0	0	0	0	24
2024-11-26 [03:45 PM-04:00 PM]	0	0	0	2	18	2	0	0	0	0	0	0	0	0	0	22
	0	0	3	14	75	14	1	0	0	0	0	0	0	0	0	107
2024-11-26 [04:00 PM-04:15 PM]	0	0	3	5	18	3	0	0	0	0	0	0	0	0	0	29
2024-11-26 [04:15 PM-04:30 PM]	0	0	1	1	17	4	0	0	0	0	0	0	0	0	0	23
2024-11-26 [04:30 PM-04:45 PM]	0	0	1	1	19	5	0	0	0	0	0	0	0	0	0	26
2024-11-26 [04:45 PM-05:00 PM]	0	0	1	6	12	2	0	0	0	0	0	0	0	0	0	21
	0	0	6	13	66	14	0	0	0	0	0	0	0	0	0	99
2024-11-26 [05:00 PM-05:15 PM]	0	1	3	2	17	6	0	0	0	0	0	0	0	0	0	29
2024-11-26 [05:15 PM-05:30 PM]	0	0	1	6	11	2	1	0	0	0	0	0	0	0	0	21
2024-11-26 [05:30 PM-05:45 PM]	0	1	2	2	12	5	0	0	0	0	0	0	0	0	0	22
2024-11-26 [05:45 PM-06:00 PM]	0	0	1	3	18	0	0	0	0	0	0	0	0	0	0	22
	0	2	7	13	58	13	1	0	0	0	0	0	0	0	0	94
2024-11-26 [06:00 PM-06:15 PM]	0	0	2	3	19	4	0	0	0	0	0	0	0	0	0	28
2024-11-26 [06:15 PM-06:30 PM]	0	0	2	3	14	0	0	0	0	0	0	0	0	0	0	19
2024-11-26 [06:30 PM-06:45 PM]	0	0	1	2	10	0	0	0	0	0	0	0	0	0	0	13
2024-11-26 [06:45 PM-07:00 PM]	0	0	3	3	6	3	0	0	0	0	0	0	0	0	0	15
	0	0	8	11	49	7	0	0	0	0	0	0	0	0	0	75
2024-11-26 [07:00 PM-07:15 PM]	0	0	1	1	11	1	0	0	0	0	0	0	0	0	0	14
2024-11-26 [07:15 PM-07:30 PM]	0	0	0	4	7	0	0	0	0	0	0	0	0	0	0	11
2024-11-26 [07:30 PM-07:45 PM]	0	0	1	5	7	1	0	0	0	0	0	0	0	0	0	14
2024-11-26 [07:45 PM-08:00 PM]	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	8
	0	0	3	13	29	2	0	0	0	0	0	0	0	0	0	47
2024-11-26 [08:00 PM-08:15 PM]	0	0	1	5	8	4	0	0	0	0	0	0	0	0	0	18
2024-11-26 [08:15 PM-08:30 PM]	0	0	1	1	9	0	0	0	0	0	0	0	0	0	0	11
2024-11-26 [08:30 PM-08:45 PM]	0	0	0	4	9	0	0	0	0	0	0	0	0	0	0	13
2024-11-26 [08:45 PM-09:00 PM]	0	0	0	6	4	2	0	0	0	0	0	0	0	0	0	12
	0	0	2	16	30	6	0	0	0	0	0	0	0	0	0	54
2024-11-26 [09:00 PM-09:15 PM]	0	0	0	1	11	1	0	0	0	0	0	0	0	0	0	13
2024-11-26 [09:15 PM-09:30 PM]	0	0	0	0	6	2	0	0	0	0	0	0	0	0	0	8
2024-11-26 [09:30 PM-09:45 PM]	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	5
2024-11-26 [09:45 PM-10:00 PM]	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	4
	0	0	0	3	24	3	0	0	0	0	0	0	0	0	0	30
2024-11-26 [10:00 PM-10:15 PM]	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3
2024-11-26 [10:15 PM-10:30 PM]	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
2024-11-26 [10:30 PM-10:45 PM]	0	0	1	1	4	0	0	0	0	0	0	0	0	0	0	6
2024-11-26 [10:45 PM-11:00 PM]	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	0	0	2	2	8	0	0	0	0	0	0	0	0	0	0	12
2024-11-26 [11:00 PM-11:15 PM]	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
2024-11-26 [11:15 PM-11:30 PM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-11-26 [11:30 PM-11:45 PM]	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	3
2024-11-26 [11:45 PM-12:00 AM]	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	0	1	0	3	3	1	1	0	0	0	0	0	0	0	0	9
Daily Totals:	0	7	52	186	644	141	7	1	0	0	0	0	0	0	0	1038
Report Totals:	0	7	52	186	644	141	7	1	0	0	0	0	0	0	0	1038
Report Percentages:	0.00%	0.67%	5.01%	17.92%	62.04%	13.58%	0.67%	0.10%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	

MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: Tecumseh
Street: Lacasse Blvd - NB
Location: 3

A study of vehicle traffic was conducted with the device having serial number 406296. The study was done in the NB lane at Lacasse Blvd - NB in Tecumseh, ON in btwn Oakpark Dr & Meander Cres county. The study began on 2024-11-26 at 12:00 AM and concluded on 2024-11-27 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 1,044 vehicles passed through the location with a peak volume of 47 on 2024-11-26 at [02:45 PM-03:00 PM] and a minimum volume of 0 on 2024-11-26 at [11:15 PM-11:30 PM]. The AADT count for this study was 1,044.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 40 - 50 KM/H range or lower. The average speed for all classifed vehicles was 44 KM/H with 14.35% vehicles exceeding the posted speed of 50 KM/H. 0.00% percent of the total vehicles were traveling in excess of 89 KM/H. The mode speed for this traffic study was 40KM/H and the 85th percentile was 49.89 KM/H.

< to 9	10 to 19	20 to 29	30 to 39	40 to 49	50 to 59	60 to 69	70 to 79	80 to 89	90 to 99	100 to 109	110 to 119	120 to 129	130 to 139	140 to >
0	7	52	186	644	141	7	1	0	0	0	0	0	0	0

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin.
Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 1021 which represents 98 percent of the total classified vehicles. The number of Small Trucks in the study was 7 which represents 1 percent of the total classified vehicles. The number of Trucks/Buses in the study was 8 which represents 1 percent of the total classified vehicles. The number of Tractor Trailers in the study was 2 which represents 0 percent of the total classified vehicles.

< to 4.9	5.0 to 8.4	8.5 to 9.9	10.0 to 12.9	13.0 to 15.9	16.0 to 18.9	19.0 to 22.4	22.5 to >							
786	235	7	8	2	0	0	0							

CHART 2

HEADWAY

During the peak traffic period, on 2024-11-26 at [02:45 PM-03:00 PM] the average headway between vehicles was 18.75 seconds. During the slowest traffic period, on 2024-11-26 at [11:15 PM-11:30 PM] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 5.00 and 14.00 degrees C.

Time/Speed Report

HI-Star ID: 408168
Street: Lacasse Blvd - SB
State: ON
City: Tecumseh
Area: btwn Oakpark Dr & Meander Cres

Begin: 2024-11-26 12:00 AM
Lane: SB
Oper: MD
Posted: 50
AADT Factor: 1

End: 2024-11-27 12:00 AM
Hours: 24:00
Period: 15
Raw Count: 839
AADT Count: 839

NC300 - km/h	0 to 9	10 to 19	20 to 29	30 to 39	40 to 49	50 to 59	60 to 69	70 to 79	80 to 89	90 to 99	100 to 109	110 to 119	120 to 129	130 to 139	140 >	Total
2024-11-26 [12:00 AM-12:15 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-11-26 [12:15 AM-12:30 AM]	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	2
2024-11-26 [12:30 AM-12:45 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-11-26 [12:45 AM-01:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
2024-11-26 [01:00 AM-01:15 AM]	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
2024-11-26 [01:15 AM-01:30 AM]	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
2024-11-26 [01:30 AM-01:45 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-11-26 [01:45 AM-02:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
2024-11-26 [02:00 AM-02:15 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-11-26 [02:15 AM-02:30 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-11-26 [02:30 AM-02:45 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-11-26 [02:45 AM-03:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-11-26 [03:00 AM-03:15 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-11-26 [03:15 AM-03:30 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-11-26 [03:30 AM-03:45 AM]	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2024-11-26 [03:45 AM-04:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2024-11-26 [04:00 AM-04:15 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-11-26 [04:15 AM-04:30 AM]	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
2024-11-26 [04:30 AM-04:45 AM]	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
2024-11-26 [04:45 AM-05:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
2024-11-26 [05:00 AM-05:15 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-11-26 [05:15 AM-05:30 AM]	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	3
2024-11-26 [05:30 AM-05:45 AM]	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
2024-11-26 [05:45 AM-06:00 AM]	0	0	1	0	0	2	2	0	0	0	0	0	0	0	0	5
	0	0	1	1	1	5	2	0	0	0	0	0	0	0	0	10
2024-11-26 [06:00 AM-06:15 AM]	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
2024-11-26 [06:15 AM-06:30 AM]	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	3
2024-11-26 [06:30 AM-06:45 AM]	0	0	0	2	2	3	4	0	0	0	0	0	0	0	0	11
2024-11-26 [06:45 AM-07:00 AM]	0	0	1	1	3	2	1	0	0	0	0	0	0	0	0	8
	0	0	1	4	6	5	6	0	1	0	0	0	0	0	0	23
2024-11-26 [07:00 AM-07:15 AM]	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	4
2024-11-26 [07:15 AM-07:30 AM]	0	0	2	4	1	3	2	1	1	0	0	0	0	0	0	14
2024-11-26 [07:30 AM-07:45 AM]	0	0	4	1	5	5	4	1	0	0	0	0	0	0	0	20
2024-11-26 [07:45 AM-08:00 AM]	0	0	0	2	5	8	4	1	0	0	0	0	0	0	0	20
	0	0	6	7	14	17	10	3	1	0	0	0	0	0	0	58
2024-11-26 [08:00 AM-08:15 AM]	0	0	2	2	8	8	7	1	0	0	0	0	0	0	0	28
2024-11-26 [08:15 AM-08:30 AM]	0	0	3	3	27	28	5	1	0	0	0	0	0	0	0	67
2024-11-26 [08:30 AM-08:45 AM]	0	0	2	3	5	5	3	0	0	0	0	0	0	0	0	18
2024-11-26 [08:45 AM-09:00 AM]	0	0	1	0	3	3	3	1	0	0	0	0	0	0	0	11
	0	0	8	8	43	44	18	3	0	0	0	0	0	0	0	124
2024-11-26 [09:00 AM-09:15 AM]	0	0	1	1	1	3	3	0	0	0	0	0	0	0	0	9
2024-11-26 [09:15 AM-09:30 AM]	0	0	1	0	2	1	3	1	0	0	0	0	0	0	0	8
2024-11-26 [09:30 AM-09:45 AM]	0	0	0	0	3	6	0	2	0	0	0	0	0	0	0	11
2024-11-26 [09:45 AM-10:00 AM]	0	0	0	0	3	2	3	0	0	0	0	0	0	0	0	8
	0	0	2	1	9	12	9	3	0	0	0	0	0	0	0	36
2024-11-26 [10:00 AM-10:15 AM]	0	0	1	0	4	6	1	1	1	0	0	0	0	0	0	14
2024-11-26 [10:15 AM-10:30 AM]	0	0	2	1	0	6	1	0	0	0	0	0	0	0	0	10
2024-11-26 [10:30 AM-10:45 AM]	0	0	0	2	1	3	1	0	0	0	0	0	0	0	0	7
2024-11-26 [10:45 AM-11:00 AM]	0	0	1	1	2	4	2	0	0	0	0	0	0	0	0	10
	0	0	4	4	7	19	5	1	1	0	0	0	0	0	0	41
2024-11-26 [11:00 AM-11:15 AM]	0	0	1	3	2	5	3	2	0	0	0	0	0	0	0	16
2024-11-26 [11:15 AM-11:30 AM]	0	1	3	1	2	7	2	1	1	0	0	0	0	0	0	18
2024-11-26 [11:30 AM-11:45 AM]	0	0	0	2	4	2	2	2	1	0	0	0	0	0	0	13
2024-11-26 [11:45 AM-12:00 PM]	0	0	1	2	2	5	2	1	0	0	0	0	0	0	0	13
	0	1	5	8	10	19	9	6	2	0	0	0	0	0	0	60
2024-11-26 [12:00 PM-12:15 PM]	0	0	1	1	5	2	2	0	0	0	0	0	0	0	0	11
2024-11-26 [12:15 PM-12:30 PM]	0	0	0	2	3	1	3	0	0	0	0	0	0	0	0	9
2024-11-26 [12:30 PM-12:45 PM]	0	0	1	1	3	5	3	0	0	0	0	0	0	0	0	13
2024-11-26 [12:45 PM-01:00 PM]	0	0	2	3	2	5	1	0	0	0	0	0	0	0	0	13
	0	0	4	7	13	13	9	0	0	0	0	0	0	0	0	46
2024-11-26 [01:00 PM-01:15 PM]	0	0	0	2	0	6	1	1	0	0	0	0	0	0	0	10
2024-11-26 [01:15 PM-01:30 PM]	0	0	0	1	3	5	3	0	0	0	0	0	0	0	0	12
2024-11-26 [01:30 PM-01:45 PM]	0	0	1	5	5	6	3	0	0	0	0	0	0	0	0	20
2024-11-26 [01:45 PM-02:00 PM]	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	4
	0	0	2	8	9	19	7	1	0	0	0	0	0	0	0	46
2024-11-26 [02:00 PM-02:15 PM]	0	0	0	2	2	6	3	2	0	0	0	0	0	0	0	15
2024-11-26 [02:15 PM-02:30 PM]	0	0	2	3	5	6	2	2	1	0	0	0	0	0	0	21
2024-11-26 [02:30 PM-02:45 PM]	0	0	1	2	17	10	4	1	0	0	0	0	0	0	0	35
2024-11-26 [02:45 PM-03:00 PM]	0	1	0	1	9	9	4	0	1	0	0	0	0	0	0	25
	0	1	3	8	33	31	13	5	2	0	0	0	0	0	0	96
2024-11-26 [03:00 PM-03:15 PM]	0	0	0	2	3	4	0	0	0	0	0	0	0	0	0	9
2024-11-26 [03:15 PM-03:30 PM]	0	0	1	1	4	2	5	3	0	0	0	0	0	0	0	16
2024-11-26 [03:30 PM-03:45 PM]	0	0	0	0	5	4	1	2	0	0	0	0	0	0	0	12
2024-11-26 [03:45 PM-04:00 PM]	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	4
	0	0	1	3	13	12	7	5	0	0	0	0	0	0	0	41
2024-11-26 [04:00 PM-04:15 PM]	0	0	1	2	1	3	2	0	0	0	0	0	0	0	0	9
2024-11-26 [04:15 PM-04:30 PM]	0	0	0	4	2	6	1	1	1	0	0	0	0	0	0	15
2024-11-26 [04:30 PM-04:45 PM]	0	2	0	1	3	2	5	2	0	0	0	0	0	0	0	15
2024-11-26 [04:45 PM-05:00 PM]	0	0	0	0	2	6	3	0	0	0	0	0	0	0	0	11
	0	2	1	7	8	17	11	3	1	0	0	0	0	0	0	50
2024-11-26 [05:00 PM-05:15 PM]	0	0	1	0	3	8	2	1	0	0	0	0	0	0	0	15
2024-11-26 [05:15 PM-05:30 PM]	0	0	1	0	8	1	1	0	1	0	0	0	0	0	0	12
2024-11-26 [05:30 PM-05:45 PM]	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	4
2024-11-26 [05:45 PM-06:00 PM]	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	6
	0	0	2	2	16	12	3	1	1	0	0	0	0	0	0	37
2024-11-26 [06:00 PM-06:15 PM]	0	0	3	2	6	2	1	0	0	0	0	0	0	0	0	14
2024-11-26 [06:15 PM-06:30 PM]	0	0	2	2	4	6	1	1	1	0	0	0	0	0	0	17
2024-11-26 [06:30 PM-06:45 PM]	0	0	2	4	4	1	1	0	0	0	0	0	0	0	0	12
2024-11-26 [06:45 PM-07:00 PM]	0	0	1	1	1	5	3	0	0	0	0	0	0	0	0	11
	0	0	8	9	15	14	6	1	1	0	0	0	0	0	0	54
2024-11-26 [07:00 PM-07:15 PM]	0	0	1	1	1	2	1	0	0	0	0	0	0	0	0	6
2024-11-26 [07:15 PM-07:30 PM]	0	1	0	2	1	2	1	0	0	0	0	0	0	0	0	7
2024-11-26 [07:30 PM-07:45 PM]	0	0	0	2	1	1	1	0	0	0	0	0	0	0	0	5
2024-11-26 [07:45 PM-08:00 PM]	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	6
	0	1	1	5	3	10	4	0	0	0	0	0	0	0	0	24
2024-11-26 [08:00 PM-08:15 PM]	0	0	0	0	0	1	2	0	1	0	0	0	0	0	0	4
2024-11-26 [08:15 PM-08:30 PM]	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	4
2024-11-26 [08:30 PM-08:45 PM]	0	0	0	2	3	4	1	0	0	0	0	0	0	0	0	10
2024-11-26 [08:45 PM-09:00 PM]	0	0	1	0	3	4	2	1	2	0	0	0	0	0	0	13
	0	0	1	3	7	10	6	1	3	0	0	0	0	0	0	31
2024-11-26 [09:00 PM-09:15 PM]	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2024-11-26 [09:15 PM-09:30 PM]	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	6
2024-11-26 [09:30 PM-09:45 PM]	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
2024-11-26 [09:45 PM-10:00 PM]	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
	0	0	0	1	7	3	1	0	0	0	0	0	0	0	0	12
2024-11-26 [10:00 PM-10:15 PM]	0	0	1	2	1	2	0	0	0	0	0	0	0	0	0	6
2024-11-26 [10:15 PM-10:30 PM]	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
2024-11-26 [10:30 PM-10:45 PM]	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
2024-11-26 [10:45 PM-11:00 PM]	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
	0	0	2	2	3	4	1	0	0	0	0	0	0	0	0	12
2024-11-26 [11:00 PM-11:15 PM]	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
2024-11-26 [11:15 PM-11:30 PM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-11-26 [11:30 PM-11:45 PM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-11-26 [11:45 PM-12:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
Daily Totals:	0	5	52	88	219	273	128	33	13	0	0	0	0	0	0	811
Report Totals:	0	5	52	88	219	273	128	33	13	0	0	0	0	0	0	811
Report Percentages:	0.00%	0.62%	6.41%	10.85%	27.00%	33.66%	15.78%	4.07%	1.60%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	

MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: Tecumseh
Street: Lacasse Blvd - SB
Location: 3

A study of vehicle traffic was conducted with the device having serial number 408168. The study was done in the SB lane at Lacasse Blvd - SB in Tecumseh, ON in btwn Oakpark Dr & Meander Cres county. The study began on 2024-11-26 at 12:00 AM and concluded on 2024-11-27 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 839 vehicles passed through the location with a peak volume of 68 on 2024-11-26 at [08:15 AM-08:30 AM] and a minimum volume of 0 on 2024-11-26 at [11:15 PM-11:30 PM]. The AADT count for this study was 839.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 50 - 60 KM/H range or lower. The average speed for all classifed vehicles was 51 KM/H with 55.12% vehicles exceeding the posted speed of 50 KM/H. 1.60% percent of the total vehicles were traveling in excess of 89 KM/H. The mode speed for this traffic study was 50KM/H and the 85th percentile was 64.06 KM/H.

< to 9	10 to 19	20 to 29	30 to 39	40 to 49	50 to 59	60 to 69	70 to 79	80 to 89	90 to 99	100 to 109	110 to 119	120 to 129	130 to 139	140 to >
0	5	52	88	219	273	128	33	13	0	0	0	0	0	0

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin.
Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 777 which represents 96 percent of the total classified vehicles. The number of Small Trucks in the study was 8 which represents 1 percent of the total classified vehicles. The number of Trucks/Buses in the study was 14 which represents 2 percent of the total classified vehicles. The number of Tractor Trailers in the study was 12 which represents 1 percent of the total classified vehicles.

< to 4.9	5.0 to 8.4	8.5 to 9.9	10.0 to 12.9	13.0 to 15.9	16.0 to 18.9	19.0 to 22.4	22.5 to >							
387	390	8	14	8	3	1	0							

CHART 2

HEADWAY

During the peak traffic period, on 2024-11-26 at [08:15 AM-08:30 AM] the average headway between vehicles was 13.043 seconds. During the slowest traffic period, on 2024-11-26 at [11:15 PM-11:30 PM] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 5.00 and 15.00 degrees C.

A-8 *Sainte-Marguerite-d'Youville*

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Prepared By: *PYRAMID* Traffic Inc.

Turning Movement Count - St Thomas St @ Woodridge Dr

Municipality: Tecumseh
Major Road: St Thomas St
Minor Road: Woodridge Dr

Date: Oct 22, 2024

Major Road Runs: East/West
Weather Conditions: Clear/Dry
Person No. 1 Cam
Person No. 2

Period	North Approach							East Approach							South Approach							West Approach							Veh. Summary	
	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.		
Ending	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	15	60
7:45	1	0	2	0	0	0	0	1	15	0	0	1	0	0	4	0	1	0	0	0	0	0	17	0	0	0	0	0	42	
8:00	0	0	4	0	0	0	0	0	21	1	0	1	0	0	0	0	1	0	0	0	0	0	18	1	0	2	0	0	49	
8:15	1	0	0	0	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	1	16	0	0	0	0	0	45	
8:30	2	0	1	0	0	0	0	0	37	0	0	5	0	0	0	0	0	0	0	0	0	0	19	0	0	0	0	0	64	200
8:45	3	1	4	0	0	0	0	0	23	0	0	4	0	0	1	0	1	0	0	0	0	0	32	0	0	2	0	0	71	229
9:00	7	0	3	0	0	0	0	1	27	2	0	1	0	0	1	0	1	0	0	0	0	1	38	2	0	0	0	0	84	264
9:15	3	0	1	0	0	0	0	1	16	1	1	0	0	0	1	0	2	0	0	0	0	4	18	0	0	0	0	0	48	267
9:30	2	0	0	0	0	0	0	1	13	0	0	0	0	0	1	0	0	0	0	0	0	2	9	1	0	0	0	0	29	232
11:15	4	1	0	0	0	0	0	0	12	0	0	0	0	0	3	3	0	1	0	0	0	1	13	2	0	0	0	0	40	
11:30	0	2	1	0	0	0	0	1	12	1	0	0	0	0	0	2	0	0	0	0	0	0	12	1	0	0	0	0	32	
11:45	2	1	0	0	0	0	0	0	12	0	0	0	0	0	1	0	1	0	0	0	0	2	9	0	0	0	0	0	28	
12:00	0	0	0	0	0	0	0	0	7	1	0	0	0	0	1	0	0	0	0	0	0	0	18	2	0	0	0	0	29	129
12:15	2	0	0	0	0	0	0	0	14	1	0	1	0	0	2	0	0	0	0	0	0	1	11	0	0	0	0	0	32	121
12:30	1	1	0	0	0	0	0	1	11	1	0	2	0	0	1	1	0	0	0	0	0	0	8	1	0	0	0	0	28	117
12:45	1	0	1	0	0	0	0	1	16	3	0	0	0	0	1	1	0	0	0	0	0	1	20	1	0	0	0	0	46	135
13:00	2	0	1	0	0	0	0	0	7	1	0	0	0	0	0	1	0	0	0	0	0	0	11	0	0	1	0	0	24	130
13:15	0	0	0	0	0	0	0	2	18	0	0	0	0	0	1	1	1	0	0	0	0	0	12	2	0	0	0	0	37	135
13:30	2	0	0	0	1	0	0	1	11	3	0	0	0	0	0	1	1	0	0	0	0	0	12	1	0	0	0	0	33	140
14:15	2	1	2	0	0	0	0	1	9	0	0	0	0	0	0	0	1	0	0	0	0	0	7	2	0	1	0	0	26	
14:30	1	0	1	0	0	0	0	1	21	0	0	3	0	0	1	1	1	0	0	0	0	0	8	1	0	0	0	0	39	
14:45	1	1	0	0	0	0	0	1	24	1	0	4	0	0	1	0	0	0	0	0	0	0	17	0	0	2	0	0	52	
15:00	2	4	1	0	0	0	0	3	26	0	0	0	0	0	0	0	0	0	0	0	0	2	20	1	0	5	0	0	64	181
15:15	1	2	1	0	0	0	0	2	14	4	0	1	0	0	0	1	0	0	0	0	0	1	40	4	0	5	0	0	76	231
15:30	4	1	3	0	0	0	0	2	18	1	0	0	0	0	1	0	2	0	0	0	0	2	26	1	0	0	0	0	61	253
15:45	2	0	0	0	0	0	0	0	14	2	0	1	0	0	0	0	2	0	0	0	0	1	22	1	0	0	0	0	45	246
16:00	0	0	0	0	0	0	0	1	17	0	0	1	0	0	1	0	3	0	0	0	0	2	25	3	0	0	0	0	53	235
16:15	1	0	2	0	0	0	0	1	21	3	0	0	0	0	0	0	0	0	0	1	0	3	31	3	0	1	0	0	67	226
16:30	3	0	0	0	0	0	0	1	21	1	0	0	0	0	1	0	0	0	0	0	0	5	23	4	0	1	0	0	60	225
16:45	0	1	3	0	0	0	0	0	30	1	0	1	0	0	1	1	0	0	0	0	0	1	16	1	0	0	0	0	56	236
17:00	0	0	1	1	0	0	0	2	21	2	0	0	0	0	0	0	1	0	0	0	0	1	27	1	0	0	0	0	57	240
17:15	2	0	0	0	0	0	0	0	25	1	0	0	0	0	1	1	0	0	0	0	0	1	24	1	0	1	0	0	57	230
17:30	2	3	1	0	0	0	0	0	18	1	0	0	0	0	1	1	1	0	0	0	0	2	13	2	0	0	0	0	45	215

PEDESTRIAN AND CYCLIST COUNT

Tecumseh (WSP) - October 22 (16 Counts)

Site: 200089 - St Thomas St @ Woodbridge Dr

Date: 2024-10-22

Period Ending	NORTH				EAST				SOUTH				WEST			
	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES
7:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
8:15	0	0	0	0	1	2	1	0	2	0	0	4	1	0	0	0
8:30	0	0	0	0	0	0	0	0	8	0	0	1	0	0	0	0
8:45	0	0	0	0	0	0	0	0	7	0	0	3	0	0	0	0
9:00	0	0	0	0	2	1	1	0	3	8	4	1	0	0	0	0
9:15	0	0	0	0	0	0	0	0	2	1	1	0	1	0	0	0
9:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	4	0	0	1	0	0	0	0
11:30	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0
11:45	0	0	0	1	1	0	0	0	3	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
12:15	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0
12:30	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	2	1	1	0	1	0	0	0
13:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0
14:45	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0
15:00	2	0	0	0	2	0	0	0	3	1	1	4	3	0	0	0
15:15	1	0	0	0	4	1	1	0	16	7	3	5	0	0	0	0
15:30	0	0	0	0	2	7	3	0	15	11	7	1	0	0	0	0
15:45	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	3	0	0	0	0	1	2	1	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
16:30	0	0	0	0	0	2	1	0	0	0	0	1	0	0	0	0
16:45	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0
17:00	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
17:30	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0

Prepared By: *PYRAMID* Traffic Inc.

Turning Movement Count - St Thomas St @ Centennial Dr

Municipality: Tecumseh
Major Road: St Thomas St
Minor Road: Centennial Dr

Date: Oct 22, 2024

Major Road Runs: East/West
Weather Conditions: Clear/Dry
Person No. 1 Cam
Person No. 2

Period	North Approach							East Approach							South Approach							West Approach							Veh. Summary	
	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.		
Ending	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	15	60
7:45	1	0	5	0	0	0	0	0	16	1	0	1	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	36	
8:00	0	0	2	0	0	0	0	0	25	1	0	1	0	0	0	0	0	0	0	0	0	0	16	0	0	2	0	0	47	
8:15	3	0	5	0	0	0	0	0	37	2	0	0	0	0	0	0	0	0	0	0	0	1	11	0	0	0	0	0	59	
8:30	2	0	7	0	0	0	0	0	44	5	0	5	1	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	79	221
8:45	1	0	8	0	0	0	0	0	29	3	0	3	0	0	0	0	0	0	0	0	0	1	24	0	0	2	0	0	71	256
9:00	2	0	11	0	0	1	0	0	61	9	0	4	0	0	0	0	0	0	0	0	0	5	19	0	0	0	0	0	112	321
9:15	1	0	2	0	0	0	0	0	27	11	0	1	0	0	0	0	0	0	0	0	0	3	13	0	0	0	0	0	58	320
9:30	3	0	2	0	0	0	0	0	14	3	0	0	0	0	0	0	0	0	0	0	0	1	9	0	0	0	0	0	32	273
11:15	2	0	1	0	0	0	0	0	11	4	0	0	0	0	0	0	0	0	0	0	0	2	13	0	0	0	0	0	33	
11:30	1	0	1	0	0	0	0	0	14	1	0	0	0	0	0	0	0	0	0	0	0	1	10	0	0	0	0	0	28	
11:45	1	0	1	0	0	0	0	0	12	3	0	0	0	0	0	0	0	0	0	0	0	2	10	0	0	0	0	0	29	
12:00	0	0	0	1	0	0	0	0	9	3	0	0	0	0	0	0	0	0	0	0	0	3	13	0	0	0	0	0	29	119
12:15	5	0	2	0	0	0	0	0	13	3	0	2	0	0	0	0	0	0	0	0	0	2	10	0	0	0	0	0	37	123
12:30	2	0	0	0	0	0	0	0	13	0	0	1	0	0	0	0	0	0	0	0	0	2	7	0	0	0	0	0	25	120
12:45	1	0	2	0	0	0	0	0	17	2	0	0	0	0	0	0	0	0	0	0	0	2	19	0	0	0	0	0	43	134
13:00	1	0	1	0	0	0	0	0	9	4	0	0	0	0	0	0	0	0	0	0	0	1	11	0	0	1	0	0	28	133
13:15	1	0	0	0	0	0	0	0	22	4	0	0	0	0	0	0	0	0	0	0	0	2	11	0	0	0	0	0	40	136
13:30	0	0	4	0	0	1	0	0	11	1	0	0	0	0	0	0	0	0	0	0	0	1	13	0	0	0	0	0	31	142
14:15	1	0	2	0	0	0	0	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	1	0	0	22	
14:30	1	0	2	0	0	0	0	0	21	1	0	3	0	0	0	0	0	0	0	0	0	2	7	0	0	0	0	0	37	
14:45	1	0	4	0	0	0	0	0	24	1	0	4	0	0	0	0	0	0	0	0	0	2	14	0	1	0	0	0	51	
15:00	4	0	6	0	0	0	0	0	31	6	0	0	0	0	0	0	0	0	0	0	0	4	14	0	0	4	0	0	69	179
15:15	2	0	4	0	0	0	0	0	20	2	0	2	0	0	0	0	0	0	0	0	0	4	34	0	0	4	0	0	72	229
15:30	0	0	3	0	0	0	0	0	19	6	0	0	1	0	0	0	0	0	0	0	0	4	30	0	0	0	0	0	63	255
15:45	3	0	0	0	0	0	0	0	16	3	0	1	0	0	0	0	0	0	0	0	0	2	25	0	0	0	0	0	50	254
16:00	0	0	2	0	0	0	0	0	18	4	0	1	0	0	0	0	0	0	0	0	0	5	23	0	0	0	0	0	53	238
16:15	5	0	2	0	0	0	0	0	29	1	0	0	0	0	0	0	0	0	0	0	0	4	19	0	0	2	0	0	62	228
16:30	4	0	2	0	0	0	0	0	25	4	0	0	1	0	0	0	0	0	0	0	0	6	18	0	0	1	0	0	61	226
16:45	4	0	2	0	0	0	0	0	35	4	0	1	0	0	0	0	0	0	0	0	0	2	12	0	0	0	0	0	60	236
17:00	3	0	3	0	0	0	0	0	29	6	0	0	0	0	0	0	0	0	0	0	0	4	22	0	1	0	0	0	68	251
17:15	2	0	2	0	0	0	0	0	24	3	0	0	0	0	0	0	0	0	0	0	0	5	20	0	0	1	0	0	57	246
17:30	2	0	1	0	0	0	0	0	19	1	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	36	221

PEDESTRIAN AND CYCLIST COUNT

Tecumseh (WSP) - October 22 (16 Counts)

Site: 200193 - St Thomas St @ Centennial Dr

Date: 2024-10-22

Period Ending	NORTH				EAST				SOUTH				WEST			
	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	2	5	3	1	0	0	0	0	4	2	2	0
9:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	10	3	3	0	0	0	0	0	5	4	4	3
15:30	0	0	0	0	6	16	9	0	0	0	0	0	6	1	1	0
15:45	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
16:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	1	1	1	1	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	1	1	0	0	0	0	0	0	0	0	0

Prepared By: *PYRAMID* Traffic Inc.

Turning Movement Count - St Thomas St @ Dillon Dr

Municipality: Tecumseh
Major Road: St Thomas St
Minor Road: Dillon Dr

Date: Oct 22, 2024

Major Road Runs: East/West
Weather Conditions: Clear/Dry
Person No. 1 Cam
Person No. 2

Period	North Approach							East Approach							South Approach							West Approach							Veh. Summary	
	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.		
Ending	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	15	60
7:45	0	0	0	0	0	0	0	0	13	0	0	1	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	30	
8:00	4	0	5	0	0	0	0	0	18	1	0	1	0	0	0	0	0	0	0	0	0	1	14	0	0	2	0	0	46	
8:15	2	0	3	0	0	0	0	0	30	2	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	52	
8:30	5	0	5	0	0	0	0	0	39	2	0	6	0	0	0	0	0	0	0	0	0	3	16	0	0	0	0	0	76	204
8:45	1	0	5	0	0	0	0	0	22	3	0	4	0	0	0	0	0	0	0	0	0	3	26	0	0	2	0	0	66	240
9:00	2	0	3	0	0	0	0	0	39	1	0	4	0	0	0	0	0	0	0	0	0	3	42	0	0	4	0	0	98	292
9:15	4	0	1	0	0	1	0	0	19	1	0	0	0	0	0	0	0	0	0	0	0	2	33	0	0	0	0	0	61	301
9:30	3	0	1	0	0	0	0	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	31	256
11:15	2	0	0	0	0	0	0	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	34	
11:30	4	0	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	1	10	0	0	0	0	0	29	
11:45	0	0	1	0	0	0	0	0	14	2	0	0	0	0	0	0	0	0	0	0	0	1	10	0	0	0	0	0	28	
12:00	1	0	1	0	0	0	0	0	10	2	0	0	0	0	0	0	0	0	0	0	0	1	11	0	0	1	0	0	27	118
12:15	2	0	0	0	0	0	0	0	15	1	0	2	0	0	0	0	0	0	0	0	0	3	14	0	0	0	0	0	37	121
12:30	0	0	1	1	0	0	0	0	12	2	0	1	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	26	118
12:45	3	0	1	0	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	3	18	0	0	0	0	0	42	132
13:00	2	0	1	0	0	0	0	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	1	0	0	30	135
13:15	0	0	1	0	0	0	0	0	24	1	0	0	0	0	0	0	0	0	0	0	0	2	12	0	0	0	0	0	40	138
13:30	0	0	1	0	0	0	0	0	10	1	0	0	0	0	0	0	0	0	0	0	0	1	12	0	0	1	0	0	26	138
14:15	2	0	2	0	0	0	0	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	23	
14:30	0	0	0	0	0	0	0	0	22	1	0	3	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	34	
14:45	2	0	1	0	0	0	0	0	24	3	0	4	0	0	0	0	0	0	0	0	0	1	14	0	0	0	0	0	49	
15:00	0	0	4	0	0	0	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	4	0	0	56	162
15:15	3	0	0	0	0	0	0	0	23	4	0	2	0	0	0	0	0	0	0	0	0	6	29	0	0	4	0	0	71	210
15:30	6	0	5	0	0	0	0	0	11	2	0	0	0	0	0	0	0	0	0	0	0	5	33	0	0	3	0	0	65	241
15:45	4	0	0	0	0	0	0	0	15	1	0	1	0	0	0	0	0	0	0	0	0	3	31	0	0	0	0	0	55	247
16:00	3	0	0	0	0	0	0	0	22	2	0	1	0	0	0	0	0	0	0	0	0	2	30	0	0	0	0	0	60	251
16:15	2	0	0	1	0	0	0	0	26	2	0	0	0	0	0	0	0	0	0	0	0	2	34	0	0	2	0	0	69	249
16:30	0	0	0	0	0	1	0	0	23	1	0	0	0	0	0	0	0	0	0	0	0	3	32	0	1	0	0	0	61	245
16:45	2	0	4	0	0	0	0	0	29	2	0	1	0	0	0	0	0	0	0	0	0	1	25	0	0	0	0	0	64	254
17:00	2	0	2	1	0	0	0	0	31	2	0	0	0	0	0	0	0	0	0	0	0	4	28	0	0	0	0	0	70	264
17:15	0	0	3	0	0	0	0	0	18	4	0	0	0	0	0	0	0	0	0	0	0	1	25	0	0	1	0	0	52	247
17:30	2	0	3	0	0	0	0	0	15	3	0	0	0	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	39	225

PEDESTRIAN AND CYCLIST COUNT

Tecumseh (WSP) - October 22 (16 Counts)

Site: 200202 - St Thomas St @ Dillon Dr

Date: 2024-10-22

Period Ending	NORTH				EAST				SOUTH				WEST			
	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	10	4	2	0	0	0	0	0
9:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0
14:45	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	3	19	9	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	1	0	0	0	1	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	1	0	0	0	0	0	0	0

Time/Speed Report

HI-Star ID: 408180
Street: St Thomas St - EB
State: ON
City: Tecumseh
Area: btwn Dillon Dr & Amberly Cres

Begin: 2024-10-22 12:00 AM
Lane: EB
Oper: MD
Posted: 40
AADT Factor: 1

End: 2024-10-23 12:00 AM
Hours: 24:00
Period: 15
Raw Count: 1021
AADT Count: 1021

NC300 - km/h	0 to 9	10 to 19	20 to 29	30 to 39	40 to 49	50 to 59	60 to 69	70 to 79	80 to 89	90 to 99	100 to 109	110 to 119	120 to 129	130 to 139	140 >	Total
2024-10-22 [12:00 AM-12:15 AM]	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
2024-10-22 [12:15 AM-12:30 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [12:30 AM-12:45 AM]	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
2024-10-22 [12:45 AM-01:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
2024-10-22 [01:00 AM-01:15 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [01:15 AM-01:30 AM]	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
2024-10-22 [01:30 AM-01:45 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [01:45 AM-02:00 AM]	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
2024-10-22 [02:00 AM-02:15 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [02:15 AM-02:30 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [02:30 AM-02:45 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [02:45 AM-03:00 AM]	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2024-10-22 [03:00 AM-03:15 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [03:15 AM-03:30 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [03:30 AM-03:45 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [03:45 AM-04:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [04:00 AM-04:15 AM]	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
2024-10-22 [04:15 AM-04:30 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [04:30 AM-04:45 AM]	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
2024-10-22 [04:45 AM-05:00 AM]	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	5
2024-10-22 [05:00 AM-05:15 AM]	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
2024-10-22 [05:15 AM-05:30 AM]	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
2024-10-22 [05:30 AM-05:45 AM]	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	4
2024-10-22 [05:45 AM-06:00 AM]	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3
	0	0	0	3	6	2	0	0	0	0	0	0	0	0	0	11
2024-10-22 [06:00 AM-06:15 AM]	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3
2024-10-22 [06:15 AM-06:30 AM]	0	0	0	1	3	2	1	0	0	0	0	0	0	0	0	7
2024-10-22 [06:30 AM-06:45 AM]	0	0	0	5	1	3	2	0	0	0	0	0	0	0	0	11
2024-10-22 [06:45 AM-07:00 AM]	0	0	0	2	6	2	0	0	0	0	0	0	0	0	0	10
	0	0	0	8	11	9	3	0	0	0	0	0	0	0	0	31
2024-10-22 [07:00 AM-07:15 AM]	0	0	0	1	4	1	1	0	0	0	0	0	0	0	0	7
2024-10-22 [07:15 AM-07:30 AM]	0	0	0	6	3	1	0	0	0	0	0	0	0	0	0	10
2024-10-22 [07:30 AM-07:45 AM]	0	0	0	4	7	3	1	0	0	0	0	0	0	0	0	15
2024-10-22 [07:45 AM-08:00 AM]	0	1	0	10	8	3	0	0	0	0	0	0	0	0	0	22
	0	1	0	21	22	8	2	0	0	0	0	0	0	0	0	54
2024-10-22 [08:00 AM-08:15 AM]	0	0	0	8	6	1	1	1	0	0	0	0	0	0	0	17
2024-10-22 [08:15 AM-08:30 AM]	0	0	0	3	9	3	0	0	0	0	0	0	0	0	0	15
2024-10-22 [08:30 AM-08:45 AM]	0	0	0	12	12	4	1	0	0	0	0	0	0	0	0	29
2024-10-22 [08:45 AM-09:00 AM]	0	1	0	23	14	2	1	0	0	0	0	0	0	0	0	41
	0	1	0	46	41	10	3	1	0	0	0	0	0	0	0	102
2024-10-22 [09:00 AM-09:15 AM]	1	0	0	24	9	1	2	1	0	0	0	0	0	0	0	38
2024-10-22 [09:15 AM-09:30 AM]	0	1	0	6	4	2	1	0	0	0	0	0	0	0	0	14
2024-10-22 [09:30 AM-09:45 AM]	0	0	1	6	3	2	1	0	0	0	0	0	0	0	0	13
2024-10-22 [09:45 AM-10:00 AM]	0	0	0	9	3	0	1	0	1	0	0	0	0	0	0	14
	1	1	1	45	19	5	5	1	1	0	0	0	0	0	0	79
2024-10-22 [10:00 AM-10:15 AM]	0	0	0	6	3	2	0	0	0	0	0	0	0	0	0	11
2024-10-22 [10:15 AM-10:30 AM]	0	0	0	8	2	1	0	0	0	0	0	0	0	0	0	11
2024-10-22 [10:30 AM-10:45 AM]	0	0	0	7	5	1	0	0	0	0	0	0	0	0	0	13
2024-10-22 [10:45 AM-11:00 AM]	0	0	0	5	5	2	1	0	0	0	0	0	0	0	0	13
	0	0	0	26	15	6	1	0	0	0	0	0	0	0	0	48
2024-10-22 [11:00 AM-11:15 AM]	0	0	0	7	6	2	0	0	0	0	0	0	0	0	0	15
2024-10-22 [11:15 AM-11:30 AM]	0	0	0	5	5	2	1	0	0	0	0	0	0	0	0	13
2024-10-22 [11:30 AM-11:45 AM]	0	0	0	6	2	2	0	0	0	0	0	0	0	0	0	10
2024-10-22 [11:45 AM-12:00 PM]	0	0	0	5	3	2	0	0	0	0	0	0	0	0	0	10
	0	0	0	23	16	8	1	0	0	0	0	0	0	0	0	48
2024-10-22 [12:00 PM-12:15 PM]	0	0	0	7	4	2	0	0	0	0	0	0	0	0	0	13
2024-10-22 [12:15 PM-12:30 PM]	0	0	0	3	2	1	0	0	0	0	0	0	0	0	0	6
2024-10-22 [12:30 PM-12:45 PM]	0	0	0	7	7	3	0	0	0	0	0	0	0	0	0	17
2024-10-22 [12:45 PM-01:00 PM]	0	0	1	8	5	2	0	0	0	0	0	0	0	0	0	16
	0	0	1	25	18	8	0	0	0	0	0	0	0	0	0	52
2024-10-22 [01:00 PM-01:15 PM]	0	0	0	5	4	2	0	0	0	0	0	0	0	0	0	11
2024-10-22 [01:15 PM-01:30 PM]	0	0	0	5	1	4	1	0	0	0	0	0	0	0	0	11
2024-10-22 [01:30 PM-01:45 PM]	0	0	0	7	7	2	0	0	1	0	0	0	0	0	0	17
2024-10-22 [01:45 PM-02:00 PM]	0	0	0	5	8	1	0	0	0	0	0	0	0	0	0	14
	0	0	0	22	20	9	1	0	1	0	0	0	0	0	0	53
2024-10-22 [02:00 PM-02:15 PM]	0	0	0	2	3	3	0	0	0	0	0	0	0	0	0	8
2024-10-22 [02:15 PM-02:30 PM]	0	0	0	6	4	0	0	0	0	0	0	0	0	0	0	10
2024-10-22 [02:30 PM-02:45 PM]	0	0	0	14	2	3	0	0	0	0	0	0	0	0	0	19
2024-10-22 [02:45 PM-03:00 PM]	0	0	0	8	7	4	0	0	0	0	0	0	0	0	0	19
	0	0	0	30	16	10	0	0	0	0	0	0	0	0	0	56
2024-10-22 [03:00 PM-03:15 PM]	0	0	0	15	14	3	0	0	0	0	0	0	0	0	0	32
2024-10-22 [03:15 PM-03:30 PM]	0	3	3	24	11	1	2	0	0	0	0	0	0	0	0	44
2024-10-22 [03:30 PM-03:45 PM]	0	0	0	10	9	2	4	1	0	0	0	0	0	0	0	26
2024-10-22 [03:45 PM-04:00 PM]	0	0	0	9	11	6	1	0	1	0	0	0	0	0	0	28
	0	3	3	58	45	12	7	1	1	0	0	0	0	0	0	130
2024-10-22 [04:00 PM-04:15 PM]	0	0	0	23	11	2	0	0	0	0	0	0	0	0	0	36
2024-10-22 [04:15 PM-04:30 PM]	0	0	0	9	15	2	1	1	0	0	0	0	0	0	0	28
2024-10-22 [04:30 PM-04:45 PM]	0	0	0	14	7	2	0	1	0	0	0	0	0	0	0	24
2024-10-22 [04:45 PM-05:00 PM]	0	0	0	16	7	3	0	0	0	0	0	0	0	0	0	26
	0	0	0	62	40	9	1	2	0	0	0	0	0	0	0	114
2024-10-22 [05:00 PM-05:15 PM]	0	0	0	13	6	1	1	0	0	0	0	0	0	0	0	21
2024-10-22 [05:15 PM-05:30 PM]	0	0	0	5	2	0	1	0	0	0	0	0	0	0	0	8
2024-10-22 [05:30 PM-05:45 PM]	0	0	0	13	3	2	0	0	0	0	0	0	0	0	0	18
2024-10-22 [05:45 PM-06:00 PM]	0	0	0	12	10	1	0	0	0	0	0	0	0	0	0	23
	0	0	0	43	21	4	2	0	0	0	0	0	0	0	0	70
2024-10-22 [06:00 PM-06:15 PM]	0	0	0	8	5	0	0	1	0	0	0	0	0	0	0	14
2024-10-22 [06:15 PM-06:30 PM]	0	0	0	8	2	2	0	0	0	0	0	0	0	0	0	12
2024-10-22 [06:30 PM-06:45 PM]	0	0	0	3	6	2	0	0	0	0	0	0	0	0	0	11
2024-10-22 [06:45 PM-07:00 PM]	0	0	0	9	5	3	0	0	0	0	0	0	0	0	0	17
	0	0	0	28	18	7	0	1	0	0	0	0	0	0	0	54
2024-10-22 [07:00 PM-07:15 PM]	0	0	0	3	4	2	0	0	0	0	0	0	0	0	0	9
2024-10-22 [07:15 PM-07:30 PM]	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	6
2024-10-22 [07:30 PM-07:45 PM]	0	0	0	5	6	0	0	0	0	0	0	0	0	0	0	11
2024-10-22 [07:45 PM-08:00 PM]	0	0	0	8	2	0	1	0	1	0	0	0	0	0	0	12
	0	0	0	18	16	2	1	0	1	0	0	0	0	0	0	38
2024-10-22 [08:00 PM-08:15 PM]	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	5
2024-10-22 [08:15 PM-08:30 PM]	0	0	0	7	5	2	0	0	0	0	0	0	0	0	0	14
2024-10-22 [08:30 PM-08:45 PM]	0	0	0	1	3	1	1	0	0	0	0	0	0	0	0	6
2024-10-22 [08:45 PM-09:00 PM]	0	0	0	3	3	1	0	0	0	0	0	0	0	0	0	7
	0	0	0	14	13	4	1	0	0	0	0	0	0	0	0	32
2024-10-22 [09:00 PM-09:15 PM]	0	1	0	1	4	1	0	0	0	0	0	0	0	0	0	7
2024-10-22 [09:15 PM-09:30 PM]	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	5
2024-10-22 [09:30 PM-09:45 PM]	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
2024-10-22 [09:45 PM-10:00 PM]	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	0	1	0	4	8	3	0	0	0	0	0	0	0	0	0	16
2024-10-22 [10:00 PM-10:15 PM]	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	5
2024-10-22 [10:15 PM-10:30 PM]	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2024-10-22 [10:30 PM-10:45 PM]	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2024-10-22 [10:45 PM-11:00 PM]	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	5
	0	0	0	8	4	0	0	0	0	0	0	0	0	0	0	12
2024-10-22 [11:00 PM-11:15 PM]	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2024-10-22 [11:15 PM-11:30 PM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [11:30 PM-11:45 PM]	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2024-10-22 [11:45 PM-12:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
Daily Totals:	1	7	5	488	353	121	30	6	4	0	0	0	0	0	0	1015
Report Totals:	1	7	5	488	353	121	30	6	4	0	0	0	0	0	0	1015
Report Percentages:	0.10%	0.69%	0.49%	48.08%	34.78%	11.92%	2.96%	0.59%	0.39%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	

MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: Tecumseh
Street: St Thomas St - EB
Location: 4

A study of vehicle traffic was conducted with the device having serial number 408180. The study was done in the EB lane at St Thomas St - EB in Tecumseh, ON in btwn Dillon Dr & Amberly Cres county. The study began on 2024-10-22 at 12:00 AM and concluded on 2024-10-23 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 1,021 vehicles passed through the location with a peak volume of 44 on 2024-10-22 at [03:15 PM-03:30 PM] and a minimum volume of 0 on 2024-10-22 at [11:15 PM-11:30 PM]. The AADT count for this study was 1,021.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 30 - 40 KM/H range or lower. The average speed for all classifed vehicles was 42 KM/H with 50.64% vehicles exceeding the posted speed of 40 KM/H. 0.39% percent of the total vehicles were traveling in excess of 89 KM/H. The mode speed for this traffic study was 30KM/H and the 85th percentile was 50.66 KM/H.

< to 9	10 to 19	20 to 29	30 to 39	40 to 49	50 to 59	60 to 69	70 to 79	80 to 89	90 to 99	100 to 109	110 to 119	120 to 129	130 to 139	140 to >
1	7	5	488	353	121	30	6	4	0	0	0	0	0	0

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin.
Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 984 which represents 97 percent of the total classified vehicles. The number of Small Trucks in the study was 9 which represents 1 percent of the total classified vehicles. The number of Trucks/Buses in the study was 19 which represents 2 percent of the total classified vehicles. The number of Tractor Trailers in the study was 3 which represents 0 percent of the total classified vehicles.

< to 4.9	5.0 to 8.4	8.5 to 9.9	10.0 to 12.9	13.0 to 15.9	16.0 to 18.9	19.0 to 22.4	22.5 to >							
583	401	9	19	2	1	0	0							

CHART 2

HEADWAY

During the peak traffic period, on 2024-10-22 at [03:15 PM-03:30 PM] the average headway between vehicles was 20 seconds. During the slowest traffic period, on 2024-10-22 at [11:15 PM-11:30 PM] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 13.00 and 34.00 degrees C.

Time/Speed Report

HI-Star ID: 408159
Street: St Thomas St - WB
State: ON
City: Tecumseh
Area: btwn Dillon Dr & Amberly Cres

Begin: 2024-10-22 12:00 AM
Lane: WB
Oper: MD
Posted: 40
AADT Factor: 1

End: 2024-10-23 12:00 AM
Hours: 24:00
Period: 15
Raw Count: 1123
AADT Count: 1123

NC300 - km/h	0 to 9	10 to 19	20 to 29	30 to 39	40 to 49	50 to 59	60 to 69	70 to 79	80 to 89	90 to 99	100 to 109	110 to 119	120 to 129	130 to 139	140 >	Total
2024-10-22 [12:00 AM-12:15 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [12:15 AM-12:30 AM]	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
2024-10-22 [12:30 AM-12:45 AM]	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2024-10-22 [12:45 AM-01:00 AM]	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	4
2024-10-22 [01:00 AM-01:15 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [01:15 AM-01:30 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [01:30 AM-01:45 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [01:45 AM-02:00 AM]	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2024-10-22 [02:00 AM-02:15 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [02:15 AM-02:30 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [02:30 AM-02:45 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [02:45 AM-03:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [03:00 AM-03:15 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [03:15 AM-03:30 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [03:30 AM-03:45 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [03:45 AM-04:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [04:00 AM-04:15 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [04:15 AM-04:30 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [04:30 AM-04:45 AM]	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
2024-10-22 [04:45 AM-05:00 AM]	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	6
2024-10-22 [05:00 AM-05:15 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [05:15 AM-05:30 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [05:30 AM-05:45 AM]	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
2024-10-22 [05:45 AM-06:00 AM]	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
2024-10-22 [06:00 AM-06:15 AM]	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
2024-10-22 [06:15 AM-06:30 AM]	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	5
2024-10-22 [06:30 AM-06:45 AM]	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	4
2024-10-22 [06:45 AM-07:00 AM]	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	4
	0	0	0	6	7	2	0	0	0	0	0	0	0	0	0	15
2024-10-22 [07:00 AM-07:15 AM]	0	0	0	4	3	1	0	0	0	0	0	0	0	0	0	8
2024-10-22 [07:15 AM-07:30 AM]	0	0	0	8	5	1	0	0	0	0	0	0	0	0	0	14
2024-10-22 [07:30 AM-07:45 AM]	0	0	0	6	5	2	0	0	0	0	0	0	0	0	0	13
2024-10-22 [07:45 AM-08:00 AM]	0	0	0	11	9	1	0	0	0	0	0	0	0	0	0	21
	0	0	0	29	22	5	0	0	0	0	0	0	0	0	0	56
2024-10-22 [08:00 AM-08:15 AM]	0	0	0	12	17	4	0	0	0	0	0	0	0	0	0	33
2024-10-22 [08:15 AM-08:30 AM]	0	0	0	21	28	1	0	0	0	0	0	0	0	0	0	50
2024-10-22 [08:30 AM-08:45 AM]	0	0	0	14	13	1	0	0	0	0	0	0	0	0	0	28
2024-10-22 [08:45 AM-09:00 AM]	0	0	1	22	21	2	0	0	0	0	0	0	0	0	0	46
	0	0	1	69	79	8	0	0	0	0	0	0	0	0	0	157
2024-10-22 [09:00 AM-09:15 AM]	1	0	0	8	9	2	0	0	0	0	0	0	0	0	0	20
2024-10-22 [09:15 AM-09:30 AM]	0	0	1	7	6	0	1	0	0	0	0	0	0	0	0	15
2024-10-22 [09:30 AM-09:45 AM]	0	0	0	7	7	1	0	0	0	0	0	0	0	0	0	15
2024-10-22 [09:45 AM-10:00 AM]	0	0	0	6	4	0	0	0	0	0	0	0	0	0	0	10
	1	0	1	28	26	3	1	0	0	0	0	0	0	0	0	60
2024-10-22 [10:00 AM-10:15 AM]	0	0	0	7	4	0	0	0	0	0	0	0	0	0	0	11
2024-10-22 [10:15 AM-10:30 AM]	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	14
2024-10-22 [10:30 AM-10:45 AM]	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	10
2024-10-22 [10:45 AM-11:00 AM]	0	0	0	5	11	5	0	0	0	0	0	0	0	0	0	21
	0	0	0	24	27	5	0	0	0	0	0	0	0	0	0	56
2024-10-22 [11:00 AM-11:15 AM]	0	1	0	7	7	1	0	0	0	0	0	0	0	0	0	16
2024-10-22 [11:15 AM-11:30 AM]	0	0	0	8	4	2	0	0	0	0	0	0	0	0	0	14
2024-10-22 [11:30 AM-11:45 AM]	0	0	0	7	9	2	0	0	0	0	0	0	0	0	0	18
2024-10-22 [11:45 AM-12:00 PM]	0	0	0	4	7	0	0	0	0	0	0	0	0	0	0	11
	0	1	0	26	27	5	0	0	0	0	0	0	0	0	0	59
2024-10-22 [12:00 PM-12:15 PM]	0	0	0	6	8	1	1	0	0	0	0	0	0	0	0	16
2024-10-22 [12:15 PM-12:30 PM]	0	0	0	3	11	1	0	0	0	0	0	0	0	0	0	15
2024-10-22 [12:30 PM-12:45 PM]	0	0	0	5	13	0	0	0	0	0	0	0	0	0	0	18
2024-10-22 [12:45 PM-01:00 PM]	0	1	0	4	9	0	0	0	0	0	0	0	0	0	0	14
	0	1	0	18	41	2	1	0	0	0	0	0	0	0	0	63
2024-10-22 [01:00 PM-01:15 PM]	0	0	1	8	14	0	0	0	0	0	0	0	0	0	0	23
2024-10-22 [01:15 PM-01:30 PM]	0	0	0	2	6	1	1	0	0	0	0	0	0	0	0	10
2024-10-22 [01:30 PM-01:45 PM]	0	0	1	3	7	1	0	0	0	0	0	0	0	0	0	12
2024-10-22 [01:45 PM-02:00 PM]	0	0	0	6	10	0	0	0	0	0	0	0	0	0	0	16
	0	0	2	19	37	2	1	0	0	0	0	0	0	0	0	61
2024-10-22 [02:00 PM-02:15 PM]	0	0	0	8	4	0	0	0	0	0	0	0	0	0	0	12
2024-10-22 [02:15 PM-02:30 PM]	0	0	0	11	15	0	0	0	0	0	0	0	0	0	0	26
2024-10-22 [02:30 PM-02:45 PM]	0	0	0	21	14	0	0	0	0	0	0	0	0	0	0	35
2024-10-22 [02:45 PM-03:00 PM]	0	0	2	16	15	1	0	0	0	0	0	0	0	0	0	34
	0	0	2	56	48	1	0	0	0	0	0	0	0	0	0	107
2024-10-22 [03:00 PM-03:15 PM]	0	0	1	13	10	5	0	0	0	0	0	0	0	0	0	29
2024-10-22 [03:15 PM-03:30 PM]	0	0	3	5	7	1	1	0	0	0	0	0	0	0	0	17
2024-10-22 [03:30 PM-03:45 PM]	0	0	1	8	9	0	0	0	0	0	0	0	0	0	0	18
2024-10-22 [03:45 PM-04:00 PM]	0	0	1	7	11	4	1	0	0	0	0	0	0	0	0	24
	0	0	6	33	37	10	2	0	0	0	0	0	0	0	0	88
2024-10-22 [04:00 PM-04:15 PM]	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	26
2024-10-22 [04:15 PM-04:30 PM]	0	0	0	7	13	3	0	0	0	0	0	0	0	0	0	23
2024-10-22 [04:30 PM-04:45 PM]	0	0	0	10	17	3	0	0	0	0	0	0	0	0	0	30
2024-10-22 [04:45 PM-05:00 PM]	0	0	0	11	20	1	0	0	0	0	0	0	0	0	0	32
	0	0	0	41	63	7	0	0	0	0	0	0	0	0	0	111
2024-10-22 [05:00 PM-05:15 PM]	0	0	0	9	12	2	0	0	0	0	0	0	0	0	0	23
2024-10-22 [05:15 PM-05:30 PM]	0	0	0	7	11	0	0	0	0	0	0	0	0	0	0	18
2024-10-22 [05:30 PM-05:45 PM]	0	0	0	4	6	0	0	0	0	0	0	0	0	0	0	10
2024-10-22 [05:45 PM-06:00 PM]	0	0	0	5	11	0	0	0	0	0	0	0	0	0	0	16
	0	0	0	25	40	2	0	0	0	0	0	0	0	0	0	67
2024-10-22 [06:00 PM-06:15 PM]	0	0	0	12	7	0	0	0	0	0	0	0	0	0	0	19
2024-10-22 [06:15 PM-06:30 PM]	0	0	0	9	11	2	0	0	0	0	0	0	0	0	0	22
2024-10-22 [06:30 PM-06:45 PM]	0	0	1	5	6	0	0	0	0	0	0	0	0	0	0	12
2024-10-22 [06:45 PM-07:00 PM]	0	0	1	11	6	0	1	0	0	0	0	0	0	0	0	19
	0	0	2	37	30	2	1	0	0	0	0	0	0	0	0	72
2024-10-22 [07:00 PM-07:15 PM]	0	0	0	8	4	0	0	0	0	0	0	0	0	0	0	12
2024-10-22 [07:15 PM-07:30 PM]	0	0	0	6	5	0	0	0	0	0	0	0	0	0	0	11
2024-10-22 [07:30 PM-07:45 PM]	0	0	0	2	6	0	0	0	0	0	0	0	0	0	0	8
2024-10-22 [07:45 PM-08:00 PM]	0	0	0	13	8	3	1	0	0	0	0	0	0	0	0	25
	0	0	0	29	23	3	1	0	0	0	0	0	0	0	0	56
2024-10-22 [08:00 PM-08:15 PM]	0	0	0	7	5	0	0	0	0	0	0	0	0	0	0	12
2024-10-22 [08:15 PM-08:30 PM]	0	0	0	4	5	1	0	0	0	0	0	0	0	0	0	10
2024-10-22 [08:30 PM-08:45 PM]	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	6
2024-10-22 [08:45 PM-09:00 PM]	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	5
	0	0	0	15	17	1	0	0	0	0	0	0	0	0	0	33
2024-10-22 [09:00 PM-09:15 PM]	0	0	0	2	5	0	0	0	0	0	0	0	0	0	0	7
2024-10-22 [09:15 PM-09:30 PM]	0	0	0	7	2	0	0	0	0	0	0	0	0	0	0	9
2024-10-22 [09:30 PM-09:45 PM]	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	6
2024-10-22 [09:45 PM-10:00 PM]	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	6
	0	0	0	13	14	1	0	0	0	0	0	0	0	0	0	28
2024-10-22 [10:00 PM-10:15 PM]	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	4
2024-10-22 [10:15 PM-10:30 PM]	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	4
2024-10-22 [10:30 PM-10:45 PM]	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	4
2024-10-22 [10:45 PM-11:00 PM]	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	0	0	7	4	2	0	0	0	0	0	0	0	0	0	13
2024-10-22 [11:00 PM-11:15 PM]	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
2024-10-22 [11:15 PM-11:30 PM]	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2024-10-22 [11:30 PM-11:45 PM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [11:45 PM-12:00 AM]	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	0	0	1	3	1	1	0	0	0	0	0	0	0	0	0	6
Daily Totals:	1	2	15	482	553	62	7	0	0	0	0	0	0	0	0	1122
Report Totals:	1	2	15	482	553	62	7	0	0	0	0	0	0	0	0	1122
Report Percentages:	0.09%	0.18%	1.34%	42.96%	49.29%	5.53%	0.62%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	

MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: Tecumseh
Street: St Thomas St - WB
Location: 4

A study of vehicle traffic was conducted with the device having serial number 408159. The study was done in the WB lane at St Thomas St - WB in Tecumseh, ON in btwn Dillon Dr & Amberly Cres county. The study began on 2024-10-22 at 12:00 AM and concluded on 2024-10-23 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 1,123 vehicles passed through the location with a peak volume of 50 on 2024-10-22 at [08:15 AM-08:30 AM] and a minimum volume of 0 on 2024-10-22 at [11:30 PM-11:45 PM]. The AADT count for this study was 1,123.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 40 - 50 KM/H range or lower. The average speed for all classifed vehicles was 41 KM/H with 55.44% vehicles exceeding the posted speed of 40 KM/H. 0.00% percent of the total vehicles were traveling in excess of 89 KM/H. The mode speed for this traffic study was 40KM/H and the 85th percentile was 48.19 KM/H.

< to 9	10 to 19	20 to 29	30 to 39	40 to 49	50 to 59	60 to 69	70 to 79	80 to 89	90 to 99	100 to 109	110 to 119	120 to 129	130 to 139	140 to >
1	2	15	482	553	62	7	0	0	0	0	0	0	0	0

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin.
Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 1091 which represents 97 percent of the total classified vehicles. The number of Small Trucks in the study was 15 which represents 1 percent of the total classified vehicles. The number of Trucks/Buses in the study was 14 which represents 1 percent of the total classified vehicles. The number of Tractor Trailers in the study was 2 which represents 0 percent of the total classified vehicles.

< to 4.9	5.0 to 8.4	8.5 to 9.9	10.0 to 12.9	13.0 to 15.9	16.0 to 18.9	19.0 to 22.4	22.5 to >							
758	333	15	14	2	0	0	0							

CHART 2

HEADWAY

During the peak traffic period, on 2024-10-22 at [08:15 AM-08:30 AM] the average headway between vehicles was 17.647 seconds. During the slowest traffic period, on 2024-10-22 at [11:30 PM-11:45 PM] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 15.00 and 33.00 degrees C.

A-9 *Saint-Antoine*

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Prepared By: *PYRAMID* Traffic Inc.

Turning Movement Count - Lesperance Rd @ Lanoue St

Municipality: Tecumseh
Major Road: Lesperance Rd
Minor Road: Lanoue St

Date: Oct 22, 2024

Major Road Runs: North/South
Weather Conditions: Clear/Dry
Person No. 1 Cam
Person No. 2

Period	North Approach							East Approach							South Approach							West Approach							Veh. Summary	
	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.		
Ending	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	15	60
7:45	0	170	0	0	7	0	0	0	0	0	0	0	0	0	0	79	3	0	1	0	0	1	0	0	0	0	0	0	261	
8:00	1	176	0	0	11	0	0	0	0	0	0	0	0	0	0	110	1	0	4	0	0	15	3	29	0	0	0	0	350	
8:15	2	147	0	1	5	0	0	0	0	0	0	0	0	0	0	102	2	0	5	0	0	0	0	4	0	0	0	0	268	
8:30	6	122	0	0	5	0	0	0	0	0	0	0	0	0	0	151	3	0	6	0	0	0	1	0	0	0	0	0	294	1173
8:45	5	137	0	0	10	0	0	0	0	0	0	0	0	0	1	121	3	0	3	1	0	0	0	0	0	0	0	0	281	1193
9:00	2	110	0	0	6	0	0	0	0	0	0	0	0	0	0	131	3	0	5	0	0	0	0	0	0	0	0	0	257	1100
9:15	1	101	0	0	4	0	0	0	0	0	0	0	0	0	0	89	2	0	7	0	0	0	0	0	0	0	0	0	204	1036
9:30	2	83	0	0	9	0	0	0	0	0	0	0	0	0	0	106	1	0	5	0	0	16	4	8	0	0	0	0	234	976
11:15	2	93	0	0	1	0	0	0	0	0	0	0	0	0	0	97	1	0	7	0	0	1	0	0	0	0	0	0	202	
11:30	7	91	0	0	3	0	0	0	0	0	0	0	0	0	0	82	1	0	6	0	0	2	0	1	0	0	0	0	193	
11:45	1	87	0	1	7	0	0	0	0	0	0	0	0	0	0	116	3	0	5	0	0	1	0	3	0	0	0	0	224	
12:00	2	85	0	1	6	0	0	0	0	0	0	0	0	0	0	134	1	0	0	0	0	4	1	3	0	0	0	0	237	856
12:15	4	109	0	0	2	0	0	0	0	0	0	0	0	0	0	98	0	0	5	0	0	1	0	1	0	0	0	0	220	874
12:30	4	96	0	0	4	0	0	0	0	0	0	0	0	0	0	98	0	0	3	0	0	0	0	1	0	0	0	0	206	887
12:45	6	89	0	0	4	0	0	0	0	0	0	0	0	0	0	86	0	0	3	0	0	0	0	0	0	0	0	0	188	851
13:00	3	91	0	1	1	0	0	0	0	0	0	0	0	0	0	116	4	0	2	0	0	0	0	2	0	0	0	0	220	834
13:15	3	98	0	0	2	0	0	0	0	0	0	0	0	0	0	124	3	0	3	1	0	2	0	1	0	0	0	0	237	851
13:30	4	110	0	2	0	0	0	0	0	0	0	0	0	0	1	89	1	0	4	1	0	3	1	1	0	0	0	0	217	862
14:15	9	93	0	0	2	0	0	0	0	0	0	0	0	0	0	126	1	0	5	0	0	0	0	0	0	0	0	0	236	
14:30	3	98	0	0	4	0	0	0	0	0	0	0	0	0	1	144	3	0	6	0	0	2	0	2	0	0	0	0	263	
14:45	6	101	0	0	8	0	0	0	0	0	0	0	0	0	0	155	4	0	6	0	0	3	2	8	0	0	0	0	293	
15:00	5	91	0	0	5	0	0	0	0	0	0	0	0	0	1	141	1	0	6	0	0	0	1	2	0	0	0	0	253	1045
15:15	7	108	0	0	2	0	0	0	0	0	0	0	0	0	0	163	4	0	4	0	0	5	0	2	0	0	0	0	295	1104
15:30	3	94	0	0	7	0	0	0	0	0	0	0	0	0	0	153	1	0	5	0	0	2	1	3	0	0	0	0	269	1110
15:45	4	97	0	0	3	0	0	0	0	0	0	0	0	0	1	160	1	0	0	0	0	3	0	2	0	0	0	0	271	1088
16:00	4	102	0	0	5	0	0	0	0	0	0	0	0	0	1	151	3	0	5	0	0	1	0	4	0	0	0	0	276	1111
16:15	3	103	0	0	4	0	0	0	0	0	0	0	0	0	0	186	1	0	4	0	0	2	0	3	0	0	0	0	306	1122
16:30	5	105	0	0	5	0	0	0	0	0	0	0	0	0	0	198	6	0	2	0	0	1	1	3	0	0	0	0	326	1179
16:45	3	114	0	0	2	0	0	0	0	0	0	0	0	0	2	200	1	0	1	0	0	4	1	6	0	0	0	0	334	1242
17:00	8	96	0	0	1	0	0	0	0	0	0	0	0	0	0	204	3	0	2	0	0	6	0	0	0	0	0	0	320	1286
17:15	9	147	0	0	2	0	0	0	0	0	0	0	0	0	0	185	1	0	6	0	0	3	0	1	0	0	0	0	354	1334
17:30	6	86	0	0	0	0	0	0	0	0	0	0	0	0	1	199	3	0	4	0	0	2	1	1	0	0	0	0	303	1311

PEDESTRIAN AND CYCLIST COUNT

Tecumseh (WSP) - October 22 (16 Counts)

Site: 200060 - Lesperance Rd @ Lahoue St

Date: 2024-10-22

	NORTH				EAST				SOUTH				WEST			
Period Ending	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES
7:45	1	0	0	0	1	0	0	0	0	0	0	0	4	1	1	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0
8:15	1	2	1	0	0	0	0	2	0	0	0	0	3	4	3	0
8:30	0	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
11:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	1	0	0	0	0	0	0	2	3	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
14:15	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
14:30	0	0	0	0	1	0	0	1	0	0	0	0	3	3	3	0
14:45	1	0	0	0	2	0	0	0	0	0	0	0	1	0	0	1
15:00	0	0	0	0	1	0	0	0	0	0	0	1	2	0	0	1
15:15	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
15:30	0	0	0	0	2	0	0	0	0	0	0	0	16	4	4	2
15:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	1	0	0	0	1	0	0	3	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	8	10	2	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	3	5	3	0
17:15	0	0	0	0	1	0	0	1	0	0	0	2	6	4	2	0
17:30	0	0	0	1	0	0	0	0	0	0	0	0	1	1	1	0

Time/Speed Report

HI-Star ID: 404741
Street: Lesperance Rd - NB
State: ON
City: Tecumseh
Area: btwn Tecumseh Rd E & CR 22

Begin: 2024-11-26 12:00 AM
Lane: NB
Oper: MD
Posted: 50
AADT Factor: 1

End: 2024-11-27 12:00 AM
Hours: 24:00
Period: 15
Raw Count: 6760
AADT Count: 6760

NC300 - km/h	0 to 9	10 to 19	20 to 29	30 to 39	40 to 49	50 to 59	60 to 69	70 to 79	80 to 89	90 to 99	100 to 109	110 to 119	120 to 129	130 to 139	140 >	Total
2024-11-26 [12:00 AM-12:15 AM]	0	0	0	0	15	2	0	0	0	0	0	0	0	0	0	17
2024-11-26 [12:15 AM-12:30 AM]	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	6
2024-11-26 [12:30 AM-12:45 AM]	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	5
2024-11-26 [12:45 AM-01:00 AM]	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	5
	0	0	0	2	27	4	0	0	0	0	0	0	0	0	0	33
2024-11-26 [01:00 AM-01:15 AM]	0	0	0	1	5	2	0	0	0	0	0	0	0	0	0	8
2024-11-26 [01:15 AM-01:30 AM]	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	4
2024-11-26 [01:30 AM-01:45 AM]	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	4
2024-11-26 [01:45 AM-02:00 AM]	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
	0	0	0	3	12	4	1	0	0	0	0	0	0	0	0	20
2024-11-26 [02:00 AM-02:15 AM]	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	5
2024-11-26 [02:15 AM-02:30 AM]	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	6
2024-11-26 [02:30 AM-02:45 AM]	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
2024-11-26 [02:45 AM-03:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	3	9	2	0	0	0	0	0	0	0	0	0	14
2024-11-26 [03:00 AM-03:15 AM]	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	3
2024-11-26 [03:15 AM-03:30 AM]	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
2024-11-26 [03:30 AM-03:45 AM]	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2024-11-26 [03:45 AM-04:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	1	4	2	0	0	0	0	0	0	0	0	0	7
2024-11-26 [04:00 AM-04:15 AM]	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
2024-11-26 [04:15 AM-04:30 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-11-26 [04:30 AM-04:45 AM]	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
2024-11-26 [04:45 AM-05:00 AM]	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	6
2024-11-26 [05:00 AM-05:15 AM]	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	5
2024-11-26 [05:15 AM-05:30 AM]	0	0	0	2	13	5	0	0	1	0	0	0	0	0	0	21
2024-11-26 [05:30 AM-05:45 AM]	0	0	0	4	12	2	0	1	0	0	0	0	0	0	0	19
2024-11-26 [05:45 AM-06:00 AM]	0	0	0	6	11	0	0	0	0	0	0	0	0	0	0	17
	0	0	0	13	38	8	1	1	1	0	0	0	0	0	0	62
2024-11-26 [06:00 AM-06:15 AM]	0	0	0	5	20	6	0	0	0	0	0	0	0	0	0	31
2024-11-26 [06:15 AM-06:30 AM]	0	0	0	10	20	4	1	1	0	0	0	0	0	0	0	36
2024-11-26 [06:30 AM-06:45 AM]	0	0	0	13	19	5	1	0	0	0	0	0	0	0	0	38
2024-11-26 [06:45 AM-07:00 AM]	0	0	0	11	27	4	0	0	0	0	0	0	0	0	0	42
	0	0	0	39	86	19	2	1	0	0	0	0	0	0	0	147
2024-11-26 [07:00 AM-07:15 AM]	0	0	0	25	29	1	0	0	0	0	0	0	0	0	0	55
2024-11-26 [07:15 AM-07:30 AM]	0	1	2	29	21	3	0	0	0	0	0	0	0	0	0	56
2024-11-26 [07:30 AM-07:45 AM]	0	1	9	29	29	1	0	0	0	0	0	0	0	0	0	69
2024-11-26 [07:45 AM-08:00 AM]	0	0	3	61	29	2	1	0	0	1	0	0	0	0	0	97
	0	2	14	144	108	7	1	0	0	1	0	0	0	0	0	277
2024-11-26 [08:00 AM-08:15 AM]	0	6	4	75	31	3	0	0	0	0	0	0	0	0	0	119
2024-11-26 [08:15 AM-08:30 AM]	1	1	14	64	38	1	0	0	0	0	0	0	0	0	0	125
2024-11-26 [08:30 AM-08:45 AM]	0	2	4	57	32	1	0	0	0	0	0	0	0	0	0	96
2024-11-26 [08:45 AM-09:00 AM]	0	0	5	56	34	5	2	0	0	0	0	0	0	0	0	102
	1	15	27	252	135	10	2	0	0	0	0	0	0	0	0	442
2024-11-26 [09:00 AM-09:15 AM]	0	1	3	53	25	4	0	0	0	0	0	0	0	0	0	86
2024-11-26 [09:15 AM-09:30 AM]	2	3	3	37	39	5	0	0	0	0	0	0	0	0	0	89
2024-11-26 [09:30 AM-09:45 AM]	0	1	4	51	28	0	0	0	0	0	0	0	0	0	0	84
2024-11-26 [09:45 AM-10:00 AM]	0	2	3	42	42	4	0	0	0	0	0	0	0	0	0	93
	2	7	13	183	134	13	0	0	0	0	0	0	0	0	0	352
2024-11-26 [10:00 AM-10:15 AM]	0	2	5	35	31	3	1	0	0	0	0	0	0	0	0	77
2024-11-26 [10:15 AM-10:30 AM]	0	3	3	34	30	2	0	0	0	0	0	0	0	0	0	72
2024-11-26 [10:30 AM-10:45 AM]	0	0	1	35	36	4	1	0	0	1	0	0	0	0	0	78
2024-11-26 [10:45 AM-11:00 AM]	1	12	12	45	25	4	0	0	0	0	0	0	0	0	0	99
	1	17	21	149	122	13	2	0	0	1	0	0	0	0	0	326
2024-11-26 [11:00 AM-11:15 AM]	1	2	6	35	39	4	0	2	0	0	0	0	0	0	0	89
2024-11-26 [11:15 AM-11:30 AM]	1	2	10	36	34	2	0	0	0	1	0	0	0	0	0	86
2024-11-26 [11:30 AM-11:45 AM]	0	10	4	47	40	5	1	0	0	0	0	0	0	0	0	107
2024-11-26 [11:45 AM-12:00 PM]	0	1	6	40	51	3	0	0	0	0	0	0	0	0	0	101
	2	15	26	158	164	14	1	2	0	1	0	0	0	0	0	383
2024-11-26 [12:00 PM-12:15 PM]	1	3	5	43	41	5	1	0	0	0	0	0	0	0	0	99
2024-11-26 [12:15 PM-12:30 PM]	0	6	4	46	47	3	0	0	0	0	0	0	0	0	0	106
2024-11-26 [12:30 PM-12:45 PM]	1	6	5	34	33	6	0	1	0	0	0	0	0	0	0	86
2024-11-26 [12:45 PM-01:00 PM]	1	9	7	45	36	3	0	0	0	0	0	0	0	0	0	101
	3	24	21	168	157	17	1	1	0	0	0	0	0	0	0	392
2024-11-26 [01:00 PM-01:15 PM]	0	4	2	37	45	1	0	1	0	0	0	0	0	0	0	90
2024-11-26 [01:15 PM-01:30 PM]	0	0	6	42	35	7	1	0	0	1	0	0	0	0	0	92
2024-11-26 [01:30 PM-01:45 PM]	0	0	3	49	47	5	1	0	0	0	0	0	0	0	0	105
2024-11-26 [01:45 PM-02:00 PM]	1	3	10	47	36	7	1	0	0	0	0	0	0	0	0	105
	1	7	21	175	163	20	3	1	0	1	0	0	0	0	0	392
2024-11-26 [02:00 PM-02:15 PM]	0	6	8	59	38	5	0	0	0	0	0	0	0	0	0	116
2024-11-26 [02:15 PM-02:30 PM]	1	7	22	54	37	1	0	0	0	0	0	0	0	0	0	122
2024-11-26 [02:30 PM-02:45 PM]	3	18	22	69	24	0	0	0	0	0	0	0	0	0	0	136
2024-11-26 [02:45 PM-03:00 PM]	1	11	20	88	39	0	0	0	0	0	0	0	0	0	0	159
	5	42	72	270	138	6	0	0	0	0	0	0	0	0	0	533
2024-11-26 [03:00 PM-03:15 PM]	3	8	10	73	34	1	0	0	0	0	0	0	0	0	0	129
2024-11-26 [03:15 PM-03:30 PM]	1	7	18	81	28	2	0	0	0	0	0	0	0	0	0	137
2024-11-26 [03:30 PM-03:45 PM]	0	1	2	80	55	4	1	0	0	0	0	0	0	0	0	143
2024-11-26 [03:45 PM-04:00 PM]	2	23	18	85	20	4	0	0	0	0	0	0	0	0	0	152
	6	39	48	319	137	11	1	0	0	0	0	0	0	0	0	561
2024-11-26 [04:00 PM-04:15 PM]	3	18	24	75	30	1	1	0	0	0	0	0	0	0	0	152
2024-11-26 [04:15 PM-04:30 PM]	0	12	16	76	42	2	0	0	0	0	0	0	0	0	0	148
2024-11-26 [04:30 PM-04:45 PM]	5	38	34	69	17	1	0	0	0	0	0	0	0	0	0	164
2024-11-26 [04:45 PM-05:00 PM]	6	33	27	64	2	0	0	0	0	0	0	0	0	0	0	132
	14	101	101	284	91	4	1	0	0	0	0	0	0	0	0	596
2024-11-26 [05:00 PM-05:15 PM]	1	29	22	105	11	0	0	0	0	0	0	0	0	0	0	168
2024-11-26 [05:15 PM-05:30 PM]	5	28	31	90	15	0	0	0	0	0	0	0	0	0	0	169
2024-11-26 [05:30 PM-05:45 PM]	5	26	32	75	16	1	0	0	0	0	0	0	0	0	0	155
2024-11-26 [05:45 PM-06:00 PM]	3	31	17	72	19	0	0	0	0	0	0	0	0	0	0	142
	14	114	102	342	61	1	0	0	0	0	0	0	0	0	0	634
2024-11-26 [06:00 PM-06:15 PM]	1	7	9	70	33	3	0	0	0	0	0	0	0	0	0	123
2024-11-26 [06:15 PM-06:30 PM]	1	19	15	85	14	2	0	0	0	0	0	0	0	0	0	136
2024-11-26 [06:30 PM-06:45 PM]	0	7	10	49	31	4	1	0	0	0	0	0	0	0	0	102
2024-11-26 [06:45 PM-07:00 PM]	0	14	7	44	31	3	0	0	0	0	0	0	0	0	0	99
	2	47	41	248	109	12	1	0	0	0	0	0	0	0	0	460
2024-11-26 [07:00 PM-07:15 PM]	2	6	12	47	29	1	0	0	0	0	0	0	0	0	0	97
2024-11-26 [07:15 PM-07:30 PM]	0	1	4	41	33	5	0	0	0	0	0	0	0	0	0	84
2024-11-26 [07:30 PM-07:45 PM]	0	1	4	49	19	2	0	1	0	0	0	0	0	0	0	76
2024-11-26 [07:45 PM-08:00 PM]	0	0	1	40	18	3	1	0	0	0	0	0	0	0	0	63
	2	8	21	177	99	11	1	1	0	0	0	0	0	0	0	320
2024-11-26 [08:00 PM-08:15 PM]	0	4	2	39	17	3	0	0	0	0	0	0	0	0	0	65
2024-11-26 [08:15 PM-08:30 PM]	0	0	0	22	30	4	0	0	0	0	0	0	0	0	0	56
2024-11-26 [08:30 PM-08:45 PM]	0	0	1	23	26	3	1	0	0	0	0	0	0	0	0	54
2024-11-26 [08:45 PM-09:00 PM]	0	0	1	28	22	0	0	0	1	0	0	0	0	0	0	52
	0	4	4	112	95	10	1	0	1	0	0	0	0	0	0	227
2024-11-26 [09:00 PM-09:15 PM]	0	0	0	16	28	3	1	1	0	0	0	0	0	0	0	49
2024-11-26 [09:15 PM-09:30 PM]	0	0	0	24	10	2	0	0	0	0	0	0	0	0	0	36
2024-11-26 [09:30 PM-09:45 PM]	0	0	1	21	18	2	1	0	0	1	0	0	0	0	0	44
2024-11-26 [09:45 PM-10:00 PM]	0	0	1	12	20	2	0	0	0	0	0	0	0	0	0	35
	0	0	2	73	76	9	2	1	0	1	0	0	0	0	0	164
2024-11-26 [10:00 PM-10:15 PM]	0	0	0	17	24	6	1	1	1	0	0	0	0	0	0	50
2024-11-26 [10:15 PM-10:30 PM]	0	0	0	12	22	3	1	0	0	0	0	0	0	0	0	38
2024-11-26 [10:30 PM-10:45 PM]	0	0	0	12	13	6	1	0	0	0	0	0	0	0	0	32
2024-11-26 [10:45 PM-11:00 PM]	0	0	0	7	13	1	0	0	0	0	0	0	0	0	0	21
	0	0	0	48	72	16	3	1	1	0	0	0	0	0	0	141
2024-11-26 [11:00 PM-11:15 PM]	0	0	0	9	17	2	0	0	0	1	0	0	0	0	0	29
2024-11-26 [11:15 PM-11:30 PM]	0	0	1	7	12	6	1	0	0	0	0	0	0	0	0	27
2024-11-26 [11:30 PM-11:45 PM]	0	0	0	3	22	7	1	0	0	0	0	0	0	0	0	33
2024-11-26 [11:45 PM-12:00 AM]	0	0	0	4	5	1	0	0	0	0	0	0	0	0	0	10
	0	0	1	23	56	16	2	0	0	1	0	0	0	0	0	99
Daily Totals:	53	442	535	3187	2097	230	26	9	3	6	0	0	0	0	0	6588
Report Totals:	53	442	535	3187	2097	230	26	9	3	6	0	0	0	0	0	6588
Report Percentages:	0.80%	6.71%	8.12%	48.38%	31.83%	3.49%	0.39%	0.14%	0.05%	0.09%	0.00%	0.00%	0.00%	0.00%	0.00%	

MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: Tecumseh
Street: Lesperance Rd - NB
Location: 5

A study of vehicle traffic was conducted with the device having serial number 404741. The study was done in the NB lane at Lesperance Rd - NB in Tecumseh, ON in btwn Tecumseh Rd E & CR 22 county. The study began on 2024-11-26 at 12:00 AM and concluded on 2024-11-27 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 6,760 vehicles passed through the location with a peak volume of 177 on 2024-11-26 at [05:00 PM-05:15 PM] and a minimum volume of 0 on 2024-11-26 at [02:45 AM-03:00 AM]. The AADT count for this study was 6,760.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 30 - 40 KM/H range or lower. The average speed for all classifed vehicles was 37 KM/H with 4.16% vehicles exceeding the posted speed of 50 KM/H. 0.14% percent of the total vehicles were traveling in excess of 89 KM/H. The mode speed for this traffic study was 30KM/H and the 85th percentile was 46.59 KM/H.

< to 9	10 to 19	20 to 29	30 to 39	40 to 49	50 to 59	60 to 69	70 to 79	80 to 89	90 to 99	100 to 109	110 to 119	120 to 129	130 to 139	140 to >
53	442	535	3187	2097	230	26	9	3	6	0	0	0	0	0

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin.
Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 6453 which represents 98 percent of the total classified vehicles. The number of Small Trucks in the study was 43 which represents 1 percent of the total classified vehicles. The number of Trucks/Buses in the study was 62 which represents 1 percent of the total classified vehicles. The number of Tractor Trailers in the study was 30 which represents 0 percent of the total classified vehicles.

< to 4.9	5.0 to 8.4	8.5 to 9.9	10.0 to 12.9	13.0 to 15.9	16.0 to 18.9	19.0 to 22.4	22.5 to >							
3965	2488	43	62	13	6	4	7							

CHART 2

HEADWAY

During the peak traffic period, on 2024-11-26 at [05:00 PM-05:15 PM] the average headway between vehicles was 5.056 seconds. During the slowest traffic period, on 2024-11-26 at [02:45 AM-03:00 AM] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 5.00 and 12.00 degrees C.

Time/Speed Report

HI-Star ID: 408147
Street: Lesperance Rd - SB
State: ON
City: Tecumseh
Area: btwn Tecumseh Rd E & CR 22

Begin: 2024-11-26 12:00 AM
Lane: SB
Oper: MD
Posted: 50
AADT Factor: 1

End: 2024-11-27 12:00 AM
Hours: 24:00
Period: 15
Raw Count: 6815
AADT Count: 6815

NC300 - km/h	0 to 9	10 to 19	20 to 29	30 to 39	40 to 49	50 to 59	60 to 69	70 to 79	80 to 89	90 to 99	100 to 109	110 to 119	120 to 129	130 to 139	140 >	Total
2024-11-26 [12:00 AM-12:15 AM]	0	0	0	1	7	3	0	0	0	0	0	0	0	0	0	11
2024-11-26 [12:15 AM-12:30 AM]	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	2
2024-11-26 [12:30 AM-12:45 AM]	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	6
2024-11-26 [12:45 AM-01:00 AM]	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	5
	0	0	0	1	9	11	3	0	0	0	0	0	0	0	0	24
2024-11-26 [01:00 AM-01:15 AM]	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
2024-11-26 [01:15 AM-01:30 AM]	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	4
2024-11-26 [01:30 AM-01:45 AM]	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	6
2024-11-26 [01:45 AM-02:00 AM]	0	0	0	0	3	1	2	0	0	0	0	0	0	0	0	6
	0	0	0	0	7	7	3	0	0	0	0	0	0	0	0	17
2024-11-26 [02:00 AM-02:15 AM]	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
2024-11-26 [02:15 AM-02:30 AM]	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
2024-11-26 [02:30 AM-02:45 AM]	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	3
2024-11-26 [02:45 AM-03:00 AM]	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	0	0	0	0	3	1	2	1	0	0	0	0	0	0	0	7
2024-11-26 [03:00 AM-03:15 AM]	0	0	0	1	1	3	0	0	0	0	0	0	0	0	0	5
2024-11-26 [03:15 AM-03:30 AM]	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
2024-11-26 [03:30 AM-03:45 AM]	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	5
2024-11-26 [03:45 AM-04:00 AM]	0	0	0	1	1	3	1	0	0	0	0	0	0	0	0	6
	0	0	0	3	3	11	1	0	0	0	0	0	0	0	0	18
2024-11-26 [04:00 AM-04:15 AM]	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
2024-11-26 [04:15 AM-04:30 AM]	0	0	0	0	2	2	2	0	0	0	0	0	0	0	0	6
2024-11-26 [04:30 AM-04:45 AM]	0	0	0	0	3	2	3	2	0	0	0	0	0	0	0	10
2024-11-26 [04:45 AM-05:00 AM]	0	0	0	1	2	7	2	0	0	0	0	0	0	0	0	12
	0	0	0	1	9	12	7	2	0	0	0	0	0	0	0	31
2024-11-26 [05:00 AM-05:15 AM]	0	0	0	0	4	17	7	0	0	0	0	0	0	0	0	28
2024-11-26 [05:15 AM-05:30 AM]	0	0	0	2	10	21	5	1	0	0	0	0	0	0	0	39
2024-11-26 [05:30 AM-05:45 AM]	0	0	0	1	33	25	5	0	0	0	0	0	0	0	0	64
2024-11-26 [05:45 AM-06:00 AM]	0	0	0	0	23	19	8	1	2	0	0	0	0	0	0	53
	0	0	0	3	70	82	25	2	2	0	0	0	0	0	0	184
2024-11-26 [06:00 AM-06:15 AM]	0	0	0	1	38	32	7	1	0	0	0	0	0	0	0	79
2024-11-26 [06:15 AM-06:30 AM]	0	0	3	7	55	24	5	0	0	0	0	0	0	0	0	94
2024-11-26 [06:30 AM-06:45 AM]	0	0	1	14	67	37	4	2	0	0	0	0	0	0	0	125
2024-11-26 [06:45 AM-07:00 AM]	0	0	0	6	51	32	4	2	0	0	0	0	0	0	0	95
	0	0	4	28	211	125	20	5	0	0	0	0	0	0	0	393
2024-11-26 [07:00 AM-07:15 AM]	1	3	3	7	48	17	0	0	0	0	0	0	0	0	0	79
2024-11-26 [07:15 AM-07:30 AM]	0	0	3	12	63	28	5	0	0	0	0	0	0	0	0	111
2024-11-26 [07:30 AM-07:45 AM]	1	3	21	50	72	18	2	0	0	0	0	0	0	0	0	167
2024-11-26 [07:45 AM-08:00 AM]	0	15	25	61	68	12	2	0	0	0	0	0	0	0	0	183
	2	21	52	130	251	75	9	0	0	0	0	0	0	0	0	540
2024-11-26 [08:00 AM-08:15 AM]	0	11	29	29	74	15	2	0	0	0	0	0	0	0	0	160
2024-11-26 [08:15 AM-08:30 AM]	0	1	17	28	74	19	3	0	0	0	0	0	0	0	0	142
2024-11-26 [08:30 AM-08:45 AM]	0	0	7	29	88	29	7	0	0	0	0	0	0	0	0	160
2024-11-26 [08:45 AM-09:00 AM]	0	0	2	32	63	23	2	0	0	0	0	0	0	0	0	122
	0	12	55	118	299	86	14	0	0	0	0	0	0	0	0	584
2024-11-26 [09:00 AM-09:15 AM]	0	1	1	21	60	23	1	0	0	0	0	0	0	0	0	107
2024-11-26 [09:15 AM-09:30 AM]	0	0	3	8	44	23	7	0	0	0	0	0	0	0	0	85
2024-11-26 [09:30 AM-09:45 AM]	0	0	3	8	51	33	1	1	0	0	0	0	0	0	0	97
2024-11-26 [09:45 AM-10:00 AM]	0	1	8	3	28	29	5	0	0	0	0	0	0	0	0	74
	0	2	15	40	183	108	14	1	0	0	0	0	0	0	0	363
2024-11-26 [10:00 AM-10:15 AM]	0	0	1	18	62	20	2	1	0	0	0	0	0	0	0	104
2024-11-26 [10:15 AM-10:30 AM]	0	2	7	22	40	18	6	0	0	0	0	0	0	0	0	95
2024-11-26 [10:30 AM-10:45 AM]	0	0	1	11	57	24	4	0	0	0	0	0	0	0	0	97
2024-11-26 [10:45 AM-11:00 AM]	0	0	8	10	41	31	1	0	0	0	0	0	0	0	0	91
	0	2	17	61	200	93	13	1	0	0	0	0	0	0	0	387
2024-11-26 [11:00 AM-11:15 AM]	0	0	5	18	48	25	4	0	0	0	0	0	0	0	0	100
2024-11-26 [11:15 AM-11:30 AM]	1	0	0	19	48	36	3	0	0	0	0	0	0	0	0	107
2024-11-26 [11:30 AM-11:45 AM]	0	0	0	7	54	19	2	0	0	0	0	0	0	0	0	82
2024-11-26 [11:45 AM-12:00 PM]	0	2	3	14	48	29	6	1	0	0	0	0	0	0	0	103
	1	2	8	58	198	109	15	1	0	0	0	0	0	0	0	392
2024-11-26 [12:00 PM-12:15 PM]	0	0	0	11	49	20	7	0	0	0	0	0	0	0	0	87
2024-11-26 [12:15 PM-12:30 PM]	0	1	0	4	59	17	1	1	0	0	0	0	0	0	0	83
2024-11-26 [12:30 PM-12:45 PM]	0	0	8	20	43	25	8	0	0	0	0	0	0	0	0	104
2024-11-26 [12:45 PM-01:00 PM]	0	0	1	12	54	29	4	1	0	0	0	0	0	0	0	101
	0	1	9	47	205	91	20	2	0	0	0	0	0	0	0	375
2024-11-26 [01:00 PM-01:15 PM]	0	0	1	9	58	31	5	0	0	0	0	0	0	0	0	104
2024-11-26 [01:15 PM-01:30 PM]	0	1	2	19	61	20	0	0	0	0	0	0	0	0	0	103
2024-11-26 [01:30 PM-01:45 PM]	0	0	0	4	59	41	6	0	0	0	0	0	0	0	0	110
2024-11-26 [01:45 PM-02:00 PM]	0	0	0	14	48	29	4	0	0	0	0	0	0	0	0	95
	0	1	3	46	226	121	15	0	0	0	0	0	0	0	0	412
2024-11-26 [02:00 PM-02:15 PM]	0	1	6	12	71	26	2	0	0	0	0	0	0	0	0	118
2024-11-26 [02:15 PM-02:30 PM]	0	0	6	11	48	28	5	0	0	0	0	0	0	0	0	98
2024-11-26 [02:30 PM-02:45 PM]	0	0	1	29	74	10	2	1	0	0	0	0	0	0	0	117
2024-11-26 [02:45 PM-03:00 PM]	0	0	3	27	54	12	1	0	0	0	0	0	0	0	0	97
	0	1	16	79	247	76	10	1	0	0	0	0	0	0	0	430
2024-11-26 [03:00 PM-03:15 PM]	0	0	8	27	54	18	2	1	0	1	0	0	0	0	0	111
2024-11-26 [03:15 PM-03:30 PM]	0	2	10	23	73	28	3	0	0	0	0	0	0	0	0	139
2024-11-26 [03:30 PM-03:45 PM]	0	1	8	16	45	31	5	0	0	0	0	0	0	0	0	106
2024-11-26 [03:45 PM-04:00 PM]	0	0	2	7	65	28	4	0	0	0	0	0	0	0	0	106
	0	3	28	73	237	105	14	1	0	1	0	0	0	0	0	462
2024-11-26 [04:00 PM-04:15 PM]	0	2	6	9	75	25	1	0	0	0	0	0	0	0	0	118
2024-11-26 [04:15 PM-04:30 PM]	0	2	11	20	47	26	3	1	0	0	0	0	0	0	0	110
2024-11-26 [04:30 PM-04:45 PM]	0	0	4	16	84	24	1	0	0	0	0	0	0	0	0	129
2024-11-26 [04:45 PM-05:00 PM]	0	0	1	37	67	19	5	1	0	0	0	0	0	0	0	130
	0	4	22	82	273	94	10	2	0	0	0	0	0	0	0	487
2024-11-26 [05:00 PM-05:15 PM]	0	2	6	37	57	32	2	0	0	0	0	0	0	0	0	136
2024-11-26 [05:15 PM-05:30 PM]	0	1	6	21	57	27	1	0	0	0	0	0	0	0	0	113
2024-11-26 [05:30 PM-05:45 PM]	0	3	5	20	52	25	5	0	0	0	0	0	0	0	0	110
2024-11-26 [05:45 PM-06:00 PM]	0	3	11	19	42	15	2	0	0	0	0	0	0	0	0	92
	0	9	28	97	208	99	10	0	0	0	0	0	0	0	0	451
2024-11-26 [06:00 PM-06:15 PM]	0	1	2	44	59	19	3	1	0	0	0	0	0	0	0	129
2024-11-26 [06:15 PM-06:30 PM]	0	1	15	16	40	30	4	0	0	0	0	0	0	0	0	106
2024-11-26 [06:30 PM-06:45 PM]	0	1	1	9	56	21	1	1	0	0	0	0	0	0	0	90
2024-11-26 [06:45 PM-07:00 PM]	0	1	3	9	50	12	4	0	0	0	0	0	0	0	0	79
	0	4	21	78	205	82	12	2	0	0	0	0	0	0	0	404
2024-11-26 [07:00 PM-07:15 PM]	0	0	0	17	43	15	0	0	0	0	0	0	0	0	0	75
2024-11-26 [07:15 PM-07:30 PM]	0	0	0	4	38	19	3	0	0	0	0	0	0	0	0	64
2024-11-26 [07:30 PM-07:45 PM]	0	0	0	22	47	15	2	0	0	0	0	0	0	0	0	86
2024-11-26 [07:45 PM-08:00 PM]	0	0	0	7	25	24	3	0	0	0	0	0	0	0	0	59
	0	0	0	50	153	73	8	0	0	0	0	0	0	0	0	284
2024-11-26 [08:00 PM-08:15 PM]	0	0	0	5	31	17	3	0	0	0	0	0	0	0	0	56
2024-11-26 [08:15 PM-08:30 PM]	0	0	0	6	22	18	3	0	0	0	0	0	0	0	0	49
2024-11-26 [08:30 PM-08:45 PM]	0	2	0	13	43	7	3	0	0	0	0	0	0	0	0	68
2024-11-26 [08:45 PM-09:00 PM]	0	1	2	9	28	10	2	0	0	0	0	0	0	0	0	52
	0	3	2	33	124	52	11	0	0	0	0	0	0	0	0	225
2024-11-26 [09:00 PM-09:15 PM]	0	0	1	8	22	16	4	0	0	0	0	0	0	0	0	51
2024-11-26 [09:15 PM-09:30 PM]	0	0	1	5	18	12	6	0	0	0	0	0	0	0	0	42
2024-11-26 [09:30 PM-09:45 PM]	0	1	0	0	16	20	2	0	0	1	0	0	0	0	0	40
2024-11-26 [09:45 PM-10:00 PM]	0	0	0	1	18	19	3	1	0	0	0	0	0	0	0	42
	0	1	2	14	74	67	15	1	0	1	0	0	0	0	0	175
2024-11-26 [10:00 PM-10:15 PM]	0	0	0	1	10	12	6	0	0	0	0	0	0	0	0	29
2024-11-26 [10:15 PM-10:30 PM]	0	0	0	1	10	19	1	0	0	0	0	0	0	0	0	31
2024-11-26 [10:30 PM-10:45 PM]	0	0	0	4	12	8	0	0	0	0	0	0	0	0	0	24
2024-11-26 [10:45 PM-11:00 PM]	0	0	0	0	3	6	4	0	1	0	0	0	0	0	0	14
	0	0	0	6	35	45	11	0	1	0	0	0	0	0	0	98
2024-11-26 [11:00 PM-11:15 PM]	0	0	0	0	11	12	0	1	0	0	0	0	0	0	0	24
2024-11-26 [11:15 PM-11:30 PM]	0	1	0	0	2	2	4	0	0	0	0	0	0	0	0	9
2024-11-26 [11:30 PM-11:45 PM]	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	4
2024-11-26 [11:45 PM-12:00 AM]	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	0	1	0	2	16	16	4	1	0	0	0	0	0	0	0	40
Daily Totals:	3	67	282	1050	3446	1641	266	23	3	2	0	0	0	0	0	6783
Report Totals:	3	67	282	1050	3446	1641	266	23	3	2	0	0	0	0	0	6783
Report Percentages:	0.04%	0.99%	4.16%	15.48%	50.80%	24.19%	3.92%	0.34%	0.04%	0.03%	0.00%	0.00%	0.00%	0.00%	0.00%	

MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: Tecumseh
Street: Lesperance Rd - SB
Location: 5

A study of vehicle traffic was conducted with the device having serial number 408147. The study was done in the SB lane at Lesperance Rd - SB in Tecumseh, ON in btwn Tecumseh Rd E & CR 22 county. The study began on 2024-11-26 at 12:00 AM and concluded on 2024-11-27 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 6,815 vehicles passed through the location with a peak volume of 185 on 2024-11-26 at [07:45 AM-08:00 AM] and a minimum volume of 1 on 2024-11-26 at [01:00 AM-01:15 AM]. The AADT count for this study was 6,815.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 40 - 50 KM/H range or lower. The average speed for all classifed vehicles was 46 KM/H with 28.53% vehicles exceeding the posted speed of 50 KM/H. 0.07% percent of the total vehicles were traveling in excess of 89 KM/H. The mode speed for this traffic study was 40KM/H and the 85th percentile was 55.59 KM/H.

< to 9	10 to 19	20 to 29	30 to 39	40 to 49	50 to 59	60 to 69	70 to 79	80 to 89	90 to 99	100 to 109	110 to 119	120 to 129	130 to 139	140 to >
3	67	282	1050	3446	1641	266	23	3	2	0	0	0	0	0

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin.
Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 6623 which represents 98 percent of the total classified vehicles. The number of Small Trucks in the study was 41 which represents 1 percent of the total classified vehicles. The number of Trucks/Buses in the study was 66 which represents 1 percent of the total classified vehicles. The number of Tractor Trailers in the study was 53 which represents 1 percent of the total classified vehicles.

< to 4.9	5.0 to 8.4	8.5 to 9.9	10.0 to 12.9	13.0 to 15.9	16.0 to 18.9	19.0 to 22.4	22.5 to >							
2876	3747	41	66	37	3	10	3							

CHART 2

HEADWAY

During the peak traffic period, on 2024-11-26 at [07:45 AM-08:00 AM] the average headway between vehicles was 4.839 seconds. During the slowest traffic period, on 2024-11-26 at [01:00 AM-01:15 AM] the average headway between vehicles was 450 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 5.00 and 13.00 degrees C.

Time/Speed Report

HI-Star ID: 408174
Street: Arbour St - EB
State: ON
City: Tecumseh
Area: btwn Shawnee Rd & Lesperance Rd

Begin: 2024-10-22 12:00 AM
Lane: EB
Oper: MD
Posted: 50
AADT Factor: 1

End: 2024-10-23 12:00 AM
Hours: 24:00
Period: 15
Raw Count: 1161
AADT Count: 1161

NC300 - km/h	0 to 9	10 to 19	20 to 29	30 to 39	40 to 49	50 to 59	60 to 69	70 to 79	80 to 89	90 to 99	100 to 109	110 to 119	120 to 129	130 to 139	140 >	Total
2024-10-22 [12:00 AM-12:15 AM]	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
2024-10-22 [12:15 AM-12:30 AM]	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
2024-10-22 [12:30 AM-12:45 AM]	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
2024-10-22 [12:45 AM-01:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	1	1	3	0	0	0	0	0	0	0	0	0	5
2024-10-22 [01:00 AM-01:15 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [01:15 AM-01:30 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [01:30 AM-01:45 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [01:45 AM-02:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [02:00 AM-02:15 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [02:15 AM-02:30 AM]	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
2024-10-22 [02:30 AM-02:45 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [02:45 AM-03:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
2024-10-22 [03:00 AM-03:15 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [03:15 AM-03:30 AM]	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
2024-10-22 [03:30 AM-03:45 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [03:45 AM-04:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
2024-10-22 [04:00 AM-04:15 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [04:15 AM-04:30 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [04:30 AM-04:45 AM]	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
2024-10-22 [04:45 AM-05:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
2024-10-22 [05:00 AM-05:15 AM]	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
2024-10-22 [05:15 AM-05:30 AM]	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3
2024-10-22 [05:30 AM-05:45 AM]	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3
2024-10-22 [05:45 AM-06:00 AM]	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
	0	0	0	1	2	4	2	1	0	0	0	0	0	0	0	10
2024-10-22 [06:00 AM-06:15 AM]	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	3
2024-10-22 [06:15 AM-06:30 AM]	0	0	1	0	3	2	2	0	0	0	0	0	0	0	0	8
2024-10-22 [06:30 AM-06:45 AM]	0	0	0	0	5	3	0	0	0	0	0	0	0	0	0	8
2024-10-22 [06:45 AM-07:00 AM]	0	0	0	0	3	3	2	0	0	0	0	0	0	0	0	8
	0	0	1	0	12	9	4	1	0	0	0	0	0	0	0	27
2024-10-22 [07:00 AM-07:15 AM]	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	4
2024-10-22 [07:15 AM-07:30 AM]	0	0	0	2	4	3	1	0	0	0	0	0	0	0	0	10
2024-10-22 [07:30 AM-07:45 AM]	0	0	0	0	4	5	2	0	0	0	0	0	0	0	0	11
2024-10-22 [07:45 AM-08:00 AM]	0	0	1	1	8	7	2	0	0	0	0	0	0	0	0	19
	0	0	1	3	17	18	5	0	0	0	0	0	0	0	0	44
2024-10-22 [08:00 AM-08:15 AM]	0	0	1	1	8	11	1	0	0	0	0	0	0	0	0	22
2024-10-22 [08:15 AM-08:30 AM]	0	0	2	1	9	4	1	0	0	0	0	0	0	0	0	17
2024-10-22 [08:30 AM-08:45 AM]	0	1	1	2	6	6	0	0	0	0	0	0	0	0	0	16
2024-10-22 [08:45 AM-09:00 AM]	0	0	0	1	7	7	3	1	0	0	0	0	0	0	0	19
	0	1	4	5	30	28	5	1	0	0	0	0	0	0	0	74
2024-10-22 [09:00 AM-09:15 AM]	0	0	0	3	5	2	1	0	0	0	0	0	0	0	0	11
2024-10-22 [09:15 AM-09:30 AM]	0	0	1	3	3	5	0	0	0	0	0	0	0	0	0	12
2024-10-22 [09:30 AM-09:45 AM]	0	0	0	2	4	5	2	0	0	0	0	0	0	0	0	13
2024-10-22 [09:45 AM-10:00 AM]	0	0	1	5	2	4	1	0	0	0	0	0	0	0	0	13
	0	0	2	13	14	16	4	0	0	0	0	0	0	0	0	49
2024-10-22 [10:00 AM-10:15 AM]	0	0	2	2	4	4	2	0	0	0	0	0	0	0	0	14
2024-10-22 [10:15 AM-10:30 AM]	1	0	0	2	7	4	0	0	0	0	0	0	0	0	0	14
2024-10-22 [10:30 AM-10:45 AM]	0	0	1	2	5	5	0	0	0	0	0	0	0	0	0	13
2024-10-22 [10:45 AM-11:00 AM]	1	0	0	3	5	8	0	0	0	0	0	0	0	0	0	17
	2	0	3	9	21	21	2	0	0	0	0	0	0	0	0	58
2024-10-22 [11:00 AM-11:15 AM]	0	0	0	5	9	5	1	0	0	0	0	0	0	0	0	20
2024-10-22 [11:15 AM-11:30 AM]	0	0	0	4	2	6	3	0	0	0	0	0	0	0	0	15
2024-10-22 [11:30 AM-11:45 AM]	0	0	1	1	6	4	2	0	0	0	0	0	0	0	0	14
2024-10-22 [11:45 AM-12:00 PM]	0	0	0	3	3	8	1	0	0	0	0	0	0	0	0	15
	0	0	1	13	20	23	7	0	0	0	0	0	0	0	0	64
2024-10-22 [12:00 PM-12:15 PM]	0	0	1	1	9	6	3	0	0	0	0	0	0	0	0	20
2024-10-22 [12:15 PM-12:30 PM]	0	0	0	0	7	4	3	0	0	0	0	0	0	0	0	14
2024-10-22 [12:30 PM-12:45 PM]	0	0	0	4	13	3	0	1	0	0	0	0	0	0	0	21
2024-10-22 [12:45 PM-01:00 PM]	0	1	0	2	4	6	0	1	0	0	0	0	0	0	0	14
	0	1	1	7	33	19	6	2	0	0	0	0	0	0	0	69
2024-10-22 [01:00 PM-01:15 PM]	0	0	0	1	11	11	4	1	0	0	0	0	0	0	0	28
2024-10-22 [01:15 PM-01:30 PM]	0	0	0	4	11	4	1	0	0	0	0	0	0	0	0	20
2024-10-22 [01:30 PM-01:45 PM]	0	0	2	2	13	1	1	0	0	0	0	0	0	0	0	19
2024-10-22 [01:45 PM-02:00 PM]	0	0	1	1	13	7	3	0	0	0	0	0	0	0	0	25
	0	0	3	8	48	23	9	1	0	0	0	0	0	0	0	92
2024-10-22 [02:00 PM-02:15 PM]	0	0	0	2	8	11	2	0	0	0	0	0	0	0	0	23
2024-10-22 [02:15 PM-02:30 PM]	0	0	0	2	11	11	0	1	0	0	0	0	0	0	0	25
2024-10-22 [02:30 PM-02:45 PM]	0	1	0	4	13	7	5	0	0	0	0	0	0	0	0	30
2024-10-22 [02:45 PM-03:00 PM]	1	0	1	1	18	11	4	0	0	0	0	0	0	0	0	36
	1	1	1	9	50	40	11	1	0	0	0	0	0	0	0	114
2024-10-22 [03:00 PM-03:15 PM]	0	0	1	2	11	13	1	0	1	0	0	0	0	0	0	29
2024-10-22 [03:15 PM-03:30 PM]	0	0	0	2	16	15	6	0	0	0	0	0	0	0	0	39
2024-10-22 [03:30 PM-03:45 PM]	0	0	0	0	14	12	4	0	0	0	0	0	0	0	0	30
2024-10-22 [03:45 PM-04:00 PM]	0	0	0	6	22	7	7	0	0	0	0	0	0	0	0	42
	0	0	1	10	63	47	18	0	1	0	0	0	0	0	0	140
2024-10-22 [04:00 PM-04:15 PM]	0	0	0	2	9	4	4	1	0	0	0	0	0	0	0	20
2024-10-22 [04:15 PM-04:30 PM]	0	0	2	6	14	12	0	0	0	0	0	0	0	0	0	34
2024-10-22 [04:30 PM-04:45 PM]	0	0	2	3	14	16	3	0	0	0	0	0	0	0	0	38
2024-10-22 [04:45 PM-05:00 PM]	0	0	0	2	11	14	4	0	0	0	0	0	0	0	0	31
	0	0	4	13	48	46	11	1	0	0	0	0	0	0	0	123
2024-10-22 [05:00 PM-05:15 PM]	0	0	0	0	17	20	2	1	0	0	0	0	0	0	0	40
2024-10-22 [05:15 PM-05:30 PM]	0	0	1	1	12	7	1	0	0	0	0	0	0	0	0	22
2024-10-22 [05:30 PM-05:45 PM]	0	0	0	3	17	5	1	0	0	0	0	0	0	0	0	26
2024-10-22 [05:45 PM-06:00 PM]	0	0	2	3	13	8	0	0	0	0	0	0	0	0	0	26
	0	0	3	7	59	40	4	1	0	0	0	0	0	0	0	114
2024-10-22 [06:00 PM-06:15 PM]	0	0	0	1	14	3	3	0	0	0	0	0	0	0	0	21
2024-10-22 [06:15 PM-06:30 PM]	0	0	0	1	11	9	1	0	0	0	0	0	0	0	0	22
2024-10-22 [06:30 PM-06:45 PM]	0	0	0	1	5	6	1	1	0	0	0	0	0	0	0	14
2024-10-22 [06:45 PM-07:00 PM]	0	0	0	2	7	4	1	0	0	0	0	0	0	0	0	14
	0	0	0	5	37	22	6	1	0	0	0	0	0	0	0	71
2024-10-22 [07:00 PM-07:15 PM]	0	0	0	1	9	4	1	0	0	0	0	0	0	0	0	15
2024-10-22 [07:15 PM-07:30 PM]	0	0	1	0	4	3	0	1	0	0	0	0	0	0	0	9
2024-10-22 [07:30 PM-07:45 PM]	0	0	0	0	9	4	1	0	0	0	0	0	0	0	0	14
2024-10-22 [07:45 PM-08:00 PM]	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	7
	0	0	1	1	25	15	2	1	0	0	0	0	0	0	0	45
2024-10-22 [08:00 PM-08:15 PM]	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	3
2024-10-22 [08:15 PM-08:30 PM]	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	4
2024-10-22 [08:30 PM-08:45 PM]	0	0	0	0	3	4	1	0	0	0	0	0	0	0	0	8
2024-10-22 [08:45 PM-09:00 PM]	0	0	0	1	3	5	0	0	0	0	0	0	0	0	0	9
	0	0	0	2	7	14	1	0	0	0	0	0	0	0	0	24
2024-10-22 [09:00 PM-09:15 PM]	0	0	0	2	5	0	0	0	0	0	0	0	0	0	0	7
2024-10-22 [09:15 PM-09:30 PM]	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	4
2024-10-22 [09:30 PM-09:45 PM]	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2024-10-22 [09:45 PM-10:00 PM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	2	6	2	2	0	0	0	0	0	0	0	0	12
2024-10-22 [10:00 PM-10:15 PM]	0	0	0	1	1	2	1	1	0	0	0	0	0	0	0	6
2024-10-22 [10:15 PM-10:30 PM]	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
2024-10-22 [10:30 PM-10:45 PM]	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
2024-10-22 [10:45 PM-11:00 PM]	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3
	0	0	0	1	6	3	2	1	0	0	0	0	0	0	0	13
2024-10-22 [11:00 PM-11:15 PM]	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
2024-10-22 [11:15 PM-11:30 PM]	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	3
2024-10-22 [11:30 PM-11:45 PM]	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
2024-10-22 [11:45 PM-12:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	2	1	1	1	0	0	0	0	0	0	0	5
Daily Totals:	3	3	26	111	502	396	103	13	1	0	0	0	0	0	0	1158
Report Totals:	3	3	26	111	502	396	103	13	1	0	0	0	0	0	0	1158
Report Percentages:	0.26%	0.26%	2.25%	9.59%	43.35%	34.20%	8.89%	1.12%	0.09%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	

MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: Tecumseh
Street: Arbour St - EB
Location: 6

A study of vehicle traffic was conducted with the device having serial number 408174. The study was done in the EB lane at Arbour St - EB in Tecumseh, ON in btwn Shawnee Rd & Lesperance Rd county. The study began on 2024-10-22 at 12:00 AM and concluded on 2024-10-23 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 1,161 vehicles passed through the location with a peak volume of 42 on 2024-10-22 at [03:45 PM-04:00 PM] and a minimum volume of 0 on 2024-10-22 at [09:45 PM-10:00 PM]. The AADT count for this study was 1,161.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 40 - 50 KM/H range or lower. The average speed for all classifed vehicles was 49 KM/H with 44.30% vehicles exceeding the posted speed of 50 KM/H. 0.09% percent of the total vehicles were traveling in excess of 89 KM/H. The mode speed for this traffic study was 40KM/H and the 85th percentile was 58.56 KM/H.

< to 9	10 to 19	20 to 29	30 to 39	40 to 49	50 to 59	60 to 69	70 to 79	80 to 89	90 to 99	100 to 109	110 to 119	120 to 129	130 to 139	140 to >
3	3	26	111	502	396	103	13	1	0	0	0	0	0	0

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin.
Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 1117 which represents 96 percent of the total classified vehicles. The number of Small Trucks in the study was 19 which represents 2 percent of the total classified vehicles. The number of Trucks/Buses in the study was 11 which represents 1 percent of the total classified vehicles. The number of Tractor Trailers in the study was 11 which represents 1 percent of the total classified vehicles.

< to 4.9	5.0 to 8.4	8.5 to 9.9	10.0 to 12.9	13.0 to 15.9	16.0 to 18.9	19.0 to 22.4	22.5 to >							
277	840	19	11	8	3	0	0							

CHART 2

HEADWAY

During the peak traffic period, on 2024-10-22 at [03:45 PM-04:00 PM] the average headway between vehicles was 20.93 seconds. During the slowest traffic period, on 2024-10-22 at [09:45 PM-10:00 PM] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 13.00 and 32.00 degrees C.

Time/Speed Report

HI-Star ID: 408164
Street: Arbour St - WB
State: ON
City: Tecumseh
Area: btwn Shawnee Rd & Lesperance Rd

Begin: 2024-10-22 12:00 AM
Lane: WB
Oper: MD
Posted: 50
AADT Factor: 1

End: 2024-10-23 12:00 AM
Hours: 24:00
Period: 15
Raw Count: 969
AADT Count: 969

NC300 - km/h	0 to 9	10 to 19	20 to 29	30 to 39	40 to 49	50 to 59	60 to 69	70 to 79	80 to 89	90 to 99	100 to 109	110 to 119	120 to 129	130 to 139	140 >	Total
2024-10-22 [12:00 AM-12:15 AM]	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
2024-10-22 [12:15 AM-12:30 AM]	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2024-10-22 [12:30 AM-12:45 AM]	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2024-10-22 [12:45 AM-01:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	4
2024-10-22 [01:00 AM-01:15 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [01:15 AM-01:30 AM]	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
2024-10-22 [01:30 AM-01:45 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [01:45 AM-02:00 AM]	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3
2024-10-22 [02:00 AM-02:15 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [02:15 AM-02:30 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [02:30 AM-02:45 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [02:45 AM-03:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [03:00 AM-03:15 AM]	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2024-10-22 [03:15 AM-03:30 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [03:30 AM-03:45 AM]	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2024-10-22 [03:45 AM-04:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
2024-10-22 [04:00 AM-04:15 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [04:15 AM-04:30 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [04:30 AM-04:45 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [04:45 AM-05:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [05:00 AM-05:15 AM]	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
2024-10-22 [05:15 AM-05:30 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [05:30 AM-05:45 AM]	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
2024-10-22 [05:45 AM-06:00 AM]	0	0	0	0	3	1	1	0	0	0	0	0	0	0	0	5
	0	0	0	0	3	2	2	0	2	0	0	0	0	0	0	9
2024-10-22 [06:00 AM-06:15 AM]	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3
2024-10-22 [06:15 AM-06:30 AM]	0	0	1	0	1	2	0	1	0	0	0	0	0	0	0	5
2024-10-22 [06:30 AM-06:45 AM]	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3
2024-10-22 [06:45 AM-07:00 AM]	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
	0	0	1	0	3	6	2	1	0	0	0	0	0	0	0	13
2024-10-22 [07:00 AM-07:15 AM]	0	0	0	1	5	1	0	0	0	0	0	0	0	0	0	7
2024-10-22 [07:15 AM-07:30 AM]	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	7
2024-10-22 [07:30 AM-07:45 AM]	0	0	0	0	4	3	1	0	0	0	0	0	0	0	0	8
2024-10-22 [07:45 AM-08:00 AM]	0	0	0	0	9	3	4	0	0	0	0	0	0	0	0	16
	0	0	0	1	23	9	5	0	0	0	0	0	0	0	0	38
2024-10-22 [08:00 AM-08:15 AM]	0	0	0	2	11	10	2	0	0	0	0	0	0	0	0	25
2024-10-22 [08:15 AM-08:30 AM]	0	0	3	1	10	4	1	1	0	0	0	0	0	0	0	20
2024-10-22 [08:30 AM-08:45 AM]	0	0	0	2	8	5	1	0	0	0	0	0	0	0	0	16
2024-10-22 [08:45 AM-09:00 AM]	0	0	2	2	13	6	2	0	0	0	0	0	0	0	0	25
	0	0	5	7	42	25	6	1	0	0	0	0	0	0	0	86
2024-10-22 [09:00 AM-09:15 AM]	0	0	0	1	4	3	2	1	0	0	0	0	0	0	0	11
2024-10-22 [09:15 AM-09:30 AM]	0	0	2	0	7	0	1	1	0	0	0	0	0	0	0	11
2024-10-22 [09:30 AM-09:45 AM]	0	0	1	2	9	7	1	0	0	0	0	0	0	0	0	20
2024-10-22 [09:45 AM-10:00 AM]	0	0	0	1	6	5	0	0	0	0	0	0	0	0	0	12
	0	0	3	4	26	15	4	2	0	0	0	0	0	0	0	54
2024-10-22 [10:00 AM-10:15 AM]	0	0	0	0	6	5	0	0	0	0	0	0	0	0	0	11
2024-10-22 [10:15 AM-10:30 AM]	0	0	0	2	7	5	1	0	0	0	0	0	0	0	0	15
2024-10-22 [10:30 AM-10:45 AM]	0	0	0	3	4	5	2	0	0	0	0	0	0	0	0	14
2024-10-22 [10:45 AM-11:00 AM]	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	18
	0	0	0	5	26	24	3	0	0	0	0	0	0	0	0	58
2024-10-22 [11:00 AM-11:15 AM]	0	0	0	0	8	2	1	0	0	0	0	0	0	0	0	11
2024-10-22 [11:15 AM-11:30 AM]	0	0	0	3	7	6	0	0	0	0	0	0	0	0	0	16
2024-10-22 [11:30 AM-11:45 AM]	0	0	0	0	6	2	1	0	3	0	0	0	0	0	0	12
2024-10-22 [11:45 AM-12:00 PM]	0	0	0	1	4	3	0	0	0	0	0	0	0	0	0	8
	0	0	0	4	25	13	2	0	3	0	0	0	0	0	0	47
2024-10-22 [12:00 PM-12:15 PM]	0	0	2	3	2	2	1	0	1	0	0	0	0	0	0	11
2024-10-22 [12:15 PM-12:30 PM]	0	0	0	2	9	3	2	0	0	0	0	0	0	0	0	16
2024-10-22 [12:30 PM-12:45 PM]	0	0	1	0	7	7	0	1	0	0	0	0	0	0	0	16
2024-10-22 [12:45 PM-01:00 PM]	0	0	0	5	3	9	2	0	0	0	0	0	0	0	0	19
	0	0	3	10	21	21	5	1	1	0	0	0	0	0	0	62
2024-10-22 [01:00 PM-01:15 PM]	0	0	0	2	9	8	2	0	0	0	0	0	0	0	0	21
2024-10-22 [01:15 PM-01:30 PM]	0	0	1	0	9	4	1	0	0	0	0	0	0	0	0	15
2024-10-22 [01:30 PM-01:45 PM]	0	0	0	2	4	3	1	0	0	0	0	0	0	0	0	10
2024-10-22 [01:45 PM-02:00 PM]	0	0	1	0	10	2	0	0	0	0	0	0	0	0	0	13
	0	0	2	4	32	17	4	0	0	0	0	0	0	0	0	59
2024-10-22 [02:00 PM-02:15 PM]	0	0	0	1	8	4	0	0	1	0	0	0	0	0	0	14
2024-10-22 [02:15 PM-02:30 PM]	0	0	0	1	8	10	1	0	0	0	0	0	0	0	0	20
2024-10-22 [02:30 PM-02:45 PM]	0	0	2	3	12	6	2	0	0	0	0	0	0	0	0	25
2024-10-22 [02:45 PM-03:00 PM]	0	1	1	0	7	5	5	0	0	0	0	0	0	0	0	19
	0	1	3	5	35	25	8	0	1	0	0	0	0	0	0	78
2024-10-22 [03:00 PM-03:15 PM]	0	0	0	4	11	10	2	0	0	0	0	0	0	0	0	27
2024-10-22 [03:15 PM-03:30 PM]	0	0	1	4	13	12	0	0	0	0	0	0	0	0	0	30
2024-10-22 [03:30 PM-03:45 PM]	0	0	1	2	8	7	1	1	0	0	0	0	0	0	0	20
2024-10-22 [03:45 PM-04:00 PM]	0	0	2	7	8	13	1	0	0	0	0	0	0	0	0	31
	0	0	4	17	40	42	4	1	0	0	0	0	0	0	0	108
2024-10-22 [04:00 PM-04:15 PM]	0	0	0	0	12	14	1	0	0	0	0	0	0	0	0	27
2024-10-22 [04:15 PM-04:30 PM]	0	0	1	0	14	16	4	0	0	0	0	0	0	0	0	35
2024-10-22 [04:30 PM-04:45 PM]	0	0	0	4	7	12	1	0	1	0	0	0	0	0	0	25
2024-10-22 [04:45 PM-05:00 PM]	0	0	1	1	11	6	0	2	0	0	0	0	0	0	0	21
	0	0	2	5	44	48	6	2	1	0	0	0	0	0	0	108
2024-10-22 [05:00 PM-05:15 PM]	0	0	0	3	9	3	2	0	1	0	0	0	0	0	0	18
2024-10-22 [05:15 PM-05:30 PM]	0	0	0	0	7	11	3	0	0	0	0	0	0	0	0	21
2024-10-22 [05:30 PM-05:45 PM]	0	0	0	0	5	8	2	0	0	0	0	0	0	0	0	15
2024-10-22 [05:45 PM-06:00 PM]	0	0	0	4	8	13	1	2	0	0	0	0	0	0	0	28
	0	0	0	7	29	35	8	2	1	0	0	0	0	0	0	82
2024-10-22 [06:00 PM-06:15 PM]	0	0	0	1	7	3	1	0	0	0	0	0	0	0	0	12
2024-10-22 [06:15 PM-06:30 PM]	0	0	0	5	6	5	0	0	0	0	0	0	0	0	0	16
2024-10-22 [06:30 PM-06:45 PM]	0	0	0	2	8	4	0	0	0	0	0	0	0	0	0	14
2024-10-22 [06:45 PM-07:00 PM]	0	0	1	0	7	4	1	0	0	0	0	0	0	0	0	13
	0	0	1	8	28	16	2	0	0	0	0	0	0	0	0	55
2024-10-22 [07:00 PM-07:15 PM]	0	0	1	0	5	0	1	0	0	0	0	0	0	0	0	7
2024-10-22 [07:15 PM-07:30 PM]	0	0	0	1	8	1	0	1	1	0	0	0	0	0	0	12
2024-10-22 [07:30 PM-07:45 PM]	0	0	0	3	2	1	0	0	0	0	0	0	0	0	0	6
2024-10-22 [07:45 PM-08:00 PM]	0	0	0	2	2	1	1	0	0	0	0	0	0	0	0	6
	0	0	1	6	17	3	2	1	1	0	0	0	0	0	0	31
2024-10-22 [08:00 PM-08:15 PM]	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	7
2024-10-22 [08:15 PM-08:30 PM]	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
2024-10-22 [08:30 PM-08:45 PM]	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	4
2024-10-22 [08:45 PM-09:00 PM]	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3
	0	0	0	5	9	2	0	0	0	0	0	0	0	0	0	16
2024-10-22 [09:00 PM-09:15 PM]	0	0	0	1	2	4	0	0	0	0	0	0	0	0	0	7
2024-10-22 [09:15 PM-09:30 PM]	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	5
2024-10-22 [09:30 PM-09:45 PM]	0	0	0	2	0	1	1	0	0	0	0	0	0	0	0	4
2024-10-22 [09:45 PM-10:00 PM]	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	6
	0	0	0	3	9	9	1	0	0	0	0	0	0	0	0	22
2024-10-22 [10:00 PM-10:15 PM]	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	4
2024-10-22 [10:15 PM-10:30 PM]	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	5
2024-10-22 [10:30 PM-10:45 PM]	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
2024-10-22 [10:45 PM-11:00 PM]	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
	0	0	0	1	6	4	2	0	0	0	0	0	0	0	0	13
2024-10-22 [11:00 PM-11:15 PM]	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	6
2024-10-22 [11:15 PM-11:30 PM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [11:30 PM-11:45 PM]	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
2024-10-22 [11:45 PM-12:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	5	3	0	0	0	0	0	0	0	0	0	8
Daily Totals:	0	1	25	93	428	320	68	11	10	0	0	0	0	0	0	956
Report Totals:	0	1	25	93	428	320	68	11	10	0	0	0	0	0	0	956
Report Percentages:	0.00%	0.10%	2.62%	9.73%	44.77%	33.47%	7.11%	1.15%	1.05%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	

MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: Tecumseh
Street: Arbour St - WB
Location: 6

A study of vehicle traffic was conducted with the device having serial number 408164. The study was done in the WB lane at Arbour St - WB in Tecumseh, ON in btwn Shawnee Rd & Lesperance Rd county. The study began on 2024-10-22 at 12:00 AM and concluded on 2024-10-23 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 969 vehicles passed through the location with a peak volume of 36 on 2024-10-22 at [04:15 PM-04:30 PM] and a minimum volume of 0 on 2024-10-22 at [11:15 PM-11:30 PM]. The AADT count for this study was 969.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 40 - 50 KM/H range or lower. The average speed for all classifed vehicles was 49 KM/H with 42.78% vehicles exceeding the posted speed of 50 KM/H. 1.05% percent of the total vehicles were traveling in excess of 89 KM/H. The mode speed for this traffic study was 40KM/H and the 85th percentile was 58.28 KM/H.

< to 9	10 to 19	20 to 29	30 to 39	40 to 49	50 to 59	60 to 69	70 to 79	80 to 89	90 to 99	100 to 109	110 to 119	120 to 129	130 to 139	140 to >
0	1	25	93	428	320	68	11	10	0	0	0	0	0	0

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin.
Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 929 which represents 97 percent of the total classified vehicles. The number of Small Trucks in the study was 7 which represents 1 percent of the total classified vehicles. The number of Trucks/Buses in the study was 13 which represents 1 percent of the total classified vehicles. The number of Tractor Trailers in the study was 7 which represents 1 percent of the total classified vehicles.

< to 4.9	5.0 to 8.4	8.5 to 9.9	10.0 to 12.9	13.0 to 15.9	16.0 to 18.9	19.0 to 22.4	22.5 to >							
368	561	7	13	5	2	0	0							

CHART 2

HEADWAY

During the peak traffic period, on 2024-10-22 at [04:15 PM-04:30 PM] the average headway between vehicles was 24.324 seconds. During the slowest traffic period, on 2024-10-22 at [11:15 PM-11:30 PM] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 13.00 and 33.00 degrees C.

A-10 *Lakeview Montessori*

No data collection conducted for this school

A-11 *Al-Hijra Academy*

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Prepared By: *PYRAMID* Traffic Inc.

Turning Movement Count - Howard Ave @ Howard Ave Connector

Municipality: Tecumseh
Major Road: Howard Ave
Minor Road: Howard Ave Connector

Date: Oct 22, 2024

Major Road Runs: North/South
Weather Conditions: Clear/Dry
Person No. 1 Cam
Person No. 2

Period	North Approach							East Approach							South Approach							West Approach							Veh. Summary	
	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.		
Ending	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	15	60
7:45	13	8	0	3	0	0	0	2	0	16	0	0	1	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	55	
8:00	7	7	0	0	0	0	0	4	0	17	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	
8:15	13	54	0	0	0	0	0	13	0	20	2	0	0	0	0	37	7	0	0	0	0	0	0	0	0	0	0	0	146	
8:30	19	40	0	1	0	0	0	17	0	21	0	0	1	0	0	74	8	0	0	0	0	0	0	0	0	0	0	0	181	419
8:45	16	2	0	0	0	0	0	0	0	23	0	0	2	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	49	413
9:00	10	3	0	1	0	0	0	1	0	12	0	0	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	32	408
9:15	5	6	0	0	0	0	0	1	0	13	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	29	291
9:30	16	2	0	1	0	0	0	3	0	12	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	145
11:15	17	0	0	1	0	0	0	0	0	17	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	36	
11:30	14	2	0	1	0	0	0	0	0	9	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	28	
11:45	17	1	0	1	0	0	0	0	0	10	0	0	2	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	34	
12:00	23	2	0	1	0	0	0	0	0	19	0	0	2	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	52	150
12:15	17	1	0	1	0	0	0	1	0	9	0	0	1	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	33	147
12:30	15	2	0	1	0	0	0	0	0	15	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	36	155
12:45	16	0	0	2	0	0	0	1	0	9	0	0	4	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	35	156
13:00	12	2	0	0	0	0	0	0	0	11	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	28	132
13:15	13	2	0	2	0	0	0	1	0	17	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	37	136
13:30	12	3	0	1	0	0	0	1	0	13	0	0	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	35	135
14:15	19	2	0	0	0	0	0	2	0	17	0	0	2	0	0	6	2	0	0	0	0	0	0	0	0	0	0	0	50	
14:30	17	1	0	0	0	0	0	2	0	20	0	0	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	45	
14:45	16	3	0	0	0	0	0	3	0	12	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	40	
15:00	21	4	0	2	0	0	0	2	0	13	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	48	183
15:15	22	15	0	4	0	0	0	8	0	15	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	76	209
15:30	30	27	0	0	0	0	0	12	0	12	0	0	2	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	100	264
15:45	31	41	0	2	0	0	0	12	0	26	0	0	2	0	0	64	12	0	0	0	0	0	0	0	0	0	0	0	190	414
16:00	31	5	0	0	0	0	0	2	0	17	0	0	4	0	0	28	3	0	0	0	0	0	0	0	0	0	0	0	90	456
16:15	40	0	0	2	0	0	0	2	0	8	0	0	4	0	0	16	3	0	0	0	0	0	0	0	0	0	0	0	75	455
16:30	21	1	0	2	0	0	0	1	0	25	0	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	54	409
16:45	19	3	0	0	0	0	0	2	0	23	0	0	3	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	52	271
17:00	31	8	0	0	0	0	0	3	0	21	0	0	2	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	70	251
17:15	29	7	0	1	0	0	0	0	0	18	0	0	1	0	0	14	1	0	0	0	0	0	0	0	0	0	0	0	71	247
17:30	34	1	0	0	0	0	0	0	0	10	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	47	240

PEDESTRIAN AND CYCLIST COUNT

Tecumseh (WSP) - October 22 (16 Counts)

Site: 200088-Howard Ave @ Howard Connector

Date: 2024-10-22

Period Ending	NORTH				EAST				SOUTH				WEST			
	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	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	0	0	0	0	0	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

Time/Speed Report

HI-Star ID: 408165
Street: Howard Ave - NB
State: ON
City: Tecumseh
Area: south of Howard Ave Connector

Begin: 2024-10-22 12:00 AM
Lane: NB
Oper: MD
Posted: 50
AADT Factor: 1

End: 2024-10-23 12:00 AM
Hours: 24:00
Period: 15
Raw Count: 508
AADT Count: 508

NC300 - km/h	0 to 9	10 to 19	20 to 29	30 to 39	40 to 49	50 to 59	60 to 69	70 to 79	80 to 89	90 to 99	100 to 109	110 to 119	120 to 129	130 to 139	140 >	Total
2024-10-22 [12:00 AM-12:15 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [12:15 AM-12:30 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [12:30 AM-12:45 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [12:45 AM-01:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [01:00 AM-01:15 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [01:15 AM-01:30 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [01:30 AM-01:45 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [01:45 AM-02:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [02:00 AM-02:15 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [02:15 AM-02:30 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [02:30 AM-02:45 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [02:45 AM-03:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [03:00 AM-03:15 AM]	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
2024-10-22 [03:15 AM-03:30 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [03:30 AM-03:45 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [03:45 AM-04:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
2024-10-22 [04:00 AM-04:15 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [04:15 AM-04:30 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [04:30 AM-04:45 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [04:45 AM-05:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [05:00 AM-05:15 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [05:15 AM-05:30 AM]	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2024-10-22 [05:30 AM-05:45 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [05:45 AM-06:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2024-10-22 [06:00 AM-06:15 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [06:15 AM-06:30 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [06:30 AM-06:45 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [06:45 AM-07:00 AM]	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2024-10-22 [07:00 AM-07:15 AM]	0	0	1	0	1	1	1	0	0	0	0	0	0	0	0	4
2024-10-22 [07:15 AM-07:30 AM]	0	1	7	8	3	0	0	0	0	0	0	0	0	0	0	19
2024-10-22 [07:30 AM-07:45 AM]	0	0	5	6	1	0	0	0	0	0	0	0	0	0	0	12
2024-10-22 [07:45 AM-08:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	13	14	5	1	1	0	0	0	0	0	0	0	0	35
2024-10-22 [08:00 AM-08:15 AM]	0	7	14	24	2	0	0	0	0	0	0	0	0	0	0	47
2024-10-22 [08:15 AM-08:30 AM]	5	27	28	17	3	0	0	0	0	0	0	0	0	0	0	80
2024-10-22 [08:30 AM-08:45 AM]	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	6
2024-10-22 [08:45 AM-09:00 AM]	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3
	5	34	45	46	6	0	0	0	0	0	0	0	0	0	0	136
2024-10-22 [09:00 AM-09:15 AM]	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	4
2024-10-22 [09:15 AM-09:30 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [09:30 AM-09:45 AM]	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	4
2024-10-22 [09:45 AM-10:00 AM]	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	0	0	1	6	3	0	0	0	0	0	0	0	0	0	0	10
2024-10-22 [10:00 AM-10:15 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [10:15 AM-10:30 AM]	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	4
2024-10-22 [10:30 AM-10:45 AM]	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
2024-10-22 [10:45 AM-11:00 AM]	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	0	0	2	4	3	0	0	0	0	0	0	0	0	0	0	9
2024-10-22 [11:00 AM-11:15 AM]	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2024-10-22 [11:15 AM-11:30 AM]	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2024-10-22 [11:30 AM-11:45 AM]	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	3
2024-10-22 [11:45 AM-12:00 PM]	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	5
	0	1	1	6	2	0	0	0	0	0	0	0	0	0	0	10
2024-10-22 [12:00 PM-12:15 PM]	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2024-10-22 [12:15 PM-12:30 PM]	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
2024-10-22 [12:30 PM-12:45 PM]	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
2024-10-22 [12:45 PM-01:00 PM]	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
	0	0	1	7	3	0	0	0	0	0	0	0	0	0	0	11
2024-10-22 [01:00 PM-01:15 PM]	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2024-10-22 [01:15 PM-01:30 PM]	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4
2024-10-22 [01:30 PM-01:45 PM]	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
2024-10-22 [01:45 PM-02:00 PM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	7
2024-10-22 [02:00 PM-02:15 PM]	0	0	3	4	1	0	0	0	0	0	0	0	0	0	0	8
2024-10-22 [02:15 PM-02:30 PM]	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
2024-10-22 [02:30 PM-02:45 PM]	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
2024-10-22 [02:45 PM-03:00 PM]	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	6
	0	0	8	10	2	0	0	0	0	0	0	0	0	0	0	20
2024-10-22 [03:00 PM-03:15 PM]	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	12
2024-10-22 [03:15 PM-03:30 PM]	0	0	4	10	2	0	0	0	0	0	0	0	0	0	0	16
2024-10-22 [03:30 PM-03:45 PM]	3	22	20	28	0	0	0	0	0	0	0	0	0	0	0	73
2024-10-22 [03:45 PM-04:00 PM]	0	4	8	15	3	0	0	0	0	0	0	0	0	0	0	30
	3	26	38	59	5	0	0	0	0	0	0	0	0	0	0	131
2024-10-22 [04:00 PM-04:15 PM]	0	0	4	10	1	0	1	0	0	0	0	0	0	0	0	16
2024-10-22 [04:15 PM-04:30 PM]	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
2024-10-22 [04:30 PM-04:45 PM]	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2024-10-22 [04:45 PM-05:00 PM]	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	5
	0	0	7	16	2	0	1	0	0	0	0	0	0	0	0	26
2024-10-22 [05:00 PM-05:15 PM]	0	0	5	7	2	0	0	0	0	0	0	0	0	0	0	14
2024-10-22 [05:15 PM-05:30 PM]	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
2024-10-22 [05:30 PM-05:45 PM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [05:45 PM-06:00 PM]	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	0	0	5	8	4	0	0	0	0	0	0	0	0	0	0	17
2024-10-22 [06:00 PM-06:15 PM]	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2024-10-22 [06:15 PM-06:30 PM]	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2024-10-22 [06:30 PM-06:45 PM]	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	4
2024-10-22 [06:45 PM-07:00 PM]	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	6
	0	0	2	8	2	0	0	0	0	0	0	0	0	0	0	12
2024-10-22 [07:00 PM-07:15 PM]	0	2	4	9	2	0	0	0	0	0	0	0	0	0	0	17
2024-10-22 [07:15 PM-07:30 PM]	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	5
2024-10-22 [07:30 PM-07:45 PM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [07:45 PM-08:00 PM]	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	0	2	4	14	4	0	0	0	0	0	0	0	0	0	0	24
2024-10-22 [08:00 PM-08:15 PM]	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2024-10-22 [08:15 PM-08:30 PM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [08:30 PM-08:45 PM]	0	0	4	9	2	0	0	0	0	0	0	0	0	0	0	15
2024-10-22 [08:45 PM-09:00 PM]	0	1	18	9	3	1	0	0	0	0	0	0	0	0	0	32
	0	1	22	20	5	1	0	0	0	0	0	0	0	0	0	49
2024-10-22 [09:00 PM-09:15 PM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [09:15 PM-09:30 PM]	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	5
2024-10-22 [09:30 PM-09:45 PM]	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2024-10-22 [09:45 PM-10:00 PM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	3	1	1	0	0	0	0	0	0	0	0	0	0	6
2024-10-22 [10:00 PM-10:15 PM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [10:15 PM-10:30 PM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [10:30 PM-10:45 PM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [10:45 PM-11:00 PM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [11:00 PM-11:15 PM]	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
2024-10-22 [11:15 PM-11:30 PM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [11:30 PM-11:45 PM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [11:45 PM-12:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
Daily Totals:	8	66	153	227	48	4	2	0	0	0	0	0	0	0	0	508
Report Totals:	8	66	153	227	48	4	2	0	0	0	0	0	0	0	0	508
Report Percentages:	1.57%	12.99%	30.12%	44.69%	9.45%	0.79%	0.39%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	

MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: Tecumseh
Street: Howard Ave - NB
Location: 7

A study of vehicle traffic was conducted with the device having serial number 408165. The study was done in the NB lane at Howard Ave - NB in Tecumseh, ON in south of Howard Ave Connector county. The study began on 2024-10-22 at 12:00 AM and concluded on 2024-10-23 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 508 vehicles passed through the location with a peak volume of 80 on 2024-10-22 at [08:15 AM-08:30 AM] and a minimum volume of 0 on 2024-10-22 at [01:45 PM-02:00 PM]. The AADT count for this study was 508.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 30 - 40 KM/H range or lower. The average speed for all classifed vehicles was 30 KM/H with 1.18% vehicles exceeding the posted speed of 50 KM/H. 0.00% percent of the total vehicles were traveling in excess of 89 KM/H. The mode speed for this traffic study was 30KM/H and the 85th percentile was 38.99 KM/H.

< to 9	10 to 19	20 to 29	30 to 39	40 to 49	50 to 59	60 to 69	70 to 79	80 to 89	90 to 99	100 to 109	110 to 119	120 to 129	130 to 139	140 to >
8	66	153	227	48	4	2	0	0	0	0	0	0	0	0

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin.
Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 503 which represents 99 percent of the total classified vehicles. The number of Small Trucks in the study was 2 which represents 0 percent of the total classified vehicles. The number of Trucks/Buses in the study was 1 which represents 0 percent of the total classified vehicles. The number of Tractor Trailers in the study was 2 which represents 0 percent of the total classified vehicles.

< to 4.9	5.0 to 8.4	8.5 to 9.9	10.0 to 12.9	13.0 to 15.9	16.0 to 18.9	19.0 to 22.4	22.5 to >							
164	339	2	1	0	1	1	0							

CHART 2

HEADWAY

During the peak traffic period, on 2024-10-22 at [08:15 AM-08:30 AM] the average headway between vehicles was 11.111 seconds. During the slowest traffic period, on 2024-10-22 at [01:45 PM-02:00 PM] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 11.00 and 31.00 degrees C.

Time/Speed Report

HI-Star ID: 408157
Street: Howard Ave - SB
State: ON
City: Tecumseh
Area: south of Howard Ave Connector

Begin: 2024-10-22 12:00 AM
Lane: SB
Oper: MD
Posted: 50
AADT Factor: 1

End: 2024-10-23 12:00 AM
Hours: 24:00
Period: 15
Raw Count: 508
AADT Count: 508

NC300 - km/h	0 to 9	10 to 19	20 to 29	30 to 39	40 to 49	50 to 59	60 to 69	70 to 79	80 to 89	90 to 99	100 to 109	110 to 119	120 to 129	130 to 139	140 >	Total
2024-10-22 [12:00 AM-12:15 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [12:15 AM-12:30 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [12:30 AM-12:45 AM]	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
2024-10-22 [12:45 AM-01:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
2024-10-22 [01:00 AM-01:15 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [01:15 AM-01:30 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [01:30 AM-01:45 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [01:45 AM-02:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [02:00 AM-02:15 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [02:15 AM-02:30 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [02:30 AM-02:45 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [02:45 AM-03:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [03:00 AM-03:15 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [03:15 AM-03:30 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [03:30 AM-03:45 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [03:45 AM-04:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [04:00 AM-04:15 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [04:15 AM-04:30 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [04:30 AM-04:45 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [04:45 AM-05:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [05:00 AM-05:15 AM]	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2024-10-22 [05:15 AM-05:30 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [05:30 AM-05:45 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [05:45 AM-06:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2024-10-22 [06:00 AM-06:15 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [06:15 AM-06:30 AM]	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2024-10-22 [06:30 AM-06:45 AM]	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
2024-10-22 [06:45 AM-07:00 AM]	0	0	1	13	8	1	0	0	0	0	0	0	0	0	0	23
	0	0	1	15	10	1	0	0	0	0	0	0	0	0	0	27
2024-10-22 [07:00 AM-07:15 AM]	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	5
2024-10-22 [07:15 AM-07:30 AM]	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2024-10-22 [07:30 AM-07:45 AM]	0	0	0	3	6	1	0	0	0	0	0	0	0	0	0	10
2024-10-22 [07:45 AM-08:00 AM]	0	0	0	8	3	0	0	0	0	0	0	0	0	0	0	11
	0	0	0	11	14	2	0	0	0	0	0	0	0	0	0	27
2024-10-22 [08:00 AM-08:15 AM]	0	0	0	19	48	4	0	0	0	0	0	0	0	0	0	71
2024-10-22 [08:15 AM-08:30 AM]	0	1	0	9	39	7	3	0	0	0	0	0	0	0	0	59
2024-10-22 [08:30 AM-08:45 AM]	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
2024-10-22 [08:45 AM-09:00 AM]	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
	0	1	0	29	92	11	3	0	0	0	0	0	0	0	0	136
2024-10-22 [09:00 AM-09:15 AM]	0	0	0	4	2	1	0	0	0	0	0	0	0	0	0	7
2024-10-22 [09:15 AM-09:30 AM]	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	5
2024-10-22 [09:30 AM-09:45 AM]	0	0	0	1	5	1	0	0	0	0	0	0	0	0	0	7
2024-10-22 [09:45 AM-10:00 AM]	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	7
	0	0	0	11	12	3	0	0	0	0	0	0	0	0	0	26
2024-10-22 [10:00 AM-10:15 AM]	0	0	1	2	4	0	0	0	0	0	0	0	0	0	0	7
2024-10-22 [10:15 AM-10:30 AM]	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	3
2024-10-22 [10:30 AM-10:45 AM]	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
2024-10-22 [10:45 AM-11:00 AM]	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	0	2	4	7	0	0	0	0	0	0	0	0	0	0	13
2024-10-22 [11:00 AM-11:15 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [11:15 AM-11:30 AM]	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
2024-10-22 [11:30 AM-11:45 AM]	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2024-10-22 [11:45 AM-12:00 PM]	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	5
2024-10-22 [12:00 PM-12:15 PM]	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2024-10-22 [12:15 PM-12:30 PM]	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
2024-10-22 [12:30 PM-12:45 PM]	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2024-10-22 [12:45 PM-01:00 PM]	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	6
2024-10-22 [01:00 PM-01:15 PM]	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
2024-10-22 [01:15 PM-01:30 PM]	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	4
2024-10-22 [01:30 PM-01:45 PM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [01:45 PM-02:00 PM]	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	5
	0	0	2	7	3	0	0	0	0	0	0	0	0	0	0	12
2024-10-22 [02:00 PM-02:15 PM]	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	4
2024-10-22 [02:15 PM-02:30 PM]	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2024-10-22 [02:30 PM-02:45 PM]	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	6
2024-10-22 [02:45 PM-03:00 PM]	0	0	0	4	1	1	0	0	0	0	0	0	0	0	0	6
	0	0	0	11	7	1	0	0	0	0	0	0	0	0	0	19
2024-10-22 [03:00 PM-03:15 PM]	0	0	1	4	17	0	0	0	0	0	0	0	0	0	0	22
2024-10-22 [03:15 PM-03:30 PM]	0	0	1	9	27	0	0	0	0	0	0	0	0	0	0	37
2024-10-22 [03:30 PM-03:45 PM]	0	0	4	14	32	1	0	0	0	0	0	0	0	0	0	51
2024-10-22 [03:45 PM-04:00 PM]	0	0	1	5	1	1	0	0	0	0	0	0	0	0	0	7
	0	0	6	28	81	2	0	0	0	0	0	0	0	0	0	117
2024-10-22 [04:00 PM-04:15 PM]	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
2024-10-22 [04:15 PM-04:30 PM]	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
2024-10-22 [04:30 PM-04:45 PM]	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	5
2024-10-22 [04:45 PM-05:00 PM]	0	0	0	3	8	0	0	0	0	0	0	0	0	0	0	11
	0	0	0	4	16	0	0	0	0	0	0	0	0	0	0	20
2024-10-22 [05:00 PM-05:15 PM]	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	6
2024-10-22 [05:15 PM-05:30 PM]	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2024-10-22 [05:30 PM-05:45 PM]	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2024-10-22 [05:45 PM-06:00 PM]	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
	0	0	0	2	8	0	0	0	0	0	0	0	0	0	0	10
2024-10-22 [06:00 PM-06:15 PM]	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
2024-10-22 [06:15 PM-06:30 PM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [06:30 PM-06:45 PM]	0	0	0	9	4	0	0	0	0	0	0	0	0	0	0	13
2024-10-22 [06:45 PM-07:00 PM]	0	0	1	4	14	1	0	0	0	0	0	0	0	0	0	20
	0	0	1	13	20	1	0	0	0	0	0	0	0	0	0	35
2024-10-22 [07:00 PM-07:15 PM]	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
2024-10-22 [07:15 PM-07:30 PM]	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2024-10-22 [07:30 PM-07:45 PM]	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
2024-10-22 [07:45 PM-08:00 PM]	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	0	0	1	3	3	0	0	0	0	0	0	0	0	0	0	7
2024-10-22 [08:00 PM-08:15 PM]	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2024-10-22 [08:15 PM-08:30 PM]	0	0	1	22	8	0	0	0	0	0	0	0	0	0	0	31
2024-10-22 [08:30 PM-08:45 PM]	0	0	0	3	5	1	0	0	0	0	0	0	0	0	0	9
2024-10-22 [08:45 PM-09:00 PM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	1	27	13	1	0	0	0	0	0	0	0	0	0	42
2024-10-22 [09:00 PM-09:15 PM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [09:15 PM-09:30 PM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [09:30 PM-09:45 PM]	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2024-10-22 [09:45 PM-10:00 PM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2024-10-22 [10:00 PM-10:15 PM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [10:15 PM-10:30 PM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [10:30 PM-10:45 PM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [10:45 PM-11:00 PM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [11:00 PM-11:15 PM]	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
2024-10-22 [11:15 PM-11:30 PM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [11:30 PM-11:45 PM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [11:45 PM-12:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
Daily Totals:	0	1	16	171	292	24	3	0	0	0	0	0	0	0	0	507
Report Totals:	0	1	16	171	292	24	3	0	0	0	0	0	0	0	0	507
Report Percentages:	0.00%	0.20%	3.16%	33.73%	57.59%	4.73%	0.59%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	

MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: Tecumseh
Street: Howard Ave - SB
Location: 7

A study of vehicle traffic was conducted with the device having serial number 408157. The study was done in the SB lane at Howard Ave - SB in Tecumseh, ON in south of Howard Ave Connector county. The study began on 2024-10-22 at 12:00 AM and concluded on 2024-10-23 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 508 vehicles passed through the location with a peak volume of 72 on 2024-10-22 at [08:00 AM-08:15 AM] and a minimum volume of 0 on 2024-10-22 at [01:30 PM-01:45 PM]. The AADT count for this study was 508.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 40 - 50 KM/H range or lower. The average speed for all classifed vehicles was 42 KM/H with 5.33% vehicles exceeding the posted speed of 50 KM/H. 0.00% percent of the total vehicles were traveling in excess of 89 KM/H. The mode speed for this traffic study was 40KM/H and the 85th percentile was 48.29 KM/H.

< to 9	10 to 19	20 to 29	30 to 39	40 to 49	50 to 59	60 to 69	70 to 79	80 to 89	90 to 99	100 to 109	110 to 119	120 to 129	130 to 139	140 to >
0	1	16	171	292	24	3	0	0	0	0	0	0	0	0

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin.
Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 506 which represents 100 percent of the total classified vehicles. The number of Small Trucks in the study was 0 which represents 0 percent of the total classified vehicles. The number of Trucks/Buses in the study was 0 which represents 0 percent of the total classified vehicles. The number of Tractor Trailers in the study was 1 which represents 0 percent of the total classified vehicles.

< to 4.9	5.0 to 8.4	8.5 to 9.9	10.0 to 12.9	13.0 to 15.9	16.0 to 18.9	19.0 to 22.4	22.5 to >						
255	251	0	0	1	0	0	0						

CHART 2

HEADWAY

During the peak traffic period, on 2024-10-22 at [08:00 AM-08:15 AM] the average headway between vehicles was 12.329 seconds. During the slowest traffic period, on 2024-10-22 at [01:30 PM-01:45 PM] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 12.00 and 31.00 degrees C.

A-12 *L'Essor*

Time/Speed Report

HI-Star ID: 408166
Street: St Gregorys Rd - EB
State: ON
City: Tecumseh
Area: btwn Manning Rd & Arlington Blvd

Begin: 2024-10-22 12:00 AM
Lane: EB
Oper: MD
Posted: 40
AADT Factor: 1

End: 2024-10-23 12:00 AM
Hours: 24:00
Period: 15
Raw Count: 2449
AADT Count: 2449

NC300 - km/h	0 to 9	10 to 19	20 to 29	30 to 39	40 to 49	50 to 59	60 to 69	70 to 79	80 to 89	90 to 99	100 to 109	110 to 119	120 to 129	130 to 139	140 >	Total
2024-10-22 [12:00 AM-12:15 AM]	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	5
2024-10-22 [12:15 AM-12:30 AM]	0	1	0	0	1	1	1	0	0	0	0	0	0	0	0	3
2024-10-22 [12:30 AM-12:45 AM]	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
2024-10-22 [12:45 AM-01:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	1	4	4	0	0	0	0	0	0	0	0	9
2024-10-22 [01:00 AM-01:15 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [01:15 AM-01:30 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [01:30 AM-01:45 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [01:45 AM-02:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [02:00 AM-02:15 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [02:15 AM-02:30 AM]	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
2024-10-22 [02:30 AM-02:45 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [02:45 AM-03:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
2024-10-22 [03:00 AM-03:15 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [03:15 AM-03:30 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [03:30 AM-03:45 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [03:45 AM-04:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [04:00 AM-04:15 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [04:15 AM-04:30 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [04:30 AM-04:45 AM]	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
2024-10-22 [04:45 AM-05:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
2024-10-22 [05:00 AM-05:15 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [05:15 AM-05:30 AM]	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
2024-10-22 [05:30 AM-05:45 AM]	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	4
2024-10-22 [05:45 AM-06:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	5
2024-10-22 [06:00 AM-06:15 AM]	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	4
2024-10-22 [06:15 AM-06:30 AM]	0	0	0	0	3	3	2	0	0	0	0	0	0	0	0	8
2024-10-22 [06:30 AM-06:45 AM]	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
2024-10-22 [06:45 AM-07:00 AM]	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4
	0	0	0	0	4	9	3	2	0	0	0	0	0	0	0	18
2024-10-22 [07:00 AM-07:15 AM]	0	0	0	1	4	5	2	0	0	0	0	0	0	0	0	12
2024-10-22 [07:15 AM-07:30 AM]	0	0	1	1	12	14	4	2	0	0	0	0	0	0	0	34
2024-10-22 [07:30 AM-07:45 AM]	0	0	0	1	17	21	9	1	0	0	0	0	0	0	0	49
2024-10-22 [07:45 AM-08:00 AM]	0	0	0	2	42	31	9	0	0	0	0	0	0	0	0	84
	0	0	1	5	75	71	24	3	0	0	0	0	0	0	0	179
2024-10-22 [08:00 AM-08:15 AM]	0	1	0	2	44	32	9	2	2	1	0	0	0	0	0	93
2024-10-22 [08:15 AM-08:30 AM]	0	2	0	0	13	16	12	2	0	0	0	0	0	0	0	45
2024-10-22 [08:30 AM-08:45 AM]	0	0	0	0	9	20	9	3	1	0	0	0	0	0	0	42
2024-10-22 [08:45 AM-09:00 AM]	0	0	0	2	7	14	4	1	1	0	0	0	0	0	0	29
	0	3	0	4	73	82	34	8	4	1	0	0	0	0	0	209
2024-10-22 [09:00 AM-09:15 AM]	0	0	0	0	20	24	9	0	2	0	0	0	0	0	0	55
2024-10-22 [09:15 AM-09:30 AM]	0	0	0	2	6	22	13	2	0	2	0	0	0	0	0	47
2024-10-22 [09:30 AM-09:45 AM]	0	1	0	0	10	8	8	0	0	0	0	0	0	0	0	27
2024-10-22 [09:45 AM-10:00 AM]	0	0	0	1	7	17	5	0	0	0	0	0	0	0	0	30
	0	1	0	3	43	71	35	2	2	2	0	0	0	0	0	159
2024-10-22 [10:00 AM-10:15 AM]	0	0	0	0	2	13	11	1	0	0	0	0	0	0	0	27
2024-10-22 [10:15 AM-10:30 AM]	0	0	0	0	6	17	6	1	0	0	0	0	0	0	0	30
2024-10-22 [10:30 AM-10:45 AM]	0	0	0	0	5	17	3	0	0	0	0	0	0	0	0	25
2024-10-22 [10:45 AM-11:00 AM]	0	0	0	0	10	24	2	2	1	0	0	0	0	0	0	39
	0	0	0	0	23	71	22	4	1	0	0	0	0	0	0	121
2024-10-22 [11:00 AM-11:15 AM]	0	0	0	0	12	18	5	2	0	0	0	0	0	0	0	37
2024-10-22 [11:15 AM-11:30 AM]	0	0	0	0	12	22	3	5	1	1	0	0	0	0	0	44
2024-10-22 [11:30 AM-11:45 AM]	0	0	0	2	24	11	5	1	0	0	0	0	0	0	0	43
2024-10-22 [11:45 AM-12:00 PM]	0	0	0	1	5	13	6	1	0	1	0	0	0	0	0	27
	0	0	0	3	53	64	19	9	1	2	0	0	0	0	0	151
2024-10-22 [12:00 PM-12:15 PM]	0	0	0	0	12	19	5	2	0	0	0	0	0	0	0	38
2024-10-22 [12:15 PM-12:30 PM]	0	0	0	2	11	15	6	2	0	0	0	0	0	0	0	36
2024-10-22 [12:30 PM-12:45 PM]	0	0	0	0	9	15	8	2	0	0	0	0	0	0	0	34
2024-10-22 [12:45 PM-01:00 PM]	0	0	0	0	8	18	10	1	1	0	0	0	0	0	0	38
	0	0	0	2	40	67	29	7	1	0	0	0	0	0	0	146
2024-10-22 [01:00 PM-01:15 PM]	0	0	0	1	9	19	8	0	0	0	0	0	0	0	0	37
2024-10-22 [01:15 PM-01:30 PM]	0	0	0	0	13	19	6	1	0	0	0	0	0	0	0	39
2024-10-22 [01:30 PM-01:45 PM]	0	0	0	1	11	18	4	2	0	0	0	0	0	0	0	36
2024-10-22 [01:45 PM-02:00 PM]	0	0	0	3	19	13	4	0	1	0	0	0	0	0	0	40
	0	0	0	5	52	69	22	3	1	0	0	0	0	0	0	152
2024-10-22 [02:00 PM-02:15 PM]	0	0	0	1	25	20	6	0	0	0	0	0	0	0	0	52
2024-10-22 [02:15 PM-02:30 PM]	0	0	0	0	16	21	3	1	0	0	0	0	0	0	0	41
2024-10-22 [02:30 PM-02:45 PM]	0	0	1	0	13	15	8	0	0	0	0	0	0	0	0	37
2024-10-22 [02:45 PM-03:00 PM]	0	0	0	1	15	30	9	2	1	0	0	0	0	0	0	58
	0	0	1	2	69	86	26	3	1	0	0	0	0	0	0	188
2024-10-22 [03:00 PM-03:15 PM]	0	0	0	1	11	13	14	1	1	1	0	0	0	0	0	42
2024-10-22 [03:15 PM-03:30 PM]	0	0	0	0	19	38	12	1	1	1	0	0	0	0	0	72
2024-10-22 [03:30 PM-03:45 PM]	0	0	0	0	20	37	21	1	0	0	0	0	0	0	0	79
2024-10-22 [03:45 PM-04:00 PM]	0	0	0	1	18	27	8	2	0	0	0	0	0	0	0	56
	0	0	0	2	68	115	55	5	2	2	0	0	0	0	0	249
2024-10-22 [04:00 PM-04:15 PM]	0	0	1	0	11	37	7	1	1	0	0	0	0	0	0	58
2024-10-22 [04:15 PM-04:30 PM]	0	0	0	2	19	28	11	2	1	0	0	0	0	0	0	63
2024-10-22 [04:30 PM-04:45 PM]	0	0	0	0	11	27	11	4	0	0	0	0	0	0	0	53
2024-10-22 [04:45 PM-05:00 PM]	0	0	0	0	10	26	10	1	0	0	0	0	0	0	0	47
	0	0	1	2	51	118	39	8	2	0	0	0	0	0	0	221
2024-10-22 [05:00 PM-05:15 PM]	0	0	0	0	11	28	11	3	2	1	0	0	0	0	0	56
2024-10-22 [05:15 PM-05:30 PM]	0	0	0	1	12	20	11	1	0	1	0	0	0	0	0	46
2024-10-22 [05:30 PM-05:45 PM]	0	0	0	1	15	28	9	2	3	0	0	0	0	0	0	58
2024-10-22 [05:45 PM-06:00 PM]	0	0	0	3	13	24	10	2	0	0	0	0	0	0	0	52
	0	0	0	5	51	100	41	8	5	2	0	0	0	0	0	212
2024-10-22 [06:00 PM-06:15 PM]	0	0	1	0	7	23	4	1	1	0	0	0	0	0	0	37
2024-10-22 [06:15 PM-06:30 PM]	0	0	0	0	11	18	10	2	2	0	0	0	0	0	0	43
2024-10-22 [06:30 PM-06:45 PM]	0	0	0	0	3	21	9	0	1	0	0	0	0	0	0	34
2024-10-22 [06:45 PM-07:00 PM]	0	0	0	0	3	20	3	2	0	0	0	0	0	0	0	28
	0	0	1	0	24	82	26	5	4	0	0	0	0	0	0	142
2024-10-22 [07:00 PM-07:15 PM]	0	0	0	1	7	16	3	1	0	0	0	0	0	0	0	28
2024-10-22 [07:15 PM-07:30 PM]	0	0	0	1	8	15	6	0	0	0	0	0	0	0	0	30
2024-10-22 [07:30 PM-07:45 PM]	0	0	0	0	10	17	2	1	0	0	0	0	0	0	0	30
2024-10-22 [07:45 PM-08:00 PM]	0	0	0	2	9	7	4	1	0	0	0	0	0	0	0	23
	0	0	0	4	34	55	15	3	0	0	0	0	0	0	0	111
2024-10-22 [08:00 PM-08:15 PM]	0	0	0	0	7	10	3	0	0	0	0	0	0	0	0	20
2024-10-22 [08:15 PM-08:30 PM]	0	0	0	0	2	8	1	0	1	1	0	0	0	0	0	13
2024-10-22 [08:30 PM-08:45 PM]	0	0	0	1	3	5	1	0	0	0	0	0	0	0	0	10
2024-10-22 [08:45 PM-09:00 PM]	0	0	0	0	2	7	3	1	0	0	0	0	0	0	0	13
	0	0	0	1	14	30	8	1	1	1	0	0	0	0	0	56
2024-10-22 [09:00 PM-09:15 PM]	0	0	0	0	3	10	5	0	0	0	0	0	0	0	0	18
2024-10-22 [09:15 PM-09:30 PM]	0	0	0	0	3	6	2	0	0	0	0	0	0	0	0	11
2024-10-22 [09:30 PM-09:45 PM]	0	0	0	1	2	7	5	2	1	0	0	0	0	0	0	18
2024-10-22 [09:45 PM-10:00 PM]	0	0	0	0	1	2	3	1	0	0	0	0	0	0	0	7
	0	0	0	1	9	25	15	3	1	0	0	0	0	0	0	54
2024-10-22 [10:00 PM-10:15 PM]	0	0	0	1	1	5	3	2	0	0	0	0	0	0	0	12
2024-10-22 [10:15 PM-10:30 PM]	0	0	0	0	2	6	2	1	0	0	0	0	0	0	0	11
2024-10-22 [10:30 PM-10:45 PM]	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	4
2024-10-22 [10:45 PM-11:00 PM]	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
	0	0	0	1	6	11	7	3	1	0	0	0	0	0	0	29
2024-10-22 [11:00 PM-11:15 PM]	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	4
2024-10-22 [11:15 PM-11:30 PM]	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	4
2024-10-22 [11:30 PM-11:45 PM]	0	0	0	0	0	3	2	1	0	0	0	0	0	0	0	6
2024-10-22 [11:45 PM-12:00 AM]	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	4
	0	0	0	1	1	8	6	2	0	0	0	0	0	0	0	18
Daily Totals:	0	4	4	41	692	1140	434	79	27	10	0	0	0	0	0	2431
Report Totals:	0	4	4	41	692	1140	434	79	27	10	0	0	0	0	0	2431
Report Percentages:	0.00%	0.16%	0.16%	1.69%	28.47%	46.89%	17.85%	3.25%	1.11%	0.41%	0.00%	0.00%	0.00%	0.00%	0.00%	

MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: Tecumseh
Street: St Gregorys Rd - EB
Location: 1

A study of vehicle traffic was conducted with the device having serial number 408166. The study was done in the EB lane at St Gregorys Rd - EB in Tecumseh, ON in btwn Manning Rd & Arlington Blvd county. The study began on 2024-10-22 at 12:00 AM and concluded on 2024-10-23 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 2,449 vehicles passed through the location with a peak volume of 93 on 2024-10-22 at [08:00 AM-08:15 AM] and a minimum volume of 0 on 2024-10-22 at [12:45 AM-01:00 AM]. The AADT count for this study was 2,449.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 50 - 60 KM/H range or lower. The average speed for all classifed vehicles was 55 KM/H with 97.98% vehicles exceeding the posted speed of 40 KM/H. 1.52% percent of the total vehicles were traveling in excess of 89 KM/H. The mode speed for this traffic study was 50KM/H and the 85th percentile was 64.26 KM/H.

< to 9	10 to 19	20 to 29	30 to 39	40 to 49	50 to 59	60 to 69	70 to 79	80 to 89	90 to 99	100 to 109	110 to 119	120 to 129	130 to 139	140 to >
0	4	4	41	692	1140	434	79	27	10	0	0	0	0	0

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin.
Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 2350 which represents 97 percent of the total classified vehicles. The number of Small Trucks in the study was 15 which represents 1 percent of the total classified vehicles. The number of Trucks/Buses in the study was 38 which represents 2 percent of the total classified vehicles. The number of Tractor Trailers in the study was 28 which represents 1 percent of the total classified vehicles.

< to 4.9	5.0 to 8.4	8.5 to 9.9	10.0 to 12.9	13.0 to 15.9	16.0 to 18.9	19.0 to 22.4	22.5 to >							
980	1370	15	38	28	0	0	0							

CHART 2

HEADWAY

During the peak traffic period, on 2024-10-22 at [08:00 AM-08:15 AM] the average headway between vehicles was 9.574 seconds. During the slowest traffic period, on 2024-10-22 at [12:45 AM-01:00 AM] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 12.00 and 29.00 degrees C.

Time/Speed Report

HI-Star ID: 404741
Street: St Gregorys Rd - WB
State: ON
City: Tecumseh
Area: btwn Manning Rd & Arlington Blvd

Begin: 2024-10-22 12:00 AM
Lane: WB
Oper: MD
Posted: 40
AADT Factor: 1

End: 2024-10-23 12:00 AM
Hours: 24:00
Period: 15
Raw Count: 2413
AADT Count: 2413

NC300 - km/h	0 to 9	10 to 19	20 to 29	30 to 39	40 to 49	50 to 59	60 to 69	70 to 79	80 to 89	90 to 99	100 to 109	110 to 119	120 to 129	130 to 139	140 >	Total
2024-10-22 [12:00 AM-12:15 AM]	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
2024-10-22 [12:15 AM-12:30 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [12:30 AM-12:45 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [12:45 AM-01:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
2024-10-22 [01:00 AM-01:15 AM]	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
2024-10-22 [01:15 AM-01:30 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [01:30 AM-01:45 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [01:45 AM-02:00 AM]	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3
2024-10-22 [02:00 AM-02:15 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [02:15 AM-02:30 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [02:30 AM-02:45 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [02:45 AM-03:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [03:00 AM-03:15 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [03:15 AM-03:30 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [03:30 AM-03:45 AM]	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
2024-10-22 [03:45 AM-04:00 AM]	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3
2024-10-22 [04:00 AM-04:15 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [04:15 AM-04:30 AM]	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2024-10-22 [04:30 AM-04:45 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-10-22 [04:45 AM-05:00 AM]	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
2024-10-22 [05:00 AM-05:15 AM]	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
2024-10-22 [05:15 AM-05:30 AM]	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	4
2024-10-22 [05:30 AM-05:45 AM]	0	0	0	0	5	4	1	0	0	0	0	0	0	0	0	10
2024-10-22 [05:45 AM-06:00 AM]	0	0	0	0	2	3	2	1	0	0	0	0	0	0	0	8
	0	0	0	0	10	11	3	1	0	0	0	0	0	0	0	25
2024-10-22 [06:00 AM-06:15 AM]	0	0	0	0	4	4	1	1	0	0	0	0	0	0	0	10
2024-10-22 [06:15 AM-06:30 AM]	0	0	0	0	4	5	1	0	0	0	0	0	0	0	0	10
2024-10-22 [06:30 AM-06:45 AM]	0	0	0	0	1	6	2	0	0	0	0	0	0	0	0	9
2024-10-22 [06:45 AM-07:00 AM]	0	0	0	0	4	6	1	1	0	1	0	0	0	0	0	13
	0	0	0	0	13	21	5	2	0	1	0	0	0	0	0	42
2024-10-22 [07:00 AM-07:15 AM]	0	0	0	2	9	9	1	0	0	0	0	0	0	0	0	21
2024-10-22 [07:15 AM-07:30 AM]	0	0	0	2	18	5	1	1	0	0	0	0	0	0	0	27
2024-10-22 [07:30 AM-07:45 AM]	0	0	0	0	18	21	6	0	0	0	0	0	0	0	0	45
2024-10-22 [07:45 AM-08:00 AM]	0	0	0	5	27	15	3	0	1	0	0	0	0	0	0	51
	0	0	0	9	72	50	11	1	1	0	0	0	0	0	0	144
2024-10-22 [08:00 AM-08:15 AM]	0	0	1	11	64	26	2	0	0	1	0	0	0	0	0	105
2024-10-22 [08:15 AM-08:30 AM]	0	0	0	1	30	25	1	0	0	0	0	0	0	0	0	57
2024-10-22 [08:30 AM-08:45 AM]	0	0	0	3	32	13	1	1	0	0	0	0	0	0	0	50
2024-10-22 [08:45 AM-09:00 AM]	0	0	0	4	32	22	3	0	0	0	0	0	0	0	0	61
	0	0	1	19	158	86	7	1	0	1	0	0	0	0	0	273
2024-10-22 [09:00 AM-09:15 AM]	0	0	0	0	30	17	2	0	0	0	0	0	0	0	0	49
2024-10-22 [09:15 AM-09:30 AM]	0	0	0	0	38	25	5	1	0	0	0	0	0	0	0	69
2024-10-22 [09:30 AM-09:45 AM]	0	0	0	1	18	21	4	0	2	0	0	0	0	0	0	46
2024-10-22 [09:45 AM-10:00 AM]	0	0	0	1	13	13	1	0	0	0	0	0	0	0	0	28
	0	0	0	2	99	76	12	1	2	0	0	0	0	0	0	192
2024-10-22 [10:00 AM-10:15 AM]	0	0	0	2	16	16	1	0	0	0	0	0	0	0	0	35
2024-10-22 [10:15 AM-10:30 AM]	0	0	0	0	10	11	2	0	0	0	0	0	0	0	0	23
2024-10-22 [10:30 AM-10:45 AM]	0	0	1	1	10	13	0	0	0	0	0	0	0	0	0	25
2024-10-22 [10:45 AM-11:00 AM]	0	0	0	1	21	13	2	0	0	0	0	0	0	0	0	37
	0	0	1	4	57	53	5	0	0	0	0	0	0	0	0	120
2024-10-22 [11:00 AM-11:15 AM]	0	0	0	0	19	22	2	2	0	0	0	0	0	0	0	45
2024-10-22 [11:15 AM-11:30 AM]	0	0	0	4	23	9	1	0	0	0	0	0	0	0	0	37
2024-10-22 [11:30 AM-11:45 AM]	0	0	0	1	27	12	2	0	0	0	0	0	0	0	0	42
2024-10-22 [11:45 AM-12:00 PM]	0	0	0	1	9	12	1	0	0	0	0	0	0	0	0	23
	0	0	0	6	78	55	6	2	0	0	0	0	0	0	0	147
2024-10-22 [12:00 PM-12:15 PM]	0	0	0	2	24	10	0	0	0	0	0	0	0	0	0	36
2024-10-22 [12:15 PM-12:30 PM]	0	0	0	0	19	11	1	0	0	0	0	0	0	0	0	31
2024-10-22 [12:30 PM-12:45 PM]	0	0	0	3	19	10	3	0	0	0	0	0	0	0	0	35
2024-10-22 [12:45 PM-01:00 PM]	0	0	2	1	18	10	2	0	0	0	0	0	0	0	0	33
	0	0	2	6	80	41	6	0	0	0	0	0	0	0	0	135
2024-10-22 [01:00 PM-01:15 PM]	0	0	0	0	16	13	1	0	0	0	0	0	0	0	0	30
2024-10-22 [01:15 PM-01:30 PM]	0	0	0	0	15	9	2	0	0	0	0	0	0	0	0	26
2024-10-22 [01:30 PM-01:45 PM]	0	0	0	0	29	10	2	1	0	0	0	0	0	0	0	42
2024-10-22 [01:45 PM-02:00 PM]	0	0	1	1	10	10	2	1	1	0	0	0	0	0	0	26
	0	0	1	1	70	42	7	2	1	0	0	0	0	0	0	124
2024-10-22 [02:00 PM-02:15 PM]	0	0	0	3	24	12	2	0	0	1	0	0	0	0	0	42
2024-10-22 [02:15 PM-02:30 PM]	0	1	0	9	42	16	3	0	1	1	0	0	0	0	0	73
2024-10-22 [02:30 PM-02:45 PM]	0	0	0	1	36	18	1	1	0	0	0	0	0	0	0	57
2024-10-22 [02:45 PM-03:00 PM]	0	0	2	5	25	10	1	1	1	0	0	0	0	0	0	45
	0	1	2	18	127	56	7	2	2	2	0	0	0	0	0	217
2024-10-22 [03:00 PM-03:15 PM]	0	0	0	1	26	23	4	0	1	0	0	0	0	0	0	55
2024-10-22 [03:15 PM-03:30 PM]	0	0	0	3	17	11	3	0	0	0	0	0	0	0	0	34
2024-10-22 [03:30 PM-03:45 PM]	0	0	0	2	26	18	1	2	1	1	0	0	0	0	0	51
2024-10-22 [03:45 PM-04:00 PM]	0	0	0	2	50	23	4	1	1	0	0	0	0	0	0	81
	0	0	0	8	119	75	12	3	3	1	0	0	0	0	0	221
2024-10-22 [04:00 PM-04:15 PM]	0	1	0	4	29	24	8	1	0	0	0	0	0	0	0	67
2024-10-22 [04:15 PM-04:30 PM]	0	0	1	0	45	15	2	0	1	0	0	0	0	0	0	64
2024-10-22 [04:30 PM-04:45 PM]	0	0	0	0	26	28	2	1	1	1	0	0	0	0	0	59
2024-10-22 [04:45 PM-05:00 PM]	0	0	0	0	14	25	4	1	1	0	0	0	0	0	0	45
	0	1	1	4	114	92	16	3	3	1	0	0	0	0	0	235
2024-10-22 [05:00 PM-05:15 PM]	0	0	0	2	14	17	2	0	1	0	0	0	0	0	0	36
2024-10-22 [05:15 PM-05:30 PM]	0	0	0	0	16	19	1	0	0	0	0	0	0	0	0	36
2024-10-22 [05:30 PM-05:45 PM]	0	0	1	1	15	14	2	2	0	1	0	0	0	0	0	36
2024-10-22 [05:45 PM-06:00 PM]	0	0	0	2	14	13	2	0	0	1	0	0	0	0	0	32
	0	0	1	5	59	63	7	2	1	2	0	0	0	0	0	140
2024-10-22 [06:00 PM-06:15 PM]	0	0	0	1	33	19	3	0	0	0	0	0	0	0	0	56
2024-10-22 [06:15 PM-06:30 PM]	0	0	0	1	13	19	0	0	1	1	0	0	0	0	0	35
2024-10-22 [06:30 PM-06:45 PM]	0	0	0	1	21	9	1	0	0	0	0	0	0	0	0	32
2024-10-22 [06:45 PM-07:00 PM]	0	0	0	1	25	13	1	0	0	0	0	0	0	0	0	40
	0	0	0	4	92	60	5	0	1	1	0	0	0	0	0	163
2024-10-22 [07:00 PM-07:15 PM]	0	0	0	1	11	9	1	0	0	0	0	0	0	0	0	22
2024-10-22 [07:15 PM-07:30 PM]	0	0	0	1	10	6	0	0	0	0	0	0	0	0	0	17
2024-10-22 [07:30 PM-07:45 PM]	0	0	0	1	12	9	0	0	0	0	0	0	0	0	0	22
2024-10-22 [07:45 PM-08:00 PM]	0	0	0	1	18	4	0	0	0	0	0	0	0	0	0	23
	0	0	0	4	51	28	1	0	0	0	0	0	0	0	0	84
2024-10-22 [08:00 PM-08:15 PM]	0	0	0	1	11	5	4	1	0	0	0	0	0	0	0	22
2024-10-22 [08:15 PM-08:30 PM]	0	0	0	0	9	4	1	1	0	0	0	0	0	0	0	15
2024-10-22 [08:30 PM-08:45 PM]	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	6
2024-10-22 [08:45 PM-09:00 PM]	0	0	0	0	6	4	1	0	0	0	0	0	0	0	0	11
	0	0	0	1	31	14	6	2	0	0	0	0	0	0	0	54
2024-10-22 [09:00 PM-09:15 PM]	0	0	0	0	7	2	1	0	0	0	0	0	0	0	0	10
2024-10-22 [09:15 PM-09:30 PM]	0	0	0	0	7	7	1	0	0	0	0	0	0	0	0	15
2024-10-22 [09:30 PM-09:45 PM]	0	0	0	0	6	3	4	0	0	0	0	0	0	0	0	13
2024-10-22 [09:45 PM-10:00 PM]	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	6
	0	0	0	0	22	16	6	0	0	0	0	0	0	0	0	44
2024-10-22 [10:00 PM-10:15 PM]	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
2024-10-22 [10:15 PM-10:30 PM]	0	0	0	0	2	2	3	0	0	0	0	0	0	0	0	7
2024-10-22 [10:30 PM-10:45 PM]	0	0	0	0	4	0	1	0	0	0	0	0	0	0	0	5
2024-10-22 [10:45 PM-11:00 PM]	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	4
	0	0	0	0	9	6	4	0	0	0	0	0	0	0	0	19
2024-10-22 [11:00 PM-11:15 PM]	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3
2024-10-22 [11:15 PM-11:30 PM]	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
2024-10-22 [11:30 PM-11:45 PM]	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	4
2024-10-22 [11:45 PM-12:00 AM]	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
	0	0	0	1	3	4	3	0	0	0	0	0	0	0	0	11
Daily Totals:	0	2	9	94	1268	852	130	22	14	9	0	0	0	0	0	2400
Report Totals:	0	2	9	94	1268	852	130	22	14	9	0	0	0	0	0	2400
Report Percentages:	0.00%	0.08%	0.38%	3.92%	52.83%	35.50%	5.42%	0.92%	0.58%	0.38%	0.00%	0.00%	0.00%	0.00%	0.00%	

MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: Tecumseh
Street: St Gregorys Rd - WB
Location: 1

A study of vehicle traffic was conducted with the device having serial number 404741. The study was done in the WB lane at St Gregorys Rd - WB in Tecumseh, ON in btwn Manning Rd & Arlington Blvd county. The study began on 2024-10-22 at 12:00 AM and concluded on 2024-10-23 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 2,413 vehicles passed through the location with a peak volume of 105 on 2024-10-22 at [08:00 AM-08:15 AM] and a minimum volume of 0 on 2024-10-22 at [12:15 AM-12:30 AM]. The AADT count for this study was 2,413.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 40 - 50 KM/H range or lower. The average speed for all classifed vehicles was 50 KM/H with 95.63% vehicles exceeding the posted speed of 40 KM/H. 0.96% percent of the total vehicles were traveling in excess of 89 KM/H. The mode speed for this traffic study was 40KM/H and the 85th percentile was 57.82 KM/H.

< to 9	10 to 19	20 to 29	30 to 39	40 to 49	50 to 59	60 to 69	70 to 79	80 to 89	90 to 99	100 to 109	110 to 119	120 to 129	130 to 139	140 to >
0	2	9	94	1268	852	130	22	14	9	0	0	0	0	0

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin.
Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 2332 which represents 97 percent of the total classified vehicles. The number of Small Trucks in the study was 8 which represents 0 percent of the total classified vehicles. The number of Trucks/Buses in the study was 51 which represents 2 percent of the total classified vehicles. The number of Tractor Trailers in the study was 9 which represents 0 percent of the total classified vehicles.

< to 4.9	5.0 to 8.4	8.5 to 9.9	10.0 to 12.9	13.0 to 15.9	16.0 to 18.9	19.0 to 22.4	22.5 to >						
1487	845	8	51	9	0	0	0						

CHART 2

HEADWAY

During the peak traffic period, on 2024-10-22 at [08:00 AM-08:15 AM] the average headway between vehicles was 8.491 seconds. During the slowest traffic period, on 2024-10-22 at [12:15 AM-12:30 AM] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 13.00 and 30.00 degrees C.

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APPENDIX

B PXO Warrant Calculations

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B-1 *A.V. Graham*

PXO Warrant Analysis for St. Thomas Street & Brenda Crescent

8-Hour Two Way Vehicle Volume	1663	
8-Hour Adjusted Pedestrian Volume (both legs)	56	
Distance from other Devices >200 m	~100 m centreline to centreline from AWS at Michael	
Requirement for System Connectivity	depends	helps with access to Brenda Cr from S side of St Thomas
Speed Limit	40 km/h	
Number of Road Lanes	2	
Result from Selection Matrix	N/A	ped volume <100 Adj Peds/8-hours
8-Hour Bike Volume Crossing St. Thomas Both Legs	3	
8-Hour Adjusted Ped + Bike Both Legs	59	

Table 7: Pedestrian Crossover Selection Matrix

Two-way Vehicular Volume			Posted Speed Limit (km/h	Total Number of Lanes for the Roadway Cross Section[1]			
Time Period	Lower Bound	Upper Bound		1 or 2 Lanes	3 lanes	4 lanes w/raised refuge	4 lanes w/o raised refuge
8 Hour	750	2,250	≤50	Level 2 Type D	Level 2 Type C[3]	Level 2 Type D[2]	Level 2 Type B
4 Hour	395	1,185					
8 Hour	750	2,250	60	Level 2 Type C	Level 2 Type B	Level 2 Type C[2]	Level 2 Type B
4 Hour	395	1,185					
8 Hour	2,250	4,500	≤50	Level 2 Type D	Level 2 Type B	Level 2 Type D[2]	Level 2 Type B
4 Hour	1,185	2,370					
8 Hour	2,250	4,500	60	Level 2 Type C	Level 2 Type B	Level 2 Type C[2]	Level 2 Type B
4 Hour	1,185	2,370					
8 Hour	4,500	6,000	≤50	Level 2 Type C	Level 2 Type B	Level 2 Type C[2]	Level 2 Type B
4 Hour	2,370	3,155					
8 Hour	4,500	6,000	60	Level 2 Type B	Level 2 Type B	Level 2 Type C[2]	Level 2 Type B
4 Hour	2,370	3,155					
8 Hour	6,000	7,500	≤50	Level 2 Type B	Level 2 Type B	Level 2 Type C[2]	Level 1 Type A
4 Hour	3,155	3,950					
8 Hour	6,000	7,500	60	Level 2 Type B	Level 2 Type B		
4 Hour	3,155	3,950					
8 Hour	7,500	17,500	≤50	Level 2 Type B	Level 2 Type B		
4 Hour	3,950	9,215					
8 Hour	7,500	17,500	60	Level 2 Type B			
4 Hour	3,950	9,215					

Type A Type B Type C Type D

Approaches to roundabouts should be considered a separate roadways.

[1]The total number of lanes is representative of crossing distance. The width of these lanes is assumed to be between 3.0 m and 3.75 m according to MTO Geometric Design Standards for Ontario Highways (Chapter D.2). A cross sectional feature (e.g. bike lane or on-street parking) may extend the average crossing distance beyond this range of lane widths.

[2]Use of two sets of side mounted signs for each direction (one on the right side and one on the median)

[3]Use Level 2 Type B PXO up to 3 lanes total, cross section one-way.

The hatched cells in this table show that a PXO is not recommended for sites with these traffic and geometric conditions. Generally a traffic signal is warranted for such conditions.

PEDESTRIAN AND CYCLIST COUNTS

Tecumseh (WSP) - October 22 (16 Counts)

Site: 200204 - St Thomas St @ Brenda Cres

Date: 2024-10-22

Period	NORTH				EAST				SOUTH				WEST			
Ending	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES
7:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0
8:15	0	0	0	0	3	0	0	0	5	0	0	4	0	0	0	0
8:30	0	0	0	0	4	0	0	0	1	0	0	0	0	0	0	0
8:45	1	0	0	1	2	0	0	1	3	1	1	1	1	0	0	0
9:00	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
9:15	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
11:45	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	1	0	0	0	2	0	0	0	1	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
14:45	1	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0
15:00	0	0	0	0	4	0	0	2	2	1	1	0	0	0	0	0
15:15	0	0	0	2	0	0	0	0	11	0	0	1	0	0	0	0
15:30	0	0	0	0	4	0	0	0	1	0	0	0	1	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
16:15	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0
16:45	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0
17:30	0	0	0	0	1	0	0	0	2	0	0	0	2	0	0	0

8-Hour Pedestrian by Leg and Class	39	3	2						6	1	1	
8-Hour Adjusted Pedestrian Volume by Leg and Class	39	6	2						6	2	1	
8-Hour Adjusted Total Pedestrian Volume	47								9			
8-Hour Adjusted Total Pedestrian Volume, Both Legs	56											
8-Hour Bike Volume by Leg				3								0

NOTE:

Class types for the pedestrian counts are as follows

CLASS 1 = Regular Pedestrians
CLASS 2 = Assisted Pedestrians (e.g. children under 12, senior citizen, disabled pedestrian)
CLASS 3 = Any adults accompanying a pedestrian categorized as “assisted”
BIKES

Prepared By: *PYRAMID* Traffic Inc.

Turning Movement Count - St Thomas St @ Brenda Cres

Municipality: Tecumseh
Major Road: St Thomas St
Minor Road: Brenda Cres

Date: Oct 22, 2024

Major Road Runs: East/West
Weather Conditions: Clear/Dry
Person No. 1 Cam
Person No. 2

Period	North Approach							East Approach							South Approach							West Approach							Veh. Summary	
	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.		
Ending	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	15	60
7:45	2	0	6	0	0	0	0	3	29	0	0	1	0	0	1	0	1	0	0	0	0	1	15	1	0	0	0	0	60	
8:00	1	1	4	0	0	0	0	8	30	1	0	1	0	0	0	0	3	0	0	0	0	0	14	1	0	2	0	0	66	
8:15	1	1	2	0	0	0	0	14	32	0	0	0	0	0	0	0	2	0	0	0	0	1	18	2	0	0	0	0	73	
8:30	0	0	1	0	0	0	0	27	37	1	3	3	0	0	1	0	3	0	0	0	0	1	13	10	0	0	0	0	100	299
8:45	1	0	3	0	0	0	0	24	30	2	2	2	0	0	11	0	27	2	0	2	0	3	21	8	0	1	1	0	140	379
9:00	1	0	2	0	0	0	0	5	29	2	0	1	0	0	4	0	15	1	0	0	0	2	26	3	0	0	0	0	91	404
9:15	1	0	1	0	0	0	0	5	17	0	0	0	0	0	1	0	5	0	0	0	0	0	17	1	0	1	1	0	50	381
9:30	1	0	1	0	0	0	0	1	14	0	0	1	0	0	0	0	0	0	0	0	0	1	13	1	0	0	0	0	33	314
11:15	0	0	0	0	0	0	0	2	10	0	0	1	0	0	1	0	2	0	0	0	0	0	16	0	0	0	0	0	32	
11:30	3	0	1	0	0	1	0	1	11	1	0	1	0	0	0	0	1	0	0	0	0	0	13	0	1	0	0	0	34	
11:45	0	0	3	0	0	0	0	2	14	2	0	0	0	0	0	0	2	0	0	1	0	0	15	2	0	0	0	0	41	
12:00	0	0	1	0	0	0	0	3	10	0	0	1	0	0	0	0	4	0	0	0	0	2	20	2	0	1	0	0	44	151
12:15	0	0	0	0	0	0	0	2	17	0	0	2	0	0	0	0	1	0	0	0	0	4	16	0	0	0	0	0	42	161
12:30	0	0	1	0	0	0	0	2	13	0	0	2	0	0	0	0	3	0	0	0	0	2	10	2	0	0	0	0	35	162
12:45	2	0	1	0	0	0	0	5	13	0	0	0	0	0	0	0	7	0	0	0	0	1	14	0	0	0	0	0	43	164
13:00	0	1	2	0	0	0	0	4	8	0	0	0	0	0	0	0	4	1	0	0	0	0	12	0	0	0	3	0	35	155
13:15	1	0	2	0	0	0	0	4	18	2	0	0	0	0	1	0	1	1	0	0	0	0	15	0	0	0	0	0	45	158
13:30	3	0	0	1	0	0	0	2	10	2	0	1	0	0	1	0	2	0	0	0	0	1	15	1	1	0	0	0	40	163
14:15	0	0	0	0	0	0	0	2	15	0	0	0	0	0	1	0	1	0	0	0	0	0	8	1	0	2	0	0	30	
14:30	0	0	1	0	0	0	0	7	25	0	0	6	0	0	0	0	1	0	0	0	0	2	9	2	0	0	0	0	53	
14:45	0	0	1	0	0	0	0	10	24	2	1	3	1	0	2	0	0	0	0	0	0	1	15	3	0	2	0	0	65	
15:00	1	0	0	1	0	0	0	15	20	1	0	2	0	0	4	0	1	2	0	0	0	0	37	7	0	1	2	0	94	242
15:15	0	0	2	0	0	0	0	3	12	3	1	1	0	0	13	0	32	1	0	3	0	3	31	2	0	4	0	0	111	323
15:30	2	0	1	0	0	0	0	0	23	0	0	1	0	0	3	0	8	0	0	0	0	0	25	1	0	0	0	0	64	334
15:45	0	0	0	0	0	0	0	3	16	0	0	0	0	0	3	0	6	0	0	0	0	3	24	1	0	0	0	0	56	325
16:00	0	0	1	0	0	0	0	4	25	2	0	2	0	0	2	0	5	0	0	0	0	0	37	0	0	0	0	0	78	309
16:15	3	0	1	0	0	0	0	1	24	2	0	0	0	0	0	0	8	0	0	0	0	3	29	1	0	1	0	0	73	271
16:30	1	0	0	0	0	0	0	0	24	0	0	2	0	0	1	0	3	0	0	0	0	4	37	0	0	1	0	0	73	280
16:45	0	0	1	0	0	0	0	2	28	0	0	1	0	0	0	0	5	0	0	0	0	3	31	1	0	1	0	0	73	297
17:00	2	0	2	0	0	0	0	3	21	2	0	0	0	0	3	1	4	0	0	0	0	6	30	1	0	0	0	0	75	294
17:15	2	0	1	0	0	0	0	1	24	0	0	0	0	0	2	0	3	0	0	0	0	5	29	2	0	1	0	0	70	291
17:30	0	0	4	0	0	0	0	1	16	3	0	1	0	0	1	0	0	0	0	0	0	5	23	1	0	0	0	0	55	273

8-Hour Approach Total by MovementSeparate Cars/Trucks								166	639	28	7	36	1									54	648	57	2	18	7		
8-Hour Approach Total by Movement Sum Cars and Trucks								173	675	29												56	666	64					
8-Hour Approach Total								877														786							
Two Way Total								1663																					

B-2 *Beacon Heights*

Not applicable for this school

B-3 *Tecumseh Vista Academy*

Not applicable for this school

B-4 *St. André*

PXO Warrant Analysis for St. Gregory's Road and Cada Crescent

8-Hour Two Way Vehicle Volume	2487	
8-Hour Adjusted Pedestrian Volume (both legs)	100	≥ 100 pedestrians in 8 hours
Distance from other Devices >200 m	depends	< 200 m from AWS at Edgewater
Requirement for System Connectivity	yes	no sidewalk on north side of St. Gregory's
Speed Limit	40	
Number of Road Lanes	2	
Result from Selection Matrix	Type 2, Level D	
8-Hour bike Volume Crossing St. Gregory's	10	
8-Hour Adjusted Ped + Bike Both Legs	110	

Table 7: Pedestrian Crossover Selection Matrix

Two-way Vehicular Volume			Posted Speed Limit (km/h	Total Number of Lanes for the Roadway Cross Section[1]			
Time Period	Lower Bound	Upper Bound		1 or 2 Lanes	3 lanes	4 lanes w/raised refuge	4 lanes w/o raised refuge
8 Hour	750	2,250	≤50	Level 2 Type D	Level 2 Type C[3]	Level 2 Type D[2]	Level 2 Type B
4 Hour	395	1,185					
8 Hour	750	2,250	60	Level 2 Type C	Level 2 Type B	Level 2 Type C[2]	Level 2 Type B
4 Hour	395	1,185					
8 Hour	2,250	4,500	≤50	Level 2 Type D	Level 2 Type B	Level 2 Type D[2]	Level 2 Type B
4 Hour	1,185	2,370					
8 Hour	2,250	4,500	60	Level 2 Type C	Level 2 Type B	Level 2 Type C[2]	Level 2 Type B
4 Hour	1,185	2,370					
8 Hour	4,500	6,000	≤50	Level 2 Type C	Level 2 Type B	Level 2 Type C[2]	Level 2 Type B
4 Hour	2,370	3,155					
8 Hour	4,500	6,000	60	Level 2 Type B	Level 2 Type B	Level 2 Type C[2]	Level 2 Type B
4 Hour	2,370	3,155					
8 Hour	6,000	7,500	≤50	Level 2 Type B	Level 2 Type B	Level 2 Type C[2]	Level 1 Type A
4 Hour	3,155	3,950					
8 Hour	6,000	7,500	60	Level 2 Type B	Level 2 Type B		
4 Hour	3,155	3,950					
8 Hour	7,500	17,500	≤50	Level 2 Type B	Level 2 Type B		
4 Hour	3,950	9,215					
8 Hour	7,500	17,500	60	Level 2 Type B			
4 Hour	3,950	9,215					

Type A Type B Type C Type D

Approaches to roundabouts should be considered a separate roadways.

[1]The total number of lanes is representative of crossing distance. The width of these lanes is assumed to be between 3.0 m and 3.75 m according to MTO Geometric Design Standards for Ontario Highways (Chapter D.2). A cross sectional feature (e.g. bike lane or on-street parking) may extend the average crossing distance beyond this range of lane widths.

[2]Use of two sets of side mounted signs for each direction (one on the right side and one on the median)

[3] Use Level 2 Type B PXO up to 3 lanes total, cross section one-way.

The hatched cells in this table show that a PXO is not recommended for sites with these traffic and geometric conditions. Generally a traffic signal is warranted for such conditions.

PEDESTRIAN AND CYCLIST COUNTS

Tecumseh (WSP) - October 22 (16 Counts)

Site: 003092 - St Gregorys Rd @ Cada Cres

Date: 2024-10-22

Period	NORTH				EAST				SOUTH				WEST			
Ending	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES
7:45	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0
9:15	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	1	12	1	1	4	0	0	0	0	0	0	0	0
16:00	0	0	0	0	2	1	1	1	0	0	0	0	1	0	0	0
16:15	0	0	0	0	2	0	0	0	0	0	0	0	0	12	2	0
16:30	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0
17:15	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0
17:30	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0

8-Hour Pedestrian by Leg and Class	51	8	5				2	12	2
8-Hour Adjusted Pedestrian Volume by Leg and Class	51	16	5				2	24	2
8-Hour Adjusted Total Pedestrian Volume	72						28		
8-Hour Adjusted Total Pedestrian Volume, Both Legs	100								
Bike Volume				10					0

NOTE:

Class types for the pedestrian counts are as follows

CLASS 1 = Regular Pedestrians
CLASS 2 = Assisted Pedestrians (e.g. children under 12, senior citizen, disabled pedestrian)
CLASS 3 = Any adults accompanying a pedestrian categorized as “assisted”
BIKES

Prepared By: *PYRAMID* Traffic Inc.

Turning Movement Count - St Gregorys Rd @ Cada Cres

Municipality: Tecumseh
Major Road: St Gregorys Rd
Minor Road: Cada Cres

Date: Oct 22, 2024

Major Road Runs: East/West
Weather Conditions: Clear/Dry
Person No. 1 Cam
Person No. 2

Period	North Approach							East Approach							South Approach							West Approach							Veh. Summary	
	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.		
Ending	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	15	60
7:45	1	0	10	0	0	0	0	0	38	0	0	2	0	0	0	0	0	0	0	0	0	4	24	0	0	1	0	0	80	
8:00	2	0	5	0	0	0	0	0	44	0	0	8	0	0	0	0	0	0	0	0	0	0	31	0	0	2	0	0	92	
8:15	2	0	6	0	0	0	0	0	61	0	0	2	0	0	0	0	0	0	0	0	0	0	32	0	0	4	0	0	107	
8:30	0	0	7	0	0	0	0	0	37	0	0	1	0	0	0	0	0	0	0	0	0	3	40	0	0	2	0	0	90	369
8:45	1	0	7	0	0	0	0	0	41	0	0	3	0	0	0	0	0	0	0	0	0	4	31	0	0	0	0	0	87	376
9:00	2	0	9	0	0	0	0	0	46	0	0	1	0	0	0	0	0	0	0	0	0	3	25	0	0	0	0	0	86	370
9:15	3	0	2	0	0	0	0	0	46	2	0	2	0	0	0	0	0	0	0	0	0	2	49	0	0	0	0	0	106	369
9:30	2	0	6	0	0	0	0	0	62	1	0	0	0	0	0	0	0	0	0	0	0	2	41	0	0	4	0	0	118	397
11:15	0	0	0	0	0	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	2	25	0	0	1	0	0	56	
11:30	2	0	2	0	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	3	29	0	0	1	0	0	61	
11:45	0	0	5	0	0	0	0	0	24	0	0	2	0	0	0	0	0	0	0	0	0	3	23	0	0	2	0	0	59	
12:00	0	0	1	0	0	0	0	0	15	2	0	2	0	0	0	0	0	0	0	0	0	2	21	0	0	2	0	0	45	221
12:15	1	0	8	0	0	0	0	0	19	3	0	0	0	0	0	0	0	0	0	0	0	3	29	0	0	1	0	0	64	229
12:30	4	0	3	0	0	0	0	0	30	1	0	0	0	0	0	0	0	0	0	0	0	1	29	0	0	1	0	0	69	237
12:45	0	0	3	0	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	5	23	0	0	1	0	0	52	230
13:00	1	0	2	0	0	0	0	0	22	0	0	2	0	0	0	0	0	0	0	0	0	6	29	0	0	0	0	0	62	247
13:15	0	0	3	0	0	0	0	0	24	2	0	0	0	0	0	0	0	0	0	0	0	4	24	0	1	2	0	0	60	243
13:30	1	0	7	0	0	1	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	7	21	0	0	0	0	0	51	225
14:15	1	0	5	0	0	0	0	0	29	2	0	2	0	0	0	0	0	0	0	0	0	7	31	0	0	2	0	0	79	
14:30	0	0	2	0	0	0	0	0	30	2	0	1	0	0	0	0	0	0	0	0	0	7	34	0	0	8	0	0	84	
14:45	0	0	12	0	0	0	0	0	29	1	0	3	1	0	0	0	0	0	0	0	0	8	33	0	0	2	0	0	89	
15:00	1	0	5	0	0	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	11	42	0	0	2	0	0	84	336
15:15	0	0	3	0	0	0	0	0	36	1	0	1	0	0	0	0	0	0	0	0	0	2	34	0	0	3	0	0	80	337
15:30	2	0	5	0	0	0	0	0	28	0	0	1	0	0	0	0	0	0	0	0	0	4	63	0	0	2	0	0	105	358
15:45	4	0	2	0	0	0	0	0	37	3	0	2	0	0	0	0	0	0	0	0	0	5	72	0	0	1	0	0	126	395
16:00	1	0	3	0	0	0	0	0	78	1	0	2	0	0	0	0	0	0	0	0	0	10	41	0	0	0	0	0	136	447
16:15	1	0	4	0	0	1	0	0	48	2	0	0	0	0	0	0	0	0	0	0	0	12	38	0	0	2	0	0	108	475
16:30	1	0	6	0	0	0	0	0	40	2	0	0	0	0	0	0	0	0	0	0	0	7	50	0	0	0	0	0	106	476
16:45	3	0	12	0	0	0	0	0	36	4	0	0	0	0	0	0	0	0	0	0	0	10	37	0	0	0	0	0	102	452
17:00	4	0	9	0	0	0	0	0	34	1	0	0	0	0	0	0	0	0	0	0	0	6	34	0	0	0	0	0	88	404
17:15	2	0	4	0	0	0	0	0	25	3	0	0	0	0	0	0	0	0	0	0	0	10	41	0	0	1	0	0	86	382
17:30	2	0	12	0	0	0	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	14	32	0	0	0	0	0	85	361

8-Hour Approach Total by MovementSeparate Cars/Trucks			0	1093	33	0	37	1														167	1108	0	1	47	0		
8-Hour Approach Total by Movement Sum Cars and Trucks			0	1130	34																	168	1155	0					
8-Hour Approach Total			1164																			1323							
Two Way Total			2487																										

PXO Warrant Analysis for St. Gregory's Road and Edgewater Boulevard

8-Hour Two Way Vehicle Volume		2234	
8-Hour Adjusted Pedestrian Volume (both legs)		43	< 100 pedestrians in 8 hours
Distance from other Devices >200 m	depends		all way stop in place at intersection
Requirement for System Connectivity	depends		no sidewalk on north side of St. Gregory's
Speed Limit		40	
Number of Road Lanes		2	
Result from Selection Matrix	N/A		ped volume <100 adjusted peds/8-hours
8-Hour bike Volume Crossing St. Gregory's		2	
8-Hour Adjusted Ped + Bike Both Legs		45	

Table 7: Pedestrian Crossover Selection Matrix

Two-way Vehicular Volume			Posted Speed Limit (km/h	Total Number of Lanes for the Roadway Cross Section[1]			
Time Period	Lower Bound	Upper Bound		1 or 2 Lanes	3 lanes	4 lanes w/raised refuge	4 lanes w/o raised refuge
8 Hour	750	2,250	≤50	Level 2 Type D	Level 2 Type C[3]	Level 2 Type D[2]	Level 2 Type B
4 Hour	395	1,185					
8 Hour	750	2,250	60	Level 2 Type C	Level 2 Type B	Level 2 Type C[2]	Level 2 Type B
4 Hour	395	1,185					
8 Hour	2,250	4,500	≤50	Level 2 Type D	Level 2 Type B	Level 2 Type D[2]	Level 2 Type B
4 Hour	1,185	2,370					
8 Hour	2,250	4,500	60	Level 2 Type C	Level 2 Type B	Level 2 Type C[2]	Level 2 Type B
4 Hour	1,185	2,370					
8 Hour	4,500	6,000	≤50	Level 2 Type C	Level 2 Type B	Level 2 Type C[2]	Level 2 Type B
4 Hour	2,370	3,155					
8 Hour	4,500	6,000	60	Level 2 Type B	Level 2 Type B	Level 2 Type C[2]	Level 2 Type B
4 Hour	2,370	3,155					
8 Hour	6,000	7,500	≤50	Level 2 Type B	Level 2 Type B	Level 2 Type C[2]	Level 1 Type A
4 Hour	3,155	3,950					
8 Hour	6,000	7,500	60	Level 2 Type B	Level 2 Type B		
4 Hour	3,155	3,950					
8 Hour	7,500	17,500	≤50	Level 2 Type B	Level 2 Type B		
4 Hour	3,950	9,215					
8 Hour	7,500	17,500	60	Level 2 Type B			
4 Hour	3,950	9,215					

Type A Type B Type C Type D

Approaches to roundabouts should be considered a separate roadways.

[1]The total number of lanes is representative of crossing distance. The width of these lanes is assumed to be between 3.0 m and 3.75 m according to MTO Geometric Design Standards for Ontario Highways (Chapter D.2). A cross sectional feature (e.g. bike lane or on-street parking) may extend the average crossing distance beyond this range of lane widths.

[2]Use of two sets of side mounted signs for each direction (one on the right side and one on the median)

[3] Use Level 2 Type B PXO up to 3 lanes total, cross section one-way.

The hatched cells in this table show that a PXO is not recommended for sites with these traffic and geometric conditions. Generally a traffic signal is warranted for such conditions.

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PEDESTRIAN AND CYCLIST COUNTS

Tecumseh (WSP) - October 22 (16 Counts)

Site: 200097 - St Gregorys Rd @ Edgewater Blvd

Date: 2024-10-22

Period	NORTH				EAST				SOUTH				WEST			
Ending	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES
7:45	0	0	0	0	0	0	0	0	1	0	0	0	6	0	0	0
8:00	0	0	0	1	2	0	0	0	1	0	0	0	0	0	0	0
8:15	0	0	0	0	2	0	0	0	2	0	0	1	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
8:45	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0
9:00	1	0	0	0	0	0	0	0	2	0	0	1	1	0	0	1
9:15	0	0	0	1	0	0	0	0	2	0	0	0	2	0	0	0
9:30	0	0	0	0	0	0	0	0	2	0	0	0	4	0	0	0
11:15	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
11:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0
12:00	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
12:30	0	0	0	3	0	0	0	0	1	0	0	0	4	0	0	0
12:45	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0
13:30	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0
14:15	0	0	0	0	1	0	0	0	6	0	0	0	0	2	2	0
14:30	0	0	0	0	0	0	0	0	6	0	0	1	0	0	0	0
14:45	0	0	0	0	1	0	0	0	1	28	2	0	0	0	0	0
15:00	0	0	0	0	0	1	1	0	3	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	28	2	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0
15:45	0	0	0	0	1	0	0	1	8	1	1	1	2	0	0	0
16:00	0	0	0	0	0	0	0	0	3	6	4	3	1	0	0	0
16:15	0	0	0	0	1	0	0	0	0	0	0	3	0	0	0	0
16:30	0	0	0	1	0	0	0	0	2	0	0	1	1	0	0	0
16:45	0	0	0	0	0	0	0	0	3	0	0	4	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	2	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	4	2	0	0	0

8-Hour Pedestrian by Leg and Class	9	1	1				25	2	2
8-Hour Adjusted Pedestrian Volume by Leg and Class	9	2	1				25	4	2
8-Hour Adjusted Total Pedestrian Volume	12						31		
8-Hour Adjusted Total Pedestrian Volume, Both Legs	43								
Bike Volume				1					1

NOTE:

Class types for the pedestrian counts are as follows

CLASS 1 = Regular Pedestrians
CLASS 2 = Assisted Pedestrians (e.g. children under 12, senior citizen, disabled pedestrian)
CLASS 3 = Any adults accompanying a pedestrian categorized as “assisted”
BIKES

Prepared By: *PYRAMID* Traffic Inc.

Turning Movement Count - St Gregorys Rd @ Edgewater Blvd

Municipality: Tecumseh
Major Road: St Gregorys Rd
Minor Road: Edgewater Blvd

Date: Oct 22, 2024

Major Road Runs: East/West
Weather Conditions: Clear/Dry
Person No. 1 Cam
Person No. 2

Period	North Approach							East Approach							South Approach							West Approach							Veh. Summary	
	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.		
Ending	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	15	60
7:45	5	0	10	0	0	0	0	0	28	2	0	2	0	0	0	0	0	0	0	0	0	1	23	0	0	1	0	0	72	
8:00	4	0	8	0	0	0	0	1	35	1	0	8	0	0	0	0	0	0	0	0	0	4	28	1	0	2	0	0	92	
8:15	4	0	5	0	0	1	0	1	55	3	0	1	1	0	0	0	0	0	0	0	0	3	33	0	1	3	0	0	111	
8:30	4	0	6	0	0	1	0	0	34	3	0	0	0	0	0	0	0	0	0	0	0	4	38	0	2	0	0	0	92	367
8:45	4	0	6	0	0	1	0	0	35	1	0	2	0	0	0	0	0	0	0	0	0	2	30	0	0	0	0	0	81	376
9:00	3	0	8	0	0	0	0	0	37	0	0	1	0	0	0	0	0	0	0	0	0	1	25	1	0	0	0	0	76	360
9:15	9	1	5	0	0	0	0	0	42	5	0	2	0	0	0	0	0	0	0	0	0	3	47	3	1	2	0	0	120	369
9:30	4	1	3	0	0	0	0	1	61	4	0	0	0	0	0	1	0	0	0	0	0	1	38	4	0	4	0	0	122	399
11:15	2	0	6	0	0	0	0	0	23	2	0	0	0	0	0	1	0	0	0	0	0	6	17	1	0	0	0	0	58	
11:30	3	1	5	0	0	0	0	0	19	1	0	0	0	0	0	0	0	0	0	0	0	3	26	4	1	1	0	0	64	
11:45	3	0	9	0	0	0	0	0	15	0	0	2	0	0	0	0	0	0	0	0	0	6	14	2	0	2	0	0	53	
12:00	3	0	0	0	0	1	0	1	16	3	0	1	0	0	0	1	0	0	0	0	0	5	15	1	0	2	0	0	49	224
12:15	2	0	4	0	0	0	0	0	18	1	0	0	0	0	0	0	1	0	0	0	0	8	19	2	1	0	0	0	56	222
12:30	3	0	7	0	0	0	0	0	23	2	0	0	0	0	0	0	1	0	0	0	0	6	23	3	1	0	0	0	69	227
12:45	2	0	4	0	0	0	0	0	11	3	0	0	0	0	5	0	1	0	0	0	0	2	19	2	0	1	0	0	50	224
13:00	4	0	8	0	0	0	0	1	12	2	0	2	1	0	1	0	0	0	0	0	0	8	22	0	0	0	0	0	61	236
13:15	3	0	5	0	0	0	0	0	19	3	0	0	0	0	2	0	0	0	0	0	0	4	19	0	1	1	0	0	57	237
13:30	1	0	3	0	0	0	0	0	11	3	0	0	0	0	0	0	0	0	0	0	0	5	18	0	0	0	0	0	41	209
14:15	3	0	7	0	0	0	0	0	24	2	0	2	0	0	0	0	0	0	0	0	0	7	21	2	1	1	0	0	70	
14:30	2	0	5	0	0	0	0	0	27	3	0	1	0	0	0	0	0	0	0	0	0	3	33	1	0	8	0	0	83	
14:45	5	0	7	0	0	1	0	0	23	3	0	3	0	0	0	0	2	0	0	0	0	5	28	0	0	2	0	0	79	
15:00	1	0	6	0	0	0	0	0	20	3	0	0	0	0	0	0	0	0	0	0	0	4	36	2	0	2	0	0	74	306
15:15	5	0	4	1	0	1	0	1	30	2	0	0	0	0	0	1	0	0	0	0	0	5	29	1	1	2	0	0	83	319
15:30	5	0	8	3	0	1	0	5	17	1	0	0	0	0	4	0	3	0	0	0	0	7	44	11	0	2	0	0	111	347
15:45	5	3	6	0	0	0	0	4	31	4	0	2	0	0	6	0	1	0	0	0	0	10	58	11	0	1	0	0	142	410
16:00	6	1	7	0	0	1	0	0	64	1	0	1	0	0	7	1	5	0	0	0	0	8	31	2	0	0	0	0	135	471
16:15	3	1	5	0	0	0	0	0	43	4	0	0	0	0	1	1	0	0	0	0	0	4	34	1	1	1	0	0	99	487
16:30	7	0	4	0	0	0	0	0	33	6	0	0	0	0	4	0	1	0	0	0	0	6	42	2	0	0	0	0	105	481
16:45	3	1	3	0	0	0	0	0	37	2	0	0	0	0	1	0	1	0	0	0	0	11	29	0	0	0	0	0	88	427
17:00	6	0	8	0	0	0	0	0	26	1	0	0	0	0	0	1	0	0	0	0	0	7	30	0	0	0	0	0	79	371
17:15	3	0	3	0	0	0	0	0	25	2	0	0	0	0	0	0	0	0	0	0	0	16	25	2	1	0	0	0	77	349
17:30	3	0	8	0	0	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	7	27	0	0	0	0	0	63	307

8-Hour Approach Total by MovementSeparate Cars/Trucks	15	912	73	0	30	2		172	921	59	12	38	0
8-Hour Approach Total by Movement Sum Cars and Trucks	15	942	75					184	959	59			
8-Hour Approach Total	1032							1202					
Two Way Total	2234												

PXO Warrant Analysis for St. Gregory's Road and St. Marks Road

8-Hour Two Way Vehicle Volume		1913	
8-Hour Adjusted Pedestrian Volume (both legs)		39	< 100 pedestrians in 8 hours
Distance from other Devices >200 m	depends		~95 m to all way stop at Edgewater
Requirement for System Connectivity	depends		out of way travel otherwise required to access St Marks
Speed Limit		40	
Number of Road Lanes		2	
Result from Selection Matrix	N/A		ped volume <100 adjusted peds/8-hours
8-Hour bike Volume Crossing St. Gregory's		0	
8-Hour Adjusted Ped + Bike Both Legs		39	

Table 7: Pedestrian Crossover Selection Matrix

Two-way Vehicular Volume			Posted Speed Limit (km/h	Total Number of Lanes for the Roadway Cross Section[1]			
Time Period	Lower Bound	Upper Bound		1 or 2 Lanes	3 lanes	4 lanes w/raised refuge	4 lanes w/o raised refuge
8 Hour	750	2,250	≤50	Level 2 Type D	Level 2 Type C[3]	Level 2 Type D[2]	Level 2 Type B
4 Hour	395	1,185					
8 Hour	750	2,250	60	Level 2 Type C	Level 2 Type B	Level 2 Type C[2]	Level 2 Type B
4 Hour	395	1,185					
8 Hour	2,250	4,500	≤50	Level 2 Type D	Level 2 Type B	Level 2 Type D[2]	Level 2 Type B
4 Hour	1,185	2,370					
8 Hour	2,250	4,500	60	Level 2 Type C	Level 2 Type B	Level 2 Type C[2]	Level 2 Type B
4 Hour	1,185	2,370					
8 Hour	4,500	6,000	≤50	Level 2 Type C	Level 2 Type B	Level 2 Type C[2]	Level 2 Type B
4 Hour	2,370	3,155					
8 Hour	4,500	6,000	60	Level 2 Type B	Level 2 Type B	Level 2 Type C[2]	Level 2 Type B
4 Hour	2,370	3,155					
8 Hour	6,000	7,500	≤50	Level 2 Type B	Level 2 Type B	Level 2 Type C[2]	Level 1 Type A
4 Hour	3,155	3,950					
8 Hour	6,000	7,500	60	Level 2 Type B	Level 2 Type B		
4 Hour	3,155	3,950					
8 Hour	7,500	17,500	≤50	Level 2 Type B	Level 2 Type B		
4 Hour	3,950	9,215					
8 Hour	7,500	17,500	60	Level 2 Type B			
4 Hour	3,950	9,215					

Type A Type B Type C Type D

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PEDESTRIAN AND CYCLIST COUNTS

Tecumseh (WSP) - October 22 (16 Counts)

Site: 201091 - St Gregorys Rd @ West School Driveway

Date: 2024-10-22

Period	NORTH				EAST				SOUTH				WEST			
Ending	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
9:15	1	0	0	0	3	0	0	0	0	0	0	0	1	1	1	0
9:30	2	0	0	0	0	1	1	0	0	0	0	0	2	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
13:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
14:45	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
15:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	1	0	0	0	0	0	0	0	1	2	1	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
17:00	0	0	0	0	0	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

8-Hour Pedestrian by Leg and Class	8	4	3		12	3	2
8-Hour Adjusted Pedestrian Volume by Leg and Class	8	8	3		12	6	2
8-Hour Adjusted Total Pedestrian Volume	19				20		
8-Hour Adjusted Total Pedestrian Volume, Both Legs	39						
Bike Volume				0			0

NOTE:

Class types for the pedestrian counts are as follows

CLASS 1 = Regular Pedestrians
CLASS 2 = Assisted Pedestrians (e.g. children under 12, senior citizen, disabled pedestrian
CLASS 3 = Any adults accompanying a pedestrian categorized as “assisted’
BIKES

Prepared By: *PYRAMID* Traffic Inc.

Turning Movement Count - St Gregorys Rd @ St Marks Rd

Municipality: Tecumseh
Major Road: St Gregorys Rd
Minor Road: St Marks Rd

Date: Oct 22, 2024

Major Road Runs: East/West
Weather Conditions: Clear/Dry
Person No. 1 Cam
Person No. 2

Period	North Approach							East Approach							South Approach							West Approach							Veh. Summary	
	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.		
Ending	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	15	60
7:45	2	0	4	0	0	0	0	0	26	1	0	2	0	0	0	0	0	0	0	0	0	5	13	8	0	1	0	0	62	
8:00	1	0	4	0	0	0	0	3	35	0	0	8	0	0	0	0	0	0	0	0	0	12	15	7	0	2	0	0	87	
8:15	0	0	12	0	0	0	0	2	43	1	0	2	0	0	0	0	0	0	0	0	0	11	20	6	0	3	0	0	100	
8:30	3	0	18	0	0	0	0	4	23	5	0	0	0	0	0	0	0	0	0	0	0	15	16	10	0	0	0	0	94	343
8:45	2	1	14	0	0	0	0	4	18	3	0	2	0	0	0	0	0	0	0	0	0	11	13	9	0	0	0	0	77	358
9:00	3	1	16	0	0	0	0	1	23	3	0	1	0	0	0	0	0	0	0	0	0	7	14	7	0	0	0	0	76	347
9:15	4	1	9	0	0	1	0	7	35	2	1	1	0	0	0	0	0	0	0	0	0	4	15	33	0	2	0	0	115	362
9:30	1	0	9	0	0	0	0	13	51	1	0	0	0	0	0	0	0	0	0	0	0	3	11	32	0	4	0	0	125	393
11:15	1	0	11	0	0	0	0	0	14	2	0	0	0	0	0	0	0	0	0	0	0	6	12	1	0	0	0	0	47	
11:30	2	0	6	0	0	0	0	1	14	2	0	0	0	0	0	0	0	0	0	0	0	5	21	1	0	1	0	0	53	
11:45	0	1	2	0	0	0	0	0	13	0	1	2	0	0	0	0	0	0	0	0	0	5	10	2	2	0	0	0	38	
12:00	0	0	10	0	0	1	0	1	11	3	0	0	0	0	0	0	0	0	0	0	0	4	12	1	0	1	1	0	45	183
12:15	0	0	7	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	5	15	2	0	0	0	0	40	176
12:30	1	0	5	0	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	6	16	4	0	0	0	0	51	174
12:45	0	0	4	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	5	16	1	1	0	0	0	36	172
13:00	3	0	4	0	0	1	0	0	13	0	0	2	1	0	0	0	0	0	0	0	0	7	18	3	0	0	0	0	52	179
13:15	2	0	6	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	5	16	0	0	0	1	0	45	184
13:30	1	0	3	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	6	12	2	0	0	0	0	32	165
14:15	1	0	9	0	0	0	0	0	16	0	0	2	0	0	0	0	0	0	0	0	0	3	19	2	0	1	0	0	53	
14:30	2	0	7	0	0	0	0	0	19	1	0	1	0	0	0	0	0	0	0	0	0	4	27	2	0	8	0	0	71	
14:45	2	0	3	0	0	0	0	0	23	1	0	3	0	0	0	0	0	0	0	0	0	7	25	3	0	2	0	0	69	
15:00	3	0	8	0	0	0	0	1	15	1	0	0	0	0	0	0	0	0	0	0	0	10	24	3	0	2	0	0	67	260
15:15	1	1	16	0	0	0	0	5	18	1	0	0	0	0	0	0	0	0	0	0	0	13	15	8	0	0	1	0	79	286
15:30	4	1	11	0	0	0	0	4	14	4	1	0	0	0	0	0	0	0	0	0	0	12	24	12	0	2	0	0	89	304
15:45	2	0	10	0	0	0	0	3	25	1	0	2	0	0	0	0	0	0	0	0	0	19	31	12	0	0	0	0	105	340
16:00	4	0	14	0	0	0	0	2	39	2	0	1	0	0	0	0	0	0	0	0	0	8	37	1	2	3	0	0	113	386
16:15	7	0	11	0	0	0	0	0	33	3	0	0	0	0	0	0	0	0	0	0	0	6	24	5	0	1	0	0	90	397
16:30	2	0	12	0	0	0	0	1	24	0	0	0	0	0	0	0	0	0	0	0	0	11	38	5	0	0	0	0	93	401
16:45	1	0	8	0	0	0	0	1	32	4	0	0	0	0	0	0	0	0	0	0	0	4	20	10	0	0	0	0	80	376
17:00	1	0	5	0	0	0	0	2	20	2	0	1	0	0	0	0	0	0	0	0	0	6	26	4	0	0	0	0	67	330
17:15	1	0	11	1	0	0	0	0	16	1	0	0	0	0	0	0	0	0	0	0	0	5	17	4	0	0	0	0	56	296
17:30	1	0	9	0	0	0	0	1	11	1	0	0	0	0	0	0	0	0	0	0	0	6	18	5	0	0	0	0	52	255

8-Hour Approach Total by MovementSeparate Cars/Trucks				56	686	45	3	30	1													236	610	205	5	33	3		
8-Hour Approach Total by Movement Sum Cars and Trucks				59	716	46																241	643	208					
8-Hour Approach Total				821																		1092							
Two Way Total				1913																									

PXO Warrant Analysis for St. Gregory's Road and Arlington Boulevard

8-Hour Two Way Vehicle Volume		1060	>750 vehicles in 8 hours
8-Hour Adjusted Pedestrian Volume (both legs)		123	> 100 pedestrians in 8 hours
Distance from other Devices >200 m	depends		all way stop in place at intersection
Requirement for System Connectivity	depends		
Speed Limit		40	
Number of Road Lanes		2	
Result from Selection Matrix	Type 2 Level D		
8-Hour Bike Volume Crossing Arlington Both Legs		27	
8-Hour Adjusted Ped + Bike Both Legs		150	

Table 7: Pedestrian Crossover Selection Matrix

Two-way Vehicular Volume			Posted Speed Limit (km/h	Total Number of Lanes for the Roadway Cross Section[1]			
Time Period	Lower Bound	Upper Bound		1 or 2 Lanes	3 lanes	4 lanes w/raised refuge	4 lanes w/o raised refuge
8 Hour	750	2,250	≤50	Level 2 Type D	Level 2 Type C[3]	Level 2 Type D[2]	Level 2 Type B
4 Hour	395	1,185					
8 Hour	750	2,250	60	Level 2 Type C	Level 2 Type B	Level 2 Type C[2]	Level 2 Type B
4 Hour	395	1,185					
8 Hour	2,250	4,500	≤50	Level 2 Type D	Level 2 Type B	Level 2 Type D[2]	Level 2 Type B
4 Hour	1,185	2,370					
8 Hour	2,250	4,500	60	Level 2 Type C	Level 2 Type B	Level 2 Type C[2]	Level 2 Type B
4 Hour	1,185	2,370					
8 Hour	4,500	6,000	≤50	Level 2 Type C	Level 2 Type B	Level 2 Type C[2]	Level 2 Type B
4 Hour	2,370	3,155					
8 Hour	4,500	6,000	60	Level 2 Type B	Level 2 Type B	Level 2 Type C[2]	Level 2 Type B
4 Hour	2,370	3,155					
8 Hour	6,000	7,500	≤50	Level 2 Type B	Level 2 Type B	Level 2 Type C[2]	Level 1 Type A
4 Hour	3,155	3,950					
8 Hour	6,000	7,500	60	Level 2 Type B	Level 2 Type B		
4 Hour	3,155	3,950					
8 Hour	7,500	17,500	≤50	Level 2 Type B	Level 2 Type B		
4 Hour	3,950	9,215					
8 Hour	7,500	17,500	60	Level 2 Type B			
4 Hour	3,950	9,215					

Type A Type B Type C Type D

Approaches to roundabouts should be considered a separate roadways.

[1]The total number of lanes is representative of crossing distance. The width of these lanes is assumed to be between 3.0 m and 3.75 m according to MTO Geometric Design Standards for Ontario Highways (Chapter D.2). A cross sectional feature (e.g. bike lane or on-street parking) may extend the average crossing distance beyond this range of lane widths.

[2]Use of two sets of side mounted signs for each direction (one on the right side and one on the median)

[3] Use Level 2 Type B PXO up to 3 lanes total, cross section one-way.

The hatched cells in this table show that a PXO is not recommended for sites with these traffic and geometric conditions. Generally a traffic signal is warranted for such conditions.

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PEDESTRIAN AND CYCLIST COUNTS

Tecumseh (WSP) - October 22 (16 Counts)

Site: 200104 - St Gregorys Rd @ Arlington Blvd

Date: 2024-10-22

Period	NORTH				EAST				SOUTH				WEST			
Ending	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES
7:45	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0
8:00	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	2	0	0	0	4	2	1	0
8:30	0	0	0	0	1	0	0	0	0	0	0	1	1	1	1	0
8:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
9:00	0	0	0	0	3	6	4	0	0	7	5	0	0	0	0	1
9:15	1	0	0	0	0	0	0	0	5	6	0	0	3	0	0	0
9:30	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
11:15	0	0	0	1	1	0	0	0	5	0	0	0	1	0	0	0
11:30	0	0	0	1	0	0	0	1	5	0	0	1	0	0	0	0
11:45	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0
12:00	2	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0
12:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	1	1	0	0	0	1	0	0	2	0	0	0	0
12:45	0	0	0	1	1	0	0	0	3	0	0	0	0	0	0	0
13:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	2	0	0	0	2	0	0	1	0	0	0	0
13:30	0	0	0	3	1	0	0	0	2	0	0	0	0	0	0	0
14:15	0	0	0	0	2	0	0	0	5	0	0	0	1	0	0	0
14:30	1	0	0	0	0	0	0	0	4	0	0	1	0	0	0	0
14:45	0	0	0	0	2	0	0	0	4	1	1	2	2	0	0	0
15:00	0	0	0	0	2	0	0	0	4	0	0	0	0	0	0	0
15:15	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	1	0	0	0	2	0	0	0	2	0	0	0
15:45	0	1	1	2	1	0	0	2	1	0	0	1	0	1	1	4
16:00	1	0	0	0	1	3	1	0	0	4	2	0	0	3	1	1
16:15	0	0	0	0	0	0	0	2	1	2	0	4	0	0	0	0
16:30	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	1
16:45	0	0	0	0	2	0	0	2	3	0	0	1	0	0	0	1
17:00	0	0	0	0	1	0	0	1	3	0	0	0	0	0	0	0
17:15	1	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0
17:30	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	1
	9	1	1		25	10	6		63	20	8		21	7	4	Total Pedestrians by Class and Leg
	9	2	1		25	20	6		63	40	8		21	14	4	Adjusted Pedestrian Volume by Class and Leg
	12				51				111				39			Total Adjusted Volume by Leg
	123				90											Total Adjusted Volume by Two Legs
				10				11				17				9 bike volumes

NOTE:

Class types for the pedestrian counts are as follows

CLASS 1 = Regular Pedestrians
CLASS 2 = Assisted Pedestrians (e.g. children under 12, senior citizen, disabled pedestrian)
CLASS 3 = Any adults accompanying a pedestrian categorized as “assisted”
BIKES

Prepared By: *PYRAMID* Traffic Inc.

Turning Movement Count - St Gregorys Rd @ Arlington Blvd

Municipality: Tecumseh
Major Road: Arlington Blvd
Minor Road: St Gregorys Rd
Date: Oct 22, 2024
Major Road Runs: North/South
Weather Conditions: Clear/Dry
Person No. 1 Cam
Person I

Period	North Approach							East Approach							South Approach							West Approach							Veh. Summary	
	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.		
Ending	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	15	60
7:45	0	8	6	0	0	0	0	4	3	0	0	0	0	0	12	3	0	2	0	0	0	3	0	16	0	0	1	0	58	
8:00	0	10	3	0	0	0	0	7	2	0	0	0	0	0	29	2	0	8	0	0	0	1	0	18	0	0	2	0	82	
8:15	0	13	6	0	0	0	0	4	6	0	0	0	0	0	31	2	0	2	0	0	0	5	0	16	0	0	3	0	88	
8:30	0	14	3	0	1	0	0	3	1	0	0	0	0	0	18	7	0	0	0	0	0	3	0	17	0	0	0	0	67	295
8:45	0	4	3	0	0	1	0	4	2	0	0	0	0	0	17	4	0	1	0	0	0	4	0	12	0	0	0	0	52	289
9:00	0	9	7	0	1	1	0	5	3	0	0	0	0	0	12	7	0	0	0	0	0	3	0	14	0	0	0	0	62	269
9:15	0	8	0	0	0	0	0	3	3	1	0	0	0	0	16	8	0	1	0	0	0	4	0	18	0	0	2	0	64	245
9:30	0	5	3	0	0	0	0	4	4	2	0	0	0	0	20	5	0	0	0	0	0	4	0	17	0	0	4	0	68	246
11:15	0	9	5	0	2	0	0	6	1	0	0	0	0	0	7	3	0	0	0	0	0	5	0	9	0	0	0	0	47	
11:30	0	6	9	0	0	0	0	4	2	0	0	0	0	0	6	11	0	0	0	0	0	8	0	14	1	0	0	0	61	
11:45	0	8	3	0	1	1	0	2	2	1	0	0	0	0	2	5	0	2	0	0	0	5	0	8	0	0	1	0	41	
12:00	0	8	2	0	0	0	0	2	2	0	0	0	0	0	10	6	0	0	0	0	0	3	0	10	0	0	2	0	45	194
12:15	0	7	3	0	0	0	0	1	1	1	0	0	0	0	6	10	0	0	0	0	0	8	0	7	0	0	0	0	44	191
12:30	0	9	4	0	0	0	0	0	2	2	0	0	0	0	9	4	0	0	0	0	0	7	0	9	0	0	0	0	46	176
12:45	0	6	3	0	0	0	0	1	0	0	0	0	0	0	4	4	0	0	0	0	0	6	0	9	0	0	0	0	33	168
13:00	0	12	3	0	0	2	0	5	2	0	1	1	0	0	5	8	0	0	0	0	0	11	0	10	0	0	0	0	60	183
13:15	0	6	3	0	0	0	0	3	1	1	0	0	0	0	11	7	0	0	0	0	0	7	0	12	0	0	0	0	51	190
13:30	0	2	1	0	1	0	0	2	1	0	0	0	0	0	5	7	0	0	0	0	0	4	0	9	0	0	0	0	32	176
14:15	0	7	3	0	0	0	0	1	5	0	0	0	0	0	7	9	0	2	0	0	0	5	0	15	0	0	1	0	55	
14:30	0	5	3	0	0	0	0	4	6	1	0	0	0	0	14	10	0	2	0	0	0	8	0	22	0	0	8	0	83	
14:45	0	6	5	0	0	0	0	4	3	0	0	0	0	0	10	14	0	1	0	0	0	6	0	19	0	0	2	0	70	
15:00	0	8	3	0	0	0	0	4	3	0	0	0	0	0	9	5	0	0	0	0	0	13	0	15	0	0	2	0	62	270
15:15	0	11	7	0	0	0	0	5	4	1	0	0	0	0	13	10	0	0	0	0	0	7	0	8	0	0	1	0	67	282
15:30	0	11	6	0	1	0	0	6	1	0	0	0	0	0	11	5	0	1	1	0	0	3	0	25	1	0	1	0	73	272
15:45	0	4	3	0	1	1	0	4	1	0	0	0	0	0	17	13	0	1	1	0	0	16	0	20	1	0	0	0	83	285
16:00	0	7	5	0	0	0	0	2	2	0	0	0	0	0	8	14	0	0	0	0	0	11	0	42	0	0	3	0	94	317
16:15	0	5	2	0	0	0	0	3	1	0	1	0	0	0	20	9	0	0	0	0	0	6	0	29	1	0	0	0	77	327
16:30	0	10	4	0	0	0	0	1	2	0	0	0	0	0	11	10	0	0	0	0	0	6	0	34	0	0	0	0	78	332
16:45	0	9	1	0	0	0	0	3	5	0	0	0	0	0	20	12	0	0	0	0	0	6	0	18	0	0	0	0	74	323
17:00	0	7	3	0	0	0	0	2	3	0	0	0	0	0	18	12	0	0	0	0	0	6	0	25	0	0	0	0	76	305
17:15	0	4	1	0	0	0	0	2	1	0	0	0	0	0	13	12	0	0	0	0	0	6	0	16	0	0	1	0	56	284
17:30	0	12	2	0	0	0	0	4	0	0	0	0	0	0	8	19	0	0	0	0	0	3	0	17	0	0	0	0	65	271

8-Hour Vol by Type & Mvmt	0	250	115	0	8	6		105	75	10	2	1	0		399	257	0	23	2	0		193	0	530	4	0	34			
8-Hour Total Volume by Movement	0	258	121					107	76	10					422	259	0					197	0	564						
8-Hour Total Volume by Approach	379							193							681							761								
8-Hour Total Volume Major	1060																												
8-Hour Total Volume Minor	954																												

PXO Warrant Analysis for St. Gregory's Road and Edgewater Boulevard Combined With Access to Parking Area West of School

8-Hour Two Way Vehicle Volume		2234	
8-Hour Adjusted Pedestrian Volume (both legs)		55	< 100 pedestrians in 8 hours
Distance from other Devices >200 m	depends		all way stop in place at intersection
Requirement for System Connectivity	depends		no sidewalk on north side of St. Gregory's
Speed Limit		40	
Number of Road Lanes		2	
Result from Selection Matrix	N/A		ped volume <100 adjusted peds/8-hours
8-Hour bike Volume Crossing St. Gregory's		2	
8-Hour Adjusted Ped + Bike Both Legs		57	

Table 7: Pedestrian Crossover Selection Matrix

Two-way Vehicular Volume			Posted Speed Limit (km/h	Total Number of Lanes for the Roadway Cross Section[1]			
Time Period	Lower Bound	Upper Bound		1 or 2 Lanes	3 lanes	4 lanes w/raised refuge	4 lanes w/o raised refuge
8 Hour	750	2,250	≤50	Level 2 Type D	Level 2 Type C[3]	Level 2 Type D[2]	Level 2 Type B
4 Hour	395	1,185					
8 Hour	750	2,250	60	Level 2 Type C	Level 2 Type B	Level 2 Type C[2]	Level 2 Type B
4 Hour	395	1,185					
8 Hour	2,250	4,500	≤50	Level 2 Type D	Level 2 Type B	Level 2 Type D[2]	Level 2 Type B
4 Hour	1,185	2,370					
8 Hour	2,250	4,500	60	Level 2 Type C	Level 2 Type B	Level 2 Type C[2]	Level 2 Type B
4 Hour	1,185	2,370					
8 Hour	4,500	6,000	≤50	Level 2 Type C	Level 2 Type B	Level 2 Type C[2]	Level 2 Type B
4 Hour	2,370	3,155					
8 Hour	4,500	6,000	60	Level 2 Type B	Level 2 Type B	Level 2 Type C[2]	Level 2 Type B
4 Hour	2,370	3,155					
8 Hour	6,000	7,500	≤50	Level 2 Type B	Level 2 Type B	Level 2 Type C[2]	Level 1 Type A
4 Hour	3,155	3,950					
8 Hour	6,000	7,500	60	Level 2 Type B	Level 2 Type B		
4 Hour	3,155	3,950					
8 Hour	7,500	17,500	≤50	Level 2 Type B	Level 2 Type B		
4 Hour	3,950	9,215					
8 Hour	7,500	17,500	60	Level 2 Type B			
4 Hour	3,950	9,215					

Type A Type B Type C Type D

Approaches to roundabouts should be considered a separate roadways.

[1]The total number of lanes is representative of crossing distance. The width of these lanes is assumed to be between 3.0 m and 3.75 m according to MTO Geometric Design Standards for Ontario Highways (Chapter D.2). A cross sectional feature (e.g. bike lane or on-street parking) may extend the average crossing distance beyond this range of lane widths.

[2]Use of two sets of side mounted signs for each direction (one on the right side and one on the median)

[3]Use Level 2 Type B PXO up to 3 lanes total, cross section one-way.

The hatched cells in this table show that a PXO is not recommended for sites with these traffic and geometric conditions. Generally a traffic signal is warranted for such conditions.

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PEDESTRIAN AND CYCLIST COUNTS

Tecumseh (WSP) - October 22 (16 Counts)

Site: 200097 - St Gregorys Rd @ Edgewater Blvd

Date: 2024-10-22

Period	NORTH				EAST				SOUTH				WEST			
Ending	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES
7:45	0	0	0	0	0	0	0	0	1	0	0	0	6	0	0	0
8:00	0	0	0	1	2	0	0	0	1	0	0	0	0	0	0	0
8:15	0	0	0	0	2	0	0	0	2	0	0	1	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
8:45	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0
9:00	1	0	0	0	0	0	0	0	2	0	0	1	1	0	0	1
9:15	0	0	0	1	0	0	0	0	2	0	0	0	2	0	0	0
9:30	0	0	0	0	0	0	0	0	2	0	0	0	4	0	0	0
11:15	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
11:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0
12:00	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
12:30	0	0	0	3	0	0	0	0	1	0	0	0	4	0	0	0
12:45	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0
13:30	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0
14:15	0	0	0	0	1	0	0	0	6	0	0	0	0	2	2	0
14:30	0	0	0	0	0	0	0	0	6	0	0	1	0	0	0	0
14:45	0	0	0	0	1	0	0	0	1	28	2	0	0	0	0	0
15:00	0	0	0	0	0	1	1	0	3	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	28	2	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0
15:45	0	0	0	0	1	0	0	1	8	1	1	1	2	0	0	0
16:00	0	0	0	0	0	0	0	0	3	6	4	3	1	0	0	0
16:15	0	0	0	0	1	0	0	0	0	0	0	3	0	0	0	0
16:30	0	0	0	1	0	0	0	0	2	0	0	1	1	0	0	0
16:45	0	0	0	0	0	0	0	0	3	0	0	4	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	2	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	4	2	0	0	0

8-Hour Pedestrian by Leg and Class	9	1	1				25	2	2
8-Hour Adjusted Pedestrian Volume by Leg and Class	9	2	1				25	4	2
8-Hour Adjusted Total Pedestrian Volume	12						31		
8-Hour Adjusted Total Pedestrian Volume, Both Legs	43								
Bike Volume				1					1

NOTE:

Class types for the pedestrian counts are as follows

CLASS 1 = Regular Pedestrians
CLASS 2 = Assisted Pedestrians (e.g. children under 12, senior citizen, disabled pedestrian)
CLASS 3 = Any adults accompanying a pedestrian categorized as “assisted”
BIKES

PEDESTRIAN AND CYCLIST COUNTS

Tecumseh (WSP) - October 22 (16 Counts)

Site: 003094 - St Gregorys Rd @ School parking Entrance

Date: 2024-10-22

Period	NORTH				EAST				SOUTH				WEST			
Ending	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES
7:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0
8:15	0	0	0	0	0	0	0	0	2	0	0	1	2	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
8:45	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0
9:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
11:15	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
11:45	0	0	0	1	0	0	0	0	4	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	3	0	0	0	0	1	0	0	0	0	0	0	0
12:45	0	0	0	1	0	0	0	0	3	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
13:15	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
14:15	0	0	0	0	1	0	0	0	5	0	0	0	0	1	1	0
14:30	0	0	0	0	0	0	0	0	8	0	0	1	0	0	0	0
14:45	0	0	0	2	0	0	0	0	2	28	2	0	1	0	0	0
15:00	0	0	0	0	0	0	0	0	5	0	0	0	2	0	0	0
15:15	0	0	0	0	0	0	0	0	0	28	2	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0
15:45	1	0	0	1	0	0	0	0	4	2	2	0	0	0	0	0
16:00	0	0	0	1	0	0	0	0	1	3	4	3	1	0	0	0
16:15	0	0	0	0	0	0	0	0	1	0	0	4	0	0	0	0
16:30	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0
16:45	0	0	0	0	0	0	0	0	3	0	0	4	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0

8-Hour Pedestrian by Leg and Class	1	0	0						8	1	1	
8-Hour Adjusted Pedestrian Volume by Leg and Class	1	0	0						8	2	1	
8-Hour Adjusted Total Pedestrian Volume	1								11			
8-Hour Adjusted Total Pedestrian Volume, Both Legs	12											
Bike Volume				0								0

NOTE:

Class types for the pedestrian counts are as follows

CLASS 1 = Regular Pedestrians
CLASS 2 = Assisted Pedestrians (e.g. children under 12, senior citizen, disabled pedestrian)
CLASS 3 = Any adults accompanying a pedestrian categorized as “assisted”
BIKES

Prepared By: *PYRAMID* Traffic Inc.

Turning Movement Count - St Gregorys Rd @ Edgewater Blvd

Municipality: Tecumseh
Major Road: St Gregorys Rd
Minor Road: Edgewater Blvd

Date: Oct 22, 2024

Major Road Runs: East/West
Weather Conditions: Clear/Dry
Person No. 1 Cam
Person No. 2

Period	North Approach							East Approach							South Approach							West Approach							Veh. Summary	
	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.		
Ending	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	15	60
7:45	5	0	10	0	0	0	0	0	28	2	0	2	0	0	0	0	0	0	0	0	0	1	23	0	0	1	0	0	72	
8:00	4	0	8	0	0	0	0	1	35	1	0	8	0	0	0	0	0	0	0	0	0	4	28	1	0	2	0	0	92	
8:15	4	0	5	0	0	1	0	1	55	3	0	1	1	0	0	0	0	0	0	0	0	3	33	0	1	3	0	0	111	
8:30	4	0	6	0	0	1	0	0	34	3	0	0	0	0	0	0	0	0	0	0	0	4	38	0	2	0	0	0	92	367
8:45	4	0	6	0	0	1	0	0	35	1	0	2	0	0	0	0	0	0	0	0	0	2	30	0	0	0	0	0	81	376
9:00	3	0	8	0	0	0	0	0	37	0	0	1	0	0	0	0	0	0	0	0	0	1	25	1	0	0	0	0	76	360
9:15	9	1	5	0	0	0	0	0	42	5	0	2	0	0	0	0	0	0	0	0	0	3	47	3	1	2	0	0	120	369
9:30	4	1	3	0	0	0	0	1	61	4	0	0	0	0	0	1	0	0	0	0	0	1	38	4	0	4	0	0	122	399
11:15	2	0	6	0	0	0	0	0	23	2	0	0	0	0	0	1	0	0	0	0	0	6	17	1	0	0	0	0	58	
11:30	3	1	5	0	0	0	0	0	19	1	0	0	0	0	0	0	0	0	0	0	0	3	26	4	1	1	0	0	64	
11:45	3	0	9	0	0	0	0	0	15	0	0	2	0	0	0	0	0	0	0	0	0	6	14	2	0	2	0	0	53	
12:00	3	0	0	0	0	1	0	1	16	3	0	1	0	0	0	1	0	0	0	0	0	5	15	1	0	2	0	0	49	224
12:15	2	0	4	0	0	0	0	0	18	1	0	0	0	0	0	0	1	0	0	0	0	8	19	2	1	0	0	0	56	222
12:30	3	0	7	0	0	0	0	0	23	2	0	0	0	0	0	0	1	0	0	0	0	6	23	3	1	0	0	0	69	227
12:45	2	0	4	0	0	0	0	0	11	3	0	0	0	0	5	0	1	0	0	0	0	2	19	2	0	1	0	0	50	224
13:00	4	0	8	0	0	0	0	1	12	2	0	2	1	0	1	0	0	0	0	0	0	8	22	0	0	0	0	0	61	236
13:15	3	0	5	0	0	0	0	0	19	3	0	0	0	0	2	0	0	0	0	0	0	4	19	0	1	1	0	0	57	237
13:30	1	0	3	0	0	0	0	0	11	3	0	0	0	0	0	0	0	0	0	0	0	5	18	0	0	0	0	0	41	209
14:15	3	0	7	0	0	0	0	0	24	2	0	2	0	0	0	0	0	0	0	0	0	7	21	2	1	1	0	0	70	
14:30	2	0	5	0	0	0	0	0	27	3	0	1	0	0	0	0	0	0	0	0	0	3	33	1	0	8	0	0	83	
14:45	5	0	7	0	0	1	0	0	23	3	0	3	0	0	0	0	2	0	0	0	0	5	28	0	0	2	0	0	79	
15:00	1	0	6	0	0	0	0	0	20	3	0	0	0	0	0	0	0	0	0	0	0	4	36	2	0	2	0	0	74	306
15:15	5	0	4	1	0	1	0	1	30	2	0	0	0	0	0	1	0	0	0	0	0	5	29	1	1	2	0	0	83	319
15:30	5	0	8	3	0	1	0	5	17	1	0	0	0	0	4	0	3	0	0	0	0	7	44	11	0	2	0	0	111	347
15:45	5	3	6	0	0	0	0	4	31	4	0	2	0	0	6	0	1	0	0	0	0	10	58	11	0	1	0	0	142	410
16:00	6	1	7	0	0	1	0	0	64	1	0	1	0	0	7	1	5	0	0	0	0	8	31	2	0	0	0	0	135	471
16:15	3	1	5	0	0	0	0	0	43	4	0	0	0	0	1	1	0	0	0	0	0	4	34	1	1	1	0	0	99	487
16:30	7	0	4	0	0	0	0	0	33	6	0	0	0	0	4	0	1	0	0	0	0	6	42	2	0	0	0	0	105	481
16:45	3	1	3	0	0	0	0	0	37	2	0	0	0	0	1	0	1	0	0	0	0	11	29	0	0	0	0	0	88	427
17:00	6	0	8	0	0	0	0	0	26	1	0	0	0	0	0	1	0	0	0	0	0	7	30	0	0	0	0	0	79	371
17:15	3	0	3	0	0	0	0	0	25	2	0	0	0	0	0	0	0	0	0	0	0	16	25	2	1	0	0	0	77	349
17:30	3	0	8	0	0	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	7	27	0	0	0	0	0	63	307

8-Hour Approach Total by MovementSeparate Cars/Trucks	15	912	73	0	30	2		172	921	59	12	38	0
8-Hour Approach Total by Movement Sum Cars and Trucks	15	942	75					184	959	59			
8-Hour Approach Total	1032							1202					
Two Way Total	2234												

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PXO Warrant Analysis for St. Gregory's Road and St. Marks Road Combined With East Outbound School Access

8-Hour Two Way Vehicle Volume		1913	
8-Hour Adjusted Pedestrian Volume (both legs)		45	< 100 pedestrians in 8 hours
Distance from other Devices >200 m	depends		~95 m to all way stop at Edgewater
Requirement for System Connectivity	depends		out of way travel otherwise required to access St Marks
Speed Limit		40	
Number of Road Lanes		2	
Result from Selection Matrix	N/A		ped volume <100 adjusted peds/8-hours
8-Hour bike Volume Crossing St. Gregory's		0	
8-Hour Adjusted Ped + Bike Both Legs		45	

Table 7: Pedestrian Crossover Selection Matrix

Two-way Vehicular Volume			Posted Speed Limit (km/h	Total Number of Lanes for the Roadway Cross Section[1]			
Time Period	Lower Bound	Upper Bound		1 or 2 Lanes	3 lanes	4 lanes w/raised refuge	4 lanes w/o raised refuge
8 Hour	750	2,250	≤50	Level 2 Type D	Level 2 Type C[3]	Level 2 Type D[2]	Level 2 Type B
4 Hour	395	1,185					
8 Hour	750	2,250	60	Level 2 Type C	Level 2 Type B	Level 2 Type C[2]	Level 2 Type B
4 Hour	395	1,185					
8 Hour	2,250	4,500	≤50	Level 2 Type D	Level 2 Type B	Level 2 Type D[2]	Level 2 Type B
4 Hour	1,185	2,370					
8 Hour	2,250	4,500	60	Level 2 Type C	Level 2 Type B	Level 2 Type C[2]	Level 2 Type B
4 Hour	1,185	2,370					
8 Hour	4,500	6,000	≤50	Level 2 Type C	Level 2 Type B	Level 2 Type C[2]	Level 2 Type B
4 Hour	2,370	3,155					
8 Hour	4,500	6,000	60	Level 2 Type B	Level 2 Type B	Level 2 Type C[2]	Level 2 Type B
4 Hour	2,370	3,155					
8 Hour	6,000	7,500	≤50	Level 2 Type B	Level 2 Type B	Level 2 Type C[2]	Level 1 Type A
4 Hour	3,155	3,950					
8 Hour	6,000	7,500	60	Level 2 Type B	Level 2 Type B		
4 Hour	3,155	3,950					
8 Hour	7,500	17,500	≤50	Level 2 Type B	Level 2 Type B		
4 Hour	3,950	9,215					
8 Hour	7,500	17,500	60	Level 2 Type B			
4 Hour	3,950	9,215					

Type A Type B Type C Type D

Approaches to roundabouts should be considered a separate roadways.

[1]The total number of lanes is representative of crossing distance. The width of these lanes is assumed to be between 3.0 m and 3.75 m according to MTO Geometric Design Standards for Ontario Highways (Chapter D.2). A cross sectional feature (e.g. bike lane or on-street parking) may extend the average crossing distance beyond this range of lane widths.

[2]Use of two sets of side mounted signs for each direction (one on the right side and one on the median)

[3]Use Level 2 Type B PXO up to 3 lanes total, cross section one-way.

The hatched cells in this table show that a PXO is not recommended for sites with these traffic and geometric conditions. Generally a traffic signal is warranted for such conditions.

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PEDESTRIAN AND CYCLIST COUNTS

Tecumseh (WSP) - October 22 (16 Counts)

Site: 201091 - St Gregorys Rd @ West School Driveway

Date: 2024-10-22

Period	NORTH				EAST				SOUTH				WEST			
Ending	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
9:15	1	0	0	0	3	0	0	0	0	0	0	0	1	1	1	0
9:30	2	0	0	0	0	1	1	0	0	0	0	0	2	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
13:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
14:45	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
15:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	1	0	0	0	0	0	0	0	1	2	1	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
17:00	0	0	0	0	0	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

8-Hour Pedestrian by Leg and Class	8	4	3		12	3	2
8-Hour Adjusted Pedestrian Volume by Leg and Class	8	8	3		12	6	2
8-Hour Adjusted Total Pedestrian Volume	19				20		
8-Hour Adjusted Total Pedestrian Volume, Both Legs	39						
Bike Volume				0			0

NOTE:

Class types for the pedestrian counts are as follows

CLASS 1 = Regular Pedestrians
CLASS 2 = Assisted Pedestrians (e.g. children under 12, senior citizen, disabled pedestrian
CLASS 3 = Any adults accompanying a pedestrian categorized as “assisted’
BIKES

PEDESTRIAN AND CYCLIST COUNTS

Tecumseh (WSP) - October 22 (16 Counts)

Site: 200182 - St Gregorys Rd @ East School Driveway

Date: 2024-10-22

Period	NORTH				EAST				SOUTH				WEST			
Ending	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES
7:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	3	0	0	1	1	0	0	0
8:30	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
8:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0
9:15	0	0	0	0	0	0	0	0	8	5	3	1	0	0	0	0
9:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0
11:30	0	0	0	0	0	0	0	0	6	0	0	1	0	0	0	0
11:45	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
12:30	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
12:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
13:15	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0
13:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	5	0	0	0	1	0	0	0
14:30	0	0	0	0	0	0	0	0	6	0	0	2	0	0	0	0
14:45	0	0	0	0	0	0	0	0	1	1	1	0	0	1	1	0
15:00	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0
15:30	0	0	0	0	0	0	0	0	4	2	1	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	3	1	1	3	0	0	0	0
16:00	0	0	0	0	0	0	0	0	3	5	2	4	0	0	0	0
16:15	0	0	0	0	0	0	0	0	1	2	1	3	0	0	0	0
16:30	0	0	0	0	0	0	0	0	4	0	0	1	0	0	0	0
16:45	0	0	0	0	0	0	0	0	5	0	0	4	0	0	0	0
17:00	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0
17:15	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0
17:30	0	0	0	0	0	0	0	0	2	0	0	3	0	0	0	0

8-Hour Pedestrian by Leg and Class	1	0	0				2	1	1	
8-Hour Adjusted Pedestrian Volume by Leg and Class	1	0	0				2	2	1	
8-Hour Adjusted Total Pedestrian Volume	1						5			
8-Hour Adjusted Total Pedestrian Volume, Both Legs	6									
Bike Volume				0						0

NOTE:

Class types for the pedestrian counts are as follows

CLASS 1 = Regular Pedestrians
CLASS 2 = Assisted Pedestrians (e.g. children under 12, senior citizen, disabled pedestrian)
CLASS 3 = Any adults accompanying a pedestrian categorized as “assisted”
BIKES

Prepared By: *PYRAMID* Traffic Inc.

Turning Movement Count - St Gregorys Rd @ St Marks Rd

Municipality: Tecumseh
Major Road: St Gregorys Rd
Minor Road: St Marks Rd

Date: Oct 22, 2024

Major Road Runs: East/West
Weather Conditions: Clear/Dry
Person No. 1 Cam
Person No. 2

Period	North Approach							East Approach							South Approach							West Approach							Veh. Summary	
	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.		
Ending	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	15	60
7:45	2	0	4	0	0	0	0	0	26	1	0	2	0	0	0	0	0	0	0	0	0	5	13	8	0	1	0	0	62	
8:00	1	0	4	0	0	0	0	3	35	0	0	8	0	0	0	0	0	0	0	0	0	12	15	7	0	2	0	0	87	
8:15	0	0	12	0	0	0	0	2	43	1	0	2	0	0	0	0	0	0	0	0	0	11	20	6	0	3	0	0	100	
8:30	3	0	18	0	0	0	0	4	23	5	0	0	0	0	0	0	0	0	0	0	0	15	16	10	0	0	0	0	94	343
8:45	2	1	14	0	0	0	0	4	18	3	0	2	0	0	0	0	0	0	0	0	0	11	13	9	0	0	0	0	77	358
9:00	3	1	16	0	0	0	0	1	23	3	0	1	0	0	0	0	0	0	0	0	0	7	14	7	0	0	0	0	76	347
9:15	4	1	9	0	0	1	0	7	35	2	1	1	0	0	0	0	0	0	0	0	0	4	15	33	0	2	0	0	115	362
9:30	1	0	9	0	0	0	0	13	51	1	0	0	0	0	0	0	0	0	0	0	0	3	11	32	0	4	0	0	125	393
11:15	1	0	11	0	0	0	0	0	14	2	0	0	0	0	0	0	0	0	0	0	0	6	12	1	0	0	0	0	47	
11:30	2	0	6	0	0	0	0	1	14	2	0	0	0	0	0	0	0	0	0	0	0	5	21	1	0	1	0	0	53	
11:45	0	1	2	0	0	0	0	0	13	0	1	2	0	0	0	0	0	0	0	0	0	5	10	2	2	0	0	0	38	
12:00	0	0	10	0	0	1	0	1	11	3	0	0	0	0	0	0	0	0	0	0	0	4	12	1	0	1	1	0	45	183
12:15	0	0	7	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	5	15	2	0	0	0	0	40	176
12:30	1	0	5	0	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	6	16	4	0	0	0	0	51	174
12:45	0	0	4	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	5	16	1	1	0	0	0	36	172
13:00	3	0	4	0	0	1	0	0	13	0	0	2	1	0	0	0	0	0	0	0	0	7	18	3	0	0	0	0	52	179
13:15	2	0	6	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	5	16	0	0	0	1	0	45	184
13:30	1	0	3	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	6	12	2	0	0	0	0	32	165
14:15	1	0	9	0	0	0	0	0	16	0	0	2	0	0	0	0	0	0	0	0	0	3	19	2	0	1	0	0	53	
14:30	2	0	7	0	0	0	0	0	19	1	0	1	0	0	0	0	0	0	0	0	0	4	27	2	0	8	0	0	71	
14:45	2	0	3	0	0	0	0	0	23	1	0	3	0	0	0	0	0	0	0	0	0	7	25	3	0	2	0	0	69	
15:00	3	0	8	0	0	0	0	1	15	1	0	0	0	0	0	0	0	0	0	0	0	10	24	3	0	2	0	0	67	260
15:15	1	1	16	0	0	0	0	5	18	1	0	0	0	0	0	0	0	0	0	0	0	13	15	8	0	0	1	0	79	286
15:30	4	1	11	0	0	0	0	4	14	4	1	0	0	0	0	0	0	0	0	0	0	12	24	12	0	2	0	0	89	304
15:45	2	0	10	0	0	0	0	3	25	1	0	2	0	0	0	0	0	0	0	0	0	19	31	12	0	0	0	0	105	340
16:00	4	0	14	0	0	0	0	2	39	2	0	1	0	0	0	0	0	0	0	0	0	8	37	1	2	3	0	0	113	386
16:15	7	0	11	0	0	0	0	0	33	3	0	0	0	0	0	0	0	0	0	0	0	6	24	5	0	1	0	0	90	397
16:30	2	0	12	0	0	0	0	1	24	0	0	0	0	0	0	0	0	0	0	0	0	11	38	5	0	0	0	0	93	401
16:45	1	0	8	0	0	0	0	1	32	4	0	0	0	0	0	0	0	0	0	0	0	4	20	10	0	0	0	0	80	376
17:00	1	0	5	0	0	0	0	2	20	2	0	1	0	0	0	0	0	0	0	0	0	6	26	4	0	0	0	0	67	330
17:15	1	0	11	1	0	0	0	0	16	1	0	0	0	0	0	0	0	0	0	0	0	5	17	4	0	0	0	0	56	296
17:30	1	0	9	0	0	0	0	1	11	1	0	0	0	0	0	0	0	0	0	0	0	6	18	5	0	0	0	0	52	255

8-Hour Approach Total by MovementSeparate Cars/Trucks				56	686	45	3	30	1													236	610	205	5	33	3		
8-Hour Approach Total by Movement Sum Cars and Trucks				59	716	46																241	643	208					
8-Hour Approach Total				821																		1092							
Two Way Total				1913																									

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B-5 *St. Mary*

Not applicable for this school

B-6 *St. Peter*

Not applicable for this school

B-7 *St. Pius X*

PXO Warrant Analysis for Lacasse Boulevard and Meander Crescent

8-Hour Two Way Vehicle Volume		1245	
8-Hour Adjusted Pedestrian Volume (both legs)		70	< 100 pedestrians in 8 hours
Distance from other Devices >200 m	nearly		~190 m centreline to centreline to Clapp
Requirement for System Connectivity	depends		lack of sidewalk on east side of Lacasse to walk to controlled crossing from Lacasse Park
Speed Limit		40	
Number of Road Lanes		2	
Result from Selection Matrix	N/A		
8-Hour Bike Volume Crossing Lacasse Both Legs		4	
8-Hour Adjusted Ped + Bike Both Legs		74	

Table 7: Pedestrian Crossover Selection Matrix

Two-way Vehicular Volume			Posted Speed Limit (km/h	Total Number of Lanes for the Roadway Cross Section[1]			
Time Period	Lower Bound	Upper Bound		1 or 2 Lanes	3 lanes	4 lanes w/raised refuge	4 lanes w/o raised refuge
8 Hour	750	2,250	≤50	Level 2 Type D	Level 2 Type C[3]	Level 2 Type D[2]	Level 2 Type B
4 Hour	395	1,185					
8 Hour	750	2,250	60	Level 2 Type C	Level 2 Type B	Level 2 Type C[2]	Level 2 Type B
4 Hour	395	1,185					
8 Hour	2,250	4,500	≤50	Level 2 Type D	Level 2 Type B	Level 2 Type D[2]	Level 2 Type B
4 Hour	1,185	2,370					
8 Hour	2,250	4,500	60	Level 2 Type C	Level 2 Type B	Level 2 Type C[2]	Level 2 Type B
4 Hour	1,185	2,370					
8 Hour	4,500	6,000	≤50	Level 2 Type C	Level 2 Type B	Level 2 Type C[2]	Level 2 Type B
4 Hour	2,370	3,155					
8 Hour	4,500	6,000	60	Level 2 Type B	Level 2 Type B	Level 2 Type C[2]	Level 2 Type B
4 Hour	2,370	3,155					
8 Hour	6,000	7,500	≤50	Level 2 Type B	Level 2 Type B	Level 2 Type C[2]	Level 1 Type A
4 Hour	3,155	3,950					
8 Hour	6,000	7,500	60	Level 2 Type B	Level 2 Type B		
4 Hour	3,155	3,950					
8 Hour	7,500	17,500	≤50	Level 2 Type B	Level 2 Type B		
4 Hour	3,950	9,215					
8 Hour	7,500	17,500	60	Level 2 Type B			
4 Hour	3,950	9,215					

Type A Type B Type C Type D

Approaches to roundabouts should be considered a separate roadways.

[1]The total number of lanes is representative of crossing distance. The width of these lanes is assumed to be between 3.0 m and 3.75 m according to MTO Geometric Design Standards for Ontario Highways (Chapter D.2). A cross sectional feature (e.g. bike lane or on-street parking) may extend the average crossing distance beyond this range of lane widths.

[2]Use of two sets of side mounted signs for each direction (one on the right side and one on the median)

[3]Use Level 2 Type B PXO up to 3 lanes total, cross section one-way.

The hatched cells in this table show that a PXO is not recommended for sites with these traffic and geometric conditions. Generally a traffic signal is warranted for such conditions.

PEDESTRIAN AND CYCLIST COUNTS

Tecumseh (WSP) - October 22 (16 Counts)

Site: 200101 - Lacasse Blvd @ Meader Cres

Date: 2024-10-22

Period	NORTH				EAST				SOUTH				WEST			
Ending	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES
7:45	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30	2	0	0	0	0	0	0	0	0	0	0	0	5	3	1	3
8:45	1	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0
9:00	3	1	1	0	0	0	0	0	2	0	0	0	4	0	0	0
9:15	2	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0
9:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
11:45	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0
12:15	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
12:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
13:15	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0
14:15	0	1	1	1	0	0	0	0	0	0	0	0	2	0	0	0
14:30	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	1	0	0	0	0	0	0	0	0	0	0	0	6	0	0	1
15:15	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
15:45	5	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
16:00	2	2	2	0	0	0	0	0	0	0	0	0	1	0	0	1
16:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
16:30	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
16:45	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
17:00	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	1
17:15	0	1	1	0	0	0	0	0	0	0	0	0	4	0	0	0
17:30	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0

42	7	6		2	0	0		8	0	0		45	4	3	Total Pedestrians by Class and Leg
42	14	6		2	0	0		8	0	0		45	8	3	Adjusted Pedestrian Volume by Class and Leg
62				2				8				56			Total Adjusted Volume by Leg
70															Total Adjusted Volume by Two Legs
			4			0				0					11 bike volumes

NOTE:

Class types for the pedestrian counts are as follows

CLASS 1 = Regular Pedestrians
CLASS 2 = Assisted Pedestrians (e.g. children under 12, senior citizen, disabled pedestrian)
CLASS 3 = Any adults accompanying a pedestrian categorized as “assisted”
BIKES

Prepared By: *PYRAMID* Traffic Inc.

Turning Movement Count - Lacasse Blvd @ Meander Cres

Municipality: Tecumseh
Major Road: Lacasse Blvd
Minor Road: Meander Cres

Date: Oct 22, 2024

Major Road Runs: North/South
Weather Conditions: Clear/Dry
Person No. 1 Cam
Person No. 2

Period	North Approach							East Approach							South Approach							West Approach							Veh. Summary	
	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.		
Ending	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	15	60
7:45	0	15	0	0	0	0	0	1	0	0	0	0	0	0	0	9	2	0	0	0	0	2	0	0	0	0	0	0	29	
8:00	5	23	0	0	0	0	0	3	0	2	0	0	0	0	0	7	4	0	0	0	0	0	0	0	0	0	0	0	44	
8:15	8	21	1	0	0	0	0	5	0	1	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	44	
8:30	39	17	0	0	0	0	0	18	1	21	0	0	0	0	0	13	24	0	1	0	0	2	1	0	0	0	0	0	137	254
8:45	3	9	1	1	2	0	0	17	0	21	0	0	0	0	0	22	3	0	0	0	0	0	0	1	0	0	0	0	80	305
9:00	0	14	1	0	0	0	0	0	0	1	0	0	0	0	1	13	4	0	0	0	0	1	0	1	0	0	0	0	36	297
9:15	0	10	0	0	0	0	0	3	0	0	0	0	0	0	0	8	3	0	1	0	0	0	0	1	0	0	0	0	26	279
9:30	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10	4	0	4	0	0	0	0	0	0	0	0	0	28	170
11:15	1	12	0	0	0	0	0	1	0	1	0	0	1	0	0	14	2	0	0	1	0	0	0	1	0	0	0	0	34	
11:30	1	13	0	1	0	0	0	4	0	0	0	0	0	0	0	7	0	0	1	0	0	0	0	0	0	0	0	0	27	
11:45	0	11	0	0	0	0	0	2	0	0	1	0	0	0	0	10	1	0	1	0	0	0	0	0	0	0	0	0	26	
12:00	0	14	0	0	0	0	0	6	0	0	0	0	0	0	1	10	3	0	0	0	0	0	0	0	0	0	0	0	34	121
12:15	0	12	1	0	0	0	0	3	0	3	0	0	0	0	0	11	1	0	1	0	0	1	0	1	0	0	0	0	34	121
12:30	0	15	1	0	1	0	0	7	0	1	0	0	0	0	0	10	2	0	1	0	0	0	0	0	0	0	0	0	38	132
12:45	1	11	0	0	1	0	0	2	0	0	0	0	0	0	0	13	2	0	0	0	0	1	0	1	0	0	0	0	32	138
13:00	4	9	0	0	1	0	0	6	0	0	0	0	0	0	1	16	1	0	1	0	0	0	0	0	0	0	0	0	39	143
13:15	2	14	1	0	0	0	0	5	0	1	0	0	0	0	1	11	3	0	2	0	0	0	0	0	0	0	0	0	40	149
13:30	0	12	0	0	0	0	0	2	0	0	0	0	0	0	1	9	5	0	1	0	0	0	0	1	0	0	0	0	31	142
14:15	4	9	1	0	1	0	0	1	0	0	0	0	0	0	0	14	2	0	0	0	0	0	0	0	0	0	0	0	32	
14:30	6	12	0	1	0	0	0	2	0	2	0	0	0	0	0	19	13	0	1	0	0	0	0	0	0	0	0	0	56	
14:45	18	16	2	0	1	0	0	2	0	3	0	0	0	0	1	15	23	0	0	0	0	0	0	0	0	0	0	0	81	
15:00	6	14	0	0	0	0	0	15	0	24	0	0	0	0	1	14	10	0	1	0	0	2	0	1	0	0	0	0	88	257
15:15	4	16	0	0	1	1	0	15	0	8	0	0	0	0	1	26	4	0	2	0	0	0	0	0	0	0	0	0	78	303
15:30	2	13	0	0	0	0	0	3	0	9	0	0	0	0	0	23	5	0	1	0	0	0	0	0	0	0	0	0	56	303
15:45	2	9	0	0	0	0	0	7	0	2	0	0	0	0	1	20	6	0	0	1	0	0	0	0	0	0	0	0	48	270
16:00	3	17	0	0	0	0	0	6	0	8	0	0	0	0	0	22	2	0	0	0	0	0	0	0	0	0	0	0	58	240
16:15	1	11	2	0	1	0	0	2	0	2	0	0	0	0	2	20	0	0	1	0	0	0	0	0	0	0	0	0	42	204
16:30	0	12	1	0	0	1	0	3	0	5	1	0	0	0	0	33	6	0	1	0	0	0	0	2	0	0	0	0	65	213
16:45	1	11	0	0	1	0	0	4	0	1	1	0	0	0	1	29	5	0	0	0	0	0	0	0	0	0	0	0	54	219
17:00	0	14	0	0	0	0	0	2	0	1	0	0	0	0	0	22	6	0	0	0	0	0	0	1	0	0	0	0	46	207
17:15	2	12	0	0	0	0	0	2	0	2	0	0	0	0	0	20	1	0	0	0	0	0	0	1	0	0	0	0	40	205
17:30	3	14	0	0	0	0	0	2	0	0	0	0	0	0	0	18	1	0	1	0	0	0	0	0	0	0	0	0	39	179

8-Hour Vol by Type & Mvmt	116	421	13	3	10	2		151	1	119	3	0	1		12	492	152	0	22	2		9	1	12	0	0	0			
8-Hour Total Volume by Movement	119	431	15					154	1	120					12	514	154					9	1	12						
8-Hour Total Volume by Approach	565							275							680							22								
8-Hour Total Volume Major	1245																												
8-Hour Total Volume Minor	297																												

B-8 *Sainte-Marguerite-d'Youville*

PXO Warrant Woodbridge

PXO Warrant Analysis for St. Thomas Street & Woodridge Drive

8-Hour Two Way Vehicle Volume	1348	
8-Hour Adjusted Pedestrian Volume (both legs)	58	
Distance from other Devices >200 m	~100 m centreline to centreline from AWS at Centennial	
Requirement for System Connectivity	depends	helps with access to Brenda Cr from S side of St Thomas
Speed Limit	40 km/h	
Number of Road Lanes	2	
Result from Selection Matrix	N/A	ped volume <100 Adj Peds/8-hours
8-Hour Bike Volume Crossing St. Thomas Both Legs	0	
8-Hour Adjusted Ped + Bike Both Legs	58	

Table 7: Pedestrian Crossover Selection Matrix

Two-way Vehicular Volume			Posted Speed Limit (km/h	Total Number of Lanes for the Roadway Cross Section[1]			
Time Period	Lower Bound	Upper Bound		1 or 2 Lanes	3 lanes	4 lanes w/raised refuge	4 lanes w/o raised refuge
8 Hour	750	2,250	≤50	Level 2 Type D	Level 2 Type C[3]	Level 2 Type D[2]	Level 2 Type B
4 Hour	395	1,185					
8 Hour	750	2,250	60	Level 2 Type C	Level 2 Type B	Level 2 Type C[2]	Level 2 Type B
4 Hour	395	1,185					
8 Hour	2,250	4,500	≤50	Level 2 Type D	Level 2 Type B	Level 2 Type D[2]	Level 2 Type B
4 Hour	1,185	2,370					
8 Hour	2,250	4,500	60	Level 2 Type C	Level 2 Type B	Level 2 Type C[2]	Level 2 Type B
4 Hour	1,185	2,370					
8 Hour	4,500	6,000	≤50	Level 2 Type C	Level 2 Type B	Level 2 Type C[2]	Level 2 Type B
4 Hour	2,370	3,155					
8 Hour	4,500	6,000	60	Level 2 Type B	Level 2 Type B	Level 2 Type C[2]	Level 2 Type B
4 Hour	2,370	3,155					
8 Hour	6,000	7,500	≤50	Level 2 Type B	Level 2 Type B	Level 2 Type C[2]	Level 1 Type A
4 Hour	3,155	3,950					
8 Hour	6,000	7,500	60	Level 2 Type B	Level 2 Type B		
4 Hour	3,155	3,950					
8 Hour	7,500	17,500	≤50	Level 2 Type B	Level 2 Type B		
4 Hour	3,950	9,215					
8 Hour	7,500	17,500	60	Level 2 Type B			
4 Hour	3,950	9,215					

Type A Type B Type C Type D

Approaches to roundabouts should be considered a separate roadways.

[1]The total number of lanes is representative of crossing distance. The width of these lanes is assumed to be between 3.0 m and 3.75 m according to MTO Geometric Design Standards for Ontario Highways (Chapter D.2). A cross sectional feature (e.g. bike lane or on-street parking) may extend the average crossing distance beyond this range of lane widths.

[2]Use of two sets of side mounted signs for each direction (one on the right side and one on the median)

[3]Use Level 2 Type B PXO up to 3 lanes total, cross section one-way.

The hatched cells in this table show that a PXO is not recommended for sites with these traffic and geometric conditions. Generally a traffic signal is warranted for such conditions.

PEDESTRIAN AND CYCLIST COUNTS

Tecumseh (WSP) - October 22 (16 Counts)

Site: 200089 - St Thomas St @ Woodbridge Dr

Date: 2024-10-22

Period	NORTH				EAST				SOUTH				WEST			
Ending	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES
7:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
8:15	0	0	0	0	1	2	1	0	2	0	0	4	1	0	0	0
8:30	0	0	0	0	0	0	0	0	8	0	0	1	0	0	0	0
8:45	0	0	0	0	0	0	0	0	7	0	0	3	0	0	0	0
9:00	0	0	0	0	2	1	1	0	3	8	4	1	0	0	0	0
9:15	0	0	0	0	0	0	0	0	2	1	1	0	1	0	0	0
9:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	4	0	0	1	0	0	0	0
11:30	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0
11:45	0	0	0	1	1	0	0	0	3	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
12:15	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0
12:30	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	2	1	1	0	1	0	0	0
13:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0
14:45	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0
15:00	2	0	0	0	2	0	0	0	3	1	1	4	3	0	0	0
15:15	1	0	0	0	4	1	1	0	16	7	3	5	0	0	0	0
15:30	0	0	0	0	2	7	3	0	15	11	7	1	0	0	0	0
15:45	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	3	0	0	0	0	1	2	1	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
16:30	0	0	0	0	0	2	1	0	0	0	0	1	0	0	0	0
16:45	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0
17:00	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
17:30	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0

8-Hour Pedestrian by Leg and Class	16	13	7										9	0	0	
8-Hour Adjusted Pedestrian Volume by Leg and Class	16	26	7										9	0	0	
8-Hour Adjusted Total Pedestrian Volume	49												9			
8-Hour Adjusted Total Pedestrian Volume, Both Legs	58															
8-Hour Bike Volume by Leg				0												0

NOTE:

Class types for the pedestrian counts are as follows

CLASS 1 = Regular Pedestrians
CLASS 2 = Assisted Pedestrians (e.g. children under 12, senior citizen, disabled pedestrian)
CLASS 3 = Any adults accompanying a pedestrian categorized as “assisted”
BIKES

Prepared By: *PYRAMID* Traffic Inc.

Turning Movement Count - St Thomas St @ Woodridge Dr

Municipality: Tecumseh
Major Road: St Thomas St
Minor Road: Woodridge Dr

Date: Oct 22, 2024

Major Road Runs: East/West
Weather Conditions: Clear/Dry
Person No. 1 Cam
Person No. 2

Period	North Approach							East Approach							South Approach							West Approach							Veh. Summary	
	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.		
Ending	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	15	60
7:45	1	0	2	0	0	0	0	1	15	0	0	1	0	0	4	0	1	0	0	0	0	0	17	0	0	0	0	0	42	
8:00	0	0	4	0	0	0	0	0	21	1	0	1	0	0	0	0	1	0	0	0	0	0	18	1	0	2	0	0	49	
8:15	1	0	0	0	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	1	16	0	0	0	0	0	45	
8:30	2	0	1	0	0	0	0	0	37	0	0	5	0	0	0	0	0	0	0	0	0	0	19	0	0	0	0	0	64	200
8:45	3	1	4	0	0	0	0	0	23	0	0	4	0	0	1	0	1	0	0	0	0	0	32	0	0	2	0	0	71	229
9:00	7	0	3	0	0	0	0	1	27	2	0	1	0	0	1	0	1	0	0	0	0	1	38	2	0	0	0	0	84	264
9:15	3	0	1	0	0	0	0	1	16	1	1	0	0	0	1	0	2	0	0	0	0	4	18	0	0	0	0	0	48	267
9:30	2	0	0	0	0	0	0	1	13	0	0	0	0	0	1	0	0	0	0	0	0	2	9	1	0	0	0	0	29	232
11:15	4	1	0	0	0	0	0	0	12	0	0	0	0	0	3	3	0	1	0	0	0	1	13	2	0	0	0	0	40	
11:30	0	2	1	0	0	0	0	1	12	1	0	0	0	0	0	2	0	0	0	0	0	0	12	1	0	0	0	0	32	
11:45	2	1	0	0	0	0	0	0	12	0	0	0	0	0	1	0	1	0	0	0	0	2	9	0	0	0	0	0	28	
12:00	0	0	0	0	0	0	0	0	7	1	0	0	0	0	1	0	0	0	0	0	0	0	18	2	0	0	0	0	29	129
12:15	2	0	0	0	0	0	0	0	14	1	0	1	0	0	2	0	0	0	0	0	0	1	11	0	0	0	0	0	32	121
12:30	1	1	0	0	0	0	0	1	11	1	0	2	0	0	1	1	0	0	0	0	0	0	8	1	0	0	0	0	28	117
12:45	1	0	1	0	0	0	0	1	16	3	0	0	0	0	1	1	0	0	0	0	0	1	20	1	0	0	0	0	46	135
13:00	2	0	1	0	0	0	0	0	7	1	0	0	0	0	0	1	0	0	0	0	0	0	11	0	0	1	0	0	24	130
13:15	0	0	0	0	0	0	0	2	18	0	0	0	0	0	1	1	1	0	0	0	0	0	12	2	0	0	0	0	37	135
13:30	2	0	0	0	1	0	0	1	11	3	0	0	0	0	0	1	1	0	0	0	0	0	12	1	0	0	0	0	33	140
14:15	2	1	2	0	0	0	0	1	9	0	0	0	0	0	0	0	1	0	0	0	0	0	7	2	0	1	0	0	26	
14:30	1	0	1	0	0	0	0	1	21	0	0	3	0	0	1	1	1	0	0	0	0	0	8	1	0	0	0	0	39	
14:45	1	1	0	0	0	0	0	1	24	1	0	4	0	0	1	0	0	0	0	0	0	0	17	0	0	2	0	0	52	
15:00	2	4	1	0	0	0	0	3	26	0	0	0	0	0	0	0	0	0	0	0	0	2	20	1	0	5	0	0	64	181
15:15	1	2	1	0	0	0	0	2	14	4	0	1	0	0	0	1	0	0	0	0	0	1	40	4	0	5	0	0	76	231
15:30	4	1	3	0	0	0	0	2	18	1	0	0	0	0	1	0	2	0	0	0	0	2	26	1	0	0	0	0	61	253
15:45	2	0	0	0	0	0	0	0	14	2	0	1	0	0	0	0	2	0	0	0	0	1	22	1	0	0	0	0	45	246
16:00	0	0	0	0	0	0	0	1	17	0	0	1	0	0	1	0	3	0	0	0	0	2	25	3	0	0	0	0	53	235
16:15	1	0	2	0	0	0	0	1	21	3	0	0	0	0	0	0	0	0	0	1	0	3	31	3	0	1	0	0	67	226
16:30	3	0	0	0	0	0	0	1	21	1	0	0	0	0	1	0	0	0	0	0	0	5	23	4	0	1	0	0	60	225
16:45	0	1	3	0	0	0	0	0	30	1	0	1	0	0	1	1	0	0	0	0	0	1	16	1	0	0	0	0	56	236
17:00	0	0	1	1	0	0	0	2	21	2	0	0	0	0	0	0	1	0	0	0	0	1	27	1	0	0	0	0	57	240
17:15	2	0	0	0	0	0	0	0	25	1	0	0	0	0	1	1	0	0	0	0	0	1	24	1	0	1	0	0	57	230
17:30	2	3	1	0	0	0	0	0	18	1	0	0	0	0	1	1	1	0	0	0	0	2	13	2	0	0	0	0	45	215
8-Hour Approach Total by MovementSeparate Cars/Trucks								25	578	32	1	26	0									34	592	39	0	21	0			
8-Hour Approach Total by Movement Sum Cars and Trucks								26	604	32												34	613	39						
8-Hour Approach Total								662														686								
Two Way Total								1348																						

PXO Warrant Centennial

PXO Warrant Analysis for St. Thomas Street & Centennial Drive

8-Hour Two Way Vehicle Volume	1427	
8-Hour Adjusted Pedestrian Volume (both legs)	145	
Distance from other Devices >200 m	Yes	
Requirement for System Connectivity	depends	if AWS removed, helps with access to Centennial Dr from S side of St Thomas
Speed Limit	40 km/h	
Number of Road Lanes	2	
Result from Selection Matrix	Level 2, Type D	See note about existing traffic control; cannot have AWS & PXO at same intersection
8-Hour Bike Volume Crossing St. Thomas Both Legs	5	
8-Hour Adjusted Ped + Bike Both Legs	150	

NOTE: Currently AWS control at Centennial, therefore results only applicable if St. Thomas changed to free flow at this intersection

Table 7: Pedestrian Crossover Selection Matrix

Two-way Vehicular Volume			Posted Speed Limit (km/h	Total Number of Lanes for the Roadway Cross Section[1]			
Time Period	Lower Bound	Upper Bound		1 or 2 Lanes	3 lanes	4 lanes w/raised refuge	4 lanes w/o raised refuge
8 Hour	750	2,250	≤50	Level 2 Type D	Level 2 Type C[3]	Level 2 Type D[2]	Level 2 Type B
4 Hour	395	1,185					
8 Hour	750	2,250	60	Level 2 Type C	Level 2 Type B	Level 2 Type C[2]	Level 2 Type B
4 Hour	395	1,185					
8 Hour	2,250	4,500	≤50	Level 2 Type D	Level 2 Type B	Level 2 Type D[2]	Level 2 Type B
4 Hour	1,185	2,370					
8 Hour	2,250	4,500	60	Level 2 Type C	Level 2 Type B	Level 2 Type C[2]	Level 2 Type B
4 Hour	1,185	2,370					
8 Hour	4,500	6,000	≤50	Level 2 Type C	Level 2 Type B	Level 2 Type C[2]	Level 2 Type B
4 Hour	2,370	3,155					
8 Hour	4,500	6,000	60	Level 2 Type B	Level 2 Type B	Level 2 Type C[2]	Level 2 Type B
4 Hour	2,370	3,155					
8 Hour	6,000	7,500	≤50	Level 2 Type B	Level 2 Type B	Level 2 Type C[2]	Level 1 Type A
4 Hour	3,155	3,950					
8 Hour	6,000	7,500	60	Level 2 Type B	Level 2 Type B		
4 Hour	3,155	3,950					
8 Hour	7,500	17,500	≤50	Level 2 Type B	Level 2 Type B		
4 Hour	3,950	9,215					
8 Hour	7,500	17,500	60	Level 2 Type B			
4 Hour	3,950	9,215					

Type A Type B Type C Type D

Approaches to roundabouts should be considered a separate roadways.

[1]The total number of lanes is representative of crossing distance. The width of these lanes is assumed to be between 3.0 m and 3.75 m according to MTO Geometric Design Standards for Ontario Highways (Chapter D.2). A cross sectional feature (e.g. bike lane or on-street parking) may extend the average crossing distance beyond this range of lane widths.

[2]Use of two sets of side mounted signs for each direction (one on the right side and one on the median)

[3]Use Level 2 Type B PXO up to 3 lanes total, cross section one-way.

The hatched cells in this table show that a PXO is not recommended for sites with these traffic and geometric conditions. Generally a traffic signal is warranted for such conditions.

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PEDESTRIAN AND CYCLIST COUNTS

Tecumseh (WSP) - October 22 (16 Counts)

Site: 200193 - St Thomas St @ Centennial Dr

Date: 2024-10-22

Period	NORTH				EAST				SOUTH				WEST			
Ending	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	2	5	3	1	0	0	0	0	4	2	2	0
9:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	10	3	3	0	0	0	0	0	5	4	4	3
15:30	0	0	0	0	6	16	9	0	0	0	0	0	6	1	1	0
15:45	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
16:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	1	1	1	1	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	1	1	0	0	0	0	0	0	0	0	0

8-Hour Pedestrian by Leg and Class	30	28	19				16	8	8
8-Hour Adjusted Pedestrian Volume by Leg and Class	30	56	19				16	16	8
8-Hour Adjusted Total Pedestrian Volume	105						40		
8-Hour Adjusted Total Pedestrian Volume, Both Legs	145								
8-Hour Bike Volume by Leg				1					4

NOTE:

Class types for the pedestrian counts are as follows

CLASS 1 = Regular Pedestrians
CLASS 2 = Assisted Pedestrians (e.g. children under 12, senior citizen, disabled pedestrian)
CLASS 3 = Any adults accompanying a pedestrian categorized as “assisted”
BIKES

Prepared By: *PYRAMID* Traffic Inc.

Turning Movement Count - St Thomas St @ Centennial Dr

Municipality: Tecumseh
Major Road: St Thomas St
Minor Road: Centennial Dr

Date: Oct 22, 2024

Major Road Runs: East/West
Weather Conditions: Clear/Dry
Person No. 1 Cam
Person No. 2

Period	North Approach							East Approach							South Approach							West Approach							Veh. Summary	
	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.		
Ending	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	15	60
7:45	1	0	5	0	0	0	0	0	16	1	0	1	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	36	
8:00	0	0	2	0	0	0	0	0	25	1	0	1	0	0	0	0	0	0	0	0	0	0	16	0	0	2	0	0	47	
8:15	3	0	5	0	0	0	0	0	37	2	0	0	0	0	0	0	0	0	0	0	0	1	11	0	0	0	0	0	59	
8:30	2	0	7	0	0	0	0	0	44	5	0	5	1	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	79	221
8:45	1	0	8	0	0	0	0	0	29	3	0	3	0	0	0	0	0	0	0	0	0	1	24	0	0	2	0	0	71	256
9:00	2	0	11	0	0	1	0	0	61	9	0	4	0	0	0	0	0	0	0	0	0	5	19	0	0	0	0	0	112	321
9:15	1	0	2	0	0	0	0	0	27	11	0	1	0	0	0	0	0	0	0	0	0	3	13	0	0	0	0	0	58	320
9:30	3	0	2	0	0	0	0	0	14	3	0	0	0	0	0	0	0	0	0	0	0	1	9	0	0	0	0	0	32	273
11:15	2	0	1	0	0	0	0	0	11	4	0	0	0	0	0	0	0	0	0	0	0	2	13	0	0	0	0	0	33	
11:30	1	0	1	0	0	0	0	0	14	1	0	0	0	0	0	0	0	0	0	0	0	1	10	0	0	0	0	0	28	
11:45	1	0	1	0	0	0	0	0	12	3	0	0	0	0	0	0	0	0	0	0	0	2	10	0	0	0	0	0	29	
12:00	0	0	0	1	0	0	0	0	9	3	0	0	0	0	0	0	0	0	0	0	0	3	13	0	0	0	0	0	29	119
12:15	5	0	2	0	0	0	0	0	13	3	0	2	0	0	0	0	0	0	0	0	0	2	10	0	0	0	0	0	37	123
12:30	2	0	0	0	0	0	0	0	13	0	0	1	0	0	0	0	0	0	0	0	0	2	7	0	0	0	0	0	25	120
12:45	1	0	2	0	0	0	0	0	17	2	0	0	0	0	0	0	0	0	0	0	0	2	19	0	0	0	0	0	43	134
13:00	1	0	1	0	0	0	0	0	9	4	0	0	0	0	0	0	0	0	0	0	0	1	11	0	0	1	0	0	28	133
13:15	1	0	0	0	0	0	0	0	22	4	0	0	0	0	0	0	0	0	0	0	0	2	11	0	0	0	0	0	40	136
13:30	0	0	4	0	0	1	0	0	11	1	0	0	0	0	0	0	0	0	0	0	0	1	13	0	0	0	0	0	31	142
14:15	1	0	2	0	0	0	0	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	1	0	0	22	
14:30	1	0	2	0	0	0	0	0	21	1	0	3	0	0	0	0	0	0	0	0	0	2	7	0	0	0	0	0	37	
14:45	1	0	4	0	0	0	0	0	24	1	0	4	0	0	0	0	0	0	0	0	0	2	14	0	1	0	0	0	51	
15:00	4	0	6	0	0	0	0	0	31	6	0	0	0	0	0	0	0	0	0	0	0	4	14	0	0	4	0	0	69	179
15:15	2	0	4	0	0	0	0	0	20	2	0	2	0	0	0	0	0	0	0	0	0	4	34	0	0	4	0	0	72	229
15:30	0	0	3	0	0	0	0	0	19	6	0	0	1	0	0	0	0	0	0	0	0	4	30	0	0	0	0	0	63	255
15:45	3	0	0	0	0	0	0	0	16	3	0	1	0	0	0	0	0	0	0	0	0	2	25	0	0	0	0	0	50	254
16:00	0	0	2	0	0	0	0	0	18	4	0	1	0	0	0	0	0	0	0	0	0	5	23	0	0	0	0	0	53	238
16:15	5	0	2	0	0	0	0	0	29	1	0	0	0	0	0	0	0	0	0	0	0	4	19	0	0	2	0	0	62	228
16:30	4	0	2	0	0	0	0	0	25	4	0	0	1	0	0	0	0	0	0	0	0	6	18	0	0	1	0	0	61	226
16:45	4	0	2	0	0	0	0	0	35	4	0	1	0	0	0	0	0	0	0	0	0	2	12	0	0	0	0	0	60	236
17:00	3	0	3	0	0	0	0	0	29	6	0	0	0	0	0	0	0	0	0	0	0	4	22	0	1	0	0	0	68	251
17:15	2	0	2	0	0	0	0	0	24	3	0	0	0	0	0	0	0	0	0	0	0	5	20	0	0	1	0	0	57	246
17:30	2	0	1	0	0	0	0	0	19	1	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	36	221
8-Hour Approach Total by MovementSeparate Cars/Trucks								0	703	103	0	30	3									73	495	0	2	18	0			
8-Hour Approach Total by Movement Sum Cars and Trucks								0	733	106												75	513	0						
8-Hour Approach Total								839														588								
Two Way Total								1427																						

PXO Warrant Analysis for St. Thomas Street & Dillon Drive

8-Hour Two Way Vehicle Volume	1425	
8-Hour Adjusted Pedestrian Volume (both legs)	5	
Distance from other Devices >200 m	depends	~ 85m centreline to centreline from AWS at Centennial
Requirement for System Connectivity	depends	helps with access to Dillon Dr from S side of St Thomas due to lack of sidewalk on N side
Speed Limit	40 km/h	
Number of Road Lanes	2	
Result from Selection Matrix	N/A	
8-Hour Bike Volume Crossing St. Thomas Both Legs	1	
8-Hour Adjusted Ped + Bike Both Legs	6	

Table 7: Pedestrian Crossover Selection Matrix

Two-way Vehicular Volume			Posted Speed Limit (km/h	Total Number of Lanes for the Roadway Cross Section[1]			
Time Period	Lower Bound	Upper Bound		1 or 2 Lanes	3 lanes	4 lanes w/raised refuge	4 lanes w/o raised refuge
8 Hour	750	2,250	≤50	Level 2 Type D	Level 2 Type C[3]	Level 2 Type D[2]	Level 2 Type B
4 Hour	395	1,185					
8 Hour	750	2,250	60	Level 2 Type C	Level 2 Type B	Level 2 Type C[2]	Level 2 Type B
4 Hour	395	1,185					
8 Hour	2,250	4,500	≤50	Level 2 Type D	Level 2 Type B	Level 2 Type D[2]	Level 2 Type B
4 Hour	1,185	2,370					
8 Hour	2,250	4,500	60	Level 2 Type C	Level 2 Type B	Level 2 Type C[2]	Level 2 Type B
4 Hour	1,185	2,370					
8 Hour	4,500	6,000	≤50	Level 2 Type C	Level 2 Type B	Level 2 Type C[2]	Level 2 Type B
4 Hour	2,370	3,155					
8 Hour	4,500	6,000	60	Level 2 Type B	Level 2 Type B	Level 2 Type C[2]	Level 2 Type B
4 Hour	2,370	3,155					
8 Hour	6,000	7,500	≤50	Level 2 Type B	Level 2 Type B	Level 2 Type C[2]	Level 1 Type A
4 Hour	3,155	3,950					
8 Hour	6,000	7,500	60	Level 2 Type B	Level 2 Type B		
4 Hour	3,155	3,950					
8 Hour	7,500	17,500	≤50	Level 2 Type B	Level 2 Type B		
4 Hour	3,950	9,215					
8 Hour	7,500	17,500	60	Level 2 Type B			
4 Hour	3,950	9,215					

Type A Type B Type C Type D

Approaches to roundabouts should be considered a separate roadways.

[1]The total number of lanes is representative of crossing distance. The width of these lanes is assumed to be between 3.0 m and 3.75 m according to MTO Geometric Design Standards for Ontario Highways (Chapter D.2). A cross sectional feature (e.g. bike lane or on-street parking) may extend the average crossing distance beyond this range of lane widths.

[2]Use of two sets of side mounted signs for each direction (one on the right side and one on the median)

[3]Use Level 2 Type B PXO up to 3 lanes total, cross section one-way.

The hatched cells in this table show that a PXO is not recommended for sites with these traffic and geometric conditions. Generally a traffic signal is warranted for such conditions.

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PEDESTRIAN AND CYCLIST COUNTS

Tecumseh (WSP) - October 22 (16 Counts)

Site: 200202 - St Thomas St @ Dillon Dr

Date: 2024-10-22

Period Ending	NORTH				EAST				SOUTH				WEST			
	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	10	4	2	0	0	0	0	0
9:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0
14:45	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	3	19	9	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	1	0	0	0	1	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	1	0	0	0	0	0	0	0

8-Hour Pedestrian by Leg and Class	2	1	1						0	0	0	
8-Hour Adjusted Pedestrian Volume by Leg and Class	2	2	1						0	0	0	
8-Hour Adjusted Total Pedestrian Volume	5								0			
8-Hour Adjusted Total Pedestrian Volume, Both Legs	5											
8-Hour Bike Volume by Leg				1								0

NOTE:

Class types for the pedestrian counts are as follows

CLASS 1 = Regular Pedestrians
CLASS 2 = Assisted Pedestrians (e.g. children under 12, senior citizen, disabled pedestrian
CLASS 3 = Any adults accompanying a pedestrian categorized as “assisted'
BIKES

Prepared By: *PYRAMID* Traffic Inc.

Turning Movement Count - St Thomas St @ Dillon Dr

Municipality: Tecumseh
Major Road: St Thomas St
Minor Road: Dillon Dr

Date: Oct 22, 2024

Major Road Runs: East/West
Weather Conditions: Clear/Dry
Person No. 1: Cam
Person No. 2:

Period	North Approach							East Approach							South Approach							West Approach							Veh. Summary	
	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.		
Ending	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	15	60
7:45	0	0	0	0	0	0	0	0	13	0	0	1	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	30	
8:00	4	0	5	0	0	0	0	0	18	1	0	1	0	0	0	0	0	0	0	0	0	1	14	0	0	2	0	0	46	
8:15	2	0	3	0	0	0	0	0	30	2	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	52	
8:30	5	0	5	0	0	0	0	0	39	2	0	6	0	0	0	0	0	0	0	0	0	3	16	0	0	0	0	0	76	204
8:45	1	0	5	0	0	0	0	0	22	3	0	4	0	0	0	0	0	0	0	0	0	3	26	0	0	2	0	0	66	240
9:00	2	0	3	0	0	0	0	0	39	1	0	4	0	0	0	0	0	0	0	0	0	3	42	0	0	4	0	0	98	292
9:15	4	0	1	0	0	1	0	0	19	1	0	0	0	0	0	0	0	0	0	0	0	2	33	0	0	0	0	0	61	301
9:30	3	0	1	0	0	0	0	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	31	256
11:15	2	0	0	0	0	0	0	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	34	
11:30	4	0	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	1	10	0	0	0	0	0	29	
11:45	0	0	1	0	0	0	0	0	14	2	0	0	0	0	0	0	0	0	0	0	0	1	10	0	0	0	0	0	28	
12:00	1	0	1	0	0	0	0	0	10	2	0	0	0	0	0	0	0	0	0	0	0	1	11	0	0	1	0	0	27	118
12:15	2	0	0	0	0	0	0	0	15	1	0	2	0	0	0	0	0	0	0	0	0	3	14	0	0	0	0	0	37	121
12:30	0	0	1	1	0	0	0	0	12	2	0	1	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	26	118
12:45	3	0	1	0	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	3	18	0	0	0	0	0	42	132
13:00	2	0	1	0	0	0	0	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	1	0	0	30	135
13:15	0	0	1	0	0	0	0	0	24	1	0	0	0	0	0	0	0	0	0	0	0	2	12	0	0	0	0	0	40	138
13:30	0	0	1	0	0	0	0	0	10	1	0	0	0	0	0	0	0	0	0	0	0	1	12	0	0	1	0	0	26	138
14:15	2	0	2	0	0	0	0	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	23	
14:30	0	0	0	0	0	0	0	0	22	1	0	3	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	34	
14:45	2	0	1	0	0	0	0	0	24	3	0	4	0	0	0	0	0	0	0	0	0	1	14	0	0	0	0	0	49	
15:00	0	0	4	0	0	0	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	4	0	0	56	162
15:15	3	0	0	0	0	0	0	0	23	4	0	2	0	0	0	0	0	0	0	0	0	6	29	0	0	4	0	0	71	210
15:30	6	0	5	0	0	0	0	0	11	2	0	0	0	0	0	0	0	0	0	0	0	5	33	0	0	3	0	0	65	241
15:45	4	0	0	0	0	0	0	0	15	1	0	1	0	0	0	0	0	0	0	0	0	3	31	0	0	0	0	0	55	247
16:00	3	0	0	0	0	0	0	0	22	2	0	1	0	0	0	0	0	0	0	0	0	2	30	0	0	0	0	0	60	251
16:15	2	0	0	1	0	0	0	0	26	2	0	0	0	0	0	0	0	0	0	0	0	2	34	0	0	2	0	0	69	249
16:30	0	0	0	0	0	1	0	0	23	1	0	0	0	0	0	0	0	0	0	0	0	3	32	0	1	0	0	0	61	245
16:45	2	0	4	0	0	0	0	0	29	2	0	1	0	0	0	0	0	0	0	0	0	1	25	0	0	0	0	0	64	254
17:00	2	0	2	1	0	0	0	0	31	2	0	0	0	0	0	0	0	0	0	0	0	4	28	0	0	0	0	0	70	264
17:15	0	0	3	0	0	0	0	0	18	4	0	0	0	0	0	0	0	0	0	0	0	1	25	0	0	1	0	0	52	247
17:30	2	0	3	0	0	0	0	0	15	3	0	0	0	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	39	225

8-Hour Approach Total by MovementSeparate Cars/Trucks								0	633	53	0	31	0									60	622	0	1	25	0		
8-Hour Approach Total by Movement Sum Cars and Trucks								0	664	53												61	647	0					
8-Hour Approach Total								717														708							
Two Way Total								1425																					

B-9 *Saint-Antoine*

PXO Warrant Analysis for Lesperance Road and Lanoue Street

8-Hour Two Way Vehicle Volume		8204	
8-Hour Adjusted Pedestrian Volume (both legs)		9	< 100 pedestrians in 8 hours
Distance from other Devices >200 m	no		~110 m centreline to centreline to Arbour
Requirement for System Connectivity	no		sidewalks on both sides on Lesperance
Speed Limit		50	
Number of Road Lanes		3	
Result from Selection Matrix	N/A		
8-Hour bike Volume Crossing Lesperance Both Legs		7	
8-Hour Adjusted Ped + Bike Both Legs		16	

Table 7: Pedestrian Crossover Selection Matrix

Two-way Vehicular Volume			Posted Speed Limit (km/h	Total Number of Lanes for the Roadway Cross Section[1]			
Time Period	Lower Bound	Upper Bound		1 or 2 Lanes	3 lanes	4 lanes w/raised refuge	4 lanes w/o raised refuge
8 Hour	750	2,250	≤50	Level 2 Type D	Level 2 Type C[3]	Level 2 Type D[2]	Level 2 Type B
4 Hour	395	1,185					
8 Hour	750	2,250	60	Level 2 Type C	Level 2 Type B	Level 2 Type C[2]	Level 2 Type B
4 Hour	395	1,185					
8 Hour	2,250	4,500	≤50	Level 2 Type D	Level 2 Type B	Level 2 Type D[2]	Level 2 Type B
4 Hour	1,185	2,370					
8 Hour	2,250	4,500	60	Level 2 Type C	Level 2 Type B	Level 2 Type C[2]	Level 2 Type B
4 Hour	1,185	2,370					
8 Hour	4,500	6,000	≤50	Level 2 Type C	Level 2 Type B	Level 2 Type C[2]	Level 2 Type B
4 Hour	2,370	3,155					
8 Hour	4,500	6,000	60	Level 2 Type B	Level 2 Type B	Level 2 Type C[2]	Level 2 Type B
4 Hour	2,370	3,155					
8 Hour	6,000	7,500	≤50	Level 2 Type B	Level 2 Type B	Level 2 Type C[2]	Level 1 Type A
4 Hour	3,155	3,950					
8 Hour	6,000	7,500	60	Level 2 Type B	Level 2 Type B		
4 Hour	3,155	3,950					
8 Hour	7,500	17,500	≤50	Level 2 Type B	Level 2 Type B		
4 Hour	3,950	9,215					
8 Hour	7,500	17,500	60	Level 2 Type B			
4 Hour	3,950	9,215					

Type A Type B Type C Type D

Approaches to roundabouts should be considered a separate roadways.

[1]The total number of lanes is representative of crossing distance. The width of these lanes is assumed to be between 3.0 m and 3.75 m according to MTO Geometric Design Standards for Ontario Highways (Chapter D.2). A cross sectional feature (e.g. bike lane or on-street parking) may extend the average crossing distance beyond this range of lane widths.

[2]Use of two sets of side mounted signs for each direction (one on the right side and one on the median)

[3]Use Level 2 Type B PXO up to 3 lanes total, cross section one-way.

The hatched cells in this table show that a PXO is not recommended for sites with these traffic and geometric conditions. Generally a traffic signal is warranted for such conditions.

PEDESTRIAN AND CYCLIST COUNTS

Tecumseh (WSP) - October 22 (16 Counts)

Site: 200060 - Lesperance Rd @ Lahoue St

Date: 2024-10-22

Period	NORTH				EAST				SOUTH				WEST			
Ending	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES
7:45	1	0	0	0	1	0	0	0	0	0	0	0	4	1	1	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0
8:15	1	2	1	0	0	0	0	2	0	0	0	0	3	4	3	0
8:30	0	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
11:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	1	0	0	0	0	0	0	2	3	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
14:15	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
14:30	0	0	0	0	1	0	0	1	0	0	0	0	3	3	3	0
14:45	1	0	0	0	2	0	0	0	0	0	0	0	1	0	0	1
15:00	0	0	0	0	1	0	0	0	0	0	0	1	2	0	0	1
15:15	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
15:30	0	0	0	0	2	0	0	0	0	0	0	0	16	4	4	2
15:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	1	0	0	0	1	0	0	3	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	8	10	2	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	3	5	3	0
17:15	0	0	0	0	1	0	0	1	0	0	0	2	6	4	2	0
17:30	0	0	0	1	0	0	0	0	0	0	0	0	1	1	1	0

4	2	1		14	0	0		0	0	0		56	36	21	Total Pedestrians by Class and Leg
4	4	1		14	0	0		0	0	0		56	72	21	Adjusted Pedestrian Volume by Class and Leg
9				14				0				149			Total Adjusted Volume by Leg
9															Total Adjusted Volume by Two Legs
			1				14				6				6 Bike Volume

NOTE:

Class types for the pedestrian counts are as follows

CLASS 1 = Regular Pedestrians
CLASS 2 = Assisted Pedestrians (e.g. children under 12, senior citizen, disabled pedestrian)
CLASS 3 = Any adults accompanying a pedestrian categorized as “assisted”
BIKES

East leg is one way eastbound
West leg is access which is slightly offset to the north

Prepared By: *PYRAMID* Traffic Inc.

Turning Movement Count - Lesperance Rd @ Lanoue St

Municipality: Tecumseh
Major Road: Lesperance Rd
Minor Road: Lanoue St

Date: Oct 22, 2024

Major Road Runs: North/South
Weather Conditions: Clear/Dry
Person No. 1 Cam
Person No. 2

Period	North Approach							East Approach							South Approach							West Approach							Veh. Summary	
	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.		
Ending	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	15	60
7:45	0	170	0	0	7	0	0	0	0	0	0	0	0	0	0	79	3	0	1	0	0	1	0	0	0	0	0	0	261	
8:00	1	176	0	0	11	0	0	0	0	0	0	0	0	0	0	110	1	0	4	0	0	15	3	29	0	0	0	0	350	
8:15	2	147	0	1	5	0	0	0	0	0	0	0	0	0	0	102	2	0	5	0	0	0	0	4	0	0	0	0	268	
8:30	6	122	0	0	5	0	0	0	0	0	0	0	0	0	0	151	3	0	6	0	0	0	1	0	0	0	0	0	294	1173
8:45	5	137	0	0	10	0	0	0	0	0	0	0	0	0	1	121	3	0	3	1	0	0	0	0	0	0	0	0	281	1193
9:00	2	110	0	0	6	0	0	0	0	0	0	0	0	0	0	131	3	0	5	0	0	0	0	0	0	0	0	0	257	1100
9:15	1	101	0	0	4	0	0	0	0	0	0	0	0	0	0	89	2	0	7	0	0	0	0	0	0	0	0	0	204	1036
9:30	2	83	0	0	9	0	0	0	0	0	0	0	0	0	0	106	1	0	5	0	0	16	4	8	0	0	0	0	234	976
11:15	2	93	0	0	1	0	0	0	0	0	0	0	0	0	0	97	1	0	7	0	0	1	0	0	0	0	0	0	202	
11:30	7	91	0	0	3	0	0	0	0	0	0	0	0	0	0	82	1	0	6	0	0	2	0	1	0	0	0	0	193	
11:45	1	87	0	1	7	0	0	0	0	0	0	0	0	0	0	116	3	0	5	0	0	1	0	3	0	0	0	0	224	
12:00	2	85	0	1	6	0	0	0	0	0	0	0	0	0	0	134	1	0	0	0	0	4	1	3	0	0	0	0	237	856
12:15	4	109	0	0	2	0	0	0	0	0	0	0	0	0	0	98	0	0	5	0	0	1	0	1	0	0	0	0	220	874
12:30	4	96	0	0	4	0	0	0	0	0	0	0	0	0	0	98	0	0	3	0	0	0	0	1	0	0	0	0	206	887
12:45	6	89	0	0	4	0	0	0	0	0	0	0	0	0	0	86	0	0	3	0	0	0	0	0	0	0	0	0	188	851
13:00	3	91	0	1	1	0	0	0	0	0	0	0	0	0	0	116	4	0	2	0	0	0	0	2	0	0	0	0	220	834
13:15	3	98	0	0	2	0	0	0	0	0	0	0	0	0	0	124	3	0	3	1	0	2	0	1	0	0	0	0	237	851
13:30	4	110	0	2	0	0	0	0	0	0	0	0	0	0	1	89	1	0	4	1	0	3	1	1	0	0	0	0	217	862
14:15	9	93	0	0	2	0	0	0	0	0	0	0	0	0	0	126	1	0	5	0	0	0	0	0	0	0	0	0	236	
14:30	3	98	0	0	4	0	0	0	0	0	0	0	0	0	1	144	3	0	6	0	0	2	0	2	0	0	0	0	263	
14:45	6	101	0	0	8	0	0	0	0	0	0	0	0	0	0	155	4	0	6	0	0	3	2	8	0	0	0	0	293	
15:00	5	91	0	0	5	0	0	0	0	0	0	0	0	0	1	141	1	0	6	0	0	0	1	2	0	0	0	0	253	1045
15:15	7	108	0	0	2	0	0	0	0	0	0	0	0	0	0	163	4	0	4	0	0	5	0	2	0	0	0	0	295	1104
15:30	3	94	0	0	7	0	0	0	0	0	0	0	0	0	0	153	1	0	5	0	0	2	1	3	0	0	0	0	269	1110
15:45	4	97	0	0	3	0	0	0	0	0	0	0	0	0	1	160	1	0	0	0	0	3	0	2	0	0	0	0	271	1088
16:00	4	102	0	0	5	0	0	0	0	0	0	0	0	0	1	151	3	0	5	0	0	1	0	4	0	0	0	0	276	1111
16:15	3	103	0	0	4	0	0	0	0	0	0	0	0	0	0	186	1	0	4	0	0	2	0	3	0	0	0	0	306	1122
16:30	5	105	0	0	5	0	0	0	0	0	0	0	0	0	0	198	6	0	2	0	0	1	1	3	0	0	0	0	326	1179
16:45	3	114	0	0	2	0	0	0	0	0	0	0	0	0	2	200	1	0	1	0	0	4	1	6	0	0	0	0	334	1242
17:00	8	96	0	0	1	0	0	0	0	0	0	0	0	0	0	204	3	0	2	0	0	6	0	0	0	0	0	0	320	1286
17:15	9	147	0	0	2	0	0	0	0	0	0	0	0	0	0	185	1	0	6	0	0	3	0	1	0	0	0	0	354	1334
17:30	6	86	0	0	0	0	0	0	0	0	0	0	0	0	1	199	3	0	4	0	0	2	1	1	0	0	0	0	303	1311
8-Hour Vol by Type & Mvmt	130	3430	0	6	137	0									9	4294	65	0	130	3		80	17	91	0	0	0			
8-Hour Total Volume by Movement	136	3567	0												9	4424	68					80	17	91						
8-Hour Total Volume by Approach	3703														4501							188								
8-Hour Total Volume Major	8204																													
8-Hour Total Volume Minor	188																													

B-10 *Lakeview Montesorri*

Not applicable for this school

B-11 *Al-Hijra Academy*

Not applicable for this school

B-12 *L'Essor*

Not applicable for this school

APPENDIX

C Stop Sign Compliance Details

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C-1 *A.V. Graham*

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Intersection	Video Observation Period	Category of Non-Compliance	Stop Sign Non-Compliance (vehicles/15-minute interval)												Vehicle Volumes (vehicles/15-minute interval)												Percent Non-Compliance											
			North Leg			East Leg			South Leg			West Leg			North Leg			East Leg			South Leg			West Leg			North Leg			East Leg			South Leg			West Leg		
			SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR
St. Thomas Street & Brenda Crescent	2:45 PM - 3:00 PM	No conflicting vehicles or pedestrians																									0%						0%		0%			
		Conflicting vehicles or pedestrians																									0%						0%		0%			
		Near miss/crash																									0%						0%		0%			
		TOTAL FOR 15 MINUTE INTERVAL	**0**	**0**	**0**				**0**	**0**	**0**				**2**	**0**	**0**				**6**	**0**	**1**				**0%**						**0%**		**0%**			
	3:00 PM - 3:15 PM	No conflicting vehicles or pedestrians			1																								50%				0%		0%			
		Conflicting vehicles or pedestrians																											0%				0%		0%			
		Near miss/crash																											0%				0%		0%			
		TOTAL FOR 15 MINUTE INTERVAL	**0**	**0**	**1**	N/A			**0**	**0**	**0**	N/A			**0**	**0**	**2**	N/A			**14**	**0**	**35**	N/A					**50%**	N/A			**0%**		**0%**	N/A		
	3:15 PM - 3:30 PM	No conflicting vehicles or pedestrians																									0%		0%				0%		0%			
		Conflicting vehicles or pedestrians																									0%		0%				0%		0%			
		Near miss/crash																									0%		0%				0%		0%			
		TOTAL FOR 15 MINUTE INTERVAL	**0**	**0**	**0**				**0**	**0**	**0**				**2**	**0**	**1**				**3**	**0**	**8**				**0%**		**0%**				**0%**		**0%**			
	Total Period 2:45 PM - 3:30 PM	No conflicting vehicles or pedestrians	0	0	1				0	0	0																0%		33%				0%		0%			
		Conflicting vehicles or pedestrians	0	0	0				0	0	0																0%		0%				0%		0%			
		Near miss/crash	0	0	0				0	0	0																0%		0%				0%		0%			
		TOTAL FOR 45 MINUTE INTERVAL	**0**	**0**	**1**				**0**	**0**	**0**				**4**	**0**	**3**				**23**	**0**	**44**				**0%**		**33%**				**0%**		**0%**			

Note: If the TMC for a movement was zero, no calculation could be produced since division by zero leads to an error.

Notes:

Footage does not provide a clear view of the south leg (stop sign not visible), making it challenging to note of non-compliance
6 adult pedestrians crossed east-west in the first interval observation period - one reason: to get to mailbox
6 child bicyclists crosed east-west in the first interval observation period
Majority of movement is coming from the south leg (out of the two legs of study)
Busiest interval (greatest movment of cars and pedestrians/cyclists) is 3-3:15

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C-2 *Beacon Heights*

Not applicable for this school

C-3 *Tecumseh Vista Academy*

Not applicable for this school

C-4 *St. André*

Not applicable for this school

C-5 *St. Mary*

Not applicable for this school

C-6 *St. Peter*

Not applicable for this school

C-7 *St. Pius X*

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St. Thomas Street and Lacasse Boulevard Stop Sign Non Compliance

Intersection	Video Observation Period	Category of Non-compliance	Stop Sign Non-Compliance (vehicles/15-minute interval)												Vehicle Volumes (vehicles/15-minute interval)												Percent Non-Compliance											
			North Leg			East Leg			South Leg			West Leg			North Leg			East Leg			South Leg			West Leg			North Leg			East Leg			South Leg			West Leg		
			SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR
St. Thomas Street & Lacasse Boulevard	2:45 PM - 3:00 PM	No conflicting vehicles or pedestrians	1		1	1				1			1														9%	0%	33%	14%	0%	0%	0%	6%	0%	0%	6%	0%
		Conflicting vehicles or pedestrians																									0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		Near miss/crash																									0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		TOTAL FOR 15 MINUTE INTERVAL	**1**	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**11**	**22**	**3**	**7**	**10**	**1**	**1**	**16**	**13**	**1**	**17**	**9**	**9%**	**0%**	**33%**	**14%**	**0%**	**0%**	**0%**	**6%**	**0%**	**0%**	**6%**	**0%**
	3:00 PM - 3:15 PM	No conflicting vehicles or pedestrians	1	2	1		2	3		5	6	1	1	2													13%	6%	50%	0%	11%	60%	0%	24%	35%	100%	7%	50%
		Conflicting vehicles or pedestrians																									0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		Near miss/crash					1																				0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%
		TOTAL FOR 15 MINUTE INTERVAL	**1**	**2**	**1**	**0**	**3**	**3**	**0**	**5**	**6**	**1**	**1**	**2**	**8**	**33**	**2**	**4**	**19**	**5**	**4**	**21**	**17**	**1**	**14**	**4**	**13%**	**6%**	**50%**	**0%**	**16%**	**60%**	**0%**	**24%**	**35%**	**100%**	**7%**	**50%**
	3:15 PM - 3:30 PM	No conflicting vehicles or pedestrians	1	3	1	2	5	4		3	5		2	1													50%	15%	50%	22%	26%	67%	0%	12%	63%		14%	25%
		Conflicting vehicles or pedestrians																									0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	0%
		Near miss/crash																									0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	0%
		TOTAL FOR 15 MINUTE INTERVAL	**1**	**3**	**1**	**2**	**5**	**4**	**0**	**3**	**5**	**0**	**2**	**1**	**2**	**20**	**2**	**9**	**19**	**6**	**3**	**25**	**8**	**0**	**14**	**4**	**50%**	**15%**	**50%**	**22%**	**26%**	**67%**	**0%**	**12%**	**63%**		**14%**	**25%**
	Total Period 2:45 PM - 3:30 PM	No conflicting vehicles or pedestrians	3	5	3	3	7	7	0	9	11	1	4	3													14%	7%	43%	15%	15%	58%	0%	15%	29%	50%	9%	18%
		Conflicting vehicles or pedestrians	0	0	0	0	0	0	0	0	0	0	0	0													0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		Near miss/crash	0	0	0	0	1	0	0	0	0	0	0	0													0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
		TOTAL FOR 45 MINUTE INTERVAL	**3**	**5**	**3**	**3**	**8**	**7**	**0**	**9**	**11**	**1**	**4**	**3**	**21**	**75**	**7**	**20**	**48**	**12**	**8**	**62**	**38**	**2**	**45**	**17**	**14%**	**7%**	**43%**	**15%**	**17%**	**58%**	**0%**	**15%**	**29%**	**50%**	**9%**	**18%**

Note: If the TMC for a movement was zero, no calculation could be produced since division by zero leads to an error.

Notes:

14:56:28 - Two vehicles entered the intersection after a long pause due to pedestrian traffic. EBT vehicle yielded to WBL vehicle. Not due to stop sign non-compliance so didn't include in tally.

15:11:03 - A person on an electric scooter speeds through the intersection going WBT without stopping as a car going NBT is crossing through intersection

vehicles are more compliant when there are more cars at the intersections - forces them to come to complete stops

Clapp Street and Lacasse Boulevard Stop Sign Non Compliance

Intersection	Video Observation Period	Category of Non-compliance	Stop Sign Non-Compliance (vehicles/15-minute interval)												Vehicle Volume (vehicles/15-minute interval)												Percent Non-Compliance											
			North Leg			East Leg			South Leg			West Leg			North Leg			East Leg			South Leg			West Leg				North Leg			East Leg			South Leg			West Leg		
			SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR
Clapp Street & Lacasse Boulevard	2:45 PM - 3:00 PM	No conflicting vehicles or pedestrians		5	6				1	1		3		2														28%	30%				10%	6%		30%		22%
		Conflicting vehicles or pedestrians																										0%	0%				0%	0%		0%		0%
		Near miss/crash																										0%	0%				0%	0%		0%		0%
		TOTAL FOR 15 MINUTE INTERVAL		**5**	**6**				**1**	**1**		**3**		**2**		**18**	**20**				**10**	**16**		**10**		**9**		**28%**	**30%**				**10%**	**6%**		**30%**		**22%**
	3:00 PM - 3:15 PM	No conflicting vehicles or pedestrians		6	2				1	1		1		1														25%	25%				14%	4%		17%		20%
		Conflicting vehicles or pedestrians																										0%	0%				0%	0%		0%		0%
		Near miss/crash																										0%	0%				0%	0%		0%		0%
		TOTAL FOR 15 MINUTE INTERVAL	N/A	**6**	**2**	N/A			**1**	**1**	N/A	**1**	N/A	**1**	N/A	**24**	**8**	N/A			**7**	**28**	N/A	**6**	N/A	**5**	N/A	**25%**	**25%**	N/A			**14%**	**4%**	N/A	**17%**	N/A	**20%**
	3:15 PM - 3:30 PM	No conflicting vehicles or pedestrians		8	4							1		2														67%	100%				0%	0%		20%		40%
		Conflicting vehicles or pedestrians																										0%	0%				0%	0%		0%		0%
		Near miss/crash																										0%	0%				0%	0%		0%		0%
		TOTAL FOR 15 MINUTE INTERVAL		**8**	**4**				**0**	**0**		**1**		**2**		**12**	**4**				**6**	**25**		**5**		**5**		**67%**	**100%**				**0%**	**0%**		**20%**		**40%**
	Total Period 2:45 PM - 3:30 PM	No conflicting vehicles or pedestrians		19	12				2	2		5		5														35%	38%				9%	3%		24%		26%
		Conflicting vehicles or pedestrians		0	0				0	0		0		0														0%	0%				0%	0%		0%		0%
		Near miss/crash		0	0				0	0		0		0														0%	0%				0%	0%		0%		0%
		TOTAL FOR 45 MINUTE INTERVAL		**19**	**12**				**2**	**2**		**5**		**5**		**54**	**32**				**23**	**69**		**21**		**19**		**35%**	**38%**				**9%**	**3%**		**24%**		**26%**

Note: If the TMC for a movement was zero, no calculation could be produced since division by zero leads to an error.

Notes:
On-street parking along the North and South legs
camera view makse it challenging to see full-stop compliance on the south leg

C-8 *Sainte-Marguerite-d'Youville*

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St. Thomas Street and Woodridge Drive Stop Sign Non Compliance

Intersection	Video Observation Period	Category of Non-compliance	Stop Sign Non-Compliance (vehicles/15-minute interval)												Vehicle Volume (vehicles/15-minute interval)												Percent Non-Compliance											
			North Leg			East Leg			South Leg			West Leg			North Leg			East Leg			South Leg			West Leg			North Leg			East Leg			South Leg			West Leg		
			SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR
St. Thomas Street & Woodridge Drive	2:45 PM - 3:00 PM	No conflicting vehicles or pedestrians		1	1																					0%	25%	100%									
		Conflicting vehicles or pedestrians																								0%	0%	0%									
		Near miss/crash																								0%	0%	0%									
		TOTAL FOR 15 MINUTE INTERVAL	**0**	**1**	**1**				**0**	**0**	**0**				**2**	**4**	**1**				**0**	**0**	**0**				**0%**	**25%**	**100%**									
	3:00 PM - 3:15 PM	No conflicting vehicles or pedestrians			1																					0%	0%	100%					0%				
		Conflicting vehicles or pedestrians																								0%	0%	0%					0%				
		Near miss/crash																								0%	0%	0%					0%				
		TOTAL FOR 15 MINUTE INTERVAL	**0**	**0**	**1**	N/A			**0**	**0**	**0**	N/A			**1**	**2**	**1**	N/A			**0**	**1**	**0**	N/A			**0%**	**0%**	**100%**	N/A				**0%**		N/A		
	3:15 PM - 3:30 PM	No conflicting vehicles or pedestrians			1																					0%	0%	33%				0%		0%			
		Conflicting vehicles or pedestrians																								0%	0%	0%				0%		0%			
		Near miss/crash																								0%	0%	0%				0%		0%			
		TOTAL FOR 15 MINUTE INTERVAL	**0**	**0**	**1**				**0**	**0**	**0**				**4**	**1**	**3**				**1**	**0**	**2**				**0%**	**0%**	**33%**				**0%**		**0%**			
	Total Period 2:45 PM - 3:30 PM	No conflicting vehicles or pedestrians	0	1	3				0	0	0															0%	14%	60%				0%	0%	0%			
		Conflicting vehicles or pedestrians	0	0	0				0	0	0															0%	0%	0%				0%	0%	0%			
		Near miss/crash	0	0	0				0	0	0															0%	0%	0%				0%	0%	0%			
		TOTAL FOR 45 MINUTE INTERVAL	**0**	**1**	**3**				**0**	**0**	**0**				**7**	**7**	**5**				**1**	**1**	**2**				**0%**	**14%**	**60%**				**0%**	**0%**	**0%**			

Notes:
Pedestrians (adults and children) are forced to J-walk because there is no crosswalk across St. Thomas Street

Note: If the TMC for a movement was zero, no calculation could be produced since division by zero leads to an error.

St. Thomas Street and Dillon Drive Stop Sign Non Compliance

Intersection	Video Observation Period	Category of Non-compliance	Stop Sign Non-Compliance (vehicles/15-minute interval)												Vehicle Volume (vehicles/15-minute interval)												Percent Non-Compliance											
			North Leg			East Leg			South Leg			West Leg			North Leg			East Leg			South Leg			West Leg				North Leg			East Leg			South Leg			West Leg		
			SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR
St. Thomas Street & Dillon Drive	2:45 PM - 3:00 PM	No conflicting vehicles or pedestrians			3																								75%									
		Conflicting vehicles or pedestrians																											0%									
		Near miss/crash																											0%									
		TOTAL FOR 15 MINUTE INTERVAL	**0**		**3**										**0**		**4**												**75%**									
	3:00 PM - 3:15 PM	No conflicting vehicles or pedestrians	1																								33%											
		Conflicting vehicles or pedestrians																									0%											
		Near miss/crash																									0%											
		TOTAL FOR 15 MINUTE INTERVAL	**1**	N/A	**0**	N/A			N/A			N/A			**3**	N/A	**0**	N/A			N/A			N/A			**33%**	N/A		N/A			N/A			N/A		
	3:15 PM - 3:30 PM	No conflicting vehicles or pedestrians			2																						0%		40%									
		Conflicting vehicles or pedestrians																									0%		0%									
		Near miss/crash																									0%		0%									
		TOTAL FOR 15 MINUTE INTERVAL	**0**		**2**										**6**		**5**										**0%**		**40%**									
	Total Period 2:45 PM - 3:30 PM	No conflicting vehicles or pedestrians	1		5																						11%		56%									
		Conflicting vehicles or pedestrians	0		0																						0%		0%									
		Near miss/crash	0		0																						0%		0%									
		TOTAL FOR 45 MINUTE INTERVAL	**1**		**5**										**9**		**9**										**11%**		**56%**									

Notes:
There are no stop signs along St Thomas Street, only on Dillon Drive

Note: If the TMC for a movement was zero, no calculation could be produced since division by zero leads to an error.

C-9 *Saine-Antoine*

Not applicable for this school

C-10 *Lakeview Montessori*

Not applicable for this school

C-11 *Al-Hijra Academy*

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Howard Avenue Connector and Howard Avenue Stop Sign Non Compliance

Intersection	Video Observation Period	Category of Non-compliance	Stop Sign Non-Compliance (vehicles/15-minute interval)												Vehicle Volume (vehicles/15-minute interval)												Percent Non-Compliance											
			North Leg			East Leg			South Leg			West Leg			North Leg			East Leg			South Leg			West Leg			North Leg			East Leg			South Leg			West Leg		
			SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR
Howard Avenue Connector & Howard Avenue	3:15 PM - 3:30 PM	No conflicting vehicles or pedestrians	14	17		6		13																			47%	63%		50%		93%		0%				
		Conflicting vehicles or pedestrians																									0%	0%		0%		0%		0%				
		Near miss/crash																									0%	0%		0%		0%		0%				
		TOTAL FOR 15 MINUTE INTERVAL	**14**	**17**		**6**		**13**		**0**	**0**				**30**	**27**		**12**		**14**		**17**	**0**				**47%**	**63%**		**50%**		**93%**		**0%**				
	3:30 PM - 3:45 PM	No conflicting vehicles or pedestrians	5	12		3		6																			15%	29%		25%		21%		0%	0%			
		Conflicting vehicles or pedestrians			N/A		N/A		N/A			N/A					N/A		N/A			N/A				N/A		0%	0%	N/A	0%	N/A	0%	N/A	0%	0%		N/A	
		Near miss/crash																									0%	0%		0%		0%		0%	0%			
		TOTAL FOR 15 MINUTE INTERVAL	**5**	**12**		**3**		**6**		**0**	**0**				**33**	**41**		**12**		**28**		**64**	**12**				**15%**	**29%**		**25%**		**21%**		**0%**	**0%**			
	Total Period 3:15 PM - 3:45 PM	No conflicting vehicles or pedestrians	19	29		9		19		0	0																30%	43%		38%		45%		0%	0%			
		Conflicting vehicles or pedestrians	0	0		0		0		0	0																0%	0%		0%		0%		0%	0%			
		Near miss/crash	0	0		0		0		0	0																0%	0%		0%		0%		0%	0%			
		TOTAL FOR 30 MINUTE INTERVAL	**19**	**29**		**9**		**19**		**0**	**0**				**63**	**68**		**24**		**42**		**81**	**12**				**30%**	**43%**		**38%**		**45%**		**0%**	**0%**			

Notes:
Footage does not provide a clear view of the south leg, the stop sign is not visible, making it challenging to confirm stop-sign compliance

Note: If the TMC for a movement was zero, no calculation could be produced since division by zero leads to an error.

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C-12 *L’Essor*

Not applicable for this school

APPENDIX

D All-way Stop Control Calculations

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APPENDIX

D-1 *A.V. Graham*

Not applicable for this school

D-2 *Beacon Heights*

Not applicable for this school

D-3 *Tecumseh Vista Academy*

Not applicable for this school

D-4 *St. André*

AWS Warrant Analysis for St. Gregory's Road and Edgewater Boulevard

	Volume		Criteria	Criterion Met?
8-Hour Total Major Street Vehicle Approach Volume	2234			
8-Hour Total Minor Street Vehicle Approach Volume	378			
8-Hour Total Minor Street Pedestrian Crossing Volume	40			
8-Hour Total Vehicle Approach Volume	2612			
8-Hour Total Minor Street Pedestrian and Vehicle Volume	418			
Average Major Street Vehicle Approach Volume	279			
Through Road Classification	Collector			
Average Approach Volume	327	>	375	No
Average Minor Street Pedestrian and Vehicle Volume	52	>	150	No
Volume Split Major	86%	≤	70%	No

PEDESTRIAN AND CYCLIST COUNTS

Tecumseh (WSP) - October 22 (16 Counts)

Site: 200097 - St Gregorys Rd @ Edgewater Blvd

Date: 2024-10-22

Period	NORTH				EAST				SOUTH				WEST			
Ending	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES
7:45	0	0	0	0	0	0	0	0	1	0	0	0	6	0	0	0
8:00	0	0	0	1	2	0	0	0	1	0	0	0	0	0	0	0
8:15	0	0	0	0	2	0	0	0	2	0	0	1	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
8:45	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0
9:00	1	0	0	0	0	0	0	0	2	0	0	1	1	0	0	1
9:15	0	0	0	1	0	0	0	0	2	0	0	0	2	0	0	0
9:30	0	0	0	0	0	0	0	0	2	0	0	0	4	0	0	0
11:15	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
11:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0
12:00	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
12:30	0	0	0	3	0	0	0	0	1	0	0	0	4	0	0	0
12:45	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0
13:30	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0
14:15	0	0	0	0	1	0	0	0	6	0	0	0	0	2	2	0
14:30	0	0	0	0	0	0	0	0	6	0	0	1	0	0	0	0
14:45	0	0	0	0	1	0	0	0	1	28	2	0	0	0	0	0
15:00	0	0	0	0	0	1	1	0	3	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	28	2	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0
15:45	0	0	0	0	1	0	0	1	8	1	1	1	2	0	0	0
16:00	0	0	0	0	0	0	0	0	3	6	4	3	1	0	0	0
16:15	0	0	0	0	1	0	0	0	0	0	0	3	0	0	0	0
16:30	0	0	0	1	0	0	0	0	2	0	0	1	1	0	0	0
16:45	0	0	0	0	0	0	0	0	3	0	0	4	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	2	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	4	2	0	0	0

Total Pedestrians by Class and Leg	9	1	1				25	2	2
Total Pedestrians by Leg	11						29		
Total Pedestrians both Legs	40								

NOTE:

Class types for the pedestrian counts are as follows

CLASS 1 = Regular Pedestrians
CLASS 2 = Assisted Pedestrians (e.g. children under 12, senior citizen, disabled pedestrian)
CLASS 3 = Any adults accompanying a pedestrian categorized as “assisted”
BIKES

Prepared By: *PYRAMID* Traffic Inc.

Turning Movement Count - St Gregorys Rd @ Edgewater Blvd

Municipality: Tecumseh
Major Road: St Gregorys Rd
Minor Road: Edgewater Blvd

Date: Oct 22, 2024

Major Road Runs: East/West
Weather Conditions: Clear/Dry
Person No. 1: Cam
Person No. 2:

Period Ending	North Approach							East Approach							South Approach							West Approach							Veh. Summary	
	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.		
	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	15	60
7:45	5	0	10	0	0	0	0	0	28	2	0	2	0	0	0	0	0	0	0	0	0	1	23	0	0	1	0	0	72	
8:00	4	0	8	0	0	0	0	1	35	1	0	8	0	0	0	0	0	0	0	0	0	4	28	1	0	2	0	0	92	
8:15	4	0	5	0	0	1	0	1	55	3	0	1	1	0	0	0	0	0	0	0	0	3	33	0	1	3	0	0	111	
8:30	4	0	6	0	0	1	0	0	34	3	0	0	0	0	0	0	0	0	0	0	0	4	38	0	2	0	0	0	92	367
8:45	4	0	6	0	0	1	0	0	35	1	0	2	0	0	0	0	0	0	0	0	0	2	30	0	0	0	0	0	81	376
9:00	3	0	8	0	0	0	0	0	37	0	0	1	0	0	0	0	0	0	0	0	0	1	25	1	0	0	0	0	76	360
9:15	9	1	5	0	0	0	0	0	42	5	0	2	0	0	0	0	0	0	0	0	0	3	47	3	1	2	0	0	120	369
9:30	4	1	3	0	0	0	0	1	61	4	0	0	0	0	0	1	0	0	0	0	0	1	38	4	0	4	0	0	122	399
11:15	2	0	6	0	0	0	0	0	23	2	0	0	0	0	0	1	0	0	0	0	0	6	17	1	0	0	0	0	58	
11:30	3	1	5	0	0	0	0	0	19	1	0	0	0	0	0	0	0	0	0	0	0	3	26	4	1	1	0	0	64	
11:45	3	0	9	0	0	0	0	0	15	0	0	2	0	0	0	0	0	0	0	0	0	6	14	2	0	2	0	0	53	
12:00	3	0	0	0	0	1	0	1	16	3	0	1	0	0	0	1	0	0	0	0	0	5	15	1	0	2	0	0	49	224
12:15	2	0	4	0	0	0	0	0	18	1	0	0	0	0	0	0	1	0	0	0	0	8	19	2	1	0	0	0	56	222
12:30	3	0	7	0	0	0	0	0	23	2	0	0	0	0	0	0	1	0	0	0	0	6	23	3	1	0	0	0	69	227
12:45	2	0	4	0	0	0	0	0	11	3	0	0	0	0	5	0	1	0	0	0	0	2	19	2	0	1	0	0	50	224
13:00	4	0	8	0	0	0	0	1	12	2	0	2	1	0	1	0	0	0	0	0	0	8	22	0	0	0	0	0	61	236
13:15	3	0	5	0	0	0	0	0	19	3	0	0	0	0	2	0	0	0	0	0	0	4	19	0	1	1	0	0	57	237
13:30	1	0	3	0	0	0	0	0	11	3	0	0	0	0	0	0	0	0	0	0	0	5	18	0	0	0	0	0	41	209
14:15	3	0	7	0	0	0	0	0	24	2	0	2	0	0	0	0	0	0	0	0	0	7	21	2	1	1	0	0	70	
14:30	2	0	5	0	0	0	0	0	27	3	0	1	0	0	0	0	0	0	0	0	0	3	33	1	0	8	0	0	83	
14:45	5	0	7	0	0	1	0	0	23	3	0	3	0	0	0	0	2	0	0	0	0	5	28	0	0	2	0	0	79	
15:00	1	0	6	0	0	0	0	0	20	3	0	0	0	0	0	0	0	0	0	0	0	4	36	2	0	2	0	0	74	306
15:15	5	0	4	1	0	1	0	1	30	2	0	0	0	0	0	1	0	0	0	0	0	5	29	1	1	2	0	0	83	319
15:30	5	0	8	3	0	1	0	5	17	1	0	0	0	0	4	0	3	0	0	0	0	7	44	11	0	2	0	0	111	347
15:45	5	3	6	0	0	0	0	4	31	4	0	2	0	0	6	0	1	0	0	0	0	10	58	11	0	1	0	0	142	410
16:00	6	1	7	0	0	1	0	0	64	1	0	1	0	0	7	1	5	0	0	0	0	8	31	2	0	0	0	0	135	471
16:15	3	1	5	0	0	0	0	0	43	4	0	0	0	0	1	1	0	0	0	0	0	4	34	1	1	1	0	0	99	487
16:30	7	0	4	0	0	0	0	0	33	6	0	0	0	0	4	0	1	0	0	0	0	6	42	2	0	0	0	0	105	481
16:45	3	1	3	0	0	0	0	0	37	2	0	0	0	0	1	0	1	0	0	0	0	11	29	0	0	0	0	0	88	427
17:00	6	0	8	0	0	0	0	0	26	1	0	0	0	0	0	1	0	0	0	0	0	7	30	0	0	0	0	0	79	371
17:15	3	0	3	0	0	0	0	0	25	2	0	0	0	0	0	0	0	0	0	0	0	16	25	2	1	0	0	0	77	349
17:30	3	0	8	0	0	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	7	27	0	0	0	0	0	63	307

8-Hour Vol by Type & Mvmt	120	9	183	4	0	8		15	912	73	0	30	2		31	7	16	0	0	0		172	921	59	12	38	0				
8-Hour Total Volume by Movement	124	9	191					15	942	75					31	7	16					184	959	59							
8-Hour Total Volume by Approach	324							1032							54							1202									
8-Hour Total Volume Major	2234																													
8-Hour Total Volume Minor	378																													

AWS Warrant Analysis for St. Gregory's Road and St. Marks Road

	Volume		Criteria	Criterion Met?
8-Hour Total Major Street Vehicle Approach Volume	1913			
8-Hour Total Minor Street Vehicle Approach Volume	346			
8-Hour Total Minor Street Pedestrian Crossing Volume	32			
8-Hour Total Vehicle Approach Volume	2259			
8-Hour Total Minor Street Pedestrian and Vehicle Volume	378			
Average Major Street Vehicle Approach Volume	239			
Through Road Classification	Collector			
Average Approach Volume	282	>	375	No
Average Minor Street Pedestrian and Vehicle Volume	47	>	150	No
Volume Split Major	85%	≤	70%	No

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PEDESTRIAN AND CYCLIST COUNTS

Tecumseh (WSP) - October 22 (16 Counts)

Site: 201091 - St Gregorys Rd @ West School Driveway

Date: 2024-10-22

Period	NORTH				EAST				SOUTH				WEST			
Ending	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
9:15	1	0	0	0	3	0	0	0	0	0	0	0	1	1	1	0
9:30	2	0	0	0	0	1	1	0	0	0	0	0	2	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
13:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
14:45	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
15:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	1	0	0	0	0	0	0	0	1	2	1	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
17:00	0	0	0	0	0	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

Total Pedestrians by Class and Leg				8	4	3		
Total Pedestrians by Leg				15				
Total Pedestrians both Legs				32				
				12	3	2		
				17				

NOTE:

Class types for the pedestrian counts are as follows

CLASS 1 = Regular Pedestrians
CLASS 2 = Assisted Pedestrians (e.g. children under 12, senior citizen, disabled pedestrian)
CLASS 3 = Any adults accompanying a pedestrian categorized as “assisted”
BIKES

Prepared By: *PYRAMID* Traffic Inc.

Turning Movement Count - St Gregorys Rd @ St Marks Rd

Municipality: Tecumseh
Major Road: St Gregorys Rd
Minor Road: St Marks Rd

Date: Oct 22, 2024

Major Road Runs: East/West
Weather Conditions: Clear/Dry
Person No. 1: Cam
Person No. 2:

Period Ending	North Approach							East Approach							South Approach (ONE WAY INBOUND)							West Approach							Veh. Summary	
	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.		
	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	15	60
7:45	2	0	4	0	0	0	0	0	26	1	0	2	0	0	0	0	0	0	0	0	0	5	13	8	0	1	0	0	62	
8:00	1	0	4	0	0	0	0	3	35	0	0	8	0	0	0	0	0	0	0	0	0	12	15	7	0	2	0	0	87	
8:15	0	0	12	0	0	0	0	2	43	1	0	2	0	0	0	0	0	0	0	0	0	11	20	6	0	3	0	0	100	
8:30	3	0	18	0	0	0	0	4	23	5	0	0	0	0	0	0	0	0	0	0	0	15	16	10	0	0	0	0	94	343
8:45	2	1	14	0	0	0	0	4	18	3	0	2	0	0	0	0	0	0	0	0	0	11	13	9	0	0	0	0	77	358
9:00	3	1	16	0	0	0	0	1	23	3	0	1	0	0	0	0	0	0	0	0	0	7	14	7	0	0	0	0	76	347
9:15	4	1	9	0	0	1	0	7	35	2	1	1	0	0	0	0	0	0	0	0	0	4	15	33	0	2	0	0	115	362
9:30	1	0	9	0	0	0	0	13	51	1	0	0	0	0	0	0	0	0	0	0	0	3	11	32	0	4	0	0	125	393
11:15	1	0	11	0	0	0	0	0	14	2	0	0	0	0	0	0	0	0	0	0	0	6	12	1	0	0	0	0	47	
11:30	2	0	6	0	0	0	0	1	14	2	0	0	0	0	0	0	0	0	0	0	0	5	21	1	0	1	0	0	53	
11:45	0	1	2	0	0	0	0	0	13	0	1	2	0	0	0	0	0	0	0	0	0	5	10	2	2	0	0	0	38	
12:00	0	0	10	0	0	1	0	1	11	3	0	0	0	0	0	0	0	0	0	0	0	4	12	1	0	1	1	0	45	183
12:15	0	0	7	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	5	15	2	0	0	0	0	40	176
12:30	1	0	5	0	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	6	16	4	0	0	0	0	51	174
12:45	0	0	4	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	5	16	1	1	0	0	0	36	172
13:00	3	0	4	0	0	1	0	0	13	0	0	2	1	0	0	0	0	0	0	0	0	7	18	3	0	0	0	0	52	179
13:15	2	0	6	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	5	16	0	0	0	1	0	45	184
13:30	1	0	3	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	6	12	2	0	0	0	0	32	165
14:15	1	0	9	0	0	0	0	0	16	0	0	2	0	0	0	0	0	0	0	0	0	3	19	2	0	1	0	0	53	
14:30	2	0	7	0	0	0	0	0	19	1	0	1	0	0	0	0	0	0	0	0	0	4	27	2	0	8	0	0	71	
14:45	2	0	3	0	0	0	0	0	23	1	0	3	0	0	0	0	0	0	0	0	0	7	25	3	0	2	0	0	69	
15:00	3	0	8	0	0	0	0	1	15	1	0	0	0	0	0	0	0	0	0	0	0	10	24	3	0	2	0	0	67	260
15:15	1	1	16	0	0	0	0	5	18	1	0	0	0	0	0	0	0	0	0	0	0	13	15	8	0	0	1	0	79	286
15:30	4	1	11	0	0	0	0	4	14	4	1	0	0	0	0	0	0	0	0	0	0	12	24	12	0	2	0	0	89	304
15:45	2	0	10	0	0	0	0	3	25	1	0	2	0	0	0	0	0	0	0	0	0	19	31	12	0	0	0	0	105	340
16:00	4	0	14	0	0	0	0	2	39	2	0	1	0	0	0	0	0	0	0	0	0	8	37	1	2	3	0	0	113	386
16:15	7	0	11	0	0	0	0	0	33	3	0	0	0	0	0	0	0	0	0	0	0	6	24	5	0	1	0	0	90	397
16:30	2	0	12	0	0	0	0	1	24	0	0	0	0	0	0	0	0	0	0	0	0	11	38	5	0	0	0	0	93	401
16:45	1	0	8	0	0	0	0	1	32	4	0	0	0	0	0	0	0	0	0	0	0	4	20	10	0	0	0	0	80	376
17:00	1	0	5	0	0	0	0	2	20	2	0	1	0	0	0	0	0	0	0	0	0	6	26	4	0	0	0	0	67	330
17:15	1	0	11	1	0	0	0	0	16	1	0	0	0	0	0	0	0	0	0	0	0	5	17	4	0	0	0	0	56	296
17:30	1	0	9	0	0	0	0	1	11	1	0	0	0	0	0	0	0	0	0	0	0	6	18	5	0	0	0	0	52	255
8-Hour Vol by Type & Mvmt	58	6	278	1	0	3		56	686	45	3	30	1		0	0	0	0	0	0		236	610	205	5	33	3			
8-Hour Total Volume by Movement	59	6	281					59	716	46					0	0	0					241	643	208						
8-Hour Total Volume by Approach	346							821							0							1092								
8-Hour Total Volume Major	1913																													
8-Hour Total Volume Minor	346																													

AWS Warrant Analysis for St. Gregory's Road and Arlington Boulevard

	Volume		Criteria	Criterion Met?
8-Hour Total Major Street Vehicle Approach Volume	1060			
8-Hour Total Minor Street Vehicle Approach Volume	954			
8-Hour Total Minor Street Pedestrian Crossing Volume	102			
8-Hour Total Vehicle Approach Volume	2014			
8-Hour Total Minor Street Pedestrian and Vehicle Volume	1056			
Average Major Street Vehicle Approach Volume	133			
Through Road Classification	Collector			
Average Approach Volume	252	>	375	No
Average Minor Street Pedestrian and Vehicle Volume	132	>	150	No
Volume Split Major	53%	≤	70%	Yes

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PEDESTRIAN AND CYCLIST COUNTS

Tecumseh (WSP) - October 22 (16 Counts)

Site: 200104 - St Gregorys Rd @ Arlington Blvd

Date: 2024-10-22

Period	NORTH				EAST				SOUTH				WEST			
Ending	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES
7:45	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0
8:00	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	2	0	0	0	4	2	1	0
8:30	0	0	0	0	1	0	0	0	0	0	0	1	1	1	1	0
8:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
9:00	0	0	0	0	3	6	4	0	0	7	5	0	0	0	0	1
9:15	1	0	0	0	0	0	0	0	5	6	0	0	3	0	0	0
9:30	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
11:15	0	0	0	1	1	0	0	0	5	0	0	0	1	0	0	0
11:30	0	0	0	1	0	0	0	1	5	0	0	1	0	0	0	0
11:45	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0
12:00	2	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0
12:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	1	1	0	0	0	1	0	0	2	0	0	0	0
12:45	0	0	0	1	1	0	0	0	3	0	0	0	0	0	0	0
13:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	2	0	0	0	2	0	0	1	0	0	0	0
13:30	0	0	0	3	1	0	0	0	2	0	0	0	0	0	0	0
14:15	0	0	0	0	2	0	0	0	5	0	0	0	1	0	0	0
14:30	1	0	0	0	0	0	0	0	4	0	0	1	0	0	0	0
14:45	0	0	0	0	2	0	0	0	4	1	1	2	2	0	0	0
15:00	0	0	0	0	2	0	0	0	4	0	0	0	0	0	0	0
15:15	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	1	0	0	0	2	0	0	0	2	0	0	0
15:45	0	1	1	2	1	0	0	2	1	0	0	1	0	1	1	4
16:00	1	0	0	0	1	3	1	0	0	4	2	0	0	3	1	1
16:15	0	0	0	0	0	0	0	2	1	2	0	4	0	0	0	0
16:30	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	1
16:45	0	0	0	0	2	0	0	2	3	0	0	1	0	0	0	1
17:00	0	0	0	0	1	0	0	1	3	0	0	0	0	0	0	0
17:15	1	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0
17:30	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	1

9	1	1	25	10	6	63	20	8	21	7	4	Total Pedestrians by Class and Leg
11			41			91			32			Total Pedestrians by Leg
102			73									Total Pedestrians both Legs

NOTE:

Class types for the pedestrian counts are as follows

CLASS 1 = Regular Pedestrians
CLASS 2 = Assisted Pedestrians (e.g. children under 12, senior citizen, disabled pedestrian)
CLASS 3 = Any adults accompanying a pedestrian categorized as “assisted”
BIKES

Prepared By: *PYRAMID* Traffic Inc.

Turning Movement Count - St Gregorys Rd @ Arlington Blvd

Municipality: Tecumseh
Major Road: Arlington Blvd
Minor Road: St Gregorys Rd

Date: Oct 22, 2024

Major Road Runs: North/South
Weather Conditions: Clear/Dry
Person No. 1 Cam
Person No. 2

Period	North Approach							East Approach							South Approach							West Approach							Veh. Summary	
	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.		
Ending	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	15	60
7:45	0	8	6	0	0	0	0	4	3	0	0	0	0	0	12	3	0	2	0	0	0	3	0	16	0	0	1	0	58	
8:00	0	10	3	0	0	0	0	7	2	0	0	0	0	0	29	2	0	8	0	0	0	1	0	18	0	0	2	0	82	
8:15	0	13	6	0	0	0	0	4	6	0	0	0	0	0	31	2	0	2	0	0	0	5	0	16	0	0	3	0	88	
8:30	0	14	3	0	1	0	0	3	1	0	0	0	0	0	18	7	0	0	0	0	0	3	0	17	0	0	0	0	67	295
8:45	0	4	3	0	0	1	0	4	2	0	0	0	0	0	17	4	0	1	0	0	0	4	0	12	0	0	0	0	52	289
9:00	0	9	7	0	1	1	0	5	3	0	0	0	0	0	12	7	0	0	0	0	0	3	0	14	0	0	0	0	62	269
9:15	0	8	0	0	0	0	0	3	3	1	0	0	0	0	16	8	0	1	0	0	0	4	0	18	0	0	2	0	64	245
9:30	0	5	3	0	0	0	0	4	4	2	0	0	0	0	20	5	0	0	0	0	0	4	0	17	0	0	4	0	68	246
11:15	0	9	5	0	2	0	0	6	1	0	0	0	0	0	7	3	0	0	0	0	0	5	0	9	0	0	0	0	47	
11:30	0	6	9	0	0	0	0	4	2	0	0	0	0	0	6	11	0	0	0	0	0	8	0	14	1	0	0	0	61	
11:45	0	8	3	0	1	1	0	2	2	1	0	0	0	0	2	5	0	2	0	0	0	5	0	8	0	0	1	0	41	
12:00	0	8	2	0	0	0	0	2	2	0	0	0	0	0	10	6	0	0	0	0	0	3	0	10	0	0	2	0	45	194
12:15	0	7	3	0	0	0	0	1	1	1	0	0	0	0	6	10	0	0	0	0	0	8	0	7	0	0	0	0	44	191
12:30	0	9	4	0	0	0	0	0	2	2	0	0	0	0	9	4	0	0	0	0	0	7	0	9	0	0	0	0	46	176
12:45	0	6	3	0	0	0	0	1	0	0	0	0	0	0	4	4	0	0	0	0	0	6	0	9	0	0	0	0	33	168
13:00	0	12	3	0	0	2	0	5	2	0	1	1	0	0	5	8	0	0	0	0	0	11	0	10	0	0	0	0	60	183
13:15	0	6	3	0	0	0	0	3	1	1	0	0	0	0	11	7	0	0	0	0	0	7	0	12	0	0	0	0	51	190
13:30	0	2	1	0	1	0	0	2	1	0	0	0	0	0	5	7	0	0	0	0	0	4	0	9	0	0	0	0	32	176
14:15	0	7	3	0	0	0	0	1	5	0	0	0	0	0	7	9	0	2	0	0	0	5	0	15	0	0	1	0	55	
14:30	0	5	3	0	0	0	0	4	6	1	0	0	0	0	14	10	0	2	0	0	0	8	0	22	0	0	8	0	83	
14:45	0	6	5	0	0	0	0	4	3	0	0	0	0	0	10	14	0	1	0	0	0	6	0	19	0	0	2	0	70	
15:00	0	8	3	0	0	0	0	4	3	0	0	0	0	0	9	5	0	0	0	0	0	13	0	15	0	0	2	0	62	270
15:15	0	11	7	0	0	0	0	5	4	1	0	0	0	0	13	10	0	0	0	0	0	7	0	8	0	0	1	0	67	282
15:30	0	11	6	0	1	0	0	6	1	0	0	0	0	0	11	5	0	1	1	0	0	3	0	25	1	0	1	0	73	272
15:45	0	4	3	0	1	1	0	4	1	0	0	0	0	0	17	13	0	1	1	0	0	16	0	20	1	0	0	0	83	285
16:00	0	7	5	0	0	0	0	2	2	0	0	0	0	0	8	14	0	0	0	0	0	11	0	42	0	0	3	0	94	317
16:15	0	5	2	0	0	0	0	3	1	0	1	0	0	0	20	9	0	0	0	0	0	6	0	29	1	0	0	0	77	327
16:30	0	10	4	0	0	0	0	1	2	0	0	0	0	0	11	10	0	0	0	0	0	6	0	34	0	0	0	0	78	332
16:45	0	9	1	0	0	0	0	3	5	0	0	0	0	0	20	12	0	0	0	0	0	6	0	18	0	0	0	0	74	323
17:00	0	7	3	0	0	0	0	2	3	0	0	0	0	0	18	12	0	0	0	0	0	6	0	25	0	0	0	0	76	305
17:15	0	4	1	0	0	0	0	2	1	0	0	0	0	0	13	12	0	0	0	0	0	6	0	16	0	0	1	0	56	284
17:30	0	12	2	0	0	0	0	4	0	0	0	0	0	0	8	19	0	0	0	0	0	3	0	17	0	0	0	0	65	271

8-Hour Vol by Type & Mvmt	0	250	115	0	8	6		105	75	10	2	1	0		399	257	0	23	2	0		193	0	530	4	0	34			
8-Hour Total Volume by Movement	0	258	121					107	76	10					422	259	0					197	0	564						
8-Hour Total Volume by Approach	379							193							681							761								
8-Hour Total Volume Major	1060																													
8-Hour Total Volume Minor	954																													

AWS Warrant Analysis for St. Gregory's Road and Edgewater Boulevard Combined With Access to Parking Area West of School

	Volume		Criteria	Criterion Met?
8-Hour Total Major Street Vehicle Approach Volume	2234			
8-Hour Total Minor Street Vehicle Approach Volume	429			
8-Hour Total Minor Street Pedestrian Crossing Volume	51			
8-Hour Total Vehicle Approach Volume	2663			
8-Hour Total Minor Street Pedestrian and Vehicle Volume	480			
Average Major Street Vehicle Approach Volume	279			
Through Road Classification	Collector			
Average Approach Volume	333	>	375	No
Average Minor Street Pedestrian and Vehicle Volume	60	>	150	No
Volume Split Major	84%	≤	70%	No

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PEDESTRIAN AND CYCLIST COUNTS

Tecumseh (WSP) - October 22 (16 Counts)

Site: 200097 - St Gregorys Rd @ Edgewater Blvd

Date: 2024-10-22

Period	NORTH				EAST				SOUTH				WEST			
Ending	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES
7:45	0	0	0	0	0	0	0	0	1	0	0	0	6	0	0	0
8:00	0	0	0	1	2	0	0	0	1	0	0	0	0	0	0	0
8:15	0	0	0	0	2	0	0	0	2	0	0	1	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
8:45	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0
9:00	1	0	0	0	0	0	0	0	2	0	0	1	1	0	0	1
9:15	0	0	0	1	0	0	0	0	2	0	0	0	2	0	0	0
9:30	0	0	0	0	0	0	0	0	2	0	0	0	4	0	0	0
11:15	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
11:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0
12:00	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
12:30	0	0	0	3	0	0	0	0	1	0	0	0	4	0	0	0
12:45	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0
13:30	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0
14:15	0	0	0	0	1	0	0	0	6	0	0	0	0	2	2	0
14:30	0	0	0	0	0	0	0	0	6	0	0	1	0	0	0	0
14:45	0	0	0	0	1	0	0	0	1	28	2	0	0	0	0	0
15:00	0	0	0	0	0	1	1	0	3	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	28	2	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0
15:45	0	0	0	0	1	0	0	1	8	1	1	1	2	0	0	0
16:00	0	0	0	0	0	0	0	0	3	6	4	3	1	0	0	0
16:15	0	0	0	0	1	0	0	0	0	0	0	3	0	0	0	0
16:30	0	0	0	1	0	0	0	0	2	0	0	1	1	0	0	0
16:45	0	0	0	0	0	0	0	0	3	0	0	4	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	2	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	4	2	0	0	0

Total Pedestrians by Class and Leg	9	1	1				25	2	2
Total Pedestrians by Leg	11						29		
Total Pedestrians both Legs	40								

NOTE:

Class types for the pedestrian counts are as follows

CLASS 1 = Regular Pedestrians
CLASS 2 = Assisted Pedestrians (e.g. children under 12, senior citizen, disabled pedestrian)
CLASS 3 = Any adults accompanying a pedestrian categorized as “assisted”
BIKES

PEDESTRIAN AND CYCLIST COUNTS

Tecumseh (WSP) - October 22 (16 Counts)

Site: 003094 - St Gregorys Rd @ School parking Entrance

Date: 2024-10-22

Period	NORTH				EAST				SOUTH				WEST			
Ending	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES
7:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0
8:15	0	0	0	0	0	0	0	0	2	0	0	1	2	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
8:45	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0
9:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
11:15	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
11:45	0	0	0	1	0	0	0	0	4	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	3	0	0	0	0	1	0	0	0	0	0	0	0
12:45	0	0	0	1	0	0	0	0	3	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
13:15	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
14:15	0	0	0	0	1	0	0	0	5	0	0	0	0	1	1	0
14:30	0	0	0	0	0	0	0	0	8	0	0	1	0	0	0	0
14:45	0	0	0	2	0	0	0	0	2	28	2	0	1	0	0	0
15:00	0	0	0	0	0	0	0	0	5	0	0	0	2	0	0	0
15:15	0	0	0	0	0	0	0	0	0	28	2	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0
15:45	1	0	0	1	0	0	0	0	4	2	2	0	0	0	0	0
16:00	0	0	0	1	0	0	0	0	1	3	4	3	1	0	0	0
16:15	0	0	0	0	0	0	0	0	1	0	0	4	0	0	0	0
16:30	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0
16:45	0	0	0	0	0	0	0	0	3	0	0	4	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0

Total Pedestrians by Class and Leg					1	0	0						8	1	1	
Total Pedestrians by Leg					1								10			
Total Pedestrians both Legs					11											

NOTE:

Class types for the pedestrian counts are as follows

CLASS 1 = Regular Pedestrians
CLASS 2 = Assisted Pedestrians (e.g. children under 12, senior citizen, disabled pedestrian)
CLASS 3 = Any adults accompanying a pedestrian categorized as “assisted”
BIKES

Prepared By: *PYRAMID* Traffic Inc.

Turning Movement Count - St Gregorys Rd @ Edgewater Blvd

Municipality: Tecumseh
Major Road: St Gregorys Rd
Minor Road: Edgewater Blvd

Date: Oct 22, 2024

Major Road Runs: East/West
Weather Conditions: Clear/Dry
Person No. 1: Cam
Person No. 2:

Period Ending	North Approach							East Approach							South Approach							West Approach							Veh. Summary	
	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.		
	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	15	60
7:45	5	0	10	0	0	0	0	0	28	2	0	2	0	0	0	0	0	0	0	0	0	1	23	0	0	1	0	0	72	
8:00	4	0	8	0	0	0	0	1	35	1	0	8	0	0	0	0	0	0	0	0	0	4	28	1	0	2	0	0	92	
8:15	4	0	5	0	0	1	0	1	55	3	0	1	1	0	0	0	0	0	0	0	0	3	33	0	1	3	0	0	111	
8:30	4	0	6	0	0	1	0	0	34	3	0	0	0	0	0	0	0	0	0	0	0	4	38	0	2	0	0	0	92	367
8:45	4	0	6	0	0	1	0	0	35	1	0	2	0	0	0	0	0	0	0	0	0	2	30	0	0	0	0	0	81	376
9:00	3	0	8	0	0	0	0	0	37	0	0	1	0	0	0	0	0	0	0	0	0	1	25	1	0	0	0	0	76	360
9:15	9	1	5	0	0	0	0	0	42	5	0	2	0	0	0	0	0	0	0	0	0	3	47	3	1	2	0	0	120	369
9:30	4	1	3	0	0	0	0	1	61	4	0	0	0	0	0	1	0	0	0	0	0	1	38	4	0	4	0	0	122	399
11:15	2	0	6	0	0	0	0	0	23	2	0	0	0	0	0	1	0	0	0	0	0	6	17	1	0	0	0	0	58	
11:30	3	1	5	0	0	0	0	0	19	1	0	0	0	0	0	0	0	0	0	0	0	3	26	4	1	1	0	0	64	
11:45	3	0	9	0	0	0	0	0	15	0	0	2	0	0	0	0	0	0	0	0	0	6	14	2	0	2	0	0	53	
12:00	3	0	0	0	0	1	0	1	16	3	0	1	0	0	0	1	0	0	0	0	0	5	15	1	0	2	0	0	49	224
12:15	2	0	4	0	0	0	0	0	18	1	0	0	0	0	0	0	1	0	0	0	0	8	19	2	1	0	0	0	56	222
12:30	3	0	7	0	0	0	0	0	23	2	0	0	0	0	0	0	1	0	0	0	0	6	23	3	1	0	0	0	69	227
12:45	2	0	4	0	0	0	0	0	11	3	0	0	0	0	5	0	1	0	0	0	0	2	19	2	0	1	0	0	50	224
13:00	4	0	8	0	0	0	0	1	12	2	0	2	1	0	1	0	0	0	0	0	0	8	22	0	0	0	0	0	61	236
13:15	3	0	5	0	0	0	0	0	19	3	0	0	0	0	2	0	0	0	0	0	0	4	19	0	1	1	0	0	57	237
13:30	1	0	3	0	0	0	0	0	11	3	0	0	0	0	0	0	0	0	0	0	0	5	18	0	0	0	0	0	41	209
14:15	3	0	7	0	0	0	0	0	24	2	0	2	0	0	0	0	0	0	0	0	0	7	21	2	1	1	0	0	70	
14:30	2	0	5	0	0	0	0	0	27	3	0	1	0	0	0	0	0	0	0	0	0	3	33	1	0	8	0	0	83	
14:45	5	0	7	0	0	1	0	0	23	3	0	3	0	0	0	0	2	0	0	0	0	5	28	0	0	2	0	0	79	
15:00	1	0	6	0	0	0	0	0	20	3	0	0	0	0	0	0	0	0	0	0	0	4	36	2	0	2	0	0	74	306
15:15	5	0	4	1	0	1	0	1	30	2	0	0	0	0	0	1	0	0	0	0	0	5	29	1	1	2	0	0	83	319
15:30	5	0	8	3	0	1	0	5	17	1	0	0	0	0	4	0	3	0	0	0	0	7	44	11	0	2	0	0	111	347
15:45	5	3	6	0	0	0	0	4	31	4	0	2	0	0	6	0	1	0	0	0	0	10	58	11	0	1	0	0	142	410
16:00	6	1	7	0	0	1	0	0	64	1	0	1	0	0	7	1	5	0	0	0	0	8	31	2	0	0	0	0	135	471
16:15	3	1	5	0	0	0	0	0	43	4	0	0	0	0	1	1	0	0	0	0	0	4	34	1	1	1	0	0	99	487
16:30	7	0	4	0	0	0	0	0	33	6	0	0	0	0	4	0	1	0	0	0	0	6	42	2	0	0	0	0	105	481
16:45	3	1	3	0	0	0	0	0	37	2	0	0	0	0	1	0	1	0	0	0	0	11	29	0	0	0	0	0	88	427
17:00	6	0	8	0	0	0	0	0	26	1	0	0	0	0	0	1	0	0	0	0	0	7	30	0	0	0	0	0	79	371
17:15	3	0	3	0	0	0	0	0	25	2	0	0	0	0	0	0	0	0	0	0	0	16	25	2	1	0	0	0	77	349
17:30	3	0	8	0	0	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	7	27	0	0	0	0	0	63	307

8-Hour Vol by Type & Mvmt	120	9	183	4	0	8		15	912	73	0	30	2		31	7	16	0	0	0		172	921	59	12	38	0				
8-Hour Total Volume by Movement	124	9	191					15	942	75					31	7	16					184	959	59							
8-Hour Total Volume by Approach	324							1032							54							1202									
8-Hour Total Volume Major	2234																													
8-Hour Total Volume Minor	378																													

Prepared By: *PYRAMID* Traffic Inc.

Turning Movement Count - St Gregorys Rd @ School Parking

Municipality: Tecumseh
Major Road: St Gregorys Rd
Minor Road: School Parking

Date: Oct 22, 2024

Major Road Runs: East/West
Weather Conditions: Clear/Dry
Person No. 1 Cam
Person No. 2

Period	North Approach							East Approach							South Approach							West Approach							Veh. Summary	
	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.		
Ending	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	15	60
7:45	0	0	0	0	0	0	0	0	29	0	0	2	0	0	0	0	0	0	0	0	0	0	26	0	0	1	0	0	58	
8:00	0	0	0	0	0	0	0	0	40	0	0	8	0	0	0	0	0	0	0	0	0	0	33	0	0	2	0	0	83	
8:15	0	0	0	0	0	0	0	0	55	0	0	2	0	0	0	0	0	0	0	0	0	0	37	0	0	3	0	0	97	
8:30	0	0	0	0	0	0	0	0	39	0	0	0	0	0	0	0	0	0	0	0	0	0	41	1	0	0	0	0	81	319
8:45	0	0	0	0	0	0	0	0	34	0	0	2	0	0	0	0	0	0	0	0	0	0	33	1	0	0	0	0	70	331
9:00	0	0	0	0	0	0	0	0	39	0	0	1	0	0	0	0	0	0	0	0	0	0	28	0	0	0	0	0	68	316
9:15	0	0	0	0	0	0	0	1	42	0	0	2	0	0	5	0	0	0	0	0	0	0	54	3	0	2	0	0	109	328
9:30	0	0	0	0	0	0	0	2	59	0	0	0	0	0	4	0	2	0	0	0	0	0	42	0	0	4	0	0	113	360
11:15	0	0	0	0	0	0	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0	0	0	45	
11:30	0	0	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	20	2	0	1	0	0	43	
11:45	0	0	0	0	0	0	0	0	15	0	0	2	0	0	0	0	0	0	0	0	0	0	17	0	0	2	0	0	36	
12:00	0	0	0	0	0	0	0	0	20	0	0	1	0	0	0	0	0	0	0	0	0	0	16	1	0	2	0	0	40	164
12:15	0	0	0	0	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	22	0	0	0	0	0	41	160
12:30	0	0	0	0	0	0	0	0	24	0	0	0	0	0	1	0	0	0	0	0	0	0	27	1	0	0	0	0	53	170
12:45	0	0	0	0	0	0	0	0	13	0	0	0	0	0	1	0	0	0	0	0	0	0	22	0	0	1	0	0	37	171
13:00	0	0	0	0	0	0	0	1	15	0	0	3	0	0	0	0	1	0	0	0	0	0	26	0	0	0	0	0	46	177
13:15	0	0	0	0	0	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	21	0	0	1	0	0	44	180
13:30	0	0	0	0	0	0	0	0	12	0	0	0	0	0	2	0	0	0	0	0	0	0	19	0	0	0	0	0	33	160
14:15	0	0	0	0	0	0	0	0	25	0	0	2	0	0	1	0	0	0	0	0	0	0	25	0	0	1	0	0	54	
14:30	0	0	0	0	0	0	0	0	28	0	0	1	0	0	2	0	0	0	0	0	0	0	32	1	0	8	0	0	72	
14:45	0	0	0	0	0	0	0	0	25	0	0	3	0	0	0	0	0	0	0	0	0	0	36	0	0	2	0	0	66	
15:00	0	0	0	0	0	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	36	0	0	2	0	0	61	253
15:15	0	0	0	0	0	0	0	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	35	0	0	3	0	0	71	270
15:30	0	0	0	0	0	0	0	2	23	0	0	0	0	0	0	0	0	0	0	0	0	0	49	3	0	5	0	0	82	280
15:45	0	0	0	0	0	0	0	1	33	0	0	2	0	0	6	0	0	0	0	0	0	0	57	1	0	1	0	0	101	315
16:00	0	0	0	0	0	0	0	0	53	0	0	1	0	0	9	0	0	0	0	0	0	0	40	0	0	0	0	0	103	357
16:15	0	0	0	0	0	0	0	0	43	0	0	0	0	0	5	0	4	0	0	0	0	0	36	0	0	1	0	0	89	375
16:30	0	0	0	0	0	0	0	0	37	0	0	0	0	0	0	0	5	0	0	0	0	0	51	0	0	0	0	0	93	386
16:45	0	0	0	0	0	0	0	0	40	0	0	0	0	0	0	0	0	0	0	0	0	0	32	0	0	0	0	0	72	357
17:00	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	1	0	0	0	0	0	36	0	0	0	0	0	63	317
17:15	0	0	0	0	0	0	0	0	27	0	0	0	0	0	0	0	1	0	0	0	0	0	27	0	0	0	0	0	55	283
17:30	0	0	0	0	0	0	0	1	19	0	0	0	0	0	0	0	1	0	0	0	0	0	29	0	0	0	0	0	50	240

8-Hour Vol by Type & Mvmt	0	0	0	0	0	0		8	957	0	0	32	0		36	0	15	0	0	0		0	1025	14	0	42	0			
8-Hour Total Volume by Movement	0	0	0					8	989	0					36	0	15					0	1067	14						
8-Hour Total Volume by Approach	0							997							51							1081								
8-Hour Total Volume Major	2078																													
8-Hour Total Volume Minor	51																													

AWS Warrant Analysis for St. Gregory's Road and St. Marks Road Combined With East Outbound School Access

	Volume		Criteria	Criterion Met?
8-Hour Total Major Street Vehicle Approach Volume	1913			
8-Hour Total Minor Street Vehicle Approach Volume	610			
8-Hour Total Minor Street Pedestrian Crossing Volume	37			
8-Hour Total Vehicle Approach Volume	2523			
8-Hour Total Minor Street Pedestrian and Vehicle Volume	647			
Average Major Street Vehicle Approach Volume	239			
Through Road Classification	Collector			
Average Approach Volume	315	>	375	No
Average Minor Street Pedestrian and Vehicle Volume	81	>	150	No
Volume Split Major	76%	≤	70%	No

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PEDESTRIAN AND CYCLIST COUNTS

Tecumseh (WSP) - October 22 (16 Counts)

Site: 201091 - St Gregorys Rd @ West School Driveway

Date: 2024-10-22

Period	NORTH				EAST				SOUTH				WEST			
Ending	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
9:15	1	0	0	0	3	0	0	0	0	0	0	0	1	1	1	0
9:30	2	0	0	0	0	1	1	0	0	0	0	0	2	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
13:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
14:45	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
15:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	1	0	0	0	0	0	0	0	1	2	1	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
17:00	0	0	0	0	0	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

Total Pedestrians by Class and Leg				8	4	3		
Total Pedestrians by Leg				15				
Total Pedestrians both Legs				32				
				12	3	2		
				17				

NOTE:

Class types for the pedestrian counts are as follows

CLASS 1 = Regular Pedestrians
CLASS 2 = Assisted Pedestrians (e.g. children under 12, senior citizen, disabled pedestrian)
CLASS 3 = Any adults accompanying a pedestrian categorized as “assisted”
BIKES

PEDESTRIAN AND CYCLIST COUNTS

Tecumseh (WSP) - October 22 (16 Counts)

Site: 200182 - St Gregorys Rd @ East School Driveway

Date: 2024-10-22

Period	NORTH				EAST				SOUTH				WEST			
Ending	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES
7:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	3	0	0	1	1	0	0	0
8:30	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
8:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0
9:15	0	0	0	0	0	0	0	0	8	5	3	1	0	0	0	0
9:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0
11:30	0	0	0	0	0	0	0	0	6	0	0	1	0	0	0	0
11:45	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
12:30	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
12:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
13:15	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0
13:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	5	0	0	0	1	0	0	0
14:30	0	0	0	0	0	0	0	0	6	0	0	2	0	0	0	0
14:45	0	0	0	0	0	0	0	0	1	1	1	0	0	1	1	0
15:00	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0
15:30	0	0	0	0	0	0	0	0	4	2	1	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	3	1	1	3	0	0	0	0
16:00	0	0	0	0	0	0	0	0	3	5	2	4	0	0	0	0
16:15	0	0	0	0	0	0	0	0	1	2	1	3	0	0	0	0
16:30	0	0	0	0	0	0	0	0	4	0	0	1	0	0	0	0
16:45	0	0	0	0	0	0	0	0	5	0	0	4	0	0	0	0
17:00	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0
17:15	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0
17:30	0	0	0	0	0	0	0	0	2	0	0	3	0	0	0	0
Total Pedestrians by Class and Leg					1	0	0						2	1	1	
Total Pedestrians by Leg					1								4			
Total Pedestrians both Legs					5											

NOTE:

Class types for the pedestrian counts are as follows

CLASS 1 = Regular Pedestrians
CLASS 2 = Assisted Pedestrians (e.g. children under 12, senior citizen, disabled pedestrian)
CLASS 3 = Any adults accompanying a pedestrian categorized as “assisted”
BIKES

Prepared By: *PYRAMID* Traffic Inc.

Turning Movement Count - St Gregorys Rd @ St Marks Rd

Municipality: Tecumseh
Major Road: St Gregorys Rd
Minor Road: St Marks Rd

Date: Oct 22, 2024

Major Road Runs: East/West
Weather Conditions: Clear/Dry
Person No. 1: Cam
Person No. 2:

Period Ending	North Approach							East Approach							South Approach (ONE WAY INBOUND)							West Approach							Veh. Summary	
	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.		
	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	15	60
7:45	2	0	4	0	0	0	0	0	26	1	0	2	0	0	0	0	0	0	0	0	0	5	13	8	0	1	0	0	62	
8:00	1	0	4	0	0	0	0	3	35	0	0	8	0	0	0	0	0	0	0	0	0	12	15	7	0	2	0	0	87	
8:15	0	0	12	0	0	0	0	2	43	1	0	2	0	0	0	0	0	0	0	0	0	11	20	6	0	3	0	0	100	
8:30	3	0	18	0	0	0	0	4	23	5	0	0	0	0	0	0	0	0	0	0	0	15	16	10	0	0	0	0	94	343
8:45	2	1	14	0	0	0	0	4	18	3	0	2	0	0	0	0	0	0	0	0	0	11	13	9	0	0	0	0	77	358
9:00	3	1	16	0	0	0	0	1	23	3	0	1	0	0	0	0	0	0	0	0	0	7	14	7	0	0	0	0	76	347
9:15	4	1	9	0	0	1	0	7	35	2	1	1	0	0	0	0	0	0	0	0	0	4	15	33	0	2	0	0	115	362
9:30	1	0	9	0	0	0	0	13	51	1	0	0	0	0	0	0	0	0	0	0	0	3	11	32	0	4	0	0	125	393
11:15	1	0	11	0	0	0	0	0	14	2	0	0	0	0	0	0	0	0	0	0	0	6	12	1	0	0	0	0	47	
11:30	2	0	6	0	0	0	0	1	14	2	0	0	0	0	0	0	0	0	0	0	0	5	21	1	0	1	0	0	53	
11:45	0	1	2	0	0	0	0	0	13	0	1	2	0	0	0	0	0	0	0	0	0	5	10	2	2	0	0	0	38	
12:00	0	0	10	0	0	1	0	1	11	3	0	0	0	0	0	0	0	0	0	0	0	4	12	1	0	1	1	0	45	183
12:15	0	0	7	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	5	15	2	0	0	0	0	40	176
12:30	1	0	5	0	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	6	16	4	0	0	0	0	51	174
12:45	0	0	4	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	5	16	1	1	0	0	0	36	172
13:00	3	0	4	0	0	1	0	0	13	0	0	2	1	0	0	0	0	0	0	0	0	7	18	3	0	0	0	0	52	179
13:15	2	0	6	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	5	16	0	0	0	1	0	45	184
13:30	1	0	3	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	6	12	2	0	0	0	0	32	165
14:15	1	0	9	0	0	0	0	0	16	0	0	2	0	0	0	0	0	0	0	0	0	3	19	2	0	1	0	0	53	
14:30	2	0	7	0	0	0	0	0	19	1	0	1	0	0	0	0	0	0	0	0	0	4	27	2	0	8	0	0	71	
14:45	2	0	3	0	0	0	0	0	23	1	0	3	0	0	0	0	0	0	0	0	0	7	25	3	0	2	0	0	69	
15:00	3	0	8	0	0	0	0	1	15	1	0	0	0	0	0	0	0	0	0	0	0	10	24	3	0	2	0	0	67	260
15:15	1	1	16	0	0	0	0	5	18	1	0	0	0	0	0	0	0	0	0	0	0	13	15	8	0	0	1	0	79	286
15:30	4	1	11	0	0	0	0	4	14	4	1	0	0	0	0	0	0	0	0	0	0	12	24	12	0	2	0	0	89	304
15:45	2	0	10	0	0	0	0	3	25	1	0	2	0	0	0	0	0	0	0	0	0	19	31	12	0	0	0	0	105	340
16:00	4	0	14	0	0	0	0	2	39	2	0	1	0	0	0	0	0	0	0	0	0	8	37	1	2	3	0	0	113	386
16:15	7	0	11	0	0	0	0	0	33	3	0	0	0	0	0	0	0	0	0	0	0	6	24	5	0	1	0	0	90	397
16:30	2	0	12	0	0	0	0	1	24	0	0	0	0	0	0	0	0	0	0	0	0	11	38	5	0	0	0	0	93	401
16:45	1	0	8	0	0	0	0	1	32	4	0	0	0	0	0	0	0	0	0	0	0	4	20	10	0	0	0	0	80	376
17:00	1	0	5	0	0	0	0	2	20	2	0	1	0	0	0	0	0	0	0	0	0	6	26	4	0	0	0	0	67	330
17:15	1	0	11	1	0	0	0	0	16	1	0	0	0	0	0	0	0	0	0	0	0	5	17	4	0	0	0	0	56	296
17:30	1	0	9	0	0	0	0	1	11	1	0	0	0	0	0	0	0	0	0	0	0	6	18	5	0	0	0	0	52	255
8-Hour Vol by Type & Mvmt	58	6	278	1	0	3		56	686	45	3	30	1		0	0	0	0	0	0		236	610	205	5	33	3			
8-Hour Total Volume by Movement	59	6	281					59	716	46					0	0	0					241	643	208						
8-Hour Total Volume by Approach	346							821							0							1092								
8-Hour Total Volume Major	1913																													
8-Hour Total Volume Minor	346																													

Prepared By: *PYRAMID* Traffic Inc.

Turning Movement Count - St Gregorys Rd @ East School Driveway

Municipality: Tecumseh
Major Road: St Gregorys Rd
Minor Road: East School Driveway

Date: Oct 22, 2024

Major Road Runs: East/West
Weather Conditions: Clear/Dry
Person No. 1 Cam
Person No. 2

Period	North Approach							East Approach							South Approach							West Approach							Veh. Summary	
	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.		
Ending	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	15	60
7:45	0	0	0	0	0	0	0	0	20	0	0	2	0	0	7	0	3	0	0	0	0	0	15	0	0	1	0	0	48	
8:00	0	0	0	0	0	0	0	0	34	0	0	8	0	0	4	0	3	0	0	0	0	0	16	0	0	2	0	0	67	
8:15	0	0	0	0	0	0	0	0	42	0	0	2	0	0	5	0	0	0	0	0	0	0	21	0	0	3	0	0	73	
8:30	0	0	0	0	0	0	0	0	24	0	0	0	0	0	8	0	2	0	0	0	0	0	19	0	0	0	0	0	53	241
8:45	0	0	0	0	0	0	0	0	22	0	0	2	0	0	3	0	1	0	0	0	0	0	15	0	0	0	0	0	43	236
9:00	0	0	0	0	0	0	0	0	22	0	0	1	0	0	5	0	0	0	0	0	0	0	17	0	0	0	0	0	45	214
9:15	0	0	0	0	0	0	0	0	19	0	0	1	0	0	25	0	3	1	0	0	0	0	19	0	0	2	0	0	70	211
9:30	0	0	0	0	0	0	0	0	27	0	0	0	0	0	38	0	10	0	0	0	0	0	12	0	0	4	0	0	91	249
11:15	0	0	0	0	0	0	0	0	14	0	0	0	0	0	2	0	1	0	0	0	0	0	14	0	0	0	0	0	31	
11:30	0	0	0	0	0	0	0	0	17	0	0	0	0	0	1	0	0	0	0	0	0	0	22	0	0	1	0	0	41	
11:45	0	0	0	0	0	0	0	0	7	0	0	3	0	0	5	0	2	0	0	1	0	0	11	0	0	0	0	0	29	
12:00	0	0	0	0	0	0	0	0	14	0	0	0	0	0	1	0	1	0	0	1	0	0	12	0	0	1	0	0	30	131
12:15	0	0	0	0	0	0	0	0	10	0	0	0	0	0	1	0	0	0	0	0	0	0	15	0	0	0	0	0	26	126
12:30	0	0	0	0	0	0	0	0	16	0	0	0	0	0	3	0	1	0	0	0	0	0	17	0	0	0	0	0	37	122
12:45	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	26	119
13:00	0	0	0	0	0	0	0	0	10	0	0	3	0	0	2	0	0	0	0	0	0	0	21	0	0	0	0	0	36	125
13:15	0	0	0	0	0	0	0	0	14	0	0	0	0	0	1	0	0	0	0	0	0	0	18	0	0	0	0	0	33	132
13:30	0	0	0	0	0	0	0	0	8	0	0	0	0	0	1	0	0	0	0	0	0	0	13	0	0	0	0	0	22	117
14:15	0	0	0	0	0	0	0	0	15	0	0	2	0	0	1	0	0	0	0	0	0	0	20	0	0	1	0	0	39	
14:30	0	0	0	0	0	0	0	0	20	0	0	1	0	0	1	0	1	0	0	0	0	0	29	0	0	8	0	0	60	
14:45	0	0	0	0	0	0	0	0	21	0	0	2	0	0	3	0	0	1	0	1	0	0	26	0	0	2	0	0	56	
15:00	0	0	0	0	0	0	0	0	15	0	0	0	0	0	2	0	1	0	0	0	0	0	28	0	0	2	0	0	48	203
15:15	0	0	0	0	0	0	0	0	23	0	0	0	0	0	1	0	1	0	0	0	0	0	16	0	0	0	0	0	41	205
15:30	0	0	0	0	0	0	0	0	18	0	0	1	0	0	4	0	0	0	0	0	0	0	27	0	0	2	0	0	52	197
15:45	0	0	0	0	0	0	0	0	20	0	0	2	0	0	9	0	0	0	0	0	0	0	35	0	0	0	0	0	66	207
16:00	0	0	0	0	0	0	0	0	15	0	0	0	0	0	28	0	14	1	0	0	0	0	41	0	0	3	0	0	102	261
16:15	0	0	0	0	0	0	0	0	23	0	0	0	0	0	13	0	3	0	0	0	0	0	31	0	0	1	0	0	71	291
16:30	0	0	0	0	0	0	0	0	16	0	0	0	0	0	9	0	1	0	0	0	0	0	39	0	0	0	0	0	65	304
16:45	0	0	0	0	0	0	0	0	27	0	0	0	0	0	10	0	3	0	0	0	0	0	20	0	0	0	0	0	60	298
17:00	0	0	0	0	0	0	0	0	23	0	0	0	0	0	2	0	3	0	0	0	0	0	28	0	0	0	0	0	56	252
17:15	0	0	0	0	0	0	0	0	15	0	0	0	0	0	2	0	3	0	0	0	0	0	19	0	0	1	0	0	40	221
17:30	0	0	0	0	0	0	0	0	10	0	0	0	0	0	3	0	1	0	0	0	0	0	19	0	0	0	0	0	33	189

8-Hour Vol by Type & Mvmt	0	0	0	0	0	0		0	591	0	0	30	0		200	0	58	3	0	3		0	671	0	0	34	0			
8-Hour Total Volume by Movement	0	0	0					0	621	0					203	0	61					0	705	0						
8-Hour Total Volume by Approach	0							621							264							705								
8-Hour Total Volume Major	1326																													
8-Hour Total Volume Minor	264																													

D-5 *St. Mary*

AWS Warrant Analysis for County Road 34 and Malden Road

	Volume		Criteria	Criterion Met?
8-Hour Total Major Street Vehicle Approach Volume	723			
8-Hour Total Minor Street Vehicle Approach Volume	590			
8-Hour Total Minor Street Pedestrian Crossing Volume	15			
8-Hour Total Vehicle Approach Volume	1313			
8-Hour Total Minor Street Pedestrian and Vehicle Volume	605			
Average Major Street Vehicle Approach Volume	90			
Through Road Classification	Rural Arterial			
Average Approach Volume	164	>	375	No
Average Minor Street Pedestrian and Vehicle Volume	76	>	150	No
Volume Split Major	55%	≤	70%	Yes

PEDESTRIAN AND CYCLIST COUNTS

Tecumseh (WSP) - October 22 (16 Counts)

Site: 200203-Talbot Rd @ Malden Rd

Date: 2024-10-22

Period	NORTH				EAST				SOUTH				WEST			
Ending	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES
7:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	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	0	0	0	0	0	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

Total Pedestrians by Class and Leg	7	4	4			0	0	0
Total Pedestrians by Leg	15					0		
Total Pedestrians both Legs	15							

NOTE:

Class types for the pedestrian counts are as follows

CLASS 1 = Regular Pedestrians
CLASS 2 = Assisted Pedestrians (e.g. children under 12, senior citizen, disabled pedestrian)
CLASS 3 = Any adults accompanying a pedestrian categorized as “assisted”
BIKES

Prepared By: *PYRAMID* Traffic Inc.

Turning Movement Count - County Rd 34 @ Malden Rd

Municipality: Tecumseh
Major Road: County Rd 34 (Talbot Rd)
Minor Road: Malden Rd

Date: Oct 22, 2024

Major Road Runs: East/West
Weather Conditions: Clear/Dry
Person No. 1: Cam
Person No. 2:

Period Ending	North Approach							East Approach							South Approach							West Approach							Veh. Summary	
	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.		
	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	15	60
7:45	1	3	2	1	1	1	0	0	9	0	0	1	0	0	1	3	0	0	1	0	0	2	0	1	1	0	0	0	28	
8:00	0	9	1	0	0	0	0	1	9	1	0	0	0	0	0	12	0	0	0	0	0	0	4	0	0	2	0	0	39	
8:15	1	5	3	0	0	0	0	1	9	1	0	1	0	0	2	4	1	0	2	0	0	3	5	1	0	0	0	0	39	
8:30	6	8	5	0	1	2	0	0	8	1	0	1	0	0	1	3	2	0	0	0	0	2	7	0	0	1	0	0	48	154
8:45	1	6	3	0	0	1	0	0	6	0	0	2	0	0	2	3	1	0	0	0	0	1	5	0	0	1	0	0	32	158
9:00	1	6	1	2	1	0	0	1	1	2	0	2	0	0	0	9	1	0	0	0	0	1	4	1	1	0	0	0	34	153
9:15	2	4	1	1	0	1	0	0	12	6	0	1	1	0	0	1	0	0	0	0	0	0	3	0	0	0	0	0	33	147
9:30	1	4	6	0	1	2	0	0	6	0	0	0	0	0	1	3	1	0	0	0	0	2	4	0	1	0	0	0	32	131
11:15	1	1	4	0	0	1	0	2	4	0	0	2	0	0	0	1	0	1	0	0	0	3	4	0	0	2	0	0	26	
11:30	1	2	0	0	0	0	0	0	9	3	0	0	0	0	0	3	1	0	0	0	0	3	4	1	1	2	0	0	30	
11:45	0	3	2	0	0	0	0	1	9	0	0	2	0	0	0	6	0	0	0	0	0	3	6	1	1	2	0	0	36	
12:00	1	2	5	0	1	2	0	1	3	2	0	0	0	0	1	1	2	0	0	0	0	3	10	0	0	0	0	0	34	126
12:15	1	5	2	0	0	1	0	2	10	2	0	0	0	0	0	5	0	0	1	0	0	1	3	1	1	3	0	0	38	138
12:30	2	4	1	0	0	1	0	2	8	1	0	0	0	0	1	3	2	0	0	0	0	2	4	1	2	0	0	0	34	142
12:45	1	7	3	1	0	1	0	2	7	2	0	4	1	0	1	4	3	0	2	0	0	0	4	0	0	1	1	0	45	151
13:00	1	0	2	0	0	4	0	2	8	0	0	2	0	0	0	4	1	0	0	0	0	1	5	0	0	2	0	0	32	149
13:15	6	6	4	0	0	0	0	0	6	3	0	3	0	0	2	4	1	0	2	0	0	2	9	0	1	0	0	0	49	160
13:30	1	2	3	1	0	1	0	2	7	1	0	2	0	0	0	4	0	0	1	0	0	4	4	0	2	0	0	0	35	161
14:15	0	2	1	0	0	1	0	1	5	2	0	1	1	0	0	10	0	0	0	0	0	2	7	0	1	2	0	0	36	
14:30	1	6	1	0	0	2	0	2	9	1	0	0	0	0	0	2	2	0	0	0	0	1	6	2	0	1	1	0	37	
14:45	0	9	3	0	2	0	0	1	5	0	0	1	0	0	0	2	2	0	0	0	0	2	4	0	1	0	0	0	32	
15:00	4	8	5	1	0	1	0	1	8	0	0	2	0	0	1	4	0	0	1	1	0	4	7	0	2	1	0	0	51	156
15:15	1	15	1	0	0	1	0	1	4	4	0	2	0	0	1	1	0	0	1	0	0	4	11	0	1	0	0	0	48	168
15:30	1	9	3	0	0	0	0	1	11	0	0	1	0	0	0	3	0	0	0	0	0	2	6	1	1	0	1	0	40	171
15:45	1	8	5	0	1	1	0	1	8	3	0	1	1	0	0	7	0	0	0	0	0	6	14	0	0	2	0	0	59	198
16:00	0	15	6	0	1	0	0	2	9	2	0	0	1	0	1	2	3	0	0	0	0	2	11	0	2	1	0	0	58	205
16:15	0	10	1	0	2	1	0	0	12	2	0	2	0	0	1	5	4	0	0	0	0	5	3	1	0	1	0	0	50	207
16:30	2	9	6	0	0	1	0	0	13	0	0	0	0	0	0	4	3	0	0	0	0	2	13	2	0	1	1	0	57	224
16:45	0	9	3	0	0	0	0	1	0	0	0	0	0	0	0	6	1	0	1	0	0	2	10	0	0	1	0	0	34	199
17:00	2	9	4	0	0	3	0	0	8	1	0	0	0	0	1	8	1	0	0	0	0	4	14	0	1	2	0	0	58	199
17:15	2	13	4	0	0	1	0	2	5	3	0	0	0	0	0	2	1	0	0	0	0	2	16	0	3	1	0	0	55	204
17:30	3	6	7	0	0	0	0	0	12	1	0	2	0	0	0	1	0	0	0	0	0	9	10	0	1	2	0	0	54	201

8-Hour Vol by Type & Mvmt	45	205	98	7	11	30		30	240	44	0	35	5		17	130	33	1	12	1		80	217	13	24	31	4			
8-Hour Total Volume by Movement	52	216	128					30	275	49					18	142	34					104	248	17						
8-Hour Total Volume by Approach	396							354							194							369								
8-Hour Total Volume Major	723																													
8-Hour Total Volume Minor	590																													

D-6 *St. Peter*

Not applicable for this school

D-7 *St. Pius X*

Not applicable for this school

D-8 *Sainte-Marguerite-d'Youville*

AWS Warrant Calc-Centennial

AWS Warrant Analysis for St. Thomas Street and Centennial Drive

	Volume		Criteria	Criterion Met?
8-Hour Total Major Street Vehicle Approach Volume	1427			
8-Hour Total Minor Street Vehicle Approach Volume	151			
8-Hour Total Minor Street Pedestrian Crossing Volume	109			
8-Hour Total Vehicle Approach Volume	1578			
8-Hour Total Minor Street Pedestrian and Vehicle Volume	260			
Average Major Street Vehicle Approach Volume	178			
Through Road Classification	Collector			
Average Approach Volume	197	>	375	No
Average Minor Street Pedestrian and Vehicle Volume	33	>	150	No
Volume Split Major	90%	≤	70%	No

PEDESTRIAN AND CYCLIST COUNTS

Tecumseh (WSP) - October 22 (16 Counts)

Site: 200193 - St Thomas St @ Centennial Dr

Date: 2024-10-22

Period	NORTH				EAST				SOUTH				WEST			
Ending	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES	CLASS 1	CLASS 2	CLASS 3	BIKES
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	2	5	3	1	0	0	0	0	4	2	2	0
9:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	10	3	3	0	0	0	0	0	5	4	4	3
15:30	0	0	0	0	6	16	9	0	0	0	0	0	6	1	1	0
15:45	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
16:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	1	1	1	1	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	1	1	0	0	0	0	0	0	0	0	0

Total Pedestrians by Class and Leg					30	28	19						16	8	8	
Total Pedestrians by Leg					77								32			
Total Pedestrians both Legs					109											
Bike Volume by Leg				8				1				0				4
Total Bikes both Legs				8				5								

NOTE:

Class types for the pedestrian counts are as follows

CLASS 1 = Regular Pedestrians
CLASS 2 = Assisted Pedestrians (e.g. children under 12, senior citizen, disabled pedestrian)
CLASS 3 = Any adults accompanying a pedestrian categorized as “assisted”
BIKES

Prepared By: *PYRAMID* Traffic Inc.

Turning Movement Count - St Thomas St @ Centennial Dr

Municipality: Tecumseh
Major Road: St Thomas St
Minor Road: Centennial Dr

Date: Oct 22, 2024

Major Road Runs: East/West
Weather Conditions: Clear/Dry
Person No. 1: Cam
Person No. 2:

Period	North Approach							East Approach							South Approach							West Approach							Veh. Summary	
	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.		
Ending	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	15	60
7:45	1	0	5	0	0	0	0	0	16	1	0	1	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	36	
8:00	0	0	2	0	0	0	0	0	25	1	0	1	0	0	0	0	0	0	0	0	0	0	16	0	0	2	0	0	47	
8:15	3	0	5	0	0	0	0	0	37	2	0	0	0	0	0	0	0	0	0	0	0	1	11	0	0	0	0	0	59	
8:30	2	0	7	0	0	0	0	0	44	5	0	5	1	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	79	221
8:45	1	0	8	0	0	0	0	0	29	3	0	3	0	0	0	0	0	0	0	0	0	1	24	0	0	2	0	0	71	256
9:00	2	0	11	0	0	1	0	0	61	9	0	4	0	0	0	0	0	0	0	0	0	5	19	0	0	0	0	0	112	321
9:15	1	0	2	0	0	0	0	0	27	11	0	1	0	0	0	0	0	0	0	0	0	3	13	0	0	0	0	0	58	320
9:30	3	0	2	0	0	0	0	0	14	3	0	0	0	0	0	0	0	0	0	0	0	1	9	0	0	0	0	0	32	273
11:15	2	0	1	0	0	0	0	0	11	4	0	0	0	0	0	0	0	0	0	0	0	2	13	0	0	0	0	0	33	
11:30	1	0	1	0	0	0	0	0	14	1	0	0	0	0	0	0	0	0	0	0	0	1	10	0	0	0	0	0	28	
11:45	1	0	1	0	0	0	0	0	12	3	0	0	0	0	0	0	0	0	0	0	0	2	10	0	0	0	0	0	29	
12:00	0	0	0	1	0	0	0	0	9	3	0	0	0	0	0	0	0	0	0	0	0	3	13	0	0	0	0	0	29	119
12:15	5	0	2	0	0	0	0	0	13	3	0	2	0	0	0	0	0	0	0	0	0	2	10	0	0	0	0	0	37	123
12:30	2	0	0	0	0	0	0	0	13	0	0	1	0	0	0	0	0	0	0	0	0	2	7	0	0	0	0	0	25	120
12:45	1	0	2	0	0	0	0	0	17	2	0	0	0	0	0	0	0	0	0	0	0	2	19	0	0	0	0	0	43	134
13:00	1	0	1	0	0	0	0	0	9	4	0	0	0	0	0	0	0	0	0	0	0	1	11	0	0	1	0	0	28	133
13:15	1	0	0	0	0	0	0	0	22	4	0	0	0	0	0	0	0	0	0	0	0	2	11	0	0	0	0	0	40	136
13:30	0	0	4	0	0	1	0	0	11	1	0	0	0	0	0	0	0	0	0	0	0	1	13	0	0	0	0	0	31	142
14:15	1	0	2	0	0	0	0	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	1	0	0	22	
14:30	1	0	2	0	0	0	0	0	21	1	0	3	0	0	0	0	0	0	0	0	0	2	7	0	0	0	0	0	37	
14:45	1	0	4	0	0	0	0	0	24	1	0	4	0	0	0	0	0	0	0	0	0	2	14	0	1	0	0	0	51	
15:00	4	0	6	0	0	0	0	0	31	6	0	0	0	0	0	0	0	0	0	0	0	4	14	0	0	4	0	0	69	179
15:15	2	0	4	0	0	0	0	0	20	2	0	2	0	0	0	0	0	0	0	0	0	4	34	0	0	4	0	0	72	229
15:30	0	0	3	0	0	0	0	0	19	6	0	0	1	0	0	0	0	0	0	0	0	4	30	0	0	0	0	0	63	255
15:45	3	0	0	0	0	0	0	0	16	3	0	1	0	0	0	0	0	0	0	0	0	2	25	0	0	0	0	0	50	254
16:00	0	0	2	0	0	0	0	0	18	4	0	1	0	0	0	0	0	0	0	0	0	5	23	0	0	0	0	0	53	238
16:15	5	0	2	0	0	0	0	0	29	1	0	0	0	0	0	0	0	0	0	0	0	4	19	0	0	2	0	0	62	228
16:30	4	0	2	0	0	0	0	0	25	4	0	0	1	0	0	0	0	0	0	0	0	6	18	0	0	1	0	0	61	226
16:45	4	0	2	0	0	0	0	0	35	4	0	1	0	0	0	0	0	0	0	0	0	2	12	0	0	0	0	0	60	236
17:00	3	0	3	0	0	0	0	0	29	6	0	0	0	0	0	0	0	0	0	0	0	4	22	0	1	0	0	0	68	251
17:15	2	0	2	0	0	0	0	0	24	3	0	0	0	0	0	0	0	0	0	0	0	5	20	0	0	1	0	0	57	246
17:30	2	0	1	0	0	0	0	0	19	1	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	36	221
8-Hour Vol by Type & Mvmt	59	0	89	1	0	2		0	703	103	0	30	3		0	0	0	0	0	0		73	495	0	2	18	0			
8-Hour Total Volume by Movement	60	0	91					0	733	106					0	0	0					75	513	0						
8-Hour Total Volume by Approach	151							839							0							588								
8-Hour Total Volume Major	1427																													
8-Hour Total Volume Minor	151																													

D-9 *Saint-Antoine*

Not applicable for this school

D-10 *Lakeview Montessori*

Not applicable for this school

D-11 *Al-Hijra Academy*

Not applicable for this school

D-12 *L'Essor*

Not applicable for this school

APPENDIX

E Cost Estimates

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APPENDIX

E-1 *Unit Costs*

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Improvement Type	Improvement Description	Unit Cost Value to Use	per	Notes/Sources
Pavement Marking	Sharrows	$ 400	symbol	WSP database; price for durable paint
	Ladder Crosswalk	$ 2,000	crosswalk	Used in recent ISRSR study for City of Toronto
	School Zone Stencil	$ 400	symbol	Assume similar to Sharrows
	Crossride	$ 2,000	crossride	Assume similar to crosswalk
	Stop Bar	$ 18	m	Used in recent ISRSR study for City of Toronto; sandblasting existing lane markings ($15/m) and applying new ones ($3/m)
	Centreline	$ 18	m	Used in recent ISRSR study for City of Toronto; sandblasting existing lane markings ($15/m) and applying new ones ($3/m)
Sign	Wc-1	$ 300	sign	WSP database
	Rb-6	$ 400	sign with tab	WSP database
	Rb-123	$ 400	sign with tab	WSP database
	Rb-1	$ 300	sign	WSP database
	Replace Sign (Keep Pole)	$ 200	sign	Assume labour cost is half of new sign installation cost; replace with appropriate new sign on existing pole
	Relocate Sign and Pole	$ 200	sign	Assume labour cost is half of new sign installation cost; relocate existing Wc-1 and Rb-1 signs to appropriate locations
	Remove Sign and Pole	$ 200	sign	Assume labour cost is half of new sign installation cost; remove unnecessary signage
Pedestrian Crossover	Level 2, Type D PXO	$ 12,000	PXO location	Back to back signs, tactile plates, solid white lines, shark teeth/WSP database
	Level 2, Type C PXO	$ 50,000	PXO location	Back to back signs, tactile plates, solid white lines, rapid flashing beacon, shark teeth/WSP database
	Level 2, Type B PXO	$ 55,000	PXO location	Back to back signs, overhead sign, tactile plates, solid white lines, rapid flashing beacon, shark teeth/WSP database
Civil Work	Curb Cut	$ 1,000	end of crosswalk	Used in recent ISRSR study for City of Toronto
	TWSI	$ 1,300	end of crosswalk	WSP database
	Sidewalk	$ 300,000	linear km	WSP database; 1.5 m wide concrete sidewalk including site prep, select utility relocation, minor drainage modifications, traffic control
	Multi-Use Path	$ 375,000	linear km	WSP database; 3.0m wide hard surface pathway (asphalt) outside of road right-of-way in urban setting with 90mm asphalt depth
	Paved Shoulder	$ 230	square meter	Estimate for removal, fill, granular and pavement; assume 3.5 m wide paved shoulder
	Concrete Pad	$ 150	square meter	Assume $150 per square meter for excavation, base, and placement. Assume 25 square meters per concrete pad as conservative estimate but this may vary depending on location.
	Remove Curb Cut	$ 500	end of crosswalk	Assume labour cost is half of installation cost
	Remove TWSI	$ 650	end of crosswalk	Assume labour cost is half of installation cost
	Remove Ladder Crosswalk	$ 15	m	Used in recent ISRSR study for City of Toronto; sandblasting existing lane markings
	Traffic Circle (On Site)	$ 30,000	traffic circle	Refer to Brampton Neighbourhood Traffic Management Guide at https://www.brampton.ca/EN/residents/Roads-and-Traffic/Road-Safety/Documents/NeighbourhoodTMG.pdf Assume low end cost for traffic circle, with 100% increase due to inflation
	Optimist Park Parking Lot On-site Improvements	$ 310,871	total	Refer to tab "Optimist Park Parking Lot" for breakdown of all associated cost estimates
	Optimist Park Parking Lot Off-site Improvements	$ 12,160	total	Refer to tab "Optimist Park Parking Lot" for breakdown of all associated cost estimates
	Excavation	$ 15	m^2	Used in recent project for Town of Fort Erie
	Add or remove barrier curb	$ 70	linear m	Used in recent project for Town of Fort Erie; assume removal cost is same as installation
	Remove trees	$ 750	tree	WSP database; price may vary depending on tree species and sizes
	Resurfacing - 40mm HL3	$ 50	m^2	Used in recent project for Town of Fort Erie
	Proposed Pavement and Granular Base	$ 150	m^2	Used in recent project for Town of Fort Erie
	Asphalt Surface	$ 100	m^2	Used in recent project for Town of Fort Erie
	Concrete Surface	$ 90	m^2	Used in recent ISRSR study for City of Toronto
	Boulevard	$ 15	m^2	Used in recent project for Town of Fort Erie
Cycling	Bike Path (On Site)	$ 300,000	linear km	Assume same as sidewalk to conservative rate
	Bike Rack	$ 1,800	rack	WSP database; holds 6 bicycles, price varies depending on manufacturer (includes installation)
	P Gate	$ 2,000	gate	WSP database
Illumination	Streetlighting	$ 15,000	luminaire	WSP design team; Typical cobra head streetlighting on new steel pole with concrete footing
Electrical	Audible Pedestrian Signal	$ 5,000	signal head	WSP database
Traffic Calming	Speed Hump	$ 4,000	speed hump	Recent City of Toronto Committee reports
	Curb Extension	$ 7,000	corner	Used in recent ISRSR study for City of Toronto
	Raised Crosswalk	$ 4,000	crosswalk	Assume same as speed hump
	Speed Radar Board	$ 5,000	sign	Used in recent ISRSR study for City of Toronto

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APPENDIX

E-2 *Green Acres Optimist Park Lot Cost Estimate Details*

Item	Unit Cost	Unit	Quantity	Total Cost	Assumptions
REMOVAL (ONSITE)					
Excavation 1 (new lot, new access)	$ 15	m^2	454	$ 6,810	Refer to blue hatched area in screenshot below
Excavation 2 (old accesses)	$ 15	m^2	185	$ 2,775	Refer to green hatched area in screenshot below
Remove barrier curbs	$ 70	linear m	100	$ 7,000	Includes barrier curbs along perimeter of old lot and curb that separated park vs. school portions of old lot; refer to pink lines in screenshot below
Remove pavement markings 1 (old lot)	$ 15	m	393	$ 5,895	Parking space lines and hatches
Remove pavement markings 2 (old lot)	$ 200	symbol	3	$ 600	Assume labour cost is half of symbol installation cost; accessibility space symbols
Remove trees	$ 750	tree	4	$ 3,000	Four mature trees along the west parking lot boundary
Remove P Gates	$ 1,000	gate	2	$ 2,000	Assume labour cost is half of gate installation; northwest corner
NEW CONSTRUCTION - NEW PARKING LOT AND DRIVEWAY RECONFIGURATION (ONSITE)					
Resurfacing - 40mm HL3	$ 50	m^2	454	$ 22,700	Refer to blue hatched area in screenshot below
Proposed Pavement and Granular Base	$ 150	m^2	454	$ 68,100	Refer to blue hatched area in screenshot below
Asphalt Surface	$ 100	m^2	454	$ 45,400	Refer to blue hatched area in screenshot below
Boulevard	$ 15	m^2	185	$ 2,775	Replace old lot accesses (green hatched area in screenshot below) with landscaping
Barrier curbs	$ 70	linear m	179	$ 12,530	Perimeter of new parking lot
Pavement markings 1	$ 3	m	427	$ 1,281	Parking space lines and new stop bar
Pavement markings 2	$ 400	symbol	7	$ 2,800	Accessibility space symbols
Stop sign	$ 400	sign with tab	1	$ 400	Stop sign with tab
NEW CONSTRUCTION - ACTIVE TRANSPORTATION (ONSITE)					
Multi use path	$ 375,000	linear km	0.045	$ 16,875	Along west side of parking lot, connecting to southwest corner of St Gregory's Rd & Edgewater Blvd intersection (refer to yellow line in screenshot below)
P Gates	$ 2,000	gate	2	$ 4,000	Northwest corner where proposed multi-use path connects to existing sidewalk along south side of St Gregory's Rd
NEW CONSTRUCTION - ST GREGORY'S ROAD AND EDGEWATER BOULEVARD INTERSECTION (OFFSITE)					
Ladder crosswalk	$ 2,000	crosswalk	1	$ 2,000	East leg
Relocate stop bar	$ 18	m	4.2	$ 76	East leg
Curb cut	$ 1,000	end of crosswalk	2	$ 2,000	Southeast and northeast corners
TWSI	$ 1,300	end of crosswalk	2	$ 2,600	Southeast and northeast corners
Sidewalk	$ 300,000	linear km	0.007	$ 2,010	Southeast corner
NEW CONSTRUCTION - SHIFT ST. ANDREW SCHOOL BUS BAY ~10 M WEST (ONSITE)					
Excavation	$ 15	m^2	62	$ 930	Refer to cyan hatched area in screenshot below
Granular Base	$ 150	m^2	62	$ 9,300	Refer to cyan hatched area in screenshot below
Concrete surface	$ 90	m^2	50	$ 4,500	Assumed only the portion for the bus bay, excluding barrier curb
Barrier curb	$ 70	linear m	18	$ 1,260	Refer to brown line in screenshot below
Rolled curb	$ 70	linear m	16	$ 1,120	Refer to grey line in screenshot below
			ONSITE IMPROVEMENTS		
			Subtotal	$ *222,051*	
			Contingency (25%)	$ *55,513*	
			Engineering and Contract Adminstration Cost (15%)	$ *33,308*	
			Total Onsite Improvements Cost (excluding HST)	**$ 310,871**	
			OFFSITE IMPROVEMENTS		
			Subtotal	$ *8,686*	
			Contingency (25%)	$ *2,171*	
			Engineering and Contract Adminstration Cost (15%)	$ *1,303*	
			Total Offsite Improvements Cost (excluding HST)	**$ 12,160**	
			Total (excluding HST)	**$ 323,031**	

Other assumptions:
-The existing utility poles and drainage infrastructure within the parking lot remain unchanged.
-The Optimist Park sign on the northwest corner remains unchanged.
-The existing asphalt surface would remain as is and only portions that require excavation would be repaved.
-The rolled curb along the south side of St. Gregory's Rd would remain.
-On the northeast corner where it is proposed to shift the existing school bus layby by ~10 m west, the cost estimate has captured the cost of providing a concrete surface. If required, the cost for changes to drainage infrastructure and connections to the existing sidewalk would need to be calculated separately.

