



Pinnacle Ridge Anmore Transportation Impact Assessment

Version 6

Prepared for

Anmore Hillside Landowners (Trez/MNP, Anmore Gate LP, and
BellaTerra 2)

Date

December 12, 2025

Project No.

04-23-0326

December 12, 2025
04-23-0326

Aaron Baerg
Ekistics
201 - 103 W 6th Avenue
Vancouver, BC
V5Y 1K3

Dear Aaron:

**Re: Pinnacle Ridge Anmore
Transportation Impact Assessment – Version 6**

Bunt & Associates Engineering Ltd. (Bunt) has completed a Transportation Impact Assessment (TIA) study for the proposed residential development located in southeast Anmore, BC. Our report is provided and addresses the potential transportation impacts related to the proposed development. This report has been updated to reflect the current development statistics and road network plan.

We trust that the TIA report will be of assistance with the approval process. Please do not hesitate to contact us should you have any questions regarding this report.

Yours truly,
Bunt & Associates



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CORPORATE AUTHORIZATION

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1. INTRODUCTION

1.1 Study Purpose & Objectives

Ekistics is representing a group of three landowners (Trez/MNP, Anmore Gate LP, and BellaTerra 2) to develop lands east of East Road in the Village of Anmore, BC. The project, known as Pinnacle Ridge, is proposing to subdivide the land for development of a combination of single-family homes, semi-detached dwellings, and townhouses through an Official Community Plan (OCP) Amendment. To support the approval process, the following study will review the estimated traffic impacts of this development.

1.2 Study Scope & Area

The study area for this project includes two intersections:

- East Road and Kinsey Drive
- East Road and Wyndham Crescent

Note that although originally part of the scope, the East Road & Charlotte Crescent intersection was no longer analyzed as the plan has been updated to provide a secondary access through Wyndham Crescent instead of Charlotte Crescent in response to the Village of Anmore's comment to provide a secondary access that does not rely on neighbouring properties' redevelopment.

The site is located in the southeast corner of the Village of Anmore which borders the City of Port Moody. The site location and study area are shown in **Exhibit 1.1**, and the current site plan is shown in **Exhibit 1.2**. As shown in both exhibits, the new development will include a connection to Kinsey Drive and to Wyndham Crescent, as well as additional local roads within the site. The site will be accessed from either Wyndham Crescent, or Kinsey Drive/Ridge Mountain Drive via East Road.

1.3 Proposed Development

The proposed residential development includes a combination of single-family homes, semi-detached dwellings, and townhouses. **Table 1.1** summarizes the proposed residential development composition. Note that for analysis purposes it was assumed that all single-family homes contained a secondary suite.

Table 1.1: Proposed Land Uses

LAND USE	UNITS
Single Family Homes	51 (+51 secondary suites)
Semi-Detached Dwellings and Townhouses	218
TOTAL	269 (+51 SECONDARY SUITES)



Exhibit 1.1 Study Area

Pinnacle Ridge Anmore
November 2025

04-23-0326



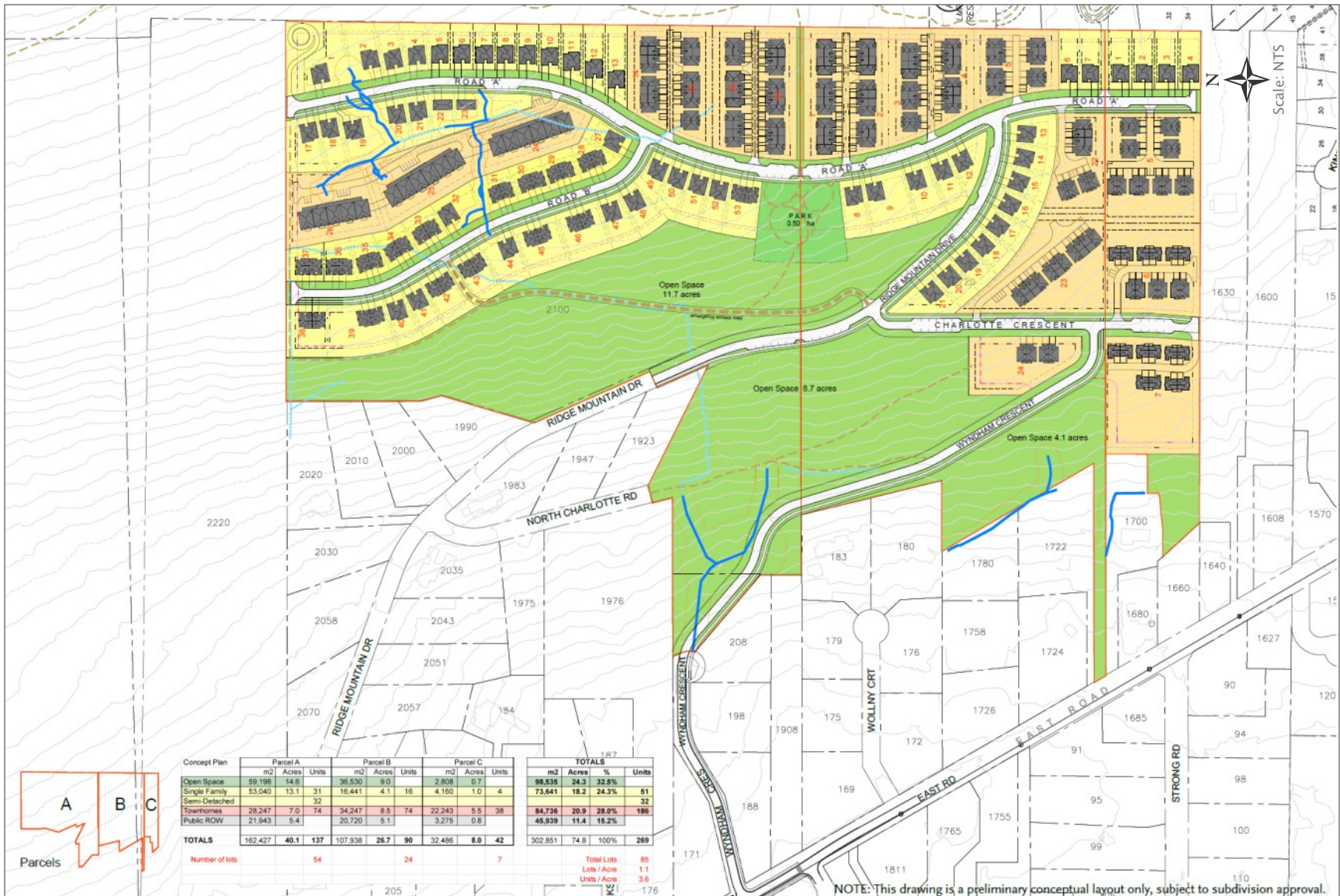


Exhibit 1.2 Site Plan

Pinnacle Ridge Anmore
November 2025



2. EXISTING CONDITIONS

2.1 Land Use

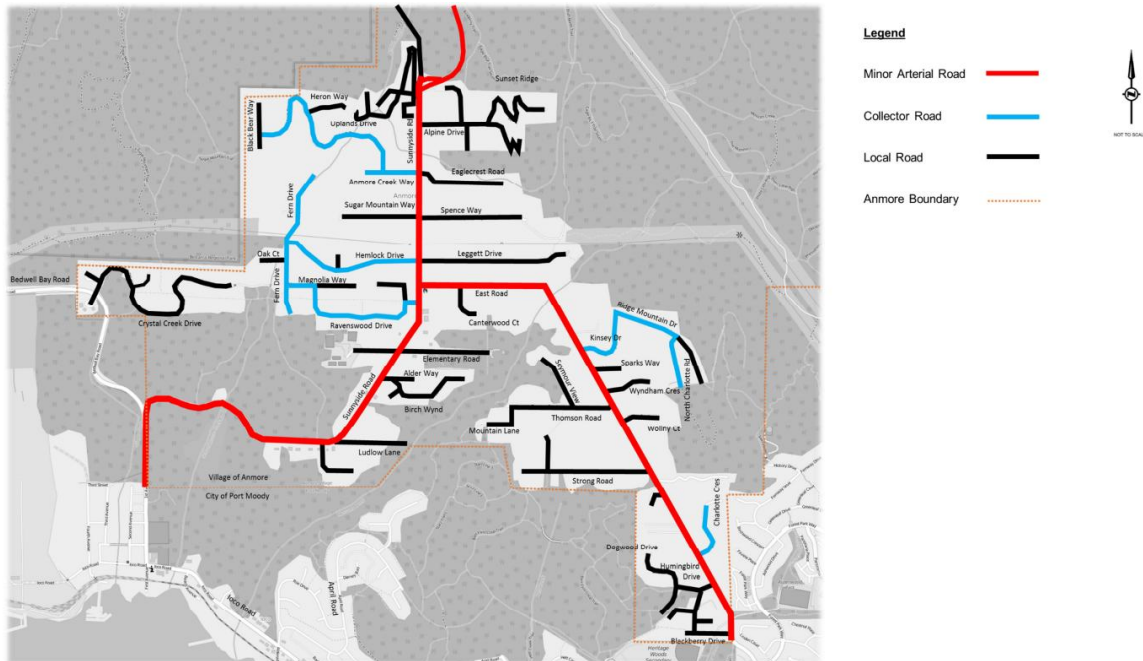
The area surrounding the site is generally residential. There are few amenities within Anmore, with residents travelling into surrounding areas to access most services.

2.2 Existing Transportation Network

2.2.1 Road Network

Figure 2.1, taken from the Village of Anmore *Road Network Plan*¹, illustrates current roadways and their classification in Anmore. East Road, classified as a minor arterial road, is a main corridor for the site area connecting Anmore to Port Moody and Coquitlam via Heritage Mountain Road and David Avenue, respectively. Kinsey Drive, and Ridge Mountain Drive will connect the site to East Road and are classified as collectors. Additional site access will be provided via Wyndham Crescent, which is classified as a local road.

Figure 2.1: Village of Anmore Existing Road Network and Classification



Source: ISL, 2017.

¹ *Village of Anmore: Road Network Plan*. ISL, 2017. <http://anmore.com/wp-content/uploads/2017/08/Road-Network-Plan-2017.pdf>

Table 2.1 summarizes the existing street network in the immediate site area.

Table 2.1: Existing Street Characteristics

STREET	CLASSIFICATION	NUMBER OF TRAVEL LANES	POSTED SPEED	PARKING FACILITIES
East Road	Minor Arterial Road	2	30-50 Km/h	None
Kinsey Drive	Collector Road	2	30 Km/h	North side
Ridge Mountain Drive	Collector Road	2	30 Km/h	South side
Wyndham Crecent	Local Road	2	30 Km/h	None

2.2.2 Transit Network

The area is currently directly served by bus routes 179 and 182. Route 182 runs from Belcarra in the west, through East Road, south to connect to Moody Centre Station. Route 179 is a seasonal (summer) route which runs from Coquitlam Central Station to Buntzen Lake.

2.2.3 Pedestrian and Cycling Facilities

The area is generally not pedestrian or cyclist oriented, with little pedestrian and cycling facilities. Most roads within the area, including East Road, have narrow sidewalks on one side of the street.

2.3 Current Relevant Policies and Plans

Village of Anmore OCP

The Village of Anmore Official Community Plan (OCP)² focuses on achieving faster rates of development in the short term, providing more flexible lot size restrictions, and supporting denser forms of development, while keeping population growth carefully monitored.

Anmore residents are currently dependent on private vehicles for most of their daily activities. To tackle this issue and to provide more sustainable transportation modes, the Village of Anmore relies on TransLink's Northeast Sector Area Transit Plan (NESATP).

Transportation 2050 – Regional Transportation Strategy

Metro Vancouver adopted the Transport 2050 Regional Transportation Strategy (RTS) in early 2022. The five overarching goals of Transportation 2050 are to provide transportation that is convenient, reliable, affordable, safe & comfortable, and carbon-free. The Plan identifies a wide range of action items to achieve these goals, and include among others:

- Quadrupling the size of the rapid transit network, from 100 to 400 kilometres

² *Official Community Plan*. Village of Anmore, 2014. <http://anmore.com/wp-content/uploads/2017/06/Official-Community-Plan.pdf>

- Building out an 850-kilometre traffic-protected Major Bikeway Network
- Putting frequent transit within a short walk of most homes and jobs
- Dedicating more streets to walking, biking, rolling, and transit
- Promoting electrified and shared bikes, scooters, and cars

Northeast Sector Area Transit Plan (NESATP)

TransLink's Northeast Sector Area Transit Plan (NESATP)³ provides for a 30-year long-term vision for service and infrastructure priorities for Coquitlam, Port Moody, Port Coquitlam, Anmore, and Belcarra. This plan, developed over the period from 2013-2015, acknowledges that transit in this area has not been properly aligned with recent land developments.

Stakeholder and public consultation input was used to develop a long-term vision and identify short-term priorities for transit improvements, further improved by the Evergreen Extension of the Millennium Line, which initiated service in 2016.

As part of the near-term priorities, new routes were proposed for the study area and identified as *medium priority*, for which TransLink will seek additional funding before being able to provide any new services. It is expected for the implementation of these new routes to increase transit mode share in the mid-term future. Currently at Phase 4, efforts are being made towards monitoring and reporting on the progress of the Area Transit Plan to ensure land use and transportation planning continue to be coordinated.

2.4 Existing Traffic Volumes

Bunt & Associates collected weekday traffic volumes at East Road & Kinsey Drive and East Road & Charlotte Crescent on Wednesday October 25, 2023 in sunny and dry road conditions. The traffic volumes in this area vary due to seasonal activities such as visiting Buntzen Lake recreation area. Bunt has collected traffic volumes at East Road and Sunnyside during summer (Tuesday August 1st, 2023) and earlier fall (Tuesday September 19th, 2023) periods for other studies within the area. The summer and fall counts collected at Sunnyside and East Road showed link volumes of 236 and 291 during the AM peak, and 317 and 255 during the PM peak, respectively. The traffic volumes collected for this study (Tuesday October 25th, 2023) showed link volumes of 467 during the AM peak and 395 during the PM peak. The traffic volumes collected October 25th exceed those collected during summer and earlier fall and were therefore utilized in the analysis without any adjustments for seasonal variation, as the highest volumes would allow for the most conservative analysis. Note that turning volumes at East Road & Wyndham Crescent were assumed to be the same as Kinsey Drive for conservative analysis as no counts were collected at Wyndham and there are much less single-family houses along Wyndham Crescent than Kinsey Drive. The traffic volume data sheets can be found in **Appendix A. Exhibit 2.1** presents the existing peak hour vehicle traffic volumes.

³ *Northeast Sector Area Transit Plan*. TransLink, 2015. <https://www.translink.ca/Plans-and-Projects/Area-Planning/Northeast-Sector-Area-Transit-Plan.aspx>



Exhibit 2.1 Existing Peak Hour Traffic Volumes

Existing Operations

2.4.1 Performance Thresholds

The existing operations of study area intersections and access points were assessed using the methods outlined in the 2000 Highway Capacity Manual (HCM), using the Synchro 11 analysis software. The traffic operations were assessed using the performance measures of Level of Service (LOS) and volume-to-capacity (V/C) ratio. Where volume-to-capacity ratio is unavailable for unsignalized intersections, the degree of utilization is referenced.

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 2.2 below summarizes the LOS thresholds for the six Levels of Service for unsignalized intersections.

Table 2.2: Intersection Level of Service Thresholds

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

Source: Highway Capacity Manual

The volume to capacity (V/C) ratio of an intersection represents the 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.

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 unsignalized two-way stop-controlled intersections: HCM 2000 LOS and V/C output is reported just for individual lanes as the HCM methodology does not report overall performance. SimTraffic estimated queues and delays have also been reported.

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

2.4.2 Existing Conditions Analysis Assumptions

The heavy vehicle percentages and peak hour factors observed during data collection were applied to the Synchro Model. The study area is generally not a pedestrian or cyclist-oriented area, as such, low volumes of pedestrians and cyclists were observed and included in the analysis.

2.4.3 Existing Operational Analysis Results

Table 2.3 shows the existing condition operations for each of the two study intersections during the AM and PM peak-hour traffic periods. As shown, no intersections or individual movements exceed thresholds for mitigation consideration.

Table 2.3: Existing Traffic Operations 2023

INTERSECTION/ TRAFFIC CONTROL	MOVEMENT	AM			PM		
		LOS	V/C	95TH Q (M)	LOS	V/C	95TH Q (M)
East Road and Kinsey Drive/Private Road <i>(Minor Stop Control)</i>	EBLTR	B	0.00	5	B	0.00	5
	WBLTR	B	0.02	10	B	0.01	10
	NBLTR	A	0.00	5	A	0.00	5
	SBL	A	0.00	0	A	0.00	0
	SBTR	A	0.16	0	A	0.10	0
East Road and Wyndham Crescent <i>(Minor Stop Control)</i>	WBLR	B	0.02	10	A	0.01	10
	NBTR	A	0.11	0	A	0.12	0
	SBLT	A	0.00	0	A	0.00	0

3. FUTURE TRAFFIC CONDITIONS

3.1 Traffic Forecasts

3.1.1 Background Traffic Forecasts

Background traffic is traffic that would be present on the road network if the site did not redevelop. The future background traffic was estimated by applying a 2% yearly linear growth rate. For the purposes of the study, the opening day of the development was assumed to be 2027. **Exhibit 3.1** shows the estimated background traffic forecasts for the future horizon year, opening day plus five years (2032).

3.1.2 Site Traffic

Trip Generation

Table 3.1 provides the ITE trip rates for both single-family attached and detached housing land uses which were selected as the most appropriate uses for the proposed development. The rates used are representative of an auto-oriented General Urban/Suburban area with minimal use of alternate modes. The existing homes and traffic observed during each peak period were analyzed to generate an existing trip generation rate. The calculated rates were determined to be lower than the ITE trip rates, and therefore the ITE rates were used as a conservative measure. It is estimated that the semi-detached dwellings may generate similar trip volumes to single family detached housing. Given that the trip generation rate of single-family detached housing is significantly higher than that of single-family attached housing, 50% of the semi-attached/townhouse units were classified as detached housing and utilized the higher trip rate as a conservative measure. Based on information provided by the client, and to provide a more conservative analysis, it was assumed that all of the single family units contained an additional secondary suite. The ITE Single-Family detached housing rate (ITE 210) was used for these additional secondary suites.

Table 3.1: Peak Hour Vehicle Trip Rates

LAND USE	AM PEAK HOUR			PM PEAK HOUR		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Single-Family Attached Housing (ITE 215)	25%	75%	0.48	59%	41%	0.57
Single-Family Detached Housing (ITE 210)	25%	75%	0.70	63%	37%	0.94

Table 3.2 summarizes the anticipated future site generated vehicle trips for the proposed development based on the above rates.

Table 3.2: Estimated Peak Hour Site Vehicle Trips

UNIT TYPE	LAND USE	UNITS	AM PEAK HOUR			PM PEAK HOUR		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Single Family Homes	ITE 210	51	9	27	36	30	18	48
Secondary Suites	ITE 215	51	6	18	24	17	12	29
Semi-Detached Homes	ITE 215	16	2	6	8	5	4	9
Semi-Detached Homes	ITE 210	16	3	8	11	9	6	15
Townhomes	ITE 215	93	11	33	45	31	22	53
Townhomes	ITE 210	93	16	49	65	55	32	87
TOTAL		320 (269 +51 SEC. SUITES)	47	142	189	149	93	242



Exhibit 3.1 Opening Day + 5 (2032) Background Traffic Forecasts

In conclusion, the site is estimated to generate approximately 189 two-way trips in the AM peak traffic hour and 242 two-way trips in the PM peak traffic hour.

Access Locations

The proposed site will be accessed from either Wyndham Crescent or Kinsey Drive/Ridge Mountain Drive. The addition of a second access to the site improves both typical day-to-day access as well as improving emergency access. The second access reduces the single-point-of-failure risk providing a greater level of safety to the proposed development.

Trip Distribution & Assignment

The trip distribution is based upon the existing turning movements of vehicles travelling in and out of the existing residential roads of Kinsey Drive/Ridge Mountain Drive and Charlotte Crescent and is summarized in **Table 3.3**. Note that counts were originally conducted at the East Road & Charlotte Crescent intersection rather than at the Wyndham Crescent intersection based on previous site plans that provided different connections to the proposed development. The distribution based on the counts conducted at Charlotte Crescent were maintained for the analysis in this report.

Table 3.3: Estimated Trip Distribution

ORIGIN/DESTINATION	AM PEAK HOUR		PM PEAK HOUR	
	IN (%)	OUT (%)	IN (%)	OUT (%)
East Road North	15	25	20	15
East Road South	85	75	80	85
TOTAL	100%	100%	100%	100%

The forecasted site generated traffic is shown in **Exhibit 3.2**. Trips to and from East Road south are assumed to mainly use Kinsey Drive/Ridge Mountain Drive to access the site (85%) with limited trips (15%) using Wyndham Crescent. The same has been assumed for trips to and from the north, these trips are mainly assumed to utilize Kinsey Drive/Ridge Mountain Drive to access the site (85%), with limited trips utilizing the Wyndham Crescent intersection (15%). In general, vehicles tend to travel in the direction of the ultimate destination, however, the site plan arrangement may cause vehicles to utilize the intersection which is closest to home regardless of the origin/destination of the trip.

3.1.3 Total Traffic

Total traffic has been estimated by summing the background traffic with the assumed growth rate of 2% per year, with the estimated generated site traffic. The estimated total traffic for opening day plus five years (2032) is shown in **Exhibit 3.3**.



Exhibit 3.2 Site Traffic Forecasts

04-23-0326 Pinnacle Ridge Anmore
November 2025





Exhibit 3.3 Opening Day + 5 (2032) Total Traffic Forecasts

3.2 Future Traffic Operations

Future Conditions Analysis Assumptions

The same analysis assumptions regarding heavy vehicle percentages, pedestrian conflicts, and peak hour factors as the existing conditions have been used in the future conditions analysis.

Future Background Traffic Operations

Table 3.4 summarizes the traffic operations for the study area intersections for the background traffic without the subject development.

Table 3.4: Opening Day + 5 Years (2032) Background Traffic Estimated Vehicle Operations

INTERSECTION/ TRAFFIC CONTROL	MOVEMENT	AM			PM		
		LOS	V/C	95TH Q (M)	LOS	V/C	95TH Q (M)
East Road and Kinsey Drive (Minor Stop Control)	EBLTR	B	0.00	5	B	0.00	5
	WBLTR	B	0.02	10	B	0.25	35
	NBLTR	A	0.00	5	A	0.00	0
	SBL	A	0.00	5	A	0.01	5
	SBTR	A	0.19	0	A	0.12	0
East Road and Wyndham Crescent (Minor Stop Control)	WBLR	B	0.02	10	B	0.06	15
	NBTR	A	0.13	0	A	0.17	5
	SBLT	A	0.00	0	A	0.00	0

Future Traffic Operations

Table 3.5 shows the traffic operations for the study area intersections for Opening Day + 5 Years (2032). The table displays the operations with background traffic growth, as well as the site generated traffic.

Table 3.5: Opening Day + 5 Years (2032) Total Traffic Estimated Vehicle Operations

INTERSECTION/ TRAFFIC CONTROL	MOVEMENT	AM			PM		
		LOS	V/C	95TH Q (M)	LOS	V/C	95TH Q (M)
East Road and Kinsey Drive (Minor Stop Control)	EBLTR	B	0.01	5	B	0.00	5
	WBLTR	C	0.34	30	C	0.21	20
	NBLTR	A	0.00	5	A	0.00	5
	SBL	A	0.01	5	A	0.02	10
	SBTR	A	0.19	5	A	0.12	0
East Road and Wyndham Crescent (Minor Stop Control)	WBLR	B	0.08	13	B	0.06	15
	NBTR	A	0.15	5	A	0.22	0
	SBLT	A	0.00	5	A	0.01	5

Summary of Traffic Impacts

As noted in **Tables 3.4** and **3.5**, the additional vehicle traffic generated from the subject development slightly increased the v/c ratios at the study intersections with longer delays and queues expected on the westbound (outbound) movements on Kinsey Drive, but all movements are well within acceptable thresholds. No capacity constraints are expected due to the additional traffic generated.

4. CONCLUSIONS

Based on Bunt's analysis, the following is concluded:

- The site development proposes a combination of 51 single-family homes (with 51 secondary suites) and 218 semi-attached dwellings and townhouses.
- The site is estimated to generate approximately 189 two-way trips in the AM peak traffic hour (47 inbound and 142 outbound) and 242 two-way trips in the PM peak traffic hour (149 inbound and 93 outbound).
- The study area intersections are not expected to experience any capacity constraints with the additional traffic generated from the site. Longer delays and queues are expected on the westbound (outbound) movements of Kinsey Drive, but still within the acceptable thresholds.

*The attached information is provided to support the agency's review process
and shall not be distributed to other parties without written consent from
Bunt & Associates Engineering Ltd.*

APPENDIX A

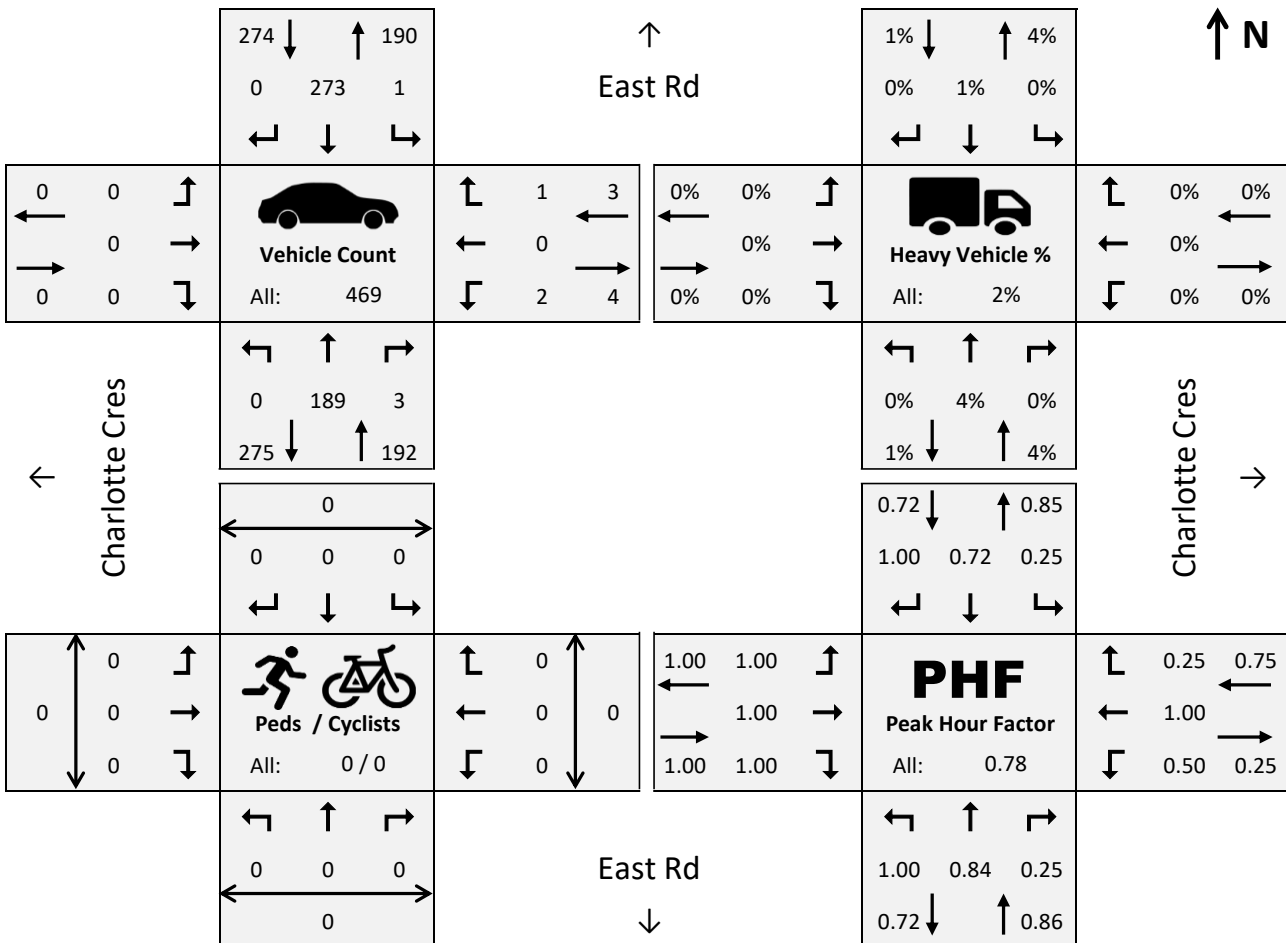
Traffic Data

East Rd @ Charlotte Cres – Anmore, BC



Project#: 04-23-0326 **Weather:** Sunny **Analysis Period:** 8:30 - 9:30
Date: Oct 25, 2023 (Wed) **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
7:30 - 7:45	0	11	0	1	39	0	0	0	0	0	1	0	0	0	0	
7:45 - 8:00	0	23	0	0	57	0	0	0	2	0	0	0	0	0	0	
8:00 - 8:15	0	34	1	0	46	0	0	0	0	0	0	0	0	0	0	
8:15 - 8:30	0	33	1	0	53	0	0	0	0	0	0	0	0	0	0	
8:30 - 8:45	0	28	0	0	63	0	0	0	0	0	0	0	0	0	0	
8:45 - 9:00	0	53	0	1	69	0	0	0	0	0	1	0	0	0	0	
9:00 - 9:15	0	52	3	0	95	0	0	0	1	0	0	0	0	0	0	
9:15 - 9:30	0	56	0	0	46	0	0	0	1	0	0	0	0	0	0	
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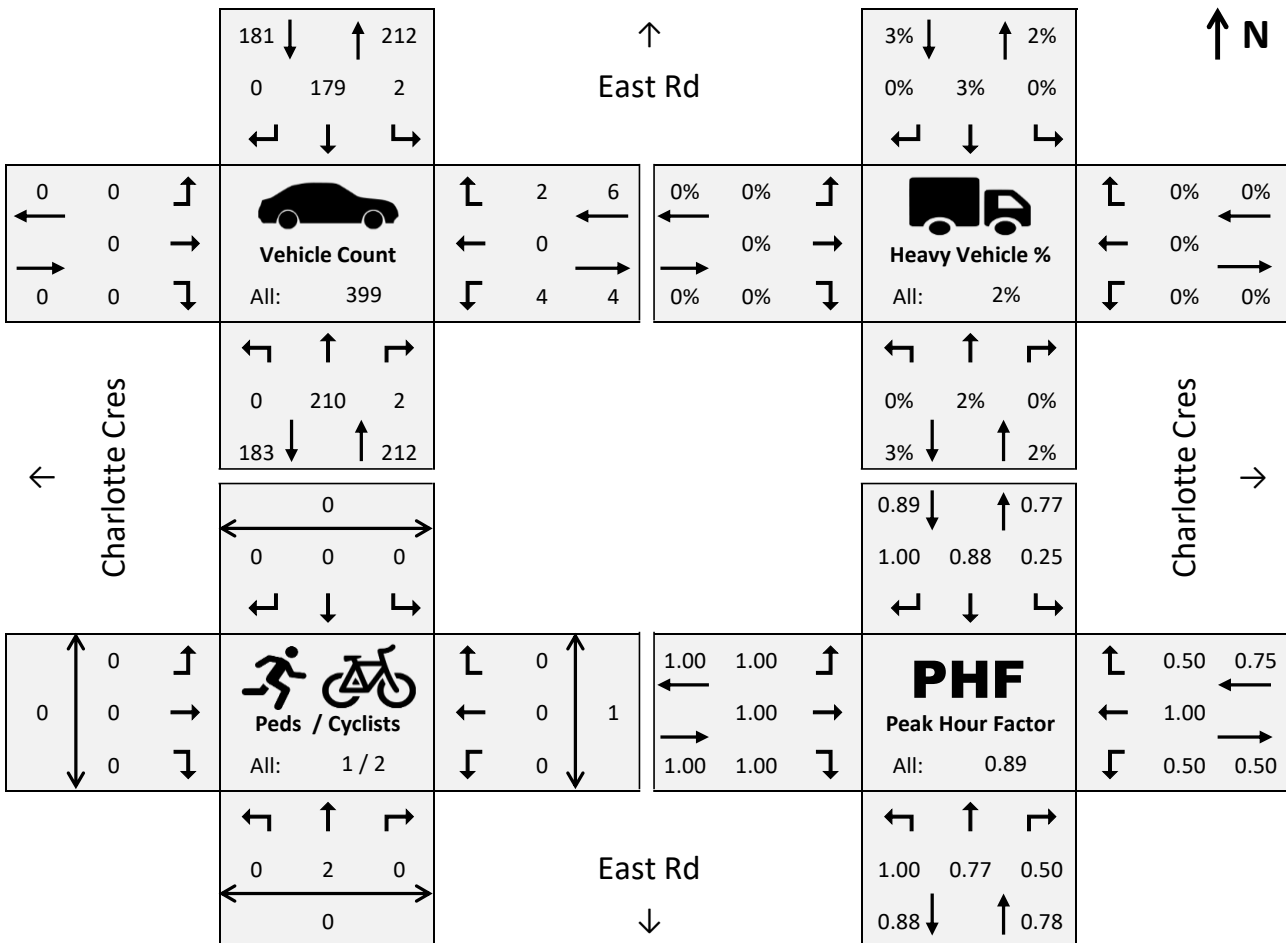


East Rd @ Charlotte Cres – Anmore, BC



Project#: 04-23-0326 **Weather:** Sunny **Analysis Period:** 15:30 - 16:30
Date: Oct 25, 2023 (Wed) **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
14:30 - 14:45	0	68	0	0	33	0	0	0	0	1	0	0	0	0	0	0
14:45 - 15:00	0	41	1	0	37	0	0	0	0	2	0	0	0	0	0	0
15:00 - 15:15	0	33	0	0	48	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	44	3	0	58	0	0	0	0	1	0	0	0	0	0	0
15:30 - 15:45	0	68	0	0	43	0	0	0	0	0	0	1	0	0	0	0
15:45 - 16:00	0	59	1	2	39	0	0	0	0	1	0	1	0	0	0	0
16:00 - 16:15	0	33	1	0	46	0	0	0	0	2	0	0	0	0	1	0
16:15 - 16:30	0	50	0	0	51	0	0	0	0	1	0	0	0	0	0	0
16:30 - 16:45	0	53	2	0	39	0	0	0	0	0	0	1	0	0	0	0
16:45 - 17:00	0	54	2	0	41	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	48	1	0	30	0	0	0	0	1	0	0	0	0	0	0
17:15 - 17:30	0	42	1	0	40	0	0	0	0	2	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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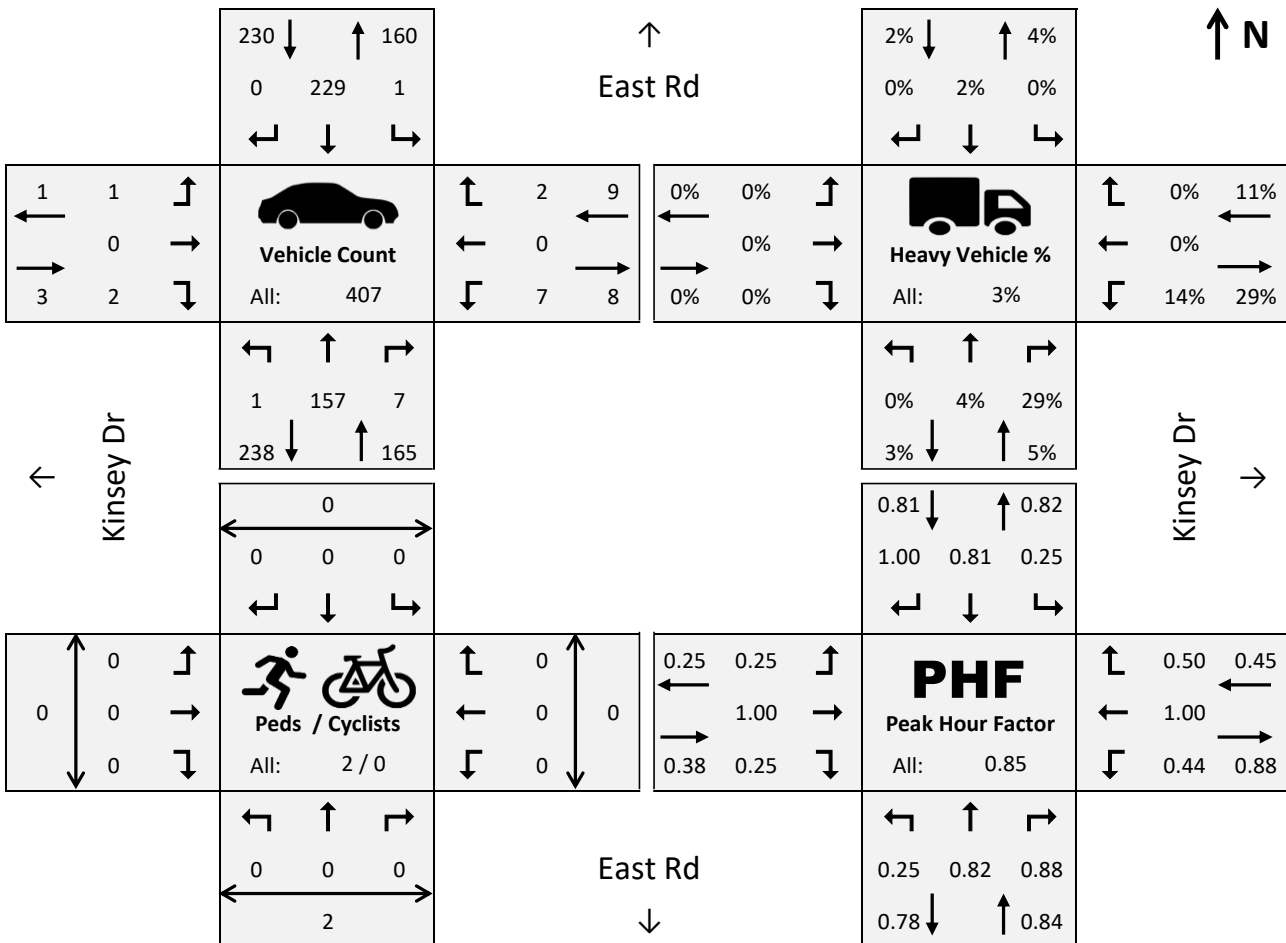


East Rd @ Kinsey Dr – Anmore, BC



Project#: 04-23-0326 **Weather:** Sunny **Analysis Period:** 8:30 - 9:30
Date: Oct 25, 2023 (Wed) **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
7:30 - 7:45	0	7	0	1	30	0	0	0	0	0	0	0	0	0	0	0
7:45 - 8:00	0	17	1	0	40	0	0	0	5	0	1	0	0	0	0	0
8:00 - 8:15	0	27	0	0	38	0	0	0	0	0	0	0	0	0	0	0
8:15 - 8:30	0	29	0	0	48	0	0	0	0	0	0	0	0	0	0	0
8:30 - 8:45	0	23	2	0	47	0	0	0	0	0	0	0	2	0	0	0
8:45 - 9:00	0	45	2	1	60	0	1	0	4	0	1	0	0	0	0	0
9:00 - 9:15	1	41	2	0	71	0	0	0	3	0	0	0	0	0	0	0
9:15 - 9:30	0	48	1	0	51	0	0	0	0	0	1	0	0	0	0	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

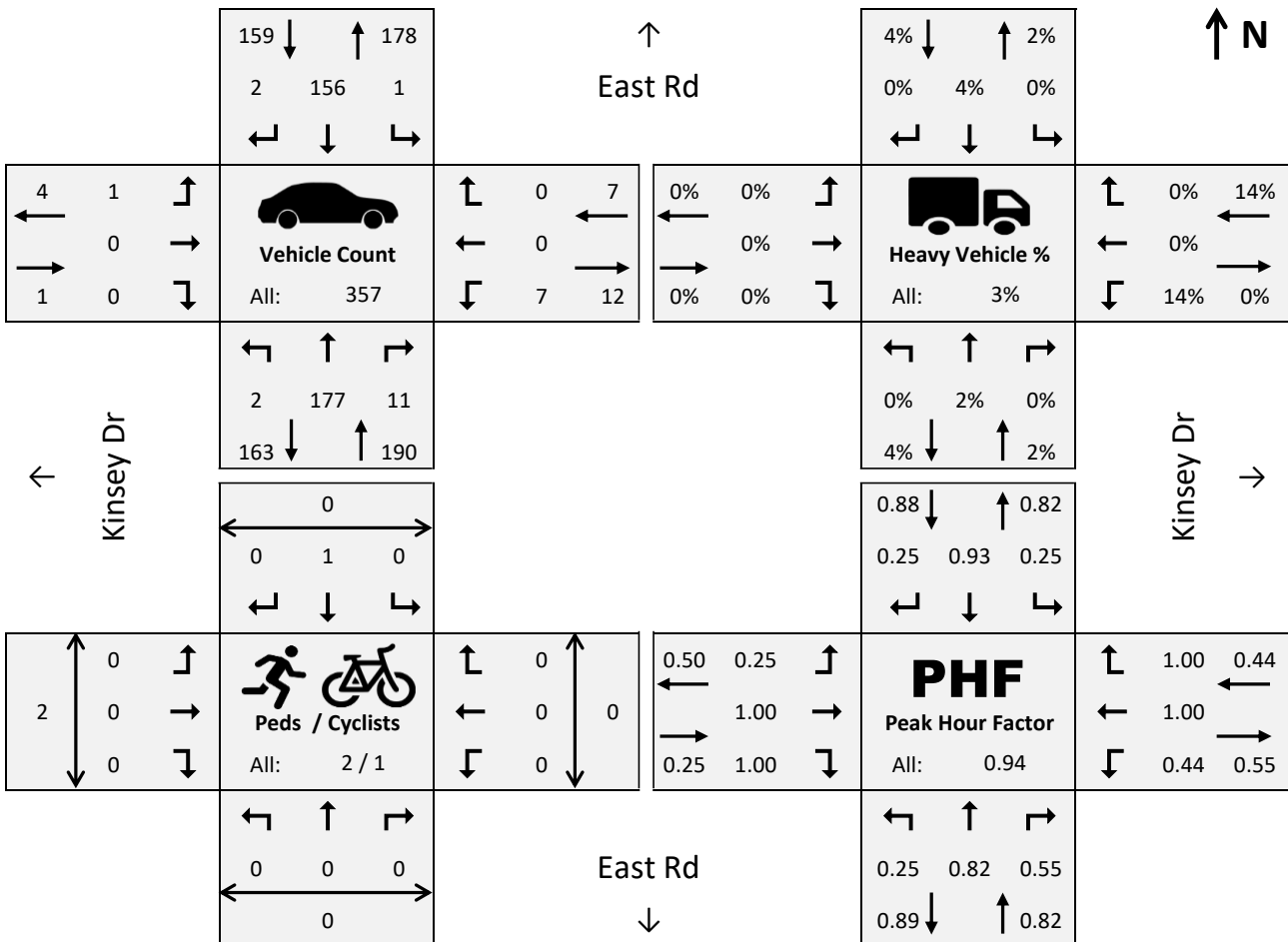


East Rd @ Kinsey Dr – Anmore, BC



Project#: 04-23-0326 **Weather:** Sunny **Analysis Period:** 15:30 - 16:30
Date: Oct 25, 2023 (Wed) **Road Cond:** Dry **Intersection Peak:** 15:30 - 16:30
Notes:

TIME INTERVAL	AUTOMOBILE COUNT												PEDESTRIANS			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	N	S	E	W
14:30 - 14:45	0	54	4	0	28	0	0	0	0	2	0	0	0	0	0	0
14:45 - 15:00	0	38	0	1	29	0	0	0	0	2	0	0	0	0	0	0
15:00 - 15:15	0	23	2	0	40	0	0	0	0	1	0	0	0	0	0	0
15:15 - 15:30	0	21	1	0	51	0	0	0	0	1	0	0	1	0	0	0
15:30 - 15:45	0	54	4	0	34	0	0	0	0	2	0	0	0	0	0	0
15:45 - 16:00	2	48	5	0	38	0	1	0	0	1	0	0	0	0	0	0
16:00 - 16:15	0	33	0	1	42	2	0	0	0	0	0	0	0	0	0	2
16:15 - 16:30	0	42	2	0	42	0	0	0	0	4	0	0	0	0	0	0
16:30 - 16:45	0	42	1	0	27	0	0	0	0	3	0	1	0	0	0	0
16:45 - 17:00	0	45	3	0	36	0	0	0	0	2	0	1	0	0	0	0
17:00 - 17:15	1	36	0	0	27	0	0	0	0	2	0	0	2	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-





















*The attached information is provided to support the agency's review process
and shall not be distributed to other parties without written consent from
Bunt & Associates Engineering Ltd.*

APPENDIX B

Synchro and Sim Traffic Reports

HCM Unsignalized Intersection Capacity Analysis
 1: East Road & Private Road/Kinsey Drive

AM Existing 2023
 Timing Plan: AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	2	7	0	2	1	157	7	1	229	0
Future Volume (Veh/h)	1	0	2	7	0	2	1	157	7	1	229	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	1	0	2	8	0	2	1	185	8	1	269	0
Pedestrians								2				
Lane Width (m)								3.6				
Walking Speed (m/s)								1.2				
Percent Blockage								0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	464	466	271	466	462	189	269			193		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	464	466	271	466	462	189	269			193		
tC, single (s)	7.1	6.5	6.2	7.2	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	98	100	100	100			100		
cM capacity (veh/h)	510	496	771	485	499	858	1306			1392		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2							
Volume Total	3	10	194	1	269							
Volume Left	1	8	1	1	0							
Volume Right	2	2	8	0	0							
cSH	659	531	1306	1392	1700							
Volume to Capacity	0.00	0.02	0.00	0.00	0.16							
Queue Length 95th (m)	0.1	0.5	0.0	0.0	0.0							
Control Delay (s)	10.5	11.9	0.0	7.6	0.0							
Lane LOS	B	B	A	A								
Approach Delay (s)	10.5	11.9	0.0	0.0								
Approach LOS	B	B										
Intersection Summary												
Average Delay			0.4									
Intersection Capacity Utilization			22.7%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

2: East Road & Wyndham Cres



















AM Existing 2023
Timing Plan: AM Peak



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	7	2	163	7	1	237
Future Volume (Veh/h)	7	2	163	7	1	237
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	2	177	8	1	258
Pedestrians			2			
Lane Width (m)			3.6			
Walking Speed (m/s)			1.2			
Percent Blockage			0			
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	443	181			185	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	443	181			185	
tC, single (s)	6.5	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.6	3.3			2.2	
p0 queue free %	99	100			100	
cM capacity (veh/h)	549	867			1402	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	10	185	259			
Volume Left	8	0	1			
Volume Right	2	8	0			
cSH	593	1700	1402			
Volume to Capacity	0.02	0.11	0.00			
Queue Length 95th (m)	0.4	0.0	0.0			
Control Delay (s)	11.2	0.0	0.0			
Lane LOS	B		A			
Approach Delay (s)	11.2	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			23.3%		ICU Level of Service	A
Analysis Period (min)			15			










HCM Unsignalized Intersection Capacity Analysis
 1: East Road & Private Road/Kinsey Drive

PM Existing 2023
 Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	0	7	0	0	2	177	11	1	156	2
Future Volume (Veh/h)	1	0	0	7	0	0	2	177	11	1	156	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	1	0	0	7	0	0	2	188	12	1	166	2
Pedestrians		2										
Lane Width (m)		3.6										
Walking Speed (m/s)		1.2										
Percent Blockage		0										
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	369	375	169	366	370	194	170			200		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	369	375	169	366	370	194	170			200		
tC, single (s)	7.1	6.5	6.2	7.2	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	99	100	100	100			100		
cM capacity (veh/h)	589	557	879	567	561	853	1417			1384		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2							
Volume Total	1	7	202	1	168							
Volume Left	1	7	2	1	0							
Volume Right	0	0	12	0	2							
cSH	589	567	1417	1384	1700							
Volume to Capacity	0.00	0.01	0.00	0.00	0.10							
Queue Length 95th (m)	0.0	0.3	0.0	0.0	0.0							
Control Delay (s)	11.1	11.4	0.1	7.6	0.0							
Lane LOS	B	B	A	A								
Approach Delay (s)	11.1	11.4	0.1	0.0								
Approach LOS	B	B										
Intersection Summary												
Average Delay			0.3									
Intersection Capacity Utilization			21.6%		ICU Level of Service				A			
Analysis Period (min)			15									


















HCM Unsignalized Intersection Capacity Analysis
2: East Road & Wyndham Cres

PM Existing 2023
Timing Plan: PM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	7	0	179	11	1	162
Future Volume (Veh/h)	7	0	179	11	1	162
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	0	195	12	1	176
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	379	201			207	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	379	201			207	
tC, single (s)	6.5	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.6	3.3			2.2	
p0 queue free %	99	100			100	
cM capacity (veh/h)	600	845			1376	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	8	207	177			
Volume Left	8	0	1			
Volume Right	0	12	0			
cSH	600	1700	1376			
Volume to Capacity	0.01	0.12	0.00			
Queue Length 95th (m)	0.3	0.0	0.0			
Control Delay (s)	11.1	0.0	0.0			
Lane LOS	B		A			
Approach Delay (s)	11.1	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			20.1%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 1: East Road & Private Road/Kinsey Drive

AM Background 2032
 Timing Plan: AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	2	8	0	2	1	185	8	1	270	0
Future Volume (Veh/h)	1	0	2	8	0	2	1	185	8	1	270	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	1	0	2	9	0	2	1	218	9	1	318	0
Pedestrians								2				
Lane Width (m)								3.6				
Walking Speed (m/s)								1.2				
Percent Blockage								0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	546	549	320	548	544	222	318			227		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	546	549	320	548	544	222	318			227		
tC, single (s)	7.1	6.5	6.2	7.2	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	98	100	100	100			100		
cM capacity (veh/h)	450	445	724	426	448	822	1253			1353		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2							
Volume Total	3	11	228	1	318							
Volume Left	1	9	1	1	0							
Volume Right	2	2	9	0	0							
cSH	602	467	1253	1353	1700							
Volume to Capacity	0.00	0.02	0.00	0.00	0.19							
Queue Length 95th (m)	0.1	0.6	0.0	0.0	0.0							
Control Delay (s)	11.0	12.9	0.0	7.7	0.0							
Lane LOS	B	B	A	A								
Approach Delay (s)	11.0	12.9	0.0	0.0								
Approach LOS	B	B										
Intersection Summary												
Average Delay			0.3									
Intersection Capacity Utilization			24.9%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
2: East Road & Wyndham Cres



















AM Background 2032
Timing Plan: AM Peak



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	8	2	192	8	1	280
Future Volume (Veh/h)	8	2	192	8	1	280
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	2	209	9	1	304
Pedestrians			2			
Lane Width (m)			3.6			
Walking Speed (m/s)			1.2			
Percent Blockage			0			
Right turn flare (veh)						
Median type			None		None	
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	522	214			218	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	522	214			218	
tC, single (s)	6.5	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.6	3.3			2.2	
p0 queue free %	98	100			100	
cM capacity (veh/h)	494	832			1364	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	11	218	305			
Volume Left	9	0	1			
Volume Right	2	9	0			
cSH	533	1700	1364			
Volume to Capacity	0.02	0.13	0.00			
Queue Length 95th (m)	0.5	0.0	0.0			
Control Delay (s)	11.9	0.0	0.0			
Lane LOS	B		A			
Approach Delay (s)	11.9	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			25.5%	ICU Level of Service	A	
Analysis Period (min)			15			










HCM Unsignalized Intersection Capacity Analysis
 1: East Road & Private Road/Kinsey Drive

PM Background 2032
 Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	0	99	0	30	2	214	47	7	185	2
Future Volume (Veh/h)	1	0	0	99	0	30	2	214	47	7	185	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	1	0	0	105	0	32	2	228	50	7	197	2
Pedestrians		2										
Lane Width (m)		3.6										
Walking Speed (m/s)		1.2										
Percent Blockage		0										
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	503	496	200	468	472	253	201			278		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	503	496	200	468	472	253	201			278		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	79	100	96	100			99		
cM capacity (veh/h)	459	474	845	499	489	791	1381			1296		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2							
Volume Total	1	137	280	7	199							
Volume Left	1	105	2	7	0							
Volume Right	0	32	50	0	2							
cSH	459	546	1381	1296	1700							
Volume to Capacity	0.00	0.25	0.00	0.01	0.12							
Queue Length 95th (m)	0.1	7.9	0.0	0.1	0.0							
Control Delay (s)	12.9	13.8	0.1	7.8	0.0							
Lane LOS	B	B	A	A								
Approach Delay (s)	12.9	13.8	0.1	0.3								
Approach LOS	B	B										
Intersection Summary												
Average Delay			3.2									
Intersection Capacity Utilization			29.1%		ICU Level of Service					A		
Analysis Period (min)			15									


















HCM Unsignalized Intersection Capacity Analysis
 2: East Road & Wyndham Cres

PM Background 2032
 Timing Plan: PM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	24	5	245	19	2	281
Future Volume (Veh/h)	24	5	245	19	2	281
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	26	5	266	21	2	305
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	586	276			287	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	586	276			287	
tC, single (s)	6.5	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.6	3.3			2.2	
p0 queue free %	94	99			100	
cM capacity (veh/h)	453	767			1287	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	31	287	307			
Volume Left	26	0	2			
Volume Right	5	21	0			
cSH	485	1700	1287			
Volume to Capacity	0.06	0.17	0.00			
Queue Length 95th (m)	1.6	0.0	0.0			
Control Delay (s)	12.9	0.0	0.1			
Lane LOS	B		A			
Approach Delay (s)	12.9	0.0	0.1			
Approach LOS	B					
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			26.4%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 1: East Road & Private Road/Kinsey Drive

AM Total 2032
 Timing Plan: AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	2	99	0	32	1	191	42	7	271	0
Future Volume (Veh/h)	1	0	2	99	0	32	1	191	42	7	271	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	1	0	2	116	0	38	1	225	49	8	319	0
Pedestrians								2				
Lane Width (m)								3.6				
Walking Speed (m/s)								1.2				
Percent Blockage								0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	624	611	321	590	586	250	319			274		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	624	611	321	590	586	250	319			274		
tC, single (s)	7.1	6.5	6.2	7.2	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	71	100	95	100			99		
cM capacity (veh/h)	379	409	723	398	422	794	1252			1301		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2							
Volume Total	3	154	275	8	319							
Volume Left	1	116	1	8	0							
Volume Right	2	38	49	0	0							
cSH	555	454	1252	1301	1700							
Volume to Capacity	0.01	0.34	0.00	0.01	0.19							
Queue Length 95th (m)	0.1	11.9	0.0	0.1	0.0							
Control Delay (s)	11.5	17.0	0.0	7.8	0.0							
Lane LOS	B	C	A	A								
Approach Delay (s)	11.5	17.0	0.0	0.2								
Approach LOS	B	C										
Intersection Summary												
Average Delay				3.6								
Intersection Capacity Utilization			35.0%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 2: East Road & Wyndham Cres



















AM Total 2032
 Timing Plan: AM Peak



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	24	8	226	14	2	370
Future Volume (Veh/h)	24	8	226	14	2	370
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	26	9	246	15	2	402
Pedestrians			2			
Lane Width (m)			3.6			
Walking Speed (m/s)			1.2			
Percent Blockage			0			
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	662	254			261	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	662	254			261	
tC, single (s)	6.5	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.6	3.3			2.2	
p0 queue free %	94	99			100	
cM capacity (veh/h)	408	790			1315	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	35	261	404			
Volume Left	26	0	2			
Volume Right	9	15	0			
cSH	466	1700	1315			
Volume to Capacity	0.08	0.15	0.00			
Queue Length 95th (m)	1.9	0.0	0.0			
Control Delay (s)	13.4	0.0	0.1			
Lane LOS	B		A			
Approach Delay (s)	13.4	0.0	0.1			
Approach LOS	B					
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			31.1%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 1: East Road & Private Road/Kinsey Drive

PM Total 2032
 Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	0	75	0	12	2	211	114	26	189	2
Future Volume (Veh/h)	1	0	0	75	0	12	2	211	114	26	189	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	1	0	0	80	0	13	2	224	121	28	201	2
Pedestrians		2										
Lane Width (m)		3.6										
Walking Speed (m/s)		1.2										
Percent Blockage		0										
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	562	609	204	546	550	284	205			345		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	562	609	204	546	550	284	205			345		
tC, single (s)	7.1	6.5	6.2	7.2	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	81	100	98	100			98		
cM capacity (veh/h)	424	402	840	422	434	759	1376			1225		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2							
Volume Total	1	93	347	28	203							
Volume Left	1	80	2	28	0							
Volume Right	0	13	121	0	2							
cSH	424	450	1376	1225	1700							
Volume to Capacity	0.00	0.21	0.00	0.02	0.12							
Queue Length 95th (m)	0.1	6.1	0.0	0.6	0.0							
Control Delay (s)	13.5	15.1	0.1	8.0	0.0							
Lane LOS	B	C	A	A								
Approach Delay (s)	13.5	15.1	0.1	1.0								
Approach LOS	B	C										
Intersection Summary												
Average Delay			2.5									
Intersection Capacity Utilization			31.0%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

2: East Road & Wyndham Cres

PM Total 2032
Timing Plan: PM Peak



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	20	2	312	31	6	258
Future Volume (Veh/h)	20	2	312	31	6	258
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	22	2	339	34	7	280
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	650	356			373	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	650	356			373	
tC, single (s)	6.5	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.6	3.3			2.2	
p0 queue free %	95	100			99	
cM capacity (veh/h)	413	693			1197	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	24	373	287			
Volume Left	22	0	7			
Volume Right	2	34	0			
cSH	427	1700	1197			
Volume to Capacity	0.06	0.22	0.01			
Queue Length 95th (m)	1.4	0.0	0.1			
Control Delay (s)	13.9	0.0	0.3			
Lane LOS	B		A			
Approach Delay (s)	13.9	0.0	0.3			
Approach LOS	B					
Intersection Summary						
Average Delay			0.6			
Intersection Capacity Utilization			28.4%		ICU Level of Service	A
Analysis Period (min)			15			

Intersection: 1: East Road & Private Road/Kinsey Drive

Movement	EB	WB	NB
Directions Served	LTR	LTR	LTR
Maximum Queue (m)	7.4	8.9	2.8
Average Queue (m)	0.6	2.7	0.1
95th Queue (m)	4.0	9.3	1.6
Link Distance (m)	117.7	245.7	219.3
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: East Road & Wyndham Cres

Movement	WB
Directions Served	LR
Maximum Queue (m)	15.1
Average Queue (m)	2.2
95th Queue (m)	8.5
Link Distance (m)	136.9
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (m)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Zone Summary

Zone wide Queuing Penalty: 0

Intersection: 1: East Road & Private Road/Kinsey Drive

Movement	EB	WB	NB
Directions Served	LTR	LTR	LTR
Maximum Queue (m)	2.6	15.7	3.0
Average Queue (m)	0.2	2.7	0.1
95th Queue (m)	2.1	10.1	1.7
Link Distance (m)	117.7	245.7	219.3
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: East Road & Wyndham Cres

Movement	WB
Directions Served	LR
Maximum Queue (m)	8.3
Average Queue (m)	1.4
95th Queue (m)	6.0
Link Distance (m)	136.9
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (m)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Zone Summary

Zone wide Queuing Penalty: 0

Intersection: 1: East Road & Private Road/Kinsey Drive

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	L
Maximum Queue (m)	7.7	10.8	5.2	3.0
Average Queue (m)	0.6	2.8	0.3	0.1
95th Queue (m)	4.0	9.6	3.4	1.7
Link Distance (m)	117.7	245.7	219.3	123.8
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: East Road & Wyndham Cres

Movement	WB
Directions Served	LR
Maximum Queue (m)	10.7
Average Queue (m)	2.0
95th Queue (m)	7.9
Link Distance (m)	136.9
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (m)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Zone Summary

Zone wide Queuing Penalty: 0

Intersection: 1: East Road & Private Road/Kinsey Drive

Movement	EB	WB	SB
Directions Served	LTR	LTR	L
Maximum Queue (m)	5.0	33.5	3.0
Average Queue (m)	1.0	15.6	0.6
95th Queue (m)	5.2	33.0	4.4
Link Distance (m)	117.7	245.7	123.8
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: East Road & Wyndham Cres

Movement	WB	NB
Directions Served	LR	TR
Maximum Queue (m)	12.0	2.2
Average Queue (m)	6.2	0.4
95th Queue (m)	13.2	3.1
Link Distance (m)	136.9	868.7
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 0

Intersection: 1: East Road & Private Road/Kinsey Drive

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	LTR	L	TR
Maximum Queue (m)	4.9	41.8	2.8	6.1	5.2
Average Queue (m)	0.5	16.0	0.1	0.3	0.2
95th Queue (m)	3.4	29.3	1.5	3.0	2.9
Link Distance (m)	117.7	245.7	219.3	123.8	123.8
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (m)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: East Road & Wyndham Cres

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (m)	16.4	2.2	3.0
Average Queue (m)	5.5	0.1	0.1
95th Queue (m)	13.6	1.6	1.7
Link Distance (m)	136.9	868.7	219.3
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Zone Summary

Zone wide Queuing Penalty: 0

Intersection: 1: East Road & Private Road/Kinsey Drive

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	L
Maximum Queue (m)	5.1	21.0	5.4	9.1
Average Queue (m)	0.4	11.4	0.2	2.7
95th Queue (m)	3.2	20.0	3.0	9.3
Link Distance (m)	117.7	245.7	219.3	123.8
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: East Road & Wyndham Cres

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (m)	15.0	9.2
Average Queue (m)	4.3	0.4
95th Queue (m)	11.6	3.6
Link Distance (m)	136.9	219.3
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 0
