

File 418426

May 17, 2019

Martin & Linda Zeng  
2408969 Ontario Inc.  
7831 County Road 9  
Creemore, Ontario L0M 1G0

Re: Edward/George Street Residential Development – Creemore, Clearview Township  
Traffic Impact Brief

Dear Martin & Linda:

As requested, we have reviewed the site plan for the proposed residential development to be located at 101 Edward Street and 111 George Street in the Village of Creemore, Township of Clearview (as illustrated in Figure 1) from a transportation perspective, addressing site access, site traffic volumes, available sight lines and the potential impacts to the adjacent road system. Our comments are set out in this letter report.

## **EXISTING CONDITIONS**

### **Existing Site**

The subject site has an overall area of 4.71 hectares (11.6 acres) and is bounded by Edward Street to the north, Concession Road 3 to the south, existing residential development to the west and agricultural land to the east. George Street, which runs parallel to Edward Street, divides the site into north and south parcels. The north and south parcels are legally described as Part of Lot 44 and Part of Lot 35 & 36, Township of Clearview, County of Simcoe.

### **Road Network**

Edward Street is an east-west local road under the jurisdiction of the Township. Across the frontage of the site, the road has a two-lane rural cross-section with a gravel surface and open ditches. Immediately west of the site, Edward Street has a two-lane semi-urban cross-section with mountable curb and gutter, and sidewalk on the south side of the road, and gravel shoulders and open ditches on the north side of the road. As a local road, Edward Street has an assumed planning capacity of 400 vehicles per hour per lane (vphpl).

George Street is a collector road to the west of Concession Road 3, and a local road to the east of Concession Road 3. The road has a two-lane rural cross-section with asphalt surface. To the west of Concession Road 3, George Street has an assumed planning capacity of 600 vphpl (typical of a collector

road); whereas to the east of Concession Road 3, a planning capacity of 400 vphpl has been assumed (reflective of a local road).

Mary Street is a collector road under the jurisdiction of the Township. Mary Street has a two-lane semi-urban cross-section with mountable curb and gutter on the east side of the road and gravel shoulders and open ditches on the west side of the road. As a collector road, Mary Street has an assumed planning capacity of 600 vphpl.

Concession Road 3 is a collector road under the jurisdiction of the Township. Concession Road 3 has a two-lane rural cross-section and an assumed capacity of 600 vphpl.

The intersections of Mary Street with Edward Street and George Street are both 4-leg intersections operating under stop control. At the intersection of Mary Street with Edward Street, stop control is provided on Edward Street; whereas at the intersection of Mary Street with George Street, stop control is provided on Mary Street. All approaches are single lane approaches (i.e. share left/through/right).

The study area road network is illustrated in Figure 2.

### **Traffic Volumes**

To determine existing traffic volumes on the study area road network, traffic counts were conducted at the intersections of Mary Street with Edward Street and George Street on Wednesday April 10, 2019 from 7:00 to 10:00 and 16:00 to 19:00. The corresponding traffic count details are provided in Appendix A.

The resulting 2019 AM and PM peak hour traffic volumes are illustrated in Figure 3.

### **Road Section Operations**

As previously noted, the lane capacity on the study area road network varies between 400 vphpl (local roads) and 600 vphpl (collector roads). As indicated in Figure 3, the peak directional peak hour volumes are in the order of 59 vehicles or less. Thus, the study area road network is operating well below capacity and can readily accommodate additional growth. No improvements are required to address capacity under existing conditions.

### **Intersection Operations**

Given the relatively low volume of traffic on the road network, the study area intersections are operating with excess capacity and minimal delays. No improvements are required at the study area intersections.

## **PROPOSED DEVELOPMENT**

### **Site Location**

As previously noted and illustrated in Figure 1, the development site is located in the Village of Creemore, and is bounded by Edward Street to the north, Concession Road 3 to the south, existing residential

development to the west and agricultural land to the east. The site is municipally known as 101 Edward Street and 111 George Street.

### **Proposed Land-use**

The proposed development will consist of 32 single family residential lots and 30 medium density townhouses units contained within six 5-unit blocks. The single family lots will front Edward Street (18 lots), George Street (10 lots) and Concession Road 3 (4 lots). It is noted that George Street will be extended to the east in order to accommodate the proposed development. The townhouse units will front onto a proposed 8.0 metre laneway with connections to Edward Street and George Street. Build-out of the site is anticipated by 2024.

A draft plan is provided in Figure 4.

### **Site Access**

As previously noted, access to the single family units will be provided via direct driveway connection to Edward Street, George Street and Concession Road 3, whereas the townhouse units will have driveway connections to the proposed 8.0 metre laneway.

### **Site Trip Generation**

The number of vehicle trips to be generated by the proposed development has been determined based on type of use, development size, and trip generation rates. It is noted that the *ITE Trip Generation Manual<sup>1</sup>, 10<sup>th</sup> Edition* has consolidated trip data for several residential land-uses under the new land-use description *multi-family housing low-rise* (ITE code 220) and does not otherwise provide trip rates specific to the townhouse land-use. The trip rates provided in the ITE 10<sup>th</sup> Edition manual for the *multi-family housing low-rise* land-use are less conservative than the trip rates provided in the 9<sup>th</sup> Edition manual for the former *low-rise residential condo/townhouse* land-use (ITE code 231). To ensure a conservative approach, the trip rates published in the *ITE Trip Generation Manual, 9<sup>th</sup> Edition* have been applied to the townhouse units.

The associated trip rates and trip estimates are provided in Table 1 and Table 2, respectively.

As indicated, the proposed development is expected to generate 44 trips during the AM peak hour and 56 trips during the PM peak hour (total of inbound and outbound trips).

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<sup>1</sup> *ITE Trip Generation Manual, 10<sup>th</sup> Edition*. Institute of Transportation Engineers, September 2017.

**Table 1: Trip Generation Rates**

LAND USE	VARIABLE	AM PEAK HOUR			PM PEAK HOUR		
		IN	OUT	TOTAL	IN	OUT	TOTAL
single family detached (ITE 310)	units	0.19	0.56	0.74	0.62	0.37	0.99
low-rise residential condo/towns (ITE 231)	units	0.17	0.50	0.67	0.45	0.33	0.78

**Table 2: Trip Generation Estimates**

LAND USE	SIZE	AM PEAK HOUR			PM PEAK HOUR		
		IN	OUT	TOTAL	IN	OUT	TOTAL
single family detached	32	6	48	24	20	12	32
low-rise residential townhouses	30	5	15	20	14	10	24
<b>Total</b>		<b>11</b>	<b>33</b>	<b>44</b>	<b>34</b>	<b>22</b>	<b>56</b>

**Trip Distribution & Assignment**

To ensure a conservative approach, all generated trips have been assigned to/from the built-up area of Creemore (i.e. through the study area intersections of Mary Street with Edward Street and George Street). The trip assignment to Edward Street and George Street has been developed based on the noted lot frontages and expected travel routes.

The resulting site generated traffic volumes assigned to the road network is illustrated in Figure 5.

**FUTURE CONDITIONS****Population Growth**

Population forecasts provided in the *Township of Clearview Official Plan*<sup>2</sup> project an increase in population from 12,575 persons in 1997 to 18,794 persons in 2021, translating to an annual increase of 1.69%.

The Statistics Canada 2016 census profile for the village of Creemore indicates population growth from 1,147 to 1,170 for the period 2011 to 2016, translating to an annual growth rate of 0.40%.

<sup>2</sup> *Township of Clearview Official Plan*. Township of Clearview., Consolidated January 2019.

### **Historic Traffic Growth**

Historic traffic volumes were obtained from the County of Simcoe for the 2.5 km segment of County Road 9 running east-west through the village of Creemore, north of the study area. The Annual Average Daily Traffic (AADT) volumes on County Road 9 for the period of 2011 to 2016 show an increase of 2.3% per annum.

### **Overall Background Growth**

In consideration of the historic growth in the area (both traffic and population) and future growth projections for the Township, a conservative background growth rate of 2.0% per annum has been applied to the traffic volumes on the study area road network.

### **Future Traffic Volumes**

Future traffic volumes expected for the 2024 horizon year have been determined based on the 2019 traffic volumes, adjusted to reflect an annual background growth rate of 2.0% and the additional traffic to be generated by the proposed development.

The resulting total traffic volumes are presented in Figure 6.

## **TRAFFIC OPERATIONS**

### **Road Section Operations**

The road section operations were reviewed again with consideration of the projected total traffic volumes for the 2024 horizon period. As indicated in Figure 6, the peak hour peak directional volumes will be in the order of 75 vehicles or less. In consideration of the capacity of the road network (400 to 600 vphpl), the road will continue to operate well below capacity. No improvements are required to address the capacity road network, which will readily accommodate the additional volumes associated with the subject development.

### **Intersection Operations**

In consideration of the relatively low volume of trips to be generated by the development and the excess reserve capacity on the road network, the intersections of Mary Street with Edward Street with George Street are expected to provide excellent operations with minimal delays through the 2024 horizon year.

## **TURNAROUND FACILITY**

While George Street will be extended to the east in order to serve the development, the extension will not provide through service (i.e. George Street will terminate at the east limit of the development). In order to facilitate the turnaround manoeuvre for larger vehicles (i.e. garbage truck), a hammerhead turnaround feature is being provided at the terminus of George Street. As illustrated in Figure 7, the hammerhead will accommodate the manoeuvring requirements of a typical County of Simcoe garbage truck.

### SIGHT LINE ASSESSMENT

As per the TAC *Geometric Design Guide for Canadian Roads*<sup>3</sup>, the minimum stopping sight distance for a design speed of 60 km/h (posted 50 km/h + 10 km/h) is 85 metres. This provides sufficient distance for an approaching motorist to observe a stationary hazard in the road (i.e. a vehicle slowing or stopped to turn into the subject site) and bring their vehicle to a complete stop prior to the hazard. The available sight lines along Edward Street and George Street at the proposed 8.0 metre laneway are provided in Table 3.

**Table 3: Sight Line Assessment**

LOCATION	DESIGN SPEED	MINIMUM STOPPING SIGHT DISTANCE	AVAILABLE SIGHT LINES TO/FROM	
			EAST	WEST
Edward Street at Laneway	60 km/h	85	100 m	200 m +
George Street at Laneway	60 km/h	85	-	200 m +

As indicated, the sight lines to/from the east and west along Edward Street and George Street at the proposed laneway satisfy the TAC stopping distance requirements for a design speed of 60 km/h. No improvements are required to address the available sight distances.

As previously noted, George Street will terminate to the east of the laneway. While the sightlines will be less than 85 metres, such is not considered problematic recognizing that any traffic approaching from the east will have just completed a turnaround manoeuvre and will be operating at low speeds.

In addition to the available sight lines along Edward Street and George Street, consideration was also given to the sight lines along Concession Road 3 in the vicinity of the proposed 4 single detached lots with driveway access to Concession Road 3. The critical sight lines in proximity to the horizontal curves along Concession Road 3 were reviewed (i.e. to/from the north at Lot 29, and to/from the south at Lot 32). For Lot 29, the available sight lines to/from the west are in the order of 110 metres. For Lot 32, the available sight lines are in the order of 130 metres. In considering the TAC minimum stopping distance for a design speed of 60 km/h (85 metres), the available sight lines along Concession Road 3 are considered acceptable.

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<sup>3</sup> *Geometric Design Guide for Canadian Roads*, Transportation Association of Canada. June 2017

## SUMMARY

### Proposed Development

The proposed residential development, to be located at 101 Edward Street and 111 George Street in the Village of Creemore, Township of Clearview will consist of 32 single family residential lots and 30 medium density townhouses units contained within six 5-unit blocks. Upon build-out, the development is expected to generate 44 new trips during the AM peak hour and 56 new trips during the PM peak hour.

### Road Section Operations

In consideration of the available capacity on the road network, the traffic volumes to be generated by the proposed townhouse development will not have any appreciable impacts on the adjacent road system. No improvements to the road network are required to accommodate the proposed development.

### Sight Line Assessment

The sight lines along Edward Street and George Street at the proposed laneway were reviewed based on TAC minimum stopping distance requirements. The available sight lines at the proposed access exceed the TAC minimum stopping sight distance requirements for a 60 km/h design speed. Similarly, the sight lines along Concession Road 3 at the proposed driveway locations for Lots 29 through 32 also satisfy TAC minimum stopping sight distance requirements for a 60 km/h design speed. As such, no improvements are required to address the available sight distances.

Should you have any questions or comments on the above, please do not hesitate to contact us.

Yours truly,

**Tatham Engineering Limited**



Jake Losole, B.Eng., EIT  
Intern Engineer  
DP/JL:mw



David Perks, M.Sc., PTP  
Transportation Planner, Project Manager



**EDWARD / GEORGE STREET RESIDENTIAL DEVELOPMENT**

Figure 1: Site Location





**EDWARD / GEORGE STREET RESIDENTIAL DEVELOPMENT**

Figure 2A: Area Road Network





Intersection of Mary Street with Edward Street



Intersection of Mary Street with George Street

**EDWARD / GEORGE STREET RESIDENTIAL DEVELOPMENT**

Figure 2B: Area Road Network





Looking east along Edward Street

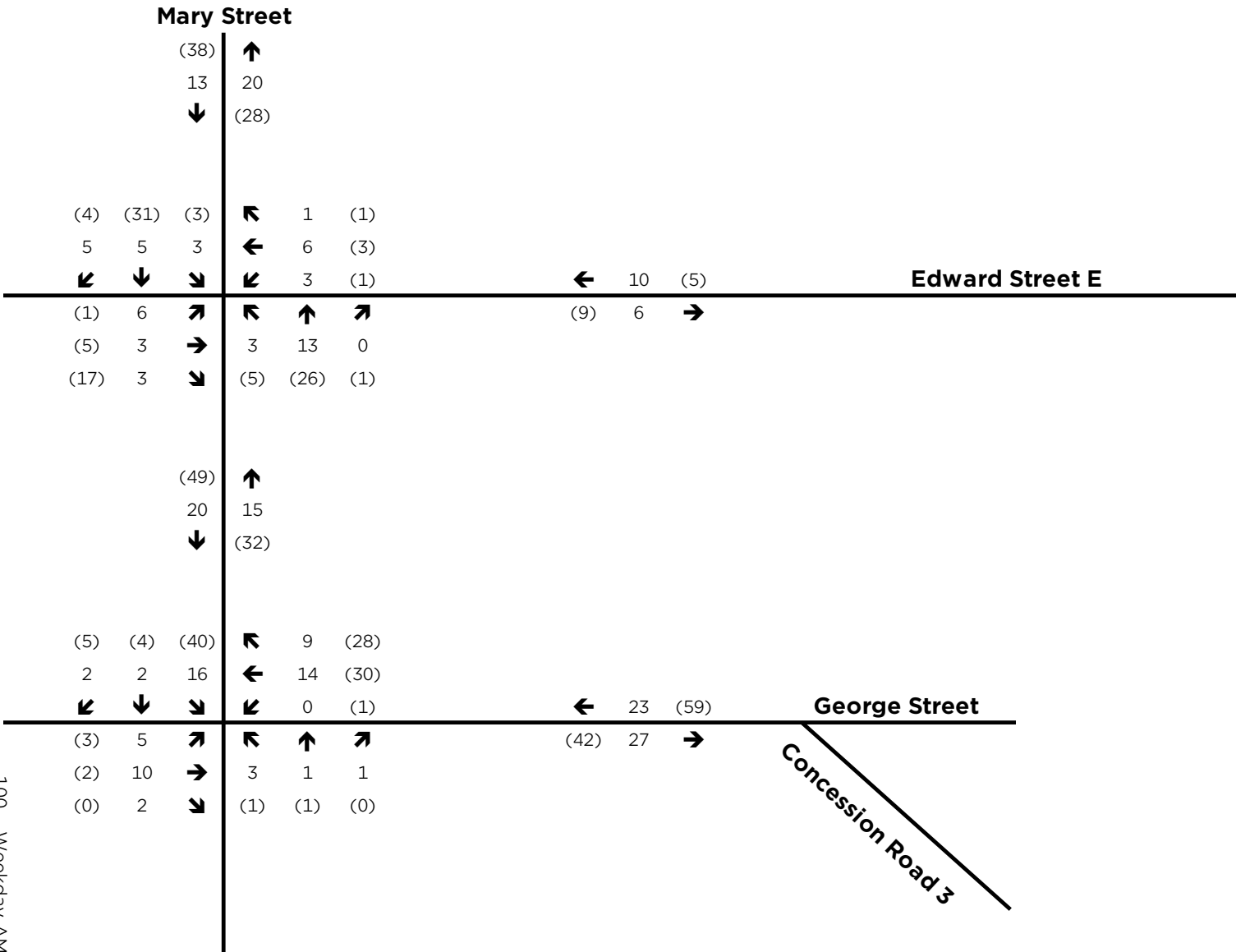
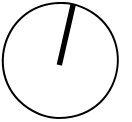


Looking east along George Street

**EDWARD / GEORGE STREET RESIDENTIAL DEVELOPMENT**

Figure 2C: Area Road Network

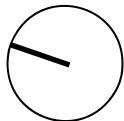
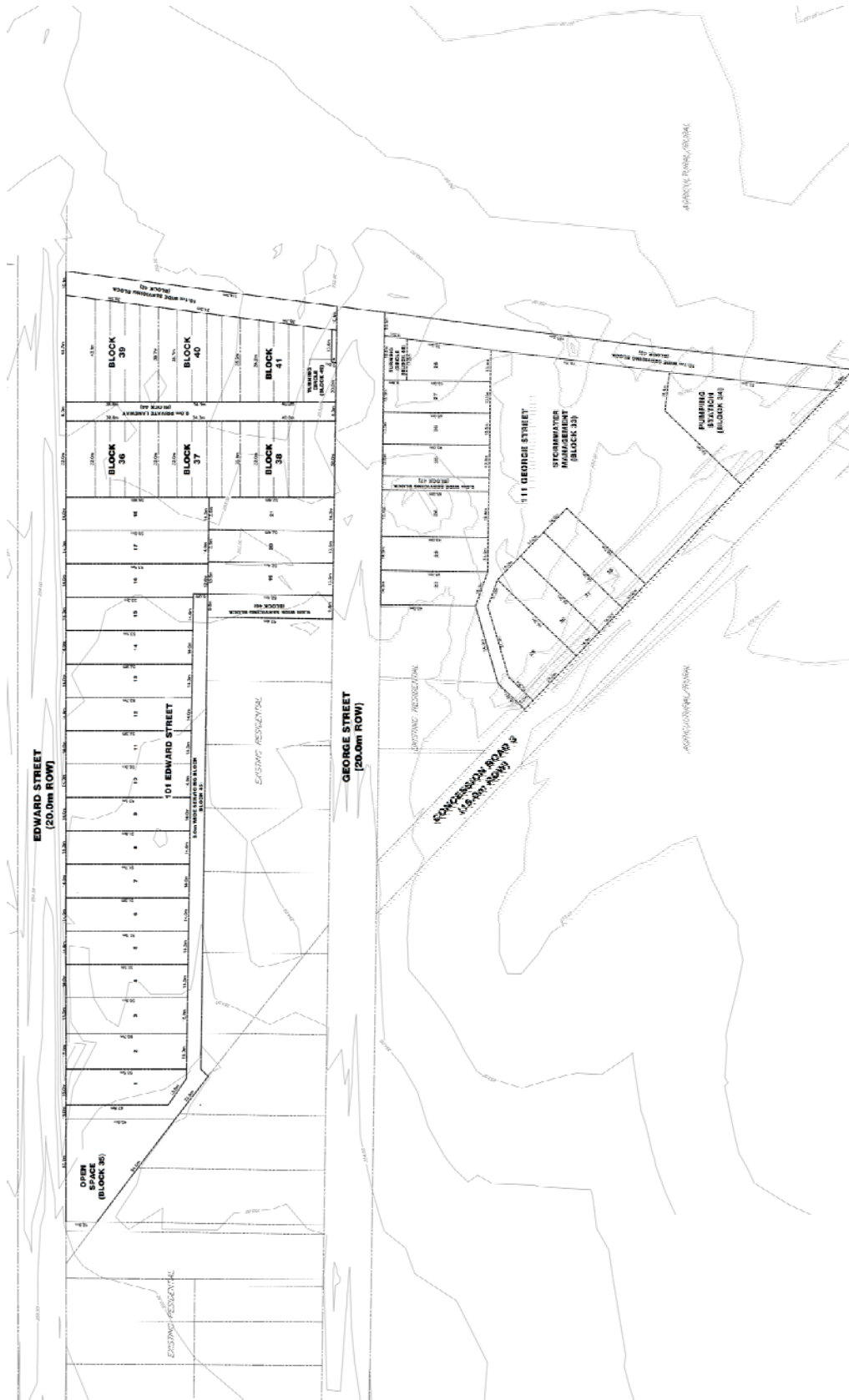




100 Weekday AM Peak Hour  
 (100) Weekday PM Peak Hour

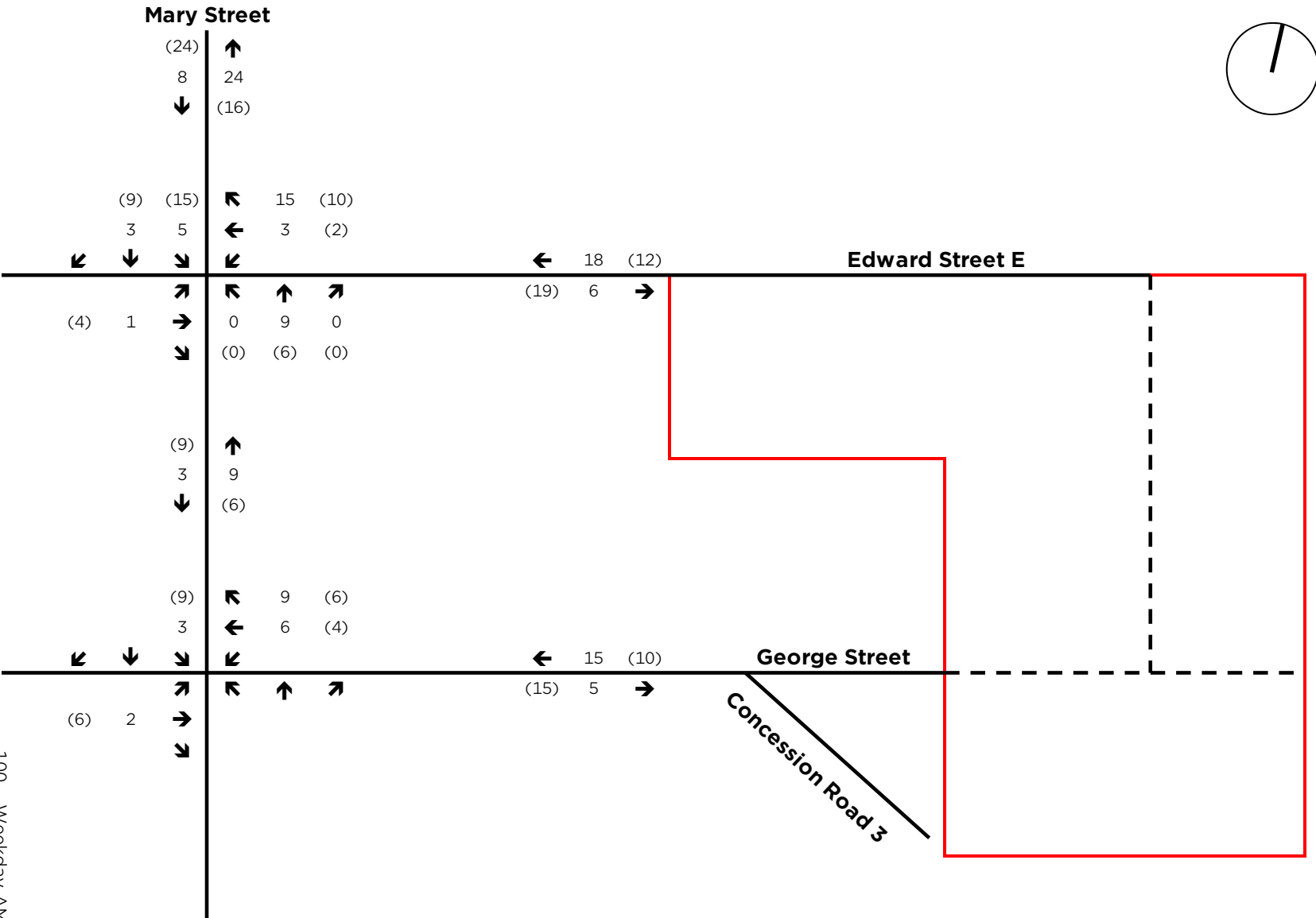
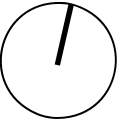
**EDWARD / GEORGE STREET RESIDENTIAL DEVELOPMENT**  
 Figure 3: 2019 Traffic Volumes





**EDWARD / GEORGE STREET RESIDENTIAL DEVELOPMENT**  
 Figure 4: Draft Plan

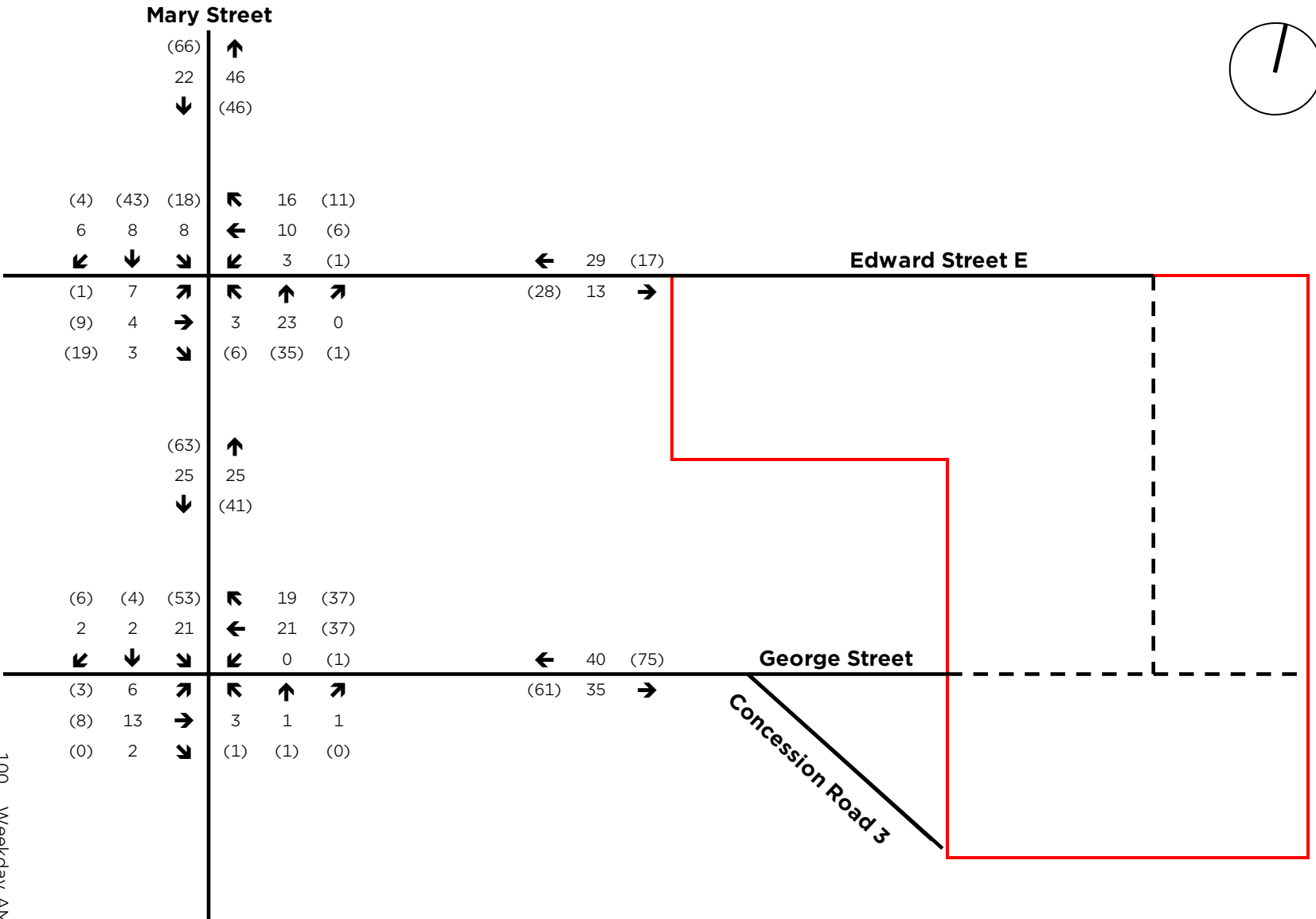
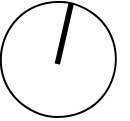




100 Weekday AM Peak Hour  
(100) Weekday PM Peak Hour

**EDWARD / GEORGE STREET RESIDENTIAL DEVELOPMENT**  
Figure 5: Site Generated Traffic

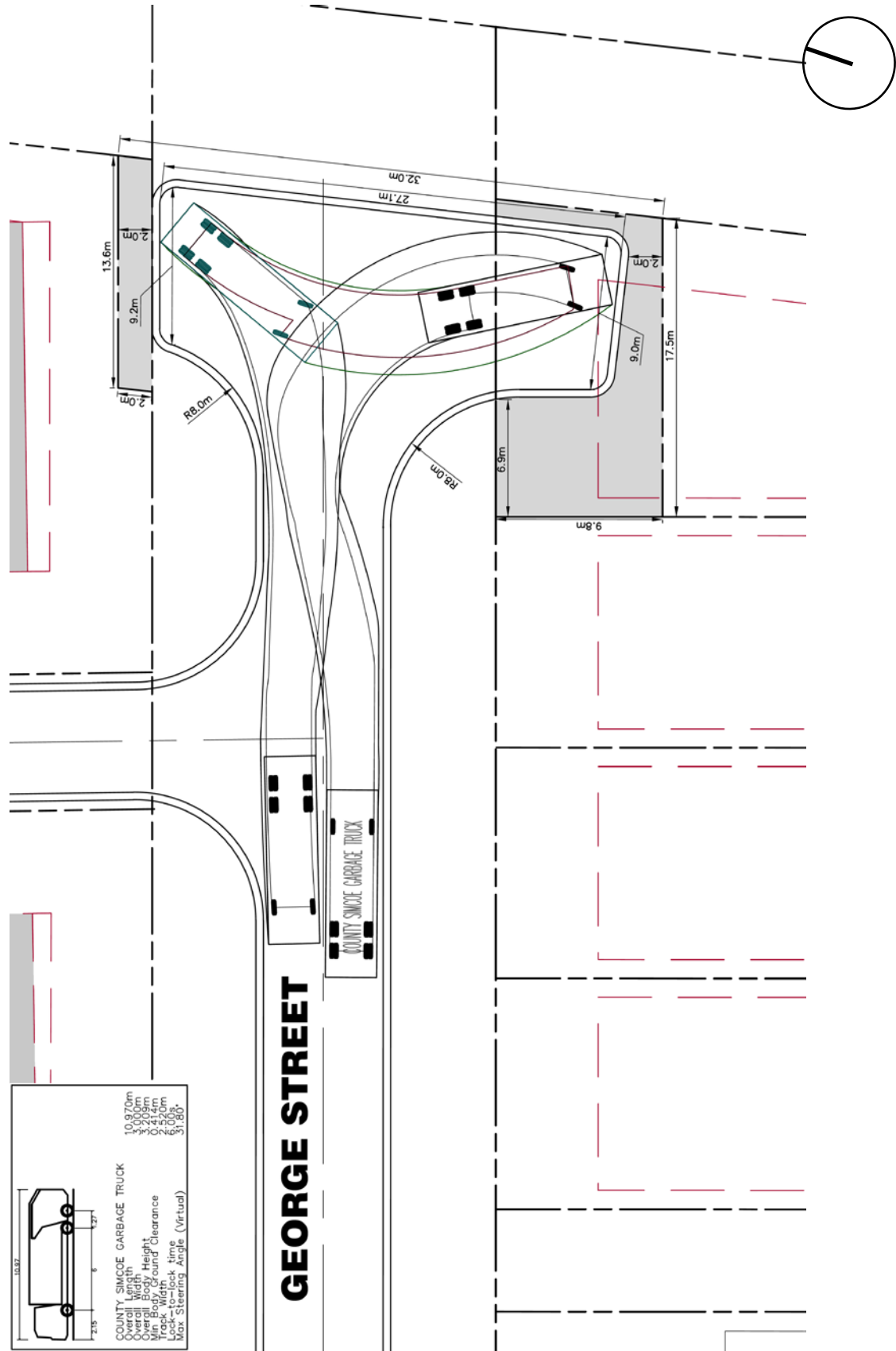




**EDWARD / GEORGE STREET RESIDENTIAL DEVELOPMENT**  
 Figure 6: 2024 Total Traffic Volumes

100 Weekday AM Peak Hour  
 (100) Weekday PM Peak Hour





COUNTY SIMCOE GARBAGE TRUCK	
Overall Length	10.970m
Overall Width	3.000m
Overall Height	3.700m
Min. Body Ground Clearance	0.414m
Truck Width	2.700m
Truck Time	6.700m
Max. Steering Angle (Virtual)	31.20°

**EDWARD / GEORGE STREET RESIDENTIAL DEVELOPMENT**  
 Figure 7: Turnaround Design



# Appendix A: Traffic Counts

# Ontario Traffic Inc.

## Morning Peak Diagram

### Specified Period

**From:** 7:00:00  
**To:** 10:00:00

### One Hour Peak

**From:** 8:30:00  
**To:** 9:30:00

**Municipality:** Creemore  
**Site #:** 1909900001  
**Intersection:** Mary St & Edward St E  
**TFR File #:** 3  
**Count date:** 10-Apr-19

**Weather conditions:**  
**Person(s) who counted:**

**\*\* Non-Signalized Intersection \*\***

**Major Road:** Mary St runs N/S

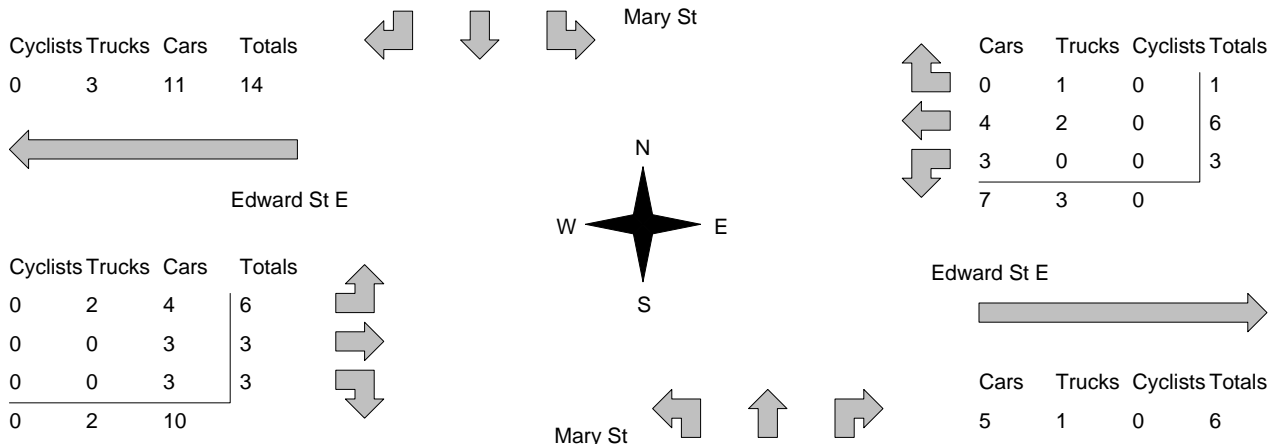
North Leg Total: 33  
North Entering: 13  
North Peds: 1  
Peds Cross:  $\times$

Cyclists	0	0	0	0
Trucks	1	0	1	2
Cars	4	5	2	11
<b>Totals</b>	<b>5</b>	<b>5</b>	<b>3</b>	



Cyclists	0
Trucks	3
Cars	17
<b>Totals</b>	<b>20</b>

East Leg Total: 16  
East Entering: 10  
East Peds: 0  
Peds Cross:  $\times$



Peds Cross:  $\times$   
West Peds: 0  
West Entering: 12  
West Leg Total: 26

Cars	11	Cars	3	13	0	16
Trucks	0	Trucks	0	0	0	0
Cyclists	0	Cyclists	0	0	0	0
<b>Totals</b>	<b>11</b>	<b>Totals</b>	<b>3</b>	<b>13</b>	<b>0</b>	

Peds Cross:  $\times$   
South Peds: 0  
South Entering: 16  
South Leg Total: 27

### Comments

# Ontario Traffic Inc.

## Afternoon Peak Diagram

### Specified Period

**From:** 16:00:00

**To:** 19:00:00

### One Hour Peak

**From:** 16:15:00

**To:** 17:15:00

**Municipality:** Creemore  
**Site #:** 1909900001  
**Intersection:** Mary St & Edward St E  
**TFR File #:** 3  
**Count date:** 10-Apr-19

**Weather conditions:**  
**Person(s) who counted:**

**\*\* Non-Signalized Intersection \*\***

**Major Road:** Mary St runs N/S

North Leg Total: 66  
 North Entering: 38  
 North Peds: 1  
 Peds Cross:  $\bowtie$

Cyclists	0	0	0	0
Trucks	0	1	0	1
Cars	4	30	3	37
<b>Totals</b>	<b>4</b>	<b>31</b>	<b>3</b>	



Cyclists 0  
 Trucks 1  
 Cars 27  
 Totals 28

East Leg Total: 15  
 East Entering: 5  
 East Peds: 5  
 Peds Cross:  $\bowtie$

Cyclists	Trucks	Cars	Totals
0	1	11	12

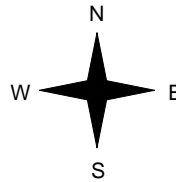


Mary St

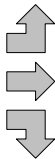
Cars	Trucks	Cyclists	Totals
1	0	0	1
2	1	0	3
1	0	0	1
<b>4</b>	<b>1</b>	<b>0</b>	



Edward St E



Cyclists	Trucks	Cars	Totals
0	0	1	1
0	0	6	6
0	0	17	17
<b>0</b>	<b>0</b>	<b>24</b>	



Mary St

Edward St E



Cars	Trucks	Cyclists	Totals
10	0	0	10

Peds Cross:  $\bowtie$   
 West Peds: 1  
 West Entering: 24  
 West Leg Total: 36

Cars	48
Trucks	1
Cyclists	0
<b>Totals</b>	<b>49</b>



Cars	5	25	1	31
Trucks	0	1	0	1
Cyclists	0	0	0	0
<b>Totals</b>	<b>5</b>	<b>26</b>	<b>1</b>	

Peds Cross:  $\bowtie$   
 South Peds: 2  
 South Entering: 32  
 South Leg Total: 81

## Comments

# Ontario Traffic Inc.

## Total Count Diagram

**Municipality:** Creemore  
**Site #:** 1909900001  
**Intersection:** Mary St & Edward St E  
**TFR File #:** 3  
**Count date:** 10-Apr-19

**Weather conditions:**  
**Person(s) who counted:**

**\*\* Non-Signalized Intersection \*\***

**Major Road:** Mary St runs N/S

North Leg Total: 258  
 North Entering: 126  
 North Peds: 6  
 Peds Cross:  $\bowtie$

Cyclists	0	0	0	0
Trucks	2	2	3	7
Cars	11	89	19	119
<b>Totals</b>	<b>13</b>	<b>91</b>	<b>22</b>	



Cyclists 0  
 Trucks 6  
 Cars 126  
 Totals 132

East Leg Total: 88  
 East Entering: 49  
 East Peds: 10  
 Peds Cross:  $\bowtie$

Cyclists	Trucks	Cars	Totals
0	6	46	52

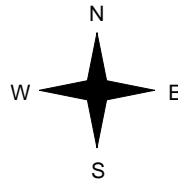


Mary St

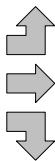
Cars	Trucks	Cyclists	Totals
17	2	0	19
18	4	0	22
8	0	0	8
<b>43</b>	<b>6</b>	<b>0</b>	



Edward St E



Cyclists	Trucks	Cars	Totals
0	2	15	17
0	0	16	16
0	0	45	45
<b>0</b>	<b>2</b>	<b>76</b>	



Mary St

Edward St E



Cars	Trucks	Cyclists	Totals
36	3	0	39

Peds Cross:  $\bowtie$   
 West Peds: 4  
 West Entering: 78  
 West Leg Total: 130

Cars	142
Trucks	2
Cyclists	0
<b>Totals</b>	<b>144</b>



Cars	17	94	1	112
Trucks	0	2	0	2
Cyclists	0	0	0	0
<b>Totals</b>	<b>17</b>	<b>96</b>	<b>1</b>	

Peds Cross:  $\bowtie$   
 South Peds: 2  
 South Entering: 114  
 South Leg Total: 258

### Comments

# Ontario Traffic Inc.

## Morning Peak Diagram

### Specified Period

**From:** 7:00:00  
**To:** 10:00:00

### One Hour Peak

**From:** 7:45:00  
**To:** 8:45:00

**Municipality:** Creemore  
**Site #:** 1909900002  
**Intersection:** George St & Mary St  
**TFR File #:** 3  
**Count date:** 10-Apr-19

**Weather conditions:**  
**Person(s) who counted:**

**\*\* Non-Signalized Intersection \*\***

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

North Leg Total: 35  
North Entering: 20  
North Peds: 3  
Peds Cross:  $\bowtie$

Cyclists	0	0	0	0
Trucks	0	0	1	1
Cars	2	2	15	19
Totals	2	2	16	



Cyclists	0
Trucks	0
Cars	15
Totals	15

East Leg Total: 50  
East Entering: 23  
East Peds: 0  
Peds Cross:  $\bowtie$

Cyclists	Trucks	Cars	Totals
0	0	19	19

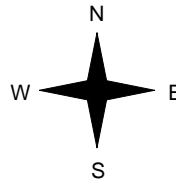


Mary St

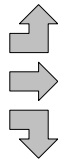
Cars	Trucks	Cyclists	Totals
9	0	0	9
14	0	0	14
0	0	0	0
23	0	0	



George St



Cyclists	Trucks	Cars	Totals
0	0	5	5
0	0	10	10
0	0	2	2
0	0	17	



George St



Peds Cross:  $\bowtie$   
West Peds: 1  
West Entering: 17  
West Leg Total: 36

Cars	4
Trucks	0
Cyclists	0
Totals	4



Cars	3	1	1	5
Trucks	0	0	0	0
Cyclists	0	0	0	0
Totals	3	1	1	

Peds Cross:  $\bowtie$   
South Peds: 0  
South Entering: 5  
South Leg Total: 9

## Comments

# Ontario Traffic Inc.

## Afternoon Peak Diagram

### Specified Period

**From:** 16:00:00

**To:** 19:00:00

### One Hour Peak

**From:** 16:15:00

**To:** 17:15:00

**Municipality:** Creemore  
**Site #:** 1909900002  
**Intersection:** George St & Mary St  
**TFR File #:** 3  
**Count date:** 10-Apr-19

**Weather conditions:**

**Person(s) who counted:**

**\*\* Non-Signalized Intersection \*\***

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

North Leg Total: 81  
 North Entering: 49  
 North Peds: 4  
 Peds Cross:  $\bowtie$

Cyclists	0	0	0	0
Trucks	0	0	1	1
Cars	5	4	39	48
<b>Totals</b>	<b>5</b>	<b>4</b>	<b>40</b>	



Cyclists	0
Trucks	1
Cars	31
<b>Totals</b>	<b>32</b>

East Leg Total: 101  
 East Entering: 59  
 East Peds: 2  
 Peds Cross:  $\bowtie$

Cyclists	Trucks	Cars	Totals
0	0	36	36

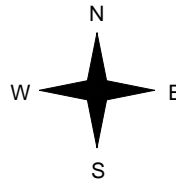


Mary St

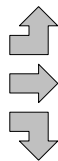
Cars	Trucks	Cyclists	Totals
27	1	0	28
30	0	0	30
1	0	0	1
<b>58</b>	<b>1</b>	<b>0</b>	



George St



Cyclists	Trucks	Cars	Totals
0	0	3	3
0	1	1	2
0	0	0	0
<b>0</b>	<b>1</b>	<b>4</b>	



George St



Peds Cross:  $\bowtie$   
 West Peds: 1  
 West Entering: 5  
 West Leg Total: 41

Cars	5
Trucks	0
Cyclists	0
<b>Totals</b>	<b>5</b>



Cars	1	1	0	2
Trucks	0	0	0	0
Cyclists	0	0	0	0
<b>Totals</b>	<b>1</b>	<b>1</b>	<b>0</b>	

Mary St



Cars	Trucks	Cyclists	Totals
40	2	0	42

Peds Cross:  $\bowtie$   
 South Peds: 0  
 South Entering: 2  
 South Leg Total: 7

## Comments

# Ontario Traffic Inc.

## Total Count Diagram

**Municipality:** Creemore  
**Site #:** 1909900002  
**Intersection:** George St & Mary St  
**TFR File #:** 3  
**Count date:** 10-Apr-19

**Weather conditions:**  
**Person(s) who counted:**

**\*\* Non-Signalized Intersection \*\***

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

North Leg Total: 256  
 North Entering: 143  
 North Peds: 9  
 Peds Cross:  $\bowtie$

Cyclists	0	0	0	0
Trucks	0	0	2	2
Cars	13	15	113	141
<b>Totals</b>	<b>13</b>	<b>15</b>	<b>115</b>	



Cyclists	0
Trucks	2
Cars	111
<b>Totals</b>	<b>113</b>

East Leg Total: 336  
 East Entering: 182  
 East Peds: 4  
 Peds Cross:  $\bowtie$

Cyclists	Trucks	Cars	Totals
0	0	108	108

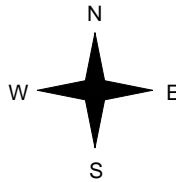


Mary St

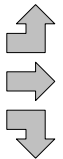
Cars	Trucks	Cyclists	Totals
90	2	0	92
86	0	0	86
4	0	0	4
<b>180</b>	<b>2</b>	<b>0</b>	



George St



Cyclists	Trucks	Cars	Totals
0	0	13	13
0	2	33	35
0	0	7	7
<b>0</b>	<b>2</b>	<b>53</b>	



George St



Peds Cross:  $\bowtie$   
 West Peds: 7  
 West Entering: 55  
 West Leg Total: 163

Cars	26
Trucks	0
Cyclists	0
<b>Totals</b>	<b>26</b>



Cars	9	8	4	21
Trucks	0	0	0	0
Cyclists	0	0	0	0
<b>Totals</b>	<b>9</b>	<b>8</b>	<b>4</b>	



Mary St

Cars	Trucks	Cyclists	Totals
150	4	0	154

Peds Cross:  $\bowtie$   
 South Peds: 2  
 South Entering: 21  
 South Leg Total: 47

### Comments