TRANSPORTATION PLANNERS AND ENGINEERS

bunt & associates

Anmore South

Transportation Impact Assessment

Version 5

Prepared for

Icona Properties

Date

March 5, 2025

Project No.

04-21-0091

Bunt & Associates acknowledges and respects the Traditional Territories upon which our work spans, and from which we benefit. We are grateful for the unique cultures and histories of Indigenous Peoples that enrich our understanding and connection to the lands we call home. We honour learning, listening, and truth in our journey to reconciliation.

March 5, 2025
04-21-0091

Laurie Schmidt
Vice President Development
Icona Properties
Suite 900 – 1111 West Hastings Street
Vancouver, BC
V6E 2J3

Dear Mr. Schmidt:

Re: Anmore South
Transportation Impact Assessment – Neighbourhood Plan Phase 3

Please find enclosed the Transportation Impact Assessment for the Anmore South Neighbourhood Plan. The study reviews the long-term impact of the proposed neighbourhood at key intersections within the Village of Anmore specifically, and more generally to the broader community. The report also details recommended Transportation Demand Management measures to help the project achieve its goal of building Anmore an urban community with supportive measures to expand travel mode choice away from a past heavy reliance on private vehicle trips.

As with all planning work, we hope this report will assist in moving the project through the approvals process, and we look forward to assisting however possible in the upcoming phases of transportation planning and engineering work for Anmore South.

Yours truly,
Bunt & Associates

Nicolas Moss, P.Eng.
Transportation Engineer

CORPORATE AUTHORIZATION

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Date: 2025-03-05
Project No. 04-21-0091

Approved By: Daniel Fung, M.Sc., P.Eng.
Principal

5 Mar 2025
PTP #1000468

Written with respect and gratitude for the Traditional Territories upon which we work and live.

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EXECUTIVE SUMMARY

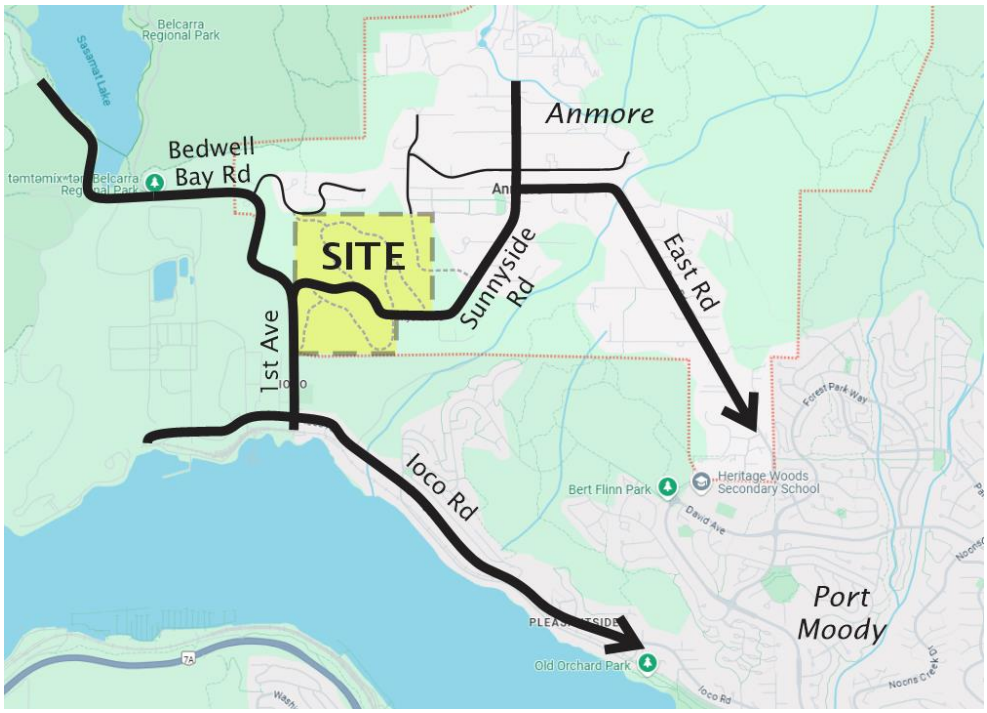
The Anmore South Neighbourhood is a mixed-use greenfield development proposed in Anmore, BC. The neighbourhood at full buildout plans for around 2,200 residential units in a mix of single-family houses, townhouses, and midrise apartments, as well as 55,000 SF (square feet) of commercial space and a 20,000 SF community centre available for public use.

This Transportation Impact Assessment is the latest of a series of technical transportation deliverables prepared by Bunt & Associates Engineering Ltd. (Bunt) for the Neighbourhood Plan approvals process and adheres to a Terms of Reference agreed to by the developer – Icona Properties, and the Village of Anmore.

Existing Conditions & Relevant Plans

Anmore is accessed by two roads via Port Moody – Ioco Road and East Road – as shown in **Figure E.1**. These roads generally have rural cross-sections, with minimal sidewalk facilities and many driveway accesses connecting directly to these corridors. Transit service is provided in Anmore year-round at frequencies of 30 minutes on weekdays and 60 minutes on weekends, although additional bus service is provided in the peak summer period to connect the regional and provincial parks in the area to the regional SkyTrain rapid transit service.

Figure E.1: Site Context



Traffic counts were completed around the Anmore South site in summer and fall 2023 for the weekday AM, weekday PM, and Saturday PM peak periods. When compared to 2017 traffic data, the current data showed overall decreases in traffic volumes due to post-covid travel patterns (e.g. working from home) and the introduction of parking reservations at Buntzen Lake and Belcarra provincial and regional parks that are major generators of vehicle traffic in Anmore. When comparing the 2023 counts, weekday AM and weekday PM traffic was highest during the summer, while Saturday PM traffic was highest during the fall. As such, these respective seasons were used for analysis.

Existing intersection capacity analysis found that the intersections within the study area operate well within capacity, with no more than 15 seconds of delay per vehicle on average. Existing link capacity analysis for East Road and Ioco Road beyond the study area found some available capacity, but also that the theoretical capacity for these corridors is reduced by rolling terrain, curving road alignment, side friction from driveway intersections, and transit buses stopped for passenger loading/unloading. It was also noted that traffic volumes on these corridors generally increases moving east away from the study area, such that critical locations are some distance away from Anmore's borders.

In the past, there were plans for a new road connection between Port Moody and Anmore, most notably a westward extension of David Avenue. This connection is currently not proposed or supported by the City of Port Moody, which limits traffic to/from Anmore to the two existing road connections described above. Bunt's analysis did not assume an additional new connection between the two municipalities.

Future Traffic Volumes

Background Traffic Growth

Other than what is envisioned for the Anmore South Neighbourhood, the amount of future development growth and densification in the study area and surroundings is uncertain. There are a number of large undeveloped sites such as the Port Moody Ioco Lands and the Imperial Oil terminal, and it is unknown if and how the current parking reservation system for the regional parks might change in the future. For calculation purposes, a 1% annual linear growth rate was applied to existing traffic volumes. In reality, this growth may be larger or smaller, and may be more focused on specific areas rather than spread evenly throughout the study area. This growth is also highly influenced by a potential future new road connection to Port Moody, as redevelopment of the Port Moody Ioco Lands or the Imperial Oil terminal would likely require such a connection.

Site Trip Generation

Vehicle volume projections for Anmore South were based on the project's vision of an urban mixed-use neighbourhood with improved mobility options. Standard vehicle trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* were used, specifically those for a "dense multi-use urban" setting, anticipating the community would benefit from a range of local shops, services, and amenities within walking/cycling distance, and enhanced public transit service. For the residential component of the Anmore South development, this resulted in a weighted average trip rate of 0.31-0.35 trips/unit during the peak hour of weekday AM, weekday PM, and Saturday PM.

The commercial space is intended to be primarily local-serving, and thus 60% of the trips were anticipated to come from within the community. Further, of the remaining 40% of trips, many were calculated to be "pass-by" trips who were already in Anmore for another reason, such as visiting one of the area parks. The result was a minimal number of new trips generated by the commercial space, and a reduction in trips from the local community that would otherwise need to travel to Port Moody or beyond for these daily needs.

The community centre is intended to be for all Anmore residents, rather than being a private amenity exclusive to Anmore South. As such, it was assumed that 60% of person trips to the community centre would originate internally from Anmore South, while the remaining 40% would come from the rest of Anmore.

The resulting gross vehicle trip generation was estimated to be 800-1,050 peak hour trips during peak traffic periods of the day; however, only 750-850 of these would be net new trips added to the area. This equates to 12-14 new trips per minute of net additional vehicle traffic on the area road network.

These trips were distributed onto the road network based on proxy data collected at Sunnyside Road & Alder Way to understand how current residents choose their routing between either Ioco Road or East Road. This data yielded a trip distribution methodology whereby various zones of Anmore South were assigned different trip distribution percentages, with up to 80% using East Road for trips generated in the northeast corner of the site, down to only 30% using East Road for trips generated in the southwest corner of the site.

Future Traffic Operations

Intersection capacity analysis for a 2045 horizon with only background traffic growth did not identify any significant operational concerns.

When Anmore South traffic was layered on, some capacity issues were identified at the study intersections as outlined below:

- The intersection of East Road & Sunnyside Road was found to become overcapacity during the weekday PM and Saturday PM peak hours if it remained with the existing minor street stop control. Any of the following mitigations were found to adequately serve the forecasted vehicle volume:
    - All-way stop with two lanes on the westbound East Road approach (dedicated left turn and right turn lanes)
    - Signalizing the intersection with existing laning (or with two lanes on East Road for further reductions in delay)

- The intersection of 1st Avenue/Bedwell Bay Road & Sunnyside Road was found to have unacceptable delay on Sunnyside Road during the Saturday PM peak. Converting the intersection to either an all-way stop or a single lane roundabout was found to adequately reduce delay.

- The intersection of 1st Avenue & Ioco Road was found to approach capacity during the weekday PM and Saturday PM peak hours. Either converting this intersection back to minor street stop control (with free flow on 1st Avenue) or signalizing the intersection was found to address the capacity issues.

- While not due to capacity concerns, an eastbound left turn lane of at least 15m should be constructed at Sunnyside Road & Upper Loop / Lower Loop (east intersection) for safety reasons and the reduce through movement friction along Sunnyside Road.

Beyond the study intersections, the analysis reviewed the link capacity of Ioco Road and East Road as they leave the study area first by just adding Anmore South traffic onto existing volumes, without any additional background growth. This resulted in Ioco Road operating at its theoretical capacity and continued acceptable operations on East Road. However, as traffic volumes on Ioco Road generally increase travelling eastward into Port Moody, the addition of site traffic will likely result in overcapacity conditions at critical locations farther from the study area in Port Moody. With the addition of the 1% annual increase of background traffic on top of the Anmore South buildout site traffic, both corridors were found to operate at or above their theoretical capacity, even at the lowest volume locations closest to Anmore South.

The significant decline in operations when background traffic growth is added to the existing traffic + site traffic scenario indicates that the magnitude and nature of the background traffic has a substantial bearing on the future of Anmore's road network needs.

It is also noted that Anmore South is an entire neighbourhood, which is intended to be built out over 20 years in multiple phases such that the traffic loading on the area road network would be gradual rather than "all at once". Phased analysis indicated that up to 40% of the proposed build out density can be constructed without significant new road capacity, assuming inclusion of the 1% annual increase of background traffic and a linear build out of the Master Plan (110 new dwellings per year). Additional Transportation Impact Assessments should be undertaken for each phase of Anmore South (approximately every 300 units) to understand the traffic volumes at that time, any new information about background traffic growth, and also to monitor and understand the vehicle trip generation by phases of the neighbourhood complete up to that point. The mitigations listed above will not be necessary for the first phase of development and may never be necessary if minimal background traffic growth occurs.

To futureproof for these traffic increases, the East Road & Sunnyside Road intersection should be planned to accommodate a future 30m westbound right turn lane, and the 1st Avenue/Bedwell Bay Road & Sunnyside Road should be planned to accommodate a future single-lane roundabout. That being said, the anticipated trip generation of the neighbourhood at full build out can likely only be supported in conjunction with additional transportation infrastructure upgrades outside of Anmore.

Transportation Demand Management

In order to reduce the vehicle impact of Anmore South as much as practically achievable, a number of Transportation Demand Management (TDM) measures are proposed. TDM measures encourage use of non-car modes of travel and support people's mode choice by providing viable alternatives to private car use. For some households, TDM may allow what would have been a 2-car household to only have parking for one vehicle making it inconvenient to own a second car. For others, it may allow them to forgo a car altogether and instead rely on transit and car share / ride hailing opportunities. For yet other households, they may still own vehicles but can choose to use other modes such as transit, cycling, or walking for various trip purposes.

The proposed TDM measures include:

- Reduced parking ratios in all phases of development, including a portion of townhouses with 1 parking space, apartments with 0-1 bedrooms having an average of 1 space per unit or less, and apartments with 2+ bedrooms having an average of 1.25 spaces per unit or less.
- Car share vehicles, either through an existing provider or as a private service for the neighbourhood. They should be provided at a rate of 1 vehicle per 100 units (22 vehicles total), should include a variety of vehicle types (including at least one minivan and one pickup truck), and can be phased with the construction of additional units.
- Increased transit service, providing connection to Suter Brook Village, the SkyTrain, and West Coast Express at least every 15 minutes throughout the daytime period, 7 days per week. This can be phased with a critical mass of development and subject to future phase-specific traffic studies but should start for the first phase at a minimum with an extension of the existing Route 181 to the site at its existing frequency (every 30 minutes on weekdays and every 60 minutes on weekends).

At buildout, two transit schemes have been developed, either of which would need to be approved by TransLink to operate or be funded as an Independent Transit Service. One option extends Route 181 to Anmore South and increases its frequency to 15 minutes, with the extension and frequency increase funded by the project. The other option introduces an all-day express bus service between Anmore South and Port Moody that would be operated by the project but may in the future be taken over by TransLink.

Beyond these measures, the site also has "built-in" TDM. Providing commercial land uses on-site fills a need for many residents who would otherwise have travelled off-site by car. Neighbourhood-supportive uses such as a convenience store, salon, medical office, or small-scale retail units provide options to residents to fulfill some basic needs without using a car. An extensive network of trails and multi-use paths is proposed as part of the Anmore South neigbourhood. This network of paths provides connections between areas of the neighbourhood and beyond without having to share space with cars, and allows for more direct walking/cycling trips between the commercial/community centre and more outlying areas of the neighbourhood.

Summary

In summary, the Anmore South neighbourhood will fundamentally change Anmore from a transportation perspective – significantly improving transit service, improving connections for active modes, and introducing new commercial space that will provide existing and future Anmore residents with new options within their community, while also substantially increasing the number of vehicle trips to/from the Village over the 20-year build out.

The anticipated trip generation of the neighbourhood at full build out coupled with area background traffic growth at 1% per year can likely only be supported in conjunction with transportation infrastructure upgrades outside of Anmore. However, the impact of other development and densification in the study area and nearby will have a significant influence on transportation decisions over the 20-year buildout of the community, which may introduce additional opportunities to support the mobility of the entire North Shore. In the meantime, additional Transportation Impact Assessments can be completed for each subsequent phase to allow for the incremental development of the Anmore South lands within the means of the evolving transportation networks.

1. INTRODUCTION

1.1 Study Purpose & Objectives

The Anmore South Neighbourhood Plan proposes a 61.14-hectare (150.08-acre) mixed-use community at the south end of the Village of Anmore, BC, the location of which is shown in **Exhibit 1.1**. Bunt & Associates Engineering Ltd. (Bunt) was retained as part of the technical expert team for the Anmore South Neighbourhood Plan to provide transportation consulting services and a comprehensive Transportation Impact Assessment (TIA) according to the Council-approved Terms of Reference.

Given the size and density of the proposed neighbourhood, Anmore South is expected to have impacts to the transportation systems throughout Anmore and beyond. As such, this Transportation Impact Assessment reviews the impact to Anmore's roads and comments on wider-reaching effects of the development.

1.2 Study Scope & Area

Bunt has prepared a number of interim memos and reports for the Anmore South project already. These include:

- Preliminary Transportation Demand Study (May 2023)
- Bridging Memo & Response to Village Comments (October 2023)
- Neighbourhood Plan Phase 1 Transportation Memo (May 2024)
- Neighbourhood Plan Phase 3 Transportation Impact Assessment – Version 1 (November 2024)

At each of these stages, the planning for Anmore South had progressed, with new presentations to the public by the developer – Icona Properties, new decisions by Anmore staff and council, and increasingly detailed site planning. Since the Neighbourhood Phase 1 Transportation Memo in May 2024, the density, land uses, parcel planning, and road network of the project have been further refined. As such, the intent of this Transportation Impact Assessment for Phase 3 of the Neighbourhood Plan planning process is to increase the detail of the previous analyses now that more specifics are known. It also includes the previous analysis to consolidate findings in one report.

The study area for intersection-specific analysis remains focused on intersections in the immediate vicinity of the project, including site accesses and on-site intersections (**Exhibit 1.2**). The analysis will also provide commentary on corridor-wide capacity for the two arterial corridors providing vehicle access to Anmore, namely Ioco Road and East Road.

1.3 Proposed Development

Based on information provided by Icona and Placemark Design, land use data from the "Preferred Plan" has been used as the basis for this analysis. This option has a higher proportion of ground-oriented townhomes, an overall lower residential unit count, a proportionally smaller commercial offering to serve the reduced residential population, and a community centre.

A summary of proposed land uses and densities is shown in **Table 1.1** and is illustrated in the site plan presented in **Exhibit 1.3**.

Table 1.1: Proposed Land Uses

LAND USE	DENSITY
Residential – Single family house & Duplex	130 units
Residential – Townhouse	740 units
Residential – Mid-rise apartment	1,330 units
Neighbourhood commercial	55,000 SF
Community centre	20,000 SF

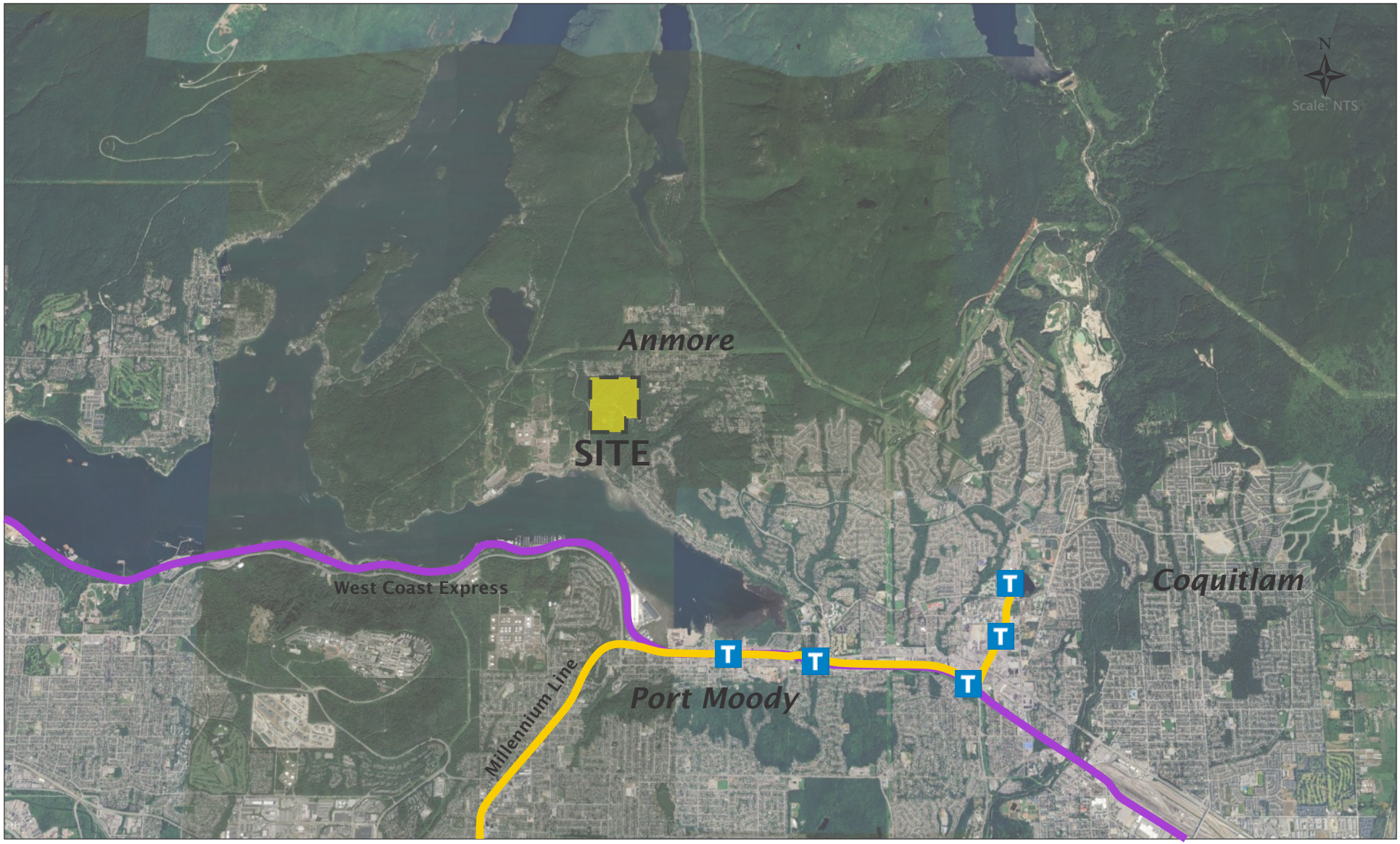


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Exhibit 1.1
Site Location

Anmore South Neighbourhood Plan TIA
04-21-0091 March 2025

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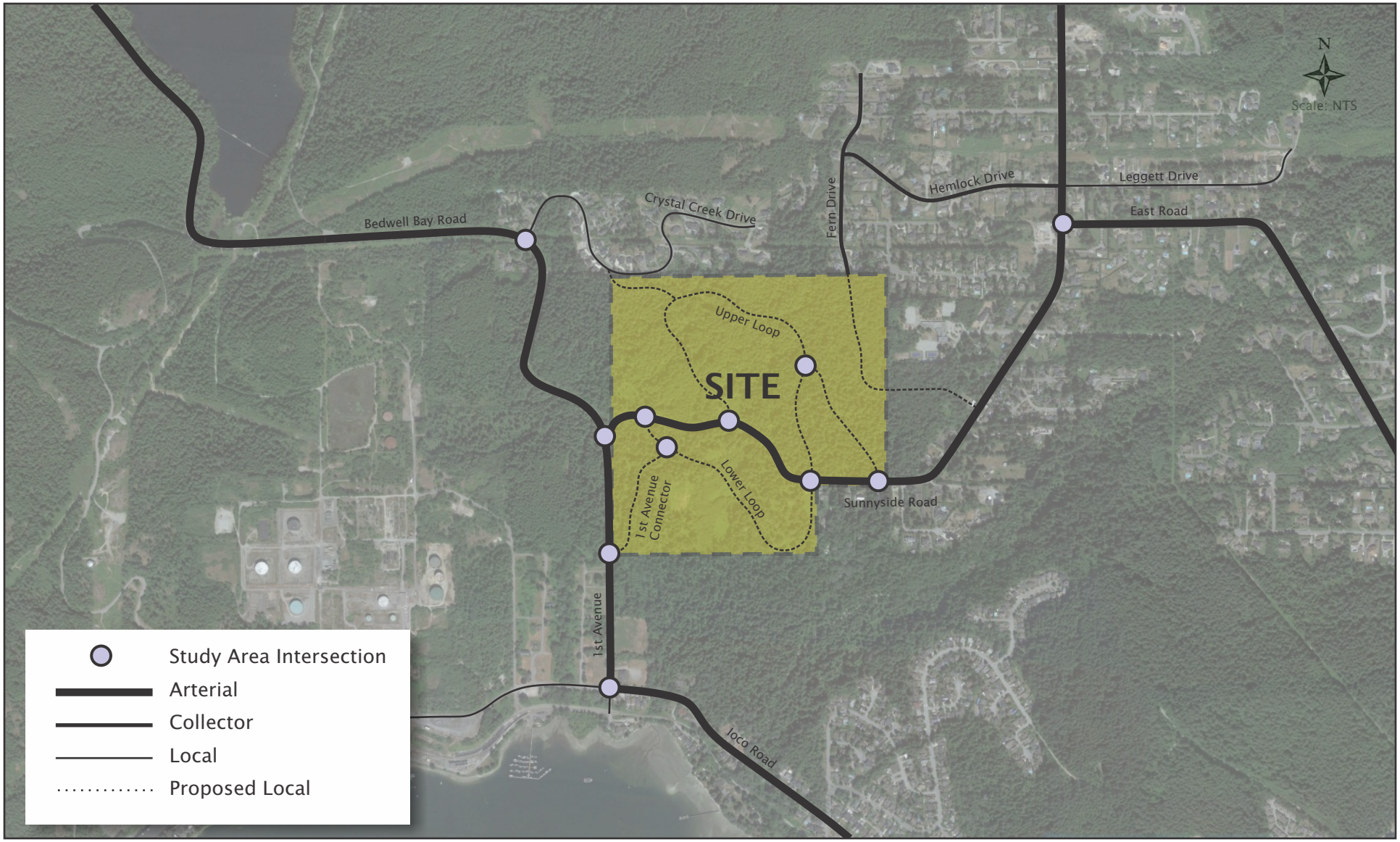

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Exhibit 1.2

Study Intersections

Anmore South Neighbourhood Plan TIA
04-21-0091 March 2025

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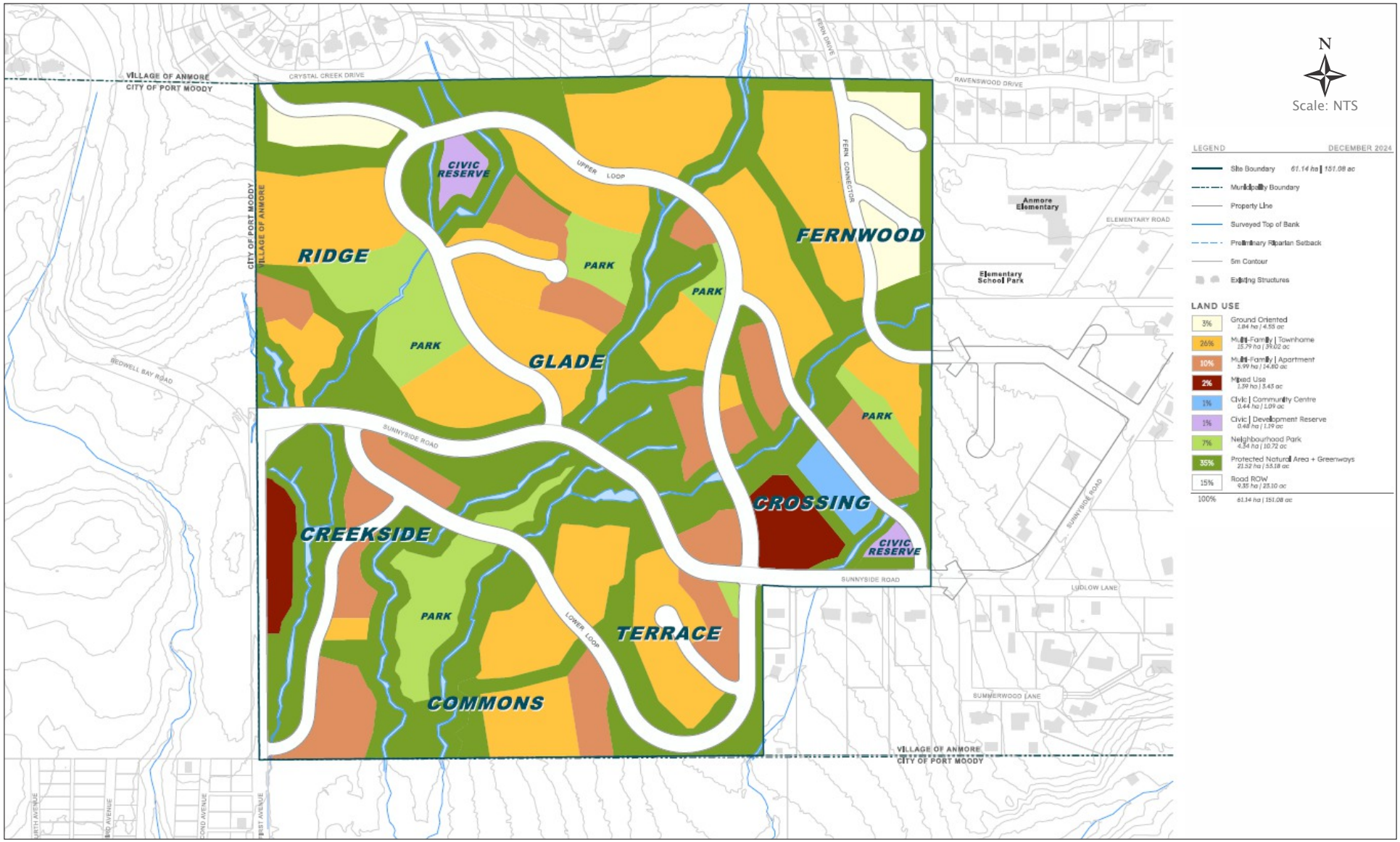

Exhibit 1.3
Site Plan

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2. EXISTING CONDITIONS

2.1 Land Use

The Anmore South site is currently undeveloped. To the north and east of the site are primarily single-family residential houses, and the nearby Anmore Elementary school. To the southwest and south within the adjacent municipality of Port Moody, the Imperial Oil Company (Ioco) lands are currently a vacant industrial site that could see redevelopment in the future, and a handful of remaining/restored homes located in the original Ioco townsite centered on the intersection of First Avenue and Ioco Road.

2.2 Existing Transportation Network

2.2.1 Road Network

The existing road network in the study area can primarily be classified as having rural cross sections. There are two vehicle connections into Anmore through neighbouring Port Moody: Ioco Road and East Road. Both of these corridors have one travel lane per direction and in places sidewalk facilities are located on one side of the road.

Closer to the site, First Avenue / Bedwell Bay Road and Sunnyside Road also have one travel lane per direction, with no pedestrian facilities. All intersections within the study area are stop-sign controlled, with Ioco Road & First Avenue operating as an all-way stop intersection.

Apart from access to the communities of Anmore and Belcarra, the arterial corridors in the study area also serve as access to major recreation areas for the region – Buntzen Lake Recreation Area and təmtəmíxʷtən (Belcarra Regional Park). This results in atypical peak hours for traffic flow and strong seasonal traffic patterns.

2.2.2 Transit Network

TransLink currently provides limited coverage service in Anmore as a consequence of its existing low population density. Route 182 is the main route, providing service from Moody Centre Station in Port Moody (connecting to the SkyTrain and West Coast Express commuter rail) via East Road, Sunnyside Road, and Bedwell Bay Road. The route runs every 30 minutes on weekdays and every 60 minutes on weekends. Route 181 provides service along Ioco Road, currently terminating at Ioco Road & First Avenue except for late night trips when it continues into Anmore. Similar to Route 182, Route 181 runs every 30 minutes on weekdays and every 60 minutes on weekends. Both Route 182 and 181 are operated with community shuttle buses.

During the summer months, TransLink runs additional bus service direct to White Pine Beach (Route 150 on all days) and Buntzen Lake (Route 179 on weekends only). This adds significant transit capacity to the area, with Route 150 typically operated with articulated buses every 30 minutes, and Route 179 with standard 40-foot buses every 35 minutes.

A summary of the condition of the bus stops around the site is found in **Table 2.1**, and a summary of the bus service provided to these stops is shown in **Table 2.2**. A map of the transit service is shown in **Exhibit 2.1**.

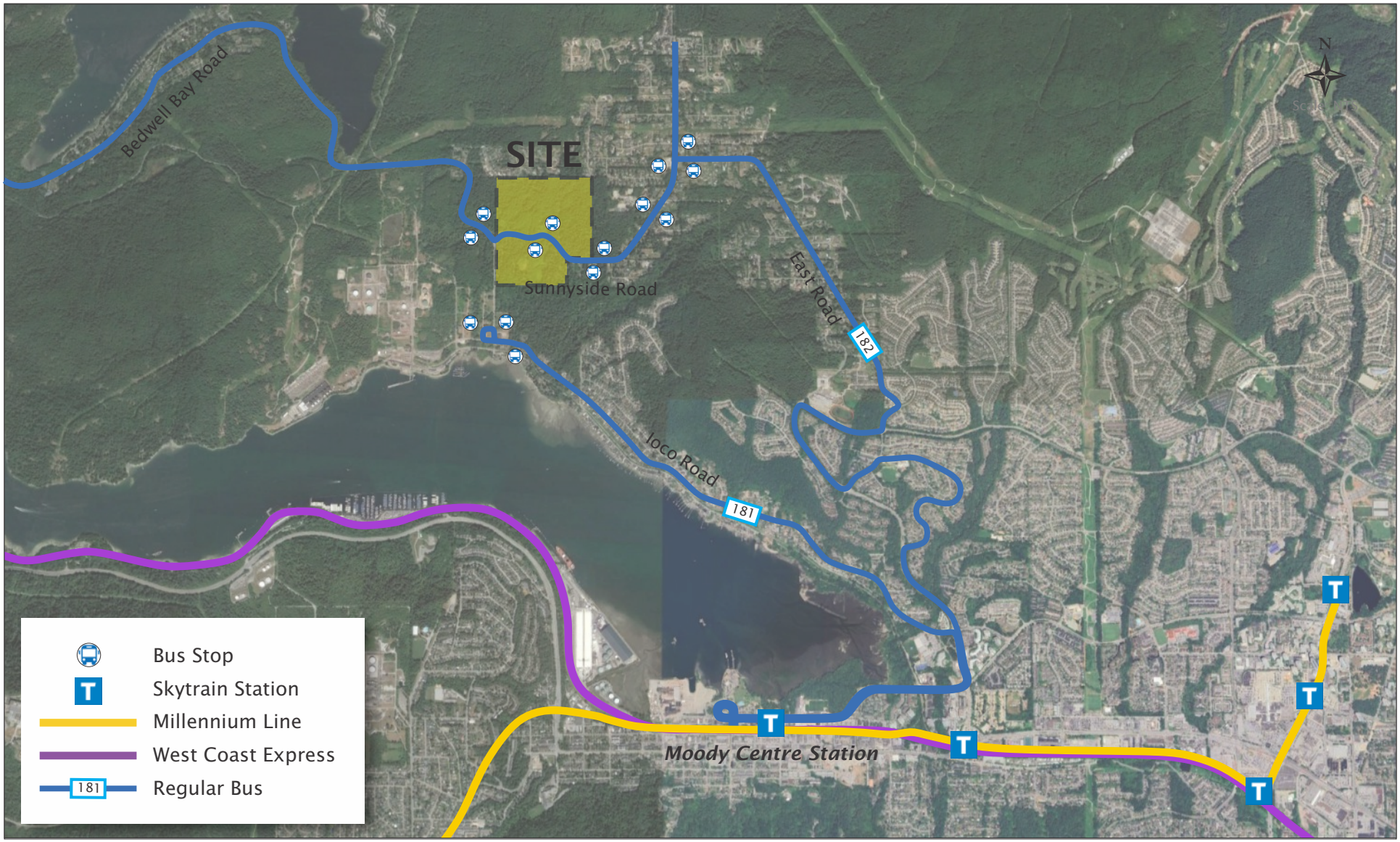

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Exhibit 2.1

Transit Routes & Stops

Anmore South Neighbourhood Plan TIA
04-21-0091 March 2025

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Table 2.1: Transit Stops within 800m Walking Distance of Site

ROUTE	DIRECTION	LOCATION	STOP #	AMENITY	NOTES
182	Moody Centre	Bedwell Bay Rd & Crystal Creek Dr	60599	-	Flag stop
		Bedwell Bay Rd & Sunnyside Rd	58981	-	Flag stop
		Sunnyside Rd & 2200 Block	58973	-	Flag stop
		Sunnyside Rd & 2000 Block	53240	-	-
		Sunnyside Rd & Alder Way	53241	-	Wheelchair accessible
		East Rd & Sunnyside Rd	58900	Bench, trash can	Wheelchair accessible
	Belcarra	Sunnyside Rd & East Rd	53246	Shelter, bench, trash can	Wheelchair accessible
		Sunnyside Rd & Elementary Rd	53247	-	Wheelchair accessible
		Sunnyside Rd & Summerwood Ln	53248	-	-
		Sunnyside Rd & 2200 Block	58972	-	Flag stop
		Bedwell Bay Rd & Sunnyside Rd	58980	-	Flag stop
		Bedwell Bay Rd & Crystal Creek Dr	60598	-	Flag stop
181	Moody Centre	Ioco Rd & 2nd Ave	53239	Shelter, bench, trash can, posted schedule	Wheelchair accessible

Table 2.2: Existing Transit Service Frequency

ROUTE		WEEKDAY SERVICE SPAN		HEADWAY (MIN.)					NOTES
#	DIRECTION	START	END	AM	MID-DAY	PM	EVENING	WEEKEND	
182	Moody Centre	05:45	21:20	30	30	30	60	60	-
	Belcarra	06:15	20:55	30	30	30	60	60	-
181	Moody Centre	05:55	23:25	30	30	30	60	60	Trips after 21:00 also serve Anmore & Belcarra

2.2.3 Cycling & Pedestrian Networks

The pedestrian and cycling facilities in the area are currently minimal, consistent with the rural typology. There are no pedestrian or cyclist facilities along Sunnyside Road, First Avenue, or Bedwell Bay Road immediately adjacent to the site, although paved shoulders or varying width are provided along First Avenue and Bedwell Bay Road.

In the more developed area of Anmore along Sunnyside Road, a sidewalk is provided along one side of the road. A multiuse path was constructed along Sunnyside Road in 2024 between Summerwood Lane and Alder Way, widening the existing sidewalk to be useable for cyclists and other rolling modes. Marked crosswalks are provided across Sunnyside Road at Elementary Road and Ravenswood Drive, with the Elementary Road crosswalk also featuring flashing beacon lights.

The pedestrian facilities that do exist provide connection to a broad network of hiking trails in the surrounding regional parks, which are the main destination within walking distance. Anmore Grocery, a small-scale neighbourhood grocery/convenience outlet, is located at the north end of Sunnyside Road near the entrance to Buntzen Lake provincial park, approximately 1.5km from the site.

2.3 Relevant History & Plans

Ioco Lands Redevelopment & Industrial Land

The 250-acre Ioco Lands site previously owned by the Imperial Oil Company (Ioco) south of Anmore South has remained in flux since it was sold to a development group in 2015. A decision by the City of Port Moody council in 2020 currently limits the development of this site to 253 homes. No official plans for the site have been brought forward, in part because further densification of the site may trigger the City of Port Moody to require improved vehicle access to the area. Father west, the Ioco Terminal is still active, and consists of a massive waterfront industrial site supplying some of the region's rare heavy industrial port facilities.

Ioco Connector Options & David Avenue Extension

The City of Port Moody originally planned for more development north of Ioco Road, with associated planning for additional transportation connections.

David Avenue is an east-west arterial corridor in northern Port Moody, Coquitlam, and Port Coquitlam. David Avenue was constructed with the possibility of extending the corridor farther west through the remainder of Port Moody into Anmore, providing a road connection to future City of Port Moody neighbourhood development and a new third road connection to the Village. This road extension was part of Port Moody's Official Community Plan (OCP) in the past, but after the neighbourhood development areas were instead dedicated as Bert Flinn Park in 1999, reference to the new road has since been removed (in 2020) from the Port Moody OCP.

Prior to the 2020 Port Moody council decision limiting development in the Ioco Lands and removing the David Avenue corridor designation, a number of new transportation connections through this area of Port Moody were studied both to provide additional access to/from Anmore and to support potential development of the Ioco Lands. A 2018 study by ISL Engineering reviewed 16 options, recommending only 5 for further consideration as set out below:

- No improvements to the existing road network
- Transportation Demand Management for new developments in Anmore and northwest Port Moody
- David Avenue Extension through Bert Flinn Park to Ludlow Lane
- Improvements to Ioco Road (dual left turn lane at Ioco Road & Ungless Way; traffic signals along Ioco Road at Maude Road, Kicking Horse Way, and April Road)
- Connecting Strong Road to Ludlow Lane and Building a north/south extension of Heritage Mountain Boulevard to East Road

The study recommended no further analysis of a Burrard Inlet Bridge, a tunnel through Bert Flinn Park, or a new road along the existing rail right-of-way due to high financial cost and/or property constraints.

2.4 Existing Traffic Volumes

2.4.1 Traffic Data Collection Program

Previous work for Anmore South referenced traffic data collected in 2017. That data is now outdated and does not account for post-covid travel patterns. In response, Bunt has collected two additional traffic data sets. Data was collected in Summer 2023 (late July/early August – to understand peak recreational traffic flows), and Fall 2023 (mid September – to better understand the overlap of school traffic with shoulder season recreation). Data was collected for weekdays and Saturdays.

A summary of the data collection program is shown in **Table 2.3**, and the detailed count data is provided in **Appendix A**. Weekday AM data was collected between 7:00 – 10:00. Weekday PM data was collected between 15:00 – 18:00. Saturday data was collected between 14:00 – 18:00. The weekday AM peak hour traffic condition was found to generally occur slightly later in the morning period than in many commute-based communities like Port Moody, reflecting the different demographic of Anmore. The weekday AM and PM peak hour was noted to shift somewhat earlier in the September counts, reflecting school traffic that did not exist in the summer counts.

Table 2.3: Summary of Counted Traffic Data

INTERSECTION	DATE OF COUNT	PEAK HOURS		
		AM	PM	SAT
Sunnyside Rd & East Rd	Jul 29 / Aug 1, 2023	9:00 – 10:00	16:15 – 17:15	14:00 – 15:00
	Sep 16/19, 2023	8:15 – 9:15	15:00 – 16:00	16:15 – 17:15
Sunnyside Rd & Alder Way *(turning movements only)*	Jul 29 / Aug 1, 2023	9:00 – 10:00	15:45 – 16:45	15:15 – 16:15
	Sep 16/19, 2023	8:30 – 9:30	15:00 – 16:00	15:30 – 16:30
Sunnyside Rd & First Ave / Bedwell Bay Rd	Jul 29 / Aug 1, 2023	9:00 – 10:00	15:15 – 16:15	14:15 – 16:15
	Sep 16/19, 2023	8:30 – 9:30	15:00 – 16:00	14:45 – 15:45
Ioco Rd & First Ave	Jul 29 / Aug 1, 2023	9:00 – 10:00	15:00 – 16:00	14:15 – 15:15
	Sep 16/19, 2023	8:45 – 9:45	16:00 – 17:00	14:45 – 15:45
Ioco Rd & April Rd *(turning movements only)*	Jul 29 / Aug 1, 2023	8:45 – 9:45	17:00 – 18:00	16:15 – 17:15
	Sep 16/19, 2023	8:00 – 9:00	15:00 – 16:00	16:30 – 17:30
		JUL 9:00 – 10:00 SEP 8:30 – 9:30	JUL 15:30 – 16:30 SEP 15:00 – 16:00	JUL 14:00 – 15:00 SEP 14:45 – 15:45

Data from the intersection of Sunnyside Road & Alder Way was collected as a reasonable proxy for Anmore South's vehicle directional distribution – the choice of using East Road versus Ioco Road to enter Port Moody. The data was also helpful to determine a local trip generation rate for single-family houses. Ioco Road & April Road was collected as another data point to understand local single-family house trip generation.

2.4.2 Peak Hour Traffic Volumes

Summary analysis of the 2023 traffic data shows overall reductions in vehicle volumes throughout Anmore, with the higher of the two 2023 count dates anywhere from 5% to 40% less than comparable May 2017 counts. Of the corridors within the study area, Sunnyside Road between Bedwell Bay Road and East Road saw the largest reduction in traffic (20-40%), while East Road and Ioco Road saw more modest reductions (5-20%). Similar reductions were noted for both the weekday peak hours and the Saturday peak hour. These reductions likely account for the increase in work-from-home post-pandemic and the implementation of parking pre-booking and peak period parking lot closures at the recreational parks at Buntzen Lake and Sasamat Lake. The new data will form the basis for all traffic analysis going forward.

Of the two 2023 datasets, weekday traffic flows (AM and PM peak) were found to generally be higher in the summer, while Saturday traffic flows (PM peak) were generally found to be higher in the early fall. As such, these "worst case" times of year will be used in analysis despite not being from the same month.

The volumes used for analysis are shown in **Exhibit 2.2**, and **Table 2.4** presents a summary of the peak-hour vehicle movements for the streets in the study area.

Table 2.4: Roadway Peak Hour Directional Volumes

ROAD	PEAK HOUR DIRECTIONAL VOLUME (VEHICLES PER HOUR)		
	WEEKDAY AM *	WEEKDAY PM *	SATURDAY PM *
1st Avenue (between Ioco Road & Sunnyside Road)	**300 vph total** *150 vph northbound* *150 vph southbound*	**475 vph total** *225 vph northbound* *250 vph southbound*	**475 vph total** *250 vph northbound* *225 vph southbound*
Sunnyside Road (between 1st Avenue & East Road)	**125 vph total** *75 vph westbound* *50 vph eastbound*	**200 vph total** *100 vph westbound* *100 vph eastbound*	**200 vph total** *100 vph westbound* *100 vph eastbound*
East Road (east of Sunnyside Road)	**225 vph total** *125 vph westbound* *100 vph eastbound*	**325 vph total** *175 vph westbound* *150 vph eastbound*	**425 vph total** *250 vph westbound* *175 vph eastbound*
Ioco Road (east of April Road)	**400 vph total** *175 vph westbound* *225 vph eastbound*	**625 vph total** *300 vph westbound* *325 vph eastbound*	**625 vph total** *325 vph westbound* *300 vph eastbound*

* The weekday AM and PM volumes were taken from summer 2023 counts, while the Saturday PM volumes were taken from early fall 2023 counts. This reflects that the weekday counts were found to be higher in the summer, while the Saturday volumes were found to be higher in the early fall.

The roadway peak hour directional volumes show that there are often no clearly defined peak traffic directions on Anmore's major roads. Peak commuting directions (i.e. leaving Anmore in the morning and returning in the afternoon) are opposite from peak travel patterns for visits to the area parks (arriving in Anmore in the morning and leaving in the afternoon).

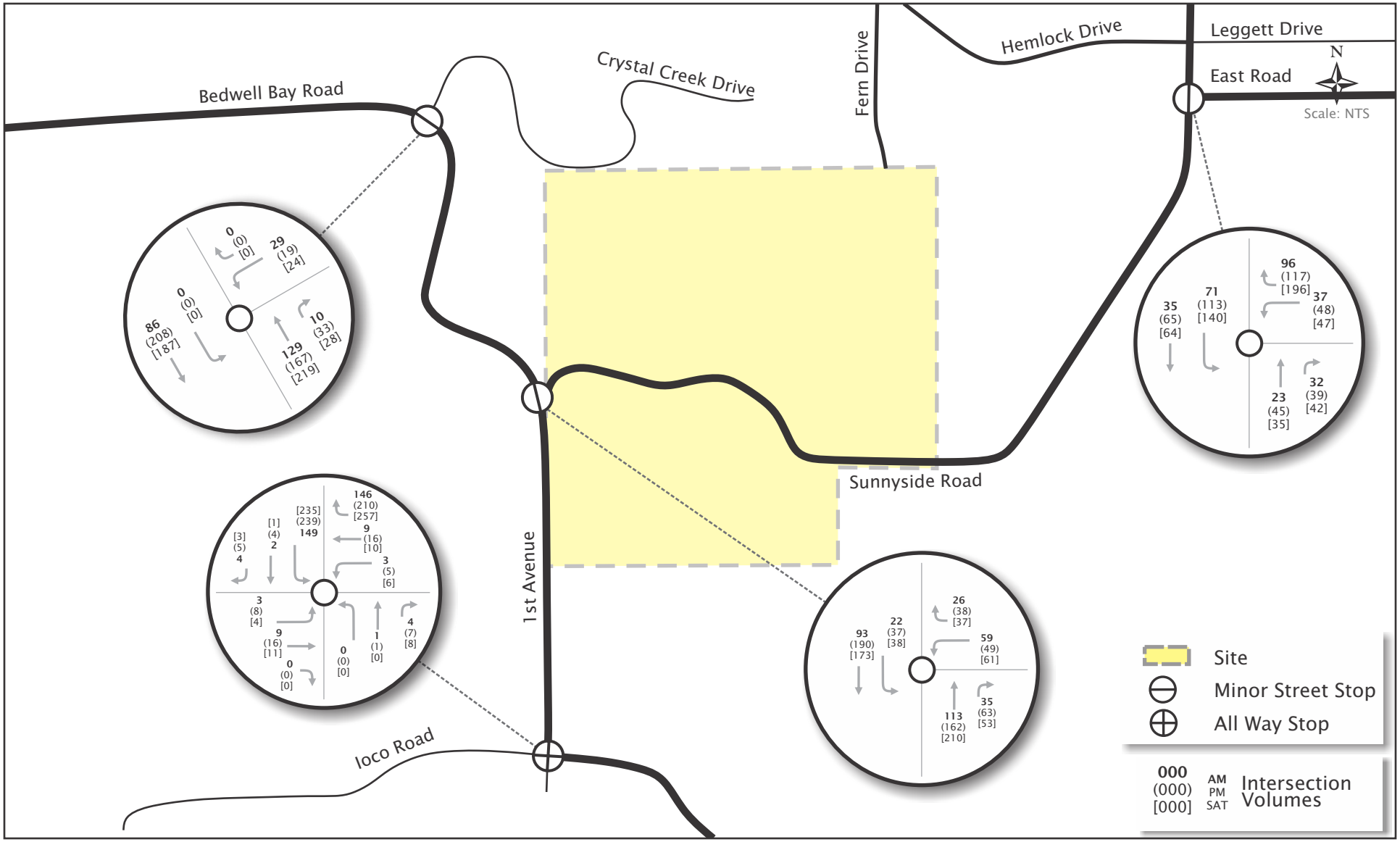

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Exhibit 2.2

Existing Traffic Volumes

Anmore South Neighbourhood Plan TIA
04-21-0091 March 2025

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2.5 Existing Intersection Operations

2.5.1 Performance Thresholds

The existing operations of study area intersections and access points were assessed using the methods outlined in the Highway Capacity Manual (HCM) 6th Edition, using the Synchro 11 analysis software. The traffic operations were assessed using the performance measures of Level of Service (LOS), volume-to-capacity (v/c) ratio, and 95th percentile queue length.

Level of Service

The LOS rating is based on average vehicle delay and ranges from "A" to "F" based on the quality of operation at the intersection. LOS "A" represents optimal, minimal delay conditions while a LOS "F" represents an over-capacity condition with considerable congestion and/or delay. Delay is calculated in seconds and is based on the average intersection delay per vehicle.

Table 2.5 summarizes the LOS thresholds for the six Levels of Service, for both signalized and unsignalized intersections.

Table 2.5: Intersection Level of Service Thresholds

LEVEL OF SERVICE	AVERAGE CONTROL DELAY PER VEHICLE (SECONDS)	
	SIGNALIZED	UNSIGNALIZED
A	≤10	≤10
B	>10 and ≤20	>10 and ≤15
C	>20 and ≤35	>15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	>80	>50

Source: Highway Capacity Manual

Volume to Capacity Ratio

The volume to capacity (v/c) ratio of an intersection represents ratio between the demand volume and the available capacity. A v/c ratio less than 0.85 indicates that there is sufficient capacity to accommodate demands and generally represents reasonable traffic conditions in suburban settings. A v/c value between 0.85 and 0.95 indicates an intersection is approaching practical capacity; a v/c ratio over 0.95 indicates that traffic demands are close to exceeding the available capacity, resulting in saturated conditions. A v/c ratio over 1.0 indicates a very congested intersection where drivers may have to wait through several signal cycles. In downtown and town centre contexts, during peak demand periods, v/c ratios over 0.90 and even 1.0 are common.

95th Percentile Queue Length

The 95th percentile queue length is defined as the length that has only a 5-percent probability of being exceeded during the analysis time period. It is a useful parameter for determining the appropriate length of turning storage bays, but it overstates what most drivers would typically experience. A 95th percentile

queue up to 5m longer than the available turn bay storage is generally considered acceptable; beyond this, the queue of turning vehicles spills back into adjacent through traffic lanes and begins reducing the capacity of through traffic movements.

Performance Thresholds

The standard performance thresholds that were used to trigger consideration of roadway or traffic control improvements to support roadway or traffic control improvements employed in this study are listed below:

Signalized Intersections:

- Overall intersection Level of Service = LOS D or better;
- Overall intersection V/C ratio = 0.85 or less;
- Individual movement Level of Service = LOS E or better; and,
- Individual movement V/C ratio = 0.90 or less.

Unsignalized Intersections:

- Individual movement Level of Service = LOS E or better, unless the volume is very low in which case LOS F is acceptable.

In interpreting of the analysis results, note that the HCM methodology reports performance differently for various types of intersection traffic control. In this report, the performance reporting convention is as follows:

- For signalized intersections: HCM 6 output for overall LOS as well as individual movement LOS and v/c is reported. 95th percentile queue lengths are reported as estimated by Synchro.
- For unsignalized two-way stop-controlled intersections: HCM 6 LOS, v/c, and queue length output is reported just for individual lanes as the HCM methodology does not report overall performance.
- For unsignalized all-way stop-controlled intersections: HCM 6 unsignalized LOS is reported for the overall intersection as well as by intersection approach LOS. The HCM 6 methodology does not report an overall v/c ratio for all-way stop-controlled intersections. Degree of Utilization calculated with the HCM 6 methodology is reported for individual movements in place of v/c, which is not part of the HCM 6 report;

The performance reporting conventions noted above have been consistently applied throughout this document and the detailed outputs are provided in **Appendix B**.

2.5.2 Existing Conditions Analysis Assumptions

Synchro defaults were generally employed in the analysis. However, intersection-wide peak hour factors were entered based on the count data. Similarly, heavy vehicle percentages per movement and any pedestrian/bicycle movements were entered from the traffic count data described earlier.

2.5.3 Existing Intersection Operational Analysis Results

The existing intersection operational analysis results are shown in **Table 2.6**. As shown, there are presently no operational issues at the intersections surrounding the Anmore South site.

Table 2.6: Existing Intersection Traffic Operations

INTERSECTION/ TRAFFIC CONTROL	MOVE-MENT	AM			PM			SAT		
		LOS	V/C	95TH Q (M)	LOS	V/C	95TH Q (M)	LOS	V/C	95TH Q (M)
1st Ave/Bedwell Bay Rd & Sunnyside Rd *(Minor Street Stop controlled)*	WB LR	B	0.13	5	B	0.17	5	B	0.18	5
	SB LT	A	0.02	5	A	0.03	5	A	0.03	5
1st Ave & Ioco Rd *(All Way Stop Controlled)*	EB LTR	A	0.01	5	A	0.01	5	A	0.01	5
	WB LTR	A	0.02	5	A	0.04	5	A	0.02	5
	NB LTR	A	0.20	5	A	0.30	10	A	0.31	10
	SB LTR	A	0.24	5	B	0.37	10	B	0.32	10
Sunnyside Rd & East Rd *(Minor Street Stop controlled)*	WB LR	A	0.17	5	B	0.23	5	B	0.31	10
	SB LT	A	0.05	5	A	0.08	5	A	0.10	5
Bedwell Bay Rd & Crystal Creek Dr *(Minor Street Stop controlled)*	WB LTR	A	0.04	5	A	0.02	5	A	0.03	5

2.6 Existing Link Capacity

Intersection capacity analysis is the most specific analysis tool to understand vehicle delay, as vehicle delay predominantly happens at intersections rather than along the length of a corridor. The intersection capacity analysis in this report focuses on the intersections immediately surrounding Anmore South.

As an additional performance metric, the broader metric of link capacity has been considered for the two arterial corridors serving Anmore: East Road and Ioco Road.

2.6.1 Theoretical Roadway Capacity

A roadway's theoretical capacity is defined as the maximum theoretical hourly rate at which vehicles can reasonably traverse a point or uniform section of roadway over a given period of time under prevailing roadway, traffic flow, and control conditions. As a general rule of thumb, a roadway theoretical capacity along an urban/suburban corridor with intersecting streets controlled by traffic signals is 750 vehicles per hour per lane (vphpl), which may be further influenced (i.e. reduced) by elements such as weather, traffic conditions, road design, and terrain. As a general indicator of traffic performance, this measure of traffic utilization of theoretical road capacity is a useful indication of potentially how much additional traffic volume a road corridor can accommodate.

Table 2.7 shows the theoretical and spare capacity for East Road and Ioco Road based on the link traffic data previously summarized in Table 2.4. The theoretical capacity of 750 vphpl was reduced by one quarter for East Road due to rolling terrain, and by one third for Ioco Road due to both rolling terrain and friction from driveways and intersections.

Table 2.7: Roadway Directional Peak Hour Spare Capacity

ROAD	DIRECTIONAL CAPACITY	PEAK HOUR DIRECTIONAL SPARE CAPACITY		
		WEEKDAY AM	WEEKDAY PM	SATURDAY PM
East Road (east of Sunnyside Road)	575 vph	450 vph westbound 475 vph eastbound	400 vph westbound 425 vph eastbound	325 vph westbound 400 vph eastbound
Ioco Road (east of April Road)	500 vph	325 vph westbound 275 vph eastbound	200 vph westbound 175 vph eastbound	175 vph westbound 200 vph eastbound

The spare capacity analysis shows that the roads leading to Anmore currently have some spare capacity.

East Road currently carries its highest traffic volumes on Saturdays, with additional capacity on weekdays when park patronage is lower. This is beneficial for Anmore South, whose primarily residential land use will generate its peak vehicle demand during weekday morning and afternoon commuting times.

Ioco Road at April Road carries similar vehicle volumes during both the weekday PM peak and Saturday PM peak. While not part of the 2023 count program, it is likely that traffic volumes on the eastern portion of Ioco Road (approaching Port Moody City Hall) are higher during the weekday PM peak given the increased access to residential land uses and civic amenities (recreation centre, library, city hall) that build up the further east one travels along the corridor. As such, Ioco Road likely has less available capacity to accommodate Anmore South traffic in its current condition.

3. FUTURE TRAFFIC CONDITIONS

3.1 Background Traffic Forecasts

Background traffic is traffic that would be present on the road network in the future whether or not the Anmore South neighbourhood development proceeds.

Within general proximity to the site, there are three town centres with differing levels of urban form and development (Anmore, Belcarra, and Port Moody) and one industrial zone (Imperial Oil and Burrard Thermal) surrounding the site. All of them are anticipated to grow both in resident population (quantified as Dwelling Units, or DU) and employment (quantified as jobs). Based on previous studies by the development team for area future population/employment projections, it is forecasted that Anmore will double its current population and employment by 2041. Over that same period of time, Belcarra is forecasted to grow by 40% over its current population and employment while Port Moody is forecasted to grow by 50% over current population and 30% over current employment.

The Imperial Oil Lands, currently underused, are still a wild card for the area. In the future, these lands could be redeveloped into a heavy industrial area or into a high-tech or Research & Development site. These two scenarios, among other possibilities, could bring employment numbers up to potentially thousands of jobs. In any case, the future of the Imperial Oil Lands is still undefined, but a significant increase in the number of jobs in this area could generate a significant number of new vehicle and transit trips in the region, and possibly significant increases in industrial-based truck traffic.

In addition, the Belcarra Regional and Buntzen Lake parks are key traffic generators in the area, particularly over weekends and during summer months. Any further expansion or development of new attractions will likely increase travel demand for the parks. This potential expansion, combined with a sustained yearly growth of park visitors, leaves the Belcarra, Anmore, and Port Moody municipalities exposed to significant fluctuations in park-related traffic. Current parking reservations for the parks have introduced a cap on park-related traffic, especially during peak times. However, this can not necessarily be assumed to be a long-term solution, especially over a 20-year build-out horizon anticipated for Anmore South.

For calculation purposes and as directed by the Village of Anmore, it is assumed that over the 20-year build-out horizon of Anmore South to 2045, general traffic growth for the area will be in the range of 1% per annum. The resulting traffic forecasts are shown in **Exhibit 3.1**, and a summary of the two-way peak hour volumes is shown in **Table 3.1**. The true background traffic growth could be quite different from this 1% estimate, with significantly more background traffic if the Ioco Lands and Imperial Oil industrial site redevelop within the horizon of this study. Similarly, post-covid parking pre-booking for the regional parks may limit their growth during peak times, leading to growth below 1%.

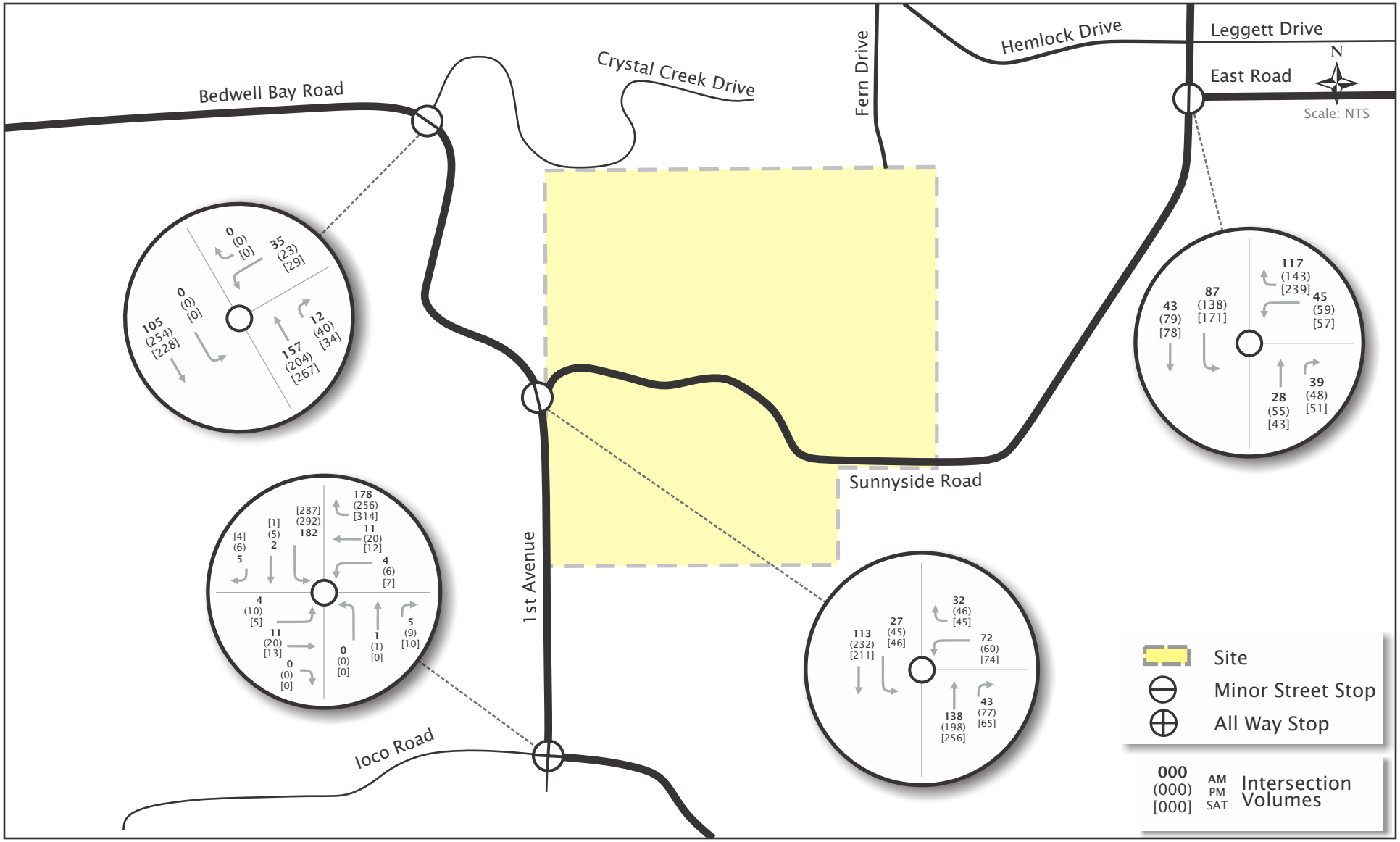

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Exhibit 3.1

Background 2045 Traffic Volumes

Anmore South Neighbourhood Plan TIA
04-21-0091 March 2025

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Table 3.1: Roadway Peak Hour Directional Volumes

ROAD	PEAK HOUR TWO-WAY VOLUME (VEHICLES PER HOUR)					
	2023 EXISTING			2045 BACKGROUND		
	WEEKDAY AM	WEEKDAY PM	SATURDAY PM	WEEKDAY AM	WEEKDAY PM	SATURDAY PM
1st Avenue	300	475	475	375	575	600
Sunnyside Road	125	200	200	175	225	225
East Road	225	325	425	300	375	525
Ioco Road	400	625	625	525	725	750

3.2 Site Traffic Forecasts

The future vehicle traffic associated with development of the Anmore South lands is referred to as development- or site-generated traffic.

3.2.1 Trip Generation

The existing travel characteristics of residents of the Village of Anmore are predominantly based on the private vehicle, which account for approximately 85% of trips. Understanding the road capacity constraints of the area, and given the goals of the Anmore South development, catering only to the status quo of private vehicle usage is not the intent. Rather, a number of Transportation Demand Management (TDM) measures and the mixed-use design of the neighbourhood itself are intended to reduce reliance on private vehicles. A discussion on the TDM measures and their impact is provided in Section 4.

For the purposes of estimating the vehicle trip generation of the site, it was assumed that a reasonable mode shift would be possible. In order to determine what order of magnitude a "reasonable" mode shift would be, a number of trip generation rates were consulted.

The Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition, publishes industry standard trip generation rates for various land uses in various settings. The two most common settings are "General Urban/Suburban" and "Dense Multi-Use Urban". Definitions of these settings are provided below.

General Urban/Suburban*—an area associated with almost homogeneous vehicle-centered access. Nearly all person trips that enter or exit a development site are by personal passenger or commercial vehicle. The area can be fully developed (or nearly so) at low-medium density with a mix of residential and commercial uses. The commercial land uses are typically concentrated at intersections or spread along commercial corridors, often surrounded by low-density, almost entirely residential development. Most commercial buildings are located behind the parking area or surrounded by parking. The mixing of land uses is only in terms of their proximity, not in terms of function. A retail land use may focus on serving a regional clientele whereas a service land use may target motorists or pass-by vehicle trips for its customers. Even if the land uses are complementary, a lack of pedestrian, bicycling, and transit facilities or services limit non-vehicle travel.*

***Dense Multi-Use Urban**—a fully-developed area (or nearly so), with diverse and interacting complementary land uses, good pedestrian connectivity, and convenient and frequent transit. This area type can be a well-developed urban area outside a major metropolitan downtown or a moderate size urban area downtown. The land use mix typically includes office, retail, residential, and often entertainment, hotel, and other commercial uses. The residential uses are typically multifamily or single-family on lots no larger than one-fourth acre. The commercial uses often have little or no setback from the sidewalk. Because the motor vehicle still represents the primary mode of travel to and from the area, there typically is on-street parking and often off-street public parking. The complementary land uses provide the opportunity for short trips within the Dense Multi-Use Urban area, made convenient by walking, biking, or transit. The area is served by significant transit (either rail or bus) that enables a high level of transit usage to and from area development.*

Residential Trip Rates

Based on these definitions, the existing Anmore context is certainly "General Urban/Suburban" (GU/S), and the vision for the Anmore South community is tending to "Dense Multi-Use Urban" (DMUU). In order to understand the magnitude of vehicle trip generation differences for these two settings, **Table 3.2** compares trip rates for the residential land uses expected at Anmore South.

Table 3.2: Vehicle Trip Generation Comparison by ITE Land Use Setting

LAND USE	UNITS	AM PEAK HOUR		PM PEAK HOUR		SAT PEAK HOUR	
		GU/S	DMUU	GU/S	DMUU	GU/S	DMUU
Single Family Detached	trips/unit	0.70 (n=226)	-	0.94 (n=248)	-	0.92 (n=152)	-
Single Family Attached	trips/unit	0.48 (n=135)	0.39 (n=2)	0.57 (n=136)	0.29 (n=2)	0.57 (n=7)	-
Mid-Rise Apartment	trips/unit	0.37 (n=30)	0.28 (n=15)	0.39 (n=31)	0.26 (n=13)	0.39 (n=5)	0.27 (n=1)

Note: "n=" represents the number of data points provided in the ITE Trip Generation Manual

Based on the mid-rise apartment data, which has the most representative spread of data available for both GU/S and DMUU settings, the same development in a DMUU setting can be expected to have a ~30% lower vehicle trip generation rate. The difference in trips is attributed to other modes of transportation – 30% of trips would switch to walking/cycling to nearby destinations or using transit to farther destinations when those options are available.

It is expected that larger family houses – single family detached and attached (townhouses) – would be less likely to change travel behaviour in response to DMUU conditions. As such, the following reductions were applied to the GU/S ITE rates:

- Single Family Detached Housing – 20% reduction
- Single Family Attached Housing – 25% reduction
- Mid-Rise Apartment Units – 30% reduction

The resulting residential vehicle trip rates are shown in **Table 3.3**. A weighted average residential trip rate of 0.31-0.35 trips/unit results from the split of building types – this is slightly higher than expected given the shift to a higher proportion of townhouse form (35% of units, compared to 11% in the original Neighborhood Plan proposal with 3,500 units) which has a higher trip rate.

Table 3.3: Peak Hour Residential Vehicle Trip Rates

LAND USE	UNITS	AM PEAK HOUR			PM PEAK HOUR			SAT PEAK HOUR		
		IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Single Family Detached	trips/ unit	0.14	0.42	0.56	0.47	0.28	0.75	0.40	0.34	0.74
Single Family Attached		0.09	0.27	0.36	0.25	0.18	0.43	0.21	0.22	0.43
Mid-Rise Apartment		0.06	0.20	0.26	0.17	0.10	0.27	0.14	0.13	0.27
WEIGHTED AVERAGE		**0.08**	**0.23**	**0.31**	**0.21**	**0.14**	**0.35**	**0.18**	**0.17**	**0.35**

As a comparison, Bunt also reviewed locally collected single family detached housing trip rates. Trip generation data was collected for the Alder Way/Maple Court/Birch Wynde cul-de-sac in Anmore and for the April Road neighbourhood off of Ioco Road in Port Moody. **Table 3.4** summarizes the comparison of the various single family detached housing trip rates.

Table 3.4: Peak Hour Single Family Detached House Vehicle Trip Rate Comparison

LAND USE	SINGLE FAMILY DETACHED		
	AM	PM	SAT
ITE GU/S	0.70	0.94	0.92
Bunt proposed for Anmore South	0.56	0.75	0.74
Counted Alder Way	1.00	0.94	0.38
Counted April Road	0.63	0.70	0.58

As shown, the Bunt proposed vehicle trip generation rates for single-family houses in Anmore South is similar to existing rates seen at the April Road neighbourhood in Port Moody, and less than current rates seen in Anmore at Alder Way. There are not many single-family houses planned for Anmore South, so small differences in rates will not make a noticeable impact on the overall trip generation of the neighbourhood; however, it is interesting to confirm that the rates proposed align with an existing neighbourhood nearby that may more accurately represent the size of homes that will be present in Anmore South.

Commercial Trip Rates

The commercial space at Anmore South is intended to be primarily local community serving rather than a destination for longer distance, regional travel. As such, typical retail vehicle trip generation methods would likely overestimate the amount of vehicle traffic generated. To estimate the vehicle impact of the commercial space, the following steps were taken:

1. Use GU/S vehicle trip rates for a strip retail plaza were taken as a base
2. Given that GU/S vehicle trip rates assume the vast majority (95%) of trips are auto trips, the total number of person trips (rather than vehicle trips) was back-calculated using a 95% auto mode split and a 1.2 auto occupancy. (The additional trips are auto passengers and a small percentage using transit and active modes.)
3. Of these total person trips, 60% were assumed to be internal (originating from within Anmore South) and the remaining 40% were assumed to be external.
4. Of the 60% internal trips, 50% of those were assumed to access the commercial space by active transportation modes (walking, cycling, rolling), while the other 50% would drive across the neighbourhood.
5. Of the 40% external trips, all were assumed to be auto trips (with a 1.2 vehicle occupancy re-applied).
6. For both internal and external trips, a certain percentage were estimated to be "pass-by" trips; that is, trips that were already on the road network and divert into the commercial on their way past (as opposed to a primary trip whose express purpose is to go only to the commercial). Pass-by trips could be other Anmore or Belcarra residents driving past, or park patrons whose main intent for driving to the area was to visit one of the regional parks.

The "pass-by" trip factor has been applied only to the commercial vehicle trips based on PM and Saturday averages from the ITE *Trip Generation Manual* Appendices, and assumed AM rates at one-half the PM pass-by rate given the higher propensity for single-purpose trips (i.e. getting to work on time) in the morning.

- 20% for weekday AM Peak hour
- 40% for weekday PM peak hour
- 30% for Saturday Mid-day peak hour

The result is two sets of commercial trips – trips related to Anmore South (many of which would not drive) and trips unrelated to Anmore South that would increase traffic on the surrounding roads. The trip rates are shown in **Table 3.5**.

Table 3.5: Peak Hour Commercial Vehicle Trip Rates

LAND USE	UNITS	AM PEAK HOUR			PM PEAK HOUR			SAT PEAK HOUR		
		IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
ITE GU/S	trips/ 1000SF	1.42	0.94	2.36	3.30	3.30	6.60	3.35	3.22	6.57
Bunt proposed for Anmore South		**1.05**	**0.69**	**1.74**	**2.43**	**2.43**	**4.86**	**2.47**	**2.37**	**4.84**
Internal component		*0.45*	*0.30*	*0.75*	*1.04*	*1.04*	*2.08*	*1.06*	*1.01*	*2.07*
External component		*0.60*	*0.39*	*0.99*	*1.39*	*1.39*	*2.78*	*1.41*	*1.36*	*2.77*

Community Centre Trip Rates

Based on direction provided to Icona and Placemark from Anmore Village Council, the community centre is expected to be accessible to all Anmore residents, rather than being a private amenity exclusively for Anmore South residents. As such, it was assumed that 60% of person trips to the community centre would originate internally from Anmore South, while the remaining 40% would come from the rest of Anmore. Similar to the internal portion of the retail trips, it was assumed that 50% of those going to the community centre from within Anmore South would walk/cycle, while the remaining half would drive across the neighbourhood. All external trips were assumed to be auto trips (with a 1.2 vehicle occupancy re-applied). No "pass-by" trips were considered for the community centre. ITE GU/S vehicle trip rates were once again used as the base, as shown in **Table 3.6**.

Table 3.6: Peak Hour Community Centre Vehicle Trip Rates

LAND USE	UNITS	AM PEAK HOUR			PM PEAK HOUR			SAT PEAK HOUR		
		IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
ITE GU/S	trips/ 1000SF	1.26	0.65	1.91	1.18	1.32	2.50	0.58	0.49	1.07
Bunt proposed for Anmore South		**0.93**	**0.47**	**1.40**	**0.87**	**0.97**	**1.84**	**0.42**	**0.37**	**0.79**
Internal component		*0.40*	*0.20*	*0.60*	*0.37*	*0.42*	*0.79*	*0.18*	*0.16*	*0.34*
External component		*0.53*	*0.27*	*0.80*	*0.50*	*0.55*	*1.05*	*0.24*	*0.21*	*0.45*

Summary

Based on the trip rates developed in the previous sections, **Table 3.7** shows the predicted vehicle trip generation of the site. As explained, not all these trips will result in new trips outside of Anmore, with many trips remaining internal to the site.

It is estimated that 730-855 new external vehicle trips will be generated by the Anmore South development during the studied peak hours. Around 90% of this trip generation is from the residential uses, given that the commercial space is primarily local-serving, and that the community centre is intended to be open to all residents of Anmore with most trips originating internally from Anmore South. This equates to around 12-14 new vehicle trips per minute.

If the same residential density were to be proposed without the commercial space and without any Transportation Demand Management measures or accommodation for alternative modes of transportation, up to 1,050 peak hour vehicle trips could be expected – a 25% increase.

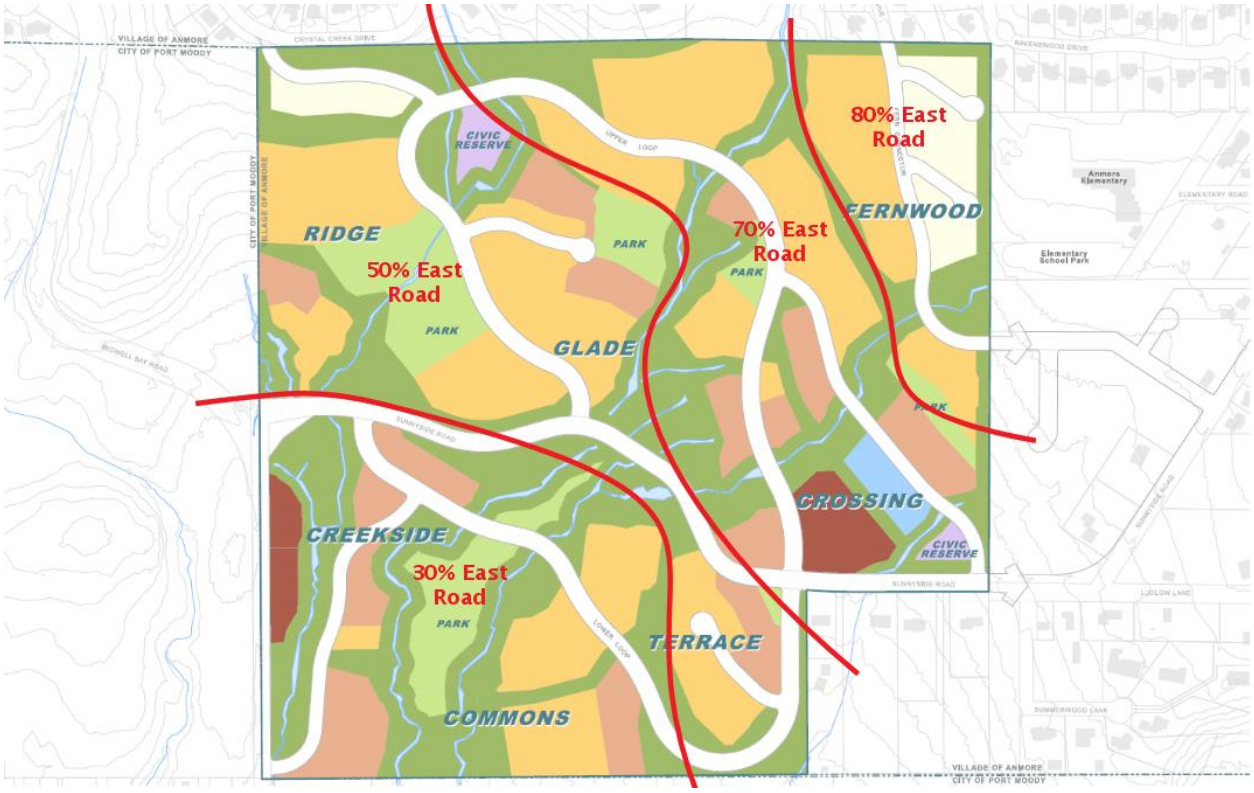
Table 3.7: Estimated Peak Hour Site Vehicle Trip Forecast

LAND USE	DEN-SITY	AM PEAK HOUR			PM PEAK HOUR			SAT PEAK HOUR		
		IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Single Family Detached	128 units	15	55	70	60	35	95	50	45	95
Single Family Attached	740 units	65	200	265	185	135	320	155	165	320
Mid-Rise Apartment	1,334 units	80	265	345	225	135	360	185	175	360
Community Centre	20,000 SF	20	10	30	15	20	35	10	5	15
Commercial	55,000 SF	60	35	95	135	135	270	135	130	265
Total Gross Trips		**240**	**565**	**805**	**620**	**460**	**1,080**	**535**	**520**	**1,055**
Commercial pass-by reduction		*-10*	*-10*	*-20*	*-55*	*-55*	*-110*	*-40*	*-40*	*-80*
Net New Trips		**230**	**555**	**785**	**565**	**405**	**970**	**495**	**480**	**975**
Trips internal to site		*-35*	*-20*	*-55*	*-65*	*-65*	*-130*	*-60*	*-60*	*-120*
NET NEW EXTERNAL TRIPS		195	535	730	500	340	840	435	420	855

3.2.2 Trip Distribution & Assignment

The distribution of trips on to the road network indicates whether vehicle trips will access Anmore South using either East Road or Ioco Road. In order to understand the current trip preference of drivers, Bunt collected turning movement data at Sunnyside Road & Alder Way, near the proposed Anmore South development. Summing all data together (AM, PM, and Saturday peak hour data for both the summer and fall months), 56% of inbound trips came from the north (i.e. East Road) and 53% of outbound trips went to the north (i.e. East Road). Given that Alder Way is slightly closer to East Road than the Anmore South site, a 50/50 split between East Road and Ioco Road was targeted. The specific percentages vary by zone within Anmore South and their relative ease of accessing the two arterial routes, as shown in **Figure 3.1**. 2% of trips were also assigned to/from Belcarra via Bedwell Bay Road.

Figure 3.1: Trip Distribution by Zone



For the internal commercial and community centre vehicle trips, these were generally assumed to be generated by zones farthest from the village centre, as closer zones would be more likely to access these amenities by active modes.

The net new site trips are shown in **Exhibit 3.2**. Any negative numbers reflect existing trips that are expected to divert to the commercial space at Anmore South.

3.3 Total Traffic

The Total traffic forecast was developed by simply summing the background traffic forecast with the net site traffic impact (including the diverted trip adjustments for existing trips accessing the commercial). The resulting forecast is shown in **Exhibit 3.3**.

Bedwell Bay Road
Crystal Creek Drive
Fern Drive
Hemlock Drive
Leggett Drive
East Road
Sunnyside Road
Upper Loop
Lower Loop
1st Avenue Connector
1st Avenue
Ioco Road
N
Scale: NTS

Site
Minor Street Stop
All Way Stop

000 (000) [000] AM PM SAT Intersection Volumes

O:\Dept BC\Projects\2021\04-21-0091 Anmore 2021\5.0 Deliverables\5.1 Draft Report\February 2025 TIA\Graphics

Exhibit 3.2
Net Site Traffic Forecasts

Anmore South Neighbourhood Plan TIA
04-21-0091 March 2025

bunt & associates

Bedwell Bay Road
Crystal Creek Drive
Fern Drive
Hemlock Drive
Leggett Drive
East Road
Sunnyside Road
Upper Loop
Lower Loop
1st Avenue Connector
1st Avenue
Ioco Road
N
Scale: NTS
Site
Minor Street Stop
All Way Stop
000 (000) [000] AM PM SAT Intersection Volumes
O:\Dept BC\Projects\2021\04-21-0091 Anmore 2021\5.0 Deliverables\5.1 Draft Report\February 2025 TIA\Graphics
Exhibit 3.3
Total 2045 Traffic Forecasts
Anmore South Neighbourhood Plan TIA
04-21-0091
March 2025
bunt & associates

3.4 Future Traffic Operations

3.4.1 Future Conditions Analysis Assumptions

As the base case, it was assumed that all new intersections would minor-street stop-controlled, and that all existing intersections would retain their current traffic control.

The Peak Hour Factor for new intersections was set at 0.85 for Weekday AM peak hour, and at 0.90 for the Weekday PM and Saturday PM peak hours based on existing count data.

Conflicting pedestrian volumes of 30-60 per hour were added throughout the network to account for the increased pedestrian traffic anticipated for the new neighbourhood.

3.4.2 Future Background Traffic Operations

Table 3.8 shows the traffic operations of the existing intersections within the study area under future traffic conditions with background growth only. This represents the future of the area if Anmore South were to not develop, but assuming a 1% growth rate to account for other growth over time. No operational issues are identified.

Table 3.8: Background 2045 Traffic Operations

INTERSECTION/ TRAFFIC CONTROL	MOVE-MENT	AM			PM			SAT		
		LOS	V/C	95TH Q (M)	LOS	V/C	95TH Q (M)	LOS	V/C	95TH Q (M)
1st Ave/Bedwell Bay Rd & Sunnyside Rd *(Minor Street Stop controlled)*	WB LR	B	0.17	5	B	0.24	10	B	0.25	10
	SB LT	A	0.02	5	A	0.04	5	A	0.04	5
1st Ave & Ioco Rd *(All Way Stop Controlled)*	NB LTR	A	0.01	5	A	0.01	5	A	0.01	5
	EB LTR	A	0.02	5	A	0.05	5	A	0.03	5
	WB LTR	A	0.30	10	A	0.38	20	A	0.40	20
	SB LTR	B	0.30	10	B	0.46	25	B	0.41	20
Sunnyside Rd & East Rd *(Minor Street Stop controlled)*	WB LR	B	0.22	10	B	0.30	10	B	0.40	20
	SB LT	A	0.07	5	A	0.10	5	A	0.12	5
Bedwell Bay Rd & Crystal Creek Dr *(Minor Street Stop controlled)*	WB LTR	A	0.10	5	C	0.09	5	C	0.12	5

3.4.3 Future Total Traffic Operations

Table 3.9 shows the traffic operations of all intersections in the study in the future with the buildout of Anmore South.

Table 3.9: Total 2045 Traffic Operations

INTERSECTION/ TRAFFIC CONTROL	MOVE-MENT	AM			PM			SAT		
		LOS	V/C	95TH Q (M)	LOS	V/C	95TH Q (M)	LOS	V/C	95TH Q (M)
1st Ave/Bedwell Bay Rd & Sunnyside Rd *(Minor Street Stop)*	WB LR	C	0.47	25	D	0.60	30	E	0.74	45
	SB LT	A	0.03	5	A	0.05	5	A	0.07	5
1st Ave & Ioco Rd *(All Way Stop)*	NB LTR	A	0.01	5	A	0.02	5	A	0.02	5
	EB LTR	A	0.04	5	B	0.08	5	A	0.04	5
	WB LTR	B	0.42	15	C	0.78	55	D	0.81	60
	SB LTR	C	0.69	45	D	0.81	65	D	0.85	70
Sunnyside Rd & East Rd *(Minor Street Stop)*	WB LR	B	0.36	15	F	1.17	140	F	1.28	180
	SB LT	A	0.11	10	A	0.14	5	A	0.16	5
Bedwell Bay Rd & Crystal Creek Dr *(Minor Street Stop)*	WB LTR	B	0.11	5	B	0.09	5	B	0.12	5
	SB L	A	0.01	5	A	0.02	5	A	0.02	5
Lower Loop (W) & Sunnyside Rd *(Minor Street Stop)*	NB LR	B	0.06	5	B	0.06	5	B	0.06	5
	WB LT	A	0.02	5	A	0.04	5	A	0.04	5
Sunnyside Rd & Upper Loop (W) *(Minor Street Stop)*	EB LT	A	0.02	5	A	0.06	5	A	0.51	5
	SB LR	B	0.26	5	C	0.21	5	C	0.26	5
Lower Loop (E) / Upper Loop (E) & Sunnyside Rd *(Minor Street Stop)*	NB LTR	B	0.11	5	C	0.10	5	C	0.12	5
	EB LTR	A	0.03	5	A	0.07	5	A	0.07	5
	WB LTR	A	0.01	5	A	0.03	5	A	0.02	5
	SB LTR	C	0.40	15	D	0.54	20	D	0.61	30
Sunnyside Rd & Upper Loop Connector *(Minor Street Stop)*	EB LT	A	0.01	5	A	0.02	5	A	0.01	5
	SB LR	C	0.15	5	C	0.14	5	C	0.14	5
1st Ave Connector & Lower Loop *(Minor Street Stop)*	NB LR	B	0.06	5	B	0.10	5	B	0.08	5
	WB LT	A	0.32	5	A	0.02	5	A	0.02	5
1st Ave & 1st Ave Connector *(Minor Street Stop)*	WB LR	C	0.34	5	D	0.27	10	D	0.36	15
Upper Loop & Upper Loop Connector *(Minor Street Stop)*	WB LR	A	0.04	5	A	0.031	5	A	0.03	5
	SB LT	A	0.02	5	A	0.03	5	A	0.02	5

Future traffic capacity issues or potential issues are noted at East Road & Sunnyside Road, 1st Avenue / Bedwell Bay Road & Sunnyside Road, and 1st Avenue & Ioco Road – the three key existing intersections. From a traffic operations perspective, all planned new intersections operate acceptably under minor street stop control without any auxiliary lanes.

3.4.4 Future Total Traffic Operations – Mitigations

As discussed, the introduction of Anmore South site traffic and background traffic growth is expected to result in capacity constraints at some intersections in the study area if left unmitigated. This section introduces a number of possible mitigations or upgrades to East Road & Sunnyside Road, 1st Avenue / Bedwell Bay Road & Sunnyside Road, and 1st Avenue & Ioco Road.

East Road & Sunnyside Road

The base scenario of retaining the existing minor street stop control at the intersection of East Road & Sunnyside Road was shown to be insufficient in the future with buildout of Anmore South and other background traffic growth. Four mitigation options were explored:

- All-way stop with existing laning
- All-way stop with two lanes on the westbound East Road approach (dedicated left turn and right turn lanes)
- Signalizing the intersection with existing laning
- Signalizing the intersection with two lanes on the westbound East Road approach (add a westbound right-turn lane)

The all-way stop with existing laning was not found to bring results back to acceptable levels and thus was not considered further. Results for the remaining three options are shown in **Table 3.10**. For the signalized options, a simple fixed-time signal with a 60s cycle was assumed, which would be the simplest possible signal control to implement. In the two-lane scenarios, the new westbound right turn lane should be at least 30m long. A roundabout was not considered for this intersection given property constraints and that the intersection is on sloped terrain.

As shown, any of the three options improve the operations for the intersection. Assuming that the Village of Anmore is not interested in installing traffic signal infrastructure, an all-way stop intersection with 2 westbound lanes on the East Road approach would adequately serve the forecasted vehicle volumes.

Table 3.10: Total 2045 East Road & Sunnyside Road Mitigation Options

TIME PERIOD	MOVE-MENT	MINOR STREET STOP (BASE SCENARIO)			ALL-WAY STOP WITH 2 LANES ON EAST ROAD			SIGNAL WITH EXISTING LANING			SIGNAL WITH 2 LANES ON EAST ROAD		
		LOS	V/C	95% Q (M)	LOS	V/C	95% Q (M)	LOS	V/C	95% Q (M)	LOS	V/C	95% Q (M)
AM	NB TR	-	-	-	B	0.47	20	A	0.28	15	A	0.24	10
	WB L	B	0.36	15	B	0.29	10	B	0.38	35	B	0.31	30
	WB R				A	0.21	5				B	0.01	10
	SB LT	A	0.11	10	B	0.26	10	B	0.33	30	A	0.23	20
PM	NB TR	-	-	-	B	0.48	20	A	0.28	20	A	0.23	15
	WB L	F	1.17	140	C	0.65	35	C	0.71	85	C	0.64	60
	WB R				A	0.25	10				B	0.02	10
	SB LT	A	0.14	5	B	0.43	20	B	0.28	65	A	0.33	40
SAT	NB TR	-	-	-	C	0.53	25	B	0.28	20	A	0.23	15
	WB L	F	1.28	180	C	0.57	30	C	0.79	110	C	0.55	50
	WB R				B	0.43	20				B	0.04	15
	SB LT	A	0.16	5	B	0.49	25	B	0.57	80	A	0.38	40

1st Avenue / Bedwell Bay Road & Sunnyside Road

The base scenario of retaining the existing minor street stop control at 1st Avenue / Bedwell Bay Road & Sunnyside Road was found to potentially be insufficient in the future with buildout of Anmore South and other background traffic growth. Two mitigation options were explored, an all-way stop and a roundabout. **Table 3.11** shows the results of these mitigations.

Table 3.11: Total 2045 1st Avenue / Bedwell Bay Road & Sunnyside Road Mitigation Options

TIME PERIOD	MOVE-MENT	MINOR STREET STOP (BASE SCENARIO)			ALL-WAY STOP			ROUNDABOUT		
		LOS	V/C	95% Q (M)	LOS	V/C	95% Q (M)	LOS	V/C	95% Q (M)
AM	NB TR	-	-	-	B	0.37	15	A	0.22	5
	WB LR	C	0.47	25	B	0.39	15	A	0.24	5
	SB LT	A	0.03	5	A	0.24	10	A	0.16	5
PM	NB TR	-	-	-	C	0.62	30	A	0.36	15
	WB LR	D	0.60	30	B	0.40	15	A	0.23	5
	SB LT	A	0.05	5	B	0.46	25	A	0.28	5
SAT	NB TR	-	-	-	C	0.69	40	A	0.39	15
	WB LR	E	0.74	45	B	0.45	20	A	0.27	5
	SB LT	A	0.07	5	B	0.45	25	A	0.27	5

Both the all-way stop and the roundabout intersection traffic control options were shown to adequately address the delay concerns in the Saturday peak. The intersection is a prime candidate for a roundabout given the lack of urban space constraints and the flat land around the intersection.

1st Avenue & Ioco Road

The base scenario of retaining the existing all-way stop control at 1st Avenue & Ioco Road was found to potentially be insufficient in the future with buildout of Anmore South and other background traffic growth. Two mitigation options were explored, signalizing and reverting to minor street stop control.

For the minor street stop control option, free flow is given to 1st Avenue, as the high volume of westbound right turns would not need to wait for a gap in southbound traffic to complete their turn. In this case, it was assumed that the eastbound approach (from the Imperial Oil terminal) could acceptably operate at Level of Service F given the low volume of the approach.

For the signalized option, an actuated uncoordinated signal with a 60s cycle was assumed, with recall on the north/south phase. Such a signal could be highly efficient if a westbound right turn overlap phase is included as part of the north/south phase, with the east/west phase only being called by pedestrians or after a vehicle is detected continuously for 10 seconds.

Table 3.12: Total 2045 1st Avenue & Ioco Road Mitigation Options

TIME PERIOD	MOVE-MENT	ALL-WAY STOP (BASE SCENARIO)			MINOR STREET STOP, FREE FLOW ON 1ST AVE			SIGNAL		
		LOS	V/C	95% Q (M)	LOS	V/C	95% Q (M)	LOS	V/C	95% Q (M)
AM	NB LTR	A	0.01	5	-	-	-	A	0.01	5
	EB LTR	A	0.04	5	E	0.21	10	B	0.06	5
	WB LTR	B	0.42	15	B	0.42	20	B	0.16	15
	SB LTR	C	0.69	45	A	0.31	10	A	0.55	70
PM	NB LTR	A	0.02	5	-	-	-	A	0.01	5
	EB LTR	B	0.08	5	F	0.66	20	B	0.11	10
	WB LTR	C	0.78	55	C	0.72	45	B	0.35	30
	SB LTR	D	0.81	65	A	0.32	10	A	0.60	110
SAT	NB LTR	A	0.02	5	-	-	-	A	0.02	5
	EB LTR	B	0.04	5	F	0.31	10	B	0.07	5
	WB LTR	D	0.81	60	C	0.71	45	B	0.35	25
	SB LTR	D	0.85	70	A	0.33	10	A	0.61	115

As shown both options respond to the potential capacity constraints of the existing all-way stop, provided that LOS F is considered acceptable for the small volume of traffic on the eastbound Ioco Road approach. It is noted that the future volumes at this intersection account for a "blanket" background growth rate,

which increases existing volumes by a set percentage. If any of that growth ends up in Port Moody's Ioco Lands or in a redevelopment/densification of the Imperial Oil terminal, there would likely be significantly more eastbound traffic at 1st Avenue & Ioco Road.

Given that the intersection does remain below its calculated capacity, and given that small changes to the background traffic could significantly impact the best-suited intersection control, it is recommended at this time that the current all-way stop intersection control be retained.

3.4.5 Auxiliary Lanes

There are a number of existing left turn lanes around Anmore, including at:

- Bedwell Bay Road & Crystal Creek Drive
- Sunnyside Road & Summerwood Lane
- East Road & Kinsey Drive
- East Road & Hummingbird Drive

These lanes have a variety of purposes, primarily safety related or to reduce friction/inconvenience from left-turning vehicles queuing on the main arterial route.

Within the intersection capacity analysis section, it was shown that the new intersections would be able to function adequately without left turn auxiliary lanes, from a capacity perspective. However, according to the Transportation Association of Canada (TAC) *Geometric Design Guide*, consideration should be given to the provision of a separate left turn lane "when the number of left-turning vehicles is such that it creates a hazard and reduces capacity." However, introducing left turn lanes increases pedestrian crossing distances, so should not be installed indiscriminately.

New intersections with the highest left turn volume at Anmore South are the eastbound left turns at Sunnyside Road & Upper Loop (west intersection), and Sunnyside Road & Upper Loop/Lower Loop (east intersection). From both a safety and volume perspective, the east intersection of Upper Loop/Lower Loop would most benefit from a left turn lane – vehicles travelling east on Sunnyside Road will drive around a sharp bend immediately prior to this intersection, so separating any queued left turn vehicles out of the through lane could reduce rear-end collisions. Further, up to 25% of all vehicles forecast to be travelling eastbound on Sunnyside Road at this point are expected to turn left onto the Upper Loop. As such, an eastbound left turn lane of at least 15m should be provided here.

3.4.6 Phasing of Mitigations

As shown, there is significant capacity on the intersections within Anmore today, while the same intersections are forecasted to be approaching/at capacity in a future with 1% background traffic growth and development of Anmore South.

The impact to these busier intersections is highly influenced by the magnitude or form of other background traffic increases that may occur over the build-out of Anmore South. If minimal traffic growth

occurs, then some of the intersection improvements may not be necessary, as they will never reach capacity even with the buildout of Anmore South.

It is also anticipated that further traffic studies will be required at various phases of the buildout of Anmore South to understand the transportation impact that the phases completed to that point are having on the road, transit, and trail network. These phase-specific studies will be opportune times to evaluate over time how the key intersections in Anmore are responding to increased traffic volume, as well as where that increased traffic is coming from. A new study should be conducted approximately every 300 units, which roughly corresponds to an additional 100 new peak-hour vehicle trips on the roads.

It is likely that no mitigation measures will be required at intersections within Anmore to accommodate an initial phase of Anmore South given the ample capacity available at the main intersections of East Road & Sunnyside Road, 1st Avenue / Bedwell Bay Road & Sunnyside Road, and 1st Avenue & Ioco Road. This would have to be confirmed in a phase-specific traffic study for the initial phase of the Neighbourhood Plan. That being said, Anmore should futureproof these intersections to be able to implement mitigations when required. Specifically, as introduced in the previous sections:

- A 30m westbound right turn lane at the intersection of East Road & Sunnyside Road
- A single-lane roundabout at the 1st Avenue / Bedwell Bay Road & Sunnyside Road intersection

3.5 Impact Outside of Anmore

As discussed in the previous section, traffic operations for the intersections surrounding the Anmore South are expected to operate acceptably at full buildout, subject to potential intersection control changes/upgrades at three major intersections if future traffic increases materialize. However, this vehicle traffic will also impact the connections to Port Moody via East Road and Ioco Road. **Table 3.13** expands the spare capacity analysis completed for the existing condition, indicating forecasted increases in directional traffic volume on East Road and Ioco Road attributable to both background traffic growth and Anmore South traffic.

As the magnitude of background traffic growth is uncertain, the table begins by layering Anmore South traffic directly onto existing traffic volumes, indicative of a future in which additional growth of Anmore and Belcarra does not occur, and in which parking reservations continue to limit the peak hour vehicle impact of the regional parks. In this future scenario, Ioco Road (east of April Road) is expected to operate at its link capacity during the weekday PM and Saturday PM peaks in both directions. East Road is generally expected to have ample capacity in this scenario.

With additional background traffic added, the volume of traffic on Ioco Road is expected to exceed its link capacity during all analyzed peak hours, and East Road would also begin experiencing capacity constraints during the Saturday PM peak.

It is also noted that traffic generally increases going east towards Port Moody, so vehicle volumes on Ioco Road close to Port Moody City Hall would likely be higher than those shown in the below table, as would

volumes on East Road as it enters Port Moody as Aspenwood Drive. This indicates that even in the Existing Traffic + Site Traffic scenario (without any background traffic growth), there will likely be overcapacity conditions on Ioco Road at critical locations farther from the study area.

Table 3.13: Roadway Directional Peak Hour Volumes

ROAD	DIRECTION	PEAK HOUR	PEAK HOUR DIRECTIONAL TRAFFIC					THEORETICAL DIRECTIONAL CAPACITY
			EXISTING	+ANMORE SOUTH	SUBTOTAL FORE-CASTED	+ 1% BACK-GROUND GROWTH	TOTAL FORE-CASTED	
East Road (east of Sunnyside Road)	Westbound	Weekday AM	125 vph	+100 vph	225 vph	+25 vph	250 vph	575 vph
		Weekday PM	175 vph	+275 vph	450 vph	+50 vph	500 vph	
		Saturday PM	250 vph	+225 vph	475 vph	+50 vph	525 vph	
	Eastbound	Weekday AM	100 vph	+250 vph	350 vph	+25 vph	375 vph	
		Weekday PM	150 vph	+175 vph	325 vph	+50 vph	375 vph	
		Saturday PM	175 vph	+225 vph	400 vph	+50 vph	450 vph	
Ioco Road (east of April Road)	Westbound	Weekday AM	175 vph	+75 vph	250 vph	+50 vph	325 vph	500 vph
		Weekday PM	300 vph	+225 vph	525 vph	+75 vph	600 vph	
		Saturday PM	325 vph	+175 vph	500 vph	+75 vph	575 vph	
	Eastbound	Weekday AM	225 vph	+225 vph	450 vph	+50 vph	500 vph	
		Weekday PM	325 vph	+150 vph	475 vph	+75 vph	550 vph	
		Saturday PM	300 vph	+175 vph	475 vph	+75 vph	550 vph	

Green = within capacity, **Yellow** = approaching capacity, **Red** = at capacity, **Dark Red** = above capacity

3.5.1 Small-Scale Link Improvements

In the absence of a new road connection to Anmore, a suite of small-scale improvements could be made to Ioco Road (and East Road) to minimally increase the corridor's capacity. Possible small-scale improvements would be focused on removing frictional elements that are disproportionally reducing the road's capacity; mitigating these issues would then incrementally allow for smoother traffic flow and thus increased throughput. It is noted that many existing elements on Ioco Road and East Road are actually intended to increase friction in order to calm traffic (raised medians, speed bumps, all-way stop intersections). If the intent is to increase capacity, public consultation should inform which measures are deemed generally appropriate. Options for new small-scale improvements include:

- Short left turn lanes at high-volume locations, to allow left turning vehicles to wait for a gap in ongoing traffic without causing a queue of through vehicles to build up behind them.

- Bus layby stops at high ridership locations, to allow buses to pull out of the traffic stream when stopped. This should be implemented with caution, especially in the context of providing additional high-quality transit service to Anmore South, as introducing bus laybys decreases the transit experience and reliability by forcing buses to wait for a gap in traffic or a yielding vehicle in order to pull back into the stream of traffic.
- Remove on-street parking where possible, as parallel parking manoeuvres cause delays.
- Introducing or expanding traffic signals at key high-volume locations along Ioco Road may be necessary to continue to adequately serve existing residents of the corridor who would face increased delay turning onto/off of Ioco Road with increased through traffic. Based on a 2018 report to the City of Port Moody by ISL Engineering, this would include introducing a dual northbound left turn lane at the existing Ioco Road & Heritage Mountain Boulevard signal, and introducing new traffic signals along Ioco Road at April Road, Kicking Horse Way, and Maude Road.

As a sensitivity test, an intersection capacity analysis was conducted for Ioco Road & April Road to understand the impact of the Total 2045 forecasted volumes on Ioco Road, and how introducing a traffic signal would change the operational results. As shown in **Table 3.14**, operations at the Ioco Road & April Road intersection are expected to remain acceptable in 2045 with the current minor street stop control, even with 1% background growth and buildout of Anmore South. The forecasted Level of Service D is equivalent to an average delay of 25-35 seconds per car turning out of April Road.

Table 3.14: Total 2045 Ioco Road & April Road Mitigation Options

TIME PERIOD	MOVEMENT	MINOR STREET STOP (BASE SCENARIO)			SIGNAL		
		LOS	V/C	95% Q (M)	LOS	V/C	95% Q (M)
AM	NB LTR	B	0.08	5	A	0.07	5
	EB LTR	A	0.01	5	A	0.50	50
	WB LTR	A	0.01	5	A	0.36	30
	SB LTR	D	0.30	10	A	0.15	10
PM	NB LTR	C	0.05	5	A	0.05	5
	EB LTR	A	0.01	5	A	0.55	70
	WB LTR	A	0.01	5	A	0.44	45
	SB LTR	D	0.29	10	B	0.12	10
SAT	NB LTR	C	0.05	5	B	0.04	5
	EB LTR	A	0.01	5	A	0.52	70
	WB LTR	A	0.01	5	A	0.61	50
	SB LTR	D	0.23	10	B	0.11	10

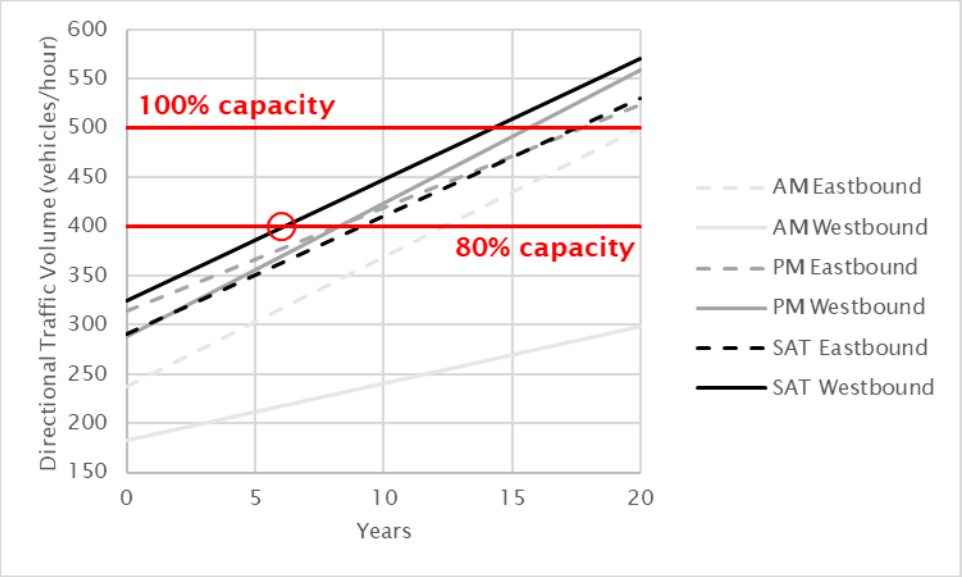
3.5.2 Incremental Impact of Phased Development

Given that at/overcapacity conditions along Ioco Road and East Road are expected to occur at build out of Anmore South, this section examines the incremental increase of traffic with each phase of Anmore South

to estimate when overcapacity conditions will materialize. For the purposes of this section, the 1% background traffic growth rate is applied, and Anmore South is assumed to be built linearly at a rate of 110 dwellings per year for 20 years, with proportional commercial space.

A visualization of this traffic growth for Ioco Road east of April Road is shown in **Figure 3.2**, with Year 0 representing the existing condition and Year 20 representing full build out of Anmore South. 80% capacity was chosen as the threshold given previous findings that traffic increases going eastbound on Ioco Road – thus 80% capacity near the study area may result in 100% capacity closer to Port Moody City Hall. As shown, the critical volume – westbound traffic on Saturdays – first hits 80% capacity at Year 6, representing 30% build out of Anmore South, or 650 dwellings and 16,000 SF of commercial space.

Figure 3.2: Yearly Traffic Growth on Ioco Road (East of April Road)

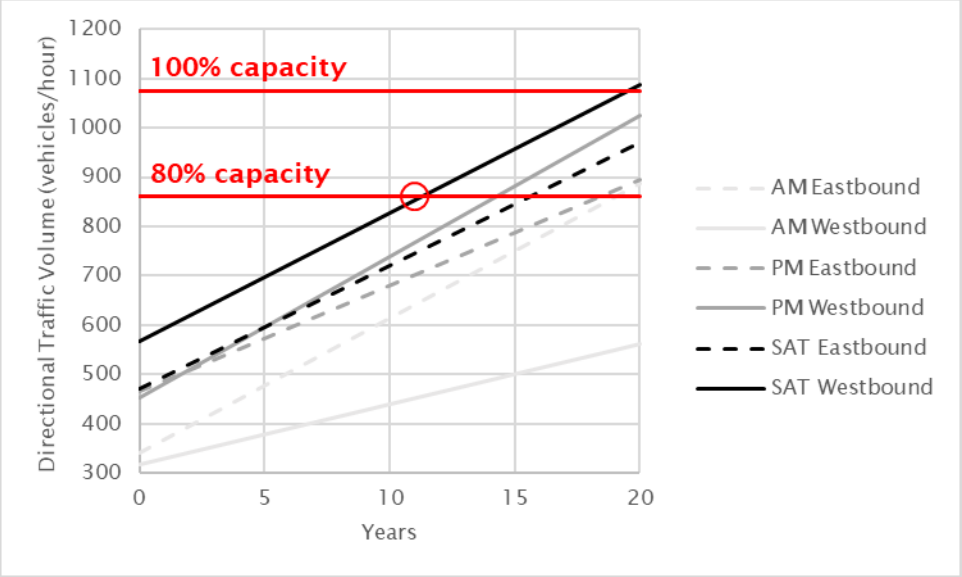


At Year 6, East Road is still expected to have capacity, and vehicles may begin switching to preferentially use East Road beyond the percentages estimated in Figure 3.1. In this way, the combined capacity of Ioco Road and East Road would work together to provide peak hour vehicle capacity. This combined capacity and associated traffic growth is shown in **Figure 3.3**.

Westbound traffic on Saturdays remains the critical volume, reaching 80% capacity of both Ioco Road and East Road combined at Year 11 (55% of build out – 1,200 dwellings and 30,000 SF of commercial floor area). However, it is not reasonable to expect drivers to optimally reroute themselves to achieve optimal conditions, and it is also likely that drivers would experience significant congestion prior to the road corridors reaching exactly 100% capacity.

As such, it is estimated that up to 40% of Anmore South (together with allowance for area background traffic growth) can be built out without further large-scale road capacity increases (Year 8; 900 dwellings, 22,000 SF of commercial space).

Figure 3.3: Yearly Traffic Growth on Ioco Road and East Road Combined



Note that many factors may influence the validity of these yearly estimates:

- As previously raised, the 1% background growth rate is highly subject to change in either direction
- Housing type impacts trip generation – if initial phases are skewed towards townhouses there will be more traffic; if primarily apartments then there will be less traffic. The analysis assumes a housing breakdown consistently in line with the overall Master Plan (~5% single family houses, 35% townhouses, 60% apartments)
- Initial phases may have higher trip generation until more of the neighbourhood builds out, as there will naturally be less commercial space, the community centre may not yet be constructed, fewer trails, transit service may not yet be frequent all day, etc.

3.5.3 Interagency Coordination

Outside of Anmore and neighbouring Belcarra, all municipalities within the Metro Vancouver Region have been experiencing tremendous growth over the past several years, including the neighbouring Tri-City municipalities of Port Moody, Coquitlam, and Port Coquitlam. While post-covid travel patterns have temporarily halted or reversed traffic growth, this continued densification is expected to continue to increase the operational pressures on existing transportation systems. Development in these municipalities has contributed to increased visits to Belcarra Regional Park and Buntzen Lake Recreation Area, requiring that entry access and parking restrictions had to be implemented in recent years. By the

same token, future development in Anmore and in the Port Moody IOCO Industrial Lands will result in increased traffic on the road networks in Port Moody, Coquitlam, and beyond.

In response to these anticipated changes, a Tri-City "North Shore" Planning Task Force has been convened. This multidisciplinary team will focus on how the Anmore South Special Study Area and the Port Moody IOCO Lands can help alleviate the region's industrial land and housing shortage. In part, this will involve reviewing innovative and sustainable transportation solutions for the area in alignment with TransLink's 2050 Goals, which emphasize convenience, reliability, affordability, safety, comfort, and a carbon-free transit system.

While currently only including the North Shore landowners, the Task Force is intended to comprise a wide range of key stakeholders, including representatives from Belcarra, Anmore, Port Moody, Coquitlam, TransLink, Metro Vancouver, the Province of BC, the Port of Vancouver, the Tsleil-Waututh First Nation, the Tri-Cities Chamber of Commerce, Imperial Oil, Gilic Development, and Icona Properties.

The initial goal of the working group is to release a prospectus document outlining the broader opportunities and challenges of developing the north shore area in order to create a unified vision. By taking a proactive approach to regional planning, the North Shore Planning Task Force aims to recommend a sustainable development future for the area with both residential and industrial land that aligns with the community's needs and interests.

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4. TDM & ACTIVE MODES

4.1 Definition

Transportation Demand Management (TDM) is defined as the "application of strategies and policies to reduce travel demand (specifically that of single-occupancy private vehicles), or to redistribute this demand in space or in time"[1]. A successful TDM program can influence travel behaviour away from Single Occupant Vehicle (SOV) travel during peak periods towards more sustainable modes such as High Occupancy Vehicle (HOV) travel, transit, cycling or walking. The responsibility for implementation of TDM measures can range across many groups, including regional and municipal governments, transit agencies, private developers, residents/resident associations or employers.

4.2 Background

The travel behaviour for current residents of Anmore is largely automobile-based for a number of reasons. Residential density is relatively low, and opportunities to shop and work within the municipality are very limited, which requires longer-distance shopping and commuting trips more conveniently made by car. Existing public transit service frequencies are similarly quite limited, although direct bus connections to SkyTrain are available. Walking connections to area bus stops and are also limited or non-existent as are passenger shelters at bus stops, and street lighting is poor. These factors all contribute to a seriously diminished transit trip experience and not surprisingly the relatively low level of existing transit usage.

The travel characteristics of future residential development in the community will remain this way unless balanced with more non-residential development mixed into the area (providing opportunities for shopping and commutes by convenient, safe, and enjoyable walking and cycling trips), improvements to transit service and access, and the introduction of specific TDM measures to reduce reliance on private auto ownership and usage.

Through initial discussion with Icona and consultation with the public, a number of TDM measures are intended to be implemented at Anmore South with the goal of reducing auto reliance and thus reducing the vehicular impact of the development on Anmore's roads and beyond.

4.3 TDM Measures

4.3.1 Increased Transit Service

As noted, existing transit serving the Anmore South area is limited, with weekday service generally every 30 minutes and evening/weekend service every hour. Route 182 terminates at Moody Centre Station for connections to the SkyTrain and West Coast Express, but has a very roundabout routing, scheduled to take approximately 25 minutes to travel between Anmore South and Moody Centre Station, compared to 10-20

[1] http://ops.fhwa.dot.gov/tdm/index.htm FHWA Travel Demand Management home page

minutes if driving. Route 181 is more directly and is scheduled to only take 15-18 minutes to travel between Ioco Road & 1st Avenue and Moody Centre Station, although the route currently terminates at the Ioco Road & 1st Avenue intersection and does not provide immediate service to the Anmore South area.

In order to induce the mode shift intended for Anmore South, more frequent transit with a more direct connection to rapid transit is needed. Typically, a frequency of every 15 minutes is used as the threshold for bus service that can be used for daily needs without having to consult a schedule or plan around when the bus is coming.

In order to introduce additional transit service, the project will need to work with TransLink to identify partnership opportunities through the TransLink Independent Transit Services (ITS) framework. Generally, TransLink may grant approval to an ITS if:

- The ITS does not reduce the effectiveness of the regional transportation system, and
- The ITS does not reduce the financial viability of the regional transportation system.

The ITS would be funded entirely by the project, or subject to agreements with TransLink over time – TransLink may find it beneficial to take over operations of the ITS over time as Anmore South builds out and ridership increases.

Two options for increasing transit service to Anmore South seem immediately plausible:

1. Extend Route 181 to Anmore South, and increase service frequency of this existing route to every 15 minutes, with additional operating costs from these increases funded by the project (**Exhibit 4.1**).
2. Introduce a new "overlay" transit route that would provide express service between Anmore South and the SkyTrain and West Coast Express (**Exhibit 4.2**) at all times of day, without providing service to all the local stops along Ioco Road, Murray Street, or Saint Johns Street. This type of service may or may not be operated by TransLink.

The implementation of this frequent transit can be phased with a critical mass of development to support ridership. However, at a minimum for the first phase of development, Route 181 should be extended to Anmore South with its current frequency (every 30 minutes on weekdays and every 60 minutes on weekends) to provide a more direct connection to the SkyTrain.

In tandem with the improvement of transit service, improved walking access to bus stops and improved bus stop and shelter facilities should be constructed. This includes sidewalks capable of meeting TransLink's wheelchair-accessible bus stop design standards, bus shelters at stops with higher projected boardings, and improved sidewalk lighting.

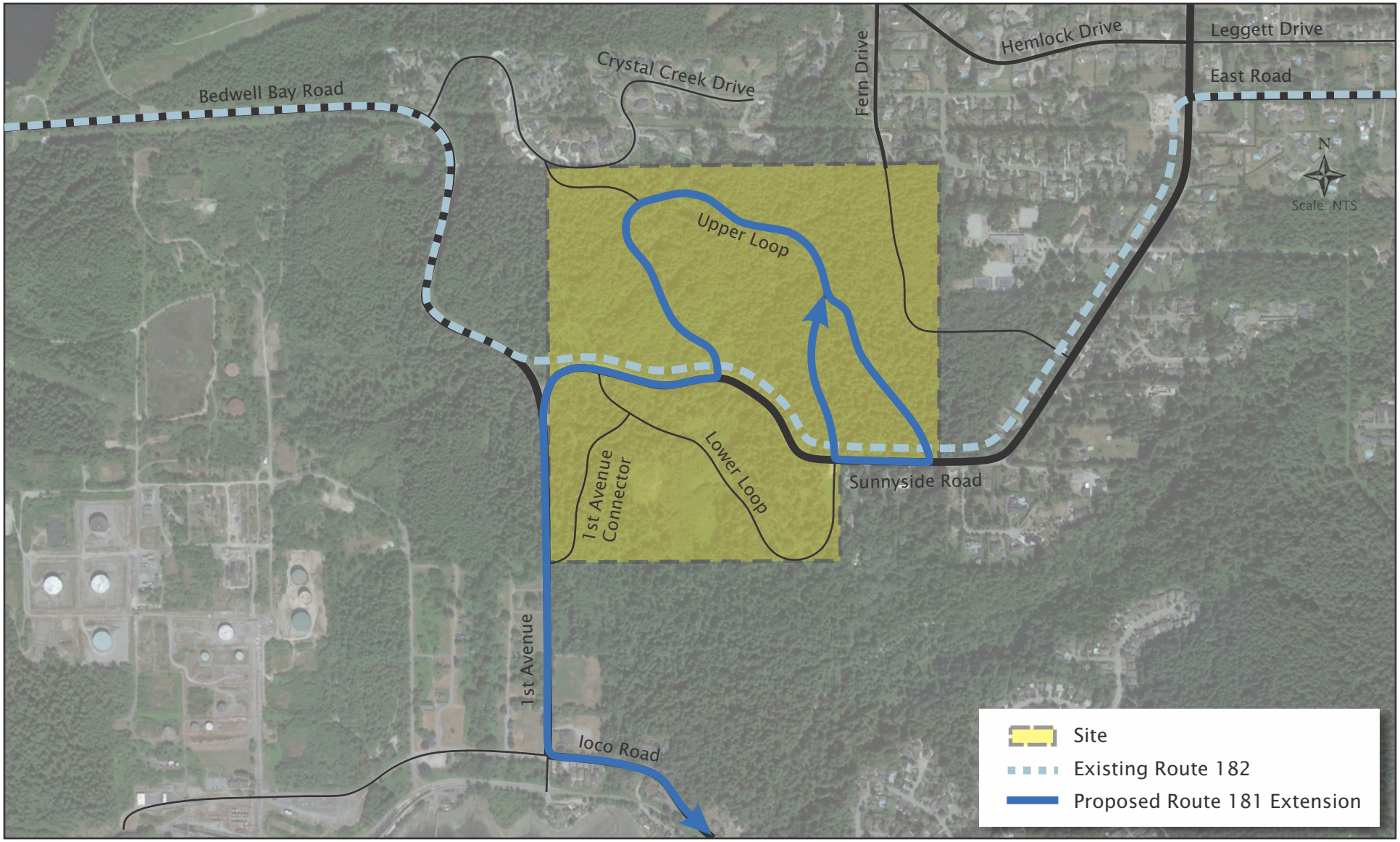

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Exhibit 4.1

Future Transit Option – Route 181 Extension

Anmore South Neighbourhood Plan TIA
04-21-0091 March 2025

bunt & associates

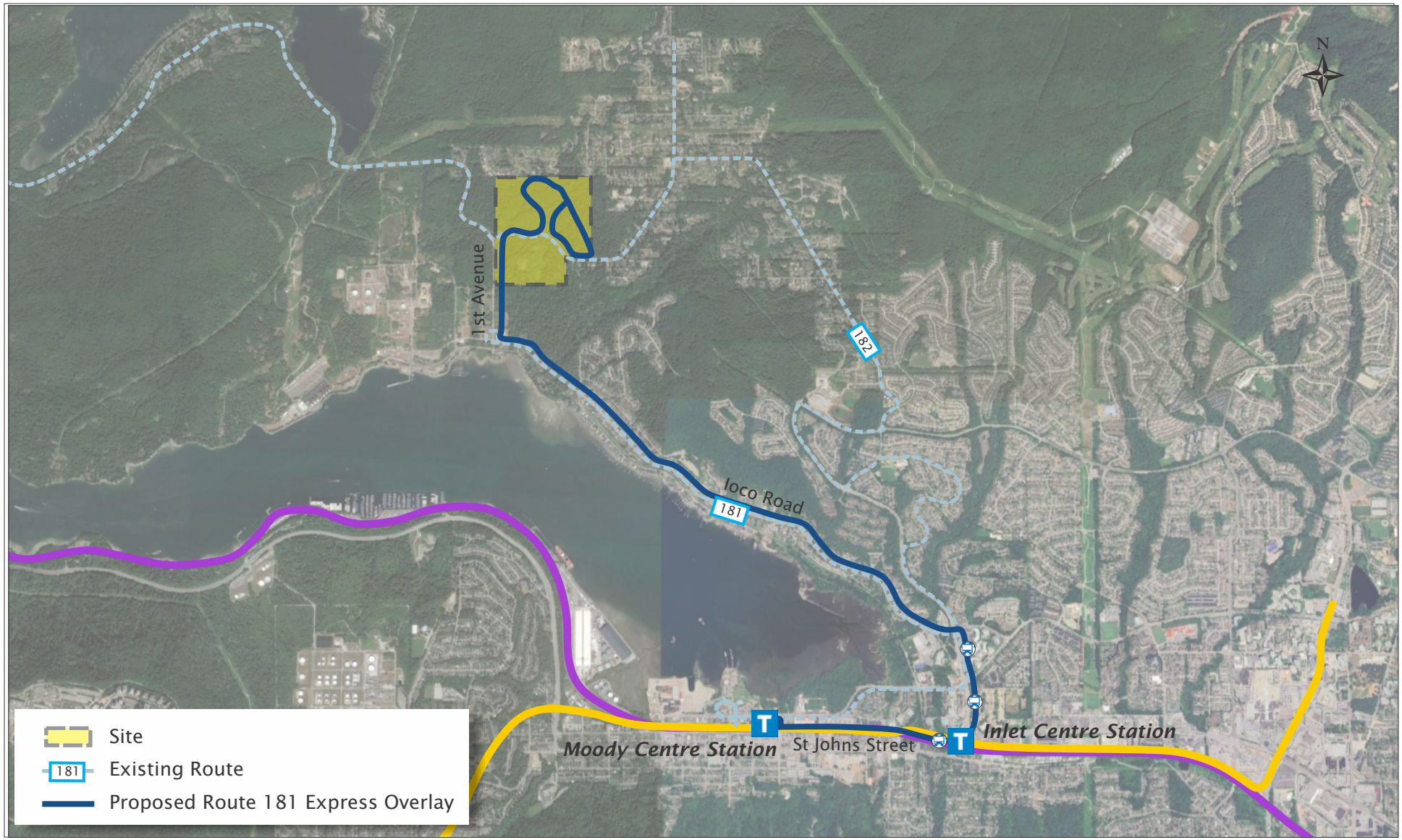

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Exhibit 4.2

Future Transit Option – Route 181 Express Overlay

bunt & associates

4.3.1 Car Share

Car sharing services have developed significantly in the last 10-15 years. These services allow people to have short term access to a shared vehicle located on or close to their site, without having to buy or maintain their own vehicle. Members usually pay a small monthly administration fee to cover some of the fixed costs of the car, and then a "pay as you go" approach is adopted as members pay by the hour and kilometre when they use a vehicle.

There are two types of car sharing services – "A to B" type or "one-way" services such as Evo, and "A to B to A" type or "two-way" services such as Modo. For one-way services, car share members can use vehicles from one origin to a different destination and do not have to return these vehicles to the trip origin. The car share company repositions the cars regularly to respond to origin/destination patterns. For two-way services, the vehicle's "home" position remains constant, and car share members must return the vehicles to their origin when they have finished using it. The two car share models are directed towards different users and can complement each other when used at the same site.

At Anmore South, likely only a two-way car sharing service would be viable, as one-way services would require a roughly equal demand of people wanting to go to Anmore South versus those wanting to leave Anmore South.

A two-way car sharing service could be operated by an existing provider such as Modo, or alternatively could be privately owned and operated for residents of Anmore South only. Bunt would recommend providing car share vehicles at the rate of 1 vehicle per 100 residential units. For the planned 2,200 units in Anmore South, this would equate to 22 car share vehicles at buildout of the neighbourhood. With the phased development of the community, car share vehicles would be added incrementally over time at a rate of 1 vehicle per 100 residential units to accommodate user demand. The vehicles should be given dedicated on-street parking spaces spread throughout the neighbourhood, should be phased appropriately as residential units become occupied, and should have a range of vehicle types (including at least one minivan and one pickup truck) to support all trip types.

Impact of Car Share Vehicles

The Metro Vancouver Car Share Study provides some information about the reduction of auto ownership based on car share usage. **Table 4.1** below shows the vehicle holdings per household prior and after residents joined a car share program.

Table 4.1: Vehicle Holdings Prior to and After Joining Car Share

MEMBERSHIP	VEHICLES PER HOUSEHOLD		PERCENT CHANGE
Modo Only	0.70	0.51	-27%
Car2go Only	1.06	1.01	-5%
Modo + Car2go	0.59	0.38	-36%

Source: Metro Vancouver Car Share Study

According to the Car Share Study, the number of vehicles per household decreased between 5 and 36% when the residents joined a car share program.[2] The study also shows that the top home-based amenity that survey respondents indicated would have them shift modes is the availability of car share vehicles. This study reinforces the premise that supplying car share vehicles for Anmore South will work to reduce the parking demand on the site.

The reduction of vehicle ownership based on the number of car share vehicles provided can be calculated using additional information from the Metro Vancouver study. Past research has shown that the car share vehicle to member ratio is approximately 1 to 50.[3] For the 22 car sharing vehicles that the development is recommended to supply, the membership that can utilize those vehicles would be expected to be approximately 1,100 people. The study found that each car share vehicle removes between 5-11 private personal vehicles from use, or 110-240 vehicles based on the 22-car fleet proposed at Anmore South alone, even without the benefit of the other TDM measures proposed for the community.

This estimated reduction in vehicle ownership due to the car sharing program is highly variable and likely to differ. Nevertheless, it illustrates that the car sharing vehicles provided are likely to have a measurable impact on the vehicle ownership rates and parking demand for the neighbourhood. The presence of a variety of car share vehicles will also attract renters intending to live a car-free lifestyle, supporting the development's intent to reduce vehicle use.

4.3.2 Reduced Parking Ratio

The Village of Anmore Zoning Bylaw currently requires 2 parking spaces per single-family dwelling, and does not have a defined parking rate for apartments as there are not currently any apartments in Anmore. In Port Moody and Coquitlam, strata apartments outside of transit-oriented areas are required to provide 1 space per unit for studio & 1-bedroom units, and 1.5 spaces per unit for units with 2+ bedrooms.

At Anmore South, vehicular parking rates below these values should be part of the design, in order to minimize vehicle impact while still providing reasonable vehicle parking provision for marketing and sales purposes.

A mix of townhouses with 2 and 1 parking space should be provided. It is noted that single parking space townhomes are an increasingly popular product, especially in areas with good transit connections where commutes to work via transit are viable. While it would be up to the Village of Anmore to set bylaw minimum parking rates (ideally in consultation with the developer), it is noted that avoiding overprovision of parking is a key element of limiting Anmore South's impact on the road network. While 1-stall townhomes would likely be an unreasonable ask for current Anmore residents who are used to relying on

[2] Metro Vancouver Car Share Study – Page 30 - https://learn.sharedusemobilitycenter.org/wp-content/uploads/policy-documents-2/Canada_Vancouver_MetroVancouverCarShareStudyTechnicalReport.pdf

[3] Metro Vancouver Car Share Study – Page 15 - https://learn.sharedusemobilitycenter.org/wp-content/uploads/policy-documents-2/Canada_Vancouver_MetroVancouverCarShareStudyTechnicalReport.pdf

a private vehicle, they would instead attract buyers and families that plan to live with only one vehicle – taking advantage as needed of car share and improved transit connections that are recommended to be implemented as part of the first phase of the project.

The parking rate for apartments with 2+ bedrooms should be reduced to at least 1.25/unit. For comparison, this is a rate used in areas of Coquitlam >800m from a SkyTrain station but still considered in the shoulder area of a transit-oriented zone. Bunt also reviewed our database of parking surveys and found 9 surveys for midrise apartment buildings that are >800m from SkyTrain but still served by at least one bus route that is part of the Frequent Transit Network. These sites in Surrey (Guildford), New Westminster (Queensborough), and Vancouver (Little Mountain) had a weighted average parking demand ratio of 1.17 spaces/unit, indicating that a reduced parking ratio may still meet the anticipated parking demand. Parking demand is expected to be further reduced due to the provision of car share vehicles.

Further, the 2018 Metro Vancouver Regional Parking Study surveyed 8 strata sites that were not served by the Frequent Transit Network. The survey found 1.09 vehicles/unit parked despite a supply of 1.54 spaces/unit (a 41% oversupply). They also surveyed 20 strata sites within 400m of FTN bus only (not near SkyTrain) and found 0.97 vehicles/unit parked despite a supply of 1.40 spaces/unit (a 45% oversupply).

4.3.3 Built-In TDM

The mixed-use, walkable/cyclable basis underlying the site planning of the Anmore South neighbourhood also goes a long way in reducing reliance on external vehicles trips as described below:

Commercial Land Uses

Providing commercial land uses on-site fills a need for many residents who would otherwise have travelled off-site by car. Neighbourhood-supportive uses such as a convenience store, salon, medical office, or small-scale retail units provide options to residents to fulfill some basic needs without using a car. The commercial area proposed would also serve the wider Anmore and Belcarra area, reducing the number of existing trips travelling to Port Moody that can instead stay within the community.

Trails and Multi-Use Path Connections

An extensive network of trails and multi-use paths is proposed as part of the Anmore South neigbourhood. This network of paths provides connections between areas of the neighbourhood and beyond without having to share space with cars. The trail connections will also allow for more direct walking/cycling trips between the commercial/community centre and more outlying areas of the neighbourhood compared to only being able to use the roads.

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5. CONCLUSIONS & RECOMMENDATIONS

5.1 Conclusions

Based on the analysis contained herein, the following can be concluded:

- The Anmore South site and surroundings currently represent a rural/suburban form of development, with infrastructure and resulting travel focused on private vehicles. This will change with the proposed Anmore South Neighbourhood development to a more urban form with corresponding changes to travel patterns, yet still retain a characteristic natural, forested setting.
- The proposed site plan with around 2,200 dwelling units, 55,000 SF of commercial, and a public community centre is expected to generate 730-850 new vehicle trips that would leave the study area and travel to/from Port Moody. This is equivalent to, on average, 12-14 vehicles per minute added to the area road network.
- Achieving this vehicle trip generation, which is less than would otherwise be expected for a development of this size in such a setting, relies on the project implementing a number of Transportation Demand Management measures, including funding transit service up to every 15 minutes throughout the week, improving walking connections, street lighting, and bus shelter facilities, providing 22 on-site car share vehicles, and reducing the provided parking supply of the proposed townhouses and apartment units. The commercial space is also instrumental in achieving the reduced vehicle impact, allowing residents to walk to local services, and introducing new local services for existing Anmore residents.
- The existing intersections in the study area operate acceptably with significant capacity remaining.
- In 2045 with buildout of Anmore South and an assumed 1% annual increase in background traffic, the intersections of East Road & Sunnyside Road, 1st Avenue / Bedwell Bay Road & Sunnyside Road, and 1st Avenue & Ioco Road were found to have operational constraints. Mitigations were introduced to resolve the capacity issues. All new and internal intersections were found to operate acceptably under minor street stop control.
- The arterial corridors between Port Moody and Anmore – East Road and Ioco Road – were found to have some spare link capacity in the existing condition, although detailed intersection capacity analyses were not conducted along the length of the corridors.
- East Road and Ioco Road were found to exceed their theoretical link capacity in 2045 with buildout of Anmore South and an assumed 1% annual increase in background traffic. However, if the buildout of Anmore South was considered without any other background traffic growth, then these corridors were found to operate at (rather than over) capacity.
- Phased analysis indicated that up to 40% of the proposed build out density can be constructed without significant new road capacity, assuming inclusion of the 1% annual increase of background traffic and a linear build out of the Master Plan (110 new dwellings per year).

5.2 Recommendations

Given that the buildout of the Anmore South neighbourhood is shown to result in operational constraints both within and outside of Anmore, but that the magnitude of these constraints is highly subject to the background traffic growth that occurs, the following is recommended:

- The intersection of East Road & Sunnyside Road should be futureproofed for the construction of a 30m westbound right turn lane on the East Road approach – for use either under all-way stop control or as a signalized intersection – once traffic volumes increase enough to more confidently forecast when the westbound movement at the intersection will reach defined operational thresholds.
- The intersection of 1st Avenue / Bedwell Bay Road & Sunnyside Road should be futureproofed for the construction of a single-lane roundabout once traffic volumes increase enough to more confidently forecast when the westbound Sunnyside Road movement at the intersection will reach defined operational thresholds.
- Additional study should be given to the control of the Ioco Road & 1st Avenue intersection once more information is known about background traffic growth, and whether this will include development/densification of the Port Moody Ioco Lands and the Imperial Oil terminal.
- An eastbound left turn lane of at least 15m should be constructed at Sunnyside Road & Upper Loop / Lower Loop (east intersection) for safety reasons and to reduce through vehicle friction on Sunnyside Road.
- Traffic Impact Assessments should be undertaken for each phase of the Anmore South (approximately every 300 units) to understand changes in traffic conditions over time, including the impact of phases of the neighbourhood completed to that point. These assessments should include new traffic counts.
- Transportation Demand Management measures should be provided to reduce reliance on private vehicles as a mode of travel. These include:
    - Reduced parking ratios, including a portion of townhouses with 1 parking space, apartments with 0-1 bedrooms having an average of 1 space per unit or less, and apartments with 2+ bedrooms having an average of 1.25 spaces per unit or less.
    - Car share vehicles, either through an existing provider or as a private service for the neighbourhood. They should be provided at a rate of 1 vehicle per 100 units (22 vehicles total), should include a variety of vehicle types (including at least one minivan and one pickup truck), and can be phased with the construction of additional units.
    - Increased transit service, providing connection to Suter Brook Village, the SkyTrain, and West Coast Express at least every 15 minutes throughout the day, 7 days per week. This can be phased with a critical mass of development and subject to future phase-specific traffic studies but should start for the first phase at a minimum with an extension of the

existing Route 181 to the site at its existing frequency (every 30 minutes on weekdays and every 60 minutes on weekends).

- A Tri-City "North Shore" Planning Task Force, including landowners, municipalities, TransLink, the Port of Vancouver, Metro Vancouver, and local resident/business associations should be activated to develop a coordinated approach to planning on the North Shore of the Port Moody Arm of Burrard Inlet. This may include support for small-scale improvements along Ioco Road, approval of a new road connecting Port Moody and Anmore, understanding the development potential of other lands in the area, determining the impact of regional park visitation strategies, etc.

In summary, the Anmore South neighbourhood will fundamentally change Anmore from a transportation perspective – significantly improving transit service, improving connections for active modes, and introducing new commercial space that will provide existing and future Anmore residents with new options within their community, while also substantially increasing the number of vehicle trips to/from the Village over the 20-year build out.

The anticipated trip generation of the neighbourhood at full build out, coupled with area background traffic growth at an assumed 1% per year, can likely only be supported in conjunction with transportation infrastructure upgrades outside of Anmore. However, the impact of other development and densification in the study area and nearby will have a huge effect on transportation decisions over the 20-year buildout of the community, which may introduce additional opportunities to support the mobility of the entire North Shore. In the meantime, additional Transportation Impact Assessments can be completed for each subsequent phase to allow for the incremental development of the Anmore South lands within the means of the evolving transportation networks.

APPENDIX A

Traffic Data

Bedwell Bay Rd @ Sunnyside Rd – Anmore, BC

Project#:	04-21-0091	**Weather:**	Sunny	**Analysis Period:**	9:00 - 10:00
Date:	Aug 01, 2023 (Tue)	**Road Cond:**	Dry	**Intersection Peak:**	9:00 - 10:00
Notes:					

TIME INTERVAL	AUTOMOBILE COUNT												PEDESTRIANS			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	N	S	E	W
7:00 - 7:15	0	16	2	3	14	0	0	0	0	6	0	2	0	0	0	0
7:15 - 7:30	0	9	2	0	12	0	0	0	0	12	0	2	0	0	0	0
7:30 - 7:45	0	9	5	2	17	0	0	0	0	7	0	0	0	0	0	0
7:45 - 8:00	0	16	11	0	18	0	0	0	0	5	0	5	0	0	0	0
8:00 - 8:15	0	15	7	5	18	0	0	0	0	12	0	5	0	0	0	0
8:15 - 8:30	0	21	11	0	12	0	0	0	0	7	0	4	0	0	0	0
8:30 - 8:45	0	17	9	5	26	0	0	0	0	16	0	6	0	0	0	0
8:45 - 9:00	0	21	11	5	16	0	0	0	0	6	0	3	0	0	0	0
9:00 - 9:15	0	19	6	10	17	0	0	0	0	16	0	7	0	0	0	0
9:15 - 9:30	0	34	12	3	26	0	0	0	0	16	0	7	0	0	0	0
9:30 - 9:45	0	24	8	5	29	0	0	0	0	14	0	6	0	0	0	0
9:45 - 10:00	0	36	9	4	21	0	0	0	0	13	0	6	0	0	0	0
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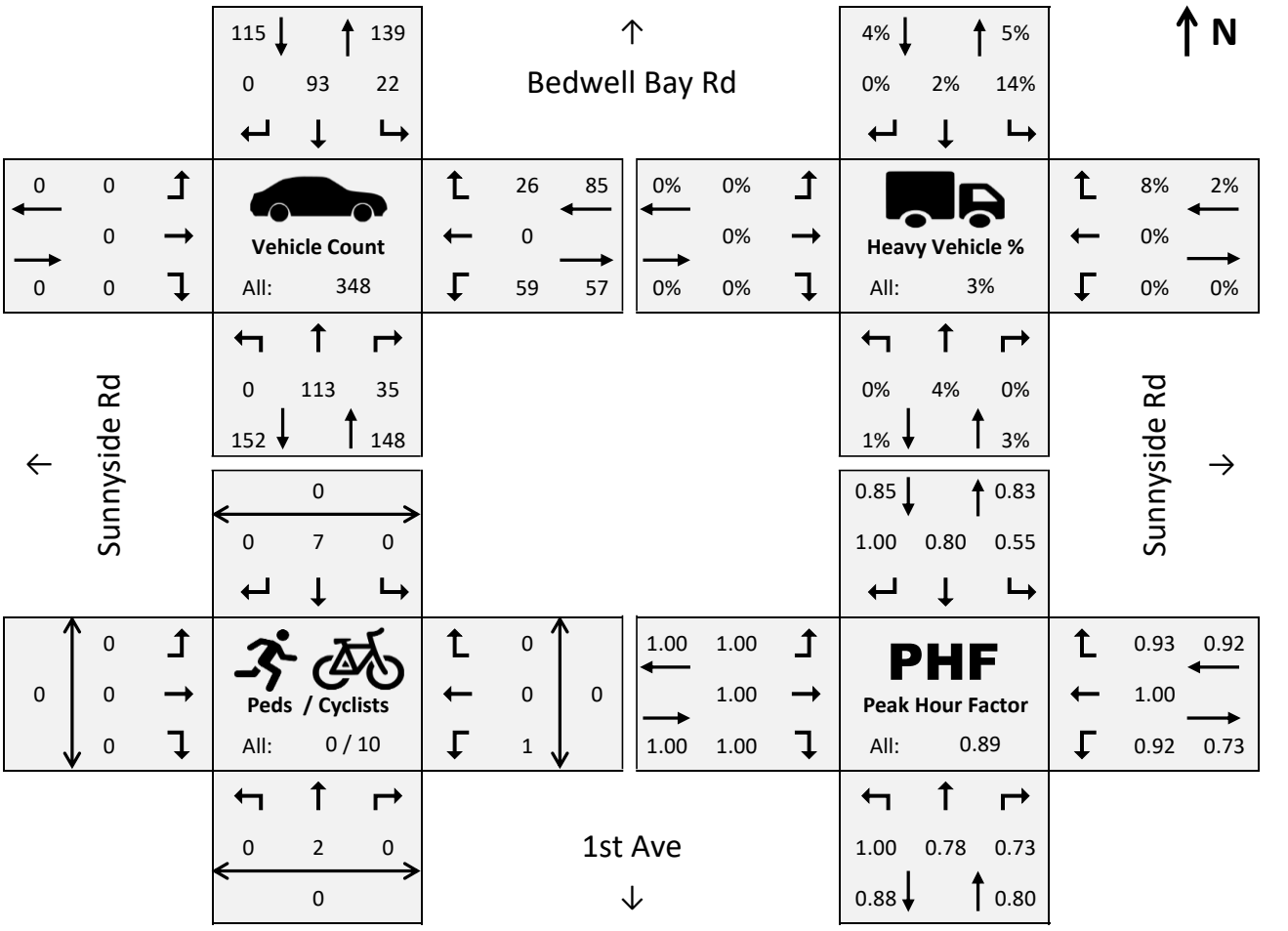

Bedwell Bay Rd @ Sunnyside Rd – Anmore, BC

Project#:	04-21-0091	**Weather:**	Sunny	**Analysis Period:**	15:30 - 16:30
Date:	Aug 01, 2023 (Tue)	**Road Cond:**	Dry	**Intersection Peak:**	15:15 - 16:15
Notes:					

TIME INTERVAL	AUTOMOBILE COUNT												PEDESTRIANS			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	N	S	E	W
15:00 - 15:15	0	42	16	8	45	0	0	0	0	11	0	6	0	0	0	0
15:15 - 15:30	0	32	16	2	50	0	0	0	0	20	0	10	0	0	0	0
15:30 - 15:45	0	41	17	13	63	0	0	0	0	12	0	10	0	0	0	0
15:45 - 16:00	0	40	16	7	42	0	0	0	0	9	0	15	0	0	0	0
16:00 - 16:15	0	45	13	11	43	0	0	0	0	15	0	6	0	0	0	0
16:15 - 16:30	0	36	17	6	42	0	0	0	0	13	0	7	0	0	0	0
16:30 - 16:45	0	31	11	3	40	0	0	0	0	11	0	8	0	0	0	0
16:45 - 17:00	0	38	8	5	39	0	0	0	0	15	0	11	0	0	0	0
17:00 - 17:15	0	47	13	7	35	0	0	0	0	19	0	12	0	0	0	0
17:15 - 17:30	0	35	13	5	34	0	0	0	0	16	0	3	0	0	0	0
17:30 - 17:45	0	41	18	7	42	0	0	0	0	20	0	11	0	0	0	0
17:45 - 18:00	0	40	16	7	33	0	0	0	0	8	0	9	0	0	0	0
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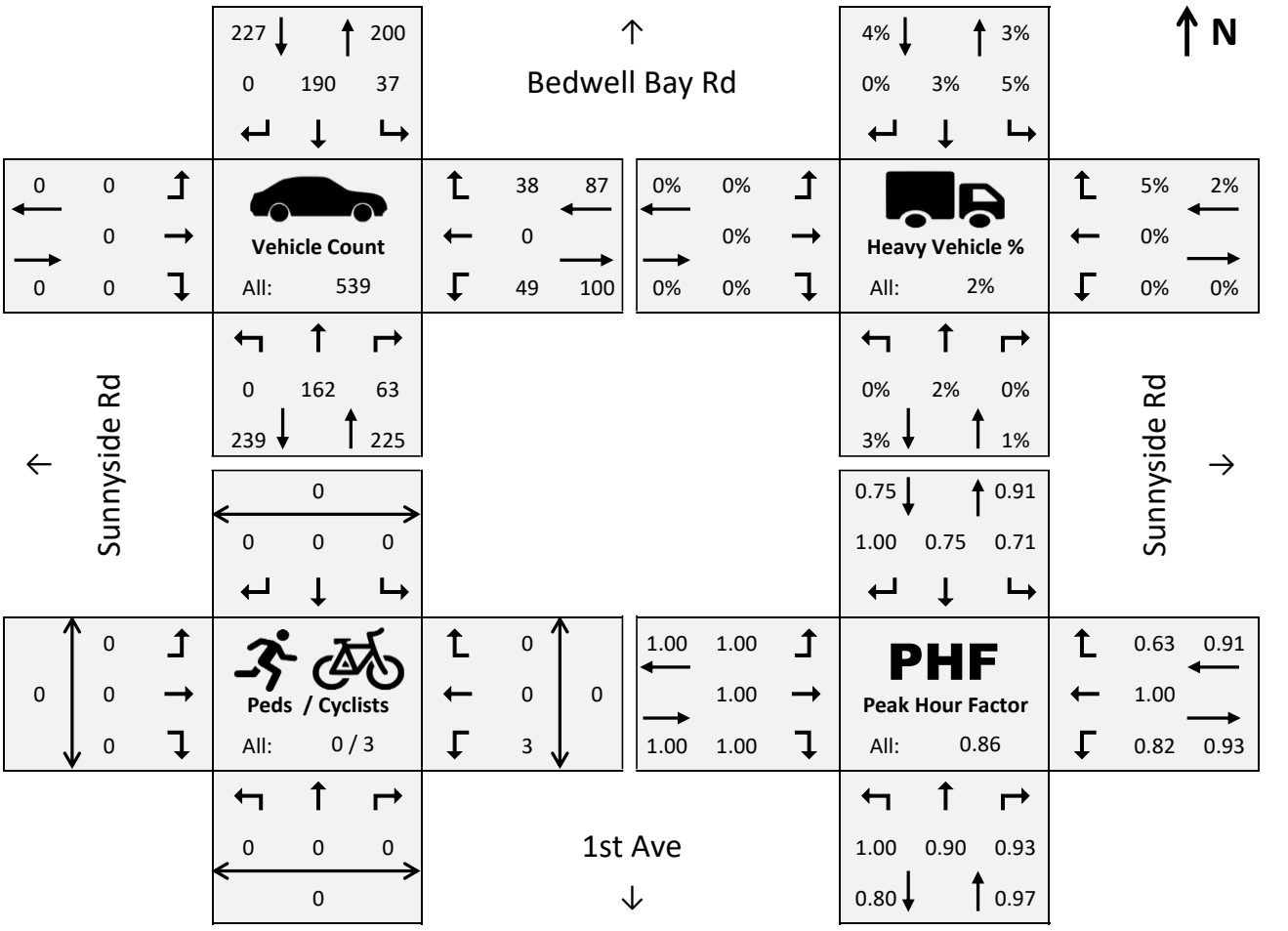

1st Ave @ Ioco Rd – Anmore, BC

Project#:	04-21-0091	**Weather:**	Sunny	**Analysis Period:**	9:00 - 10:00
Date:	Aug 01, 2023 (Tue)	**Road Cond:**	Dry	**Intersection Peak:**	9:00 - 10:00
Notes:					

TIME INTERVAL	AUTOMOBILE COUNT												PEDESTRIANS			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	N	S	E	W
7:00 - 7:15	0	0	0	21	0	1	2	0	0	0	2	16	0	0	0	0
7:15 - 7:30	0	0	0	24	0	0	0	1	0	0	6	13	0	1	0	0
7:30 - 7:45	0	0	0	21	0	1	1	0	0	0	2	17	0	0	0	0
7:45 - 8:00	0	0	0	24	0	0	0	4	0	0	4	22	0	0	1	0
8:00 - 8:15	0	0	0	27	0	0	0	1	0	0	2	22	0	0	0	0
8:15 - 8:30	0	0	0	21	0	0	1	2	0	0	5	32	0	0	0	0
8:30 - 8:45	0	0	0	39	0	0	1	0	0	0	1	26	0	0	0	0
8:45 - 9:00	0	0	0	23	0	0	1	3	0	0	3	32	1	0	1	0
9:00 - 9:15	0	0	0	31	1	1	0	3	0	0	4	25	0	5	0	3
9:15 - 9:30	0	0	3	42	1	0	2	3	0	3	3	42	0	0	0	0
9:30 - 9:45	0	1	0	42	0	2	1	2	0	0	0	32	0	1	0	0
9:45 - 10:00	0	0	1	34	0	1	0	1	0	0	2	47	0	0	0	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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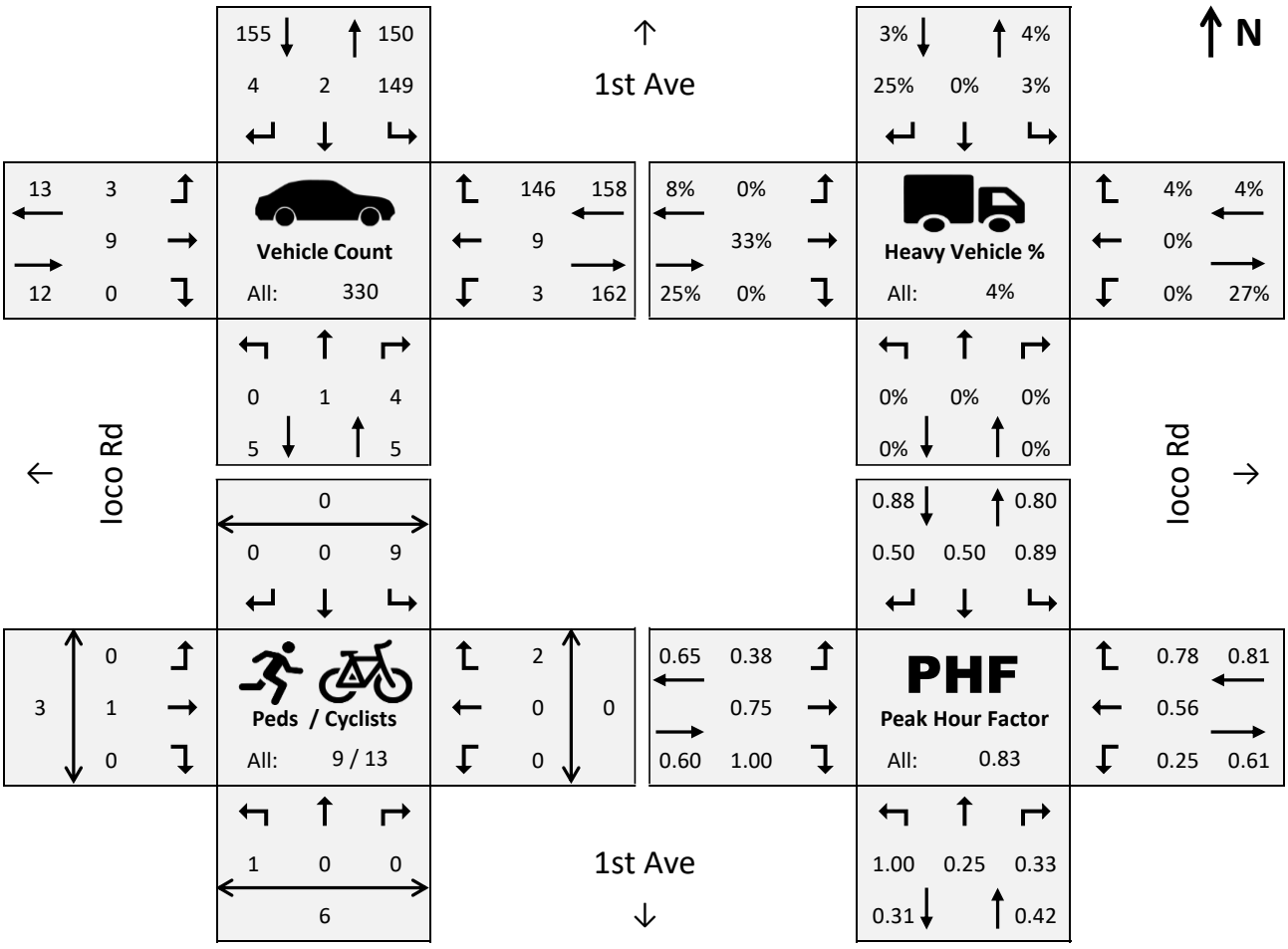

1st Ave @ loco Rd – Anmore, BC

Project#:	04-21-0091	**Weather:**	Sunny	**Analysis Period:**	15:30 - 16:30
Date:	Aug 01, 2023 (Tue)	**Road Cond:**	Dry	**Intersection Peak:**	15:00 - 16:00
Notes:					

TIME INTERVAL	AUTOMOBILE COUNT												PEDESTRIANS			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	N	S	E	W
15:00 - 15:15	0	0	1	61	0	1	0	3	0	1	3	69	0	0	0	0
15:15 - 15:30	0	0	2	65	0	0	2	2	0	1	0	49	0	0	0	0
15:30 - 15:45	0	0	0	78	4	1	2	3	0	3	1	49	0	0	0	0
15:45 - 16:00	0	0	0	51	0	0	2	5	0	1	5	55	0	0	0	0
16:00 - 16:15	0	0	1	56	0	4	3	5	0	1	5	56	3	0	0	0
16:15 - 16:30	0	1	6	54	0	0	1	3	0	0	5	50	0	0	0	0
16:30 - 16:45	0	0	0	52	0	0	0	2	0	0	1	45	0	0	0	0
16:45 - 17:00	0	0	1	50	0	1	1	2	0	0	4	46	0	0	0	0
17:00 - 17:15	0	0	0	52	0	1	1	5	0	1	4	59	0	0	0	0
17:15 - 17:30	0	0	0	55	0	1	1	4	0	2	2	48	0	1	0	0
17:30 - 17:45	0	0	2	62	1	0	2	3	0	4	5	61	0	1	0	0
17:45 - 18:00	0	0	2	47	1	0	1	2	0	1	1	62	0	0	0	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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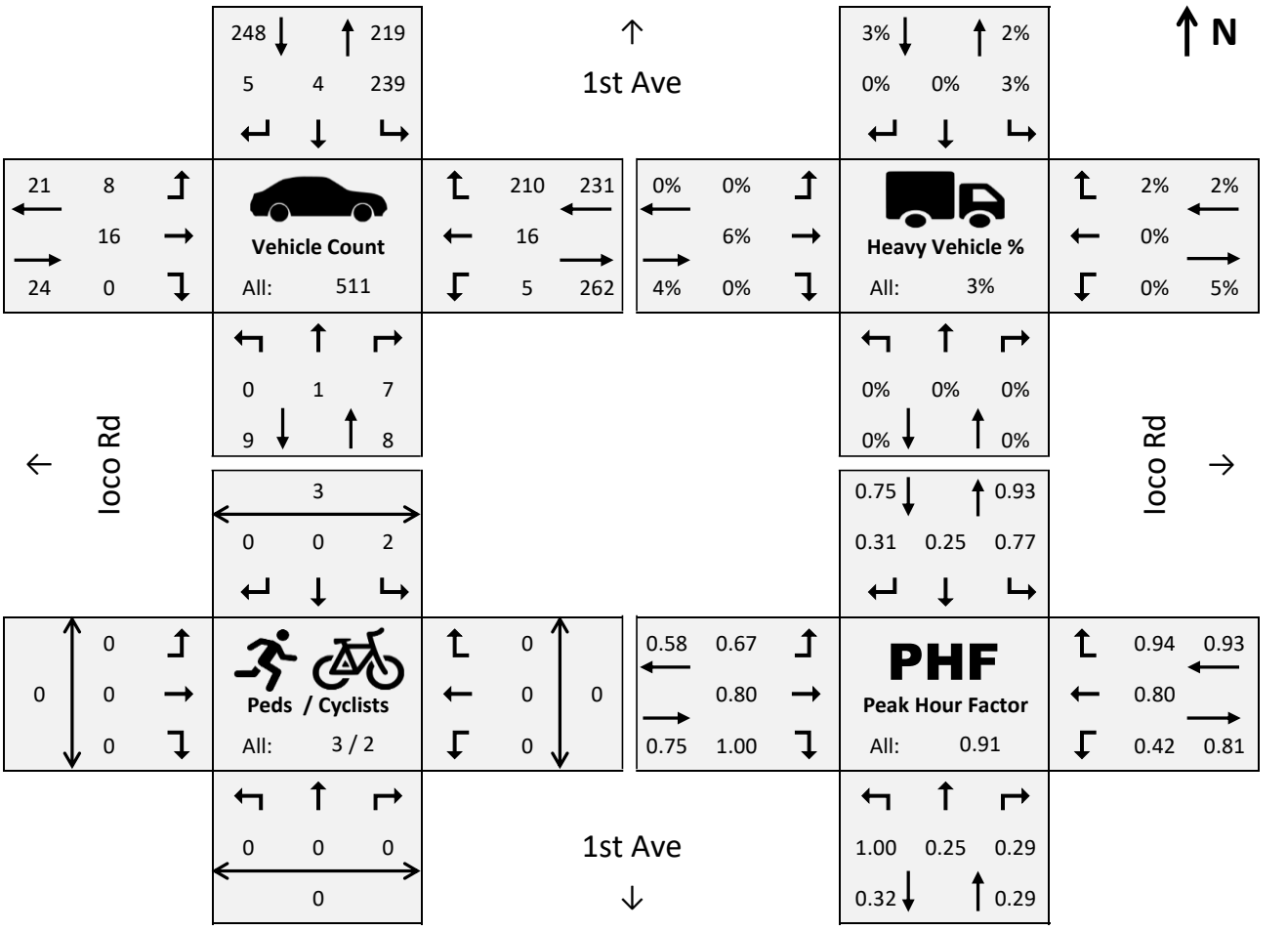
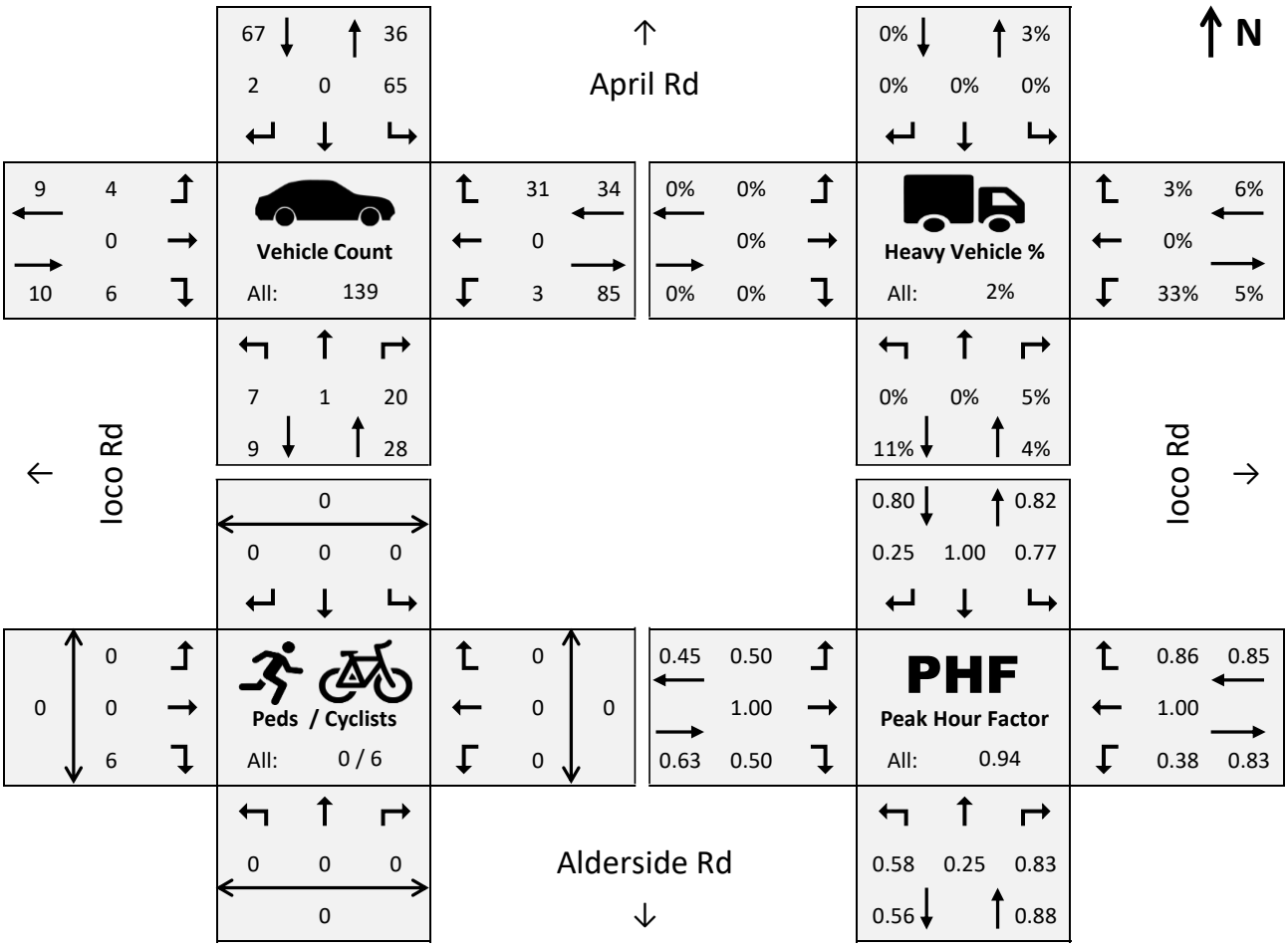


April Rd @ Ioco Rd – Anmore, BC

Project#:	04-21-0091	**Weather:**	Sunny	**Analysis Period:**	9:00 - 10:00
Date:	Aug 01, 2023 (Tue)	**Road Cond:**	Dry	**Intersection Peak:**	8:45 - 9:45
Notes:	TM only				

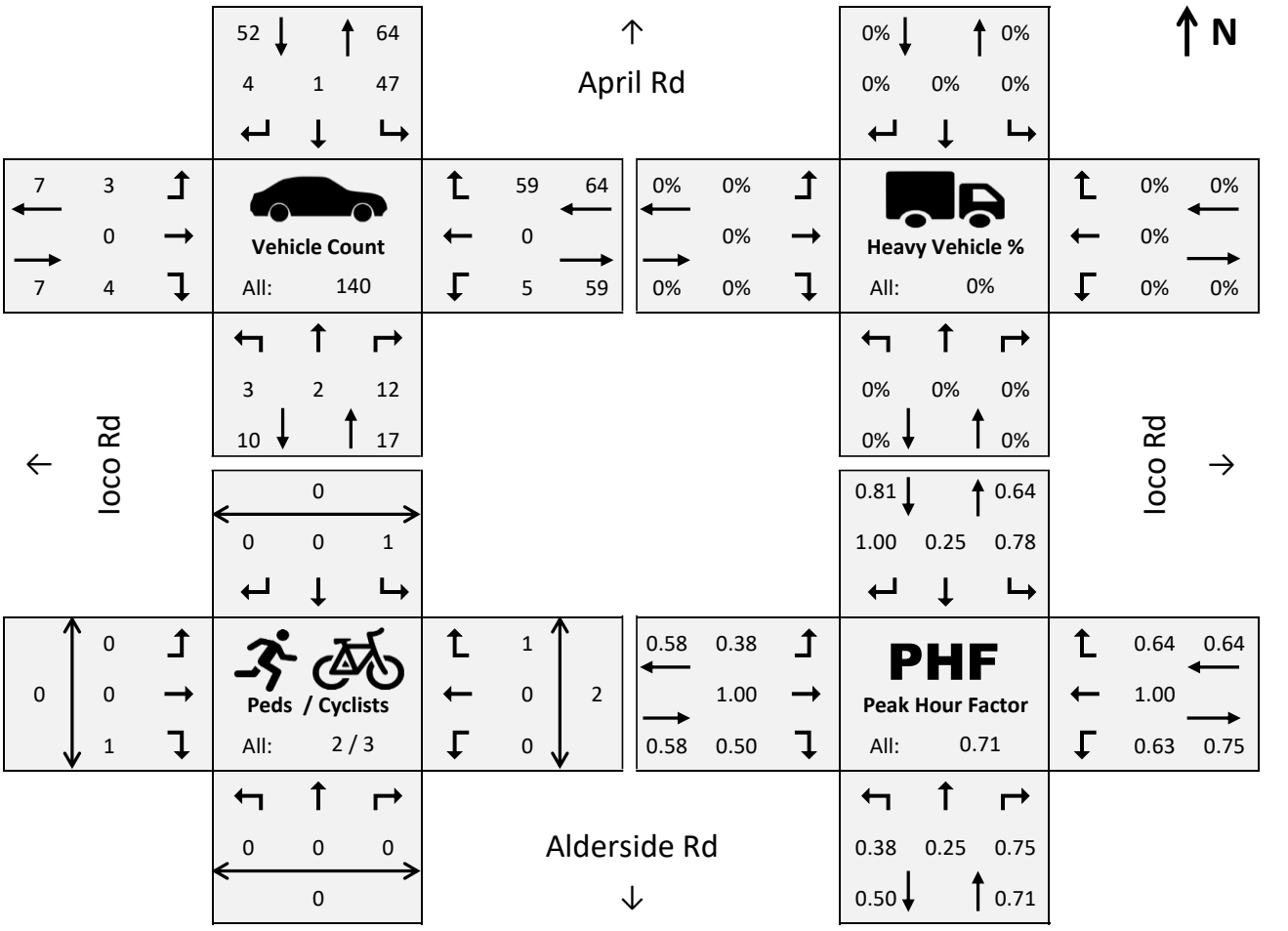
TIME INTERVAL	AUTOMOBILE COUNT												PEDESTRIANS			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	N	S	E	W
7:00 - 7:15	1	0	0	13	0	0	0	0	0	0	0	3	0	0	0	0
7:15 - 7:30	0	0	3	15	0	0	0	0	2	2	0	2	0	3	4	0
7:30 - 7:45	0	0	0	15	0	0	1	0	0	1	0	6	0	0	0	0
7:45 - 8:00	0	1	2	13	0	0	0	0	1	2	0	10	0	0	1	0
8:00 - 8:15	0	0	4	21	0	0	0	0	0	2	0	4	0	1	2	0
8:15 - 8:30	1	0	2	12	0	3	0	0	0	0	0	8	0	0	0	0
8:30 - 8:45	0	0	1	13	0	0	0	0	0	1	0	3	0	0	0	0
8:45 - 9:00	1	0	5	23	0	1	0	0	0	1	0	5	0	0	0	0
9:00 - 9:15	1	1	6	12	0	0	1	0	3	1	0	9	0	0	0	0
9:15 - 9:30	2	0	5	18	0	0	1	0	2	0	0	9	0	0	0	0
9:30 - 9:45	1	0	5	21	0	0	2	0	0	2	0	6	0	0	0	0
9:45 - 10:00	3	0	4	14	0	2	0	0	1	0	0	7	0	0	0	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



April Rd @ Ioco Rd – Anmore, BC

Project#:	04-21-0091	**Weather:**	Sunny	**Analysis Period:**	15:30 - 16:30
Date:	Aug 01, 2023 (Tue)	**Road Cond:**	Dry	**Intersection Peak:**	17:00 - 18:00
Notes:	TM only				

TIME INTERVAL	AUTOMOBILE COUNT												PEDESTRIANS			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	N	S	E	W
15:00 - 15:15	1	0	1	7	1	1	0	0	1	1	0	20	0	0	0	0
15:15 - 15:30	1	0	2	14	0	0	0	0	0	3	0	18	0	1	2	0
15:30 - 15:45	0	2	4	14	1	1	0	0	2	2	0	14	0	0	0	0
15:45 - 16:00	0	0	1	11	0	1	0	0	1	0	0	10	0	0	2	0
16:00 - 16:15	2	0	3	7	0	1	1	0	0	1	0	12	0	0	0	0
16:15 - 16:30	1	0	4	15	0	1	2	0	1	2	0	23	0	0	0	0
16:30 - 16:45	1	0	2	5	0	3	0	0	0	3	0	21	0	3	1	0
16:45 - 17:00	0	1	1	6	0	1	0	0	0	0	0	19	0	1	0	0
17:00 - 17:15	0	0	2	13	0	1	2	0	1	5	0	22	0	1	2	0
17:15 - 17:30	1	0	1	16	0	5	1	0	0	2	0	15	0	0	0	0
17:30 - 17:45	2	0	3	9	1	3	4	0	2	1	0	20	0	0	0	0
17:45 - 18:00	0	0	2	9	0	2	2	0	0	1	0	15	0	0	0	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Sunnyside Rd @ Alder Way – Anmore, BC

Project#:	04-21-0091	**Weather:**	Sunny	**Analysis Period:**	9:00 - 10:00
Date:	Aug 01, 2023 (Tue)	**Road Cond:**	Dry	**Intersection Peak:**	9:00 - 10:00
Notes:	TM only				

TIME INTERVAL	AUTOMOBILE COUNT												PEDESTRIANS			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	N	S	E	W
7:00 - 7:15	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0
7:15 - 7:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0
7:30 - 7:45	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0
7:45 - 8:00	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0
8:15 - 8:30	0	0	3	0	0	0	0	0	0	0	0	1	0	0	1	0
8:30 - 8:45	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
9:00 - 9:15	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0
9:15 - 9:30	0	0	2	1	0	0	0	0	0	4	0	1	0	0	0	0
9:30 - 9:45	0	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0
9:45 - 10:00	0	0	0	1	0	0	0	0	0	3	0	1	0	0	0	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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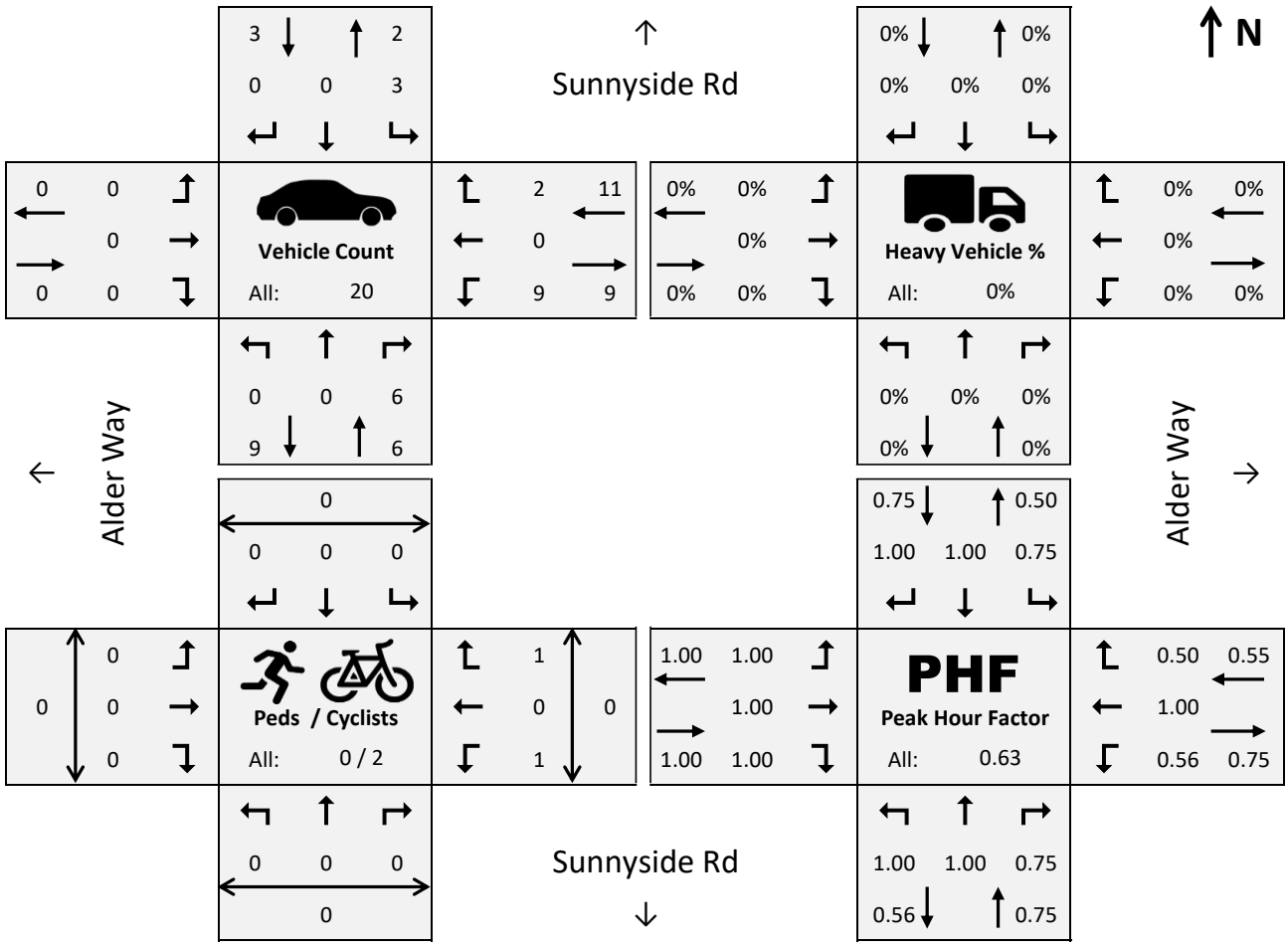

Sunnyside Rd @ Alder Way – Anmore, BC

Project#:	04-21-0091	**Weather:**	Sunny	**Analysis Period:**	15:30 - 16:30
Date:	Aug 01, 2023 (Tue)	**Road Cond:**	Dry	**Intersection Peak:**	15:45 - 16:45
Notes:	TM only				

TIME INTERVAL	AUTOMOBILE COUNT												PEDESTRIANS			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	N	S	E	W
15:00 - 15:15	0	0	6	1	0	0	0	0	0	1	0	2	1	0	0	0
15:15 - 15:30	0	0	2	2	0	0	0	0	0	3	0	2	0	0	0	0
15:30 - 15:45	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0
15:45 - 16:00	0	0	3	3	0	0	0	0	0	2	0	1	0	0	0	0
16:00 - 16:15	0	0	2	2	0	0	0	0	0	2	0	0	0	0	0	0
16:15 - 16:30	0	0	4	2	0	0	0	0	0	3	0	2	0	0	0	0
16:30 - 16:45	0	0	3	2	0	0	0	0	0	0	0	2	0	0	0	0
16:45 - 17:00	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0
17:00 - 17:15	0	0	0	1	0	0	0	0	0	5	0	2	0	0	0	0
17:15 - 17:30	0	0	1	2	0	0	0	0	0	0	0	2	0	0	0	0
17:30 - 17:45	0	0	5	0	0	0	0	0	0	3	0	0	0	0	0	0
17:45 - 18:00	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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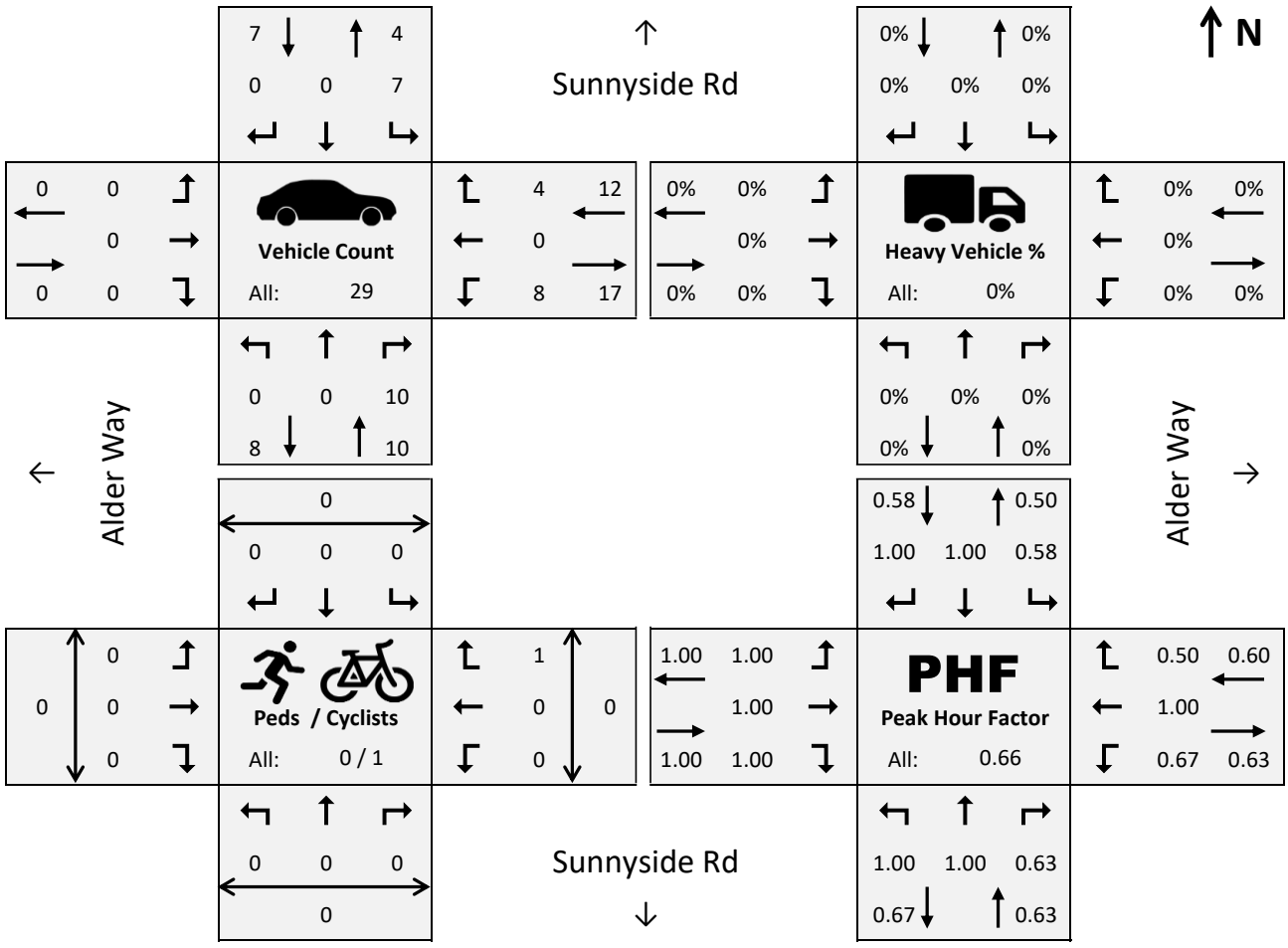

Sunnyside Rd @ East Rd – Anmore, BC

Project#:	04-21-0091	**Weather:**	Sunny	**Analysis Period:**	9:00 - 10:00
Date:	Aug 01, 2023 (Tue)	**Road Cond:**	Dry	**Intersection Peak:**	9:00 - 10:00
Notes:					

TIME INTERVAL	AUTOMOBILE COUNT												PEDESTRIANS			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	N	S	E	W
7:00 - 7:15	0	3	2	15	3	0	0	0	0	5	0	2	0	0	1	0
7:15 - 7:30	0	0	2	20	3	0	0	0	0	3	0	9	0	0	2	0
7:30 - 7:45	1	1	5	5	4	0	0	0	0	3	0	8	0	0	2	0
7:45 - 8:00	0	5	5	16	2	0	0	0	0	5	0	9	0	0	2	0
8:00 - 8:15	0	2	1	0	0	0	0	0	0	1	0	1	0	0	1	0
8:15 - 8:30	0	2	1	4	0	0	0	0	0	1	0	3	0	0	0	0
8:30 - 8:45	0	6	7	19	11	0	0	0	0	7	0	15	0	0	3	0
8:45 - 9:00	0	7	8	5	3	0	0	0	0	11	0	15	0	0	2	0
9:00 - 9:15	0	4	8	14	7	0	0	0	0	7	0	20	0	0	0	0
9:15 - 9:30	0	8	10	23	12	0	0	0	0	11	0	20	0	0	3	0
9:30 - 9:45	0	4	7	17	6	0	0	0	0	13	0	20	0	0	0	0
9:45 - 10:00	0	7	7	17	10	0	0	0	0	6	0	36	0	0	0	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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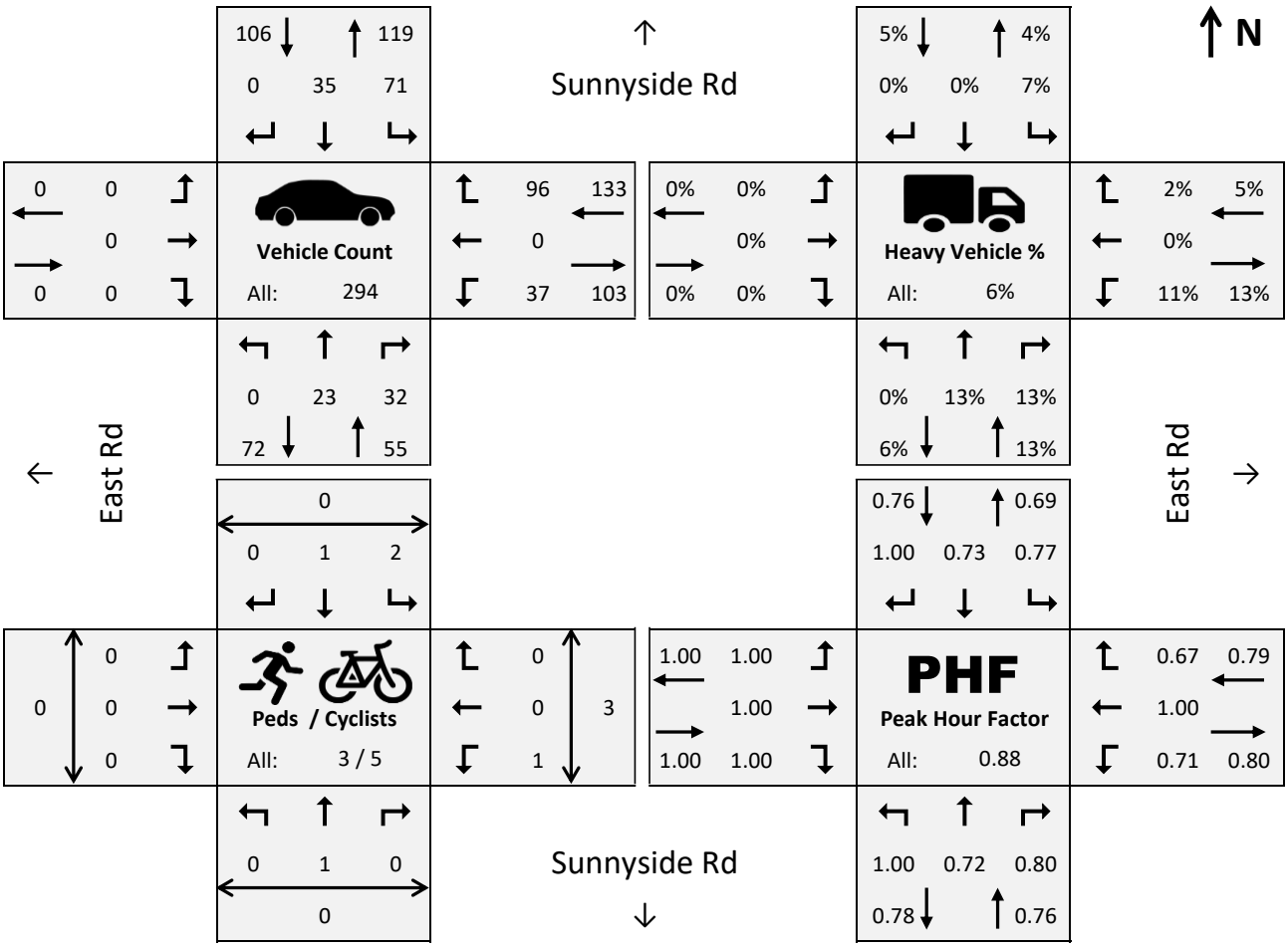

Sunnyside Rd @ East Rd – Anmore, BC

Project#:	04-21-0091	**Weather:**	Sunny	**Analysis Period:**	15:30 - 16:30
Date:	Aug 01, 2023 (Tue)	**Road Cond:**	Dry	**Intersection Peak:**	16:15 - 17:15
Notes:					

TIME INTERVAL	AUTOMOBILE COUNT												PEDESTRIANS			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	N	S	E	W
15:00 - 15:15	0	5	10	20	12	0	0	0	0	7	0	37	0	0	1	0
15:15 - 15:30	0	12	3	25	16	0	0	0	0	11	0	26	0	0	1	0
15:30 - 15:45	0	13	15	25	16	0	0	0	0	14	0	28	0	0	0	0
15:45 - 16:00	0	12	9	31	16	0	0	0	0	11	0	31	0	0	0	0
16:00 - 16:15	0	11	8	16	17	0	0	0	0	9	0	25	0	0	2	0
16:15 - 16:30	0	9	7	41	16	0	0	0	0	14	0	33	0	0	0	0
16:30 - 16:45	0	5	8	19	13	0	0	0	0	8	0	41	0	0	0	0
16:45 - 17:00	0	3	12	32	17	0	0	0	0	8	0	38	0	0	0	0
17:00 - 17:15	0	9	11	35	19	0	0	0	0	11	0	41	0	0	1	0
17:15 - 17:30	0	9	9	23	12	0	0	0	0	8	0	33	0	0	3	0
17:30 - 17:45	1	11	8	25	16	0	0	0	0	14	0	33	0	0	0	0
17:45 - 18:00	0	11	17	23	14	0	0	0	0	15	0	39	0	0	0	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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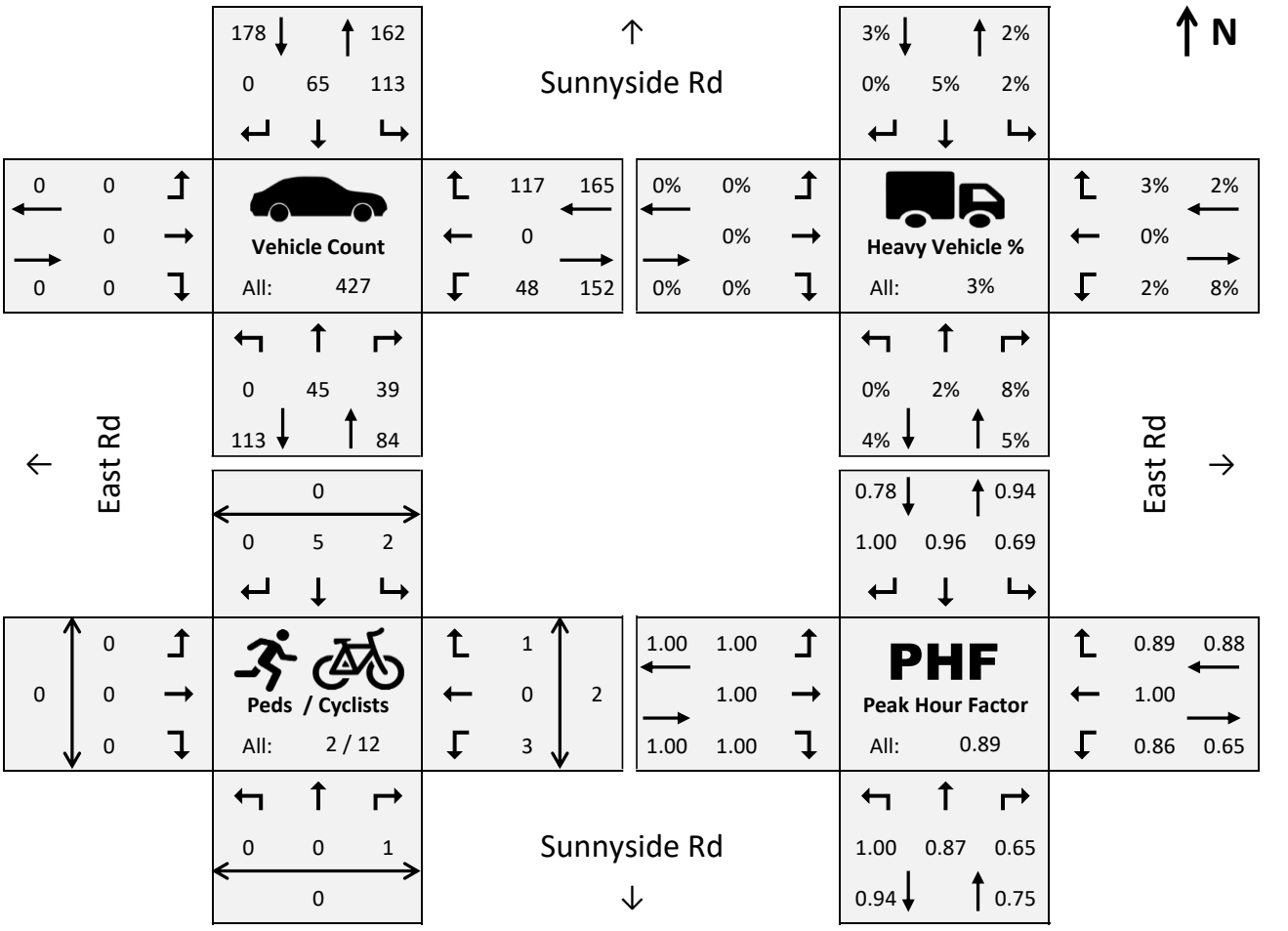
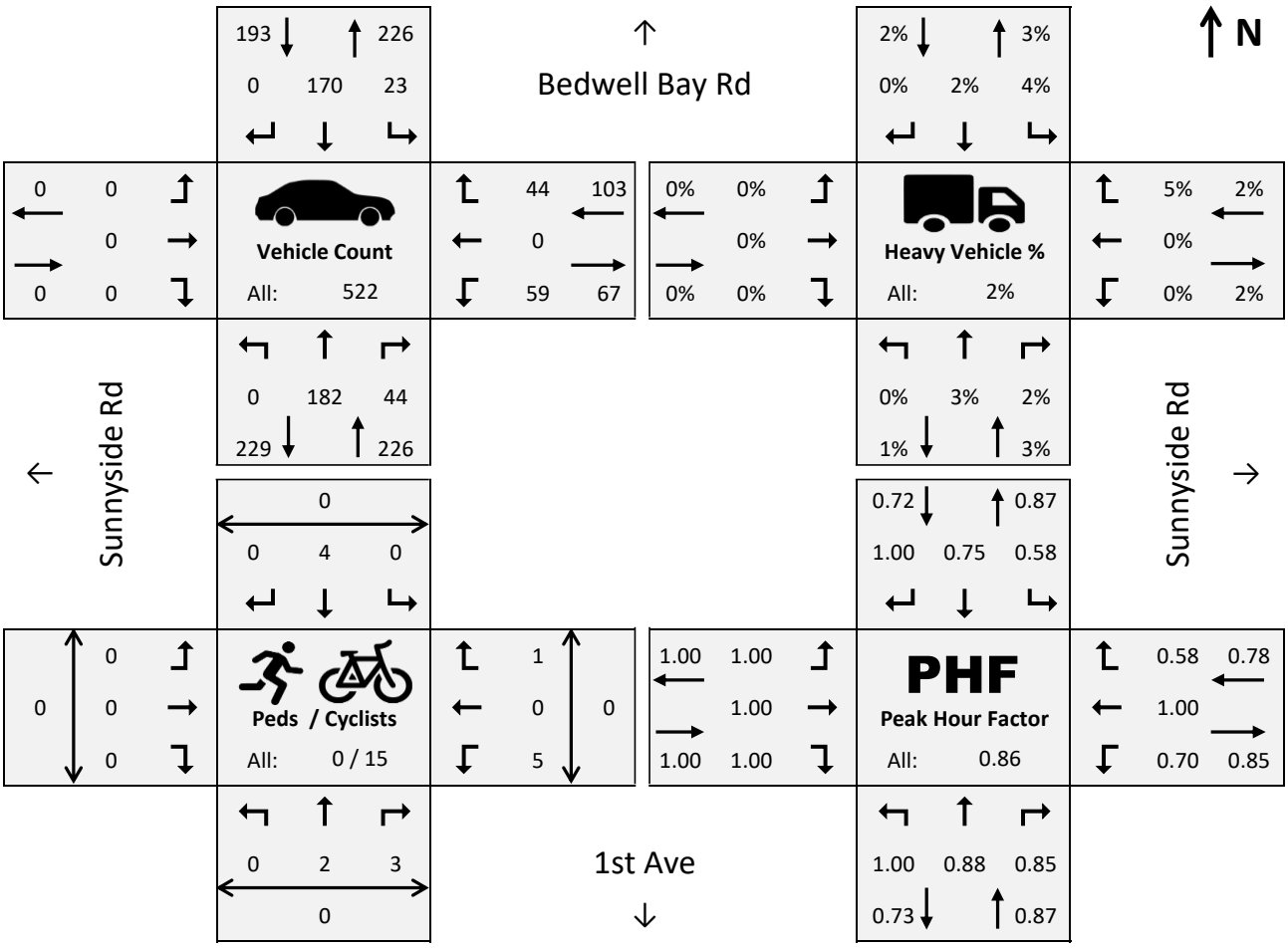


Bedwell Bay Rd @ Sunnyside Rd – Anmore, BC

Project#:	04-21-0091	**Weather:**	Sunny	**Analysis Period:**	14:00 - 15:00
Date:	Jul 29, 2023 (Sat)	**Road Cond:**	Dry	**Intersection Peak:**	14:15 - 15:15
Notes:					

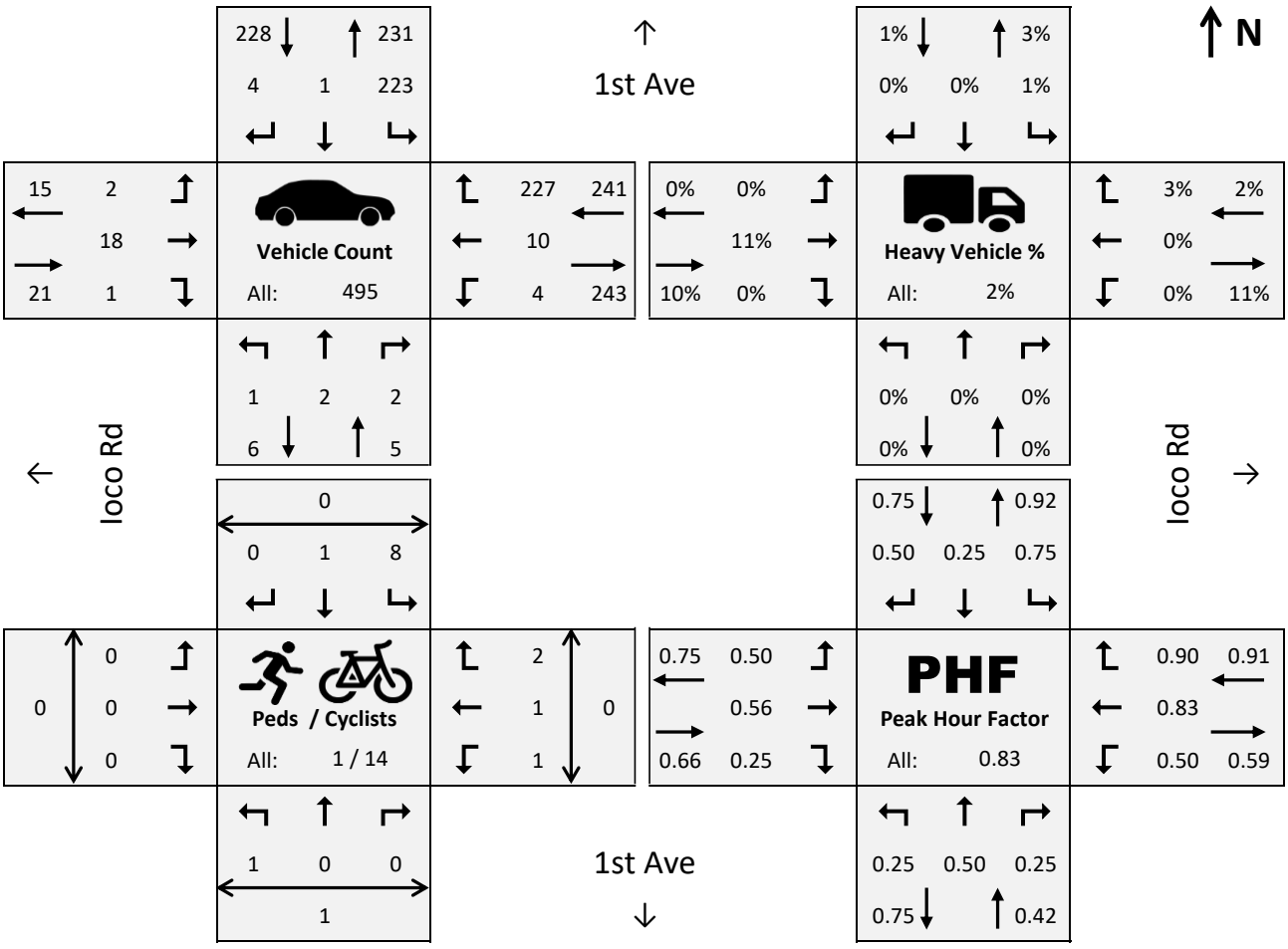
TIME INTERVAL	AUTOMOBILE COUNT												PEDESTRIANS			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	N	S	E	W
14:00 - 14:15	0	39	13	6	32	0	0	0	0	11	0	11	0	0	0	0
14:15 - 14:30	0	45	9	10	57	0	0	0	0	21	0	9	0	0	0	0
14:30 - 14:45	0	52	13	4	39	0	0	0	0	13	0	5	0	0	0	0
14:45 - 15:00	0	46	9	3	42	0	0	0	0	14	0	19	0	0	0	0
15:00 - 15:15	0	39	13	3	63	0	0	0	0	5	0	20	0	0	0	0
15:15 - 15:30	0	35	9	7	45	0	0	0	0	6	0	2	0	0	0	0
15:30 - 15:45	0	33	15	5	44	0	0	0	0	10	0	12	0	0	0	0
15:45 - 16:00	0	40	12	7	42	0	0	0	0	4	0	4	0	0	0	0
16:00 - 16:15	0	29	7	6	60	0	0	0	0	13	0	8	0	0	0	0
16:15 - 16:30	0	41	14	4	62	0	0	0	0	13	0	7	0	0	0	0
16:30 - 16:45	0	26	8	9	51	0	0	0	0	17	0	7	0	0	0	0
16:45 - 17:00	0	37	8	4	53	0	0	0	0	5	0	9	0	0	0	0
17:00 - 17:15	0	23	5	7	46	0	0	0	0	15	0	6	0	0	0	0
17:15 - 17:30	0	29	9	2	72	0	0	0	0	10	0	7	0	0	0	0
17:30 - 17:45	0	21	11	2	42	0	0	0	0	15	0	10	0	0	0	0
17:45 - 18:00	0	31	11	6	52	0	0	0	0	13	0	8	0	0	0	0



1st Ave @ loco Rd – Anmore, BC

Project#:	04-21-0091	**Weather:**	Sunny	**Analysis Period:**	14:00 - 15:00
Date:	Jul 29, 2023 (Sat)	**Road Cond:**	Dry	**Intersection Peak:**	14:15 - 15:15
Notes:					

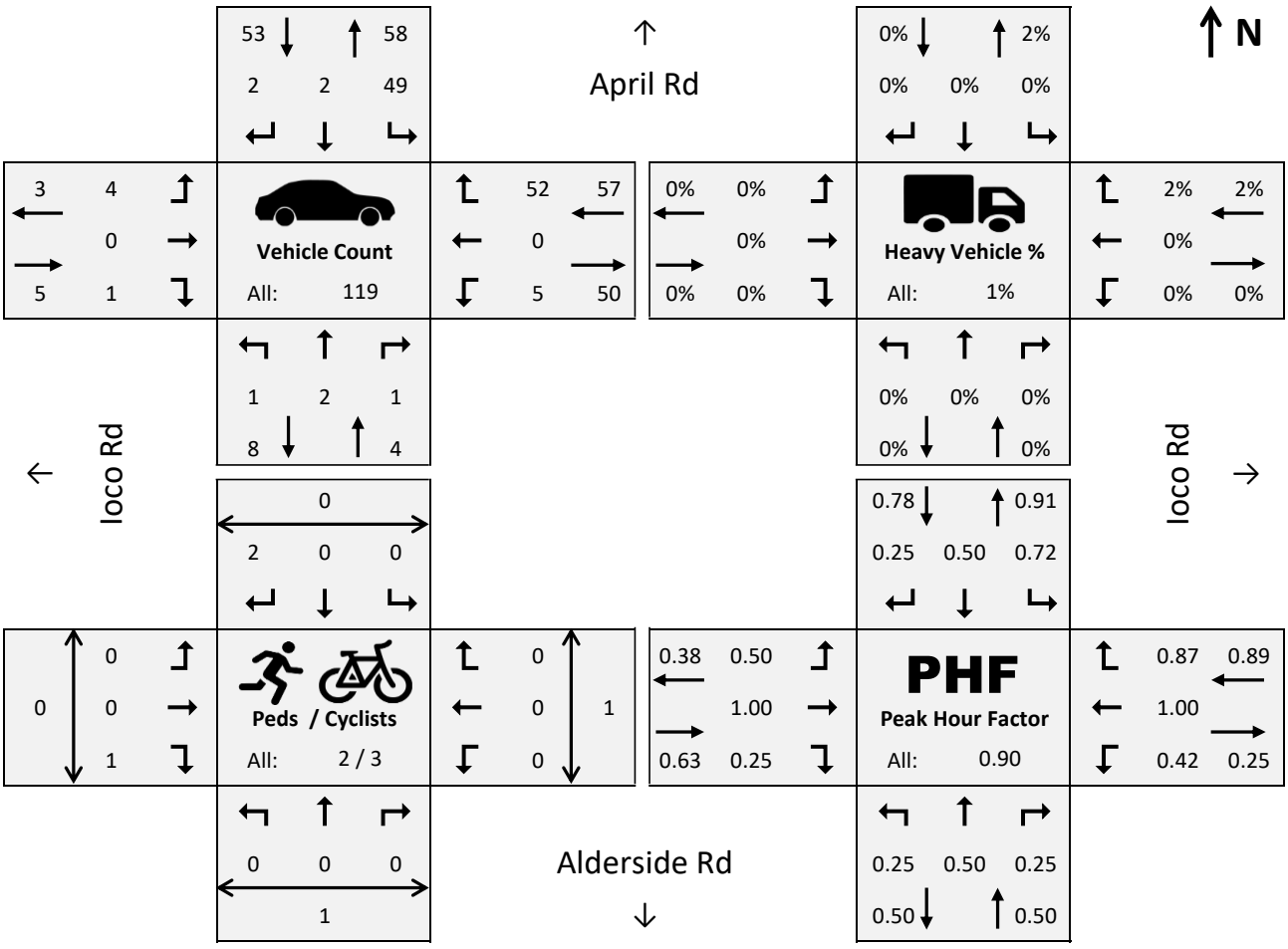
TIME INTERVAL	AUTOMOBILE COUNT												PEDESTRIANS			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	N	S	E	W
14:00 - 14:15	0	1	0	44	0	1	1	4	0	1	3	48	0	1	0	0
14:15 - 14:30	0	1	0	74	0	2	0	8	0	2	3	60	0	0	0	0
14:30 - 14:45	0	0	0	52	0	0	0	1	0	1	2	63	0	0	0	0
14:45 - 15:00	1	0	2	53	1	1	1	5	1	0	2	56	0	0	0	0
15:00 - 15:15	0	0	1	64	0	1	1	1	0	2	3	51	0	0	0	0
15:15 - 15:30	0	0	1	47	0	3	1	7	0	2	1	43	0	0	0	0
15:30 - 15:45	0	1	3	51	2	0	1	1	0	1	4	47	0	0	0	0
15:45 - 16:00	0	2	0	43	1	0	2	3	0	1	0	48	0	0	0	0
16:00 - 16:15	0	0	0	70	0	2	0	2	0	2	3	39	0	0	0	0
16:15 - 16:30	0	0	1	77	0	0	1	2	0	1	2	53	0	0	0	0
16:30 - 16:45	0	0	0	63	0	1	0	0	0	1	5	33	0	0	0	0
16:45 - 17:00	0	0	2	56	0	0	1	2	0	2	0	42	0	0	0	0
17:00 - 17:15	0	0	1	64	0	0	0	4	0	0	4	30	0	1	2	0
17:15 - 17:30	0	0	3	82	0	0	0	3	0	2	4	38	0	0	0	0
17:30 - 17:45	0	1	1	56	0	0	0	5	0	0	4	32	0	0	0	0
17:45 - 18:00	0	0	0	63	0	1	0	3	0	0	3	41	0	0	0	0



April Rd @ Ioco Rd – Anmore, BC

Project#:	04-21-0091	**Weather:**	Sunny	**Analysis Period:**	14:00 - 15:00
Date:	Jul 29, 2023 (Sat)	**Road Cond:**	Dry	**Intersection Peak:**	16:15 - 17:15
Notes:	TM only				

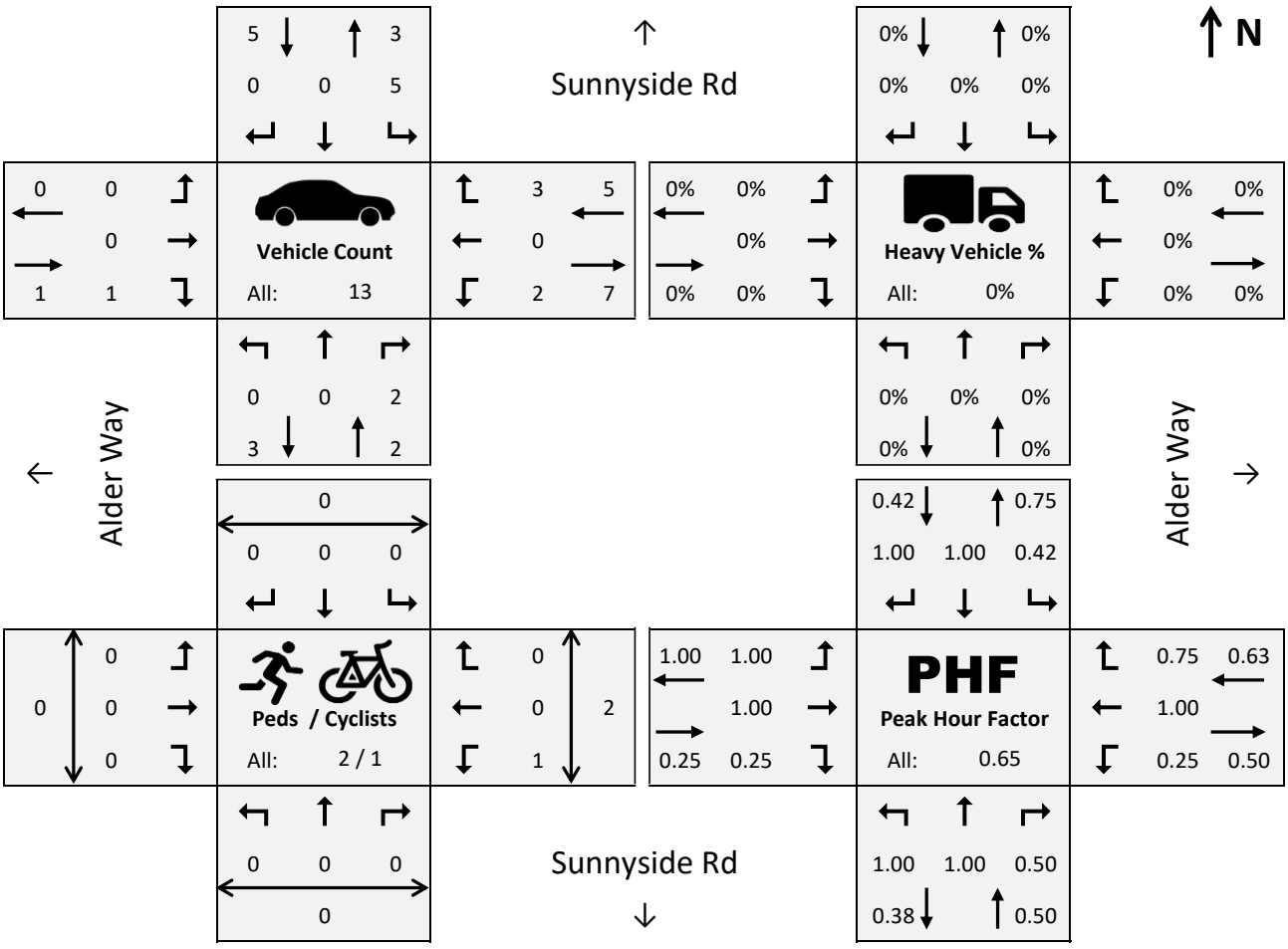
TIME INTERVAL	AUTOMOBILE COUNT												PEDESTRIANS			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	N	S	E	W
14:00 - 14:15	0	0	0	17	0	0	2	0	0	0	0	12	0	0	0	0
14:15 - 14:30	0	0	1	9	1	0	1	0	0	1	0	12	0	0	0	0
14:30 - 14:45	0	1	0	10	0	2	0	0	1	1	0	15	0	0	0	0
14:45 - 15:00	1	1	0	13	1	0	1	0	0	3	0	13	0	1	1	0
15:00 - 15:15	0	1	3	8	0	0	1	0	0	1	0	13	0	3	4	0
15:15 - 15:30	0	1	2	9	0	1	0	0	0	5	0	11	0	2	1	0
15:30 - 15:45	1	1	4	12	0	1	2	0	0	2	0	16	0	0	0	0
15:45 - 16:00	1	0	1	15	0	1	1	0	0	3	0	13	0	0	1	0
16:00 - 16:15	0	2	2	8	0	0	0	0	1	1	0	10	0	0	0	0
16:15 - 16:30	0	0	1	13	0	2	1	0	1	2	0	12	0	0	0	0
16:30 - 16:45	0	1	3	14	0	0	1	0	1	4	0	8	0	0	1	0
16:45 - 17:00	0	0	1	18	0	0	0	0	1	1	0	21	0	0	0	0
17:00 - 17:15	0	0	1	13	0	2	2	0	0	0	0	15	0	0	3	0
17:15 - 17:30	0	1	3	5	0	1	1	0	0	1	0	19	0	1	1	0
17:30 - 17:45	1	0	4	8	0	1	2	0	2	0	0	13	0	0	0	0
17:45 - 18:00	0	0	4	5	0	1	0	0	2	1	0	13	0	0	0	0



Sunnyside Rd @ Alder Way – Anmore, BC

Project#:	04-21-0091	**Weather:**	Sunny	**Analysis Period:**	14:00 - 15:00
Date:	Jul 29, 2023 (Sat)	**Road Cond:**	Dry	**Intersection Peak:**	15:15 - 16:15
Notes:	TM only				

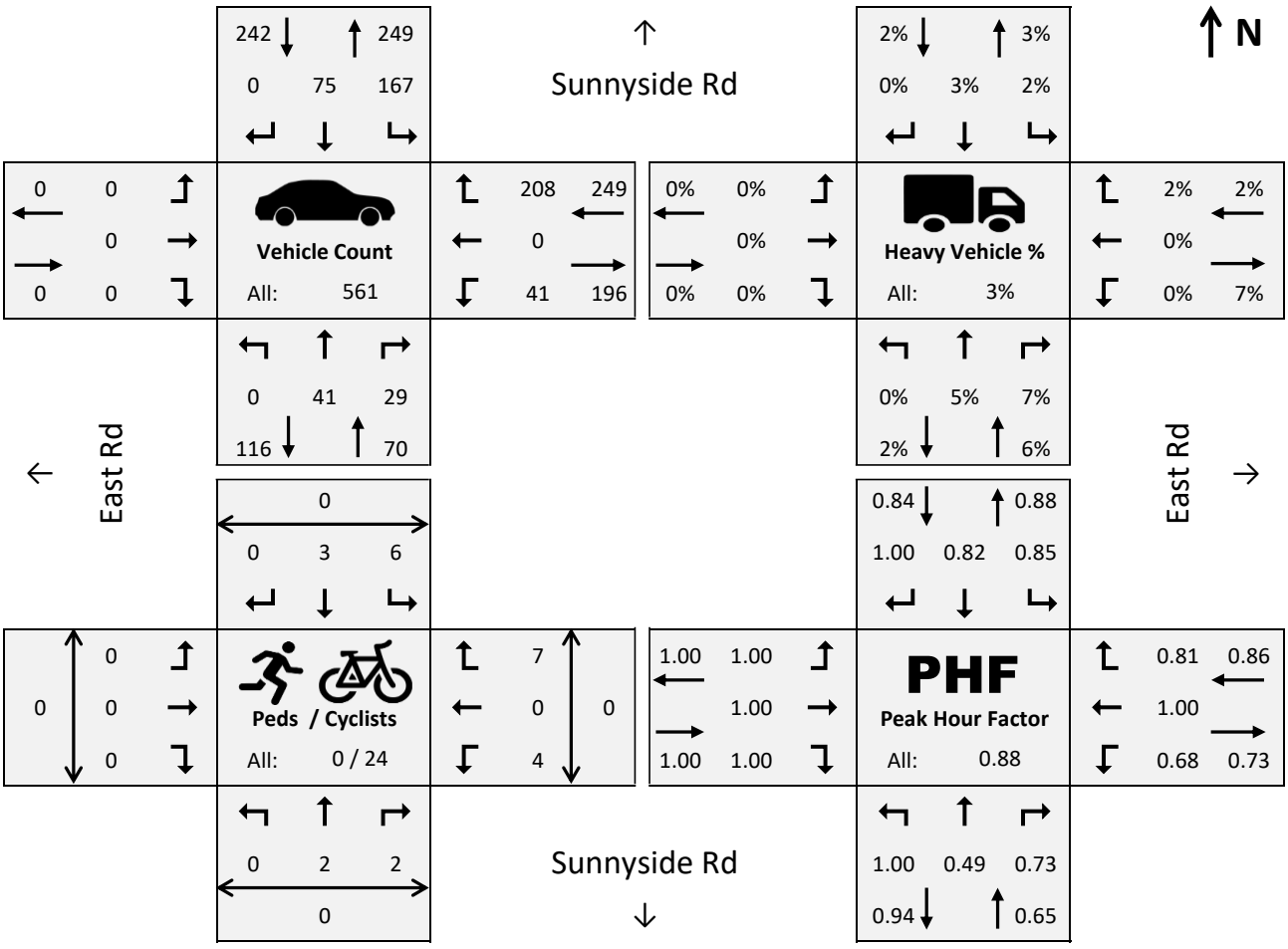
TIME INTERVAL	AUTOMOBILE COUNT												PEDESTRIANS			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	N	S	E	W
14:00 - 14:15	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
14:15 - 14:30	0	0	0	3	0	0	0	0	0	2	0	0	0	0	0	0
14:30 - 14:45	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0
14:45 - 15:00	0	0	1	1	0	0	0	0	0	0	0	1	0	0	2	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0
15:15 - 15:30	0	0	0	2	0	0	0	0	0	1	0	2	0	0	0	0
15:30 - 15:45	0	0	0	4	0	0	0	0	0	1	0	1	0	0	0	0
15:45 - 16:00	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0
16:00 - 16:15	0	0	0	1	0	0	0	0	0	2	0	2	0	0	0	0
16:15 - 16:30	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0
16:30 - 16:45	0	0	2	0	0	0	0	0	0	0	0	1	1	0	0	0
16:45 - 17:00	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0
17:00 - 17:15	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0
17:15 - 17:30	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
17:45 - 18:00	0	0	0	2	0	0	0	0	0	3	0	1	0	0	0	0



Sunnyside Rd @ East Rd – Anmore, BC

Project#:	04-21-0091	**Weather:**	Sunny	**Analysis Period:**	14:00 - 15:00
Date:	Jul 29, 2023 (Sat)	**Road Cond:**	Dry	**Intersection Peak:**	14:00 - 15:00
Notes:					

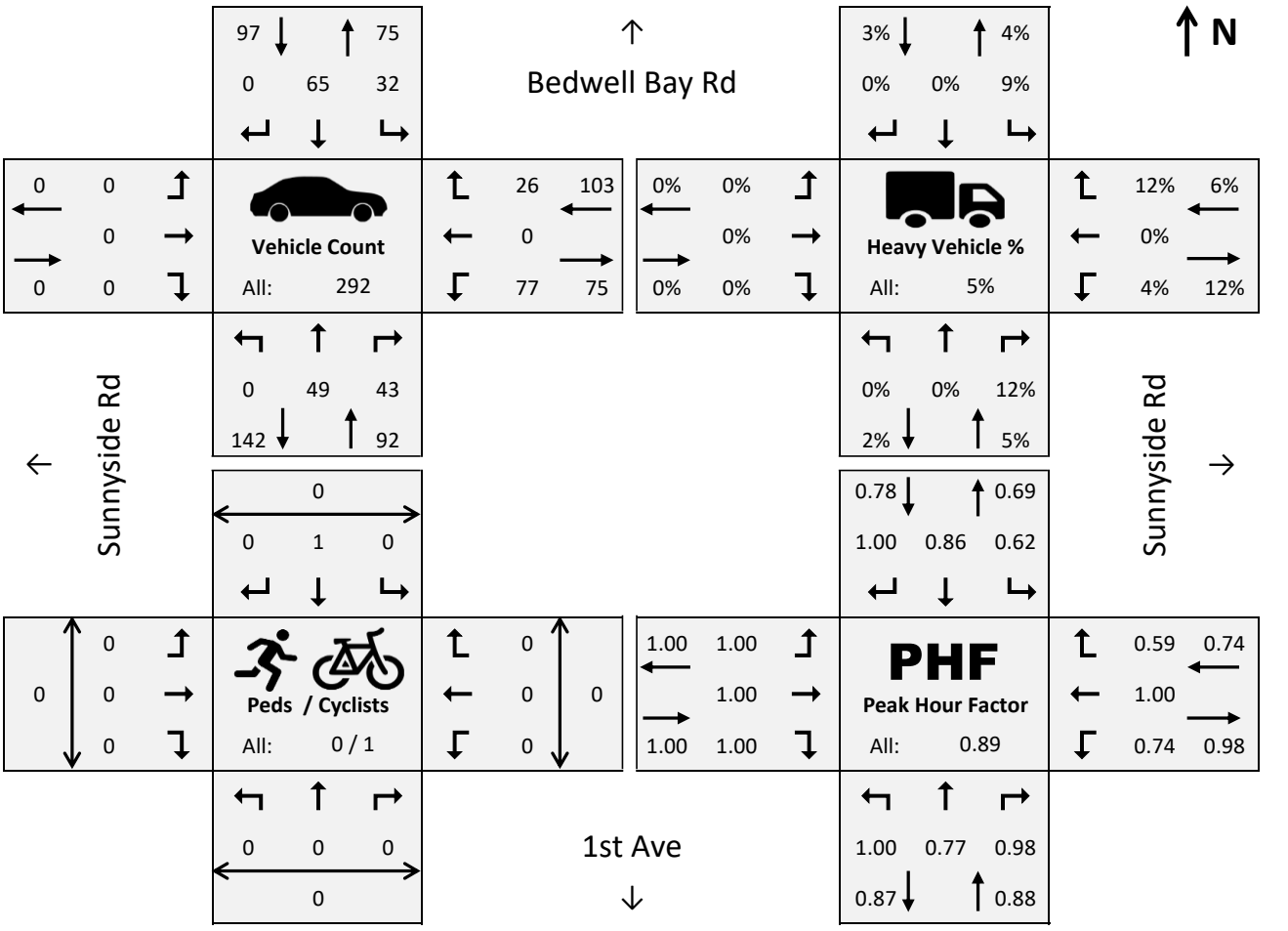
TIME INTERVAL	AUTOMOBILE COUNT												PEDESTRIANS			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	N	S	E	W
14:00 - 14:15	0	21	6	48	20	0	0	0	0	11	0	50	0	0	0	0
14:15 - 14:30	0	5	10	49	23	0	0	0	0	8	0	64	0	0	0	0
14:30 - 14:45	0	10	8	43	18	0	0	0	0	7	0	38	0	0	0	0
14:45 - 15:00	0	5	5	27	14	0	0	0	0	15	0	56	0	0	0	0
15:00 - 15:15	0	5	6	17	6	0	0	0	0	14	0	24	0	0	0	0
15:15 - 15:30	0	8	7	22	3	0	0	0	0	8	0	26	0	0	0	0
15:30 - 15:45	0	4	10	16	6	0	0	0	0	14	0	26	0	0	1	0
15:45 - 16:00	0	8	8	19	3	0	0	0	0	7	0	29	0	0	1	0
16:00 - 16:15	0	7	8	26	16	0	1	0	0	7	0	34	0	0	0	0
16:15 - 16:30	0	7	5	32	11	0	0	0	0	8	0	36	0	0	0	0
16:30 - 16:45	0	11	8	26	11	0	0	0	0	6	0	16	0	0	1	0
16:45 - 17:00	0	3	6	23	10	0	0	0	0	10	0	26	0	0	1	0
17:00 - 17:15	0	4	8	37	11	0	0	0	0	6	0	17	0	0	0	0
17:15 - 17:30	0	8	3	30	10	0	0	0	0	8	0	22	0	0	3	0
17:30 - 17:45	0	6	10	30	13	0	0	0	0	9	0	18	0	0	3	0
17:45 - 18:00	0	7	11	27	15	0	0	0	0	9	0	25	0	0	1	0



Bedwell Bay Rd @ Sunnyside Rd – Anmore, BC

Project#:	04-21-0091	**Weather:**	Sunny	**Analysis Period:**	8:30 - 9:30
Date:	Sep 19, 2023 (Tue)	**Road Cond:**	Dry	**Intersection Peak:**	8:30 - 9:30
Notes:					

TIME INTERVAL	AUTOMOBILE COUNT												PEDESTRIANS			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	N	S	E	W
7:00 - 7:15	0	4	1	1	15	0	0	0	0	11	0	0	0	0	0	0
7:15 - 7:30	0	5	1	5	12	0	0	0	0	15	0	4	0	0	0	0
7:30 - 7:45	0	11	6	6	18	0	0	0	0	8	0	1	0	0	0	0
7:45 - 8:00	0	11	10	5	20	0	0	0	0	16	0	2	0	0	0	0
8:00 - 8:15	0	9	5	6	21	0	0	0	0	16	0	2	0	0	0	0
8:15 - 8:30	0	2	9	11	14	0	0	0	0	6	0	2	0	0	0	0
8:30 - 8:45	0	9	11	8	19	0	0	0	0	16	0	3	0	0	0	0
8:45 - 9:00	0	10	11	13	18	0	0	0	0	18	0	3	0	0	0	0
9:00 - 9:15	0	14	11	7	15	0	0	0	0	26	0	9	0	0	0	0
9:15 - 9:30	0	16	10	4	13	0	0	0	0	17	0	11	0	0	0	0
9:30 - 9:45	0	24	5	3	19	0	0	0	0	10	0	4	0	0	0	0
9:45 - 10:00	0	14	6	3	13	0	0	0	0	10	0	0	0	0	0	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Bedwell Bay Rd @ Sunnyside Rd – Anmore, BC

Project#:	04-21-0091	**Weather:**	Sunny	**Analysis Period:**	15:00 - 16:00
Date:	Sep 19, 2023 (Tue)	**Road Cond:**	Dry	**Intersection Peak:**	15:00 - 16:00
Notes:					

TIME INTERVAL	AUTOMOBILE COUNT												PEDESTRIANS			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	N	S	E	W
15:00 - 15:15	0	17	11	7	20	0	0	0	0	24	0	7	0	0	0	0
15:15 - 15:30	0	20	7	4	22	0	0	0	0	16	0	10	0	0	0	0
15:30 - 15:45	0	18	14	5	16	0	0	0	0	18	0	9	1	0	0	0
15:45 - 16:00	0	13	7	1	8	0	0	0	0	7	0	10	0	0	0	0
16:00 - 16:15	0	17	7	4	34	0	0	0	0	12	0	3	0	0	0	0
16:15 - 16:30	0	17	10	3	17	0	0	0	0	5	0	2	0	0	0	0
16:30 - 16:45	0	23	13	5	17	0	0	0	0	6	0	6	0	0	0	0
16:45 - 17:00	0	23	14	6	27	0	0	0	0	8	0	4	0	0	0	0
17:00 - 17:15	0	19	7	2	10	0	0	0	0	6	0	3	0	0	0	0
17:15 - 17:30	0	23	19	1	16	0	0	0	0	9	0	7	0	0	0	0
17:30 - 17:45	0	17	8	3	11	0	0	0	0	1	0	2	0	0	0	0
17:45 - 18:00	0	29	10	3	11	0	0	0	0	13	0	1	0	0	0	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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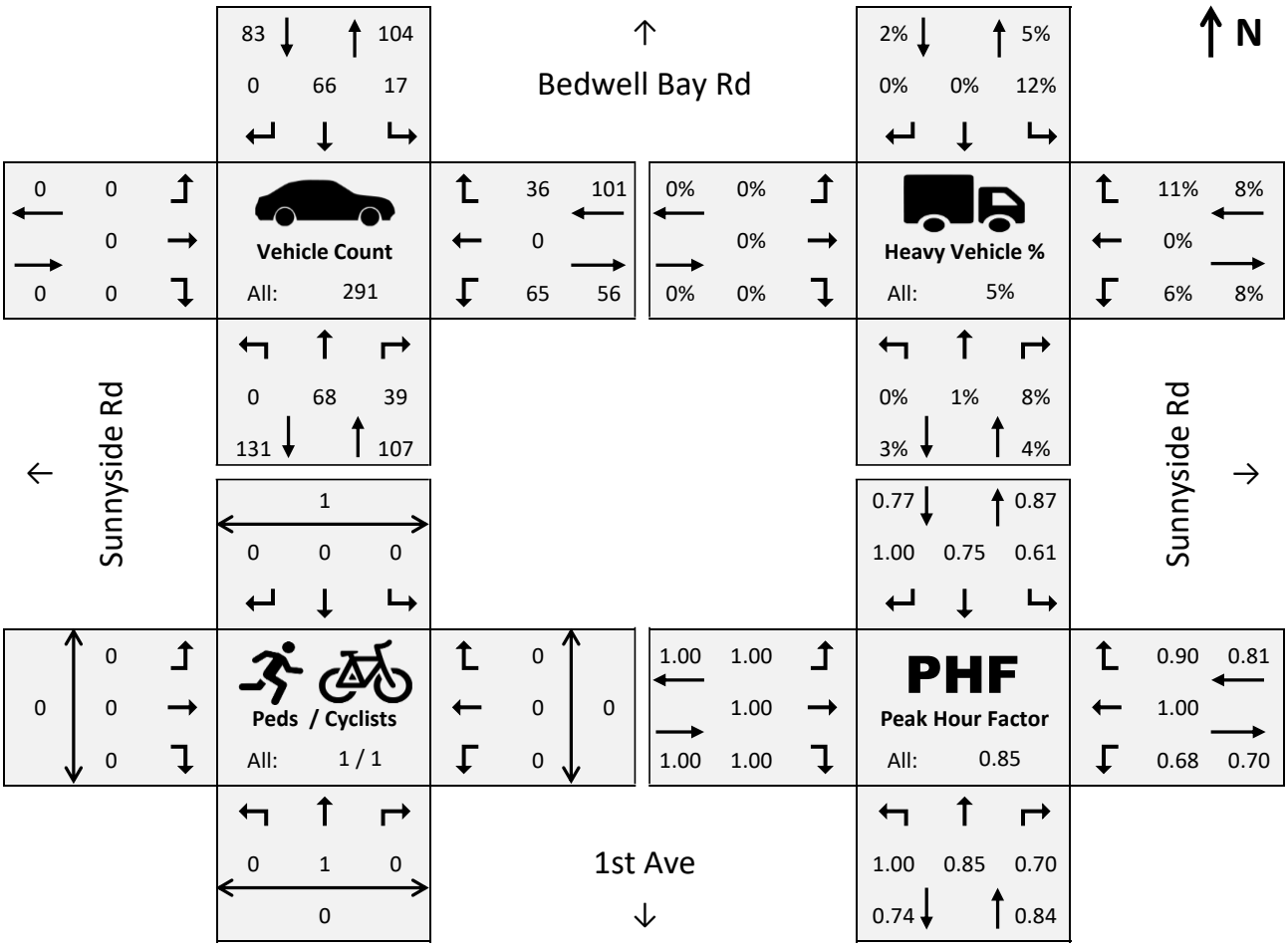

1st Ave @ Ioco Rd – Anmore, BC

Project#:	04-21-0091	**Weather:**	Sunny	**Analysis Period:**	8:30 - 9:30
Date:	Sep 19, 2023 (Tue)	**Road Cond:**	Dry	**Intersection Peak:**	8:45 - 9:45
Notes:					

TIME INTERVAL	AUTOMOBILE COUNT												PEDESTRIANS			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	N	S	E	W
7:00 - 7:15	0	0	0	22	0	0	0	1	0	0	1	5	0	0	0	0
7:15 - 7:30	0	0	0	28	0	0	0	1	0	0	5	9	0	0	0	0
7:30 - 7:45	0	0	1	24	0	0	0	0	0	0	2	15	0	0	0	0
7:45 - 8:00	0	0	0	35	0	0	0	3	0	0	5	23	0	0	0	0
8:00 - 8:15	0	0	0	30	0	0	0	0	0	0	4	12	0	0	0	0
8:15 - 8:30	0	0	1	18	0	0	0	3	0	0	2	11	0	1	0	0
8:30 - 8:45	0	0	0	31	0	0	0	0	0	0	1	20	0	0	0	0
8:45 - 9:00	0	0	1	38	0	0	1	5	0	0	1	21	0	1	1	0
9:00 - 9:15	0	0	0	38	0	1	0	0	0	1	3	26	0	1	0	0
9:15 - 9:30	0	1	0	28	0	0	0	2	0	1	0	23	0	0	0	0
9:30 - 9:45	0	0	0	28	0	0	0	2	0	0	2	29	0	0	0	0
9:45 - 10:00	0	0	0	18	0	0	1	0	0	0	4	12	0	0	0	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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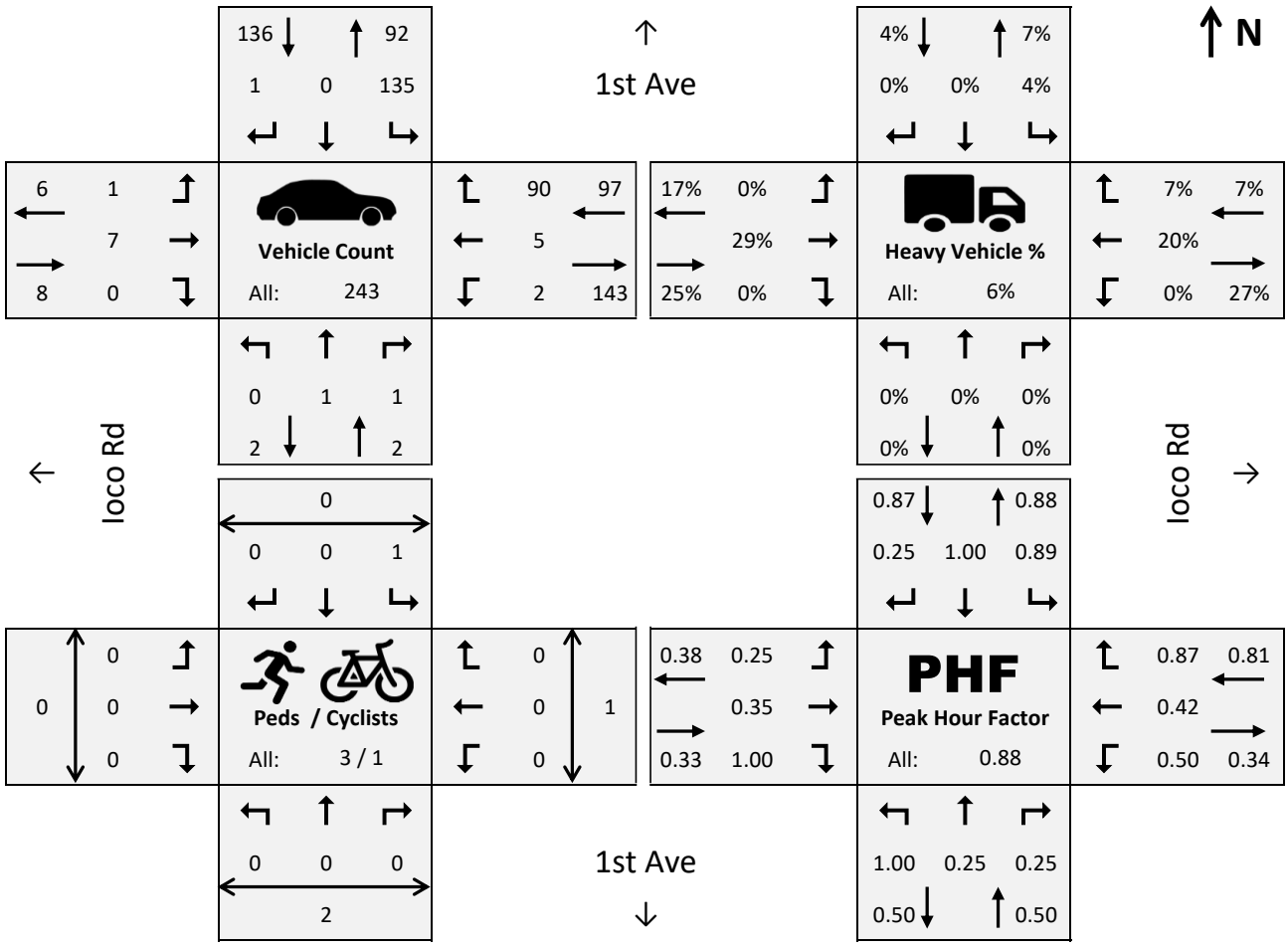
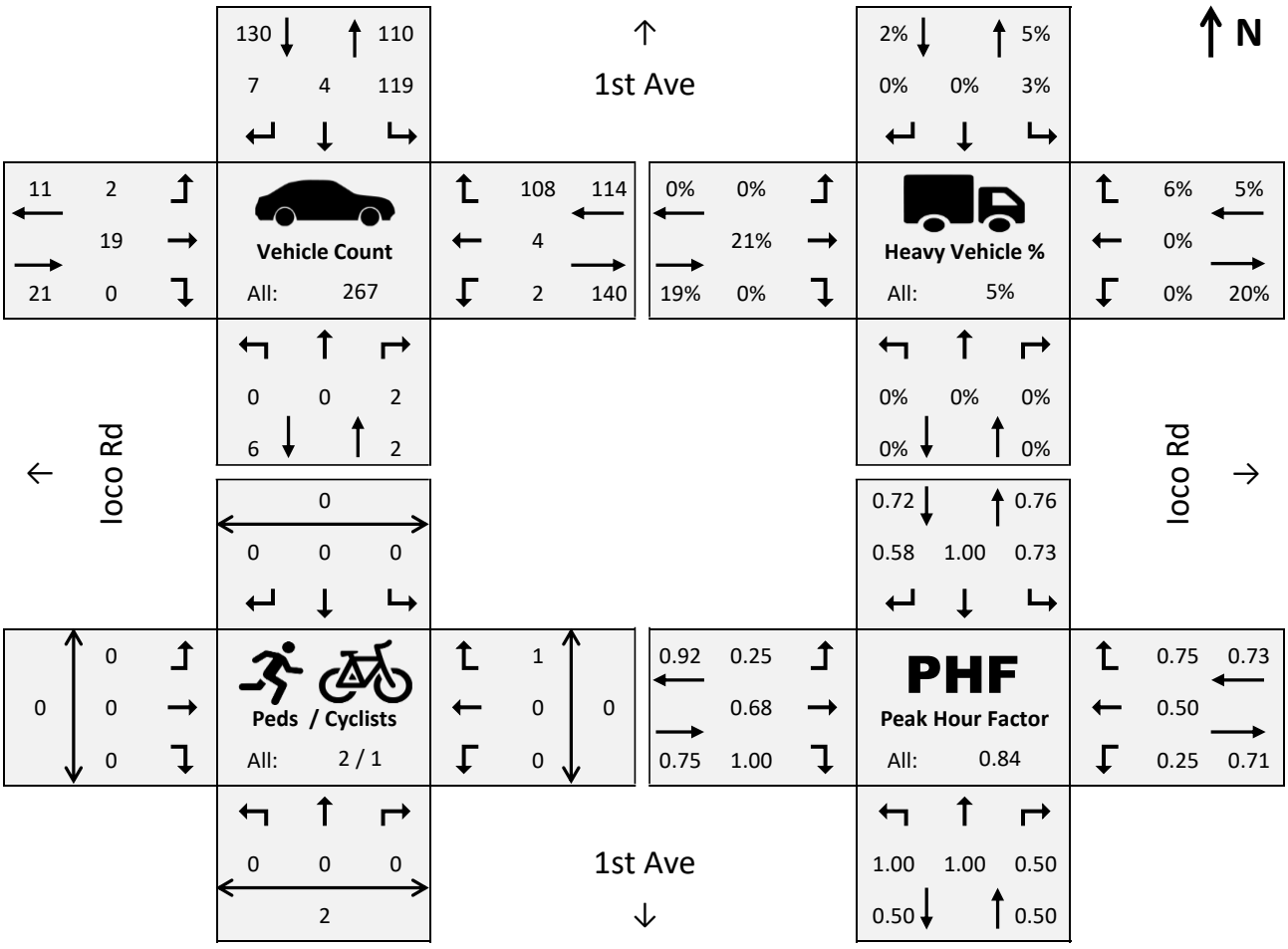


1st Ave @ loco Rd – Anmore, BC

Project#:	04-21-0091	**Weather:**	Sunny	**Analysis Period:**	15:00 - 16:00
Date:	Sep 19, 2023 (Tue)	**Road Cond:**	Dry	**Intersection Peak:**	16:00 - 17:00
Notes:					

TIME INTERVAL	AUTOMOBILE COUNT												PEDESTRIANS			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	N	S	E	W
15:00 - 15:15	0	0	0	41	1	3	2	3	0	0	0	29	0	0	0	0
15:15 - 15:30	0	0	1	34	1	2	0	4	0	0	1	23	0	0	0	0
15:30 - 15:45	0	0	0	30	1	2	0	7	0	2	1	36	0	0	0	0
15:45 - 16:00	0	0	1	14	1	0	0	5	0	0	2	20	0	2	0	0
16:00 - 16:15	0	1	2	42	0	2	0	9	0	0	2	24	0	2	0	0
16:15 - 16:30	0	0	1	21	0	2	0	1	0	0	5	24	0	0	0	0
16:30 - 16:45	0	1	0	25	0	0	2	4	1	1	2	36	0	0	0	0
16:45 - 17:00	0	0	1	32	0	1	0	1	0	0	0	37	0	0	0	0
17:00 - 17:15	0	0	0	17	0	0	0	4	0	1	2	31	0	0	0	0
17:15 - 17:30	0	1	0	15	0	1	0	0	0	0	2	33	0	0	0	0
17:30 - 17:45	0	0	0	14	0	0	0	3	0	1	2	25	0	0	0	0
17:45 - 18:00	0	0	0	19	0	1	2	1	0	0	2	33	0	0	0	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



April Rd @ Ioco Rd – Anmore, BC

Project#:	04-21-0091	**Weather:**	Sunny	**Analysis Period:**	8:30 - 9:30
Date:	Sep 23, 2023 (Sat)	**Road Cond:**	Dry	**Intersection Peak:**	8:00 - 9:00
Notes:	TM only				

TIME INTERVAL	AUTOMOBILE COUNT												PEDESTRIANS			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	N	S	E	W
7:00 - 7:15	0	0	3	12	0	0	0	0	1	0	0	3	0	0	0	0
7:15 - 7:30	0	0	0	33	0	0	0	0	0	0	0	3	0	1	1	2
7:30 - 7:45	1	0	2	22	0	0	0	0	0	2	0	7	0	0	1	0
7:45 - 8:00	1	0	0	32	0	1	0	0	0	3	0	4	0	1	1	0
8:00 - 8:15	0	1	4	20	0	0	1	0	1	2	0	9	0	0	0	0
8:15 - 8:30	1	0	2	19	0	6	0	0	0	2	0	8	0	0	1	1
8:30 - 8:45	0	0	4	32	1	0	2	0	0	2	0	4	0	0	1	0
8:45 - 9:00	0	0	3	18	0	1	1	0	0	1	0	18	0	0	0	1
9:00 - 9:15	0	0	1	18	0	0	1	0	0	3	0	15	0	0	2	0
9:15 - 9:30	0	0	1	13	1	1	0	0	0	3	0	7	0	0	1	0
9:30 - 9:45	0	1	2	9	0	1	1	0	0	1	0	7	0	0	1	0
9:45 - 10:00	1	0	2	15	0	2	2	0	0	1	0	7	0	0	0	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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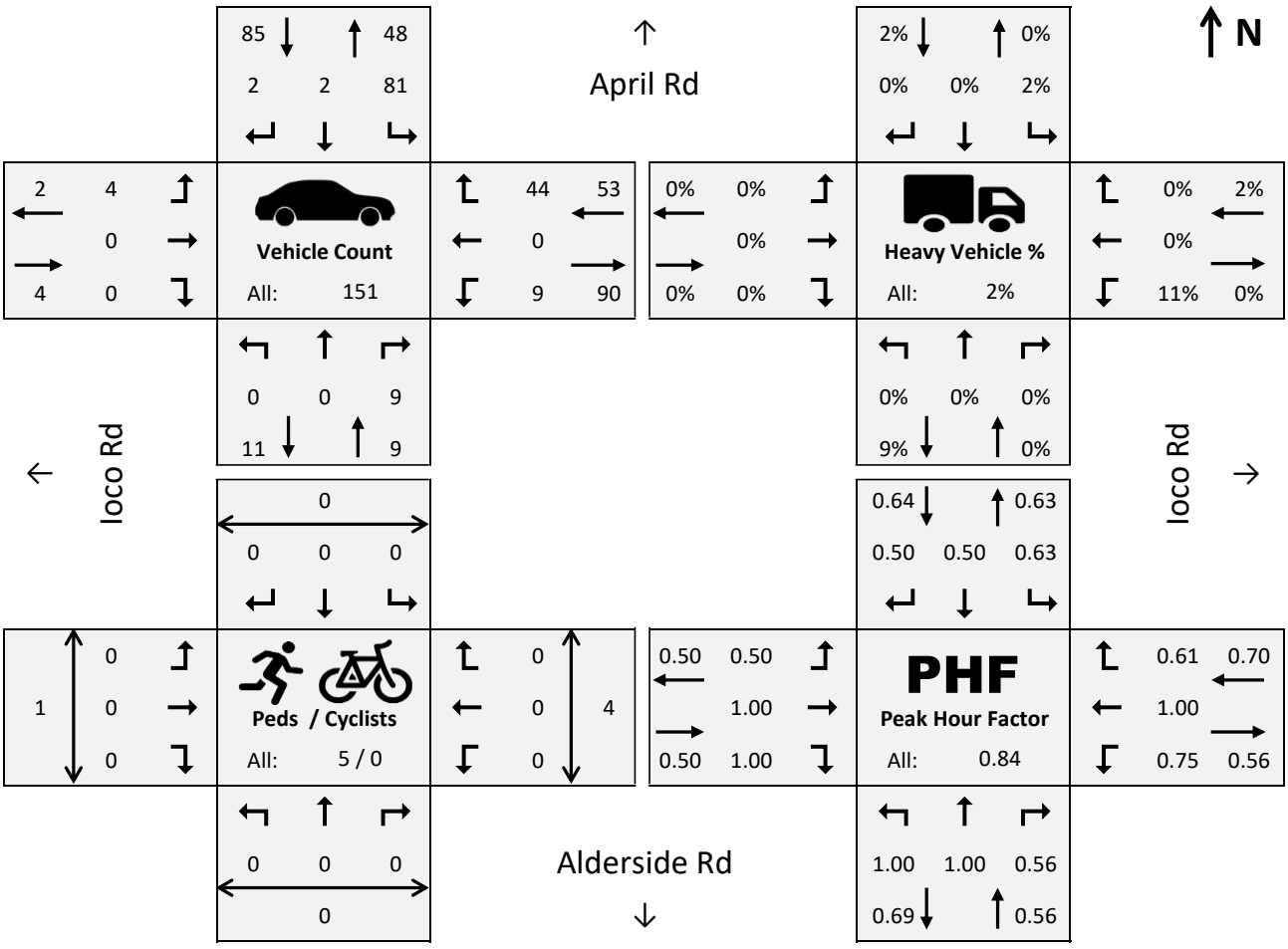
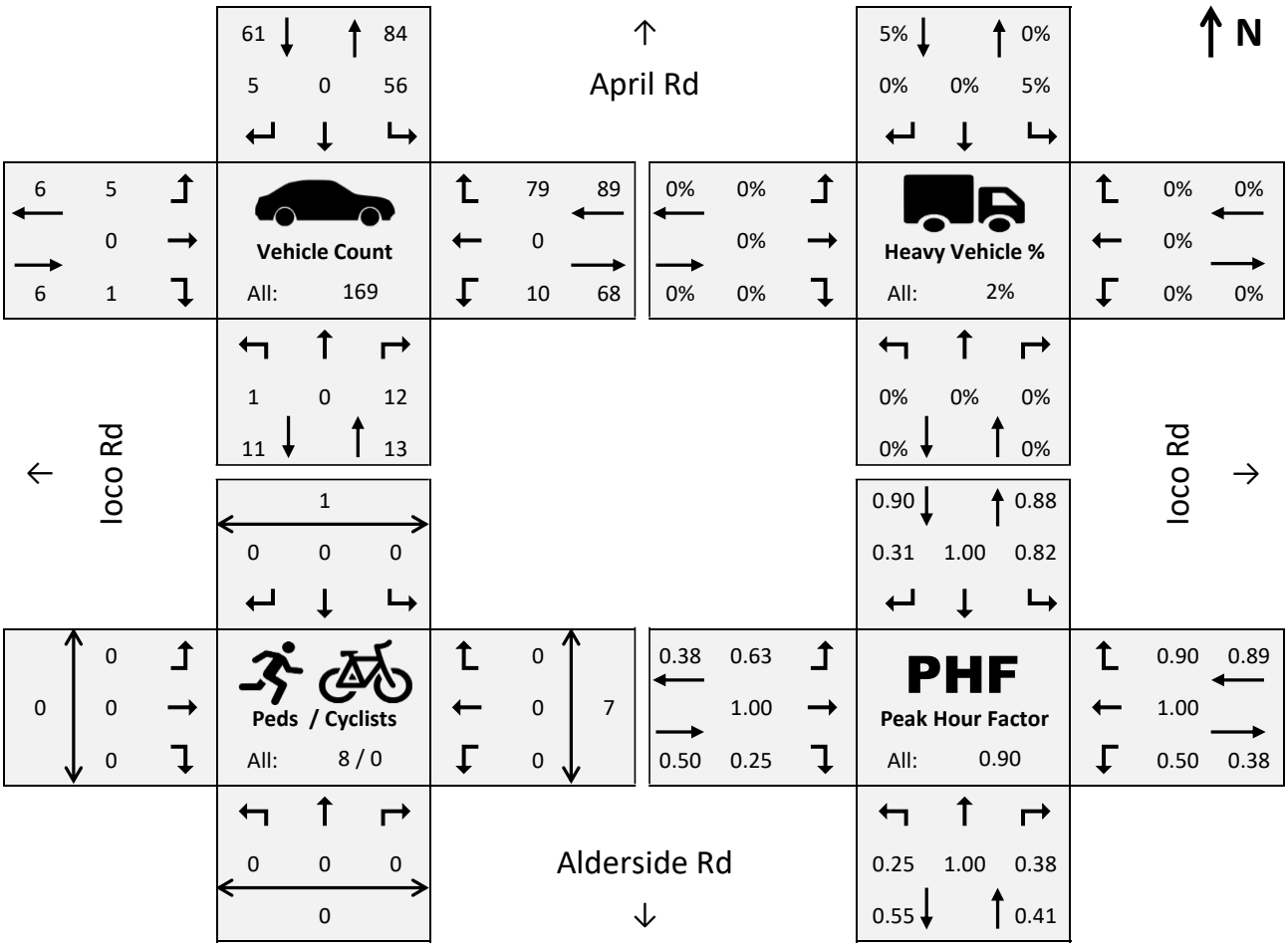


April Rd @ Ioco Rd – Anmore, BC

Project#:	04-21-0091	**Weather:**	Sunny	**Analysis Period:**	15:00 - 16:00
Date:	Sep 23, 2023 (Sat)	**Road Cond:**	Dry	**Intersection Peak:**	15:00 - 16:00
Notes:	TM only				

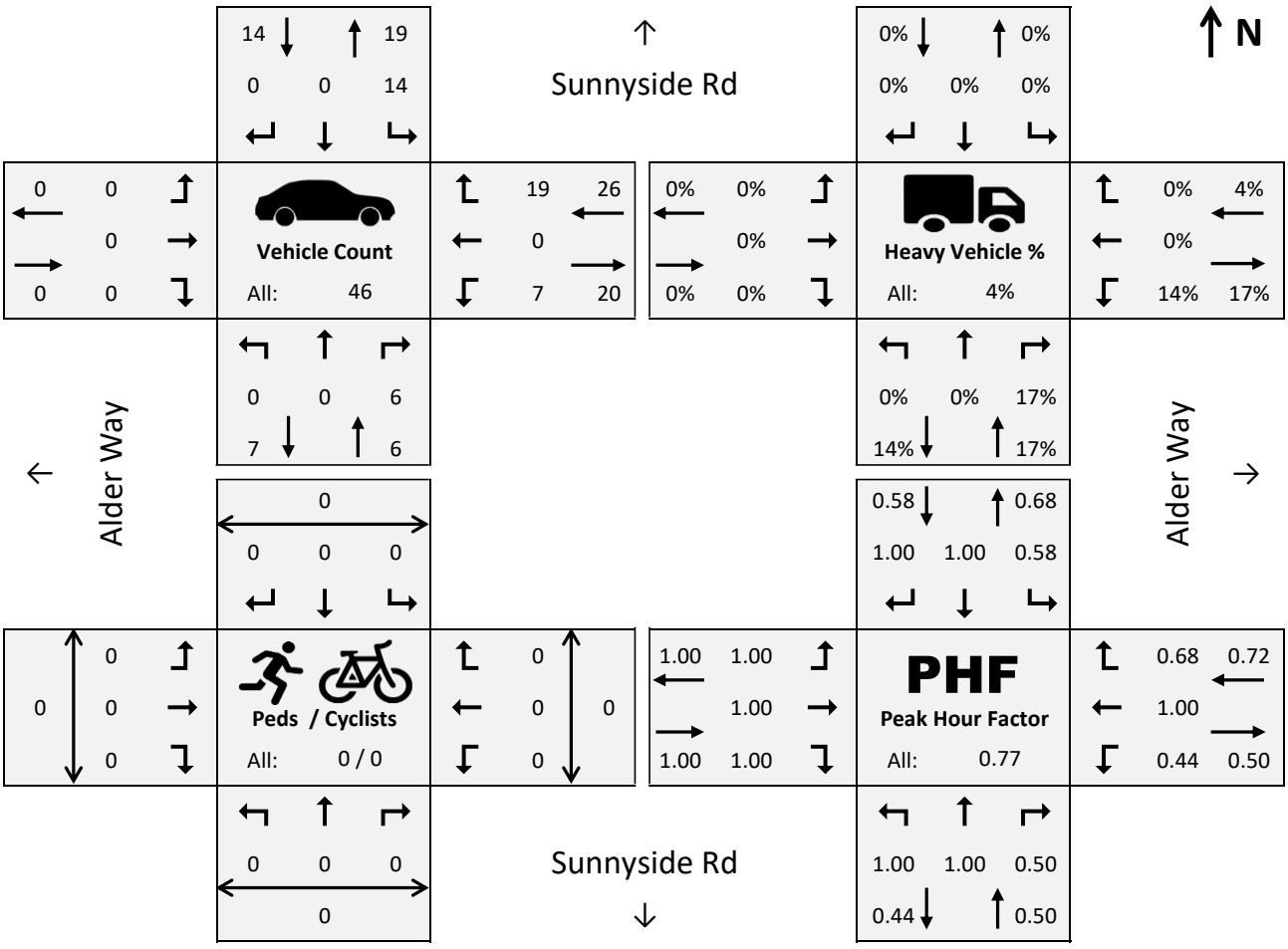
TIME INTERVAL	AUTOMOBILE COUNT												PEDESTRIANS			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	N	S	E	W
15:00 - 15:15	0	0	2	17	0	0	2	0	1	3	0	22	0	0	0	0
15:15 - 15:30	0	0	1	14	0	0	1	0	0	2	0	20	0	0	3	0
15:30 - 15:45	0	0	8	11	0	4	1	0	0	5	0	18	0	0	1	0
15:45 - 16:00	1	0	1	14	0	1	1	0	0	0	0	19	1	0	3	0
16:00 - 16:15	1	0	6	5	0	1	3	0	3	2	0	16	0	0	0	0
16:15 - 16:30	0	0	7	9	2	0	0	0	0	3	0	26	0	0	0	0
16:30 - 16:45	2	0	4	8	0	2	0	0	0	4	0	24	0	0	0	0
16:45 - 17:00	0	0	1	10	0	0	0	0	0	0	0	15	0	0	1	0
17:00 - 17:15	2	0	0	13	0	1	1	0	0	3	0	19	0	0	0	0
17:15 - 17:30	0	0	2	10	1	0	2	0	0	0	0	20	0	0	1	0
17:30 - 17:45	0	0	0	9	0	2	0	0	0	1	0	25	0	0	0	0
17:45 - 18:00	2	0	2	19	0	2	3	0	1	1	0	16	0	0	0	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Sunnyside Rd @ Alder Way – Anmore, BC

Project#:	04-21-0091	**Weather:**	Rainy	**Analysis Period:**	8:30 - 9:30
Date:	Sep 19, 2023 (Tue)	**Road Cond:**	Wet	**Intersection Peak:**	8:30 - 9:30
Notes:	TM only				

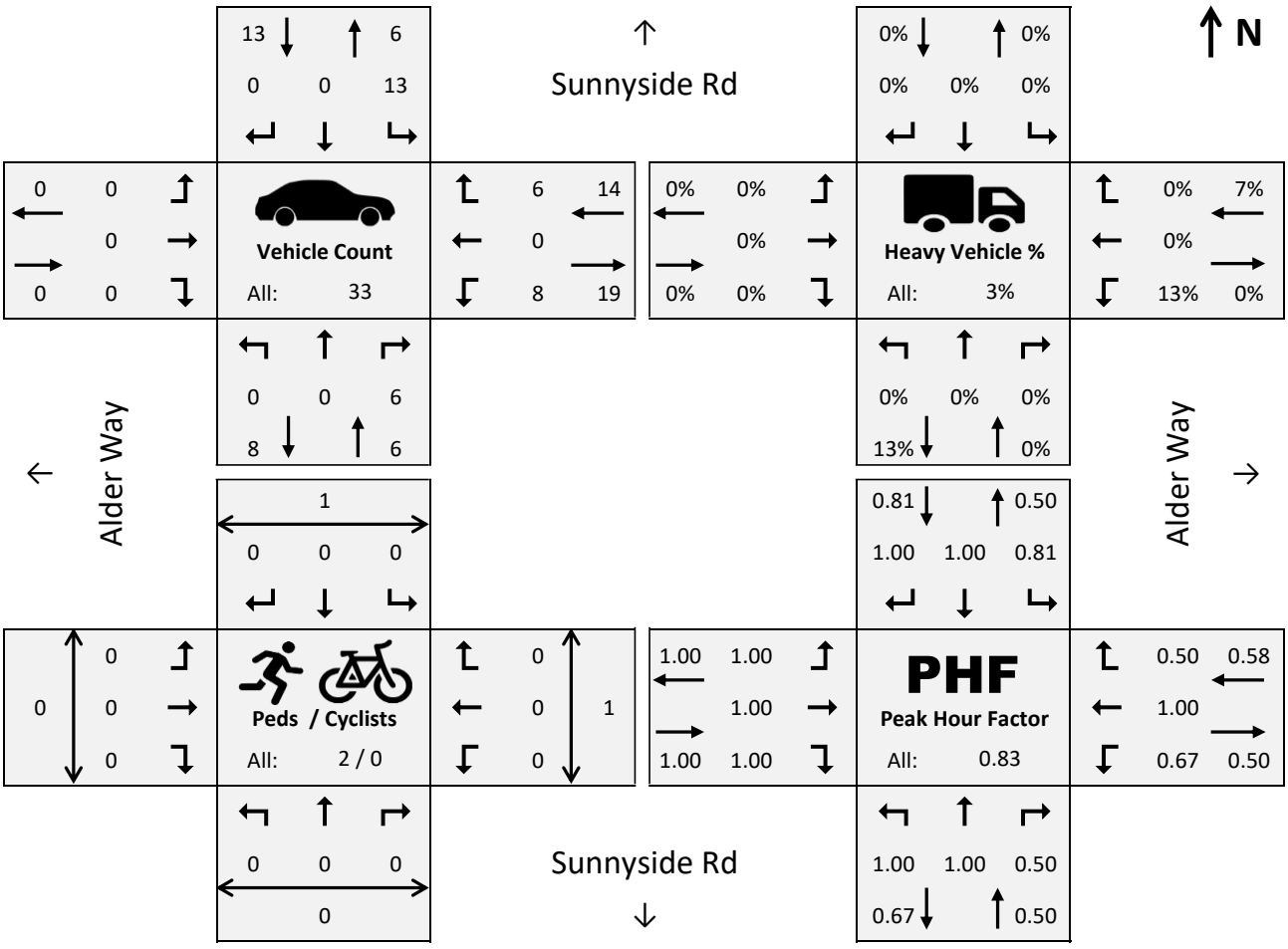
TIME INTERVAL	AUTOMOBILE COUNT												PEDESTRIANS			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	N	S	E	W
7:00 - 7:15	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	1
7:15 - 7:30	0	0	0	1	0	0	0	0	0	2	0	1	0	0	0	0
7:30 - 7:45	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0
7:45 - 8:00	0	0	4	0	0	0	0	0	0	2	0	2	0	0	0	0
8:00 - 8:15	0	0	1	2	0	0	0	0	0	1	0	2	0	0	0	0
8:15 - 8:30	0	0	1	0	0	0	0	0	0	1	0	4	0	0	0	0
8:30 - 8:45	0	0	2	4	0	0	0	0	0	0	0	3	0	0	0	0
8:45 - 9:00	0	0	1	1	0	0	0	0	0	1	0	7	0	0	0	0
9:00 - 9:15	0	0	0	6	0	0	0	0	0	2	0	7	0	0	0	0
9:15 - 9:30	0	0	3	3	0	0	0	0	0	4	0	2	0	0	0	0
9:30 - 9:45	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Sunnyside Rd @ Alder Way – Anmore, BC

Project#:	04-21-0091	**Weather:**	Rainy	**Analysis Period:**	15:00 - 16:00
Date:	Sep 19, 2023 (Tue)	**Road Cond:**	Wet	**Intersection Peak:**	15:00 - 16:00
Notes:	TM only				

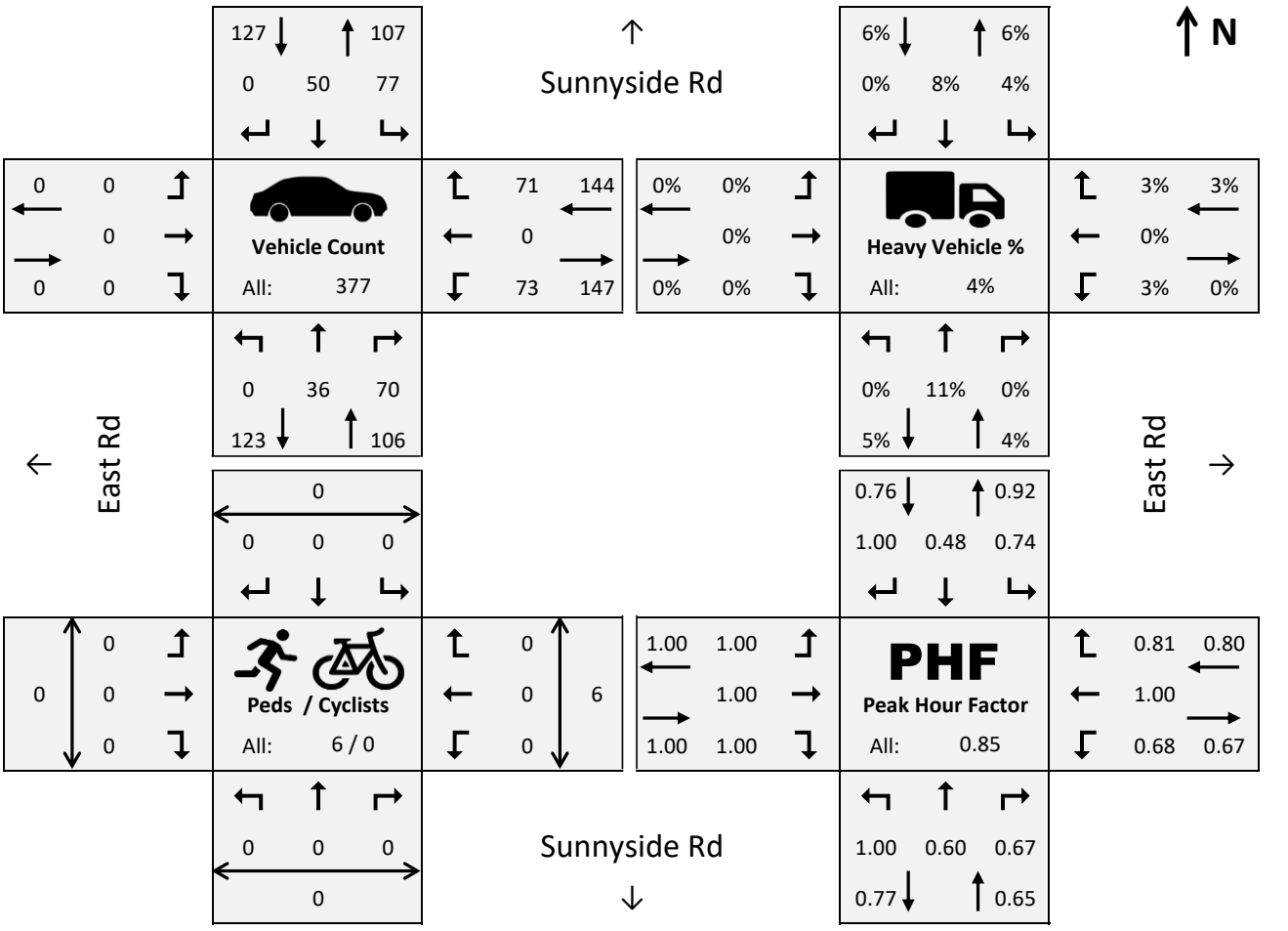
TIME INTERVAL	AUTOMOBILE COUNT												PEDESTRIANS			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	N	S	E	W
15:00 - 15:15	0	0	1	4	0	0	0	0	0	2	0	0	1	0	0	0
15:15 - 15:30	0	0	1	3	0	0	0	0	0	3	0	3	0	0	1	0
15:30 - 15:45	0	0	1	4	0	0	0	0	0	2	0	2	0	0	0	0
15:45 - 16:00	0	0	3	2	0	0	0	0	0	1	0	1	0	0	0	0
16:00 - 16:15	0	0	4	0	0	0	0	0	0	0	0	2	0	0	0	0
16:15 - 16:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	3	3	0	0	0	0	0	0	0	1	0	0	0	0
16:45 - 17:00	0	0	1	2	0	0	0	0	0	1	0	2	0	0	0	0
17:00 - 17:15	0	0	1	2	0	0	0	0	0	3	0	1	0	0	0	0
17:15 - 17:30	0	0	5	0	0	0	0	0	0	3	0	0	0	0	0	0
17:30 - 17:45	0	0	1	3	0	0	0	0	0	1	0	4	0	0	0	0
17:45 - 18:00	0	0	1	2	0	0	0	0	0	1	0	3	0	0	0	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Sunnyside Rd @ East Rd – Anmore, BC

Project#:	04-21-0091	**Weather:**	Sunny	**Analysis Period:**	8:30 - 9:30
Date:	Sep 19, 2023 (Tue)	**Road Cond:**	Dry	**Intersection Peak:**	8:15 - 9:15
Notes:					

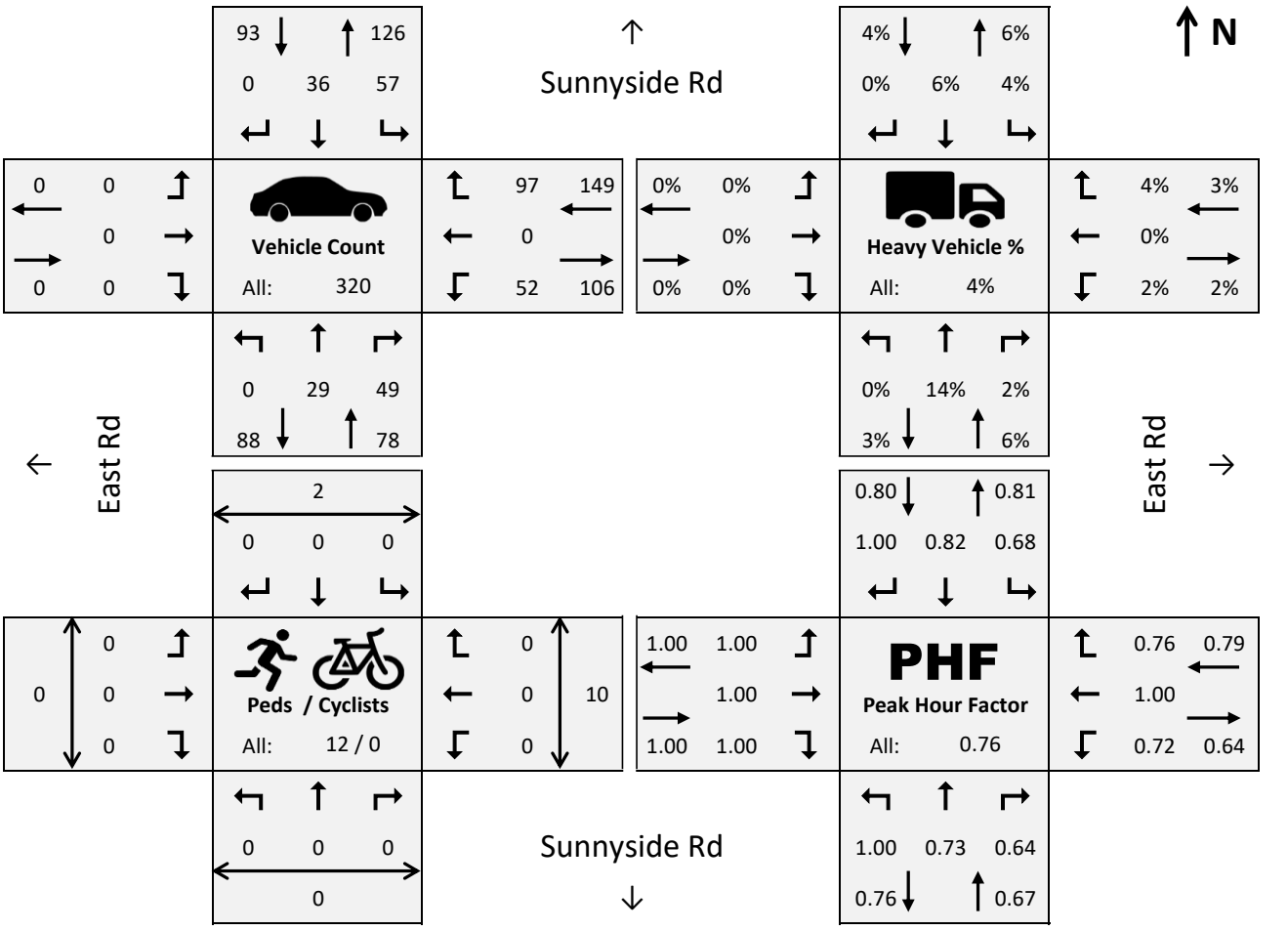
TIME INTERVAL	AUTOMOBILE COUNT												PEDESTRIANS			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	N	S	E	W
7:00 - 7:15	0	2	3	15	5	0	0	0	0	6	0	7	1	0	0	0
7:15 - 7:30	0	2	7	22	6	0	0	0	0	5	0	5	0	0	0	0
7:30 - 7:45	0	3	4	16	3	0	0	0	0	3	0	8	0	0	0	0
7:45 - 8:00	0	8	18	32	10	0	0	0	0	6	0	15	0	0	1	0
8:00 - 8:15	0	4	7	21	10	0	0	0	0	11	0	6	0	1	2	0
8:15 - 8:30	0	4	23	25	3	0	0	0	0	7	0	13	0	0	0	0
8:30 - 8:45	0	5	14	24	9	0	0	0	0	27	0	18	0	0	2	0
8:45 - 9:00	0	11	17	16	26	0	0	0	0	14	0	18	0	0	1	0
9:00 - 9:15	0	15	26	26	9	0	0	0	0	22	0	13	0	0	0	0
9:15 - 9:30	0	5	13	11	6	0	0	0	0	10	0	22	0	0	3	0
9:30 - 9:45	0	4	8	21	7	0	0	0	0	5	0	14	0	0	0	0
9:45 - 10:00	0	3	10	11	3	0	0	0	0	6	0	16	0	0	0	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Sunnyside Rd @ East Rd – Anmore, BC

Project#:	04-21-0091	**Weather:**	Sunny	**Analysis Period:**	15:00 - 16:00
Date:	Sep 19, 2023 (Tue)	**Road Cond:**	Dry	**Intersection Peak:**	15:00 - 16:00
Notes:					

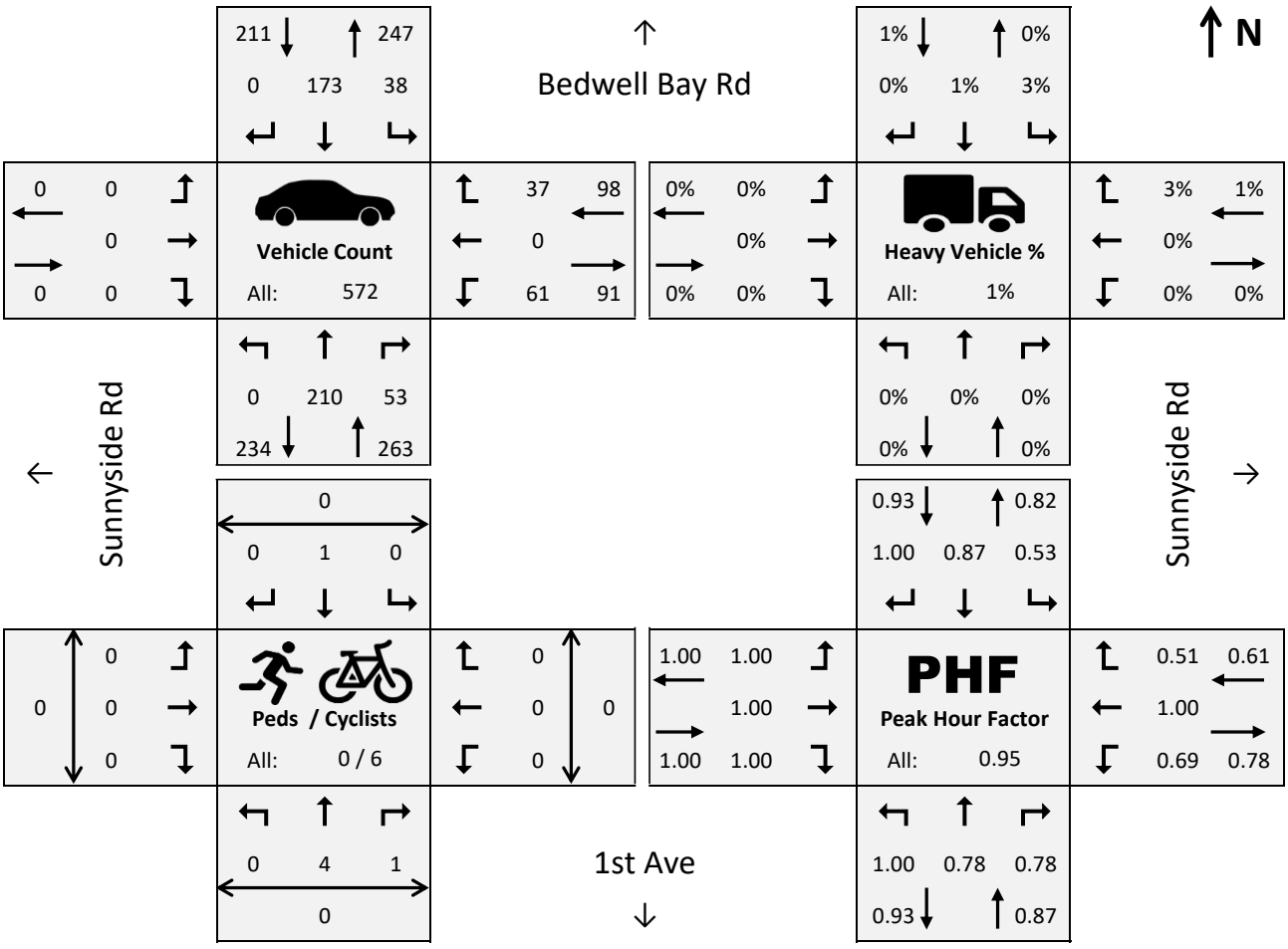
TIME INTERVAL	AUTOMOBILE COUNT												PEDESTRIANS			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	N	S	E	W
15:00 - 15:15	0	10	19	21	8	0	0	0	0	18	0	29	2	0	8	0
15:15 - 15:30	0	4	12	11	8	0	0	0	0	5	0	12	0	0	0	0
15:30 - 15:45	0	10	12	17	11	0	0	0	0	18	0	24	0	0	0	0
15:45 - 16:00	0	5	6	8	9	0	0	0	0	11	0	32	0	0	2	0
16:00 - 16:15	0	4	10	22	9	0	0	0	0	6	0	21	0	0	2	0
16:15 - 16:30	0	4	7	20	5	0	0	0	0	9	0	20	0	0	0	0
16:30 - 16:45	0	10	8	24	3	0	0	0	0	9	0	20	0	0	0	0
16:45 - 17:00	0	11	12	20	8	0	0	0	0	7	0	18	0	0	0	0
17:00 - 17:15	0	3	6	10	4	0	0	0	0	8	0	23	0	0	0	0
17:15 - 17:30	0	12	6	18	5	0	0	0	0	12	0	27	0	0	1	0
17:30 - 17:45	0	4	8	10	3	0	0	0	0	10	0	17	0	0	0	0
17:45 - 18:00	0	3	14	11	7	0	0	0	0	9	0	29	0	0	1	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Bedwell Bay Rd @ Sunnyside Rd – Anmore, BC

Project#:	04-21-0091	**Weather:**	Sunny	**Analysis Period:**	14:45 - 15:45
Date:	Sep 16, 2023 (Sat)	**Road Cond:**	Dry	**Intersection Peak:**	14:45 - 15:45
Notes:					

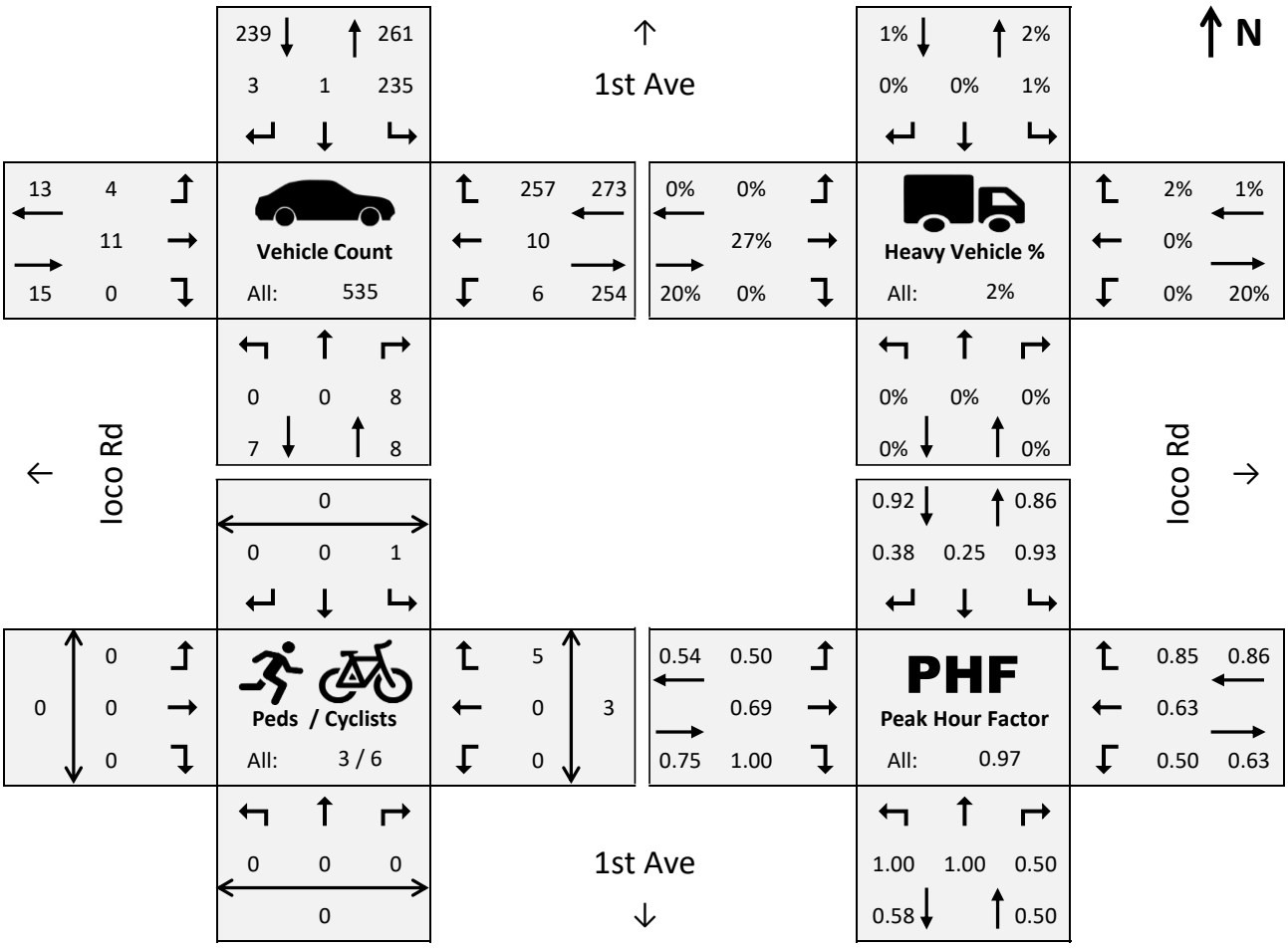
TIME INTERVAL	AUTOMOBILE COUNT												PEDESTRIANS			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	N	S	E	W
14:00 - 14:15	0	42	17	7	51	0	0	0	0	16	0	15	0	0	0	0
14:15 - 14:30	0	50	14	9	39	0	0	0	0	21	0	12	0	0	0	0
14:30 - 14:45	0	41	9	6	37	0	0	0	0	12	0	8	0	0	0	0
14:45 - 15:00	0	67	9	18	35	0	0	0	0	14	0	8	0	0	0	0
15:00 - 15:15	0	46	13	7	47	0	0	0	0	12	0	6	0	0	0	0
15:15 - 15:30	0	55	17	7	50	0	0	0	0	13	0	5	0	0	0	0
15:30 - 15:45	0	42	14	6	41	0	0	0	0	22	0	18	0	0	0	0
15:45 - 16:00	0	36	11	8	58	0	0	0	0	20	0	13	0	0	0	0
16:00 - 16:15	0	38	9	10	37	0	0	0	0	15	0	10	0	0	0	0
16:15 - 16:30	0	43	14	10	54	0	0	0	0	20	0	8	0	0	0	0
16:30 - 16:45	0	39	12	6	38	0	0	0	0	23	0	8	0	0	0	0
16:45 - 17:00	0	34	12	5	47	0	0	0	0	17	0	10	0	0	0	0
17:00 - 17:15	0	27	11	11	49	0	0	0	0	24	0	6	0	0	0	0
17:15 - 17:30	0	32	6	4	59	0	0	0	0	15	0	6	0	0	0	0
17:30 - 17:45	0	26	10	7	51	0	0	0	0	25	0	8	0	0	0	0
17:45 - 18:00	0	32	10	7	59	0	0	0	0	16	0	12	0	0	0	0



1st Ave @ loco Rd – Anmore, BC

Project#:	04-21-0091	**Weather:**	Sunny	**Analysis Period:**	14:45 - 15:45
Date:	Sep 16, 2023 (Sat)	**Road Cond:**	Dry	**Intersection Peak:**	14:45 - 15:45
Notes:					

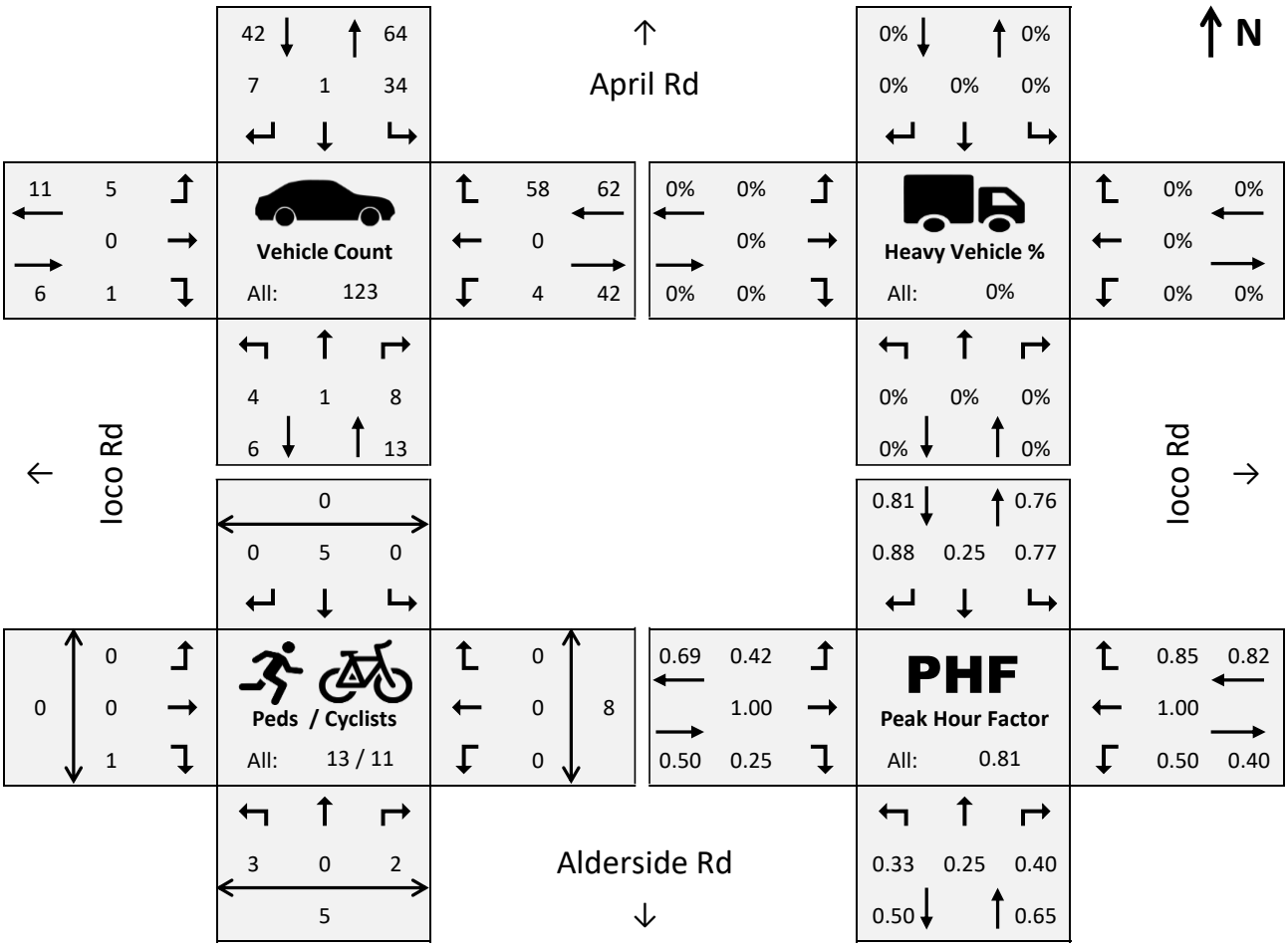
TIME INTERVAL	AUTOMOBILE COUNT												PEDESTRIANS			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	N	S	E	W
14:00 - 14:15	0	0	1	63	0	2	1	2	0	1	2	60	0	0	0	0
14:15 - 14:30	0	0	0	62	0	0	2	3	0	0	3	64	0	0	0	0
14:30 - 14:45	0	0	0	45	0	2	2	3	0	0	0	52	0	0	0	0
14:45 - 15:00	0	0	4	51	0	0	0	4	0	0	3	76	0	0	0	0
15:00 - 15:15	0	0	0	59	0	0	1	3	0	3	1	63	0	0	3	0
15:15 - 15:30	0	0	0	63	0	1	1	1	0	3	2	61	0	0	0	0
15:30 - 15:45	0	0	4	62	1	2	2	3	0	0	4	57	0	0	0	0
15:45 - 16:00	0	0	0	72	0	3	2	4	0	0	2	43	0	0	0	0
16:00 - 16:15	0	0	1	49	0	2	1	0	0	0	1	45	0	0	0	0
16:15 - 16:30	0	0	2	76	1	2	1	5	0	1	5	59	0	0	0	0
16:30 - 16:45	0	0	1	58	1	0	2	1	2	1	3	49	0	2	0	0
16:45 - 17:00	0	0	2	66	0	0	0	3	1	0	3	47	0	0	2	0
17:00 - 17:15	1	1	3	69	3	1	1	5	0	3	6	34	0	0	0	0
17:15 - 17:30	0	1	2	68	0	1	1	4	0	0	3	35	0	0	0	0
17:30 - 17:45	1	0	0	74	1	0	0	4	0	0	1	38	0	1	0	1
17:45 - 18:00	0	0	2	72	0	0	0	5	0	0	2	40	0	3	1	1



April Rd @ Ioco Rd – Anmore, BC

Project#:	04-21-0091	**Weather:**	Sunny	**Analysis Period:**	14:45 - 15:45
Date:	Sep 16, 2023 (Sat)	**Road Cond:**	Dry	**Intersection Peak:**	16:30 - 17:30
Notes:	TM only				

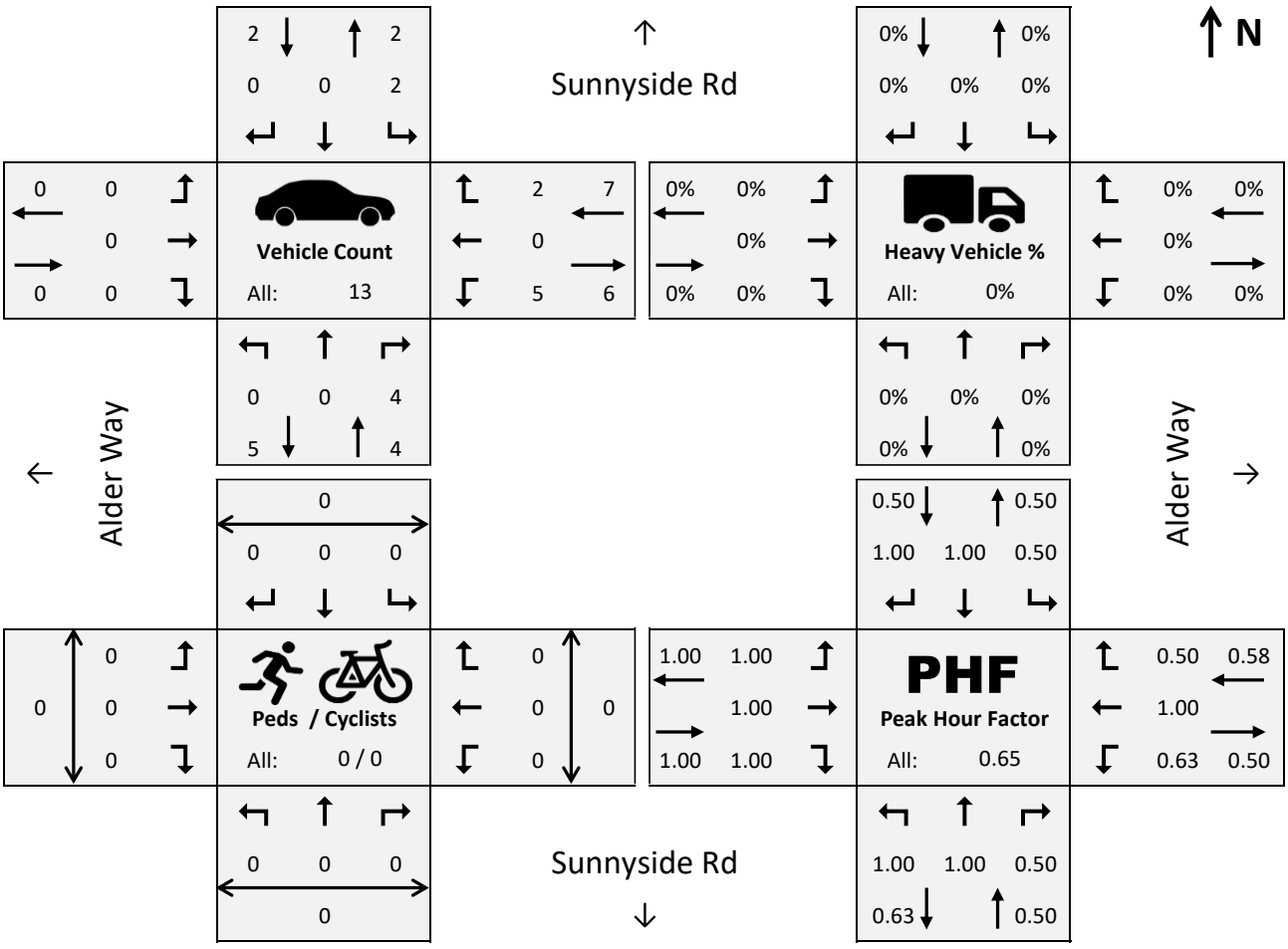
TIME INTERVAL	AUTOMOBILE COUNT												PEDESTRIANS			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	N	S	E	W
14:00 - 14:15	0	0	3	21	0	1	0	0	1	4	0	21	0	0	0	0
14:15 - 14:30	0	0	0	15	0	1	1	0	0	2	0	13	0	0	0	0
14:30 - 14:45	0	0	1	9	0	0	2	0	0	2	0	13	0	3	3	0
14:45 - 15:00	1	0	2	7	0	2	0	0	1	1	0	12	0	0	0	0
15:00 - 15:15	0	0	5	6	0	2	2	0	0	1	0	15	0	2	2	0
15:15 - 15:30	0	0	1	11	0	2	0	0	0	0	0	14	0	2	2	0
15:30 - 15:45	3	1	0	10	1	1	3	0	0	2	0	17	0	1	4	0
15:45 - 16:00	1	0	2	13	1	0	3	0	0	1	0	10	0	1	1	0
16:00 - 16:15	0	0	2	11	0	1	0	0	1	1	0	24	0	0	0	0
16:15 - 16:30	1	0	0	19	0	1	0	0	0	2	0	10	0	0	0	0
16:30 - 16:45	1	0	3	11	0	1	1	0	2	1	0	18	0	0	0	0
16:45 - 17:00	2	0	2	9	0	0	2	0	3	2	0	11	0	0	0	0
17:00 - 17:15	0	0	1	13	0	1	3	0	2	1	0	21	0	0	0	0
17:15 - 17:30	0	0	3	7	0	0	0	0	1	0	0	24	0	0	0	0
17:30 - 17:45	0	0	0	12	1	0	2	0	1	0	0	11	0	0	0	0
17:45 - 18:00	0	0	1	9	1	1	1	0	0	1	0	18	0	0	0	0



Sunnyside Rd @ Alder Way – Anmore, BC

Project#:	04-21-0091	**Weather:**	Sunny	**Analysis Period:**	14:45 - 15:45
Date:	Sep 16, 2023 (Sat)	**Road Cond:**	Dry	**Intersection Peak:**	15:30 - 16:30
Notes:	TM only				

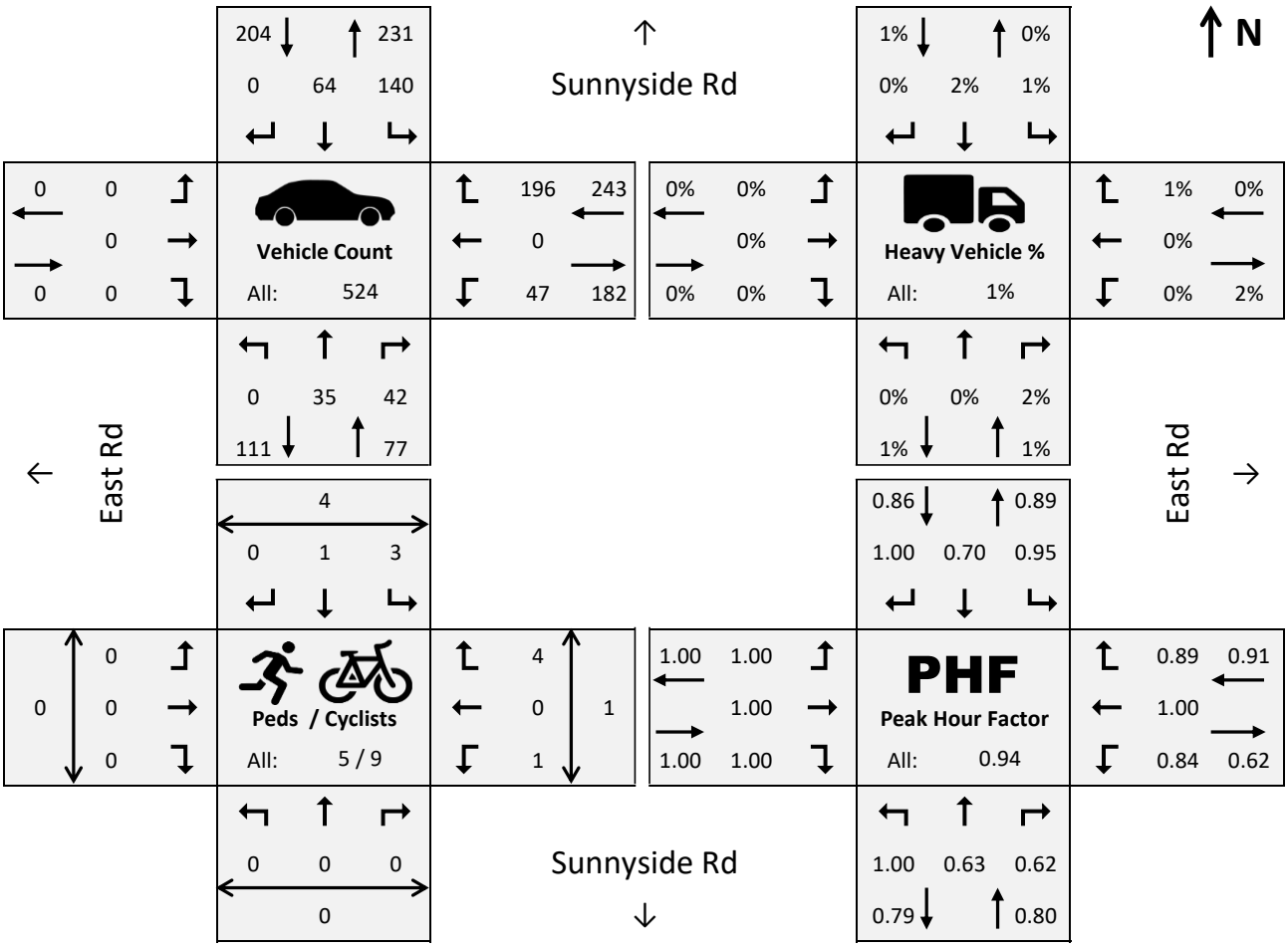
TIME INTERVAL	AUTOMOBILE COUNT												PEDESTRIANS			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	N	S	E	W
14:00 - 14:15	0	0	4	0	0	0	1	0	0	2	0	0	0	0	0	0
14:15 - 14:30	0	0	2	0	0	0	0	0	0	1	0	0	0	0	4	0
14:30 - 14:45	0	0	2	1	0	0	0	0	0	0	0	1	0	0	0	0
14:45 - 15:00	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0
15:00 - 15:15	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0
15:15 - 15:30	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0
15:30 - 15:45	0	0	2	0	0	0	0	0	0	2	0	1	0	0	0	0
15:45 - 16:00	0	0	3	1	0	0	0	0	0	0	0	2	0	0	0	0
16:00 - 16:15	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0
16:15 - 16:30	0	0	3	2	0	0	0	0	0	1	0	2	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0
16:45 - 17:00	0	0	1	1	0	0	0	0	0	1	0	2	0	0	3	0
17:00 - 17:15	0	0	0	2	0	0	0	0	0	2	0	1	0	0	2	0
17:15 - 17:30	0	0	0	1	0	0	0	0	0	1	0	2	0	0	0	0
17:30 - 17:45	0	0	2	3	0	0	0	0	0	0	0	1	0	0	0	0
17:45 - 18:00	0	0	1	2	0	0	0	0	0	2	0	1	0	0	0	0



Sunnyside Rd @ East Rd – Anmore, BC

Project#:	04-21-0091	**Weather:**	Sunny	**Analysis Period:**	14:45 - 15:45
Date:	Sep 16, 2023 (Sat)	**Road Cond:**	Dry	**Intersection Peak:**	16:15 - 17:15
Notes:					

TIME INTERVAL	AUTOMOBILE COUNT												PEDESTRIANS			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	N	S	E	W
14:00 - 14:15	0	7	10	37	21	0	0	0	0	16	0	48	0	0	3	0
14:15 - 14:30	0	14	13	37	17	0	0	0	0	9	0	41	0	0	0	0
14:30 - 14:45	0	8	16	39	12	0	0	0	0	13	0	37	0	0	0	0
14:45 - 15:00	0	7	17	37	14	0	0	0	0	14	0	49	2	0	0	0
15:00 - 15:15	0	14	8	33	9	0	0	0	0	10	0	51	2	0	0	0
15:15 - 15:30	0	8	9	34	18	0	0	0	0	11	0	41	0	0	0	0
15:30 - 15:45	0	6	8	36	23	0	0	0	0	12	0	55	0	0	1	0
15:45 - 16:00	0	10	11	37	20	0	0	0	0	12	0	39	0	0	1	0
16:00 - 16:15	0	9	17	44	16	0	0	0	0	14	0	27	0	0	4	0
16:15 - 16:30	0	10	16	30	21	0	0	0	0	10	0	48	0	0	0	0
16:30 - 16:45	0	5	11	46	18	0	0	0	0	11	0	36	0	0	0	0
16:45 - 17:00	0	8	8	54	21	0	0	0	0	9	0	36	0	0	3	0
17:00 - 17:15	0	10	10	56	18	0	0	0	0	10	0	40	0	0	8	0
17:15 - 17:30	0	8	8	53	20	0	0	0	0	2	0	26	0	0	2	0
17:30 - 17:45	0	5	11	43	32	0	0	0	0	8	0	29	0	0	4	0
17:45 - 18:00	0	5	16	48	6	0	0	0	0	17	0	24	0	0	3	0



APPENDIX B

Synchro Reports