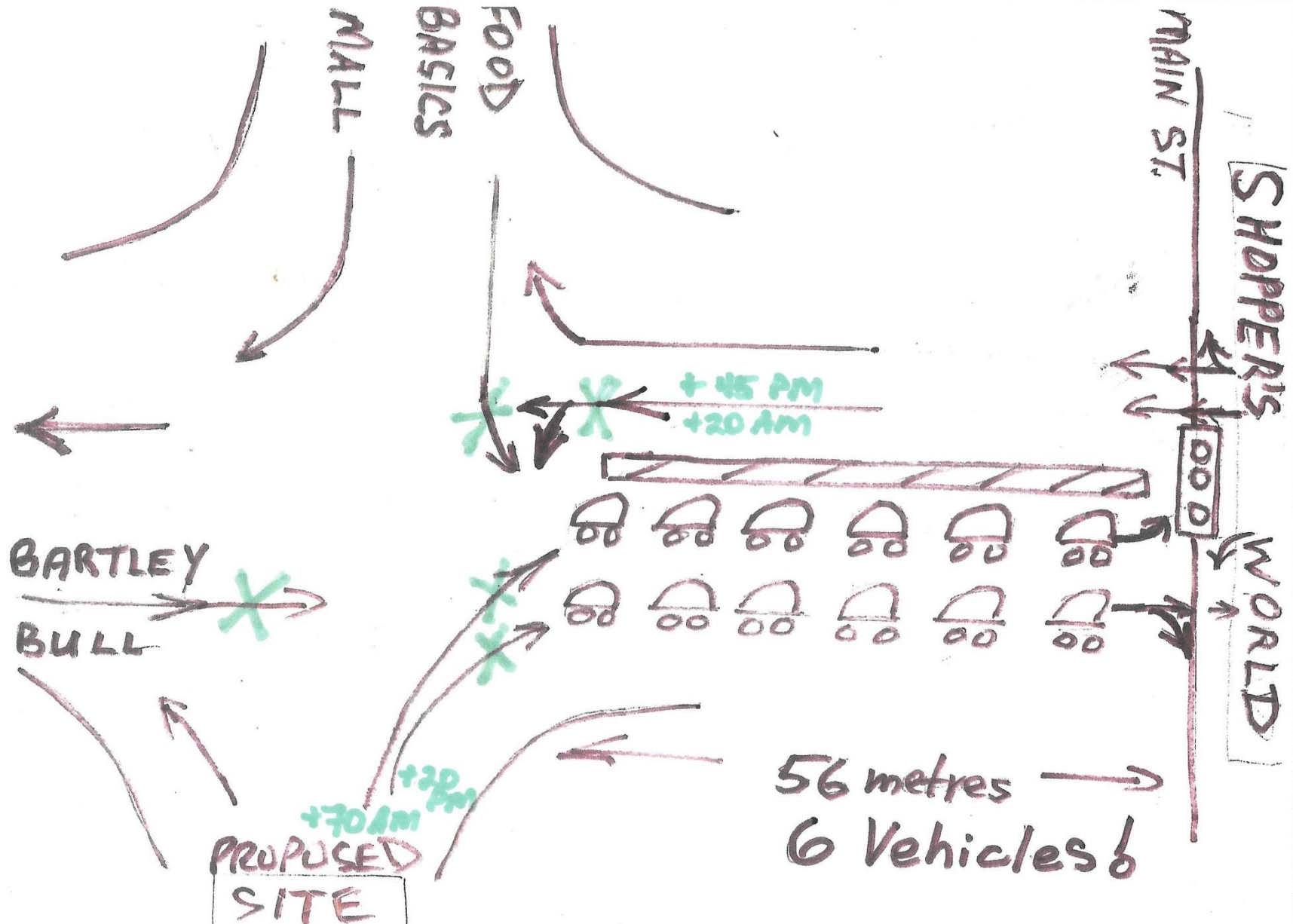


# Traffic Study from Developer

- Consultant's Report Dec 2020 and Oct 2022 (numbers updated for the revised project).
- These reports do not withstand critical assessment. We do not believe or trust them for 3 reasons: the impact on Bartley Bull Pkwy W traffic to Main St. is minimalized; Baseline traffic numbers are too low; and generalizations made about future vol without supporting data.
- Guess that project adds 20in/70out in a peak am hr (not hrs) and 45in/20out in a peak pm hr.

# 1) Impact on Intersection Minimalized



## Deficiency 2 - Volumes are too Low

- Traffic monitored 1 day (Dec 17, 2019) 5 yrs ago at one am and one pm peak hr. Doesn't say when or how long monitored. This basic info is absent.
- State 130 vehicles travelling west on BB into the intersection at am peak hr and 85 at pm peak hr.
- Incredulously low. Twice asked City do it's own count. No Response.
- I count 6 to 10 vehicles at the traffic light every time I go by (not just peak), For 1 min light signals

8 cars X 60 red lights/hr = 480 cars/hr

Plus more cars when lights are green

### 3) Traffic Volumes will not Increase

- Stated 2019 traffic vol will be unchanged in 2024 and 2027.
- It is 2024 & traffic has increased! City approved multi family dwellings. Brampton pop growth. Citizens cut through Peel Village.
- They also state additional trips from site will drop 14% in 2027. Crystal ball?
- No facts or data to substantiate. Cites LRT and shared drives. More hope than fact to support application. If they guess wrong?
- This ridiculous statement undermines the integrity of the report.

# Conclusion

- Request this application in the present form be rejected.
- For any future projects at this location, city should contract its own traffic consultant.