

2026-05-06
Project: 260177

Baker Investments Limited
c/o Jason Thibert
Architectural Design Associates
1670 Mercer Street
Woodstock ON N8X 3P7

**RE: 0 WYANDOTTE STREET, WINDSOR – RESIDENTIAL DEVELOPMENT
TRANSPORTATION IMPACT BRIEF**

Paradigm Transportation Solutions Limited has been retained to prepare this Transportation Impact Brief (TIB) for a proposed residential apartment development located in the northeast corner of Wyandotte Street and Watson Avenue in the City of Windsor.

Figure 1 illustrates the location of the subject site.

The proposed development will include a six-storey, 105-unit apartment building with 134 parking spaces. Vehicular access is proposed via an all-moves driveway on the west side of the property connecting to Watson Avenue and a shared access with the existing driveway connection on Wyandotte Street to the adjacent commercial property.

Figure 2 illustrates the proposed Site Plan.

In their SPC Stage 2 comments, dated 13 March 2026, City of Windsor staff have requested a Transportation Impact Memorandum “in order to determine how the proposed accesses will operate ... (and) evaluate the necessity of the two proposed accesses. Moreover, asses the operational performance of the development should only a single access either from Wyandotte Street East or Watson Avenue be permitted.”

The purpose of this letter is to assess the proposed access arrangement including the implications of having a single access only or two accesses, for traffic operations and access convenience. The assessment is based on reviewing existing conditions and the addition of development traffic.

Existing Conditions

As noted the development is located in the northeast corner of Wyandotte Street and Watson Avenue, and abutting a commercial property parking lot on the east side. Vehicular access is

proposed via an all-moves driveway on the west side connecting to Watson Avenue and a connection to the parking lot on the east side that includes an existing driveway connection on Wyandotte Street east of Watson Avenue. Through the two connections, the development is also connected to Menard Street to the north. The classification and the functionality of the three roadways are as follows:

- ▶ **Wyandotte Street** is an east-west arterial road¹ with a two-lane cross section in the vicinity of the subject site. The roadway operates with a posted speed limit of 50 km/h. Sidewalks are provided on both sides of the roadway.
- ▶ **Watson Avenue** is a north-south local road with a two-lane cross section, and an assumed speed limit of 50 km/h. Sidewalks are provided on both sides of the roadway south of Wyandotte Street.
- ▶ **Menard Street** is an east-west local road with a two-lane cross section, and an assumed speed limit of 50 km/h. Sidewalks are provided on the north side of the road.

Existing Traffic Volumes

Intersection turning movement at Wyandotte Street and Watson Avenue are used to assess the existing traffic conditions.

Figure 3 and **Figure 4** respectively illustrate the existing AM (7:30-8:30 AM) and PM (3:00 – 4:00 PM) weekday peak hour traffic volumes based on traffic counts conducted on 22 March 2023. **Appendix A** contains the detailed traffic data.

It is noted that during the AM peak hour (**Figure 3**), the peak traffic direction on Wyandotte Street is the westbound direction, and the peak directional traffic volume is in the range of 500-600vph. The traffic in the non-peak (eastbound) direction is between 250vph and 400vph.

The peak direction is reversed in the PM peak hour (**Figure 4**), with eastbound traffic ranging between 650vph and 700vph, and westbound traffic around 450vph.

In contrast, the traffic volumes on Watson Avenue are significantly lower, ranging between 50vph and 150vph in either direction during either peak hour.

It is noted that the traffic volumes on Watson Avenue north of Wyandotte Street are less than 100vph in either direction, during either peak hour.

Existing Traffic Operations

The operations at Wyandotte Street and Watson Avenue were evaluated with the existing traffic volumes using Synchro 12. A cycle length of 90 seconds was assumed for the purposes of the analysis. **Table 1** summarizes the operational results which indicate Wyandotte Street

¹ City of Windsor, *Official Plan Schedule F: Roads and Bikeways*,



and Watson Avenue is operating within acceptable levels of service. **Appendix B** contains the detailed Synchro 12 reports.

The results indicate high levels of service (LOS A) for east/west traffic on Wyandotte Street, and satisfactory levels of service (LOS C) for north/south traffic on Watson Avenue. Low to moderate v/c ratios registered indicating reasonably good residual capacities for intersection turning movements.

TABLE 1: EXISTING TRAFFIC OPERATIONS

| Analysis Period | Intersection | Control Type | MOE | Direction/Movement/Approach | | | | | | | | | | | | | | | | |
|-----------------|---------------------------------------|--------------|---|-------------------------------|-----------------------------------|-------------------------------|-----------------------------|-------------------------------|-----------------------------|-------------------------------|-----------------------------|-------------------------------|-----------------------------|-------------------------------|-----------------------------|-------------------------------|-----------------------------|----------|----------|---------|
| | | | | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Overall |
| | | | | Left | Through | Right | Approach | Left | Through | Right | Approach | Left | Through | Right | Approach | Left | Through | Right | Approach | |
| AM Peak Hour | Watson Avenue & Wyandotte Street East | TCS | LOS Delay < 7 > V/C < 0.44 > Q < 5 > | A < 7 > < 0.44 > < 5 > | > < 7 > > < 0.44 > > < 5 > | A < 7 > < 0.44 > < 5 > | < 7 > < 0.44 > < 5 > | A < 7 > < 0.44 > < 5 > | < 7 > < 0.44 > < 5 > | A < 7 > < 0.44 > < 5 > | < 7 > < 0.44 > < 5 > | A < 7 > < 0.44 > < 5 > | < 7 > < 0.44 > < 5 > | A < 7 > < 0.44 > < 5 > | < 7 > < 0.44 > < 5 > | A < 7 > < 0.44 > < 5 > | < 7 > < 0.44 > < 5 > | B < 11 > | | |
| PM Peak Hour | Watson Avenue & Wyandotte Street East | TCS | LOS Delay < 9 > V/C < 0.59 > Q < 10 > | A < 9 > < 0.59 > < 10 > | > < 9 > > < 0.59 > > < 10 > | A < 9 > < 0.59 > < 10 > | < 9 > < 0.59 > < 10 > | A < 9 > < 0.59 > < 10 > | < 9 > < 0.59 > < 10 > | A < 9 > < 0.59 > < 10 > | < 9 > < 0.59 > < 10 > | A < 9 > < 0.59 > < 10 > | < 9 > < 0.59 > < 10 > | A < 9 > < 0.59 > < 10 > | < 9 > < 0.59 > < 10 > | A < 9 > < 0.59 > < 10 > | < 9 > < 0.59 > < 10 > | A < 9 > | | |

MOE - Measure of Effectiveness
 LOS - Level of Service
 Delay - Average Delay per Vehicle in Seconds
 V/C - Volume to Capacity Ratio
 Q - 95th Percentile Queue Length (m)
 TCS - Traffic Control Signal
 </> - Shared with through movement

Development Traffic

The Institute of Transportation Engineers (ITE) Trip Generation Manual² provides rates and equations used to estimate the peak hour traffic volumes generated by Land Use Code 221, Multifamily Housing (Mid-Rise). **Table 2** summarizes the net new trips generated by the proposed development.

TABLE 2: TRIP GENERATION

| Land Use | Number of Units | AM Peak Hour | | | | PM Peak Hour | | | |
|--|-----------------|------------------|----------|-----------|-----------|------------------|-----------|-----------|-----------|
| | | Rate | In | Out | Total | Rate | In | Out | Total |
| LUC 221 - Multifamily Housing (Mid-Rise) | 105 | Eqn ¹ | 8 | 28 | 36 | Eqn ¹ | 26 | 15 | 41 |
| Total Trip Generation | | | 8 | 28 | 36 | | 26 | 15 | 41 |

¹ LUC 221 - AM: $T = 0.42(X) - 7.77$ | PM: $T = 0.36(X) + 3.07$

The site generated trips were assigned to the roadway network based on the existing roadway traffic distribution. **Table 3** summarizes the traffic distribution.

² Institute of Transportation Engineers, *Trip Generation Manual*, 12th ed., (Washington, DC: ITE, 2025).



TABLE 3: TRIP DISTRIBUTION

| Origin/Destination | Percentage |
|---------------------------|---------------|
| North via Watson Avenue | 10% |
| South via Watson Avenue | 25% |
| East via Wyandotte Street | 30% |
| West via Wyandotte Street | 35% |
| Total | • 100% |

Trips destined north and south via Watson Avenue have been assigned to use the proposed access connecting to Watson Avenue. Trips travelling east and west via Wyandotte Street have been evenly split between the two accesses. The site traffic distribution is also consistent with the distribution of onsite parking spaces relative to the two driveway locations.

Figure 5 and **Figure 6** respectively illustrate the site generated AM and PM peak hour traffic volumes.

Based on the directional distribution of site traffic, the highest driveway turning movement is noted to be 16vph in the outbound (westbound) direction, during the AM peak hour, and 15vph in the inbound (northbound) direction, during the PM peak hour, at the driveway on Watson Avenue.

The driveway volumes at the easterly connection to the existing commercial site access are less than 10vph in either direction.

The development traffic impact on the study area roadways and intersections will be minimal.

Access Review

The development provides for two access connections, a driveway on Watson Avenue to the west, and a connection to the existing access from Wyandotte Street to the commercial parking lot east of the subject site.

It is noted that the site traffic volumes generated by the subject development can be accommodated by a single driveway. However, given the location of the site and the surrounding road system and land uses, it is appropriate to provide two access points as proposed. The specific considerations for providing two access points include the following:

- ▶ The two access points are mutually supportive and do not create any operational problem either for the driveway intersections or the roadway intersections. This is based on the existing traffic volumes on Wyandotte Street, the operation of the intersection at Wyandotte Street and Watson Avenue, and the minimal directional site traffic volumes added to the roadways.
- ▶ The two access points as proposed are also supportive of site design, including the location of the apartment building, the parking layout and the two driveways. The



parking lot providing 134 parking spaces is better served by the two driveways as proposed than it would by single access point. While a single driveway can operationally handle the projected total driveway traffic volumes, providing two accesses will facilitate safe internal circulation of vehicles as they approach the driveway closer to their parking location.

- ▶ The westerly access on Watson Avenue is consistent with the existing access points on the roadway and its low traffic volumes.
- ▶ The easterly access is not a difficult arrangement but a straightforward connection to an existing access. The additional traffic will be minimal and it enhances connectivity from the subject residential development to the adjacent commercial uses. The easterly access also provides an alternative emergency access to the subject development. A three-way stop sign will be appropriate for the internal intersection.
- ▶ The two access points also benefit from the existing sightline characteristics along Watson Avenue and along the existing access on the east side.
 - The access on Watson Avenue is located midway between Wyandotte Street and Menard Street and the location offers clear sightlines in the two directions. Sight distance decisions will be further enhanced by low speeds and low traffic volumes on Watson Avenue.
 - The easterly access is located on an internal road connection that is along a reasonably straight alignment with clear sightlines along intersecting roadways.

Based on the foregoing, it is our opinion that it is appropriate for the subject development to provide two access points as proposed.

Yours very truly,

PARADIGM TRANSPORTATION SOLUTIONS LIMITED



Rajan Philips
M.Sc. (PI), P.Eng.
Senior Transportation Consultant





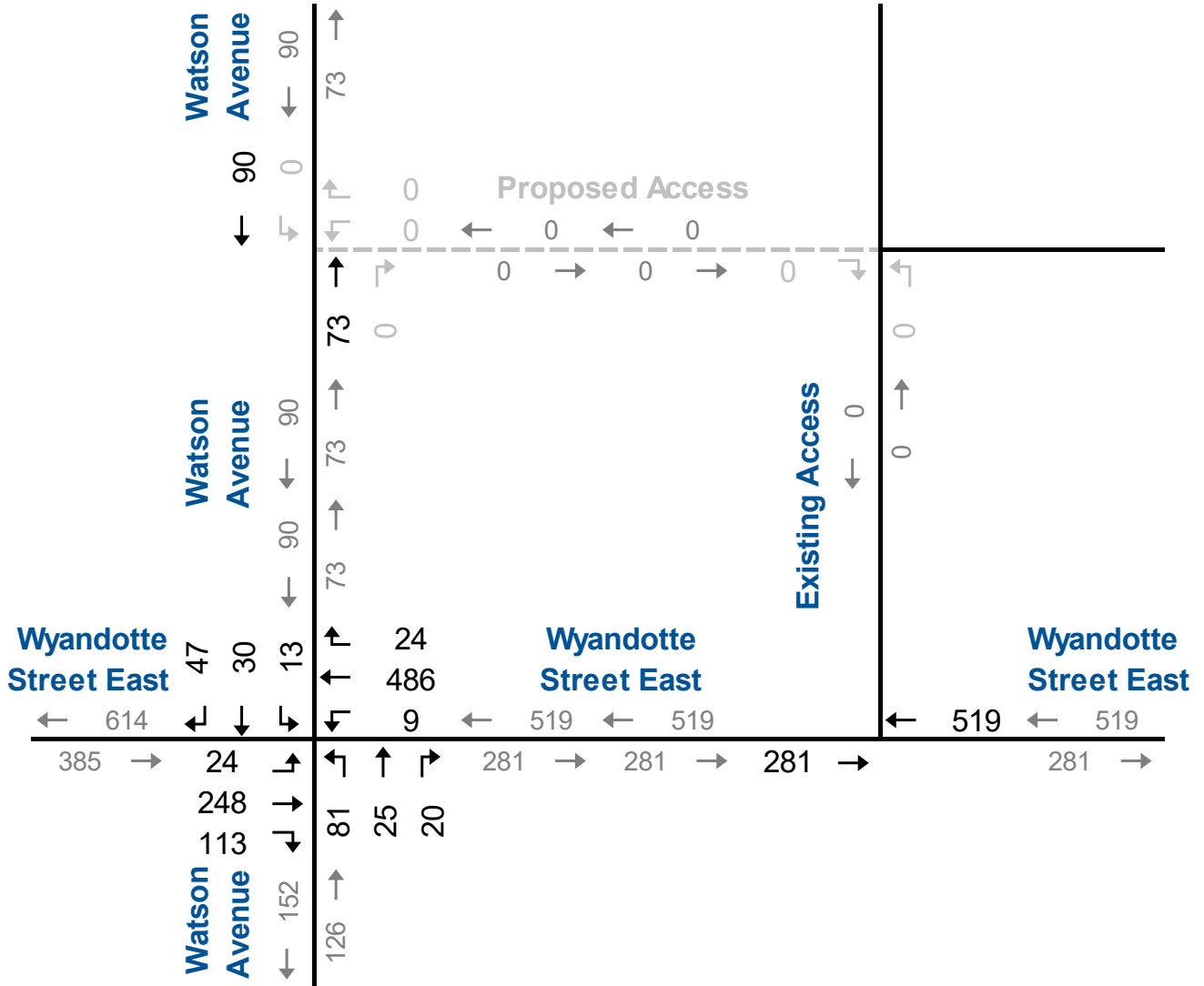
Location of Subject Site

0 Wyandotte Street East, Windsor TIB
260177

Figure 1



AM Peak Hour



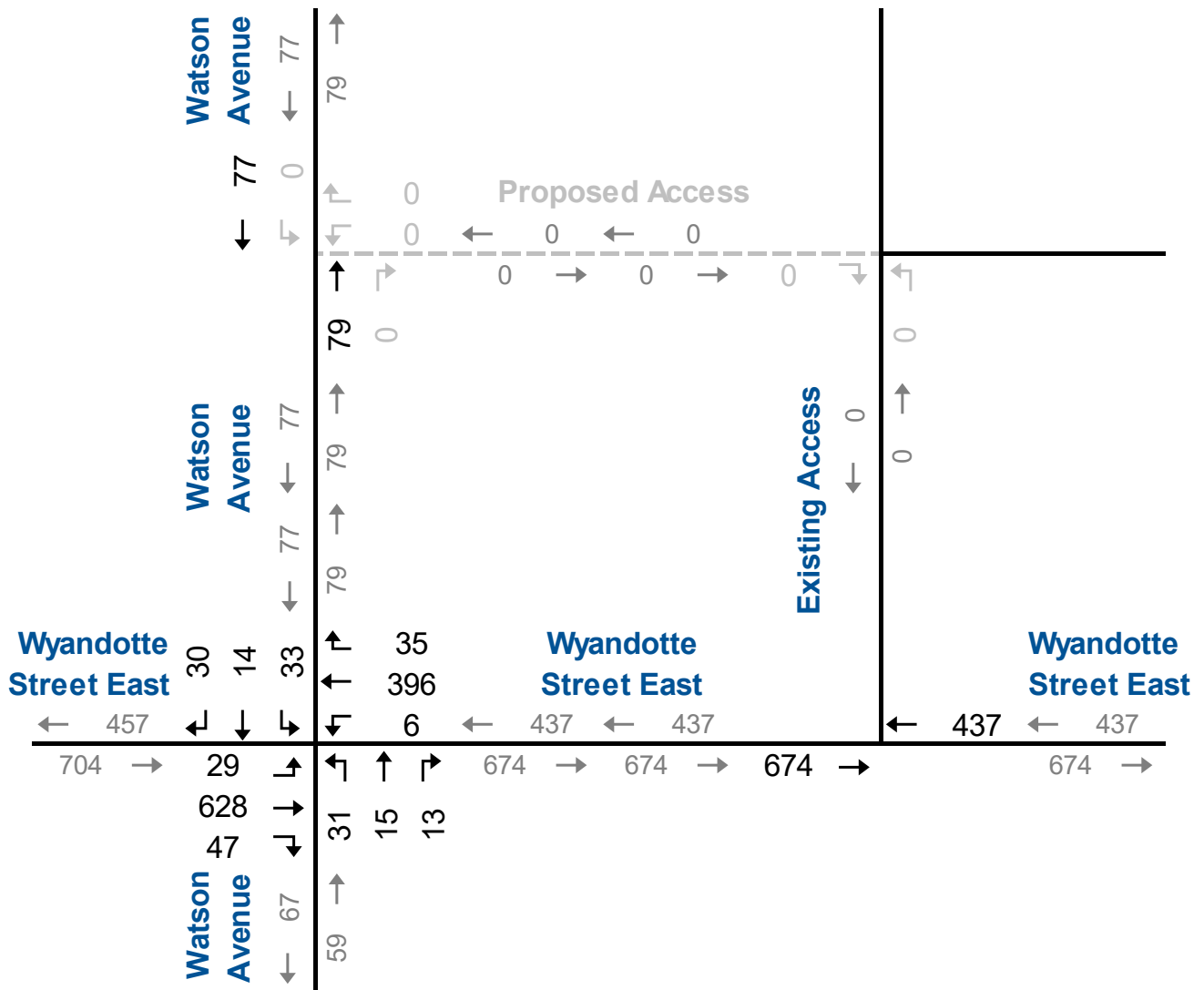
NTS



Existing Traffic Volumes AM Peak Hour



PM Peak Hour



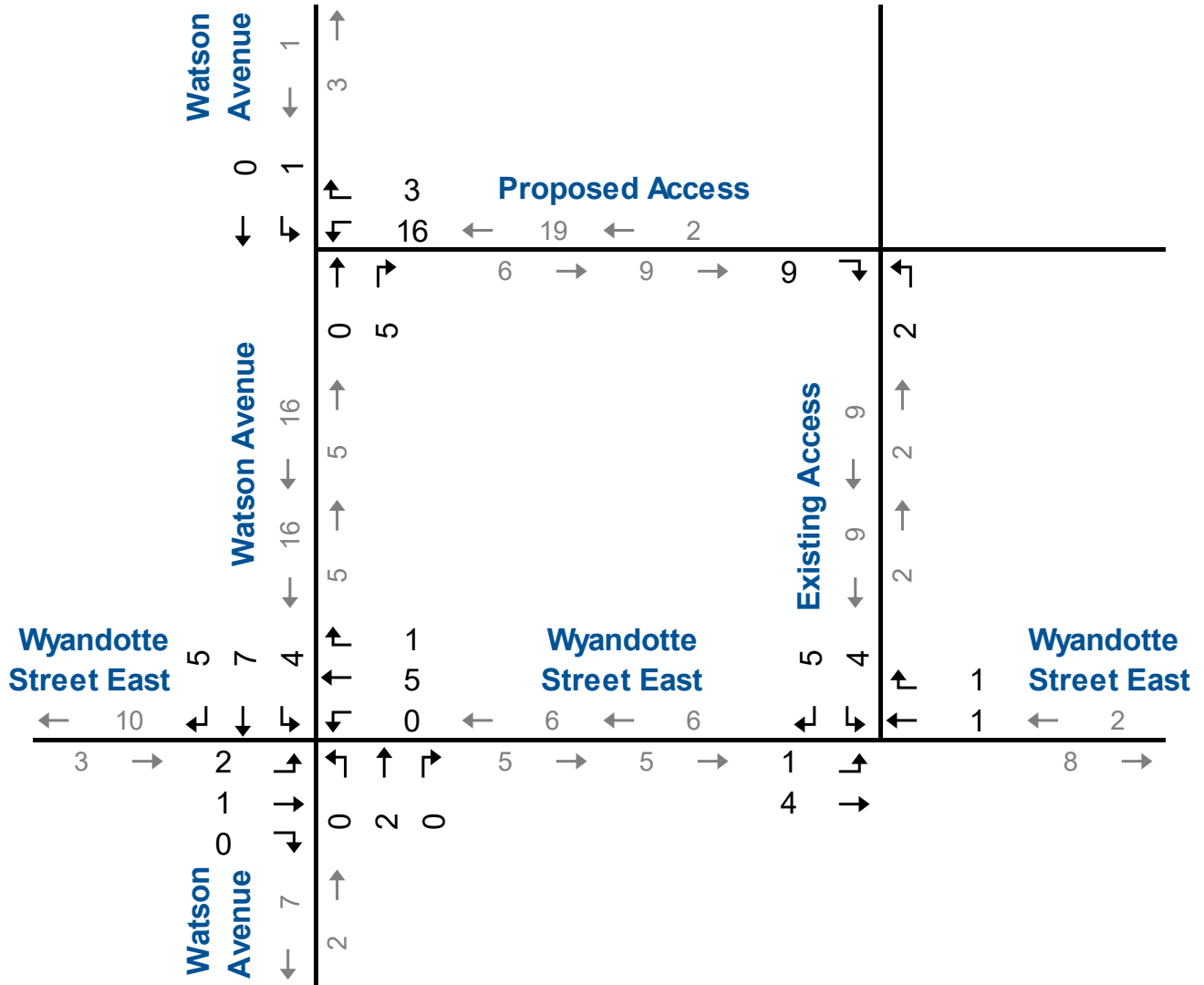
NTS



Existing Traffic Volumes PM Peak Hour



AM Peak Hour



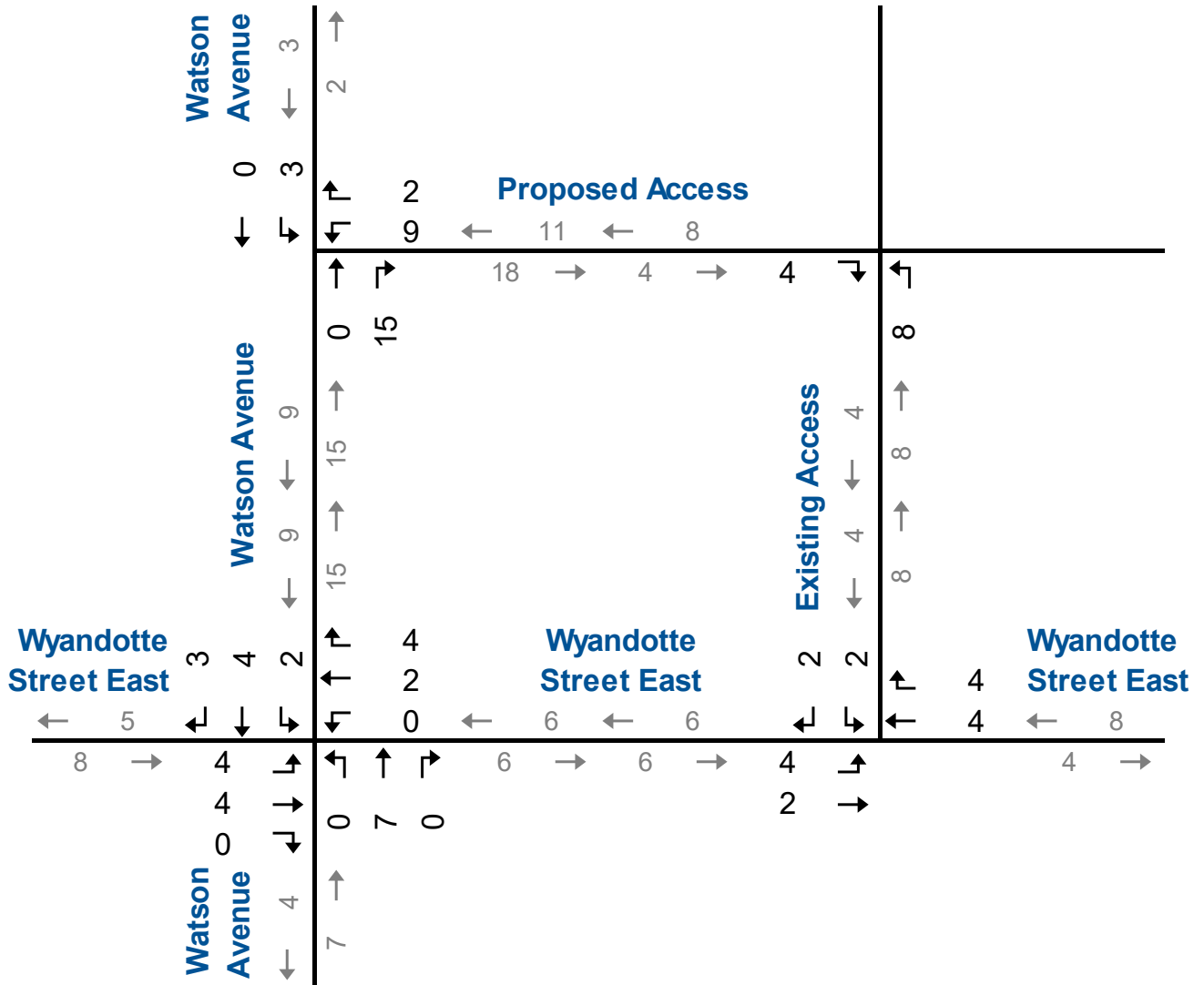
NTS



Site Generated Traffic Volumes AM Peak Hour



PM Peak Hour



NTS



Site Generated Traffic Volumes PM Peak Hour

Appendix A – Existing Traffic Data





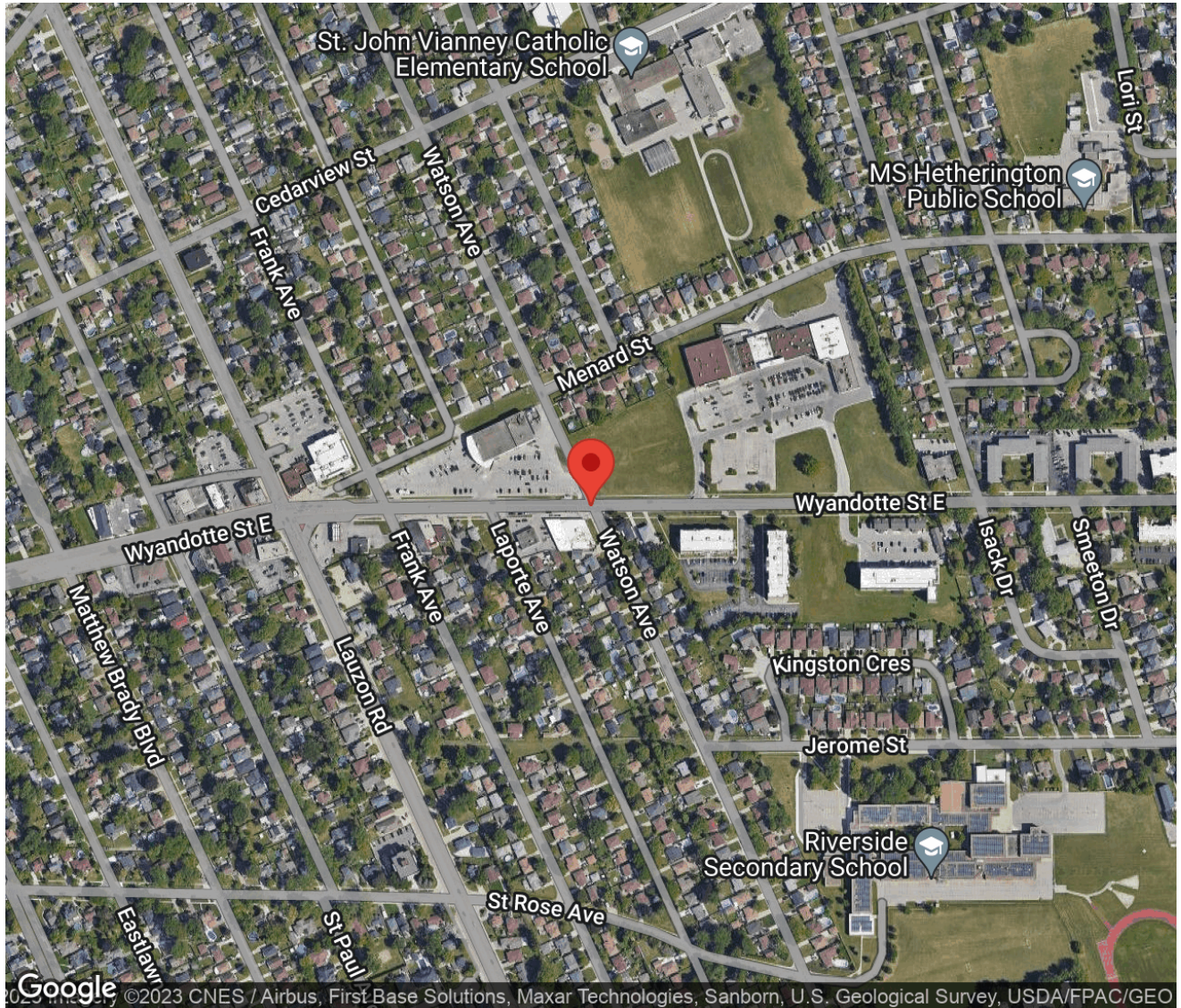
Project #23-048 - City of Windsor

Intersection Count Report

Intersection: WYANDOTTE ST E & WATSON AVE
Municipality: Windsor
Count Date: Wednesday, Mar 22, 2023
Site Code: 2304800074
Count Categories: Cars, Medium Trucks, Heavy Trucks, Peds, Bicycles
Count Period: 07:00-10:00, 11:00-14:00, 15:00-18:00
Weather: Clear
Comments:

Traffic Count Map

Intersection: WYANDOTTE ST E & WATSON AVE
Site Code: 2304800074
Municipality: Windsor
Count Date: Mar 22, 2023



Traffic Count Summary

Intersection: WYANDOTTE ST E & WATSON AVE
 Site Code: 2304800074
 Municipality: Windsor
 Count Date: Mar 22, 2023

WATSON AVE - Traffic Summary

| Hour | North Approach Totals | | | | | | South Approach Totals | | | | | | Total |
|----------------------|--|------------|------------|----------|------------|-----------|--|-----------|-----------|----------|------------|-----------|------------|
| | Includes Cars, Medium Trucks, Heavy Trucks, Bicycles | | | | | | Includes Cars, Medium Trucks, Heavy Trucks, Bicycles | | | | | | |
| | Left | Thru | Right | U-Turn | Total | Peds | Left | Thru | Right | U-Turn | Total | Peds | |
| 07:00 - 08:00 | 5 | 4 | 28 | 0 | 37 | 5 | 48 | 17 | 14 | 0 | 79 | 2 | 116 |
| 08:00 - 09:00 | 17 | 34 | 49 | 0 | 100 | 7 | 44 | 20 | 10 | 0 | 74 | 0 | 174 |
| 09:00 - 10:00 | 11 | 7 | 18 | 0 | 36 | 5 | 22 | 4 | 9 | 0 | 35 | 1 | 71 |
| BREAK | | | | | | | | | | | | | |
| 11:00 - 12:00 | 17 | 11 | 29 | 0 | 57 | 11 | 17 | 8 | 10 | 0 | 35 | 7 | 92 |
| 12:00 - 13:00 | 19 | 12 | 22 | 0 | 53 | 7 | 10 | 9 | 10 | 0 | 29 | 2 | 82 |
| 13:00 - 14:00 | 26 | 9 | 26 | 0 | 61 | 14 | 13 | 8 | 4 | 0 | 25 | 6 | 86 |
| BREAK | | | | | | | | | | | | | |
| 15:00 - 16:00 | 33 | 14 | 30 | 0 | 77 | 9 | 31 | 15 | 13 | 0 | 59 | 9 | 136 |
| 16:00 - 17:00 | 30 | 12 | 19 | 0 | 61 | 8 | 27 | 7 | 11 | 0 | 45 | 10 | 106 |
| 17:00 - 18:00 | 28 | 7 | 24 | 0 | 59 | 10 | 12 | 10 | 7 | 1 | 30 | 6 | 89 |
| GRAND TOTAL | 186 | 110 | 245 | 0 | 541 | 76 | 224 | 98 | 88 | 1 | 411 | 43 | 952 |

Traffic Count Summary

Intersection: WYANDOTTE ST E & WATSON AVE
 Site Code: 2304800074
 Municipality: Windsor
 Count Date: Mar 22, 2023

WYANDOTTE ST E - Traffic Summary

| Hour | East Approach Totals | | | | | | West Approach Totals | | | | | | Total |
|----------------------|----------------------|-------------|------------|----------|-------------|-----------|----------------------|-------------|------------|----------|-------------|------------|-------------|
| | Left | Thru | Right | U-Turn | Total | Peds | Left | Thru | Right | U-Turn | Total | Peds | |
| 07:00 - 08:00 | 3 | 388 | 12 | 0 | 403 | 2 | 18 | 189 | 95 | 0 | 302 | 30 | 705 |
| 08:00 - 09:00 | 7 | 441 | 23 | 0 | 471 | 3 | 15 | 279 | 30 | 0 | 324 | 16 | 795 |
| 09:00 - 10:00 | 8 | 382 | 11 | 0 | 401 | 0 | 10 | 258 | 16 | 0 | 284 | 24 | 685 |
| BREAK | | | | | | | | | | | | | |
| 11:00 - 12:00 | 8 | 333 | 28 | 0 | 369 | 7 | 15 | 328 | 37 | 1 | 381 | 29 | 750 |
| 12:00 - 13:00 | 11 | 350 | 25 | 0 | 386 | 1 | 19 | 362 | 23 | 0 | 404 | 7 | 790 |
| 13:00 - 14:00 | 8 | 343 | 34 | 0 | 385 | 1 | 17 | 344 | 30 | 0 | 391 | 6 | 776 |
| BREAK | | | | | | | | | | | | | |
| 15:00 - 16:00 | 6 | 396 | 35 | 0 | 437 | 1 | 29 | 628 | 47 | 0 | 704 | 25 | 1141 |
| 16:00 - 17:00 | 11 | 380 | 29 | 0 | 420 | 1 | 26 | 579 | 21 | 0 | 626 | 9 | 1046 |
| 17:00 - 18:00 | 11 | 341 | 29 | 0 | 381 | 5 | 32 | 593 | 24 | 0 | 649 | 15 | 1030 |
| GRAND TOTAL | 73 | 3354 | 226 | 0 | 3653 | 21 | 181 | 3560 | 323 | 1 | 4065 | 161 | 7718 |



Traffic Count Data

Intersection: WYANDOTTE ST E & WATSON AVE
 Site Code: 2304800074
 Municipality: Windsor
 Count Date: Mar 22, 2023

North Approach - WATSON AVE

| Start Time | Cars | | | | | Medium Trucks | | | | | Heavy Trucks | | | | | Bicycles | | | | | Total Peds | |
|-----------------|------|----|----|---|-------|---------------|---|---|---|-------|--------------|---|---|---|-------|----------|---|---|---|-------|------------|----|
| | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | | |
| 07:00 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:15 | 3 | 0 | 7 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 1 | 6 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 07:45 | 2 | 3 | 11 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:00 | 8 | 23 | 22 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 08:15 | 3 | 2 | 6 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 5 | 3 | 9 | 0 | 17 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:45 | 1 | 4 | 8 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 1 | 3 | 6 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 09:15 | 3 | 0 | 6 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 5 | 0 | 3 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 2 | 3 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 3 |
| SUBTOTAL | 33 | 42 | 89 | 0 | 164 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 4 | 0 | 7 | 0 | 0 | 1 | 0 | 1 | 0 | 17 |



Traffic Count Data

Intersection: WYANDOTTE ST E & WATSON AVE
 Site Code: 2304800074
 Municipality: Windsor
 Count Date: Mar 22, 2023

North Approach - WATSON AVE

| Start Time | Cars | | | | | Medium Trucks | | | | | Heavy Trucks | | | | | Bicycles | | | | | Total Peds |
|-----------------|------|----|----|---|-------|---------------|---|---|---|-------|--------------|---|---|---|-------|----------|---|---|---|-------|------------|
| | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | |
| 11:00 | 4 | 2 | 8 | 0 | 14 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:15 | 3 | 2 | 5 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 11:30 | 3 | 1 | 8 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:45 | 7 | 6 | 7 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 12:00 | 6 | 4 | 2 | 0 | 12 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:15 | 8 | 2 | 6 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 12:30 | 4 | 4 | 6 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 1 | 2 | 7 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 4 | 2 | 8 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 13:15 | 4 | 1 | 9 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 13:30 | 9 | 3 | 4 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 13:45 | 8 | 3 | 5 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| SUBTOTAL | 61 | 32 | 75 | 0 | 168 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 32 |



Traffic Count Data

Intersection: WYANDOTTE ST E & WATSON AVE
 Site Code: 2304800074
 Municipality: Windsor
 Count Date: Mar 22, 2023

North Approach - WATSON AVE

| Start Time | Cars | | | | | Medium Trucks | | | | | Heavy Trucks | | | | | Bicycles | | | | | Total Peds |
|--------------------|------|-----|-----|---|-------|---------------|---|---|---|-------|--------------|---|---|---|-------|----------|---|---|---|-------|------------|
| | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | |
| 15:00 | 2 | 3 | 9 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 15:15 | 10 | 4 | 5 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 15:30 | 9 | 2 | 8 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 |
| 15:45 | 12 | 2 | 6 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:00 | 9 | 4 | 6 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:15 | 8 | 4 | 3 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 5 | 2 | 3 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:45 | 8 | 1 | 7 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:00 | 12 | 3 | 3 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 6 | 1 | 6 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:30 | 5 | 2 | 4 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:45 | 5 | 1 | 11 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| SUBTOTAL | 91 | 29 | 71 | 0 | 191 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 27 |
| GRAND TOTAL | 185 | 103 | 235 | 0 | 523 | 0 | 0 | 3 | 0 | 3 | 1 | 7 | 6 | 0 | 14 | 0 | 0 | 1 | 0 | 1 | 76 |



Traffic Count Data

Intersection: WYANDOTTE ST E & WATSON AVE
 Site Code: 2304800074
 Municipality: Windsor
 Count Date: Mar 22, 2023

South Approach - WATSON AVE

| Start Time | Cars | | | | | Medium Trucks | | | | | Heavy Trucks | | | | | Bicycles | | | | | Total Peds | |
|-----------------|------|----|----|---|-------|---------------|---|---|---|-------|--------------|---|---|---|-------|----------|---|---|---|-------|------------|---|
| | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | | |
| 07:00 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 14 | 4 | 1 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:45 | 32 | 10 | 12 | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 30 | 8 | 7 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 5 | 2 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 7 | 6 | 1 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 2 | 3 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 6 | 1 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 09:15 | 4 | 1 | 3 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 6 | 2 | 2 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 6 | 0 | 3 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 114 | 39 | 33 | 0 | 186 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |



Traffic Count Data

Intersection: WYANDOTTE ST E & WATSON AVE
 Site Code: 2304800074
 Municipality: Windsor
 Count Date: Mar 22, 2023

South Approach - WATSON AVE

| Start Time | Cars | | | | | Medium Trucks | | | | | Heavy Trucks | | | | | Bicycles | | | | | Total Peds |
|-----------------|------|----|----|---|-------|---------------|---|---|---|-------|--------------|---|---|---|-------|----------|---|---|---|-------|------------|
| | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | |
| 11:00 | 4 | 1 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:15 | 5 | 3 | 2 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:30 | 7 | 1 | 4 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 11:45 | 1 | 3 | 1 | 0 | 5 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 12:00 | 1 | 3 | 0 | 0 | 4 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 3 | 2 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:30 | 3 | 0 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 1 | 4 | 5 | 0 | 10 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 13:00 | 4 | 2 | 2 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 13:15 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 13:30 | 4 | 4 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 13:45 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 |
| SUBTOTAL | 38 | 25 | 19 | 0 | 82 | 2 | 0 | 2 | 0 | 4 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 15 |



Traffic Count Data

Intersection: WYANDOTTE ST E & WATSON AVE
 Site Code: 2304800074
 Municipality: Windsor
 Count Date: Mar 22, 2023

South Approach - WATSON AVE

| Start Time | Cars | | | | | Medium Trucks | | | | | Heavy Trucks | | | | | Bicycles | | | | | Total Peds |
|--------------------|------|----|----|---|-------|---------------|---|---|---|-------|--------------|---|---|---|-------|----------|---|---|---|-------|------------|
| | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | |
| 15:00 | 5 | 5 | 6 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 15:15 | 8 | 4 | 4 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 15:30 | 7 | 4 | 1 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 15:45 | 11 | 2 | 2 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 5 | 2 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:15 | 5 | 0 | 4 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:30 | 10 | 2 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:45 | 7 | 3 | 6 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 3 | 3 | 2 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:15 | 5 | 3 | 2 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:30 | 1 | 2 | 2 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:45 | 3 | 2 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 70 | 32 | 31 | 1 | 134 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| GRAND TOTAL | 222 | 96 | 83 | 1 | 402 | 2 | 0 | 2 | 0 | 4 | 0 | 2 | 2 | 0 | 4 | 0 | 0 | 1 | 0 | 1 | 43 |



Traffic Count Data

Intersection: WYANDOTTE ST E & WATSON AVE
 Site Code: 2304800074
 Municipality: Windsor
 Count Date: Mar 22, 2023

East Approach - WYANDOTTE ST E

| Start Time | Cars | | | | | Medium Trucks | | | | | Heavy Trucks | | | | | Bicycles | | | | | Total Peds |
|-----------------|------|------|----|---|-------|---------------|---|---|---|-------|--------------|----|---|---|-------|----------|---|---|---|-------|------------|
| | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | |
| 07:00 | 0 | 64 | 1 | 0 | 65 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 75 | 1 | 0 | 76 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 1 | 122 | 2 | 0 | 125 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:45 | 1 | 118 | 3 | 0 | 122 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 5 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 3 | 142 | 12 | 0 | 157 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:15 | 3 | 94 | 1 | 0 | 98 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:30 | 1 | 94 | 6 | 0 | 101 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 103 | 3 | 0 | 106 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 3 | 110 | 2 | 0 | 115 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 1 | 77 | 4 | 0 | 82 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 94 | 2 | 0 | 96 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 3 | 91 | 3 | 0 | 97 | 1 | 1 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 16 | 1184 | 40 | 0 | 1240 | 1 | 6 | 0 | 0 | 7 | 1 | 21 | 6 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 5 |



Traffic Count Data

Intersection: WYANDOTTE ST E & WATSON AVE
 Site Code: 2304800074
 Municipality: Windsor
 Count Date: Mar 22, 2023

East Approach - WYANDOTTE ST E

| Start Time | Cars | | | | | Medium Trucks | | | | | Heavy Trucks | | | | | Bicycles | | | | | Total Peds |
|-----------------|------|------|----|---|-------|---------------|---|---|---|-------|--------------|---|---|---|-------|----------|---|---|---|-------|------------|
| | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | |
| 11:00 | 1 | 74 | 7 | 0 | 82 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 11:15 | 3 | 65 | 5 | 0 | 73 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:30 | 3 | 79 | 6 | 0 | 88 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 1 | 108 | 9 | 0 | 118 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 4 | 101 | 9 | 0 | 114 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 2 | 90 | 8 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:30 | 2 | 80 | 2 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 3 | 76 | 6 | 0 | 85 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 1 | 83 | 8 | 0 | 92 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 80 | 7 | 0 | 87 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 |
| 13:30 | 2 | 80 | 9 | 0 | 91 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 3 | 95 | 8 | 0 | 106 | 0 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 25 | 1011 | 84 | 0 | 1120 | 0 | 7 | 1 | 0 | 8 | 2 | 8 | 2 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 9 |



Traffic Count Data

Intersection: WYANDOTTE ST E & WATSON AVE
 Site Code: 2304800074
 Municipality: Windsor
 Count Date: Mar 22, 2023

East Approach - WYANDOTTE ST E

| Start Time | Cars | | | | | Medium Trucks | | | | | Heavy Trucks | | | | | Bicycles | | | | | Total Peds |
|--------------------|------|------|-----|---|-------|---------------|----|---|---|-------|--------------|----|---|---|-------|----------|---|---|---|-------|------------|
| | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | |
| 15:00 | 3 | 92 | 8 | 0 | 103 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 1 | 83 | 10 | 0 | 94 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 2 | 111 | 9 | 0 | 122 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 0 | 101 | 8 | 0 | 109 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:00 | 2 | 93 | 7 | 0 | 102 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 2 | 81 | 9 | 0 | 92 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 3 | 99 | 6 | 0 | 108 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:45 | 4 | 103 | 6 | 0 | 113 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 4 | 65 | 8 | 0 | 77 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 17:15 | 4 | 87 | 5 | 0 | 96 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:30 | 3 | 108 | 9 | 0 | 120 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:45 | 0 | 78 | 6 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 2 |
| SUBTOTAL | 28 | 1101 | 91 | 0 | 1220 | 0 | 4 | 1 | 0 | 5 | 0 | 11 | 0 | 0 | 11 | 0 | 1 | 1 | 0 | 2 | 7 |
| GRAND TOTAL | 69 | 3296 | 215 | 0 | 3580 | 1 | 17 | 2 | 0 | 20 | 3 | 40 | 8 | 0 | 51 | 0 | 1 | 1 | 0 | 2 | 21 |



Traffic Count Data

Intersection: WYANDOTTE ST E & WATSON AVE
 Site Code: 2304800074
 Municipality: Windsor
 Count Date: Mar 22, 2023

West Approach - WYANDOTTE ST E

| Start Time | Cars | | | | | Medium Trucks | | | | | Heavy Trucks | | | | | Bicycles | | | | | Total Peds |
|-----------------|------|-----|-----|---|-------|---------------|----|---|---|-------|--------------|---|---|---|-------|----------|---|---|---|-------|------------|
| | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | |
| 07:00 | 3 | 40 | 2 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:15 | 2 | 40 | 3 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 07:30 | 4 | 44 | 27 | 0 | 75 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| 07:45 | 9 | 62 | 61 | 0 | 132 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 23 |
| 08:00 | 8 | 67 | 20 | 0 | 95 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:15 | 3 | 68 | 3 | 0 | 74 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:30 | 2 | 66 | 3 | 0 | 71 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 2 | 68 | 4 | 0 | 74 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 13 |
| 09:00 | 3 | 55 | 4 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 21 |
| 09:15 | 2 | 63 | 6 | 0 | 71 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 2 | 65 | 2 | 0 | 69 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 09:45 | 2 | 66 | 3 | 0 | 71 | 0 | 3 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| SUBTOTAL | 42 | 704 | 138 | 0 | 884 | 0 | 14 | 0 | 0 | 14 | 1 | 7 | 3 | 0 | 11 | 0 | 1 | 0 | 0 | 1 | 70 |



Traffic Count Data

Intersection: WYANDOTTE ST E & WATSON AVE
 Site Code: 2304800074
 Municipality: Windsor
 Count Date: Mar 22, 2023

West Approach - WYANDOTTE ST E

| Start Time | Cars | | | | | Medium Trucks | | | | | Heavy Trucks | | | | | Bicycles | | | | | Total Peds |
|-----------------|------|------|----|---|-------|---------------|----|---|---|-------|--------------|---|---|---|-------|----------|---|---|---|-------|------------|
| | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | |
| 11:00 | 5 | 58 | 11 | 0 | 74 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 11:15 | 4 | 88 | 11 | 1 | 104 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:30 | 1 | 79 | 5 | 0 | 85 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 11:45 | 5 | 96 | 8 | 0 | 109 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 12:00 | 8 | 94 | 2 | 0 | 104 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 12:15 | 4 | 83 | 6 | 0 | 93 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 12:30 | 3 | 92 | 5 | 0 | 100 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 4 | 89 | 8 | 0 | 101 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 13:00 | 5 | 84 | 4 | 0 | 93 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 13:15 | 2 | 96 | 4 | 0 | 102 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 13:30 | 2 | 80 | 8 | 0 | 90 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 13:45 | 8 | 80 | 12 | 0 | 100 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| SUBTOTAL | 51 | 1019 | 84 | 1 | 1155 | 0 | 14 | 2 | 0 | 16 | 0 | 1 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 42 |



Traffic Count Data

Intersection: WYANDOTTE ST E & WATSON AVE
 Site Code: 2304800074
 Municipality: Windsor
 Count Date: Mar 22, 2023

West Approach - WYANDOTTE ST E

| Start Time | Cars | | | | | Medium Trucks | | | | | Heavy Trucks | | | | | Bicycles | | | | | Total Peds |
|--------------------|------|------|-----|---|-------|---------------|----|---|---|-------|--------------|----|---|---|-------|----------|---|---|---|-------|------------|
| | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | |
| 15:00 | 10 | 138 | 10 | 0 | 158 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 15:15 | 5 | 180 | 11 | 0 | 196 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 15:30 | 9 | 149 | 14 | 0 | 172 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 15:45 | 5 | 158 | 10 | 0 | 173 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:00 | 2 | 131 | 6 | 0 | 139 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:15 | 8 | 134 | 3 | 0 | 145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:30 | 10 | 152 | 7 | 0 | 169 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:45 | 6 | 159 | 5 | 0 | 170 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:00 | 9 | 173 | 9 | 0 | 191 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:15 | 5 | 155 | 8 | 0 | 168 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 17:30 | 8 | 147 | 3 | 0 | 158 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 17:45 | 10 | 114 | 4 | 0 | 128 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| SUBTOTAL | 87 | 1790 | 90 | 0 | 1967 | 0 | 6 | 0 | 0 | 6 | 0 | 3 | 2 | 0 | 5 | 0 | 1 | 0 | 0 | 1 | 49 |
| GRAND TOTAL | 180 | 3513 | 312 | 1 | 4006 | 0 | 34 | 2 | 0 | 36 | 1 | 11 | 9 | 0 | 21 | 0 | 2 | 0 | 0 | 2 | 161 |

Peak Hour Diagram

Specified Period

From: 07:00:00
To: 10:00:00

One Hour Peak

From: 07:30:00
To: 08:30:00

Intersection: WYANDOTTE ST E & WATSON AVE
Site Code: 2304800074
Count Date: Mar 22, 2023

Weather conditions: Clear

**** Signalized Intersection ****

Major Road: WYANDOTTE ST E runs E/W

North Approach

| | Out | In | Total |
|---------------|-----------|-----------|------------|
| | 87 | 66 | 153 |
| MT | 0 | 0 | 0 |
| HT | 3 | 7 | 10 |
| | 0 | 0 | 0 |
| Totals | 90 | 73 | 163 |

WATSON AVE

| | | | | |
|---------------|-----------|-----------|-----------|----------|
| | 0 | 0 | 0 | 0 |
| HT | 2 | 1 | 0 | 0 |
| MT | 0 | 0 | 0 | 0 |
| | 45 | 29 | 13 | 0 |
| Totals | 47 | 30 | 13 | 0 |

East Approach

| | Out | In | Total |
|---------------|------------|------------|------------|
| | 502 | 274 | 776 |
| MT | 2 | 4 | 6 |
| HT | 15 | 3 | 18 |
| | 0 | 0 | 0 |
| Totals | 519 | 281 | 800 |

WYANDOTTE ST E

| | HT | MT | | Totals |
|---|----|----|-----|--------|
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 24 | 24 |
| 0 | 3 | 4 | 241 | 248 |
| 0 | 2 | 0 | 111 | 113 |

Peds: 9



Peds: 29

Peds: 5

Peds: 2

WYANDOTTE ST E

| Totals | | MT | HT | |
|--------|-----|----|----|---|
| 0 | 0 | 0 | 0 | 0 |
| 24 | 18 | 0 | 6 | 0 |
| 486 | 476 | 2 | 8 | 0 |
| 9 | 8 | 0 | 1 | 0 |

West Approach

| | Out | In | Total |
|---------------|------------|------------|------------|
| | 376 | 602 | 978 |
| MT | 4 | 2 | 6 |
| HT | 5 | 10 | 15 |
| | 0 | 0 | 0 |
| Totals | 385 | 614 | 999 |

| Totals | 81 | 25 | 20 | 0 |
|--------|----|----|----|---|
| | 81 | 24 | 20 | 0 |
| MT | 0 | 0 | 0 | 0 |
| HT | 0 | 1 | 0 | 0 |
| | 0 | 0 | 0 | 0 |

WATSON AVE

South Approach

| | Out | In | Total |
|---------------|------------|------------|------------|
| | 125 | 148 | 273 |
| MT | 0 | 0 | 0 |
| HT | 1 | 4 | 5 |
| | 0 | 0 | 0 |
| Totals | 126 | 152 | 278 |

- Cars

MT - Medium Trucks

HT - Heavy Trucks

- Bicycles

Comments



Peak Hour Summary

Intersection: WYANDOTTE ST E & WATSON AVE
 Site Code: 2304800074
 Count Date: Mar 22, 2023
 Period: 07:00 - 10:00

Peak Hour Data (07:30 - 08:30)

| Start Time | North Approach WATSON AVE | | | | | | South Approach WATSON AVE | | | | | | East Approach WYANDOTTE ST E | | | | | | West Approach WYANDOTTE ST E | | | | | | Total Vehicles |
|--------------------|------------------------------|-------------|-------------|----------|------------|-------------|------------------------------|-------------|-----------|-------------|-------------|-------------|---------------------------------|------------|-------------|-------------|-------------|-------------|---------------------------------|-------------|-------------|----------|-----------|------------|-------------------|
| | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | Peds | Total | |
| 07:30 | 0 | 1 | 6 | 0 | 3 | 7 | 14 | 4 | 1 | 0 | 2 | 19 | 1 | 125 | 2 | 0 | 2 | 128 | 4 | 45 | 28 | 0 | 3 | 77 | 231 |
| 07:45 | 2 | 3 | 11 | 0 | 1 | 16 | 32 | 11 | 12 | 0 | 0 | 55 | 2 | 121 | 8 | 0 | 0 | 131 | 9 | 63 | 62 | 0 | 23 | 134 | 336 |
| 08:00 | 8 | 24 | 24 | 0 | 5 | 56 | 30 | 8 | 7 | 0 | 0 | 45 | 3 | 146 | 12 | 0 | 2 | 161 | 8 | 68 | 20 | 0 | 2 | 96 | 358 |
| 08:15 | 3 | 2 | 6 | 0 | 0 | 11 | 5 | 2 | 0 | 0 | 0 | 7 | 3 | 94 | 2 | 0 | 1 | 99 | 3 | 72 | 3 | 0 | 1 | 78 | 195 |
| Grand Total | 13 | 30 | 47 | 0 | 9 | 90 | 81 | 25 | 20 | 0 | 2 | 126 | 9 | 486 | 24 | 0 | 5 | 519 | 24 | 248 | 113 | 0 | 29 | 385 | 1120 |
| Approach % | 14.4 | 33.3 | 52.2 | 0 | - | - | 64.3 | 19.8 | 15.9 | 0 | - | - | 1.7 | 93.6 | 4.6 | 0 | - | - | 6.2 | 64.4 | 29.4 | 0 | - | - | - |
| Totals % | 1.2 | 2.7 | 4.2 | 0 | 8 | 11.3 | 7.2 | 2.2 | 1.8 | 0 | 11.3 | 0.8 | 43.4 | 2.1 | 0 | 46.3 | 2.1 | 22.1 | 10.1 | 0 | 34.4 | | | | |
| PHF | 0.41 | 0.31 | 0.49 | 0 | 0.4 | 0.63 | 0.57 | 0.42 | 0 | 0.57 | 0.75 | 0.83 | 0.5 | 0 | 0.81 | 0.67 | 0.86 | 0.46 | 0 | 0.72 | 0.78 | | | | |
| Cars | 13 | 29 | 45 | 0 | 87 | 87 | 81 | 24 | 20 | 0 | 125 | 125 | 8 | 476 | 18 | 0 | 502 | 502 | 24 | 241 | 111 | 0 | 376 | 376 | 1090 |
| % Cars | 100 | 96.7 | 95.7 | 0 | 96.7 | 96.7 | 100 | 96 | 100 | 0 | 99.2 | 99.2 | 88.9 | 97.9 | 75 | 0 | 96.7 | 96.7 | 100 | 97.2 | 98.2 | 0 | 97.7 | 97.7 | 97.3 |
| Medium Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 4 | 0 | 0 | 4 | 4 | 6 |
| % Medium Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.4 | 0 | 0 | 0.4 | 0.4 | 0 | 1.6 | 0 | 0 | 1 | 1 | 0.5 |
| Heavy Trucks | 0 | 1 | 2 | 0 | 3 | 3 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 8 | 6 | 0 | 15 | 15 | 0 | 3 | 2 | 0 | 5 | 5 | 24 |
| % Heavy Trucks | 0 | 3.3 | 4.3 | 0 | 3.3 | 3.3 | 0 | 4 | 0 | 0 | 0.8 | 0.8 | 11.1 | 1.6 | 25 | 0 | 2.9 | 2.9 | 0 | 1.2 | 1.8 | 0 | 1.3 | 1.3 | 2.1 |
| Bicycles | 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 |
| % Bicycles | 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 |
| Peds | | | | | 9 | 9 | | | | | 2 | 2 | | | | | 5 | 5 | | | | | 29 | 29 | 45 |
| % Peds | | | | | 20 | 11.3 | | | | | 4.4 | 11.3 | | | | | 11.1 | 11.3 | | | | | 64.4 | 34.4 | |

Peak Hour Diagram

Specified Period

From: 11:00:00
To: 14:00:00

One Hour Peak

From: 11:45:00
To: 12:45:00

Intersection: WYANDOTTE ST E & WATSON AVE
Site Code: 2304800074
Count Date: Mar 22, 2023

Weather conditions: Clear

**** Signalized Intersection ****

Major Road: WYANDOTTE ST E runs E/W

North Approach

| | Out | In | Total |
|---------------|-----------|-----------|------------|
| | 62 | 56 | 118 |
| MT | 1 | 1 | 2 |
| HT | 0 | 0 | 0 |
| | 0 | 0 | 0 |
| Totals | 63 | 57 | 120 |

WATSON AVE

| | | | | |
|---------------|-----------|-----------|-----------|----------|
| | 0 | 0 | 0 | 0 |
| HT | 0 | 0 | 0 | 0 |
| MT | 1 | 0 | 0 | 0 |
| | 21 | 16 | 25 | 0 |
| Totals | 22 | 16 | 25 | 0 |

East Approach

| | Out | In | Total |
|---------------|------------|------------|------------|
| | 416 | 395 | 811 |
| MT | 1 | 5 | 6 |
| HT | 2 | 1 | 3 |
| | 0 | 0 | 0 |
| Totals | 419 | 401 | 820 |

WYANDOTTE ST E

| | HT | MT | | Totals |
|---|----|----|-----|--------|
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 20 | 20 |
| 0 | 1 | 3 | 365 | 369 |
| 0 | 1 | 1 | 21 | 23 |

Peds: 10

Peds: 8



Peds: 1

Peds: 3

WYANDOTTE ST E

| Totals | | MT | HT | |
|--------|-----|----|----|---|
| 0 | 0 | 0 | 0 | 0 |
| 29 | 28 | 1 | 0 | 0 |
| 381 | 379 | 0 | 2 | 0 |
| 9 | 9 | 0 | 0 | 0 |

West Approach

| | Out | In | Total |
|---------------|------------|------------|------------|
| | 406 | 408 | 814 |
| MT | 4 | 2 | 6 |
| HT | 2 | 2 | 4 |
| | 0 | 0 | 0 |
| Totals | 412 | 412 | 824 |

| Totals | | | | |
|----------|----------|----------|----------|---|
| 9 | 8 | 7 | 0 | |
| | 8 | 8 | 5 | 0 |
| MT | 1 | 0 | 2 | 0 |
| HT | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 |

WATSON AVE

South Approach

| | Out | In | Total |
|---------------|-----------|-----------|-----------|
| | 21 | 46 | 67 |
| MT | 3 | 1 | 4 |
| HT | 0 | 1 | 1 |
| | 0 | 0 | 0 |
| Totals | 24 | 48 | 72 |

- Cars

MT - Medium Trucks

HT - Heavy Trucks

- Bicycles

Comments



Peak Hour Summary

Intersection: WYANDOTTE ST E & WATSON AVE
 Site Code: 2304800074
 Count Date: Mar 22, 2023
 Period: 11:00 - 14:00

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

| Start Time | North Approach WATSON AVE | | | | | | South Approach WATSON AVE | | | | | | East Approach WYANDOTTE ST E | | | | | | West Approach WYANDOTTE ST E | | | | | | Total Vehic es |
|--------------------|------------------------------|-------------|-------------|----------|-------------|-------------|------------------------------|-------------|----------|-------------|-------------|-------------|---------------------------------|------------|-------------|-------------|-------------|-------------|---------------------------------|-------------|------------|------------|------------|------------|----------------------|
| | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | Peds | Total | |
| 11:45 | 7 | 6 | 7 | 0 | 3 | 20 | 1 | 3 | 2 | 0 | 2 | 6 | 1 | 108 | 10 | 0 | 0 | 119 | 5 | 96 | 9 | 0 | 2 | 110 | 255 |
| 12:00 | 6 | 4 | 3 | 0 | 5 | 13 | 2 | 3 | 1 | 0 | 0 | 6 | 4 | 102 | 9 | 0 | 0 | 115 | 8 | 94 | 3 | 0 | 2 | 105 | 239 |
| 12:15 | 8 | 2 | 6 | 0 | 2 | 16 | 3 | 2 | 2 | 0 | 1 | 7 | 2 | 90 | 8 | 0 | 1 | 100 | 4 | 84 | 6 | 0 | 4 | 94 | 217 |
| 12:30 | 4 | 4 | 6 | 0 | 0 | 14 | 3 | 0 | 2 | 0 | 0 | 5 | 2 | 81 | 2 | 0 | 0 | 85 | 3 | 95 | 5 | 0 | 0 | 103 | 207 |
| Grand Total | 25 | 16 | 22 | 0 | 10 | 63 | 9 | 8 | 7 | 0 | 3 | 24 | 9 | 381 | 29 | 0 | 1 | 419 | 20 | 369 | 23 | 0 | 8 | 412 | 918 |
| Approach % | 39.7 | 25.4 | 34.9 | 0 | - | - | 37.5 | 33.3 | 29.2 | 0 | - | - | 2.1 | 90.9 | 6.9 | 0 | - | - | 4.9 | 89.6 | 5.6 | 0 | - | - | - |
| Totals % | 2.7 | 1.7 | 2.4 | 0 | 6.9 | 1 | 0.9 | 0.8 | 0 | 2.6 | 1 | 41.5 | 3.2 | 0 | 45.6 | 2.2 | 40.2 | 2.5 | 0 | 44.9 | - | - | - | - | |
| PHF | 0.78 | 0.67 | 0.79 | 0 | 0.79 | 0.75 | 0.67 | 0.88 | 0 | 0.86 | 0.56 | 0.88 | 0.73 | 0 | 0.88 | 0.63 | 0.96 | 0.64 | 0 | 0.94 | 0.9 | 0.9 | 0.9 | 0.9 | |
| Cars | 25 | 16 | 21 | 0 | 62 | 8 | 8 | 5 | 0 | 21 | 9 | 379 | 28 | 0 | 416 | 20 | 365 | 21 | 0 | 406 | 905 | 905 | | | |
| % Cars | 100 | 100 | 95.5 | 0 | 98.4 | 88.9 | 100 | 71.4 | 0 | 87.5 | 100 | 99.5 | 96.6 | 0 | 99.3 | 100 | 98.9 | 91.3 | 0 | 98.5 | 98.6 | 98.6 | | | |
| Medium Trucks | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 1 | 0 | 4 | 9 | 9 | | | |
| % Medium Trucks | 0 | 0 | 4.5 | 0 | 1.6 | 11.1 | 0 | 28.6 | 0 | 12.5 | 0 | 0 | 3.4 | 0 | 0.2 | 0 | 0.8 | 4.3 | 0 | 1 | 1 | 1 | | | |
| Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 4 | 4 | | | |
| % Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0.5 | 0 | 0.3 | 4.3 | 0 | 0.5 | 0.4 | 0.4 | | | |
| Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| % Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Peds | | | | | 10 | - | | | | 3 | - | | | | 1 | - | | | | 8 | - | 22 | 22 | | |
| % Peds | | | | | 45.5 | - | | | | 13.6 | - | | | | 4.5 | - | | | | 36.4 | - | - | - | | |

Peak Hour Diagram

Specified Period

From: 15:00:00
To: 18:00:00

One Hour Peak

From: 15:00:00
To: 16:00:00

Intersection: WYANDOTTE ST E & WATSON AVE
Site Code: 2304800074
Count Date: Mar 22, 2023

Weather conditions: Clear

**** Signalized Intersection ****

Major Road: WYANDOTTE ST E runs E/W

North Approach

| | Out | In | Total |
|---------------|-----------|-----------|------------|
| | 72 | 79 | 151 |
| MT | 0 | 0 | 0 |
| HT | 5 | 0 | 5 |
| | 0 | 0 | 0 |
| Totals | 77 | 79 | 156 |

WATSON AVE

| | | | | |
|---------------|-----------|-----------|-----------|----------|
| | 0 | 0 | 0 | 0 |
| HT | 2 | 3 | 0 | 0 |
| MT | 0 | 0 | 0 | 0 |
| | 28 | 11 | 33 | 0 |
| Totals | 30 | 14 | 33 | 0 |

East Approach

| | Out | In | Total |
|---------------|------------|------------|-------------|
| | 428 | 671 | 1099 |
| MT | 2 | 0 | 2 |
| HT | 7 | 3 | 10 |
| | 0 | 0 | 0 |
| Totals | 437 | 674 | 1111 |

WYANDOTTE ST E

| | HT | MT | | Totals |
|---|----|----|-----|--------|
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 29 | 29 |
| 0 | 3 | 0 | 625 | 628 |
| 0 | 2 | 0 | 45 | 47 |

Peds: 9

Peds: 25



Peds: 1

Peds: 9

WYANDOTTE ST E

| Totals | | MT | HT | |
|--------|-----|----|----|---|
| 0 | 0 | 0 | 0 | 0 |
| 35 | 35 | 0 | 0 | 0 |
| 396 | 387 | 2 | 7 | 0 |
| 6 | 6 | 0 | 0 | 0 |

West Approach

| | Out | In | Total |
|---------------|------------|------------|-------------|
| | 699 | 446 | 1145 |
| MT | 0 | 2 | 2 |
| HT | 5 | 9 | 14 |
| | 0 | 0 | 0 |
| Totals | 704 | 457 | 1161 |

| Totals | 31 | 15 | 13 | 0 |
|--------|----|----|----|---|
| | 31 | 15 | 13 | 0 |
| MT | 0 | 0 | 0 | 0 |
| HT | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 |

WATSON AVE

South Approach

| | Out | In | Total |
|---------------|-----------|-----------|------------|
| | 59 | 62 | 121 |
| MT | 0 | 0 | 0 |
| HT | 0 | 5 | 5 |
| | 0 | 0 | 0 |
| Totals | 59 | 67 | 126 |

- Cars

MT - Medium Trucks

HT - Heavy Trucks

- Bicycles

Comments



Peak Hour Summary

Intersection: WYANDOTTE ST E & WATSON AVE
 Site Code: 2304800074
 Count Date: Mar 22, 2023
 Period: 15:00 - 18:00

Peak Hour Data (15:00 - 16:00)

| Start Time | North Approach WATSON AVE | | | | | | South Approach WATSON AVE | | | | | | East Approach WYANDOTTE ST E | | | | | | West Approach WYANDOTTE ST E | | | | | | Total Vehicles |
|--------------------|------------------------------|------------|-------------|----------|-------------|-------------|------------------------------|-------------|-------------|----------|-------------|-------------|---------------------------------|-------------|-------------|----------|-------------|-------------|---------------------------------|-------------|-------------|----------|-------------|-------------|-------------------|
| | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | Peds | Total | |
| 15:00 | 2 | 3 | 9 | 0 | 1 | 14 | 5 | 5 | 6 | 0 | 1 | 16 | 3 | 94 | 8 | 0 | 0 | 105 | 10 | 139 | 11 | 0 | 6 | 160 | 295 |
| 15:15 | 10 | 4 | 5 | 0 | 5 | 19 | 8 | 4 | 4 | 0 | 4 | 16 | 1 | 84 | 10 | 0 | 0 | 95 | 5 | 180 | 12 | 0 | 10 | 197 | 327 |
| 15:30 | 9 | 5 | 8 | 0 | 2 | 22 | 7 | 4 | 1 | 0 | 4 | 12 | 2 | 115 | 9 | 0 | 0 | 126 | 9 | 150 | 14 | 0 | 7 | 173 | 333 |
| 15:45 | 12 | 2 | 8 | 0 | 1 | 22 | 11 | 2 | 2 | 0 | 0 | 15 | 0 | 103 | 8 | 0 | 1 | 111 | 5 | 159 | 10 | 0 | 2 | 174 | 322 |
| Grand Total | 33 | 14 | 30 | 0 | 9 | 77 | 31 | 15 | 13 | 0 | 9 | 59 | 6 | 396 | 35 | 0 | 1 | 437 | 29 | 628 | 47 | 0 | 25 | 704 | 1277 |
| Approach % | 42.9 | 18.2 | 39 | 0 | - | - | 52.5 | 25.4 | 22 | 0 | - | - | 1.4 | 90.6 | 8 | 0 | - | - | 4.1 | 89.2 | 6.7 | 0 | - | - | - |
| Totals % | 2.6 | 1.1 | 2.3 | 0 | 6 | 6 | 2.4 | 1.2 | 1 | 0 | 4.6 | 4.6 | 0.5 | 31 | 2.7 | 0 | 34.2 | 34.2 | 2.3 | 49.2 | 3.7 | 0 | 55.1 | 55.1 | 55.1 |
| PHF | 0.69 | 0.7 | 0.83 | 0 | 0.88 | 0.88 | 0.7 | 0.75 | 0.54 | 0 | 0.92 | 0.92 | 0.5 | 0.86 | 0.88 | 0 | 0.87 | 0.87 | 0.73 | 0.87 | 0.84 | 0 | 0.89 | 0.89 | 0.96 |
| Cars | 33 | 11 | 28 | 0 | 72 | 72 | 31 | 15 | 13 | 0 | 59 | 59 | 6 | 387 | 35 | 0 | 428 | 428 | 29 | 625 | 45 | 0 | 699 | 699 | 1258 |
| % Cars | 100 | 78.6 | 93.3 | 0 | 93.5 | 93.5 | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 97.7 | 100 | 0 | 97.9 | 97.9 | 100 | 99.5 | 95.7 | 0 | 99.3 | 99.3 | 98.5 |
| Medium Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| % Medium Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0.5 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0.2 |
| Heavy Trucks | 0 | 3 | 2 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 7 | 0 | 3 | 2 | 0 | 5 | 5 | 17 |
| % Heavy Trucks | 0 | 21.4 | 6.7 | 0 | 6.5 | 6.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.8 | 0 | 0 | 1.6 | 1.6 | 0 | 0.5 | 4.3 | 0 | 0.7 | 0.7 | 1.3 |
| Bicycles | 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 |
| % Bicycles | 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 |
| Peds | | | | | 9 | - | | | | | 9 | - | | | | | 1 | - | | | | | 25 | - | 44 |
| % Peds | | | | | 20.5 | - | | | | | 20.5 | - | | | | | 2.3 | - | | | | | 56.8 | - | 56.8 |

Appendix B – Existing Traffic Operations Report



Lanes, Volumes, Timings
 1: Watson Avenue & Wyandotte Street East

Existing AM Peak Hour
 (260177) 0 Wyandotte Street East, Windsor



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (vph) | 24 | 248 | 113 | 9 | 486 | 24 | 81 | 25 | 20 | 13 | 30 | 47 |
| Future Volume (vph) | 24 | 248 | 113 | 9 | 486 | 24 | 81 | 25 | 20 | 13 | 30 | 47 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | 0.99 | | | 1.00 | | | 0.96 | | | 0.95 | |
| Frt | | 0.960 | | | 0.994 | | | 0.978 | | | 0.930 | |
| Flt Protected | | 0.997 | | | 0.999 | | | 0.969 | | | 0.993 | |
| Satd. Flow (prot) | 0 | 1780 | 0 | 0 | 1845 | 0 | 0 | 1797 | 0 | 0 | 1639 | 0 |
| Flt Permitted | | 0.945 | | | 0.991 | | | 0.785 | | | 0.941 | |
| Satd. Flow (perm) | 0 | 1687 | 0 | 0 | 1831 | 0 | 0 | 1400 | 0 | 0 | 1551 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 31 | | | 4 | | | 13 | | | 60 | |
| Link Speed (k/h) | | 50 | | | 50 | | | 50 | | | 50 | |
| Link Distance (m) | | 102.7 | | | 113.2 | | | 135.8 | | | 118.1 | |
| Travel Time (s) | | 7.4 | | | 8.2 | | | 9.8 | | | 8.5 | |
| Confl. Peds. (#/hr) | 9 | | 2 | 2 | | 9 | 29 | | 5 | 5 | | 29 |
| Peak Hour Factor | 0.78 | 0.78 | 0.78 | 0.78 | 0.78 | 0.78 | 0.78 | 0.78 | 0.78 | 0.78 | 0.78 | 0.78 |
| Heavy Vehicles (%) | 0% | 3% | 2% | 11% | 2% | 25% | 0% | 4% | 0% | 0% | 3% | 4% |
| Adj. Flow (vph) | 31 | 318 | 145 | 12 | 623 | 31 | 104 | 32 | 26 | 17 | 38 | 60 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 494 | 0 | 0 | 666 | 0 | 0 | 162 | 0 | 0 | 115 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 2 | | | 6 | | | 8 | | | 4 | |
| Permitted Phases | 2 | | | 6 | | | 8 | | | 4 | | |
| Detector Phase | 2 | 2 | | 6 | 6 | | 8 | 8 | | 4 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | | 10.0 | 10.0 | | 10.0 | 10.0 | | 10.0 | 10.0 | |
| Minimum Split (s) | 26.0 | 26.0 | | 26.0 | 26.0 | | 26.0 | 26.0 | | 26.0 | 26.0 | |
| Total Split (s) | 46.0 | 46.0 | | 46.0 | 46.0 | | 44.0 | 44.0 | | 44.0 | 44.0 | |
| Total Split (%) | 51.1% | 51.1% | | 51.1% | 51.1% | | 48.9% | 48.9% | | 48.9% | 48.9% | |
| Maximum Green (s) | 41.0 | 41.0 | | 41.0 | 41.0 | | 39.0 | 39.0 | | 39.0 | 39.0 | |
| Yellow Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | | 5.0 | | | 5.0 | | | 5.0 | | | 5.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | Max | Max | | Max | Max | | None | None | | None | None | |
| Walk Time (s) | 7.0 | 7.0 | | | | | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Flash Don't Walk (s) | 11.0 | 11.0 | | | | | 11.0 | 11.0 | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | | | | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | | 41.1 | | | 41.1 | | | 12.8 | | | 12.8 | |
| Actuated g/C Ratio | | 0.64 | | | 0.64 | | | 0.20 | | | 0.20 | |
| v/c Ratio | | 0.45 | | | 0.56 | | | 0.56 | | | 0.32 | |
| Control Delay (s/veh) | | 7.5 | | | 9.3 | | | 28.9 | | | 14.3 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay (s/veh) | | 7.5 | | | 9.3 | | | 28.9 | | | 14.3 | |

Lanes, Volumes, Timings
 1: Watson Avenue & Wyandotte Street East

Existing AM Peak Hour
 (260177) 0 Wyandotte Street East, Windsor

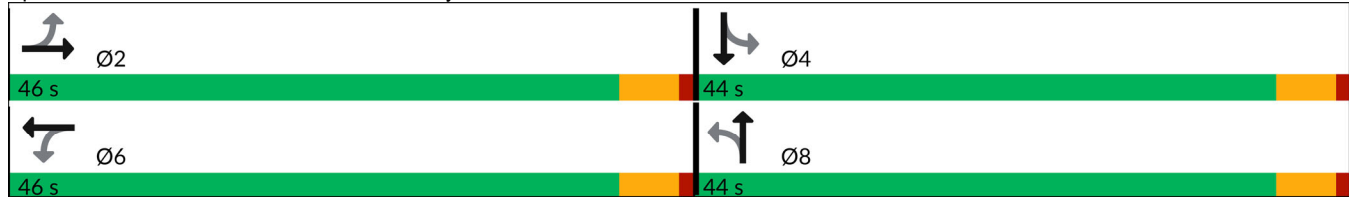


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------|-----|------|-----|-----|------|-----|-----|-------|-----|-----|------|-----|
| LOS | | A | | | A | | | C | | | B | |
| Approach Delay (s/veh) | | 7.5 | | | 9.3 | | | 28.9 | | | 14.3 | |
| Approach LOS | | A | | | A | | | C | | | B | |
| Queue Length 50th (m) | | 21.8 | | | 35.3 | | | 15.8 | | | 5.4 | |
| Queue Length 95th (m) | | 39.2 | | | 59.3 | | | 26.4 | | | 13.5 | |
| Internal Link Dist (m) | | 78.7 | | | 89.2 | | | 111.8 | | | 94.1 | |
| Turn Bay Length (m) | | | | | | | | | | | | |
| Base Capacity (vph) | | 1096 | | | 1179 | | | 861 | | | 972 | |
| Starvation Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Spillback Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Storage Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Reduced v/c Ratio | | 0.45 | | | 0.56 | | | 0.19 | | | 0.12 | |

Intersection Summary

| | |
|------------------------------------|------------------|
| Area Type: | Other |
| Cycle Length: | 90 |
| Actuated Cycle Length: | 63.9 |
| Natural Cycle: | 60 |
| Control Type: | Semi Act-Uncoord |
| Maximum v/c Ratio: | 0.56 |
| Intersection Signal Delay (s/veh): | 11.3 |
| Intersection LOS: | B |
| Intersection Capacity Utilization: | 56.1% |
| ICU Level of Service: | B |
| Analysis Period (min): | 15 |

Splits and Phases: 1: Watson Avenue & Wyandotte Street East



HCM 7th Signalized Intersection Summary
 1: Watson Avenue & Wyandotte Street East

Existing AM Peak Hour
 (260177) 0 Wyandotte Street East, Windsor



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (veh/h) | 24 | 248 | 113 | 9 | 486 | 24 | 81 | 25 | 20 | 13 | 30 | 47 |
| Future Volume (veh/h) | 24 | 248 | 113 | 9 | 486 | 24 | 81 | 25 | 20 | 13 | 30 | 47 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.99 | 1.00 | | 0.99 | 0.95 | | 0.93 | 0.95 | | 0.93 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1900 | 1856 | 1870 | 1737 | 1870 | 1530 | 1900 | 1841 | 1900 | 1900 | 1856 | 1841 |
| Adj Flow Rate, veh/h | 31 | 318 | 145 | 12 | 623 | 31 | 104 | 32 | 26 | 17 | 38 | 60 |
| Peak Hour Factor | 0.78 | 0.78 | 0.78 | 0.78 | 0.78 | 0.78 | 0.78 | 0.78 | 0.78 | 0.78 | 0.78 | 0.78 |
| Percent Heavy Veh, % | 0 | 3 | 2 | 11 | 2 | 25 | 0 | 4 | 0 | 0 | 3 | 4 |
| Cap, veh/h | 91 | 726 | 315 | 64 | 1109 | 54 | 268 | 80 | 49 | 87 | 136 | 174 |
| Arrive On Green | 0.64 | 0.64 | 0.64 | 0.64 | 0.64 | 0.64 | 0.21 | 0.21 | 0.21 | 0.21 | 0.21 | 0.21 |
| Sat Flow, veh/h | 51 | 1144 | 496 | 11 | 1747 | 86 | 838 | 380 | 233 | 109 | 648 | 826 |
| Grp Volume(v), veh/h | 494 | 0 | 0 | 666 | 0 | 0 | 162 | 0 | 0 | 115 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1691 | 0 | 0 | 1843 | 0 | 0 | 1450 | 0 | 0 | 1584 | 0 | 0 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 9.2 | 0.0 | 0.0 | 13.2 | 0.0 | 0.0 | 5.7 | 0.0 | 0.0 | 3.9 | 0.0 | 0.0 |
| Prop In Lane | 0.06 | | 0.29 | 0.02 | | 0.05 | 0.64 | | 0.16 | 0.15 | | 0.52 |
| Lane Grp Cap(c), veh/h | 1133 | 0 | 0 | 1227 | 0 | 0 | 396 | 0 | 0 | 397 | 0 | 0 |
| V/C Ratio(X) | 0.44 | 0.00 | 0.00 | 0.54 | 0.00 | 0.00 | 0.41 | 0.00 | 0.00 | 0.29 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 1133 | 0 | 0 | 1227 | 0 | 0 | 923 | 0 | 0 | 1002 | 0 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 6.0 | 0.0 | 0.0 | 6.7 | 0.0 | 0.0 | 22.3 | 0.0 | 0.0 | 21.7 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 1.2 | 0.0 | 0.0 | 1.7 | 0.0 | 0.0 | 0.7 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 0.7 | 0.0 | 0.0 | 1.1 | 0.0 | 0.0 | 1.3 | 0.0 | 0.0 | 0.9 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 7.2 | 0.0 | 0.0 | 8.4 | 0.0 | 0.0 | 22.9 | 0.0 | 0.0 | 22.1 | 0.0 | 0.0 |
| LnGrp LOS | A | | | A | | | C | | | C | | |
| Approach Vol, veh/h | | 494 | | | 666 | | | 162 | | | | 115 |
| Approach Delay, s/veh | | 7.2 | | | 8.4 | | | 22.9 | | | | 22.1 |
| Approach LOS | | A | | | A | | | C | | | | C |
| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 46.0 | | 18.6 | | 46.0 | | 18.6 | | | | |
| Change Period (Y+Rc), s | | 5.0 | | 5.0 | | 5.0 | | 5.0 | | | | |
| Max Green Setting (Gmax), s | | 41.0 | | 39.0 | | 41.0 | | 39.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | 11.2 | | 5.9 | | 15.2 | | 7.7 | | | | |
| Green Ext Time (p_c), s | | 10.1 | | 1.9 | | 12.9 | | 2.8 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 7th Control Delay, s/veh | | | | 10.7 | | | | | | | | |
| HCM 7th LOS | | | | B | | | | | | | | |

Lanes, Volumes, Timings
 1: Watson Avenue & Wyandotte Street East

Existing PM Peak Hour
 (260177) 0 Wyandotte Street East, Windsor



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (vph) | 29 | 628 | 47 | 6 | 396 | 35 | 31 | 15 | 13 | 33 | 14 | 30 |
| Future Volume (vph) | 29 | 628 | 47 | 6 | 396 | 35 | 31 | 15 | 13 | 33 | 14 | 30 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | 1.00 | | | 1.00 | | | 0.97 | | | 0.97 | |
| Frt | | 0.991 | | | 0.989 | | | 0.970 | | | 0.948 | |
| Flt Protected | | 0.998 | | | 0.999 | | | 0.975 | | | 0.979 | |
| Satd. Flow (prot) | 0 | 1873 | 0 | 0 | 1860 | 0 | 0 | 1808 | 0 | 0 | 1619 | 0 |
| Flt Permitted | | 0.974 | | | 0.993 | | | 0.840 | | | 0.834 | |
| Satd. Flow (perm) | 0 | 1827 | 0 | 0 | 1849 | 0 | 0 | 1512 | 0 | 0 | 1378 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 5 | | | 6 | | | 14 | | | 31 | |
| Link Speed (k/h) | | 50 | | | 50 | | | 50 | | | 50 | |
| Link Distance (m) | | 102.7 | | | 113.2 | | | 135.8 | | | 118.1 | |
| Travel Time (s) | | 7.4 | | | 8.2 | | | 9.8 | | | 8.5 | |
| Confl. Peds. (#/hr) | 9 | | 9 | 9 | | 9 | 25 | | 1 | 1 | | 25 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 0% | 1% | 4% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 21% | 7% |
| Adj. Flow (vph) | 30 | 654 | 49 | 6 | 413 | 36 | 32 | 16 | 14 | 34 | 15 | 31 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 733 | 0 | 0 | 455 | 0 | 0 | 62 | 0 | 0 | 80 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 2 | | | 6 | | | 8 | | | 4 | |
| Permitted Phases | 2 | | | 6 | | | 8 | | | 4 | | |
| Detector Phase | 2 | 2 | | 6 | 6 | | 8 | 8 | | 4 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | | 10.0 | 10.0 | | 10.0 | 10.0 | | 10.0 | 10.0 | |
| Minimum Split (s) | 26.0 | 26.0 | | 26.0 | 26.0 | | 26.0 | 26.0 | | 26.0 | 26.0 | |
| Total Split (s) | 46.0 | 46.0 | | 46.0 | 46.0 | | 44.0 | 44.0 | | 44.0 | 44.0 | |
| Total Split (%) | 51.1% | 51.1% | | 51.1% | 51.1% | | 48.9% | 48.9% | | 48.9% | 48.9% | |
| Maximum Green (s) | 41.0 | 41.0 | | 41.0 | 41.0 | | 39.0 | 39.0 | | 39.0 | 39.0 | |
| Yellow Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | | 5.0 | | | 5.0 | | | 5.0 | | | 5.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | Max | Max | | Max | Max | | None | None | | None | None | |
| Walk Time (s) | 7.0 | 7.0 | | | | | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Flash Don't Walk (s) | 11.0 | 11.0 | | | | | 11.0 | 11.0 | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | | | | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | | 45.0 | | | 45.0 | | | 10.1 | | | 10.1 | |
| Actuated g/C Ratio | | 0.74 | | | 0.74 | | | 0.17 | | | 0.17 | |
| v/c Ratio | | 0.54 | | | 0.33 | | | 0.24 | | | 0.32 | |
| Control Delay (s/veh) | | 6.9 | | | 4.8 | | | 20.9 | | | 19.3 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay (s/veh) | | 6.9 | | | 4.8 | | | 20.9 | | | 19.3 | |

Lanes, Volumes, Timings
 1: Watson Avenue & Wyandotte Street East

Existing PM Peak Hour
 (260177) 0 Wyandotte Street East, Windsor

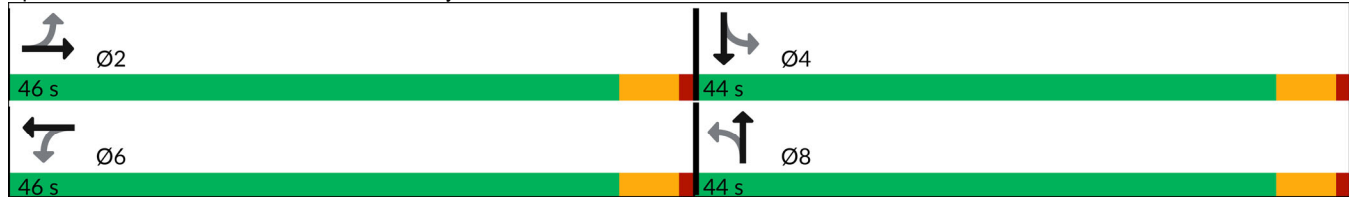


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------|-----|------|-----|-----|------|-----|-----|-------|-----|-----|------|-----|
| LOS | | A | | | A | | | C | | | B | |
| Approach Delay (s/veh) | | 6.9 | | | 4.8 | | | 20.9 | | | 19.3 | |
| Approach LOS | | A | | | A | | | C | | | B | |
| Queue Length 50th (m) | | 35.9 | | | 17.6 | | | 4.7 | | | 4.8 | |
| Queue Length 95th (m) | | 62.2 | | | 30.4 | | | 13.6 | | | 15.2 | |
| Internal Link Dist (m) | | 78.7 | | | 89.2 | | | 111.8 | | | 94.1 | |
| Turn Bay Length (m) | | | | | | | | | | | | |
| Base Capacity (vph) | | 1347 | | | 1363 | | | 970 | | | 891 | |
| Starvation Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Spillback Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Storage Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Reduced v/c Ratio | | 0.54 | | | 0.33 | | | 0.06 | | | 0.09 | |

Intersection Summary

| | |
|------------------------------------|------------------|
| Area Type: | Other |
| Cycle Length: | 90 |
| Actuated Cycle Length: | 61.1 |
| Natural Cycle: | 60 |
| Control Type: | Semi Act-Uncoord |
| Maximum v/c Ratio: | 0.54 |
| Intersection Signal Delay (s/veh): | 7.6 |
| Intersection LOS: | A |
| Intersection Capacity Utilization: | 73.4% |
| ICU Level of Service: | D |
| Analysis Period (min): | 15 |

Splits and Phases: 1: Watson Avenue & Wyandotte Street East



HCM 7th Signalized Intersection Summary
 1: Watson Avenue & Wyandotte Street East

Existing PM Peak Hour
 (260177) 0 Wyandotte Street East, Windsor



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (veh/h) | 29 | 628 | 47 | 6 | 396 | 35 | 31 | 15 | 13 | 33 | 14 | 30 |
| Future Volume (veh/h) | 29 | 628 | 47 | 6 | 396 | 35 | 31 | 15 | 13 | 33 | 14 | 30 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.99 | 1.00 | | 0.99 | 0.95 | | 0.94 | 0.94 | | 0.94 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1900 | 1885 | 1841 | 1900 | 1870 | 1900 | 1900 | 1900 | 1900 | 1900 | 1589 | 1796 |
| Adj Flow Rate, veh/h | 30 | 654 | 49 | 6 | 412 | 36 | 32 | 16 | 14 | 34 | 15 | 31 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | 0 | 1 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 21 | 7 |
| Cap, veh/h | 82 | 1080 | 79 | 61 | 1089 | 94 | 215 | 105 | 68 | 162 | 72 | 97 |
| Arrive On Green | 0.65 | 0.65 | 0.65 | 0.65 | 0.65 | 0.65 | 0.20 | 0.20 | 0.20 | 0.20 | 0.20 | 0.20 |
| Sat Flow, veh/h | 36 | 1669 | 122 | 6 | 1683 | 145 | 662 | 539 | 350 | 414 | 370 | 495 |
| Grp Volume(v), veh/h | 733 | 0 | 0 | 454 | 0 | 0 | 62 | 0 | 0 | 80 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1827 | 0 | 0 | 1834 | 0 | 0 | 1551 | 0 | 0 | 1279 | 0 | 0 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 14.5 | 0.0 | 0.0 | 7.3 | 0.0 | 0.0 | 1.8 | 0.0 | 0.0 | 3.1 | 0.0 | 0.0 |
| Prop In Lane | 0.04 | | 0.07 | 0.01 | | 0.08 | 0.52 | | 0.23 | 0.42 | | 0.39 |
| Lane Grp Cap(c), veh/h | 1241 | 0 | 0 | 1244 | 0 | 0 | 389 | 0 | 0 | 331 | 0 | 0 |
| V/C Ratio(X) | 0.59 | 0.00 | 0.00 | 0.36 | 0.00 | 0.00 | 0.16 | 0.00 | 0.00 | 0.24 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 1241 | 0 | 0 | 1244 | 0 | 0 | 1007 | 0 | 0 | 849 | 0 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 6.5 | 0.0 | 0.0 | 5.2 | 0.0 | 0.0 | 21.3 | 0.0 | 0.0 | 21.7 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 2.1 | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 1.3 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 8.6 | 0.0 | 0.0 | 6.1 | 0.0 | 0.0 | 21.4 | 0.0 | 0.0 | 22.1 | 0.0 | 0.0 |
| LnGrp LOS | A | | | A | | | C | | | C | | |
| Approach Vol, veh/h | | 733 | | | 454 | | | 62 | | | | 80 |
| Approach Delay, s/veh | | 8.6 | | | 6.1 | | | 21.4 | | | | 22.1 |
| Approach LOS | | A | | | A | | | C | | | | C |
| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 46.0 | | 17.4 | | 46.0 | | 17.4 | | | | |
| Change Period (Y+Rc), s | | 5.0 | | 5.0 | | 5.0 | | 5.0 | | | | |
| Max Green Setting (Gmax), s | | 41.0 | | 39.0 | | 41.0 | | 39.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | 16.5 | | 5.1 | | 9.3 | | 3.8 | | | | |
| Green Ext Time (p_c), s | | 14.0 | | 1.3 | | 9.1 | | 0.9 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 7th Control Delay, s/veh | | | | 9.1 | | | | | | | | |
| HCM 7th LOS | | | | A | | | | | | | | |