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### Transportation Operations Study

## PROPOSED TOWNHOUSE DEVELOPMENT

2207 Dixie Road City of Mississauga, Ontario

November 12, 2019 Project No: NT-19-135 520 Industrial Parkway South, Suite 201 Aurora, Ontario L4G 6W8

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NextEng Consulting Group Inc.

November 12, 2019

Fountain Hill Construction and Consulting Ltd. 200 Ronson Drive, Suite 201 Etobicoke, ON M9W 5Z9

Attention: Julie Di Ciano

#### Re: Engineering Service – Traffic Operations Study Proposed Townhouse Redevelopment 2207 Dixie Road, City of Mississauga Our Project No. NT-19-135

Nextrans Consulting Engineers (A Division of NextEng Consulting Group Inc.) is pleased to present the enclosed Transportation Impact Study for the above noted site in support of a Site Plan applications.

Subject lands are currently occupied by a single-family dwelling. The proposal is to demolish the existing structure and construct four (4), four (4)-storey townhouse dwelling units. The subject site is located at the northeast corner of Dixie Road and Venta Avenue in the City of Mississauga, municipally known as 2207 Dixie Road. The proposed four (4) townhouse dwelling units located at 2207 Dixie Road are proposed to provide nine (9) parking spaces, eight (8) of which are for tenant use, and one (1) for visitors. On this basis, the intention of this study is to provide the required traffic analysis to estimate the feasibility of the proposed development.

The study concludes that the development proposal can adequately be accommodated by the existing transportation network with manageable traffic impact to the adjacent public roadways. We trust the enclosed sufficiently addresses your needs. Should you have any questions, please do not hesitate to contact the undersigned.

We trust the enclosed sufficiently addresses your needs. Should you have any questions, please do not hesitate to contact the undersigned.

Yours truly,

**NEXTRANS CONSULTING ENGINEERS** 

A Division of NextEng Consulting Group Inc.

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#### **EXECUTIVE SUMMARY**

Subject lands are currently occupied by a single-family dwelling. The proposal is to demolish the existing structure and construct four (4), four (4)-storey townhouse dwelling units. The subject site is located at the northeast corner of Dixie Road and Venta Avenue in the City of Mississauga, municipally known as 2207 Dixie Road

#### **Development Proposal**

The proposed four (4) townhouse dwelling units located at 2207 Dixie Road are proposed to provide nine (9) parking spaces, eight (8) of which are for tenant use, and one (1) for visitors. On this basis, the intention of this study is to provide the required traffic analysis to estimate the feasibility of the proposed development

#### **Traffic Analysis**

The proposed development is anticipated to generate one (1) two-way trips (zero (0) inbound and one (1) outbound) during the AM peak hours and two (2) two-way trips (one (1) inbound and one (1) outbound) during the PM peak hours.

The intersection capacity analysis results (based on the methodology and procedures outlined in the Highway Capacity Manual, HCM 2000, published by the Transportation Research Board) indicate that the study area intersections and proposed access are expected to operate with acceptable levels of service.

#### Access/Parking Review

In accordance with Ontario Traffic Manual (OTM) Book 5, we recommend appropriate signage consisting of a STOP Sign (Ra-1) and STOP bar be provided on the Venta Avenue driveway.

In accordance with the City's parking provisions outlined in the City's By-law, the site requires 9 vehicular parking spaces. In comparing the proposed parking supply with By-law requirements, the subject site meets the parking requirement.

#### Loading Area Review

AutoTURN software was used to generate a vehicular turning template to confirm and demonstrate the accessibility of the proposed driveway and visitor parking space. The AutoTURN analysis demonstrates that a passenger vehicle can effectively maneuver through the study area/parking space

#### **TABLE OF CONTENTS**

1.0.	INTRODUCTION	6
	1.1. Environs	6
2.0.	PARKING BY-LAW REQUIREMENTS	7
3.0.	Existing Traffic Volumes	8
	<ul><li><b>3.1. Existing Traffic Assessment</b></li><li>3.1.1. Evaluation of Existing Capacity Analysis at Unsignalized Intersections</li></ul>	9
4.0.	FUTURE BACKGROUND CONDITIONS	10
	4.1. Background Traffic Growth	.10
	4.2. Background Developments	.11
5.0.	TTS DATA SUMMARY	12
6.0.	SITE TRAFFIC	12
7.0.	FUTURE TOTAL TRAFFIC CONDITIONS	13
8.0.	SITE PLAN REVIEW	14
	8.1. AUTOTURN ANALYSIS	14
	8.2. SIGNAGE PLAN	.15
9.0.	TRANSPORTATION DEMAND MANAGEMENT	15
	9.1 PARKING MANAGEMENT	16
	9.2TRANSIT AND ACTIVE TRANSPORTATION MODE ASSESSMENT9.2.1.EXISTING ACTIVE TRANSPORTATION INFRASTRUCTURES	. <b>16</b> .16
	9.3 TDM IMPLEMENTATION	.17
10.0	CONCLUSION / RECOMMENDATIONS	. 17

#### **LIST OF FIGURES**

Figure 1-1 Subject Site Location Figure 1-2 Proposed Site Plan Figure 3-1 Existing Traffic Volumes Figure 4-1 Northbound Growth Rate Figure 4-2 Southbound Growth Rate Figure 4-3 Future (2024) Background Traffic Volumes Figure 6-1 Site Generated Traffic Volumes Figure 7-1 Future (2024) Total Traffic Volumes Figure 8-1 AutoTURN – Maneuverability Demonstration (P TAC-2017) Figure 8-2 Signage Plan

#### LIST OF TABLES

- Table 2.1 Vehicle Parking Requirements (Zoning By-law No. 0225-2007)
- Table 3.1 Level of Service Existing Traffic Assessments
- Table 3.2 Critical Gap, tC, and Follow-Up Time, tF, Averages AM Peak Hour
- Table 3.3 Level of Service Optimized Existing Traffic Assessments
- Table 4.1 Level of Service Future (2024) Background Traffic Assessments
- Table 5.1 TTS Data for Ward 25
- Table 6.1 Site Traffic Trip Generation (Based on ITE)
- Table 6.2 Site Traffic Trip Distribution for Residential Townhouse

#### **APPENDICES**

- Appendix A Proposed Site Plan
- Appendix B Existing Traffic Data
- Appendix C Existing Traffic Level of Service Calculations
- Appendix D Critical Gap and Follow Up Time Data Sheet
- Appendix E Optimized Existing Traffic Level of Service Calculations
- Appendix F Future Background Level of Service Calculations
- Appendix G TTS Data
- Appendix H Future Total Traffic Level of Service Calculations
- Appendix I Transit Route Services

#### 1.0. INTRODUCTION

Nextrans Consulting Engineers (A Division of NextEng Consulting Group Inc.) was retained by Julia Di Ciano, to undertake a Traffic Operations Assessment in support of a Site Plan Application for the proposed residential townhouse development. Subject lands are currently occupied by a single-family dwelling. The proposal is to demolish the existing structure and construct four (4), four (4)-storey townhouse dwelling units. The subject site is located at the northeast corner of Dixie Road and Venta Avenue in the City of Mississauga, municipally known as 2207 Dixie Road.

The subject site location is illustrated in Figure 1-1.



Figure 1-1 – Subject Site Location

#### 1.1. Environs

The proposed four (4) townhouse dwelling units located at 2207 Dixie Road are proposed to provide nine (9) parking spaces, eight (8) of which are for tenant use, and one (1) for visitors. On this basis, the intention of this study is to provide the required traffic analysis to estimate the feasibility of the proposed development.

Figure 1-2 illustrates the proposed site plan; Appendix A also provides larger scale version of the current site plan.



#### Figure 1-2 – Proposed Site Plan

#### 2.0. PARKING BY-LAW REQUIREMENTS

The City-wide Zoning By-law No. 0225-2007 has been adopted by the City of Mississauga Council and it was enacted on September 20, 2014.

As previously mentioned, the proposed development will provide a total of four (4) residential townhouse units.

The technical parking requirement for the subject site is detailed in **Table 2.1**.

Unit Type	Number of Units	Rate/Unit	Parking Requirement	Current Parking	Difference
Townhouse	4	2 space per dwelling unit	8	8	0
Visitor	4	0.25 spaces per dwelling unit	1	1	0
Total			9	9	0

Table 2.1 – Vehicle Parking Requirements (Zoning By-law No. 0225-2007)

In accordance with the City's parking provisions outlined in the City's By-law, the site requires 9 vehicular parking spaces. In comparing the proposed parking supply with By-law requirements, the subject site meets the parking requirement.

#### 3.0. Existing Traffic Volumes

Existing traffic volumes at the study area intersection of Dixie Road and Venta Avenue was undertaken by Spectrum Traffic on behalf of NexTrans Consulting Engineers on Thursday, October 10, 2019 during the morning (7:00 a.m. to 10:00 a.m.) and afternoon (4:00 p.m. to 7:00 p.m.) peak periods. Detailed traffic data sheets are provided in **Appendix B**.

#### 3.1. Existing Traffic Assessment

The existing volumes are illustrated in **Figure 3-1**, and were analyzed using Synchro 10 software. The methodology of the software follows the procedures described and outlined in the Highway Capacity Manual, HCM 2000, published by the Transportation Research Board. The detailed results are provided in **Appendix C** and summarized in **Table 3.1**.



#### Table 3.1 – Level of Service – Existing Traffic Assessments

		Weekd	ay AM Pe	ak Hour	Weekda	y PM Pe	ak Hour
Intersection	Movement	LOS (v/c)	Delay (s)	Queue (95 <sup>th</sup> m)	LOS (v/c)	Delay (s)	Queue (95 <sup>th</sup> m)
Dixie Road and Venta Avenue (unsignalized)	WBLR SBL	<b>F (0.50)</b> B (0.10)	<b>56.2</b> 13.4	<b>18.1</b> 2.5	<b>F (0.56)</b> B (0.11)	<b>67.1</b> 10.8	<b>20.6</b> 2.8

As summarized in **Table 3.1**, under existing conditions, the study intersection is currently operating at acceptable levels of service during both peak periods with the exception of the westbound left-right turning movement. During existing traffic conditions, the Bayview Avenue and Valley Road intersection is operating at LOS 'E' or better during the peak hour periods.

#### 3.1.1. Evaluation of Existing Capacity Analysis at Unsignalized Intersections

The existing traffic volumes were analyzed using Synchro 10.0 software and were based on the existing lane configuration of the study area road network and traffic controls. The methodology of the software follows the procedures described and outlined in the Highway Capacity manual, HCM 2000, published by the Transportation Research Board.

It is our experience that Synchro is overly conservative when assessing level of service at unsignalized oneway stop-controlled intersections. Factors such as platooning, and gap opportunities are not considered in the analysis as those parameters do not appear in the Synchro inputs for one-way stop control analysis. In order to address this shortcoming and provide an accurate assessment of level of service and volume to capacity (v/c) at unsignalized intersections, NexTrans has opted to employ video based turning movement counts. The videos allow for queuing, turning delay and gap study analysis. Using the videos provided by Spectrum Traffic Data Inc., we have reviewed the videos to determine the critical gap (tC) and follow up time (tF) during the AM and PM peak hour periods to input into Synchro 10.0. The surveyed Critical Gap study data sheet experienced during the AM and PM peak hour is detailed in **Appendix D**. The average critical gap and follow up times for the default Synchro outputs during both peak periods for the westbound shared lanes at the Dixie Road and Venta Avenue intersection is detailed in **Table 3.2**.

			,,					
	Critical Ga	ap (s)	Follow-Up	o Time (s)	Critica	l Gap (s)	Follow-Up	Time (s)
Intersection	West	bound /	AM Peak Pe	riod	V	Vestbound	PM Peak Pe	riod
	WBL	WBR	WBL	WBR	WBL	WBR	WBL	WBR
Synchro Default Outputs	6.8	7.0	3.5	3.4	6.8	7.0	3.5	3.4
Dixie Road and Venta Avenue	4.8	4.5	3.6	3.0	5.6	-	3.4	3.1

#### Table 3.2 – Critical Gap, tC, and Follow-Up Time, tF, Averages AM Peak Hour

The Synchro parameters for Critical Gap and Follow-Up Time have been updated based on the results summarized in **Table 3.2**. The detailed results are provided in **Appendix E** and summarized in **Table 3.3**.

TUDIC		$\mathbf{O}\mathbf{C}\mathbf{I}$ where $\mathbf{O}\mathbf{C}$	puinizeu L	Nisting man	C A33C3311	CIILO	
		Weekday AM Peak Hour Weekday PM Peak Ho			ak Hour		
Intersection	Movement	LOS (v/c)	Delay (s)	Queue (95 <sup>th</sup> m)	LOS (v/c)	Delay (s)	Queue (95 <sup>th</sup> m)
Dixie Road and Venta Avenue (unsignalized)	WBLR SBL	C (0.20) B (0.10)	18.1 13.4	5.5 2.5	D (0.29) B (0.11)	26.4 10.8	8.8 2.8

#### Table 3.3 – Level of Service – Optimized Existing Traffic Assessments

Under existing conditions, the study area intersection is currently operating at excellent levels of service during both peak periods with no critical movements identified.

The calculated critical gap (tc) and follow-up time (tf) will be carried forward for future background and future total analysis during both peak hour periods.

#### 4.0. FUTURE BACKGROUND CONDITIONS

#### 4.1. Background Traffic Growth

The AADT data for years 1996 to 2012, provided by Peel Region, for Dixie Road 0.5km north of Queensway, indicates a negative annual growth rate. As a conservative approach, a 0.5% growth rate per annum is assumed for the north-south through traffic on Dixie Road. **Figures 4-1** and **4-2** depict the growth rates for the northbound and southbound directions respectively.







Figure 4-2 – Southbound Growth Rate

#### 4.2. Background Developments

No background developments were assumed in the analysis since a conservative growth rate of 0.5% was utilized for the future background analysis. The future (2024) background traffic volumes are provided in **Figure 4-3**. **Table 4.1** summarizes the level of service at the given intersection under future background traffic conditions. An applied growth rate of 0.5%, which given the general build-out conditions of the immediate area, can be considered a conservative approach to the traffic assessment. Detailed output analysis can be found in **Appendix F**.





	tersection Movement LOS Delay Queue LOS Delay		y PM Pe	ak Hour			
Intersection	Movement	LOS (v/c)	Delay (s)	Queue (95 <sup>th</sup> m)	LOS (v/c)	Delay (s)	Queue (95 <sup>th</sup> m)
Dixie Road and Venta Avenue (unsignalized)	WBLR SBL	C (0.21) B (0.10)	18.7 13.7	5.8 2.6	D (0.30) B (0.11)	27.9 10.9	9.3 2.8

#### Table 4.1 – Level of Service - Future (2024) Background Traffic Assessments

As summarized in **Table 4.1**, under future background conditions, the study intersection will continue to operate at acceptable levels of service during both peak periods with no critical movements. During future background traffic conditions, the Dixie Road and Venta Avenue intersection is operating at LOS 'D' or better during the peak hour periods.

#### 5.0. TTS DATA SUMMARY

According to the TTS data, approximately 20% of people in the vicinity utilize alternative modes of transportation, such as transit, walking, and cycling, as summarized in **Table 5.1**. TTS Data sheet is provided in **Appendix G**.

	Modes of Travel							
<b>Time Period</b>	Auto Mo	de of Travel	Non-Auto Mode of Travel					
	Driver	Passenger	Transit	GO Train	Walking & Cycling	Other		
6-9AM	68%	10%	6%	8%	7%	2%		
24 Hours	72%	11%	5%	5%	5%	1%		
Average	70%	10%	6%	7%	6%	1%		
Total	80%				20%			

#### Table 5.1 – TTS Data for Ward 25

#### 6.0. SITE TRAFFIC

The development proposal is to construct four (4), four (4)-storey residential townhouse units. Trip rates and site generated trips were derived from the information contained in the *Trip Generation Manual*, 10<sup>th</sup> Edition published by the Institute of Transportation Engineers (ITE) for "Multifamily Housing (Mid-Rise)" (LUC 221). The trip generation summary is shown in **Table 6.1**.

				,			
ITE Land Lica	Parameter Morning Peak Hour Afternoon Pe		oon Pea	k Hour			
TE Land Use	Farameter	In	Out	Total	In	Out	Total
Multifamily Housing	Gross New Trips	0	1	1	1	1	2
(Mid-Rise) (LUC 221) 4 Units	Gross Trip Rate	0.00	0.25	0.25	0.25	0.25	0.50
Total	New Trips	0	1	1	1	1	2

Table 6.1 – Site Traffic Trip Generation (Based on ITE)

The proposed development is anticipated to generate one (1) two-way trips (zero (0) inbound and one (1) outbound) during the AM peak hours and two (2) two-way trips (one (1) inbound and one (1) outbound) during the PM peak hours.

The assumptions for the trip distribution rates are based on the information extracted from the existing traffic patterns that drivers would take to access the subject site, and engineering judgement based on ease of site access. As a result, site trip distribution is summarized for the inbound and outbound site traffic movements during the morning and afternoon peak hours in **Table 6.2** with the trip assignment illustrated in **Figure 6-1**.

Direction	Vie	AM Pe	ak Hour	PM Pe	ak Hour
Direction	via	Inbound	Outbound	Inbound	Outbound
North	Dixie Road	76%	76%	69%	69%
South	Dixie Road	24%	24%	31%	31%
	Total	100%	100%	100%	100%





#### 7.0. FUTURE TOTAL TRAFFIC CONDITIONS

The forecasted 2024 future total traffic volumes (future background traffic volumes plus site generated traffic volumes) are illustrated in **Figure 7-1**, and were analyzed using Synchro 10 software. The detailed calculations are provided in **Appendix H** and summarized in **Table 7.1**.



Figure 7-1 – Future (2024) Total Traffic Volumes

#### Table 7.1 – Level of Service – Future (2024) Total Traffic Assessments

		Weekda	y AM Pea	k Hour	Weekday	PM Pe	ak Hour
Intersection	Movement	LOS (v/c)	Delay (s)	Queue (95 <sup>th</sup> m)	LOS (v/c)	Delay (s)	Queue (95 <sup>th</sup> m)
Dixie Road and Venta Avenue (unsignalized)	WBLR SBL	C (0.21) B (0.10)	18.6 13.7	5.8 2.6	D (0.31) B (0.11)	27.7 10.9	9.5 2.9
Venta Avenue and Site Access (unsignalized)	EBLT SBLR	- A (<0.01)	- 8.6	- 0.0	A (<0.01) A (<0.01)	0.1 8.5	0.0 0.0

As summarized in **Table 7.1**, under future total conditions, the study intersection will continue to operate at acceptable levels of service during both peak periods with no critical movements. During future background traffic conditions, the Dixie Road and Venta Avenue intersection is operating at LOS 'D' or better, and the Venta Avenue and Site access intersection will operate at LOS 'A' during the peak hour periods.

#### 8.0. SITE PLAN REVIEW

#### 8.1. AUTOTURN ANALYSIS

AutoTURN software was used to generate a vehicular turning template to confirm and demonstrate the accessibility of the proposed driveway and visitor parking space. As illustrated in **Figure 8-1**, the AutoTURN analysis demonstrates that a passenger vehicle can effectively maneuver through the study area/parking space.

#### 8.2. SIGNAGE PLAN

In accordance with Ontario Traffic Manual (OTM) Book 5, we recommend appropriate signage consisting of a STOP Sign (Ra-1) and STOP bar be provided on the Venta Avenue driveway. See **Figure 8-2**.





#### 9.0. TRANSPORTATION DEMAND MANAGEMENT

Transportation demand management (TDM) refers to variety of strategies to reduce congestion, minimize the number of single-occupant vehicle, encourage non-auto modes of travel, and reduce vehicle dependency to create a sustainable transportation system. Typically, TDM strategies are for residential and office developments where large quantities of people congregate in one origin or destination.

#### 9.1 PARKING MANAGEMENT

Based on our experience, excessive parking supply imposes environmental costs, contradicts community development objectives for more livable and walkable communities, and tends to increase driving and discourage the use of alternative mode of travel. It is anticipated that the combination of reduced parking supply and an efficient public transit system will encourage the use of alternative modes of travel.

#### 9.2 TRANSIT AND ACTIVE TRANSPORTATION MODE ASSESSMENT

The subject site is situated in a transit supportive neighborhood with bus stops located approximately a 2-minute walk to the subject site, which is within comfortable walking distance, and the Dixie GO Station located approximately a 1.3 km (i.e. 15 minute walk) from the subject site. The route services are illustrated in **Appendix I**. The route services in the immediate area are described below:

- 4 Sherway Gardens The 4 Sherway Gardens bus operates every 25 minutes between Glengarry Road/Dundas Street and Islington Subway Drop Off, generally in an east-west direction. This route operates from 5:00 AM to 10:30 PM on weekdays, 6:15 AM to 9:45 PM on Saturdays and 8:00 AM to 7:30 PM on Sundays.
- **5 Dixie** The 5 Dixie bus operates every 25 minutes between Long Ranch GO Station and Columbus Road/Derry Road, generally in a north-south direction. This route operates from 4:20 AM to 2:00 AM on weekdays, 4:50 AM to 12:00 AM on Saturdays and 7:15 AM to 8:30 PM on Sundays.
- Dixie GO Station The Milton GO train operates every 30 minutes during the morning hours, and every 60 minutes throughout the rest of the day between Milton GO Station and Union Station, with a stop at Dixie GO Station, generally in an east-west direction. This route operates from 4:50 AM to 12:30 AM on weekdays, from 5:30 AM to 12:30 AM on weekends. Accessible service is provided on this route.

#### 9.2.1. EXISTING ACTIVE TRANSPORTATION INFRASTRUCTURES

#### Sidewalks

The area surrounding the subject site is serviced with dedicated walkways. Currently, sidewalks are available on both sides of Dixie Road, Queensway East, Venta Avenue and Denise Road.

#### **Bicycle Lanes**

Currently there are multi-use trails on Dixie Road between Peimate Road and Tonolli Road Road, and on Queensway East between Greenhurst Avenue and Glengary Road.

Figure 9-2 depicts the bike lanes and sidewalk availabilities in the area of the subject site.



#### Figure 9-2 – Sidewalk and Cycling Map

#### 9.3 TDM IMPLEMENTATION

The owner is committed to promote sustainable transportation systems. It actively encourages its tenants to explore and take advantage of the alternative modes of travelling available within their neighbourhood. The City of Mississauga Smart Commute webpage can provide a comprehensive list of items including materials, e-resources, links and PDF brochures on the following categories: Public Transit, Smart Commute, Cycling Information, and Active Transportation.

#### 10.0 CONCLUSION / RECOMMENDATIONS

The proposal is to demolish the existing structure and construct four (4), four (4)-storey townhouse dwelling units. The subject site is located at the northeast corner of Dixie Road and Venta Avenue in the City of Mississauga, municipally known as 2207 Dixie Road.

The proposed development is anticipated to generate one (1) two-way trips (zero (0) inbound and one (1) outbound) during the AM peak hours and two (2) two-way trips (one (1) inbound and one (1) outbound) during the PM peak hours.

The intersection capacity analysis results (based on the methodology and procedures outlines in the Highway Capacity Manual, HCM 2000, published by the Transportation Research Board) indicate that the study intersection and access are expected to continue to operate with acceptable levels of service.

To ensure safe traffic operation in the area, it is recommended that a STOP sign (Ra-1) and STOP bar be installed at the egress driveway of the subject site onto Valley Road.

In accordance with the City's parking provisions outlined in the City's By-law, the site requires 9 vehicular parking spaces. In comparing the proposed parking supply with By-law requirements, the subject site meets the parking requirement.

An AutoTURN analysis demonstrates that a passenger vehicle can effectively maneuver through the study area/parking space.

In summary, we believe in light of the traffic assessment and parking provisions, the proposed parking conditions are sufficient to accommodate the anticipated parking demands for the proposed subject site.



Appendix A - Proposed Site Plan



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DISTANCE NOTE DISTANCES SHOWN HEREON ARE GROUND DISTANCES AND CAN BE CONVERTED TO GRID DISTANCES BY MULTIPLYING BY A COMBINED SCALE FACTOR OF 0.99974907.

		I REQUIRE THIS PLAN TO BE DEPOSITED UNDER THE LAND TITLES ACT	PLAN 43R-	
		DATE :	RECEIVED AND DEPOSITED	
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.90 M<sup>2</sup> .46 M<sup>2</sup> .85 M<sup>2</sup> 7.28M 7.72M .24 M 3.00 M SOUTH-EAST SETBACK\_\_\_\_\_\_ 9.84 FT DRIVEWAY (ROAD) (22.19%) 1,677 FT<sup>2</sup> 155.78  $M^2$ BUILDINGS' AREA (UNDER ROOF) \_\_\_\_ (44.80%) 3,385 FT<sup>2</sup> 314.46 M<sup>2</sup> LANDSCAPED OPEN <u>SPACE (33.01%) 2,493</u> FT<sup>2</sup> 231.66 M<sup>2</sup> LOT AREA (100.00%) 7,555 FT<sup>2</sup> 701.90 M<sup>2</sup> PROVIDED PARKING SPACE: FOR RESIDENTIAL UNITS 8

FOR VISITOR  $(0.25 \times 8 = 1)$  1

SCP 075750322 4829139.01 614641.04 614552.56 SCP 075750329 4829835.66 COORDINATES CANNOT, IN THEMSELVES, BE USED TO RE-ESTABLISH CORNERS OR BOUNDARIES SHOWN ON THIS PLAN

SPECIFIED CONTROL POINTS (SCPs): UTM ZONE 17, NAD 83 (ORIGINAL) COORDINATES TO URBAN ACCURACY PER SECTION

NORTHING

EASTING

(ORIGINAL)

14(2) OF O.REG. 216/10

	KENDAL ROAD	DIXIE ROAD	QUEENS VENTA A SUBJ	SAUGA REA MAP IN SCALE)	
	SUED FOR 2	ZONING APP	ROVAL	SEPT.16/2019	0P
NO.	OR REVIEW	REVISION	VS	DATE	BY.
CON REF PROJI	ITRACTOR SHORT ANY DI DCEEDING WI ECT 2207 Mississ	HALL CHECK SCREPANCIE TH THE WOF NIT T DIXIE ROA Sauga, On 1:2	AND VERIF S TO THE K. OWN D tario 200 E PL	Y ALL DIMENSIONS DESIGNER BEFORE	AND
DEVEL FOI CO CO 200 Etobi M9W DESIGNE PREPARI	DPER Untain nstruc nsultin Ronson D coke, Ont 5Z9 D By ( (ED BY)	Hill ction & ng Lte rive, Suite ario	<b>λ</b> <b>d.</b> ⇒ 101	PROJECT NO.	

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Appendix B – Existing Traffic Data



#### Turning Movement Count Location Name: DIXIE RD & VENTA AVE Date: Thu, Oct 10, 2019 Deployment Lead: David Chu

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#### Turning Movement Count (1. DIXIE RD & VENTA AVE) CustID: 00402540 MioID: 707375

Stort Time	N Approach DIXIE RD					<b>E Approach</b> VENTA AVE						S Approach DIXIE RD				Int. Total (15 min)	Int. Total (1 hr)
Start Time	Thru N:S	Left N:E	U-Turn N:N	Peds N:	Approach Total	Right E:N	Left E:S	U-Turn E:E	Peds E:	Approach Total	Right S:E	Thru S:N	U-Turn S:S	Peds S:	Approach Total		
07:00:00	146	3	2	0	151	15	3	0	0	18	0	172	0	0	172	341	
07:15:00	156	5	2	0	163	12	3	0	0	15	1	210	0	0	211	389	
07:30:00	218	5	0	0	223	9	3	0	0	12	0	264	0	1	264	499	
07:45:00	229	7	5	0	241	11	5	0	1	16	3	312	1	0	316	573	1802
08:00:00	240	12	1	0	253	12	4	0	1	16	1	278	0	0	279	548	2009
08:15:00	260	9	1	1	270	9	1	0	0	10	4	331	0	0	335	615	2235
08:30:00	204	4	2	0	210	12	4	0	0	16	1	293	0	0	294	520	2256
08:45:00	132	1	2	1	135	8	3	0	0	11	2	283	0	2	285	431	2114
09:00:00	160	3	1	0	164	12	5	0	2	17	1	211	0	0	212	393	1959
09:15:00	164	4	1	0	169	7	1	0	0	8	2	235	0	0	237	414	1758
09:30:00	144	4	1	0	149	10	2	0	1	12	3	186	0	1	189	350	1588
09:45:00	136	6	1	0	143	10	3	0	1	13	2	217	0	0	219	375	1532
***BREAK	(***	,	-					-		-						_	-
16:00:00	382	14	3	1	399	6	0	0	0	6	0	258	1	2	259	664	
16:15:00	420	10	3	0	433	7	1	0	0	8	3	259	0	1	262	703	
16:30:00	410	13	10	0	433	3	5	0	1	8	3	228	0	0	231	672	
16:45:00	433	19	6	0	458	8	3	0	0	11	1	238	0	1	239	708	2747
17:00:00	465	14	2	0	481	6	1	0	1	7	4	215	0	0	219	707	2790
17:15:00	473	12	1	0	486	12	4	0	1	16	5	205	0	0	210	712	2799
17:30:00	420	19	2	0	441	9	4	0	2	13	1	184	0	2	185	639	2766
17:45:00	437	13	4	0	454	3	1	0	1	4	5	209	0	0	214	672	2730
18:00:00	376	14	0	1	390	6	1	0	1	7	3	204	0	1	207	604	2627
18:15:00	367	10	5	0	382	3	2	0	0	5	3	241	0	2	244	631	2546
18:30:00	380	7	5	0	392	7	2	0	1	9	4	199	0	1	203	604	2511



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18:45:00

Grand Total

#### Turning Movement Count Location Name: DIXIE RD & VENTA AVE Date: Thu, Oct 10, 2019 Deployment Lead: David Chu

	Date: Thu, Oct 10, 2019 Deployment Lead: David Chu												3 3
0	342	9	3	0	0	12	7	176	0	2	183	537	2376
4	7362	206	64	0	14	270	59	5608	2	16	5669	13301	-
	-	76.3%	23.7%	0%		-	1%	98.9%	0%		-	-	-
	55.3%	1.5%	0.5%	0%		2%	0.4%	42 2%	0%		42.6%	-	-

Approach%	96.1%	3%	0.9%	-	76.3%	23.7%	0%	-	1%	98.9%	0%	-	-	-
Totals %	53.2%	1.6%	0.5%	55.3%	1.5%	0.5%	0%	2%	0.4%	42.2%	0%	42.6%	-	-
Heavy	217	8	0	-	6	1	0	-	4	222	0	-	-	-
Heavy %	3.1%	3.7%	0%	-	2.9%	1.6%	0%	-	6.8%	4%	0%	-	-	-
Bicycles	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycle %	-	-	-	-	-	-	-	-	-	-	-	-	-	-

NexTrans



#### Turning Movement Count Location Name: DIXIE RD & VENTA AVE Date: Thu, Oct 10, 2019 Deployment Lead: David Chu

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Peak Hour: 07:45 AM - 08:45 AM Weather: Few Clouds (7.19 °C)																
Start Time			N Ap DIX	<b>proach</b> IE RD				E App VEN	oroach FA AVE				S App DIXI	<b>roach</b> E RD		Int. Total (15 min)
	Thru	Left	U-Turn	Peds	Approach Total	Right	Left	U-Turn	Peds	Approach Total	Right	Thru	U-Turn	Peds	Approach Total	
07:45:00	229	7	5	0	241	11	5	0	1	16	3	312	1	0	316	573
08:00:00	240	12	1	0	253	12	4	0	1	16	1	278	0	0	279	548
08:15:00	260	9	1	1	270	9	1	0	0	10	4	331	0	0	335	615
08:30:00	204	4	2	0	210	12	4	0	0	16	1	293	0	0	294	520
Grand Total	933	32	9	1	974	44	14	0	2	58	9	1214	1	0	1224	2256
Approach%	95.8%	3.3%	0.9%		-	75.9%	24.1%	0%		-	0.7%	99.2%	0.1%		-	-
Totals %	41.4%	1.4%	0.4%		43.2%	2%	0.6%	0%		2.6%	0.4%	53.8%	0%		54.3%	-
PHF	0.9	0.67	0.45		0.9	0.92	0.7	0		0.91	0.56	0.92	0.25		0.91	-
Heavy	46	3	0		49	3	0	0		3	3	52	0		55	
Heavy %	4.9%	9.4%	0%		5%	6.8%	0%	0%		5.2%	33.3%	4.3%	0%		4.5%	-
Lights	886	29	9		924	41	14	0		55	6	1162	1		1169	
Lights %	95%	90.6%	100%		94.9%	93.2%	100%	0%		94.8%	66.7%	95.7%	100%		95.5%	-
Single-Unit Trucks	21	0	0		21	0	0	0		0	1	26	0		27	-
Single-Unit Trucks %	2.3%	0%	0%		2.2%	0%	0%	0%		0%	11.1%	2.1%	0%		2.2%	-
Buses	21	3	0		24	2	0	0		2	1	23	0		24	-
Buses %	2.3%	9.4%	0%		2.5%	4.5%	0%	0%		3.4%	11.1%	1.9%	0%		2%	-
Articulated Trucks	4	0	0		4	1	0	0		1	1	3	0		4	-
Articulated Trucks %	0.4%	0%	0%		0.4%	2.3%	0%	0%		1.7%	11.1%	0.2%	0%		0.3%	-
Bicycles on Road	1	0	0		1	0	0	0		0	0	0	0		0	-
Bicycles on Road %	0.1%	0%	0%		0.1%	0%	0%	0%		0%	0%	0%	0%		0%	-
Pedestrians	-	-	-	1	-	-	-	-	2	-	-	-	-	0	-	-
Pedestrians%	-	-	-	33.3%		-	-	-	66.7%		-	-	-	0%		-
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
Bicycles on Crosswalk%	-	-	-	0%		-	-	-	0%		-	-	-	0%		-



#### Turning Movement Count Location Name: DIXIE RD & VENTA AVE Date: Thu, Oct 10, 2019 Deployment Lead: David Chu

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			Pea	ak Hou	ur: 04:30 PM -	05:30 F	PM V	Neathe	r: Sca	ttered Clouds	(16.37	′ ° C)				
Start Time			N App Dixi	proach E RD				<b>E App</b> VENT	roach A AVE	: :			S App DIX	<b>proach</b> IE RD		Int. Total (15 min)
	Thru	Left	U-Turn	Peds	Approach Total	Right	Left	U-Turn	Peds	Approach Total	Right	Thru	U-Turn	Peds	Approach Total	
16:30:00	410	13	10	0	433	3	5	0	1	8	3	228	0	0	231	672
16:45:00	433	19	6	0	458	8	3	0	0	11	1	238	0	1	239	708
17:00:00	465	14	2	0	481	6	1	0	1	7	4	215	0	0	219	707
17:15:00	473	12	1	0	486	12	4	0	1	16	5	205	0	0	210	712
Grand Total	1781	58	19	0	1858	29	13	0	3	42	13	886	0	1	899	2799
Approach%	95.9%	3.1%	1%		-	69%	31%	0%		-	1.4%	98.6%	0%		-	-
Totals %	63.6%	2.1%	0.7%		66.4%	1%	0.5%	0%		1.5%	0.5%	31.7%	0%		32.1%	-
PHF	0.94	0.76	0.48		0.96	0.6	0.65	0		0.66	0.65	0.93	0		0.94	-
Heavy	28	1	0		29	1	0	0		1	0	25	0		25	-
Heavy %	1.6%	1.7%	0%		1.6%	3.4%	0%	0%		2.4%	0%	2.8%	0%		2.8%	-
Lights	1753	57	19		1829	28	13	0		41	13	860	0		873	-
Lights %	98.4%	98.3%	100%		98.4%	96.6%	100%	0%		97.6%	100%	97.1%	0%		97.1%	-
Single-Unit Trucks	12	0	0		12	1	0	0		1	0	14	0		14	-
Single-Unit Trucks %	0.7%	0%	0%		0.6%	3.4%	0%	0%		2.4%	0%	1.6%	0%		1.6%	-
Buses	14	1	0		15	0	0	0		0	0	5	0		5	-
Buses %	0.8%	1.7%	0%		0.8%	0%	0%	0%		0%	0%	0.6%	0%		0.6%	-
Articulated Trucks	2	0	0		2	0	0	0		0	0	6	0		6	-
Articulated Trucks %	0.1%	0%	0%		0.1%	0%	0%	0%		0%	0%	0.7%	0%		0.7%	-
Bicycles on Road	0	0	0		0	0	0	0		0	0	1	0		1	-
Bicycles on Road %	0%	0%	0%		0%	0%	0%	0%		0%	0%	0.1%	0%		0.1%	-
Pedestrians	-	-	-	0	-	-	-	-	2	-	-	-	-	1	-	-
Pedestrians%	-	-	-	0%		-	-	-	50%		-	-	-	25%		-
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-	-
Bicycles on Crosswalk%	-	-	-	0%		-	-	-	25%		-	-	-	0%		-



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# Appendix C – Existing Traffic Level of Service Calculations

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Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	M		<b>4</b> 14		5	**	
Traffic Volume (veh/h)	14	44	1214	9	32	933	
Future Volume (Veh/h)	14	44	1214	9	32	933	
Sign Control	Stop		Free			Free	
Grade	0%		0%			0%	
Peak Hour Factor	0.70	0.92	0.92	0.56	0.67	0.90	
Hourly flow rate (vph)	20	48	1320	16	48	1037	
Pedestrians							
Lane Width (m)							
Walking Speed (m/s)							
Percent Blockage							
Right turn flare (veh)							
Median type			None			None	
Median storage veh)			-			-	
Upstream signal (m)							
pX, platoon unblocked							
vC, conflicting volume	1942	668			1336		
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	1942	668			1336		
tC, single (s)	6.8	7.0			4.3		
tC, 2 stage (s)							
tF (s)	3.5	3.4			2.3		
p0 queue free %	62	88			90		
cM capacity (veh/h)	52	389			477		
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3	
Volume Total	68	880	456	48	518	518	
Volume Left	20	0	0	48	0	0	
Volume Right	48	0	16	0	0	0	
cSH	135	1700	1700	477	1700	1700	
Volume to Capacity	0.50	0.52	0.27	0.10	0.30	0.30	
Queue Length 95th (m)	18 1	0.0	0.0	2.5	0.0	0.0	
Control Delay (s)	56.2	0.0	0.0	13.4	0.0	0.0	
Lane LOS	F	0.0	0.0	B	0.0	0.0	
Approach Delay (s)	56.2	0.0		0.6			
Approach LOS	F	0.0		0.0			
Intersection Summary							
			10				
Average Delay	ration			10		of Convior	
Analysis Period (min)	au011		44.0%	iC	O Level (		
Analysis Period (min)			15				

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	M		<b>4</b> 14		5	**
Traffic Volume (veh/h)	13	29	886	13	58	1781
Future Volume (Veh/h)	13	29	886	13	58	1781
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.65	0.60	0.93	0.65	0.76	0.94
Hourly flow rate (vph)	20	48	953	20	76	1895
Pedestrians	3		1			
Lane Width (m)	3.7		3.7			
Walking Speed (m/s)	1.1		1.1			
Percent Blockage	0		0			
Right turn flare (veh)	-		-			
Median type			None			None
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC. conflicting volume	2066	490			976	
vC1. stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2066	490			976	
tC, single (s)	6.8	7.0			4.1	
tC. 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	53	91			89	
cM capacity (veh/h)	43	520			700	
Direction Lane #	W/R 1	NR 1	NR 2	SB 1	SB 2	SB 3
Volume Total	68	635	338	76	0/8	0/8
Volume Left	20	000	0.00	76	0+0	0+0
Volume Pight	/8	0	20	10	0	0
	101	1700	1700	700	1700	1700
Volume to Canacity	0.56	0.37	0.20	0.11	0.56	0.56
Ouque Length 95th (m)	20.6	0.57	0.20	2.8	0.50	0.50
Control Delay (s)	20.0	0.0	0.0	10.8	0.0	0.0
	07.1 E	0.0	0.0	10.0 B	0.0	0.0
Approach Delay (s)	67.1	0.0		0.4		
Approach LOS	07.1 E	0.0		0.4		
	Г					
Intersection Summary						
Average Delay			1.8			
Intersection Capacity Utiliz	zation		59.2%	IC	U Level	of Service
Analysis Period (min)			15			

## Appendix D – Critical Gap and Follow Up Time Data Sheet

Time	Observed Critical Gap Time per Vehicle (sec.)	Observed Follow-Up Time per Vehicle (sec.)	Observed Critical Gap Time per Vehicle (sec.)	Observed Follow-Up Time per Vehicle (sec.)
	Movement WBL	Movement WBL	Movement WBR	Movement WBR
Dixie Ro	ad and Venta Avenue	@ 7:45 AM – 8:45	AM (AM Peak Hour)	
7:45:22 AM – 7:45:30 AM	8	-	-	-
7:46:35 AM – 7:46:38 AM	-	-	3	-
7:47:45 AM – 7:47:49 AM	-	-	4	-
7:48:34 AM – 7:48:38 AM	4	-	-	-
7:50:19 AM – 7:50:22 AM	-	-	3	-
7:51:27 AM – 7:51:30 AM	-		3	-
7:51:30 AM – 7:51:31 AM	-	-	-	1
7:52:44 AM – 7:52:47 AM	3	-	-	-
7:56:02 AM – 7:56:09 AM	7		-	-
7:56:05 AM – 7:56:09 AM	-	-	-	4
7:56:22 AM – 7:56:24 AM	-	-	2	-
7:57:29 AM – 7:57:32 AM	-	-	3	-
7:58:00 AM – 7:58:04 AM	-	-	4	-
7:58:13 AM – 7:58:19 AM	6	-	-	-
7:58:13 AM – 7:58:19 AM	-	-	6	-
8:00:20 AM – 8:00:23 AM	3	-	-	-
8:00:34 AM – 8:00:37 AM	-	-	3	-
8:01:39 AM – 8:01:42 AM	-	-	3	-
8:02:11 AM – 8:02:16 AM	-	-	5	-
8:02:20 AM – 8:02:23 AM	3	-	-	-
8:02:24 AM – 8:02:27 AM	-	-	-	3
8:04:37 AM – 8:04:40 AM	-	-	3	-
8:05:53 AM – 8:05:58 AM	-	-	5	-
8:06:15 AM – 8:06:20 AM	5	-	-	-
8:08:28 AM – 8:08:31 AM	-	-	3	-
8:08:48 AM – 8:08:50 AM	-	-	2	-
8:11:49 AM – 8:11:55 AM	6	-	-	-
8:12:21 AM – 8:12:24 AM	-	-	3	-
8:13:52 AM – 8:13:55 AM	-	-	3	-
8:13:55 AM – 8:13:58 AM	-	-	-	3
8:15:54 AM – 8:15:57 AM	-	-	3	-
8:18:23 AM – 8:18:27 AM	-	-	4	-
8:18:46 AM – 8:18:48 AM	-	-	4	-
8:19:11 AM – 8:19:14 AM	-	-	3	-
8:22:59 AM – 8:23:02 AM	-	-	3	-
8:24:54 AM – 8:24:57 AM	-	-	3	-

### Table 2.1 – Observed Critical Gap, tC and Follow-Up Time, tF (Westbound AM)

8:25:42 AM – 8:25:45 AM	-	-	3	-
8:26:54 AM – 8:26:56 AM	-	-	2	-
8:27:32 AM – 8:27:37 AM	-	-	5	-
8:28:50 AM – 8:28:54 AM	4	-	-	-
8:34:27 AM – 8:34:29 AM	-	-	2	-
8:34:30 AM – 8:34:33 AM	-	-	-	3
8:34:42 AM – 8:34:48 AM	-	-	6	-
8:35:35 AM – 8:35:40 AM	-	-	5	-
8:35:48 AM – 8:35:51 AM	3	-	-	-
8:36:24 AM – 8:36:27 AM	-	-	3	-
8:37:17 AM – 8:37:21 AM	-	-	4	-
8:38:59 AM – 8:39:04 AM	-	-	5	-
8:40:17 AM – 8:40:20 AM	-	-	3	-
8:40:20 AM – 8:40:25 AM	-	5	-	-
8:41:24 AM – 8:41:26 AM	-	-	2	-
8:41:27 AM – 8:41:31 AM	-	-	-	4
8:42:54 AM – 8:43:00 AM	6	-	-	-
8:43:00 AM – 8:43:04 AM	-	4	-	-
8:44:20 AM – 8:44:23 AM	-	-	3	-
Average AM Peak Hour	4.8	4.5	3.6	3

Table 2.2 – Observed Critical Gap, tC and Follow-Up Time, tF (Westbound PM)

Table 2.2 – Observed Critical Gap, tC and Follow-Up Time, tF (Westbound PM)											
Time	Observed Critical Gap Time per Vehicle (sec.)	Observed Follow-Up Time per Vehicle (sec.)	Observed Critical Gap Time per Vehicle (sec.)	Observed Follow-Up Time per Vehicle (sec.)							
	Movement WBL	Movement WBL	Movement WBR	Movement WBR							
Dixie Ro	ad and Venta Avenue	@ 4:30 PM – 5:30	PM (PM Peak Hour)								
4:34:18 PM – 4:34:23 PM	5	-	-	-							
4:34:26 PM – 4:34:29 PM	-	-	-	3							
4:37:58 PM – 4:38:01 PM	3	-	-	-							
4:38:13 PM – 4:38:17 PM	-	-	4	-							
4:38:16 PM – 4:38:21 PM	5	-	-	-							
4:38:26 PM – 4:38:32 PM	6	-	-	-							
4:42:07 PM – 4:42:11 PM	4	-	-	-							
4:46:12 PM – 4:46:16 PM	-	-	4	-							
4:46:32 PM – 4:46:34 PM	-	-	2	-							
4:46:53 PM – 4:46:56 PM	-	-	3	-							
4:47:56 PM – 4:48:01 PM	5	-	-	-							
4:48:43 PM – 4:48:45 PM	-	-	2	-							
4:49:24 PM – 4:49:28 PM	-	-	4	-							
4:50:44 PM – 4:50:51 PM	7	-	-	-							

4:50:46 PM - 4:50:49 PM	_	-	_	3
4:51:04 PM – 4:51:07 PM	-	-	-	3
4:56:40 PM – 4:56:48 PM	8	-	-	-
4:57:38 PM – 4:57:40 PM	-	-	2	-
5:01:26 PM – 5:01:29 PM	-	-	3	-
5:05:51 PM – 5:05:55 PM	-	-	4	-
5:12:16 PM – 5:12:19 PM	-	-	3	-
5:13:17 PM – 5:13:21 PM	-	-	4	-
5:13:59 PM – 5:14:04 PM	5	-	-	-
5:14:01 PM – 5:14:04 PM	-	-	-	3
5:14:53 PM – 5:14:57 PM	-	-	4	-
5:15:17 PM – 5:15:23 PM	6	-	-	-
5:16:09 PM – 5:16:15 PM	6	-	-	-
5:17:33 PM – 5:17:36 PM	-	-	3	-
5:19:07 PM – 5:19:11 PM	-	-	4	-
5:19:48 PM – 5:19:51 PM	-	-	3	-
5:23:12 PM – 5:23:15 PM	-	-	3	-
5:23:16 PM – 5:23:20 PM	-	-	-	4
5:23:34 PM – 5:23:37 PM	-	-	3	-
5:23:41 PM – 5:23:45 PM	-	-	4	-
5:26:02 PM – 5:26:06 PM	-	-	4	-
5:27:45 PM – 5:27:51 PM	-	-	6	-
5:29:20 PM – 5:29:28 PM	8	-	-	-
5:29:20 PM – 5:29:23 PM	-	-	-	3
5:29:32 PM – 5:29:37 PM	5	-	-	-
5:29:57 PM – 5:29:59 PM	-	-	2	-
5:29:59 PM – 5:30:02 PM	-	-	-	3
Average PM Peak Hour	5.6	-	3.4	3.1

Appendix E – Optimized Existing Traffic Level of Service Calculations

	1	*	Ť	1	1	ŧ		
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations	Y		<b>†</b> Ъ		5	**		
Traffic Volume (veh/h)	14	44	1214	9	32	933		
Future Volume (Veh/h)	14	44	1214	9	32	933		
Sign Control	Stop		Free			Free		
Grade	0%		0%			0%		
Peak Hour Factor	0.70	0.92	0.92	0.56	0.67	0.90		
Hourly flow rate (vph)	20	48	1320	16	48	1037		
Pedestrians								
Lane Width (m)								
Walking Speed (m/s)								
Percent Blockage								
Right turn flare (veh)								
Median type			None			None		
Median storage veh)								
Upstream signal (m)								
pX, platoon unblocked								
vC, conflicting volume	1942	668			1336			
vC1, stage 1 conf vol								
vC2, stage 2 conf vol								
vCu, unblocked vol	1942	668			1336			
tC, single (s)	*4.8	*3.6			4.3			
tC, 2 stage (s)								
tF (s)	*4.5	*3.0			2.3			
p0 queue free %	86	94			90			
cM capacity (veh/h)	144	802			477			
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3		
Volume Total	68	880	456	48	518	518		
Volume Left	20	0	0	48	0	0		
Volume Right	48	0	16	0	0	0		
cSH	342	1700	1700	477	1700	1700		
Volume to Capacity	0.20	0.52	0.27	0.10	0.30	0.30		
Queue Length 95th (m)	5.5	0.0	0.0	2.5	0.0	0.0		
Control Delay (s)	18.1	0.0	0.0	13.4	0.0	0.0		
Lane LOS	С			В				
Approach Delay (s)	18.1	0.0		0.6				
Approach LOS	С							
Intersection Summary								
Average Delay			0.8					
Intersection Capacity Utilization	on		44.0%	IC	U Level o	of Service	A	
Analysis Period (min)			15					
* User Entered Value								

	1	*	Ť	1	1	ŧ		
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations	M		<b>4</b> 12		5	**		
Traffic Volume (veh/h)	13	29	886	13	58	1781		
Future Volume (Veh/h)	13	29	886	13	58	1781		
Sign Control	Stop		Free			Free		
Grade	0%		0%			0%		
Peak Hour Factor	0.65	0.60	0.93	0.65	0.76	0.94		
Hourly flow rate (vph)	20	48	953	20	76	1895		
Pedestrians	3		1					
Lane Width (m)	3.7		3.7					
Walking Speed (m/s)	1.1		1.1					
Percent Blockage	0		0					
Right turn flare (veh)								
Median type			None			None		
Median storage veh)								
Upstream signal (m)								
pX, platoon unblocked								
vC, conflicting volume	2066	490			976			
vC1, stage 1 conf vol								
vC2, stage 2 conf vol								
vCu, unblocked vol	2066	490			976			
tC, single (s)	*5.6	*3.4			4.1			
tC, 2 stage (s)								
tF (s)	3.5	*3.1			2.2			
p0 queue free %	77	95			89			
cM capacity (veh/h)	85	894			700			
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3		
Volume Total	68	635	338	76	948	948		
Volume Left	20	0	0	76	0	0		
Volume Right	48	0	20	0	0	0		
cSH	236	1700	1700	700	1700	1700		
Volume to Capacity	0.29	0.37	0.20	0.11	0.56	0.56		
Queue Length 95th (m)	8.8	0.0	0.0	2.8	0.0	0.0		
Control Delay (s)	26.4	0.0	0.0	10.8	0.0	0.0		
Lane LOS	D			В				
Approach Delay (s)	26.4	0.0		0.4				
Approach LOS	D							
Intersection Summary								
Average Delay			0.9					
Intersection Capacity Utiliz	ation		59.2%	IC	U Level	of Service		
Analysis Period (min)			15					
* 11								

\* User Entered Value

# Appendix F – Future Background Level of Service Calculations

	1	*	Ť	1	1	ŧ	
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	¥		<b>4</b> 14		5	**	
Traffic Volume (veh/h)	14	44	1245	9	32	957	
Future Volume (Veh/h)	14	44	1245	9	32	957	
Sian Control	Stop		Free			Free	
Grade	0%		0%			0%	
Peak Hour Factor	0.70	0.92	0.92	0.56	0.67	0.90	
Hourly flow rate (vph)	20	48	1353	16	48	1063	
Pedestrians							
Lane Width (m)							
Walking Speed (m/s)							
Percent Blockage							
Right turn flare (veh)							
Median type			None			None	
Median storage veh)							
Upstream signal (m)							
pX, platoon unblocked							
vC conflicting volume	1988	684			1369		
vC1_stage 1 conf vol							
vC2_stage 2 conf vol							
vCu, unblocked vol	1988	684			1369		
tC single (s)	*4.8	*3.6			4.3		
tC, 2 stage (s)		0.0			1.0		
tF (s)	*4.5	*3.0			2.3		
p0 queue free %	85	94			90		
cM capacity (veh/h)	137	794			462		
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3	
Volume Total	68	902	467	48	532	532	
Volume Left	20	0	0	48	0	0	
Volume Right	48	0	16	0	0	0	
cSH	330	1700	1700	462	1700	1700	
Volume to Capacity	0.21	0.53	0.27	0.10	0.31	0.31	
Queue Length 95th (m)	5.8	0.0	0.0	2.6	0.0	0.0	
Control Delay (s)	18.7	0.0	0.0	13.7	0.0	0.0	
Lane LOS	С			В			
Approach Delav (s)	18.7	0.0		0.6			
Approach LOS	С						
Intersection Summary							
Average Delav			0.8				
Intersection Capacity Utilization	tion		44.9%	IC	U Level	of Service	A
Analysis Period (min)			15				
* User Entered Value							

	4	*	Ť	1	1	¥
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	¥		<b>4</b> 12		5	**
Traffic Volume (veh/h)	13	29	908	13	58	1826
Future Volume (Veh/h)	13	29	908	13	58	1826
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.65	0.60	0.93	0.65	0.76	0.94
Hourly flow rate (vph)	20	48	976	20	76	1943
Pedestrians	3		1			
Lane Width (m)	3.7		3.7			
Walking Speed (m/s)	1.1		1.1			
Percent Blockage	0		0			
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	2114	501			999	
vC1. stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2114	501			999	
tC, single (s)	*5.6	*3.4			4.1	
tC, 2 stage (s)						
tF (s)	3.5	*3.1			2.2	
p0 queue free %	75	95			89	
cM capacity (veh/h)	80	888			687	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	68	651	345	76	972	972
Volume Left	20	0	0	76	0	0
Volume Right	48	0	20	0	0	0
cSH	224	1700	1700	687	1700	1700
Volume to Capacity	0.30	0.38	0.20	0.11	0.57	0.57
Queue Length 95th (m)	9.3	0.0	0.0	2.8	0.0	0.0
Control Delay (s)	27.9	0.0	0.0	10.9	0.0	0.0
Lane LOS	D			В		
Approach Delay (s)	27.9	0.0		0.4		
Approach LOS	D					
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utiliz	zation		60.5%	IC	U Level	of Service
Analysis Period (min)			15			
* 11 = 1 11/1						

\* User Entered Value

Appendix G – TTS Data

CITY OF MISSISSAUGA WARD 1

malatest





0 1.5 3 Kilometers

WARD 1																		
						HOUS	SEHOL	D CHA	RACT	ERISTI	CS							
	D۱	velling Ty	/pe		Ho	usehold S	Size		Ν	lumber o	f Availabl	e Vehicle	S		House	ehold Ave	erages	
Households	House	Townhouse	Apartment	1	2	3	4	5+	0	1	2	3	4+	Persons	Workers	Drivers	Vehicles	Trips/Day
18,000	49%	7%	44%	31%	33%	16%	14%	6%	9%	40%	38%	10%	3%	2.3	1.4	1.8	1.6	5.1

						POP	ULATIC	DN CH/	ARACT	ERISTICS						
				Age					L.		Emp	oloyment T	уре			
Population		5	5	5	4		ian		/ Work Trips pe Worker	Population	Full Time	Part Time	At Home	Student	Licensed	Transit Pass
	-10	1-1	6-2	6-4	9-9	5+	led	Pe	aily			1	∕lale			
	0	1	1	2	4	9	2			20,700	49%	8%	4%	16%	78%	24%
												Fe	emale			
42,100	10%	5%	11%	26%	31%	17%	44.9	2.4	0.77	21,300	40%	9%	3%	19%	73%	24%

	TRIPS MADE BY RESIDENTS OF CITY OF MISSISSAUGA - WARD 1															
Timo		0/		Trip I	Purpose				Mode c	of Travel			N	/ledian Trip	Length (km	1)
Period	Trips	24hr	HB-W	HB-S	HB-D	N-HB	Driver	Pass.	Transit	GO Train	Walk & Cycle	Other	Driver	Pass.	Transit	GO Train
6-9 AM	22,400	24.5%	52%	14%	22%	12%	68%	10%	6%	8%	7%	2%	8.9	3.7	10.4	18.9
24 Hrs	91,200		34%	8%	41%	17%	72%	11%	5%	5%	5%	1%	6.7	4.0	7.5	18.9

			TRIPS	MADE	το αιτι	OF MIS	SSISSAU	GA - WA	RD 1 - B'	Y RESIDE	NTS OF	THE TTS	AREA			
Time Trip Purpose									Mode c	of Travel			Median Trip Length (km)			
Period	Trips	% 24 hr	Work	School	Home	Other	Driver	Pass.	Transit	GO Train	Walk & Cycle	Other	Driver	Pass.	Transit	GO Train
6-9 AM	24,600	24.2%	43%	28%	5%	24%	62%	17%	6%	*	7%	7%	7.9	5.0	5.9	*
24 Hrs	101,600		18%	7%	37%	38%	71%	15%	5%	2%	5%	2%	6.1	4.5	6.3	18.8

Page | 34

## Appendix H – Future Total Traffic Level of Service Calculations

	1	*	Ť	1	1	ŧ	
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	¥		<b>4</b> 14		5	44	
Traffic Volume (veh/h)	14	45	1245	9	32	957	
Future Volume (Veh/h)	14	45	1245	9	32	957	
Sian Control	Stop		Free			Free	
Grade	0%		0%			0%	
Peak Hour Factor	0.70	0.92	0.92	0.56	0.67	0.90	
Hourly flow rate (vph)	20	49	1353	16	48	1063	
Pedestrians							
Lane Width (m)							
Walking Speed (m/s)							
Percent Blockage							
Right turn flare (veh)							
Median type			None			None	
Median storage veh)							
Upstream signal (m)							
pX. platoon unblocked							
vC conflicting volume	1988	684			1369		
vC1_stage 1 conf vol							
vC2_stage 2 conf vol							
vCu, unblocked vol	1988	684			1369		
tC single (s)	*4.8	*3.6			4.3		
tC 2 stage (s)		0.0			1.0		
tF (s)	*4.5	*3.0			2.3		
p0 queue free %	85	94			90		
cM capacity (veh/h)	137	794			462		
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3	
Volume Total	69	902	467	48	532	532	
Volume Left	20	0	0	48	0	0	
Volume Right	49	0	16	0	0	0	
cSH	333	1700	1700	462	1700	1700	
Volume to Capacity	0.21	0.53	0.27	0.10	0.31	0.31	
Queue Length 95th (m)	5.8	0.0	0.0	2.6	0.0	0.0	
Control Delay (s)	18.6	0.0	0.0	13.7	0.0	0.0	
Lane LOS	C	0.0		В	0.0	2.•	
Approach Delay (s)	18.6	0.0		0.6			
Approach LOS	С						
Intersection Summary							
Average Delay			0.8				
Intersection Capacity Utiliza	ition		44.9%	IC	U Level	of Service	A
Analysis Period (min)			15	,0	2 20101	0.0011100	
			10				
* User Entered Value							

	٨	-	+	•	4	~	
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		र्स	¢1		Y		
Traffic Volume (veh/h)	0	41	58	0	0	1	
Future Volume (Veh/h)	0	41	58	0	0	1	
Sign Control		Free	Free		Stop		
Grade		0%	0%		0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	0	45	63	0	0	1	
Pedestrians							
Lane Width (m)							
Walking Speed (m/s)							
Percent Blockage							
Right turn flare (veh)							
Median type		None	None				
Median storage veh)							
Upstream signal (m)							
pX, platoon unblocked							
vC, conflicting volume	63				108	63	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	63				108	63	
tC, single (s)	4.1				6.4	6.2	
tC, 2 stage (s)							
tF (s)	2.2				3.5	3.3	
p0 queue free %	100				100	100	
cM capacity (veh/h)	1540				889	1002	
Direction, Lane #	EB 1	WB 1	SB 1				
Volume Total	45	63	1				
Volume Left	0	0	0				
Volume Right	0	0	1				
cSH	1540	1700	1002				
Volume to Capacity	0.00	0.04	0.00				
Queue Length 95th (m)	0.0	0.0	0.0				
Control Delay (s)	0.0	0.0	8.6				
Lane LOS			А				
Approach Delay (s)	0.0	0.0	8.6				
Approach LOS			А				
Intersection Summary							
Average Delay			0.1				
Intersection Capacity Utiliz	zation		13.3%	IC	U Level o	of Service	Α
Analysis Period (min)			15				

	1	*	Ť	1	1	ŧ	
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	Y		<b>†</b> Ъ		5	<b>^</b>	
Traffic Volume (veh/h)	13	30	908	13	59	1826	
Future Volume (Veh/h)	13	30	908	13	59	1826	
Sign Control	Stop		Free			Free	
Grade	0%		0%			0%	
Peak Hour Factor	0.65	0.60	0.93	0.65	0.76	0.94	
Hourly flow rate (vph)	20	50	976	20	78	1943	
Pedestrians	3		1				
Lane Width (m)	3.7		3.7				
Walking Speed (m/s)	1.1		1.1				
Percent Blockage	0		0				
Right turn flare (veh)							
Median type			None			None	
Median storage veh)							
Upstream signal (m)							
pX. platoon unblocked							
vC. conflicting volume	2118	501			999		
vC1_stage 1 conf vol	2110	001			000		
vC2_stage 2 conf vol							
vCu_unblocked vol	2118	501			999		
tC single (s)	*5.6	*3.4			4 1		
tC 2 stage (s)	0.0	0.1			1.1		
tF (s)	35	*3 1			22		
n0 queue free %	75	94			89		
cM capacity (veh/h)	80	888			687		
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3	
Volume Total	70	651	345	78	972	972	
Volume Left	20	0	0	78	0	0	
Volume Right	50	0	20	0	0	0	
cSH	227	1700	1700	687	1700	1700	
Volume to Capacity	0.31	0.38	0.20	0.11	0.57	0.57	
Queue Length 95th (m)	9.5	0.0	0.0	2.9	0.0	0.0	
Control Delay (s)	27.7	0.0	0.0	10.9	0.0	0.0	
Lane LOS	D	0.0	0.0	B	0.0		
Approach Delay (s)	27.7	0.0		0.4			
Approach LOS	D	0.0		•••			
Intersection Summarv							
Average Delay			0.9				
Intersection Capacity Utiliza	ation		60.5%	IC	Ulevel	of Service	B
Analysis Period (min)			15	10	2 201011		
			10				
* User Entered Value							

	٨	-	+	×.	4	~	
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		÷	¢Î,		Y		
Traffic Volume (veh/h)	1	71	42	0	0	1	
Future Volume (Veh/h)	1	71	42	0	0	1	
Sign Control		Free	Free		Stop		
Grade		0%	0%		0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	1	77	46	0	0	1	
Pedestrians							
Lane Width (m)							
Walking Speed (m/s)							
Percent Blockage							
Right turn flare (veh)							
Median type		None	None				
Median storage veh)							
Upstream signal (m)							
pX, platoon unblocked							
vC, conflicting volume	46				125	46	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	46				125	46	
tC, single (s)	4.1				6.4	6.2	
tC, 2 stage (s)							
tF (s)	2.2				3.5	3.3	
p0 queue free %	100				100	100	
cM capacity (veh/h)	1562				869	1023	
Direction, Lane #	EB 1	WB 1	SB 1				
Volume Total	78	46	1				
Volume Left	1	0	0				
Volume Right	0	0	1				
cSH	1562	1700	1023				
Volume to Capacity	0.00	0.03	0.00				
Queue Length 95th (m)	0.0	0.0	0.0				
Control Delay (s)	0.1	0.0	8.5				
Lane LOS	А		А				
Approach Delay (s)	0.1	0.0	8.5				
Approach LOS			А				
Intersection Summary							
Average Delay			0.1				
Intersection Capacity Utiliz	zation		14.5%	IC	U Level o	of Service	Α
Analysis Period (min)			15				

**Appendix I – Transit Route Services** 





MISSISSauga

### 5 Dixie

#### Monday-Sunday Service

Effective: January 4, 2016



All information subject to change without notice.







### **4 Sherway Gardens**

#### **Monday-Sunday Service**

Effective: January 2, 2017







	Indications selon un système horaire de 24 heures         23         24         13           De minuit à midi: 00 01 - 12 00 De midi à minuit: 12 01 - 24 00         20         00         00         01	Notes	Fri Service offert les vendredis	SEULEMEN I ou les jeudis précédant un vendredi férié.				Vélos	<ol> <li>Les vélos ne sont pas autorisés dans la gare Union ou à bord des trains du lundi au vendredi, pendant l'heure de pointe (6:30-9:30) et pendant l'heure de pointe du soir (15:30-18:30).</li> </ol>	<ol> <li>Les vélos pliables sont permis à bord des trains en tout temps.</li> </ol>
<b>Comment lire nos horaires</b>	<ul> <li>Étape 1</li> <li>Étape 3</li> <li>Trouvez votre gare ou terminus de départ. La liste des arrêts est donnée liste des arrêts est donnée en haut dans l'ordre dans les rengées pour obtenir les heures de départ offertes. En part de ciper de ciper</li></ul>	Légende	Horaire des trains	Horaire des autobus	ightarrow Trajet ne sert pas cette station.	Service d'autobus GO accessible aux personnes utilisant des aides à la mobilité à cet endroit.	Les services de trains et d'autobus GO sont accessibles aux utilisateurs d'un appareil d'aide à la mobilité à cet en- droit.	Stationnement disponible.		Pour consulter les horaires les plus récents et les mises à jour, veuillez visiter gotransit.com/schedules.
	Schedule times shown in 24-hour clock Midnight to noon 00 01 - 12 00 Noon to midnight 12 01 - 24 00	Notes	Fri Trip operates on Fridays ONLY If	Friday is a holiday the trip operates on the Thursday before the holiday.	,				Bicycles 1. Bicycles are not allowed in Union Station or on-board trains during morning rush hour (6:30-9:30) and evening rush hour (15:30-18:30), Monday to Friday.	2. Foldable bicycles are allowed on-board trains at all times.
How to read our schedules	Step 1Step 3Find the station or terminal you are departing from.Look across the rows across the rows for available departure for available departure itimes.Stops are listed across the top in the order they are served.Not all trains or buses stop at every station.The upper left corner tells you what day the direction of travel.Not all trains or buses stop at every station.	Legend	Train trips	Bus trips	ightarrow Trip does not serve this location.	GO Bus service is accessible to passengers using mobility devices at this location.	GO Train & GO Bus service is accessible to passengers using mobility devices at this location.	Parking available.		For the latest schedule information and updates, please visit gotransit.com/schedules.

	Kipling GO Toronto 2 A Anion Station	→ 05 40	→ 05 45	→ 05 50	→ 06 15	→ 06 20	→ 06 25	→ 06 20	→ 06 35	→ U6 40	42 07 00	06 07 24	26 07 45	42 08 02	55 08 15	07 08 27	18 08 38	28 08 48	40 09 00	11 09 30	→ 10.00	→ 1010	→ 1015	→ 1020	→ 10 25	→ 10.25	→ 10 25	→ 10.30	→ 10.35	→ 1040	→ 10.40	♦ 10 55
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	2 ornoo T Datation Cp	14 10	14 10	14 20	14 30	14 40	14 46	14 50	14 55	15 00	15 40	16 10	16 40	16 55	17 10	17 25	17 40	17 55	19 10	19 25	19.30	19 35	19 40	19 45	19 50	19 55	20 00	20 05	20.10	20 15	20.20	00 00	20.00
	Exception																																
	Trip Number Same Aumber Mumér Mumér	21445	21441	21453	21465	10412	21403	21471	21473	21485	2705	60 <i>L</i> Z	2713	2715	2717	2719	2721	2723	661.6	21713	21725	21711	21723	21735	21731	21733	21745	21741	21743	21753	21751	21/00	10117
	Koute Number Numéro du trajet	21B	21H	21D	218	117	240	21H	210	21B										21E	218	21H	21D	21B	21J	21D	21B	21H	210	218	117	210	2411

	Milton GO		50			05				25			45			05					35			05			30			35		35			45
	As notilM 000		2			22				23			2			23					33			8			8			5		8			S
	Lisgar GO Mississauga 23	2150	↑	22 05		↑		22 15		↑	22 30		↑	22 50		↑		23 10		23 30	↑		23 55	↑		00 25	↑			↑		↑			↑
	Deny Rd. W. @ Ninth Line	↑	21 28	$\uparrow$		2143		↑		22 03	↑		22 23	¢		22 43		↑		↑	23 13		↑	23 43		↑	00 11			01 16		02 16			03 31
32	Aquitane Ave. @ Mississauga 22 Meadowvale Town Centre	Ť	21 22	$\uparrow$		21 37		↑		21 57	↑		22 17	¢		22 37		↑		↑	23 07		↑	23 37		↑	20 00			01 12		02 12			03 27
ys) fériés) Incr	Compage Compage 22 Busicessias 22 Busicessias 22 Busicessias 22 Busicessias 22 Busicessias 23 Bu	Ť	2120	$\uparrow$		21 35		¢		21 55	↑		22 15	↑		22 35		↑		↑	23 05		↑	23 35		↑	00 05			01 10		02 10			03 25
holida	Streetsville GO Mississaga 21	2125	$\uparrow$	2140		$\uparrow$		21 55		↑	22 10		$\uparrow$	22 30		$\uparrow$		22 50		23 10	↑		23 35	$\uparrow$		00 05	$\uparrow$			01 02		02 02			03 17
auf les	Erindale GO	21 10	$\uparrow$	21 25		$\uparrow$		2140		↑	21 55		↑	22 15		$\uparrow$		22 35		22 55	$\uparrow$		23 20	$\uparrow$		23 50	$\uparrow$			00 50		01 50			03 05
iday (e Iredi (s	Square One States 20	↑	↑	↑	2140	↑	2155	↑	22 10	↑	↑	22 25	↑	↑	22 40	↑	22 55	↑	23 05	↑	↑	23 35	↑	↑	00 05	↑	↑	00 35	01 05	↑	0130	↑	02 00	02 30	03 00
y to Fr u vend	Cooksville GO Mississaga 11	Ť	↑	↑	21 17	↑	21 32	↑	2147	↑	¢	22 02	$\uparrow$	↑	22 17	↑	22 32	↑	22 47	↑	↑	23 17	↑	$\uparrow$	23 47	↑	$\uparrow$	00 17	00 47	↑	01 12	$\uparrow$	0142	02 12	02 42
Monda undi a	Dixie GO Dixie GO	Ť	↑	↑	21 07	↑	21 22	¢	21 37	↑	↑	21 52	↑	¢	22 07	↑	22 22	↑	22 37	↑	↑	23 07	↑	↑	23 37	↑	Ŷ	20 00	00 37	↑	01 05	↑	01 35	02 05	02 35
Dul	E Etobicoke 3 Kipling GO	Ŧ	$\uparrow$	$\uparrow$	↑	↑	↑	$\mathbf{T}$	↑	↑	↑	↑	↑	↑	↑	$\uparrow$	↑	↑	↑	↑	↑	↑	↑	↑	$\uparrow$	↑	$\uparrow$	↑	↑	↑	↑	↑	↑	$\uparrow$	↑
	Dirion Station Dp	20 40	20 45	20 55	20 50	21 00	21 05	21 10	2120	21 20	21 25	21 35	2140	21 45	21 50	22 00	22 05	22 05	22 20	22 25	22 30	22 50	22 50	23 00	23 20	23 20	23 30	23 50	00 20	00 20	00 50	01 20	01 20	01 50	02 20
	Exception																																	Έ	
	Vumèro du parcours Trip Number	21763	21765	21773	21771	21785	21781	21783	21791	21795	21803	21801	21805	21813	21811	21821	21823	21825	21831	21833	21835	21841	21843	21855	21861	21863	21865	21871	21891	21893	21901	21923	21921	21931	21951
	Route Number Numéro du trajet	21D	21B	21D	21H	218	21H	21D	21H	21B	21D	21H	218	21D	21H	21B	21H	21D	21H	21D	21B	21H	21D	21B	21H	21D	21B	21H	21H	21N	21H	21N	21H	21H	21

	2 Ornoro Toronto 2 Union Station Bus Terminal	12 15	13 10	12 45	13 30	13 50	13 15	14 10	13 45	14 30	14 50	14 15	15 15	14 45	15 35	15 55	15 15	16 15	15 45	16 35	16 50	16 15	17 05	16 45	17 20	17 35	17 50
	Cooksville GO	↑	12 25	$\uparrow$	12 45	13 05	↑	13 25	↑	13 45	14 05	↑	14 25	$\uparrow$	14 45	15 05	↑	15 25	↑	15 45	16 00	$\uparrow$	16 15	$\uparrow$	16 30	16 45	17 00
	Square One Sissibility	$\uparrow$	12 15	↑	12 35	12 55	↑	13 15	$\uparrow$	13 35	13 55	↑	14 15	$\uparrow$	14 35	14 55	↑	15 15	↑	15 35	15 50	↑	16 05	$\uparrow$	16 20	16 35	16 50
ON EST	04 GUessissim Mississauga 40 Erindale GO	$\uparrow$	12 00	$\uparrow$	12 20	12 40	↑	13 00	$\uparrow$	13 20	13 40	$\uparrow$	14 00	$\uparrow$	14 20	14 40	$\uparrow$	15 00	$\uparrow$	15 20	15 35	$\uparrow$	15 50	$\uparrow$	16 05	16 20	16 35
I IRECTI	12 seussissim Mississauga 21 Streetsville GO	$\uparrow$	11 45	$\uparrow$	12 05	12 25	↑	12 45	↑	13 05	13 25	↑	13 45	$\uparrow$	14 05	14 25	↑	14 45	$\uparrow$	15 05	15 20	↑	15 35	$\uparrow$	15 50	16 05	16 20
Samed	Weadowvale GO     Da	11 25	11 35	11 55	11 55	12 15	12 25	12 35	12 55	12 55	13 15	13 25	13 35	13 55	13 55	14 15	14 25	14 35	14 55	14 55	15 10	15 25	15 25	15 55	15 40	15 55	16 10
BOUND	Aquitane Ave. @ Mississauga 22 Meadowvale Town Centre Circle	11 13		11 43			12 13		12 43			13 13		13 43			14 13		14 43			15 13		15 43			
EAST	کک BoussissiM Derry Rd. W. @ Ninth Line	11 08		11 38			12 08		12 38			13 08		13 38			14 08		14 38			15 08		15 38			
	42 notiiM 🛛 🔊	10 55		11 25			11 55		12 25			12 55		13 25			13 55		14 25			14 55		15 25			
	Trip Number Same	21364	21390	21384	21400	21420	21404	21430	21424	21440	21460	21444	21470	21464	21490	21510	21484	21530	21514	21550	21570	21544	21580	21574	21590	21610	21630
	Route Number Numéro du trajet	21B	21P	21B	21P	21P	21B	21P	21B	21P	21P	21B	21P	21B	21P	21P	21B	21P	21B	21P	21P	21B	21P	21B	21P	21P	21P

	2 Orono T A Isnimal zu8 noites Terminal	06 30	07 10	07 40	07 30	08 10	08 25	08 00	08 40	08 55	08 30	09 10	08 30	00 60	09 50	09 35	10 15	10 40	10 00	11 00	10 35	11 25	11 45	11 10	12 05	11 40	12 25	12 50
	Cooksville GO	↑	06 40	07 10	↑	07 40	07 55	↑	08 10	08 25	$\uparrow$	08 40	00 60	↑	09 20	↑	09 40	10 00	↑	10 20	↑	10 45	11 05	↑	11 25	↑	11 45	12 05
	05 60 Mississiam Mississauga 20 Square One	↑	06 30	00 20	↑	07 30	07 45	$\uparrow$	08 00	08 15	$\uparrow$	08 30	08 50	$\uparrow$	09 10	↑	06 30	03 50	↑	10 10	↑	10 35	10 55	$\uparrow$	11 15	↑	11 35	11 55
	04 sguessizsiM O 3	↑	06 20	06 50	↑	07 20	07 35	$\uparrow$	07 50	08 05	$\uparrow$	08 20	08 40	$\uparrow$	00 60	↑	09 20	09 40	↑	10 00	↑	10 20	10 40	$\uparrow$	11 00	↑	11 20	11 40
il Ii	Streetsville GO	↑	06 05	06 35	↑	07 05	07 20	↑	07 35	07 50	$\uparrow$	08 05	08 25	↑	08 45	↑	09 05	09 25	↑	09 45	↑	10 05	10 25	$\uparrow$	10 45	↑	11 05	11 25
Sameo	SS eguessissiM (C) (A) (A) (A) (A) (A) (A) (A) (A) (A) (A	05 55	05 55	06 25	06 55	06 55	07 10	07 25	07 25	07 40	07 55	07 55	08 15	08 25	08 35	08 55	08 55	09 15	09 20	09 35	03 50	09 55	10 15	10 25	10 35	10 55	10 55	11 15
	Aquitane Ave. @ Mississauga 22 Meadowvale Town Centre Circle	05 45			06 45			07 15			07 45			08 15		08 45			09 10		09 42			10 13		10 43		
1041	Derry Rd. W. @ Ninth Line	05 41			06 41			07 11			07 41			08 11		08 41			90 60		09 37			10 08		10 38		
	Milton GO Dp	05 30			06 30			00 20			07 30			08 00		08 30			08 55		09 25			09 55		10 25		
	Viuméro du parcours	21104	21132	21160	21164	21192	21210	21194	21220	21230	21224	21240	21260	21244	21270	21264	21280	21300	21284	21310	21304	21320	21340	21324	21350	21344	21360	21380
	Route Number Numéro du trajet	21B	21P	21P	218	21P	21P	21B	21P	21P	21B	21P	21P	218	21P	21B	21P	21P	21B	21P	218	21P	21P	21B	21P	21B	21P	21P

	24 74	notliM	Milton GO			00 60		06 30			10 00		10 30			11 05		11 40		12 10			12 45			13 15		13 45		14 15		
	52	eguessissiM <b>eni Line</b>	Derry Rd. W. @ Nin			08 43		09 13			09 43		10 13			10 43		11 18		11 48			12 23			12 53		13 23		13 53		
EST	52	eguessissiM entre	@ .əvA ənstiupA D nwoT əlsvwobsəM			08 37		10 60			09 37		10 07			10 37		11 12		11 42			12 17			12 47		13 17		13 47		
	22 Ar	eguessissiM	OÐ elevwobseM	08 30	00 60	08 35	08 60	09 05	03 50	10 15	09 35	10 35	10 05	10 55	11 15	10 35	11 40	11 10	12 00	11 40	12 20	12 45	12 15	13 05	13 25	12 45	13 45	13 15	14 10	13 45	14 30	14 50
ii REGI (	51	eguessissiM	Streetsville GO	08 15	08 45	$\uparrow$	09 15	$\uparrow$	09 35	10 00	$\uparrow$	10 20	↑	10 40	11 00	$\uparrow$	11 25	$\uparrow$	11 45	↑	12 05	12 30	↑	12 50	13 10	$\uparrow$	13 30	$\uparrow$	13 55	$\uparrow$	14 15	14 35
Samed	40	eguessissiM	OS elsbring Erindale GO	08 02	08 32	$\uparrow$	09 02	$\uparrow$	09 22	09 47	↑	10 07	↑	10 27	10 47	↑	11 12	↑	11 32	↑	11 52	12 17	↑	12 37	12 57	$\uparrow$	13 17	↑	13 42	↑	14 02	14 22
	50	eguessissiM	Square One	07 55	08 25	↑	08 55	$\uparrow$	09 15	09 40	↑	10 00	↑	10 20	10 40	↑	11 05	↑	11 25	↑	11 45	12 10	↑	12 30	12 50	↑	13 10	↑	13 35	↑	13 55	14 15
STBO	11	eguessissiM	Cooksville GO	07 42	08 12	$\uparrow$	08 42	$\uparrow$	09 02	09 22	↑	09 42	↑	10 02	10 22	↑	10 42	↑	11 02	$\uparrow$	11 22	11 47	↑	12 07	12 27	$\uparrow$	12 47	↑	13 07	↑	13 27	13 47
M	Dþ S	Toronto Terminal	Sua noitst? noinU	07 20	07 50	08 00	08 20	08 30	08 40	00 60	00 60	09 20	06 30	09 40	10 00	10 00	10 20	10 30	10 40	11 00	11 00	11 20	11 30	11 40	12 00	12 00	12 20	12 30	12 40	13 00	13 00	13 20
	Zone→		Trip Number Numéro du parcours	21153	21181	21195	21211	21225	21221	21241	21245	21251	21265	21261	21281	21285	21291	21305	21301	21325	21321	21331	21345	21341	21361	21365	21371	21385	21381	21405	21401	21411
			Route Number Numéro du trajet	21P	21P	21B	21P	21B	21P	21P	21B	21P	21B	21P	21P	218	21P	21B	21P	21B	21P	21P	21B	21P	21P	218	21P	21B	21P	21B	21P	21P

		S otnoroT Ar	Station Station Bus Terminal	17 15	18 05	18 20	17 45	18 35	18 50	19 05	19 20	18 45	19 35	19 55	20 10	19 40	20 25	20 50	20 35	2120	21 50	21 35	22 15	22 45	23 10	23 40	00 10	01 00	02 00
		tt equessissiM	Cooksville GO	↑	17 15	17 30	↑	17 45	18 00	18 15	18 30	↑	18 45	19 05	19 25	$\uparrow$	19 45	20 15	↑	20 45	21 15	↑	2145	22 15	22 40	23 10	23 40	00 35	0135
		<sup>05</sup> squessiseiM	Square One	↑	17 05	17 20	↑	17 35	17 50	18 05	18 20	$\uparrow$	18 35	18 55	19 15	1	19 35	20 05	↑	20 35	21 05	1	2135	22 05	22 30	23 00	23 30	00 25	01 25
	ON EST	04 eguessissiM	Erindale GO	Ŷ	16 50	17 05	↑	17 20	17 35	17 50	18 05	↑	18 20	18 40	19 00	$\uparrow$	19 20	19 50	↑	20 20	20 50	$\uparrow$	2120	21 50	22 20	22 50	23 21	00 16	01 16
y ii	RECTI	rs squessissiM	Streetsville GO	Ŧ	16 35	16 50	↑	17 05	17 20	17 35	17 50	↑	18 05	18 25	18 45	↑	19 05	19 35	↑	20 05	20 35	↑	21 05	21 35	22 05	22 35	23 08	00 03	01 03
Saturda Samed	/ EN D	SS eguessissiM q <sup>D</sup>	CD Blackword GO	16 25	16 25	16 40	16 55	16 55	17 10	17 25	17 40	17 55	17 55	18 15	18 35	18 55	18 55	19 25	19 55	19 55	20 25	20 55	20 55	21 25	21 55	22 25	23 00	23 55	00 55
	BOUND	22 sgussissiM sle	Meadowvale Town Centre Circ	16 13			1643					17 43				18 43			1943			20 45			21 45		22 50	23 48	00 48
	EAST	SS eguessissiM	Derry Rd. W. @ Ninth Line	16 08			16 38					17 38				18 38			19 38			20 41			2141		22 46	23 45	00 45
		<sup>42</sup> notliM Dp	🕑 💽	15 55			16 25					17 25				18 25			19 25			20 30			21 30		22 35	23 35	00 35
		Zone→	Trip Number Numéro du parcours	21604	21640	21650	21634	21660	21670	21680	21690	21684	21700	21722	21730	21724	21740	21760	21764	21780	21800	21804	21820	21830	21850	21860	21880	21910	21930
			Route Number Numéro du trajet	218	21P	21P	218	21P	21P	21P	21P	218	21P	21P	21P	21B	21P	21P	21B	21P	21P	21B	21P	21P	21A	21P	21A	21A	21A

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	r 4	s notliM A	OB Inten GO		20 15					2110				22 10				23 05				00 00			01 00			0155			02 55	03 45
	z	2 sgusssissiM <b>enih Line</b>	Derry Rd. W. @ Nir		19 53					20 48				2148				22 43				23 41			00 41			01 36			02 36	03 26
	EST	2 eguessissiM entre	@ .əvA ənstiupA D nwoT əlsvwobsəM		1947					20 42				2142				22 37				23 37			00 37			0132			02 32	03 22
		≤ squssissiM 4	OD alexwobsaM	20 15	19 45	20 30	20 45	21 05	2120	20 40	2140	21 55	22 15	2140	22 35	22 55	23 10	22 35	23 30	23 50	24 10	23 35	00 30	01 00	00 35	01 30	01 55	01 30	02 25	02 55	02 30	03 20
Ş.	RECTIC	S eguessissiM	Streetsville GO	20 00	↑	20 15	20 30	20 50	21 05	$\mathbf{T}$	21 25	2140	22 00	$\uparrow$	22 20	22 40	23 00	↑	23 20	23 40	00 00	↑	00 20	00 50	↑	01 20	01 45	↑	02 15	02 45	↑	03 10
Saturda	EN DIF	4 eguessissiM	Erindale GO	19 47	↑	20 02	20 17	20 37	20 52	$\uparrow$	21 12	2127	2147	↑	22 07	22 27	22 47	↑	23 07	23 27	23 47	↑	70 00	00 37	↑	01 07	01 32	↑	02 02	02 32	↑	02 57
	/ dNN	<sup>S</sup> eguessissiM	Square One	19 40	↑	19 55	20 10	20 30	20 45	$\uparrow$	21 05	21 20	2140	$\uparrow$	22 00	22 20	22 40	$\uparrow$	23 00	23 20	23 40	↑	00 00	00 30	↑	01 00	01 25	↑	01 55	02 25	↑	02 50
	STBO	r eguessissiM	Cooksville GO	19 17	↑	19 32	19 47	20 07	20 22	$\uparrow$	20 42	21 02	2122	$\uparrow$	2142	22 02	22 22	↑	22 42	23 02	23 22	↑	23 42	00 12	↑	00 42	01 10	↑	01 40	02 10	↑	02 40
	M d	Terminal D	Union Station Bus	18 50	19 00	19 05	19 20	1940	20 00	20 00	20 20	20 40	21 00	21 00	2120	2140	22 00	22 00	22 20	22 40	23 00	23 00	23 20	23 50	00 00	00 20	00 50	01 00	01 20	01 50	02 00	02 20
	Zona	2	Trip Number Numéro du parcours	21693	21705	21703	21711	21721	21741	21745	21751	21761	21781	21785	21791	21811	21821	21825	21831	21841	21851	21855	21861	21871	21885	21891	21901	21915	21923	21925	21931	21951
			Route Number Numéro du trajet	21P	21B	21P	21P	21P	21P	21B	21P	21P	21P	21B	21P	21P	21P	21B	21P	21P	21P	21B	21P	21P	21B	21P	21P	21B	21P	21P	218	21A

	n. it	s notliM	🕑 🕡 OÐ notliM	14 45		15 15			15 45			16 15		16 45			17 20		17 50			18 20			18 50			19 20			19 50	
	z	s egusssissiM segussissiM	Derry Rd. W. @ Nin	14 23		14 53			15 23			15 53		16 23			16 58		17 28			17 58			18 28			18 58			19 28	
Lo T		entre	@ .əvA ənstiupA D nwoT əlsvwobsəM	14 17		14 47			15 17			15 47		16 17			16 52		17 22			17 52			18 22			18 52			19 22	
		, eguessissiM	OD elevwobeeM	14 15	15 10	14 45	15 30	15 50	15 15	16 10	16 30	15 45	16 50	16 15	17 10	17 30	16 50	17 50	17 20	18 05	18 20	17 50	18 35	18 50	18 20	19 05	19 20	18 50	19 35	19.50	19 20	20 00
J.	j L L	s eguessissiM	Streetsville GO	$\uparrow$	14 55	$\uparrow$	15 15	15 35	↑	15 55	16 15	↑	16 35	↑	16 55	17 15	↑	17 35	↑	17 50	18 05	↑	18 20	18 35	↑	18 50	19 05	↑	19 20	19 35	↑	19 45
Samec		> eguessissiM	Erindale GO	$\uparrow$	14 42	$\uparrow$	15 02	15 22	↑	15 42	16 02	1	16 22	$\uparrow$	16 42	17 02	↑	17 22	↑	17 37	17 52	↑	18 07	18 22	↑	18 37	18 52	$\uparrow$	19 07	19 22	$\uparrow$	19 32
		s eguessissiM	Square One	$\uparrow$	14 35	$\uparrow$	14 55	15 15	$\uparrow$	15 35	15 55	↑	16 15	$\uparrow$	16 35	16 55	↑	17 15	↑	17 30	17 45	↑	18 00	18 15	↑	18 30	18 45	$\uparrow$	19 00	19 15	↑	19 25
o to to	S BU	r eguessissiM	Cooksville GO	↑	14 07	$\uparrow$	14 27	14 47	$\uparrow$	15 07	15 27	$\uparrow$	15 47	$\uparrow$	16 07	16 27	↑	16 47	↑	17 02	17 17	↑	17 32	17 47	↑	18 02	18 17	$\uparrow$	18 32	18 47	$\uparrow$	19 02
1916	d A	Terminal	Union Station Bus	13 30	13 40	14 00	14 00	14 20	14 30	14 40	15 00	15 00	15 20	15 30	15 40	16 00	16 00	16 20	16 30	16 35	16 50	17 00	17 05	17 20	17 30	17 35	17 50	18 00	18 05	18 20	18 30	18 35
	Zone		Trip Number Numéro du parcours	21425	21421	21445	21441	21451	21465	21461	21481	21485	21501	21515	21531	21541	21545	21561	21575	21571	21591	21605	21603	21621	21635	21631	21651	21665	21661	21671	21685	21681
			Route Number Numéro du trajet	21B	21P	21B	21P	21P	218	21P	21P	218	21P	21B	21P	21P	21B	21P	21B	21P	21P	21B	21P	21P	218	21P	21P	21B	21P	21P	21B	21P

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	2 oronoto 2 Ar	Station Bus Terminal	07 05	07 40	08 10	08 40	08 30	09 10	09 40	09 35	10 15	10 50	10 35	11 25	11 45	12 05	11 40	12 25	12 50	12 15	13 10	12 45	13 30	13 50	13 15	14 10	13 45	14 30	14 15	15 05	14 45
	tt seussissiM	Cooksville GO	06 40	07 10	07 40	08 10	↑	08 40	09 10	↑	09 40	10 10	$\uparrow$	10 45	11 05	11 25	↑	11 45	12 05	↑	12 25	↑	12 45	13 05	↑	13 25	↑	13 45	↑	14 15	$\uparrow$
ta	OS seussissiM	Square One	06 30	00 20	07 30	08 00	↑	08 30	00 60	↑	06 30	10 00	↑	10 35	10 55	11 15	↑	11 35	11 55	↑	12 15	↑	12 35	12 55	↑	13 15	↑	13 35	↑	14 05	$\uparrow$
ON ES	04 eguessissiM	CO Erindale GO	06 20	06 50	07 20	07 50	↑	08 20	08 50	↑	09 20	03 50	$\uparrow$	10 20	10 40	11 00	↑	11 20	11 40	↑	12 00	↑	12 20	12 40	↑	13 00	↑	13 20	↑	13 50	1
ne IRECTI	12 seguessissiM	Streetsville GO	06 05	06 35	07 05	07 35	↑	08 05	08 35	↑	09 05	09 35	$\uparrow$	10 05	10 25	10 45	↑	11 05	11 25	↑	11 45	↑	12 05	12 25	↑	12 45	↑	13 05	↑	13 35	1
manch I EN D	<sup>SS</sup> eguessissiM q <sup>D</sup>	OD elevwole GO	05 55	06 25	06 55	07 25	07 55	07 55	08 25	08 55	08 55	09 25	09 50	09 55	10 15	10 35	10 55	10 55	11 15	11 25	11 35	11 55	11 55	12 15	12 25	12 35	12 55	12 55	13 25	13 25	12 55
d dNUC	22 eguessiseiM	Aquitane Ave. @ Meadowvale Town Centre Circl	05 45		06 45		07 45			08 45			09 42				10 43			11 13		11 43			12 13		12 43		13 13		CF CF
ASTB	25 eguessissiM	Derry Rd. W. @ Ninth Line	0541		06 41		07 41			08 41			09 37				10 38			11 08		11 38			12 08		12 38		13 08		12 28
ш	42 notliM qD	🕑 💽	05 30		06 30		07 30			08 30			09 25				10 25			10 55		11 25			11 55		12 25		12 55		13 25
	Zone	Trip Number Numéro du parcours	21130	21160	21190	21220	21224	21240	21262	21264	21280	21302	21304	21320	21340	21350	21344	21360	21380	21364	21390	21384	21400	21420	21404	21430	21424	21440	21444	21462	NAACA
		Route Number Numéro du trajet	21A	21P	21A	21P	218	21P	21P	21B	21P	21P	218	21P	21P	21P	218	21P	21P	21B	21P	218	21P	21P	21B	21P	21B	21P	21B	21P	21B

		YA	Union Station Bus Terminal	5 35	5 15	6 05	545	6 35	6 15	7 05	645	7 35	7 15	8 05	7 45	8 35	8 15	3 05	8 45	9 35	00 00	940	0 25	0.35	1 20	1 35	2 15	3 10	010	1 00	2 00
		S otnonoT	Ð	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	~	-	~	~	2	~	2	2	0	0	0
		tt sgusssissiM	OD allivadoo Cookaville GO	14 45	↑	15 15	$\uparrow$	15 45	↑	16 15	$\uparrow$	16 45	↑	17 15	↑	17 45	↑	18 15	↑	18 45	19 15	↑	19 45	↑	20 45	↑	21 45	22 40	23 40	00 35	01 35
	L.	<sup>0S</sup> eguessissiM	Square One	14 35	↑	15 05	↑	15 35	↑	16 05	↑	16 35	↑	17 05	↑	17 35	↑	18 05	↑	18 35	19 05	↑	1935	↑	20 35	↑	2135	22 30	23 30	00 25	0125
	ION ES	04 eguessissiM	CO Erindale GO	14 20	↑	14 50	↑	15 20	$\uparrow$	15 50	$\uparrow$	16 20	↑	16 50	$\uparrow$	17 20	↑	17 50	↑	18 20	18 50	↑	19 20	↑	20 20	↑	2120	22 20	23 21	00 16	01 16
2 e	RECT	<sup>rs</sup> squessissiM	Streetsville GO	14 05	↑	14 35	↑	15 05	↑	15 35	1	16 05	↑	16 35	↑	17 05	↑	17 35	1	18 05	18 35	↑	19 05	↑	20 05	↑	21 05	22 05	23 08	00 03	0103
Sunda	/ EN D	SS eguessissiM qa	OD 916VW0b69M	13 55	14 25	14 25	14 55	14 55	15 25	15 25	15 55	15 55	16 25	16 25	16 55	16 55	17 25	17 25	17 55	17 55	18 25	18 55	18 55	19 55	19 55	20 55	20 55	2155	23 00	23 55	00 55
- <u> </u>	DUND	22 eguessiss	Aquitane Ave. @ Mi Meadowvale Town Centre Circle		14 13		14 43		15 13		15 43		16 13		16 43		17 13		17 43			18 43		19 43		20 45		21 45	22 50	23 48	00 48
	ASTB(	<sup>SS</sup> eguessissiM	Derry Rd. W. @ Ninth Line		14 08		14 38		15 08		15 38		16 08		16 38		17 08		17 38			18 38		19 38		20 41		2141	22 46	23 45	00 45
	ш	45 notiiM q0	🐼 🙆		13 55		14 25		14 55		15 25		15 55		16 25		16 55		17 25			18 25		19 25		20 30		21 30	22 35	23 35	00 35
		Zone→	Trip Number Numéro du parcours	21490	21484	21520	21514	21550	21544	21580	21574	21610	21604	21640	21634	21660	21664	21680	21684	21700	21720	21724	21740	21764	21780	21804	21820	21850	21880	21910	21930
			Route Number Numéro du trajet	21P	21B	21P	21B	21P	21B	21P	218	21P	21B	21P	218	21P	21B	21P	218	21P	21P	21B	21P	21B	21P	218	21P	21A	21A	21A	21A

		45 nojliM ™	Milton GO	08 55				10 00			11 05			12 10			13 15		13 45		14 15		14 45		15 15	L	C4 CI	16 15		16 45		17 20		
		22 sgusssissiM h Line	Derry Rd. W. @ Nintl	08 38				09 43			10 43			11 48			12 53		13 23		13 53		14 23		14 53	00	62 GI	15 53		16 23		16 58		
	ST	<sup>22</sup> sgusssissiM ntre	ovA ənstiupA. @ ۱۹۵۱ مسکا ۹۱۵۰ س	08 32				09 37			10 37			11 42			12 47		13 17		13 47		14 17		14 47	ļ	/1. 61	15 47		16 17		16 52		
	N OUE	22 sgusssissiM Ar	OÐ elevwobseM	08 30	00 60	06 30	10 05	09 35	10 35	11 05	10 35	11 40	12 10	11 40	12 45	13 15	12 45	13 45	13 15	14 20	13 45	14 50	14 15	15 20	14 45	15 50	02 91 02 91	15 45	16 50	16 15	17 10	16 50	17 30	1/ 50
_ e	ECTIO	15 eguessissiM	Streetsville GO	08 15	08 45	09 15	09 50	↑	10 20	10 50	↑	11 25	11 55	↑	12 30	13 00	$\uparrow$	13 30	$\uparrow$	14 05	↑	14 35	↑	15 05	$\uparrow$	15 35	16 05	3 ↑	16 35	$\uparrow$	16 55	$\uparrow$	17 15	1/ 35
Sunday	EN DIR	04 eguessissiM	Erindale GO	08 02	08 32	09 02	09 37	↑	10 07	10 37	↑	11 12	11 42	↑	12 17	12 47	↑	13 17	$\uparrow$	13 52	↑	14 22	↑	14 52	$\uparrow$	15 22	15 £3	1	16 22	$\uparrow$	16 42	↑	17 02	1/ 22   18
° ä	I / ONN	05 eguessissiM	Square One	07 55	08 25	08 55	06 30	↑	10 00	10 30	↑	11 05	11 35	↑	12 10	12 40	$\uparrow$	13 10	$\uparrow$	13 45	↑	14 15	↑	14 45	$\uparrow$	15 15	15.45	2 2 ↑	16 15	$\uparrow$	16 35	↑	16 55	cl /1
	STBO	11 eguessissiM	Cooksville GO	07 42	08 12	08 42	09 12	↑	09 42	10 12	↑	10 42	11 12	↑	11 47	12 17	↑	12 47	$\uparrow$	13 17	↑	13 47	↑	14 17	↑ !	14 4/	15 17	^	15 47	↑	16 07	↑	16 27	10 4/
	N	Toronto 2 erminal Dp	T su8 noitst2 noinU	07 20	07 50	08 20	08 50	00 60	09 20	09 50	10 00	10 20	10 50	11 00	11 20	11 50	12 00	12 20	12 30	12 50	13 00	13 20	13 30	13 50	14 00	14 20	14 50 14 50	15 00	15 20	15 30	15 40	16 00	16 00	16 20
		Zone→	Trip Number Numéro du parcours	21151	21181	21211	21231	21245	21251	21271	21285	21291	21311	21325	21331	21351	21365	21371	21385	21391	21405	21411	21425	21431	21445	21451	21465	21485	21501	21515	21531	21545	21541	21561
			Route Number Numéro du trajet	21A	21P	21P	21P	21B	21P	21B	21P	21B	21P	21B	21P	21B	412	210	21B	21P	21B	21P	21B	21P	ALZ.									

Γ			١A	OĐ notliM	50		20			50		20			50		15				10			10			05		00		00		55	50	45
			42 notliM	0.3	17		18			18		19			19		20				21			22			23		8		6		2	02	33
			əuiJ	Derry Rd. W. @ Ninth	28		58			28		28			28		53				48			48			43		41		41		36	33	26
			Mississauga <sup>22</sup>		17		17			18		18			19		19				20			21			22		23		8		6	02	33
		_	ent	nəƏ nwoT əlsvwobsəM	53		52			22		22			22		47				42			42			37		37		37		32	27	22
		ES	<sup>22</sup> eguessissiM	③ svA snstinpA	17		17			18		18			19		19				20			21			22		23		8		9	02	33
		S	١A	OD 9 esdowobs9M	20	9	50	30	50	20	9	20	30	20	20	05	45	25	45	9	40	40	05	40	35	05	35	30	35	30	35	30	30	25	20
		Š	<sup>22</sup> sgussissiM	0.3	17	18	17	18	18	18	19	18	19	19	19	20	19	20	20	21	20	21	22	21	22	23	22	23	23	8	8	0	9	02	03
		Ĕ		Streetsville GO	•	55	•	15	35	$\mathbf{\Lambda}$	55	•	15	35	•	50	•	9	30	55	•	25	20	₼	20	50	•	20	•	20	₼	20	$\mathbf{\Lambda}$	15	9
	he Y	Ĕ	rs seuessissiM	• 3		17	1	18	18		18		19	19		19	1	20	20	20		21	21		22	22		23		8	1	9		02	03
-	anc	B		CD alsbring	•	42	•	8	22	$\mathbf{\Lambda}$	42	$\mathbf{A}$	02	22	$\mathbf{\Lambda}$	37	$\mathbf{\Lambda}$	57	17	42	$\mathbf{\Lambda}$	12	37	$\mathbf{\Lambda}$	20	37	$\mathbf{\Lambda}$	07	$\mathbf{\Lambda}$	20	$\mathbf{\Lambda}$	07	$\mathbf{\Lambda}$	02	57
c	Sul in:	Ш	04 eguessissiM	03	Ľ.	17	'	18	18	_	18		19	19		19	'	19	20	20	'	21	21		22	22	'	23	'	8		9		02	02
		D		Square One	•	35	•	55	15	$\mathbf{A}$	35	$\mathbf{A}$	55	15	$\mathbf{\Lambda}$	30	$\mathbf{\Lambda}$	50	9	35	$\mathbf{\Lambda}$	05	30	$\mathbf{\Lambda}$	8	30	$\mathbf{\Lambda}$	8	$\mathbf{\Lambda}$	8	$\mathbf{\Lambda}$	8	$\mathbf{\Lambda}$	55	50
		Š	<sup>02</sup> sgussissiM	ى 🕒	Ľ.	17		17	18	<u> </u>	18		18	19		19		19	20	20		21	21		22	22	'	23	'	8		6		2	02
		B		Cooksville GO	•	07	$\mathbf{\Lambda}$	27	47	$\mathbf{\Lambda}$	01	$\mathbf{A}$	27	47	$\mathbf{\Lambda}$	07	$\mathbf{\Lambda}$	27	47	12	$\mathbf{\Lambda}$	42	12	$\mathbf{\Lambda}$	42	12	$\mathbf{\Lambda}$	42	$\mathbf{\Lambda}$	42	$\mathbf{\Lambda}$	42	$\mathbf{\Lambda}$	40	40
		ES	11 sgussissiM	<b>a</b> 3	Ľ.	17	'	17	;	<u> </u>	18		18	18		19	'	19	19	20	'	20	21		2	22	'	22	'	33	'	8		2	02
		≥	qD Isnimi	eT su8 noitst8 noinU	30	40	8	8	20	30	4	8	8	20	30	40	8	8	20	50	8	20	50	8	20	50	8	20	8	20	8	20	8	20	20
			Toronto 2	Ś	16	16	17	17	;	;	1	4	18	18	18	18	19	19	19	19	20	20	20	21	2	2	22	22	23	33	8	8	9	9	02
			Te	Numéro du parcours	575	581	605	601	621	635	641	665	653	671	685	691	705	701	711	731	745	751	171	785	791	813	825	831	855	861	885	891	915	921	951
			Ż	Trip Number	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
				Numéro du trajet	<u>1</u> B	1P	<u>1</u> B	Ē	Ξ.	<u>1</u> B	Ē	<u>1</u>	Ē	μ	<u>1</u> B	Ę	<u>1</u> B	Ч,	Ę	Η	<u>1</u> B	Η	μ	<u>1</u> B	Ē	Ē	<u>1</u> B	Ē	<del>1</del> B	Η	<u>1</u> B	1P	1 <u>B</u>	1A	AT:
L				Route Number	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2