Recreation Ready:
Assessing Transportation Impacts

As part of the planning and schematic design of the *Recreation Ready* projects, the City is assessing transportation-related impacts for neighbourhoods where the projects are located. Transportation Impact Assessments (TIAs) have been completed for the Aquatics and Recreation Centre and Multi-Use Community Park projects proposed for the Hammond area. A TIA is currently underway for the Twin-Rink Arena Expansion in Albion.

The City's Strategic Transportation Plan and recommendations from the TIAs are informing plans to enhance roads, active transportation routes, and transit connections near the project sites. Proposed improvements will be considered in the City's future annual capital planning process if the *Recreation Ready* projects proceed to final design and construction, with public engagement where applicable.

Recreation Ready works alongside the City's *Maple Ridge Moves* strategy to provide the infrastructure needed to support our growing city and the high-density development planned in West Maple Ridge and along the Lougheed Highway corridor.

Key Findings of TIAs in Hammond

- **TRANSIT:** The aquatics and recreation centre site is connected by transit and the main road network. The City will continue to advocate to TransLink for connected bus routes and increased service frequency.
- **ACTIVE TRANSPORTATION:** Improvements within this area, such as cycling and walking paths, are recommended.
- **TRAFFIC**: Motorists shortcut through neighbourhood roadways at peak travel times to avoid queues and delays on surrounding highways and roads. Traffic calming measures will be reviewed on surrounding neighbourhood streets to deter short-cutting.
- **BUS RAPID TRANSIT:** BRT is identified along Lougheed Highway, connecting to the Maple Ridge Town Centre. 203 Street and 207 Street are identified for BRT stations and signal upgrades.
- **INTERSECTIONS AND CORRIDORS:** Improvements will be evaluated to help support future transportation needs, improve traffic operations, and enhance road safety.

Transportation Impact Assessments

The following are the transportation impact assessments completed for the:

- Maple Ridge Recreation Centre Transportation Impact Assessment (September 29, 2025)
- Multi-Sport Facility Traffic Impact Assessment (May 29, 2026)

Binnie File No. 23-0073-05

MAPLE RIDGE RECREATION CENTRE TRANSPORTATION IMPACT ASSESSMENT – FINAL Rev.2

HCMA Architecture + Design

11509 207th Street, Maple Ridge

September 29, 2025

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1 INTRODUCTION

1.1 Background

R.F. Binnie & Associates Ltd. (Binnie) has been retained by HCMA Architecture + Design (the Client) on behalf of the City of Maple Ridge (the City) to prepare a Transportation Impact Assessment (TIA) for a proposed new Recreation Centre (the Recreation Centre), under the City's ongoing Recreation Centre Feasibility Study. The TIA will be carried out based on the methodologies outlined in the City's TIA Guidelines (March 2024). The TIA will also reference the City's Strategic Transportation Plan (September 2023) and the Hammond Area Plan in Section 10.5 of the City's 2014 Official Community Plan (OCP). Hammond Community Park is a 5.23 ha. lot located at 11509 207th Street and 20601 Westfield Avenue and has been identified as the preferred site for the Recreation Centre. The study area for this TIA is shown in **Figure 1-1**.

1.2 Study Objectives

The purpose of this study is to evaluate the potential traffic impacts of the new Recreation Centre on the surrounding road network in the City. If any traffic-related issues are identified, this report will recommend necessary improvements to mitigate them. In general, the objectives of this TIA are to:

- Review existing transportation network and characteristics, including current traffic volumes, lane configuration, traffic controls, existing roads, driveways, intersections, transit routes and facilities, pedestrian facilities, and cycling routes and facilities within the study area;
- Review impacts on the adjacent road network and known developments;
- Review City-identified background improvements to the transportation network;
- Estimate the site-generated traffic based on the proposed land use and trip generation rates;
- Assign the forecast-generated trips from the Recreation Centre onto the study road network based on existing traffic patterns and identified model split;
- Perform background and forecast traffic operations analysis for the weekday and weekend AM, MD, and PM peak hours using Synchro/SimTraffic software for the study horizon years;
- Review proposed parking supply compared to bylaw requirements and identify any parking variance on zoning bylaw;
- Review the transportation desire lines to and from the site to highlight major trips generated by trip generators within the study area;
- Review and recommend transportation demand management (TDM) strategies;
- Estimate the electric vehicle (EV) demands for the proposed Recreation Centre; and
- Recommend possible transportation infrastructure improvements, as required, to support the Recreation Centre by meeting the target operational thresholds.



Figure 1-1: Project Location and Study Area

2 EXISTING CONDITIONS

2.1 Study Area and Existing Land Use

Hammond Community Park is an outdoor park located within the Hammond neighborhood, bounded by Highway 7 to the north, Maple Crescent to the south, 203 Street to the west, and 207 Street to the east. The existing facilities at Hammond Community Park include the Hammond Community Centre (including a childcare facility that is proposed to be relocated with the construction of the Recreation Centre), an outdoor pool, an outdoor playground, a basketball court, two baseball/softball diamond fields, and two parking lots. The surrounding properties around Hammond Community Park are generally comprised of single-family residential dwellings.

The proposed Recreation Centre site is located 800 m south of Highway 7, which is owned and operated by the BC Ministry of Transportation and Transit (BC MOTT). The surrounding area is zoned for single-family residential, and low/medium-density multi-family land uses. Nearby trip-generating facilities include Hammond Elementary, Maple Ridge Elementary, and the Maple Ridge Golf Course.

2.2 Adjacent Road Network

The road classification for the following roads was obtained from the City's Open Data Portal. For this study, Hammond Road/Maple Crescent are considered east-west roads.

2.2.1 Maple Crescent / Hammond Road

Maple Crescent is a major collector street that runs in the east-west direction east of 113b Avenue/203 Street, while Hammond Road is a major collector road that runs in the east-west direction west of 113b Avenue/203 Street. Within the study area, these roadways generally have a two-lane undivided cross-section. A sidewalk is provided on the north side, and intermittently on the south side, of Maple Crescent. Parking is allowed on the north side of Hammond Road until approximately 200 m west of 113b Avenue/203 Street. Parking is allowed on both sides of Maple Crescent between Westfield Avenue and 207 Street. The posted speed limit is 50 km/h except within the Hammond Elementary school zone of 30 km/h.

2.2.2 113b Avenue / 203 Street

113b Avenue is an arterial street that runs in the north-south direction south of Maple Crescent/Hammond Road, while 203 Street is an arterial street that runs in the north-south direction north of Maple Crescent/Hammond Road. Within the study area, these roadways generally have a two-lane undivided cross-section. Sidewalks are provided on both sides of 113b Avenue until the access to the industrial complex located at 20295 113b Avenue, where the west sidewalk terminates, and on both sides of 203 Street. Parking is generally permitted on both sides of the roadway with no time restrictions. The posted speed limit is 50 km/h except within the Hammond Elementary school zone. Where it is reduced to 30 km/h.

2.2.3 207 Street

207 Street is classified as a major collector street that runs in the north-south direction. Within the study area, 207 Street generally has a two-lane undivided cross-section with sidewalks provided on both sides.

Parking is generally permitted on both sides of the road south of 118 Avenue/Camwood Avenue, with no time restrictions. Parking is restricted between Thorne Avenue and 117 Avenue due to marked bike lanes adjacent to the sidewalk. The posted speed limit is 50 km/h.

2.2.4 Highway 7

Highway 7 (Lougheed Highway) is a provincial highway that runs in the east-west direction. Within the study area, Highway 7 generally has a five-lane undivided cross-section (i.e., two lanes for each direction with a two-way left-turn lane in the middle) with parking restricted on both sides. Sidewalks are provided on both sides of the roadway. The posted speed limit is 60 km/h.

2.2.5 River Road / River Road West

River Road is a collector street that runs in the east-west direction east of 207 Street, while River Road West is a local street that runs in the east-west direction west of 207 Street. Within the study area, these roadways generally have a two-lane undivided cross-section. Sidewalks are provided on the north side of River Road West and the south side of River Road. Parking is generally permitted on both sides of the roadway with no time restrictions. The posted speed limit is 50 km/h.

2.2.6 Thorne Avenue

Thorne Avenue is a collector road that runs in the east-west direction between 203 Street and 207 Street. Within the study area, Thorne Avenue generally has a two-lane undivided cross-section. Sidewalks are provided on both sides of the roadway and parking is generally permitted on both sides of the roadway with no time restrictions. The posted speed limit is 50 km/h except within the Hammond Elementary school zone, where it is reduced to 30 km/h.

2.2.7 Westfield Avenue / Golf Lane

Westfield Avenue is a local road that runs in the east-west direction west of 207 Street, while Golf Lane is a local road that runs in the east-west direction east of 207 Street. Within the study area, Westfield Avenue/Golf Lane generally has a two-lane undivided cross-section. Asphalt walking paths are provided on the north side of the roadway along Westfield Avenue, and the north side of Golf Lane, approximately 25 m east of 207 Street. Parking is generally permitted on both sides of Westfield Avenue with no time restrictions. The posted speed limit along Golf Lane is 20 km/h, while the speed limit along Westfield Avenue is assumed to be 50 km/h.

2.3 Study Intersections

There are a total of eight study intersections for this study, which are described below. The existing laning configurations and traffic controls at the study intersections are shown in **Figure 2-1**. The study intersections and pedestrian facilities are listed in **Table 2-1**.

2.3.1 Maple Crescent / Hammond Road and 113b Avenue / 203 Street

Maple Crescent/Hammond Road and 113b Avenue/203 Street is a skewed signalized intersection. Each of the north and south approaches on 113b Avenue/203 Street have one left-turn lane, one through lane, and a channelized right turn that forms from the through lane. There is a gated at-grade railway crossing on the south approach with the application of railroad pre-emption, and "no right-turn on red" signage. In addition, a segment of the curb lane on the south approach, south of the railway crossing, is

closed to force traffic on this lane to merge into the through lane in advance and then make right-turn movements with better sightline conditions. The east approach has one dedicated left-turn lane and one shared through/right-turn lane. The west approach has one left-turn lane, one through lane, and one right-turn lane. There are marked pedestrian crosswalks at the north and east approaches with phasing actuated by a push-button.

2.3.2 203 Street and Highway 7

203 Street and Highway 7 is a signalized intersection. The north approach has one left-turn lane and one shared through/right-turn lane. The south approach has one left-turn lane, one through lane, and one dedicated right-turn lane. The east approach has one left-turn lane, two through lanes, and one right-turn lane. The west approach has one left-turn lane, one through lane, and one shared through/right-turn lane. There are marked pedestrian crosswalks at all approaches with phasing activated by a push button.

2.3.3 207 Street and Highway 7

207 Street and Highway 7 is a signalized intersection. The north and west approaches each have one left-turn lane, one through lane, and one shared through/right-turn lane. The east approach has one left-turn lane, one through lane, and one shared through/right-turn lane with a channelized right-turn. The south approach has one left-turn lane and one shared through/right-turn lane. There are marked pedestrian crosswalks at all approaches with phasing activated by a push button.

2.3.4 River Road / River Road West and 207 Street

River Road/River Road West and 207 Street is a signalized intersection. Each of the north, west and south approaches has one shared left-turn/through/right-turn lane. The east approach has one left-turn lane and one shared through/right-turn lane. There are marked pedestrian crosswalks at all approaches with phasing activated by a push button.

2.3.5 203 Street and Thorne Avenue

203 Street and Thorne Avenue is an unsignalized, three-legged intersection, with free-flow movement along 203 Street and a stop control on Thorne Avenue. The north approach has one shared left-turn/through lane. The east approach has one left-turn/right-turn lane. The south approach has one through/right-turn lane. There are marked pedestrian crosswalks on the north and east approaches.

2.3.6 207 Street and Westfield Avenue / Golf Lane

207 Street and Westfield Avenue/Golf Lane is an unsignalized intersection, with free-flow movement along 207 Street and stop control on both Westfield Avenue and Golf Lane. All four approaches have one shared left-turn/through/right-turn lane. There are pedestrian letdowns on the east and west approaches.

2.3.7 Thorne Avenue and 207 Street

Thorne Avenue and 207 Street is an unsignalized, three-legged intersection, with free-flow movement along 207 Street. The north approach has one shared through/right-turn lane. The south approach has one shared left-turn/through lane. The west approach is stop-controlled and has one shared left-turn/right-turn lane. There are marked pedestrian crosswalks on the north and west approaches.

2.3.8 Westfield Avenue and Maple Crescent

Maple Crescent and Westfield Avenue is an unsignalized, three-legged intersection, with free-flow movement along Maple Crescent. The north approach has one shared left-turn/through lane. The south approach has one shared through/right-turn lane. The east approach is stop-controlled and has one shared left-turn/right-turn lane, along with pedestrian letdowns on both sides.

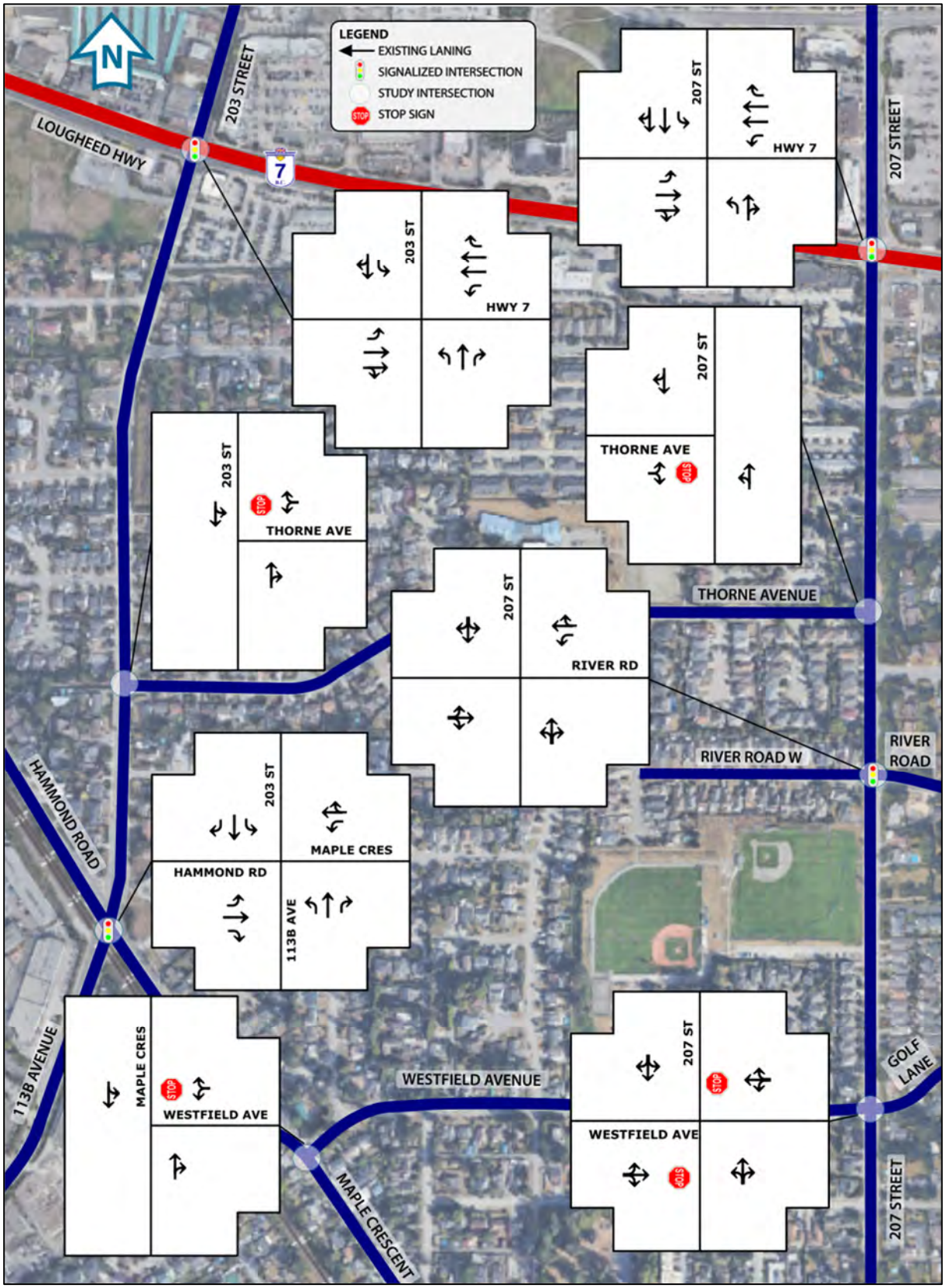


Figure 2-1: Existing Laning Configuration

2.4 Pedestrian Accommodations

The surrounding road network typically provides sidewalks on both sides of the road to support pedestrians in the residential area and visitors to Hammond Community Park. **Table 2-1** provides a summary of the existing pedestrian facilities at the study intersections.

Table 2-1: Study Intersections and Pedestrian Facilities

Intersection	Intersection Control	Pedestrian Facilities
Maple Crescent / Hammond Road and 113b Avenue / 203 Street	Signalized	Crosswalks on north and east approaches
207 Street and Highway 7	Signalized	Crosswalks on all approaches
River Road / River Road West and 207 Street	Signalized	Crosswalks on all approaches
203 Street and Highway 7	Signalized	Crosswalks on all approaches
203 Street and Thorne Avenue	Minor approach stop-controlled	Crosswalks on north and east approaches
207 Street and Westfield Avenue / Golf Lane	Minor approach stop-controlled	Pedestrian letdowns on east and west approaches
Thorne Avenue and 207 Street	Minor approach stop-controlled	Crosswalks on north and west approaches
Maple Crescent and Westfield Avenue	Minor approach stop-controlled	Pedestrian letdown on east approach

2.5 Cycling Accommodations

Based on the City's bike map, Hammond Community Park is well-supported by cycling facilities on the surrounding network. The nearest bike routes in the east-west direction are Thorne Avenue, Westfield Avenue, and Maple Crescent/Hammond Road. The nearest north-south bike routes are along 113b Avenue/203 Street, and 207 Street. The local cycling network for the City is shown in **Figure 2-2**.

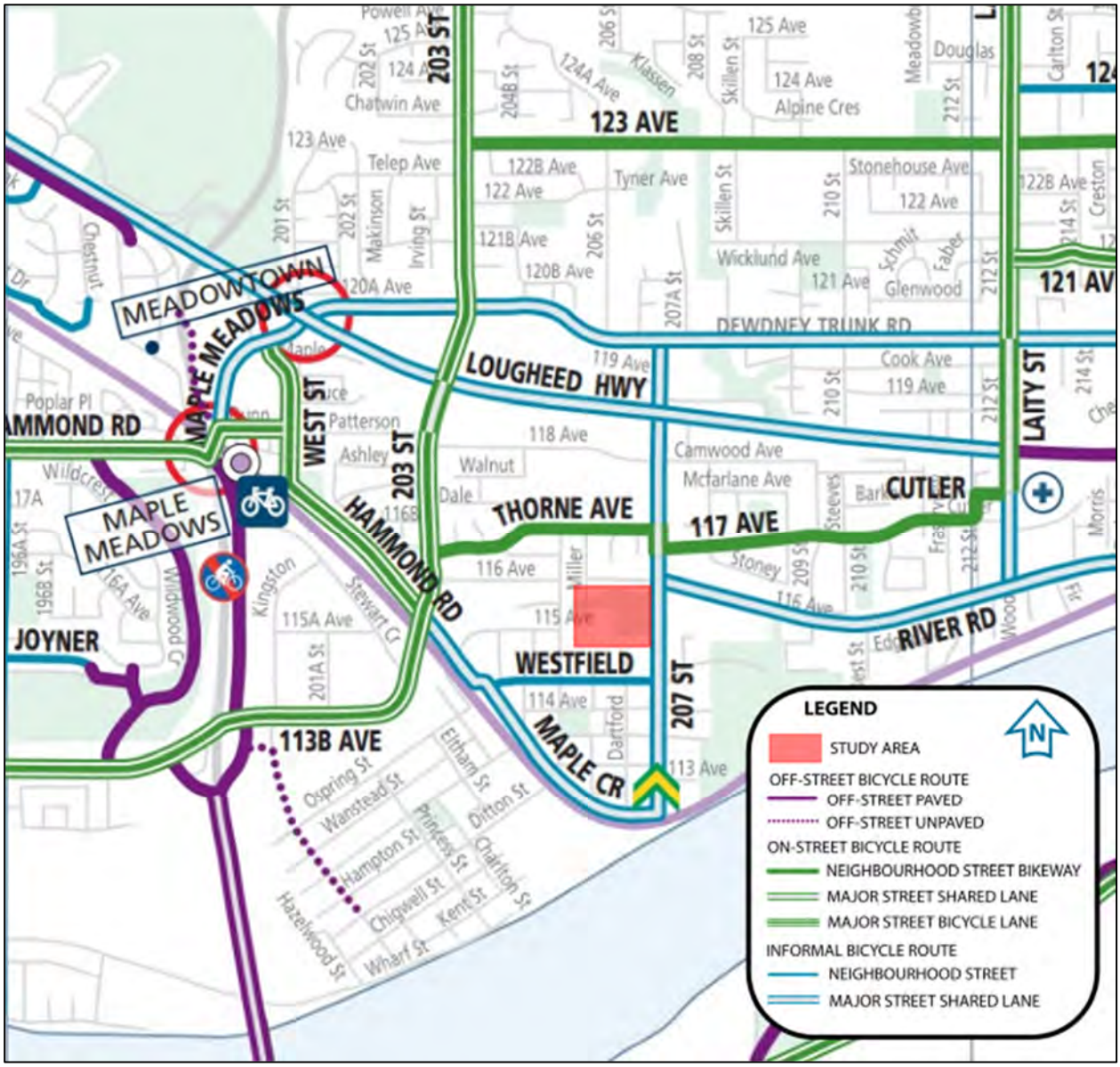


Figure 2-2: Cycling Network Map (Source: TransLink)

2.6 Transit Services

The existing transit services near the proposed study area are operated by TransLink and Coast Mountain Bus Company (CMBC). Based on the information provided on TransLink's website, there are three existing bus routes operating near Hammond Community Park that have bus stop locations within 800 meters of the site:

- Route R3 – The bus route travels between Coquitlam Central Station and Haney Place, generally along Highway 7 within the study area. This route is one of the TransLink's current six Rapid Bus routes to provide faster, more frequent and reliable bus service (i.e., running at least every 10 minutes during peak times and every 15 minutes during off-peak hours, everyday from 6 am to

midnight, with enhanced customer amenities, such as better-sheltered stops, real-time information, fee Wi-Fi and cushier seats).

- Route 743 – The bus route travels between Meadowtown and Haney Place along Hammond Road and 203 Street within the study area
- Route 744 – The bus route travels between Meadowtown and Haney Place along Maple Crescent /Hammond Road and 207 Street within the study area

The transit network servicing the study area is presented in **Figure 2-3**.

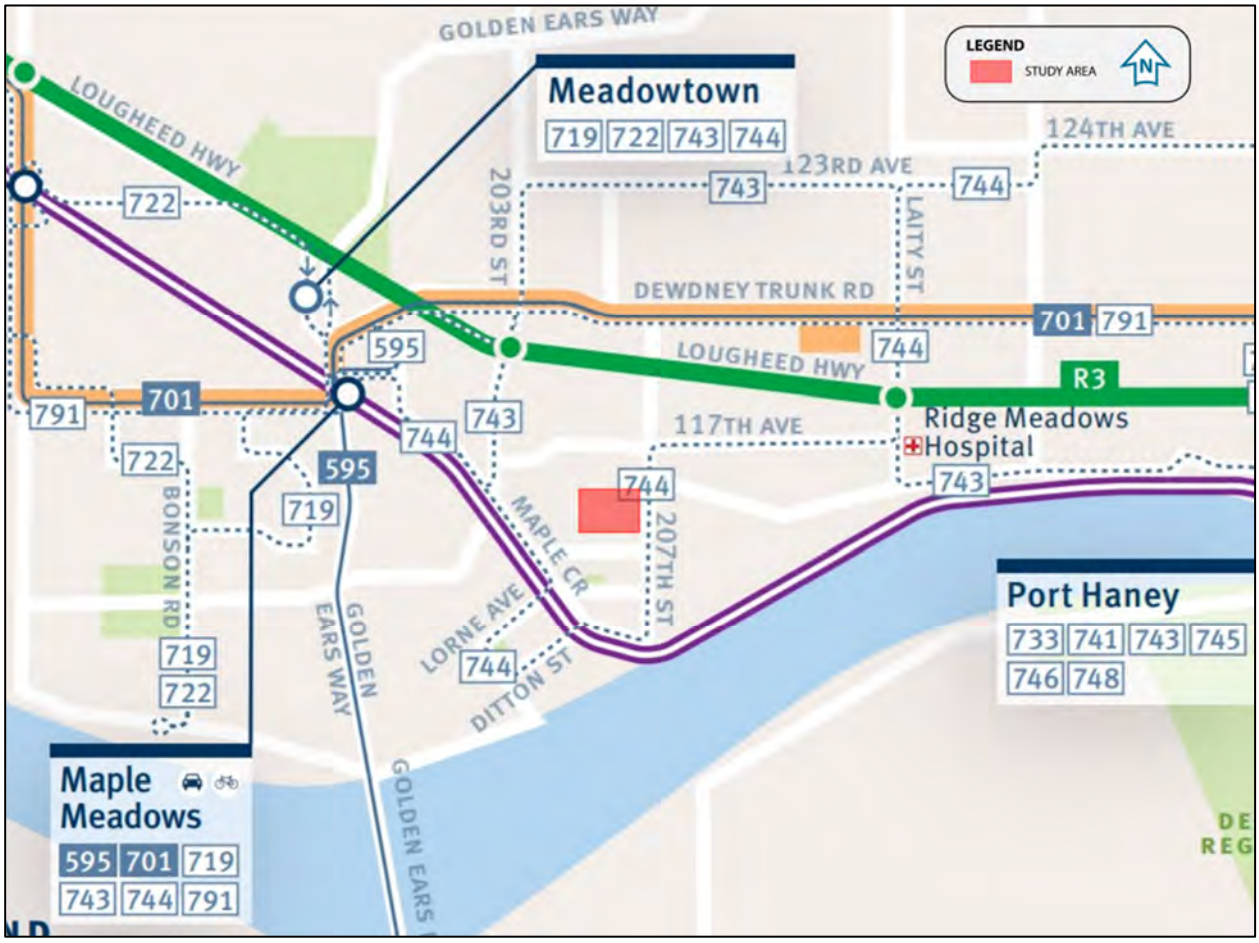


Figure 2-3: Public Transit Network (Source: TransLink)

2.7 Travel Directions and Trip Generators

The Recreation Centre is expected to generate additional traffic from different regions in Metro Vancouver. Based on a high-level review of the existing road network, the following major travel directions are anticipated:

- Vehicles travelling from the east and west of the study area can be expected to travel via Highway 7; and

- Vehicles travelling from the south of the study area can be expected to travel via Golden Ears Bridge.

There are also several schools located within 500 m of the study area. These schools are expected to be typical sources of trip origins and destinations to and from the proposed Recreation Centre, with students accessing the Recreation Centre before and after classes. The school locations are listed below and shown in **Figure 2-4**:

- Hammond Elementary, located at 11520 203 Street;
- Ridge Meadows College, located at 20575 Thorne Avenue; and
- Maple Ridge Elementary, located at 20820 River Road.

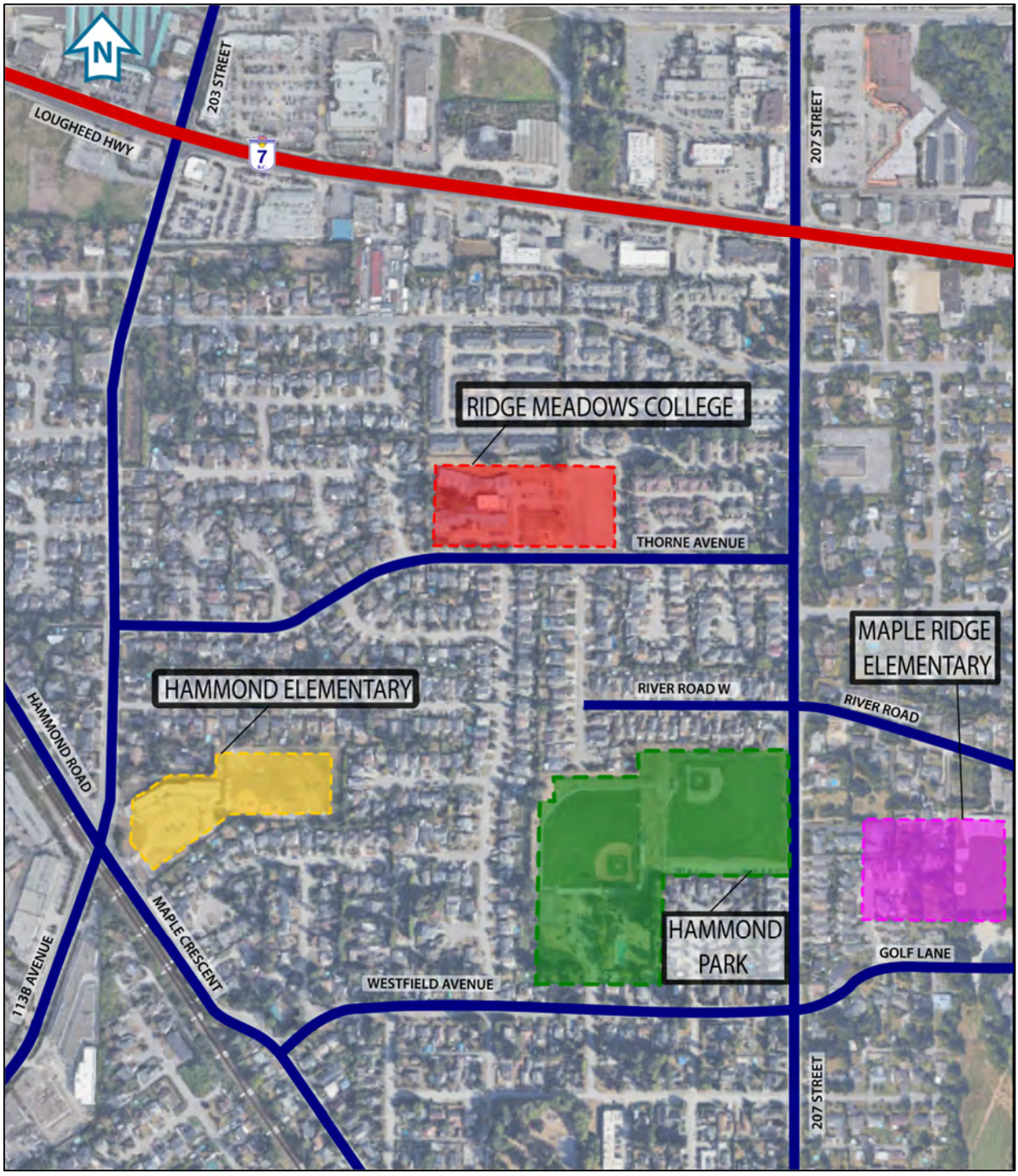


Figure 2-4: Schools near the Study Area

2.8 2024 Existing Traffic Volumes

The volumes at the study intersections were collected in February and March 2024. The eight-hour weekday and weekend (Saturday) traffic volume counts were performed between 6:00 AM and 9:00 AM

in the AM peak period, between 11:00 AM and 1:00 PM in the MD peak period, and between 3:00 PM and 6:00 PM in the PM peak period.

Based on the traffic counts, it was identified that the morning, mid-day, and evening peak hours for the study intersections are between 8:00 AM and 9:00 AM, between 12:00 PM and 1:00 PM, and between 3:00 PM and 4:00 PM, respectively. Lougheed Highway was observed to have the highest volumes within the study network, with high westbound volumes in the morning and high eastbound volumes in the afternoon. The study network exhibited the highest volumes during the weekday evenings and weekend mid-day time periods.

The 2024 existing traffic volumes were not balanced due to the high number of residential accesses between the study intersections.

The 2024 existing weekday and weekend traffic volumes are shown in **Figure 2-5** and **Figure 2-6**, respectively. The turning movement counts for the study intersections are provided in **Appendix A** and **Appendix B**.

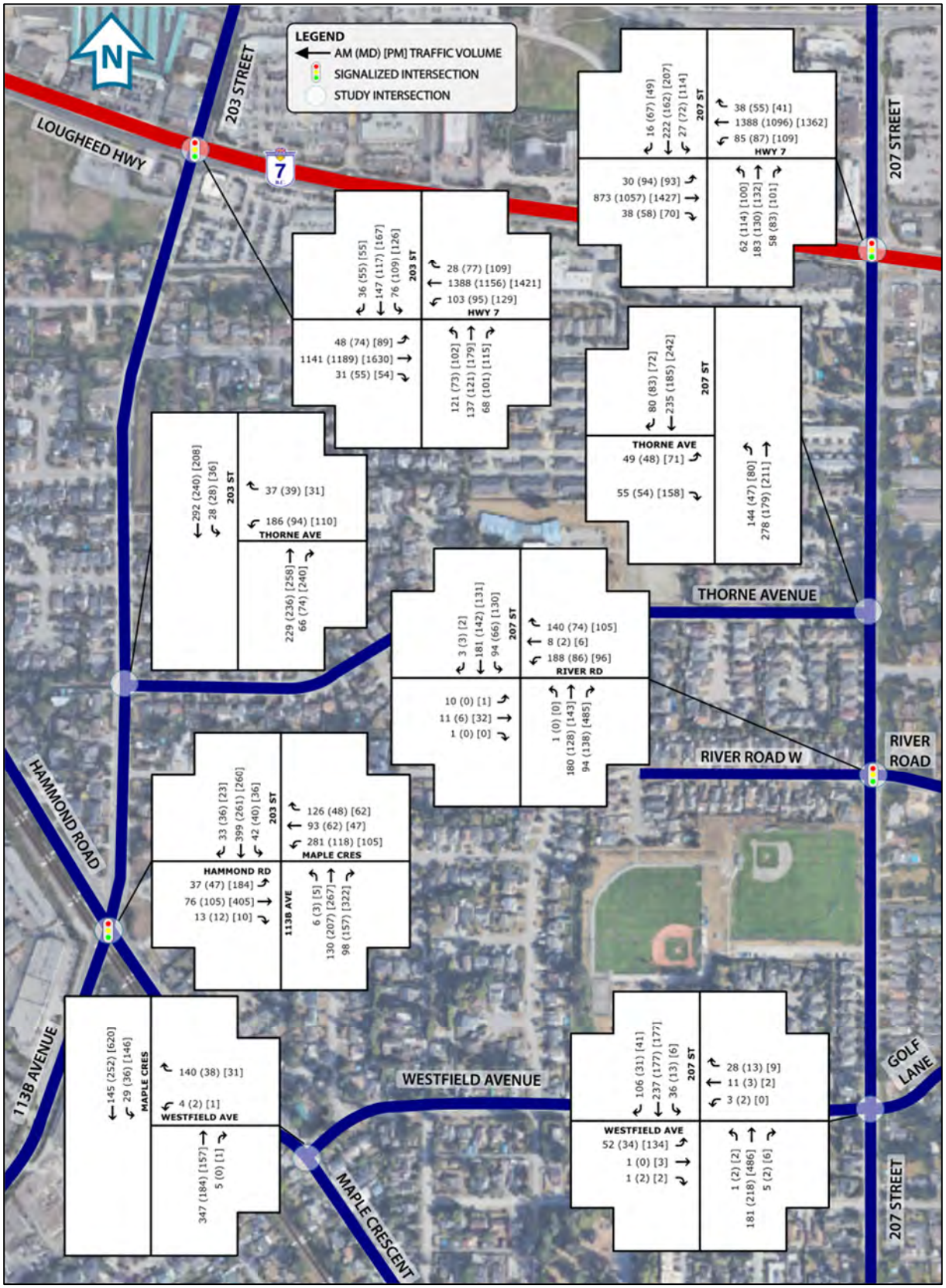


Figure 2-5: Existing Weekday Traffic Volumes

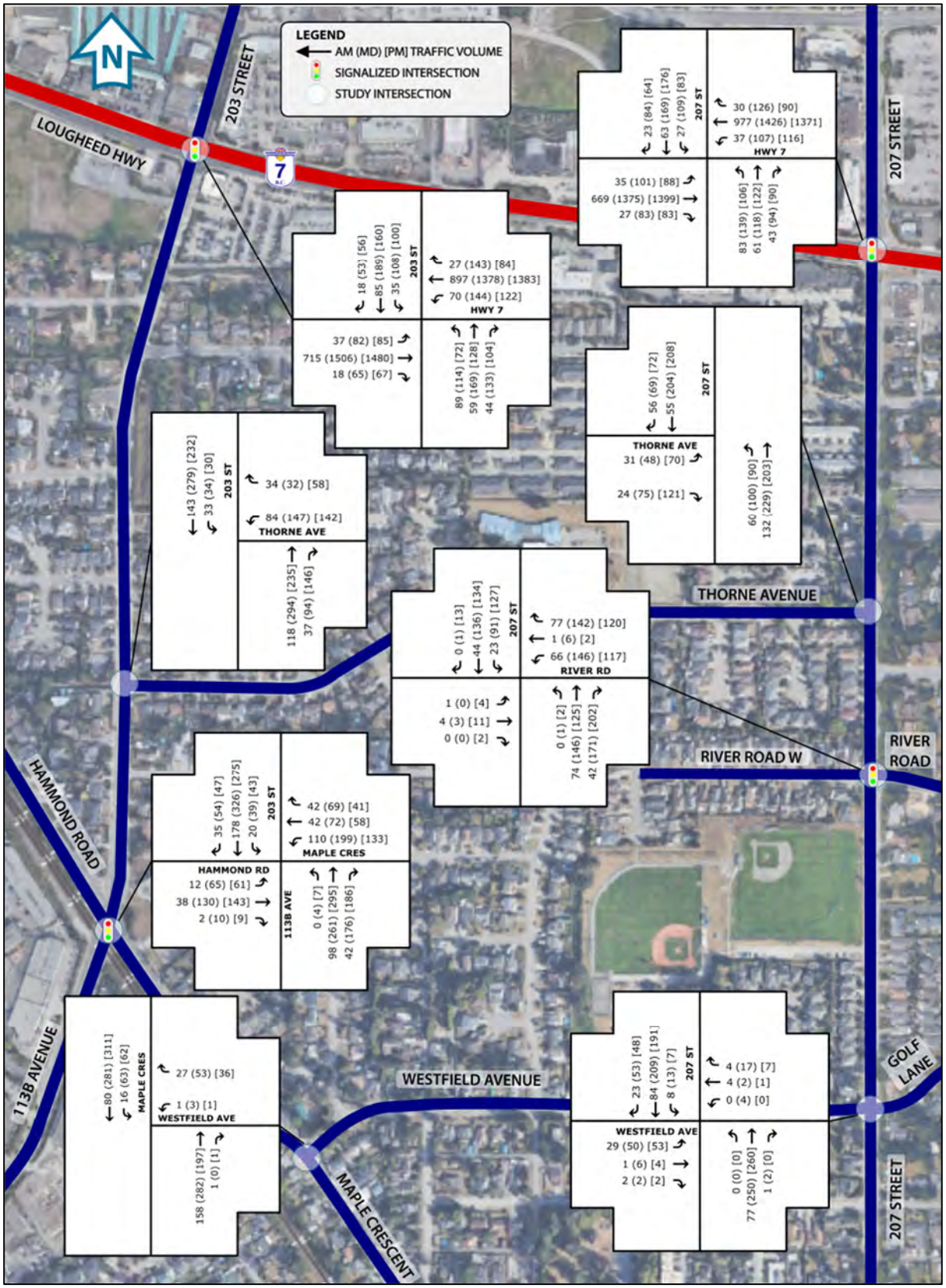


Figure 2-6: Existing Weekend Traffic Volumes

3 FUTURE CONDITIONS

3.1 Proposed Recreation Centre Concept

The latest concept plan for the Recreation Centre, including a statistical table to indicate the proposed program areas for all land uses, was received on January 25th, 2025.

The Recreation Centre will be a multi-use facility with 3,752 m^2 of space for indoor commercial recreation (including entry/lobby social areas with indoor play area, café, reception, staff spaces and others, multipurpose rooms, a fitness centre and a gymnasium), 7,424 m^2 of space for an aquatic centre, and 14,650 m^2 of space for an enhanced outdoor recreation area (including a civic plaza, a splash pad, a playground, a multi-spot court, a picnic area and a U13 size baseball field). It will have a total program area of 11,175 m^2 (excluding the outdoor recreation area).

Based on the latest site plan, the Recreation Centre will provide one access: located on 207 Street, where the existing parking lot access south of Larry Walker field is located, between River Road and Westfield Avenue.

This configuration was used in **Section 3.4** and **Section 3.6** of this report for trip generation and trip distribution purposes. The latest site plan and relevant preliminary calculations are provided in **Appendix C**.

3.2 Future Transportation Improvements

3.2.1 Short Term (0-10 years) Improvements

Based on a review of the City's Strategic Transportation Plan (September 2023) and the Hammond Area Plan in Section 10.5 of the City's 2014 Official Community Plan (OCP), there are several transportation improvements that the City is planning to undertake in the near future, as summarized below:

- New Multi-Use Pathways (MUPs) are planned along the north side of Thorne Avenue. These are expected to help improve safety for active transportation users.
- Additional left-turn phase signal improvements are planned for the intersection of Maple Crescent/Hammond Road and 113b Avenue/203 Street. These are expected to help improve signal efficiency at the intersection.
- Highway 7 (Lougheed Highway) will be upgraded for the rapid transit bus to provide faster, more frequent, and more reliable bus services to residents.
- Specifically, the following short-term projects are prioritized for implementation within the next 2–3 years (by 2026/2027). These projects demonstrate the City's proactive approach and commitment to ongoing solutions. The City will continue to monitor traffic conditions and adjust plans as needed:
    - Golden Ears Way widening to improve regional connectivity and reduce congestion.
    - New MUPs along Thorne Avenue to enhance safety for active transportation users.

- Signal improvements at Maple Crescent/Hammond Road and 113b Ave/203 Street to improve intersection efficiency.
- Traffic calming measures on Thorne Avenue, Westfield Avenue, Maple Crescent, and River Road to discourage shortcutting.

3.2.2 Long Term (Beyond 20 Years) Improvements

The City's Strategic Transportation Plan (September 2023) gives a high-level description of long-term transportation upgrades within the study area, as summarized below.

- Corridor Improvements:
  - Highway 7 (Lougheed Highway) will be developed and widened for rapid transit, protected cycling, and improved pedestrian and public realms.
  - 113b Avenue will be improved to eliminate existing on-street parking and to provide protected bicycle facilities. Sidewalks will be widened, and boulevards will be provided where feasible.
  - 203 Street will be improved and widened to provide protected cycling, walking, boulevard, and parking pockets. Some existing on-street parking may need to be removed.
  - Thorne Avenue will be improved for walking and cycling while maintaining existing curb-to-curb.
- Intersection Improvements:
  - The intersection of Highway 7 and 203 Street, and the intersection of Highway 7 and 207 Street will need operational and safety improvements.
  - The intersection of 113b Avenue/203 Street and Hammond Road/Maple Crescent will be improved to include additional turn lanes for operational improvements.
  - The intersection of 207 Street and River Road will be improved to provide additional turn lanes for operational improvements.

3.3 Transportation Desire Lines

Transportation desire lines to and from the site were prepared to highlight major pedestrian trip generators and destinations within the study area. These include schools, as well as regional and rapid transit stops. The transportation desire lines are shown in **Figure 3-1**.

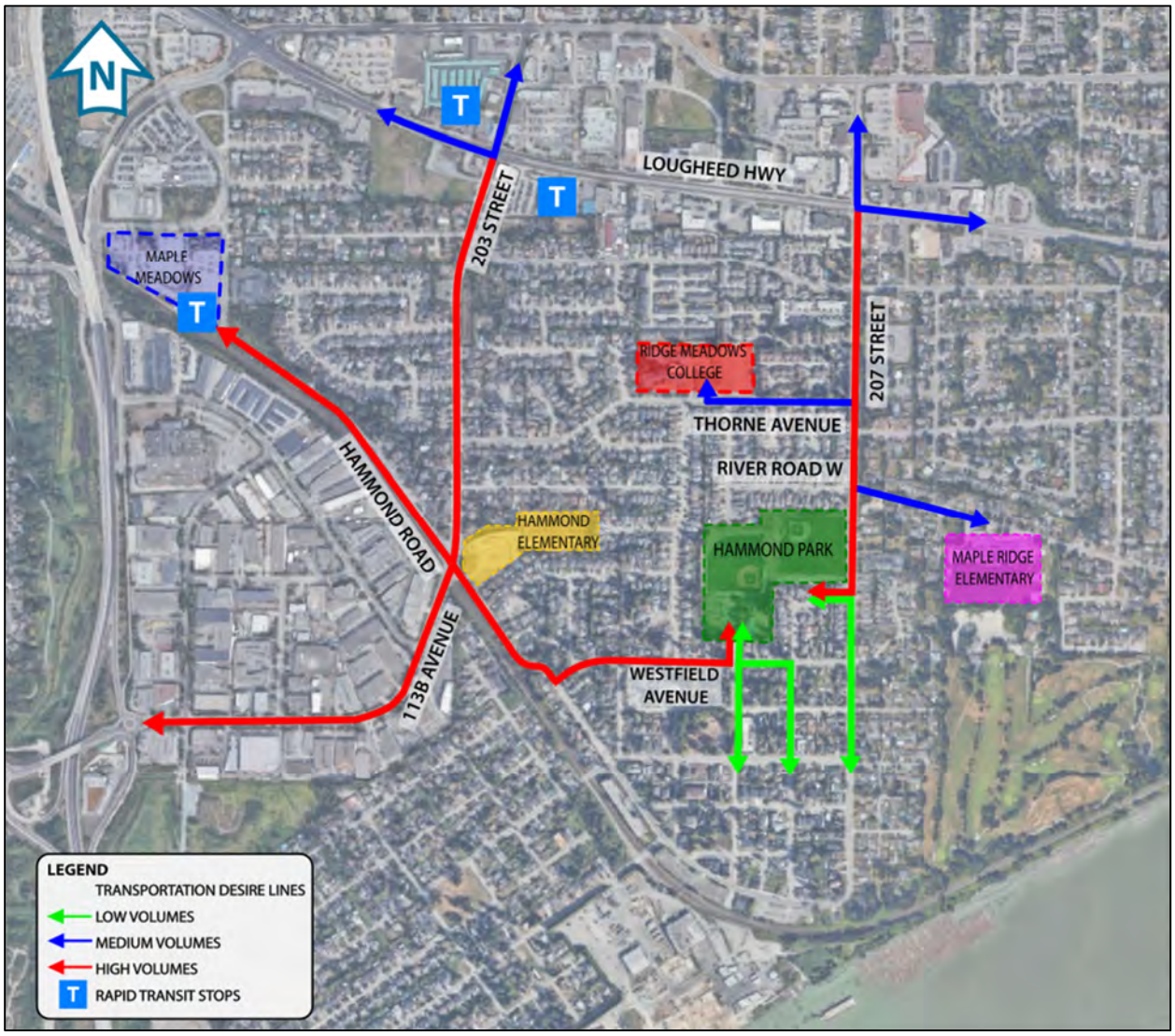


Figure 3-1: Transportation Desire Lines

3.4 Forecast Trip Generation

The forecast trip generation for the Recreation Centre was derived from the *Trip Generation Manual 11th Edition*, published by the Institute of Transportation Engineers (ITE). The trip generation rates for the Recreation Centre will be assumed to be consistent with the following land use category:

- Recreational Community Center (ITE Ref. 495)[1]

The Recreation Centre was assumed to have 0% internal trips and 0% pass-by trips, given that it is primarily a recreational land use.

[1] It is assumed that the proposed outdoor recreation area, described in **Section 3.1**, will generate minimal trips based on the methodology indicated in the following **Section 3.5**. For this study, these trips were not included in the total trips generated by the proposed Recreation Centre.

3.4.1 Midday Trip Generation Methodology – Rationale and Best Practice

The Institute of Transportation Engineers (ITE)'s *Trip Generation Manual* does not provide a specific weekday midday (MD) rate for the Recreational Community Center land use (ITE LUC 495). Instead, ITE offers AM and PM "peak hour of adjacent street traffic" and Saturday peak-of-generator datasets, and practitioners apply engineering judgment where a direct MD dataset is unavailable.

Recreation centres serve heterogeneous users with varying schedules: preschool swim lessons and seniors programs in the late morning; drop-in fitness and lane swim sessions over lunchtime; youth activities in the mid-afternoon; and team sports or aquatics after school. This results in a flatter, shoulder-heavy demand profile compared to commuter land uses. By averaging the AM and PM ITE peak-hour rates, we create a balanced estimate that: (a) avoids under-representing late-morning and lunchtime users (by relying solely on AM data), and (b) prevents overstating traffic from commuting workers (by relying solely on PM data). Therefore, the AM/PM mean serves as a reasonable basis for estimating midday usage of multi-use recreation facilities, providing a balanced and conservative reflection of actual usage without favoring any single user group.

This averaging approach has been used and accepted in several recent TIAs conducted by Binnie, including the TIA for the Burnaby Lake Recreation Complex, where ITE lacks an MD rate for LUC 495. Municipalities have requested a clear, public-facing rationale for this approach. The method aligns with ITE's guidance to apply local judgment when data are incomplete and to transparently document assumptions. This method has been accepted by the City of Burnaby and other jurisdictions in Metro Vancouver for similar projects.

3.4.2 Forecast Weekday Trip Generation

The Recreational Community Center land use category (ITE Ref. 495) only has data for Weekday AM (peak hour of adjacent traffic) and Weekday PM (peak hour of adjacent traffic) time periods. Hence, for the Weekday MD analysis, site-generated traffic was estimated based on the average of the Weekday AM and Weekday PM rates for peak hours of adjacent traffic.

It is estimated that the Recreation Centre will generate 251 new vehicle trips during the weekday AM peak hour with 166 vehicles entering and 85 vehicles exiting. During the weekday MD peak hour, it is estimated that 289 new vehicle trips will be generated with 165 new vehicles entering and 124 vehicles exiting. During the weekday PM peak hour, it is estimated that 328 new vehicle trips will be generated with 154 new vehicles entering and 174 vehicles exiting.

The breakdown of the forecast weekday trip generation for the Recreation Centre are shown in **Table 3-1**.

Table 3-1: Weekday Trip Generation[2]

Description	Size	Unit	ITE Ref.	Avg. Trip Ends per Unit	Generated Trip Ends	% Entering	% Exiting	Vehicles Entering	Vehicles Exiting
AM Peak Hour									
Community Center	131	1000 sq.ft.	495	1.91	251	66%	34%	166	85
MD Peak Hour									
Community Center	131	1000 sq.ft.	495	2.21	289	57%	43%	165	124
PM Peak Hour									
Community Center	131	1000 sq.ft.	495	2.50	328	47%	53%	154	174

3.4.3 Forecast Weekend Trip Generation

The weekend AM, MD, and PM site-generated traffic was estimated based on the rates for Saturday, Peak Hour of Generator.

It is estimated that the Recreation Centre will generate 141 new vehicle trips during the weekend AM, MD, and PM peak hours with 76 vehicles entering and 65 vehicles exiting.

The breakdown of the forecast weekend trip generation for the Recreation Centre are shown in **Table 3-2**.

Table 3-2: Weekend Trip Generation[3]

Description	Size	Unit	ITE Ref.	Avg. Trip Ends per Unit	Generated Trip Ends	% Entering	% Exiting	Vehicles Entering	Vehicles Exiting
AM Peak Hour									
Community Center	131	1000 sq.ft.	495	1.07	141	54%	46%	76	65
MD Peak Hour									
Community Center	131	1000 sq.ft.	495	1.07	141	54%	46%	76	65
PM Peak Hour									
Community Center	131	1000 sq.ft.	495	1.07	141	54%	46%	76	65

3.5 Existing Site Trip Generation

The trip generation rates were also applied to the existing facilities at Hammond Community Park. This was done to quantify the net difference in trips generated between the existing and future scenarios. The trip generation rates for the existing site were assumed to be consistent with the following land use category:

- Public Park (ITE Ref. 411)

[2] The finalized building program is approximately 120,300 ft² (see section 3.1), which is modestly smaller than the program used in the traffic analysis (around 131,000 ft²). Consequently, all trip generation and operational findings are conservative, as they are based on slightly higher anticipated site traffic. Sensitivity checks indicate that this difference results in approximately 5 to 15 additional vehicles per peak hour across various scenarios, which does not change the study's conclusions.

[3] The finalized building program is approximately 120,300 ft² (see section 3.1), which is modestly smaller than the program used in the traffic analysis (around 131,000 ft²). Consequently, all trip generation and operational findings are conservative, as they are based on slightly higher anticipated site traffic. Sensitivity checks indicate that this difference results in approximately 5 to 15 additional vehicles per peak hour across various scenarios, which does not change the study's conclusions.

It was assumed that the existing site has 0% pass-by trips and 0% internal trips, to be consistent with the Recreation Centre.

3.5.1 2024 Existing Weekday Trip Generation

It was estimated that the existing Hammond Community Park generates two vehicle trips during the weekday AM Peak hour with one vehicle entering and one vehicle exiting. During the weekday MD peak hour, it was estimated that the existing facilities generate two vehicle trips, with one vehicle entering and one vehicle exiting. During the weekday PM peak hour, it was estimated that the existing facilities generate three vehicle trips, with two vehicles entering and one vehicle exiting.

The breakdown of the existing weekday trip generation is shown in **Table 3-3**.

Table 3-3: Existing Weekday Trip Generation

Description	Size	Unit	ITE Ref.	Avg. Trip Ends per Unit	Generated Trip Ends	% Entering	% Exiting	Vehicles Entering	Vehicles Exiting
AM Peak Hour									
Recreational Community Center									
Public Park	12.92	Acres	411	0.02	1	59.0%	41.0%	1	1
							Total:	1	1
MD Peak Hour									
Recreational Community Center									
Public Park	12.92	Acres	411	0.07	1	57.0%	43.0%	1	1
							Total:	1	1
PM Peak Hour									
Recreational Community Center									
Public Park	12.92	Acres	411	0.11	2	55.0%	45.0%	2	1
							Total:	2	1

3.5.2 2024 Existing Weekend Trip Generation

It was estimated that the existing Hammond Community Park generates five vehicle trips during the weekend AM, MD, and PM Peak hours with three vehicles entering and two vehicles exiting.

The breakdown of the existing weekend trip generation is shown in **Table 3-4**.

Table 3-4: Existing Weekend Trip Generation

Description	Size	Unit	ITE Ref.	Avg. Trip Ends per Unit	Generated Trip Ends	% Entering	% Exiting	Vehicles Entering	Vehicles Exiting
AM Peak Hour									
Recreational Community Center									
Public Park	12.92	Acres	411	0.28	4	55%	45%	3	2
							Total:	3	2
MD Peak Hour									
Recreational Community Center									
Public Park	12.92	Acres	411	0.28	4	55%	45%	3	2
							Total:	3	2
PM Peak Hour									
Recreational Community Center									
Public Park	12.92	Acres	411	0.28	4	55%	45%	3	2
							Total:	3	2

3.6 Trip Distribution and Assignment

Trip distribution and assignment were estimated based on the existing traffic patterns and major travel directions identified in the turning movement count data. Based on existing travel patterns, the inbound and outbound site-generated traffic volumes were distributed to the study intersections. Generally, trip distribution and assignment were based on the following assumptions:

- All visitors will travel the shortest available distance to and from the Recreation Centre;
- Visitors travelling from or to Highway 7 (Lougheed Highway) will enter or exit the site via the access on 207 Street; and
- Visitors travelling from or to Golden Ears Bridge will enter or exit the site via the Maple Crescent/Hammond Road and 113b Avenue/203 Street intersection, and the access on 207 Street.

The trip distribution and assignment percentages for weekday and weekend inbound and outbound trips are summarized in **Figure 3-2** and **Figure 3-3**, respectively.

The weekday and weekend site-generated traffic volumes and their distribution through the study intersections are summarized in **Figure 3-4** and **Figure 3-5** for the existing site, and **Figure 3-6** and **Figure 3-7** for the proposed Recreation Centre.

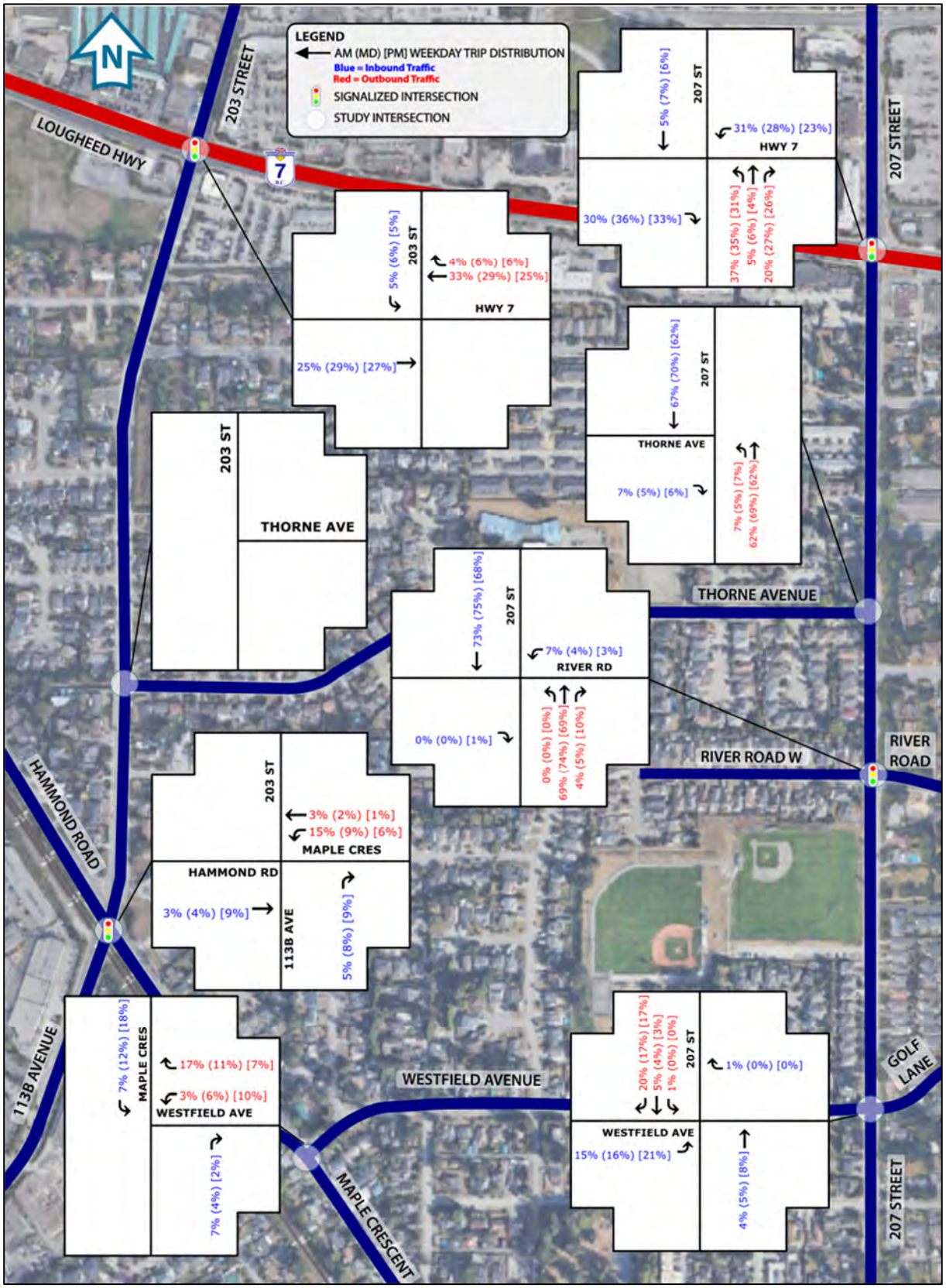


Figure 3-2: Weekday Inbound and Outbound Site Traffic Assignment Percentage

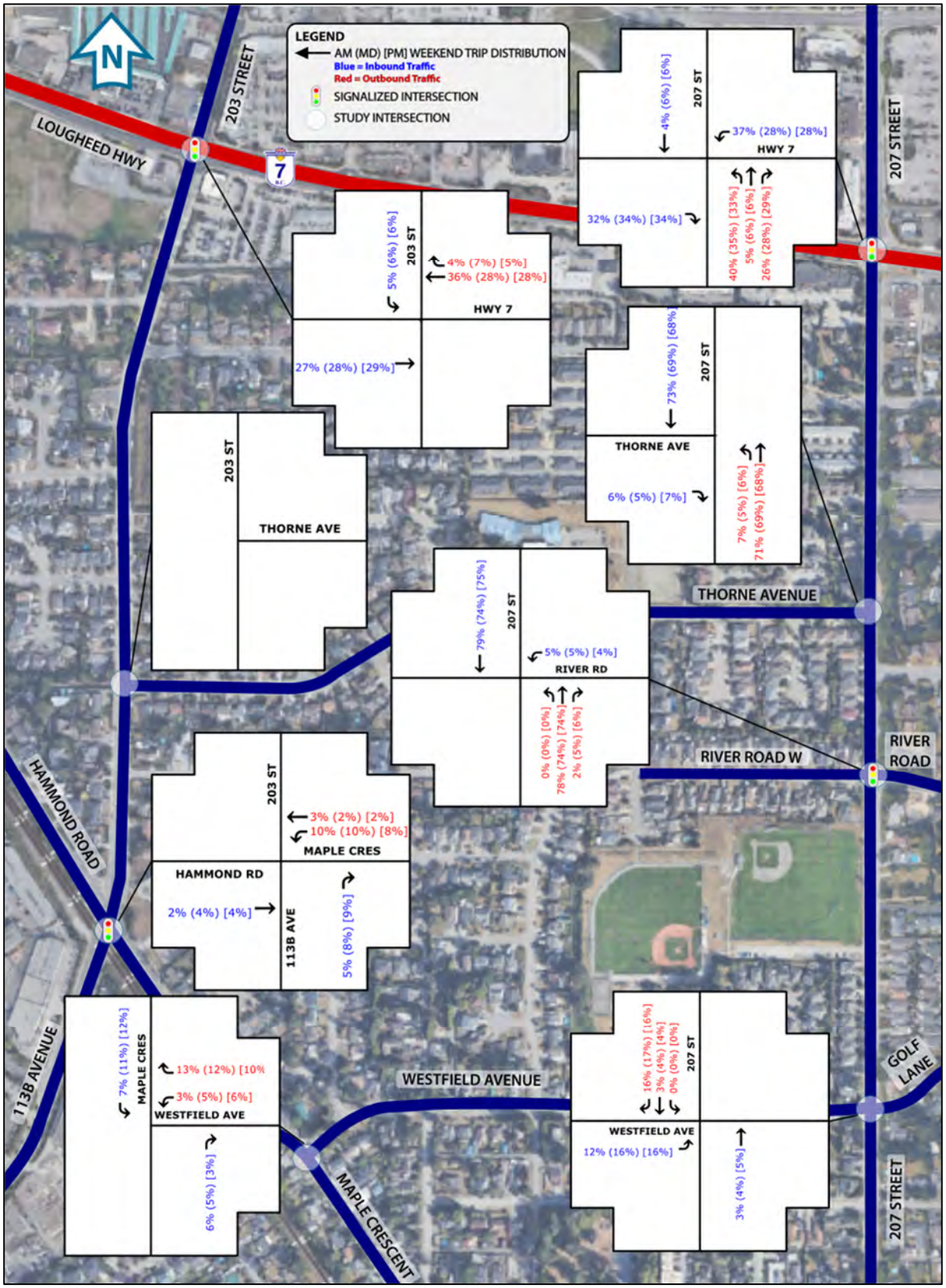


Figure 3-3: Weekend Inbound and Outbound Site Traffic Assignment Percentage

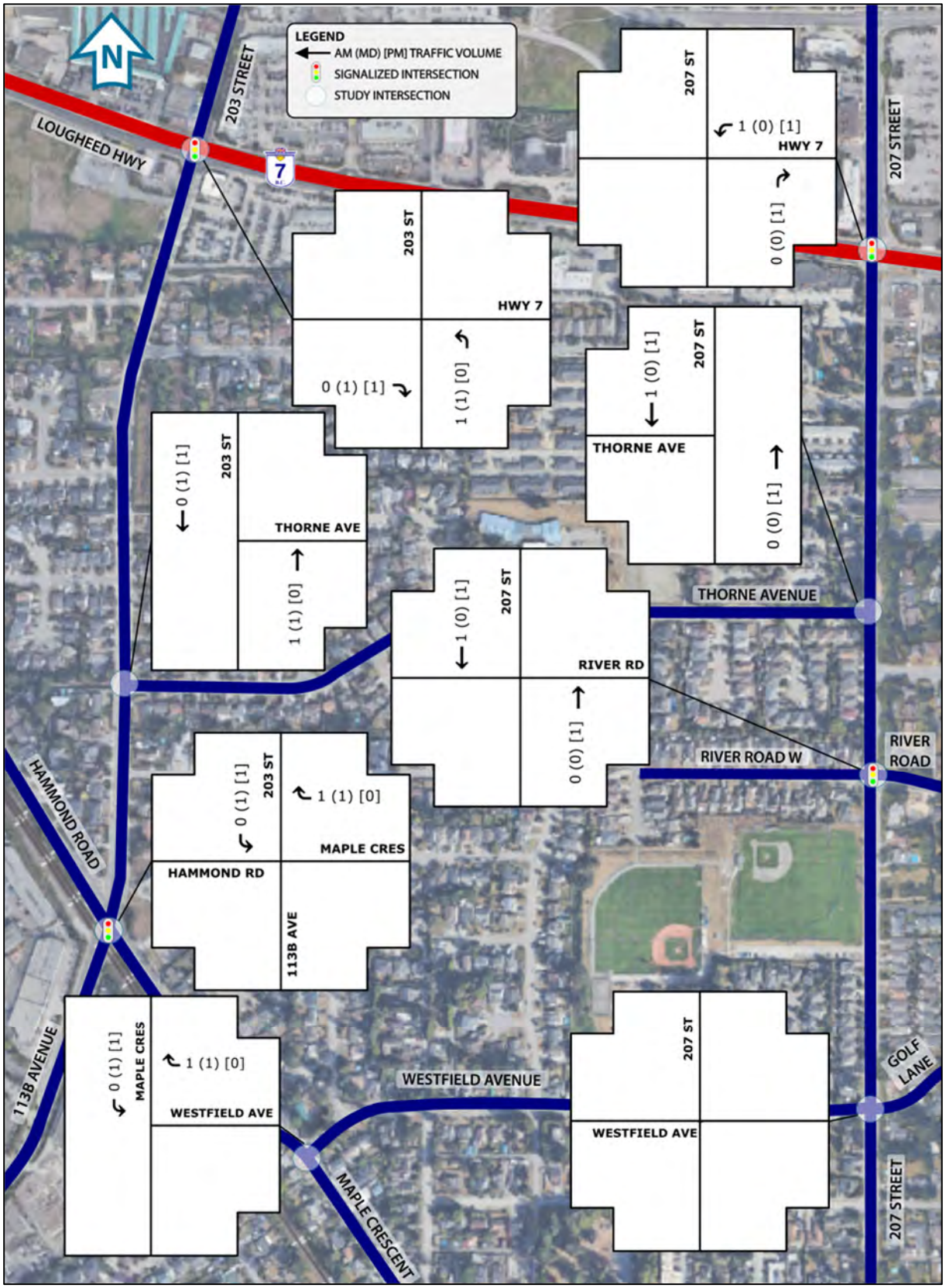


Figure 3-4: Existing Weekday Site-Generated Traffic Volumes

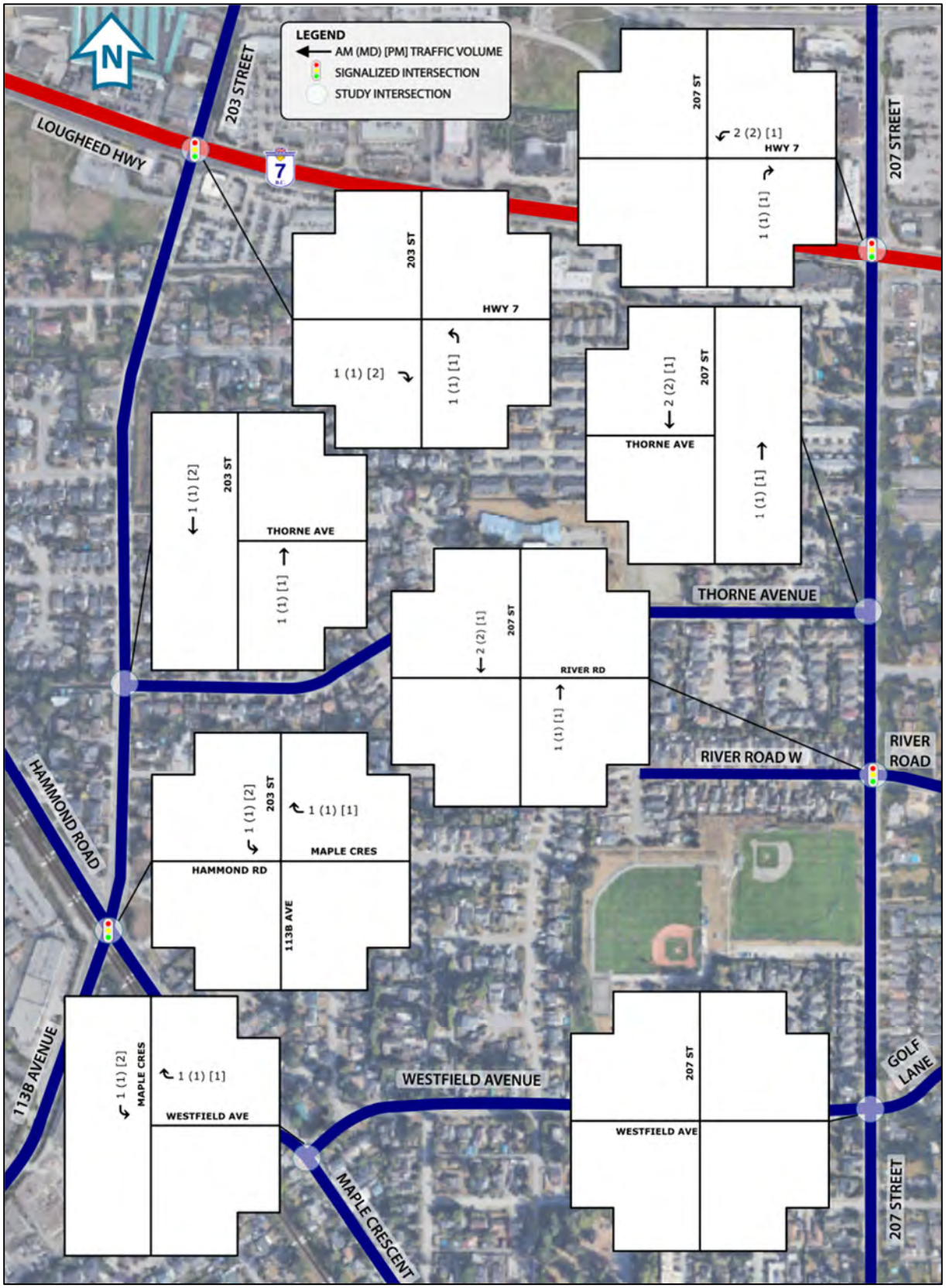


Figure 3-5: Existing Weekend Site-Generated Traffic Volumes

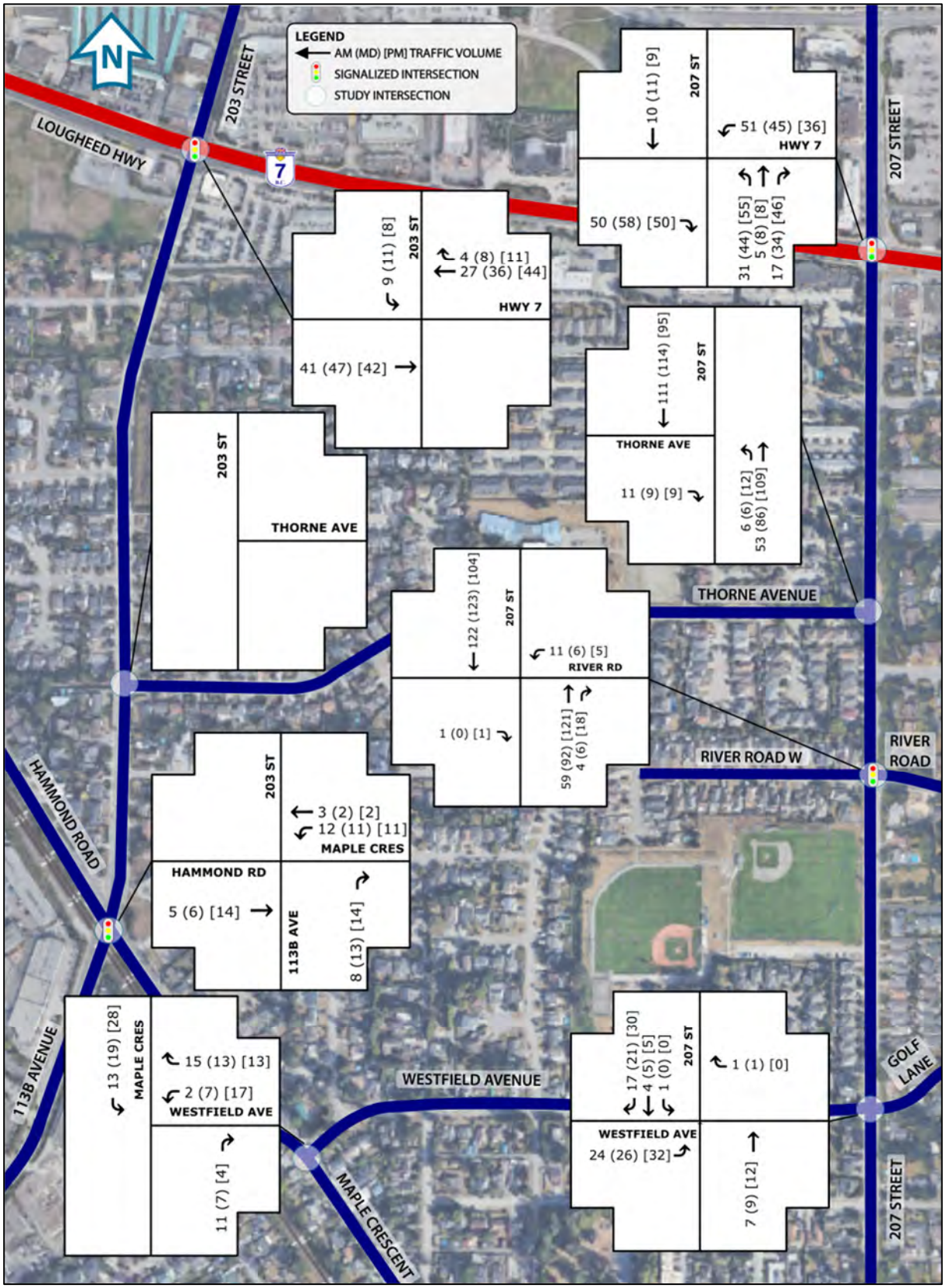


Figure 3-6: Proposed Site-Generated Weekday Traffic Volumes

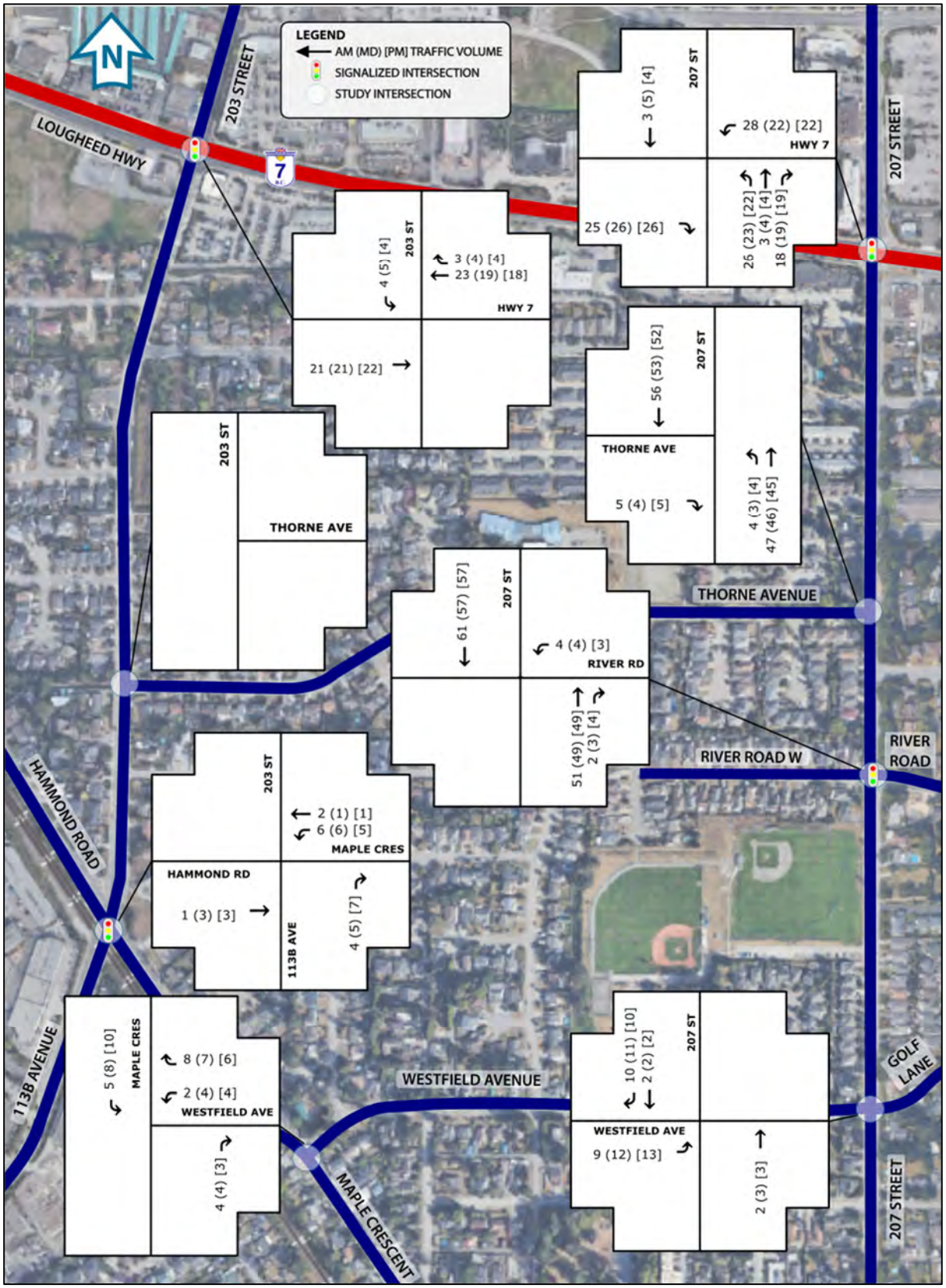


Figure 3-7: Proposed Site-Generated Weekend Traffic Volumes

3.7 Future Traffic Volumes

The future traffic volumes are presented in this section. The combined volumes were developed by removing the existing site trips and adding the forecast site trips to the background volumes. All future scenarios were modelled with the existing laning configuration shown in **Figure 2-1**.

3.7.1 2029 Weekday Background Traffic Volumes

The 2029 weekday background traffic volumes were calculated by applying a standard annual growth rate of 3%, recommended by the City's TIA guidelines, to the 2024 existing weekday traffic volumes shown in **Figure 2-5**. The forecast 2029 weekday background traffic volumes are presented in **Figure 3-8**.

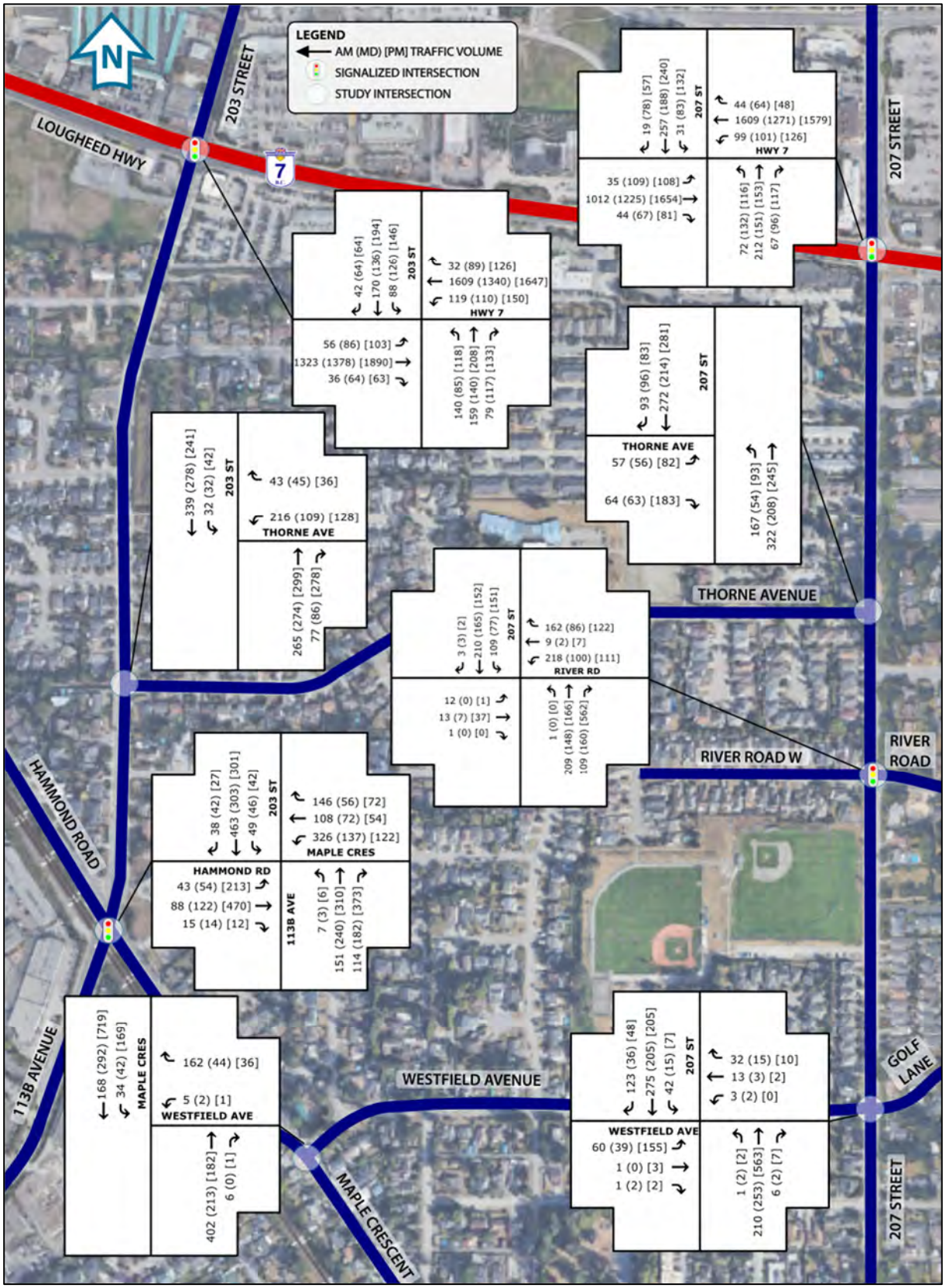


Figure 3-8: 2029 Weekday Background Traffic Volumes

3.7.2 2029 Weekday Combined Traffic Volumes

The 2029 weekday combined traffic volumes are shown in **Figure 3-9**. These were calculated as the sum of the 2029 weekday background traffic volumes shown in **Figure 3-8** and the future weekday trip generation volumes shown in **Figure 3-6**, minus the existing weekday trip generation volumes shown in **Figure 3-4**.

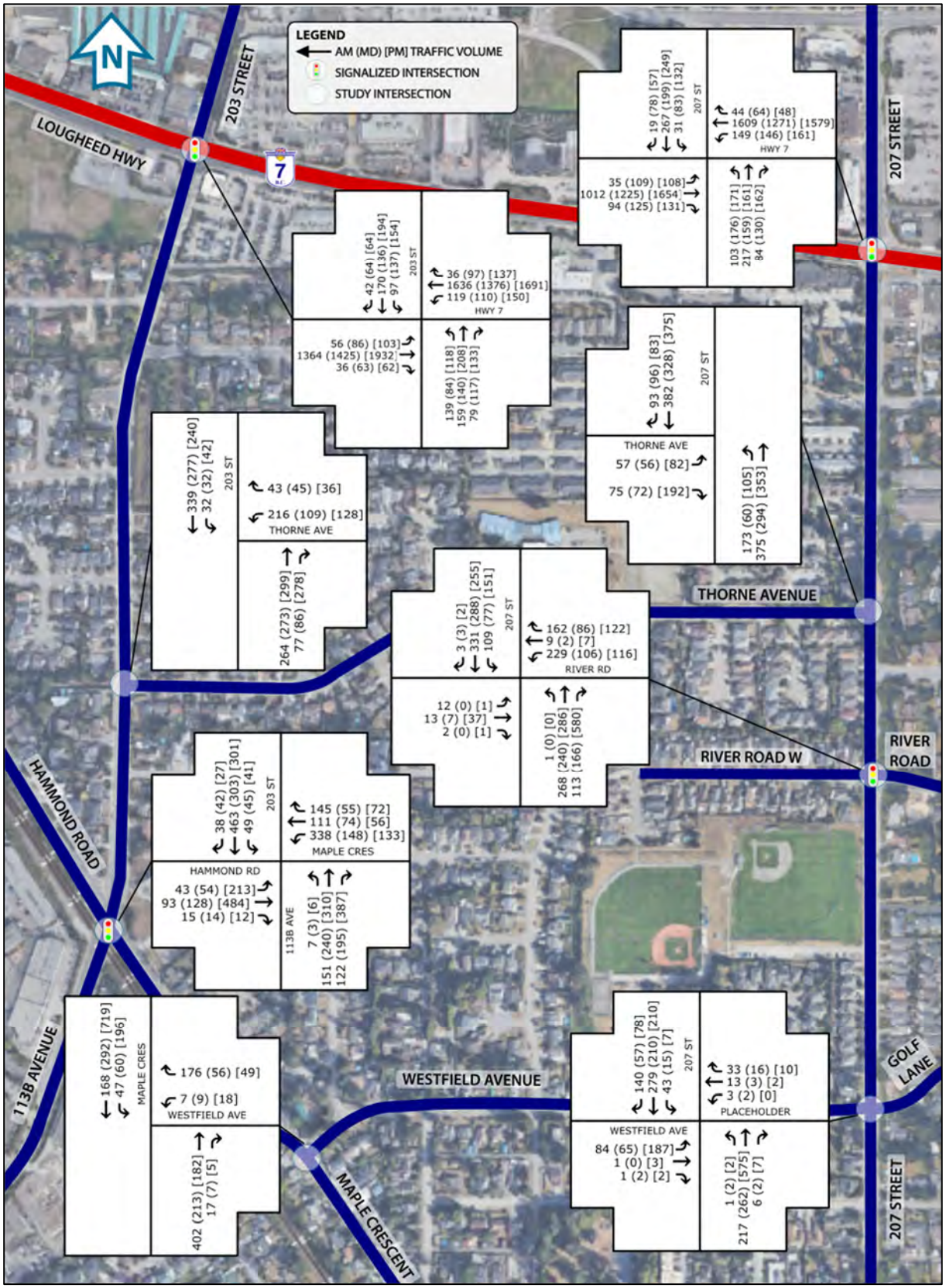


Figure 3-9: 2029 Weekday Combined Traffic Volumes

3.7.3 2029 Weekend Background Traffic Volumes

The 2029 weekend background traffic volumes were calculated by applying a standard annual growth rate of 3% to the 2024 existing weekend traffic volumes shown in **Figure 3-5**. The forecast 2029 weekend background traffic volumes are presented in **Figure 3-10**.

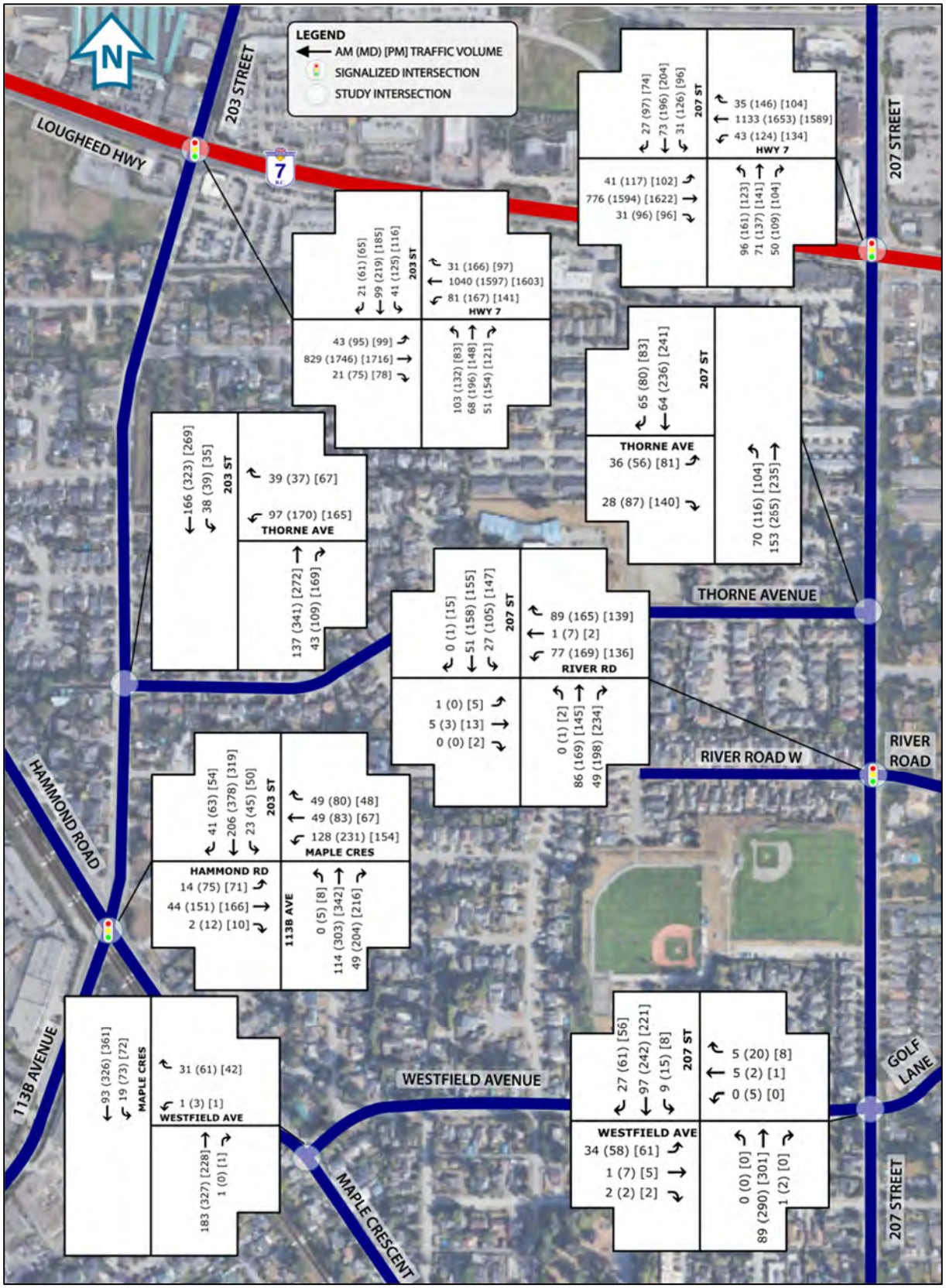


Figure 3-10: 2029 Weekend Background Traffic Volumes

3.7.4 2029 Weekend Combined Traffic Volumes

The 2029 weekend combined traffic volumes are shown in **Figure 3-11**. These were calculated as the sum of the 2029 weekend background traffic volumes shown in **Figure 3-10** and the future weekend trip generation volumes shown in **Figure 3-7**, minus the existing weekend trip generation volumes shown in **Figure 3-5**.

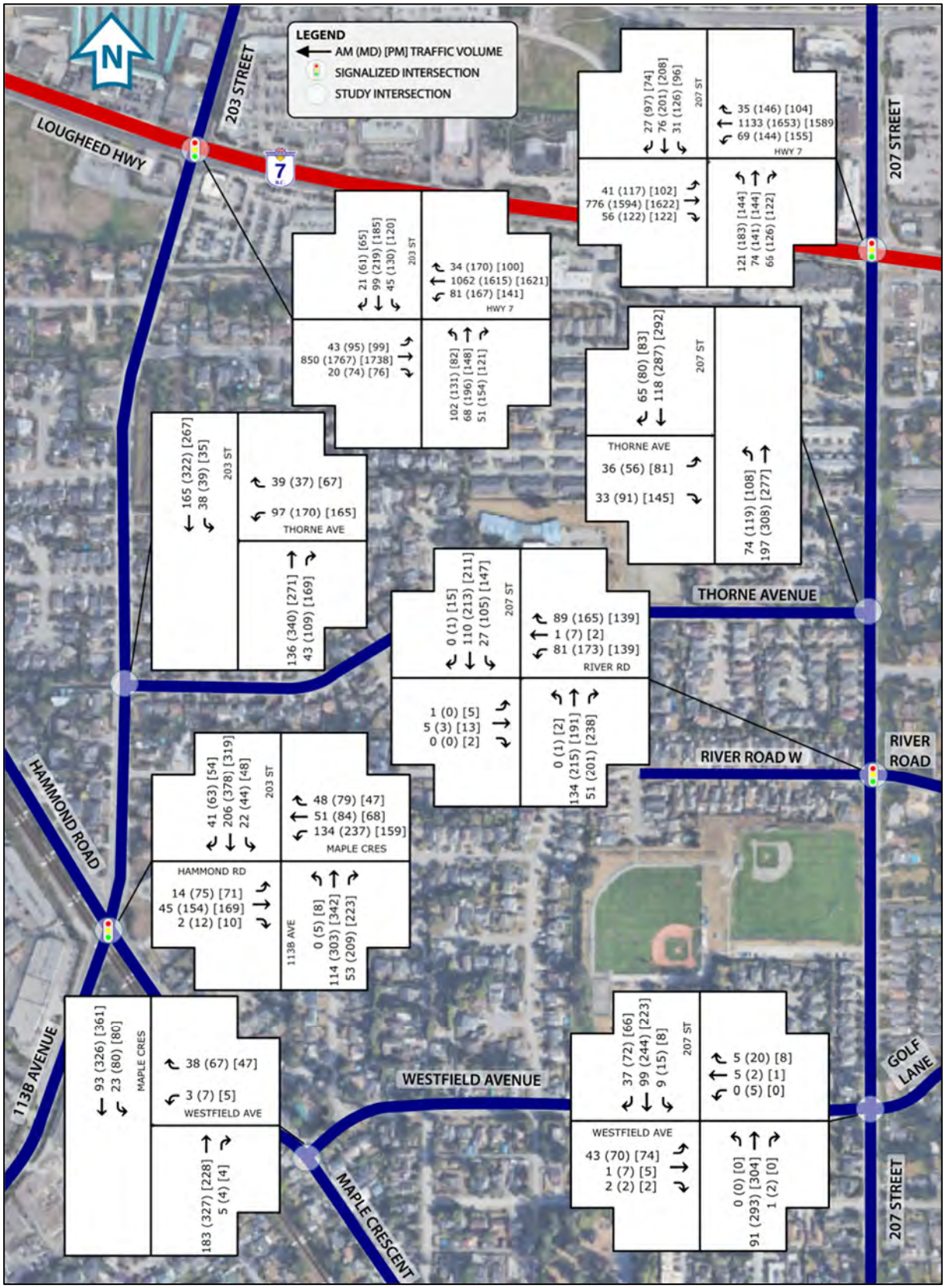


Figure 3-11: 2029 Weekend Combined Traffic Volumes

3.7.5 2034 Weekday Background Traffic Volumes

The 2034 weekday background traffic volumes were calculated by applying a standard annual growth rate of 3% to the 2024 existing weekday traffic volumes shown in **Figure 2-5**. The forecast 2034 weekday background traffic volumes are presented in **Figure 3-12**.

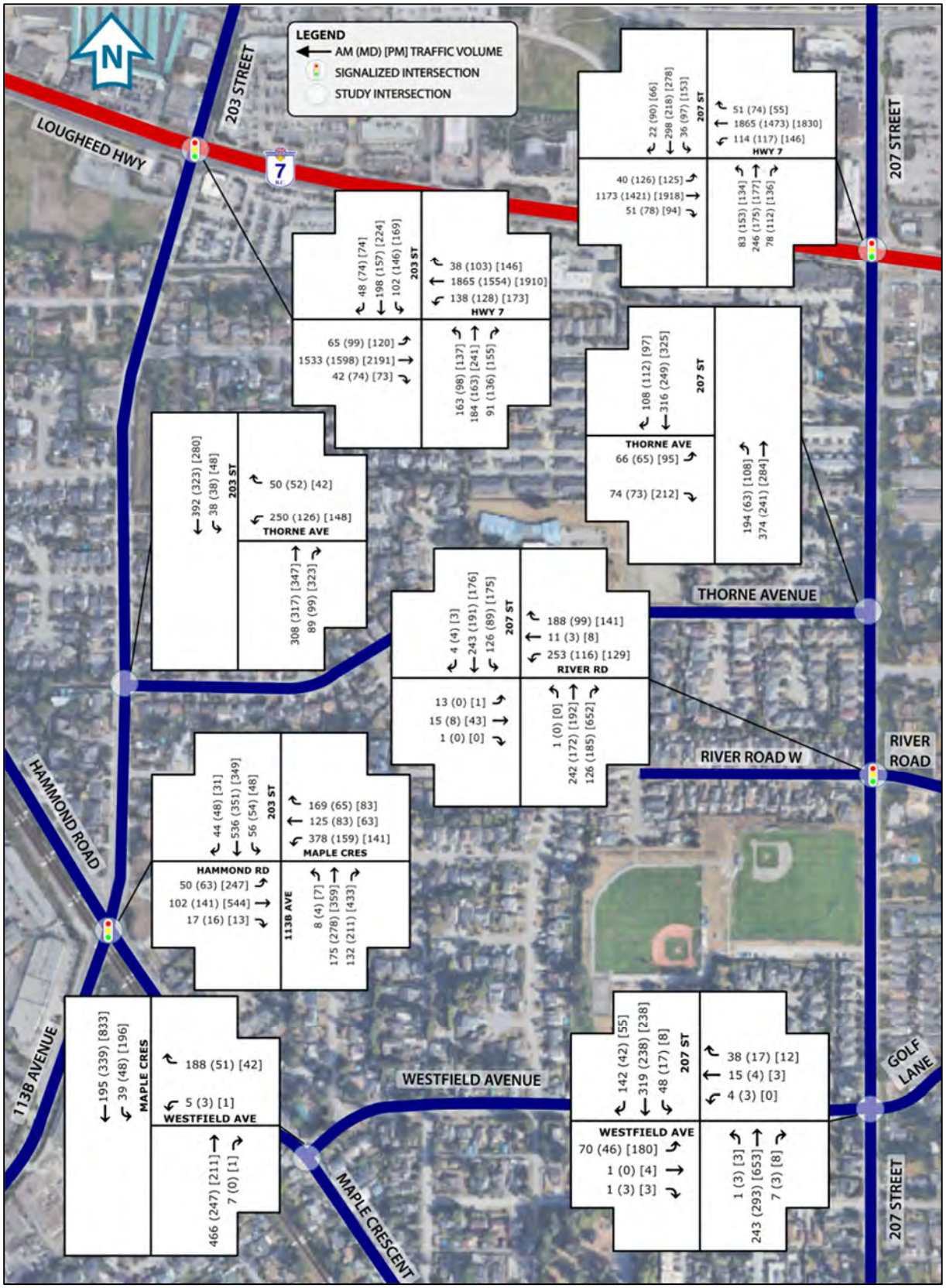


Figure 3-12: 2034 Weekday Background Traffic Volumes

3.7.6 2034 Weekday Combined Traffic Volumes

The 2034 weekday combined traffic volumes are shown in **Figure 3-13**. These were calculated as the sum of the 2034 weekday background traffic volumes shown in **Figure 3-12** and the future weekday trip generation volumes shown in **Figure 3-6**, minus the existing weekday trip generation volumes shown in **Figure 3-4**.

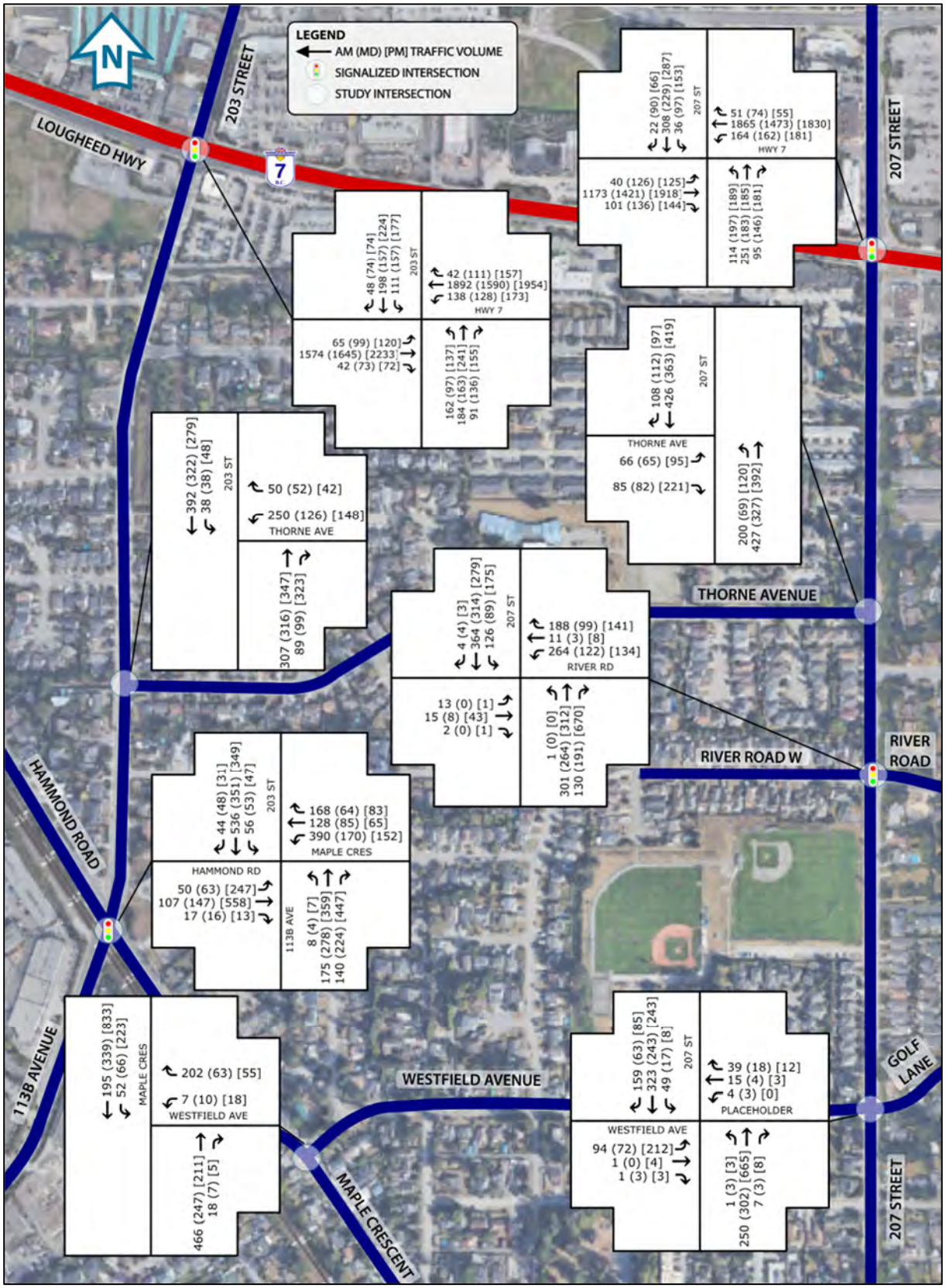


Figure 3-13: 2034 Weekday Combined Traffic Volumes

3.7.7 2034 Weekend Background Traffic Volumes

The 2034 weekend background traffic volumes were calculated by applying a standard annual growth rate of 3% to the 2024 existing weekend traffic volumes shown in **Figure 2-6**. The forecast 2034 weekend background traffic volumes are presented in **Figure 3-14**.

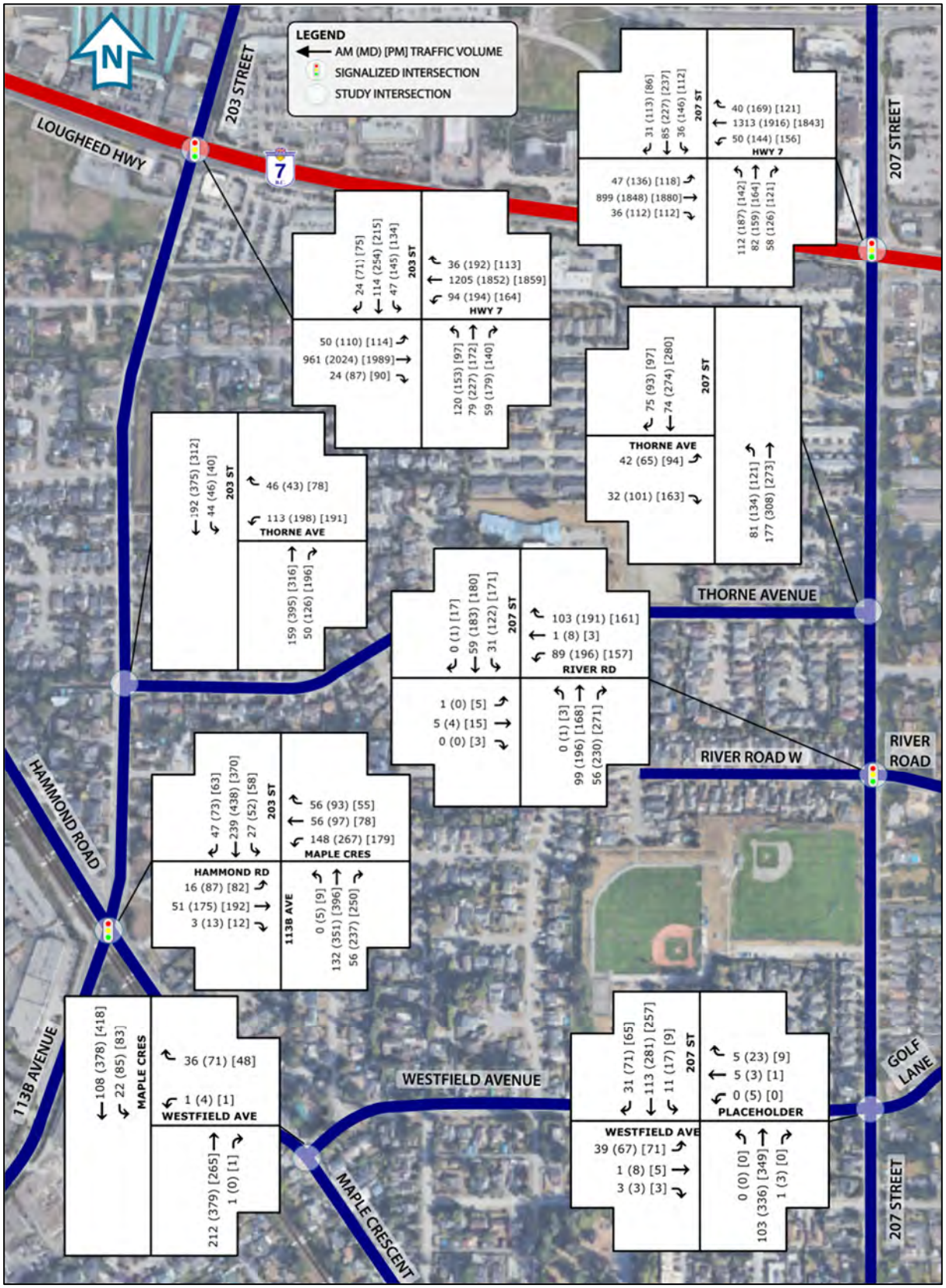


Figure 3-14: 2034 Weekend Background Traffic Volumes

3.7.8 2034 Weekend Combined Traffic Volumes

The 2034 weekend combined traffic volumes are shown in **Figure 3-15**. These were calculated as the sum of the 2034 weekend background traffic volumes shown in **Figure 3-14** and the future weekend trip generation volumes shown in **Figure 3-7**, minus the existing weekend trip generation volumes shown in **Figure 3-5**.

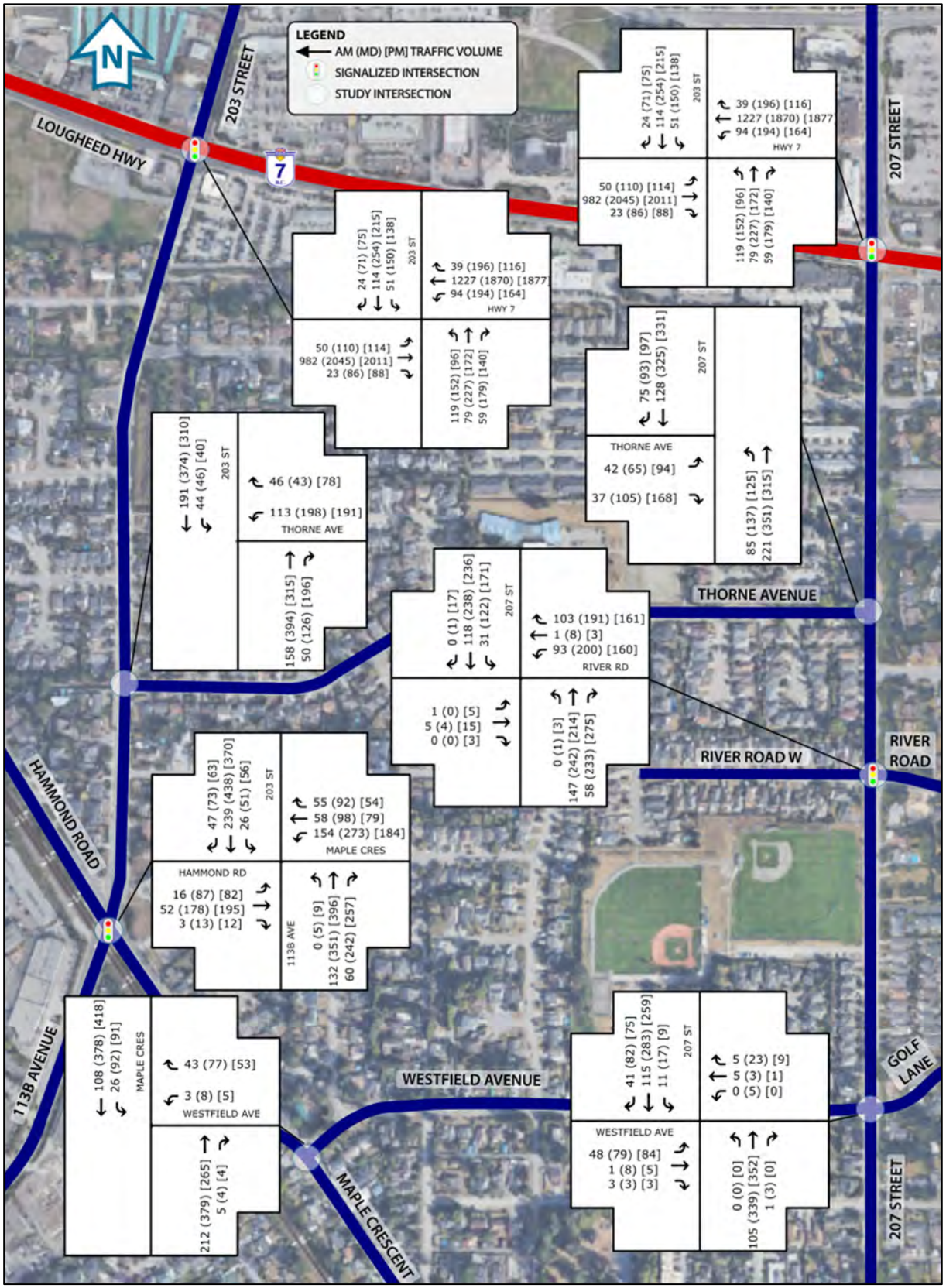


Figure 3-15: 2034 Weekend Combined Traffic Volumes

4 TRAFFIC OPERATIONS ANALYSIS

4.1 Traffic Operations Analysis Methodologies

The traffic operations for the eight study intersections were analyzed with Synchro software suite, which uses the Highway Capacity Manual (HCM) methodologies. The traffic operations for each scenario were evaluated to determine the volume-to-capacity (v/c) ratios, delays, level-of-services (LOS), and 95th percentile queue lengths at the study intersections.

When reviewing the traffic analysis results, a v/c ratio at or above 1.00 indicates traffic volumes exceed the intersection capacity. Delays in seconds represent the average wait time drivers experience as they approach the intersection. LOS is a grading system for intersection operations and is calculated based on the average control delay as shown in **Table 4-1** for a signalized intersection and **Table 4-2** for an unsignalized intersection. An intersection with LOS A will experience little to no delays, while LOS F will experience significant delays.

Table 4-1: HCM LOS Criteria for Signalized Intersection

Level of Service	Average Control Delay (s/veh)
A	0 - 10
B	> 10 - 20
C	> 20 - 35
D	> 35 - 55
E	> 55 - 80
F	> 80

Table 4-2: HCM LOS Criteria for Unsignalized Intersection

Level of Service	Average Control Delay (s/veh)
A	0 - 10
B	> 10 - 15
C	> 15 - 25
D	> 25 - 35
E	> 35 - 50
F	> 50

The traffic operations for signalized intersections were analyzed for the AM, Mid-Day (MD), and PM Peak hours based on the following study thresholds, recommended by the City's TIA guidelines:

- Overall intersection LOS D or better
- Individual movements LOS E or better
- Individual movement v/c ratio of 0.85 or less
- 95th percentile queue lengths impacting adjacent intersections

Existing signal timings were provided by the City and by the BC Ministry of Transportation Infrastructure (BC MOTI). The detailed traffic analysis results from Synchro are provided in **Appendix E**.

4.2 Weekday Analysis

4.2.1 2024 Existing Weekday Traffic Operations

The 2024 existing weekday traffic operations were analyzed using the existing laning configurations shown in **Figure 2-1** and the existing weekday traffic volumes presented in **Figure 2-5**. The signal timings are based on the existing signal timings for the AM, MD, and PM peak hours.

During the weekday AM and MD peak hours, all study intersections were found to operate within study thresholds.

During the weekday PM peak hour, all study intersections were found to operate within study thresholds except for the following movements:

- 203 Street and Highway 7
  - The eastbound through/right-turn movement was found to have a v/c ratio of 0.90 and operated at LOS D.
  - The southbound through/right-turn movement was found to have a v/c ratio of 0.89 and operated at LOS F.
- 207 Street and Highway 7
  - The eastbound left-turn movement was found to have a v/c ratio of 0.70 and operated at LOS F.
  - The westbound left-turn movement was found to have a v/c ratio of 0.72 and operated at LOS F.
  - The southbound left-turn movement was found to have a v/c ratio of 1.00 and operated at LOS F.

For the 2024 existing weekday traffic operations, the following movements were found to generate 95% queue lengths which exceeded the existing storage lengths:

- 203 Street and Highway 7:
  - Westbound left-turn movement
- 207 Street and River Road / River Road West:
  - Westbound left-turn movement
- 203 Street / 113b Avenue and Hammond Road / Maple Crescent:
  - Eastbound and westbound left-turn movements

It is generally noted that Highway 7 encounters high volumes of traffic in the eastbound and westbound directions. The eastbound and westbound protected left-turn movements at 207 Street and Highway 7 intersection operated with long delays of approximately 80 seconds during the weekday PM peak hour. The southbound permissive left-turn movement at 207 Street and Highway 7 intersection operated

with long delays of approximately 130 seconds during the weekday PM peak hour. **Table 4-3** provides a summary of the 2024 existing weekday traffic operations analysis results from the AM, MD, and PM peak hours.

Table 4-3: 2024 Existing Weekday Traffic Operations

Intersection	Turning Movement	AM Peak Hour				MD Peak Hour				PM Peak Hour			
		LOS	Delay (s)	V/C Ratio	95% Q (m)	LOS	Delay (s)	V/C Ratio	95% Q (m)	LOS	Delay (s)	V/C Ratio	95% Q (m)
203 Street and Highway 7 (Signalized)	EBL	B	14.8	0.28	10.5	B	13.5	0.33	14.4	C	23.6	0.54	21.0
	EBT/R	C	29.5	0.79	158.4	C	26.7	0.76	171.2	D	36.2	0.90	289.6
	WBL	C	23.5	0.52	25.5	C	20.1	0.49	21.5	E	73.8	0.84	#64.7
	WBT	C	31.4	0.85	#216.7	C	23.1	0.67	152.1	C	26.7	0.75	210.5
	WBR	A	0.1	0.03	-	A	1.0	0.09	2.8	A	2.7	0.12	8.9
	NBL	C	33.5	0.44	37.0	D	35.9	0.29	27.1	E	61.2	0.62	43.7
	NBT	D	44.5	0.41	50.3	D	54.9	0.52	49.7	E	76.7	0.72	83.5
	NBR	A	1.8	0.18	2.1	B	10.5	0.35	14.1	B	12.1	0.37	18.6
	SBL	C	30.5	0.26	24.9	D	37.5	0.39	38.1	E	60.4	0.63	52.7
	SBT/R	E	60.9	0.75	#69.7	D	50.9	0.58	64.4	F	92.4	0.89	#115.0
	Int. LOS	C				C				D			
207 Street and Highway 7 (Signalized)	EBL	D	46.7	0.21	16.1	D	51.0	0.48	41.1	F	83.0	0.70	#59.8
	EBT/R	B	16.6	0.53	97.3	B	17.2	0.64	120.3	C	23.8	0.78	226.6
	WBL	D	47.9	0.45	33.8	D	51.6	0.47	39.1	F	82.5	0.72	#68.4
	WBT/R	B	18.3	0.73	168.3	B	17.7	0.63	120.6	C	20.7	0.70	189.6
	NBL	D	35.9	0.29	23.4	D	46.6	0.56	44.5	E	59.3	0.59	44.7
	NBT/R	D	41.7	0.68	71.3	D	39.5	0.62	67.4	D	52.1	0.70	82.1
	SBL	D	35.3	0.19	12.6	D	45.4	0.46	30.6	F	131.9	1.00	#63.3
	SBT/R	C	31.9	0.35	33.5	C	27.7	0.35	31.5	D	41.9	0.40	43.1
	Int. LOS	C				C				C			
207 Street and River Road/River Road West (Signalized)	EBL/T/R	A	9.5	0.05	4.6	A	8.3	0.01	1.7	B	16.8	0.09	9.0
	WBL	B	15.1	0.49	26.0	B	11.2	0.26	9.8	C	20.2	0.34	20.9
	WBT/R	A	4.2	0.28	9.0	A	4.1	0.18	5.0	A	7.0	0.27	11.0
	NBL/T/R	A	8.4	0.39	25.9	A	4.9	0.29	14.3	A	4.8	0.56	32.1
	SBL/T/R	B	12.1	0.50	33.6	A	7.7	0.28	17.2	A	9.7	0.47	32.7
	Int. LOS	B				A				A			
203 Street / 113b Avenue and Hammond Road / Maple Crescent (Signalized)	EBL	B	16.0	0.10	11.0	B	16.6	0.16	11.8	C	21.8	0.46	44.4
	EBT	B	15.4	0.13	18.4	B	16.3	0.24	21.3	C	25.0	0.68	92.0
	EBR	A	0.1	0.02	-	A	0.1	0.02	-	A	-	0.02	-
	WBL	C	25.9	0.67	69.1	B	19.6	0.39	25.2	C	30.5	0.54	32.3
	WBT/R	B	12.3	0.37	35.5	B	11.9	0.25	17.2	A	9.8	0.19	16.6
	NBL	B	18.3	0.02	3.6	B	14.7	0.01	1.9	C	20.0	0.01	2.9
	NBT	C	21.9	0.28	30.1	B	14.9	0.27	37.3	C	24.2	0.52	59.0
	NBR	A	3.9	0.20	7.1	A	4.4	0.21	11.5	A	6.9	0.50	22.2
	SBL	C	29.8	0.19	16.3	C	21.4	0.14	12.1	C	33.1	0.17	14.5
	SBT	B	19.7	0.62	85.5	B	11.8	0.30	44.7	B	18.0	0.41	60.5
	SBR	A	0.2	0.05	-	A	0.1	0.04	-	A	0.1	0.04	-
	Int. LOS	B				B				B			
207 Street and Thorne Avenue (Unsignalized)	EBL/R	C	17.4	0.28	8.6	B	12.2	0.18	5.0	C	15.8	0.43	16.3
	NBL/T	A	8.4	0.18	3.4	A	8.0	0.11	1.0	A	8.2	0.13	1.7
	SBT/R	A	-	0.20	-	A	-	0.17	-	A	-	0.20	-
	Int. LOS	A				A				A			
203 Street and Thorne Avenue (Unsignalized)	WBL/R	C	21.9	0.54	23.7	C	15.0	0.29	8.9	C	18.0	0.36	12.2
	NBT/R	A	-	0.19	-	A	-	0.20	-	A	-	0.32	-
	SBL/T	A	8.0	0.19	0.6	A	8.0	0.15	0.6	A	8.7	0.13	0.9
	Int. LOS	A				A				A			
207 Street and Westfield Avenue/ Golf Lane (Unsignalized)	EBL/T/R	C	16.7	0.16	4.3	B	13.1	0.08	2.0	D	27.1	0.49	19.2
	WBL/T/R	B	11.4	0.07	1.8	B	10.4	0.03	0.7	B	12.5	0.02	0.6
	NBL/T/R	A	8.0	0.12	-	A	7.7	0.14	-	A	7.7	0.31	-
	SBL/T/R	A	7.7	0.22	0.7	A	7.7	0.13	0.2	A	8.5	0.14	0.2
	Int. LOS	A				A				A			
Maple Crescent and Westfield Avenue (Unsignalized)	WBL/R	B	12.1	0.24	7.0	A	9.7	0.05	1.3	A	9.8	0.04	1.1
	NBT/R	A	-	0.22	-	A	-	0.12	-	A	-	0.10	-
	SBL/T	A	8.1	0.09	0.6	A	7.7	0.16	0.7	A	7.9	0.40	2.9
	Int. LOS	A				A				A			

The traffic operations analysis results indicate that during the weekday peak hour period, the study intersections are generally operating with short queues and delays, and with excess capacity. The results also indicate that the intersections along Highway 7 face some significant delays during the PM peak hour. This is likely due to significant regional traffic passing through the area.

4.2.2 2029 Weekday Background Traffic Operations

The 2029 weekday background traffic operations were analyzed using the 2029 weekday background traffic volumes presented in **Figure 3-8**. The signal timings were optimized for the AM, MD, and PM peak hours.

During the AM peak hour, all study intersections are generally expected to operate within the study thresholds except for the following movements:

- 203 Street and Highway 7
  - The eastbound through/right-turn movement is expected to have a v/c ratio of 0.89 and operate at LOS C.
  - The westbound through movement is expected to have a v/c ratio of 0.99 and operate at LOS D.

During the MD peak hour, all study intersections are generally expected to operate within the study thresholds except for the following movements:

- 203 Street and Highway 7
  - The eastbound through/right-turn movement is expected to have a v/c ratio of 0.90 and operate at LOS C.

During the PM peak hour, all study intersections are generally expected to operate overall within the study thresholds except for the 203 Street and Highway 7 intersection which is expected to operate overall at LOS E. Several individual movements for many of the intersections are expected to be operating above study thresholds, as noted below:

- 203 Street and Highway 7
  - The eastbound through/right-turn movement is expected to have a v/c ratio of 1.10 and operate at LOS F.
  - The westbound left-turn movement is expected to have a v/c ratio of 1.04 and operate at LOS F.
  - The westbound through movement is expected to have a v/c ratio of 0.90 and operate at LOS D.
- 207 Street and Highway 7
  - The eastbound left-turn movement is expected to have a v/c ratio of 0.70 and operate at LOS F.
  - The eastbound through/right-turn movement is expected to have a v/c ratio of 0.93 and operate at LOS D.
  - The westbound left-turn movement is expected to have a v/c ratio of 0.89 and operate at LOS F.

- The westbound through/right-turn movement is expected to have a v/c ratio of 0.86 and operate at LOS C.
- The southbound left-turn movement is expected to have a v/c ratio of 1.00 and operated at LOS F.

For the 2029 weekday background traffic operations, the following movements are expected to generate 95% queue lengths which exceed the existing storage lengths:

- 203 Street and Highway 7:
  - Eastbound and westbound left-turn movements
- 207 Street and Highway 7:
  - Westbound left-turn movement
- 207 Street and River Road / River Road West:
  - Westbound left-turn movement
- 203 Street / 113b Avenue and Hammond Road / Maple Crescent
  - Eastbound and westbound left-turn movements and northbound right-turn movement

The 2029 weekday background traffic analysis indicates that the intersections along Highway 7 at 203 Street and 207 Street are generally expected to experience delays above the acceptable thresholds for the eastbound and westbound directions. The southbound permissive left-turn movement at 207 Street and Highway 7 is also expected to experience long delays of approximately 130 seconds. The intersection delays along Highway 7 are expected to be highest during the weekday PM peak hour, even with signal timing optimizations of 150-second cycle lengths. It is noted that signals typically have cycle lengths that are 60 to 120 seconds long. However, the intersections along Highway 7 have 150-second cycle lengths during the PM peak hour as per the existing Signal Timing Sheets. Hence, the future models were also optimized with 150-second cycle lengths for the PM peak hour.

Table 4-4 provides a summary of the 2029 weekday background traffic operations analysis results for the AM, MD, and PM peak hours.

Table 4-4: 2029 Weekday Background Traffic Operations

Intersection	Turning Movement	AM Peak Hour				MD Peak Hour				PM Peak Hour			
		LOS	Delay (s)	V/C Ratio	95% Q (m)	LOS	Delay (s)	V/C Ratio	95% Q (m)	LOS	Delay (s)	V/C Ratio	95% Q (m)
203 Street and Highway 7 *(Signalized)*	EBL	B	17.8	0.36	12.8	C	23.4	0.52	20.1	E	70.4	0.83	#53.9
	EBT/R	C	34.7	0.89	#214.0	C	32.9	0.90	#218.3	F	86.1	1.10	#431.4
	WBL	D	45.0	0.75	#46.2	C	32.8	0.65	#35.7	F	116.5	1.04	#86.0
	WBT	D	49.1	0.99	#279.2	C	28.1	0.83	177.1	D	37.0	0.90	#315.8
	WBR	A	0.1	0.04	-	A	1.4	0.11	4.0	A	3.9	0.15	12.1
	NBL	D	35.0	0.55	38.9	C	31.8	0.37	25.6	E	61.9	0.70	#46.5
	NBT	D	41.2	0.46	51.7	D	44.4	0.50	46.3	E	59.9	0.61	86.1
	NBR	A	3.1	0.20	4.8	A	9.3	0.35	14.8	B	18.9	0.37	29.4
	SBL	C	29.7	0.31	26.2	D	35.1	0.48	36.0	E	64.8	0.73	55.3
	SBT/R	D	53.5	0.73	69.0	D	44.0	0.63	61.2	E	75.9	0.84	107.6
	Int. LOS	D				C				E			
207 Street and Highway 7 *(Signalized)*	EBL	D	54.0	0.28	18.8	E	59.2	0.58	45.8	F	87.6	0.70	55.4
	EBT/R	B	18.0	0.60	107.3	C	22.3	0.74	163.6	D	39.7	0.93	#312.0
	WBL	E	57.3	0.55	40.9	E	59.2	0.56	43.4	F	115.0	0.89	#81.2
	WBT/R	B	19.9	0.79	197.3	C	22.8	0.74	161.9	C	34.2	0.86	268.4
	NBL	D	47.2	0.42	30.9	E	61.6	0.72	52.4	E	63.4	0.60	56.3
	NBT/R	E	59.0	0.82	#109.4	D	47.4	0.72	78.8	D	54.8	0.66	104.9
	SBL	D	51.5	0.36	17.4	E	67.9	0.69	37.2	F	129.9	1.00	#86.8
	SBT/R	D	39.2	0.43	44.4	C	31.8	0.40	36.7	D	45.8	0.38	54.2
	Int. LOS	C				C				D			
207 Street and River Road/River Road West *(Signalized)*	EBL/T/R	B	10.5	0.06	5.9	A	8.7	0.02	2.0	C	24.4	0.12	12.1
	WBL	B	16.7	0.53	35.7	B	11.7	0.29	12.5	C	32.3	0.49	29.6
	WBT/R	A	4.1	0.29	10.7	A	4.1	0.19	5.9	A	8.8	0.35	13.9
	NBL/T/R	B	10.3	0.46	37.2	A	6.1	0.35	20.3	A	6.0	0.64	55.3
	SBL/T/R	B	14.9	0.59	47.0	A	8.6	0.34	22.8	B	15.1	0.66	57.6
	Int. LOS	B				A				B			
203 Street / 113b Avenue and Hammond Road / Maple Crescent *(Signalized)*	EBL	B	15.1	0.12	11.7	B	16.5	0.17	13.3	C	20.6	0.49	44.5
	EBT	B	14.5	0.14	19.3	B	16.3	0.25	24.5	C	24.5	0.72	94.8
	EBR	A	0.1	0.02	-	A	0.1	0.02	-	A	0.1	0.02	-
	WBL	C	27.9	0.73	#85.8	C	20.0	0.42	29.3	D	41.9	0.70	#42.5
	WBT/R	B	11.7	0.39	37.9	B	11.4	0.26	19.1	A	8.5	0.20	15.7
	NBL	B	17.4	0.02	3.8	B	14.7	0.00	1.9	C	21.3	0.02	3.6
	NBT	C	22.7	0.31	33.6	B	15.2	0.31	44.0	C	27.8	0.62	71.7
	NBR	A	4.2	0.23	8.2	A	4.1	0.24	12.1	B	14.2	0.63	47.8
	SBL	C	33.0	0.25	18.3	C	23.8	0.17	14.9	D	36.2	0.23	16.7
	SBT	C	25.3	0.72	#117.7	B	12.4	0.34	53.7	B	19.6	0.48	68.0
	SBR	A	0.2	0.06	-	A	0.1	0.05	-	A	0.1	0.04	-
	Int. LOS	C				B				C			
207 Street and Thorne Avenue *(Unsignalized)*	EBL/R	C	23.2	0.40	14.3	B	13.3	0.23	6.7	C	20.4	0.56	25.6
	NBL/T	A	8.7	0.21	4.2	A	8.1	0.13	1.2	A	8.4	0.16	2.2
	SBT/R	A	-	0.23	-	A	-	0.20	-	A	-	0.23	-
	Int. LOS	A				A				A			
203 Street and Thorne Avenue *(Unsignalized)*	WBL/R	D	34.6	0.72	41.9	C	17.8	0.37	13.0	C	24.1	0.49	19.7
	NBT/R	A	-	0.22	-	A	-	0.23	-	A	-	0.37	-
	SBL/T	A	8.1	0.22	0.7	A	8.2	0.18	0.7	A	9.1	0.15	1.2
	Int. LOS	A				A				A			
207 Street and Westfield Avenue/ Golf Lane *(Unsignalized)*	EBL/T/R	C	19.9	0.22	6.2	B	14.4	0.10	2.6	E	44.3	0.68	33.5
	WBL/T/R	B	12.2	0.09	2.4	B	10.8	0.03	0.8	B	13.5	0.03	0.7
	NBL/T/R	A	8.2	0.14	-	A	7.8	0.16	-	A	7.8	0.36	-
	SBL/T/R	A	7.8	0.25	0.8	A	7.8	0.15	0.3	A	8.8	0.16	0.2
	Int. LOS	A				A				A			
Maple Crescent and Westfield Avenue *(Unsignalized)*	WBL/R	B	13.4	0.30	9.5	A	9.9	0.06	1.6	B	10.2	0.05	1.3
	NBT/R	A	-	0.26	-	A	-	0.14	-	A	-	0.12	-
	SBL/T	A	8.3	0.11	0.8	A	7.8	0.19	0.8	A	8.0	0.46	3.5
	Int. LOS	A				A				A			

4.2.3 2029 Weekday Combined Traffic Operations

The 2029 weekday combined traffic operations were analyzed using the 2029 weekday combined traffic volumes presented in **Figure 3-9**. The signal timings were optimized for the AM, MD, and PM peak hours.

During the AM peak hour, all study intersections are generally expected to operate within the study thresholds except for the following movements:

- 203 Street and Highway 7
  - The eastbound through/right-turn movement is expected to have a v/c ratio of 0.92 and operate at LOS D.
  - The westbound through movement is expected to have a v/c ratio of 1.01 and operate at LOS D.

During the MD peak hour, all study intersections are generally expected to operate within the study thresholds except for the following movements:

- 203 Street and Highway 7
  - The eastbound through/right-turn movement is expected to have a v/c ratio of 0.92 and operate at LOS C.

During the PM peak hour, all study intersections are generally expected to operate overall within the study thresholds except for the intersections of 203 Street and 207 Street with Highway 7, which are both expected to operate at LOS E. Several individual movements from the study intersections are expected to be operating above study thresholds, as noted below:

- 203 Street and Highway 7
  - The eastbound through/right-turn movement is expected to have a v/c ratio of 1.12 and operate at LOS F.
  - The westbound left-turn movement is expected to have a v/c ratio of 1.03 and operate at LOS F.
  - The westbound through movement is expected to have a v/c ratio of 0.93 and operate at LOS D.
- 207 Street and Highway 7
  - The eastbound left-turn movement is expected to have a v/c ratio of 0.71 and operate at LOS F.
  - The eastbound through/right-turn movement is expected to have a v/c ratio of 1.03 and operate at LOS E.
  - The westbound left-turn movement is expected to have a v/c ratio of 1.00 and operate at LOS F.
  - The westbound through/right-turn movement is expected to have a v/c ratio of 0.90 and operate at LOS D.
  - The southbound left-turn movement is expected to have a v/c ratio of 1.07 and operate at LOS F.
- 207 Street and Westfield Avenue/Golf Lane
  - The eastbound left-turn/through/right-turn movement is expected to have a v/c ratio of 0.86 and operate at LOS F.

For the 2029 weekday combined traffic operations, the following movements are expected to generate 95% queue lengths which exceed the existing storage lengths:

- 203 Street and Highway 7:
  - Eastbound and westbound left-turn movements
- 207 Street and Highway 7:
  - Westbound and southbound left-turn movements
- 207 Street and River Road / River Road West:
  - Westbound left-turn movement
- 203 Street / 113b Avenue and Hammond Road / Maple Crescent
  - Eastbound and westbound left-turn movements and northbound right-turn movement

The intersections along Highway 7 at 203 Street and 207 Street are noted to have longer delays compared to the 2029 weekday background operations for the westbound and eastbound movements. These intersections have additional movements which fail to meet the study thresholds during the MD and PM peak hours. Additionally, the 207 Street and River Road West/River Road and 207 Street and Westfield Avenue/Golf Lane intersections are expected to have a significant increase in vehicle delays for the southbound and eastbound movements respectively during the PM Peak hour. This is likely due to the stop-controlled nature of these movements combined with increased traffic volumes along 207 Street. The remaining study intersection operations are generally noted to be consistent with the 2029 weekday background operations.

Table 4-5 provides a summary of the 2029 weekday combined traffic operations analysis results for the AM, MD, and PM peak hours.

Table 4-5: 2029 Weekday Combined Traffic Operations

Intersection	Turning Movement	AM Peak Hour				MD Peak Hour				PM Peak Hour			
		LOS	Delay (s)	V/C Ratio	95% Q (m)	LOS	Delay (s)	V/C Ratio	95% Q (m)	LOS	Delay (s)	V/C Ratio	95% Q (m)
203 Street and Highway 7 *(Signalized)*	EBL	B	17.8	0.36	12.8	C	23.2	0.52	20.0	E	73.7	0.85	#54.6
	EBT/R	D	37.1	0.92	#225.2	C	34.8	0.92	#228.6	F	95.3	1.12	#445.8
	WBL	D	45.0	0.75	46.2	C	34.7	0.67	#36.8	F	116.1	1.03	#85.9
	WBT	D	53.1	1.01	#286.3	C	29.3	0.85	#199.3	D	39.0	0.93	#330.3
	WBR	A	0.1	0.05	-	A	1.8	0.12	5.4	A	4.0	0.16	13.0
	NBL	C	34.8	0.55	38.9	C	31.7	0.36	25.3	E	61.9	0.70	#46.5
	NBT	D	41.2	0.46	51.7	D	44.4	0.50	46.3	E	59.9	0.61	86.1
	NBR	A	3.1	0.20	4.8	A	9.3	0.35	14.8	B	18.9	0.37	29.4
	SBL	C	30.4	0.34	28.3	D	36.7	0.52	38.9	E	68.4	0.76	57.8
	SBT/R	D	53.5	0.73	69.0	D	44.0	0.63	61.2	E	75.9	0.84	107.6
	Int. LOS	D				C				E			
207 Street and Highway 7 *(Signalized)*	EBL	D	46.0	0.25	16.6	E	63.0	0.67	#46.8	F	88.6	0.71	55.4
	EBT/R	C	22.7	0.72	120.8	C	28.1	0.85	162.0	E	64.6	1.03	#366.1
	WBL	D	49.1	0.63	49.1	E	61.6	0.73	#58.1	F	134.0	1.00	#102.6
	WBT/R	C	22.3	0.84	#213.6	C	23.0	0.76	139.3	D	39.7	0.90	280.7
	NBL	D	45.7	0.55	37.3	E	67.4	0.85	#68.8	E	74.8	0.79	#91.2
	NBT/R	D	53.8	0.84	#102.4	D	41.3	0.74	77.6	D	54.2	0.71	123.4
	SBL	D	44.5	0.35	15.6	E	61.7	0.69	#38.0	F	147.9	1.07	91.2
	SBT/R	C	33.4	0.42	39.7	C	26.5	0.37	32.0	D	43.1	0.35	54.4
	Int. LOS	C				C				E			
207 Street and River Road/River Road West *(Signalized)*	EBL/T/R	B	11.8	0.06	6.2	B	11.4	0.02	2.7	C	29.8	0.15	13.8
	WBL	B	19.8	0.58	38.9	B	14.7	0.32	17.3	D	44.8	0.60	35.0
	WBT/R	A	4.5	0.30	11.1	A	5.1	0.20	7.6	A	9.9	0.39	15.1
	NBL/T/R	B	11.1	0.51	46.1	A	7.2	0.43	33.6	A	9.6	0.72	124.5
	SBL/T/R	B	18.1	0.72	68.2	A	9.1	0.45	37.7	C	26.4	0.83	#125.9
	Int. LOS	B				A				B			
203 Street / 113b Avenue and Hammond Road / Maple Crescent *(Signalized)*	EBL	B	14.9	0.12	11.7	B	16.3	0.16	13.4	B	19.8	0.48	43.4
	EBT	B	14.4	0.14	20.1	B	16.2	0.25	25.6	C	24.1	0.73	96.3
	EBR	A	0.1	0.02	-	A	0.1	0.02	-	A	0.1	0.02	-
	WBL	C	28.3	0.74	#90.6	C	20.1	0.44	32.0	D	49.2	0.78	#47.8
	WBT/R	B	11.7	0.39	38.9	B	11.5	0.25	19.7	A	8.2	0.20	15.6
	NBL	B	17.6	0.02	3.8	B	15.0	0.00	1.9	C	22.2	0.02	3.7
	NBT	C	23.2	0.32	33.6	B	15.6	0.31	45.0	C	29.0	0.64	73.0
	NBR	A	4.9	0.24	9.6	A	4.1	0.25	12.7	B	15.7	0.67	52.6
	SBL	C	33.7	0.26	18.3	C	24.4	0.16	15.1	D	36.4	0.23	16.4
	SBT	C	26.3	0.73	#117.7	B	12.8	0.35	54.9	C	20.4	0.49	69.3
	SBR	A	0.2	0.06	-	A	0.1	0.05	-	A	0.1	0.04	-
	Int. LOS	C				B				C			
207 Street and Thorne Avenue *(Unsignalized)*	EBL/R	E	35.1	0.56	23.6	C	17.0	0.32	10.3	E	36.7	0.75	46.0
	NBL/T	A	9.2	0.24	5.0	A	8.5	0.19	1.4	A	8.8	0.23	2.8
	SBT/R	A	-	0.30	-	A	-	0.27	-	A	-	0.29	-
	Int. LOS	A				A				A			
203 Street and Thorne Avenue *(Unsignalized)*	WBL/R	D	34.5	0.72	41.8	C	17.8	0.37	13.0	C	24.0	0.49	19.7
	NBT/R	A	-	0.22	-	A	-	0.23	-	A	-	0.37	-
	SBL/T	A	8.1	0.22	0.7	A	8.2	0.18	0.7	A	9.1	0.15	1.2
	Int. LOS	A				A				A			
207 Street and Westfield Avenue/ Golf Lane *(Unsignalized)*	EBL/T/R	C	22.8	0.32	10.0	C	15.9	0.18	5.0	F	70.8	0.86	53.1
	WBL/T/R	B	12.4	0.10	2.5	B	10.9	0.03	0.8	B	13.8	0.03	0.7
	NBL/T/R	A	8.3	0.14	-	A	7.8	0.17	-	A	7.9	0.37	-
	SBL/T/R	A	7.8	0.27	0.8	A	7.9	0.17	0.3	A	8.8	0.18	0.2
	Int. LOS	A				A				B			
Maple Crescent and Westfield Avenue *(Unsignalized)*	WBL/R	B	14.0	0.33	11.1	B	10.7	0.10	2.6	C	21.1	0.25	7.2
	NBT/R	A	-	0.27	-	A	-	0.14	-	A	-	0.12	-
	SBL/T	A	8.4	0.05	1.1	A	7.9	0.19	1.2	A	8.1	0.46	4.2
	Int. LOS	A				A				A			

4.2.4 2034 Weekday Background Traffic Operations

The 2034 weekday background traffic operations were analyzed using the 2034 weekday background traffic volumes presented in **Figure 3-12**. The signal timings were optimized for the AM, MD, and PM peak hours.

During the AM peak hour, all study intersections are generally expected to operate overall within the study thresholds, except for the 203 Street and Highway 7 intersection which is expected to operate overall at LOS F. Several individual movements for many of the intersections are expected to be operating above study thresholds, as noted below:

- 203 Street and Highway 7
  - The eastbound through/right-turn movement is expected to have a v/c ratio of 1.07 and operate at LOS E.
  - The westbound left-turn movement is expected to have a v/c ratio of 0.93 and operate at LOS E.
  - The westbound through movement is expected to have a v/c ratio of 1.20 and operate at LOS F.
- 207 Street and Highway 7
  - The westbound through/right-turn movement is expected to have a v/c ratio of 0.90 and operate at LOS C.
  - The northbound through/right-turn movement is expected to have a v/c ratio of 0.94 and operate at LOS E.
  - The southbound left-turn movement is expected to have a v/c ratio of 0.61 and operate at LOS F.
- 203 Street and Thorne Avenue
  - The westbound left-turn/right-turn movement is expected to have a v/c ratio of 0.99 and operate at LOS F.

During the MD peak hour, all study intersections are generally expected to operate within the study thresholds except for the following movements:

- 203 Street and Highway 7
  - The eastbound through/right-turn movement is expected to have a v/c ratio of 1.07 and operate at LOS E.
  - The westbound through movement is expected to have a v/c ratio of 0.99 and operate at LOS D.
- 207 Street and Highway 7
  - The northbound left-turn movement is expected to have a v/c ratio of 0.86 and operate at LOS E.
  - The southbound left-turn movement is expected to have a v/c ratio of 0.91 and operate at LOS F.

During the PM peak hour, all study intersections are generally expected to operate overall within the study thresholds, except for the following intersections along Highway 7: 203 Street intersection is expected to operate overall at LOS F and 207 Street intersection is expected to operate overall at LOS E. Several individual movements for many of the intersections are expected to be operating above study thresholds, as noted below:

- 203 Street and Highway 7
  - The eastbound left-turn movement is expected to have a v/c ratio of 1.05 and operate at LOS F.
  - The eastbound through/right-turn movement is expected to have a v/c ratio of 1.31 and operate at LOS F.
  - The westbound left-turn movement is expected to have a v/c ratio of 1.21 and operate at LOS F.
  - The westbound through movement is expected to have a v/c ratio of 1.06 and operate at LOS E.
  - The northbound left-turn movement is expected to have a v/c ratio of 0.86 and operate at LOS F.
  - The southbound left-turn movement is expected to have a v/c ratio of 0.87 and operate at LOS F.
  - The southbound through/right-turn movement is expected to have a v/c ratio of 0.88 and operate at LOS F.
- 207 Street and Highway 7
  - The eastbound left-turn movement is expected to have a v/c ratio of 0.99 and operate at LOS F.
  - The eastbound through/right-turn movement is expected to have a v/c ratio of 1.12 and operate at LOS F.
  - The westbound left-turn movement is expected to have a v/c ratio of 1.14 and operate at LOS F.
  - The westbound through/right-turn movement is expected to have a v/c ratio of 1.01 and operate at LOS E.
  - The southbound left-turn movement is expected to have a v/c ratio of 1.17 and operate at LOS F.
- 207 Street and Westfield Avenue / Golf Lane
  - The eastbound left-turn/through/right-turn movement is expected to have a v/c ratio of 1.01 and operate at LOS F.

For the 2034 weekday background traffic operations, the following movements are expected to generate 95% queue lengths which exceed the existing storage lengths:

- 203 Street and Highway 7:
  - Eastbound, westbound and southbound left-turn movements
- 207 Street and Highway 7:

- Eastbound, westbound and southbound left-turn movements

- 207 Street and River Road / River Road West:
  - Westbound left-turn movement
- 203 Street / 113b Avenue and Hammond Road / Maple Crescent:
  - Eastbound and westbound left-turn movements and northbound right-turn movement

The 2034 weekday background traffic analysis indicates that the Highway 7 intersection operations are generally expected to worsen compared to the 2029 background operations. The intersections along Highway 7 at 203 Street and 207 Street are expected to experience delays above the acceptable thresholds for the eastbound and westbound directions. The 203 Street and Highway 7 intersection is also expected to experience delays of 80 seconds for the northbound and southbound permissive-protected left-turn movements during the PM peak hour. Also, the 207 Street and Highway 7 intersection is expected to experience delays exceeding 80 seconds for the northbound and southbound permissive left-turns during the AM, MD, and PM peak hours. This is likely due to higher horizon year volumes and limitations in signal timing optimizations.

Table 4-6 provides a summary of the 2034 weekday background traffic operations analysis results for the AM, MD, and PM peak hours.

Table 4-6: 2034 Weekday Background Traffic Operations

Intersection	Turning Movement	AM Peak Hour				MD Peak Hour				PM Peak Hour			
		LOS	Delay (s)	V/C Ratio	95% Q (m)	LOS	Delay (s)	V/C Ratio	95% Q (m)	LOS	Delay (s)	V/C Ratio	95% Q (m)
203 Street and Highway 7 *(Signalized)*	EBL	C	22.6	0.44	16.0	C	31.2	0.62	#31.7	F	124.9	1.05	#70.5
	EBT/R	E	74.3	1.07	#294.2	E	69.7	1.07	#289.8	F	173.1	1.31	#540.3
	WBL	E	79.4	0.93	#64.1	D	50.6	0.80	#49.8	F	174.8	1.21	#103.9
	WBT	F	126.1	1.20	#373.2	D	47.0	0.99	#256.7	E	72.9	1.06	#404.7
	WBR	A	0.1	0.05	-	A	2.3	0.13	6.8	A	5.1	0.17	16.0
	NBL	D	35.2	0.60	44.3	C	34.0	0.46	28.8	F	82.3	0.86	#59.2
	NBT	D	39.4	0.45	58.1	D	43.5	0.51	52.8	E	60.5	0.65	100.0
	NBR	A	3.9	0.21	7.6	A	8.3	0.36	15.4	C	22.4	0.40	37.3
	SBL	C	29.9	0.35	29.1	D	37.2	0.55	40.8	F	82.8	0.87	#77.5
	SBT/R	E	56.7	0.77	82.1	D	51.1	0.74	70.9	F	80.9	0.88	#134.1
	Int. LOS	F				D				F			
207 Street and Highway 7 *(Signalized)*	EBL	E	72.2	0.47	#22.4	E	71.4	0.71	#58.3	F	142.3	0.99	#85.4
	EBT/R	C	21.1	0.67	141.5	C	28.3	0.85	205.3	F	93.8	1.12	#433.1
	WBL	E	65.0	0.63	47.2	E	73.6	0.71	#57.1	F	178.6	1.14	#101.9
	WBT/R	C	26.4	0.90	253.6	C	29.1	0.85	204.5	E	57.5	1.01	#367.5
	NBL	E	57.3	0.55	37.2	E	79.9	0.86	#71.6	E	66.3	0.68	#67.2
	NBT/R	E	79.0	0.94	#136.1	D	50.9	0.76	93.0	D	54.1	0.69	120.8
	SBL	F	83.8	0.61	#26.4	F	106.2	0.91	#55.0	F	175.2	1.17	#105.8
	SBT/R	D	43.7	0.48	52.5	C	33.8	0.42	42.8	D	44.0	0.40	61.1
	Int. LOS	C				D				E			
207 Street and River Road/River Road West *(Signalized)*	EBL/T/R	B	11.4	0.06	6.4	B	10.0	0.02	2.6	D	35.2	0.17	17.1
	WBL	B	19.3	0.60	42.0	B	13.2	0.33	16.9	D	53.5	0.67	43.2
	WBT/R	A	4.2	0.32	11.6	A	4.5	0.22	7.5	B	10.5	0.43	17.7
	NBL/T/R	B	11.6	0.52	44.8	A	6.6	0.40	26.3	A	7.0	0.68	90.6
	SBL/T/R	B	19.1	0.70	59.4	A	9.3	0.40	29.5	C	28.6	0.83	#122.8
	Int. LOS	B				A				B			
203 Street / 113b Avenue and Hammond Road / Maple Crescent *(Signalized)*	EBL	B	16.7	0.15	14.1	B	19.0	0.21	15.8	C	20.2	0.50	51.7
	EBT	B	15.7	0.15	23.4	B	19.0	0.30	29.3	C	24.3	0.73	113.0
	EBR	A	0.1	0.02	-	A	0.1	0.03	-	A	-	0.02	-
	WBL	C	33.7	0.80	#114.4	C	24.8	0.52	36.3	E	62.3	0.85	#55.5
	WBT/R	B	14.0	0.43	51.2	B	14.0	0.32	23.9	A	7.9	0.20	17.0
	NBL	C	20.2	0.03	4.4	B	16.2	0.01	2.2	C	22.6	0.02	4.0
	NBT	C	25.4	0.34	42.5	C	20.1	0.51	53.9	D	35.8	0.75	#95.5
	NBR	A	6.0	0.25	12.3	A	4.6	0.35	13.4	C	25.7	0.79	#86.5
	SBL	D	38.9	0.32	21.9	C	28.4	0.23	18.3	D	39.8	0.31	18.3
	SBT	C	30.9	0.80	#154.3	B	14.3	0.48	66.6	C	24.1	0.58	#84.4
	SBR	A	0.2	0.07	-	A	0.2	0.07	-	A	0.2	0.05	-
	Int. LOS	C				B				C			
207 Street and Thorne Avenue *(Unsignalized)*	EBL/R	E	39.5	0.61	27.4	C	15.2	0.30	9.5	D	33.2	0.75	46.7
	NBL/T	A	9.1	0.24	5.4	A	8.3	0.15	1.4	A	8.7	0.18	2.7
	SBT/R	A	-	0.27	-	A	-	0.23	-	A	-	0.27	-
	Int. LOS	A				A				A			
203 Street and Thorne Avenue *(Unsignalized)*	WBL/R	F	83.0	0.99	82.2	C	23.5	0.50	20.8	E	42.2	0.71	37.6
	NBT/R	A	-	0.25	-	A	-	0.27	-	A	-	0.43	-
	SBL/T	A	8.3	0.25	0.9	A	8.4	0.21	0.9	A	9.7	0.18	1.5
	Int. LOS	C				A				A			
207 Street and Westfield Avenue/ Golf Lane *(Unsignalized)*	EBL/T/R	D	25.7	0.31	9.7	C	16.4	0.14	3.8	F	115.1	1.01	67.2
	WBL/T/R	B	13.3	0.12	3.2	B	11.5	0.04	1.0	C	15.3	0.04	1.0
	NBL/T/R	A	8.4	0.16	-	A	7.9	0.19	0.1	A	7.9	0.42	0.1
	SBL/T/R	A	7.9	0.29	1.0	A	7.9	0.18	0.3	A	9.1	0.19	0.2
	Int. LOS	A				A				C			
Maple Crescent and Westfield Avenue *(Unsignalized)*	WBL/R	C	15.4	0.38	13.3	B	10.4	0.08	2.0	B	10.7	0.07	1.7
	NBT/R	A	-	0.30	-	A	-	0.16	-	A	-	0.14	-
	SBL/T	A	8.6	0.12	0.9	A	7.9	0.22	1.0	A	8.2	0.53	4.3
	Int. LOS	A				A				A			

4.2.5 2034 Weekday Combined Traffic Operations

The 2034 weekday combined traffic operations were analyzed using the 2034 weekday combined traffic volumes presented in **Figure 3-13**. The signal timings were optimized for the AM, MD, and PM peak hours.

During the AM peak hour, all study intersections are generally expected to operate overall within the study thresholds, except for the 203 Street and Highway 7 intersection, which is expected to operate overall at LOS F. Several individual movements for three of the intersections are expected to be operating above study thresholds, as noted below:

- 203 Street and Highway 7

- The eastbound through/right-turn movement is expected to have a v/c ratio of 1.10 and operate at LOS F.
- The westbound left-turn movement is expected to have a v/c ratio of 0.93 and operate at LOS E.
- The westbound through movement is expected to have a v/c ratio of 1.22 and operate at LOS F.

- 207 Street and Highway 7
  - The westbound through/right-turn movement is expected to have a v/c ratio of 0.94 and operate at LOS C.
  - The northbound through/right-turn movement is expected to have a v/c ratio of 0.94 and operate at LOS E.
- 207 Street and Thorne Avenue
  - The eastbound left-turn/right-turn movement is expected to have a v/c ratio of 0.85 and operate at LOS F.
- 203 Street and Thorne Avenue
  - The westbound left-turn/right-turn movement is expected to have a v/c ratio of 0.99 and operate at LOS F.

During the MD peak hour, all study intersections are generally expected to operate overall within the study thresholds except for the 203 Street and Highway 7 intersection, which is expected to operate overall at LOS E. Several individual movements for two of the intersections are expected to be operating above study thresholds, as noted below:

- 203 Street and Highway 7
  - The eastbound through/right-turn movement is expected to have a v/c ratio of 1.09 and operate at LOS F.
  - The westbound through movement is expected to have a v/c ratio of 1.01 and operate at LOS D.
- 207 Street and Highway 7
  - The eastbound left-turn movement is expected to have a v/c ratio of 0.88 and operate at LOS F.
  - The eastbound through/right-turn movement is expected to have a v/c ratio of 0.94 and operate at LOS D.
  - The westbound left-turn movement is expected to have a v/c ratio of 0.89 and operate at LOS F.
  - The northbound left-turn movement is expected to have a v/c ratio of 0.97 and operate at LOS F.

- The southbound left-turn movement is expected to have a v/c ratio of 0.89 and operate at LOS F.

During the PM peak hour, all study intersections are generally expected to operate overall within the study thresholds except for the intersections of 203 Street and 207 Street with Highway 7, which are both expected to operate at LOS F, and the 207 Street and Westfield/Avenue/Golf Lane intersection, which is expected to operate at LOS E. Several individual movements for six of the intersections are expected to be operating above study thresholds, as noted below:

- 203 Street and Highway 7
  - The eastbound left-turn movement is expected to have a v/c ratio of 1.05 and operate at LOS F.
  - The eastbound through/right-turn movement is expected to have a v/c ratio of 1.33 and operate at LOS F.
  - The westbound left-turn movement is expected to have a v/c ratio of 1.21 and operate at LOS F.
  - The westbound through movement is expected to have a v/c ratio of 1.09 and operate at LOS F.
  - The northbound left-turn movement is expected to have a v/c ratio of 0.86 and operate at LOS F.
  - The southbound left-turn movement is expected to have a v/c ratio of 0.91 and operate at LOS F.
  - The southbound through/right-turn movement is expected to have a v/c ratio of 0.88 and operate at LOS F.
- 207 Street and Highway 7
  - The eastbound left-turn movement is expected to have a v/c ratio of 1.11 and operate at LOS F.
  - The eastbound through/right-turn movement is expected to have a v/c ratio of 1.24 and operate at LOS F.
  - The westbound left-turn movement is expected to have a v/c ratio of 1.21 and operate at LOS F.
  - The westbound through/right-turn movement is expected to have a v/c ratio of 1.05 and operate at LOS E.
  - The northbound left-turn movement is expected to have a v/c ratio of 0.85 and operate at LOS F.
  - The southbound left-turn movement is expected to have a v/c ratio of 1.26 and operate at LOS F.

- 207 Street and River Road / River Road West
  - The southbound left-turn/through/right-turn movement is expected to have a v/c ratio of 1.12 and operate at LOS F.
- 207 Street and Thorne Avenue
  - The eastbound left-turn/right-turn movement is expected to have a v/c ratio of 1.02 and operate at LOS F.
- 207 Street and Westfield Avenue / Golf Lane
  - The eastbound left-turn/through/right-turn movement is expected to have a v/c ratio of 1.24 and operate at LOS F.

For the 2034 weekday combined traffic operations, the following movements are expected to generate 95% queue lengths which exceed the existing storage lengths:

- 203 Street and Highway 7:
  - Eastbound, westbound and southbound left-turn movements
- 207 Street and Highway 7:
  - Eastbound, westbound and southbound left-turn movements
- 207 Street and River Road / River Road West:
  - Westbound left-turn movement
- 203 Street / 113b Avenue and Hammond Road / Maple Crescent:
  - Eastbound and westbound left-turn movements and northbound right-turn movement

Traffic operations for the Highway 7 intersections at 203 Street and 207 Street are noted to be consistent with the 2034 weekday background operations for the AM and PM peak hours. During the MD peak hour, 207 Street and Highway 7 intersection is expected to have additional movements exceeding study thresholds compared to the background operations.

There are several intersections that are expected to have significant increases to delays compared to the 2034 weekday background scenario. Traffic operations for the 207 Street and River Road intersection are expected to have longer queues for the southbound direction during the PM peak hour. Additionally, the 203 Street and Hammond Road intersection is expected to have longer queues for the northbound right-turn movements during the PM peak hour. The unsignalized intersections are expected to develop significant queues for permissive left-turn movements during the AM and PM peak hours. This is likely due to high volumes of traffic along 207 Street, which can limit opportunities for left-turn vehicles to clear the queue at the unsignalized intersections.

Table 4-7 provides a summary of the 2034 weekday combined traffic operations analysis results for the AM, MD, and PM peak hours.

Table 4-7: 2034 Weekday Combined Traffic Operations

Intersection	Turning Movement	AM Peak Hour				MD Peak Hour				PM Peak Hour			
		LOS	Delay (s)	V/C Ratio	95% Q (m)	LOS	Delay (s)	V/C Ratio	95% Q (m)	LOS	Delay (s)	V/C Ratio	95% Q (m)
203 Street and Highway 7 *(Signalized)*	EBL	C	22.6	0.44	16.0	C	31.2	0.62	#31.7	F	124.9	1.05	#70.5
	EBT/R	F	84.4	1.10	#306.0	F	80.1	1.09	#301.7	F	183.2	1.33	#554.1
	WBL	E	79.4	0.93	#64.1	D	50.6	0.80	#49.8	F	174.8	1.21	#103.9
	WBT	F	133.4	1.22	#380.7	D	52.5	1.01	#266.1	F	81.9	1.09	#419.9
	WBR	A	0.1	0.05	-	A	2.9	0.14	8.3	A	5.3	0.18	17.0
	NBL	D	35.1	0.60	44.1	C	33.7	0.45	28.4	F	82.3	0.86	#59.2
	NBT	D	39.4	0.45	58.1	D	43.5	0.51	52.8	E	60.5	0.65	100.0
	NBR	A	3.9	0.21	7.6	A	8.4	0.36	15.5	C	22.4	0.40	37.3
	SBL	C	30.8	0.38	31.4	D	39.0	0.59	43.7	F	89.7	0.91	#83.8
	SBT/R	E	56.7	0.77	82.1	D	51.1	0.74	70.9	F	80.9	0.88	#134.1
	Int. LOS	F				E				F			
207 Street and Highway 7 *(Signalized)*	EBL	E	56.0	0.39	19.1	F	100.1	0.88	#68.5	F	176.1	1.11	#89.8
	EBT/R	C	24.6	0.79	139.8	D	39.7	0.94	#247.1	F	146.7	1.24	#475.2
	WBL	E	62.5	0.76	#62.7	F	94.2	0.89	#81.8	F	192.1	1.21	#121.7
	WBT/R	C	28.8	0.94	#257.3	C	29.9	0.85	196.8	E	69.9	1.05	#378.3
	NBL	E	57.6	0.69	#49.6	F	99.2	0.97	#98.3	F	80.7	0.85	#103.4
	NBT/R	E	70.7	0.94	#125.4	D	50.0	0.77	#112.6	D	53.2	0.74	138.6
	SBL	E	60.7	0.51	#21.6	F	102.7	0.89	#57.8	F	206.2	1.26	#109.2
	SBT/R	D	35.7	0.47	45.5	C	33.5	0.39	44.6	D	40.9	0.37	60.3
	Int. LOS	C				D				F			
207 Street and River Road/River Road West *(Signalized)*	EBL/T/R	B	12.9	0.06	6.9	B	13.4	0.02	3.2	D	45.0	0.19	21.0
	WBL	C	24.0	0.66	47.2	B	17.2	0.38	22.4	E	66.5	0.71	53.9
	WBT/R	A	4.7	0.33	12.4	A	5.5	0.23	9.1	B	12.7	0.46	20.3
	NBL/T/R	B	11.8	0.55	51.9	A	7.6	0.46	40.5	B	10.7	0.77	164.6
	SBL/T/R	C	23.1	0.80	#94.6	A	9.7	0.50	45.1	F	96.2	1.12	#99.7
	Int. LOS	B				A				D			
203 Street / 113b Avenue and Hammond Road / Maple Crescent *(Signalized)*	EBL	B	16.5	0.14	14.1	B	18.8	0.20	15.7	B	19.0	0.46	51.5
	EBT	B	15.7	0.15	24.2	B	19.0	0.31	30.5	C	22.8	0.69	#118.2
	EBR	A	0.1	0.02	-	A	0.1	0.03	-	A	-	0.02	-
	WBL	C	34.4	0.81	#119.9	C	25.2	0.55	38.7	D	52.6	0.80	#59.1
	WBT/R	B	14.0	0.43	52.0	B	14.0	0.31	24.2	A	7.6	0.19	17.4
	NBL	C	20.4	0.03	4.4	B	16.8	0.01	2.3	C	22.7	0.02	4.0
	NBT	C	25.7	0.34	42.5	C	20.4	0.51	55.2	D	40.0	0.80	#96.3
	NBR	A	5.9	0.26	12.7	A	4.7	0.36	13.9	C	31.8	0.85	#93.8
	SBL	D	39.4	0.33	21.9	C	29.2	0.23	18.4	D	41.2	0.34	18.0
	SBT	C	32.0	0.81	#154.3	B	14.7	0.49	68.5	C	26.0	0.61	#88.7
	SBR	A	0.2	0.07	-	A	0.2	0.07	-	A	0.2	0.06	-
	Int. LOS	C				B				C			
207 Street and Thorne Avenue *(Unsignalized)*	EBL/R	F	82.2	0.85	47.8	C	20.9	0.42	15.2	F	89.7	1.02	89.1
	NBL/T	A	9.8	0.27	6.5	A	8.7	0.21	1.8	A	9.2	0.25	3.4
	SBT/R	A	-	0.34	-	A	-	0.30	-	A	-	0.33	-
	Int. LOS	B				A				C			
203 Street and Thorne Avenue *(Unsignalized)*	WBL/R	F	82.7	0.99	82.1	C	23.4	0.50	20.7	E	42.0	0.71	37.5
	NBT/R	A	-	0.25	-	A	-	0.27	-	A	-	0.43	-
	SBL/T	A	8.3	0.25	0.9	A	8.4	0.21	0.9	A	9.7	0.18	1.5
	Int. LOS	C				A				A			
207 Street and Westfield Avenue/ Golf Lane *(Unsignalized)*	EBL/T/R	D	31.0	0.43	15.6	C	18.4	0.23	6.7	F	195.4	1.24	97.1
	WBL/T/R	B	13.5	0.13	3.3	B	11.6	0.05	1.1	C	15.6	0.05	1.1
	NBL/T/R	A	8.5	0.16	-	A	7.9	0.19	0.1	A	8.0	0.43	0.1
	SBL/T/R	A	7.9	0.31	1.0	A	8.0	0.20	0.3	A	9.2	0.21	0.2
	Int. LOS	A				A				D			
Maple Crescent and Westfield Avenue *(Unsignalized)*	WBL/R	C	16.3	0.42	15.7	B	11.3	0.12	3.1	D	30.5	0.36	12.0
	NBT/R	A	-	0.31	-	A	-	0.16	-	A	-	0.14	-
	SBL/T	A	8.7	0.05	1.3	A	8.0	0.22	1.3	A	8.3	0.53	5.0
	Int. LOS	A				A				A			

4.3 Weekend Analysis

4.3.1 2024 Existing Weekend Traffic Operations

The 2024 existing weekend traffic operations were analyzed using the existing laning configurations in **Figure 2-1** and the existing weekend traffic volumes presented in **Figure 2-6**. The signal timings are based on the existing signal timings for the AM, MD, and PM peak hours.

During the weekend AM peak hour, all study intersections were found to operate within study thresholds.

During the weekend MD peak hour, all study intersections were found to operate within study thresholds except for the following movements:

- 203 Street and Highway 7
    - The eastbound through/right-turn movement was found to have a v/c ratio of 0.87 and operated at LOS C.
    - The westbound left-turn movement was found to have a v/c ratio of 0.90 and operated at LOS F.
    - The southbound through/right-turn movement was found to have a v/c ratio of 0.92 and operated at LOS F.
- 207 Street and Highway 7
    - The southbound left-turn movement was found to have a v/c ratio of 0.79 and operated at LOS F.

During the weekend PM peak hour, all study intersections were found to operate within study thresholds except for the following movements:

- 203 Street and Highway 7
    - The southbound through/right-turn movement was found to have a v/c ratio of 0.85 and operated at LOS F.
- 207 Street and Highway 7
    - The southbound left-turn movement was found to have a v/c ratio of 0.82 and operated at LOS F.

For the 2024 existing weekend traffic operations, the following movements were found to generate 95% queue lengths which exceeded the existing storage lengths:

- 203 Street and Highway 7:
    - Westbound left-turn movement
- 207 Street and River Road / River Road West:
    - Westbound left-turn movement
- 203 Street / 113b Avenue and Hammond Road / Maple Crescent:
    - Westbound left-turn movement

It is generally noted that Highway 7 encounters high volumes of traffic in the eastbound and westbound directions. During the weekend MD peak hour, the westbound left-turn movement at Highway 7 and 203 Street intersection developed queues of 75 m, which exceeded the storage length of 40 m. Also, the southbound permissive left-turn movement at 207 Street and Highway 7 intersection operated with long delays of approximately 80 seconds. During the weekend PM peak hour, the southbound permissive left-turn movement at 207 Street and Highway 7 intersection operated with long delays of approximately 95 seconds. **Table 4-8** provides a summary of the 2024 existing weekend traffic operations analysis results from the AM, MD, and PM peak hours.

Table 4-8: 2024 Existing Weekend Traffic Operations

Intersection	Turning Movement	AM Peak Hour				MD Peak Hour				PM Peak Hour			
		LOS	Delay (s)	V/C Ratio	95% Q (m)	LOS	Delay (s)	V/C Ratio	95% Q (m)	LOS	Delay (s)	V/C Ratio	95% Q (m)
203 Street and Highway 7 *(Signalized)*	EBL	A	9.8	0.12	7.5	B	19.8	0.48	16.5	C	20.2	0.49	17.8
	EBT/R	B	18.9	0.49	75.1	C	34.4	0.87	253.8	C	32.2	0.85	246.8
	WBL	B	10.3	0.20	12.3	F	82.0	0.90	#73.8	E	59.1	0.77	#55.3
	WBT	B	18.3	0.56	95.7	C	27.0	0.74	200.6	C	26.5	0.74	201.6
	WBR	A	0.1	0.03	-	A	2.6	0.16	10.0	A	1.8	0.10	5.5
	NBL	C	27.8	0.28	28.8	E	64.6	0.70	#51.5	D	48.5	0.41	31.5
	NBT	D	36.9	0.18	24.8	E	68.6	0.63	77.0	E	63.7	0.51	59.7
	NBR	A	0.7	0.13	-	B	11.2	0.39	19.4	B	12.1	0.35	17.2
	SBL	C	26.3	0.12	13.8	D	50.2	0.49	44.4	D	47.5	0.41	41.8
	SBT/R	D	42.6	0.44	38.5	F	94.5	0.92	#125.7	F	83.4	0.85	#105.6
	Int. LOS	B				D				C			
207 Street and Highway 7 *(Signalized)*	EBL	D	36.0	0.18	15.9	E	72.4	0.63	#53.7	E	67.5	0.57	42.4
	EBT/R	B	10.6	0.39	52.6	C	24.7	0.79	221.7	C	21.7	0.77	198.8
	WBL	D	35.8	0.19	16.4	E	73.4	0.66	#57.7	E	70.8	0.67	#60.0
	WBT/R	B	12.5	0.54	81.3	C	24.1	0.76	213.4	B	19.2	0.70	174.5
	NBL	C	34.9	0.40	28.5	E	74.2	0.79	60.7	E	69.1	0.69	46.8
	NBT/R	C	26.6	0.35	28.9	D	46.9	0.62	72.3	E	55.3	0.73	74.3
	SBL	C	30.4	0.13	12.0	F	82.2	0.79	50.8	F	96.5	0.82	#44.3
	SBT/R	C	22.3	0.15	12.0	C	34.3	0.38	37.2	D	39.9	0.43	38.2
	Int. LOS	B				C				C			
207 Street and River Road/River Road West *(Signalized)*	EBL/T/R	A	7.6	0.01	1.1	A	9.0	0.01	1.2	A	9.8	0.04	3.8
	WBL	B	10.0	0.21	6.5	B	13.3	0.41	18.9	B	13.4	0.34	16.8
	WBT/R	A	3.7	0.19	4.0	A	4.2	0.29	8.6	A	4.5	0.25	8.1
	NBL/T/R	A	4.8	0.13	6.9	A	6.7	0.43	22.4	A	4.8	0.36	18.3
	SBL/T/R	A	6.4	0.08	5.6	B	10.4	0.41	24.8	A	9.5	0.42	28.3
	Int. LOS	A				A				A			
203 Street / 113b Avenue and Hammond Road / Maple Crescent *(Signalized)*	EBL	B	11.6	0.04	3.9	B	17.0	0.18	16.8	B	18.6	0.19	16.3
	EBT	B	11.5	0.08	8.2	B	16.6	0.24	28.2	B	18.7	0.30	31.4
	EBR	A	-	0.00	-	A	-	0.02	-	A	-	0.02	-
	WBL	B	14.4	0.33	19.7	C	23.0	0.55	46.7	C	22.3	0.43	32.5
	WBT/R	A	8.0	0.19	11.3	B	11.9	0.26	22.9	B	12.8	0.21	17.9
	NBL	A	-	0.00	-	B	17.2	0.01	2.5	B	14.6	0.01	3.5
	NBT	B	12.1	0.13	18.2	B	19.9	0.48	57.3	B	15.7	0.36	57.1
	NBR	A	0.1	0.06	-	A	5.1	0.30	13.4	A	4.3	0.24	13.2
	SBL	B	15.8	0.07	6.4	C	27.7	0.15	14.9	C	25.1	0.15	14.9
	SBT	A	8.3	0.21	17.5	B	16.8	0.51	69.3	B	13.0	0.31	54.8
	SBR	A	0.1	0.04	-	A	0.4	0.09	0.7	A	0.1	0.06	-
	Int. LOS	A				B				B			
207 Street and Thorne Avenue *(Unsignalized)*	EBL/R	B	10.4	0.08	2.1	B	13.9	0.25	7.4	B	14.9	0.37	12.7
	NBL/T	A	7.6	0.08	1.1	A	8.1	0.15	2.1	A	8.1	0.13	1.9
	SBT/R	A	-	0.07	-	A	-	0.17	-	A	-	0.18	-
	Int. LOS	A				A				A			
203 Street and Thorne Avenue *(Unsignalized)*	WBL/R	B	11.6	0.19	5.3	C	21.9	0.48	19.4	C	18.2	0.45	17.2
	NBT/R	A	-	0.10	-	A	-	0.25	-	A	-	0.24	-
	SBL/T	A	7.6	0.09	0.6	A	8.3	0.18	0.8	A	8.2	0.15	0.7
	Int. LOS	A				A				A			
207 Street and Westfield Avenue/ Golf Lane *(Unsignalized)*	EBL/T/R	B	10.1	0.05	1.1	C	15.0	0.15	4.0	B	14.3	0.14	3.7
	WBL/T/R	A	9.6	0.01	0.2	B	10.8	0.04	0.9	B	10.2	0.01	0.3
	NBL/T/R	A	-	0.05	-	A	-	0.16	-	A	-	0.17	-
	SBL/T/R	A	7.4	0.07	0.1	A	7.8	0.17	0.3	A	7.8	0.15	0.1
	Int. LOS	A				A				A			
Maple Crescent and Westfield Avenue *(Unsignalized)*	WBL/R	A	9.3	0.03	0.8	B	10.7	0.09	2.2	A	9.7	0.05	1.2
	NBT/R	A	-	0.10	-	A	-	0.18	-	A	-	0.13	-
	SBL/T	A	7.6	0.05	0.3	A	8.0	0.18	1.3	A	7.8	0.20	1.2
	Int. LOS	A				A				A			

The traffic operations analysis results indicate that during the weekend study period, the study intersections are generally operating with short queues and delays, and with excess capacity. The results also indicate that the intersections along Highway 7 face some significant delays during the MD and PM peak hours. This is likely due to significant regional traffic passing through the area.

4.3.2 2029 Weekend Background Traffic Operations

The 2029 weekend background traffic operations were analyzed using the 2029 weekend background traffic volumes presented in **Figure 3-10**. The signal timings were optimized for the AM, MD, and PM peak hours.

During the AM peak hour, all study intersections are generally expected to operate within the study thresholds.

During the MD peak hour, all study intersections are generally expected to operate overall within the study thresholds, except for the 203 Street and Highway 7 intersection which is expected to operate overall at LOS F. Several individual movements for many of the intersections are expected to be operating above study thresholds, as noted below:

- 203 Street and Highway 7
  - The eastbound through/right-turn movement was found to have a v/c ratio of 1.25 and operated at LOS F.
  - The westbound left-turn movement was found to have a v/c ratio of 1.06 and operated at LOS F.
  - The westbound through movement was found to have a v/c ratio of 1.08 and operated at LOS F.
- 207 Street and Highway 7
  - The eastbound left-turn movement was found to have a v/c ratio of 0.88 and operated at LOS F.
  - The eastbound through/right-turn movement was found to have a v/c ratio of 0.99 and operated at LOS D.
  - The westbound left-turn movement was found to have a v/c ratio of 0.84 and operated at LOS F.
  - The westbound through/right-turn movement was found to have a v/c ratio of 0.96 and operated at LOS C.
  - The southbound left-turn movement was found to have a v/c ratio of 0.88 and operated at LOS F.

During the PM peak hour, all study intersections are generally expected to operate within the study thresholds except for the following movements:

- 203 Street and Highway 7
  - The eastbound through/right-turn movement was found to have a v/c ratio of 1.01 and operated at LOS E.
  - The westbound left-turn movement was found to have a v/c ratio of 0.89 and operated at LOS E.
  - The westbound through movement was found to have a v/c ratio of 0.87 and operated at LOS C.
- 207 Street and Highway 7
  - The eastbound through/right-turn movement was found to have a v/c ratio of 0.98 and operated at LOS D.

- The westbound left-turn movement was found to have a v/c ratio of 0.90 and operated at LOS F.
- The westbound through/right-turn movement was found to have a v/c ratio of 0.89 and operated at LOS C.

For the 2029 weekend background traffic operations, the following movements are expected to generate 95% queue lengths which exceed the existing storage lengths:

- 203 Street and Highway 7:
  - Eastbound and westbound left-turn movement
- 207 Street and River Road / River Road West:
  - Westbound left-turn movement
- 203 Street / 113b Avenue and Hammond Road / Maple Crescent:
  - Westbound left-turn movement

The 2029 weekend background traffic analysis indicates that the intersections along Highway 7 are generally expected to experience delays above the acceptable thresholds for the eastbound and westbound directions. This aligns with the high volumes of traffic along Highway 7. The southbound permissive left-turn movement at 207 Street and Highway 7 is also expected to experience long delays of approximately 80 seconds. The intersection delays along Highway 7 are expected to be highest during the MD peak hour during the weekend, even with signal timing optimizations.

Table 4-9 provides a summary of the 2029 weekend background traffic operations analysis results for the AM, MD, and PM peak hours.

Table 4-9: 2029 Weekend Background Traffic Operations

Intersection	Turning Movement	AM Peak Hour				MD Peak Hour				PM Peak Hour			
		LOS	Delay (s)	V/C Ratio	95% Q (m)	LOS	Delay (s)	V/C Ratio	95% Q (m)	LOS	Delay (s)	V/C Ratio	95% Q (m)
203 Street and Highway 7 *(Signalized)*	EBL	B	10.8	0.18	8.1	C	34.7	0.63	#32.9	E	66.9	0.81	#52.5
	EBT/R	B	19.5	0.59	80.2	F	148.4	1.25	#366.2	E	56.4	1.01	#379.8
	WBL	B	11.6	0.28	13.0	F	112.8	1.06	#80.4	E	79.9	0.89	#75.6
	WBT	C	20.3	0.67	#106.2	F	80.0	1.08	#298.4	C	33.1	0.87	281.2
	WBR	A	0.1	0.04	-	A	4.5	0.22	14.6	A	2.9	0.11	8.5
	NBL	C	23.1	0.36	23.0	C	33.9	0.55	36.5	D	50.2	0.51	33.2
	NBT	C	29.3	0.22	20.6	D	40.0	0.48	61.9	E	55.2	0.46	62.4
	NBR	A	0.7	0.13	-	A	8.4	0.34	18.0	B	13.8	0.34	22.1
	SBL	C	20.0	0.14	11.3	C	31.7	0.43	34.8	D	48.8	0.48	44.5
	SBT/R	C	33.3	0.48	31.3	E	56.7	0.80	91.5	E	73.2	0.82	102.9
	Int. LOS	B				F				D			
207 Street and Highway 7 *(Signalized)*	EBL	C	28.1	0.22	13.4	F	90.9	0.88	#54.3	E	79.7	0.80	#48.5
	EBT/R	B	11.0	0.42	55.0	D	42.3	0.99	#221.8	D	37.3	0.98	#227.0
	WBL	C	28.2	0.23	14.0	F	80.3	0.84	#55.0	F	91.3	0.90	#61.2
	WBT/R	B	12.0	0.56	88.5	C	34.7	0.96	#211.0	C	25.2	0.89	#195.5
	NBL	C	26.7	0.43	22.4	E	68.0	0.85	#61.0	D	52.4	0.71	39.4
	NBT/R	B	16.3	0.35	19.7	D	35.1	0.66	59.6	D	39.8	0.73	59.8
	SBL	C	21.3	0.14	9.3	F	81.0	0.88	#53.2	E	73.3	0.80	#39.4
	SBT/R	B	15.8	0.16	9.2	C	22.6	0.40	28.8	C	26.6	0.44	30.2
	Int. LOS	B				D				D			
207 Street and River Road/River Road West *(Signalized)*	EBL/T/R	A	7.5	0.01	1.3	A	9.7	0.01	1.4	B	11.9	0.05	5.2
	WBL	B	10.0	0.24	7.3	B	14.3	0.44	23.8	B	16.3	0.40	24.1
	WBT/R	A	3.6	0.21	4.4	A	4.2	0.31	9.8	A	4.9	0.28	10.2
	NBL/T/R	A	5.0	0.16	8.1	A	8.5	0.51	31.9	A	5.5	0.40	26.0
	SBL/T/R	A	6.7	0.10	6.5	B	12.3	0.49	32.3	B	10.3	0.47	38.6
	Int. LOS	A				A				A			
203 Street / 113b Avenue and Hammond Road / Maple Crescent *(Signalized)*	EBL	B	11.4	0.04	4.3	B	18.0	0.21	18.0	B	19.8	0.21	17.6
	EBT	B	11.4	0.09	9.3	B	17.7	0.27	30.5	C	20.1	0.34	34.5
	EBR	A	-	0.00	-	A	0.1	0.02	-	A	0.1	0.02	-
	WBL	B	14.8	0.37	22.5	C	27.1	0.65	52.6	C	24.7	0.49	35.7
	WBT/R	A	7.9	0.21	12.5	B	12.2	0.29	24.3	B	13.3	0.23	19.1
	NBL	A	-	0.00	-	B	18.8	0.01	2.9	B	16.0	0.02	3.6
	NBT	B	12.6	0.15	20.9	C	23.4	0.57	66.2	B	18.0	0.42	67.1
	NBR	A	0.2	0.07	-	A	5.2	0.34	14.6	A	5.1	0.27	16.5
	SBL	B	16.6	0.08	7.3	C	32.9	0.21	17.2	C	29.4	0.19	17.3
	SBT	A	8.9	0.24	21.2	B	17.9	0.55	82.9	B	12.7	0.33	63.1
	SBR	A	0.1	0.05	-	A	0.5	0.09	0.9	A	0.1	0.06	-
	Int. LOS	A				B				B			
207 Street and Thorne Avenue *(Unsignalized)*	EBL/R	B	10.9	0.10	2.6	C	16.4	0.33	10.9	C	18.5	0.48	19.2
	NBL/T	A	7.6	0.10	1.3	A	8.3	0.17	2.6	A	8.3	0.15	2.4
	SBT/R	A	-	0.08	-	A	-	0.20	-	A	-	0.21	-
	Int. LOS	A				A				A			
203 Street and Thorne Avenue *(Unsignalized)*	WBL/R	B	12.5	0.24	6.9	D	33.9	0.66	33.9	D	25.0	0.59	28.3
	NBT/R	A	-	0.12	-	A	-	0.29	-	A	-	0.28	-
	SBL/T	A	7.7	0.11	0.7	A	8.5	0.21	0.9	A	8.5	0.17	0.8
	Int. LOS	A				A				A			
207 Street and Westfield Avenue/ Golf Lane *(Unsignalized)*	EBL/T/R	B	10.4	0.06	1.4	C	17.3	0.20	5.6	C	16.1	0.18	5.1
	WBL/T/R	A	9.7	0.01	0.3	B	11.3	0.05	1.2	B	10.5	0.02	0.4
	NBL/T/R	A	-	0.06	-	A	-	0.19	-	A	-	0.19	-
	SBL/T/R	A	7.4	0.08	0.2	A	7.9	0.19	0.3	A	7.9	0.18	0.2
	Int. LOS	A				A				A			
Maple Crescent and Westfield Avenue *(Unsignalized)*	WBL/R	A	9.5	0.04	1.0	B	11.2	0.11	2.7	B	10.0	0.06	1.5
	NBT/R	A	-	0.12	-	A	-	0.21	-	A	-	0.15	-
	SBL/T	A	7.7	0.06	0.4	A	8.2	0.21	1.6	A	7.9	0.23	1.4
	Int. LOS	A				A				A			

4.3.3 2029 Weekend Combined Traffic Operations

The 2029 weekend combined traffic operations were analyzed using the 2029 weekend combined traffic volumes presented in **Figure 3-11**. The signal timings were optimized for the AM, MD, and PM peak hours.

During the AM peak hour, all study intersections are generally expected to operate within the study thresholds.

During the MD peak hour, all study intersections are generally expected to operate overall within the study thresholds except for the 203 Street and Highway 7 intersection which is expected to operate overall at LOS F. Several individual movements for two of the intersections are expected to be operating above study thresholds, as noted below:

- 203 Street and Highway 7
  - The eastbound through/right-turn movement is expected to have a v/c ratio of 1.27 and operate at LOS F.
  - The westbound left-turn movement is expected to have a v/c ratio of 1.06 and operate at LOS F.
  - The westbound through movement is expected to have a v/c ratio of 1.10 and operate at LOS F.
- 207 Street and Highway 7
  - The eastbound left-turn movement is expected to have a v/c ratio of 0.88 and operate at LOS F.
  - The eastbound through/right-turn movement is expected to have a v/c ratio of 0.98 and operate at LOS D.
  - The westbound left-turn movement is expected to have a v/c ratio of 0.90 and operate at LOS F.
  - The westbound through/right-turn movement is expected to have a v/c ratio of 0.91 and operate at LOS C.
  - The northbound left-turn movement is expected to have a v/c ratio of 0.99 and operate at LOS F.
  - The southbound left-turn movement is expected to have a v/c ratio of 1.01 and operate at LOS F.

During the PM peak hour, all study intersections are generally expected to operate within the study thresholds except for the following movements:

- 203 Street and Highway 7
  - The eastbound through/right-turn movement is expected to have a v/c ratio of 1.02 and operate at LOS E.
  - The westbound left-turn movement is expected to have a v/c ratio of 0.89 and operate at LOS E.
  - The westbound through movement is expected to have a v/c ratio of 0.88 and operate at LOS C.
- 207 Street and Highway 7
  - The eastbound left-turn movement is expected to have a v/c ratio of 0.74 and operate at LOS F.
  - The eastbound through/right-turn movement is expected to have a v/c ratio of 0.93 and operate at LOS D.

- The westbound left-turn movement is expected to have a v/c ratio of 0.86 and operate at LOS F.
- The northbound left-turn movement is expected to have a v/c ratio of 0.88 and operate at LOS F.
- The southbound left-turn movement is expected to have a v/c ratio of 1.01 and operate at LOS F.

For the 2029 Opening Day plus 5 years weekend combined traffic operations, the following movements are expected to generate 95% queue lengths which exceed the existing storage lengths:

- 203 Street and Highway 7:
  - Eastbound and westbound left-turn movement
- 207 Street and Highway 7:
  - Westbound left-turn movement
- 207 Street and River Road / River Road West:
  - Westbound left-turn movement
- 203 Street / 113b Avenue and Hammond Road / Maple Crescent:
  - Westbound left-turn movement

Traffic operations at the study intersections are generally noted to be consistent with the 2029 weekend background operations for the AM, MD, and PM peak hours.

Table 4-10 provides a summary of the 2029 weekend combined traffic operations analysis results for the AM, MD, and PM peak hours.

Table 4-10: 2029 Weekend Combined Traffic Operations

Intersection	Turning Movement	AM Peak Hour				MD Peak Hour				PM Peak Hour			
		LOS	Delay (s)	V/C Ratio	95% Q (m)	LOS	Delay (s)	V/C Ratio	95% Q (m)	LOS	Delay (s)	V/C Ratio	95% Q (m)
203 Street and Highway 7 *(Signalized)*	EBL	B	10.9	0.19	8.1	C	34.7	0.63	#32.9	E	66.9	0.81	#52.5
	EBT/R	B	19.7	0.60	82.6	F	154.1	1.27	#371.6	E	59.2	1.02	#386.7
	WBL	B	11.7	0.28	13.0	F	112.8	1.06	#80.4	E	79.9	0.89	#75.6
	WBT	C	20.6	0.68	#112.9	F	84.9	1.10	#304.1	C	33.8	0.88	287.7
	WBR	A	0.1	0.04	-	A	4.7	0.23	15.3	A	3.2	0.12	9.5
	NBL	C	23.2	0.35	22.9	C	33.8	0.55	36.2	D	49.9	0.51	33.2
	NBT	C	29.4	0.22	20.6	D	40.0	0.48	61.9	E	55.2	0.46	62.4
	NBR	A	0.7	0.13	-	A	8.7	0.34	18.4	B	14.0	0.34	22.3
	SBL	C	20.2	0.16	12.0	C	32.3	0.44	36.0	D	49.4	0.50	46.0
	SBT/R	C	33.4	0.48	31.3	E	56.7	0.80	91.5	E	73.2	0.82	102.9
	Int. LOS	C				F				D			
207 Street and Highway 7 *(Signalized)*	EBL	C	30.2	0.24	14.1	F	99.9	0.88	#61.6	F	94.2	0.74	#59.6
	EBT/R	B	12.8	0.51	62.6	D	41.2	0.98	#257.1	D	38.1	0.93	#332.1
	WBL	C	33.4	0.40	20.6	F	96.7	0.90	#72.1	F	101.0	0.86	#89.7
	WBT/R	B	14.4	0.64	#108.7	C	30.8	0.91	#214.0	C	27.4	0.81	242.6
	NBL	C	28.6	0.52	27.5	F	105.1	0.99	#89.0	F	98.0	0.88	#84.4
	NBT/R	B	15.0	0.38	21.1	D	44.1	0.70	80.2	E	63.2	0.76	107.2
	SBL	C	20.6	0.14	9.3	F	123.8	1.01	#68.9	F	148.6	1.01	#69.1
	SBT/R	B	15.4	0.16	9.4	C	30.3	0.40	37.6	D	47.0	0.42	51.6
	Int. LOS	B				D				D			
207 Street and River Road/River Road West *(Signalized)*	EBL/T/R	A	7.5	0.01	1.3	B	11.0	0.01	1.5	B	12.8	0.05	5.3
	WBL	B	10.1	0.24	7.9	B	16.0	0.46	28.1	B	17.8	0.41	24.9
	WBT/R	A	3.6	0.20	4.5	A	4.5	0.32	10.9	A	5.1	0.29	10.3
	NBL/T/R	A	6.2	0.22	12.4	A	9.9	0.56	43.2	A	6.7	0.44	36.5
	SBL/T/R	A	7.2	0.17	10.8	B	13.2	0.56	42.7	B	10.9	0.52	48.2
	Int. LOS	A				B				A			
203 Street / 113b Avenue and Hammond Road / Maple Crescent *(Signalized)*	EBL	B	11.4	0.04	4.3	B	18.0	0.21	18.0	B	19.6	0.21	17.5
	EBT	B	11.3	0.09	9.4	B	17.7	0.28	31.0	B	19.9	0.34	35.0
	EBR	A	-	0.00	-	A	0.1	0.02	-	A	0.1	0.02	-
	WBL	B	14.9	0.39	23.6	C	27.6	0.66	54.5	C	24.7	0.50	36.8
	WBT/R	A	7.9	0.20	12.7	B	12.3	0.29	24.5	B	13.3	0.23	19.2
	NBL	A	-	0.00	-	B	19.0	0.01	2.9	B	16.2	0.02	3.7
	NBT	B	12.7	0.15	21.2	C	23.6	0.57	66.2	B	18.2	0.43	68.0
	NBR	A	0.2	0.07	-	A	5.2	0.35	14.8	A	5.1	0.28	16.9
	SBL	B	16.8	0.08	7.3	C	33.2	0.21	17.1	C	29.6	0.19	17.1
	SBT	A	9.1	0.24	21.6	B	18.1	0.55	82.9	B	12.9	0.33	63.5
	SBR	A	0.1	0.05	-	A	0.5	0.10	0.9	A	0.1	0.06	-
	Int. LOS	A				B				B			
207 Street and Thorne Avenue *(Unsignalized)*	EBL/R	B	11.7	0.12	3.2	C	18.8	0.38	13.3	C	22.0	0.54	24.2
	NBL/T	A	7.8	0.13	1.4	A	8.5	0.20	2.9	A	8.5	0.18	2.6
	SBT/R	A	-	0.12	-	A	-	0.23	-	A	-	0.24	-
	Int. LOS	A				A				A			
203 Street and Thorne Avenue *(Unsignalized)*	WBL/R	B	12.5	0.23	6.9	D	33.7	0.66	33.7	C	24.9	0.59	28.1
	NBT/R	A	-	0.11	-	A	-	0.29	-	A	-	0.28	-
	SBL/T	A	7.7	0.11	0.7	A	8.5	0.21	0.9	A	8.5	0.17	0.8
	Int. LOS	A				A				A			
207 Street and Westfield Avenue/ Golf Lane *(Unsignalized)*	EBL/T/R	B	10.6	0.07	1.8	C	18.2	0.24	7.0	C	16.9	0.22	6.4
	WBL/T/R	A	9.8	0.01	0.3	B	11.4	0.05	1.2	B	10.6	0.02	0.4
	NBL/T/R	A	-	0.06	-	A	-	0.19	-	A	-	0.19	-
	SBL/T/R	A	7.4	0.09	0.2	A	7.9	0.20	0.3	A	7.9	0.18	0.2
	Int. LOS	A				A				A			
Maple Crescent and Westfield Avenue *(Unsignalized)*	WBL/R	A	9.6	0.05	1.3	B	11.9	0.13	3.5	B	10.6	0.08	2.0
	NBT/R	A	-	0.12	-	A	-	0.21	-	A	-	0.15	-
	SBL/T	A	7.7	0.02	0.4	A	8.2	0.21	1.8	A	7.9	0.23	1.6
	Int. LOS	A				A				A			

4.3.4 2034 Weekend Background Traffic Operations

The 2034 weekend background traffic operations were analyzed using the 2034 weekend background traffic volumes presented in **Figure 3-14**. The signal timings were optimized for the AM, MD, and PM peak hours.

During the AM peak hour, all study intersections are generally expected to operate within the study thresholds.

During the MD peak hour, all study intersections are generally expected to operate overall within the study thresholds, except for the following intersections along Highway 7: 203 Street intersection is expected to operate overall at LOS F and 207 Street intersection is expected to operate overall at LOS E. Several individual movements for many of the intersections are expected to be operating above study thresholds, as noted below:

- 203 Street and Highway 7
  - The eastbound through/right-turn movement is expected to have a v/c ratio of 1.51 and operate at LOS F.
  - The westbound left-turn movement is expected to have a v/c ratio of 1.15 and operate at LOS F.
  - The westbound through movement is expected to have a v/c ratio of 1.28 and operate at LOS F.
- 207 Street and Highway 7
  - The eastbound left-turn movement is expected to have a v/c ratio of 1.07 and operate at LOS F.
  - The eastbound through/right-turn movement is expected to have a v/c ratio of 1.10 and operate at LOS F.
  - The westbound left-turn movement is expected to have a v/c ratio of 1.09 and operate at LOS F.
  - The westbound through/right-turn movement is expected to have a v/c ratio of 1.07 and operate at LOS E.
  - The northbound left-turn movement is expected to have a v/c ratio of 1.01 and operate at LOS F.
  - The southbound left-turn movement is expected to have a v/c ratio of 1.10 and operate at LOS F.
- 203 Street and Thorne Avenue
  - The westbound left-turn/right-turn movement is expected to have a v/d ratio of 0.96 and operate at LOS F.

During the PM peak hour, all study intersections are generally expected to operate overall within the study thresholds, except for the following intersections along Highway 7: 203 Street intersection is expected to operate overall at LOS F and 207 Street intersection is expected to operate overall at LOS E. Several individual movements for many of the intersections are expected to be operating above study thresholds, as noted below:

- 203 Street and Highway 7
  - The eastbound left-turn movement is expected to have a v/c ratio of 0.93 and operate at LOS F.
  - The eastbound through/right-turn movement is expected to have a v/c ratio of 1.20 and operate at LOS F.
  - The westbound left-turn movement is expected to have a v/c ratio of 1.06 and operate at LOS F.

- The westbound through movement is expected to have a v/c ratio of 1.03 and operate at LOS E.
- The southbound through/right-turn movement is expected to have a v/c ratio of 0.87 and operate at LOS E.

- 207 Street and Highway 7
  - The eastbound left-turn movement is expected to have a v/c ratio of 0.91 and operate at LOS F.
  - The eastbound through/right-turn movement is expected to have a v/c ratio of 1.06 and operate at LOS E.
  - The westbound left-turn movement is expected to have a v/c ratio of 1.00 and operate at LOS F.
  - The westbound through/right-turn movement is expected to have a v/c ratio of 0.96 and operate at LOS D.
  - The northbound left-turn movement is expected to have a v/c ratio of 0.85 and operate at LOS F.
  - The southbound left-turn movement is expected to have a v/c ratio of 1.07 and operate at LOS F.

For the 2034 weekend background traffic operations, the following movements are expected to generate 95% queue lengths which exceed the existing storage lengths:

- 203 Street and Highway 7:
  - Eastbound and westbound left-turn movements
- 207 Street and Highway 7:
  - Westbound left-turn movement
- 207 Street and River Road / River Road West:
  - Westbound left-turn movement
- 203 Street / 113b Avenue and Hammond Road / Maple Crescent:
  - Westbound left-turn movement

The 2034 weekend background traffic analysis indicates that the Highway 7 intersection operations are generally expected to worsen compared to the 2029 background operations. The intersections along Highway 7 at 203 Street and 207 Street are expected to experience delays above the acceptable thresholds for the eastbound and westbound directions. The 203 Street and Highway 7 intersection is expected to experience delays of 80 seconds for the southbound through/right-turn movement during the PM peak hour. Also, the 207 Street and Highway 7 intersection is expected to experience delays exceeding 90 seconds for the northbound and southbound permissive left-turn movements during the

MD and PM peak hours. This is likely due to higher horizon year volumes and limitations in signal timing optimizations.

Table 4-11 provides a summary of the 2034 weekend background traffic operations analysis results for the AM, MD, and PM peak hours.

Table 4-11: 2034 Weekend Background Traffic Operations

Intersection	Turning Movement	AM Peak Hour				MD Peak Hour				PM Peak Hour			
		LOS	Delay (s)	V/C Ratio	95% Q (m)	LOS	Delay (s)	V/C Ratio	95% Q (m)	LOS	Delay (s)	V/C Ratio	95% Q (m)
203 Street and Highway 7 *(Signalized)*	EBL	B	12.0	0.26	9.3	D	48.9	0.75	#44.3	F	94.0	0.93	#64.3
	EBT/R	C	20.8	0.64	102.1	F	262.1	1.51	#451.6	F	128.1	1.20	#480.3
	WBL	B	13.3	0.38	15.2	F	139.9	1.15	#93.6	F	121.3	1.06	#93.4
	WBT	C	24.1	0.78	134.6	F	162.5	1.28	#369.3	E	61.1	1.03	#389.5
	WBR	A	0.1	0.05	-	A	6.3	0.26	20.0	A	4.3	0.13	11.8
	NBL	C	29.3	0.43	30.4	D	43.0	0.70	#44.1	E	60.0	0.66	#38.5
	NBT	C	33.6	0.22	26.0	D	40.6	0.52	71.7	E	55.1	0.49	71.6
	NBR	A	0.7	0.15	-	B	12.1	0.38	26.9	B	18.9	0.37	30.6
	SBL	C	24.4	0.16	14.3	C	34.3	0.51	39.8	D	51.8	0.56	51.0
	SBT/R	D	41.3	0.57	40.1	E	59.5	0.84	107.2	E	77.3	0.87	120.7
	Int. LOS	C				F				F			
207 Street and Highway 7 *(Signalized)*	EBL	D	37.3	0.31	17.4	F	149.4	1.07	#79.7	F	123.3	0.91	#78.1
	EBT/R	B	11.9	0.51	72.3	F	81.3	1.10	#342.4	E	71.4	1.06	#412.5
	WBL	D	36.4	0.31	18.0	F	152.4	1.09	#83.7	F	135.2	1.00	#100.4
	WBT/R	B	15.5	0.71	118.9	E	69.0	1.07	#327.4	D	41.1	0.96	#350.3
	NBL	D	35.6	0.54	29.9	F	113.4	1.01	#97.0	F	91.7	0.85	#85.1
	NBT/R	C	22.6	0.44	28.0	D	45.9	0.69	91.6	E	61.5	0.74	115.3
	SBL	C	26.2	0.18	11.9	F	148.8	1.10	#85.2	F	157.8	1.07	#82.0
	SBT/R	B	19.0	0.20	12.0	C	32.6	0.42	45.8	D	47.0	0.43	58.8
	Int. LOS	B				E				E			
207 Street and River Road/River Road West *(Signalized)*	EBL/T/R	A	7.3	0.01	1.3	B	11.5	0.01	1.9	B	13.2	0.06	5.6
	WBL	B	10.0	0.26	8.2	B	17.0	0.50	33.7	C	20.2	0.49	27.7
	WBT/R	A	3.5	0.23	4.7	A	4.5	0.34	12.2	A	5.2	0.33	10.9
	NBL/T/R	A	5.4	0.18	9.6	A	9.9	0.58	43.0	A	6.8	0.50	36.4
	SBL/T/R	A	7.1	0.12	7.8	B	15.4	0.62	44.7	B	14.8	0.65	54.9
	Int. LOS	A				B				B			
203 Street / 113b Avenue and Hammond Road / Maple Crescent *(Signalized)*	EBL	B	11.4	0.05	4.7	B	18.7	0.24	20.5	C	20.3	0.25	19.4
	EBT	B	11.4	0.11	10.3	B	18.2	0.30	34.8	C	20.8	0.39	38.5
	EBR	A	-	0.00	-	A	0.1	0.02	-	A	0.1	0.02	-
	WBL	B	15.7	0.43	26.2	C	30.8	0.72	63.3	C	27.6	0.58	41.0
	WBT/R	A	7.9	0.23	13.9	B	13.2	0.33	29.2	B	14.2	0.27	21.7
	NBL	A	-	0.00	-	B	19.2	0.01	2.9	B	16.8	0.02	4.1
	NBT	B	13.5	0.22	25.1	C	25.5	0.63	77.6	C	23.3	0.65	84.4
	NBR	A	0.3	0.09	0.1	A	6.9	0.39	19.9	A	7.3	0.39	23.2
	SBL	B	18.0	0.10	8.7	D	36.7	0.28	19.5	C	34.0	0.29	20.3
	SBT	B	10.5	0.35	27.2	C	21.1	0.63	#108.1	B	15.4	0.49	76.0
	SBR	A	0.2	0.07	-	A	1.3	0.11	2.6	A	0.5	0.09	1.1
	Int. LOS	B				B				B			
207 Street and Thorne Avenue *(Unsignalized)*	EBL/R	B	11.6	0.13	3.3	C	21.0	0.45	17.2	D	26.3	0.63	32.6
	NBL/T	A	7.7	0.11	1.5	A	8.6	0.20	3.3	A	8.5	0.17	3.0
	SBT/R	A	-	0.10	-	A	-	0.23	-	A	-	0.24	-
	Int. LOS	A				A				A			
203 Street and Thorne Avenue *(Unsignalized)*	WBL/R	B	14.0	0.30	9.6	F	86.1	0.96	70.7	E	46.7	0.81	53.9
	NBT/R	A	-	0.13	-	A	-	0.33	-	A	-	0.33	-
	SBL/T	A	7.8	0.12	0.8	A	8.9	0.24	1.2	A	8.8	0.20	1.0
	Int. LOS	A				C				B			
207 Street and Westfield Avenue/ Golf Lane *(Unsignalized)*	EBL/T/R	B	10.8	0.07	1.7	C	21.0	0.27	8.3	C	19.0	0.25	7.4
	WBL/T/R	A	9.9	0.01	0.3	B	12.1	0.06	1.5	B	11.0	0.02	0.4
	NBL/T/R	A	-	0.07	-	A	-	0.22	-	A	-	0.22	-
	SBL/T/R	A	7.5	0.09	0.2	A	8.1	0.22	0.3	A	8.1	0.21	0.2
	Int. LOS	A				A				A			
Maple Crescent and Westfield Avenue *(Unsignalized)*	WBL/R	A	9.7	0.05	1.2	B	12.0	0.14	3.6	B	10.3	0.07	1.8
	NBT/R	A	-	0.14	-	A	-	0.24	-	A	-	0.17	-
	SBL/T	A	7.7	0.07	0.4	A	8.4	0.24	2.0	A	8.0	0.27	1.7
	Int. LOS	A				A				A			

4.3.5 2034 Weekend Combined Traffic Operations

The 2034 weekend combined traffic operations were analyzed using the 2034 weekend combined traffic volumes presented in **Figure 3-15**. The signal timings were optimized for the AM, MD, and PM peak hours.

During the AM peak hour, all study intersections are generally expected to operate within the study thresholds.

During the MD peak hour, all study intersections are generally expected to operate overall within the study thresholds except for the intersections of 203 Street and 207 Street with Highway 7, which are both expected to operate overall at LOS F. Several individual movements for three of the intersections are expected to be operating above study thresholds, as noted below:

- 203 Street and Highway 7
  - The eastbound left-turn movement is expected to have a v/c ratio of 0.98 and operate at LOS F.
  - The eastbound through/right-turn movement is expected to have a v/c ratio of 1.29 and operate at LOS F.
  - The westbound left-turn movement is expected to have a v/c ratio of 1.21 and operate at LOS F.
  - The westbound through movement is expected to have a v/c ratio of 1.07 and operate at LOS E.
  - The northbound left-turn movement is expected to have a v/c ratio of 0.90 and operate at LOS F.
  - The southbound through/right-turn movement is expected to have a v/c ratio of 0.96 and operate at LOS F.
- 207 Street and Highway 7
  - The eastbound left-turn movement is expected to have a v/c ratio of 1.07 and operate at LOS F.
  - The eastbound through/right-turn movement is expected to have a v/c ratio of 1.15 and operate at LOS F.
  - The westbound left-turn movement is expected to have a v/c ratio of 1.12 and operate at LOS F.
  - The westbound through/right-turn movement is expected to have a v/c ratio of 1.08 and operate at LOS E.
  - The northbound left-turn movement is expected to have a v/c ratio of 1.10 and operate at LOS F.
  - The southbound left-turn movement is expected to have a v/c ratio of 1.17 and operate at LOS F.
- 203 Street and Thorne Avenue
  - The westbound left-turn/right-turn movement is expected to have a v/c ratio of 0.96 and operate at LOS F.

During the PM peak hour, all study intersections are generally expected to operate overall within the study thresholds except for the intersections of 203 Street and 207 Street with Highway 7, which are

expected to operate at LOS F and LOS E respectively. Several individual movements for both of the intersections are expected to be operating above study thresholds, as noted below:

- 203 Street and Highway 7
  - The eastbound left-turn movement is expected to have a v/c ratio of 0.93 and operate at LOS F.
  - The eastbound through/right-turn movement is expected to have a v/c ratio of 1.21 and operate at LOS F.
  - The westbound left-turn movement is expected to have a v/c ratio of 1.06 and operate at LOS F.
  - The westbound through movement is expected to have a v/c ratio of 1.04 and operate at LOS E.
  - The southbound through/right-turn movement is expected to have a v/c ratio of 0.87 and operate at LOS E.
- 207 Street and Highway 7
  - The eastbound left-turn movement is expected to have a v/c ratio of 0.96 and operate at LOS F.
  - The eastbound through/right-turn movement is expected to have a v/c ratio of 1.11 and operate at LOS F.
  - The westbound left-turn movement is expected to have a v/c ratio of 1.10 and operate at LOS F.
  - The westbound through/right-turn movement is expected to have a v/c ratio of 0.97 and operate at LOS D.
  - The northbound left-turn movement is expected to have a v/c ratio of 0.92 and operate at LOS F.
  - The southbound left-turn movement is expected to have a v/c ratio of 1.09 and operate at LOS F.

For the 2034 weekend combined traffic operations, the following movements are expected to generate 95% queue lengths which exceed the existing storage lengths:

- 203 Street and Highway 7:
  - Eastbound, westbound and northbound left-turn movements; northbound right-turn movement
- 207 Street and Highway 7:
  - Westbound left-turn movement
- 207 Street and River Road / River Road West:

- Westbound left-turn movement

- 203 Street / 113b Avenue and Hammond Road / Maple Crescent:
  - Westbound left-turn movement

The 207 Street and Highway 7 intersection is noted to have significant delay increases over the MD peak hour 2034 weekend background operations, with an overall LOS F. Traffic operations at the remaining study intersections are generally noted to be consistent with the 2034 weekend background operations for the AM, MD, and PM peak hours.

Table 4-12 provides a summary of the 2034 weekend combined traffic operations analysis results for the AM, MD, and PM peak hours.

Table 4-12: 2034 Weekend Combined Traffic Operations

Intersection	Turning Movement	AM Peak Hour				MD Peak Hour				PM Peak Hour			
		LOS	Delay (s)	V/C Ratio	95% Q (m)	LOS	Delay (s)	V/C Ratio	95% Q (m)	LOS	Delay (s)	V/C Ratio	95% Q (m)
203 Street and Highway 7 (Signalized)	EBL	B	12.0	0.26	9.3	F	106.1	0.98	#61.8	F	94.0	0.93	#64.3
	EBT/R	C	21.0	0.66	104.7	F	168.6	1.29	#502.0	F	132.4	1.21	#486.8
	WBL	B	13.4	0.39	15.2	F	171.2	1.21	113.3	F	121.3	1.06	#93.4
	WBT	C	24.7	0.79	138.8	E	76.3	1.07	#391.8	E	64.1	1.04	#395.6
	WBR	A	0.1	0.05	-	A	4.9	0.23	18.8	A	4.5	0.14	12.6
	NBL	C	29.4	0.43	30.3	F	85.0	0.90	#76.9	E	59.5	0.65	37.6
	NBT	D	35.4	0.26	26.0	E	56.6	0.57	94.5	E	55.1	0.49	71.6
	NBR	A	0.9	0.16	-	C	26.1	0.43	47.2	B	19.1	0.37	30.9
	SBL	C	24.6	0.18	15.2	E	59.4	0.67	56.4	D	52.6	0.58	52.4
	SBT/R	D	41.2	0.57	40.1	F	96.6	0.96	#165.1	E	77.3	0.87	120.7
	Int. LOS	C				F				F			
207 Street and Highway 7 (Signalized)	EBL	D	38.5	0.31	18.0	F	149.4	1.07	#79.7	F	134.1	0.96	#79.9
	EBT/R	B	16.4	0.61	85.6	F	102.6	1.15	#357.6	F	90.2	1.11	#431.3
	WBL	D	36.6	0.39	25.1	F	156.6	1.12	#92.2	F	156.4	1.10	#114.9
	WBT/R	B	17.2	0.74	#129.0	E	75.8	1.08	#331.3	D	44.9	0.97	356.1
	NBL	D	36.4	0.60	36.1	F	134.9	1.10	#110.0	F	101.3	0.92	#98.4
	NBT/R	C	21.3	0.44	30.5	D	46.1	0.72	97.7	E	60.5	0.75	122.6
	SBL	C	25.2	0.16	11.8	F	170.6	1.17	#87.1	F	162.8	1.09	#82.4
	SBT/R	B	18.7	0.18	12.2	C	32.1	0.41	46.0	D	45.3	0.42	58.4
	Int. LOS	B				F				E			
207 Street and River Road/River Road West (Signalized)	EBL/T/R	A	7.7	0.01	1.4	B	12.8	0.01	1.9	B	13.7	0.06	5.6
	WBL	B	10.3	0.27	9.2	B	18.7	0.52	36.0	C	22.3	0.52	28.1
	WBT/R	A	3.6	0.22	5.1	A	4.8	0.35	12.7	A	5.3	0.34	10.9
	NBL/T/R	A	6.6	0.24	14.3	B	11.0	0.63	50.5	A	8.0	0.53	48.5
	SBL/T/R	A	7.5	0.19	12.3	B	16.6	0.68	52.1	B	16.5	0.69	#80.5
	Int. LOS	A				B				B			
203 Street / 113b Avenue and Hammond Road / Maple Crescent (Signalized)	EBL	B	11.3	0.05	4.7	B	18.5	0.24	20.5	C	20.0	0.25	19.4
	EBT	B	11.3	0.11	10.5	B	18.1	0.30	35.2	C	20.6	0.39	39.0
	EBR	A	-	0.00	-	A	0.1	0.02	-	A	0.1	0.02	-
	WBL	B	15.8	0.44	27.2	C	31.4	0.73	#65.5	C	27.8	0.59	42.0
	WBT/R	A	7.9	0.23	14.1	B	13.3	0.32	29.6	B	14.1	0.27	21.7
	NBL	A	-	0.00	-	B	19.4	0.01	2.9	B	17.1	0.02	4.2
	NBT	B	13.7	0.22	25.2	C	25.8	0.63	77.6	C	24.0	0.67	85.4
	NBR	A	0.3	0.10	0.6	A	7.0	0.39	20.1	A	7.5	0.41	24.0
	SBL	B	18.2	0.10	8.5	D	36.8	0.28	19.0	C	33.8	0.27	20.0
	SBT	B	10.7	0.35	27.8	C	21.4	0.64	#108.1	B	15.8	0.50	77.2
	SBR	A	0.2	0.07	-	A	1.3	0.11	2.6	A	0.5	0.09	1.0
	Int. LOS	B				C				B			
207 Street and Thorne Avenue (Unsignalized)	EBL/R	B	12.6	0.15	4.1	D	25.8	0.52	22.0	E	36.4	0.74	44.0
	NBL/T	A	7.9	0.14	1.7	A	8.8	0.23	3.6	A	8.8	0.20	3.2
	SBT/R	A	-	0.13	-	A	-	0.27	-	A	-	0.27	-
	Int. LOS	A				A				A			
203 Street and Thorne Avenue (Unsignalized)	WBL/R	B	13.9	0.30	9.6	F	85.2	0.96	70.3	E	46.0	0.81	53.4
	NBT/R	A	-	0.13	-	A	-	0.33	-	A	-	0.33	-
	SBL/T	A	7.8	0.12	0.8	A	8.9	0.24	1.2	A	8.8	0.20	1.0
	Int. LOS	A				C				B			
207 Street and Westfield Avenue/ Golf Lane (Unsignalized)	EBL/T/R	B	11.0	0.09	2.1	C	22.5	0.32	10.4	C	20.3	0.30	9.3
	WBL/T/R	B	10.0	0.01	0.3	B	12.2	0.06	1.5	B	11.0	0.02	0.4
	NBL/T/R	A	-	0.07	-	A	-	0.22	-	A	-	0.23	-
	SBL/T/R	A	7.5	0.10	0.2	A	8.1	0.23	0.4	A	8.1	0.21	0.2
	Int. LOS	A				A				A			
Maple Crescent and Westfield Avenue (Unsignalized)	WBL/R	A	9.9	0.06	1.5	B	12.9	0.17	4.6	B	11.1	0.10	2.4
	NBT/R	A	-	0.14	-	A	-	0.24	-	A	-	0.17	-
	SBL/T	A	7.8	0.02	0.5	A	8.5	0.24	2.2	A	8.1	0.27	1.9
	Int. LOS	A				A				A			

4.4 Traffic Operations Analysis Summary and Recommendations

The traffic operations analysis presented in **Section 4.2** and **Section 4.3** used an annual growth rate of 3%, which results in a significant amount of local and regional traffic growth for the 2029 and 2034 horizon years.

Based on the analysis, the weekday PM peak period generally had the highest volumes across the network. The traffic volume patterns also suggest short-cutting through the Hammond community in the east-west direction along Thorne Avenue, Westfield Avenue, Maple Crescent, and River Road for regional traffic. Traffic is likely short-cutting through these residential roads to bypass queues and delays along Highway 7. If short-cutting traffic volumes continue to increase in the future, traffic operations along Thorne Avenue, Westfield Avenue, and Maple Crescent are expected to experience longer delays and queues.

A summary of the traffic operations analysis and corresponding mitigation strategies are presented in **Table 4-13**. The mitigation strategies are intended to help improve traffic operations at the study intersections. Given that the intersections along Highway 7 operate at capacity during the peak hours (especially during the weekday PM peak hour), implementation of the mitigation strategies included in this table may result in improved traffic operations, which may then lead to a decrease in traffic volumes short-cutting through the Hammond community.

The traffic generated from the Recreation Center will add to the background traffic volumes and contribute to longer delays and queues at the study intersections. However, the traffic generated by the Recreation Center is noted to be substantially lower than the volumes of vehicles short-cutting through the Hammond community.

An alternative solution for operational improvements at the study intersections may be to provide additional traffic calming measures along Thorne Avenue, Westfield Avenue, Maple Crescent, and River Road. This will help discourage both local and regional traffic from short-cutting through the Hammond community.

Table 4-13: Traffic Operations Analysis Summary and Recommendations

Intersection	Movements With Issues	Traffic Operations Notes	Mitigation Measure
203 Street and Highway 7	EBT/R, WBL, SBT/R (2024 Existing) EBT/R, WBL, WBT (2029 Background) EBL, EBT/R, WBL, WBT, SBT/R (2029 Combined) EBL, EBT/R, WBL, WBT, NBL, SBL, SBT/R (2034 Background) EBL, EBT/R, WBL, WBT, NBL, SBL, SBT/R (2034 Combined)	2024 existing weekday and weekend traffic operations already have turning movements above study thresholds. The traffic operations will continue to have issues with the 2029 and 2034 background growth. The traffic operations will continue to deterioriate for the 2029 and 2034 combined scenarios, with the construction of the Recreation Centre.	Coordinate with TransLink to implement new rapid transit infrastructure with increased bus frequency, optimized routes, and improved services along Highway 7. This is expected to reduce vehicular traffic demand along this corridor. In addition, optimized signal timing and signal coordination should be considered.
207 Street and Highway 7	EBL, WBL, SBL (2024 Existing) EBL, EBT/R, WBL, WBT/R, SBL (2029 Background) EBL, EBT/R, WBL, WBT/R, NBL, SBL (2029 Combined) EBL, EBT/R, WBL, WBT/R, NBL, NBT/R, SBL (2034 Background) EBL, EBT/R, WBL, WBT/R, NBL, NBT/R, SBL (2034 Combined)	2024 existing weekday and weekend traffic operations already have turning movements above study thresholds. The traffic operations will continue to have issues with the 2029 and 2034 background growth. The traffic operations will continue to deterioriate for the 2029 and 2034 combined scenarios, with the construction of the Recreation Centre.	Coordinate with TransLink to implement new rapid transit infrastructure with increased bus frequency, optimized routes, and improved services along Highway 7. This is expected to reduce vehicular traffic demand along this corridor. In addition, optimized signal timing and signal coordination should be considered.
207 Street and River Road / River Road West	SBL/T/R (2029 Combined) SBL/T/R (2034 Combined)	High northbound volumes along 207 Street can limit opportunities for southbound permissive left-turn vehicles to clear the queue.	Consider providing a separate southbound left-turn lane to reduce queues and travel delays along 207 Street. Consider signal timing optimization.
203 Street / 113b Avenue and Hammond Road / Maple Crescent	NBR (2034 Combined)	High eastbound volumes along Hammond Road/Maple Crescent can limit opportunities for westbound permissive left-turn vehicles to clear the queue, and result in longer delays for northbound right-turn vehicles.	Consider extending the westbound left-turn bay length. Consider signal timing optimization.
207 Street and Thorne Avenue	EBL/R (2034 Combined)	High volumes along 207 Street can limit opportunities for left-turn vehicles to clear the queue along Thorne Avenue, resulting in long queues and delays.	Consider providing a separate eastbound left-turn lane to reduce queues and travel delays along Thorne Avenue.
203 Street and Thorne Avenue	WBL/R (2034 Background) WBL/R (2034 Combined)	High volumes along 203 Street can limit opportunities for left-turn vehicles to clear the queue along Thorne Avenue, resulting in long queues and delays.	Consider providing separate westbound left-turn and right-turn lanes to reduce queues and travel delays along Thorne Avenue. Consider future intersection signalization if Thorne Avenue is to become an increasing alternative to Highway 7.
207 Street and Westfield Avenue / Golf Lane	EBL/T/R (2029 Combined) EBL/T/R (2034 Background) EBL/T/R (2034 Combined)	High volumes along 207 Street can limit opportunities for left-turn vehicles to clear the queue along Westfield Avenue, resulting in long queues and delays.	Consider providing a separate eastbound left-turn lane to reduce queues and travel delays along Westfield Avenue.

5 PARKING AND LOADING REVIEW

5.1 Parking Provisions

The parking calculations presented in this section summarize the required parking for the Recreation Centre. The parking calculations were prepared based on the concept plans summarized in **Section 3.1** and the two methodologies listed below:

- Method 1: Calculations based on the City's Off-Street Parking and Loading Bylaw No. 4350-1990.
- Method 2: Calculations based on a hybrid of the City's Off-Street Parking and Loading Bylaw No. 4350-1990 and the *Parking Generation Manual 6th Edition,* published by ITE.

The off-street parking requirements for the Recreation Centre with Method 1 were based on the City's Bylaw and are summarized in **Table 5-1**. With this methodology, it is required to provide 309 standard and 4 accessible off-street parking spaces. For these calculations, it was assumed that the aquatic land use was part of the Indoor Community Recreation land use.

Table 5-1: Parking Calculations per City Bylaw

City Bylaw	Land Use	Units (SQFT)	Parking Spaces Required
Off-Street Parking			
Bylaw 4350-1990 Schedule A Section 2-k	Indoor Community Recreation (1 space per 323 SQFT of GFA)	99717	309
Bylaw 4350-1990 Section 4.1(a)(i)(b)	Max 10% of spaces in any off-street parking area may be for small cars only	Small Car Spaces	31
Accessible Parking			
Bylaw 4350-1990 Section 4.3(a)	3 accessible spaces required for 200 standard parking spaces + one additional accessible space for every 100 parking spaces in exceess of 200	4	4

The off-street parking requirements for the Recreation Centre with Method 2 were based on a hybrid of the City's Bylaw and ITE's parking generation rates and are summarized in **Table 5-2**. With this methodology, it is required to provide 309 standard off-street parking spaces.

Table 5-2: Parking Calculations per City Bylaw and ITE ParkGen Hybrid Model

Land Use	Units (SQFT)	Parking Space Required	Comments
Indoor Commercial Recreation	38061	118	Per City Bylaw
Aquatic	61656	191	ITE Ref 493
	TOTAL	**309**	

5.2 Bicycle Parking Spaces

Section 10.4 of the City's Parking Bylaw 4350-1990 states that "*bicycle parking space requirements apply to all properties within Town Centre Area.*" Given that the Recreation Centre is not located within the Town

Centre Area defined in the City Bylaw, it was assumed the Recreation Centre would have no bicycle parking requirement. However, it would be beneficial to provide bicycle parking for both staff and patrons as a TDM measure, and to meet sustainability goals. The bicycle parking requirements for community centres in adjacent municipalities are as follows:

- Section 6.2.3.1 of City of Vancouver's Off-Street Bicycle Space Regulations:
  - Class A bicycle parking: 1 space for each 5,382 sq ft of floor area
  - Class B bicycle parking: 6 spaces for any portion of each 16,145 sq ft of floor area used for assembly purposes
- Section 1000.5(1)(i) of City of Burnaby's Schedule X Off-Street Bicycle Parking and End of Trip Facilities Bylaw:
  - Class A bicycle parking: 1 space for each 5,382 sq ft of gross floor area
  - Class B bicycle parking: the greater of 2 spaces and 1 for each 2,690 sq ft of gross floor area

5.3 Loading Requirements

The off-street loading requirements for the Recreation Centre are typically based on the following rates from the City's Parking Bylaw No. 4350-1990 Section 5.1:

- "*Every owner or occupier of land, buildings or structures which requires receipt or delivery of goods or materials by vehicles shall … provide and maintain a minimum of one (1) off-street loading space.*"

Based on these loading requirements, the Recreation Centre is required to provide one loading space. The quantity of loading spaces for the proposed site will be confirmed as designs are finalized; however, the Client expects to provide the number of bylaw-required loading spaces.

5.4 Parking Space and Aisle Width Review

Based on the City's Parking Bylaw No. 4350-1990 Section 4.1, the minimum required drive aisle width is 7.3 m for 90-degree parking angles. The City also requires parking stalls with the dimensions listed below (length x width x height):

- Standard Space: 5.5 m x 2.5 m x 2.1 m;
- Small Cars: 4.9 m x 2.4 m x 2.1 m; and
- Regular Accessible Space: 5.5 m x 3.8 m x 2.1 m.

Based on the City's Parking Bylaw Section 5.4, "*each off-street loading space shall have dimensions as required for the size of the vehicles providing receipt or delivery of goods and materials*".

The detailed site plan for the Recreation Centre is currently being developed and is expected to be designed to satisfy the City's bylaw requirements.

5.5 Site Access and On-Site Circulation Review

As the detailed site plan is being developed, the site access and on-site circulation review (including the AutoTURN review for vehicle swept path analysis) will be conducted and included in future version of TIA report upon the completion of final detailed site plan.

5.6 Electric Vehicle Demand Estimates

Based on the *Not So EV* Report prepared by BC Hydro in May 2022, new plug-in vehicle sales are estimated to make up more than 50% of all new cars by 2026. The federal government has set sales targets for zero-emission vehicles to be 100% by 2035, as outlined in the *Electric Vehicle Charging Infrastructure for Canada* article prepared in February 2024.

Based on the City's Parking Bylaw 4350 – 1990 Schedule F for EV Charging Infrastructure Requirements, commercial land uses with 10 or more required off-street parking spaces must provide a minimum of 10% of parking spaces to be EV-ready with Level 2 charging. The City's requirements for EV infrastructure are lower than the requirements for adjacent municipalities. For example, City of Burnaby requires all non-residential developments to provide a minimum of 45% of total parking spaces to be EV-ready, and capable of providing Level 2 charging. Similarly, City of Surrey requires all new commercial developments to provide a minimum of 20% of total parking spaces to be EV-ready, and capable of providing Level 2 charging.

6 TRANSPORTATION DEMAND MANAGEMENT

Transportation demand management (TDM) strategies have the goal of shifting trips from personal automobiles to sustainable modes of transportation such as walking, cycling, micromobility, transit, and car-share. The following are potential TDM strategies to mitigate the number of trips generated by the Recreation Centre.

6.1 Vehicles

The provision of car share parking spaces and carpool spaces may be considered in spaces closer to the building entrances. These spaces would encourage alternatives to single-occupancy vehicles.

6.2 Cyclists

The Recreation Centre is located within a residential area that is well-connected to the existing cycling network. Cycling can be further encouraged via the provision of bicycle maintenance facilities equipped with tools and supplies. The Recreation Centre can also provide end-of-trip facilities (i.e. bike lockers, clothing lockers, etc.) and additional bicycle parking spaces that exceed the minimum by-law requirements.

Implementation of cycling infrastructure along 207 Street, Westfield Avenue, and Maple Crescent could further promote cycling to visitors; however, this is noted to be dependent on the City's long-term cycling plan for this area.

6.3 Pedestrians and Transit

Providing improved pedestrian pathways between the Recreation Centre's entrance and existing sidewalks will encourage residents within the Hammond neighbourhood to walk and increase accessibility to transit options. Wayfinding signage can also help provide information on public transit options to residents. Furthermore, the eventual implementation of Bus Rapid Transit (BRT) program by TransLink, with dedicated bus lanes and signal priority at intersections along Lougheed Highway (Highway 7), is expected to have a positive impact on the surrounding area by increasing transit ridership and decreasing vehicular traffic along the corridor.

7 CONCLUSIONS AND RECOMMENDATIONS

7.1 Conclusions

The purpose of this study is to evaluate the transportation impacts of the Recreation Centre and to recommend necessary transportation infrastructure improvements to accommodate the forecast transportation demand within the study area. The proposed Recreation Centre is expected to provide 40,381 sq ft (3,752 m^2) of space for indoor commercial recreation, 79,908 sq ft (7,424 m^2) of space for an aquatic centre, and 120,289 sq ft (11,175 m^2) of space for an outdoor recreation area.

A summary of the study findings is as follows:

- For the weekday, the Recreation Centre is expected to generate the following trips:
  - AM peak hour: 251 vehicle trips (166 trips arriving, 85 trips exiting)
  - MD peak hour: 289 vehicle trips (165 trips arriving, 124 trips exiting)
  - PM peak hour: 328 vehicle trips (154 trips arriving, 174 trips exiting)
- For the weekend, the Recreation Centre is expected to generate the following trips:
  - AM, MD, and PM peak hour: 141 vehicle trips (76 trips arriving, 65 trips exiting)
- The horizon year background traffic volumes were projected based on an annual growth rate of 3% on the road network to 2029 and 2034 horizon scenarios.
- The weekday PM Peak period generally had the highest volumes across the network. The traffic volume patterns at the study intersections also suggest heavy short-cutting through the Hammond community in the east-west direction along Thorne Avenue, Westfield Avenue, Maple Crescent, and River Road. Traffic is likely short-cutting through these residential roads to bypass queues and delays along Highway 7. Short-cutting traffic volumes are expected to increase in the future and create longer queues and delays along Thorne Avenue, Westfield Avenue, and Maple Crescent.
- Traffic volumes generated by the Recreation Center will add to the background traffic volumes and lead to longer delays and queues at the study intersections. However, the traffic generated by the Recreation Center is noted to be lower than the volumes of vehicles short-cutting through the Hammond community.
- Based on the traffic operations analysis, it was observed that the intersections along Highway 7 are operating at capacity during the peak hours (especially during the weekday PM peak hour). The intersection operations along Highway 7 are expected to worsen with the 2029 and 2034 background growth. The addition of the Recreation Centre traffic is expected to deteriorate the traffic operations even further for the 2029 and 2034 horizon years.
- Based on the traffic operations analysis, 203 Street and Thorne Avenue intersection is expected to experience long delays and queues for the westbound left-turn/right-turn movement during the 2029 and 2034 background and combined scenarios. High volumes along 203 Street are expected to limit opportunities for left-turn vehicles to clear the queue along Thorne Avenue.

- Based on the traffic operations analysis, 207 Street and Westfield Avenue / Golf Lane intersection is expected to experience long delays and queues for the eastbound left-turn/through/right-turn movement during the 2034 background and combined scenarios. High volumes of traffic along 207 Street are expected to limit opportunities for left-turn vehicles to clear the queue along Westfield Avenue.
- The designs of the site plan are expected to satisfy the City's bylaw requirements for off-street parking, bicycle parking, and loading spaces.

7.2 Recommendations

This study suggests the following recommendations to support the Recreation Centre:

- Optimized signal timing and signal coordination along Highway 7 at 203 Street and 207 Street are recommended for consideration to increase intersection capacity with the anticipated growth in local and regional traffic travelling in the east-west direction – the recommended timeframe: within 5 years and monitor and re-evaluate in the future before and after the completion of the proposed Recreation Centre.
- Provision of traffic calming measures along Thorne Avenue, Westfield Avenue, Maple Crescent, and River Road to discourage local and regional traffic from short-cutting through the Hammond community – the recommended timeframe: within 5 years and monitor and re-evaluate in the future before and after the completion of the proposed Recreation Centre.
- Consideration for intersection operational improvements at intersections within the Hammond community if traffic calming measures are not implemented and traffic volumes continue to grow – the recommended timeframe: within 5 years and monitor and re-evaluate in the future before and after the completion of the proposed Recreation Centre.
- Provision of car share and carpool parking spaces to incentivize sustainable transportation modes – the recommended timeframe: 5-10 years, based on the completion of the proposed Recreation Centre.
- Provision of bicycle maintenance facilities, end-of-trip facilities, and additional bicycle parking spaces that exceed the minimum by-law requirements – the recommended timeframe: 5-10 years, based on the completion of the proposed Recreation Centre.
- Provision of on-site pathways with wayfinding signage between the Recreation Centre's entrance and existing sidewalks to encourage residents to walk and to help increase accessibility to transit options – the recommended timeframe: 5-10 years, based on the completion of the proposed Recreation Centre.
- Coordination with TransLink for the implementation of Langley-Haney Place BRT program, with proposed BRT Stations at the 203 Street and 207 Street intersections, along Highway 7, the TransLink-selected one of three initial BRT corridors. This BRT will connect to the future Surrey Langley SkyTrain at Willowbrook Station and the existing R3 Lougheed Hwy Rapid Bus – the recommended timeframe: over 10 years.

- Provision of at least 10% of parking spaces to be EV-ready, capable of providing Level 2 charging – the recommended time frame: 5-10 years, based on the completion of the proposed Recreation Centre.
- The City acknowledges that several traffic challenges, such as operations at the 113b Ave & Maple Crescent intersection, shortcutting on Thorne Avenue, Westfield Avenue, River Road, and overall network capacity during the PM peak, cannot be fully resolved in the near term. This is particularly true given that the implementation of BRT along Lougheed Highway will require further planning and design. The City is committed to publicly acknowledging these challenges and is actively exploring short-term improvements to address them.
- The City is dedicated to transparent communication with the public regarding existing traffic issues and the measures being taken to resolve them. Short-term improvements identified in the City's STP are prioritized for implementation by 2026/2027, and the City will continue to seek opportunities for further enhancements as funding and planning permit.

APPENDIX A

EXISTING WEEKDAY TRAFFIC VOLUMES

BINNIE

203 St & Lougheed Hwy

Thursday, February 15, 2024

Vehicle Classification Summary

Project: #9219: Maple Ridge Intersection Counts
Municipality: Maple Ridge
Weather: Clear

Time Period	Entering Intersection	Vehicle Classification					**Total**
		Passenger Cars	Heavy Vehicles (3 or more axles)				
Morning (07:00 - 09:00)	Volume	6,105	221				**6,326**
	%	96.5%	3.5%				**100.0%**
Midday (11:00 - 13:00)	Volume	6,005	268				**6,273**
	%	95.7%	4.3%				**100.0%**
Afternoon (15:00 - 18:00)	Volume	11,880	149				**12,029**
	%	98.8%	1.2%				**100.0%**
Total (7 Hours)	**Volume**	**23,990**	**638**				**24,628**
	%	**97.4%**	**2.6%**				**100.0%**

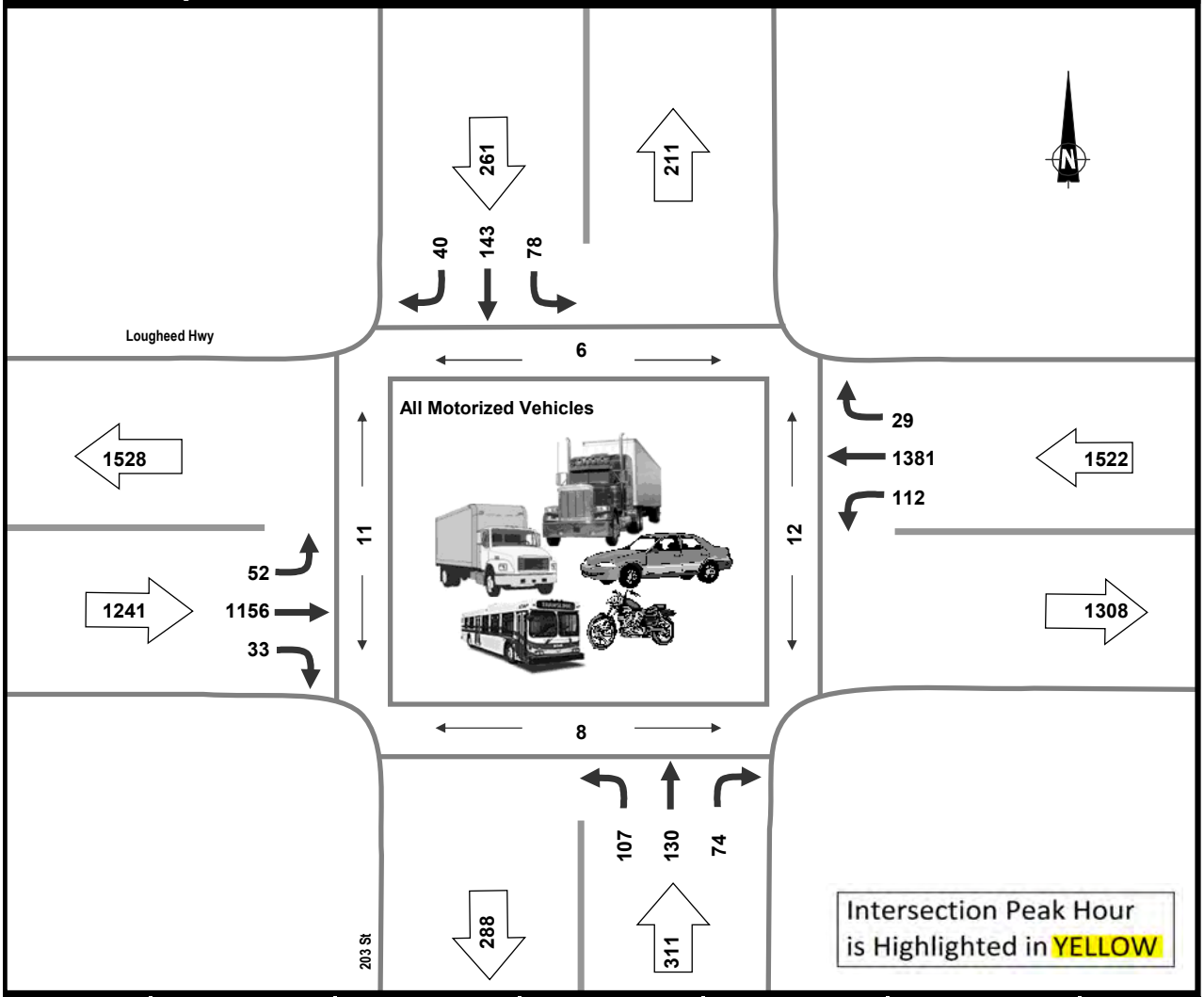
203 St & Lougheed Hwy

Thursday, February 15, 2024

Morning Peak Period

Project: #9219: Maple Ridge Intersection Counts
Municipality: Maple Ridge
Weather: Clear
Vehicle Class: All Motorized Vehicles

Peak Hour Traffic by Movement 8:00 AM to 9:00 AM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**78**	**143**	**40**	**107**	**130**	**74**	**52**	**1156**	**33**	**112**	**1381**	**29**	**6**	**8**	**11**	**12**	**3,335**
PHF	0.81	0.85	0.71	0.72	0.72	0.62	0.76	0.94	0.69	0.76	0.96	0.73	0.38	0.50	0.92	0.60	0.99
Peak 15 X 4	96	168	56	148	180	120	68	1,224	48	148	1,432	40	16	16	12	20	3,364
Average Hour	62	126	40	114	106	60	43	1,063	23	102	1,398	29	8	7	9	10	3,166
Survey Total	123	251	80	228	211	119	86	2,125	46	204	2,796	57	15	14	18	19	6,326
7:00	7	29	4	30	11	14	4	206	2	36	347	8	3	1	2	3	698
7:15	6	19	11	34	21	12	7	220	4	27	359	7	3	4	4	1	727
7:30	17	23	15	29	23	8	10	252	4	9	344	4	1	0	1	2	738
7:45	15	37	10	28	26	11	13	291	3	20	365	9	2	1	0	1	828
8:00	17	42	9	28	30	11	17	283	8	29	345	5	0	0	2	1	824
8:15	24	39	6	28	45	16	9	285	8	17	344	10	4	2	3	2	831
8:30	20	29	11	37	36	30	9	282	12	37	334	4	1	4	3	5	841
8:45	17	33	14	14	19	17	17	306	5	29	358	10	1	2	3	4	839

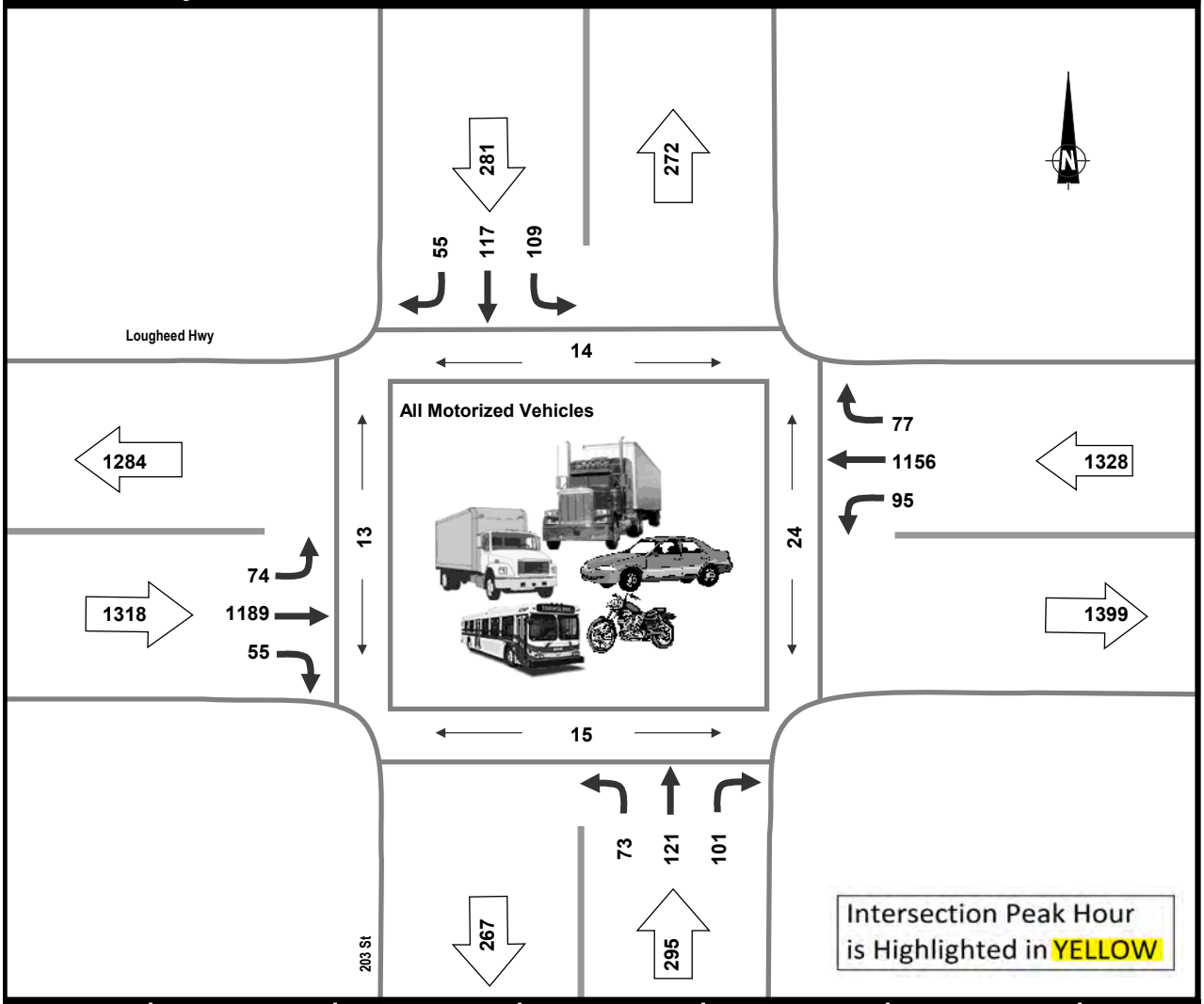
203 St & Lougheed Hwy

Thursday, February 15, 2024

Midday Peak Period

Project: #9219: Maple Ridge Intersection Counts
Municipality: Maple Ridge
Weather: Clear
Vehicle Class: All Motorized Vehicles

Peak Hour Traffic by Movement 12:00 PM to 1:00 PM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**109**	**117**	**55**	**73**	**121**	**101**	**74**	**1189**	**55**	**95**	**1156**	**77**	**14**	**15**	**13**	**24**	**3,222**
PHF	0.94	0.84	0.86	0.83	0.78	0.87	0.84	0.90	0.81	0.79	0.93	0.84	0.58	0.63	0.41	0.50	0.94
Peak 15 X 4	116	140	64	88	156	116	88	1,316	68	120	1,248	92	24	24	32	48	3,428
Average Hour	96	118	56	79	107	92	78	1,133	45	90	1,172	73	17	11	11	25	3,139
Survey Total	192	236	112	158	213	183	156	2,265	90	179	2,343	146	33	21	22	49	6,273
11:00	19	27	14	21	13	10	19	286	7	17	281	17	7	3	3	4	731
11:15	20	38	11	19	31	17	19	262	13	28	262	12	5	1	4	4	732
11:30	27	30	11	19	24	20	23	258	10	18	312	20	6	1	1	14	772
11:45	17	24	21	26	24	35	21	270	5	21	332	20	1	1	1	3	816
12:00	27	26	16	22	38	18	20	285	10	24	261	17	4	2	2	2	764
12:15	24	29	16	13	16	29	20	274	17	30	312	17	6	6	2	7	797
12:30	29	27	14	19	39	27	12	301	17	24	275	20	4	6	8	3	804
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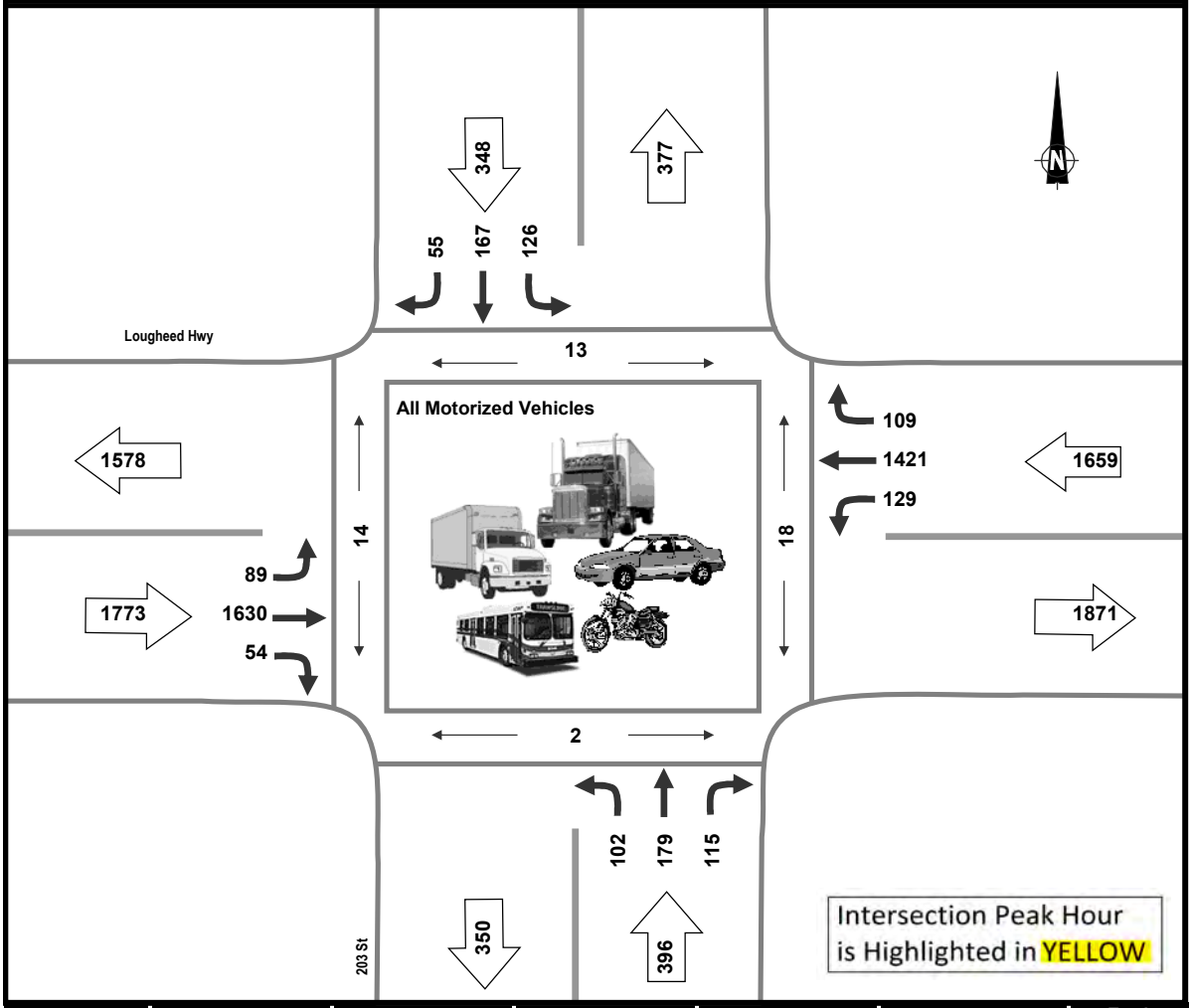
203 St & Lougheed Hwy

Thursday, February 15, 2024

Afternoon Peak Period

Project: #9219: Maple Ridge Intersection Counts
Municipality: Maple Ridge
Weather: Clear
Vehicle Class: All Motorized Vehicles

Peak Hour Traffic by Movement 3:30 PM to 4:30 PM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**126**	**167**	**55**	**102**	**179**	**115**	**89**	**1630**	**54**	**129**	**1421**	**109**	**13**	**2**	**14**	**18**	**4,176**
PHF	0.81	0.82	0.81	0.77	0.90	0.93	0.79	0.93	0.90	0.92	0.97	0.76	0.46	0.50	0.50	0.56	0.98
Peak 15 X 4	156	204	68	132	200	124	112	1,752	60	140	1,464	144	28	4	28	32	4,248
Average Hour	120	167	48	85	168	108	88	1,600	55	131	1,328	111	9	8	14	27	4,009
Survey Total	360	501	145	255	504	323	264	4,801	165	393	3,984	334	27	25	43	82	12,029
15:00	36	53	9	16	30	27	22	396	6	35	356	29	1	3	2	8	1,015
15:15	31	38	14	24	40	34	19	370	18	32	302	35	1	4	3	9	957
15:30	39	40	12	19	46	30	18	415	15	32	366	30	3	0	5	2	1,062
15:45	20	29	12	33	50	25	25	438	12	31	354	25	0	0	2	7	1,054
16:00	33	51	17	28	36	29	28	374	12	35	355	36	7	1	7	1	1,034
16:15	34	47	14	22	47	31	18	403	15	31	346	18	3	1	0	8	1,026
16:30	19	39	20	15	35	19	16	413	20	34	338	25	3	11	7	4	993
16:45	29	51	10	18	46	37	29	369	20	29	317	19	3	1	6	10	974
17:00	34	40	8	24	47	21	25	416	13	27	314	37	0	2	4	12	1,006
17:15	22	45	11	22	54	21	24	421	12	31	355	20	2	0	2	6	1,038
17:30	36	32	13	20	43	30	20	376	11	37	282	31	2	1	2	10	931
17:45	27	36	5	14	30	19	20	410	11	39	299	29	2	1	3	5	939

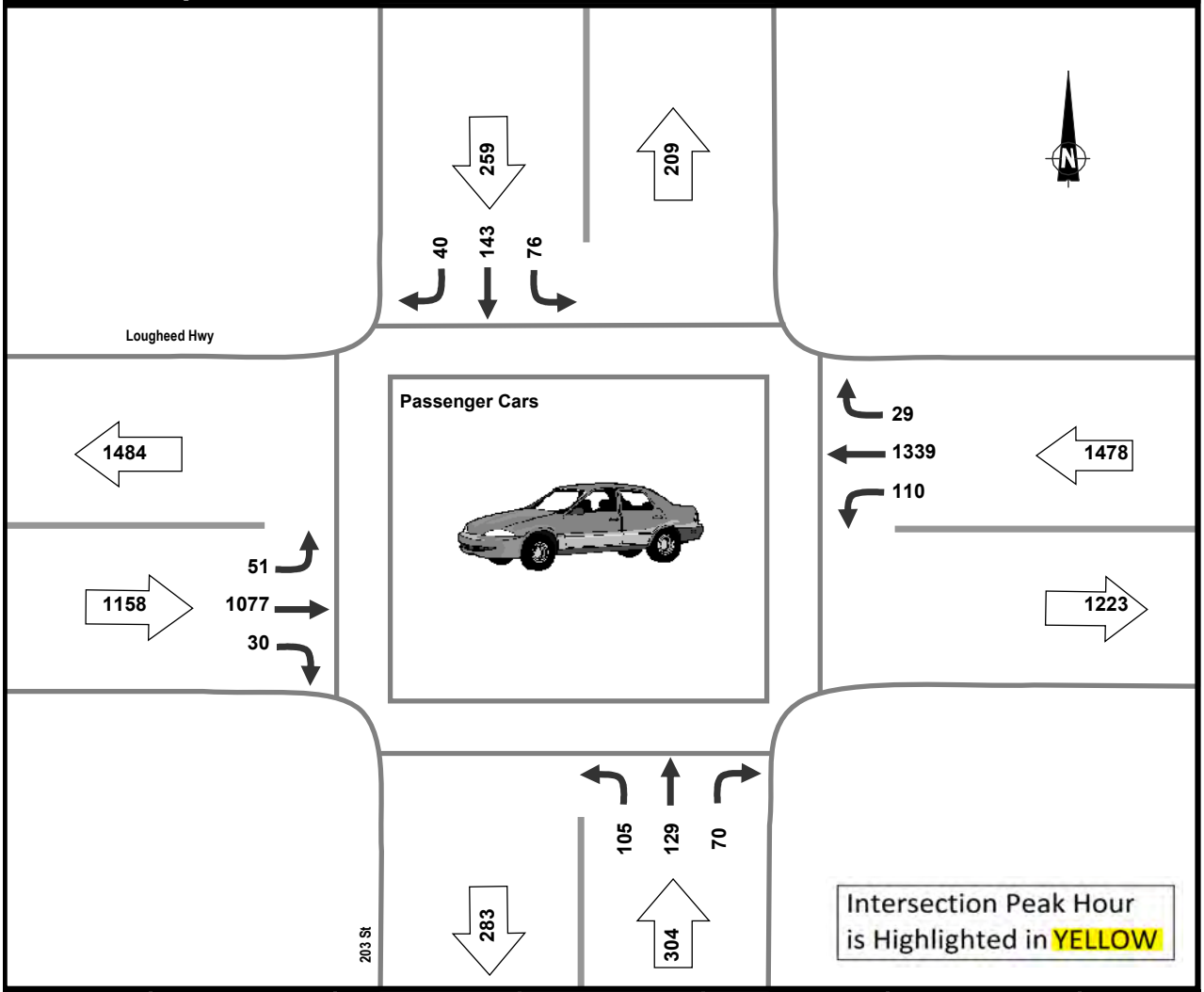
203 St & Lougheed Hwy

Thursday, February 15, 2024

Morning Peak Period

Project: #9219: Maple Ridge Intersection Counts
Municipality: Maple Ridge
Weather: Clear
Vehicle Class: Passenger Cars

Peak Hour Traffic by Movement 8:00 AM to 9:00 AM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**76**	**143**	**40**	**105**	**129**	**70**	**51**	**1077**	**30**	**110**	**1339**	**29**					**3,199**
PHF	0.79	0.85	0.71	0.71	0.73	0.65	0.75	0.94	0.63	0.74	0.96	0.73					0.99
Peak 15 X 4	96	168	56	148	176	108	68	1,144	48	148	1,400	40					3,232
Average Hour	61	126	40	113	105	58	42	1,001	21	101	1,360	28					3,056
Survey Total	121	251	80	226	209	115	83	2,001	42	202	2,719	56					6,105
7:00	7	29	4	30	11	14	4	195	2	36	340	8					680
7:15	6	19	11	34	21	12	6	213	4	27	354	7					714
7:30	17	23	15	29	23	8	10	240	4	9	334	3					715
7:45	15	37	10	28	25	11	12	276	2	20	352	9					797
8:00	17	42	9	28	30	11	16	263	5	27	335	5					788
8:15	24	39	6	28	44	15	9	264	8	17	333	10					797
8:30	19	29	11	37	36	27	9	264	12	37	321	4					806
8:45	16	33	14	12	19	17	17	286	5	29	350	10					808

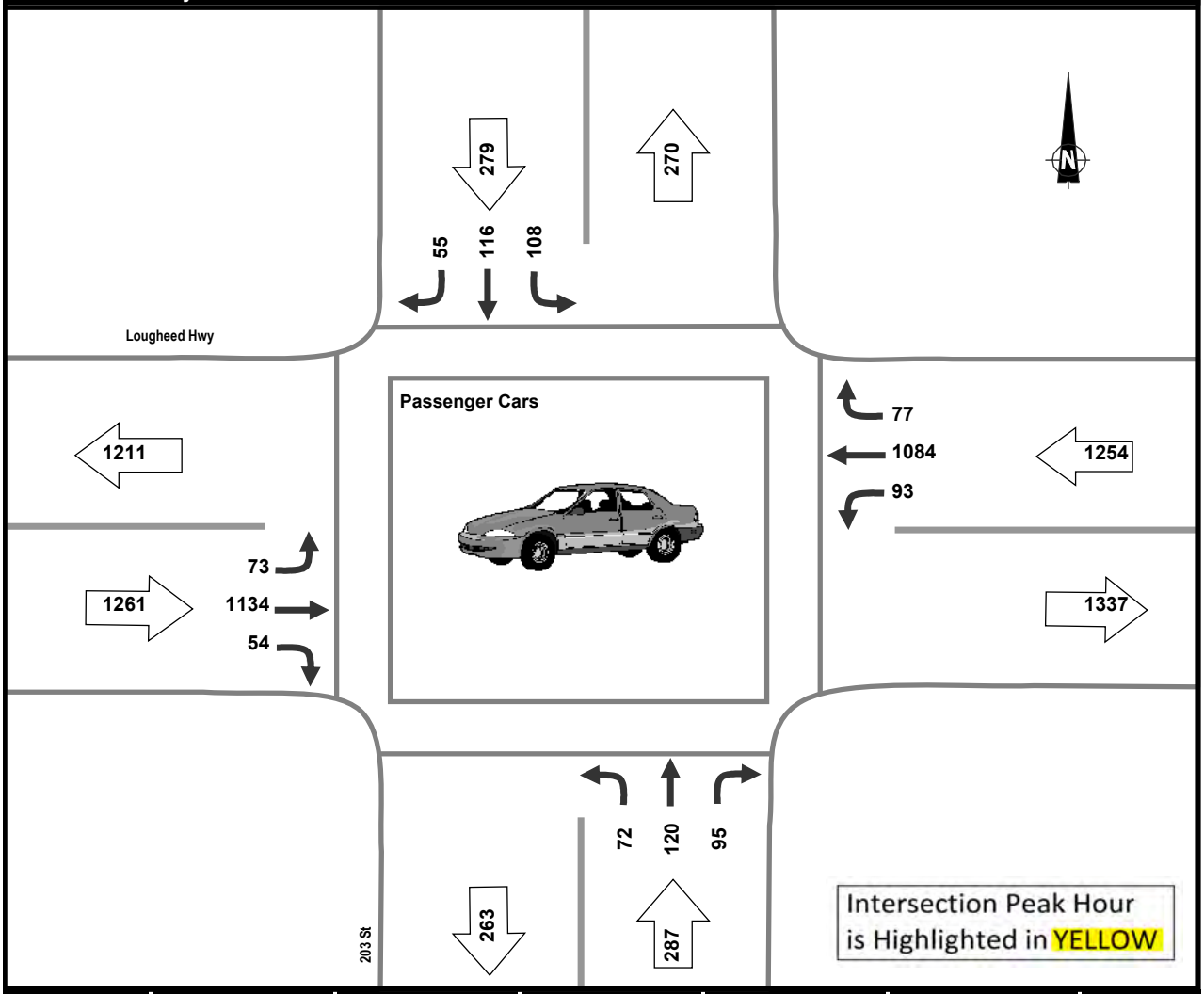
203 St & Lougheed Hwy

Thursday, February 15, 2024

Midday Peak Period

Project: #9219: Maple Ridge Intersection Counts
Municipality: Maple Ridge
Weather: Clear
Vehicle Class: Passenger Cars

Peak Hour Traffic by Movement 12:00 PM to 1:00 PM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**108**	**116**	**55**	**72**	**120**	**95**	**73**	**1134**	**54**	**93**	**1084**	**77**					**3,081**
PHF	0.93	0.83	0.86	0.82	0.79	0.88	0.87	0.89	0.79	0.80	0.95	0.84					0.94
Peak 15 X 4	116	140	64	88	152	108	84	1,268	68	116	1,144	92					3,276
Average Hour	95	116	56	79	106	88	77	1,072	44	88	1,111	73					3,005
Survey Total	190	232	112	157	212	175	153	2,144	88	175	2,221	146					6,005
11:00	18	26	14	21	13	10	19	273	6	17	269	17					703
11:15	20	37	11	19	31	16	18	242	13	26	247	12					692
11:30	27	30	11	19	24	19	23	241	10	18	295	20					737
11:45	17	23	21	26	24	35	20	254	5	21	326	20					792
12:00	27	26	16	22	38	16	20	269	10	24	253	17					738
12:15	24	29	16	13	16	27	20	259	17	29	285	17					752
12:30	29	26	14	18	38	26	12	289	16	24	260	20					772
12:45	28	35	9	19	28	26	21	317	11	16	286	23					819

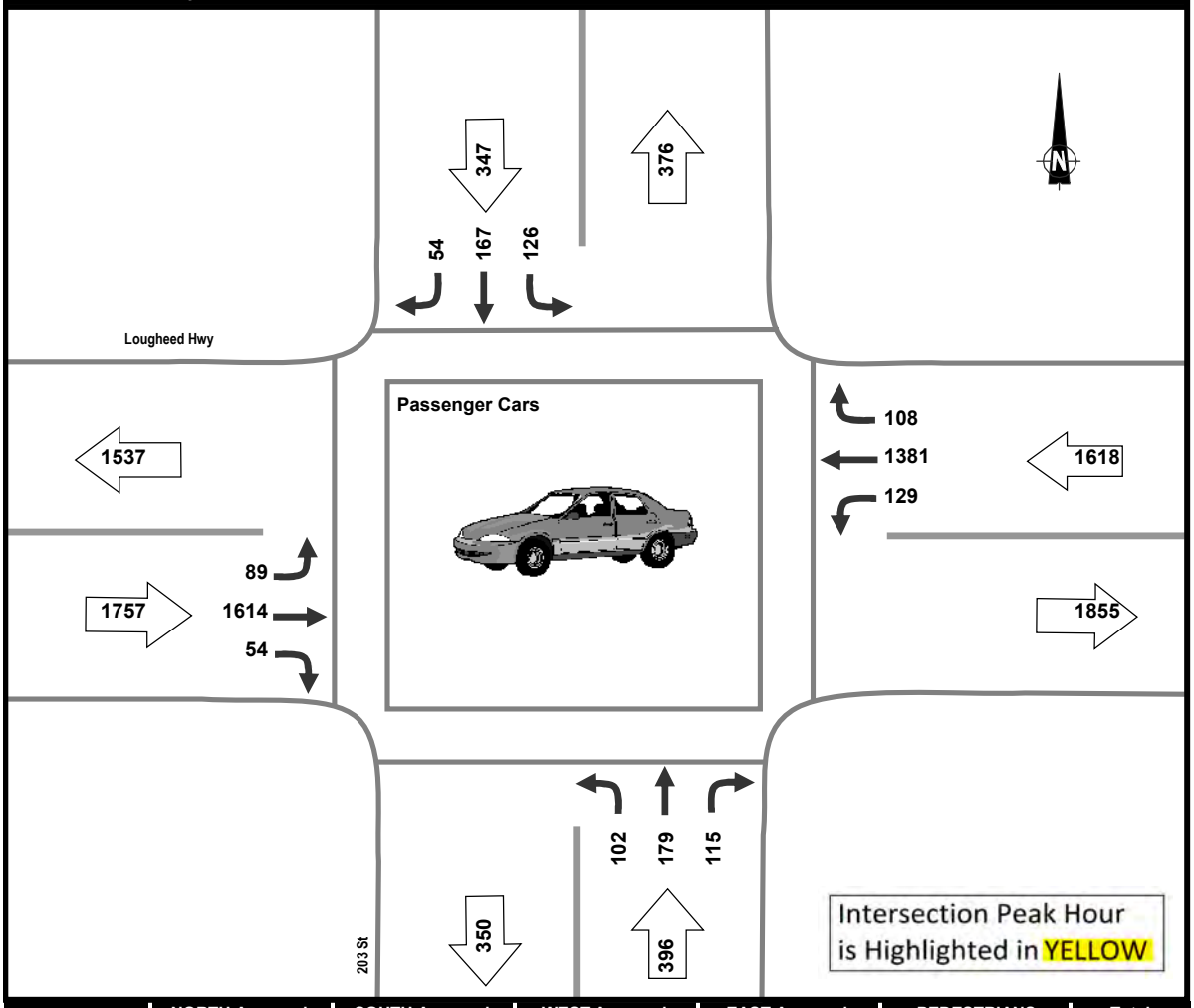
203 St & Lougheed Hwy

Thursday, February 15, 2024

Afternoon Peak Period

Project: #9219: Maple Ridge Intersection Counts
Municipality: Maple Ridge
Weather: Clear
Vehicle Class: Passenger Cars

Peak Hour Traffic by Movement 3:30 PM to 4:30 PM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**126**	**167**	**54**	**102**	**179**	**115**	**89**	**1614**	**54**	**129**	**1381**	**108**					**4,118**
PHF	0.81	0.82	0.79	0.77	0.90	0.93	0.79	0.92	0.90	0.92	0.98	0.75					0.98
Peak 15 X 4	156	204	68	132	200	124	112	1,752	60	140	1,408	144					4,192
Average Hour	120	167	48	85	168	108	88	1,582	55	131	1,299	111					3,962
Survey Total	359	501	144	255	504	323	264	4,745	164	392	3,896	333					11,880
15:00	36	53	9	16	30	27	22	384	6	34	350	29					996
15:15	31	38	14	24	40	34	19	361	18	32	296	35					942
15:30	39	40	12	19	46	30	18	410	15	32	352	30					1,043
15:45	20	29	12	33	50	25	25	438	12	31	349	24					1,048
16:00	33	51	17	28	36	29	28	370	12	35	342	36					1,017
16:15	34	47	13	22	47	31	18	396	15	31	338	18					1,010
16:30	19	39	20	15	35	19	16	411	20	34	331	25					984
16:45	29	51	10	18	46	37	29	365	20	29	312	19					965
17:00	34	40	8	24	47	21	25	413	13	27	309	37					998
17:15	22	45	11	22	54	21	24	416	12	31	347	20					1,025
17:30	36	32	13	20	43	30	20	374	11	37	277	31					924
17:45	26	36	5	14	30	19	20	407	10	39	293	29					928

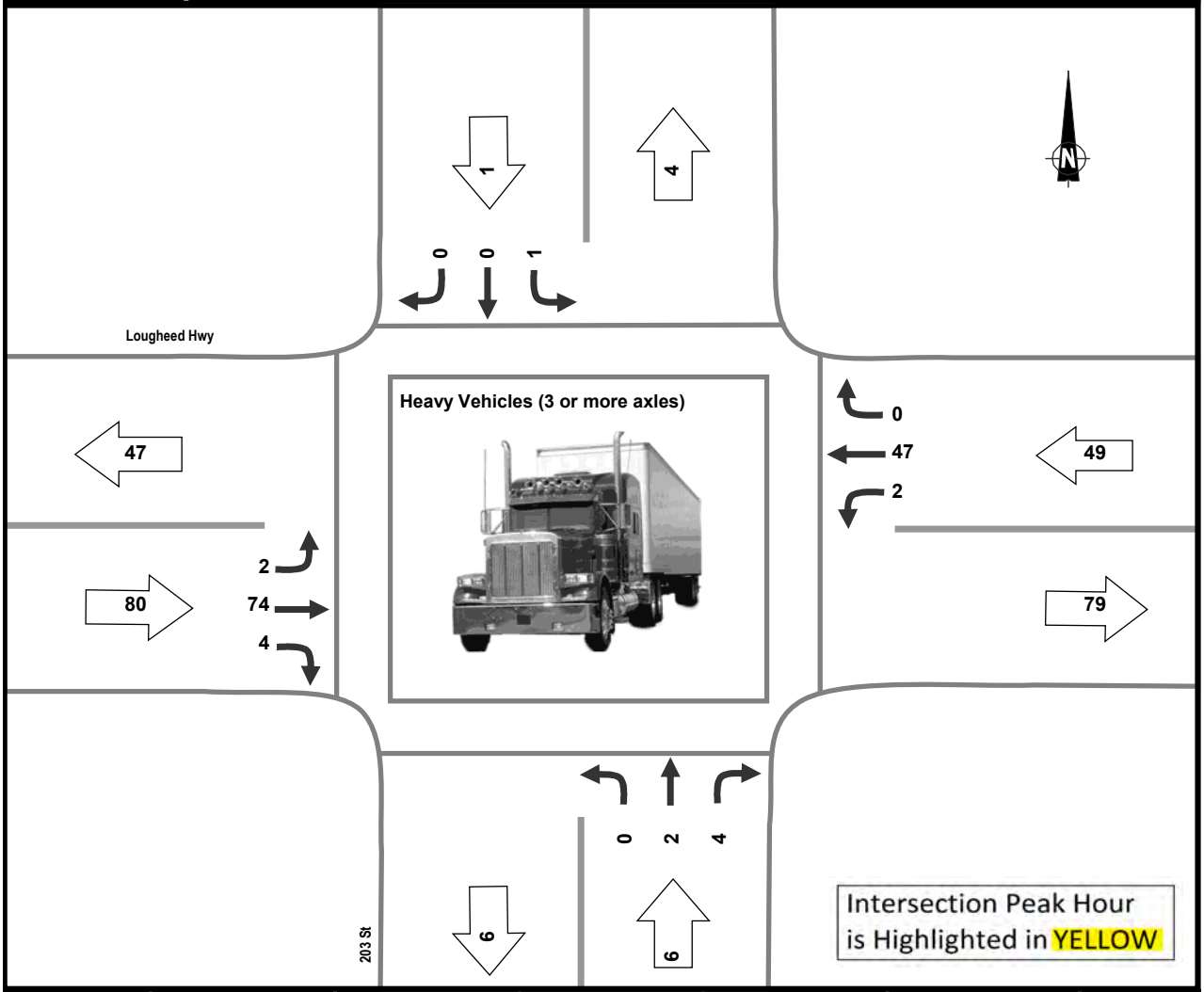
203 St & Lougheed Hwy

Thursday, February 15, 2024

Morning Peak Period

Project: #9219: Maple Ridge Intersection Counts
Municipality: Maple Ridge
Weather: Clear
Vehicle Class: Heavy Vehicles (3 or more axles)

Peak Hour Traffic by Movement 7:45 AM to 8:45 AM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**1**	**0**	**0**	**0**	**2**	**4**	**2**	**74**	**4**	**2**	**47**	**0**					**136**
PHF	0.25	0.00	0.00	0.00	0.50	0.33	0.50	0.88	0.33	0.25	0.90	0.00					0.94
Peak 15 X 4	4	0	0	0	4	12	4	84	12	8	52	0					144
Average Hour	1	0	0	1	1	2	2	62	2	1	39	1					112
Survey Total	2	0	0	2	2	4	3	124	4	2	77	1					221
7:00	0	0	0	0	0	0	0	11	0	0	7	0					18
7:15	0	0	0	0	0	0	1	7	0	0	5	0					13
7:30	0	0	0	0	0	0	0	12	0	0	10	1					23
7:45	0	0	0	0	1	0	1	15	1	0	13	0					31
8:00	0	0	0	0	0	0	1	20	3	2	10	0					36
8:15	0	0	0	0	1	1	0	21	0	0	11	0					34
8:30	1	0	0	0	0	3	0	18	0	0	13	0					35
8:45	1	0	0	2	0	0	0	20	0	0	8	0					31

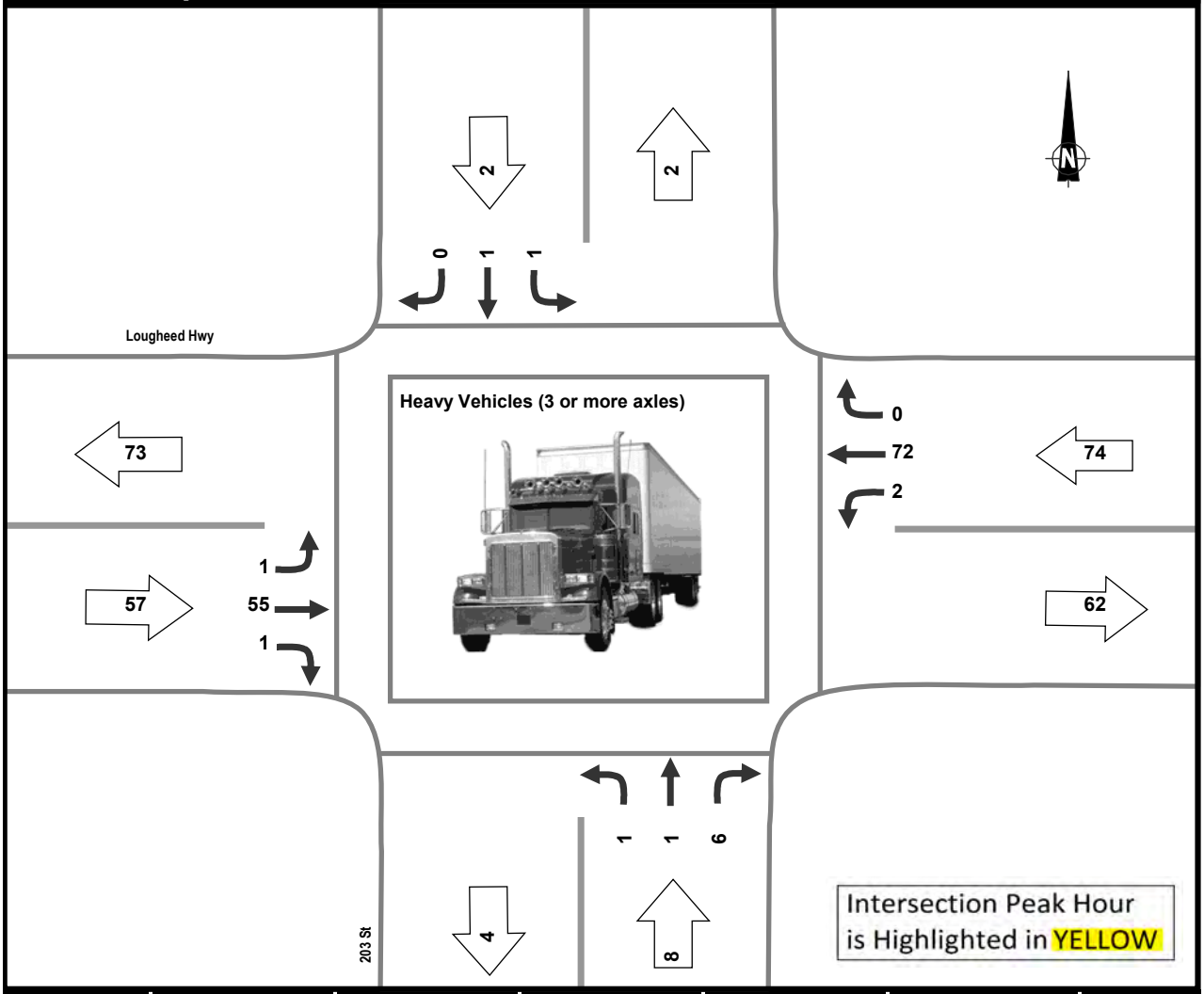
203 St & Lougheed Hwy

Thursday, February 15, 2024

Midday Peak Period

Project: #9219: Maple Ridge Intersection Counts
Municipality: Maple Ridge
Weather: Clear
Vehicle Class: Heavy Vehicles (3 or more axles)

Peak Hour Traffic by Movement 12:00 PM to 1:00 PM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**1**	**1**	**0**	**1**	**1**	**6**	**1**	**55**	**1**	**2**	**72**	**0**					**141**
PHF	0.25	0.25	0.00	0.25	0.25	0.75	0.25	0.86	0.25	0.50	0.67	0.00					0.78
Peak 15 X 4	4	4	0	4	4	8	4	64	4	4	108	0					180
Average Hour	1	2	0	1	1	4	2	61	1	2	61	0					136
Survey Total	2	4	0	1	1	8	3	121	2	4	122	0					268
11:00	1	1	0	0	0	0	0	13	1	0	12	0					28
11:15	0	1	0	0	0	1	1	20	0	2	15	0					40
11:30	0	0	0	0	0	1	0	17	0	0	17	0					35
11:45	0	1	0	0	0	0	1	16	0	0	6	0					24
12:00	0	0	0	0	0	2	0	16	0	0	8	0					26
12:15	0	0	0	0	0	2	0	15	0	1	27	0					45
12:30	0	1	0	1	1	1	0	12	1	0	15	0					32
12:45	1	0	0	0	0	1	1	12	0	1	22	0					38

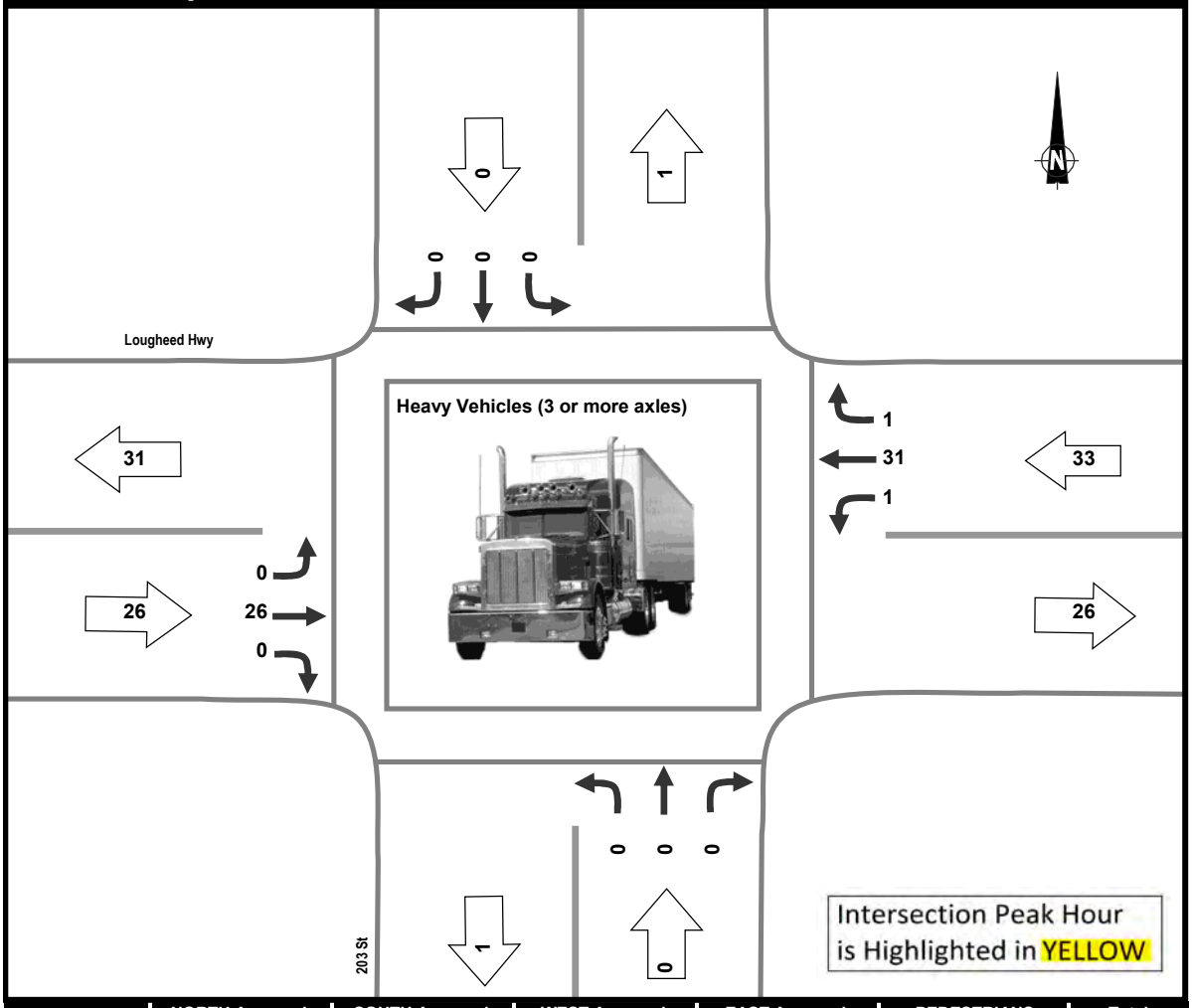
203 St & Lougheed Hwy

Thursday, February 15, 2024

Afternoon Peak Period

Project: #9219: Maple Ridge Intersection Counts
Municipality: Maple Ridge
Weather: Clear
Vehicle Class: Heavy Vehicles (3 or more axles)

Peak Hour Traffic by Movement 3:00 PM to 4:00 PM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26**	**0**	**1**	**31**	**1**					**59**
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.54	0.00	0.25	0.55	0.25					0.78
Peak 15 X 4	0	0	0	0	0	0	0	48	0	4	56	4					76
Average Hour	0	0	0	0	0	0	0	19	0	0	29	0					48
Survey Total	1	0	1	0	0	0	0	56	1	1	88	1					149
15:00	0	0	0	0	0	0	0	12	0	1	6	0					19
15:15	0	0	0	0	0	0	0	9	0	0	6	0					15
15:30	0	0	0	0	0	0	0	5	0	0	14	0					19
15:45	0	0	0	0	0	0	0	0	0	0	5	1					6
16:00	0	0	0	0	0	0	0	4	0	0	13	0					17
16:15	0	0	1	0	0	0	0	7	0	0	8	0					16
16:30	0	0	0	0	0	0	0	2	0	0	7	0					9
16:45	0	0	0	0	0	0	0	4	0	0	5	0					9
17:00	0	0	0	0	0	0	0	3	0	0	5	0					8
17:15	0	0	0	0	0	0	0	5	0	0	8	0					13
17:30	0	0	0	0	0	0	0	2	0	0	5	0					7
17:45	1	0	0	0	0	0	0	3	1	0	6	0					11

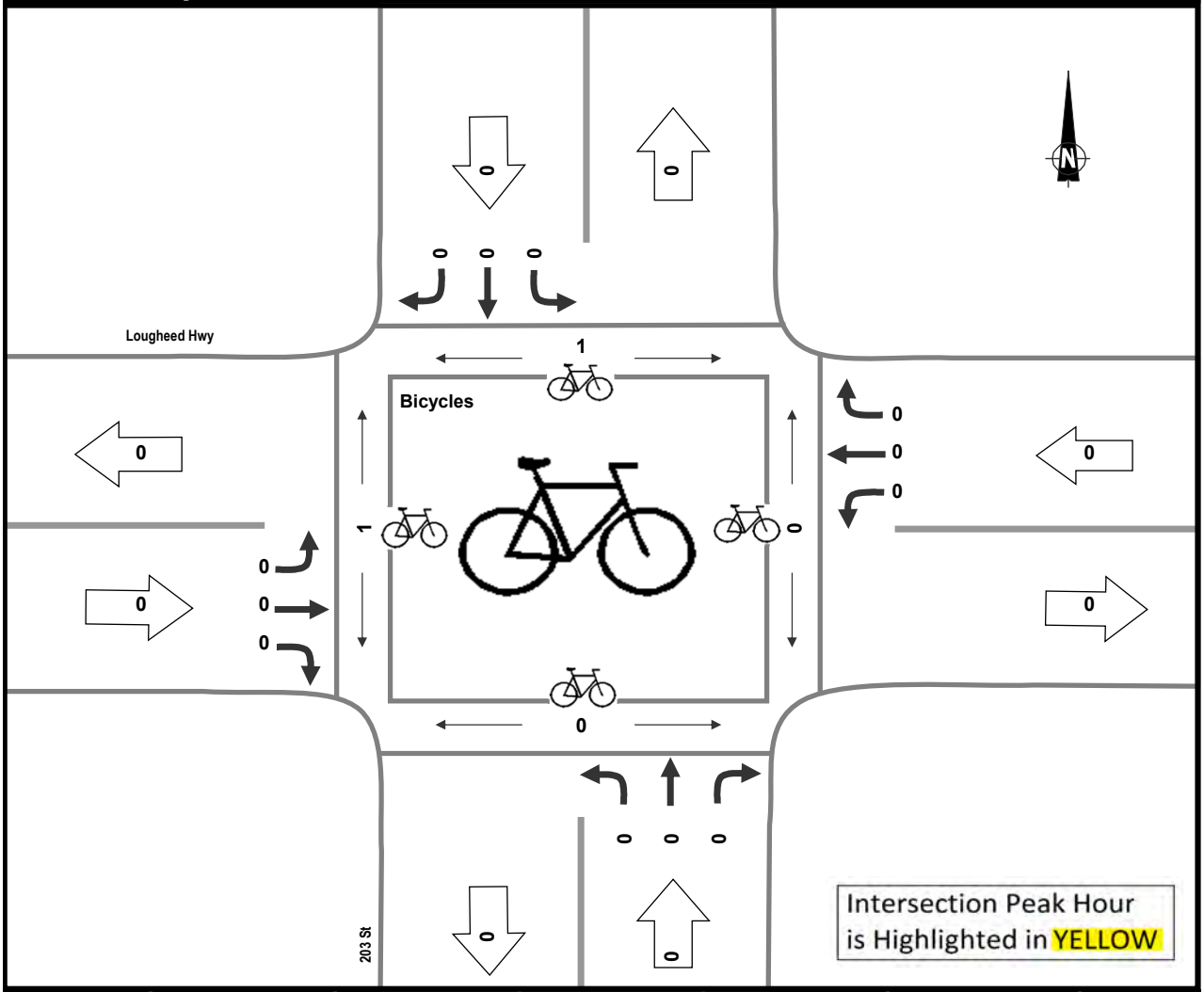
203 St & Lougheed Hwy

Thursday, February 15, 2024

Morning Peak Period

Project: #9219: Maple Ridge Intersection Counts
Municipality: Maple Ridge
Weather: Clear
Vehicle Class: Bicycles

Peak Hour Traffic by Movement 7:00 AM to 8:00 AM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			BIKES IN X-WALK				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**2**
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.25
Peak 15 X 4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	8
Average Hour	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1
Survey Total	0	2	0	0	0	0	0	0	0	0	0	0	1	0	1	0	4
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

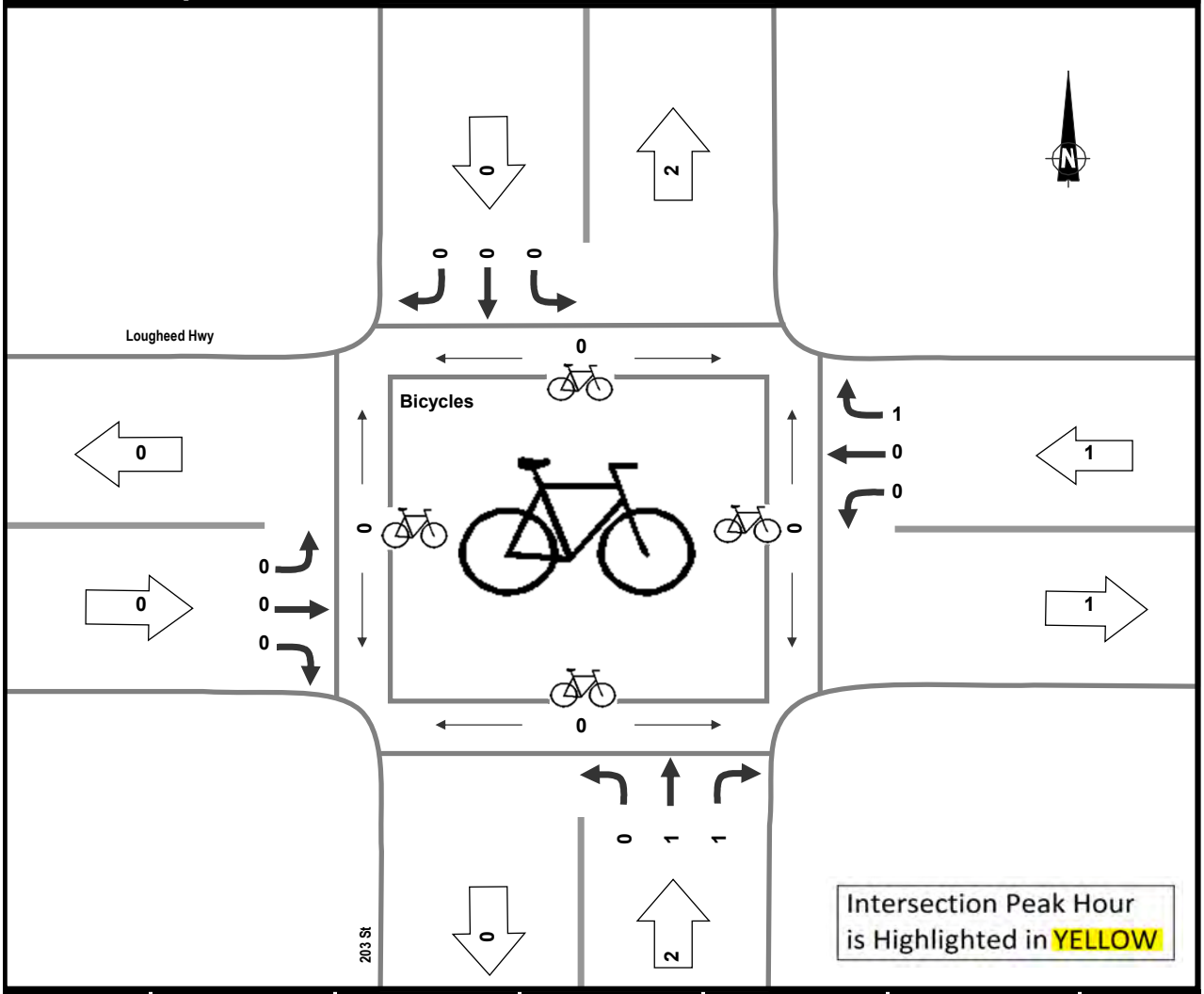
203 St & Lougheed Hwy

Thursday, February 15, 2024

Midday Peak Period

Project: #9219: Maple Ridge Intersection Counts
Municipality: Maple Ridge
Weather: Clear
Vehicle Class: Bicycles

Peak Hour Traffic by Movement 11:00 AM to 12:00 PM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			BIKES IN X-WALK				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**3**
PHF	0.00	0.00	0.00	0.00	0.25	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.38
Peak 15 X 4	0	0	0	0	4	4	0	0	0	0	0	4	0	0	0	0	8
Average Hour	0	0	0	0	1	1	0	0	1	0	1	1	0	0	0	0	5
Survey Total	0	0	0	0	1	1	0	0	1	0	1	1	0	0	0	0	5
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1

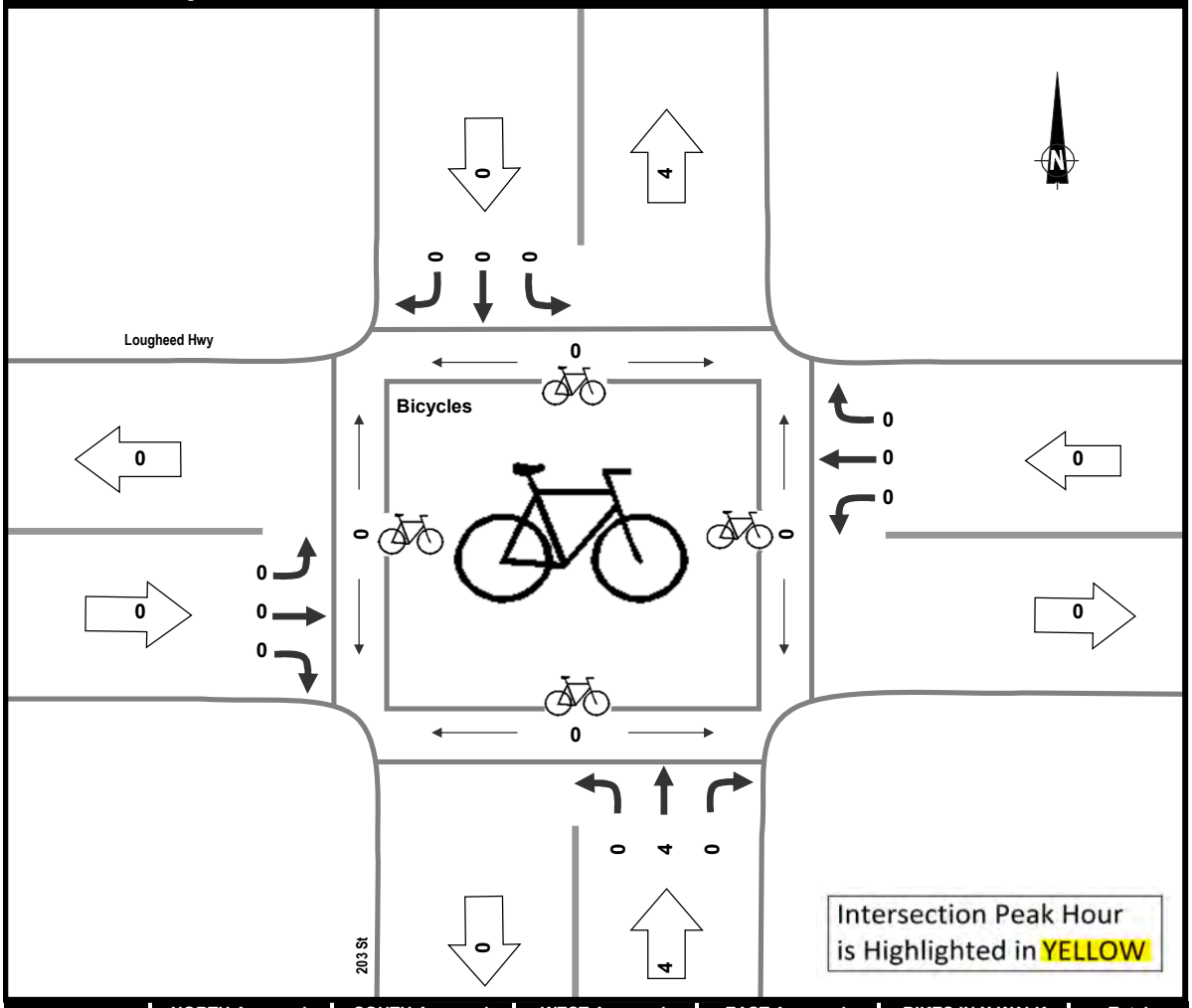
203 St & Lougheed Hwy

Thursday, February 15, 2024

Afternoon Peak Period

Project: #9219: Maple Ridge Intersection Counts
Municipality: Maple Ridge
Weather: Clear
Vehicle Class: Bicycles

Peak Hour Traffic by Movement 3:45 PM to 4:45 PM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			BIKES IN X-WALK				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
PHF	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50
Peak 15 X 4	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	8
Average Hour	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Survey Total	0	1	0	0	4	0	0	1	0	0	0	0	0	0	0	0	6
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
16:30	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1

207 St & Lougheed Hwy

Tuesday, February 13, 2024

Vehicle Classification Summary

Project: #9219: Maple Ridge Intersection Counts
Municipality: City of Maple Ridge
Weather: Clear

Time Period	Entering Intersection	Vehicle Classification					**Total**
		Passenger Cars	Heavy Vehicles (3 or more axles)				
Morning (07:00 - 09:00)	Volume	5,835	202				**6,037**
	%	96.7%	3.3%				**100.0%**
Midday (11:00 - 13:00)	Volume	5,719	228				**5,947**
	%	96.2%	3.8%				**100.0%**
Afternoon (15:00 - 18:00)	Volume	10,953	180				**11,133**
	%	98.4%	1.6%				**100.0%**
Total (7 Hours)	**Volume**	**22,507**	**610**				**23,117**
	%	**97.4%**	**2.6%**				**100.0%**

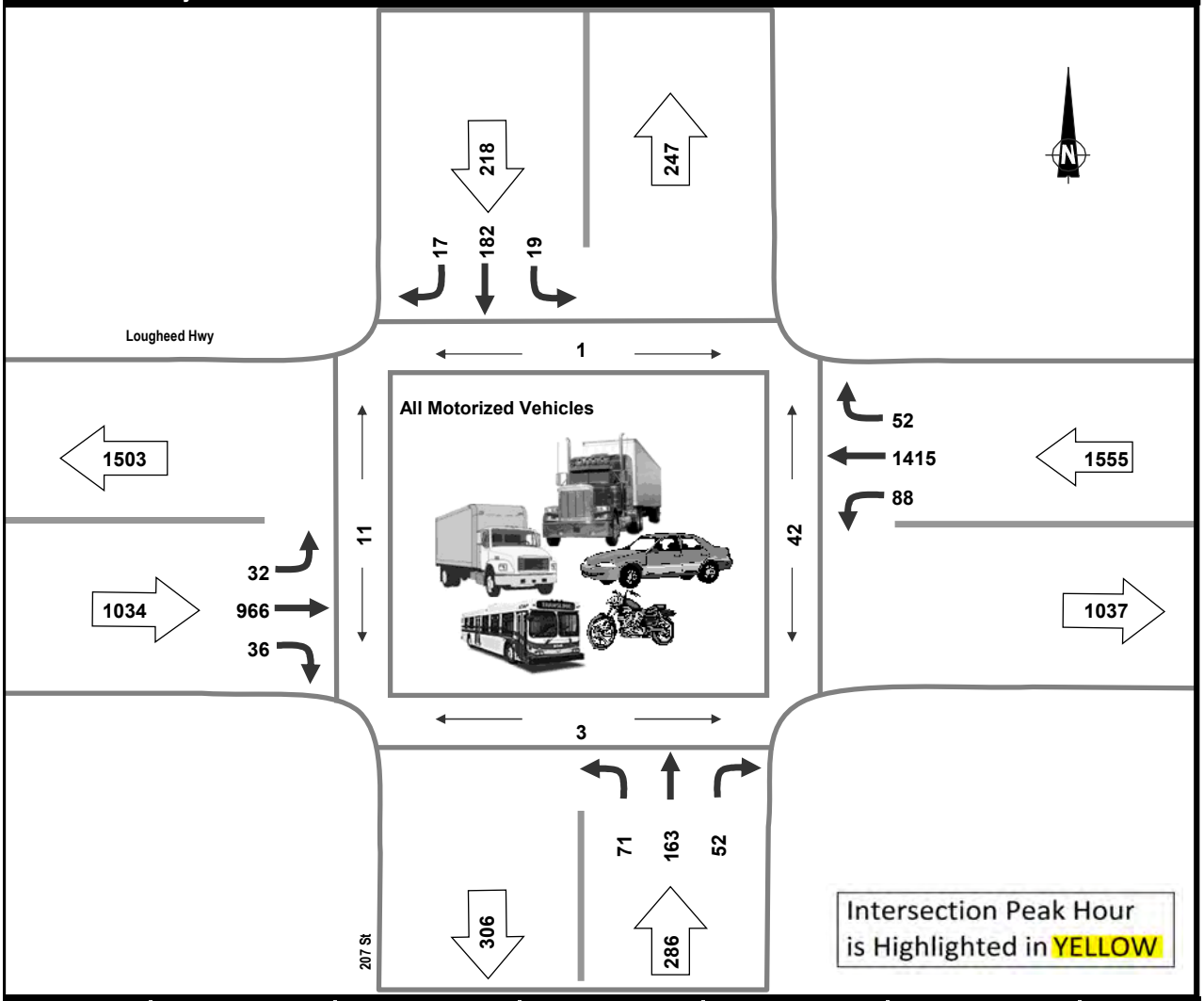
207 St & Lougheed Hwy

Tuesday, February 13, 2024

Morning Peak Period

Project: #9219: Maple Ridge Intersection Counts
Municipality: City of Maple Ridge
Weather: Clear
Vehicle Class: All Motorized Vehicles

Peak Hour Traffic by Movement 7:30 AM to 8:30 AM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**19**	**182**	**17**	**71**	**163**	**52**	**32**	**966**	**36**	**88**	**1415**	**52**	**1**	**3**	**11**	**42**	**3,093**
PHF	0.53	0.53	0.71	0.71	0.66	0.87	0.73	0.90	0.69	0.79	0.91	0.52	0.25	0.38	0.39	0.55	0.96
Peak 15 X 4	36	344	24	100	248	60	44	1,072	52	112	1,552	100	4	8	28	76	3,208
Average Hour	25	155	19	77	144	49	37	888	32	75	1,455	66	1	3	11	27	3,022
Survey Total	50	309	37	153	287	98	73	1,776	63	150	2,910	131	1	6	22	53	6,037
7:00	6	12	2	27	20	5	6	189	5	16	420	14	0	1	4	1	722
7:15	6	16	5	20	28	8	11	216	6	13	397	30	0	0	1	3	756
7:30	4	24	3	18	27	11	11	236	4	13	349	25	0	0	1	5	725
7:45	0	32	6	11	29	15	5	268	13	22	388	13	0	0	1	4	802
8:00	6	40	5	25	62	13	6	246	8	25	321	7	1	2	7	14	764
8:15	9	86	3	17	45	13	10	216	11	28	357	7	0	1	2	19	802
8:30	12	64	2	9	47	17	9	143	6	10	322	11	0	2	3	3	652
8:45	7	35	11	26	29	16	15	262	10	23	356	24	0	0	3	4	814

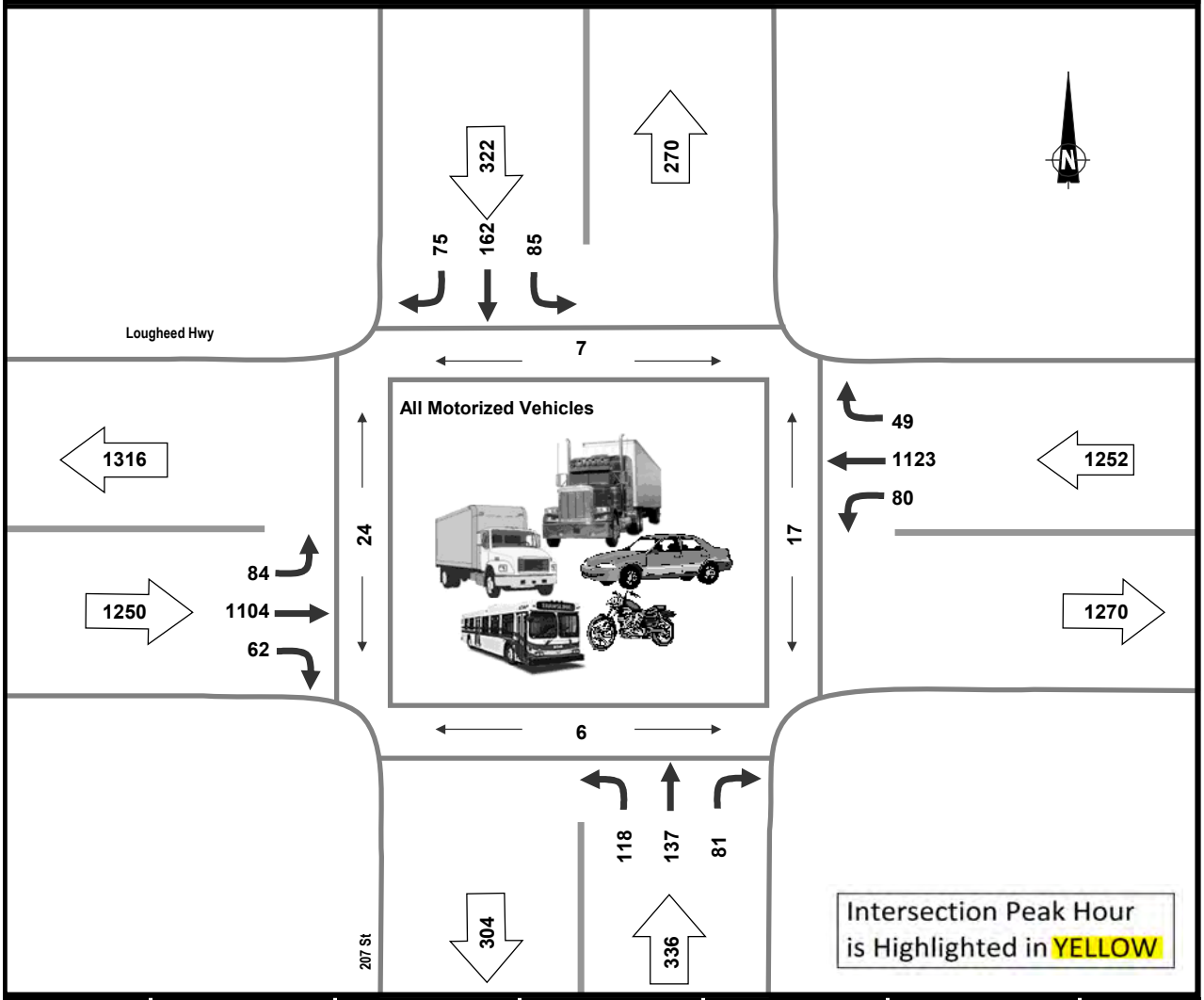
207 St & Lougheed Hwy

Tuesday, February 13, 2024

Midday Peak Period

Project: #9219: Maple Ridge Intersection Counts
Municipality: City of Maple Ridge
Weather: Clear
Vehicle Class: All Motorized Vehicles

Peak Hour Traffic by Movement 11:45 AM to 12:45 PM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**85**	**162**	**75**	**118**	**137**	**81**	**84**	**1104**	**62**	**80**	**1123**	**49**	**7**	**6**	**24**	**17**	**3,160**
PHF	0.69	0.86	0.72	0.78	0.90	0.88	0.84	0.89	0.86	0.65	0.94	0.88	0.44	0.50	0.50	0.85	0.94
Peak 15 X 4	124	188	104	152	152	92	100	1,240	72	124	1,192	56	16	12	48	20	3,364
Average Hour	79	151	74	100	131	74	87	981	53	77	1,109	60	5	6	21	14	2,976
Survey Total	158	302	147	199	262	148	174	1,962	105	154	2,217	119	10	11	41	27	5,947
11:00	19	29	23	29	27	13	22	252	13	23	242	19	1	1	2	3	711
11:15	22	31	20	8	24	6	14	140	3	12	307	20	0	0	3	0	607
11:30	14	41	11	23	43	26	25	203	14	14	285	14	1	0	7	2	713
11:45	31	39	26	25	38	20	19	310	17	18	287	11	1	3	12	2	841
12:00	17	34	15	29	33	18	22	260	13	31	261	13	1	1	4	5	746
12:15	18	47	19	38	37	20	25	268	18	17	298	14	1	2	4	5	819
12:30	19	42	15	26	29	23	18	266	14	14	277	11	4	0	4	5	754
12:45	18	39	18	21	31	22	29	263	13	25	260	17	1	4	5	5	756

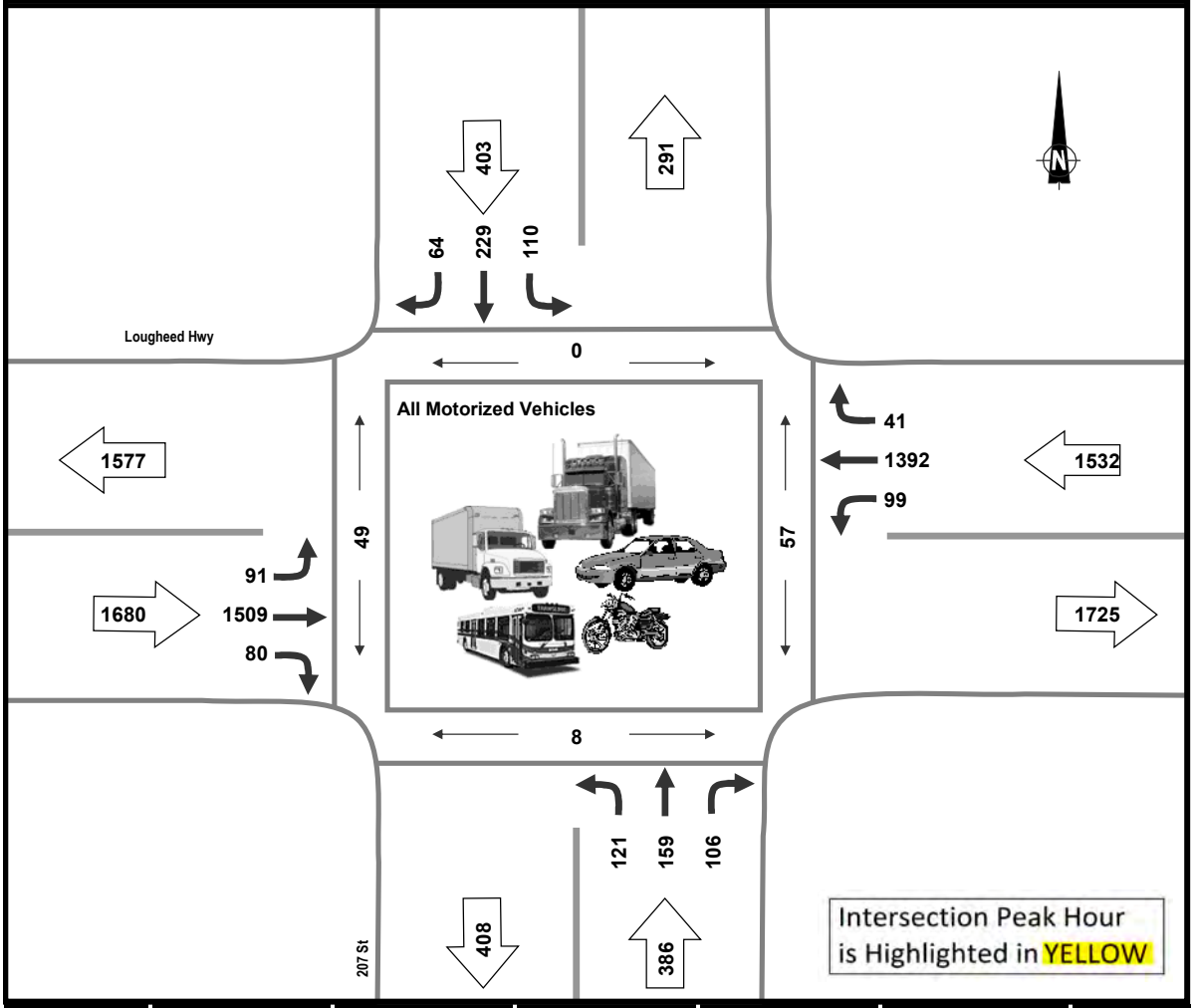
207 St & Lougheed Hwy

Tuesday, February 13, 2024

Afternoon Peak Period

Project: #9219: Maple Ridge Intersection Counts
Municipality: City of Maple Ridge
Weather: Clear
Vehicle Class: All Motorized Vehicles

Peak Hour Traffic by Movement 3:00 PM to 4:00 PM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**110**	**229**	**64**	**121**	**159**	**106**	**91**	**1509**	**80**	**99**	**1392**	**41**	**0**	**8**	**49**	**57**	**4,001**
PHF	0.83	0.69	0.76	0.92	0.74	0.88	0.73	0.94	0.77	0.83	0.94	0.73	0.00	0.33	0.53	0.34	0.98
Peak 15 X 4	132	332	84	132	216	120	124	1,608	104	120	1,480	56	0	24	92	168	4,096
Average Hour	107	214	52	94	147	104	73	1,390	71	109	1,301	50	3	10	29	36	3,712
Survey Total	320	643	157	283	440	311	218	4,169	212	327	3,904	149	8	30	88	108	11,133
15:00	24	83	21	30	54	24	20	369	21	29	336	13	0	6	23	42	1,024
15:15	25	46	17	33	39	29	16	390	18	26	359	14	0	1	18	1	1,012
15:30	28	41	11	30	40	30	31	402	26	14	327	4	0	1	5	14	984
15:45	33	59	15	28	26	23	24	348	15	30	370	10	0	0	3	0	981
16:00	27	35	10	21	38	24	25	337	12	27	320	11	1	1	3	10	887
16:15	26	72	13	21	28	24	13	340	17	38	345	16	0	6	4	3	953
16:30	20	54	13	16	37	28	14	294	19	23	358	12	0	3	5	6	888
16:45	25	60	12	19	43	27	23	383	26	27	305	18	1	1	7	7	968
17:00	33	46	13	20	29	30	9	355	19	31	303	10	3	5	3	7	898
17:15	26	32	16	37	37	24	23	410	12	31	360	13	3	3	14	3	1,021
17:30	29	63	3	11	37	22	14	262	15	27	281	11	0	0	3	11	775
17:45	24	52	13	17	32	26	6	279	12	24	240	17	0	3	0	4	742

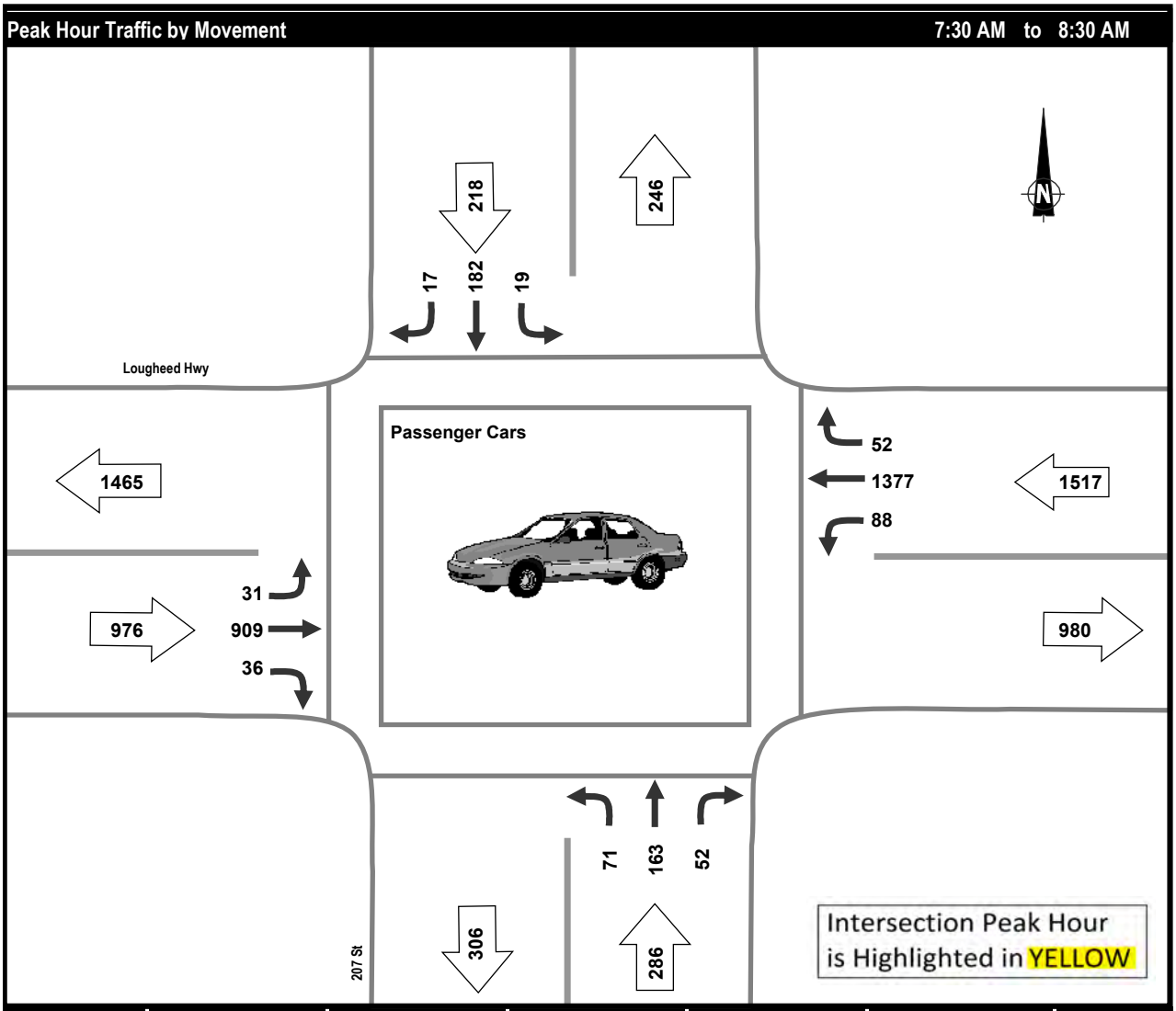
207 St & Lougheed Hwy

Tuesday, February 13, 2024

Morning Peak Period

Project: #9219: Maple Ridge Intersection Counts
Municipality: City of Maple Ridge
Weather: Clear
Vehicle Class: Passenger Cars

Peak Hour Traffic by Movement 7:30 AM to 8:30 AM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**19**	**182**	**17**	**71**	**163**	**52**	**31**	**909**	**36**	**88**	**1377**	**52**					**2,997**
PHF	0.53	0.53	0.71	0.71	0.66	0.87	0.70	0.90	0.69	0.79	0.91	0.52					0.96
Peak 15 X 4	36	344	24	100	248	60	44	1,012	52	112	1,508	100					3,108
Average Hour	25	155	18	77	143	49	35	834	30	75	1,413	66					2,920
Survey Total	50	309	36	153	286	98	69	1,668	60	150	2,825	131					5,835
7:00	6	12	2	27	20	5	5	181	5	16	409	14					702
7:15	6	16	5	20	28	8	10	203	4	13	389	30					732
7:30	4	24	3	18	27	11	11	221	4	13	343	25					704
7:45	0	32	6	11	29	15	5	253	13	22	377	13					776
8:00	6	40	5	25	62	13	5	232	8	25	312	7					740
8:15	9	86	3	17	45	13	10	203	11	28	345	7					777
8:30	12	64	2	9	46	17	9	133	6	10	307	11					626
8:45	7	35	10	26	29	16	14	242	9	23	343	24					778

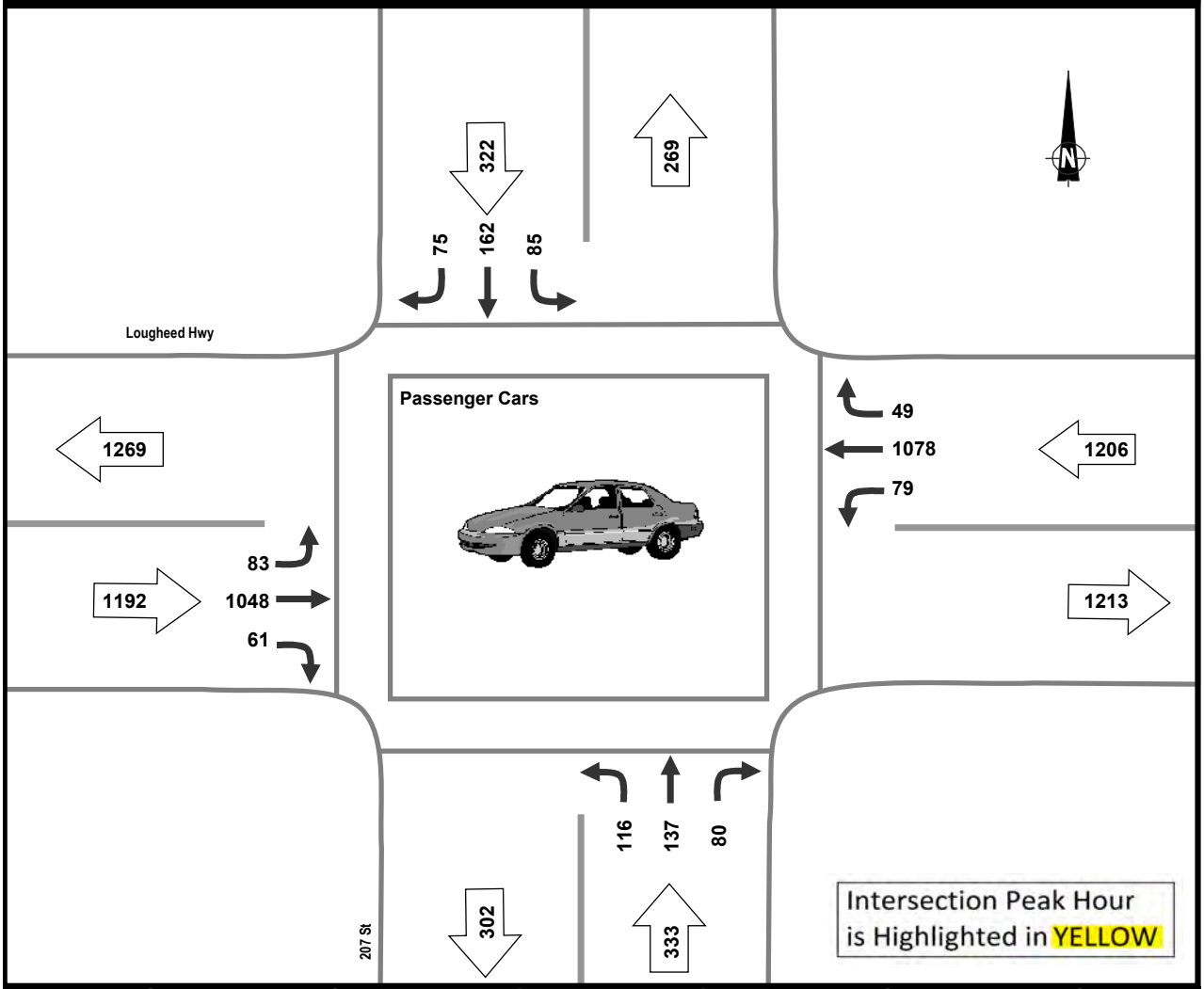
207 St & Lougheed Hwy

Tuesday, February 13, 2024

Midday Peak Period

Project: #9219: Maple Ridge Intersection Counts
Municipality: City of Maple Ridge
Weather: Clear
Vehicle Class: Passenger Cars

Peak Hour Traffic by Movement 11:45 AM to 12:45 PM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**85**	**162**	**75**	**116**	**137**	**80**	**83**	**1048**	**61**	**79**	**1078**	**49**					**3,053**
PHF	0.69	0.86	0.72	0.78	0.90	0.87	0.86	0.89	0.90	0.66	0.94	0.88					0.94
Peak 15 X 4	124	188	104	148	152	92	96	1,180	68	120	1,152	56					3,256
Average Hour	79	151	74	98	131	74	87	924	52	76	1,058	60					2,864
Survey Total	157	301	147	195	262	147	173	1,847	103	152	2,116	119					5,719
11:00	18	28	23	28	27	13	22	232	13	23	221	19					667
11:15	22	31	20	8	24	6	14	124	3	11	294	20					577
11:30	14	41	11	23	43	26	25	195	13	14	279	14					698
11:45	31	39	26	24	38	20	19	295	17	18	276	11					814
12:00	17	34	15	29	33	18	22	251	13	30	249	13					724
12:15	18	47	19	37	37	19	24	251	17	17	288	14					788
12:30	19	42	15	26	29	23	18	251	14	14	265	11					727
12:45	18	39	18	20	31	22	29	248	13	25	244	17					724

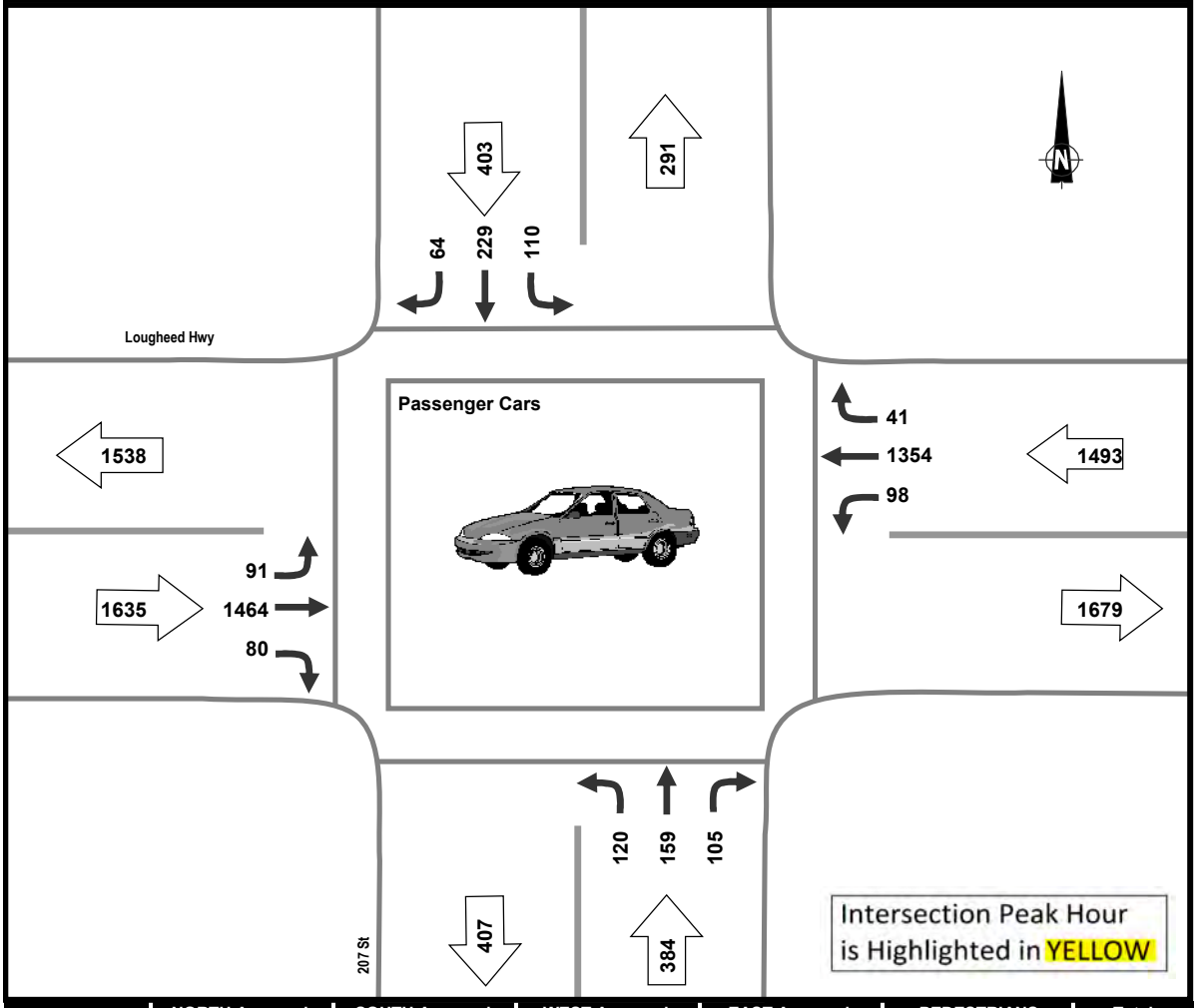
207 St & Lougheed Hwy

Tuesday, February 13, 2024

Afternoon Peak Period

Project: #9219: Maple Ridge Intersection Counts
Municipality: City of Maple Ridge
Weather: Clear
Vehicle Class: Passenger Cars

Peak Hour Traffic by Movement 3:00 PM to 4:00 PM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**110**	**229**	**64**	**120**	**159**	**105**	**91**	**1464**	**80**	**98**	**1354**	**41**					**3,915**
PHF	0.83	0.69	0.76	0.94	0.74	0.91	0.73	0.93	0.77	0.82	0.94	0.73					0.98
Peak 15 X 4	132	332	84	128	216	116	124	1,572	104	120	1,444	56					3,992
Average Hour	106	214	52	94	146	102	72	1,363	70	109	1,272	50					3,650
Survey Total	319	643	157	282	438	307	217	4,089	211	326	3,815	149					10,953
15:00	24	83	21	30	54	24	20	353	21	29	326	13					998
15:15	25	46	17	32	39	29	16	382	18	25	352	14					995
15:30	28	41	11	30	40	29	31	393	26	14	315	4					962
15:45	33	59	15	28	26	23	24	336	15	30	361	10					960
16:00	27	35	10	21	38	23	25	332	12	27	310	11					871
16:15	26	72	13	21	28	24	13	334	17	38	338	16					940
16:30	20	54	13	16	37	26	13	288	18	23	349	12					869
16:45	25	60	12	19	43	27	23	379	26	27	300	18					959
17:00	33	46	13	20	29	30	9	352	19	31	294	10					886
17:15	26	32	16	37	37	24	23	405	12	31	354	13					1,010
17:30	28	63	3	11	37	22	14	259	15	27	279	11					769
17:45	24	52	13	17	30	26	6	276	12	24	237	17					734

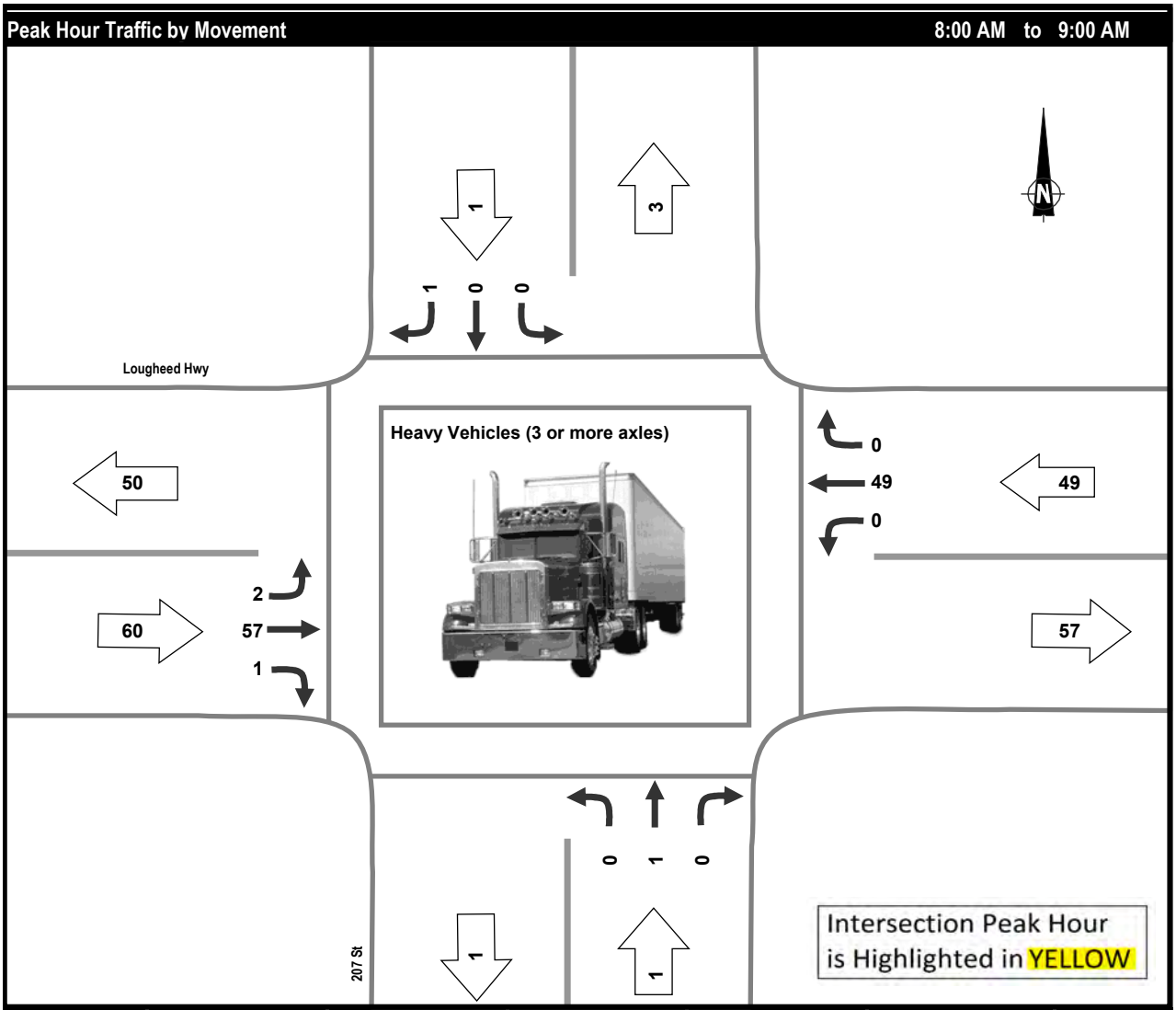
207 St & Lougheed Hwy

Tuesday, February 13, 2024

Morning Peak Period

Project: #9219: Maple Ridge Intersection Counts
Municipality: City of Maple Ridge
Weather: Clear
Vehicle Class: Heavy Vehicles (3 or more axles)

Peak Hour Traffic by Movement 8:00 AM to 9:00 AM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**0**	**0**	**1**	**0**	**1**	**0**	**2**	**57**	**1**	**0**	**49**	**0**					**111**
PHF	0.00	0.00	0.25	0.00	0.25	0.00	0.50	0.71	0.25	0.00	0.82	0.00					0.77
Peak 15 X 4	0	0	4	0	4	0	4	80	4	0	60	0					144
Average Hour	0	0	1	0	1	0	2	54	2	0	43	0					103
Survey Total	0	0	1	0	1	0	4	108	3	0	85	0					202
7:00	0	0	0	0	0	0	1	8	0	0	11	0					20
7:15	0	0	0	0	0	0	1	13	2	0	8	0					24
7:30	0	0	0	0	0	0	0	15	0	0	6	0					21
7:45	0	0	0	0	0	0	0	15	0	0	11	0					26
8:00	0	0	0	0	0	0	1	14	0	0	9	0					24
8:15	0	0	0	0	0	0	0	13	0	0	12	0					25
8:30	0	0	0	0	1	0	0	10	0	0	15	0					26
8:45	0	0	1	0	0	0	1	20	1	0	13	0					36

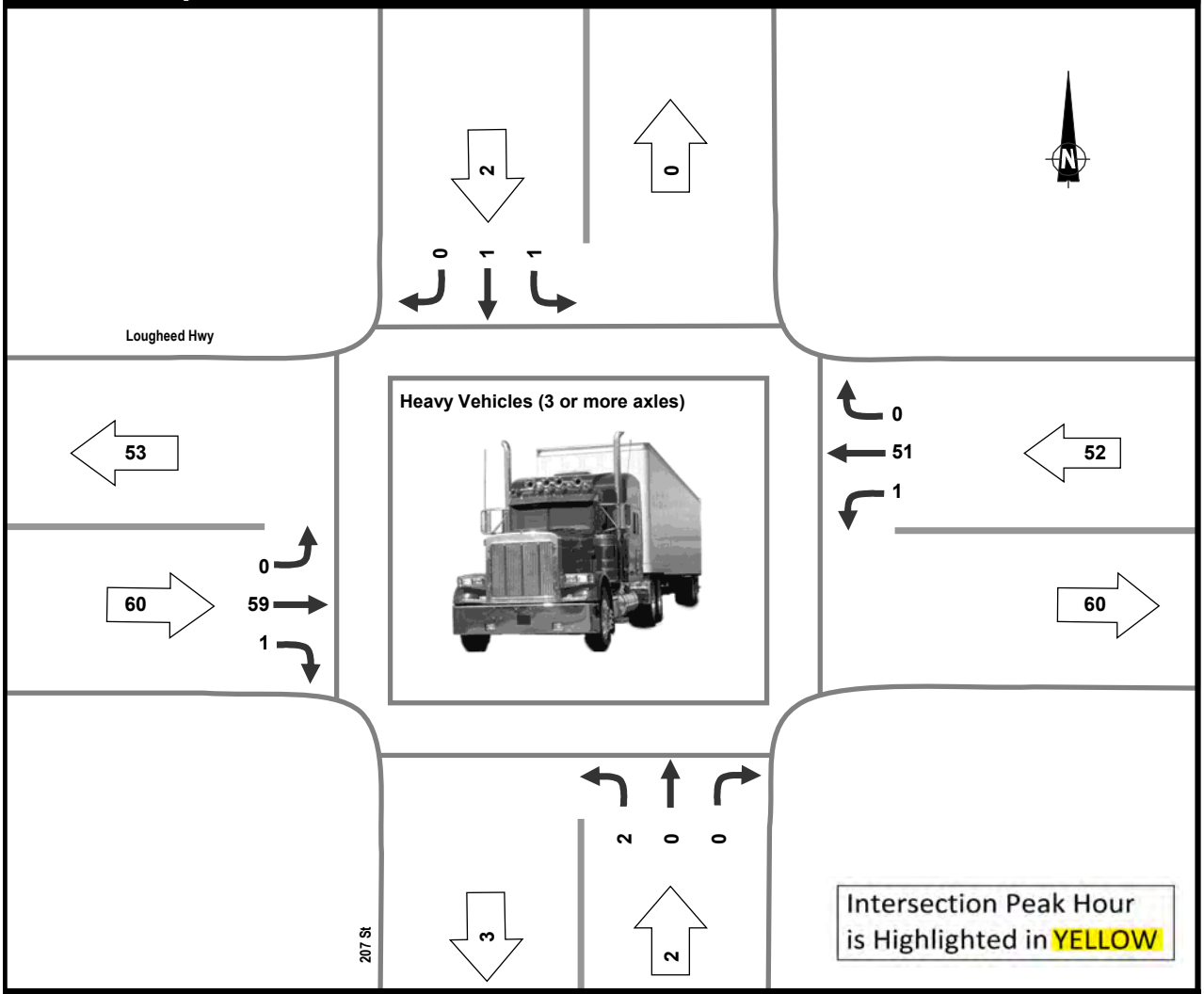
207 St & Lougheed Hwy

Tuesday, February 13, 2024

Midday Peak Period

Project: #9219: Maple Ridge Intersection Counts
Municipality: City of Maple Ridge
Weather: Clear
Vehicle Class: Heavy Vehicles (3 or more axles)

Peak Hour Traffic by Movement 11:00 AM to 12:00 PM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**1**	**1**	**0**	**2**	**0**	**0**	**0**	**59**	**1**	**1**	**51**	**0**					**116**
PHF	0.25	0.25	0.00	0.50	0.00	0.00	0.00	0.74	0.25	0.25	0.61	0.00					0.66
Peak 15 X 4	4	4	0	4	0	0	0	80	4	4	84	0					176
Average Hour	1	1	0	2	0	1	1	58	1	1	51	0					117
Survey Total	1	1	0	4	0	1	1	115	2	2	101	0					228
11:00	1	1	0	1	0	0	0	20	0	0	21	0					44
11:15	0	0	0	0	0	0	0	16	0	1	13	0					30
11:30	0	0	0	0	0	0	0	8	1	0	6	0					15
11:45	0	0	0	1	0	0	0	15	0	0	11	0					27
12:00	0	0	0	0	0	0	0	9	0	1	12	0					22
12:15	0	0	0	1	0	1	1	17	1	0	10	0					31
12:30	0	0	0	0	0	0	0	15	0	0	12	0					27
12:45	0	0	0	1	0	0	0	15	0	0	16	0					32

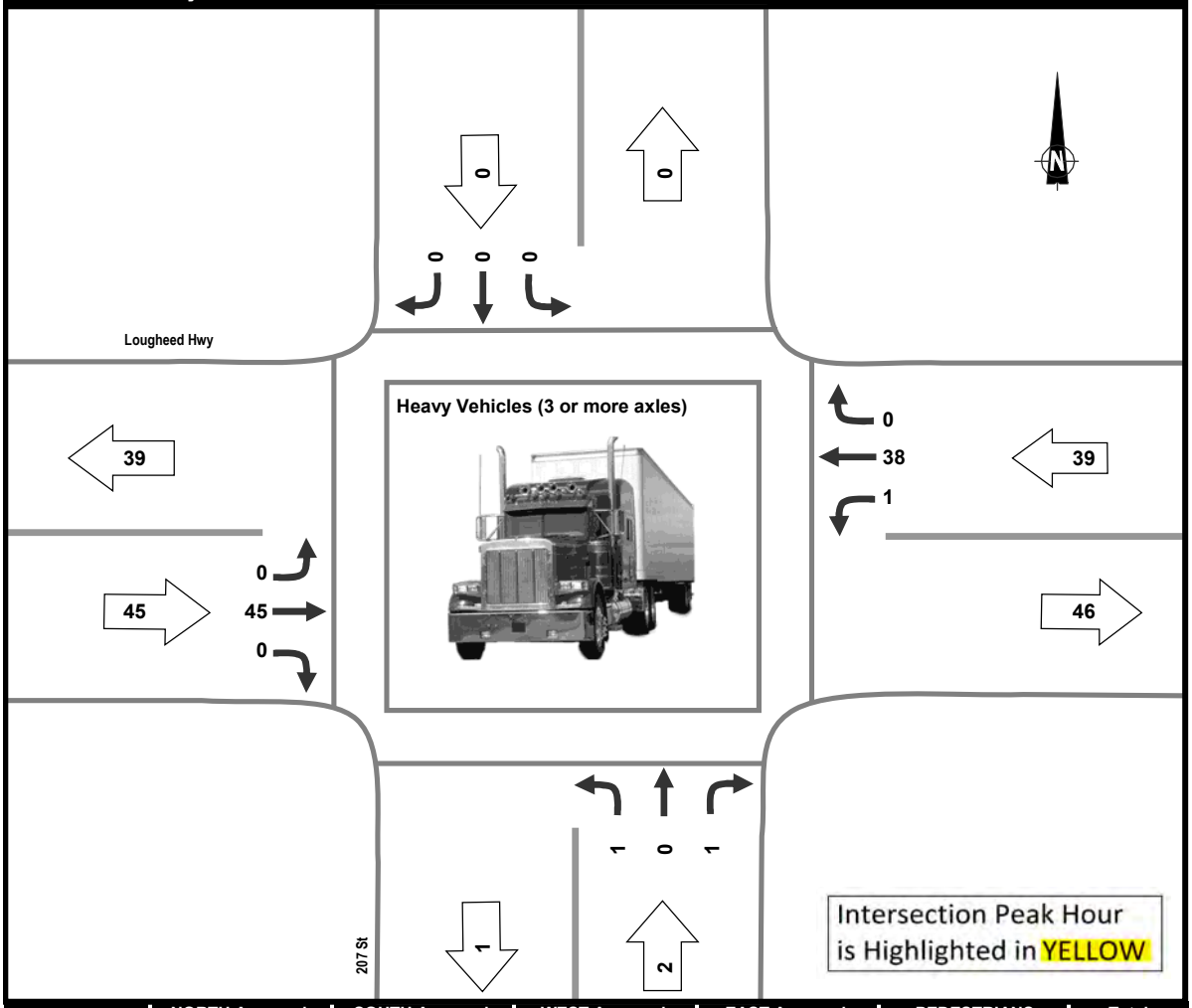
207 St & Lougheed Hwy

Tuesday, February 13, 2024

Afternoon Peak Period

Project: #9219: Maple Ridge Intersection Counts
Municipality: City of Maple Ridge
Weather: Clear
Vehicle Class: Heavy Vehicles (3 or more axles)

Peak Hour Traffic by Movement 3:00 PM to 4:00 PM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**45**	**0**	**1**	**38**	**0**					**86**
PHF	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.70	0.00	0.25	0.79	0.00					0.83
Peak 15 X 4	0	0	0	4	0	4	0	64	0	4	48	0					104
Average Hour	0	0	0	0	1	1	0	27	0	0	30	0					59
Survey Total	1	0	0	1	2	4	1	80	1	1	89	0					180
15:00	0	0	0	0	0	0	0	16	0	0	10	0					26
15:15	0	0	0	1	0	0	0	8	0	1	7	0					17
15:30	0	0	0	0	0	1	0	9	0	0	12	0					22
15:45	0	0	0	0	0	0	0	12	0	0	9	0					21
16:00	0	0	0	0	0	1	0	5	0	0	10	0					16
16:15	0	0	0	0	0	0	0	6	0	0	7	0					13
16:30	0	0	0	0	0	2	1	6	1	0	9	0					19
16:45	0	0	0	0	0	0	0	4	0	0	5	0					9
17:00	0	0	0	0	0	0	0	3	0	0	9	0					12
17:15	0	0	0	0	0	0	0	5	0	0	6	0					11
17:30	1	0	0	0	0	0	0	3	0	0	2	0					6
17:45	0	0	0	0	2	0	0	3	0	0	3	0					8

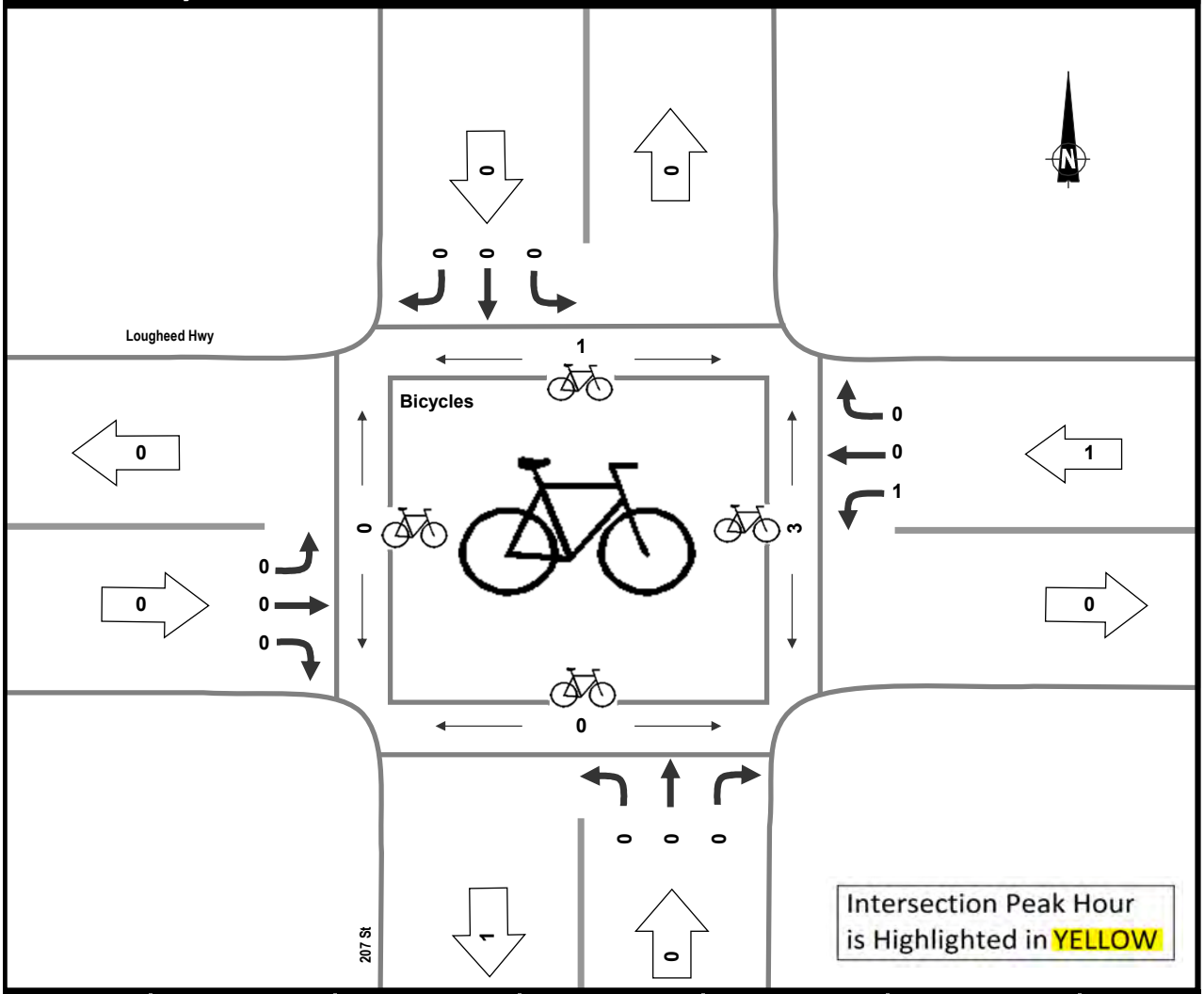
207 St & Lougheed Hwy

Tuesday, February 13, 2024

Morning Peak Period

Project: #9219: Maple Ridge Intersection Counts
Municipality: City of Maple Ridge
Weather: Clear
Vehicle Class: Bicycles

Peak Hour Traffic by Movement 7:30 AM to 8:30 AM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			BIKES IN X-WALK				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**3**	**5**
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.00	0.00	0.38	0.42
Peak 15 X 4	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	8	12
Average Hour	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	3	1
Survey Total	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	5	9
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
8:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	3
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1

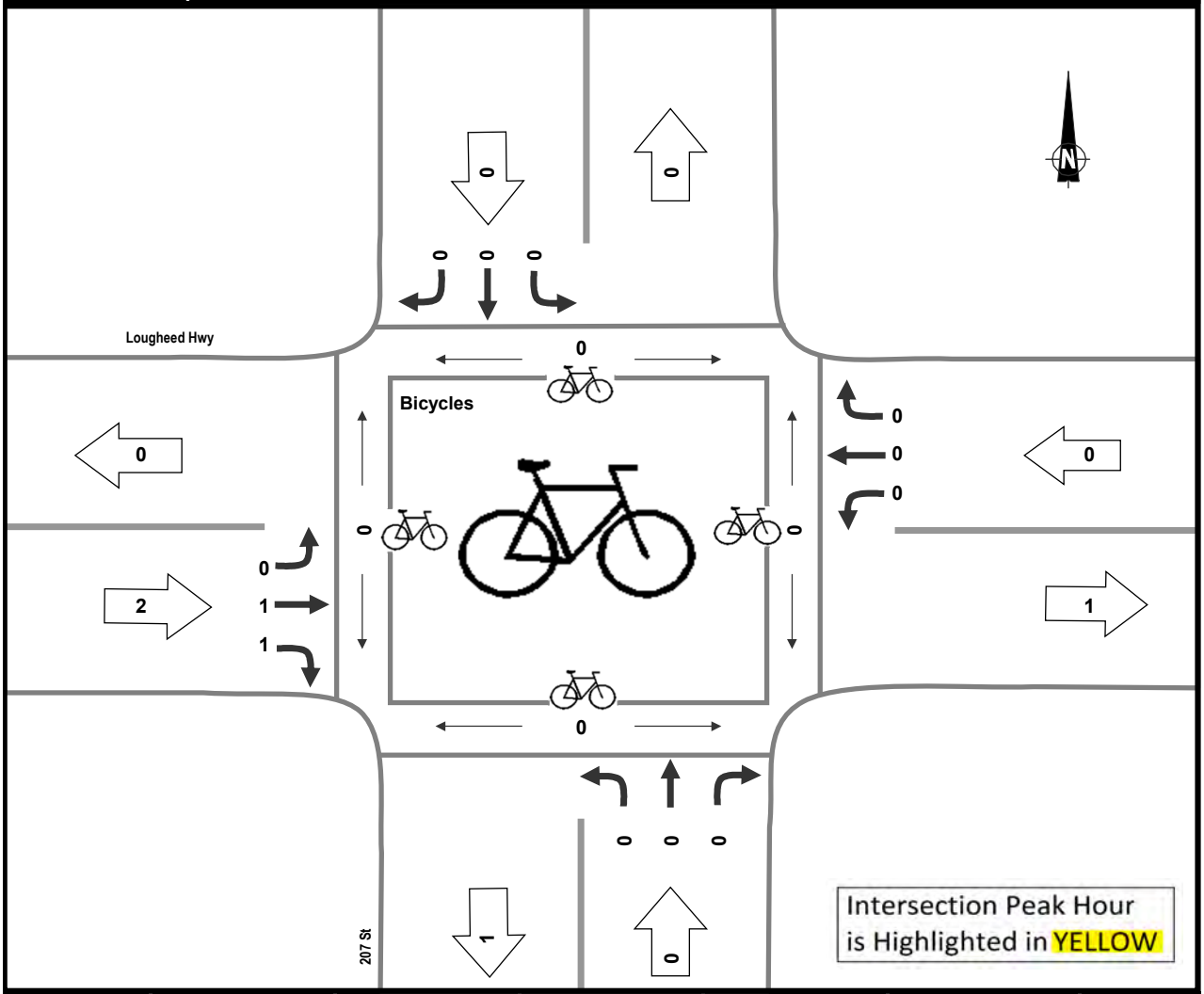
207 St & Lougheed Hwy

Tuesday, February 13, 2024

Midday Peak Period

Project: #9219: Maple Ridge Intersection Counts
Municipality: City of Maple Ridge
Weather: Clear
Vehicle Class: Bicycles

Peak Hour Traffic by Movement 11:00 AM to 12:00 PM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			BIKES IN X-WALK				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50
Peak 15 X 4	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	4
Average Hour	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	2
Survey Total	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	4
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
12:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1

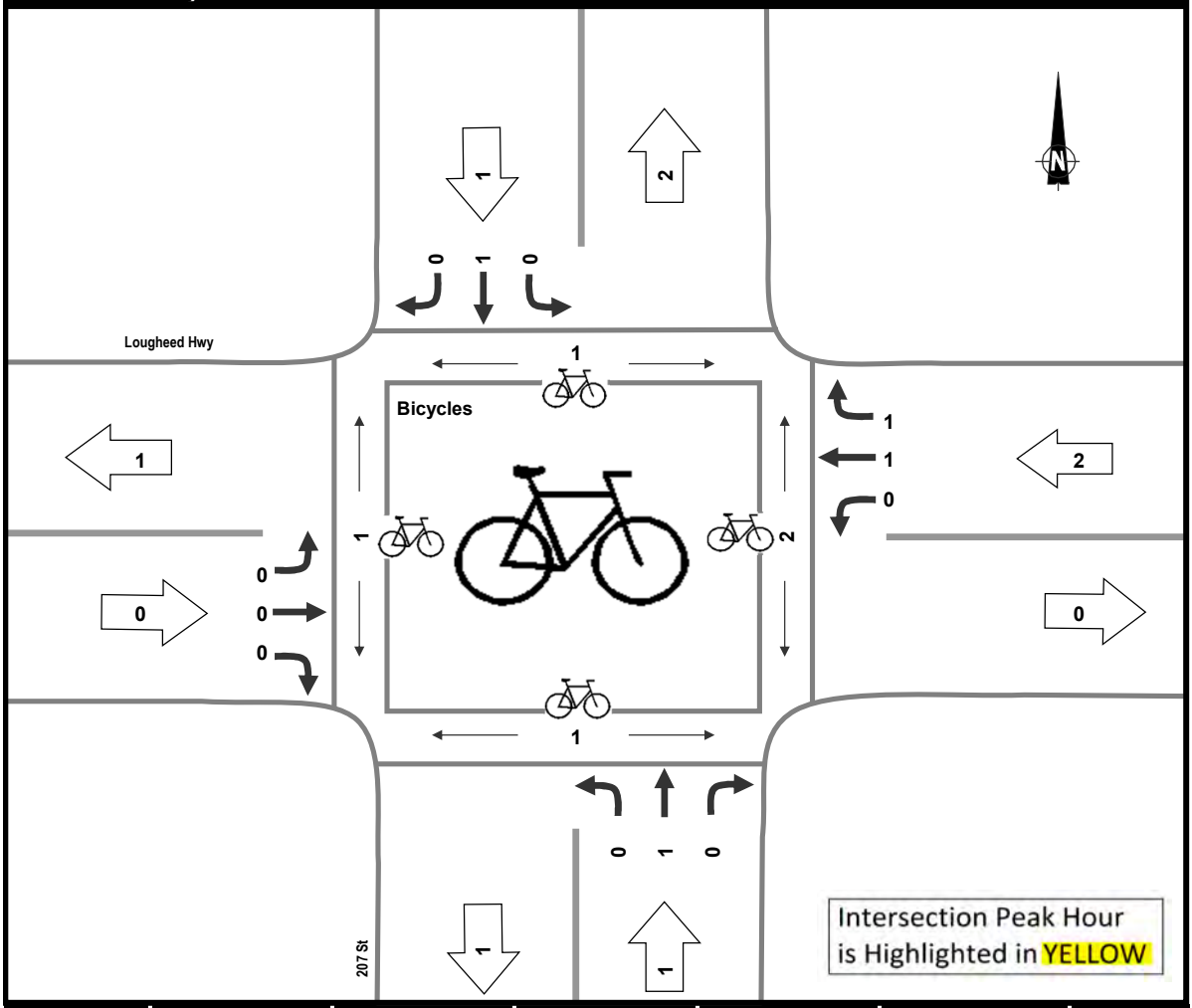
207 St & Lougheed Hwy

Tuesday, February 13, 2024

Afternoon Peak Period

Project: #9219: Maple Ridge Intersection Counts
Municipality: City of Maple Ridge
Weather: Clear
Vehicle Class: Bicycles

Peak Hour Traffic by Movement 3:00 PM to 4:00 PM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			BIKES IN X-WALK				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**1**	**1**	**1**	**2**	**9**
PHF	0.00	0.25	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25	0.25	0.25	0.25	0.50	0.75
Peak 15 X 4	0	4	0	0	4	0	0	0	0	0	4	4	4	4	4	4	12
Average Hour	0	0	0	0	1	0	0	0	0	0	0	0	1	1	1	1	1
Survey Total	0	1	0	0	3	0	0	1	0	0	1	1	3	3	2	4	19
15:00	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
15:15	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
15:45	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	1	3
16:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
16:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
17:00	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2
17:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1

PREMIERE
TRAFFIC DATA SERVICES

Turning Movement Count Data
Combined Volume

Site Number:	1
Major Route:	Maple Crescent
Minor Route:	203 Street
Municipality:	Maple Ridge
Filename:	1-TMC-Maple Cres@203 St-Feb 27 2024
Date:	February 27, 2024
Day-of-week:	Tuesday
East/West Route:	Maple Crescent
Intersection Type:	4 leg
Signalized (y/n?):	yes
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Combined Volume

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians		
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	2	71	6	1	2	5	1	3	0	43	20	15	169		0	0	0	0
06:15	3	90	5	1	11	2	1	1	2	57	19	9	201		1	1	0	0
06:30	2	103	17	0	9	8	1	3	3	71	18	10	245		1	1	0	0
06:45	3	170	11	0	19	21	5	5	4	63	13	13	327		1	0	0	0
07:00	3	99	14	3	19	15	5	5	4	68	28	10	273		0	0	0	0
07:15	1	113	12	1	19	19	5	10	5	101	19	15	320		2	1	0	0
07:30	4	130	14	2	24	18	6	12	6	78	23	6	323		0	0	0	0
07:45	7	134	9	2	34	24	9	20	5	89	27	14	374	+	2	0	0	0
08:00	11	83	5	1	33	29	9	20	0	69	19	21	300	*	10	1	0	0
08:15	13	100	10	1	30	24	11	15	1	61	21	43	330	*	28	9	0	0
08:30	11	82	9	2	33	21	8	21	7	62	26	48	330	*	3	3	0	0
08:45	7	55	11	3	41	26	8	17	4	59	18	7	256		0	0	0	0
Total	**67**	**1230**	**123**	**17**	**274**	**212**	**69**	**132**	**41**	**821**	**251**	**211**	**3448**		**48**	**16**	**0**	**0**
Pk Hr	**42**	**399**	**33**	**6**	**130**	**98**	**37**	**76**	**13**	**281**	**93**	**126**	**1334**	*	**43**	**13**	**0**	**0**
15x4	**52**	**536**	**40**	**8**	**136**	**116**	**44**	**84**	**28**	**356**	**108**	**192**	**1700**	+	**8**	**0**	**0**	**0**
11:00	10	22	15	0	2	1	10	30	0	8	21	12	131		3	1	0	0
11:15	10	50	10	2	68	50	6	17	6	48	22	15	304		0	0	0	0
11:30	6	52	5	1	42	35	10	8	4	27	12	7	209		2	2	0	0
11:45	9	56	7	3	54	36	9	28	5	29	23	16	275		1	1	0	0
12:00	9	69	12	2	51	46	10	24	1	27	14	8	273	*	3	1	0	0
12:15	11	47	4	0	41	31	15	23	2	27	24	16	241	*	0	0	0	0
12:30	10	86	9	1	50	40	7	25	7	27	13	17	292	+	1	1	0	0
12:45	10	59	11	0	65	40	15	33	2	37	11	7	290	*	0	0	0	0
Total	**75**	**441**	**73**	**9**	**373**	**279**	**82**	**188**	**27**	**230**	**140**	**98**	**2015**		**10**	**6**	**0**	**0**
Pk Hr	**40**	**261**	**36**	**3**	**207**	**157**	**47**	**105**	**12**	**118**	**62**	**48**	**1096**	*	**4**	**2**	**0**	**0**
15x4	**44**	**344**	**48**	**8**	**260**	**184**	**60**	**132**	**28**	**148**	**96**	**68**	**1420**	+	**4**	**4**	**0**	**0**
15:00	19	60	9	1	58	47	36	79	5	24	19	16	373		1	0	0	0
15:15	9	85	5	2	56	59	41	87	6	31	11	22	414		0	0	0	0
15:30	8	65	7	3	61	85	45	94	3	32	10	15	428		2	0	0	0
15:45	6	70	5	1	67	89	44	95	2	26	16	17	438		3	3	0	0
16:00	12	70	3	0	74	63	33	89	3	25	14	17	403		1	0	0	0
16:15	10	55	8	1	65	85	62	127	2	22	7	13	457	*	2	0	0	0
16:30	12	78	3	1	70	73	58	109	16	18	10	7	455	*	1	0	0	0
16:45	9	63	4	0	52	53	59	120	12	21	14	20	427	*	1	0	0	0
17:00	10	66	9	1	70	66	58	121	9	24	6	18	458	+	2	1	0	0
17:15	13	65	9	0	63	73	59	111	5	16	8	13	435		0	0	0	0
17:30	8	57	2	0	62	69	48	84	19	20	13	14	396		0	0	0	0
17:45	8	55	10	2	56	47	31	51	14	30	10	12	326		3	2	0	0
Total	**124**	**789**	**74**	**12**	**754**	**809**	**574**	**1167**	**96**	**289**	**138**	**184**	**5010**		**16**	**6**	**0**	**0**
Pk Hr	**41**	**262**	**24**	**3**	**257**	**277**	**237**	**477**	**39**	**85**	**37**	**58**	**1797**	*	**6**	**1**	**0**	**0**
15x4	**48**	**312**	**36**	**4**	**280**	**340**	**248**	**508**	**64**	**96**	**56**	**80**	**2072**	+	**8**	**4**	**0**	**0**

AM Peak Period

Combined Volume

Location: 203 Street @ Maple Crescent

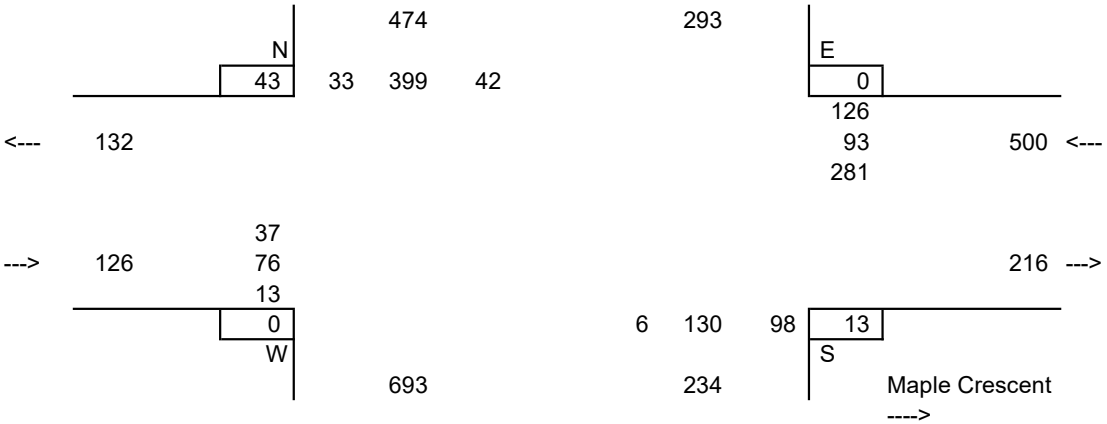
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	2	71	6	1	2	5	1	3	0	43	20	15	169		0	0	0	0
06:15	3	90	5	1	11	2	1	1	2	57	19	9	201		1	1	0	0
06:30	2	103	17	0	9	8	1	3	3	71	18	10	245		1	1	0	0
06:45	3	170	11	0	19	21	5	5	4	63	13	13	327		1	0	0	0
07:00	3	99	14	3	19	15	5	5	4	68	28	10	273		0	0	0	0
07:15	1	113	12	1	19	19	5	10	5	101	19	15	320		2	1	0	0
07:30	4	130	14	2	24	18	6	12	6	78	23	6	323		0	0	0	0
07:45	7	134	9	2	34	24	9	20	5	89	27	14	374	+	2	0	0	0
08:00	11	83	5	1	33	29	9	20	0	69	19	21	300	*	10	1	0	0
08:15	13	100	10	1	30	24	11	15	1	61	21	43	330	*	28	9	0	0
08:30	11	82	9	2	33	21	8	21	7	62	26	48	330	*	3	3	0	0
08:45	7	55	11	3	41	26	8	17	4	59	18	7	256		0	0	0	0
Total	**67**	**1230**	**123**	**17**	**274**	**212**	**69**	**132**	**41**	**821**	**251**	**211**	**3448**		**48**	**16**	**0**	**0**
Pk Hr	**42**	**399**	**33**	**6**	**130**	**98**	**37**	**76**	**13**	**281**	**93**	**126**	**1334**	*	**43**	**13**	**0**	**0**
15x4	**52**	**536**	**40**	**8**	**136**	**116**	**44**	**84**	**28**	**356**	**108**	**192**	**1700**	+	**8**	**0**	**0**	**0**
Avg Hr	**22**	**410**	**41**	**6**	**91**	**71**	**23**	**44**	**14**	**274**	**84**	**70**	**1149**		**16**	**5**	**0**	**0**

Peak Hour	07:45
Peak 15min	07:45
North approach PHF	0.75
South approach PHF	0.90
West approach PHF	0.81
East approach PHF	0.76

N
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AM Peak Hour Volumes



Noon Peak Period

Combined Volume

Location: 203 Street @ Maple Crescent

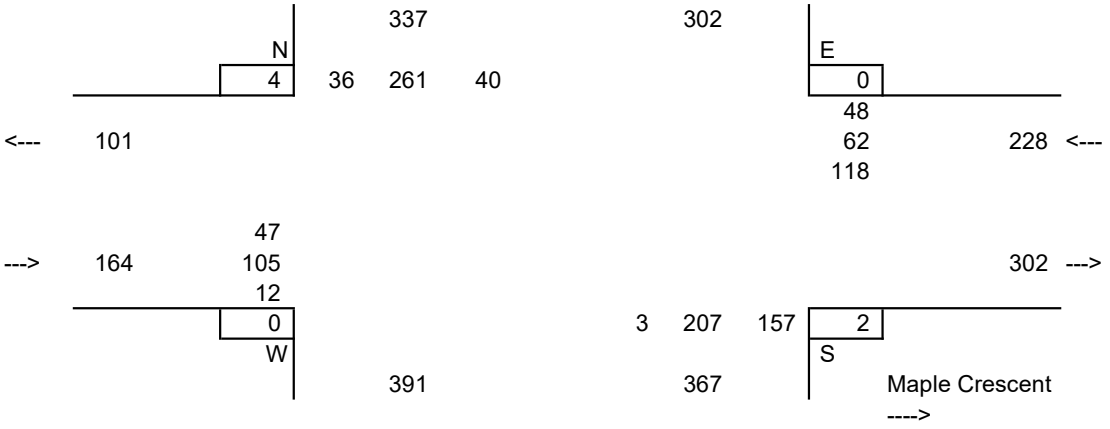
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
11:00	10	22	15	0	2	1	10	30	0	8	21	12	131		3	1	0	0
11:15	10	50	10	2	68	50	6	17	6	48	22	15	304		0	0	0	0
11:30	6	52	5	1	42	35	10	8	4	27	12	7	209		2	2	0	0
11:45	9	56	7	3	54	36	9	28	5	29	23	16	275		1	1	0	0
12:00	9	69	12	2	51	46	10	24	1	27	14	8	273	*	3	1	0	0
12:15	11	47	4	0	41	31	15	23	2	27	24	16	241	*	0	0	0	0
12:30	10	86	9	1	50	40	7	25	7	27	13	17	292	+	1	1	0	0
12:45	10	59	11	0	65	40	15	33	2	37	11	7	290	*	0	0	0	0
Total	**75**	**441**	**73**	**9**	**373**	**279**	**82**	**188**	**27**	**230**	**140**	**98**	**2015**		**10**	**6**	**0**	**0**
Pk Hr	**40**	**261**	**36**	**3**	**207**	**157**	**47**	**105**	**12**	**118**	**62**	**48**	**1096**	*	**4**	**2**	**0**	**0**
15x4	**44**	**344**	**48**	**8**	**260**	**184**	**60**	**132**	**28**	**148**	**96**	**68**	**1420**	+	**4**	**4**	**0**	**0**
Avg Hr	**38**	**221**	**37**	**5**	**187**	**140**	**41**	**94**	**14**	**115**	**70**	**49**	**1008**		**5**	**3**	**0**	**0**

Peak Hour	12:00
Peak 15min	12:30
North Leg PHF	0.77
South Leg PHF	0.81
West Leg PHF	0.75
East Leg PHF	0.73

N
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Noon Peak Hour Volumes



PM Peak Period

Combined Volume

Location: 203 Street @ Maple Crescent

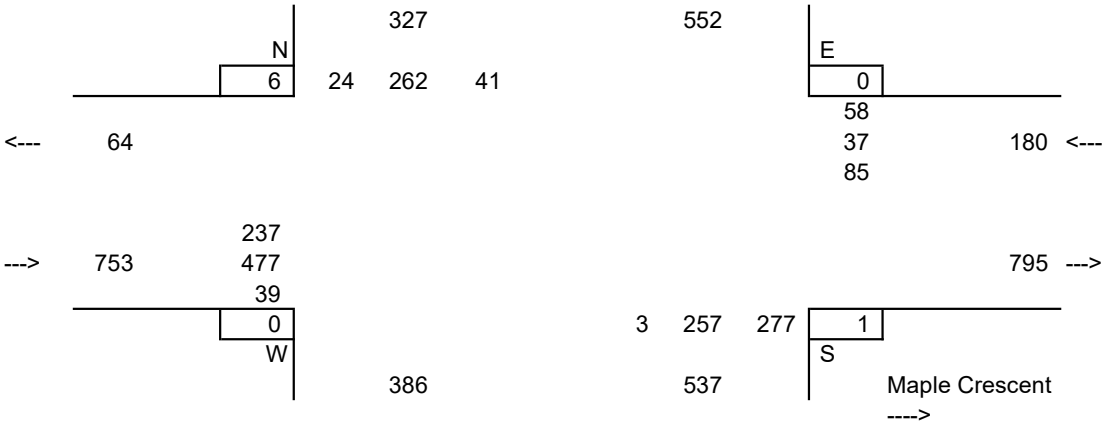
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
15:00	19	60	9	1	58	47	36	79	5	24	19	16	373		1	0	0	0
15:15	9	85	5	2	56	59	41	87	6	31	11	22	414		0	0	0	0
15:30	8	65	7	3	61	85	45	94	3	32	10	15	428		2	0	0	0
15:45	6	70	5	1	67	89	44	95	2	26	16	17	438		3	3	0	0
16:00	12	70	3	0	74	63	33	89	3	25	14	17	403		1	0	0	0
16:15	10	55	8	1	65	85	62	127	2	22	7	13	457	*	2	0	0	0
16:30	12	78	3	1	70	73	58	109	16	18	10	7	455	*	1	0	0	0
16:45	9	63	4	0	52	53	59	120	12	21	14	20	427	*	1	0	0	0
17:00	10	66	9	1	70	66	58	121	9	24	6	18	458	+	2	1	0	0
17:15	13	65	9	0	63	73	59	111	5	16	8	13	435		0	0	0	0
17:30	8	57	2	0	62	69	48	84	19	20	13	14	396		0	0	0	0
17:45	8	55	10	2	56	47	31	51	14	30	10	12	326		3	2	0	0
Total	**124**	**789**	**74**	**12**	**754**	**809**	**574**	**1167**	**96**	**289**	**138**	**184**	**5010**		**16**	**6**	**0**	**0**
Pk Hr	**41**	**262**	**24**	**3**	**257**	**277**	**237**	**477**	**39**	**85**	**37**	**58**	**1797**	*	**6**	**1**	**0**	**0**
15x4	**48**	**312**	**36**	**4**	**280**	**340**	**248**	**508**	**64**	**96**	**56**	**80**	**2072**	+	**8**	**4**	**0**	**0**
Avg Hr	**41**	**263**	**25**	**4**	**251**	**270**	**191**	**389**	**32**	**96**	**46**	**61**	**1670**		**5**	**2**	**0**	**0**

Peak Hour	16:15
Peak 15min	17:00
North Leg PHF	0.83
South Leg PHF	0.86
West Leg PHF	0.92
East Leg PHF	0.78

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PM Peak Hour Volumes



Average Hour Period Location: 203 Street @ Maple Crescent

Combined Volume February 27, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	266	2460	270	38	1401	1300	725	1487	164	1340	529	493	10473	74	28	0	0
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	33	308	34	5	175	163	91	186	21	168	66	62	1309	9	4	0	0
AM Period																	
Total	67	1230	123	17	274	212	69	132	41	821	251	211	3448	48	16	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	22	410	41	6	91	71	23	44	14	274	84	70	1149	16	5	0	0
Noon Period																	
Total	75	441	73	9	373	279	82	188	27	230	140	98	2015	10	6	0	0
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	38	221	37	5	187	140	41	94	14	115	70	49	1008	5	3	0	0
PM Period																	
Total	124	789	74	12	754	809	574	1167	96	289	138	184	5010	16	6	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	41	263	25	4	251	270	191	389	32	96	46	61	1670	5	2	0	0

Average Hour Volumes

Total	34	308	33
AM	41	410	22
Noon	37	221	38
PM	25	263	41

PM	Noon	AM	Total
61	49	70	62
46	70	84	66
96	115	274	168

Maple Crescent <---

91	23	41	191
186	44	94	389
21	14	14	32
Total	AM	Noon	PM

---> Maple Crescent

4	251	270	PM
5	187	140	Noon
6	91	71	AM
5	175	163	Total

PREMIERE TRAFFIC DATA SERVICES

Turning Movement Count Data
Regular Vehicles

Site Number:	1
Major Route:	Maple Crescent
Minor Route:	203 Street
Municipality:	Maple Ridge
Filename:	1-TMC-Maple Cres@203 St-Feb 27 2024
Date:	February 27, 2024
Day-of-week:	Tuesday
East/West Route:	Maple Crescent
Intersection Type:	4 leg
Signalized (y/n?):	yes
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Regular Vehicles

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians		
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	1	70	5	1	2	4	0	2	0	41	19	15	160		0	0	0	0
06:15	3	87	5	1	11	1	1	1	2	55	19	9	195		1	1	0	0
06:30	2	100	16	0	9	8	0	2	3	69	17	10	236		1	1	0	0
06:45	3	167	11	0	18	18	5	5	4	61	13	12	317		1	0	0	0
07:00	3	99	13	3	17	12	4	4	4	67	26	10	262		0	0	0	0
07:15	1	113	12	1	17	17	5	9	5	96	19	15	310		2	1	0	0
07:30	4	127	13	2	24	15	5	11	6	71	21	5	304		0	0	0	0
07:45	7	132	9	2	30	21	9	19	5	86	27	11	358	+	2	0	0	0
08:00	10	83	4	0	31	25	8	19	0	68	19	20	287	*	10	1	0	0
08:15	13	100	10	1	30	22	11	15	1	56	20	43	322	*	28	9	0	0
08:30	10	80	9	2	32	21	7	21	7	57	26	48	320	*	3	3	0	0
08:45	7	53	11	2	39	24	8	16	4	57	18	7	246		0	0	0	0
Total	**64**	**1211**	**118**	**15**	**260**	**188**	**63**	**124**	**41**	**784**	**244**	**205**	**3317**		**48**	**16**	**0**	**0**
Pk Hr	**40**	**395**	**32**	**5**	**123**	**89**	**35**	**74**	**13**	**267**	**92**	**122**	**1287**	*	**43**	**13**	**0**	**0**
15x4	**52**	**528**	**40**	**8**	**128**	**100**	**44**	**84**	**28**	**344**	**108**	**192**	**1656**	+	**8**	**0**	**0**	**0**
11:00	10	22	15	0	2	0	9	29	0	8	21	12	128		3	1	0	0
11:15	10	47	9	2	66	47	4	16	6	45	22	14	288		0	0	0	0
11:30	6	51	5	0	39	31	10	8	4	25	12	7	198		2	2	0	0
11:45	9	52	6	3	54	32	7	28	5	28	22	16	262		1	1	0	0
12:00	9	68	11	2	48	45	10	22	1	24	14	8	262	*	3	1	0	0
12:15	11	47	4	0	40	29	15	22	2	25	22	16	233	*	0	0	0	0
12:30	10	83	9	1	48	34	6	24	6	24	13	17	275	*	1	1	0	0
12:45	10	57	10	0	62	39	15	32	2	32	11	7	277	+	0	0	0	0
Total	**75**	**427**	**69**	**8**	**359**	**257**	**76**	**181**	**26**	**211**	**137**	**97**	**1923**		**10**	**6**	**0**	**0**
Pk Hr	**40**	**255**	**34**	**3**	**198**	**147**	**46**	**100**	**11**	**105**	**60**	**48**	**1047**	*	**4**	**2**	**0**	**0**
15x4	**44**	**332**	**44**	**8**	**248**	**180**	**60**	**128**	**24**	**128**	**88**	**68**	**1352**	+	**0**	**0**	**0**	**0**
15:00	19	58	9	1	58	47	36	79	5	24	18	16	370		1	0	0	0
15:15	9	84	5	2	55	54	40	84	6	29	11	21	400		0	0	0	0
15:30	8	63	6	3	60	84	45	94	3	32	10	15	423		2	0	0	0
15:45	5	67	5	1	66	85	42	95	2	24	15	17	424		3	3	0	0
16:00	12	69	2	0	73	60	33	87	3	24	14	17	394		1	0	0	0
16:15	10	55	8	1	65	83	62	124	2	22	6	12	450	*	2	0	0	0
16:30	12	77	3	1	70	73	58	108	16	16	10	6	450	*	1	0	0	0
16:45	9	63	4	0	49	53	59	119	12	20	13	20	421	*	1	0	0	0
17:00	10	65	8	1	70	65	58	119	9	22	6	18	451	+	2	1	0	0
17:15	13	65	8	0	63	69	58	110	5	15	8	13	427		0	0	0	0
17:30	8	57	2	0	61	66	48	84	19	17	12	13	387		0	0	0	0
17:45	8	55	9	2	56	46	30	50	14	30	9	12	321		3	2	0	0
Total	**123**	**778**	**69**	**12**	**746**	**785**	**569**	**1153**	**96**	**275**	**132**	**180**	**4918**		**16**	**6**	**0**	**0**
Pk Hr	**41**	**260**	**23**	**3**	**254**	**274**	**237**	**470**	**39**	**80**	**35**	**56**	**1772**	*	**6**	**1**	**0**	**0**
15x4	**48**	**308**	**32**	**4**	**280**	**332**	**248**	**496**	**64**	**88**	**52**	**80**	**2032**	+	**8**	**4**	**0**	**0**

AM Peak Period

Regular Vehicles

Location: 203 Street @ Maple Crescent

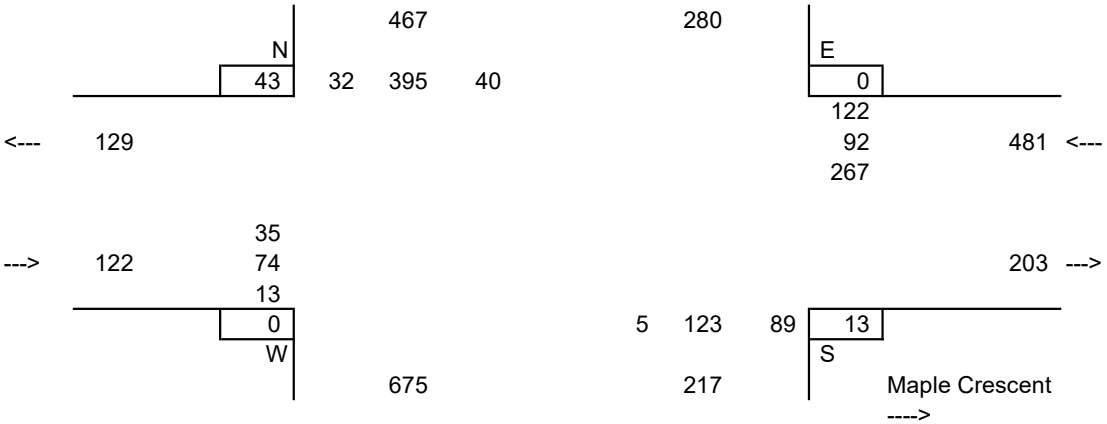
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	1	70	5	1	2	4	0	2	0	41	19	15	160		0	0	0	0
06:15	3	87	5	1	11	1	1	1	2	55	19	9	195		1	1	0	0
06:30	2	100	16	0	9	8	0	2	3	69	17	10	236		1	1	0	0
06:45	3	167	11	0	18	18	5	5	4	61	13	12	317		1	0	0	0
07:00	3	99	13	3	17	12	4	4	4	67	26	10	262		0	0	0	0
07:15	1	113	12	1	17	17	5	9	5	96	19	15	310		2	1	0	0
07:30	4	127	13	2	24	15	5	11	6	71	21	5	304		0	0	0	0
07:45	7	132	9	2	30	21	9	19	5	86	27	11	358	+	2	0	0	0
08:00	10	83	4	0	31	25	8	19	0	68	19	20	287	*	10	1	0	0
08:15	13	100	10	1	30	22	11	15	1	56	20	43	322	*	28	9	0	0
08:30	10	80	9	2	32	21	7	21	7	57	26	48	320	*	3	3	0	0
08:45	7	53	11	2	39	24	8	16	4	57	18	7	246		0	0	0	0
Total	**64**	**1211**	**118**	**15**	**260**	**188**	**63**	**124**	**41**	**784**	**244**	**205**	**3317**		**48**	**16**	**0**	**0**
Pk Hr	**40**	**395**	**32**	**5**	**123**	**89**	**35**	**74**	**13**	**267**	**92**	**122**	**1287**	*	**43**	**13**	**0**	**0**
15x4	**52**	**528**	**40**	**8**	**128**	**100**	**44**	**84**	**28**	**344**	**108**	**192**	**1656**	+	**8**	**0**	**0**	**0**
Avg Hr	**21**	**404**	**39**	**5**	**87**	**63**	**21**	**41**	**14**	**261**	**81**	**68**	**1106**		**16**	**5**	**0**	**0**

Peak Hour	07:45
Peak 15min	07:45
North approach PHF	0.75
South approach PHF	0.92
West approach PHF	0.78
East approach PHF	0.75

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AM Peak Hour Volumes



Noon Peak Period

Regular Vehicles

Location: 203 Street @ Maple Crescent

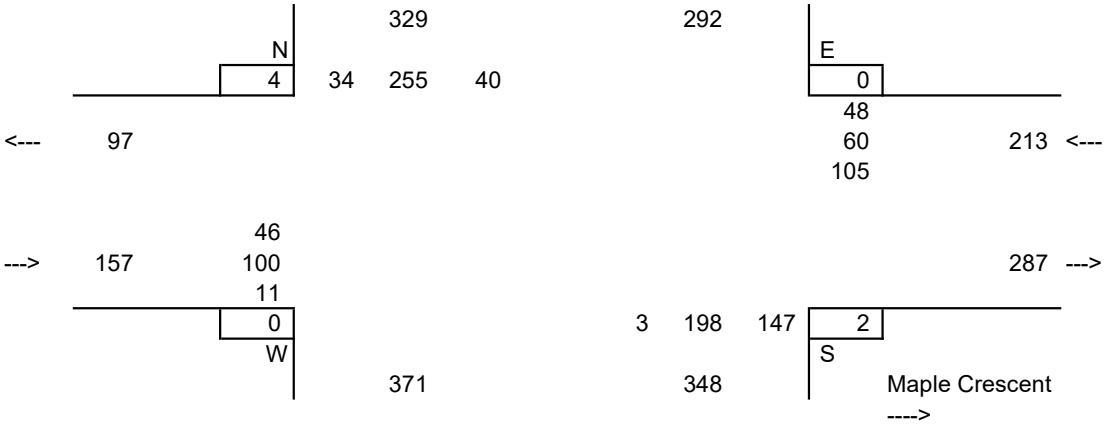
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
11:00	10	22	15	0	2	0	9	29	0	8	21	12	128		3	1	0	0
11:15	10	47	9	2	66	47	4	16	6	45	22	14	288		0	0	0	0
11:30	6	51	5	0	39	31	10	8	4	25	12	7	198		2	2	0	0
11:45	9	52	6	3	54	32	7	28	5	28	22	16	262		1	1	0	0
12:00	9	68	11	2	48	45	10	22	1	24	14	8	262	*	3	1	0	0
12:15	11	47	4	0	40	29	15	22	2	25	22	16	233	*	0	0	0	0
12:30	10	83	9	1	48	34	6	24	6	24	13	17	275	*	1	1	0	0
12:45	10	57	10	0	62	39	15	32	2	32	11	7	277	+	0	0	0	0
Total	**75**	**427**	**69**	**8**	**359**	**257**	**76**	**181**	**26**	**211**	**137**	**97**	**1923**		**10**	**6**	**0**	**0**
Pk Hr	**40**	**255**	**34**	**3**	**198**	**147**	**46**	**100**	**11**	**105**	**60**	**48**	**1047**	*	**4**	**2**	**0**	**0**
15x4	**44**	**332**	**44**	**8**	**248**	**180**	**60**	**128**	**24**	**128**	**88**	**68**	**1352**	+	**0**	**0**	**0**	**0**
Avg Hr	**38**	**214**	**35**	**4**	**180**	**129**	**38**	**91**	**13**	**106**	**69**	**49**	**962**		**5**	**3**	**0**	**0**

Peak Hour	12:00
Peak 15min	12:45
North Leg PHF	0.78
South Leg PHF	0.80
West Leg PHF	0.74
East Leg PHF	0.75

N
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Noon Peak Hour Volumes



PM Peak Period

Regular Vehicles

Location: 203 Street @ Maple Crescent

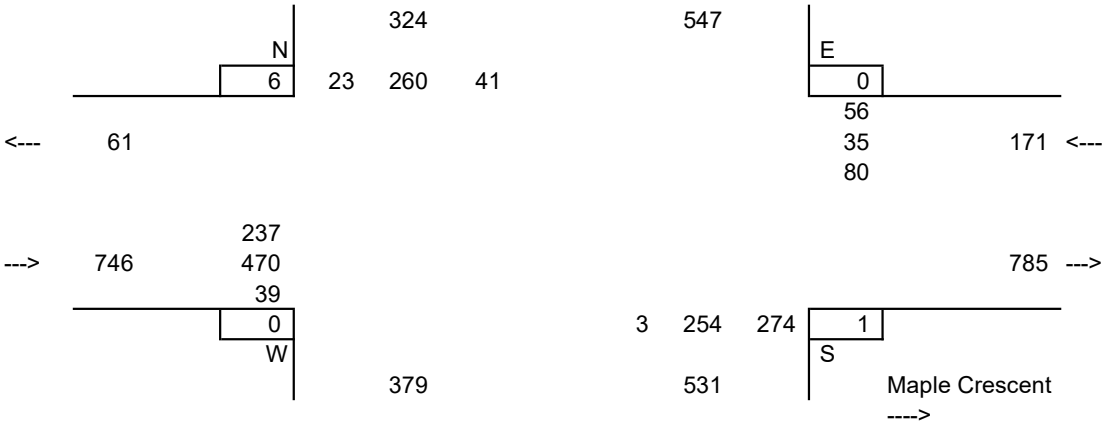
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
15:00	19	58	9	1	58	47	36	79	5	24	18	16	370		1	0	0	0
15:15	9	84	5	2	55	54	40	84	6	29	11	21	400		0	0	0	0
15:30	8	63	6	3	60	84	45	94	3	32	10	15	423		2	0	0	0
15:45	5	67	5	1	66	85	42	95	2	24	15	17	424		3	3	0	0
16:00	12	69	2	0	73	60	33	87	3	24	14	17	394		1	0	0	0
16:15	10	55	8	1	65	83	62	124	2	22	6	12	450	*	2	0	0	0
16:30	12	77	3	1	70	73	58	108	16	16	10	6	450	*	1	0	0	0
16:45	9	63	4	0	49	53	59	119	12	20	13	20	421	*	1	0	0	0
17:00	10	65	8	1	70	65	58	119	9	22	6	18	451	+	2	1	0	0
17:15	13	65	8	0	63	69	58	110	5	15	8	13	427		0	0	0	0
17:30	8	57	2	0	61	66	48	84	19	17	12	13	387		0	0	0	0
17:45	8	55	9	2	56	46	30	50	14	30	9	12	321		3	2	0	0
Total	**123**	**778**	**69**	**12**	**746**	**785**	**569**	**1153**	**96**	**275**	**132**	**180**	**4918**		**16**	**6**	**0**	**0**
Pk Hr	**41**	**260**	**23**	**3**	**254**	**274**	**237**	**470**	**39**	**80**	**35**	**56**	**1772**	*	**6**	**1**	**0**	**0**
15x4	**48**	**308**	**32**	**4**	**280**	**332**	**248**	**496**	**64**	**88**	**52**	**80**	**2032**	+	**8**	**4**	**0**	**0**
Avg Hr	**41**	**259**	**23**	**4**	**249**	**262**	**190**	**384**	**32**	**92**	**44**	**60**	**1639**		**5**	**2**	**0**	**0**

Peak Hour	16:15
Peak 15min	17:00
North Leg PHF	0.84
South Leg PHF	0.86
West Leg PHF	0.92
East Leg PHF	0.78

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PM Peak Hour Volumes



Average Hour Period
Regular Vehicles

Location: 203 Street @ Maple Crescent
February 27, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	262	2416	256	35	1365	1230	708	1458	163	1270	513	482	10158	74	28	0	0
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	33	302	32	4	171	154	89	182	20	159	64	60	1270	9	4	0	0
AM Period																	
Total	64	1211	118	15	260	188	63	124	41	784	244	205	3317	48	16	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	21	404	39	5	87	63	21	41	14	261	81	68	1106	16	5	0	0
Noon Period																	
Total	75	427	69	8	359	257	76	181	26	211	137	97	1923	10	6	0	0
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	38	214	35	4	180	129	38	91	13	106	69	49	962	5	3	0	0
PM Period																	
Total	123	778	69	12	746	785	569	1153	96	275	132	180	4918	16	6	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	41	259	23	4	249	262	190	384	32	92	44	60	1639	5	2	0	0

Average Hour Volumes

Total	32	302	33
AM	39	404	21
Noon	35	214	38
PM	23	259	41

PM	Noon	AM	Total
60	49	68	60
44	69	81	64
92	106	261	159

Maple Crescent <---

89	21	38	190
182	41	91	384
20	14	13	32
Total	AM	Noon	PM

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Maple Crescent

4	249	262	PM
4	180	129	Noon
5	87	63	AM
4	171	154	Total

PREMIERE TRAFFIC DATA SERVICES

Turning Movement Count Data
Trucks

Site Number:	1
Major Route:	Maple Crescent
Minor Route:	203 Street
Municipality:	Maple Ridge
Filename:	1-TMC-Maple Cres@203 St-Feb 27 2024
Date:	February 27, 2024
Day-of-week:	Tuesday
East/West Route:	Maple Crescent
Intersection Type:	4 leg
Signalized (y/n?):	yes
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Trucks

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	1	1	1	0	0	1	1	1	0	2	1	0	9					
06:15	0	3	0	0	0	1	0	0	0	2	0	0	6					
06:30	0	3	1	0	0	0	1	1	0	2	1	0	9					
06:45	0	3	0	0	1	3	0	0	0	2	0	1	10					
07:00	0	0	1	0	2	3	1	1	0	1	2	0	11					
07:15	0	0	0	0	2	2	0	1	0	5	0	0	10	*				
07:30	0	3	1	0	0	3	1	1	0	7	2	1	19	+				
07:45	0	2	0	0	4	3	0	1	0	3	0	3	16	*				
08:00	1	0	1	1	2	4	1	1	0	1	0	1	13	*				
08:15	0	0	0	0	0	2	0	0	0	5	1	0	8					
08:30	1	2	0	0	1	0	1	0	0	5	0	0	10					
08:45	0	2	0	1	2	2	0	1	0	2	0	0	10					
Total	**3**	**19**	**5**	**2**	**14**	**24**	**6**	**8**	**0**	**37**	**7**	**6**	**131**		**0**	**0**	**0**	**0**
Pk Hr	**1**	**5**	**2**	**1**	**8**	**12**	**2**	**4**	**0**	**16**	**2**	**5**	**58**	*	**0**	**0**	**0**	**0**
15x4	**4**	**12**	**4**	**4**	**16**	**16**	**4**	**4**	**0**	**28**	**8**	**12**	**112**	+	**0**	**0**	**0**	**0**
11:00	0	0	0	0	0	1	1	1	0	0	0	0	3					
11:15	0	3	1	0	2	3	2	1	0	3	0	1	16	+				
11:30	0	1	0	1	3	4	0	0	0	2	0	0	11	*				
11:45	0	4	1	0	0	4	2	0	0	1	1	0	13	*				
12:00	0	1	1	0	3	1	0	2	0	3	0	0	11	*				
12:15	0	0	0	0	1	2	0	1	0	2	2	0	8					
12:30	0	3	0	0	2	6	1	1	1	3	0	0	17					
12:45	0	2	1	0	3	1	0	1	0	5	0	0	13					
Total	**0**	**14**	**4**	**1**	**14**	**22**	**6**	**7**	**1**	**19**	**3**	**1**	**92**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**9**	**3**	**1**	**8**	**12**	**4**	**3**	**0**	**9**	**1**	**1**	**51**	*	**0**	**0**	**0**	**0**
15x4	**0**	**16**	**4**	**4**	**12**	**16**	**8**	**8**	**0**	**12**	**4**	**4**	**88**	+	**0**	**0**	**0**	**0**
15:00	0	2	0	0	0	0	0	0	0	0	1	0	3					
15:15	0	1	0	0	1	5	1	3	0	2	0	1	14	+				
15:30	0	2	1	0	1	1	0	0	0	0	0	0	5	*				
15:45	1	3	0	0	1	4	2	0	0	2	1	0	14	+				
16:00	0	1	1	0	1	3	0	2	0	1	0	0	9	*				
16:15	0	0	0	0	0	2	0	3	0	0	1	1	7					
16:30	0	1	0	0	0	0	0	1	0	2	0	1	5					
16:45	0	0	0	0	3	0	0	1	0	1	1	0	6					
17:00	0	1	1	0	0	1	0	2	0	2	0	0	7					
17:15	0	0	1	0	0	4	1	1	0	1	0	0	8					
17:30	0	0	0	0	1	3	0	0	0	3	1	1	9					
17:45	0	0	1	0	0	1	1	1	0	0	1	0	5					
Total	**1**	**11**	**5**	**0**	**8**	**24**	**5**	**14**	**0**	**14**	**6**	**4**	**92**		**0**	**0**	**0**	**0**
Pk Hr	**1**	**7**	**2**	**0**	**4**	**13**	**3**	**5**	**0**	**5**	**1**	**1**	**42**	*	**0**	**0**	**0**	**0**
15x4	**4**	**12**	**4**	**0**	**4**	**20**	**8**	**12**	**0**	**8**	**4**	**4**	**80**	+	**0**	**0**	**0**	**0**

AM Peak Period

Trucks

Location: 203 Street @ Maple Crescent

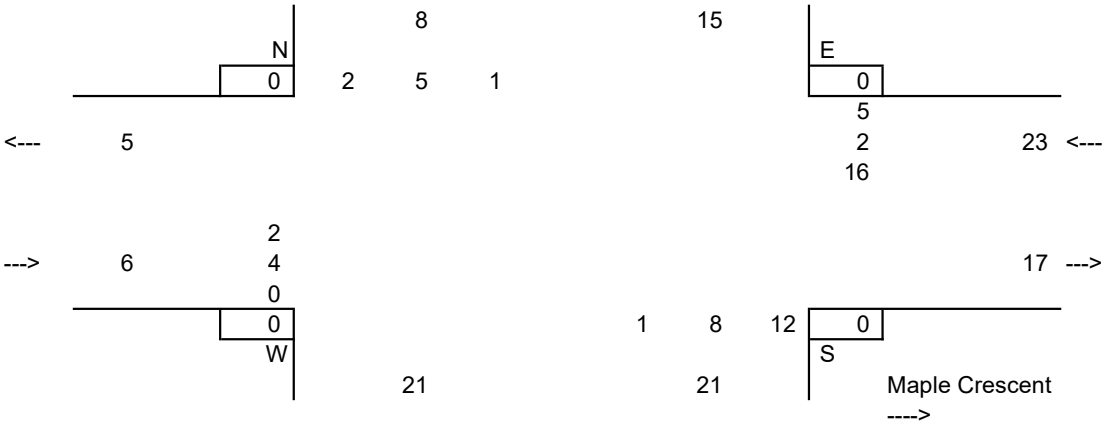
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	1	1	1	0	0	1	1	1	0	2	1	0	9		0	0	0	0
06:15	0	3	0	0	0	1	0	0	0	2	0	0	6		0	0	0	0
06:30	0	3	1	0	0	0	1	1	0	2	1	0	9		0	0	0	0
06:45	0	3	0	0	1	3	0	0	0	2	0	1	10		0	0	0	0
07:00	0	0	1	0	2	3	1	1	0	1	2	0	11		0	0	0	0
07:15	0	0	0	0	2	2	0	1	0	5	0	0	10	*	0	0	0	0
07:30	0	3	1	0	0	3	1	1	0	7	2	1	19	+	0	0	0	0
07:45	0	2	0	0	4	3	0	1	0	3	0	3	16	*	0	0	0	0
08:00	1	0	1	1	2	4	1	1	0	1	0	1	13	*	0	0	0	0
08:15	0	0	0	0	0	2	0	0	0	5	1	0	8		0	0	0	0
08:30	1	2	0	0	1	0	1	0	0	5	0	0	10		0	0	0	0
08:45	0	2	0	1	2	2	0	1	0	2	0	0	10		0	0	0	0
Total	**3**	**19**	**5**	**2**	**14**	**24**	**6**	**8**	**0**	**37**	**7**	**6**	**131**		**0**	**0**	**0**	**0**
Pk Hr	**1**	**5**	**2**	**1**	**8**	**12**	**2**	**4**	**0**	**16**	**2**	**5**	**58**	*	**0**	**0**	**0**	**0**
15x4	**4**	**12**	**4**	**4**	**16**	**16**	**4**	**4**	**0**	**28**	**8**	**12**	**112**	+	**0**	**0**	**0**	**0**
Avg Hr	**1**	**6**	**2**	**1**	**5**	**8**	**2**	**3**	**0**	**12**	**2**	**2**	**44**		**0**	**0**	**0**	**0**

Peak Hour	07:15
Peak 15min	07:30
North approach PHF	0.40
South approach PHF	0.58
West approach PHF	0.75
East approach PHF	0.48

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AM Peak Hour Volumes



Noon Peak Period

Trucks

Location: 203 Street @ Maple Crescent

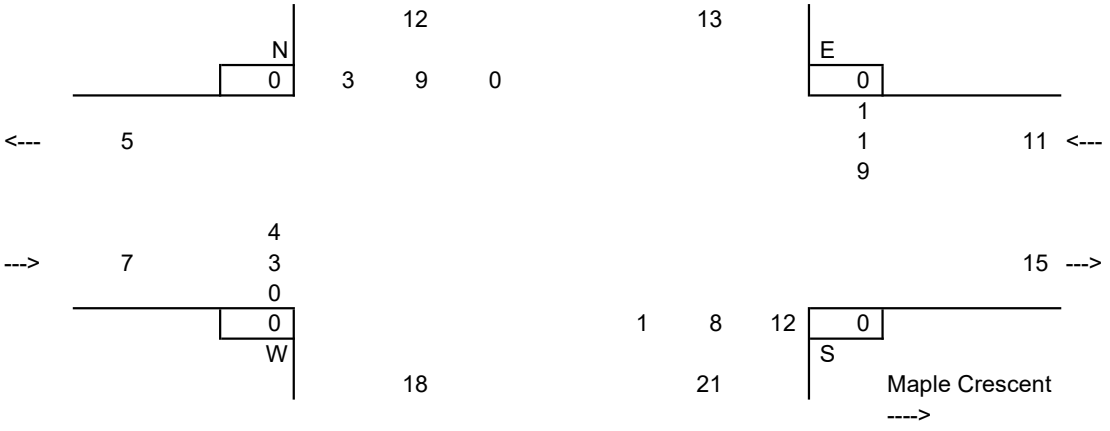
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
11:00	0	0	0	0	0	1	1	1	0	0	0	0	3		0	0	0	0
11:15	0	3	1	0	2	3	2	1	0	3	0	1	16	+	0	0	0	0
11:30	0	1	0	1	3	4	0	0	0	2	0	0	11	*	0	0	0	0
11:45	0	4	1	0	0	4	2	0	0	1	1	0	13	*	0	0	0	0
12:00	0	1	1	0	3	1	0	2	0	3	0	0	11	*	0	0	0	0
12:15	0	0	0	0	1	2	0	1	0	2	2	0	8		0	0	0	0
12:30	0	3	0	0	2	6	1	1	1	3	0	0	17		0	0	0	0
12:45	0	2	1	0	3	1	0	1	0	5	0	0	13		0	0	0	0
Total	**0**	**14**	**4**	**1**	**14**	**22**	**6**	**7**	**1**	**19**	**3**	**1**	**92**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**9**	**3**	**1**	**8**	**12**	**4**	**3**	**0**	**9**	**1**	**1**	**51**	*	**0**	**0**	**0**	**0**
15x4	**0**	**16**	**4**	**4**	**12**	**16**	**8**	**8**	**0**	**12**	**4**	**4**	**88**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**7**	**2**	**1**	**7**	**11**	**3**	**4**	**1**	**10**	**2**	**1**	**46**		**0**	**0**	**0**	**0**

Peak Hour	11:15
Peak 15min	11:15
North Leg PHF	0.60
South Leg PHF	0.66
West Leg PHF	0.44
East Leg PHF	0.55

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Noon Peak Hour Volumes



PM Peak Period

Trucks

Location: 203 Street @ Maple Crescent

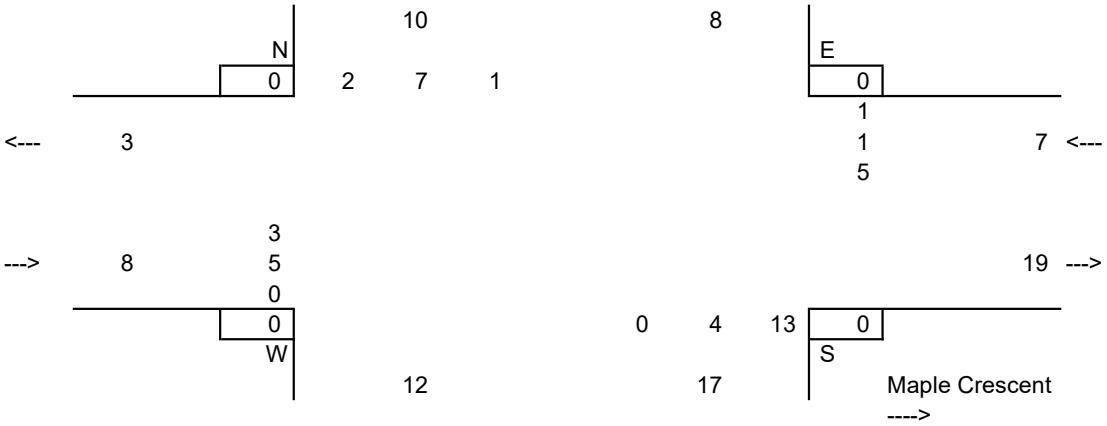
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
15:00	0	2	0	0	0	0	0	0	0	0	1	0	3		0	0	0	0
15:15	0	1	0	0	1	5	1	3	0	2	0	1	14	+	0	0	0	0
15:30	0	2	1	0	1	1	0	0	0	0	0	0	5	*	0	0	0	0
15:45	1	3	0	0	1	4	2	0	0	2	1	0	14	+	0	0	0	0
16:00	0	1	1	0	1	3	0	2	0	1	0	0	9	*	0	0	0	0
16:15	0	0	0	0	0	2	0	3	0	0	1	1	7		0	0	0	0
16:30	0	1	0	0	0	0	0	1	0	2	0	1	5		0	0	0	0
16:45	0	0	0	0	3	0	0	1	0	1	1	0	6		0	0	0	0
17:00	0	1	1	0	0	1	0	2	0	2	0	0	7		0	0	0	0
17:15	0	0	1	0	0	4	1	1	0	1	0	0	8		0	0	0	0
17:30	0	0	0	0	1	3	0	0	0	3	1	1	9		0	0	0	0
17:45	0	0	1	0	0	1	1	1	0	0	1	0	5		0	0	0	0
Total	**1**	**11**	**5**	**0**	**8**	**24**	**5**	**14**	**0**	**14**	**6**	**4**	**92**		**0**	**0**	**0**	**0**
Pk Hr	**1**	**7**	**2**	**0**	**4**	**13**	**3**	**5**	**0**	**5**	**1**	**1**	**42**	*	**0**	**0**	**0**	**0**
15x4	**4**	**12**	**4**	**0**	**4**	**20**	**8**	**12**	**0**	**8**	**4**	**4**	**80**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**4**	**2**	**0**	**3**	**8**	**2**	**5**	**0**	**5**	**2**	**1**	**31**		**0**	**0**	**0**	**0**

Peak Hour	15:15
Peak 15min	15:45
North Leg PHF	0.50
South Leg PHF	0.71
West Leg PHF	0.40
East Leg PHF	0.44

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PM Peak Hour Volumes



Average Hour Period — Location: 203 Street @ Maple Crescent

Trucks — February 27, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	4	44	14	3	36	70	17	29	1	70	16	11	315	0	0	0	0
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	1	6	2	0	5	9	2	4	0	9	2	1	39	0	0	0	0
AM Period																	
Total	3	19	5	2	14	24	6	8	0	37	7	6	131	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	1	6	2	1	5	8	2	3	0	12	2	2	44	0	0	0	0
Noon Period																	
Total	0	14	4	1	14	22	6	7	1	19	3	1	92	0	0	0	0
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	0	7	2	1	7	11	3	4	1	10	2	1	46	0	0	0	0
PM Period																	
Total	1	11	5	0	8	24	5	14	0	14	6	4	92	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	4	2	0	3	8	2	5	0	5	2	1	31	0	0	0	0

Average Hour Volumes

Total	2	6	1
AM	2	6	1
Noon	2	7	0
PM	2	4	0

Maple Crescent

PM	Noon	AM	Total
1	1	2	1
2	2	2	2
5	10	12	9

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2	2	3	2	
4	3	4	5	--->
0	0	1	0	
Total	AM	Noon	PM	

Maple Crescent

0	3	8	PM
1	7	11	Noon
1	5	8	AM
0	5	9	Total

PREMIERE TRAFFIC DATA SERVICES

Turning Movement Count Data
Cyclists

Site Number:	1
Major Route:	Maple Crescent
Minor Route:	203 Street
Municipality:	Maple Ridge
Filename:	1-TMC-Maple Cres@203 St-Feb 27 2024
Date:	February 27, 2024
Day-of-week:	Tuesday
East/West Route:	Maple Crescent
Intersection Type:	4 leg
Signalized (y/n?):	yes
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Cyclists

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	0	0	0	0	0	0	0	0	0	1	0	1					
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0					
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0					
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0					
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0					
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0					
07:30	0	1	0	0	0	0	0	0	0	0	0	0	1					
07:45	0	2	0	0	0	0	0	0	0	0	0	0	2	+				
08:00	0	0	1	0	0	0	0	0	0	0	0	0	1	*				
08:15	0	1	0	0	0	0	0	0	0	0	0	0	1	*				
08:30	0	1	0	0	0	0	0	0	0	0	0	0	1	*				
08:45	0	1	0	0	0	0	0	0	0	0	0	0	1					
Total	**0**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**8**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	*	**0**	**0**	**0**	**0**
15x4	**0**	**8**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	+	**0**	**0**	**0**	**0**
11:00	0	0	0	0	0	2	0	0	0	0	0	0	2	+				
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	*				
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	*				
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	*				
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0					
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0					
12:30	0	1	0	0	0	0	0	0	0	0	0	0	1					
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0					
Total	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**3**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	*	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	+	**0**	**0**	**0**	**0**
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0					
15:15	1	0	0	0	0	0	0	0	0	0	0	0	1					
15:30	0	0	0	0	1	0	0	0	0	0	0	0	1					
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0					
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0					
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0					
16:30	0	0	0	0	2	0	0	0	0	0	0	0	2	+				
16:45	0	0	0	0	1	0	0	0	0	0	0	0	1	*				
17:00	0	0	0	0	1	0	0	0	0	0	0	0	1	*				
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	*				
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0					
17:45	0	0	0	0	1	0	0	0	0	0	0	0	1					
Total	**1**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	*	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	+	**0**	**0**	**0**	**0**

AM Peak Period

Cyclists

Location: 203 Street @ Maple Crescent

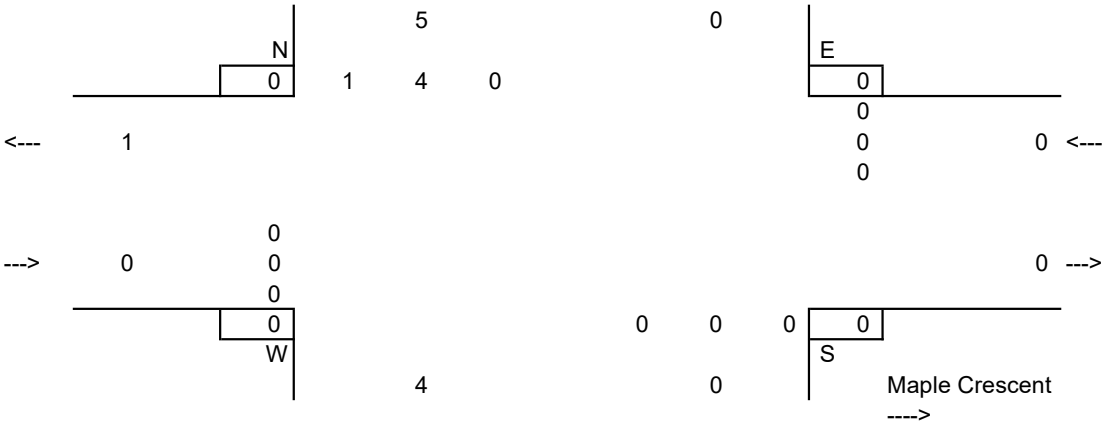
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	0	0	0	0	0	0	0	0	0	1	0	1		0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
07:30	0	1	0	0	0	0	0	0	0	0	0	0	1		0	0	0	0
07:45	0	2	0	0	0	0	0	0	0	0	0	0	2	+	0	0	0	0
08:00	0	0	1	0	0	0	0	0	0	0	0	0	1	*	0	0	0	0
08:15	0	1	0	0	0	0	0	0	0	0	0	0	1	*	0	0	0	0
08:30	0	1	0	0	0	0	0	0	0	0	0	0	1	*	0	0	0	0
08:45	0	1	0	0	0	0	0	0	0	0	0	0	1		0	0	0	0
Total	**0**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**8**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	*	**0**	**0**	**0**	**0**
15x4	**0**	**8**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**		**0**	**0**	**0**	**0**

Peak Hour	07:45
Peak 15min	07:45
North approach PHF	0.42
South approach PHF	NA
West approach PHF	NA
East approach PHF	NA

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AM Peak Hour Volumes



Noon Peak Period

Cyclists

Location: 203 Street @ Maple Crescent

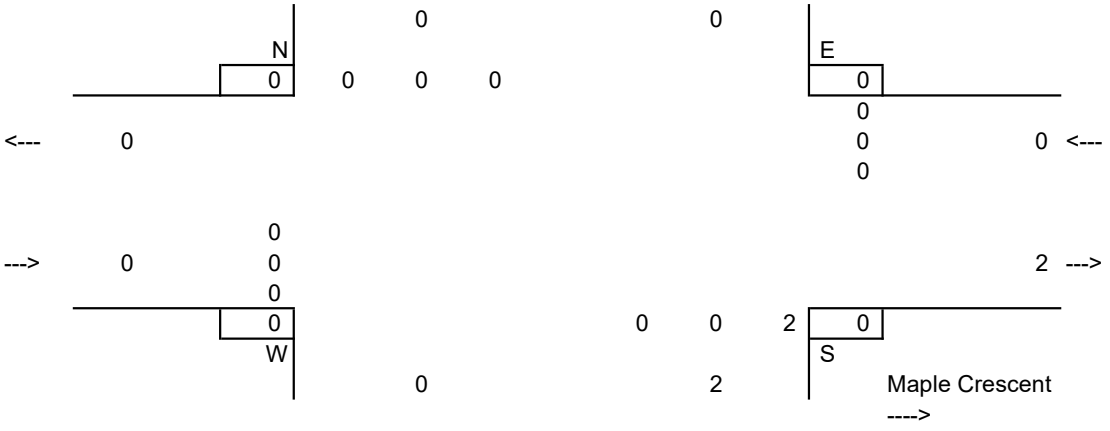
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
11:00	0	0	0	0	0	2	0	0	0	0	0	0	2	+	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
12:30	0	1	0	0	0	0	0	0	0	0	0	0	1		0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
Total	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**3**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	*	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**		**0**	**0**	**0**	**0**

Peak Hour	11:00
Peak 15min	11:00
North Leg PHF	NA
South Leg PHF	0.25
West Leg PHF	NA
East Leg PHF	NA

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Noon Peak Hour Volumes



PM Peak Period

Cyclists

Location: 203 Street @ Maple Crescent

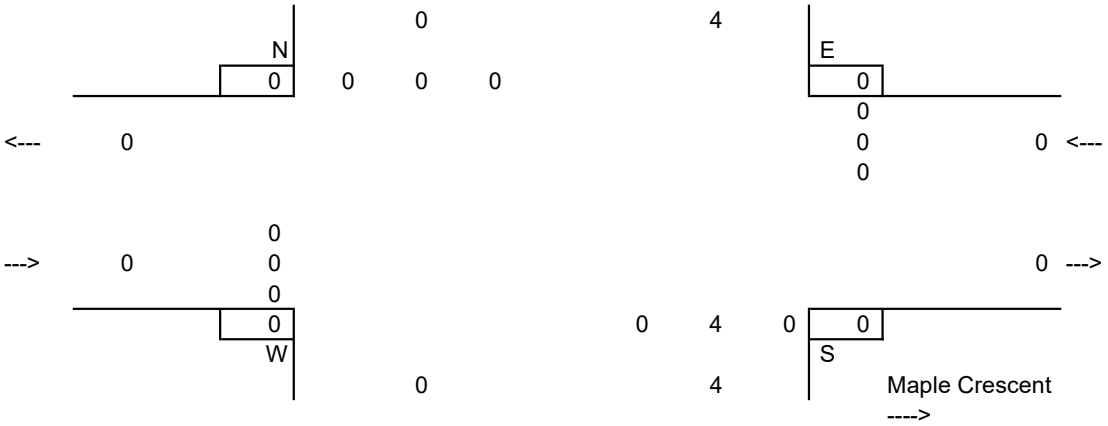
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
15:15	1	0	0	0	0	0	0	0	0	0	0	0	1		0	0	0	0
15:30	0	0	0	0	1	0	0	0	0	0	0	0	1		0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
16:30	0	0	0	0	2	0	0	0	0	0	0	0	2	+	0	0	0	0
16:45	0	0	0	0	1	0	0	0	0	0	0	0	1	*	0	0	0	0
17:00	0	0	0	0	1	0	0	0	0	0	0	0	1	*	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
17:45	0	0	0	0	1	0	0	0	0	0	0	0	1		0	0	0	0
Total	**1**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	*	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**		**0**	**0**	**0**	**0**

Peak Hour	16:30
Peak 15min	16:30
North Leg PHF	NA
South Leg PHF	0.50
West Leg PHF	NA
East Leg PHF	NA

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PM Peak Hour Volumes



Average Hour Period

Cyclists

Location: 203 Street @ Maple Crescent

February 27, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	1	7	1	0	6	2	0	0	0	0	1	0	18	0	0	0	0
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0
AM Period																	
Total	0	6	1	0	0	0	0	0	0	0	1	0	8	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	2	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
Noon Period																	
Total	0	1	0	0	0	2	0	0	0	0	0	0	3	0	0	0	0
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	0	1	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0
PM Period																	
Total	1	0	0	0	6	0	0	0	0	0	0	0	7	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0

Average Hour Volumes

Total	0	1	0
AM	0	2	0
Noon	0	1	0
PM	0	0	0

PM	Noon	AM	Total
0	0	0	0
0	0	0	0
0	0	0	0

Maple Crescent <---

0	0	0	0
0	0	0	0
0	0	0	0

---> Maple Crescent

Total	AM	Noon	PM
0	2	0	PM
0	0	1	Noon
0	0	0	AM
0	1	0	Total

PREMIERE
TRAFFIC DATA SERVICES

Turning Movement Count Data
Combined Volume

Site Number:	2
Major Route:	203 Street
Minor Route:	Thorne Avenue
Municipality:	Maple Ridge
Filename:	2-TMC-203 St@Thorne Ave-Feb 27 2024
Date:	February 27, 2024
Day-of-week:	Tuesday
East/West Route:	Thorne Avenue
Intersection Type:	3 leg east approach
Signalized (y/n?):	no
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Combined Volume

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	44	0	0	21	1	0	0	0	34	0	10	110		0	0	0	0
06:15	0	54	0	0	17	4	0	0	0	39	0	13	127		0	0	0	2
06:30	1	72	0	0	22	4	0	0	0	52	0	5	156		0	0	0	5
06:45	4	105	0	0	32	5	0	0	0	73	0	9	228		0	0	0	4
07:00	1	57	0	0	38	4	0	0	0	71	0	11	182		2	0	0	0
07:15	3	63	0	0	28	10	0	0	0	53	0	13	170		2	0	0	1
07:30	2	59	0	0	34	7	0	0	0	77	0	15	194		2	0	0	1
07:45	2	73	0	0	51	16	0	0	0	75	0	10	227	+	3	0	0	2
08:00	9	63	0	0	49	14	0	0	0	37	0	8	180	*	5	0	0	24
08:15	7	88	0	0	66	16	0	0	0	36	0	10	223	*	10	0	0	29
08:30	10	68	0	1	63	20	0	0	0	38	0	9	209	*	2	0	0	10
08:45	9	38	0	0	41	22	0	0	0	32	0	9	151		3	0	0	2
Total	**48**	**784**	**0**	**1**	**462**	**123**	**0**	**0**	**0**	**617**	**0**	**122**	**2157**		**29**	**0**	**0**	**80**
Pk Hr	**28**	**292**	**0**	**1**	**229**	**66**	**0**	**0**	**0**	**186**	**0**	**37**	**839**	*	**20**	**0**	**0**	**65**
15x4	**40**	**352**	**0**	**4**	**264**	**80**	**0**	**0**	**0**	**300**	**0**	**40**	**1080**	+	**12**	**0**	**0**	**8**
11:00	5	36	0	0	33	6	0	0	0	14	0	11	105		3	0	0	2
11:15	1	51	0	0	74	20	0	0	0	21	0	7	174		2	0	0	2
11:30	6	49	0	0	48	9	0	0	0	18	0	9	139		3	0	0	4
11:45	6	45	0	0	62	18	0	0	0	28	0	7	166		1	0	0	2
12:00	6	59	0	1	57	13	0	0	0	28	0	10	174	*	3	0	0	4
12:15	5	63	0	0	63	15	0	0	0	21	0	8	175	*	0	0	0	4
12:30	7	65	0	0	57	22	0	0	0	23	0	9	183	+	3	0	0	3
12:45	10	53	0	0	59	24	0	0	0	22	0	12	180	*	1	0	0	1
Total	**46**	**421**	**0**	**1**	**453**	**127**	**0**	**0**	**0**	**175**	**0**	**73**	**1296**		**16**	**0**	**0**	**22**
Pk Hr	**28**	**240**	**0**	**1**	**236**	**74**	**0**	**0**	**0**	**94**	**0**	**39**	**712**	*	**7**	**0**	**0**	**12**
15x4	**40**	**260**	**0**	**4**	**252**	**96**	**0**	**0**	**0**	**112**	**0**	**48**	**812**	+	**12**	**0**	**0**	**12**
15:00	10	64	0	0	55	47	0	0	0	32	0	10	218		0	0	0	4
15:15	10	52	0	0	62	49	0	0	0	38	0	9	220		0	0	0	1
15:30	5	48	0	0	52	70	0	0	0	30	0	5	210		3	0	0	3
15:45	6	60	0	0	69	51	0	0	0	20	0	7	213		1	0	0	6
16:00	18	62	0	0	67	53	0	0	0	28	0	16	244		0	0	0	4
16:15	7	38	0	0	70	66	0	0	0	32	0	3	216		1	0	0	6
16:30	10	67	0	0	63	75	0	0	0	31	0	8	254	+	0	0	0	4
16:45	9	53	0	0	67	61	0	0	0	31	0	8	229	*	3	0	0	2
17:00	10	57	0	0	67	76	0	0	0	25	0	13	248	*	2	0	0	1
17:15	11	57	0	0	61	76	0	0	0	33	0	9	247	*	1	0	0	1
17:30	12	44	0	0	60	60	0	0	0	27	0	11	214		1	0	0	2
17:45	11	58	0	0	68	39	0	0	0	29	0	8	213		1	0	0	0
Total	**119**	**660**	**0**	**0**	**761**	**723**	**0**	**0**	**0**	**356**	**0**	**107**	**2726**		**13**	**0**	**0**	**34**
Pk Hr	**40**	**234**	**0**	**0**	**258**	**288**	**0**	**0**	**0**	**120**	**0**	**38**	**978**	*	**6**	**0**	**0**	**8**
15x4	**44**	**268**	**0**	**0**	**268**	**304**	**0**	**0**	**0**	**132**	**0**	**52**	**1068**	+	**0**	**0**	**0**	**16**

AM Peak Period

Combined Volume

Location: Thorne Avenue @ 203 Street

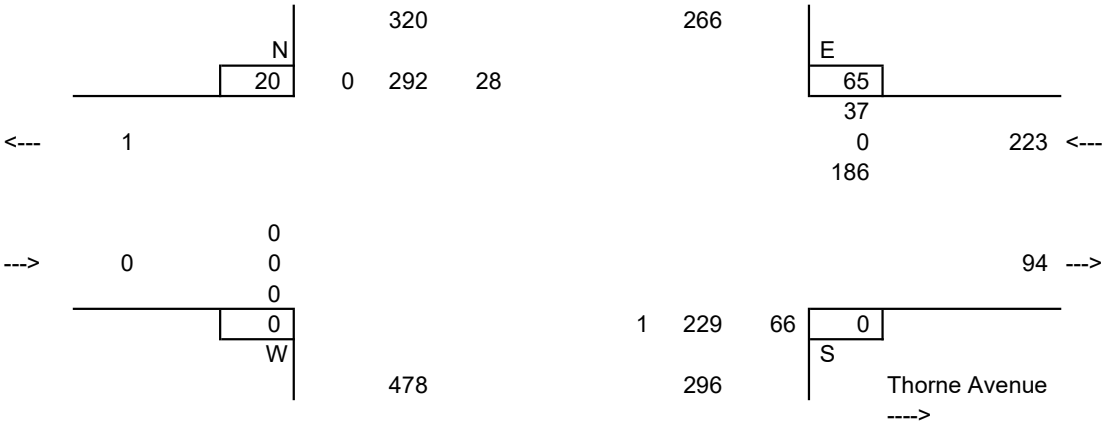
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	44	0	0	21	1	0	0	0	34	0	10	110		0	0	0	0
06:15	0	54	0	0	17	4	0	0	0	39	0	13	127		0	0	0	2
06:30	1	72	0	0	22	4	0	0	0	52	0	5	156		0	0	0	5
06:45	4	105	0	0	32	5	0	0	0	73	0	9	228		0	0	0	4
07:00	1	57	0	0	38	4	0	0	0	71	0	11	182		2	0	0	0
07:15	3	63	0	0	28	10	0	0	0	53	0	13	170		2	0	0	1
07:30	2	59	0	0	34	7	0	0	0	77	0	15	194		2	0	0	1
07:45	2	73	0	0	51	16	0	0	0	75	0	10	227	+	3	0	0	2
08:00	9	63	0	0	49	14	0	0	0	37	0	8	180	*	5	0	0	24
08:15	7	88	0	0	66	16	0	0	0	36	0	10	223	*	10	0	0	29
08:30	10	68	0	1	63	20	0	0	0	38	0	9	209	*	2	0	0	10
08:45	9	38	0	0	41	22	0	0	0	32	0	9	151		3	0	0	2
Total	**48**	**784**	**0**	**1**	**462**	**123**	**0**	**0**	**0**	**617**	**0**	**122**	**2157**		**29**	**0**	**0**	**80**
Pk Hr	**28**	**292**	**0**	**1**	**229**	**66**	**0**	**0**	**0**	**186**	**0**	**37**	**839**	*	**20**	**0**	**0**	**65**
15x4	**40**	**352**	**0**	**4**	**264**	**80**	**0**	**0**	**0**	**300**	**0**	**40**	**1080**	+	**12**	**0**	**0**	**8**
Avg Hr	**16**	**261**	**0**	**0**	**154**	**41**	**0**	**0**	**0**	**206**	**0**	**41**	**719**		**10**	**0**	**0**	**27**

Peak Hour	07:45
Peak 15min	07:45
North approach PHF	0.82
South approach PHF	0.85
West approach PHF	NA
East approach PHF	0.66

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AM Peak Hour Volumes



Noon Peak Period

Combined Volume

Location: Thorne Avenue @ 203 Street

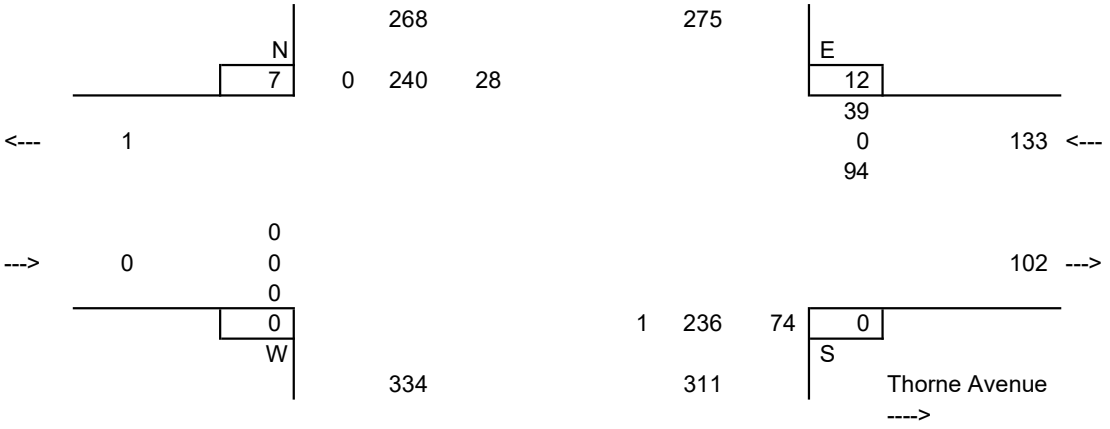
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
11:00	5	36	0	0	33	6	0	0	0	14	0	11	105		3	0	0	2
11:15	1	51	0	0	74	20	0	0	0	21	0	7	174		2	0	0	2
11:30	6	49	0	0	48	9	0	0	0	18	0	9	139		3	0	0	4
11:45	6	45	0	0	62	18	0	0	0	28	0	7	166		1	0	0	2
12:00	6	59	0	1	57	13	0	0	0	28	0	10	174	*	3	0	0	4
12:15	5	63	0	0	63	15	0	0	0	21	0	8	175	*	0	0	0	4
12:30	7	65	0	0	57	22	0	0	0	23	0	9	183	+	3	0	0	3
12:45	10	53	0	0	59	24	0	0	0	22	0	12	180	*	1	0	0	1
Total	**46**	**421**	**0**	**1**	**453**	**127**	**0**	**0**	**0**	**175**	**0**	**73**	**1296**		**16**	**0**	**0**	**22**
Pk Hr	**28**	**240**	**0**	**1**	**236**	**74**	**0**	**0**	**0**	**94**	**0**	**39**	**712**	*	**7**	**0**	**0**	**12**
15x4	**40**	**260**	**0**	**4**	**252**	**96**	**0**	**0**	**0**	**112**	**0**	**48**	**812**	+	**12**	**0**	**0**	**12**
Avg Hr	**23**	**211**	**0**	**1**	**227**	**64**	**0**	**0**	**0**	**88**	**0**	**37**	**648**		**8**	**0**	**0**	**11**

Peak Hour	12:00
Peak 15min	12:30
North Leg PHF	0.89
South Leg PHF	0.88
West Leg PHF	NA
East Leg PHF	0.83

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Noon Peak Hour Volumes



PM Peak Period

Combined Volume

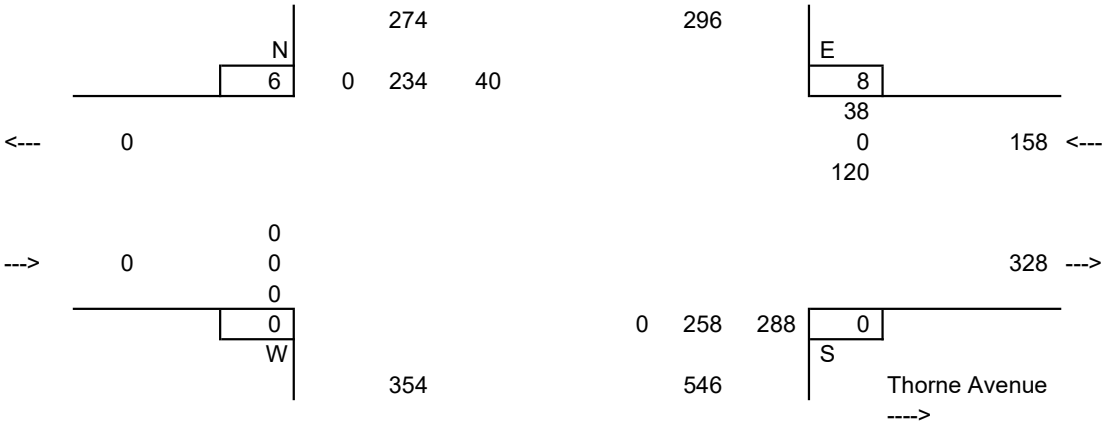
Location: Thorne Avenue @ 203 Street
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
15:00	10	64	0	0	55	47	0	0	0	32	0	10	218		0	0	0	4
15:15	10	52	0	0	62	49	0	0	0	38	0	9	220		0	0	0	1
15:30	5	48	0	0	52	70	0	0	0	30	0	5	210		3	0	0	3
15:45	6	60	0	0	69	51	0	0	0	20	0	7	213		1	0	0	6
16:00	18	62	0	0	67	53	0	0	0	28	0	16	244		0	0	0	4
16:15	7	38	0	0	70	66	0	0	0	32	0	3	216		1	0	0	6
16:30	10	67	0	0	63	75	0	0	0	31	0	8	254	+	0	0	0	4
16:45	9	53	0	0	67	61	0	0	0	31	0	8	229	*	3	0	0	2
17:00	10	57	0	0	67	76	0	0	0	25	0	13	248	*	2	0	0	1
17:15	11	57	0	0	61	76	0	0	0	33	0	9	247	*	1	0	0	1
17:30	12	44	0	0	60	60	0	0	0	27	0	11	214		1	0	0	2
17:45	11	58	0	0	68	39	0	0	0	29	0	8	213		1	0	0	0
Total	**119**	**660**	**0**	**0**	**761**	**723**	**0**	**0**	**0**	**356**	**0**	**107**	**2726**		**13**	**0**	**0**	**34**
Pk Hr	**40**	**234**	**0**	**0**	**258**	**288**	**0**	**0**	**0**	**120**	**0**	**38**	**978**	*	**6**	**0**	**0**	**8**
15x4	**44**	**268**	**0**	**0**	**268**	**304**	**0**	**0**	**0**	**132**	**0**	**52**	**1068**	+	**0**	**0**	**0**	**16**
Avg Hr	**40**	**220**	**0**	**0**	**254**	**241**	**0**	**0**	**0**	**119**	**0**	**36**	**909**		**4**	**0**	**0**	**11**

Peak Hour	16:30
Peak 15min	16:30
North Leg PHF	0.88
South Leg PHF	0.95
West Leg PHF	NA
East Leg PHF	0.86

N
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PM Peak Hour Volumes

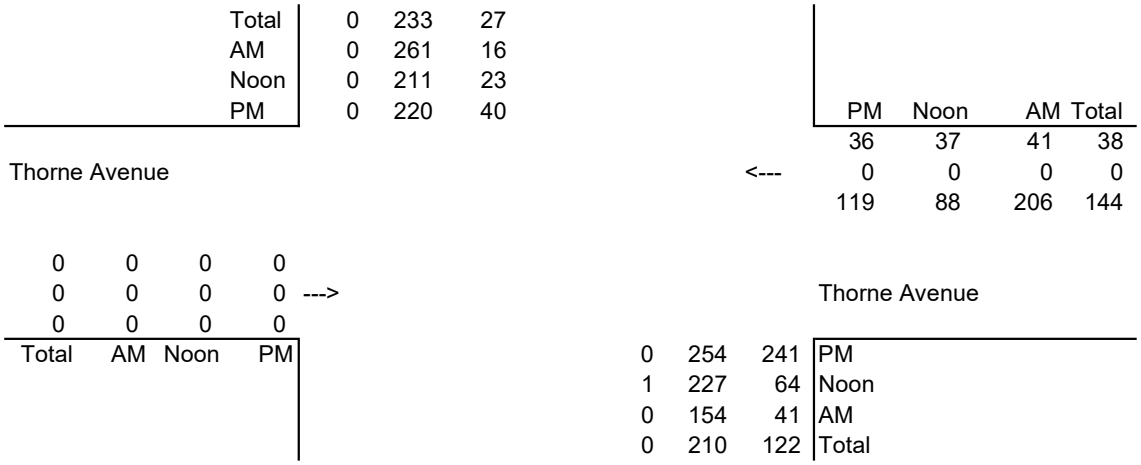


Average Hour Period
Combined Volume

Location: Thorne Avenue @ 203 Street
February 27, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	213	1865	0	2	1676	973	0	0	0	1148	0	302	6179	58	0	0	136
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	27	233	0	0	210	122	0	0	0	144	0	38	772	7	0	0	17
AM Period																	
Total	48	784	0	1	462	123	0	0	0	617	0	122	2157	29	0	0	80
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	16	261	0	0	154	41	0	0	0	206	0	41	719	10	0	0	27
Noon Period																	
Total	46	421	0	1	453	127	0	0	0	175	0	73	1296	16	0	0	22
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	23	211	0	1	227	64	0	0	0	88	0	37	648	8	0	0	11
PM Period																	
Total	119	660	0	0	761	723	0	0	0	356	0	107	2726	13	0	0	34
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	40	220	0	0	254	241	0	0	0	119	0	36	909	4	0	0	11

Average Hour Volumes



PREMIERE TRAFFIC DATA SERVICES

Turning Movement Count Data
Regular Vehicles

Site Number:	2
Major Route:	203 Street
Minor Route:	Thorne Avenue
Municipality:	Maple Ridge
Filename:	2-TMC-203 St@Thorne Ave-Feb 27 2024
Date:	February 27, 2024
Day-of-week:	Tuesday
East/West Route:	Thorne Avenue
Intersection Type:	3 leg east approach
Signalized (y/n?):	no
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Regular Vehicles

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	41		0	20	1				34		9	105		0	0		0
06:15	0	52		0	17	4				37		13	123		0	0		2
06:30	1	69		0	21	4				49		5	149		0	0		5
06:45	4	101		0	32	5				73		9	224		0	0		4
07:00	1	56		0	33	4				71		11	176		2	0		0
07:15	3	63		0	26	10				53		13	168		2	0		1
07:30	2	56		0	32	7				76		15	188		2	0		1
07:45	2	70		0	45	15				75		10	217	*	3	0		2
08:00	9	58		0	44	13				37		8	169	*	5	0		24
08:15	7	87		0	64	16				36		10	220	+	10	0		29
08:30	10	66		1	59	20				37		9	202	*	2	0		10
08:45	9	36		0	40	22				31		9	147		3	0		2
Total	**48**	**755**	**0**	**1**	**433**	**121**	**0**	**0**	**0**	**609**	**0**	**121**	**2088**		**29**	**0**	**0**	**80**
Pk Hr	**28**	**281**	**0**	**1**	**212**	**64**	**0**	**0**	**0**	**185**	**0**	**37**	**808**	*	**20**	**0**	**0**	**65**
15x4	**40**	**348**	**0**	**4**	**256**	**80**	**0**	**0**	**0**	**300**	**0**	**40**	**1068**	+	**40**	**0**	**0**	**116**
11:00	5	36		0	31	6				14		11	103		3	0		2
11:15	1	47		0	70	19				21		7	165		2	0		2
11:30	6	47		0	44	9				18		9	133		3	0		4
11:45	5	42		0	59	17				27		7	157		1	0		2
12:00	6	57		1	54	13				28		10	169	*	3	0		4
12:15	5	63		0	62	15				21		8	174	+	0	0		4
12:30	7	62		0	55	19				23		8	174	+	3	0		3
12:45	10	51		0	56	24				21		12	174	+	1	0		1
Total	**45**	**405**	**0**	**1**	**431**	**122**	**0**	**0**	**0**	**173**	**0**	**72**	**1249**		**16**	**0**	**0**	**22**
Pk Hr	**28**	**233**	**0**	**1**	**227**	**71**	**0**	**0**	**0**	**93**	**0**	**38**	**691**	*	**7**	**0**	**0**	**12**
15x4	**40**	**252**	**0**	**4**	**248**	**96**	**0**	**0**	**0**	**112**	**0**	**48**	**800**	+	**4**	**0**	**0**	**4**
15:00	9	63		0	55	46				31		10	214		0	0		4
15:15	10	52		0	59	49				37		8	215		0	0		1
15:30	5	45		0	52	69				30		5	206		3	0		3
15:45	6	56		0	68	49				20		7	206		1	0		6
16:00	18	60		0	66	53				28		16	241		0	0		4
16:15	7	38		0	69	66				32		3	215		1	0		6
16:30	10	66		0	62	75				31		8	252	+	0	0		4
16:45	9	52		0	62	60				31		8	222	*	3	0		2
17:00	10	56		0	67	76				25		13	247	*	2	0		1
17:15	11	56		0	60	76				33		9	245	*	1	0		1
17:30	12	44		0	58	59				27		11	211		1	0		2
17:45	11	57		0	67	39				29		8	211		1	0		0
Total	**118**	**645**	**0**	**0**	**745**	**717**	**0**	**0**	**0**	**354**	**0**	**106**	**2685**		**13**	**0**	**0**	**34**
Pk Hr	**40**	**230**	**0**	**0**	**251**	**287**	**0**	**0**	**0**	**120**	**0**	**38**	**966**	*	**6**	**0**	**0**	**8**
15x4	**44**	**264**	**0**	**0**	**268**	**304**	**0**	**0**	**0**	**132**	**0**	**52**	**1064**	+	**0**	**0**	**0**	**16**

AM Peak Period

Regular Vehicles

Location: Thorne Avenue @ 203 Street

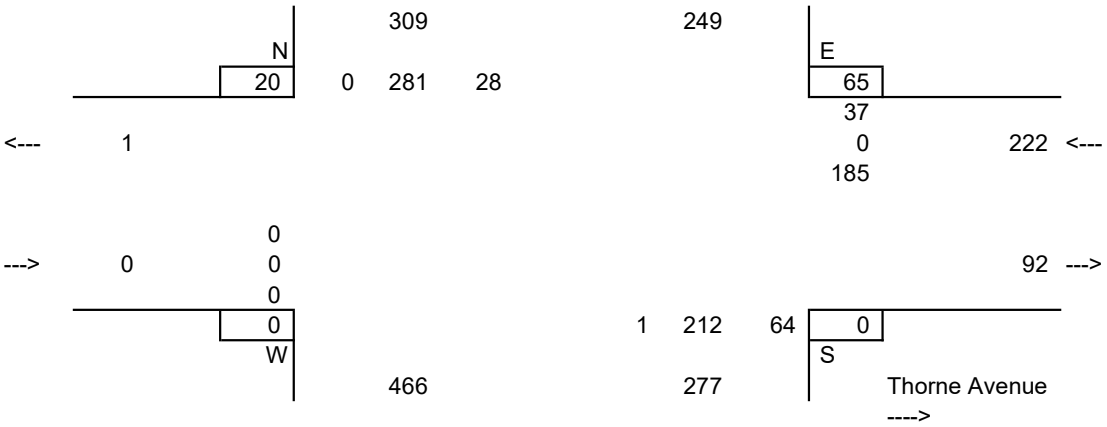
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	41		0	20	1	0	0	0	34		9	105		0	0	0	0
06:15	0	52		0	17	4	0	0	0	37		13	123		0	0	0	2
06:30	1	69		0	21	4	0	0	0	49		5	149		0	0	0	5
06:45	4	101		0	32	5	0	0	0	73		9	224		0	0	0	4
07:00	1	56		0	33	4	0	0	0	71		11	176		2	0	0	0
07:15	3	63		0	26	10	0	0	0	53		13	168		2	0	0	1
07:30	2	56		0	32	7	0	0	0	76		15	188		2	0	0	1
07:45	2	70		0	45	15	0	0	0	75		10	217	*	3	0	0	2
08:00	9	58		0	44	13	0	0	0	37		8	169	*	5	0	0	24
08:15	7	87		0	64	16	0	0	0	36		10	220	+	10	0	0	29
08:30	10	66		1	59	20	0	0	0	37		9	202	*	2	0	0	10
08:45	9	36		0	40	22	0	0	0	31		9	147		3	0	0	2
Total	**48**	**755**	**0**	**1**	**433**	**121**	**0**	**0**	**0**	**609**	**0**	**121**	**2088**		**29**	**0**	**0**	**80**
Pk Hr	**28**	**281**	**0**	**1**	**212**	**64**	**0**	**0**	**0**	**185**	**0**	**37**	**808**	*	**20**	**0**	**0**	**65**
15x4	**40**	**348**	**0**	**4**	**256**	**80**	**0**	**0**	**0**	**300**	**0**	**40**	**1068**	+	**40**	**0**	**0**	**116**
Avg Hr	**16**	**252**	**0**	**0**	**144**	**40**	**0**	**0**	**0**	**203**	**0**	**40**	**696**		**10**	**0**	**0**	**27**

Peak Hour	07:45
Peak 15min	08:15
North approach PHF	0.80
South approach PHF	0.81
West approach PHF	NA
East approach PHF	0.65

N
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AM Peak Hour Volumes



Noon Peak Period

Regular Vehicles

Location: Thorne Avenue @ 203 Street

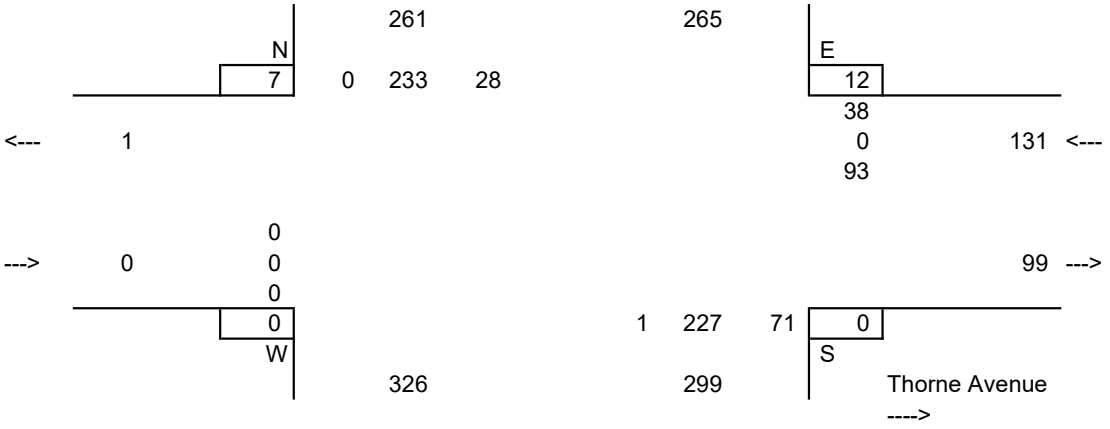
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
11:00	5	36		0	31	6	0	0	0	14		11	103		3	0	0	2
11:15	1	47		0	70	19	0	0	0	21		7	165		2	0	0	2
11:30	6	47		0	44	9	0	0	0	18		9	133		3	0	0	4
11:45	5	42		0	59	17	0	0	0	27		7	157		1	0	0	2
12:00	6	57		1	54	13	0	0	0	28		10	169	*	3	0	0	4
12:15	5	63		0	62	15	0	0	0	21		8	174	+	0	0	0	4
12:30	7	62		0	55	19	0	0	0	23		8	174	+	3	0	0	3
12:45	10	51		0	56	24	0	0	0	21		12	174	+	1	0	0	1
Total	**45**	**405**	**0**	**1**	**431**	**122**	**0**	**0**	**0**	**173**	**0**	**72**	**1249**		**16**	**0**	**0**	**22**
Pk Hr	**28**	**233**	**0**	**1**	**227**	**71**	**0**	**0**	**0**	**93**	**0**	**38**	**691**	*	**7**	**0**	**0**	**12**
15x4	**40**	**252**	**0**	**4**	**248**	**96**	**0**	**0**	**0**	**112**	**0**	**48**	**800**	+	**4**	**0**	**0**	**4**
Avg Hr	**23**	**203**	**0**	**1**	**216**	**61**	**0**	**0**	**0**	**87**	**0**	**36**	**625**		**8**	**0**	**0**	**11**

Peak Hour	12:00
Peak 15min	12:45
North Leg PHF	0.89
South Leg PHF	0.86
West Leg PHF	NA
East Leg PHF	0.82

N
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Noon Peak Hour Volumes



PM Peak Period

Regular Vehicles

Location: Thorne Avenue @ 203 Street

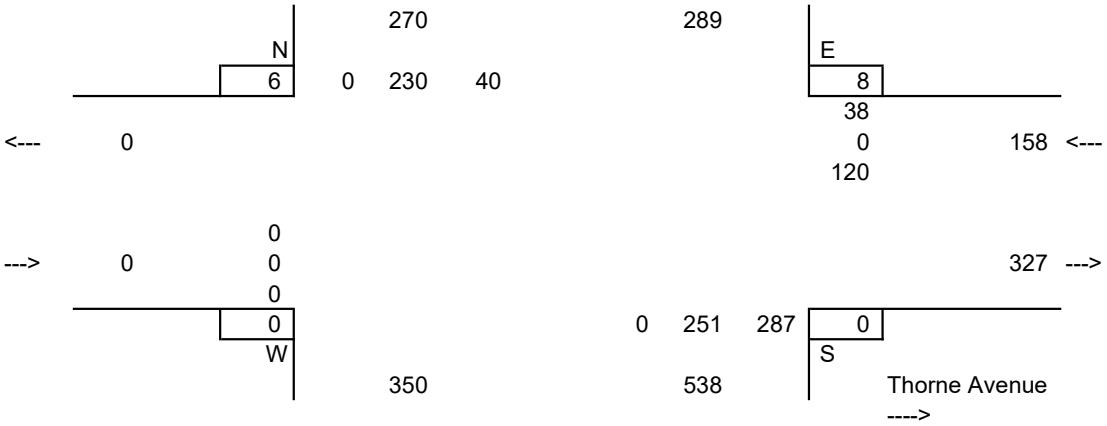
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
15:00	9	63		0	55	46	0	0	0	31		10	214		0	0	0	4
15:15	10	52		0	59	49	0	0	0	37		8	215		0	0	0	1
15:30	5	45		0	52	69	0	0	0	30		5	206		3	0	0	3
15:45	6	56		0	68	49	0	0	0	20		7	206		1	0	0	6
16:00	18	60		0	66	53	0	0	0	28		16	241		0	0	0	4
16:15	7	38		0	69	66	0	0	0	32		3	215		1	0	0	6
16:30	10	66		0	62	75	0	0	0	31		8	252	+	0	0	0	4
16:45	9	52		0	62	60	0	0	0	31		8	222	*	3	0	0	2
17:00	10	56		0	67	76	0	0	0	25		13	247	*	2	0	0	1
17:15	11	56		0	60	76	0	0	0	33		9	245	*	1	0	0	1
17:30	12	44		0	58	59	0	0	0	27		11	211		1	0	0	2
17:45	11	57		0	67	39	0	0	0	29		8	211		1	0	0	0
Total	**118**	**645**	**0**	**0**	**745**	**717**	**0**	**0**	**0**	**354**	**0**	**106**	**2685**		**13**	**0**	**0**	**34**
Pk Hr	**40**	**230**	**0**	**0**	**251**	**287**	**0**	**0**	**0**	**120**	**0**	**38**	**966**	*	**6**	**0**	**0**	**8**
15x4	**44**	**264**	**0**	**0**	**268**	**304**	**0**	**0**	**0**	**132**	**0**	**52**	**1064**	+	**0**	**0**	**0**	**16**
Avg Hr	**39**	**215**	**0**	**0**	**248**	**239**	**0**	**0**	**0**	**118**	**0**	**35**	**895**		**4**	**0**	**0**	**11**

Peak Hour	16:30
Peak 15min	16:30
North Leg PHF	0.88
South Leg PHF	0.94
West Leg PHF	NA
East Leg PHF	0.86

N
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PM Peak Hour Volumes

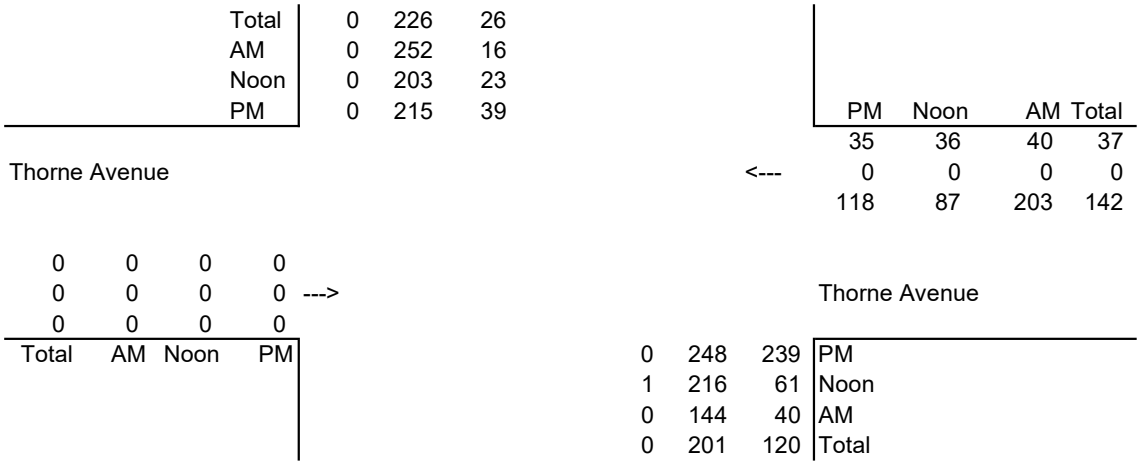


Average Hour Period
Regular Vehicles

Location: Thorne Avenue @ 203 Street
February 27, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	211	1805	0	2	1609	960	0	0	0	1136	0	299	6022	58	0	0	136
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	26	226	0	0	201	120	0	0	0	142	0	37	753	7	0	0	17
AM Period																	
Total	48	755	0	1	433	121	0	0	0	609	0	121	2088	29	0	0	80
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	16	252	0	0	144	40	0	0	0	203	0	40	696	10	0	0	27
Noon Period																	
Total	45	405	0	1	431	122	0	0	0	173	0	72	1249	16	0	0	22
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	23	203	0	1	216	61	0	0	0	87	0	36	625	8	0	0	11
PM Period																	
Total	118	645	0	0	745	717	0	0	0	354	0	106	2685	13	0	0	34
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	39	215	0	0	248	239	0	0	0	118	0	35	895	4	0	0	11

Average Hour Volumes



PREMIERE TRAFFIC DATA SERVICES

Turning Movement Count Data
Trucks

Site Number:	2
Major Route:	203 Street
Minor Route:	Thorne Avenue
Municipality:	Maple Ridge
Filename:	2-TMC-203 St@Thorne Ave-Feb 27 2024
Date:	February 27, 2024
Day-of-week:	Tuesday
East/West Route:	Thorne Avenue
Intersection Type:	3 leg east approach
Signalized (y/n?):	no
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Trucks

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	3		0	1	0				0		1	5					
06:15	0	2		0	0	0				2		0	4					
06:30	0	3		0	1	0				3		0	7					
06:45	0	4		0	0	0				0		0	4					
07:00	0	1		0	5	0				0		0	6					
07:15	0	0		0	2	0				0		0	2					
07:30	0	3		0	2	0				1		0	6					
07:45	0	3		0	6	1				0		0	10	*				
08:00	0	5		0	5	1				0		0	11	+				
08:15	0	1		0	2	0				0		0	3	*				
08:30	0	2		0	4	0				1		0	7	*				
08:45	0	2		0	1	0				1		0	4					
Total	**0**	**29**	**0**	**0**	**29**	**2**	**0**	**0**	**0**	**8**	**0**	**1**	**69**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**11**	**0**	**0**	**17**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**31**	*	**0**	**0**	**0**	**0**
15x4	**0**	**20**	**0**	**0**	**24**	**4**	**0**	**0**	**0**	**4**	**0**	**0**	**52**	+	**0**	**0**	**0**	**0**
11:00	0	0		0	2	0				0		0	2					
11:15	0	4		0	4	1				0		0	9	+				
11:30	0	2		0	4	0				0		0	6	*				
11:45	1	3		0	3	1				1		0	9	+				
12:00	0	2		0	3	0				0		0	5	*				
12:15	0	0		0	1	0				0		0	1					
12:30	0	3		0	2	3				0		1	9					
12:45	0	2		0	3	0				1		0	6					
Total	**1**	**16**	**0**	**0**	**22**	**5**	**0**	**0**	**0**	**2**	**0**	**1**	**47**		**0**	**0**	**0**	**0**
Pk Hr	**1**	**11**	**0**	**0**	**14**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**29**	*	**0**	**0**	**0**	**0**
15x4	**4**	**16**	**0**	**0**	**16**	**4**	**0**	**0**	**0**	**4**	**0**	**0**	**44**	+	**0**	**0**	**0**	**0**
15:00	1	1		0	0	1				1		0	4	*				
15:15	0	0		0	3	0				1		1	5	*				
15:30	0	3		0	0	1				0		0	4	*				
15:45	0	4		0	1	2				0		0	7	+				
16:00	0	2		0	1	0				0		0	3					
16:15	0	0		0	1	0				0		0	1					
16:30	0	1		0	1	0				0		0	2					
16:45	0	1		0	5	1				0		0	7					
17:00	0	1		0	0	0				0		0	1					
17:15	0	1		0	1	0				0		0	2					
17:30	0	0		0	2	1				0		0	3					
17:45	0	1		0	1	0				0		0	2					
Total	**1**	**15**	**0**	**0**	**16**	**6**	**0**	**0**	**0**	**2**	**0**	**1**	**41**		**0**	**0**	**0**	**0**
Pk Hr	**1**	**8**	**0**	**0**	**4**	**4**	**0**	**0**	**0**	**2**	**0**	**1**	**20**	*	**0**	**0**	**0**	**0**
15x4	**4**	**16**	**0**	**0**	**12**	**8**	**0**	**0**	**0**	**4**	**0**	**4**	**48**	+	**0**	**0**	**0**	**0**

AM Peak Period

Trucks

Location: Thorne Avenue @ 203 Street

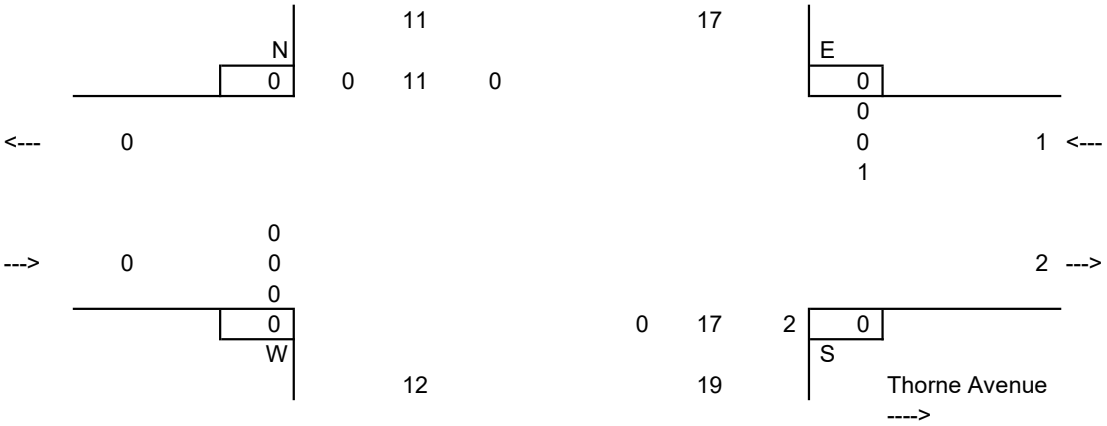
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	3		0	1	0	0	0	0	0		1	5		0	0	0	0
06:15	0	2		0	0	0	0	0	0	2		0	4		0	0	0	0
06:30	0	3		0	1	0	0	0	0	3		0	7		0	0	0	0
06:45	0	4		0	0	0	0	0	0	0		0	4		0	0	0	0
07:00	0	1		0	5	0	0	0	0	0		0	6		0	0	0	0
07:15	0	0		0	2	0	0	0	0	0		0	2		0	0	0	0
07:30	0	3		0	2	0	0	0	0	1		0	6		0	0	0	0
07:45	0	3		0	6	1	0	0	0	0		0	10	*	0	0	0	0
08:00	0	5		0	5	1	0	0	0	0		0	11	+	0	0	0	0
08:15	0	1		0	2	0	0	0	0	0		0	3	*	0	0	0	0
08:30	0	2		0	4	0	0	0	0	1		0	7	*	0	0	0	0
08:45	0	2		0	1	0	0	0	0	1		0	4		0	0	0	0
Total	**0**	**29**	**0**	**0**	**29**	**2**	**0**	**0**	**0**	**8**	**0**	**1**	**69**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**11**	**0**	**0**	**17**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**31**	*	**0**	**0**	**0**	**0**
15x4	**0**	**20**	**0**	**0**	**24**	**4**	**0**	**0**	**0**	**4**	**0**	**0**	**52**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**10**	**0**	**0**	**10**	**1**	**0**	**0**	**0**	**3**	**0**	**0**	**23**		**0**	**0**	**0**	**0**

Peak Hour	07:45
Peak 15min	08:00
North approach PHF	0.55
South approach PHF	0.68
West approach PHF	NA
East approach PHF	0.25

N
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AM Peak Hour Volumes



Noon Peak Period

Trucks

Location: Thorne Avenue @ 203 Street

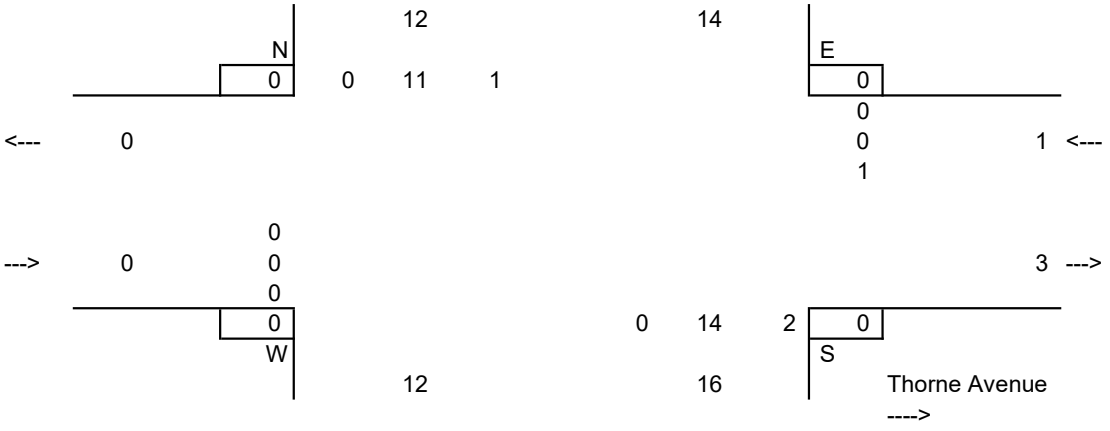
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
11:00	0	0		0	2	0	0	0	0	0		0	2		0	0	0	0
11:15	0	4		0	4	1	0	0	0	0		0	9	+	0	0	0	0
11:30	0	2		0	4	0	0	0	0	0		0	6	*	0	0	0	0
11:45	1	3		0	3	1	0	0	0	1		0	9	+	0	0	0	0
12:00	0	2		0	3	0	0	0	0	0		0	5	*	0	0	0	0
12:15	0	0		0	1	0	0	0	0	0		0	1		0	0	0	0
12:30	0	3		0	2	3	0	0	0	0		1	9		0	0	0	0
12:45	0	2		0	3	0	0	0	0	1		0	6		0	0	0	0
Total	**1**	**16**	**0**	**0**	**22**	**5**	**0**	**0**	**0**	**2**	**0**	**1**	**47**		**0**	**0**	**0**	**0**
Pk Hr	**1**	**11**	**0**	**0**	**14**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**29**	*	**0**	**0**	**0**	**0**
15x4	**4**	**16**	**0**	**0**	**16**	**4**	**0**	**0**	**0**	**4**	**0**	**0**	**44**	+	**0**	**0**	**0**	**0**
Avg Hr	**1**	**8**	**0**	**0**	**11**	**3**	**0**	**0**	**0**	**1**	**0**	**1**	**24**		**0**	**0**	**0**	**0**

Peak Hour	11:15
Peak 15min	12:30
North Leg PHF	0.60
South Leg PHF	0.80
West Leg PHF	NA
East Leg PHF	0.25

N
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Noon Peak Hour Volumes



PM Peak Period

Trucks

Location: Thorne Avenue @ 203 Street

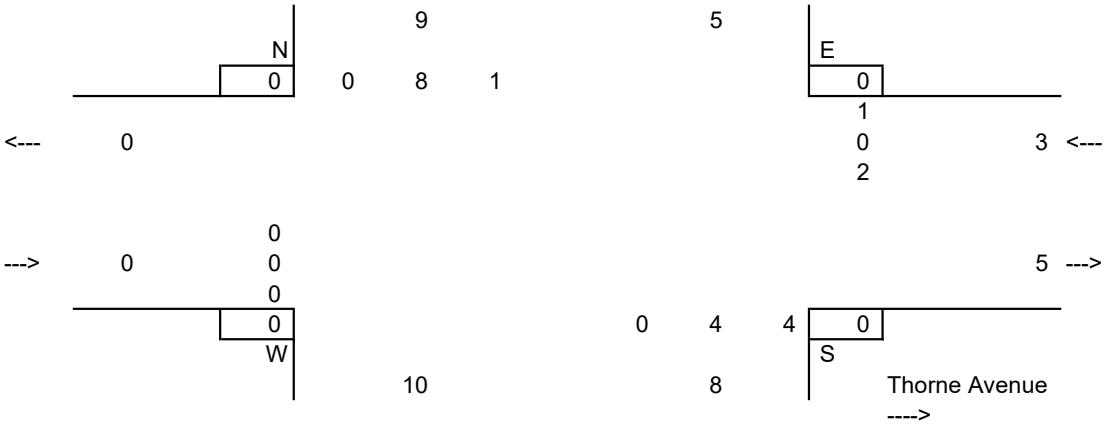
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
15:00	1	1		0	0	1	0	0	0	1		0	4	*	0	0	0	0
15:15	0	0		0	3	0	0	0	0	1		1	5	*	0	0	0	0
15:30	0	3		0	0	1	0	0	0	0		0	4	*	0	0	0	0
15:45	0	4		0	1	2	0	0	0	0		0	7	+	0	0	0	0
16:00	0	2		0	1	0	0	0	0	0		0	3		0	0	0	0
16:15	0	0		0	1	0	0	0	0	0		0	1		0	0	0	0
16:30	0	1		0	1	0	0	0	0	0		0	2		0	0	0	0
16:45	0	1		0	5	1	0	0	0	0		0	7		0	0	0	0
17:00	0	1		0	0	0	0	0	0	0		0	1		0	0	0	0
17:15	0	1		0	1	0	0	0	0	0		0	2		0	0	0	0
17:30	0	0		0	2	1	0	0	0	0		0	3		0	0	0	0
17:45	0	1		0	1	0	0	0	0	0		0	2		0	0	0	0
Total	**1**	**15**	**0**	**0**	**16**	**6**	**0**	**0**	**0**	**2**	**0**	**1**	**41**		**0**	**0**	**0**	**0**
Pk Hr	**1**	**8**	**0**	**0**	**4**	**4**	**0**	**0**	**0**	**2**	**0**	**1**	**20**	*	**0**	**0**	**0**	**0**
15x4	**4**	**16**	**0**	**0**	**12**	**8**	**0**	**0**	**0**	**4**	**0**	**4**	**48**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**5**	**0**	**0**	**5**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**14**		**0**	**0**	**0**	**0**

Peak Hour	15:00
Peak 15min	16:45
North Leg PHF	0.45
South Leg PHF	0.40
West Leg PHF	NA
East Leg PHF	0.38

N
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PM Peak Hour Volumes



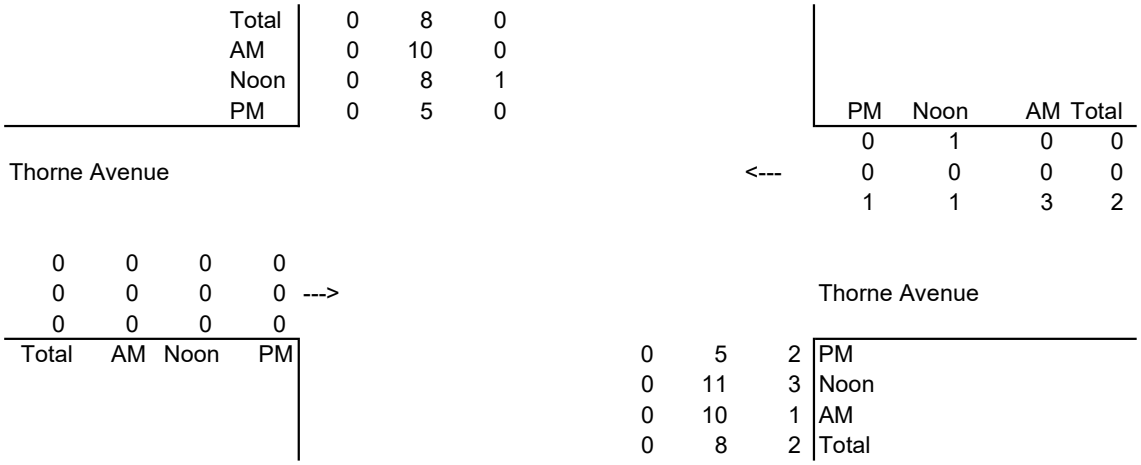
Average Hour Period

Trucks

Location: Thorne Avenue @ 203 Street
February 27, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	2	60	0	0	67	13	0	0	0	12	0	3	157	0	0	0	0
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	0	8	0	0	8	2	0	0	0	2	0	0	20	0	0	0	0
AM Period																	
Total	0	29	0	0	29	2	0	0	0	8	0	1	69	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	10	0	0	10	1	0	0	0	3	0	0	23	0	0	0	0
Noon Period																	
Total	1	16	0	0	22	5	0	0	0	2	0	1	47	0	0	0	0
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	1	8	0	0	11	3	0	0	0	1	0	1	24	0	0	0	0
PM Period																	
Total	1	15	0	0	16	6	0	0	0	2	0	1	41	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	5	0	0	5	2	0	0	0	1	0	0	14	0	0	0	0

Average Hour Volumes



PREMIERE TRAFFIC DATA SERVICES

Turning Movement Count Data
Cyclists

Site Number:	2
Major Route:	203 Street
Minor Route:	Thorne Avenue
Municipality:	Maple Ridge
Filename:	2-TMC-203 St@Thorne Ave-Feb 27 2024
Date:	February 27, 2024
Day-of-week:	Tuesday
East/West Route:	Thorne Avenue
Intersection Type:	3 leg east approach
Signalized (y/n?):	no
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Cyclists

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	0		0	0	0				0		0	0					
06:15	0	0		0	0	0				0		0	0					
06:30	0	0		0	0	0				0		0	0					
06:45	0	1		0	0	0				0		0	1					
07:00	0	0		0	0	0				0		0	0					
07:15	0	1		0	0	0				0		0	1					
07:30	0	1		0	0	0				0		0	1					
07:45	0	1		0	0	0				0		0	1					
08:00	0	0		0	0	0				2		0	2	*				
08:15	0	0		0	1	0				2		0	3	+				
08:30	0	0		0	0	0				1		0	1	*				
08:45	0	0		0	0	0				1		0	1	*				
Total	**0**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**11**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**7**	*	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**12**	+	**0**	**0**	**0**	**0**
11:00	0	0		0	0	0				0		0	0					
11:15	0	0		0	0	0				0		0	0					
11:30	0	0		0	0	0				0		0	0					
11:45	0	1		0	0	0				0		1	2	+				
12:00	0	1		0	0	0				0		0	1	*				
12:15	0	0		0	0	0				0		0	0	*				
12:30	0	1		0	1	0				0		0	2	+				
12:45	0	0		0	0	0				0		0	0					
Total	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**	*	**0**	**0**	**0**	**0**
15x4	**0**	**4**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**12**	+	**0**	**0**	**0**	**0**
15:00	0	0		0	0	0				0		0	0					
15:15	0	1		0	1	0				0		0	2					
15:30	0	0		0	1	0				0		0	1					
15:45	0	0		0	0	0				0		0	0					
16:00	0	0		0	0	0				0		0	0					
16:15	0	0		0	0	0				0		0	0					
16:30	0	0		0	2	0				0		0	2	+				
16:45	0	0		0	1	0				0		0	1	*				
17:00	0	0		0	0	1				0		0	1	*				
17:15	0	0		0	0	0				0		0	0	*				
17:30	0	0		0	0	0				0		0	0					
17:45	0	0		0	0	1				0		0	1					
Total	**0**	**1**	**0**	**0**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**8**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	*	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**0**	**0**	**8**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	+	**0**	**0**	**0**	**0**

AM Peak Period

Cyclists

Location: Thorne Avenue @ 203 Street

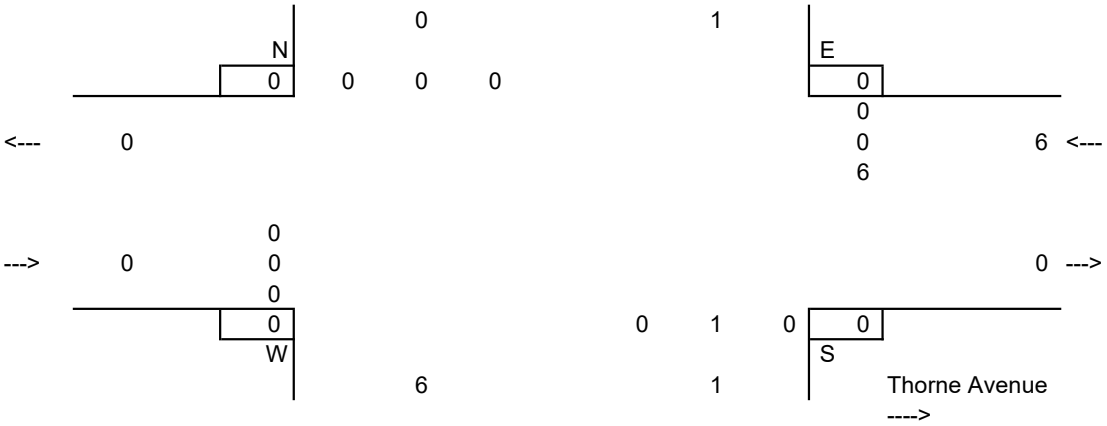
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	0		0	0	0	0	0	0	0		0	0		0	0	0	0
06:15	0	0		0	0	0	0	0	0	0		0	0		0	0	0	0
06:30	0	0		0	0	0	0	0	0	0		0	0		0	0	0	0
06:45	0	1		0	0	0	0	0	0	0		0	1		0	0	0	0
07:00	0	0		0	0	0	0	0	0	0		0	0		0	0	0	0
07:15	0	1		0	0	0	0	0	0	0		0	1		0	0	0	0
07:30	0	1		0	0	0	0	0	0	0		0	1		0	0	0	0
07:45	0	1		0	0	0	0	0	0	0		0	1		0	0	0	0
08:00	0	0		0	0	0	0	0	0	2		0	2	*	0	0	0	0
08:15	0	0		0	1	0	0	0	0	2		0	3	+	0	0	0	0
08:30	0	0		0	0	0	0	0	0	1		0	1	*	0	0	0	0
08:45	0	0		0	0	0	0	0	0	1		0	1	*	0	0	0	0
Total	**0**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**11**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**7**	*	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**12**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**4**		**0**	**0**	**0**	**0**

Peak Hour	08:00
Peak 15min	08:15
North approach PHF	NA
South approach PHF	0.25
West approach PHF	NA
East approach PHF	0.75

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AM Peak Hour Volumes



Noon Peak Period

Cyclists

Location: Thorne Avenue @ 203 Street

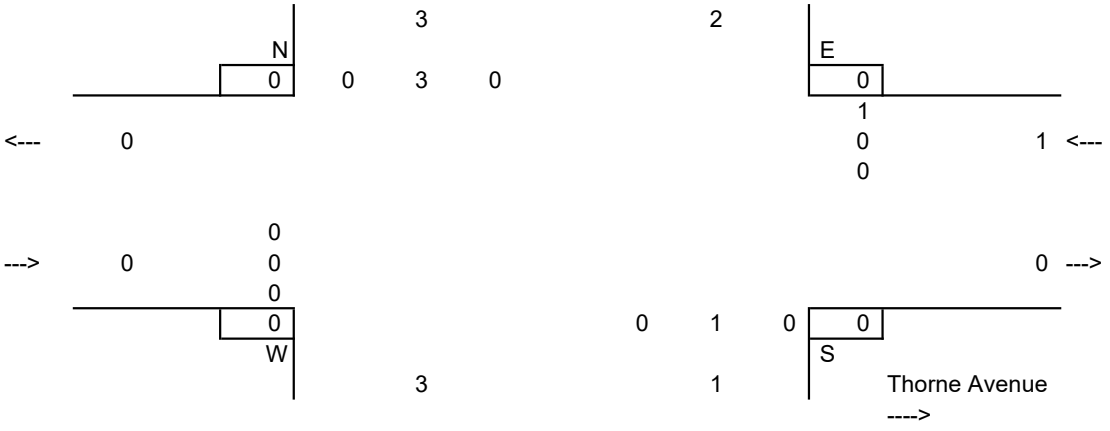
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
11:00	0	0		0	0	0	0	0	0	0		0	0		0	0	0	0
11:15	0	0		0	0	0	0	0	0	0		0	0		0	0	0	0
11:30	0	0		0	0	0	0	0	0	0		0	0		0	0	0	0
11:45	0	1		0	0	0	0	0	0	0		1	2	+	0	0	0	0
12:00	0	1		0	0	0	0	0	0	0		0	1	*	0	0	0	0
12:15	0	0		0	0	0	0	0	0	0		0	0	*	0	0	0	0
12:30	0	1		0	1	0	0	0	0	0		0	2	+	0	0	0	0
12:45	0	0		0	0	0	0	0	0	0		0	0		0	0	0	0
Total	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**	*	**0**	**0**	**0**	**0**
15x4	**0**	**4**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**12**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**		**0**	**0**	**0**	**0**

Peak Hour	11:45
Peak 15min	12:30
North Leg PHF	0.75
South Leg PHF	0.25
West Leg PHF	NA
East Leg PHF	0.25

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Noon Peak Hour Volumes



PM Peak Period

Cyclists

Location: Thorne Avenue @ 203 Street

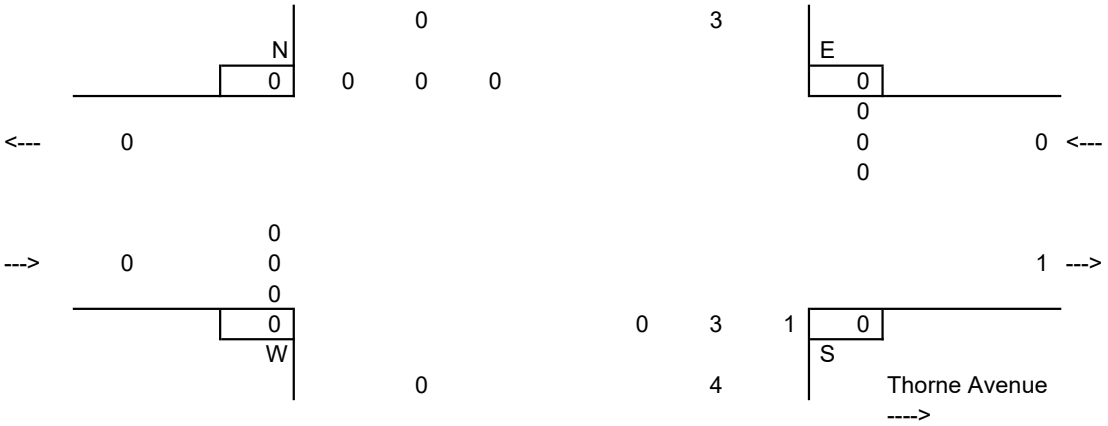
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
15:00	0	0		0	0	0	0	0	0	0		0	0		0	0	0	0
15:15	0	1		0	1	0	0	0	0	0		0	2		0	0	0	0
15:30	0	0		0	1	0	0	0	0	0		0	1		0	0	0	0
15:45	0	0		0	0	0	0	0	0	0		0	0		0	0	0	0
16:00	0	0		0	0	0	0	0	0	0		0	0		0	0	0	0
16:15	0	0		0	0	0	0	0	0	0		0	0		0	0	0	0
16:30	0	0		0	2	0	0	0	0	0		0	2	+	0	0	0	0
16:45	0	0		0	1	0	0	0	0	0		0	1	*	0	0	0	0
17:00	0	0		0	0	1	0	0	0	0		0	1	*	0	0	0	0
17:15	0	0		0	0	0	0	0	0	0		0	0	*	0	0	0	0
17:30	0	0		0	0	0	0	0	0	0		0	0		0	0	0	0
17:45	0	0		0	0	1	0	0	0	0		0	1		0	0	0	0
Total	**0**	**1**	**0**	**0**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**8**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	*	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**0**	**0**	**8**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**		**0**	**0**	**0**	**0**

Peak Hour	16:30
Peak 15min	16:30
North Leg PHF	NA
South Leg PHF	0.33
West Leg PHF	NA
East Leg PHF	NA

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PM Peak Hour Volumes



Average Hour Period

Location: Thorne Avenue @ 203 Street

Cyclists

February 27, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	0	8	0	0	7	2	0	0	0	6	0	1	24	0	0	0	0
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	0	1	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0
AM Period																	
Total	0	4	0	0	1	0	0	0	0	6	0	0	11	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	1	0	0	0	0	0	0	0	2	0	0	4	0	0	0	0
Noon Period																	
Total	0	3	0	0	1	0	0	0	0	0	0	1	5	0	0	0	0
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	0	2	0	0	1	0	0	0	0	0	0	1	3	0	0	0	0
PM Period																	
Total	0	1	0	0	5	2	0	0	0	0	0	0	8	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	0	0	0	2	1	0	0	0	0	0	0	3	0	0	0	0

Average Hour Volumes

Total	0	1	0
AM	0	1	0
Noon	0	2	0
PM	0	0	0

PM	Noon	AM	Total
0	1	0	0
0	0	0	0
0	0	2	1

Thorne Avenue <---

0	0	0	0
0	0	0	0
0	0	0	0

---> Thorne Avenue

Total	AM	Noon	PM
0	2	1	PM
0	1	0	Noon
0	0	0	AM
0	1	0	Total

PREMIERE
TRAFFIC DATA SERVICES

Turning Movement Count Data
Combined Volume

Site Number:	3
Major Route:	207 Street
Minor Route:	Thorne Avenue
Municipality:	Maple Ridge
Filename:	3-TMC-207 St@Thorne Ave-Feb 27 2024
Date:	February 27, 2024
Day-of-week:	Tuesday
East/West Route:	Thorne Avenue
Intersection Type:	3 leg west approach
Signalized (y/n?):	no
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Combined Volume

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	5	10	27	24	0	3	0	2	0	0	0	71		0	0	0	0
06:15	0	2	7	27	15	0	5	0	5	0	0	0	61		0	0	0	0
06:30	0	11	13	41	32	0	3	0	5	0	0	0	105		1	0	4	0
06:45	0	20	14	54	27	0	3	0	6	0	0	0	124		0	0	1	0
07:00	0	16	19	46	31	0	4	0	4	0	0	0	120		2	0	0	0
07:15	0	17	14	49	47	0	8	0	10	0	0	0	145		1	0	0	0
07:30	0	24	14	58	68	0	3	0	6	0	0	0	173		1	2	0	0
07:45	0	39	25	55	53	0	10	0	7	0	0	0	189	*	5	0	0	0
08:00	0	61	15	23	72	0	12	0	14	0	0	0	197	*	10	0	11	0
08:15	0	94	18	30	69	0	10	0	20	0	0	0	241	+	6	0	12	0
08:30	0	41	22	36	84	0	17	0	14	0	0	0	214	*	0	0	3	0
08:45	0	40	18	27	64	0	17	0	15	0	0	0	181		2	0	1	0
Total	**0**	**370**	**189**	**473**	**586**	**0**	**95**	**0**	**108**	**0**	**0**	**0**	**1821**		**28**	**2**	**32**	**0**
Pk Hr	**0**	**235**	**80**	**144**	**278**	**0**	**49**	**0**	**55**	**0**	**0**	**0**	**841**	*	**21**	**0**	**26**	**0**
15x4	**0**	**376**	**100**	**220**	**336**	**0**	**68**	**0**	**80**	**0**	**0**	**0**	**1180**	+	**24**	**0**	**48**	**0**
11:00	0	42	10	13	30	0	6	0	3	0	0	0	104		1	0	7	0
11:15	0	35	11	8	54	0	16	0	13	0	0	0	137		4	0	0	0
11:30	0	32	18	14	45	0	12	0	11	0	0	0	132		1	0	1	0
11:45	0	49	17	12	52	0	17	0	10	0	0	0	157		1	0	1	0
12:00	0	43	19	15	42	0	17	0	14	0	0	0	150	*	7	0	0	0
12:15	0	51	25	12	46	0	6	0	10	0	0	0	150	*	1	0	4	0
12:30	0	44	21	5	40	0	14	0	13	0	0	0	137	*	3	0	4	0
12:45	0	47	18	15	51	0	11	0	17	0	0	0	159	+	5	0	1	0
Total	**0**	**343**	**139**	**94**	**360**	**0**	**99**	**0**	**91**	**0**	**0**	**0**	**1126**		**23**	**0**	**18**	**0**
Pk Hr	**0**	**185**	**83**	**47**	**179**	**0**	**48**	**0**	**54**	**0**	**0**	**0**	**596**	*	**16**	**0**	**9**	**0**
15x4	**0**	**204**	**100**	**60**	**204**	**0**	**68**	**0**	**68**	**0**	**0**	**0**	**704**	+	**20**	**0**	**4**	**0**
15:00	0	69	23	25	63	0	14	0	31	0	0	0	225		11	0	11	0
15:15	0	62	20	31	59	0	7	0	36	0	0	0	215		3	0	2	0
15:30	0	49	17	22	55	0	15	0	44	0	0	0	202		3	0	2	0
15:45	0	53	18	13	54	0	19	0	29	0	0	0	186		0	0	5	0
16:00	0	73	20	29	56	0	14	0	41	0	0	0	233	+	2	0	0	0
16:15	0	67	17	16	46	0	23	0	44	0	0	0	213	*	2	0	1	0
16:30	0	45	19	19	47	0	21	0	47	0	0	0	198	*	0	0	4	0
16:45	0	43	18	29	50	0	20	0	41	0	0	0	201	*	2	0	5	0
17:00	0	55	20	22	52	0	15	0	55	0	0	0	219		1	0	3	0
17:15	0	42	19	19	53	0	25	0	50	0	0	0	208		2	0	2	0
17:30	0	55	18	19	44	0	12	0	42	0	0	0	190		2	0	4	0
17:45	0	48	26	21	49	0	17	0	31	0	0	0	192		7	0	4	0
Total	**0**	**661**	**235**	**265**	**628**	**0**	**202**	**0**	**491**	**0**	**0**	**0**	**2482**		**35**	**0**	**43**	**0**
Pk Hr	**0**	**228**	**74**	**93**	**199**	**0**	**78**	**0**	**173**	**0**	**0**	**0**	**845**	*	**6**	**0**	**10**	**0**
15x4	**0**	**292**	**80**	**116**	**224**	**0**	**92**	**0**	**188**	**0**	**0**	**0**	**992**	+	**8**	**0**	**0**	**0**

AM Peak Period

Combined Volume

Location: Thorne Avenue @ 207 Street

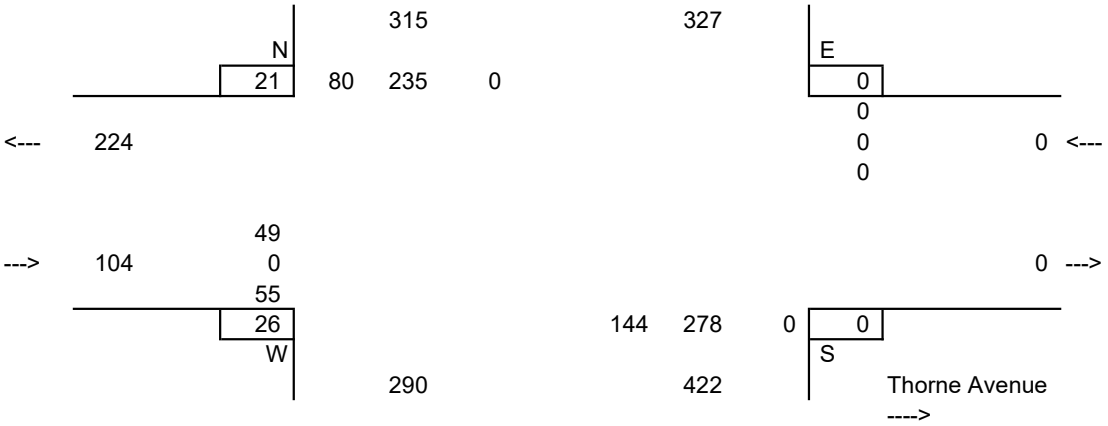
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	5	10	27	24	0	3	0	2	0	0	0	71		0	0	0	0
06:15	0	2	7	27	15	0	5	0	5	0	0	0	61		0	0	0	0
06:30	0	11	13	41	32	0	3	0	5	0	0	0	105		1	0	4	0
06:45	0	20	14	54	27	0	3	0	6	0	0	0	124		0	0	1	0
07:00	0	16	19	46	31	0	4	0	4	0	0	0	120		2	0	0	0
07:15	0	17	14	49	47	0	8	0	10	0	0	0	145		1	0	0	0
07:30	0	24	14	58	68	0	3	0	6	0	0	0	173		1	2	0	0
07:45	0	39	25	55	53	0	10	0	7	0	0	0	189	*	5	0	0	0
08:00	0	61	15	23	72	0	12	0	14	0	0	0	197	*	10	0	11	0
08:15	0	94	18	30	69	0	10	0	20	0	0	0	241	+	6	0	12	0
08:30	0	41	22	36	84	0	17	0	14	0	0	0	214	*	0	0	3	0
08:45	0	40	18	27	64	0	17	0	15	0	0	0	181		2	0	1	0
Total	**0**	**370**	**189**	**473**	**586**	**0**	**95**	**0**	**108**	**0**	**0**	**0**	**1821**		**28**	**2**	**32**	**0**
Pk Hr	**0**	**235**	**80**	**144**	**278**	**0**	**49**	**0**	**55**	**0**	**0**	**0**	**841**	*	**21**	**0**	**26**	**0**
15x4	**0**	**376**	**100**	**220**	**336**	**0**	**68**	**0**	**80**	**0**	**0**	**0**	**1180**	+	**24**	**0**	**48**	**0**
Avg Hr	**0**	**123**	**63**	**158**	**195**	**0**	**32**	**0**	**36**	**0**	**0**	**0**	**607**		**9**	**1**	**11**	**0**

Peak Hour	07:45
Peak 15min	08:15
North approach PHF	0.66
South approach PHF	0.76
West approach PHF	0.70
East approach PHF	NA

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AM Peak Hour Volumes



Noon Peak Period

Combined Volume

Location: Thorne Avenue @ 207 Street

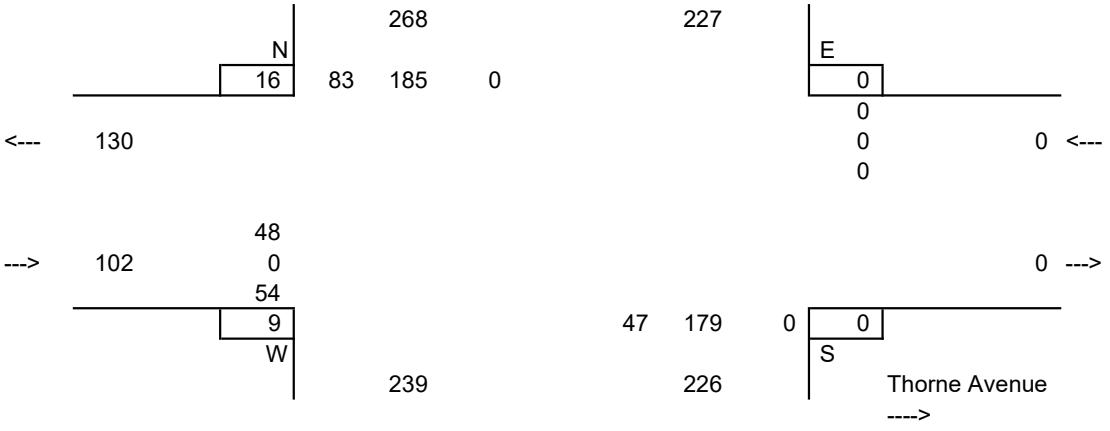
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
11:00	0	42	10	13	30	0	6	0	3	0	0	0	104		1	0	7	0
11:15	0	35	11	8	54	0	16	0	13	0	0	0	137		4	0	0	0
11:30	0	32	18	14	45	0	12	0	11	0	0	0	132		1	0	1	0
11:45	0	49	17	12	52	0	17	0	10	0	0	0	157		1	0	1	0
12:00	0	43	19	15	42	0	17	0	14	0	0	0	150	*	7	0	0	0
12:15	0	51	25	12	46	0	6	0	10	0	0	0	150	*	1	0	4	0
12:30	0	44	21	5	40	0	14	0	13	0	0	0	137	*	3	0	4	0
12:45	0	47	18	15	51	0	11	0	17	0	0	0	159	+	5	0	1	0
Total	**0**	**343**	**139**	**94**	**360**	**0**	**99**	**0**	**91**	**0**	**0**	**0**	**1126**		**23**	**0**	**18**	**0**
Pk Hr	**0**	**185**	**83**	**47**	**179**	**0**	**48**	**0**	**54**	**0**	**0**	**0**	**596**	*	**16**	**0**	**9**	**0**
15x4	**0**	**204**	**100**	**60**	**204**	**0**	**68**	**0**	**68**	**0**	**0**	**0**	**704**	+	**20**	**0**	**4**	**0**
Avg Hr	**0**	**172**	**70**	**47**	**180**	**0**	**50**	**0**	**46**	**0**	**0**	**0**	**563**		**12**	**0**	**9**	**0**

Peak Hour	12:00
Peak 15min	12:45
North Leg PHF	0.88
South Leg PHF	0.86
West Leg PHF	0.75
East Leg PHF	NA

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Noon Peak Hour Volumes



PM Peak Period

Combined Volume

Location: Thorne Avenue @ 207 Street

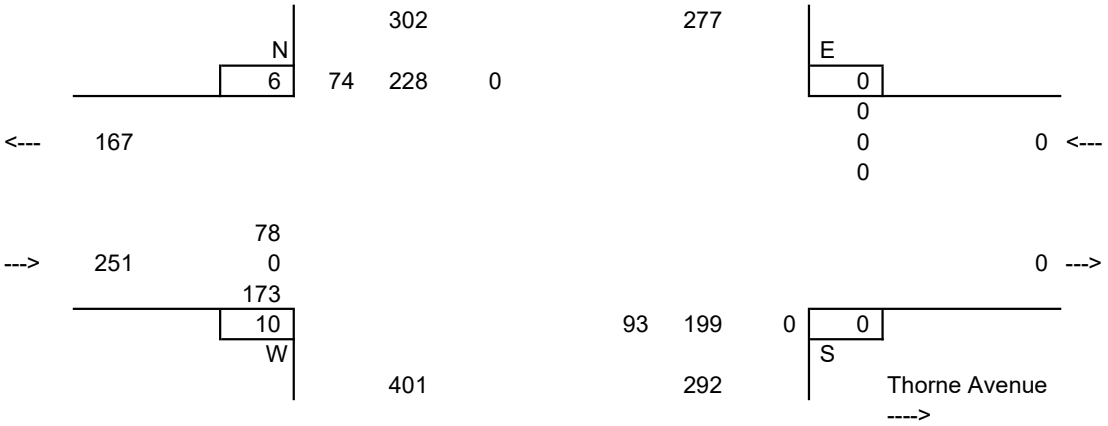
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
15:00	0	69	23	25	63	0	14	0	31	0	0	0	225		11	0	11	0
15:15	0	62	20	31	59	0	7	0	36	0	0	0	215		3	0	2	0
15:30	0	49	17	22	55	0	15	0	44	0	0	0	202		3	0	2	0
15:45	0	53	18	13	54	0	19	0	29	0	0	0	186		0	0	5	0
16:00	0	73	20	29	56	0	14	0	41	0	0	0	233	+	2	0	0	0
16:15	0	67	17	16	46	0	23	0	44	0	0	0	213	*	2	0	1	0
16:30	0	45	19	19	47	0	21	0	47	0	0	0	198	*	0	0	4	0
16:45	0	43	18	29	50	0	20	0	41	0	0	0	201	*	2	0	5	0
17:00	0	55	20	22	52	0	15	0	55	0	0	0	219		1	0	3	0
17:15	0	42	19	19	53	0	25	0	50	0	0	0	208		2	0	2	0
17:30	0	55	18	19	44	0	12	0	42	0	0	0	190		2	0	4	0
17:45	0	48	26	21	49	0	17	0	31	0	0	0	192		7	0	4	0
Total	**0**	**661**	**235**	**265**	**628**	**0**	**202**	**0**	**491**	**0**	**0**	**0**	**2482**		**35**	**0**	**43**	**0**
Pk Hr	**0**	**228**	**74**	**93**	**199**	**0**	**78**	**0**	**173**	**0**	**0**	**0**	**845**	*	**6**	**0**	**10**	**0**
15x4	**0**	**292**	**80**	**116**	**224**	**0**	**92**	**0**	**188**	**0**	**0**	**0**	**992**	+	**8**	**0**	**0**	**0**
Avg Hr	**0**	**220**	**78**	**88**	**209**	**0**	**67**	**0**	**164**	**0**	**0**	**0**	**827**		**12**	**0**	**14**	**0**

Peak Hour	16:00
Peak 15min	16:00
North Leg PHF	0.81
South Leg PHF	0.86
West Leg PHF	0.90
East Leg PHF	NA

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PM Peak Hour Volumes



Average Hour Period

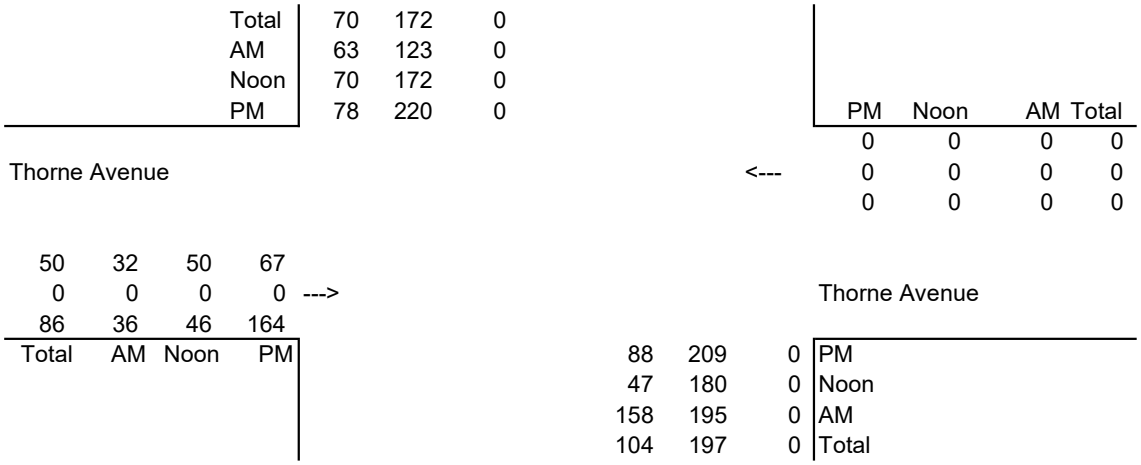
Combined Volume

Location: Thorne Avenue @ 207 Street

February 27, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	0	1374	563	832	1574	0	396	0	690	0	0	0	5429	86	2	93	0
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	0	172	70	104	197	0	50	0	86	0	0	0	679	11	0	12	0
AM Period																	
Total	0	370	189	473	586	0	95	0	108	0	0	0	1821	28	2	32	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	123	63	158	195	0	32	0	36	0	0	0	607	9	1	11	0
Noon Period																	
Total	0	343	139	94	360	0	99	0	91	0	0	0	1126	23	0	18	0
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	0	172	70	47	180	0	50	0	46	0	0	0	563	12	0	9	0
PM Period																	
Total	0	661	235	265	628	0	202	0	491	0	0	0	2482	35	0	43	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	220	78	88	209	0	67	0	164	0	0	0	827	12	0	14	0

Average Hour Volumes



PREMIERE TRAFFIC DATA SERVICES

Turning Movement Count Data
Regular Vehicles

Site Number:	3
Major Route:	207 Street
Minor Route:	Thorne Avenue
Municipality:	Maple Ridge
Filename:	3-TMC-207 St@Thorne Ave-Feb 27 2024
Date:	February 27, 2024
Day-of-week:	Tuesday
East/West Route:	Thorne Avenue
Intersection Type:	3 leg west approach
Signalized (y/n?):	no
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Regular Vehicles

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00		5	10	27	24		3		2				71		0	0	0	
06:15		2	7	26	15		5		5				60		0	0	0	
06:30		11	12	40	31		3		5				102		1	0	4	
06:45		20	14	54	27		3		6				124		0	0	1	
07:00		15	18	46	31		4		4				118		2	0	0	
07:15		14	13	49	46		8		10				140		1	0	0	
07:30		22	13	57	66		3		6				167		1	2	0	
07:45		37	25	55	52		9		7				185	*	5	0	0	
08:00		58	15	23	71		12		14				193	*	10	0	11	
08:15		93	17	30	68		10		20				238	+	6	0	12	
08:30		40	22	35	82		17		14				210	*	0	0	3	
08:45		37	17	27	63		17		15				176		2	0	1	
Total	**0**	**354**	**183**	**469**	**576**	**0**	**94**	**0**	**108**	**0**	**0**	**0**	**1784**		**28**	**2**	**32**	**0**
Pk Hr	**0**	**228**	**79**	**143**	**273**	**0**	**48**	**0**	**55**	**0**	**0**	**0**	**826**	*	**21**	**0**	**26**	**0**
15x4	**0**	**372**	**100**	**220**	**328**	**0**	**68**	**0**	**80**	**0**	**0**	**0**	**1168**	+	**24**	**0**	**48**	**0**
11:00		42	10	13	29		6		3				103		1	0	7	
11:15		35	11	8	54		16		12				136		4	0	0	
11:30		31	18	14	43		12		11				129		1	0	1	
11:45		47	16	12	52		17		9				153		1	0	1	
12:00		42	19	15	40		17		14				147	*	7	0	0	
12:15		49	24	12	46		6		10				147	*	1	0	4	
12:30		43	21	5	39		12		12				132	*	3	0	4	
12:45		47	17	14	50		11		17				156	+	5	0	1	
Total	**0**	**336**	**136**	**93**	**353**	**0**	**97**	**0**	**88**	**0**	**0**	**0**	**1103**		**23**	**0**	**18**	**0**
Pk Hr	**0**	**181**	**81**	**46**	**175**	**0**	**46**	**0**	**53**	**0**	**0**	**0**	**582**	*	**16**	**0**	**9**	**0**
15x4	**0**	**196**	**96**	**60**	**200**	**0**	**68**	**0**	**68**	**0**	**0**	**0**	**688**	+	**20**	**0**	**4**	**0**
15:00		68	21	25	62		14		30				220		11	0	11	
15:15		62	20	31	59		7		35				214		3	0	2	
15:30		47	17	22	53		14		44				197		3	0	2	
15:45		53	18	13	51		19		28				182		0	0	5	
16:00		73	20	29	56		14		41				233	+	2	0	0	
16:15		67	17	16	46		23		44				213	*	2	0	1	
16:30		45	19	19	47		21		47				198	*	0	0	4	
16:45		43	18	29	50		19		41				200	*	2	0	5	
17:00		55	20	22	52		15		54				218		1	0	3	
17:15		41	19	19	52		25		50				206		2	0	2	
17:30		54	18	19	44		12		41				188		2	0	4	
17:45		48	26	21	49		17		31				192		7	0	4	
Total	**0**	**656**	**233**	**265**	**621**	**0**	**200**	**0**	**486**	**0**	**0**	**0**	**2461**		**35**	**0**	**43**	**0**
Pk Hr	**0**	**228**	**74**	**93**	**199**	**0**	**77**	**0**	**173**	**0**	**0**	**0**	**844**	*	**6**	**0**	**10**	**0**
15x4	**0**	**292**	**80**	**116**	**224**	**0**	**92**	**0**	**188**	**0**	**0**	**0**	**992**	+	**8**	**0**	**0**	**0**

AM Peak Period

Regular Vehicles

Location: Thorne Avenue @ 207 Street

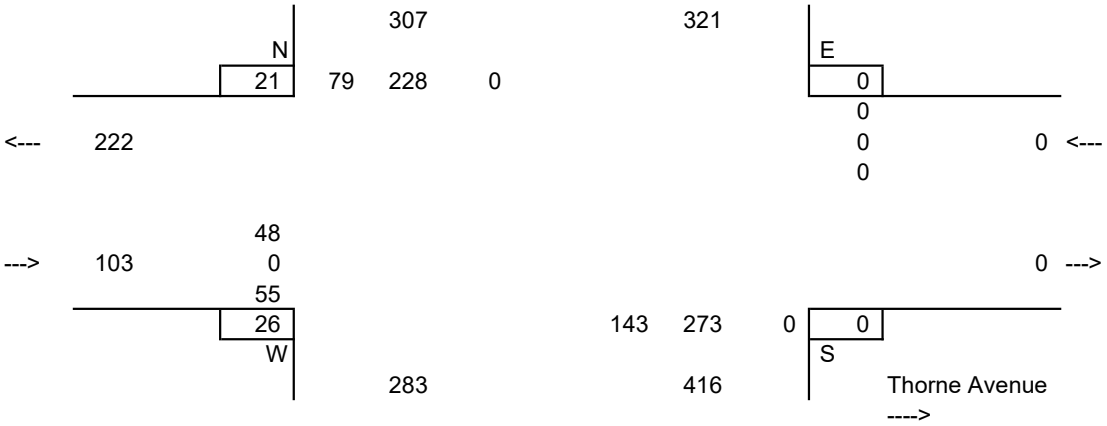
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00		5	10	27	24		3		2	0	0	0	71		0	0	0	0
06:15		2	7	26	15		5		5	0	0	0	60		0	0	0	0
06:30		11	12	40	31		3		5	0	0	0	102		1	0	4	0
06:45		20	14	54	27		3		6	0	0	0	124		0	0	1	0
07:00		15	18	46	31		4		4	0	0	0	118		2	0	0	0
07:15		14	13	49	46		8		10	0	0	0	140		1	0	0	0
07:30		22	13	57	66		3		6	0	0	0	167		1	2	0	0
07:45		37	25	55	52		9		7	0	0	0	185	*	5	0	0	0
08:00		58	15	23	71		12		14	0	0	0	193	*	10	0	11	0
08:15		93	17	30	68		10		20	0	0	0	238	+	6	0	12	0
08:30		40	22	35	82		17		14	0	0	0	210	*	0	0	3	0
08:45		37	17	27	63		17		15	0	0	0	176		2	0	1	0
Total	**0**	**354**	**183**	**469**	**576**	**0**	**94**	**0**	**108**	**0**	**0**	**0**	**1784**		**28**	**2**	**32**	**0**
Pk Hr	**0**	**228**	**79**	**143**	**273**	**0**	**48**	**0**	**55**	**0**	**0**	**0**	**826**	*	**21**	**0**	**26**	**0**
15x4	**0**	**372**	**100**	**220**	**328**	**0**	**68**	**0**	**80**	**0**	**0**	**0**	**1168**	+	**24**	**0**	**48**	**0**
Avg Hr	**0**	**118**	**61**	**156**	**192**	**0**	**31**	**0**	**36**	**0**	**0**	**0**	**595**		**9**	**1**	**11**	**0**

Peak Hour	07:45
Peak 15min	08:15
North approach PHF	0.65
South approach PHF	0.76
West approach PHF	0.70
East approach PHF	NA

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AM Peak Hour Volumes



Noon Peak Period

Regular Vehicles

Location: Thorne Avenue @ 207 Street

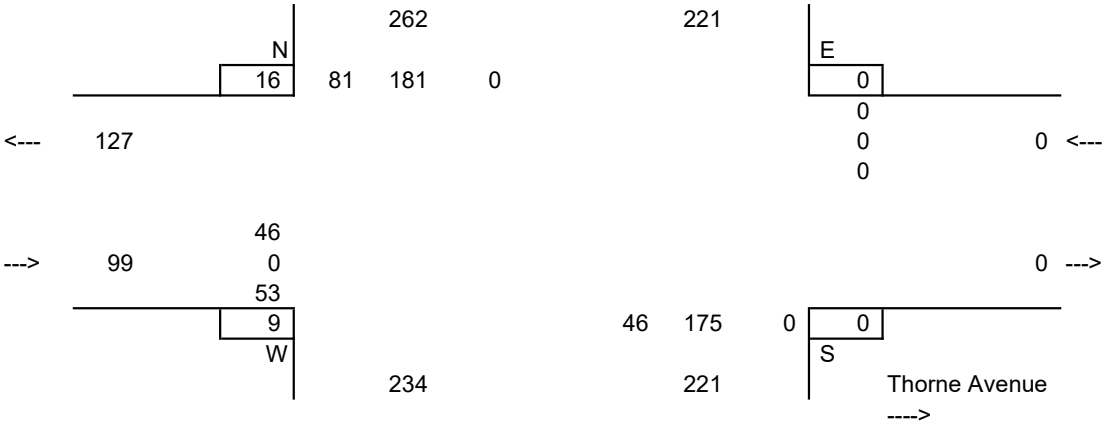
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
11:00		42	10	13	29		6		3	0	0	0	103		1	0	7	0
11:15		35	11	8	54		16		12	0	0	0	136		4	0	0	0
11:30		31	18	14	43		12		11	0	0	0	129		1	0	1	0
11:45		47	16	12	52		17		9	0	0	0	153		1	0	1	0
12:00		42	19	15	40		17		14	0	0	0	147	*	7	0	0	0
12:15		49	24	12	46		6		10	0	0	0	147	*	1	0	4	0
12:30		43	21	5	39		12		12	0	0	0	132	*	3	0	4	0
12:45		47	17	14	50		11		17	0	0	0	156	+	5	0	1	0
Total	**0**	**336**	**136**	**93**	**353**	**0**	**97**	**0**	**88**	**0**	**0**	**0**	**1103**		**23**	**0**	**18**	**0**
Pk Hr	**0**	**181**	**81**	**46**	**175**	**0**	**46**	**0**	**53**	**0**	**0**	**0**	**582**	*	**16**	**0**	**9**	**0**
15x4	**0**	**196**	**96**	**60**	**200**	**0**	**68**	**0**	**68**	**0**	**0**	**0**	**688**	+	**20**	**0**	**4**	**0**
Avg Hr	**0**	**168**	**68**	**47**	**177**	**0**	**49**	**0**	**44**	**0**	**0**	**0**	**552**		**12**	**0**	**9**	**0**

Peak Hour	12:00
Peak 15min	12:45
North Leg PHF	0.90
South Leg PHF	0.85
West Leg PHF	0.73
East Leg PHF	NA

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Noon Peak Hour Volumes



PM Peak Period

Regular Vehicles

Location: Thorne Avenue @ 207 Street

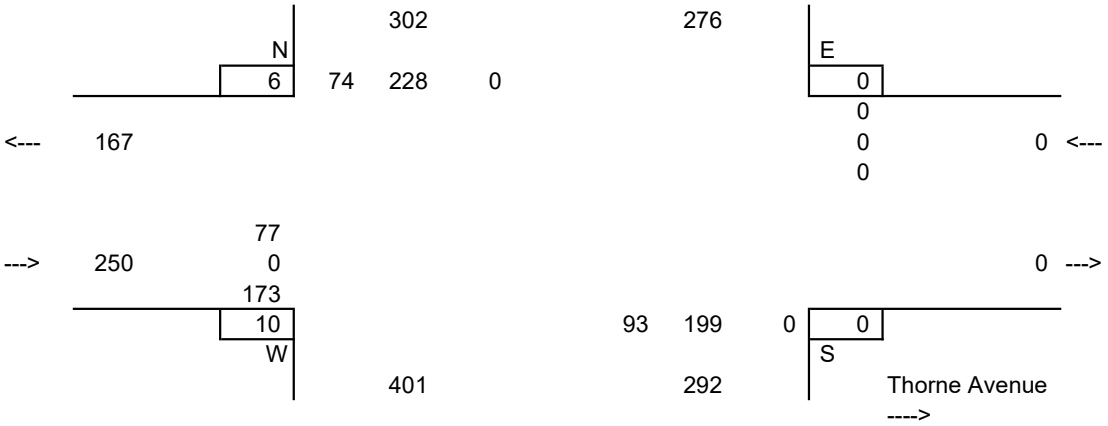
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
15:00		68	21	25	62		14		30	0	0	0	220		11	0	11	0
15:15		62	20	31	59		7		35	0	0	0	214		3	0	2	0
15:30		47	17	22	53		14		44	0	0	0	197		3	0	2	0
15:45		53	18	13	51		19		28	0	0	0	182		0	0	5	0
16:00		73	20	29	56		14		41	0	0	0	233	+	2	0	0	0
16:15		67	17	16	46		23		44	0	0	0	213	*	2	0	1	0
16:30		45	19	19	47		21		47	0	0	0	198	*	0	0	4	0
16:45		43	18	29	50		19		41	0	0	0	200	*	2	0	5	0
17:00		55	20	22	52		15		54	0	0	0	218		1	0	3	0
17:15		41	19	19	52		25		50	0	0	0	206		2	0	2	0
17:30		54	18	19	44		12		41	0	0	0	188		2	0	4	0
17:45		48	26	21	49		17		31	0	0	0	192		7	0	4	0
Total	**0**	**656**	**233**	**265**	**621**	**0**	**200**	**0**	**486**	**0**	**0**	**0**	**2461**		**35**	**0**	**43**	**0**
Pk Hr	**0**	**228**	**74**	**93**	**199**	**0**	**77**	**0**	**173**	**0**	**0**	**0**	**844**	*	**6**	**0**	**10**	**0**
15x4	**0**	**292**	**80**	**116**	**224**	**0**	**92**	**0**	**188**	**0**	**0**	**0**	**992**	+	**8**	**0**	**0**	**0**
Avg Hr	**0**	**219**	**78**	**88**	**207**	**0**	**67**	**0**	**162**	**0**	**0**	**0**	**820**		**12**	**0**	**14**	**0**

Peak Hour	16:00
Peak 15min	16:00
North Leg PHF	0.81
South Leg PHF	0.86
West Leg PHF	0.89
East Leg PHF	NA

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PM Peak Hour Volumes

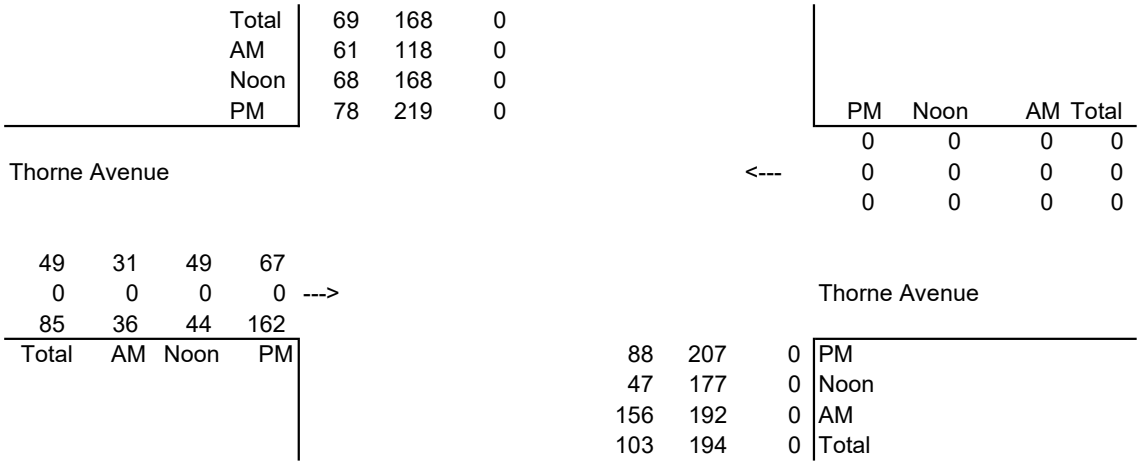


Average Hour Period
Regular Vehicles

Location: Thorne Avenue @ 207 Street
February 27, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	0	1346	552	827	1550	0	391	0	682	0	0	0	5348	86	2	93	0
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	0	168	69	103	194	0	49	0	85	0	0	0	669	11	0	12	0
AM Period																	
Total	0	354	183	469	576	0	94	0	108	0	0	0	1784	28	2	32	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	118	61	156	192	0	31	0	36	0	0	0	595	9	1	11	0
Noon Period																	
Total	0	336	136	93	353	0	97	0	88	0	0	0	1103	23	0	18	0
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	0	168	68	47	177	0	49	0	44	0	0	0	552	12	0	9	0
PM Period																	
Total	0	656	233	265	621	0	200	0	486	0	0	0	2461	35	0	43	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	219	78	88	207	0	67	0	162	0	0	0	820	12	0	14	0

Average Hour Volumes



PREMIERE TRAFFIC DATA SERVICES

Turning Movement Count Data
Trucks

Site Number:	3
Major Route:	207 Street
Minor Route:	Thorne Avenue
Municipality:	Maple Ridge
Filename:	3-TMC-207 St@Thorne Ave-Feb 27 2024
Date:	February 27, 2024
Day-of-week:	Tuesday
East/West Route:	Thorne Avenue
Intersection Type:	3 leg west approach
Signalized (y/n?):	no
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Trucks

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00		0	0	0	0		0		0				0					
06:15		0	0	1	0		0		0				1					
06:30		0	1	1	1		0		0				3					
06:45		0	0	0	0		0		0				0					
07:00		1	1	0	0		0		0				2					
07:15		3	1	0	1		0		0				5	*				
07:30		2	1	1	2		0		0				6	+				
07:45		2	0	0	1		1		0				4	*				
08:00		3	0	0	1		0		0				4	*				
08:15		1	1	0	1		0		0				3					
08:30		1	0	1	2		0		0				4					
08:45		3	1	0	1		0		0				5					
Total	**0**	**16**	**6**	**4**	**10**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**37**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**10**	**2**	**1**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**19**	*	**0**	**0**	**0**	**0**
15x4	**0**	**12**	**4**	**4**	**8**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**32**	+	**0**	**0**	**0**	**0**
11:00		0	0	0	1		0		0				1					
11:15		0	0	0	0		0		1				1					
11:30		1	0	0	2		0		0				3					
11:45		2	1	0	0		0		1				4	*				
12:00		1	0	0	2		0		0				3	*				
12:15		2	1	0	0		0		0				3	*				
12:30		1	0	0	1		2		1				5	+				
12:45		0	1	1	1		0		0				3					
Total	**0**	**7**	**3**	**1**	**7**	**0**	**2**	**0**	**3**	**0**	**0**	**0**	**23**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**6**	**2**	**0**	**3**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**15**	*	**0**	**0**	**0**	**0**
15x4	**0**	**8**	**4**	**0**	**8**	**0**	**8**	**0**	**4**	**0**	**0**	**0**	**32**	+	**0**	**0**	**0**	**0**
15:00		1	2	0	1		0		1				5	+				
15:15		0	0	0	0		0		1				1	*				
15:30		2	0	0	2		1		0				5	+				
15:45		0	0	0	3		0		1				4	*				
16:00		0	0	0	0		0		0				0					
16:15		0	0	0	0		0		0				0					
16:30		0	0	0	0		0		0				0					
16:45		0	0	0	0		1		0				1					
17:00		0	0	0	0		0		1				1					
17:15		1	0	0	1		0		0				2					
17:30		1	0	0	0		0		1				2					
17:45		0	0	0	0		0		0				0					
Total	**0**	**5**	**2**	**0**	**7**	**0**	**2**	**0**	**5**	**0**	**0**	**0**	**21**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**3**	**2**	**0**	**6**	**0**	**1**	**0**	**3**	**0**	**0**	**0**	**15**	*	**0**	**0**	**0**	**0**
15x4	**0**	**8**	**8**	**0**	**12**	**0**	**4**	**0**	**4**	**0**	**0**	**0**	**36**	+	**0**	**0**	**0**	**0**

AM Peak Period

Trucks

Location: Thorne Avenue @ 207 Street

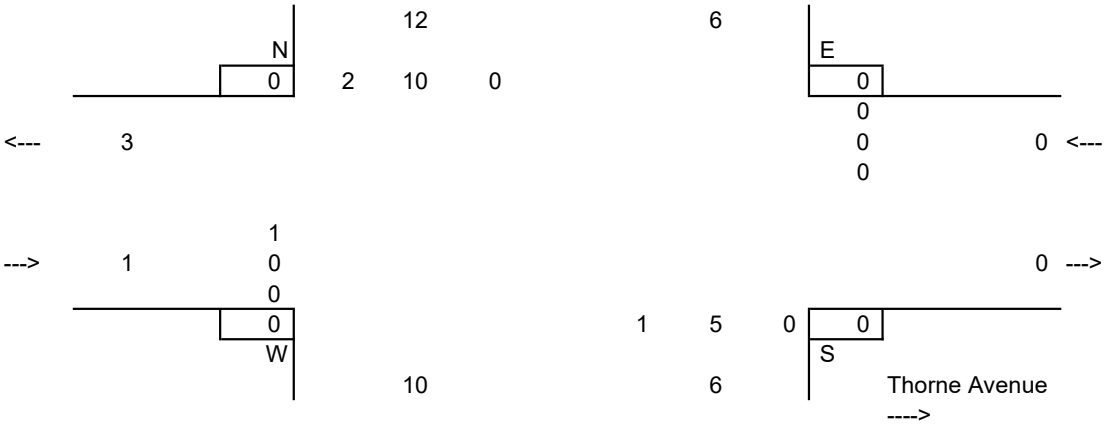
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00		0	0	0	0		0		0	0	0	0	0		0	0	0	0
06:15		0	0	1	0		0		0	0	0	0	1		0	0	0	0
06:30		0	1	1	1		0		0	0	0	0	3		0	0	0	0
06:45		0	0	0	0		0		0	0	0	0	0		0	0	0	0
07:00		1	1	0	0		0		0	0	0	0	2		0	0	0	0
07:15		3	1	0	1		0		0	0	0	0	5	*	0	0	0	0
07:30		2	1	1	2		0		0	0	0	0	6	+	0	0	0	0
07:45		2	0	0	1		1		0	0	0	0	4	*	0	0	0	0
08:00		3	0	0	1		0		0	0	0	0	4	*	0	0	0	0
08:15		1	1	0	1		0		0	0	0	0	3		0	0	0	0
08:30		1	0	1	2		0		0	0	0	0	4		0	0	0	0
08:45		3	1	0	1		0		0	0	0	0	5		0	0	0	0
Total	**0**	**16**	**6**	**4**	**10**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**37**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**10**	**2**	**1**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**19**	*	**0**	**0**	**0**	**0**
15x4	**0**	**12**	**4**	**4**	**8**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**32**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**5**	**2**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**		**0**	**0**	**0**	**0**

Peak Hour	07:15
Peak 15min	07:30
North approach PHF	0.75
South approach PHF	0.50
West approach PHF	0.25
East approach PHF	NA

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AM Peak Hour Volumes



Noon Peak Period

Trucks

Location: Thorne Avenue @ 207 Street

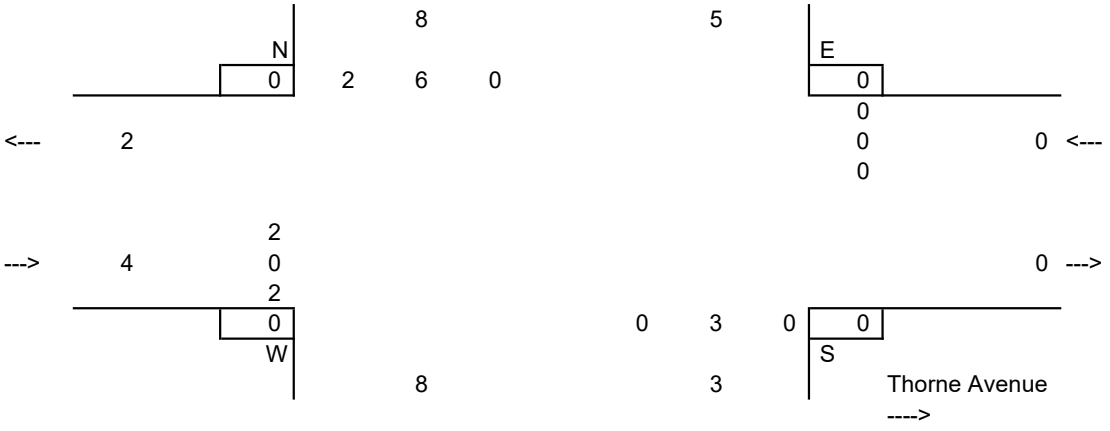
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
11:00		0	0	0	1		0		0	0	0	0	1		0	0	0	0
11:15		0	0	0	0		0		1	0	0	0	1		0	0	0	0
11:30		1	0	0	2		0		0	0	0	0	3		0	0	0	0
11:45		2	1	0	0		0		1	0	0	0	4	*	0	0	0	0
12:00		1	0	0	2		0		0	0	0	0	3	*	0	0	0	0
12:15		2	1	0	0		0		0	0	0	0	3	*	0	0	0	0
12:30		1	0	0	1		2		1	0	0	0	5	+	0	0	0	0
12:45		0	1	1	1		0		0	0	0	0	3		0	0	0	0
Total	**0**	**7**	**3**	**1**	**7**	**0**	**2**	**0**	**3**	**0**	**0**	**0**	**23**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**6**	**2**	**0**	**3**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**15**	*	**0**	**0**	**0**	**0**
15x4	**0**	**8**	**4**	**0**	**8**	**0**	**8**	**0**	**4**	**0**	**0**	**0**	**32**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**4**	**2**	**1**	**4**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**12**		**0**	**0**	**0**	**0**

Peak Hour	11:45
Peak 15min	12:30
North Leg PHF	0.67
South Leg PHF	0.38
West Leg PHF	0.33
East Leg PHF	NA

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Noon Peak Hour Volumes



PM Peak Period

Trucks

Location: Thorne Avenue @ 207 Street

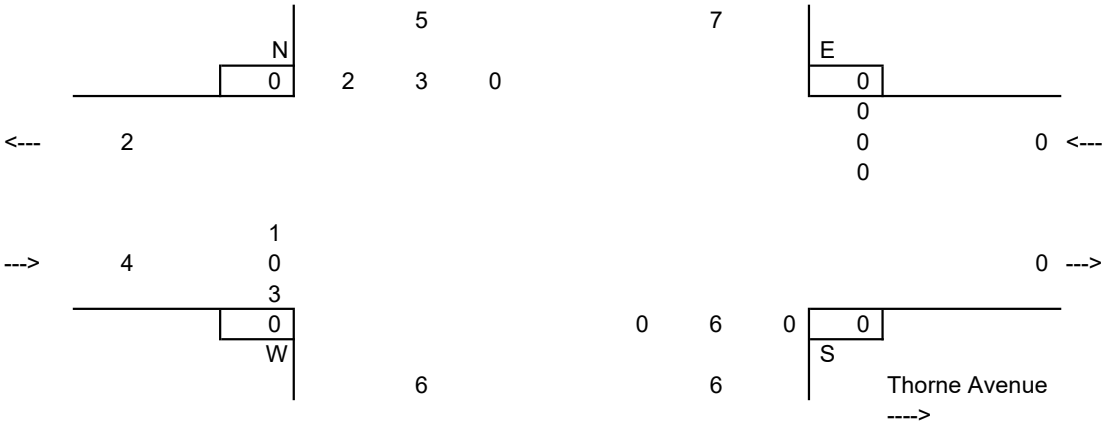
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
15:00		1	2	0	1		0		1	0	0	0	5	+	0	0	0	0
15:15		0	0	0	0		0		1	0	0	0	1	*	0	0	0	0
15:30		2	0	0	2		1		0	0	0	0	5	+	0	0	0	0
15:45		0	0	0	3		0		1	0	0	0	4	*	0	0	0	0
16:00		0	0	0	0		0		0	0	0	0	0		0	0	0	0
16:15		0	0	0	0		0		0	0	0	0	0		0	0	0	0
16:30		0	0	0	0		0		0	0	0	0	0		0	0	0	0
16:45		0	0	0	0		1		0	0	0	0	1		0	0	0	0
17:00		0	0	0	0		0		1	0	0	0	1		0	0	0	0
17:15		1	0	0	1		0		0	0	0	0	2		0	0	0	0
17:30		1	0	0	0		0		1	0	0	0	2		0	0	0	0
17:45		0	0	0	0		0		0	0	0	0	0		0	0	0	0
Total	**0**	**5**	**2**	**0**	**7**	**0**	**2**	**0**	**5**	**0**	**0**	**0**	**21**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**3**	**2**	**0**	**6**	**0**	**1**	**0**	**3**	**0**	**0**	**0**	**15**	*	**0**	**0**	**0**	**0**
15x4	**0**	**8**	**8**	**0**	**12**	**0**	**4**	**0**	**4**	**0**	**0**	**0**	**36**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**2**	**1**	**0**	**2**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**7**		**0**	**0**	**0**	**0**

Peak Hour	15:00
Peak 15min	15:30
North Leg PHF	0.31
South Leg PHF	0.50
West Leg PHF	0.50
East Leg PHF	NA

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PM Peak Hour Volumes



Average Hour Period

Trucks

Location: Thorne Avenue @ 207 Street
February 27, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	0	28	11	5	24	0	5	0	8	0	0	0	81	0	0	0	0
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	0	4	1	1	3	0	1	0	1	0	0	0	10	0	0	0	0
AM Period																	
Total	0	16	6	4	10	0	1	0	0	0	0	0	37	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	5	2	1	3	0	0	0	0	0	0	0	12	0	0	0	0
Noon Period																	
Total	0	7	3	1	7	0	2	0	3	0	0	0	23	0	0	0	0
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	0	4	2	1	4	0	1	0	2	0	0	0	12	0	0	0	0
PM Period																	
Total	0	5	2	0	7	0	2	0	5	0	0	0	21	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	2	1	0	2	0	1	0	2	0	0	0	7	0	0	0	0

Average Hour Volumes

Total	1	4	0
AM	2	5	0
Noon	2	4	0
PM	1	2	0

Thorne Avenue

PM	Noon	AM	Total
0	0	0	0
0	0	0	0
0	0	0	0

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1	0	1	1
0	0	0	0
1	0	2	2

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Total	AM	Noon	PM
0	2	0	PM
1	4	0	Noon
1	3	0	AM
1	3	0	Total

Thorne Avenue

PREMIERE TRAFFIC DATA SERVICES

Turning Movement Count Data
Cyclists

Site Number:	3
Major Route:	207 Street
Minor Route:	Thorne Avenue
Municipality:	Maple Ridge
Filename:	3-TMC-207 St@Thorne Ave-Feb 27 2024
Date:	February 27, 2024
Day-of-week:	Tuesday
East/West Route:	Thorne Avenue
Intersection Type:	3 leg west approach
Signalized (y/n?):	no
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Cyclists

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00		0	0	0	0		0		0				0					
06:15		0	0	0	0		0		0				0					
06:30		0	0	0	0		0		0				0					
06:45		0	0	0	0		0		0				0					
07:00		0	0	0	0		0		0				0					
07:15		0	0	1	0		0		0				1					
07:30		0	0	0	0		0		0				0					
07:45		0	1	0	0		0		0				1					
08:00		0	0	1	0		0		0				1	*				
08:15		0	0	2	2		0		0				4	+				
08:30		0	0	1	1		0		0				2	*				
08:45		0	0	1	0		0		0				1	*				
Total	**0**	**0**	**1**	**6**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**0**	**5**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	*	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**0**	**8**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	+	**0**	**0**	**0**	**0**
11:00		0	0	0	0		0		0				0					
11:15		0	0	0	0		0		0				0					
11:30		0	0	0	0		0		0				0					
11:45		0	0	0	0		0		0				0					
12:00		0	0	0	0		0		0				0	*				
12:15		0	0	0	0		0		0				0	*				
12:30		0	0	0	4		0		0				4	+				
12:45		2	0	0	0		0		0				2	*				
Total	**0**	**2**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**2**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	*	**0**	**0**	**0**	**0**
15x4	**0**	**8**	**0**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	+	**0**	**0**	**0**	**0**
15:00		0	0	0	1		0		1				2	+				
15:15		0	0	0	0		0		0				0	*				
15:30		0	0	0	0		0		0				0	*				
15:45		0	0	0	1		0		0				1	*				
16:00		0	0	0	0		0		0				0					
16:15		0	0	0	0		0		0				0					
16:30		0	1	0	0		0		0				1					
16:45		0	0	0	0		0		0				0					
17:00		0	0	0	0		0		0				0					
17:15		0	0	0	0		0		1				1					
17:30		0	0	0	0		0		0				0					
17:45		0	0	0	0		0		0				0					
Total	**0**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**5**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	*	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**8**	+	**0**	**0**	**0**	**0**

AM Peak Period

Cyclists

Location: Thorne Avenue @ 207 Street

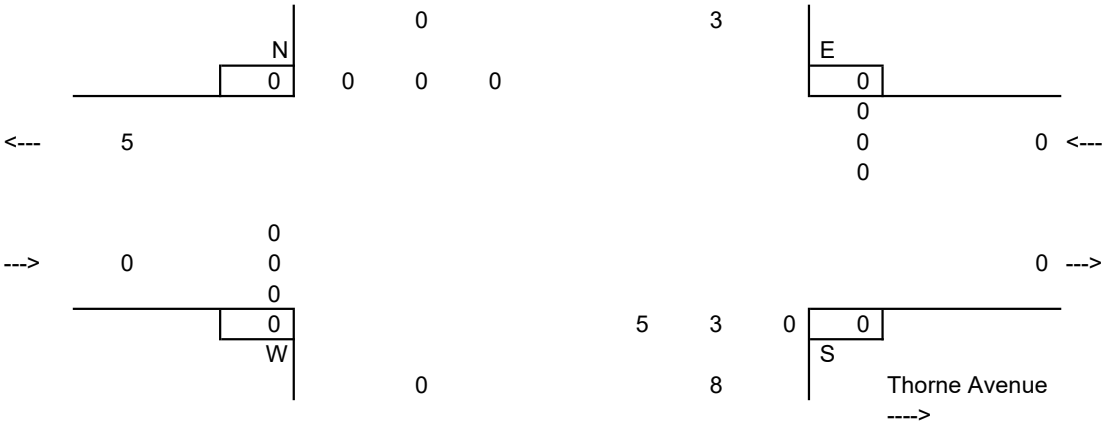
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00		0	0	0	0		0		0	0	0	0	0		0	0	0	0
06:15		0	0	0	0		0		0	0	0	0	0		0	0	0	0
06:30		0	0	0	0		0		0	0	0	0	0		0	0	0	0
06:45		0	0	0	0		0		0	0	0	0	0		0	0	0	0
07:00		0	0	0	0		0		0	0	0	0	0		0	0	0	0
07:15		0	0	1	0		0		0	0	0	0	1		0	0	0	0
07:30		0	0	0	0		0		0	0	0	0	0		0	0	0	0
07:45		0	1	0	0		0		0	0	0	0	1		0	0	0	0
08:00		0	0	1	0		0		0	0	0	0	1	*	0	0	0	0
08:15		0	0	2	2		0		0	0	0	0	4	+	0	0	0	0
08:30		0	0	1	1		0		0	0	0	0	2	*	0	0	0	0
08:45		0	0	1	0		0		0	0	0	0	1	*	0	0	0	0
Total	**0**	**0**	**1**	**6**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**0**	**5**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	*	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**0**	**8**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**		**0**	**0**	**0**	**0**

Peak Hour	08:00
Peak 15min	08:15
North approach PHF	NA
South approach PHF	0.50
West approach PHF	NA
East approach PHF	NA

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AM Peak Hour Volumes



Noon Peak Period

Cyclists

Location: Thorne Avenue @ 207 Street

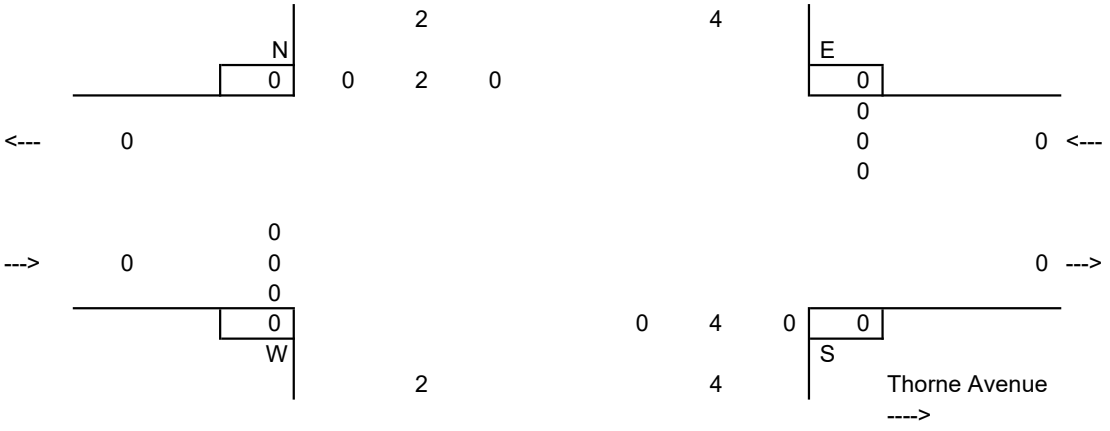
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
11:00		0	0	0	0		0		0	0	0	0	0		0	0	0	0
11:15		0	0	0	0		0		0	0	0	0	0		0	0	0	0
11:30		0	0	0	0		0		0	0	0	0	0		0	0	0	0
11:45		0	0	0	0		0		0	0	0	0	0		0	0	0	0
12:00		0	0	0	0		0		0	0	0	0	0	*	0	0	0	0
12:15		0	0	0	0		0		0	0	0	0	0	*	0	0	0	0
12:30		0	0	0	4		0		0	0	0	0	4	+	0	0	0	0
12:45		2	0	0	0		0		0	0	0	0	2	*	0	0	0	0
Total	**0**	**2**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**2**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	*	**0**	**0**	**0**	**0**
15x4	**0**	**8**	**0**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**		**0**	**0**	**0**	**0**

Peak Hour	12:00
Peak 15min	12:30
North Leg PHF	0.25
South Leg PHF	0.25
West Leg PHF	NA
East Leg PHF	NA

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Noon Peak Hour Volumes



PM Peak Period

Cyclists

Location: Thorne Avenue @ 207 Street

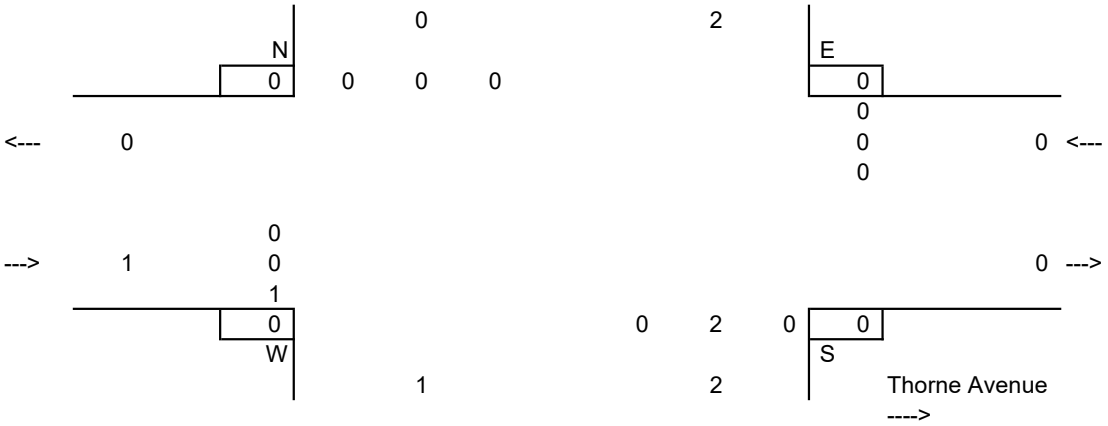
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
15:00		0	0	0	1		0		1	0	0	0	2	+	0	0	0	0
15:15		0	0	0	0		0		0	0	0	0	0	*	0	0	0	0
15:30		0	0	0	0		0		0	0	0	0	0	*	0	0	0	0
15:45		0	0	0	1		0		0	0	0	0	1	*	0	0	0	0
16:00		0	0	0	0		0		0	0	0	0	0		0	0	0	0
16:15		0	0	0	0		0		0	0	0	0	0		0	0	0	0
16:30		0	1	0	0		0		0	0	0	0	1		0	0	0	0
16:45		0	0	0	0		0		0	0	0	0	0		0	0	0	0
17:00		0	0	0	0		0		0	0	0	0	0		0	0	0	0
17:15		0	0	0	0		0		1	0	0	0	1		0	0	0	0
17:30		0	0	0	0		0		0	0	0	0	0		0	0	0	0
17:45		0	0	0	0		0		0	0	0	0	0		0	0	0	0
Total	**0**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**5**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	*	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**8**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**		**0**	**0**	**0**	**0**

Peak Hour	15:00
Peak 15min	15:00
North Leg PHF	NA
South Leg PHF	0.50
West Leg PHF	0.25
East Leg PHF	NA

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PM Peak Hour Volumes

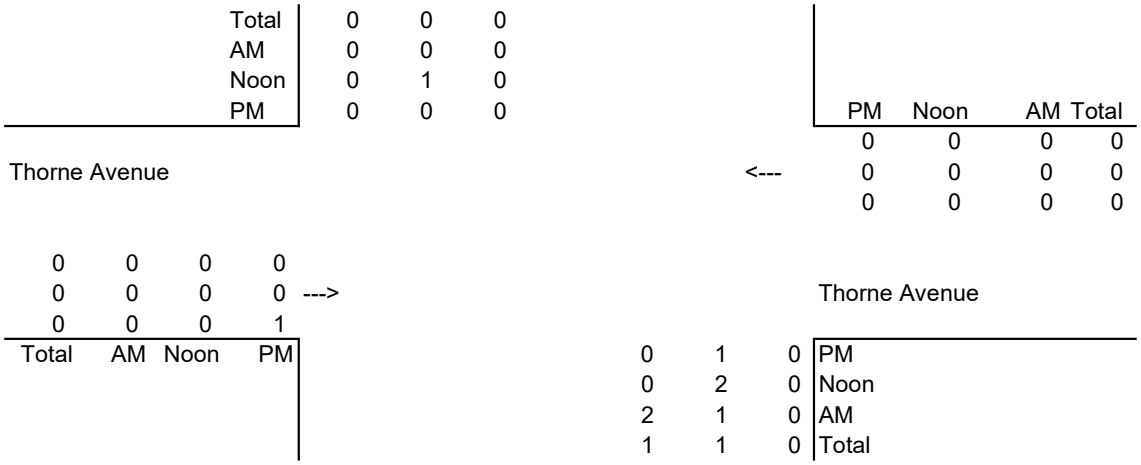


Average Hour Period
Cyclists

Location: Thorne Avenue @ 207 Street
February 27, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	0	2	2	6	9	0	0	0	2	0	0	0	21	0	0	0	0
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	0	0	0	1	1	0	0	0	0	0	0	0	3	0	0	0	0
AM Period																	
Total	0	0	1	6	3	0	0	0	0	0	0	0	10	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	0	0	2	1	0	0	0	0	0	0	0	3	0	0	0	0
Noon Period																	
Total	0	2	0	0	4	0	0	0	0	0	0	0	6	0	0	0	0
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	0	1	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0
PM Period																	
Total	0	0	1	0	2	0	0	0	2	0	0	0	5	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	0

Average Hour Volumes



PREMIERE
TRAFFIC DATA SERVICES

Turning Movement Count Data
Combined Volume

Site Number:	4
Major Route:	207 Street
Minor Route:	River Road
Municipality:	Maple Ridge
Filename:	4-TMC-207 St@River Rd-Feb 27 2024
Date:	February 27, 2024
Day-of-week:	Tuesday
East/West Route:	River Road
Intersection Type:	4 leg
Signalized (y/n?):	yes
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Combined Volume

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	2	6	1	0	6	7	1	0	0	27	0	34	84		0	0	0	0
06:15	2	4	0	0	8	3	0	0	0	27	0	24	68		0	0	0	0
06:30	4	8	0	0	9	8	1	1	0	42	0	55	128		0	0	1	0
06:45	6	18	2	0	9	15	1	1	0	40	0	58	150		0	0	1	0
07:00	6	10	0	0	13	17	1	1	1	52	1	52	154		0	0	0	2
07:15	9	11	1	0	22	25	0	1	0	71	1	59	200		0	0	2	2
07:30	3	25	0	0	35	15	2	0	0	63	1	67	211		0	0	1	2
07:45	10	33	1	0	27	24	1	2	0	60	2	63	223	*	0	0	1	0
08:00	31	39	0	0	48	18	3	2	1	47	1	27	217	*	5	3	3	9
08:15	37	73	1	1	56	19	1	5	0	46	2	19	260	+	11	26	3	13
08:30	16	36	1	0	49	33	5	2	0	35	3	31	211	*	0	9	2	3
08:45	13	33	0	0	37	12	2	4	0	45	2	32	180		0	0	1	2
Total	**139**	**296**	**7**	**1**	**319**	**196**	**18**	**19**	**2**	**555**	**13**	**521**	**2086**		**16**	**38**	**15**	**33**
Pk Hr	**94**	**181**	**3**	**1**	**180**	**94**	**10**	**11**	**1**	**188**	**8**	**140**	**911**	*	**16**	**38**	**9**	**25**
15x4	**148**	**292**	**4**	**4**	**224**	**132**	**20**	**20**	**4**	**240**	**12**	**252**	**1352**	+	**44**	**104**	**12**	**52**
11:00	10	30	1	0	19	9	1	0	0	26	0	11	107		1	2	6	1
11:15	13	29	0	0	43	41	0	2	0	13	0	19	160		1	0	2	2
11:30	16	20	0	0	32	23	0	0	1	31	0	18	141		0	0	1	1
11:45	19	35	1	0	33	34	1	2	0	19	0	20	164		1	0	4	1
12:00	15	34	1	0	33	27	0	1	0	19	1	22	153	*	0	0	2	2
12:15	13	42	1	0	37	33	0	1	0	21	1	13	162	*	0	3	4	3
12:30	21	29	0	0	27	38	0	3	0	20	0	15	153	*	0	0	3	2
12:45	17	37	1	0	31	40	0	1	0	26	0	24	177	+	1	0	2	2
Total	**124**	**256**	**5**	**0**	**255**	**245**	**2**	**10**	**1**	**175**	**2**	**142**	**1217**		**4**	**5**	**24**	**14**
Pk Hr	**66**	**142**	**3**	**0**	**128**	**138**	**0**	**6**	**0**	**86**	**2**	**74**	**645**	*	**1**	**3**	**11**	**9**
15x4	**84**	**168**	**4**	**0**	**148**	**160**	**0**	**12**	**0**	**104**	**4**	**96**	**780**	+	**4**	**0**	**8**	**8**
15:00	39	47	1	0	39	93	3	3	0	25	1	32	283		4	0	7	3
15:15	36	31	2	1	43	89	2	5	0	25	0	28	262		0	1	2	3
15:30	37	29	0	0	42	126	0	6	0	24	2	31	297		1	0	4	1
15:45	25	26	1	0	42	111	1	10	0	19	1	20	256		0	1	2	0
16:00	35	36	1	0	29	116	0	7	0	17	2	35	278		4	3	1	4
16:15	33	40	0	0	30	132	0	9	0	36	1	19	300	*	0	3	1	1
16:30	28	30	0	0	39	133	1	6	0	25	1	23	286	*	0	1	5	1
16:45	34	32	1	0	33	120	1	6	1	19	3	33	283	*	1	1	1	2
17:00	36	38	1	1	44	130	0	8	0	22	4	19	303	+	0	1	0	1
17:15	40	19	2	0	36	113	2	7	0	20	0	26	265		0	0	4	0
17:30	34	35	2	0	31	98	0	4	0	28	1	24	257		0	0	3	1
17:45	33	33	0	0	42	64	0	5	0	23	2	24	226		0	0	0	0
Total	**410**	**396**	**11**	**2**	**450**	**1325**	**10**	**76**	**1**	**283**	**18**	**314**	**3296**		**10**	**11**	**30**	**17**
Pk Hr	**131**	**140**	**2**	**1**	**146**	**515**	**2**	**29**	**1**	**102**	**9**	**94**	**1172**	*	**1**	**6**	**7**	**5**
15x4	**144**	**160**	**4**	**4**	**176**	**532**	**4**	**36**	**4**	**144**	**16**	**132**	**1356**	+	**0**	**4**	**0**	**4**

AM Peak Period

Combined Volume

Location: River Road @ 207 Street

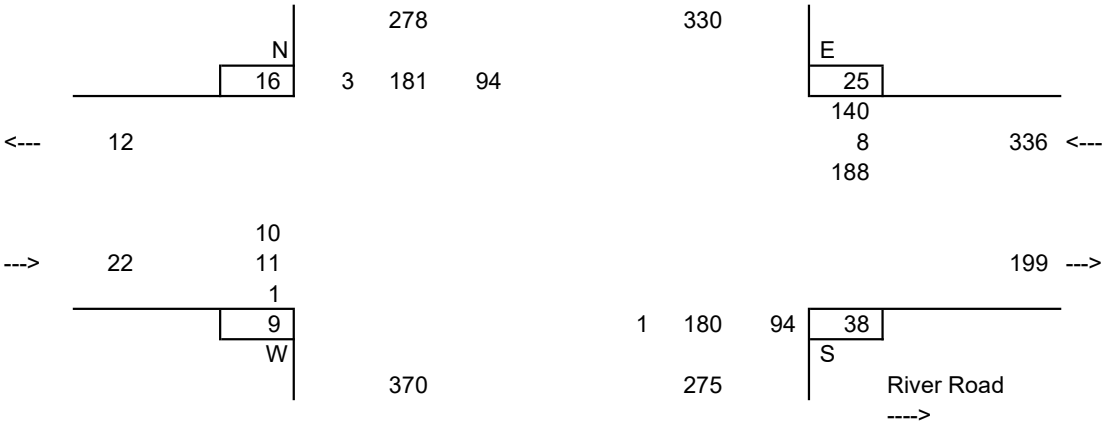
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	2	6	1	0	6	7	1	0	0	27	0	34	84		0	0	0	0
06:15	2	4	0	0	8	3	0	0	0	27	0	24	68		0	0	0	0
06:30	4	8	0	0	9	8	1	1	0	42	0	55	128		0	0	1	0
06:45	6	18	2	0	9	15	1	1	0	40	0	58	150		0	0	1	0
07:00	6	10	0	0	13	17	1	1	1	52	1	52	154		0	0	0	2
07:15	9	11	1	0	22	25	0	1	0	71	1	59	200		0	0	2	2
07:30	3	25	0	0	35	15	2	0	0	63	1	67	211		0	0	1	2
07:45	10	33	1	0	27	24	1	2	0	60	2	63	223	*	0	0	1	0
08:00	31	39	0	0	48	18	3	2	1	47	1	27	217	*	5	3	3	9
08:15	37	73	1	1	56	19	1	5	0	46	2	19	260	+	11	26	3	13
08:30	16	36	1	0	49	33	5	2	0	35	3	31	211	*	0	9	2	3
08:45	13	33	0	0	37	12	2	4	0	45	2	32	180		0	0	1	2
Total	**139**	**296**	**7**	**1**	**319**	**196**	**18**	**19**	**2**	**555**	**13**	**521**	**2086**		**16**	**38**	**15**	**33**
Pk Hr	**94**	**181**	**3**	**1**	**180**	**94**	**10**	**11**	**1**	**188**	**8**	**140**	**911**	*	**16**	**38**	**9**	**25**
15x4	**148**	**292**	**4**	**4**	**224**	**132**	**20**	**20**	**4**	**240**	**12**	**252**	**1352**	+	**44**	**104**	**12**	**52**
Avg Hr	**46**	**99**	**2**	**0**	**106**	**65**	**6**	**6**	**1**	**185**	**4**	**174**	**695**		**5**	**13**	**5**	**11**

Peak Hour	07:45
Peak 15min	08:15
North approach PHF	0.63
South approach PHF	0.76
West approach PHF	0.50
East approach PHF	0.67

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AM Peak Hour Volumes



Noon Peak Period

Combined Volume

Location: River Road @ 207 Street

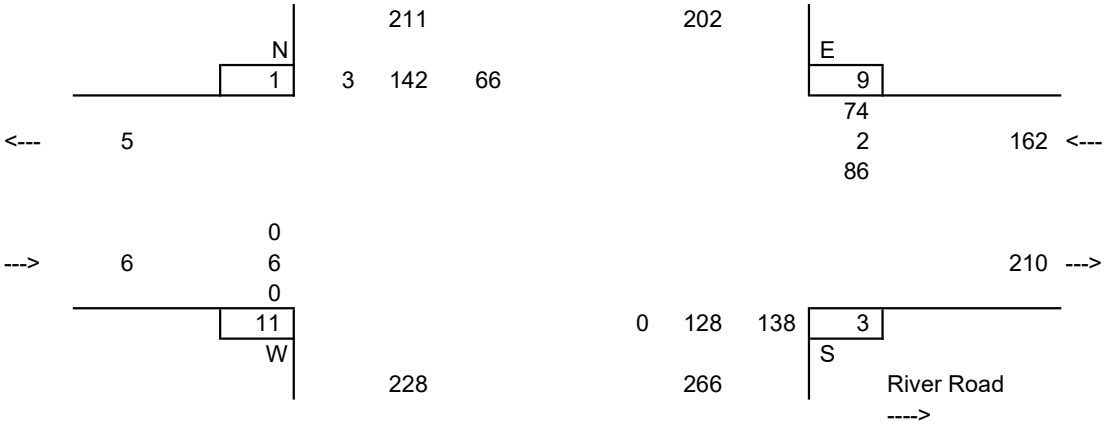
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
11:00	10	30	1	0	19	9	1	0	0	26	0	11	107		1	2	6	1
11:15	13	29	0	0	43	41	0	2	0	13	0	19	160		1	0	2	2
11:30	16	20	0	0	32	23	0	0	1	31	0	18	141		0	0	1	1
11:45	19	35	1	0	33	34	1	2	0	19	0	20	164		1	0	4	1
12:00	15	34	1	0	33	27	0	1	0	19	1	22	153	*	0	0	2	2
12:15	13	42	1	0	37	33	0	1	0	21	1	13	162	*	0	3	4	3
12:30	21	29	0	0	27	38	0	3	0	20	0	15	153	*	0	0	3	2
12:45	17	37	1	0	31	40	0	1	0	26	0	24	177	+	1	0	2	2
Total	**124**	**256**	**5**	**0**	**255**	**245**	**2**	**10**	**1**	**175**	**2**	**142**	**1217**		**4**	**5**	**24**	**14**
Pk Hr	**66**	**142**	**3**	**0**	**128**	**138**	**0**	**6**	**0**	**86**	**2**	**74**	**645**	*	**1**	**3**	**11**	**9**
15x4	**84**	**168**	**4**	**0**	**148**	**160**	**0**	**12**	**0**	**104**	**4**	**96**	**780**	+	**4**	**0**	**8**	**8**
Avg Hr	**62**	**128**	**3**	**0**	**128**	**123**	**1**	**5**	**1**	**88**	**1**	**71**	**609**		**2**	**3**	**12**	**7**

Peak Hour	12:00
Peak 15min	12:45
North Leg PHF	0.82
South Leg PHF	0.86
West Leg PHF	0.50
East Leg PHF	0.79

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Noon Peak Hour Volumes



PM Peak Period

Combined Volume

Location: River Road @ 207 Street

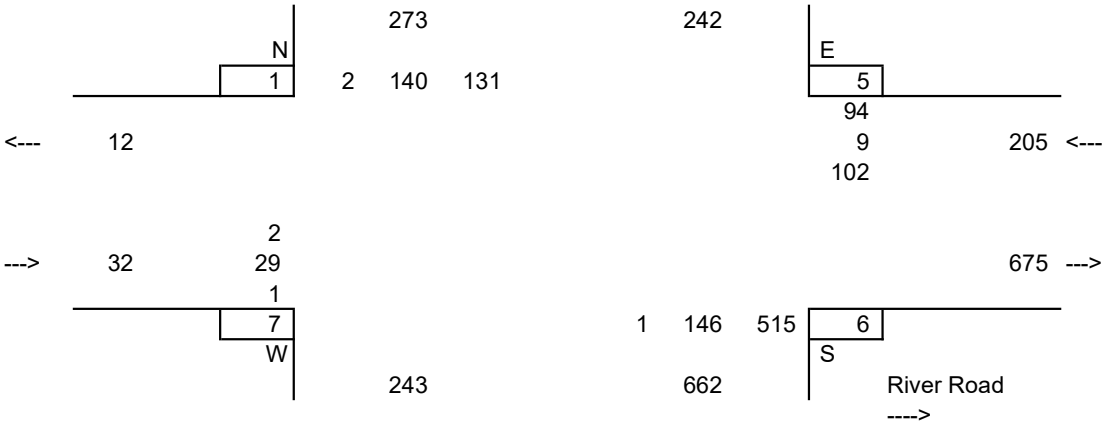
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
15:00	39	47	1	0	39	93	3	3	0	25	1	32	283		4	0	7	3
15:15	36	31	2	1	43	89	2	5	0	25	0	28	262		0	1	2	3
15:30	37	29	0	0	42	126	0	6	0	24	2	31	297		1	0	4	1
15:45	25	26	1	0	42	111	1	10	0	19	1	20	256		0	1	2	0
16:00	35	36	1	0	29	116	0	7	0	17	2	35	278		4	3	1	4
16:15	33	40	0	0	30	132	0	9	0	36	1	19	300	*	0	3	1	1
16:30	28	30	0	0	39	133	1	6	0	25	1	23	286	*	0	1	5	1
16:45	34	32	1	0	33	120	1	6	1	19	3	33	283	*	1	1	1	2
17:00	36	38	1	1	44	130	0	8	0	22	4	19	303	+	0	1	0	1
17:15	40	19	2	0	36	113	2	7	0	20	0	26	265		0	0	4	0
17:30	34	35	2	0	31	98	0	4	0	28	1	24	257		0	0	3	1
17:45	33	33	0	0	42	64	0	5	0	23	2	24	226		0	0	0	0
Total	**410**	**396**	**11**	**2**	**450**	**1325**	**10**	**76**	**1**	**283**	**18**	**314**	**3296**		**10**	**11**	**30**	**17**
Pk Hr	**131**	**140**	**2**	**1**	**146**	**515**	**2**	**29**	**1**	**102**	**9**	**94**	**1172**	*	**1**	**6**	**7**	**5**
15x4	**144**	**160**	**4**	**4**	**176**	**532**	**4**	**36**	**4**	**144**	**16**	**132**	**1356**	+	**0**	**4**	**0**	**4**
Avg Hr	**137**	**132**	**4**	**1**	**150**	**442**	**3**	**25**	**0**	**94**	**6**	**105**	**1099**		**3**	**4**	**10**	**6**

Peak Hour	16:15
Peak 15min	17:00
North Leg PHF	0.89
South Leg PHF	0.93
West Leg PHF	0.73
East Leg PHF	0.70

N
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PM Peak Hour Volumes



Average Hour Period

Combined Volume

Location: River Road @ 207 Street

February 27, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	673	948	23	3	1024	1766	30	105	4	1013	33	977	6599	30	54	69	64
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	84	119	3	0	128	221	4	13	1	127	4	122	825	4	7	9	8
AM Period																	
Total	139	296	7	1	319	196	18	19	2	555	13	521	2086	16	38	15	33
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	46	99	2	0	106	65	6	6	1	185	4	174	695	5	13	5	11
Noon Period																	
Total	124	256	5	0	255	245	2	10	1	175	2	142	1217	4	5	24	14
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	62	128	3	0	128	123	1	5	1	88	1	71	609	2	3	12	7
PM Period																	
Total	410	396	11	2	450	1325	10	76	1	283	18	314	3296	10	11	30	17
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	137	132	4	1	150	442	3	25	0	94	6	105	1099	3	4	10	6

Average Hour Volumes

Total	3	119	84
AM	2	99	46
Noon	3	128	62
PM	4	132	137

	PM	Noon	AM	Total
	105	71	174	122
<---	6	1	4	4
	94	88	185	127

River Road

4	6	1	3
13	6	5	25
1	1	1	0

---> River Road

Total	AM	Noon	PM
1	150	442	PM
0	128	123	Noon
0	106	65	AM
0	128	221	Total

PREMIERE TRAFFIC DATA SERVICES

Turning Movement Count Data
Regular Vehicles

Site Number:	4
Major Route:	207 Street
Minor Route:	River Road
Municipality:	Maple Ridge
Filename:	4-TMC-207 St@River Rd-Feb 27 2024
Date:	February 27, 2024
Day-of-week:	Tuesday
East/West Route:	River Road
Intersection Type:	4 leg
Signalized (y/n?):	yes
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Regular Vehicles

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	2	5	1	0	6	7	1	0	0	27	0	34	83		0	0	0	0
06:15	2	4	0	0	7	3	0	0	0	27	0	24	67		0	0	0	0
06:30	4	7	0	0	8	8	1	1	0	42	0	53	124		0	0	1	0
06:45	6	17	2	0	9	15	1	1	0	40	0	58	149		0	0	1	0
07:00	6	10	0	0	13	17	1	1	1	51	1	52	153		0	0	0	2
07:15	7	9	1	0	20	23	0	1	0	69	1	58	189		0	0	2	2
07:30	3	23	0	0	33	15	2	0	0	63	1	66	206		0	0	1	2
07:45	10	30	1	0	26	24	1	2	0	60	2	63	219	*	0	0	1	0
08:00	31	37	0	0	45	18	3	1	1	46	1	27	210	*	5	3	3	9
08:15	37	71	1	1	55	18	1	5	0	46	2	19	256	+	11	26	3	13
08:30	16	35	1	0	48	33	5	2	0	35	3	30	208	*	0	9	2	3
08:45	12	30	0	0	36	11	2	4	0	44	2	31	172		0	0	1	2
Total	**136**	**278**	**7**	**1**	**306**	**192**	**18**	**18**	**2**	**550**	**13**	**515**	**2036**		**16**	**38**	**15**	**33**
Pk Hr	**94**	**173**	**3**	**1**	**174**	**93**	**10**	**10**	**1**	**187**	**8**	**139**	**893**	*	**16**	**38**	**9**	**25**
15x4	**148**	**284**	**4**	**4**	**220**	**132**	**20**	**20**	**4**	**240**	**12**	**252**	**1340**	+	**44**	**104**	**12**	**52**
11:00	10	30	1	0	19	9	1	0	0	26	0	10	106		1	2	6	1
11:15	12	29	0	0	43	41	0	2	0	13	0	19	159		1	0	2	2
11:30	16	18	0	0	30	23	0	0	1	31	0	18	137		0	0	1	1
11:45	18	33	1	0	33	33	1	2	0	19	0	20	160		1	0	4	1
12:00	15	31	1	0	31	27	0	1	0	19	1	22	148	*	0	0	2	2
12:15	13	39	1	0	36	32	0	1	0	21	1	13	157	*	0	3	4	3
12:30	20	28	0	0	26	37	0	3	0	20	0	15	149	*	0	0	3	2
12:45	17	36	1	0	29	40	0	1	0	25	0	23	172	+	1	0	2	2
Total	**121**	**244**	**5**	**0**	**247**	**242**	**2**	**10**	**1**	**174**	**2**	**140**	**1188**		**4**	**5**	**24**	**14**
Pk Hr	**65**	**134**	**3**	**0**	**122**	**136**	**0**	**6**	**0**	**85**	**2**	**73**	**626**	*	**1**	**3**	**11**	**9**
15x4	**80**	**156**	**4**	**0**	**144**	**160**	**0**	**12**	**0**	**100**	**4**	**92**	**752**	+	**4**	**0**	**8**	**8**
15:00	37	45	1	0	38	93	3	3	0	24	1	32	277		4	0	7	3
15:15	35	31	2	0	43	88	2	5	0	25	0	28	259		0	1	2	3
15:30	36	27	0	0	40	125	0	6	0	24	2	31	291		1	0	4	1
15:45	25	26	1	0	40	110	1	9	0	19	1	20	252		0	1	2	0
16:00	35	36	1	0	28	115	0	7	0	17	2	35	276		4	3	1	4
16:15	33	39	0	0	30	130	0	9	0	35	1	19	296	*	0	3	1	1
16:30	28	30	0	0	39	133	1	6	0	25	1	23	286	*	0	1	5	1
16:45	34	31	1	0	32	120	1	6	1	19	3	33	281	*	1	1	1	2
17:00	35	38	1	1	43	130	0	8	0	21	4	19	300	+	0	1	0	1
17:15	39	19	2	0	34	113	2	7	0	20	0	26	262		0	0	4	0
17:30	32	34	2	0	31	98	0	4	0	28	1	24	254		0	0	3	1
17:45	33	32	0	0	41	64	0	5	0	23	2	24	224		0	0	0	0
Total	**402**	**388**	**11**	**1**	**439**	**1319**	**10**	**75**	**1**	**280**	**18**	**314**	**3258**		**10**	**11**	**30**	**17**
Pk Hr	**130**	**138**	**2**	**1**	**144**	**513**	**2**	**29**	**1**	**100**	**9**	**94**	**1163**	*	**1**	**6**	**7**	**5**
15x4	**140**	**156**	**4**	**4**	**172**	**532**	**4**	**36**	**4**	**140**	**16**	**132**	**1340**	+	**0**	**4**	**0**	**4**

AM Peak Period

Regular Vehicles

Location: River Road @ 207 Street

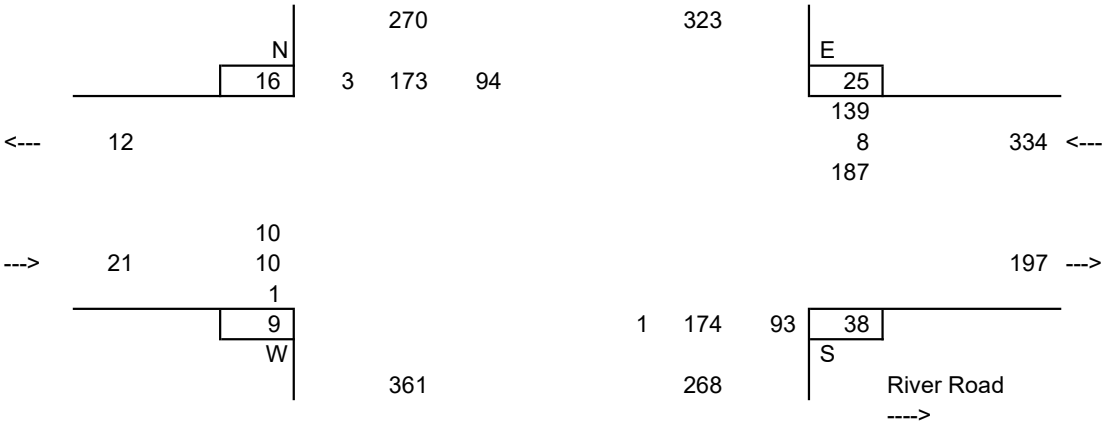
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	2	5	1	0	6	7	1	0	0	27	0	34	83		0	0	0	0
06:15	2	4	0	0	7	3	0	0	0	27	0	24	67		0	0	0	0
06:30	4	7	0	0	8	8	1	1	0	42	0	53	124		0	0	1	0
06:45	6	17	2	0	9	15	1	1	0	40	0	58	149		0	0	1	0
07:00	6	10	0	0	13	17	1	1	1	51	1	52	153		0	0	0	2
07:15	7	9	1	0	20	23	0	1	0	69	1	58	189		0	0	2	2
07:30	3	23	0	0	33	15	2	0	0	63	1	66	206		0	0	1	2
07:45	10	30	1	0	26	24	1	2	0	60	2	63	219	*	0	0	1	0
08:00	31	37	0	0	45	18	3	1	1	46	1	27	210	*	5	3	3	9
08:15	37	71	1	1	55	18	1	5	0	46	2	19	256	+	11	26	3	13
08:30	16	35	1	0	48	33	5	2	0	35	3	30	208	*	0	9	2	3
08:45	12	30	0	0	36	11	2	4	0	44	2	31	172		0	0	1	2
Total	**136**	**278**	**7**	**1**	**306**	**192**	**18**	**18**	**2**	**550**	**13**	**515**	**2036**		**16**	**38**	**15**	**33**
Pk Hr	**94**	**173**	**3**	**1**	**174**	**93**	**10**	**10**	**1**	**187**	**8**	**139**	**893**	*	**16**	**38**	**9**	**25**
15x4	**148**	**284**	**4**	**4**	**220**	**132**	**20**	**20**	**4**	**240**	**12**	**252**	**1340**	+	**44**	**104**	**12**	**52**
Avg Hr	**45**	**93**	**2**	**0**	**102**	**64**	**6**	**6**	**1**	**183**	**4**	**172**	**679**		**5**	**13**	**5**	**11**

Peak Hour	07:45
Peak 15min	08:15
North approach PHF	0.62
South approach PHF	0.75
West approach PHF	0.48
East approach PHF	0.66

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AM Peak Hour Volumes



Noon Peak Period

Regular Vehicles

Location: River Road @ 207 Street

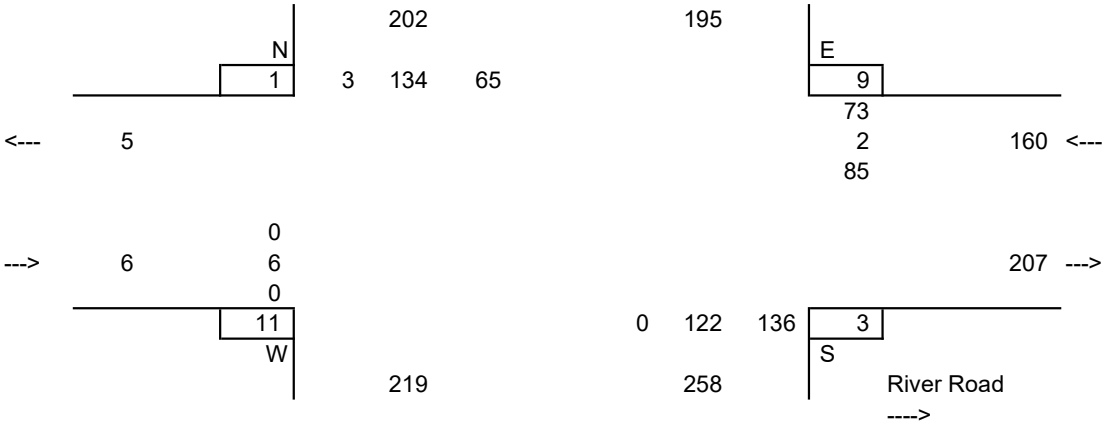
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
11:00	10	30	1	0	19	9	1	0	0	26	0	10	106		1	2	6	1
11:15	12	29	0	0	43	41	0	2	0	13	0	19	159		1	0	2	2
11:30	16	18	0	0	30	23	0	0	1	31	0	18	137		0	0	1	1
11:45	18	33	1	0	33	33	1	2	0	19	0	20	160		1	0	4	1
12:00	15	31	1	0	31	27	0	1	0	19	1	22	148	*	0	0	2	2
12:15	13	39	1	0	36	32	0	1	0	21	1	13	157	*	0	3	4	3
12:30	20	28	0	0	26	37	0	3	0	20	0	15	149	*	0	0	3	2
12:45	17	36	1	0	29	40	0	1	0	25	0	23	172	+	1	0	2	2
Total	**121**	**244**	**5**	**0**	**247**	**242**	**2**	**10**	**1**	**174**	**2**	**140**	**1188**		**4**	**5**	**24**	**14**
Pk Hr	**65**	**134**	**3**	**0**	**122**	**136**	**0**	**6**	**0**	**85**	**2**	**73**	**626**	*	**1**	**3**	**11**	**9**
15x4	**80**	**156**	**4**	**0**	**144**	**160**	**0**	**12**	**0**	**100**	**4**	**92**	**752**	+	**4**	**0**	**8**	**8**
Avg Hr	**61**	**122**	**3**	**0**	**124**	**121**	**1**	**5**	**1**	**87**	**1**	**70**	**594**		**2**	**3**	**12**	**7**

Peak Hour	12:00
Peak 15min	12:45
North Leg PHF	0.84
South Leg PHF	0.85
West Leg PHF	0.50
East Leg PHF	0.82

N
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Noon Peak Hour Volumes



PM Peak Period

Regular Vehicles

Location: River Road @ 207 Street

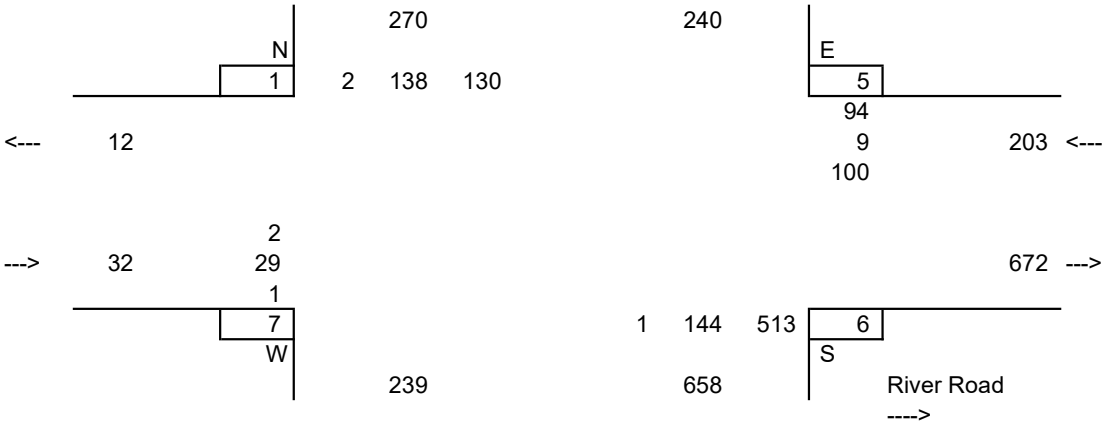
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
15:00	37	45	1	0	38	93	3	3	0	24	1	32	277		4	0	7	3
15:15	35	31	2	0	43	88	2	5	0	25	0	28	259		0	1	2	3
15:30	36	27	0	0	40	125	0	6	0	24	2	31	291		1	0	4	1
15:45	25	26	1	0	40	110	1	9	0	19	1	20	252		0	1	2	0
16:00	35	36	1	0	28	115	0	7	0	17	2	35	276		4	3	1	4
16:15	33	39	0	0	30	130	0	9	0	35	1	19	296	*	0	3	1	1
16:30	28	30	0	0	39	133	1	6	0	25	1	23	286	*	0	1	5	1
16:45	34	31	1	0	32	120	1	6	1	19	3	33	281	*	1	1	1	2
17:00	35	38	1	1	43	130	0	8	0	21	4	19	300	+	0	1	0	1
17:15	39	19	2	0	34	113	2	7	0	20	0	26	262		0	0	4	0
17:30	32	34	2	0	31	98	0	4	0	28	1	24	254		0	0	3	1
17:45	33	32	0	0	41	64	0	5	0	23	2	24	224		0	0	0	0
Total	**402**	**388**	**11**	**1**	**439**	**1319**	**10**	**75**	**1**	**280**	**18**	**314**	**3258**		**10**	**11**	**30**	**17**
Pk Hr	**130**	**138**	**2**	**1**	**144**	**513**	**2**	**29**	**1**	**100**	**9**	**94**	**1163**	*	**1**	**6**	**7**	**5**
15x4	**140**	**156**	**4**	**4**	**172**	**532**	**4**	**36**	**4**	**140**	**16**	**132**	**1340**	+	**0**	**4**	**0**	**4**
Avg Hr	**134**	**129**	**4**	**0**	**146**	**440**	**3**	**25**	**0**	**93**	**6**	**105**	**1086**		**3**	**4**	**10**	**6**

Peak Hour	16:15
Peak 15min	17:00
North Leg PHF	0.90
South Leg PHF	0.93
West Leg PHF	0.73
East Leg PHF	0.70

N
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PM Peak Hour Volumes



Average Hour Period

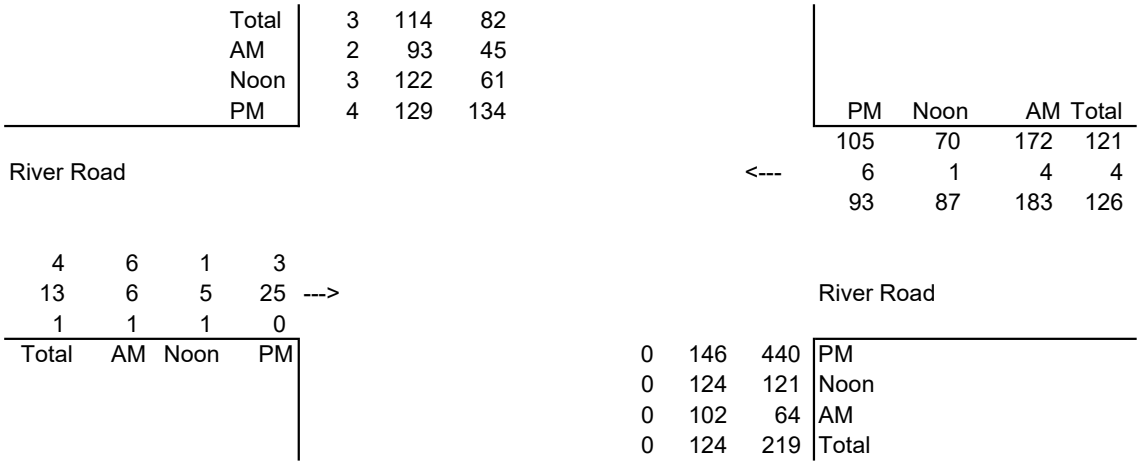
Regular Vehicles

Location: River Road @ 207 Street

February 27, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	659	910	23	2	992	1753	30	103	4	1004	33	969	6482	30	54	69	64
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	82	114	3	0	124	219	4	13	1	126	4	121	810	4	7	9	8
AM Period																	
Total	136	278	7	1	306	192	18	18	2	550	13	515	2036	16	38	15	33
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	45	93	2	0	102	64	6	6	1	183	4	172	679	5	13	5	11
Noon Period																	
Total	121	244	5	0	247	242	2	10	1	174	2	140	1188	4	5	24	14
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	61	122	3	0	124	121	1	5	1	87	1	70	594	2	3	12	7
PM Period																	
Total	402	388	11	1	439	1319	10	75	1	280	18	314	3258	10	11	30	17
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	134	129	4	0	146	440	3	25	0	93	6	105	1086	3	4	10	6

Average Hour Volumes



PREMIERE TRAFFIC DATA SERVICES

Turning Movement Count Data
Trucks

Site Number:	4
Major Route:	207 Street
Minor Route:	River Road
Municipality:	Maple Ridge
Filename:	4-TMC-207 St@River Rd-Feb 27 2024
Date:	February 27, 2024
Day-of-week:	Tuesday
East/West Route:	River Road
Intersection Type:	4 leg
Signalized (y/n?):	yes
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Trucks

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	1	0	0	0	0	0	0	0	0	0	0	1					
06:15	0	0	0	0	1	0	0	0	0	0	0	0	1					
06:30	0	1	0	0	1	0	0	0	0	0	0	2	4					
06:45	0	1	0	0	0	0	0	0	0	0	0	0	1					
07:00	0	0	0	0	0	0	0	0	0	1	0	0	1					
07:15	2	2	0	0	2	2	0	0	0	2	0	1	11	+				
07:30	0	2	0	0	2	0	0	0	0	0	0	1	5	*				
07:45	0	3	0	0	1	0	0	0	0	0	0	0	4	*				
08:00	0	2	0	0	3	0	0	1	0	1	0	0	7	*				
08:15	0	2	0	0	1	1	0	0	0	0	0	0	4					
08:30	0	1	0	0	1	0	0	0	0	0	0	1	3					
08:45	1	3	0	0	1	1	0	0	0	1	0	1	8					
Total	**3**	**18**	**0**	**0**	**13**	**4**	**0**	**1**	**0**	**5**	**0**	**6**	**50**		**0**	**0**	**0**	**0**
Pk Hr	**2**	**9**	**0**	**0**	**8**	**2**	**0**	**1**	**0**	**3**	**0**	**2**	**27**	*	**0**	**0**	**0**	**0**
15x4	**8**	**12**	**0**	**0**	**12**	**8**	**0**	**4**	**0**	**8**	**0**	**4**	**56**	+	**0**	**0**	**0**	**0**
11:00	0	0	0	0	0	0	0	0	0	0	0	1	1					
11:15	1	0	0	0	0	0	0	0	0	0	0	0	1					
11:30	0	2	0	0	2	0	0	0	0	0	0	0	4					
11:45	1	2	0	0	0	1	0	0	0	0	0	0	4					
12:00	0	3	0	0	2	0	0	0	0	0	0	0	5	+				
12:15	0	3	0	0	1	1	0	0	0	0	0	0	5	+				
12:30	1	1	0	0	1	1	0	0	0	0	0	0	4	*				
12:45	0	1	0	0	2	0	0	0	0	1	0	1	5	+				
Total	**3**	**12**	**0**	**0**	**8**	**3**	**0**	**0**	**0**	**1**	**0**	**2**	**29**		**0**	**0**	**0**	**0**
Pk Hr	**1**	**8**	**0**	**0**	**6**	**2**	**0**	**0**	**0**	**1**	**0**	**1**	**19**	*	**0**	**0**	**0**	**0**
15x4	**4**	**12**	**0**	**0**	**8**	**4**	**0**	**0**	**0**	**4**	**0**	**4**	**36**	+	**0**	**0**	**0**	**0**
15:00	2	2	0	0	1	0	0	0	0	1	0	0	6	+				
15:15	1	0	0	1	0	1	0	0	0	0	0	0	3	*				
15:30	1	2	0	0	2	1	0	0	0	0	0	0	6	+				
15:45	0	0	0	0	2	1	0	1	0	0	0	0	4	*				
16:00	0	0	0	0	1	1	0	0	0	0	0	0	2					
16:15	0	1	0	0	0	2	0	0	0	1	0	0	4					
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0					
16:45	0	1	0	0	1	0	0	0	0	0	0	0	2					
17:00	1	0	0	0	1	0	0	0	0	1	0	0	3					
17:15	1	0	0	0	2	0	0	0	0	0	0	0	3					
17:30	2	1	0	0	0	0	0	0	0	0	0	0	3					
17:45	0	1	0	0	1	0	0	0	0	0	0	0	2					
Total	**8**	**8**	**0**	**1**	**11**	**6**	**0**	**1**	**0**	**3**	**0**	**0**	**38**		**0**	**0**	**0**	**0**
Pk Hr	**4**	**4**	**0**	**1**	**5**	**3**	**0**	**1**	**0**	**1**	**0**	**0**	**19**	*	**0**	**0**	**0**	**0**
15x4	**8**	**8**	**0**	**4**	**8**	**4**	**0**	**4**	**0**	**4**	**0**	**0**	**40**	+	**0**	**0**	**0**	**0**

AM Peak Period

Trucks

Location: River Road @ 207 Street

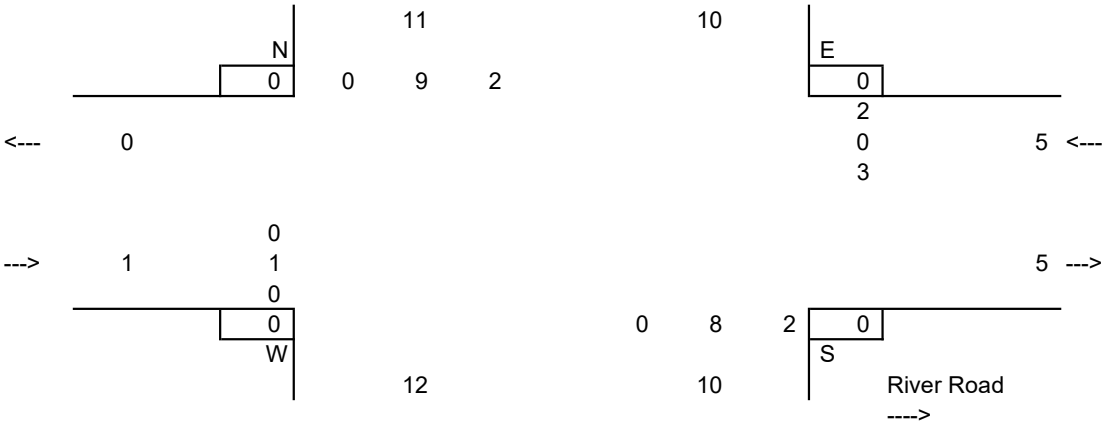
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	1	0	0	0	0	0	0	0	0	0	0	1		0	0	0	0
06:15	0	0	0	0	1	0	0	0	0	0	0	0	1		0	0	0	0
06:30	0	1	0	0	1	0	0	0	0	0	0	2	4		0	0	0	0
06:45	0	1	0	0	0	0	0	0	0	0	0	0	1		0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0
07:15	2	2	0	0	2	2	0	0	0	2	0	1	11	+	0	0	0	0
07:30	0	2	0	0	2	0	0	0	0	0	0	1	5	*	0	0	0	0
07:45	0	3	0	0	1	0	0	0	0	0	0	0	4	*	0	0	0	0
08:00	0	2	0	0	3	0	0	1	0	1	0	0	7	*	0	0	0	0
08:15	0	2	0	0	1	1	0	0	0	0	0	0	4		0	0	0	0
08:30	0	1	0	0	1	0	0	0	0	0	0	1	3		0	0	0	0
08:45	1	3	0	0	1	1	0	0	0	1	0	1	8		0	0	0	0
Total	**3**	**18**	**0**	**0**	**13**	**4**	**0**	**1**	**0**	**5**	**0**	**6**	**50**		**0**	**0**	**0**	**0**
Pk Hr	**2**	**9**	**0**	**0**	**8**	**2**	**0**	**1**	**0**	**3**	**0**	**2**	**27**	*	**0**	**0**	**0**	**0**
15x4	**8**	**12**	**0**	**0**	**12**	**8**	**0**	**4**	**0**	**8**	**0**	**4**	**56**	+	**0**	**0**	**0**	**0**
Avg Hr	**1**	**6**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**2**	**0**	**2**	**17**		**0**	**0**	**0**	**0**

Peak Hour	07:15
Peak 15min	07:15
North approach PHF	0.55
South approach PHF	0.50
West approach PHF	0.25
East approach PHF	0.42

N
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AM Peak Hour Volumes



Noon Peak Period

Trucks

Location: River Road @ 207 Street

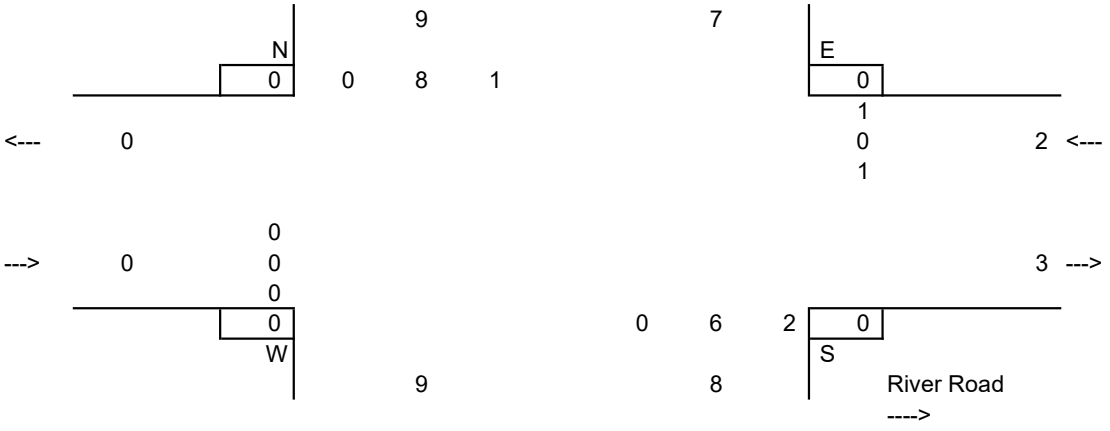
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
11:00	0	0	0	0	0	0	0	0	0	0	0	1	1		0	0	0	0
11:15	1	0	0	0	0	0	0	0	0	0	0	0	1		0	0	0	0
11:30	0	2	0	0	2	0	0	0	0	0	0	0	4		0	0	0	0
11:45	1	2	0	0	0	1	0	0	0	0	0	0	4		0	0	0	0
12:00	0	3	0	0	2	0	0	0	0	0	0	0	5	+	0	0	0	0
12:15	0	3	0	0	1	1	0	0	0	0	0	0	5	+	0	0	0	0
12:30	1	1	0	0	1	1	0	0	0	0	0	0	4	*	0	0	0	0
12:45	0	1	0	0	2	0	0	0	0	1	0	1	5	+	0	0	0	0
Total	**3**	**12**	**0**	**0**	**8**	**3**	**0**	**0**	**0**	**1**	**0**	**2**	**29**		**0**	**0**	**0**	**0**
Pk Hr	**1**	**8**	**0**	**0**	**6**	**2**	**0**	**0**	**0**	**1**	**0**	**1**	**19**	*	**0**	**0**	**0**	**0**
15x4	**4**	**12**	**0**	**0**	**8**	**4**	**0**	**0**	**0**	**4**	**0**	**4**	**36**	+	**0**	**0**	**0**	**0**
Avg Hr	**2**	**6**	**0**	**0**	**4**	**2**	**0**	**0**	**0**	**1**	**0**	**1**	**15**		**0**	**0**	**0**	**0**

Peak Hour	12:00
Peak 15min	12:45
North Leg PHF	0.56
South Leg PHF	0.67
West Leg PHF	NA
East Leg PHF	0.25

N
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Noon Peak Hour Volumes



PM Peak Period

Trucks

Location: River Road @ 207 Street

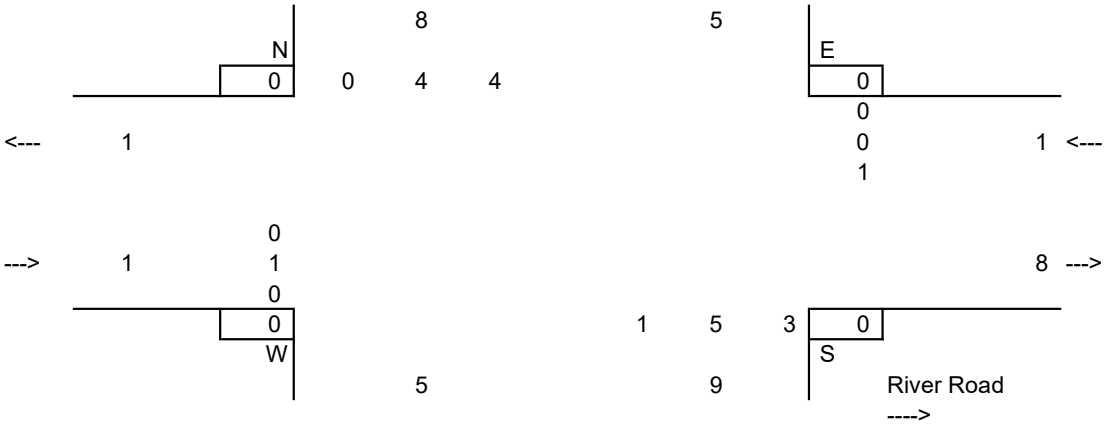
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
15:00	2	2	0	0	1	0	0	0	0	1	0	0	6	+	0	0	0	0
15:15	1	0	0	1	0	1	0	0	0	0	0	0	3	*	0	0	0	0
15:30	1	2	0	0	2	1	0	0	0	0	0	0	6	+	0	0	0	0
15:45	0	0	0	0	2	1	0	1	0	0	0	0	4	*	0	0	0	0
16:00	0	0	0	0	1	1	0	0	0	0	0	0	2		0	0	0	0
16:15	0	1	0	0	0	2	0	0	0	1	0	0	4		0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
16:45	0	1	0	0	1	0	0	0	0	0	0	0	2		0	0	0	0
17:00	1	0	0	0	1	0	0	0	0	1	0	0	3		0	0	0	0
17:15	1	0	0	0	2	0	0	0	0	0	0	0	3		0	0	0	0
17:30	2	1	0	0	0	0	0	0	0	0	0	0	3		0	0	0	0
17:45	0	1	0	0	1	0	0	0	0	0	0	0	2		0	0	0	0
Total	**8**	**8**	**0**	**1**	**11**	**6**	**0**	**1**	**0**	**3**	**0**	**0**	**38**		**0**	**0**	**0**	**0**
Pk Hr	**4**	**4**	**0**	**1**	**5**	**3**	**0**	**1**	**0**	**1**	**0**	**0**	**19**	*	**0**	**0**	**0**	**0**
15x4	**8**	**8**	**0**	**4**	**8**	**4**	**0**	**4**	**0**	**4**	**0**	**0**	**40**	+	**0**	**0**	**0**	**0**
Avg Hr	**3**	**3**	**0**	**0**	**4**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**13**		**0**	**0**	**0**	**0**

Peak Hour	15:00
Peak 15min	15:30
North Leg PHF	0.50
South Leg PHF	0.56
West Leg PHF	0.25
East Leg PHF	0.25

N
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PM Peak Hour Volumes



Average Hour Period

Trucks

Location: River Road @ 207 Street

February 27, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	14	38	0	1	32	13	0	2	0	9	0	8	117	0	0	0	0
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	2	5	0	0	4	2	0	0	0	1	0	1	15	0	0	0	0
AM Period																	
Total	3	18	0	0	13	4	0	1	0	5	0	6	50	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	1	6	0	0	4	1	0	0	0	2	0	2	17	0	0	0	0
Noon Period																	
Total	3	12	0	0	8	3	0	0	0	1	0	2	29	0	0	0	0
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	2	6	0	0	4	2	0	0	0	1	0	1	15	0	0	0	0
PM Period																	
Total	8	8	0	1	11	6	0	1	0	3	0	0	38	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	3	3	0	0	4	2	0	0	0	1	0	0	13	0	0	0	0

Average Hour Volumes

Total	0	5	2
AM	0	6	1
Noon	0	6	2
PM	0	3	3

PM	Noon	AM	Total
0	1	2	1
0	0	0	0
1	1	2	1

River Road <---

0	0	0	0
0	0	0	0
0	0	0	0

---> River Road

Total	AM	Noon	PM
0	4	2	PM
0	4	2	Noon
0	4	1	AM
0	4	2	Total

PREMIERE TRAFFIC DATA SERVICES

Turning Movement Count Data
Cyclists

Site Number:	4
Major Route:	207 Street
Minor Route:	River Road
Municipality:	Maple Ridge
Filename:	4-TMC-207 St@River Rd-Feb 27 2024
Date:	February 27, 2024
Day-of-week:	Tuesday
East/West Route:	River Road
Intersection Type:	4 leg
Signalized (y/n?):	yes
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Cyclists

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0					
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0					
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0					
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0					
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0					
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0					
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0					
07:45	0	0	0	0	1	0	0	0	0	0	0	0	1	+				
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	*				
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	*				
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	*				
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0					
Total	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	*	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	+	**0**	**0**	**0**	**0**
11:00	0	1	0	0	0	0	0	0	0	0	0	0	1	+				
11:15	0	0	0	0	1	0	0	0	0	0	0	0	1	+				
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	*				
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	*				
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0					
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0					
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0					
12:45	0	1	0	0	0	0	0	0	0	0	0	0	1					
Total	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	*	**0**	**0**	**0**	**0**
15x4	**0**	**4**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	+	**0**	**0**	**0**	**0**
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0					
15:15	0	0	1	0	0	0	0	0	0	0	0	0	1	+				
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	*				
15:45	0	0	0	0	0	0	0	0	0	0	0	1	1	+				
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	*				
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0					
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0					
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0					
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0					
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0					
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0					
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0					
Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	*	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**8**	+	**0**	**0**	**0**	**0**

AM Peak Period

Cyclists

Location: River Road @ 207 Street

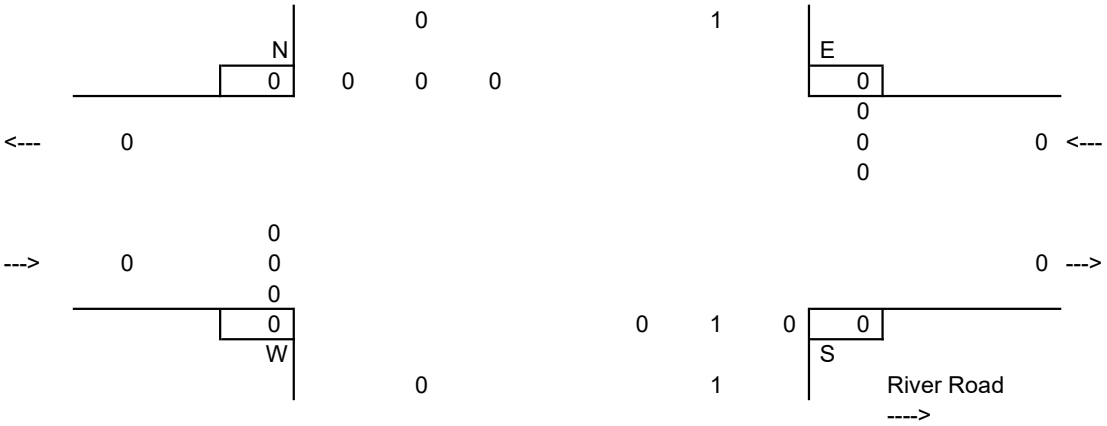
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
07:45	0	0	0	0	1	0	0	0	0	0	0	0	1	+	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
Total	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	*	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		**0**	**0**	**0**	**0**

Peak Hour	07:45
Peak 15min	07:45
North approach PHF	NA
South approach PHF	0.25
West approach PHF	NA
East approach PHF	NA

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AM Peak Hour Volumes



Noon Peak Period

Cyclists

Location: River Road @ 207 Street

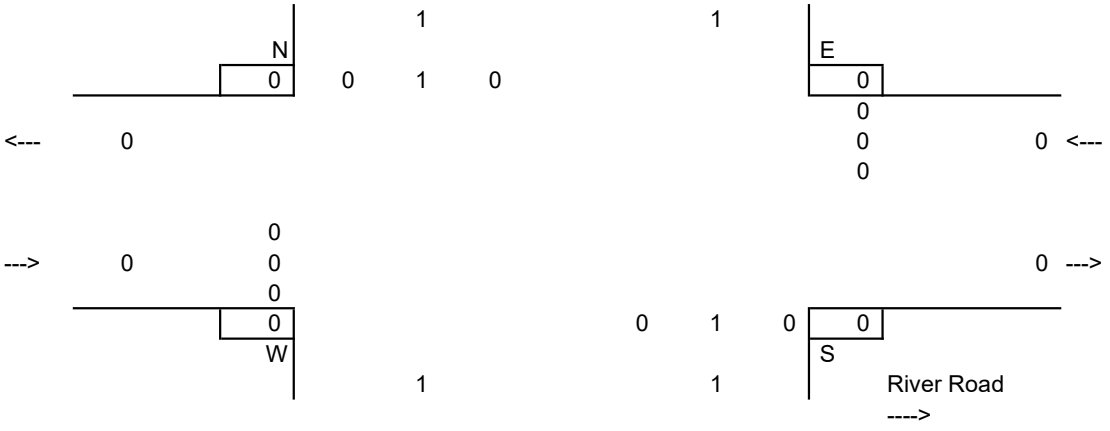
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
11:00	0	1	0	0	0	0	0	0	0	0	0	0	1	+	0	0	0	0
11:15	0	0	0	0	1	0	0	0	0	0	0	0	1	+	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
12:45	0	1	0	0	0	0	0	0	0	0	0	0	1		0	0	0	0
Total	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	*	**0**	**0**	**0**	**0**
15x4	**0**	**4**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**		**0**	**0**	**0**	**0**

Peak Hour	11:00
Peak 15min	12:45
North Leg PHF	0.25
South Leg PHF	0.25
West Leg PHF	NA
East Leg PHF	NA

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Noon Peak Hour Volumes



PM Peak Period

Cyclists

Location: River Road @ 207 Street

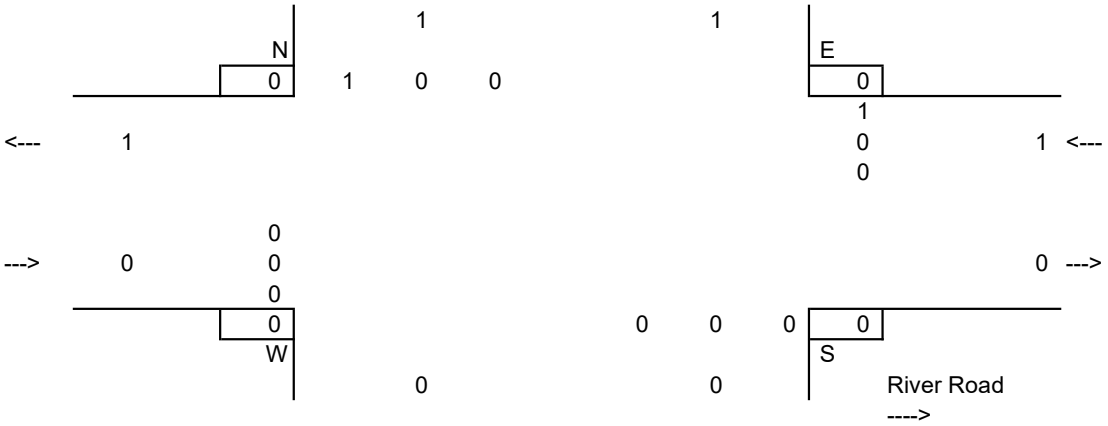
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
15:15	0	0	1	0	0	0	0	0	0	0	0	0	1	+	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	1	1	+	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	*	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**8**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**		**0**	**0**	**0**	**0**

Peak Hour	15:15
Peak 15min	15:45
North Leg PHF	0.25
South Leg PHF	NA
West Leg PHF	NA
East Leg PHF	0.25

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PM Peak Hour Volumes



Average Hour Period

Location: River Road @ 207 Street

Cyclists

February 27, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	0	2	1	0	2	0	0	0	0	0	0	1	6	0	0	0	0
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
AM Period																	
Total	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Noon Period																	
Total	0	2	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0
PM Period																	
Total	0	0	1	0	0	0	0	0	0	0	0	1	2	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0

Average Hour Volumes

Total	0	0	0
AM	0	0	0
Noon	0	1	0
PM	0	0	0

PM	Noon	AM	Total
0	0	0	0
0	0	0	0
0	0	0	0

River Road <---

0	0	0	0
0	0	0	0
0	0	0	0

---> River Road

Total	AM	Noon	PM
0	0	0	PM
0	1	0	Noon
0	0	0	AM
0	0	0	Total

PREMIERE
TRAFFIC DATA SERVICES

Turning Movement Count Data
Combined Volume

Site Number:	5
Major Route:	207 Street
Minor Route:	Westfield Avenue
Municipality:	Maple Ridge
Filename:	5-TMC-207 St@Westfield Ave-Feb 27 2024
Date:	February 27, 2024
Day-of-week:	Tuesday
East/West Route:	Westfield Avenue
Intersection Type:	4 leg
Signalized (y/n?):	no
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Combined Volume

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	32	2	0	11	0	2	0	0	0	2	2	51		1	0	1	0
06:15	0	27	6	0	6	0	3	0	0	1	0	1	44		0	2	0	2
06:30	0	46	3	0	13	0	3	0	0	0	1	0	66		0	0	0	0
06:45	1	41	17	0	18	0	3	0	0	0	2	2	84		0	0	4	0
07:00	1	46	15	0	23	0	3	0	0	0	0	2	90		0	0	0	1
07:15	2	66	11	0	38	0	8	0	0	0	0	4	129		0	0	1	3
07:30	2	67	20	0	37	0	9	0	0	0	1	1	137		1	0	0	2
07:45	2	67	27	0	36	0	9	0	0	0	2	2	145	*	2	0	1	1
08:00	9	49	28	1	50	2	8	0	0	0	2	4	153	*	1	0	1	2
08:15	20	65	36	0	46	3	14	1	0	1	4	14	204	+	0	0	3	1
08:30	5	56	15	0	49	0	21	0	1	2	3	8	160	*	0	0	1	0
08:45	4	60	13	1	35	0	11	0	0	0	0	3	127		0	0	1	0
Total	**46**	**622**	**193**	**2**	**362**	**5**	**94**	**1**	**1**	**4**	**17**	**43**	**1390**		**5**	**2**	**13**	**12**
Pk Hr	**36**	**237**	**106**	**1**	**181**	**5**	**52**	**1**	**1**	**3**	**11**	**28**	**662**	*	**3**	**0**	**6**	**4**
15x4	**80**	**268**	**144**	**4**	**200**	**12**	**84**	**4**	**4**	**8**	**16**	**56**	**880**	+	**0**	**0**	**12**	**4**
11:00	1	44	10	0	19	0	4	1	0	1	0	5	85		0	1	2	0
11:15	3	34	4	1	71	1	14	1	1	0	1	2	133		1	0	1	2
11:30	7	35	11	0	38	0	13	1	0	1	0	3	109		0	2	1	1
11:45	2	42	11	0	53	0	10	0	1	0	0	6	125		0	0	3	2
12:00	4	39	7	1	48	1	9	0	1	1	1	2	114	*	2	0	2	0
12:15	5	50	9	1	54	0	7	0	0	1	1	5	133	*	1	0	1	0
12:30	0	41	5	0	56	0	8	0	1	0	1	3	115	*	0	0	2	0
12:45	4	47	10	0	60	1	10	0	0	0	0	3	135	+	0	0	1	1
Total	**26**	**332**	**67**	**3**	**399**	**3**	**75**	**3**	**4**	**4**	**4**	**29**	**949**		**4**	**3**	**13**	**6**
Pk Hr	**13**	**177**	**31**	**2**	**218**	**2**	**34**	**0**	**2**	**2**	**3**	**13**	**497**	*	**3**	**0**	**6**	**1**
15x4	**20**	**200**	**40**	**4**	**240**	**4**	**40**	**0**	**4**	**4**	**4**	**20**	**580**	+	**0**	**0**	**4**	**4**
15:00	5	54	17	0	92	2	37	0	0	0	0	3	210		0	0	3	2
15:15	2	45	6	0	106	2	23	2	0	0	1	1	188		0	0	1	4
15:30	2	38	7	1	125	2	38	1	1	0	1	3	219		1	0	1	0
15:45	2	35	11	1	120	0	25	2	0	0	0	4	200		0	0	1	0
16:00	1	43	12	0	120	1	27	0	1	0	1	2	208		0	0	0	0
16:15	1	61	11	0	121	3	44	0	0	0	0	0	241	+	0	0	2	1
16:30	0	44	13	0	134	0	33	1	1	0	0	1	227	*	0	1	1	1
16:45	2	44	10	0	121	1	38	3	0	2	0	1	222	*	3	1	0	0
17:00	0	44	7	0	138	1	29	1	2	1	0	0	223	*	0	0	0	1
17:15	0	33	8	0	118	0	27	1	0	0	0	0	187		0	0	3	0
17:30	2	48	9	0	98	0	30	1	0	0	1	0	189		0	0	0	0
17:45	2	42	14	0	90	0	13	1	0	0	0	2	164		0	0	0	0
Total	**19**	**531**	**125**	**2**	**1383**	**12**	**364**	**13**	**5**	**3**	**4**	**17**	**2478**		**4**	**2**	**12**	**9**
Pk Hr	**3**	**193**	**41**	**0**	**514**	**5**	**144**	**5**	**3**	**3**	**0**	**2**	**913**	*	**3**	**2**	**3**	**3**
15x4	**8**	**244**	**52**	**0**	**552**	**12**	**176**	**12**	**8**	**8**	**0**	**4**	**1076**	+	**0**	**0**	**8**	**4**

AM Peak Period

Combined Volume

Location: Westfield Avenue @ 207 Street

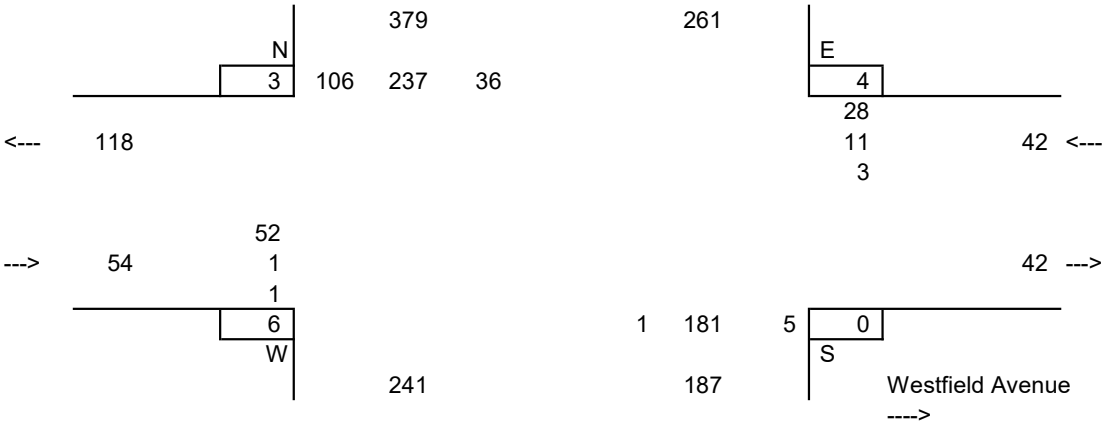
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	32	2	0	11	0	2	0	0	0	2	2	51		1	0	1	0
06:15	0	27	6	0	6	0	3	0	0	1	0	1	44		0	2	0	2
06:30	0	46	3	0	13	0	3	0	0	0	1	0	66		0	0	0	0
06:45	1	41	17	0	18	0	3	0	0	0	2	2	84		0	0	4	0
07:00	1	46	15	0	23	0	3	0	0	0	0	2	90		0	0	0	1
07:15	2	66	11	0	38	0	8	0	0	0	0	4	129		0	0	1	3
07:30	2	67	20	0	37	0	9	0	0	0	1	1	137		1	0	0	2
07:45	2	67	27	0	36	0	9	0	0	0	2	2	145	*	2	0	1	1
08:00	9	49	28	1	50	2	8	0	0	0	2	4	153	*	1	0	1	2
08:15	20	65	36	0	46	3	14	1	0	1	4	14	204	+	0	0	3	1
08:30	5	56	15	0	49	0	21	0	1	2	3	8	160	*	0	0	1	0
08:45	4	60	13	1	35	0	11	0	0	0	0	3	127		0	0	1	0
Total	**46**	**622**	**193**	**2**	**362**	**5**	**94**	**1**	**1**	**4**	**17**	**43**	**1390**		**5**	**2**	**13**	**12**
Pk Hr	**36**	**237**	**106**	**1**	**181**	**5**	**52**	**1**	**1**	**3**	**11**	**28**	**662**	*	**3**	**0**	**6**	**4**
15x4	**80**	**268**	**144**	**4**	**200**	**12**	**84**	**4**	**4**	**8**	**16**	**56**	**880**	+	**0**	**0**	**12**	**4**
Avg Hr	**15**	**207**	**64**	**1**	**121**	**2**	**31**	**0**	**0**	**1**	**6**	**14**	**463**		**2**	**1**	**4**	**4**

Peak Hour	07:45
Peak 15min	08:15
North approach PHF	0.77
South approach PHF	0.87
West approach PHF	0.59
East approach PHF	0.53

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AM Peak Hour Volumes



Noon Peak Period
Combined Volume

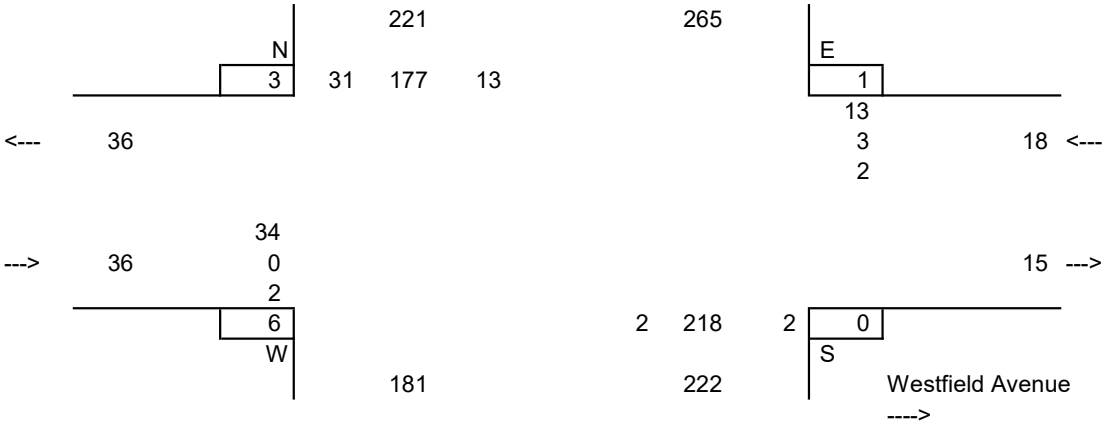
Location: Westfield Avenue @ 207 Street
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
11:00	1	44	10	0	19	0	4	1	0	1	0	5	85		0	1	2	0
11:15	3	34	4	1	71	1	14	1	1	0	1	2	133		1	0	1	2
11:30	7	35	11	0	38	0	13	1	0	1	0	3	109		0	2	1	1
11:45	2	42	11	0	53	0	10	0	1	0	0	6	125		0	0	3	2
12:00	4	39	7	1	48	1	9	0	1	1	1	2	114	*	2	0	2	0
12:15	5	50	9	1	54	0	7	0	0	1	1	5	133	*	1	0	1	0
12:30	0	41	5	0	56	0	8	0	1	0	1	3	115	*	0	0	2	0
12:45	4	47	10	0	60	1	10	0	0	0	0	3	135	+	0	0	1	1
Total	**26**	**332**	**67**	**3**	**399**	**3**	**75**	**3**	**4**	**4**	**4**	**29**	**949**		**4**	**3**	**13**	**6**
Pk Hr	**13**	**177**	**31**	**2**	**218**	**2**	**34**	**0**	**2**	**2**	**3**	**13**	**497**	*	**3**	**0**	**6**	**1**
15x4	**20**	**200**	**40**	**4**	**240**	**4**	**40**	**0**	**4**	**4**	**4**	**20**	**580**	+	**0**	**0**	**4**	**4**
Avg Hr	**13**	**166**	**34**	**2**	**200**	**2**	**38**	**2**	**2**	**2**	**2**	**15**	**475**		**2**	**2**	**7**	**3**

Peak Hour	12:00
Peak 15min	12:45
North Leg PHF	0.85
South Leg PHF	0.90
West Leg PHF	0.82
East Leg PHF	0.64

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Noon Peak Hour Volumes



PM Peak Period

Combined Volume

Location: Westfield Avenue @ 207 Street

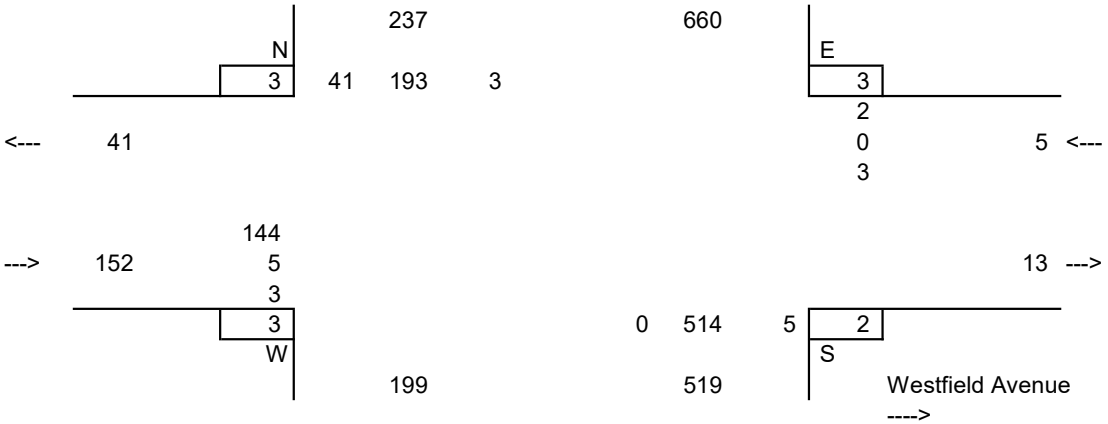
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
15:00	5	54	17	0	92	2	37	0	0	0	0	3	210		0	0	3	2
15:15	2	45	6	0	106	2	23	2	0	0	1	1	188		0	0	1	4
15:30	2	38	7	1	125	2	38	1	1	0	1	3	219		1	0	1	0
15:45	2	35	11	1	120	0	25	2	0	0	0	4	200		0	0	1	0
16:00	1	43	12	0	120	1	27	0	1	0	1	2	208		0	0	0	0
16:15	1	61	11	0	121	3	44	0	0	0	0	0	241	+	0	0	2	1
16:30	0	44	13	0	134	0	33	1	1	0	0	1	227	*	0	1	1	1
16:45	2	44	10	0	121	1	38	3	0	2	0	1	222	*	3	1	0	0
17:00	0	44	7	0	138	1	29	1	2	1	0	0	223	*	0	0	0	1
17:15	0	33	8	0	118	0	27	1	0	0	0	0	187		0	0	3	0
17:30	2	48	9	0	98	0	30	1	0	0	1	0	189		0	0	0	0
17:45	2	42	14	0	90	0	13	1	0	0	0	2	164		0	0	0	0
Total	**19**	**531**	**125**	**2**	**1383**	**12**	**364**	**13**	**5**	**3**	**4**	**17**	**2478**		**4**	**2**	**12**	**9**
Pk Hr	**3**	**193**	**41**	**0**	**514**	**5**	**144**	**5**	**3**	**3**	**0**	**2**	**913**	*	**3**	**2**	**3**	**3**
15x4	**8**	**244**	**52**	**0**	**552**	**12**	**176**	**12**	**8**	**8**	**0**	**4**	**1076**	+	**0**	**0**	**8**	**4**
Avg Hr	**6**	**177**	**42**	**1**	**461**	**4**	**121**	**4**	**2**	**1**	**1**	**6**	**826**		**1**	**1**	**4**	**3**

Peak Hour	16:15
Peak 15min	16:15
North Leg PHF	0.78
South Leg PHF	0.92
West Leg PHF	0.78
East Leg PHF	0.42

N
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PM Peak Hour Volumes



Average Hour Period
Combined Volume

Location: Westfield Avenue @ 207 Street
February 27, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	91	1485	385	7	2144	20	533	17	10	11	25	89	4817	13	7	38	27
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	11	186	48	1	268	3	67	2	1	1	3	11	602	2	1	5	3
AM Period																	
Total	46	622	193	2	362	5	94	1	1	4	17	43	1390	5	2	13	12
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	15	207	64	1	121	2	31	0	0	1	6	14	463	2	1	4	4
Noon Period																	
Total	26	332	67	3	399	3	75	3	4	4	4	29	949	4	3	13	6
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	13	166	34	2	200	2	38	2	2	2	2	15	475	2	2	7	3
PM Period																	
Total	19	531	125	2	1383	12	364	13	5	3	4	17	2478	4	2	12	9
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	6	177	42	1	461	4	121	4	2	1	1	6	826	1	1	4	3

Average Hour Volumes

Total	48	186	11
AM	64	207	15
Noon	34	166	13
PM	42	177	6

PM	Noon	AM	Total
6	15	14	11
1	2	6	3
1	2	1	1

Westfield Avenue <---

67	31	38	121	
2	0	2	4	--->
1	0	2	2	
Total	AM	Noon	PM	

Westfield Avenue

1	461	4	PM
2	200	2	Noon
1	121	2	AM
1	268	3	Total

PREMIERE
TRAFFIC DATA SERVICES

Turning Movement Count Data
Regular Vehicles

Site Number:	5
Major Route:	207 Street
Minor Route:	Westfield Avenue
Municipality:	Maple Ridge
Filename:	5-TMC-207 St@Westfield Ave-Feb 27 2024
Date:	February 27, 2024
Day-of-week:	Tuesday
East/West Route:	Westfield Avenue
Intersection Type:	4 leg
Signalized (y/n?):	no
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Regular Vehicles

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	31	2	0	10	0	2	0	0	0	2	2	49		1	0	1	0
06:15	0	27	6	0	6	0	3	0	0	1	0	1	44		0	2	0	2
06:30	0	46	3	0	12	0	3	0	0	0	1	0	65		0	0	0	0
06:45	1	40	17	0	17	0	3	0	0	0	2	2	82		0	0	4	0
07:00	1	46	14	0	23	0	3	0	0	0	0	2	89		0	0	0	1
07:15	1	63	11	0	36	0	8	0	0	0	0	3	122		0	0	1	3
07:30	2	65	20	0	36	0	9	0	0	0	1	1	134		1	0	0	2
07:45	2	65	27	0	35	0	9	0	0	0	2	2	142	*	2	0	1	1
08:00	9	49	26	1	46	2	8	0	0	0	2	4	147	*	1	0	1	2
08:15	20	64	35	0	46	2	13	1	0	1	3	14	199	+	0	0	3	1
08:30	5	55	15	0	49	0	20	0	1	2	3	8	158	*	0	0	1	0
08:45	4	56	13	1	33	0	11	0	0	0	0	3	121		0	0	1	0
Total	**45**	**607**	**189**	**2**	**349**	**4**	**92**	**1**	**1**	**4**	**16**	**42**	**1352**		**5**	**2**	**13**	**12**
Pk Hr	**36**	**233**	**103**	**1**	**176**	**4**	**50**	**1**	**1**	**3**	**10**	**28**	**646**	*	**3**	**0**	**6**	**4**
15x4	**80**	**260**	**140**	**4**	**196**	**8**	**80**	**4**	**4**	**8**	**12**	**56**	**852**	+	**0**	**0**	**12**	**4**
11:00	1	44	10	0	19	0	4	1	0	1	0	5	85		0	1	2	0
11:15	3	34	4	1	71	1	14	1	1	0	1	2	133		1	0	1	2
11:30	7	33	11	0	35	0	13	1	0	1	0	3	104		0	2	1	1
11:45	2	41	11	0	52	0	10	0	1	0	0	6	123		0	0	3	2
12:00	3	38	7	1	47	1	9	0	1	1	0	2	110	*	2	0	2	0
12:15	5	48	9	1	52	0	7	0	0	1	1	5	129	*	1	0	1	0
12:30	0	40	5	0	54	0	8	0	0	0	1	3	111	*	0	0	2	0
12:45	4	45	10	0	58	1	10	0	0	0	0	3	131	+	0	0	1	1
Total	**25**	**323**	**67**	**3**	**388**	**3**	**75**	**3**	**3**	**4**	**3**	**29**	**926**		**4**	**3**	**13**	**6**
Pk Hr	**12**	**171**	**31**	**2**	**211**	**2**	**34**	**0**	**1**	**2**	**2**	**13**	**481**	*	**3**	**0**	**6**	**1**
15x4	**20**	**192**	**40**	**4**	**232**	**4**	**40**	**0**	**4**	**4**	**4**	**20**	**564**	+	**0**	**0**	**4**	**4**
15:00	5	52	15	0	91	2	37	0	0	0	0	3	205		0	0	3	2
15:15	2	45	6	0	104	2	23	2	0	0	1	1	186		0	0	1	4
15:30	2	36	7	1	122	2	38	1	1	0	1	3	214		1	0	1	0
15:45	2	35	11	1	116	0	25	2	0	0	0	4	196		0	0	1	0
16:00	1	43	12	0	118	1	27	0	1	0	1	2	206		0	0	0	0
16:15	1	59	11	0	119	3	44	0	0	0	0	0	237	+	0	0	2	1
16:30	0	44	13	0	134	0	33	1	1	0	0	1	227	*	0	1	1	1
16:45	2	42	10	0	120	0	38	3	0	2	0	0	217	*	3	1	0	0
17:00	0	43	7	0	137	1	29	1	2	1	0	0	221	*	0	0	0	1
17:15	0	33	8	0	116	0	27	1	0	0	0	0	185		0	0	3	0
17:30	2	47	9	0	98	0	30	1	0	0	1	0	188		0	0	0	0
17:45	2	42	14	0	89	0	13	1	0	0	0	2	163		0	0	0	0
Total	**19**	**521**	**123**	**2**	**1364**	**11**	**364**	**13**	**5**	**3**	**4**	**16**	**2445**		**4**	**2**	**12**	**9**
Pk Hr	**3**	**188**	**41**	**0**	**510**	**4**	**144**	**5**	**3**	**3**	**0**	**1**	**902**	*	**3**	**2**	**3**	**3**
15x4	**8**	**236**	**52**	**0**	**548**	**12**	**176**	**12**	**8**	**8**	**0**	**4**	**1064**	+	**0**	**0**	**8**	**4**

AM Peak Period

Regular Vehicles

Location: Westfield Avenue @ 207 Street

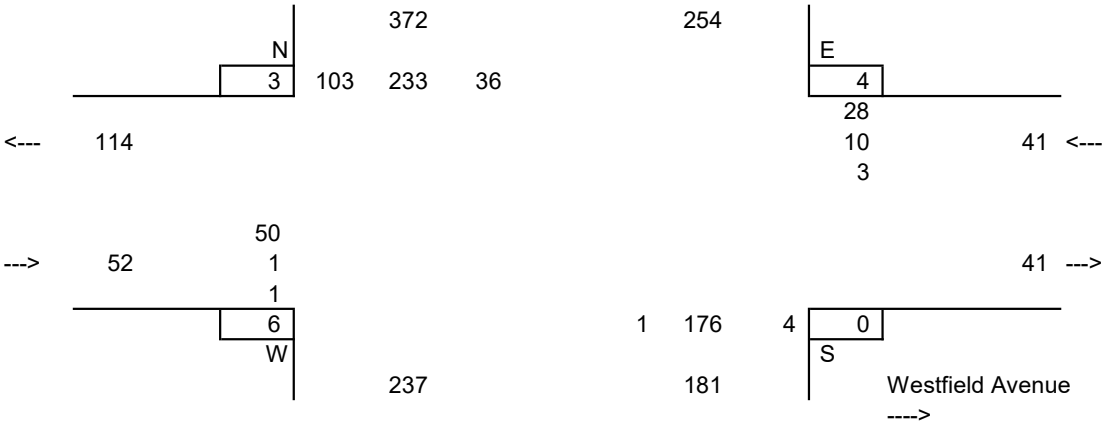
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	31	2	0	10	0	2	0	0	0	2	2	49		1	0	1	0
06:15	0	27	6	0	6	0	3	0	0	1	0	1	44		0	2	0	2
06:30	0	46	3	0	12	0	3	0	0	0	1	0	65		0	0	0	0
06:45	1	40	17	0	17	0	3	0	0	0	2	2	82		0	0	4	0
07:00	1	46	14	0	23	0	3	0	0	0	0	2	89		0	0	0	1
07:15	1	63	11	0	36	0	8	0	0	0	0	3	122		0	0	1	3
07:30	2	65	20	0	36	0	9	0	0	0	1	1	134		1	0	0	2
07:45	2	65	27	0	35	0	9	0	0	0	2	2	142	*	2	0	1	1
08:00	9	49	26	1	46	2	8	0	0	0	2	4	147	*	1	0	1	2
08:15	20	64	35	0	46	2	13	1	0	1	3	14	199	+	0	0	3	1
08:30	5	55	15	0	49	0	20	0	1	2	3	8	158	*	0	0	1	0
08:45	4	56	13	1	33	0	11	0	0	0	0	3	121		0	0	1	0
Total	**45**	**607**	**189**	**2**	**349**	**4**	**92**	**1**	**1**	**4**	**16**	**42**	**1352**		**5**	**2**	**13**	**12**
Pk Hr	**36**	**233**	**103**	**1**	**176**	**4**	**50**	**1**	**1**	**3**	**10**	**28**	**646**	*	**3**	**0**	**6**	**4**
15x4	**80**	**260**	**140**	**4**	**196**	**8**	**80**	**4**	**4**	**8**	**12**	**56**	**852**	+	**0**	**0**	**12**	**4**
Avg Hr	**15**	**202**	**63**	**1**	**116**	**1**	**31**	**0**	**0**	**1**	**5**	**14**	**451**		**2**	**1**	**4**	**4**

Peak Hour	07:45
Peak 15min	08:15
North approach PHF	0.78
South approach PHF	0.87
West approach PHF	0.59
East approach PHF	0.54

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AM Peak Hour Volumes



Noon Peak Period

Regular Vehicles

Location: Westfield Avenue @ 207 Street

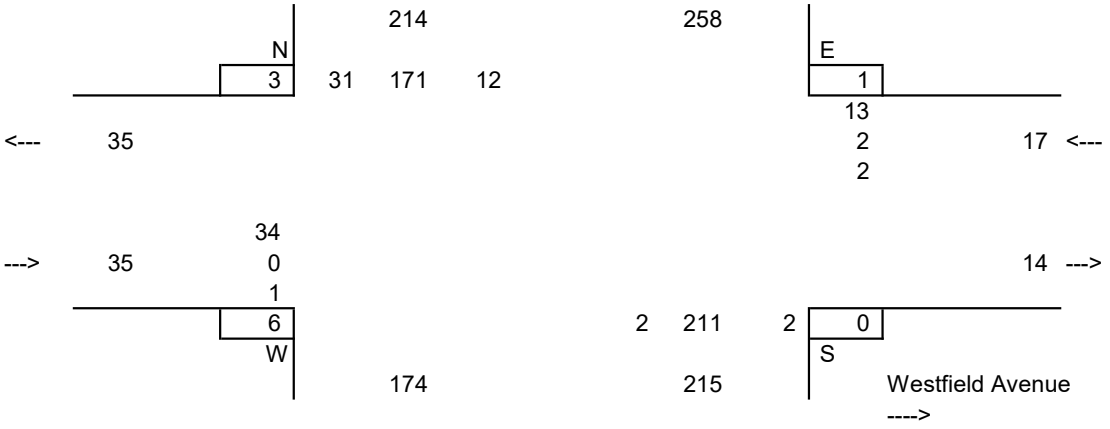
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
11:00	1	44	10	0	19	0	4	1	0	1	0	5	85		0	1	2	0
11:15	3	34	4	1	71	1	14	1	1	0	1	2	133		1	0	1	2
11:30	7	33	11	0	35	0	13	1	0	1	0	3	104		0	2	1	1
11:45	2	41	11	0	52	0	10	0	1	0	0	6	123		0	0	3	2
12:00	3	38	7	1	47	1	9	0	1	1	0	2	110	*	2	0	2	0
12:15	5	48	9	1	52	0	7	0	0	1	1	5	129	*	1	0	1	0
12:30	0	40	5	0	54	0	8	0	0	0	1	3	111	*	0	0	2	0
12:45	4	45	10	0	58	1	10	0	0	0	0	3	131	+	0	0	1	1
Total	**25**	**323**	**67**	**3**	**388**	**3**	**75**	**3**	**3**	**4**	**3**	**29**	**926**		**4**	**3**	**13**	**6**
Pk Hr	**12**	**171**	**31**	**2**	**211**	**2**	**34**	**0**	**1**	**2**	**2**	**13**	**481**	*	**3**	**0**	**6**	**1**
15x4	**20**	**192**	**40**	**4**	**232**	**4**	**40**	**0**	**4**	**4**	**4**	**20**	**564**	+	**0**	**0**	**4**	**4**
Avg Hr	**13**	**162**	**34**	**2**	**194**	**2**	**38**	**2**	**2**	**2**	**2**	**15**	**463**		**2**	**2**	**7**	**3**

Peak Hour	12:00
Peak 15min	12:45
North Leg PHF	0.85
South Leg PHF	0.90
West Leg PHF	0.80
East Leg PHF	0.61

N
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Noon Peak Hour Volumes



PM Peak Period

Regular Vehicles

Location: Westfield Avenue @ 207 Street

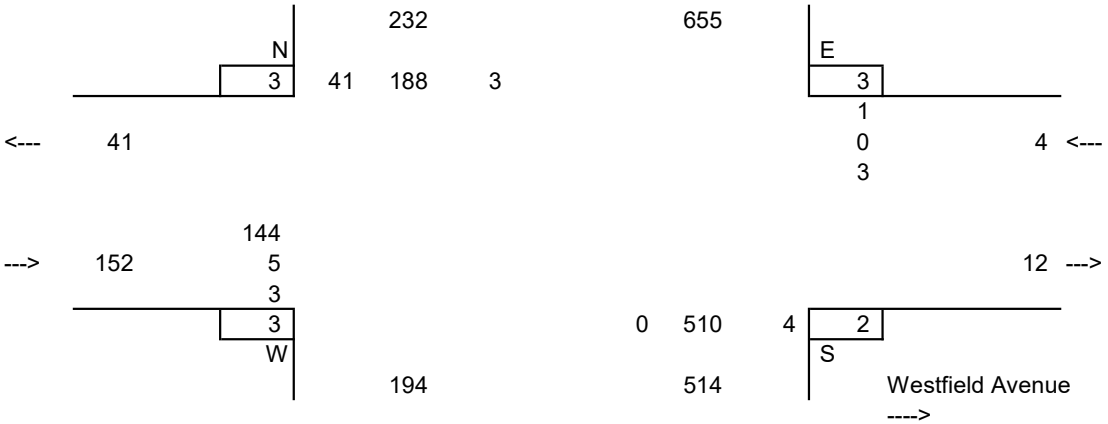
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
15:00	5	52	15	0	91	2	37	0	0	0	0	3	205		0	0	3	2
15:15	2	45	6	0	104	2	23	2	0	0	1	1	186		0	0	1	4
15:30	2	36	7	1	122	2	38	1	1	0	1	3	214		1	0	1	0
15:45	2	35	11	1	116	0	25	2	0	0	0	4	196		0	0	1	0
16:00	1	43	12	0	118	1	27	0	1	0	1	2	206		0	0	0	0
16:15	1	59	11	0	119	3	44	0	0	0	0	0	237	+	0	0	2	1
16:30	0	44	13	0	134	0	33	1	1	0	0	1	227	*	0	1	1	1
16:45	2	42	10	0	120	0	38	3	0	2	0	0	217	*	3	1	0	0
17:00	0	43	7	0	137	1	29	1	2	1	0	0	221	*	0	0	0	1
17:15	0	33	8	0	116	0	27	1	0	0	0	0	185		0	0	3	0
17:30	2	47	9	0	98	0	30	1	0	0	1	0	188		0	0	0	0
17:45	2	42	14	0	89	0	13	1	0	0	0	2	163		0	0	0	0
Total	**19**	**521**	**123**	**2**	**1364**	**11**	**364**	**13**	**5**	**3**	**4**	**16**	**2445**		**4**	**2**	**12**	**9**
Pk Hr	**3**	**188**	**41**	**0**	**510**	**4**	**144**	**5**	**3**	**3**	**0**	**1**	**902**	*	**3**	**2**	**3**	**3**
15x4	**8**	**236**	**52**	**0**	**548**	**12**	**176**	**12**	**8**	**8**	**0**	**4**	**1064**	+	**0**	**0**	**8**	**4**
Avg Hr	**6**	**174**	**41**	**1**	**455**	**4**	**121**	**4**	**2**	**1**	**1**	**5**	**815**		**1**	**1**	**4**	**3**

Peak Hour	16:15
Peak 15min	16:15
North Leg PHF	0.78
South Leg PHF	0.92
West Leg PHF	0.78
East Leg PHF	0.33

N
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PM Peak Hour Volumes



Average Hour Period

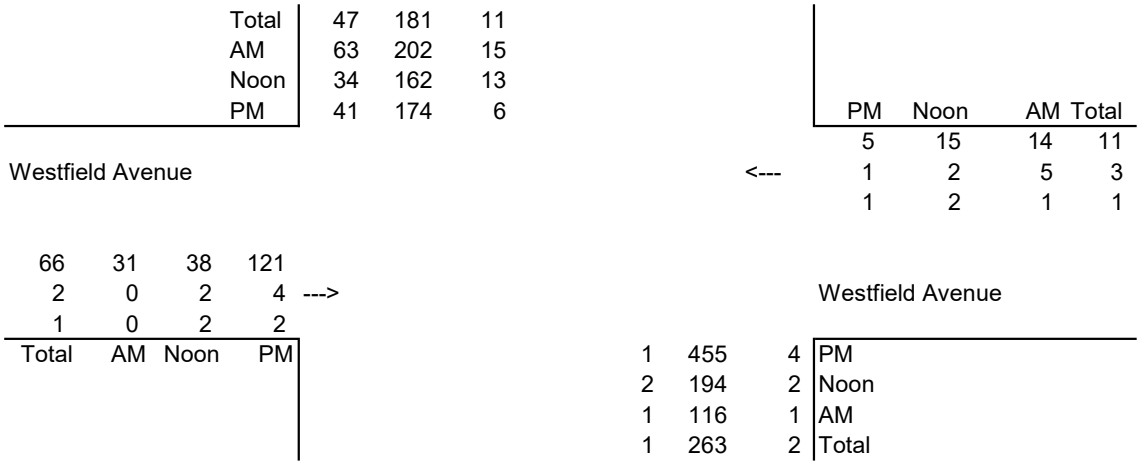
Regular Vehicles

Location: Westfield Avenue @ 207 Street

February 27, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	89	1451	379	7	2101	18	531	17	9	11	23	87	4723	13	7	38	27
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	11	181	47	1	263	2	66	2	1	1	3	11	590	2	1	5	3
AM Period																	
Total	45	607	189	2	349	4	92	1	1	4	16	42	1352	5	2	13	12
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	15	202	63	1	116	1	31	0	0	1	5	14	451	2	1	4	4
Noon Period																	
Total	25	323	67	3	388	3	75	3	3	4	3	29	926	4	3	13	6
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	13	162	34	2	194	2	38	2	2	2	2	15	463	2	2	7	3
PM Period																	
Total	19	521	123	2	1364	11	364	13	5	3	4	16	2445	4	2	12	9
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	6	174	41	1	455	4	121	4	2	1	1	5	815	1	1	4	3

Average Hour Volumes



PREMIERE TRAFFIC DATA SERVICES

Turning Movement Count Data
Trucks

Site Number:	5
Major Route:	207 Street
Minor Route:	Westfield Avenue
Municipality:	Maple Ridge
Filename:	5-TMC-207 St@Westfield Ave-Feb 27 2024
Date:	February 27, 2024
Day-of-week:	Tuesday
East/West Route:	Westfield Avenue
Intersection Type:	4 leg
Signalized (y/n?):	no
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Trucks

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	1	0	0	1	0	0	0	0	0	0	0	2					
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0					
06:30	0	0	0	0	1	0	0	0	0	0	0	0	1					
06:45	0	1	0	0	1	0	0	0	0	0	0	0	2					
07:00	0	0	1	0	0	0	0	0	0	0	0	0	1					
07:15	1	3	0	0	2	0	0	0	0	0	0	1	7					
07:30	0	2	0	0	1	0	0	0	0	0	0	0	3					
07:45	0	2	0	0	1	0	0	0	0	0	0	0	3					
08:00	0	0	2	0	4	0	0	0	0	0	0	0	6	+				
08:15	0	1	1	0	0	1	1	0	0	0	1	0	5	*				
08:30	0	1	0	0	0	0	1	0	0	0	0	0	2	*				
08:45	0	4	0	0	2	0	0	0	0	0	0	0	6	+				
Total	**1**	**15**	**4**	**0**	**13**	**1**	**2**	**0**	**0**	**0**	**1**	**1**	**38**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**6**	**3**	**0**	**6**	**1**	**2**	**0**	**0**	**0**	**1**	**0**	**19**	*	**0**	**0**	**0**	**0**
15x4	**0**	**16**	**8**	**0**	**16**	**4**	**4**	**0**	**0**	**0**	**4**	**0**	**52**	+	**0**	**0**	**0**	**0**
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0					
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0					
11:30	0	2	0	0	3	0	0	0	0	0	0	0	5					
11:45	0	1	0	0	1	0	0	0	0	0	0	0	2					
12:00	1	1	0	0	1	0	0	0	0	0	1	0	4	+				
12:15	0	2	0	0	2	0	0	0	0	0	0	0	4	+				
12:30	0	1	0	0	2	0	0	0	1	0	0	0	4	+				
12:45	0	2	0	0	2	0	0	0	0	0	0	0	4	+				
Total	**1**	**9**	**0**	**0**	**11**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**23**		**0**	**0**	**0**	**0**
Pk Hr	**1**	**6**	**0**	**0**	**7**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**16**	*	**0**	**0**	**0**	**0**
15x4	**4**	**8**	**0**	**0**	**8**	**0**	**0**	**0**	**4**	**0**	**4**	**0**	**28**	+	**0**	**0**	**0**	**0**
15:00	0	2	2	0	1	0	0	0	0	0	0	0	5	+				
15:15	0	0	0	0	2	0	0	0	0	0	0	0	2	*				
15:30	0	2	0	0	3	0	0	0	0	0	0	0	5	+				
15:45	0	0	0	0	4	0	0	0	0	0	0	0	4	*				
16:00	0	0	0	0	2	0	0	0	0	0	0	0	2					
16:15	0	2	0	0	2	0	0	0	0	0	0	0	4					
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0					
16:45	0	2	0	0	1	1	0	0	0	0	0	1	5					
17:00	0	1	0	0	1	0	0	0	0	0	0	0	2					
17:15	0	0	0	0	2	0	0	0	0	0	0	0	2					
17:30	0	1	0	0	0	0	0	0	0	0	0	0	1					
17:45	0	0	0	0	1	0	0	0	0	0	0	0	1					
Total	**0**	**10**	**2**	**0**	**19**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**33**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**4**	**2**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	*	**0**	**0**	**0**	**0**
15x4	**0**	**8**	**8**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32**	+	**0**	**0**	**0**	**0**

AM Peak Period

Trucks

Location: Westfield Avenue @ 207 Street

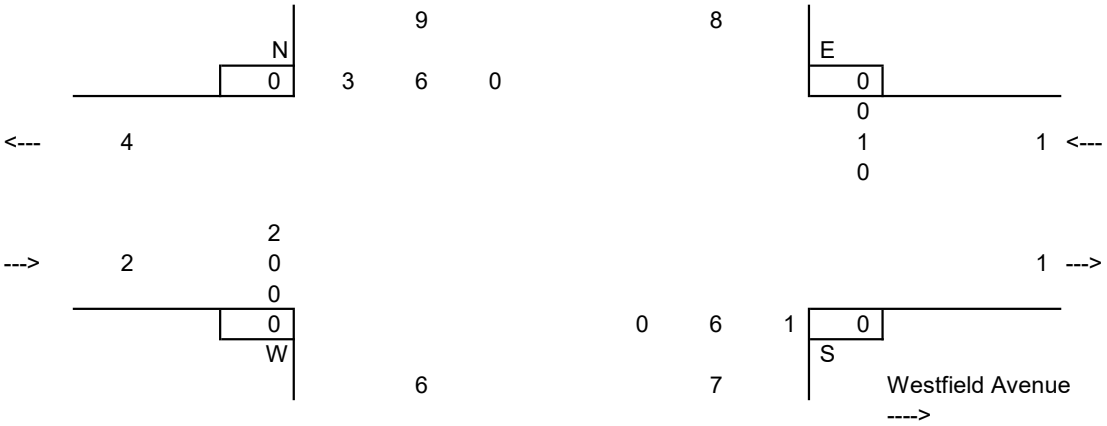
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	1	0	0	1	0	0	0	0	0	0	0	2		0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
06:30	0	0	0	0	1	0	0	0	0	0	0	0	1		0	0	0	0
06:45	0	1	0	0	1	0	0	0	0	0	0	0	2		0	0	0	0
07:00	0	0	1	0	0	0	0	0	0	0	0	0	1		0	0	0	0
07:15	1	3	0	0	2	0	0	0	0	0	0	1	7		0	0	0	0
07:30	0	2	0	0	1	0	0	0	0	0	0	0	3		0	0	0	0
07:45	0	2	0	0	1	0	0	0	0	0	0	0	3		0	0	0	0
08:00	0	0	2	0	4	0	0	0	0	0	0	0	6	+	0	0	0	0
08:15	0	1	1	0	0	1	1	0	0	0	1	0	5	*	0	0	0	0
08:30	0	1	0	0	0	0	1	0	0	0	0	0	2	*	0	0	0	0
08:45	0	4	0	0	2	0	0	0	0	0	0	0	6	+	0	0	0	0
Total	**1**	**15**	**4**	**0**	**13**	**1**	**2**	**0**	**0**	**0**	**1**	**1**	**38**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**6**	**3**	**0**	**6**	**1**	**2**	**0**	**0**	**0**	**1**	**0**	**19**	*	**0**	**0**	**0**	**0**
15x4	**0**	**16**	**8**	**0**	**16**	**4**	**4**	**0**	**0**	**0**	**4**	**0**	**52**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**5**	**1**	**0**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**13**		**0**	**0**	**0**	**0**

Peak Hour	08:00
Peak 15min	08:45
North approach PHF	0.38
South approach PHF	0.35
West approach PHF	0.50
East approach PHF	0.25

N
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AM Peak Hour Volumes



Noon Peak Period

Trucks

Location: Westfield Avenue @ 207 Street

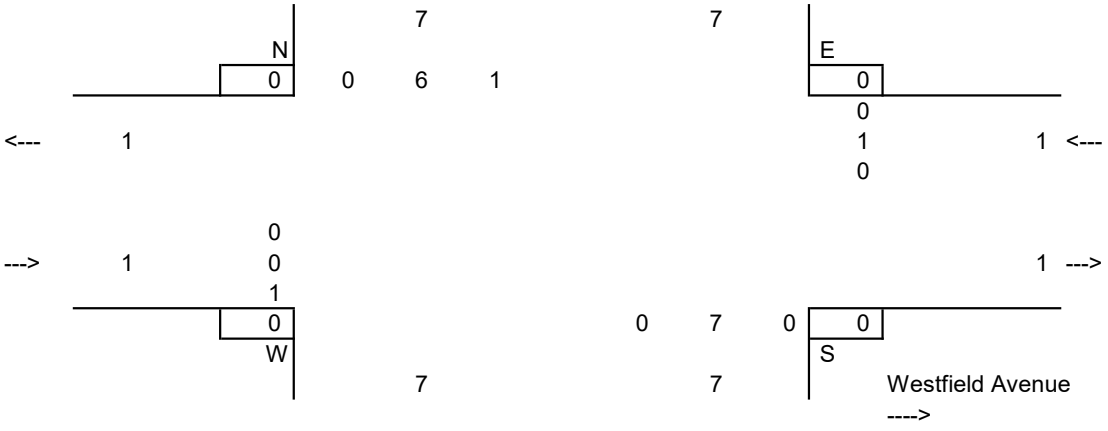
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
11:30	0	2	0	0	3	0	0	0	0	0	0	0	5		0	0	0	0
11:45	0	1	0	0	1	0	0	0	0	0	0	0	2		0	0	0	0
12:00	1	1	0	0	1	0	0	0	0	0	1	0	4	+	0	0	0	0
12:15	0	2	0	0	2	0	0	0	0	0	0	0	4	+	0	0	0	0
12:30	0	1	0	0	2	0	0	0	1	0	0	0	4	+	0	0	0	0
12:45	0	2	0	0	2	0	0	0	0	0	0	0	4	+	0	0	0	0
Total	**1**	**9**	**0**	**0**	**11**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**23**		**0**	**0**	**0**	**0**
Pk Hr	**1**	**6**	**0**	**0**	**7**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**16**	*	**0**	**0**	**0**	**0**
15x4	**4**	**8**	**0**	**0**	**8**	**0**	**0**	**0**	**4**	**0**	**4**	**0**	**28**	+	**0**	**0**	**0**	**0**
Avg Hr	**1**	**5**	**0**	**0**	**6**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**12**		**0**	**0**	**0**	**0**

Peak Hour	12:00
Peak 15min	12:45
North Leg PHF	0.58
South Leg PHF	0.88
West Leg PHF	0.25
East Leg PHF	0.25

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Noon Peak Hour Volumes



PM Peak Period

Trucks

Location: Westfield Avenue @ 207 Street

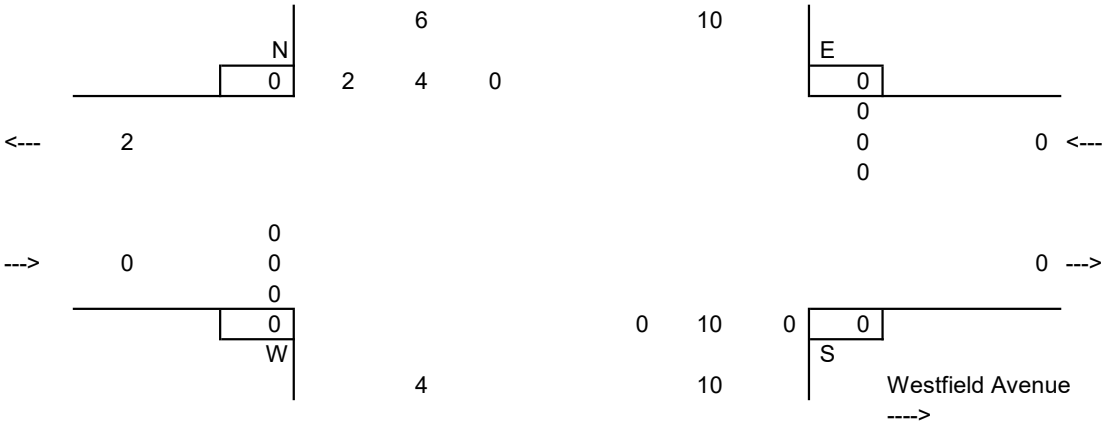
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
15:00	0	2	2	0	1	0	0	0	0	0	0	0	5	+	0	0	0	0
15:15	0	0	0	0	2	0	0	0	0	0	0	0	2	*	0	0	0	0
15:30	0	2	0	0	3	0	0	0	0	0	0	0	5	+	0	0	0	0
15:45	0	0	0	0	4	0	0	0	0	0	0	0	4	*	0	0	0	0
16:00	0	0	0	0	2	0	0	0	0	0	0	0	2		0	0	0	0
16:15	0	2	0	0	2	0	0	0	0	0	0	0	4		0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
16:45	0	2	0	0	1	1	0	0	0	0	0	1	5		0	0	0	0
17:00	0	1	0	0	1	0	0	0	0	0	0	0	2		0	0	0	0
17:15	0	0	0	0	2	0	0	0	0	0	0	0	2		0	0	0	0
17:30	0	1	0	0	0	0	0	0	0	0	0	0	1		0	0	0	0
17:45	0	0	0	0	1	0	0	0	0	0	0	0	1		0	0	0	0
Total	**0**	**10**	**2**	**0**	**19**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**33**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**4**	**2**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	*	**0**	**0**	**0**	**0**
15x4	**0**	**8**	**8**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**3**	**1**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**		**0**	**0**	**0**	**0**

Peak Hour	15:00
Peak 15min	16:45
North Leg PHF	0.38
South Leg PHF	0.63
West Leg PHF	NA
East Leg PHF	NA

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PM Peak Hour Volumes



Average Hour Period

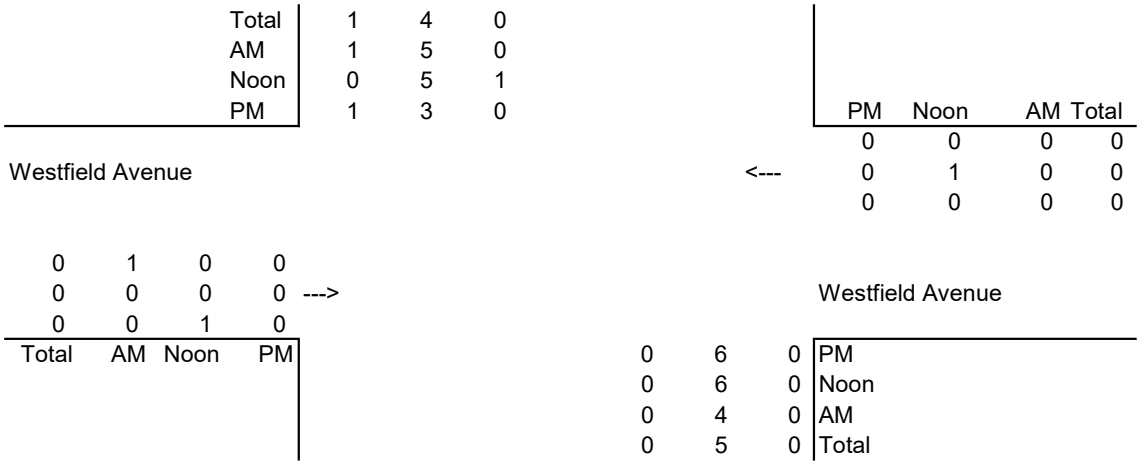
Trucks

Location: Westfield Avenue @ 207 Street

February 27, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	2	34	6	0	43	2	2	0	1	0	2	2	94	0	0	0	0
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	0	4	1	0	5	0	0	0	0	0	0	0	12	0	0	0	0
AM Period																	
Total	1	15	4	0	13	1	2	0	0	0	1	1	38	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	5	1	0	4	0	1	0	0	0	0	0	13	0	0	0	0
Noon Period																	
Total	1	9	0	0	11	0	0	0	1	0	1	0	23	0	0	0	0
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	1	5	0	0	6	0	0	0	1	0	1	0	12	0	0	0	0
PM Period																	
Total	0	10	2	0	19	1	0	0	0	0	0	1	33	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	3	1	0	6	0	0	0	0	0	0	0	11	0	0	0	0

Average Hour Volumes



PREMIERE TRAFFIC DATA SERVICES

Turning Movement Count Data
Cyclists

Site Number:	5
Major Route:	207 Street
Minor Route:	Westfield Avenue
Municipality:	Maple Ridge
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Weather:	AM: Overcast and dry PM: Rain and wet

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Notes:

Survey Data

Cyclists

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Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0					
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0					
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0					
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0					
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0					
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0					
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0					
07:45	0	0	0	0	0	0	1	0	0	0	0	0	1	+				
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	*				
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	*				
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	*				
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0					
Total	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	*	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**4**	+	**0**	**0**	**0**	**0**
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0					
11:15	0	1	0	0	0	0	0	0	0	0	0	0	1					
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0					
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0					
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	*				
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	*				
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	*				
12:45	0	1	0	0	0	0	0	0	0	0	0	0	1	+				
Total	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	*	**0**	**0**	**0**	**0**
15x4	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	+	**0**	**0**	**0**	**0**
15:00	0	0	0	0	0	0	0	0	1	0	0	0	1	+				
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	*				
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	*				
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	*				
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0					
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0					
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0					
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0					
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0					
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0					
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0					
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0					
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	*	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**4**	+	**0**	**0**	**0**	**0**

AM Peak Period

Cyclists

Location: Westfield Avenue @ 207 Street

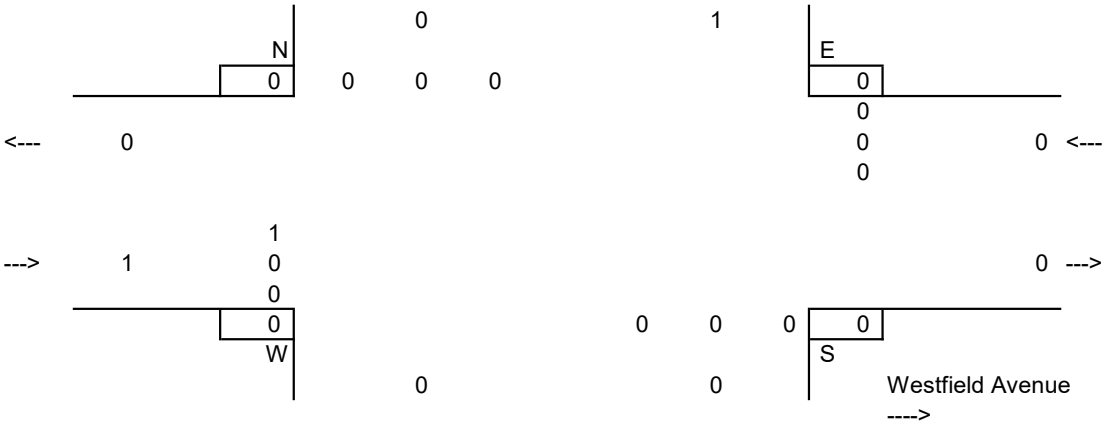
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
07:45	0	0	0	0	0	0	1	0	0	0	0	0	1	+	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	*	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**4**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		**0**	**0**	**0**	**0**

Peak Hour	07:45
Peak 15min	07:45
North approach PHF	NA
South approach PHF	NA
West approach PHF	0.25
East approach PHF	NA

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AM Peak Hour Volumes



Noon Peak Period

Cyclists

Location: Westfield Avenue @ 207 Street

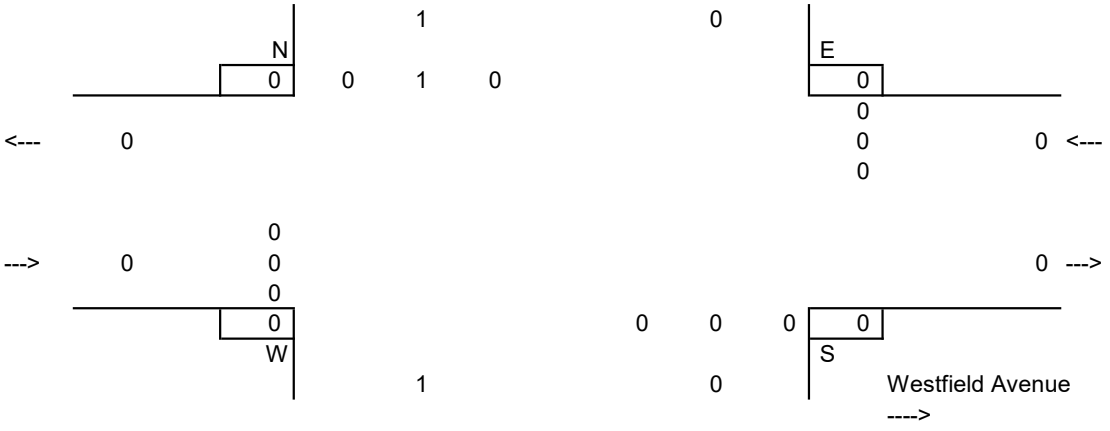
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
11:15	0	1	0	0	0	0	0	0	0	0	0	0	1		0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
12:45	0	1	0	0	0	0	0	0	0	0	0	0	1	+	0	0	0	0
Total	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	*	**0**	**0**	**0**	**0**
15x4	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**		**0**	**0**	**0**	**0**

Peak Hour	12:00
Peak 15min	12:45
North Leg PHF	0.25
South Leg PHF	NA
West Leg PHF	NA
East Leg PHF	NA

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Noon Peak Hour Volumes



PM Peak Period

Cyclists

Location: Westfield Avenue @ 207 Street

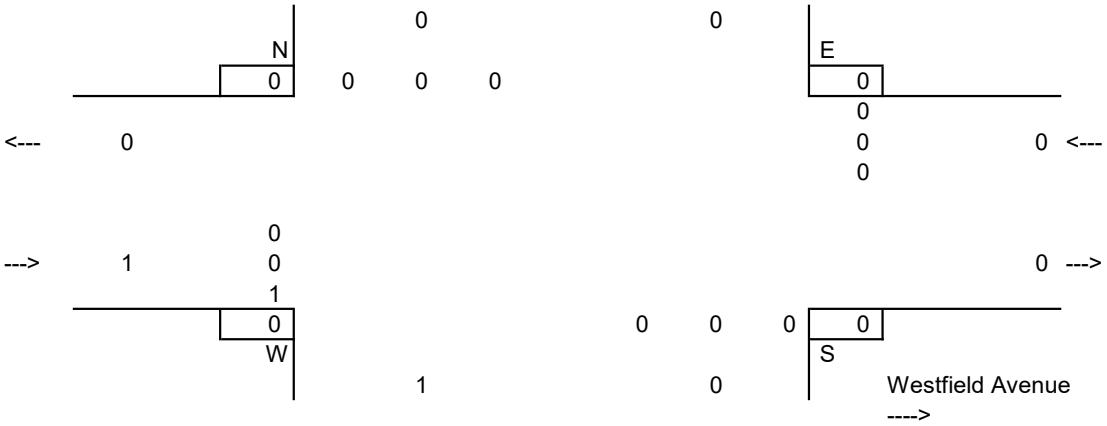
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
15:00	0	0	0	0	0	0	0	0	1	0	0	0	1	+	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	*	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**4**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		**0**	**0**	**0**	**0**

Peak Hour	15:00
Peak 15min	15:00
North Leg PHF	NA
South Leg PHF	NA
West Leg PHF	0.25
East Leg PHF	NA

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PM Peak Hour Volumes



Average Hour Period

Cyclists

Location: Westfield Avenue @ 207 Street
February 27, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	0	2	0	0	0	0	1	0	1	0	0	0	4	0	0	0	0
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
AM Period																	
Total	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Noon Period																	
Total	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
PM Period																	
Total	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Average Hour Volumes

Total	0	0	0
AM	0	0	0
Noon	0	1	0
PM	0	0	0

PM	Noon	AM	Total
0	0	0	0
0	0	0	0
0	0	0	0

Westfield Avenue <---

0 0 0 0
0 0 0 0 --->
0 0 0 0

Total	AM	Noon	PM
0	0	0	PM
0	0	0	Noon
0	0	0	AM
0	0	0	Total

Westfield Avenue

PREMIERE
TRAFFIC DATA SERVICES

Turning Movement Count Data
Combined Volume

Site Number:	6
Major Route:	Maple Crescent
Minor Route:	Westfield Avenue
Municipality:	Maple Ridge
Filename:	6-TMC-Maple Cres@Westfield Ave-Feb 27 2024
Date:	February 27, 2024
Day-of-week:	Tuesday
East/West Route:	Westfield Avenue
Intersection Type:	3 leg east approach
Signalized (y/n?):	no
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Combined Volume

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	1	10	0	0	73	0	0	0	0	0	0	11	95		0	0	0	2
06:15	0	6	0	0	66	0	0	0	0	0	0	10	82		0	0	0	2
06:30	1	12	0	0	80	0	0	0	0	0	0	11	104		0	0	0	4
06:45	5	21	0	0	67	1	0	0	0	0	0	20	114		0	0	0	2
07:00	2	21	0	0	93	1	0	0	0	0	0	15	132		0	1	0	3
07:15	3	27	0	0	107	0	0	0	0	0	0	23	160		0	0	0	1
07:30	2	26	0	0	102	3	0	0	0	0	0	25	158	*	0	0	0	0
07:45	3	40	0	0	89	0	0	0	0	0	0	29	161	*	0	0	0	1
08:00	4	34	0	0	84	3	0	0	0	1	0	34	160	*	0	0	0	4
08:15	11	31	0	0	105	1	0	0	0	2	0	57	207	+	0	0	0	14
08:30	11	40	0	0	69	1	0	0	0	1	0	20	142		0	0	0	7
08:45	4	44	0	0	63	2	0	0	0	1	0	19	133		0	0	0	1
Total	**47**	**312**	**0**	**0**	**998**	**12**	**0**	**0**	**0**	**5**	**0**	**274**	**1648**		**0**	**1**	**0**	**41**
Pk Hr	**20**	**131**	**0**	**0**	**380**	**7**	**0**	**0**	**0**	**3**	**0**	**145**	**686**	*	**0**	**0**	**0**	**19**
15x4	**44**	**160**	**0**	**0**	**420**	**12**	**0**	**0**	**0**	**8**	**0**	**228**	**872**	+	**0**	**0**	**0**	**56**
11:00	8	28	0	0	26	0	0	0	0	0	0	14	76		0	0	0	3
11:15	17	60	0	0	75	1	0	0	0	0	0	8	161	+	0	0	0	2
11:30	11	43	0	0	50	6	0	0	0	0	0	11	121	*	0	0	0	2
11:45	14	61	0	0	41	1	0	0	0	1	0	13	131	*	0	0	0	2
12:00	9	61	0	0	45	0	0	0	0	0	0	7	122	*	0	0	0	4
12:15	6	60	0	0	44	0	0	0	0	0	0	15	125		0	0	0	0
12:30	8	61	0	0	51	0	0	0	0	0	0	7	127		0	0	0	1
12:45	13	70	0	0	44	0	0	0	0	2	0	9	138		0	0	0	2
Total	**86**	**444**	**0**	**0**	**376**	**8**	**0**	**0**	**0**	**3**	**0**	**84**	**1001**		**0**	**0**	**0**	**16**
Pk Hr	**51**	**225**	**0**	**0**	**211**	**8**	**0**	**0**	**0**	**1**	**0**	**39**	**535**	*	**0**	**0**	**0**	**10**
15x4	**68**	**244**	**0**	**0**	**300**	**24**	**0**	**0**	**0**	**4**	**0**	**52**	**692**	+	**0**	**0**	**0**	**8**
15:00	30	110	0	0	44	0	0	0	0	2	0	18	204		0	0	0	0
15:15	17	126	0	0	50	0	0	0	0	0	0	9	202		0	0	0	3
15:30	40	154	0	0	41	1	0	0	0	0	0	6	242		0	0	0	2
15:45	31	155	0	0	42	0	0	0	0	0	0	9	237		0	0	0	1
16:00	28	138	0	0	44	0	0	0	0	1	0	8	219		0	1	0	3
16:15	47	173	0	0	30	0	0	0	0	0	0	8	258	+	0	0	0	6
16:30	49	154	0	0	31	0	0	0	0	0	0	18	252	*	1	0	0	1
16:45	43	136	0	0	32	2	0	0	0	0	0	9	222	*	0	0	0	1
17:00	35	162	0	0	39	0	0	0	0	2	0	6	244	*	0	1	0	2
17:15	37	158	0	0	31	0	0	0	0	0	0	4	230		0	0	0	1
17:30	33	123	0	0	42	1	0	0	0	0	0	10	209		0	0	0	2
17:45	17	98	0	0	30	0	0	0	0	0	0	17	162		0	0	0	1
Total	**407**	**1687**	**0**	**0**	**456**	**4**	**0**	**0**	**0**	**5**	**0**	**122**	**2681**		**1**	**2**	**0**	**23**
Pk Hr	**174**	**625**	**0**	**0**	**132**	**2**	**0**	**0**	**0**	**2**	**0**	**41**	**976**	*	**1**	**1**	**0**	**10**
15x4	**196**	**692**	**0**	**0**	**156**	**8**	**0**	**0**	**0**	**8**	**0**	**72**	**1132**	+	**0**	**0**	**0**	**24**

AM Peak Period

Combined Volume

Location: Westfield Avenue @ Maple Crescent

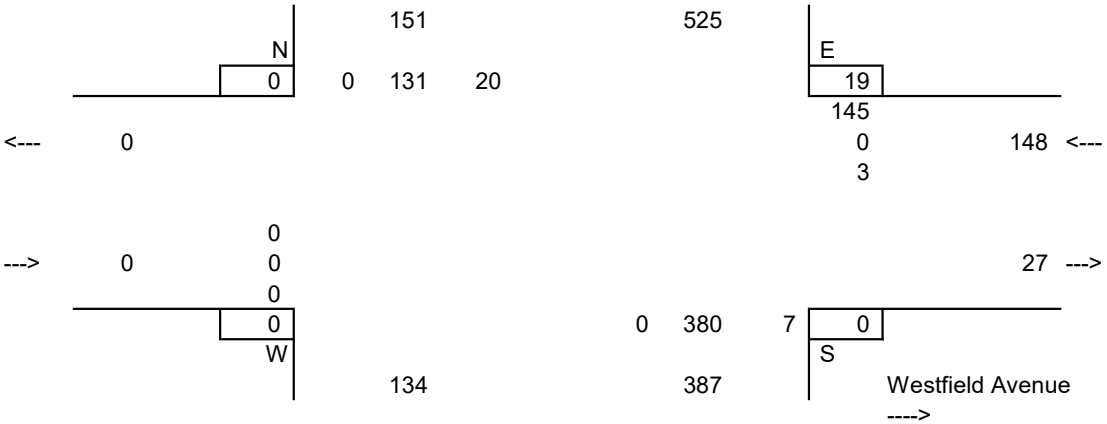
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	1	10	0	0	73	0	0	0	0	0	0	11	95		0	0	0	2
06:15	0	6	0	0	66	0	0	0	0	0	0	10	82		0	0	0	2
06:30	1	12	0	0	80	0	0	0	0	0	0	11	104		0	0	0	4
06:45	5	21	0	0	67	1	0	0	0	0	0	20	114		0	0	0	2
07:00	2	21	0	0	93	1	0	0	0	0	0	15	132		0	1	0	3
07:15	3	27	0	0	107	0	0	0	0	0	0	23	160		0	0	0	1
07:30	2	26	0	0	102	3	0	0	0	0	0	25	158	*	0	0	0	0
07:45	3	40	0	0	89	0	0	0	0	0	0	29	161	*	0	0	0	1
08:00	4	34	0	0	84	3	0	0	0	1	0	34	160	*	0	0	0	4
08:15	11	31	0	0	105	1	0	0	0	2	0	57	207	+	0	0	0	14
08:30	11	40	0	0	69	1	0	0	0	1	0	20	142		0	0	0	7
08:45	4	44	0	0	63	2	0	0	0	1	0	19	133		0	0	0	1
Total	**47**	**312**	**0**	**0**	**998**	**12**	**0**	**0**	**0**	**5**	**0**	**274**	**1648**		**0**	**1**	**0**	**41**
Pk Hr	**20**	**131**	**0**	**0**	**380**	**7**	**0**	**0**	**0**	**3**	**0**	**145**	**686**	*	**0**	**0**	**0**	**19**
15x4	**44**	**160**	**0**	**0**	**420**	**12**	**0**	**0**	**0**	**8**	**0**	**228**	**872**	+	**0**	**0**	**0**	**56**
Avg Hr	**16**	**104**	**0**	**0**	**333**	**4**	**0**	**0**	**0**	**2**	**0**	**91**	**549**		**0**	**0**	**0**	**14**

Peak Hour	07:30
Peak 15min	08:15
North approach PHF	0.74
South approach PHF	0.90
West approach PHF	NA
East approach PHF	0.63

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AM Peak Hour Volumes



Noon Peak Period

Combined Volume

Location: Westfield Avenue @ Maple Crescent

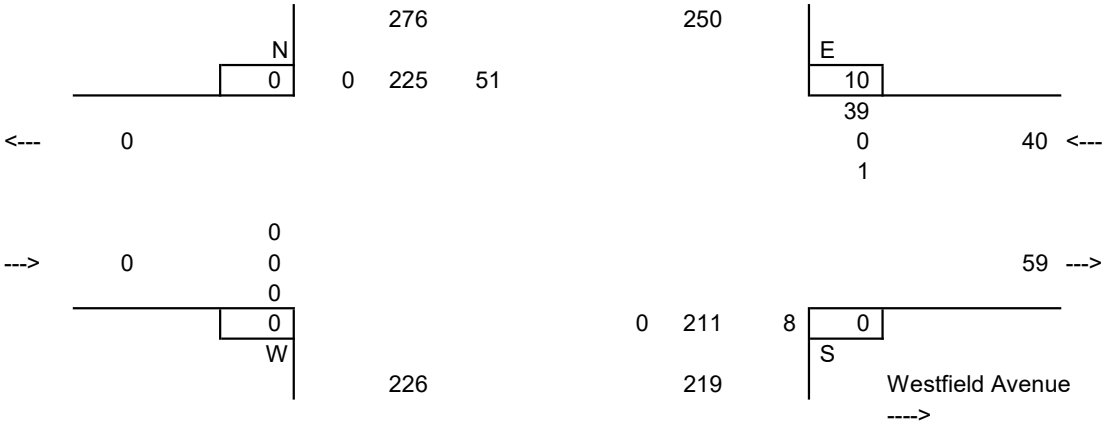
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
11:00	8	28	0	0	26	0	0	0	0	0	0	14	76		0	0	0	3
11:15	17	60	0	0	75	1	0	0	0	0	0	8	161	+	0	0	0	2
11:30	11	43	0	0	50	6	0	0	0	0	0	11	121	*	0	0	0	2
11:45	14	61	0	0	41	1	0	0	0	1	0	13	131	*	0	0	0	2
12:00	9	61	0	0	45	0	0	0	0	0	0	7	122	*	0	0	0	4
12:15	6	60	0	0	44	0	0	0	0	0	0	15	125		0	0	0	0
12:30	8	61	0	0	51	0	0	0	0	0	0	7	127		0	0	0	1
12:45	13	70	0	0	44	0	0	0	0	2	0	9	138		0	0	0	2
Total	**86**	**444**	**0**	**0**	**376**	**8**	**0**	**0**	**0**	**3**	**0**	**84**	**1001**		**0**	**0**	**0**	**16**
Pk Hr	**51**	**225**	**0**	**0**	**211**	**8**	**0**	**0**	**0**	**1**	**0**	**39**	**535**	*	**0**	**0**	**0**	**10**
15x4	**68**	**244**	**0**	**0**	**300**	**24**	**0**	**0**	**0**	**4**	**0**	**52**	**692**	+	**0**	**0**	**0**	**8**
Avg Hr	**43**	**222**	**0**	**0**	**188**	**4**	**0**	**0**	**0**	**2**	**0**	**42**	**501**		**0**	**0**	**0**	**8**

Peak Hour	11:15
Peak 15min	11:15
North Leg PHF	0.88
South Leg PHF	0.68
West Leg PHF	NA
East Leg PHF	0.71

N
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Noon Peak Hour Volumes



PM Peak Period

Combined Volume

Location: Westfield Avenue @ Maple Crescent

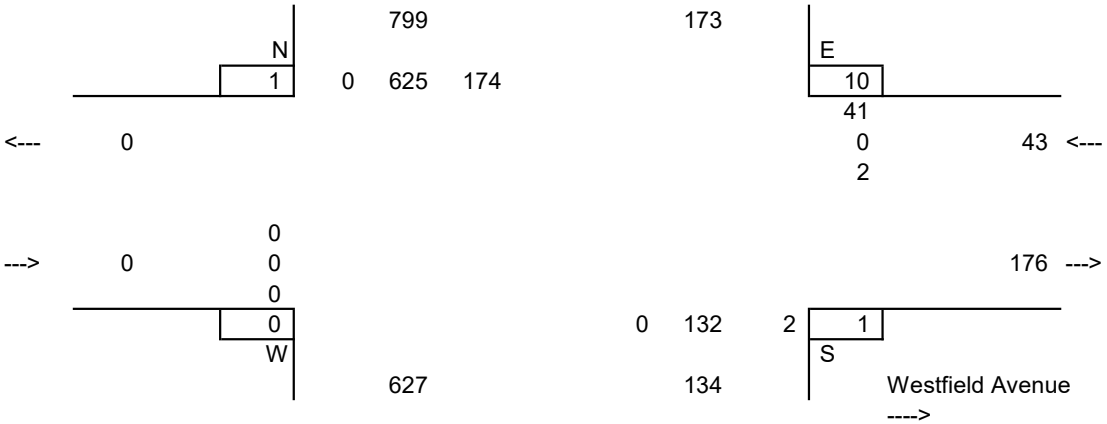
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
15:00	30	110	0	0	44	0	0	0	0	2	0	18	204		0	0	0	0
15:15	17	126	0	0	50	0	0	0	0	0	0	9	202		0	0	0	3
15:30	40	154	0	0	41	1	0	0	0	0	0	6	242		0	0	0	2
15:45	31	155	0	0	42	0	0	0	0	0	0	9	237		0	0	0	1
16:00	28	138	0	0	44	0	0	0	0	1	0	8	219		0	1	0	3
16:15	47	173	0	0	30	0	0	0	0	0	0	8	258	+	0	0	0	6
16:30	49	154	0	0	31	0	0	0	0	0	0	18	252	*	1	0	0	1
16:45	43	136	0	0	32	2	0	0	0	0	0	9	222	*	0	0	0	1
17:00	35	162	0	0	39	0	0	0	0	2	0	6	244	*	0	1	0	2
17:15	37	158	0	0	31	0	0	0	0	0	0	4	230		0	0	0	1
17:30	33	123	0	0	42	1	0	0	0	0	0	10	209		0	0	0	2
17:45	17	98	0	0	30	0	0	0	0	0	0	17	162		0	0	0	1
Total	**407**	**1687**	**0**	**0**	**456**	**4**	**0**	**0**	**0**	**5**	**0**	**122**	**2681**		**1**	**2**	**0**	**23**
Pk Hr	**174**	**625**	**0**	**0**	**132**	**2**	**0**	**0**	**0**	**2**	**0**	**41**	**976**	*	**1**	**1**	**0**	**10**
15x4	**196**	**692**	**0**	**0**	**156**	**8**	**0**	**0**	**0**	**8**	**0**	**72**	**1132**	+	**0**	**0**	**0**	**24**
Avg Hr	**136**	**562**	**0**	**0**	**152**	**1**	**0**	**0**	**0**	**2**	**0**	**41**	**894**		**0**	**1**	**0**	**8**

Peak Hour	16:15
Peak 15min	16:15
North Leg PHF	0.90
South Leg PHF	0.82
West Leg PHF	NA
East Leg PHF	0.54

N
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PM Peak Hour Volumes



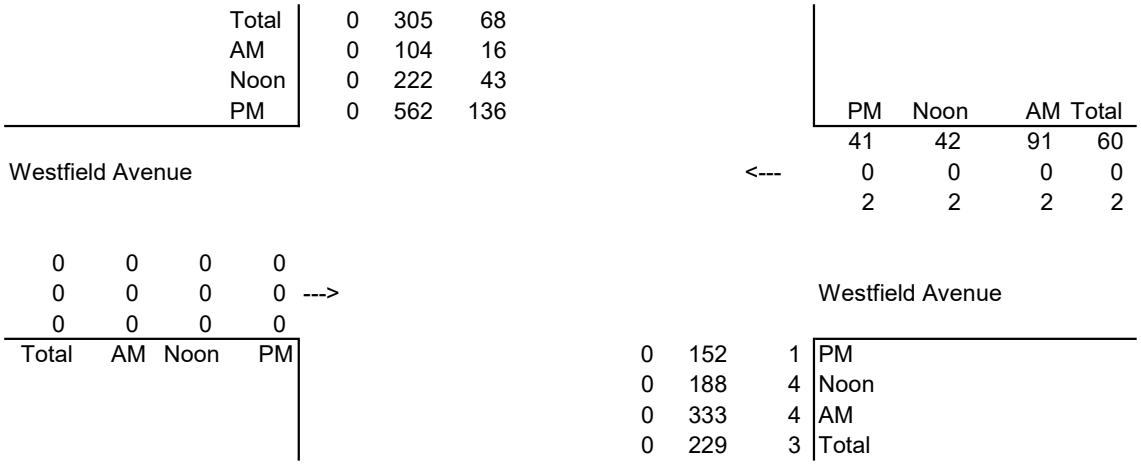
Average Hour Period

Combined Volume

Location: Westfield Avenue @ Maple Crescent
February 27, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	540	2443	0	0	1830	24	0	0	0	13	0	480	5330	1	3	0	80
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	68	305	0	0	229	3	0	0	0	2	0	60	666	0	0	0	10
AM Period																	
Total	47	312	0	0	998	12	0	0	0	5	0	274	1648	0	1	0	41
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	16	104	0	0	333	4	0	0	0	2	0	91	549	0	0	0	14
Noon Period																	
Total	86	444	0	0	376	8	0	0	0	3	0	84	1001	0	0	0	16
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	43	222	0	0	188	4	0	0	0	2	0	42	501	0	0	0	8
PM Period																	
Total	407	1687	0	0	456	4	0	0	0	5	0	122	2681	1	2	0	23
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	136	562	0	0	152	1	0	0	0	2	0	41	894	0	1	0	8

Average Hour Volumes



PREMIERE
TRAFFIC DATA SERVICES

Turning Movement Count Data
Regular Vehicles

Site Number:	6
Major Route:	Maple Crescent
Minor Route:	Westfield Avenue
Municipality:	Maple Ridge
Filename:	6-TMC-Maple Cres@Westfield Ave-Feb 27 2024
Date:	February 27, 2024
Day-of-week:	Tuesday
East/West Route:	Westfield Avenue
Intersection Type:	3 leg east approach
Signalized (y/n?):	no
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Regular Vehicles

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	1	7			71	0				0		11	90		0	0		2
06:15	0	5			64	0				0		10	79		0	0		2
06:30	1	11			77	0				0		11	100		0	0		4
06:45	5	18			65	1				0		20	109		0	0		2
07:00	2	17			89	1				0		15	124		0	1		3
07:15	3	24			103	0				0		22	152		0	0		1
07:30	2	22			93	3				0		25	145	*	0	0		0
07:45	3	36			84	0				0		27	150	*	0	0		1
08:00	4	29			84	3				1		32	153	*	0	0		4
08:15	11	28			97	1				2		57	196	+	0	0		14
08:30	11	40			64	1				1		20	137		0	0		7
08:45	4	41			58	2				1		18	124		0	0		1
Total	**47**	**278**	**0**	**0**	**949**	**12**	**0**	**0**	**0**	**5**	**0**	**268**	**1559**		**0**	**1**	**0**	**41**
Pk Hr	**20**	**115**	**0**	**0**	**358**	**7**	**0**	**0**	**0**	**3**	**0**	**141**	**644**	*	**0**	**0**	**0**	**19**
15x4	**44**	**144**	**0**	**0**	**388**	**12**	**0**	**0**	**0**	**8**	**0**	**228**	**824**	+	**0**	**0**	**0**	**56**
11:00	8	27			26	0				0		13	74		0	0		3
11:15	17	56			72	1				0		8	154	+	0	0		2
11:30	11	39			46	6				0		11	113	*	0	0		2
11:45	14	57			41	1				1		13	127	*	0	0		2
12:00	9	58			43	0				0		7	117	*	0	0		4
12:15	6	57			40	0				0		15	118		0	0		0
12:30	7	55			48	0				0		7	117		0	0		1
12:45	13	68			38	0				2		9	130		0	0		2
Total	**85**	**417**	**0**	**0**	**354**	**8**	**0**	**0**	**0**	**3**	**0**	**83**	**950**		**0**	**0**	**0**	**16**
Pk Hr	**51**	**210**	**0**	**0**	**202**	**8**	**0**	**0**	**0**	**1**	**0**	**39**	**511**	*	**0**	**0**	**0**	**10**
15x4	**68**	**232**	**0**	**0**	**288**	**24**	**0**	**0**	**0**	**4**	**0**	**52**	**668**	+	**0**	**0**	**0**	**8**
15:00	30	110			41	0				2		18	201		0	0		0
15:15	17	119			49	0				0		9	194		0	0		3
15:30	40	151			40	1				0		6	238		0	0		2
15:45	31	150			39	0				0		9	229		0	0		1
16:00	28	135			44	0				1		8	216		0	1		3
16:15	47	167			28	0				0		8	250	+	0	0		6
16:30	49	153			27	0				0		18	247	*	1	0		1
16:45	43	135			31	2				0		9	220	*	0	0		1
17:00	35	159			37	0				2		6	239	*	0	1		2
17:15	37	153			30	0				0		4	224		0	0		1
17:30	33	120			38	1				0		10	202		0	0		2
17:45	17	96			29	0				0		17	159		0	0		1
Total	**407**	**1648**	**0**	**0**	**433**	**4**	**0**	**0**	**0**	**5**	**0**	**122**	**2619**		**1**	**2**	**0**	**23**
Pk Hr	**174**	**614**	**0**	**0**	**123**	**2**	**0**	**0**	**0**	**2**	**0**	**41**	**956**	*	**1**	**1**	**0**	**10**
15x4	**196**	**668**	**0**	**0**	**148**	**8**	**0**	**0**	**0**	**8**	**0**	**72**	**1100**	+	**0**	**0**	**0**	**24**

AM Peak Period

Regular Vehicles

Location: Westfield Avenue @ Maple Crescent

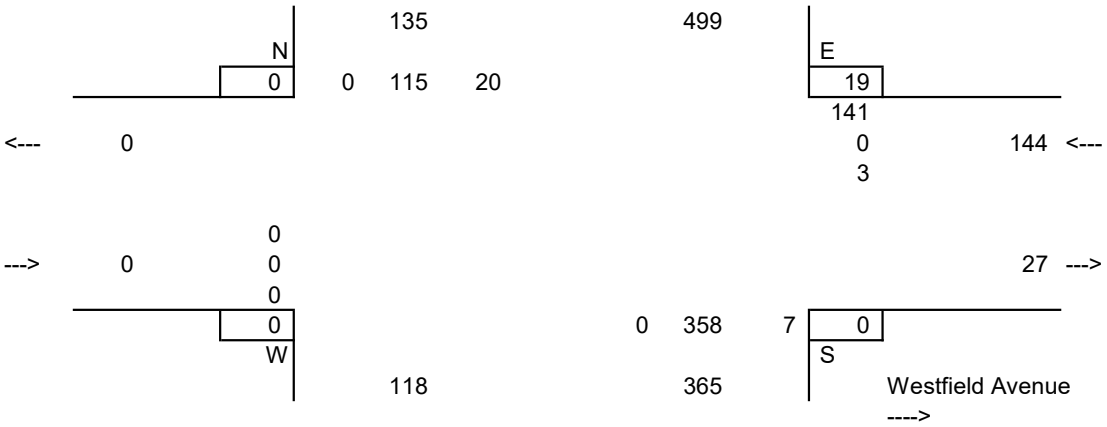
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	1	7			71	0	0	0	0	0		11	90		0	0	0	2
06:15	0	5			64	0	0	0	0	0		10	79		0	0	0	2
06:30	1	11			77	0	0	0	0	0		11	100		0	0	0	4
06:45	5	18			65	1	0	0	0	0		20	109		0	0	0	2
07:00	2	17			89	1	0	0	0	0		15	124		0	1	0	3
07:15	3	24			103	0	0	0	0	0		22	152		0	0	0	1
07:30	2	22			93	3	0	0	0	0		25	145	*	0	0	0	0
07:45	3	36			84	0	0	0	0	0		27	150	*	0	0	0	1
08:00	4	29			84	3	0	0	0	1		32	153	*	0	0	0	4
08:15	11	28			97	1	0	0	0	2		57	196	+	0	0	0	14
08:30	11	40			64	1	0	0	0	1		20	137		0	0	0	7
08:45	4	41			58	2	0	0	0	1		18	124		0	0	0	1
Total	**47**	**278**	**0**	**0**	**949**	**12**	**0**	**0**	**0**	**5**	**0**	**268**	**1559**		**0**	**1**	**0**	**41**
Pk Hr	**20**	**115**	**0**	**0**	**358**	**7**	**0**	**0**	**0**	**3**	**0**	**141**	**644**	*	**0**	**0**	**0**	**19**
15x4	**44**	**144**	**0**	**0**	**388**	**12**	**0**	**0**	**0**	**8**	**0**	**228**	**824**	+	**0**	**0**	**0**	**56**
Avg Hr	**16**	**93**	**0**	**0**	**316**	**4**	**0**	**0**	**0**	**2**	**0**	**89**	**520**		**0**	**0**	**0**	**14**

Peak Hour	07:30
Peak 15min	08:15
North approach PHF	0.72
South approach PHF	0.91
West approach PHF	NA
East approach PHF	0.61

N
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AM Peak Hour Volumes



Noon Peak Period

Regular Vehicles

Location: Westfield Avenue @ Maple Crescent

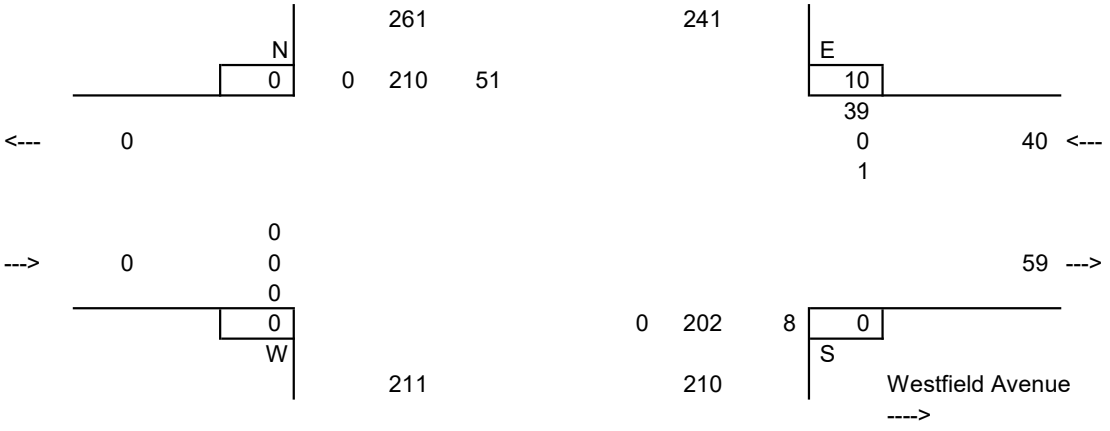
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
11:00	8	27			26	0	0	0	0	0		13	74		0	0	0	3
11:15	17	56			72	1	0	0	0	0		8	154	+	0	0	0	2
11:30	11	39			46	6	0	0	0	0		11	113	*	0	0	0	2
11:45	14	57			41	1	0	0	0	1		13	127	*	0	0	0	2
12:00	9	58			43	0	0	0	0	0		7	117	*	0	0	0	4
12:15	6	57			40	0	0	0	0	0		15	118		0	0	0	0
12:30	7	55			48	0	0	0	0	0		7	117		0	0	0	1
12:45	13	68			38	0	0	0	0	2		9	130		0	0	0	2
Total	**85**	**417**	**0**	**0**	**354**	**8**	**0**	**0**	**0**	**3**	**0**	**83**	**950**		**0**	**0**	**0**	**16**
Pk Hr	**51**	**210**	**0**	**0**	**202**	**8**	**0**	**0**	**0**	**1**	**0**	**39**	**511**	*	**0**	**0**	**0**	**10**
15x4	**68**	**232**	**0**	**0**	**288**	**24**	**0**	**0**	**0**	**4**	**0**	**52**	**668**	+	**0**	**0**	**0**	**8**
Avg Hr	**43**	**209**	**0**	**0**	**177**	**4**	**0**	**0**	**0**	**2**	**0**	**42**	**475**		**0**	**0**	**0**	**8**

Peak Hour	11:15
Peak 15min	11:15
North Leg PHF	0.87
South Leg PHF	0.67
West Leg PHF	NA
East Leg PHF	0.71

N
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Noon Peak Hour Volumes



PM Peak Period

Regular Vehicles

Location: Westfield Avenue @ Maple Crescent

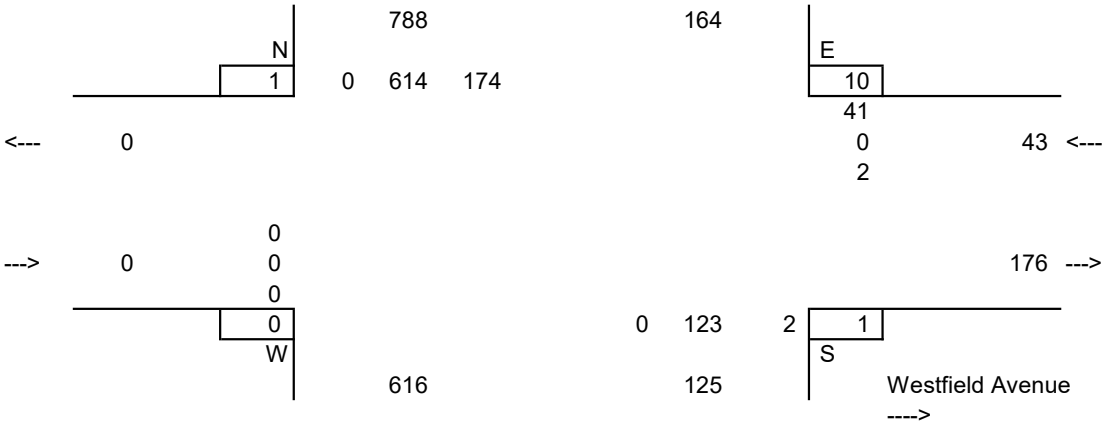
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
15:00	30	110			41	0	0	0	0	2		18	201		0	0	0	0
15:15	17	119			49	0	0	0	0	0		9	194		0	0	0	3
15:30	40	151			40	1	0	0	0	0		6	238		0	0	0	2
15:45	31	150			39	0	0	0	0	0		9	229		0	0	0	1
16:00	28	135			44	0	0	0	0	1		8	216		0	1	0	3
16:15	47	167			28	0	0	0	0	0		8	250	+	0	0	0	6
16:30	49	153			27	0	0	0	0	0		18	247	*	1	0	0	1
16:45	43	135			31	2	0	0	0	0		9	220	*	0	0	0	1
17:00	35	159			37	0	0	0	0	2		6	239	*	0	1	0	2
17:15	37	153			30	0	0	0	0	0		4	224		0	0	0	1
17:30	33	120			38	1	0	0	0	0		10	202		0	0	0	2
17:45	17	96			29	0	0	0	0	0		17	159		0	0	0	1
Total	**407**	**1648**	**0**	**0**	**433**	**4**	**0**	**0**	**0**	**5**	**0**	**122**	**2619**		**1**	**2**	**0**	**23**
Pk Hr	**174**	**614**	**0**	**0**	**123**	**2**	**0**	**0**	**0**	**2**	**0**	**41**	**956**	*	**1**	**1**	**0**	**10**
15x4	**196**	**668**	**0**	**0**	**148**	**8**	**0**	**0**	**0**	**8**	**0**	**72**	**1100**	+	**0**	**0**	**0**	**24**
Avg Hr	**136**	**549**	**0**	**0**	**144**	**1**	**0**	**0**	**0**	**2**	**0**	**41**	**873**		**0**	**1**	**0**	**8**

Peak Hour	16:15
Peak 15min	16:15
North Leg PHF	0.91
South Leg PHF	0.80
West Leg PHF	NA
East Leg PHF	0.54

N
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PM Peak Hour Volumes

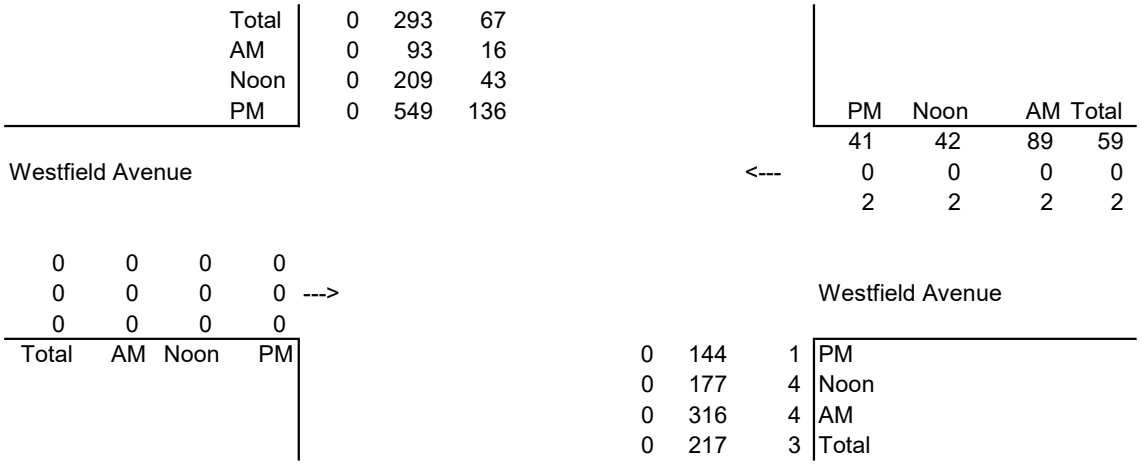


Average Hour Period
Regular Vehicles

Location: Westfield Avenue @ Maple Crescent
February 27, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	539	2343	0	0	1736	24	0	0	0	13	0	473	5128	1	3	0	80
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	67	293	0	0	217	3	0	0	0	2	0	59	641	0	0	0	10
AM Period																	
Total	47	278	0	0	949	12	0	0	0	5	0	268	1559	0	1	0	41
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	16	93	0	0	316	4	0	0	0	2	0	89	520	0	0	0	14
Noon Period																	
Total	85	417	0	0	354	8	0	0	0	3	0	83	950	0	0	0	16
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	43	209	0	0	177	4	0	0	0	2	0	42	475	0	0	0	8
PM Period																	
Total	407	1648	0	0	433	4	0	0	0	5	0	122	2619	1	2	0	23
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	136	549	0	0	144	1	0	0	0	2	0	41	873	0	1	0	8

Average Hour Volumes



PREMIERE TRAFFIC DATA SERVICES

Turning Movement Count Data
Trucks

Site Number:	6
Major Route:	Maple Crescent
Minor Route:	Westfield Avenue
Municipality:	Maple Ridge
Filename:	6-TMC-Maple Cres@Westfield Ave-Feb 27 2024
Date:	February 27, 2024
Day-of-week:	Tuesday
East/West Route:	Westfield Avenue
Intersection Type:	3 leg east approach
Signalized (y/n?):	no
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Trucks

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	3			2	0				0		0	5					
06:15	0	1			2	0				0		0	3					
06:30	0	1			3	0				0		0	4					
06:45	0	3			2	0				0		0	5					
07:00	0	4			4	0				0		0	8					
07:15	0	3			4	0				0		1	8					
07:30	0	4			9	0				0		0	13	+				
07:45	0	4			5	0				0		2	11	*				
08:00	0	5			0	0				0		2	7	*				
08:15	0	3			8	0				0		0	11	*				
08:30	0	0			5	0				0		0	5					
08:45	0	3			5	0				0		1	9					
Total	**0**	**34**	**0**	**0**	**49**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**89**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**16**	**0**	**0**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**42**	*	**0**	**0**	**0**	**0**
15x4	**0**	**20**	**0**	**0**	**36**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**64**	+	**0**	**0**	**0**	**0**
11:00	0	1			0	0				0		1	2					
11:15	0	4			3	0				0		0	7					
11:30	0	4			4	0				0		0	8					
11:45	0	4			0	0				0		0	4					
12:00	0	3			2	0				0		0	5	*				
12:15	0	3			4	0				0		0	7	*				
12:30	1	6			3	0				0		0	10	+				
12:45	0	2			6	0				0		0	8	*				
Total	**1**	**27**	**0**	**0**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**51**		**0**	**0**	**0**	**0**
Pk Hr	**1**	**14**	**0**	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30**	*	**0**	**0**	**0**	**0**
15x4	**4**	**24**	**0**	**0**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**52**	+	**0**	**0**	**0**	**0**
15:00	0	0			3	0				0		0	3					
15:15	0	7			1	0				0		0	8					
15:30	0	3			1	0				0		0	4					
15:45	0	5			3	0				0		0	8	+				
16:00	0	3			0	0				0		0	3	*				
16:15	0	6			2	0				0		0	8	+				
16:30	0	1			4	0				0		0	5	*				
16:45	0	1			1	0				0		0	2					
17:00	0	3			2	0				0		0	5					
17:15	0	5			1	0				0		0	6					
17:30	0	3			4	0				0		0	7					
17:45	0	2			1	0				0		0	3					
Total	**0**	**39**	**0**	**0**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**62**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**15**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	*	**0**	**0**	**0**	**0**
15x4	**0**	**24**	**0**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**40**	+	**0**	**0**	**0**	**0**

AM Peak Period

Trucks

Location: Westfield Avenue @ Maple Crescent

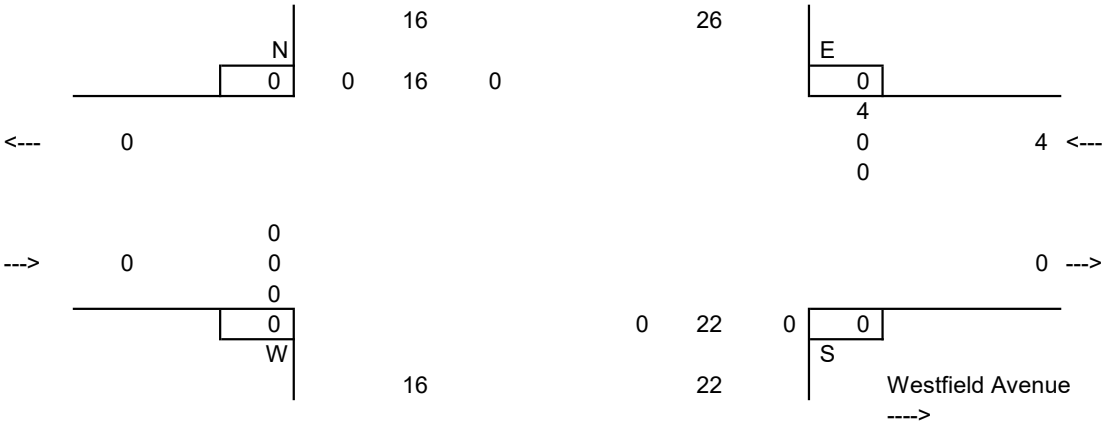
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	3			2	0	0	0	0	0		0	5		0	0	0	0
06:15	0	1			2	0	0	0	0	0		0	3		0	0	0	0
06:30	0	1			3	0	0	0	0	0		0	4		0	0	0	0
06:45	0	3			2	0	0	0	0	0		0	5		0	0	0	0
07:00	0	4			4	0	0	0	0	0		0	8		0	0	0	0
07:15	0	3			4	0	0	0	0	0		1	8		0	0	0	0
07:30	0	4			9	0	0	0	0	0		0	13	+	0	0	0	0
07:45	0	4			5	0	0	0	0	0		2	11	*	0	0	0	0
08:00	0	5			0	0	0	0	0	0		2	7	*	0	0	0	0
08:15	0	3			8	0	0	0	0	0		0	11	*	0	0	0	0
08:30	0	0			5	0	0	0	0	0		0	5		0	0	0	0
08:45	0	3			5	0	0	0	0	0		1	9		0	0	0	0
Total	**0**	**34**	**0**	**0**	**49**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**89**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**16**	**0**	**0**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**42**	*	**0**	**0**	**0**	**0**
15x4	**0**	**20**	**0**	**0**	**36**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**64**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**11**	**0**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**30**		**0**	**0**	**0**	**0**

Peak Hour	07:30
Peak 15min	07:30
North approach PHF	0.80
South approach PHF	0.61
West approach PHF	NA
East approach PHF	0.50

N
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AM Peak Hour Volumes



Noon Peak Period

Trucks

Location: Westfield Avenue @ Maple Crescent

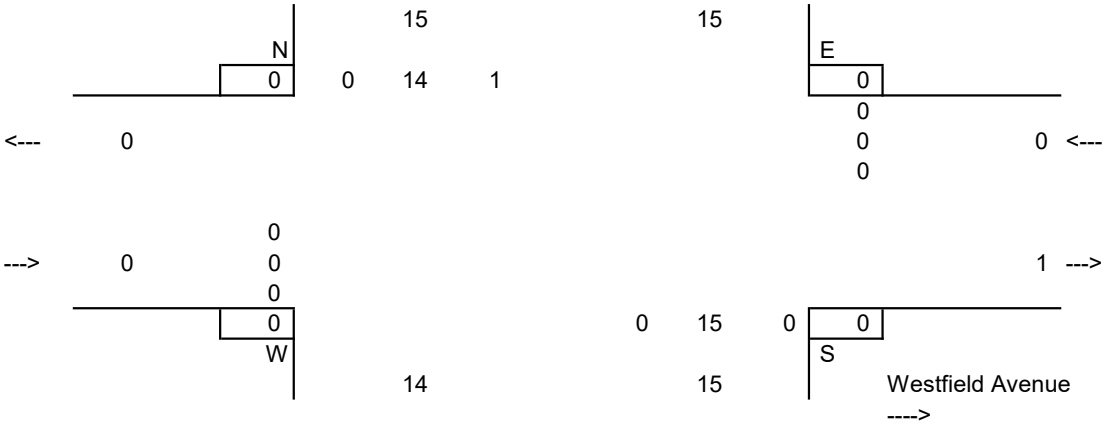
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
11:00	0	1			0	0	0	0	0	0		1	2		0	0	0	0
11:15	0	4			3	0	0	0	0	0		0	7		0	0	0	0
11:30	0	4			4	0	0	0	0	0		0	8		0	0	0	0
11:45	0	4			0	0	0	0	0	0		0	4		0	0	0	0
12:00	0	3			2	0	0	0	0	0		0	5	*	0	0	0	0
12:15	0	3			4	0	0	0	0	0		0	7	*	0	0	0	0
12:30	1	6			3	0	0	0	0	0		0	10	+	0	0	0	0
12:45	0	2			6	0	0	0	0	0		0	8	*	0	0	0	0
Total	**1**	**27**	**0**	**0**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**51**		**0**	**0**	**0**	**0**
Pk Hr	**1**	**14**	**0**	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30**	*	**0**	**0**	**0**	**0**
15x4	**4**	**24**	**0**	**0**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**52**	+	**0**	**0**	**0**	**0**
Avg Hr	**1**	**14**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**26**		**0**	**0**	**0**	**0**

Peak Hour	12:00
Peak 15min	12:30
North Leg PHF	0.54
South Leg PHF	0.63
West Leg PHF	NA
East Leg PHF	NA

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Noon Peak Hour Volumes



PM Peak Period

Trucks

Location: Westfield Avenue @ Maple Crescent

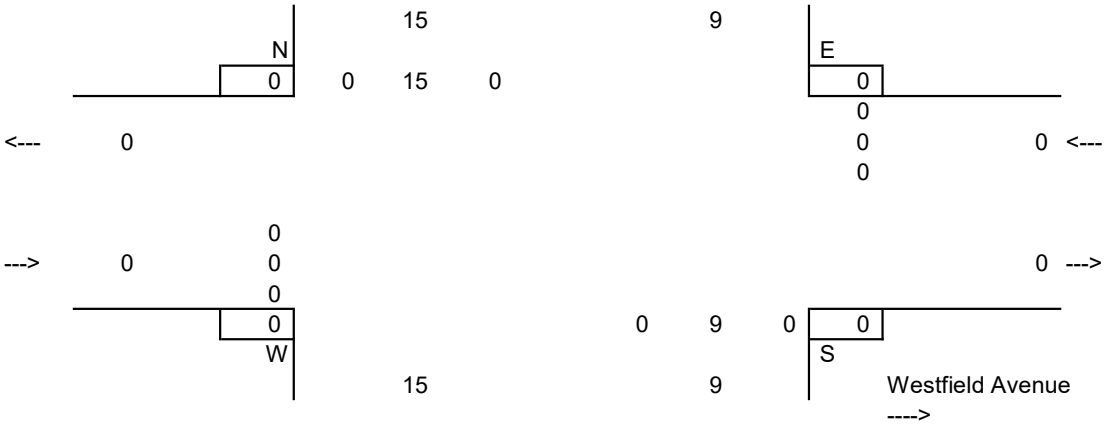
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
15:00	0	0			3	0	0	0	0	0		0	3		0	0	0	0
15:15	0	7			1	0	0	0	0	0		0	8		0	0	0	0
15:30	0	3			1	0	0	0	0	0		0	4		0	0	0	0
15:45	0	5			3	0	0	0	0	0		0	8	+	0	0	0	0
16:00	0	3			0	0	0	0	0	0		0	3	*	0	0	0	0
16:15	0	6			2	0	0	0	0	0		0	8	+	0	0	0	0
16:30	0	1			4	0	0	0	0	0		0	5	*	0	0	0	0
16:45	0	1			1	0	0	0	0	0		0	2		0	0	0	0
17:00	0	3			2	0	0	0	0	0		0	5		0	0	0	0
17:15	0	5			1	0	0	0	0	0		0	6		0	0	0	0
17:30	0	3			4	0	0	0	0	0		0	7		0	0	0	0
17:45	0	2			1	0	0	0	0	0		0	3		0	0	0	0
Total	**0**	**39**	**0**	**0**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**62**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**15**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	*	**0**	**0**	**0**	**0**
15x4	**0**	**24**	**0**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**40**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**13**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21**		**0**	**0**	**0**	**0**

Peak Hour	15:45
Peak 15min	16:15
North Leg PHF	0.63
South Leg PHF	0.56
West Leg PHF	NA
East Leg PHF	NA

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PM Peak Hour Volumes



Average Hour Period

Trucks

Location: Westfield Avenue @ Maple Crescent

February 27, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	1	100	0	0	94	0	0	0	0	0	0	7	202	0	0	0	0
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	0	13	0	0	12	0	0	0	0	0	0	1	25	0	0	0	0
AM Period																	
Total	0	34	0	0	49	0	0	0	0	0	0	6	89	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	11	0	0	16	0	0	0	0	0	0	2	30	0	0	0	0
Noon Period																	
Total	1	27	0	0	22	0	0	0	0	0	0	1	51	0	0	0	0
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	1	14	0	0	11	0	0	0	0	0	0	1	26	0	0	0	0
PM Period																	
Total	0	39	0	0	23	0	0	0	0	0	0	0	62	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	13	0	0	8	0	0	0	0	0	0	0	21	0	0	0	0

Average Hour Volumes

Total	0	13	0
AM	0	11	0
Noon	0	14	1
PM	0	13	0

PM	Noon	AM	Total
0	1	2	1
0	0	0	0
0	0	0	0

Westfield Avenue <---

0	0	0	0
0	0	0	0
0	0	0	0

---> Westfield Avenue

Total	AM	Noon	PM
0	8	0	PM
0	11	0	Noon
0	16	0	AM
0	12	0	Total

PREMIERE TRAFFIC DATA SERVICES

Turning Movement Count Data
Cyclists

Site Number:	6
Major Route:	Maple Crescent
Minor Route:	Westfield Avenue
Municipality:	Maple Ridge
Filename:	6-TMC-Maple Cres@Westfield Ave-Feb 27 2024
Date:	February 27, 2024
Day-of-week:	Tuesday
East/West Route:	Westfield Avenue
Intersection Type:	3 leg east approach
Signalized (y/n?):	no
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Cyclists

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	0			1	0				0		0	1	+				
06:15	0	0			0	0				0		0	0	*				
06:30	0	0			0	0				0		0	0	*				
06:45	0	1			0	0				0		0	1	+				
07:00	0	0			0	0				0		0	0					
07:15	0	0			0	0				0		0	0					
07:30	0	0			0	0				0		0	0					
07:45	0	0			0	0				0		0	0					
08:00	0	0			0	0				0		0	0					
08:15	0	0			1	0				0		0	1					
08:30	0	0			0	0				0		0	0					
08:45	0	0			0	0				0		0	0					
Total	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	*	**0**	**0**	**0**	**0**
15x4	**0**	**4**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	+	**0**	**0**	**0**	**0**
11:00	1	0			0	0				0		0	1					
11:15	0	0			0	0				0		0	0					
11:30	0	0			0	1				0		0	1					
11:45	0	0			0	0				0		0	0					
12:00	0	0			0	0				0		0	0	*				
12:15	0	0			0	0				0		0	0	*				
12:30	0	0			1	0				0		0	1	+				
12:45	0	0			0	0				1		0	1	+				
Total	**1**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**4**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	*	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**8**	+	**0**	**0**	**0**	**0**
15:00	0	0			0	0				0		0	0					
15:15	0	1			1	0				0		0	2	+				
15:30	0	0			0	0				0		0	0	*				
15:45	0	0			0	0				0		0	0	*				
16:00	0	0			0	0				0		0	0	*				
16:15	0	0			0	0				0		0	0					
16:30	0	1			0	0				0		0	1					
16:45	0	0			0	0				0		0	0					
17:00	0	0			0	0				0		0	0					
17:15	0	0			0	0				0		0	0					
17:30	0	0			0	0				0		0	0					
17:45	0	0			0	0				0		0	0					
Total	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	*	**0**	**0**	**0**	**0**
15x4	**0**	**4**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	+	**0**	**0**	**0**	**0**

AM Peak Period

Cyclists

Location: Westfield Avenue @ Maple Crescent

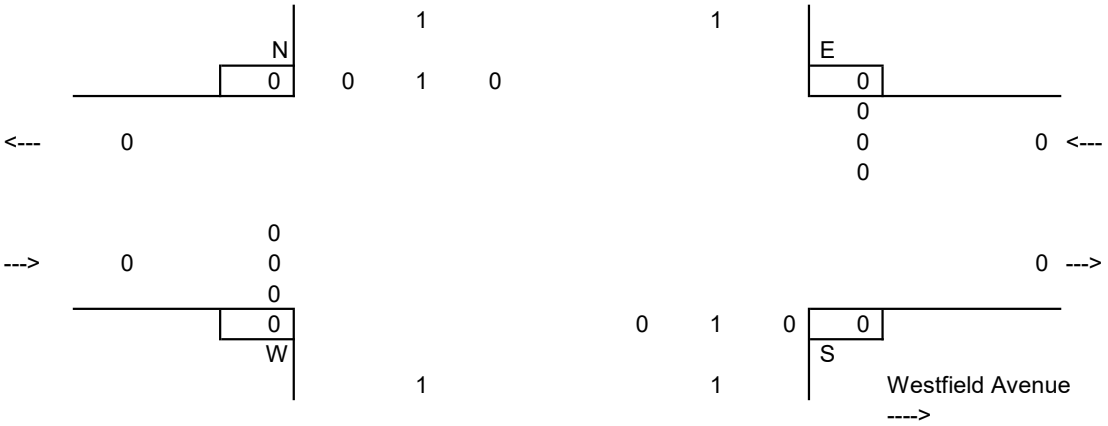
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	0			1	0	0	0	0	0		0	1	+	0	0	0	0
06:15	0	0			0	0	0	0	0	0		0	0	*	0	0	0	0
06:30	0	0			0	0	0	0	0	0		0	0	*	0	0	0	0
06:45	0	1			0	0	0	0	0	0		0	1	+	0	0	0	0
07:00	0	0			0	0	0	0	0	0		0	0		0	0	0	0
07:15	0	0			0	0	0	0	0	0		0	0		0	0	0	0
07:30	0	0			0	0	0	0	0	0		0	0		0	0	0	0
07:45	0	0			0	0	0	0	0	0		0	0		0	0	0	0
08:00	0	0			0	0	0	0	0	0		0	0		0	0	0	0
08:15	0	0			1	0	0	0	0	0		0	1		0	0	0	0
08:30	0	0			0	0	0	0	0	0		0	0		0	0	0	0
08:45	0	0			0	0	0	0	0	0		0	0		0	0	0	0
Total	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	*	**0**	**0**	**0**	**0**
15x4	**0**	**4**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**		**0**	**0**	**0**	**0**

Peak Hour	06:00
Peak 15min	08:15
North approach PHF	0.25
South approach PHF	0.25
West approach PHF	NA
East approach PHF	NA

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AM Peak Hour Volumes



Noon Peak Period

Cyclists

Location: Westfield Avenue @ Maple Crescent

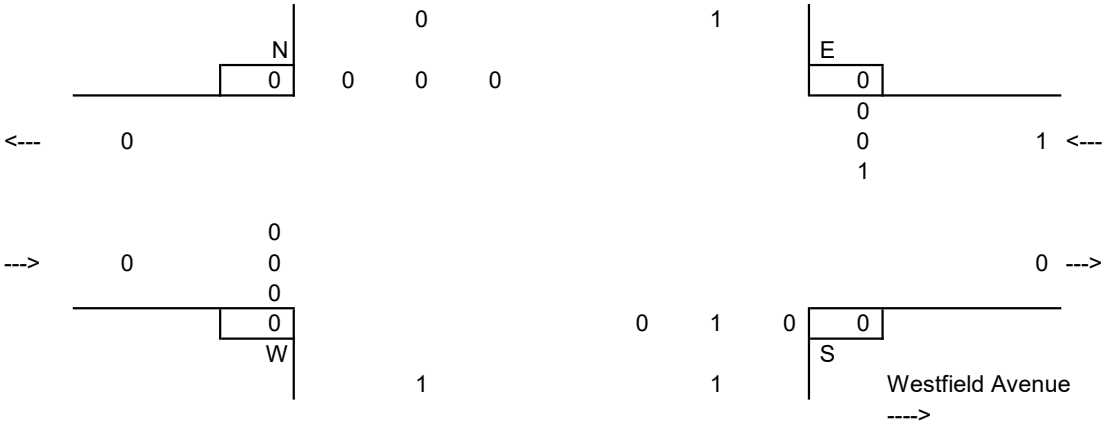
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
11:00	1	0			0	0	0	0	0	0		0	1		0	0	0	0
11:15	0	0			0	0	0	0	0	0		0	0		0	0	0	0
11:30	0	0			0	1	0	0	0	0		0	1		0	0	0	0
11:45	0	0			0	0	0	0	0	0		0	0		0	0	0	0
12:00	0	0			0	0	0	0	0	0		0	0	*	0	0	0	0
12:15	0	0			0	0	0	0	0	0		0	0	*	0	0	0	0
12:30	0	0			1	0	0	0	0	0		0	1	+	0	0	0	0
12:45	0	0			0	0	0	0	0	1		0	1	+	0	0	0	0
Total	**1**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**4**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	*	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**8**	+	**0**	**0**	**0**	**0**
Avg Hr	**1**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**2**		**0**	**0**	**0**	**0**

Peak Hour	12:00
Peak 15min	12:45
North Leg PHF	NA
South Leg PHF	0.25
West Leg PHF	NA
East Leg PHF	0.25

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Noon Peak Hour Volumes



PM Peak Period

Cyclists

Location: Westfield Avenue @ Maple Crescent

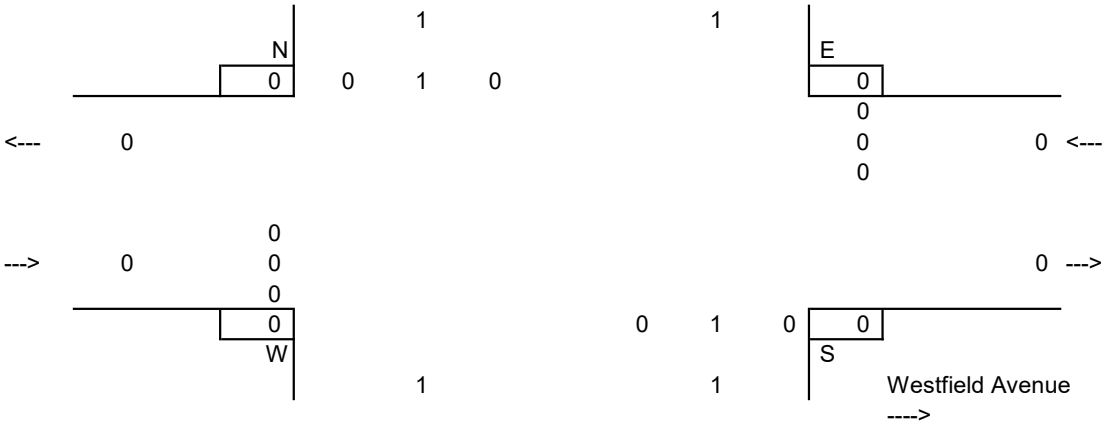
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
15:00	0	0			0	0	0	0	0	0		0	0		0	0	0	0
15:15	0	1			1	0	0	0	0	0		0	2	+	0	0	0	0
15:30	0	0			0	0	0	0	0	0		0	0	*	0	0	0	0
15:45	0	0			0	0	0	0	0	0		0	0	*	0	0	0	0
16:00	0	0			0	0	0	0	0	0		0	0	*	0	0	0	0
16:15	0	0			0	0	0	0	0	0		0	0		0	0	0	0
16:30	0	1			0	0	0	0	0	0		0	1		0	0	0	0
16:45	0	0			0	0	0	0	0	0		0	0		0	0	0	0
17:00	0	0			0	0	0	0	0	0		0	0		0	0	0	0
17:15	0	0			0	0	0	0	0	0		0	0		0	0	0	0
17:30	0	0			0	0	0	0	0	0		0	0		0	0	0	0
17:45	0	0			0	0	0	0	0	0		0	0		0	0	0	0
Total	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	*	**0**	**0**	**0**	**0**
15x4	**0**	**4**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**		**0**	**0**	**0**	**0**

Peak Hour	15:15
Peak 15min	15:15
North Leg PHF	0.25
South Leg PHF	0.25
West Leg PHF	NA
East Leg PHF	NA

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PM Peak Hour Volumes



Average Hour Period

Cyclists

Location: Westfield Avenue @ Maple Crescent

February 27, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	1	3	0	0	4	1	0	0	0	1	0	0	10	0	0	0	0
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0
AM Period																	
Total	0	1	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0
Noon Period																	
Total	1	0	0	0	1	1	0	0	0	1	0	0	4	0	0	0	0
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	1	0	0	0	1	1	0	0	0	1	0	0	2	0	0	0	0
PM Period																	
Total	0	2	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0

Average Hour Volumes

Total	0	0	0
AM	0	0	0
Noon	0	0	1
PM	0	1	0

PM	Noon	AM	Total
0	0	0	0
0	0	0	0
0	1	0	0

Westfield Avenue <---

0	0	0	0
0	0	0	0
0	0	0	0

---> Westfield Avenue

Total	AM	Noon	PM
0	0	0	PM
0	1	1	Noon
0	1	0	AM
0	1	0	Total

APPENDIX B

EXISTING WEEKEND TRAFFIC VOLUMES

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203 St & Lougheed Hwy

Saturday, February 24, 2024

Vehicle Classification Summary

Project: #9219: Maple Ridge Intersection Counts
Municipality: City of Maple Ridge
Weather: Clear

Time Period	Entering Intersection	Vehicle Classification					**Total**
		Passenger Cars	Heavy Vehicles (3 or more axles)				
Morning (07:00 - 09:00)	Volume	3,510	51				**3,561**
	%	98.6%	1.4%				**100.0%**
Midday (11:00 - 13:00)	Volume	7,779	63				**7,842**
	%	99.2%	0.8%				**100.0%**
Afternoon (15:00 - 18:00)	Volume	10,669	51				**10,720**
	%	99.5%	0.5%				**100.0%**
Total (7 Hours)	**Volume**	**21,958**	**165**				**22,123**
	%	**99.3%**	**0.7%**				**100.0%**

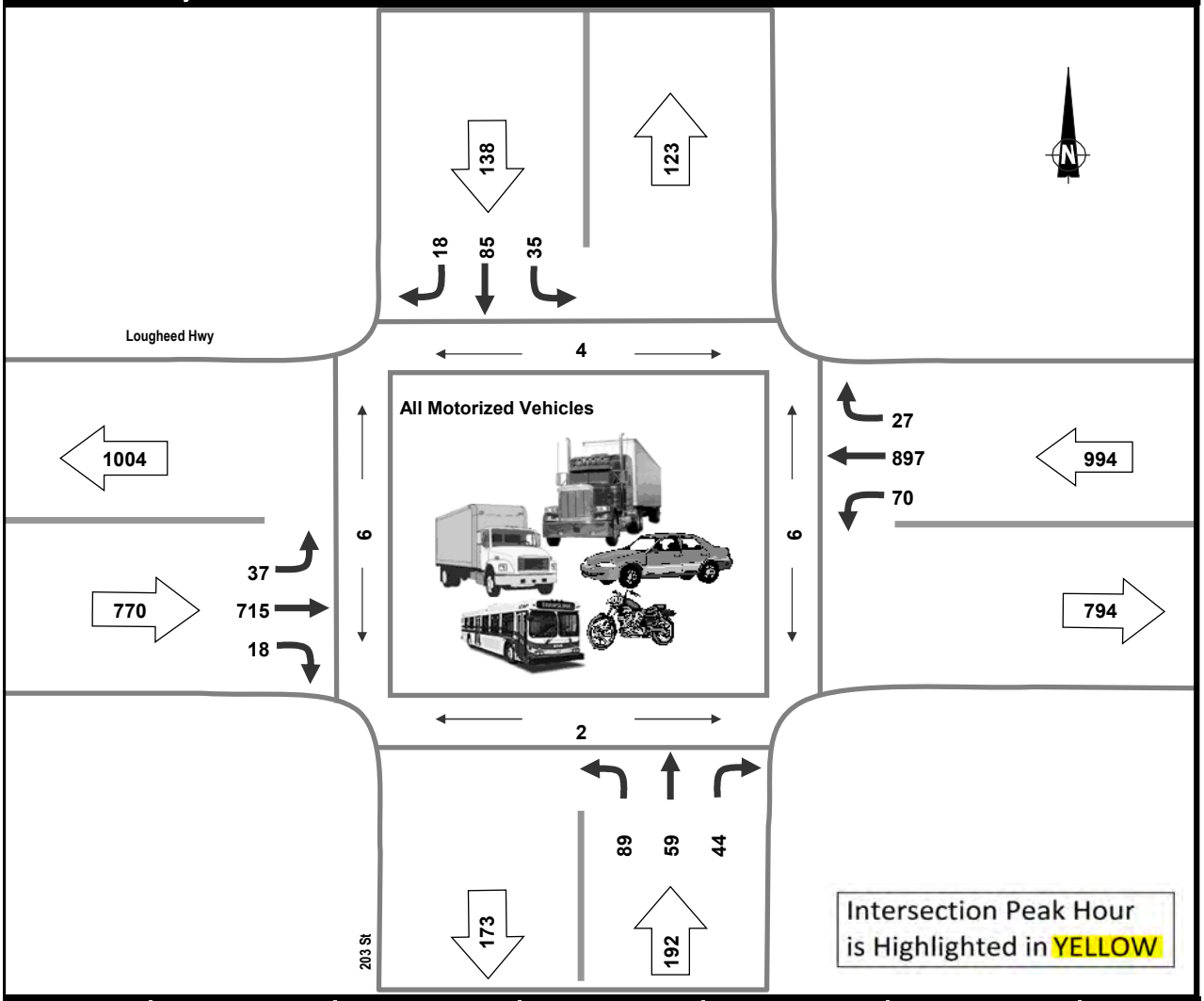
203 St & Lougheed Hwy

Saturday, February 24, 2024

Morning Peak Period

Project: #9219: Maple Ridge Intersection Counts
Municipality: City of Maple Ridge
Weather: Clear
Vehicle Class: All Motorized Vehicles

Peak Hour Traffic by Movement 8:00 AM to 9:00 AM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**35**	**85**	**18**	**89**	**59**	**44**	**37**	**715**	**18**	**70**	**897**	**27**	**4**	**2**	**6**	**6**	**2,094**
PHF	0.58	0.73	0.75	0.74	0.64	0.69	0.84	0.85	0.75	0.76	0.85	0.75	0.50	0.50	0.50	0.50	0.84
Peak 15 X 4	60	116	24	120	92	64	44	844	24	92	1,060	36	8	4	12	12	2,500
Average Hour	30	62	15	70	46	32	31	605	14	64	792	22	3	2	5	6	1,783
Survey Total	60	124	30	140	91	64	61	1,209	28	128	1,583	43	6	3	10	11	3,561
7:00	4	9	1	9	2	1	2	99	3	5	152	1	1	0	0	0	288
7:15	5	9	6	13	7	5	5	131	5	14	175	2	0	0	0	0	377
7:30	5	11	2	14	14	7	9	138	1	20	177	5	1	0	1	3	403
7:45	11	10	3	15	9	7	8	126	1	19	182	8	0	1	3	2	399
8:00	2	9	1	16	14	10	11	140	4	15	181	6	0	1	0	0	409
8:15	13	26	6	17	10	11	9	179	3	15	186	6	1	0	1	3	481
8:30	15	21	5	26	12	7	9	185	5	23	265	6	1	0	3	2	579
8:45	5	29	6	30	23	16	8	211	6	17	265	9	2	1	2	1	625

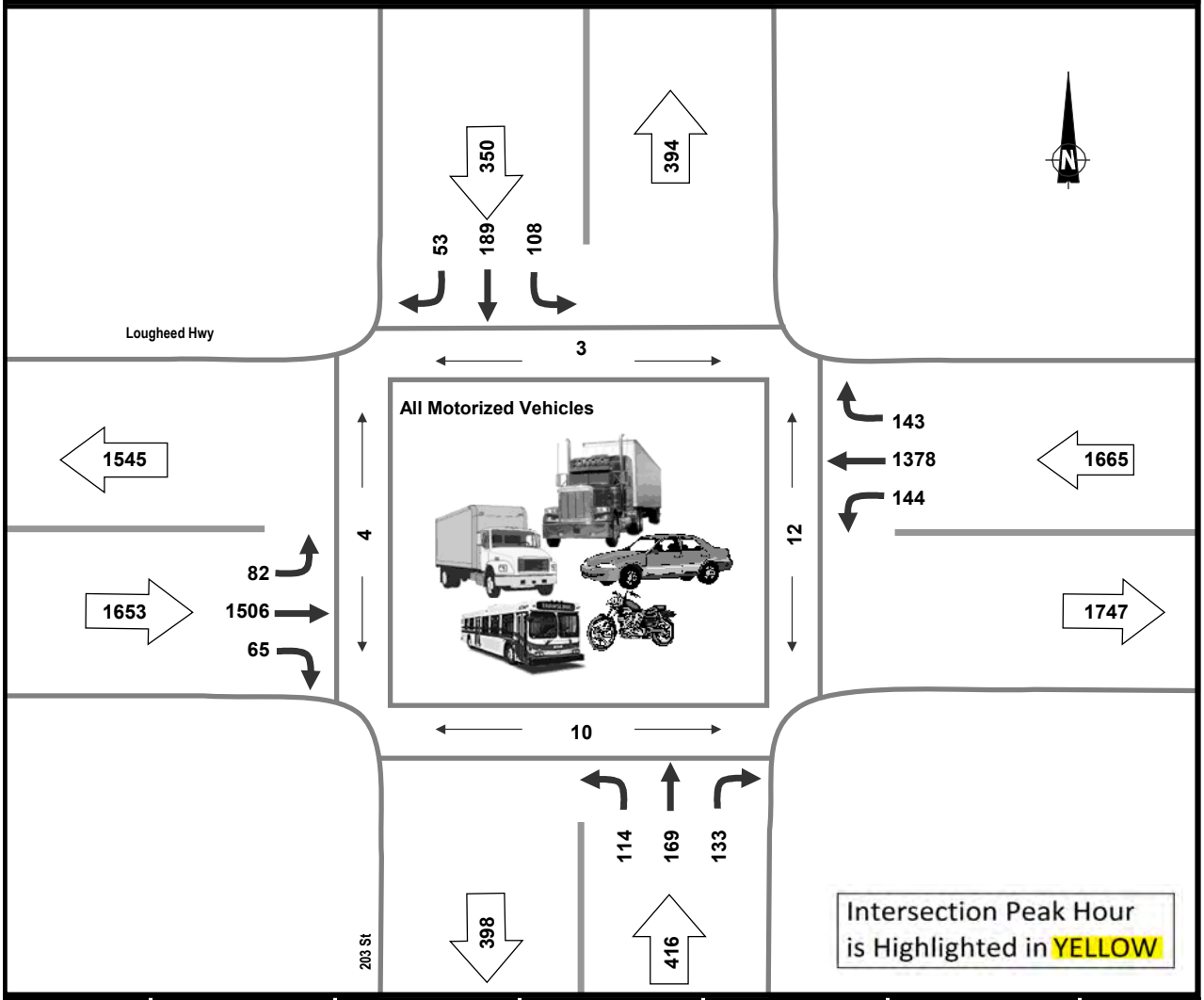
203 St & Lougheed Hwy

Saturday, February 24, 2024

Midday Peak Period

Project: #9219: Maple Ridge Intersection Counts
Municipality: City of Maple Ridge
Weather: Clear
Vehicle Class: All Motorized Vehicles

Peak Hour Traffic by Movement 12:00 PM to 1:00 PM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**108**	**189**	**53**	**114**	**169**	**133**	**82**	**1506**	**65**	**144**	**1378**	**143**	**3**	**10**	**4**	**12**	**4,084**
PHF	0.77	0.86	0.70	0.86	0.83	0.65	0.76	0.87	0.77	0.86	0.91	0.89	0.38	0.50	0.50	0.75	0.95
Peak 15 X 4	140	220	76	132	204	204	108	1,724	84	168	1,516	160	8	20	8	16	4,284
Average Hour	108	166	59	111	158	138	75	1,435	60	142	1,357	116	7	7	4	14	3,925
Survey Total	216	331	117	221	315	275	150	2,870	119	284	2,713	231	13	14	8	27	7,842
11:00	30	35	24	36	26	21	15	332	8	33	316	17	2	1	0	3	893
11:15	19	29	12	29	41	35	14	315	10	39	364	22	5	1	2	4	929
11:30	28	45	12	21	39	40	16	334	16	34	337	19	1	0	1	5	941
11:45	31	33	16	21	40	46	23	383	20	34	318	30	2	2	1	3	995
12:00	22	41	19	26	38	26	25	337	21	31	291	40	2	3	1	2	917
12:15	23	55	14	27	44	25	27	369	17	36	354	35	0	1	1	2	1,026
12:30	35	49	8	33	51	51	15	369	17	35	379	28	0	1	0	4	1,070
12:45	28	44	12	28	36	31	15	431	10	42	354	40	1	5	2	4	1,071

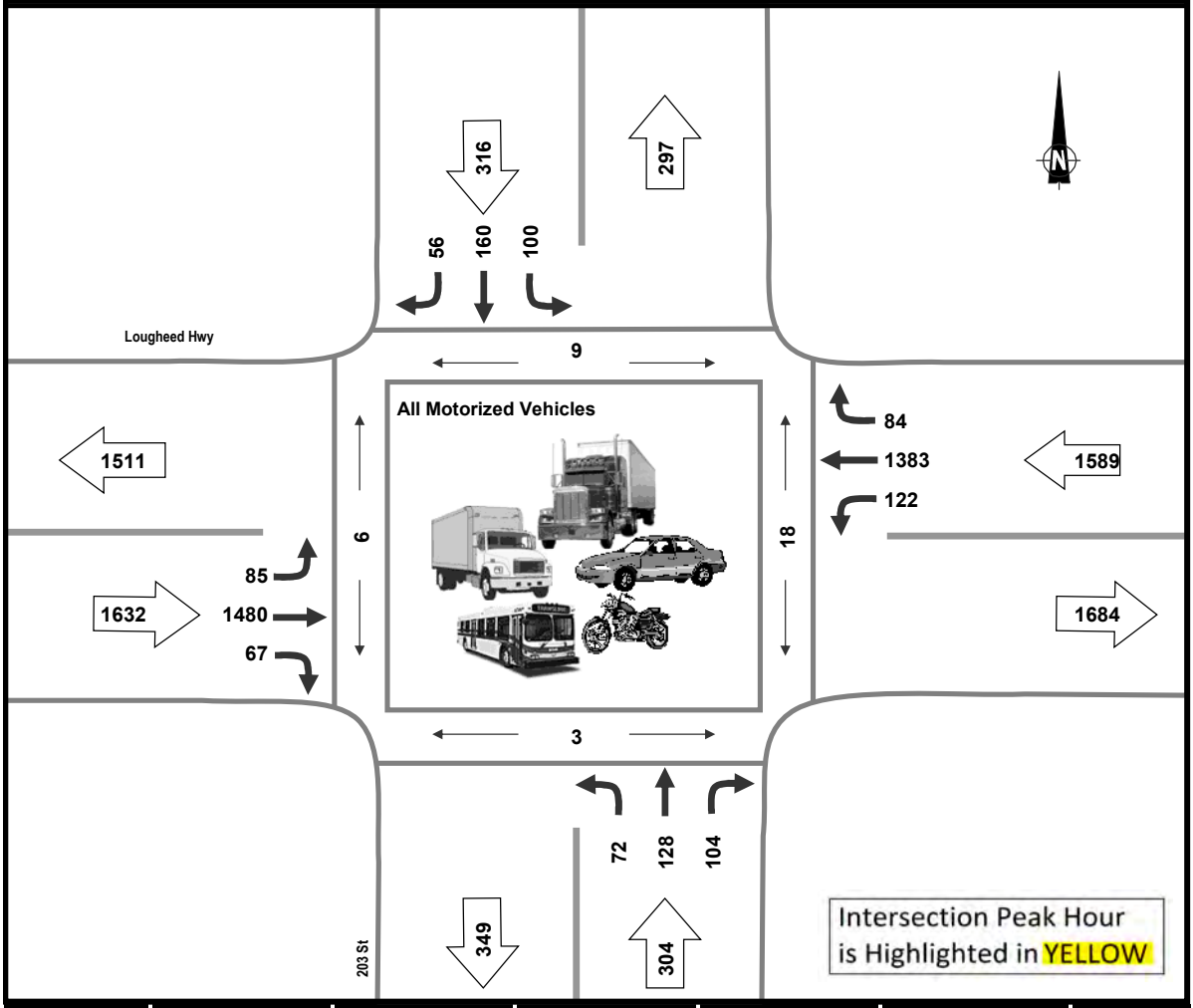
203 St & Lougheed Hwy

Saturday, February 24, 2024

Afternoon Peak Period

Project: #9219: Maple Ridge Intersection Counts
Municipality: City of Maple Ridge
Weather: Clear
Vehicle Class: All Motorized Vehicles

Peak Hour Traffic by Movement 3:00 PM to 4:00 PM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**100**	**160**	**56**	**72**	**128**	**104**	**85**	**1480**	**67**	**122**	**1383**	**84**	**9**	**3**	**6**	**18**	**3,841**
PHF	0.89	0.89	0.82	0.82	0.89	0.72	0.57	0.85	0.88	0.87	0.94	0.60	0.75	0.38	0.50	0.56	0.92
Peak 15 X 4	112	180	68	88	144	144	148	1,736	76	140	1,468	140	12	8	12	32	4,172
Average Hour	101	156	47	93	120	123	66	1,353	49	124	1,267	74	8	6	6	14	3,573
Survey Total	303	469	141	278	359	369	198	4,059	148	372	3,801	223	25	19	17	41	10,720
15:00	24	31	14	15	36	36	19	434	14	35	367	18	2	2	2	3	1,043
15:15	20	42	12	18	29	25	13	351	16	23	350	35	2	1	1	2	934
15:30	28	45	13	22	30	19	16	389	18	35	360	17	2	0	0	8	992
15:45	28	42	17	17	33	24	37	306	19	29	306	14	3	0	3	5	872
16:00	26	42	8	43	41	29	10	335	13	33	336	17	2	3	4	5	933
16:15	22	34	13	21	32	29	10	318	8	31	338	15	5	5	2	1	871
16:30	20	31	20	21	28	39	12	308	13	29	340	30	1	3	3	4	891
16:45	30	48	9	25	32	25	11	333	10	36	324	15	1	0	0	2	898
17:00	20	36	11	26	31	44	6	334	10	19	307	14	1	1	0	2	858
17:15	25	41	9	29	28	43	16	342	8	21	277	15	2	4	2	5	854
17:30	28	41	9	20	24	27	22	289	11	36	272	18	2	0	0	2	797
17:45	32	36	6	21	15	29	26	320	8	45	224	15	2	0	0	2	777

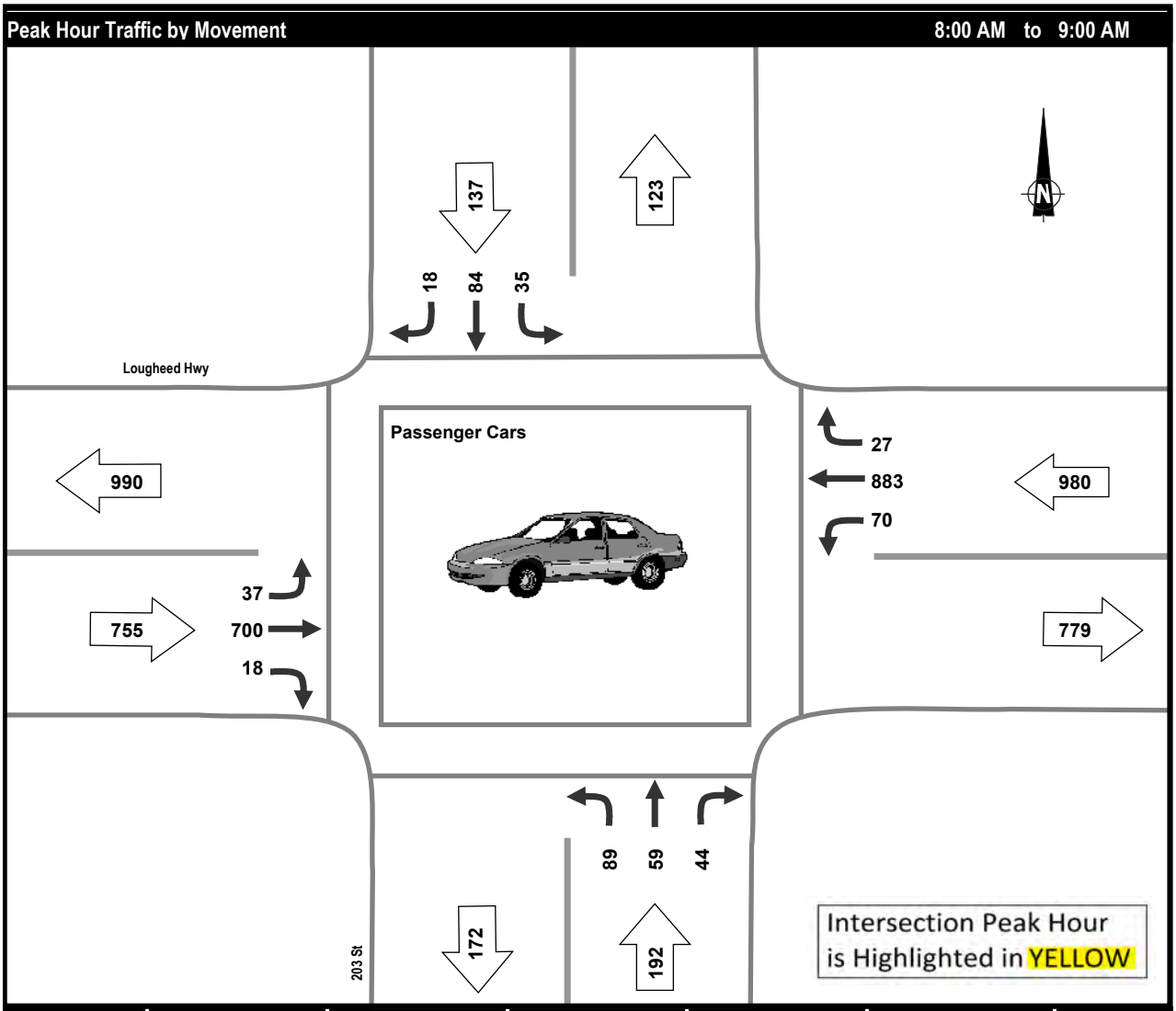
203 St & Lougheed Hwy

Saturday, February 24, 2024

Morning Peak Period

Project: #9219: Maple Ridge Intersection Counts
Municipality: City of Maple Ridge
Weather: Clear
Vehicle Class: Passenger Cars

Peak Hour Traffic by Movement 8:00 AM to 9:00 AM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**35**	**84**	**18**	**89**	**59**	**44**	**37**	**700**	**18**	**70**	**883**	**27**					**2,064**
PHF	0.58	0.72	0.75	0.74	0.64	0.69	0.84	0.85	0.75	0.76	0.84	0.75					0.83
Peak 15 X 4	60	116	24	120	92	64	44	824	24	92	1,056	36					2,476
Average Hour	30	62	15	70	46	32	30	590	14	64	783	22					1,758
Survey Total	59	123	30	140	91	64	59	1,179	28	128	1,566	43					3,510
7:00	4	9	1	9	2	1	2	98	3	5	151	1					286
7:15	5	9	6	13	7	5	4	125	5	14	174	2					369
7:30	4	11	2	14	14	7	8	137	1	20	177	5					400
7:45	11	10	3	15	9	7	8	119	1	19	181	8					391
8:00	2	9	1	16	14	10	11	138	4	15	177	6					403
8:15	13	25	6	17	10	11	9	176	3	15	182	6					473
8:30	15	21	5	26	12	7	9	180	5	23	260	6					569
8:45	5	29	6	30	23	16	8	206	6	17	264	9					619

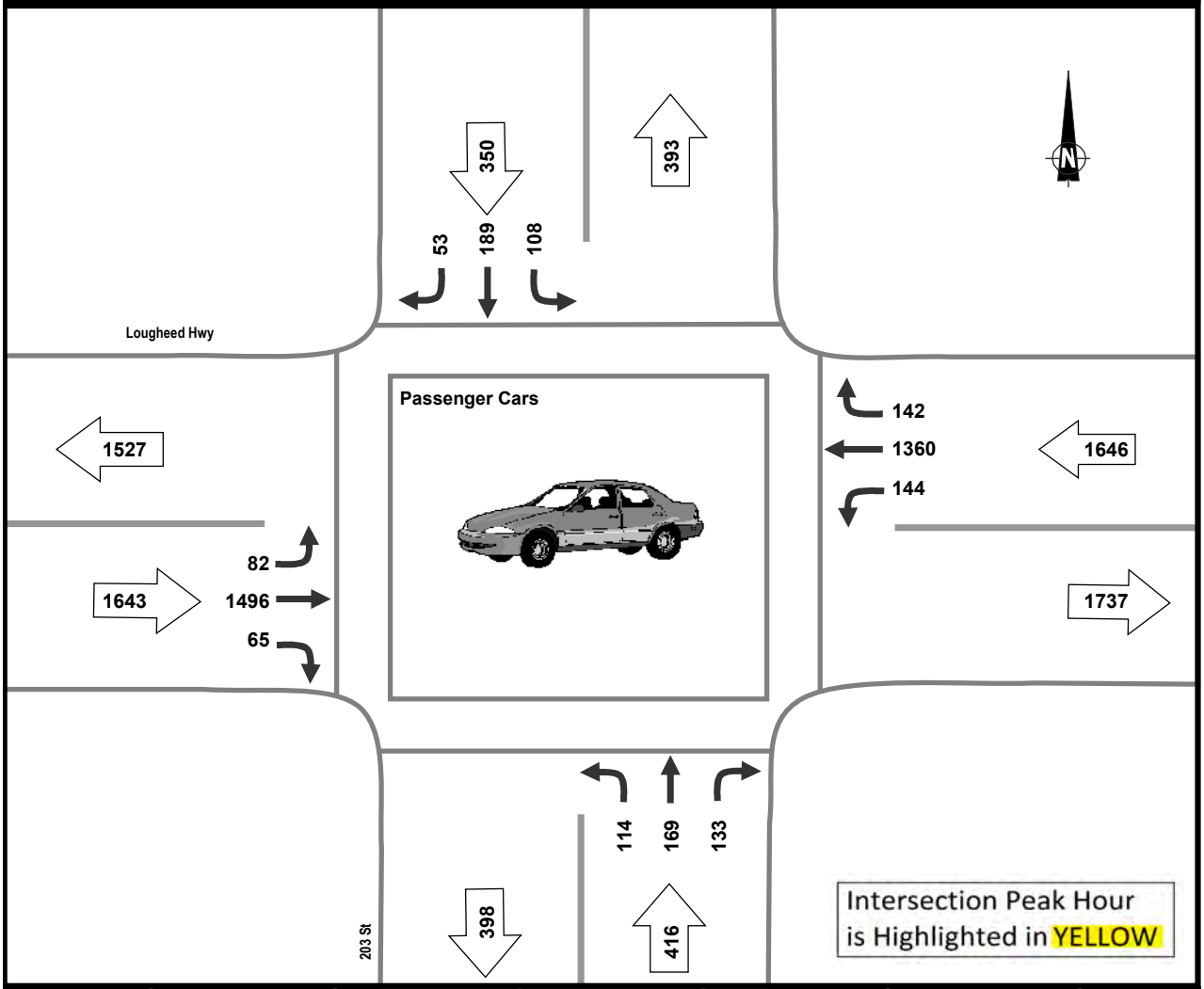
203 St & Lougheed Hwy

Saturday, February 24, 2024

Midday Peak Period

Project: #9219: Maple Ridge Intersection Counts
Municipality: City of Maple Ridge
Weather: Clear
Vehicle Class: Passenger Cars

Peak Hour Traffic by Movement 12:00 PM to 1:00 PM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**108**	**189**	**53**	**114**	**169**	**133**	**82**	**1496**	**65**	**144**	**1360**	**142**					**4,055**
PHF	0.77	0.86	0.70	0.86	0.83	0.65	0.76	0.87	0.77	0.86	0.91	0.89					0.95
Peak 15 X 4	140	220	76	132	204	204	108	1,716	84	168	1,496	160					4,260
Average Hour	108	166	59	111	158	138	74	1,422	60	142	1,342	115					3,895
Survey Total	215	331	117	221	315	275	148	2,843	119	283	2,683	229					7,779
11:00	29	35	24	36	26	21	15	329	8	32	312	17					884
11:15	19	29	12	29	41	35	14	306	10	39	363	21					918
11:30	28	45	12	21	39	40	16	331	16	34	334	19					935
11:45	31	33	16	21	40	46	21	381	20	34	314	30					987
12:00	22	41	19	26	38	26	25	334	21	31	287	39					909
12:15	23	55	14	27	44	25	27	367	17	36	349	35					1,019
12:30	35	49	8	33	51	51	15	366	17	35	374	28					1,062
12:45	28	44	12	28	36	31	15	429	10	42	350	40					1,065

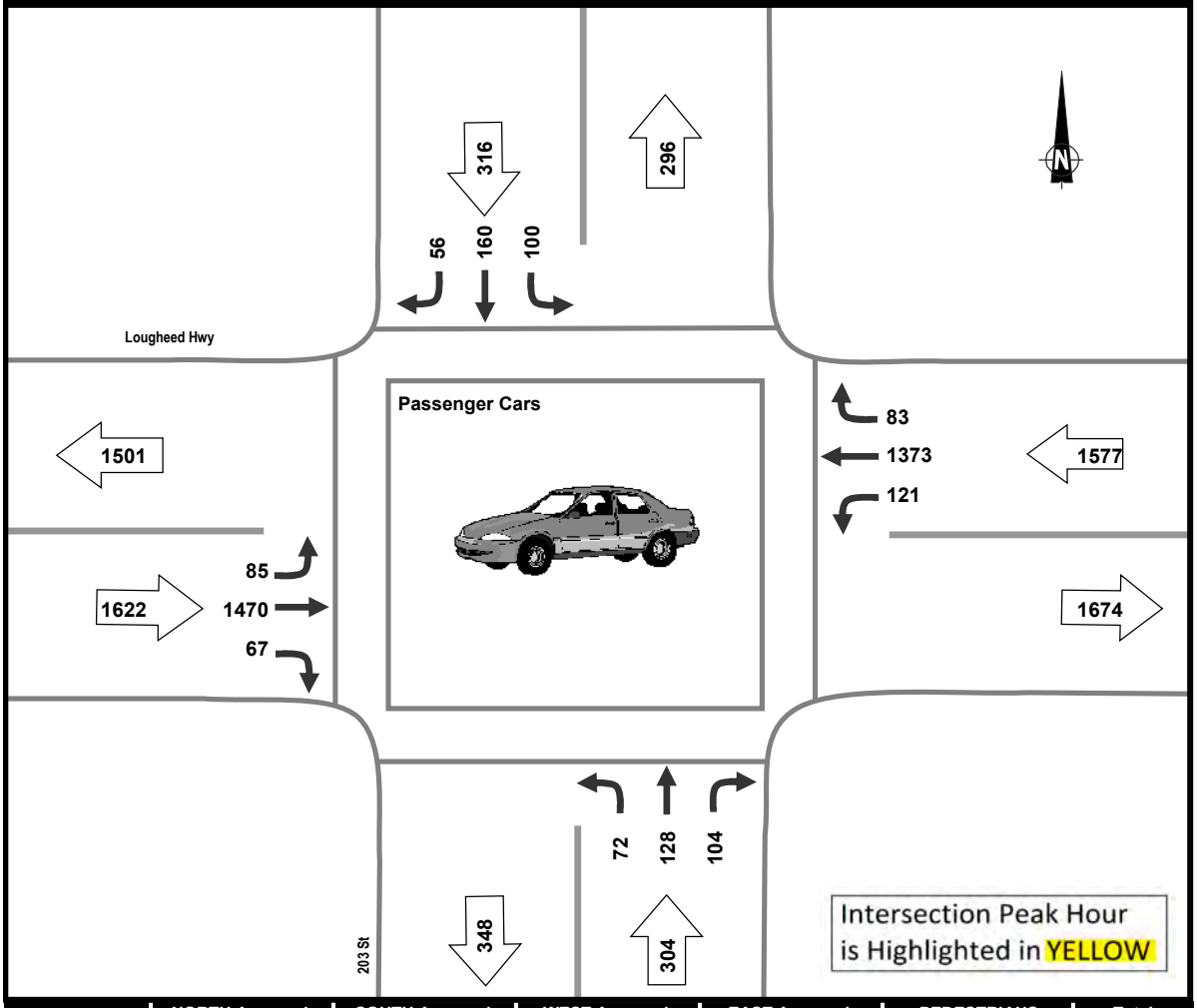
203 St & Lougheed Hwy

Saturday, February 24, 2024

Afternoon Peak Period

Project: #9219: Maple Ridge Intersection Counts
Municipality: City of Maple Ridge
Weather: Clear
Vehicle Class: Passenger Cars

Peak Hour Traffic by Movement 3:00 PM to 4:00 PM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**100**	**160**	**56**	**72**	**128**	**104**	**85**	**1470**	**67**	**121**	**1373**	**83**					**3,819**
PHF	0.89	0.89	0.82	0.82	0.89	0.72	0.57	0.85	0.88	0.86	0.95	0.59					0.92
Peak 15 X 4	112	180	68	88	144	144	148	1,728	76	140	1,452	140					4,148
Average Hour	101	156	47	93	120	123	66	1,346	49	124	1,258	74					3,557
Survey Total	303	469	141	278	359	369	198	4,038	148	371	3,773	222					10,669
15:00	24	31	14	15	36	36	19	432	14	35	363	18					1,037
15:15	20	42	12	18	29	25	13	349	16	23	348	35					930
15:30	28	45	13	22	30	19	16	386	18	34	359	17					987
15:45	28	42	17	17	33	24	37	303	19	29	303	13					865
16:00	26	42	8	43	41	29	10	335	13	33	334	17					931
16:15	22	34	13	21	32	29	10	315	8	31	336	15					866
16:30	20	31	20	21	28	39	12	307	13	29	337	30					887
16:45	30	48	9	25	32	25	11	333	10	36	319	15					893
17:00	20	36	11	26	31	44	6	331	10	19	305	14					853
17:15	25	41	9	29	28	43	16	341	8	21	274	15					850
17:30	28	41	9	20	24	27	22	288	11	36	272	18					796
17:45	32	36	6	21	15	29	26	318	8	45	223	15					774

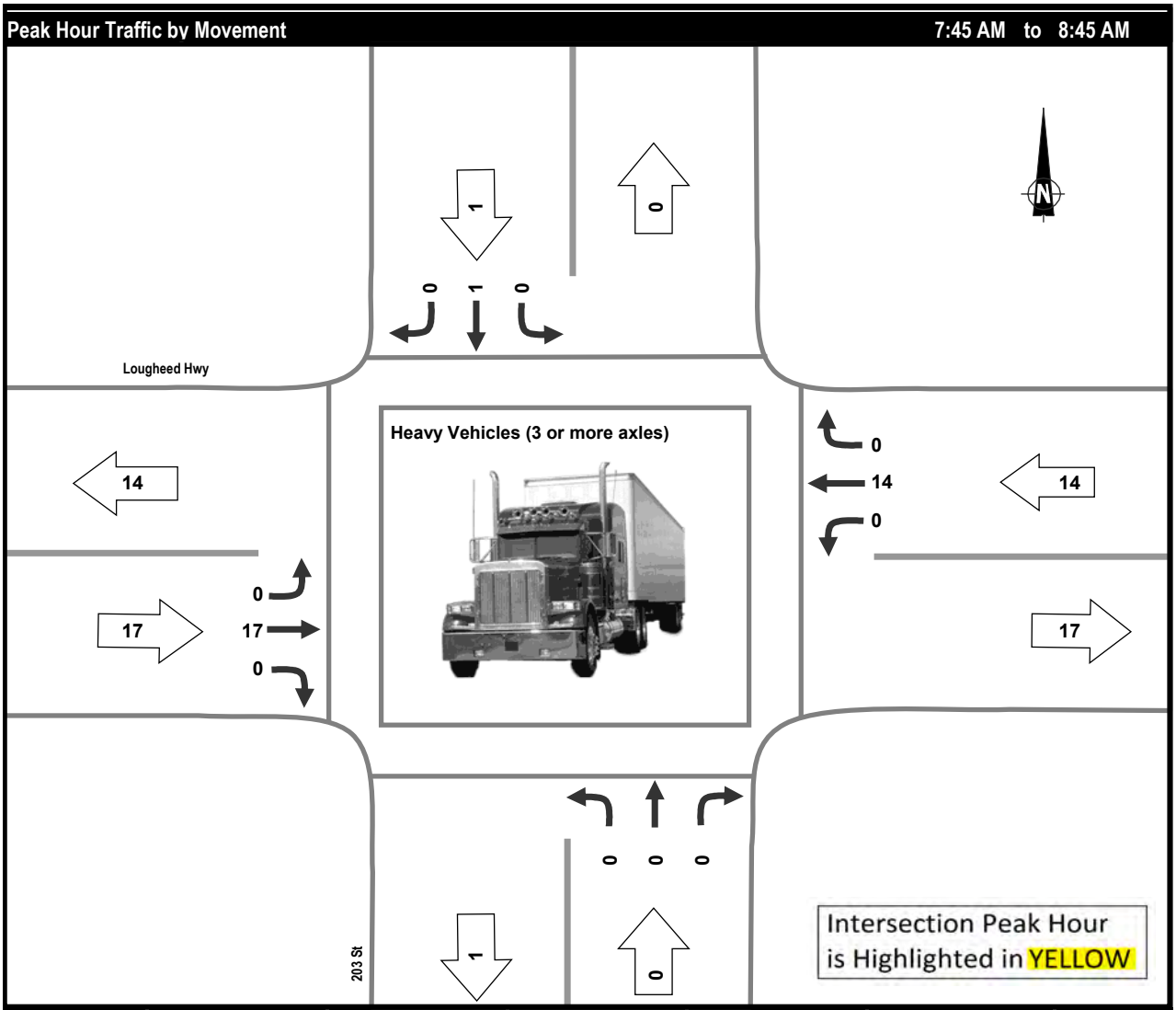
203 St & Lougheed Hwy

Saturday, February 24, 2024

Morning Peak Period

Project: #9219: Maple Ridge Intersection Counts
Municipality: City of Maple Ridge
Weather: Clear
Vehicle Class: Heavy Vehicles (3 or more axles)

Peak Hour Traffic by Movement 7:45 AM to 8:45 AM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**17**	**0**	**0**	**14**	**0**					**32**
PHF	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.61	0.00	0.00	0.70	0.00					0.80
Peak 15 X 4	0	4	0	0	0	0	0	28	0	0	20	0					40
Average Hour	1	1	0	0	0	0	1	15	0	0	9	0					27
Survey Total	1	1	0	0	0	0	2	30	0	0	17	0					51
7:00	0	0	0	0	0	0	0	1	0	0	1	0					2
7:15	0	0	0	0	0	0	1	6	0	0	1	0					8
7:30	1	0	0	0	0	0	1	1	0	0	0	0					3
7:45	0	0	0	0	0	0	0	7	0	0	1	0					8
8:00	0	0	0	0	0	0	0	2	0	0	4	0					6
8:15	0	1	0	0	0	0	0	3	0	0	4	0					8
8:30	0	0	0	0	0	0	0	5	0	0	5	0					10
8:45	0	0	0	0	0	0	0	5	0	0	1	0					6

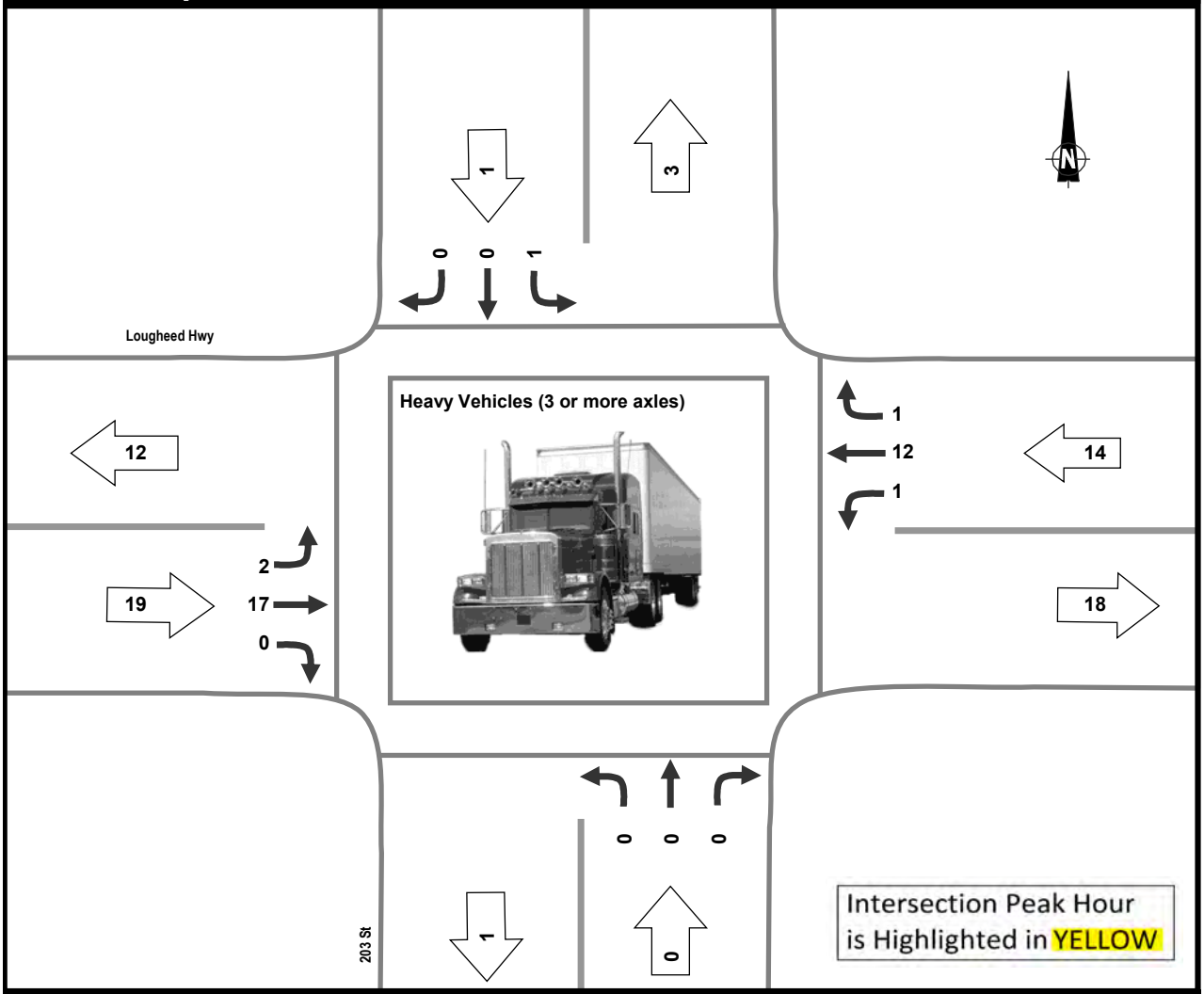
203 St & Lougheed Hwy

Saturday, February 24, 2024

Midday Peak Period

Project: #9219: Maple Ridge Intersection Counts
Municipality: City of Maple Ridge
Weather: Clear
Vehicle Class: Heavy Vehicles (3 or more axles)

Peak Hour Traffic by Movement 11:00 AM to 12:00 PM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**17**	**0**	**1**	**12**	**1**					**34**
PHF	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.47	0.00	0.25	0.75	0.25					0.77
Peak 15 X 4	4	0	0	0	0	0	8	36	0	4	16	4					44
Average Hour	1	0	0	0	0	0	1	14	0	1	15	1					33
Survey Total	1	0	0	0	0	0	2	27	0	1	30	2					63
11:00	1	0	0	0	0	0	0	3	0	1	4	0					9
11:15	0	0	0	0	0	0	0	9	0	0	1	1					11
11:30	0	0	0	0	0	0	0	3	0	0	3	0					6
11:45	0	0	0	0	0	0	2	2	0	0	4	0					8
12:00	0	0	0	0	0	0	0	3	0	0	4	1					8
12:15	0	0	0	0	0	0	0	2	0	0	5	0					7
12:30	0	0	0	0	0	0	0	3	0	0	5	0					8
12:45	0	0	0	0	0	0	0	2	0	0	4	0					6

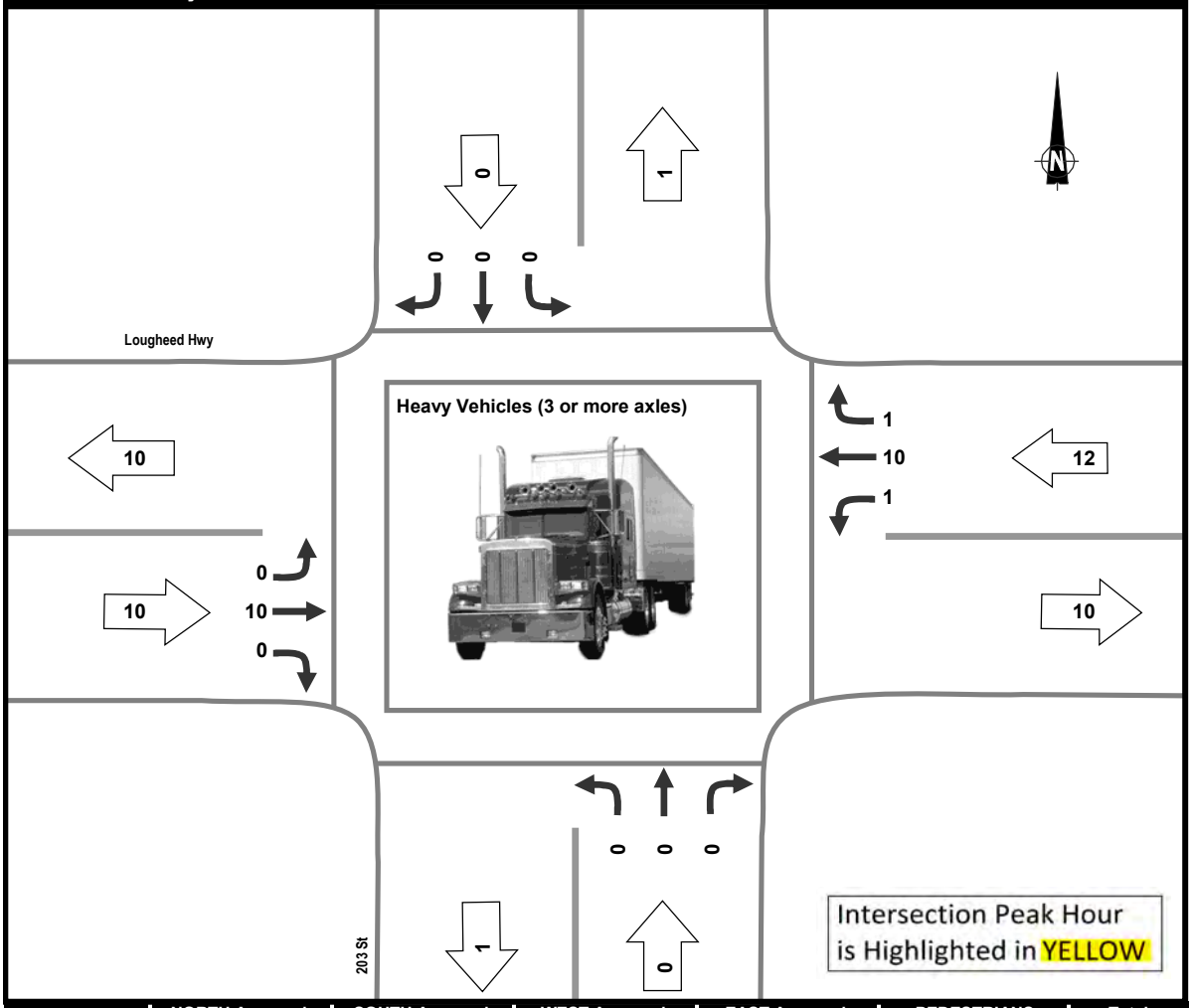
203 St & Lougheed Hwy

Saturday, February 24, 2024

Afternoon Peak Period

Project: #9219: Maple Ridge Intersection Counts
Municipality: City of Maple Ridge
Weather: Clear
Vehicle Class: Heavy Vehicles (3 or more axles)

Peak Hour Traffic by Movement 3:00 PM to 4:00 PM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**1**	**10**	**1**					**22**
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.83	0.00	0.25	0.63	0.25					0.79
Peak 15 X 4	0	0	0	0	0	0	0	12	0	4	16	4					28
Average Hour	0	0	0	0	0	0	0	7	0	0	9	0					16
Survey Total	0	0	0	0	0	0	0	21	0	1	28	1					51
15:00	0	0	0	0	0	0	0	2	0	0	4	0					6
15:15	0	0	0	0	0	0	0	2	0	0	2	0					4
15:30	0	0	0	0	0	0	0	3	0	1	1	0					5
15:45	0	0	0	0	0	0	0	3	0	0	3	1					7
16:00	0	0	0	0	0	0	0	0	0	0	2	0					2
16:15	0	0	0	0	0	0	0	3	0	0	2	0					5
16:30	0	0	0	0	0	0	0	1	0	0	3	0					4
16:45	0	0	0	0	0	0	0	0	0	0	5	0					5
17:00	0	0	0	0	0	0	0	3	0	0	2	0					5
17:15	0	0	0	0	0	0	0	1	0	0	3	0					4
17:30	0	0	0	0	0	0	0	1	0	0	0	0					1
17:45	0	0	0	0	0	0	0	2	0	0	1	0					3

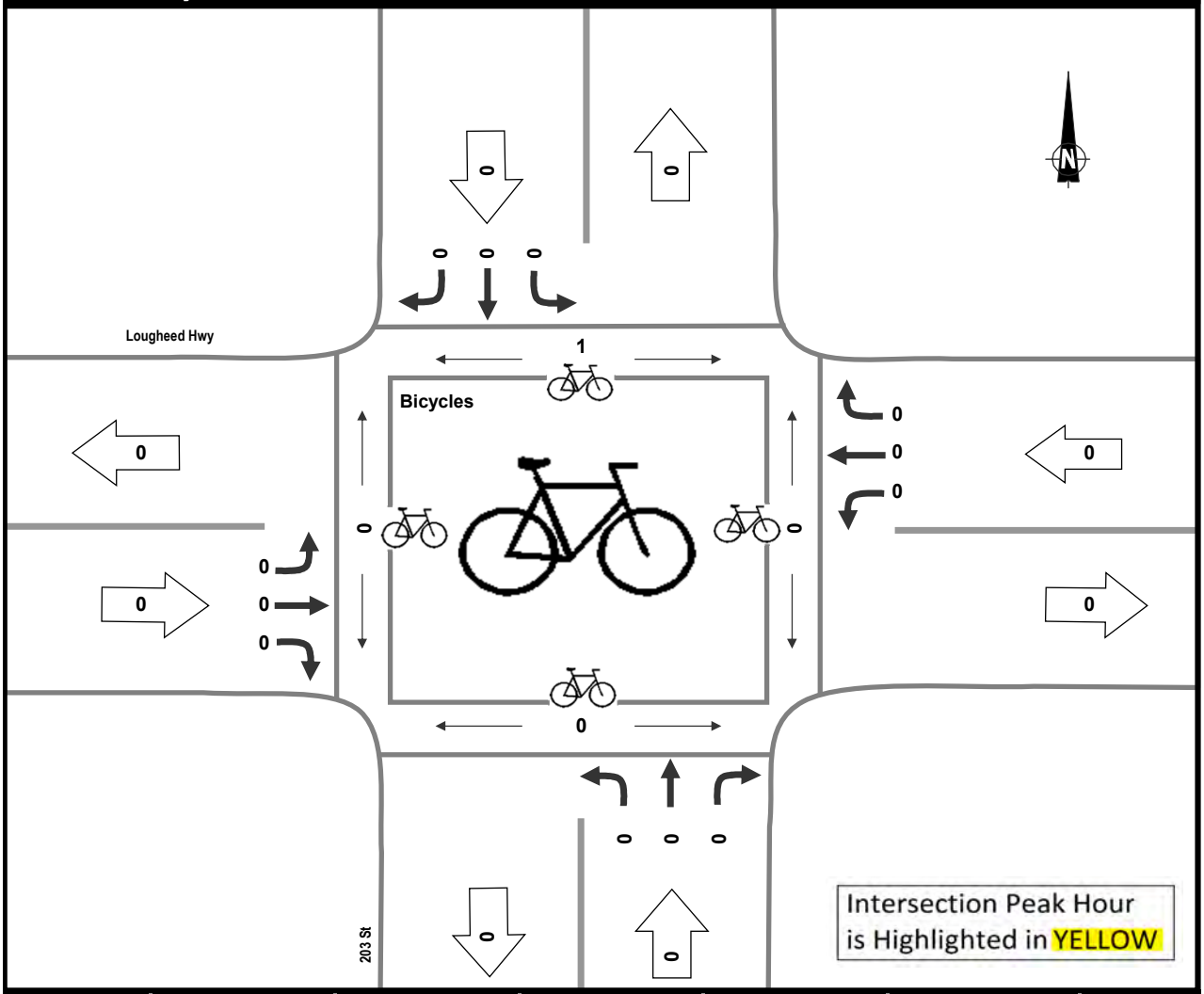
203 St & Lougheed Hwy

Saturday, February 24, 2024

Morning Peak Period

Project: #9219: Maple Ridge Intersection Counts
Municipality: City of Maple Ridge
Weather: Clear
Vehicle Class: Bicycles

Peak Hour Traffic by Movement 8:00 AM to 9:00 AM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			BIKES IN X-WALK				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25
Peak 15 X 4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4
Average Hour	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Survey Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1

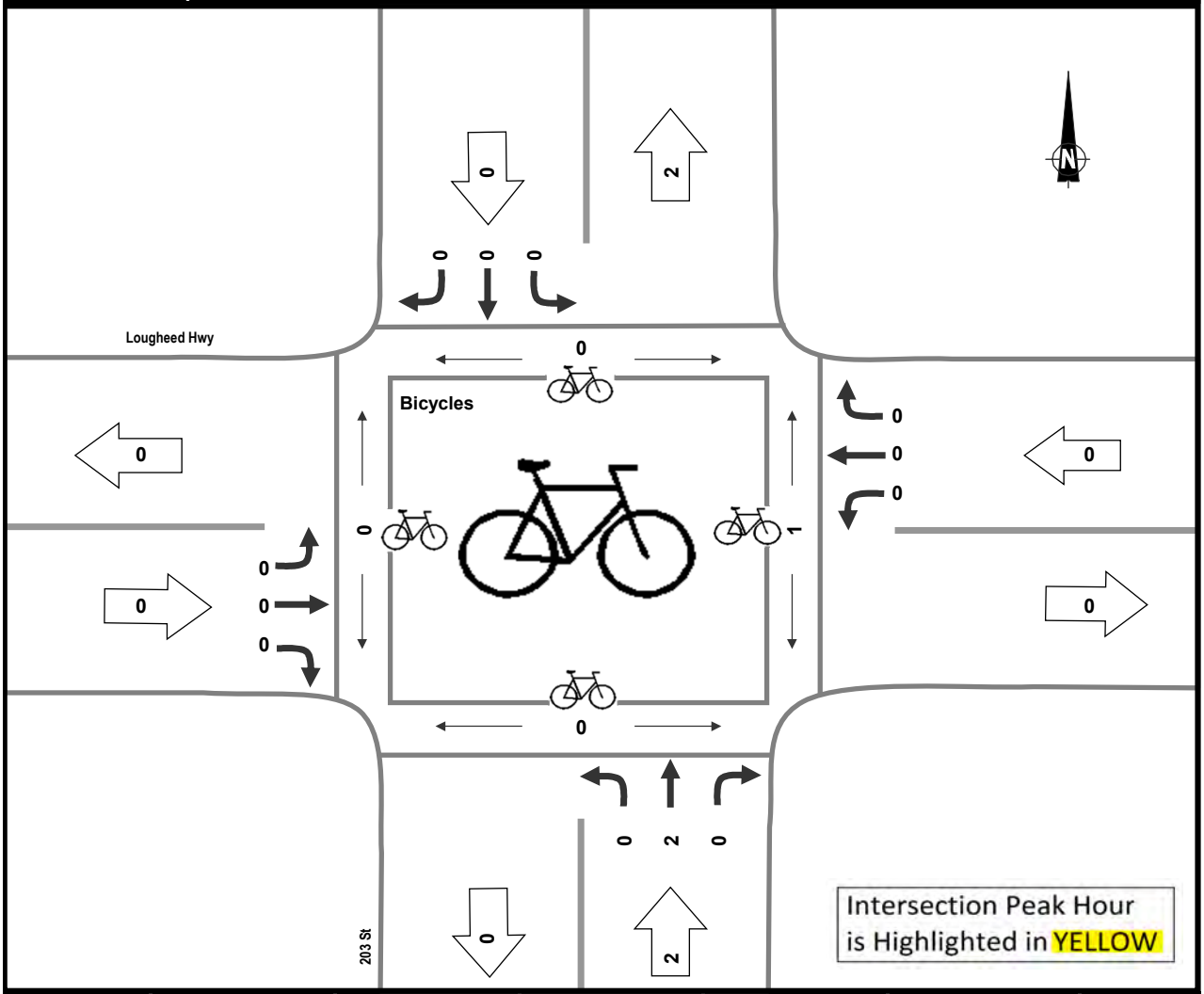
203 St & Lougheed Hwy

Saturday, February 24, 2024

Midday Peak Period

Project: #9219: Maple Ridge Intersection Counts
Municipality: City of Maple Ridge
Weather: Clear
Vehicle Class: Bicycles

Peak Hour Traffic by Movement 12:00 PM to 1:00 PM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			BIKES IN X-WALK				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**
PHF	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.75
Peak 15 X 4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4	4
Average Hour	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
Survey Total	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	3
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
12:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1

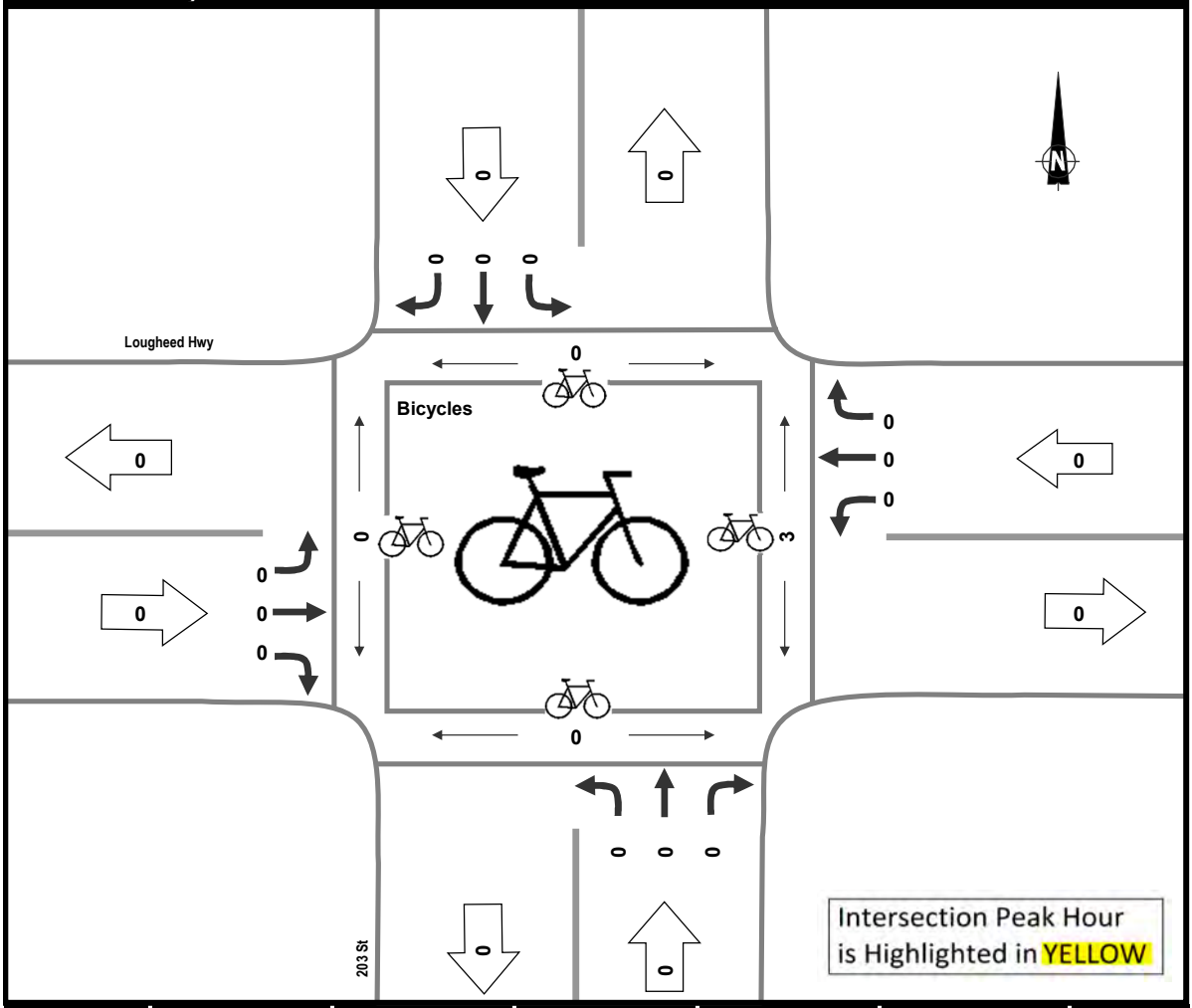
203 St & Lougheed Hwy

Saturday, February 24, 2024

Afternoon Peak Period

Project: #9219: Maple Ridge Intersection Counts
Municipality: City of Maple Ridge
Weather: Clear
Vehicle Class: Bicycles

Peak Hour Traffic by Movement 4:45 PM to 5:45 PM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			BIKES IN X-WALK				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.75
Peak 15 X 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Average Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Survey Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	3	5
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

207 St & Lougheed Hwy

Saturday, February 24, 2024

Vehicle Classification Summary

Project: #9219: Maple Ridge Intersection Counts
Municipality: City of Maple Ridge
Weather: Rain

Time Period	Entering Intersection	Vehicle Classification					**Total**
		Passenger Cars	Heavy Vehicles (3 or more axles)				
Morning (07:00 - 09:00)	Volume	3,398	31				**3,429**
	%	99.1%	0.9%				**100.0%**
Midday (11:00 - 13:00)	Volume	6,660	39				**6,699**
	%	99.4%	0.6%				**100.0%**
Afternoon (15:00 - 18:00)	Volume	10,606	24				**10,630**
	%	99.8%	0.2%				**100.0%**
Total (7 Hours)	**Volume**	**20,664**	**94**				**20,758**
	%	**99.5%**	**0.5%**				**100.0%**

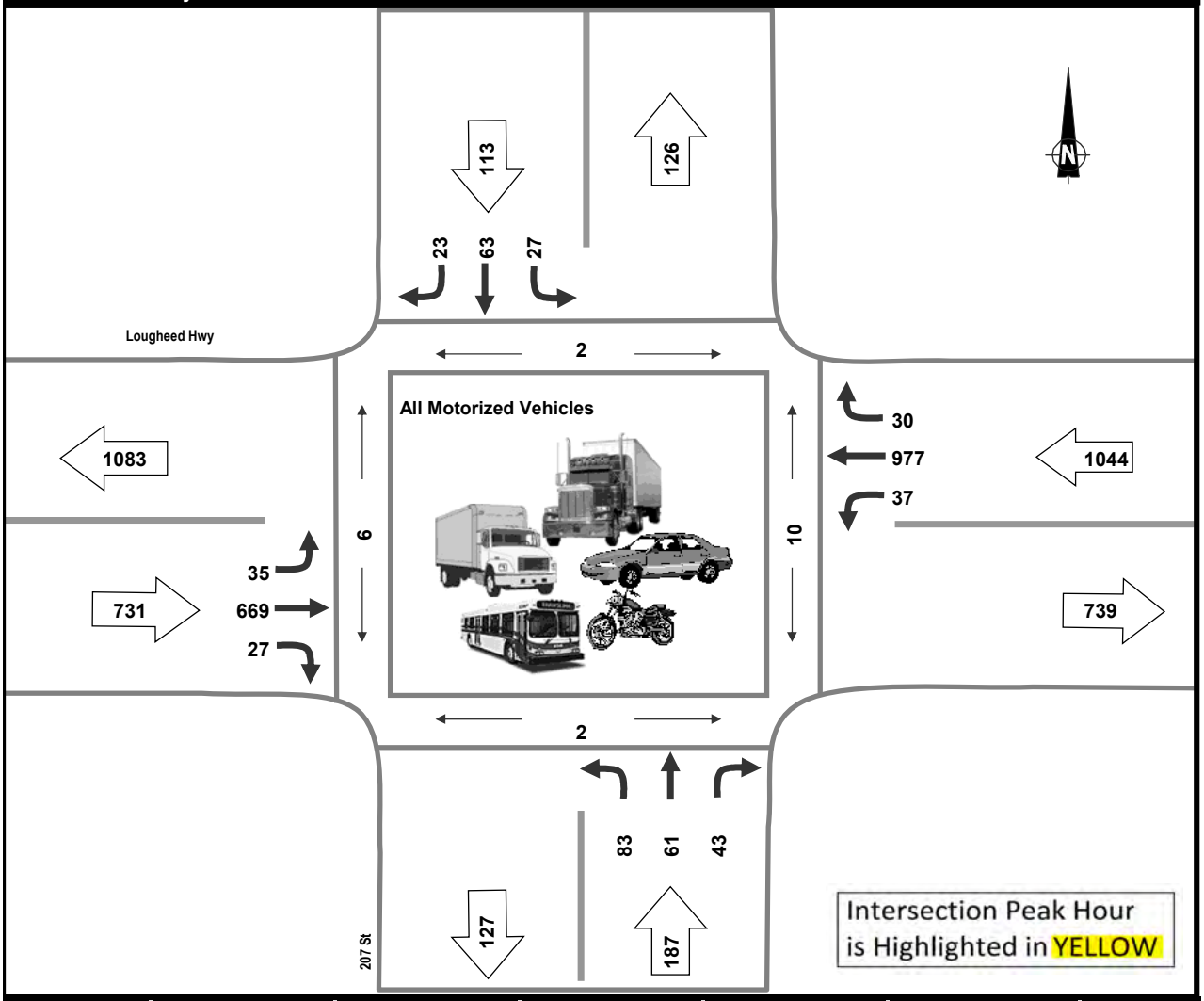
207 St & Lougheed Hwy

Saturday, February 24, 2024

Morning Peak Period

Project: #9219: Maple Ridge Intersection Counts
Municipality: City of Maple Ridge
Weather: Rain
Vehicle Class: All Motorized Vehicles

Peak Hour Traffic by Movement 8:00 AM to 9:00 AM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**27**	**63**	**23**	**83**	**61**	**43**	**35**	**669**	**27**	**37**	**977**	**30**	**2**	**2**	**6**	**10**	**2,075**
PHF	0.75	0.72	0.64	0.67	0.80	0.67	0.46	0.88	0.75	0.62	0.88	0.63	0.50	0.50	0.38	0.63	0.85
Peak 15 X 4	36	88	36	124	76	64	76	756	36	60	1,112	48	4	4	16	16	2,436
Average Hour	18	45	14	62	42	35	24	564	21	30	841	23	2	3	4	8	1,719
Survey Total	35	89	28	123	83	70	47	1,127	41	59	1,681	46	3	5	8	16	3,429
7:00	2	7	1	4	4	7	2	89	1	4	145	3	0	1	0	1	269
7:15	1	1	0	9	6	5	2	114	3	5	193	3	0	0	0	0	342
7:30	0	3	1	11	5	6	5	137	4	5	180	6	0	1	0	2	363
7:45	5	15	3	16	7	9	3	118	6	8	186	4	1	1	2	3	380
8:00	4	12	3	17	16	12	1	139	2	7	193	4	1	1	0	4	410
8:15	9	14	7	12	12	6	6	163	8	6	234	10	1	1	1	2	487
8:30	7	15	9	23	14	9	9	189	9	9	272	4	0	0	4	3	569
8:45	7	22	4	31	19	16	19	178	8	15	278	12	0	0	1	1	609

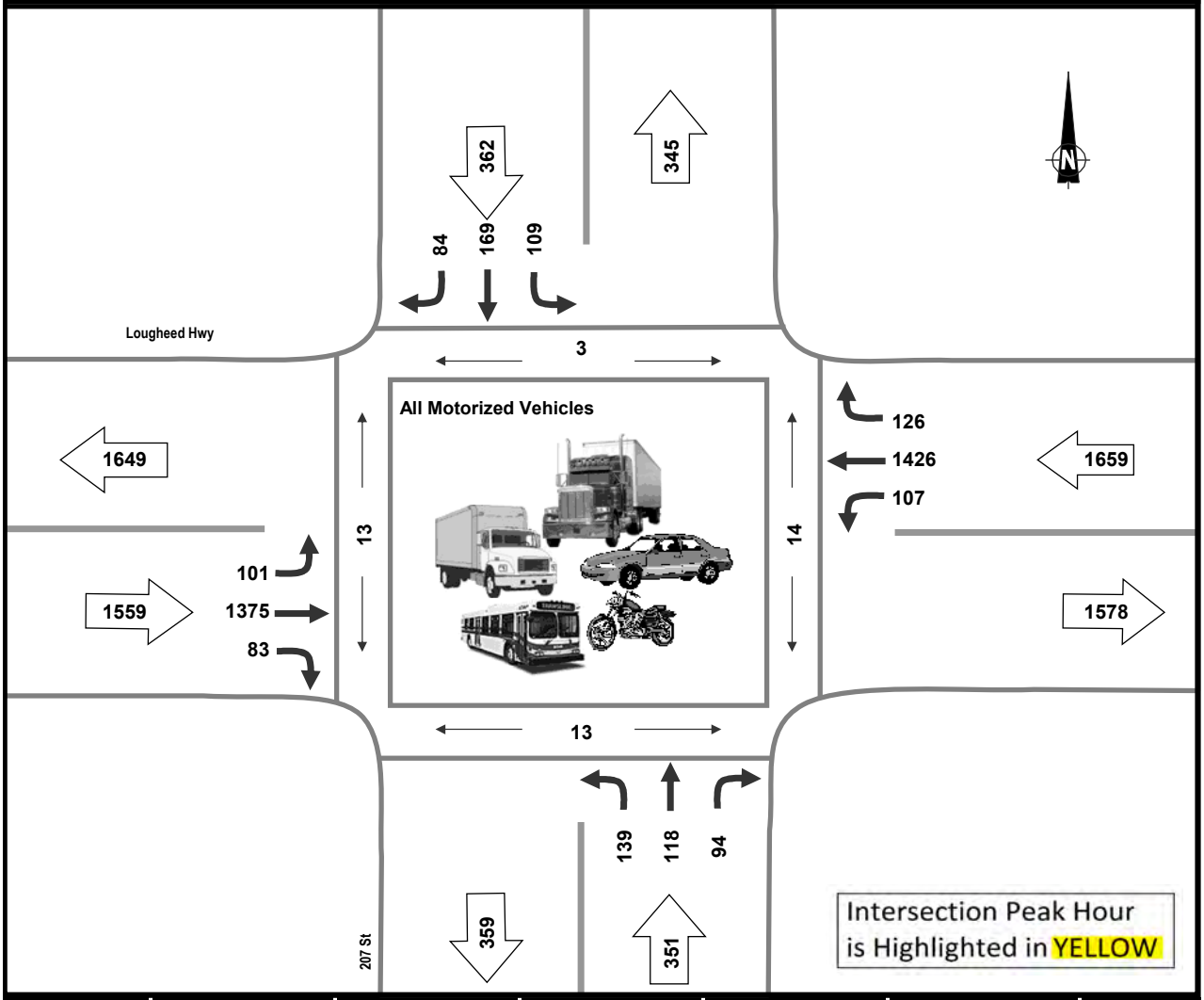
207 St & Lougheed Hwy

Saturday, February 24, 2024

Midday Peak Period

Project: #9219: Maple Ridge Intersection Counts
Municipality: City of Maple Ridge
Weather: Rain
Vehicle Class: All Motorized Vehicles

Peak Hour Traffic by Movement 12:00 PM to 1:00 PM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**109**	**169**	**84**	**139**	**118**	**94**	**101**	**1375**	**83**	**107**	**1426**	**126**	**3**	**13**	**13**	**14**	**3,931**
PHF	0.78	0.92	0.84	0.85	0.72	0.78	0.74	0.93	0.83	0.76	0.94	0.83	0.38	0.65	0.65	0.58	0.98
Peak 15 X 4	140	184	100	164	164	120	136	1,484	100	140	1,524	152	8	20	20	24	4,028
Average Hour	81	141	80	120	99	76	85	1,192	64	78	1,238	98	5	8	11	11	3,352
Survey Total	161	281	159	240	197	152	170	2,384	128	156	2,476	195	9	16	21	22	6,699
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	20	28	26	31	27	14	21	304	14	12	359	19	1	0	4	3	875
11:30	15	34	19	32	22	12	17	358	18	15	353	25	2	3	3	4	920
11:45	17	50	30	38	30	32	31	347	13	22	338	25	3	0	1	1	973
12:00	27	42	21	32	26	30	31	326	25	21	381	38	1	5	5	3	1,000
12:15	26	37	25	26	21	22	19	337	20	35	365	26	0	2	2	2	959
12:30	35	46	19	41	41	21	34	341	20	26	316	25	2	1	4	6	965
12:45	21	44	19	40	30	21	17	371	18	25	364	37	0	5	2	3	1,007

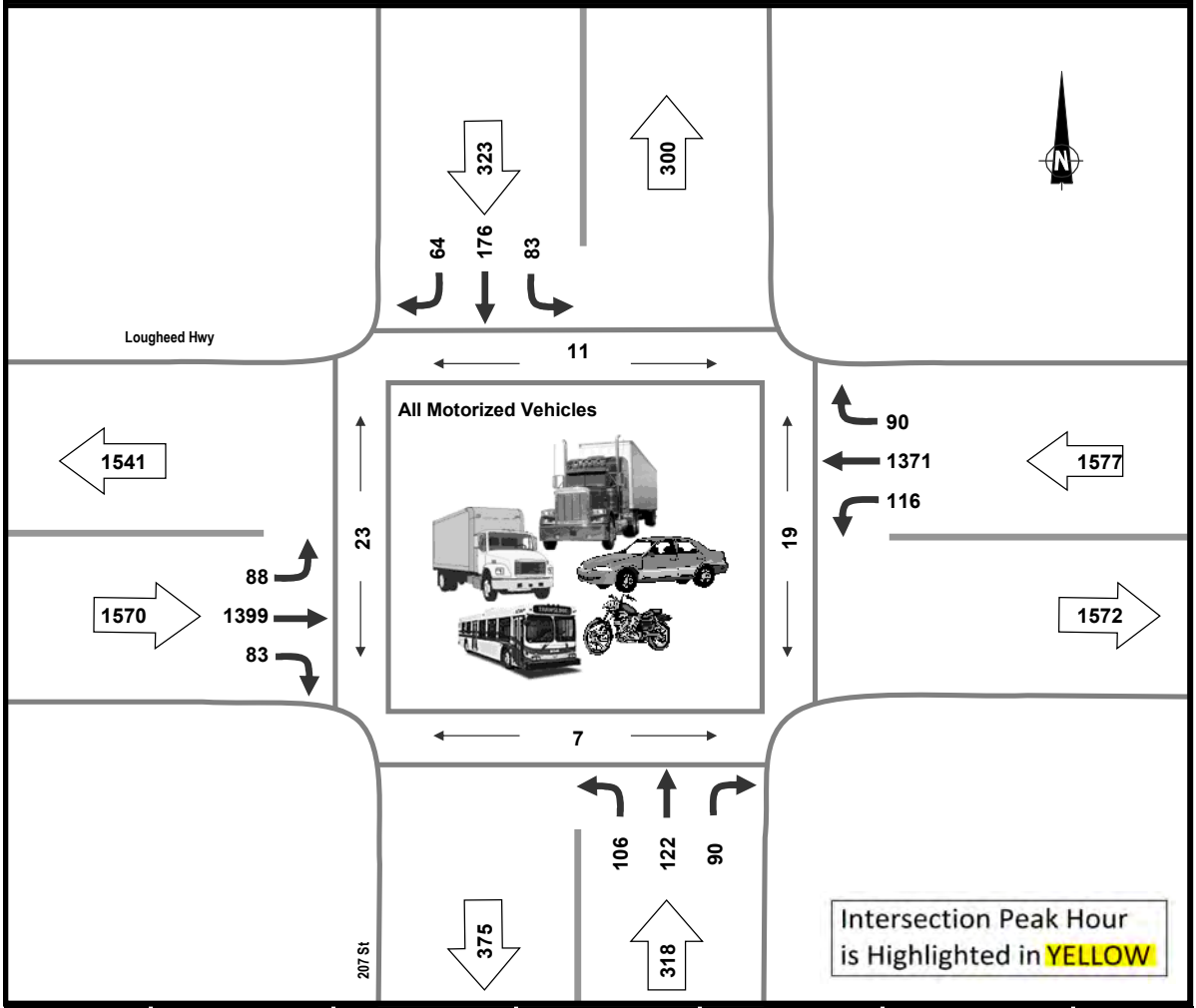
207 St & Lougheed Hwy

Saturday, February 24, 2024

Afternoon Peak Period

Project: #9219: Maple Ridge Intersection Counts
Municipality: City of Maple Ridge
Weather: Rain
Vehicle Class: All Motorized Vehicles

Peak Hour Traffic by Movement 3:00 PM to 4:00 PM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**83**	**176**	**64**	**106**	**122**	**90**	**88**	**1399**	**83**	**116**	**1371**	**90**	**11**	**7**	**23**	**19**	**3,788**
PHF	0.94	0.81	0.67	0.88	0.82	0.90	0.92	0.93	0.94	0.76	0.96	0.90	0.55	0.44	0.72	0.95	0.94
Peak 15 X 4	88	216	96	120	148	100	96	1,508	88	152	1,424	100	20	16	32	20	4,020
Average Hour	88	164	69	113	129	94	71	1,297	76	105	1,248	89	11	7	22	16	3,543
Survey Total	263	492	208	338	388	281	214	3,892	227	316	3,743	268	34	20	66	49	10,630
15:00	22	54	24	28	36	25	24	377	21	26	347	21	3	3	8	5	1,005
15:15	19	44	16	19	21	21	22	329	22	38	356	24	5	0	6	5	931
15:30	21	44	15	30	28	19	20	348	21	28	324	20	3	4	3	5	918
15:45	21	34	9	29	37	25	22	345	19	24	344	25	0	0	6	4	934
16:00	19	41	18	29	38	23	20	300	16	32	313	34	2	2	6	6	883
16:15	18	39	18	32	40	27	14	298	22	25	326	28	6	4	4	1	887
16:30	30	44	11	33	40	21	23	308	15	24	316	25	1	3	5	6	890
16:45	21	40	21	27	25	27	17	325	17	25	380	28	3	3	2	6	953
17:00	32	42	20	25	36	24	13	324	15	23	265	18	2	0	8	2	837
17:15	22	39	18	21	25	22	13	345	16	23	262	23	3	1	8	2	829
17:30	16	47	21	36	34	22	13	291	27	18	249	13	6	0	5	5	787
17:45	22	24	17	29	28	25	13	302	16	30	261	9	0	0	5	2	776

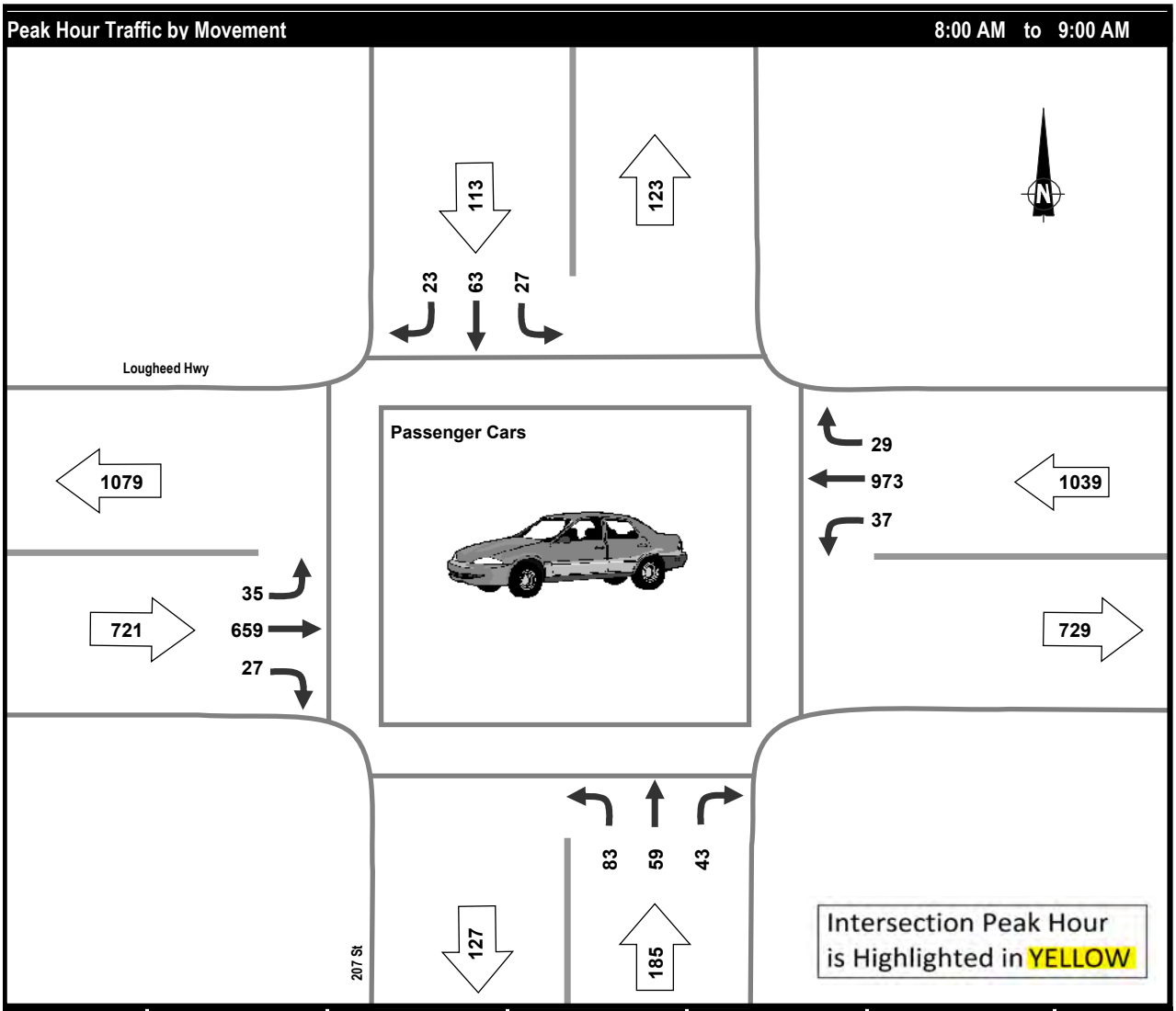
207 St & Lougheed Hwy

Saturday, February 24, 2024

Morning Peak Period

Project: #9219: Maple Ridge Intersection Counts
Municipality: City of Maple Ridge
Weather: Rain
Vehicle Class: Passenger Cars

Peak Hour Traffic by Movement 8:00 AM to 9:00 AM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**27**	**63**	**23**	**83**	**59**	**43**	**35**	**659**	**27**	**37**	**973**	**29**					**2,058**
PHF	0.75	0.72	0.64	0.67	0.78	0.67	0.46	0.88	0.75	0.62	0.88	0.60					0.85
Peak 15 X 4	36	88	36	124	76	64	76	748	36	60	1,112	48					2,420
Average Hour	17	45	14	62	41	35	24	554	21	29	837	23					1,702
Survey Total	34	89	28	123	81	70	47	1,108	41	58	1,674	45					3,398
7:00	2	7	1	4	4	7	2	89	1	4	144	3					268
7:15	0	1	0	9	6	5	2	110	3	4	193	3					336
7:30	0	3	1	11	5	6	5	136	4	5	180	6					362
7:45	5	15	3	16	7	9	3	114	6	8	184	4					374
8:00	4	12	3	17	16	12	1	136	2	7	192	4					406
8:15	9	14	7	12	10	6	6	162	8	6	233	9					482
8:30	7	15	9	23	14	9	9	187	9	9	270	4					565
8:45	7	22	4	31	19	16	19	174	8	15	278	12					605

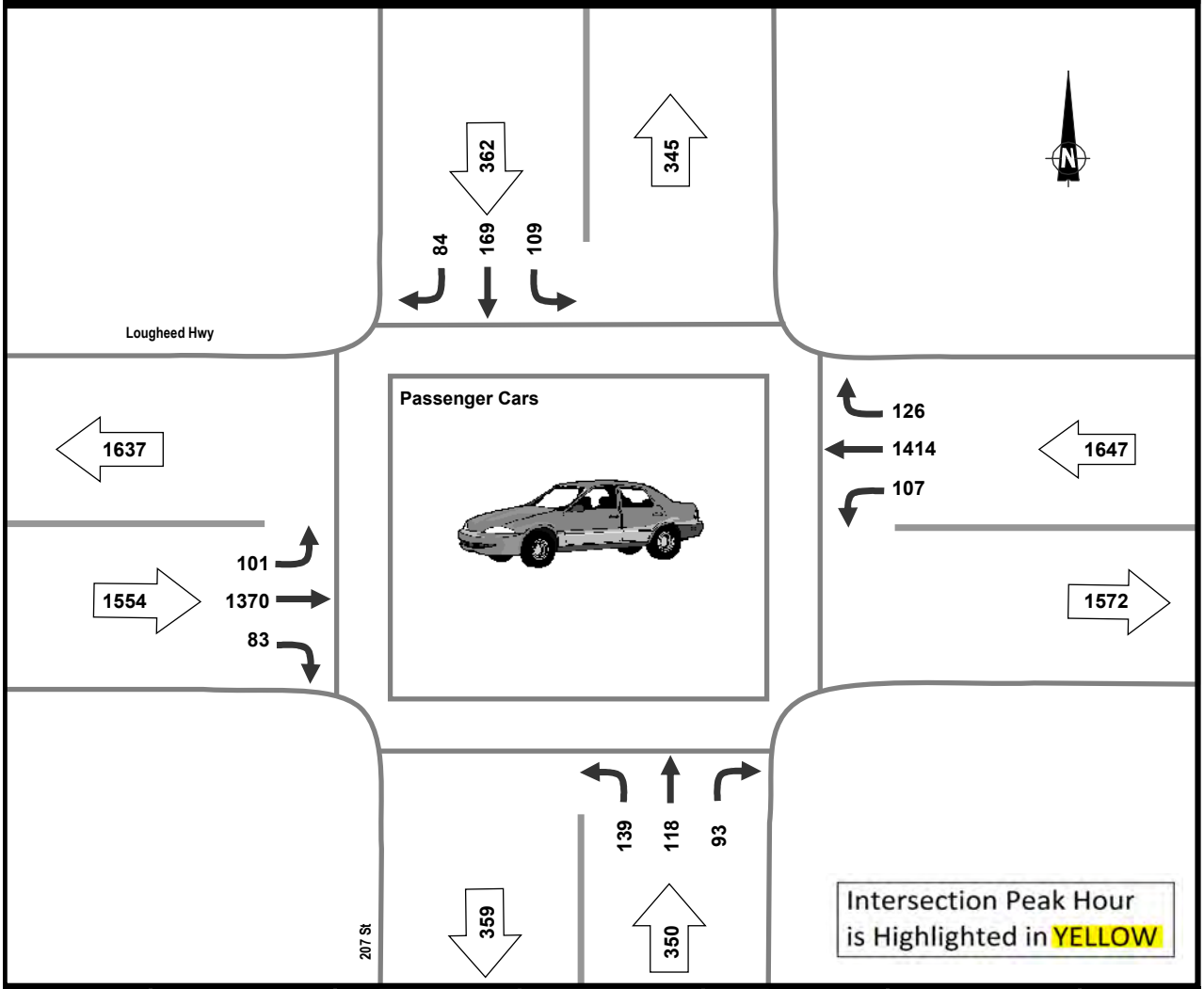
207 St & Lougheed Hwy

Saturday, February 24, 2024

Midday Peak Period

Project: #9219: Maple Ridge Intersection Counts
Municipality: City of Maple Ridge
Weather: Rain
Vehicle Class: Passenger Cars

Peak Hour Traffic by Movement 12:00 PM to 1:00 PM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**109**	**169**	**84**	**139**	**118**	**93**	**101**	**1370**	**83**	**107**	**1414**	**126**					**3,913**
PHF	0.78	0.92	0.84	0.85	0.72	0.80	0.74	0.93	0.83	0.76	0.94	0.83					0.98
Peak 15 X 4	140	184	100	164	164	116	136	1,476	100	140	1,508	152					4,012
Average Hour	81	141	80	120	99	76	85	1,183	64	78	1,229	98					3,334
Survey Total	161	281	159	240	197	151	170	2,366	128	155	2,457	195					6,660
11:00	0	0	0	0	0	0	0	0	0	0	0	0					0
11:15	20	28	26	31	27	14	21	294	14	12	358	19					864
11:30	15	34	19	32	22	12	17	356	18	15	352	25					917
11:45	17	50	30	38	30	32	31	346	13	21	333	25					966
12:00	27	42	21	32	26	29	31	325	25	21	377	38					994
12:15	26	37	25	26	21	22	19	336	20	35	361	26					954
12:30	35	46	19	41	41	21	34	340	20	26	314	25					962
12:45	21	44	19	40	30	21	17	369	18	25	362	37					1,003

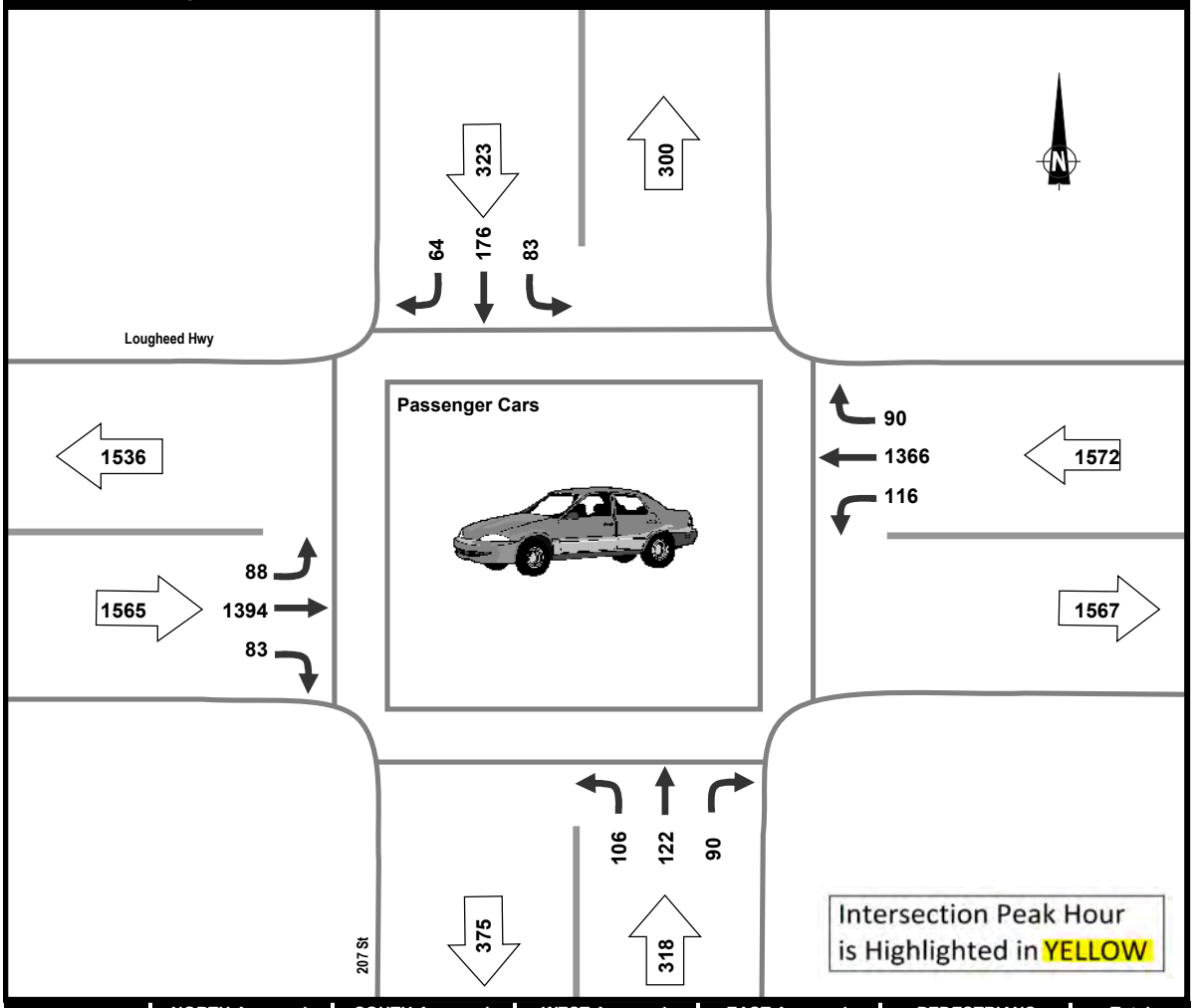
207 St & Lougheed Hwy

Saturday, February 24, 2024

Afternoon Peak Period

Project: #9219: Maple Ridge Intersection Counts
Municipality: City of Maple Ridge
Weather: Rain
Vehicle Class: Passenger Cars

Peak Hour Traffic by Movement 3:00 PM to 4:00 PM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**83**	**176**	**64**	**106**	**122**	**90**	**88**	**1394**	**83**	**116**	**1366**	**90**					**3,778**
PHF	0.94	0.81	0.67	0.88	0.82	0.90	0.92	0.93	0.94	0.76	0.96	0.90					0.94
Peak 15 X 4	88	216	96	120	148	100	96	1,504	88	152	1,424	100					4,008
Average Hour	88	164	69	112	129	94	71	1,294	76	105	1,243	89					3,534
Survey Total	263	492	208	337	388	281	214	3,882	227	316	3,730	268					10,606
15:00	22	54	24	28	36	25	24	376	21	26	345	21					1,002
15:15	19	44	16	19	21	21	22	328	22	38	356	24					930
15:30	21	44	15	30	28	19	20	347	21	28	323	20					916
15:45	21	34	9	29	37	25	22	343	19	24	342	25					930
16:00	19	41	18	29	38	23	20	298	16	32	312	34					880
16:15	18	39	18	32	40	27	14	297	22	25	325	28					885
16:30	30	44	11	33	40	21	23	308	15	24	315	25					889
16:45	21	40	21	26	25	27	17	325	17	25	377	28					949
17:00	32	42	20	25	36	24	13	323	15	23	265	18					836
17:15	22	39	18	21	25	22	13	345	16	23	261	23					828
17:30	16	47	21	36	34	22	13	291	27	18	249	13					787
17:45	22	24	17	29	28	25	13	301	16	30	260	9					774

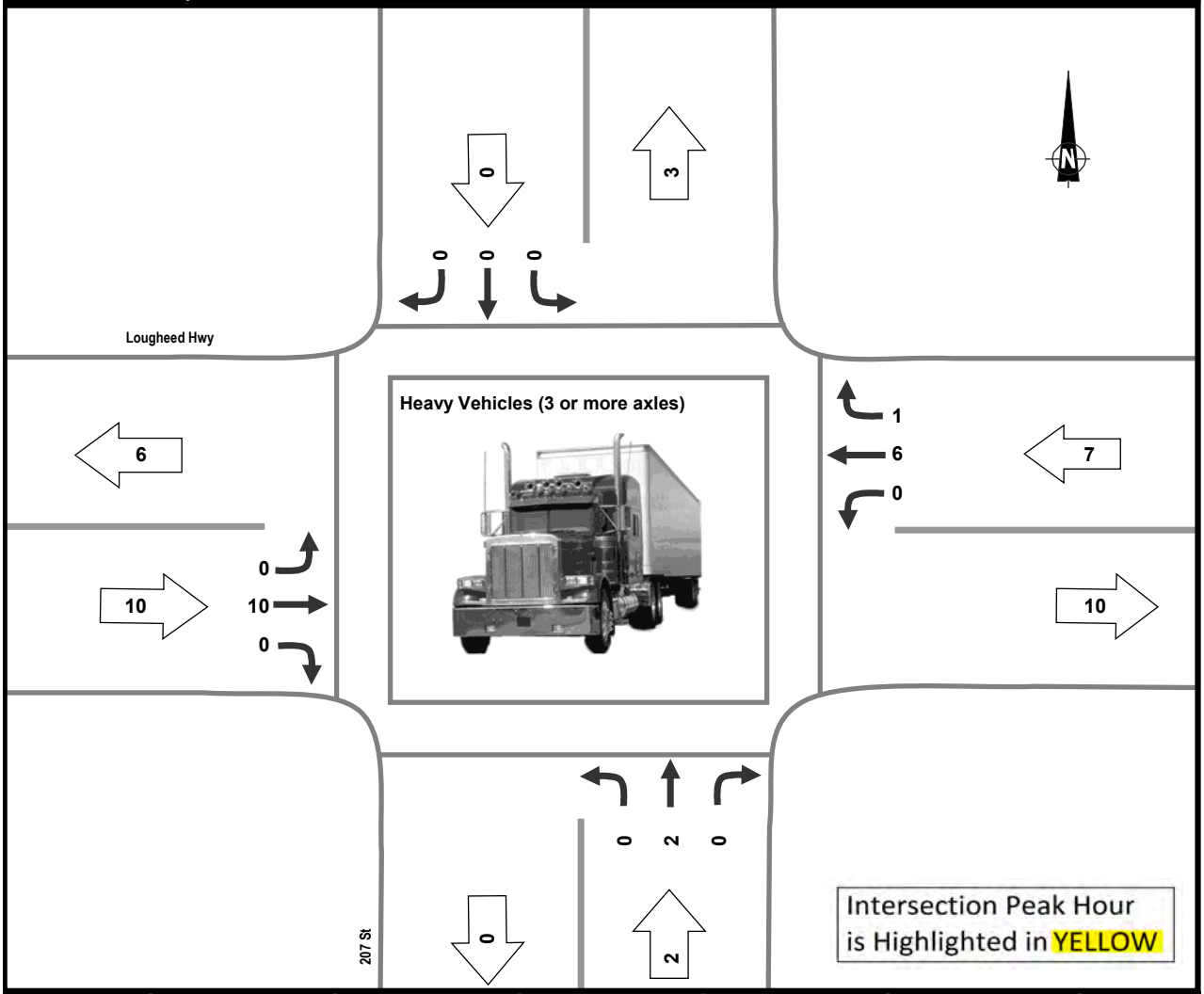
207 St & Lougheed Hwy

Saturday, February 24, 2024

Morning Peak Period

Project: #9219: Maple Ridge Intersection Counts
Municipality: City of Maple Ridge
Weather: Rain
Vehicle Class: Heavy Vehicles (3 or more axles)

Peak Hour Traffic by Movement 7:45 AM to 8:45 AM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**10**	**0**	**0**	**6**	**1**					**19**
PHF	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.63	0.00	0.00	0.75	0.25					0.79
Peak 15 X 4	0	0	0	0	8	0	0	16	0	0	8	4					24
Average Hour	1	0	0	0	1	0	0	10	0	1	4	1					18
Survey Total	1	0	0	0	2	0	0	19	0	1	7	1					31
7:00	0	0	0	0	0	0	0	0	0	0	1	0					1
7:15	1	0	0	0	0	0	0	4	0	1	0	0					6
7:30	0	0	0	0	0	0	0	1	0	0	0	0					1
7:45	0	0	0	0	0	0	0	4	0	0	2	0					6
8:00	0	0	0	0	0	0	0	3	0	0	1	0					4
8:15	0	0	0	0	2	0	0	1	0	0	1	1					5
8:30	0	0	0	0	0	0	0	2	0	0	2	0					4
8:45	0	0	0	0	0	0	0	4	0	0	0	0					4

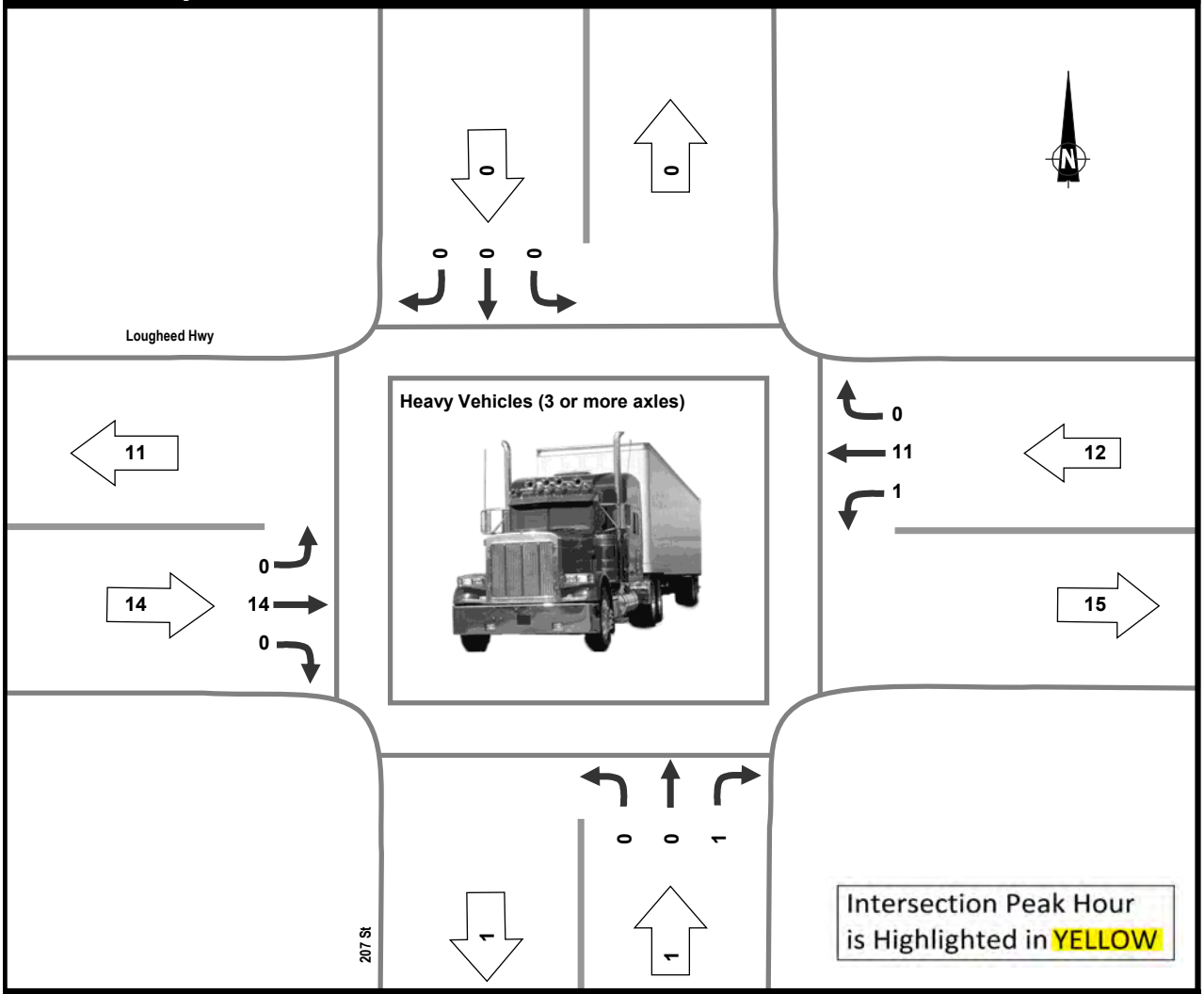
207 St & Lougheed Hwy

Saturday, February 24, 2024

Midday Peak Period

Project: #9219: Maple Ridge Intersection Counts
Municipality: City of Maple Ridge
Weather: Rain
Vehicle Class: Heavy Vehicles (3 or more axles)

Peak Hour Traffic by Movement 11:15 AM to 12:15 PM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**14**	**0**	**1**	**11**	**0**					**27**
PHF	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.35	0.00	0.25	0.55	0.00					0.61
Peak 15 X 4	0	0	0	0	0	4	0	40	0	4	20	0					44
Average Hour	0	0	0	0	0	1	0	9	0	1	10	0					21
Survey Total	0	0	0	0	0	1	0	18	0	1	19	0					39
11:00	0	0	0	0	0	0	0	0	0	0	0	0					0
11:15	0	0	0	0	0	0	0	10	0	0	1	0					11
11:30	0	0	0	0	0	0	0	2	0	0	1	0					3
11:45	0	0	0	0	0	0	0	1	0	1	5	0					7
12:00	0	0	0	0	0	1	0	1	0	0	4	0					6
12:15	0	0	0	0	0	0	0	1	0	0	4	0					5
12:30	0	0	0	0	0	0	0	1	0	0	2	0					3
12:45	0	0	0	0	0	0	0	2	0	0	2	0					4

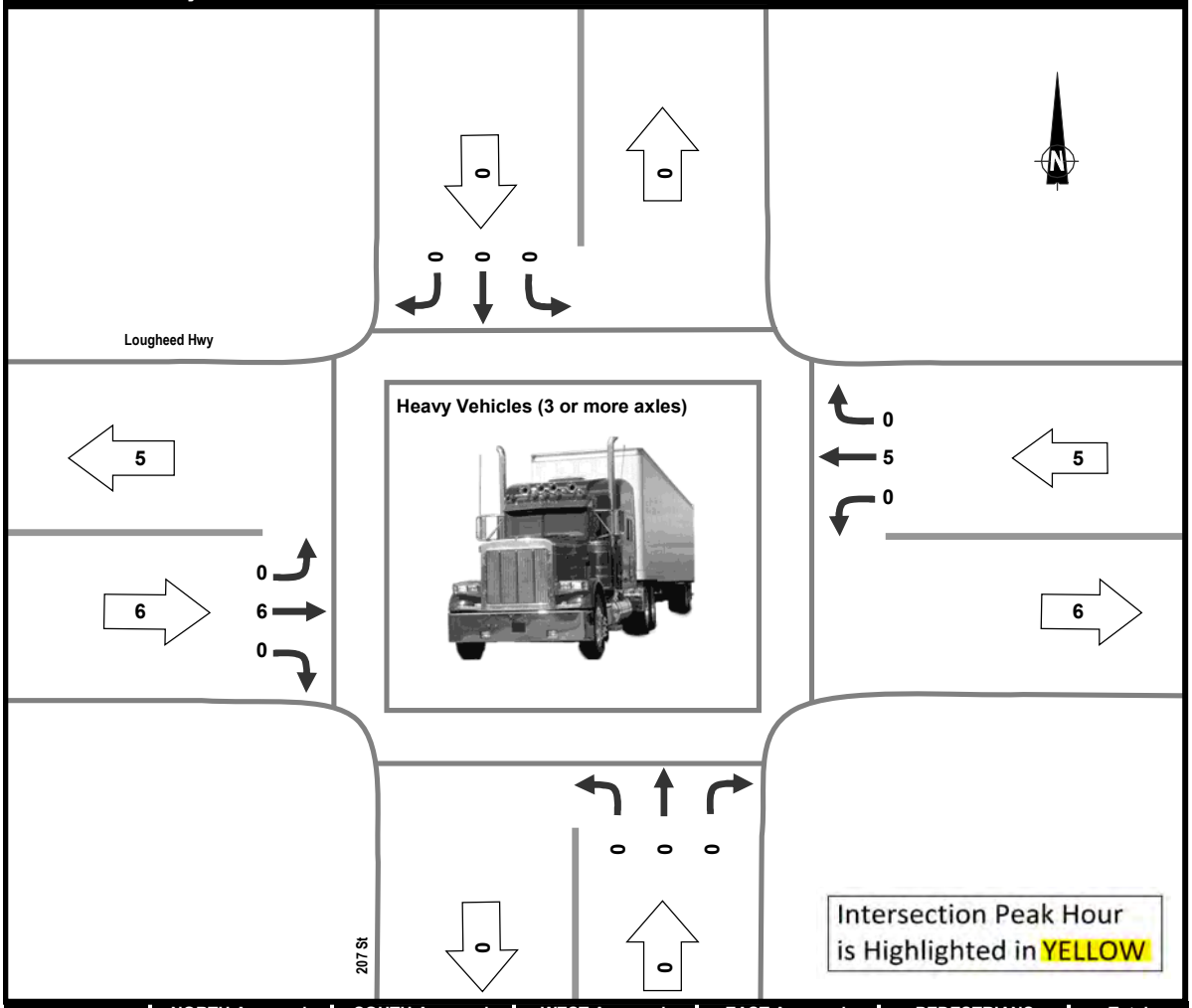
207 St & Lougheed Hwy

Saturday, February 24, 2024

Afternoon Peak Period

Project: #9219: Maple Ridge Intersection Counts
Municipality: City of Maple Ridge
Weather: Rain
Vehicle Class: Heavy Vehicles (3 or more axles)

Peak Hour Traffic by Movement 3:30 PM to 4:30 PM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**5**	**0**					**11**
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.00	0.00	0.63	0.00					0.69
Peak 15 X 4	0	0	0	0	0	0	0	8	0	0	8	0					16
Average Hour	0	0	0	0	0	0	0	3	0	0	4	0					7
Survey Total	0	0	0	1	0	0	0	10	0	0	13	0					24
15:00	0	0	0	0	0	0	0	1	0	0	2	0					3
15:15	0	0	0	0	0	0	0	1	0	0	0	0					1
15:30	0	0	0	0	0	0	0	1	0	0	1	0					2
15:45	0	0	0	0	0	0	0	2	0	0	2	0					4
16:00	0	0	0	0	0	0	0	2	0	0	1	0					3
16:15	0	0	0	0	0	0	0	1	0	0	1	0					2
16:30	0	0	0	0	0	0	0	0	0	0	1	0					1
16:45	0	0	0	1	0	0	0	0	0	0	3	0					4
17:00	0	0	0	0	0	0	0	1	0	0	0	0					1
17:15	0	0	0	0	0	0	0	0	0	0	1	0					1
17:30	0	0	0	0	0	0	0	0	0	0	0	0					0
17:45	0	0	0	0	0	0	0	1	0	0	1	0					2

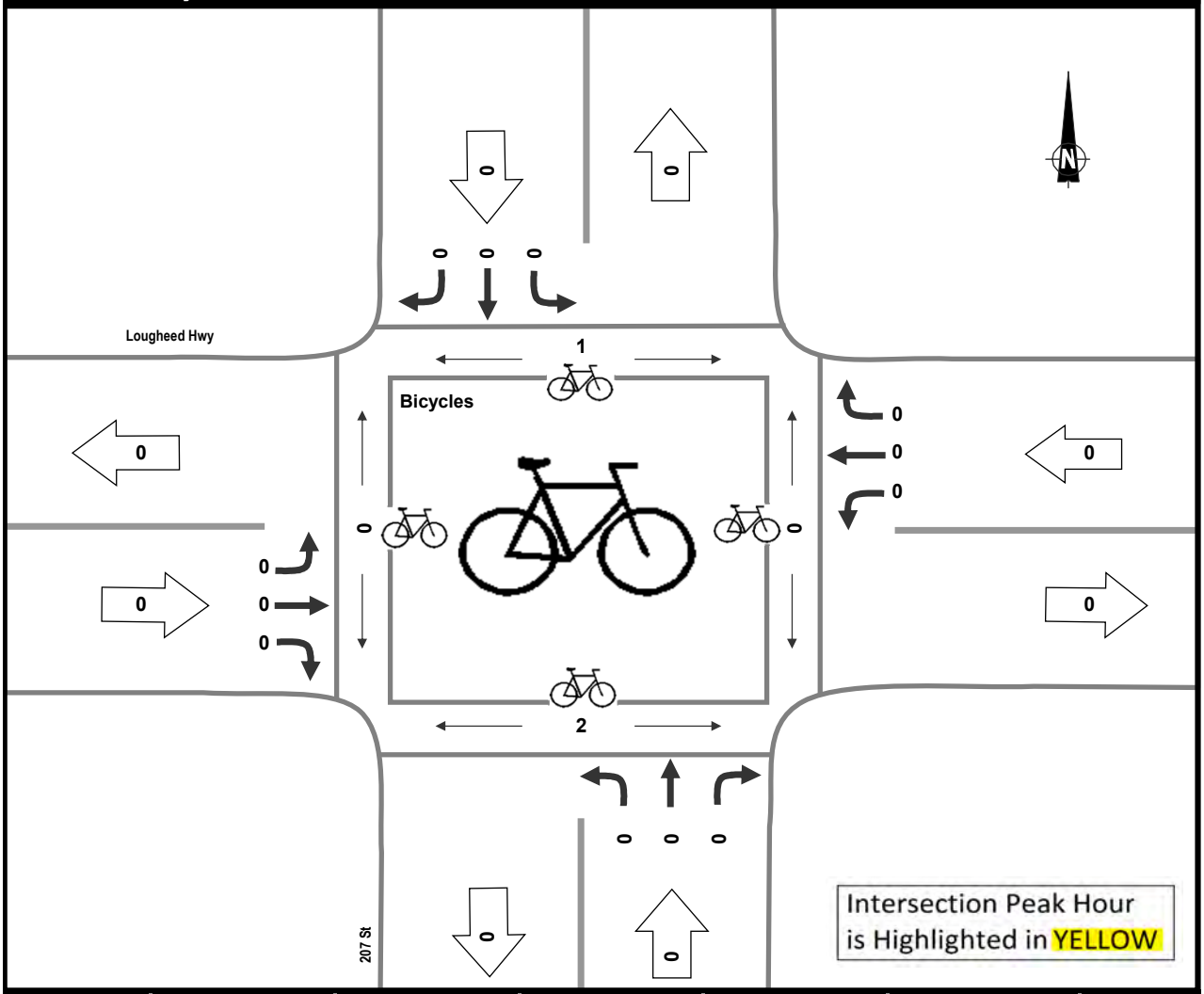
207 St & Lougheed Hwy

Saturday, February 24, 2024

Morning Peak Period

Project: #9219: Maple Ridge Intersection Counts
Municipality: City of Maple Ridge
Weather: Rain
Vehicle Class: Bicycles

Peak Hour Traffic by Movement 7:45 AM to 8:45 AM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			BIKES IN X-WALK				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**3**
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.25	0.00	0.00	0.38
Peak 15 X 4	0	0	0	0	0	0	0	0	0	0	0	0	4	8	0	0	8
Average Hour	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0
Survey Total	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

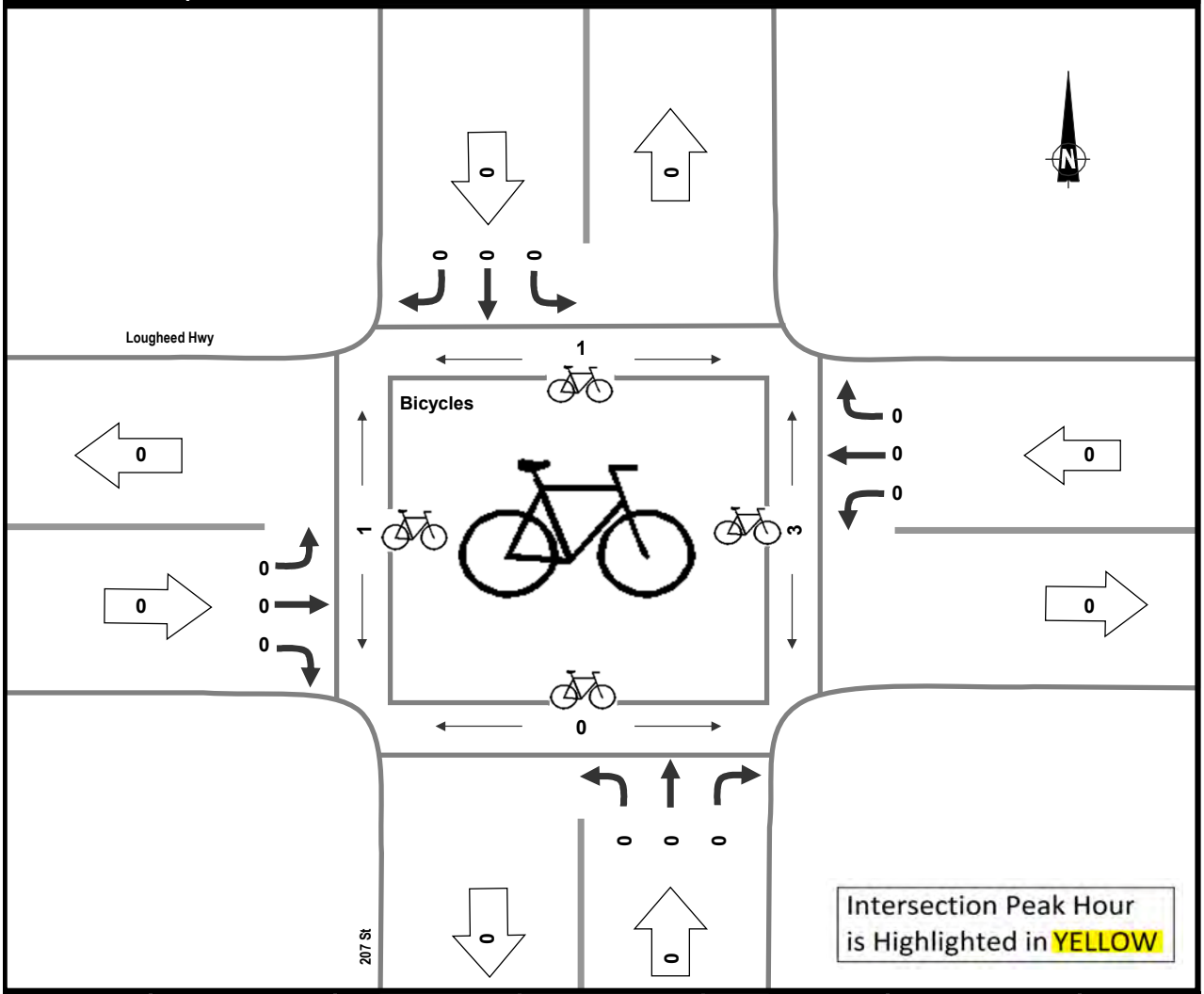
207 St & Lougheed Hwy

Saturday, February 24, 2024

Midday Peak Period

Project: #9219: Maple Ridge Intersection Counts
Municipality: City of Maple Ridge
Weather: Rain
Vehicle Class: Bicycles

Peak Hour Traffic by Movement 11:15 AM to 12:15 PM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			BIKES IN X-WALK				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**3**	**5**
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.25	0.25	0.31
Peak 15 X 4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	12	16
Average Hour	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0
Survey Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	3	6
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	4
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1

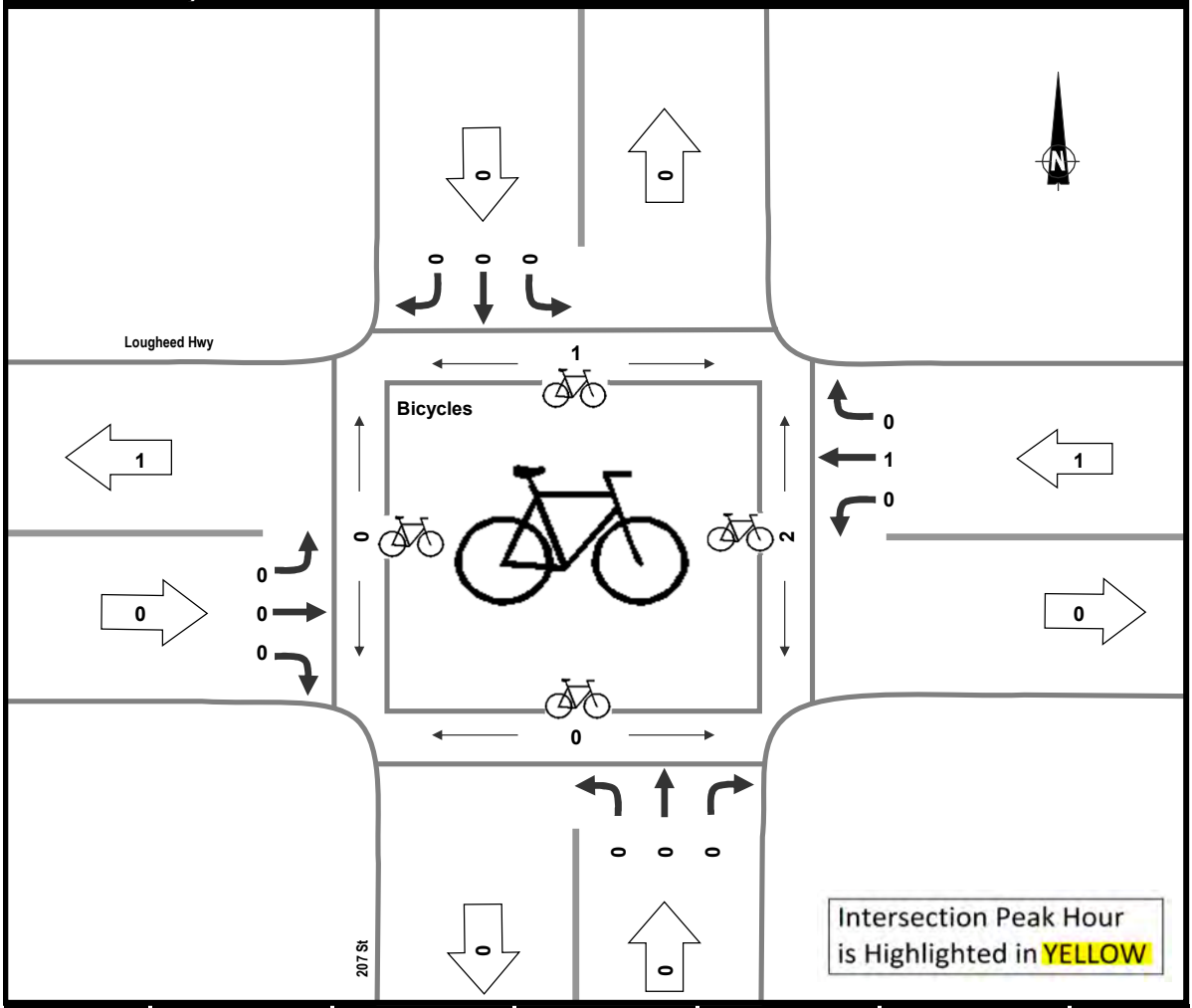
207 St & Lougheed Hwy

Saturday, February 24, 2024

Afternoon Peak Period

Project: #9219: Maple Ridge Intersection Counts
Municipality: City of Maple Ridge
Weather: Rain
Vehicle Class: Bicycles

Peak Hour Traffic by Movement 4:00 PM to 5:00 PM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			BIKES IN X-WALK				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**2**	**4**
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.25	0.33
Peak 15 X 4	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	8	12
Average Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Survey Total	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	3	5
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	3
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1

PREMIERE
TRAFFIC DATA SERVICES

Turning Movement Count Data
Combined Volume

Site Number:	1
Major Route:	Maple Crescent
Minor Route:	203 Street
Municipality:	Maple Ridge
Filename:	1-TMC-Maple Cres@203 St-Mar 9 2024
Date:	March 9, 2024
Day-of-week:	Saturday
East/West Route:	Maple Crescent
Intersection Type:	4 leg
Signalized (y/n?):	yes
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Combined Volume

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	1	15	0	0	4	2	0	0	0	11	5	0	38		2	0	0	0
06:15	1	13	0	0	4	6	0	2	0	10	4	5	45		2	0	0	0
06:30	0	18	1	0	13	3	0	4	0	7	5	3	54		0	0	1	0
06:45	1	27	1	0	14	3	0	4	0	7	7	7	71		0	0	0	2
07:00	2	21	1	0	6	0	2	3	0	20	3	4	62		0	0	1	0
07:15	4	23	0	0	9	5	1	6	0	7	4	8	67		1	0	0	2
07:30	0	27	1	0	10	8	2	3	3	15	4	3	76		0	0	0	0
07:45	4	26	7	0	10	8	4	1	2	16	8	10	96		0	0	0	0
08:00	2	37	3	0	13	8	0	8	0	29	9	8	117	*	1	0	0	0
08:15	3	39	3	0	17	13	4	10	0	27	10	12	138	*	0	0	0	0
08:30	9	46	12	0	33	11	2	11	1	27	10	11	173	*	0	0	0	0
08:45	6	56	17	0	35	10	6	9	1	27	13	11	191	+	0	0	0	0
Total	**33**	**348**	**46**	**0**	**168**	**77**	**21**	**61**	**7**	**203**	**82**	**82**	**1128**		**6**	**0**	**2**	**4**
Pk Hr	**20**	**178**	**35**	**0**	**98**	**42**	**12**	**38**	**2**	**110**	**42**	**42**	**619**	*	**1**	**0**	**0**	**0**
15x4	**36**	**224**	**68**	**0**	**140**	**52**	**24**	**44**	**4**	**116**	**52**	**48**	**808**	+	**0**	**0**	**0**	**0**
11:00	15	78	15	1	50	38	11	19	1	47	25	14	314		0	0	0	0
11:15	6	85	14	3	71	33	11	27	4	47	22	14	337		0	0	0	0
11:30	16	98	5	2	74	39	19	34	0	46	20	18	371		0	0	0	0
11:45	14	71	17	0	85	35	9	34	1	37	22	17	342		1	0	0	0
12:00	13	62	9	1	63	30	15	35	2	56	13	16	315	*	0	0	0	0
12:15	8	90	16	1	65	42	20	30	3	37	16	16	344	*	1	0	0	0
12:30	14	80	15	0	56	61	16	34	3	50	20	22	371	*	2	0	0	0
12:45	4	94	14	2	77	43	14	31	2	56	23	15	375	+	0	0	1	0
Total	**90**	**658**	**105**	**10**	**541**	**321**	**115**	**244**	**16**	**376**	**161**	**132**	**2769**		**4**	**0**	**1**	**0**
Pk Hr	**39**	**326**	**54**	**4**	**261**	**176**	**65**	**130**	**10**	**199**	**72**	**69**	**1405**	*	**3**	**0**	**1**	**0**
15x4	**56**	**376**	**64**	**8**	**308**	**244**	**80**	**140**	**12**	**224**	**92**	**88**	**1692**	+	**0**	**0**	**4**	**0**
15:00	10	56	11	3	81	48	19	39	2	30	16	10	325		1	0	0	0
15:15	13	85	9	2	97	37	15	32	3	40	16	10	359		4	0	0	0
15:30	10	67	10	0	64	58	14	37	1	29	9	12	311		0	0	0	0
15:45	10	67	17	2	53	43	13	35	3	34	17	9	303		0	0	0	0
16:00	6	29	3	2	29	23	17	34	2	12	10	8	175		0	0	0	0
16:15	13	89	18	0	78	51	18	43	3	50	9	31	403	+	1	0	0	1
16:30	12	42	6	0	68	55	23	40	3	33	11	17	310	*	0	0	0	0
16:45	7	74	14	1	74	53	14	35	5	35	8	3	323	*	0	0	0	0
17:00	8	62	3	1	79	42	16	33	5	36	13	20	318	*	0	0	0	0
17:15	11	64	12	0	76	57	12	29	3	35	6	22	327		0	0	1	0
17:30	19	43	7	2	57	47	16	27	4	25	5	14	266		0	0	0	1
17:45	14	45	5	0	39	15	9	28	1	24	12	10	202		0	0	0	0
Total	**133**	**723**	**115**	**13**	**795**	**529**	**186**	**412**	**35**	**383**	**132**	**166**	**3622**		**6**	**0**	**1**	**2**
Pk Hr	**40**	**267**	**41**	**2**	**299**	**201**	**71**	**151**	**16**	**154**	**41**	**71**	**1354**	*	**1**	**0**	**0**	**1**
15x4	**52**	**356**	**72**	**4**	**316**	**220**	**92**	**172**	**20**	**200**	**52**	**124**	**1680**	+	**4**	**0**	**0**	**4**

AM Peak Period

Combined Volume

Location: 203 Street @ Maple Crescent

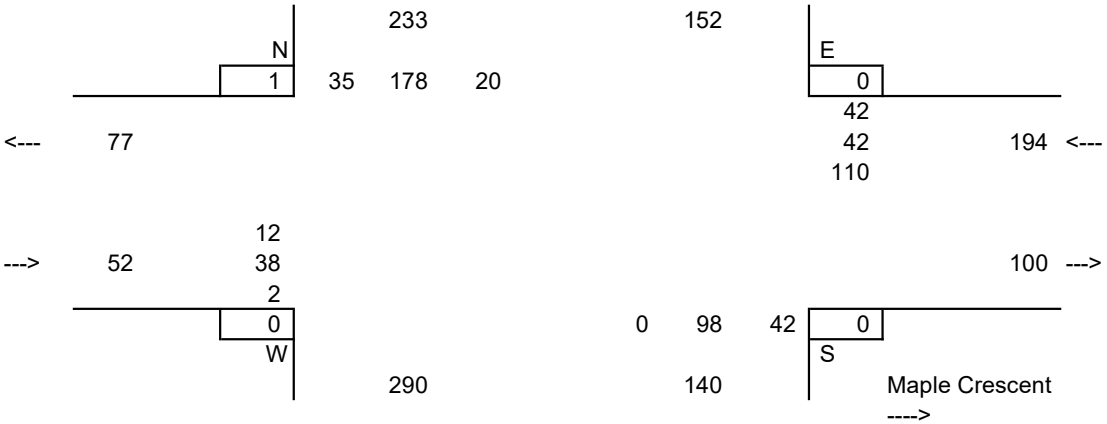
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	1	15	0	0	4	2	0	0	0	11	5	0	38		2	0	0	0
06:15	1	13	0	0	4	6	0	2	0	10	4	5	45		2	0	0	0
06:30	0	18	1	0	13	3	0	4	0	7	5	3	54		0	0	1	0
06:45	1	27	1	0	14	3	0	4	0	7	7	7	71		0	0	0	2
07:00	2	21	1	0	6	0	2	3	0	20	3	4	62		0	0	1	0
07:15	4	23	0	0	9	5	1	6	0	7	4	8	67		1	0	0	2
07:30	0	27	1	0	10	8	2	3	3	15	4	3	76		0	0	0	0
07:45	4	26	7	0	10	8	4	1	2	16	8	10	96		0	0	0	0
08:00	2	37	3	0	13	8	0	8	0	29	9	8	117	*	1	0	0	0
08:15	3	39	3	0	17	13	4	10	0	27	10	12	138	*	0	0	0	0
08:30	9	46	12	0	33	11	2	11	1	27	10	11	173	*	0	0	0	0
08:45	6	56	17	0	35	10	6	9	1	27	13	11	191	+	0	0	0	0
Total	**33**	**348**	**46**	**0**	**168**	**77**	**21**	**61**	**7**	**203**	**82**	**82**	**1128**		**6**	**0**	**2**	**4**
Pk Hr	**20**	**178**	**35**	**0**	**98**	**42**	**12**	**38**	**2**	**110**	**42**	**42**	**619**	*	**1**	**0**	**0**	**0**
15x4	**36**	**224**	**68**	**0**	**140**	**52**	**24**	**44**	**4**	**116**	**52**	**48**	**808**	+	**0**	**0**	**0**	**0**
Avg Hr	**11**	**116**	**15**	**0**	**56**	**26**	**7**	**20**	**2**	**68**	**27**	**27**	**376**		**2**	**0**	**1**	**1**

Peak Hour	08:00
Peak 15min	08:45
North approach PHF	0.71
South approach PHF	0.73
West approach PHF	0.72
East approach PHF	0.90

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AM Peak Hour Volumes



Noon Peak Period

Combined Volume

Location: 203 Street @ Maple Crescent

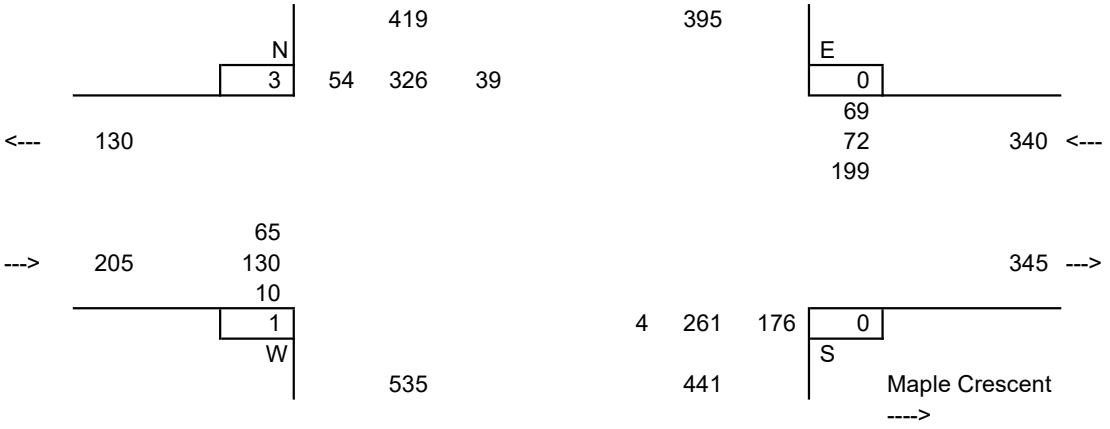
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
11:00	15	78	15	1	50	38	11	19	1	47	25	14	314		0	0	0	0
11:15	6	85	14	3	71	33	11	27	4	47	22	14	337		0	0	0	0
11:30	16	98	5	2	74	39	19	34	0	46	20	18	371		0	0	0	0
11:45	14	71	17	0	85	35	9	34	1	37	22	17	342		1	0	0	0
12:00	13	62	9	1	63	30	15	35	2	56	13	16	315	*	0	0	0	0
12:15	8	90	16	1	65	42	20	30	3	37	16	16	344	*	1	0	0	0
12:30	14	80	15	0	56	61	16	34	3	50	20	22	371	*	2	0	0	0
12:45	4	94	14	2	77	43	14	31	2	56	23	15	375	+	0	0	1	0
Total	**90**	**658**	**105**	**10**	**541**	**321**	**115**	**244**	**16**	**376**	**161**	**132**	**2769**		**4**	**0**	**1**	**0**
Pk Hr	**39**	**326**	**54**	**4**	**261**	**176**	**65**	**130**	**10**	**199**	**72**	**69**	**1405**	*	**3**	**0**	**1**	**0**
15x4	**56**	**376**	**64**	**8**	**308**	**244**	**80**	**140**	**12**	**224**	**92**	**88**	**1692**	+	**0**	**0**	**4**	**0**
Avg Hr	**45**	**329**	**53**	**5**	**271**	**161**	**58**	**122**	**8**	**188**	**81**	**66**	**1385**		**2**	**0**	**1**	**0**

Peak Hour	12:00
Peak 15min	12:45
North Leg PHF	0.84
South Leg PHF	0.79
West Leg PHF	0.88
East Leg PHF	0.84

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Noon Peak Hour Volumes



PM Peak Period

Combined Volume

Location: 203 Street @ Maple Crescent

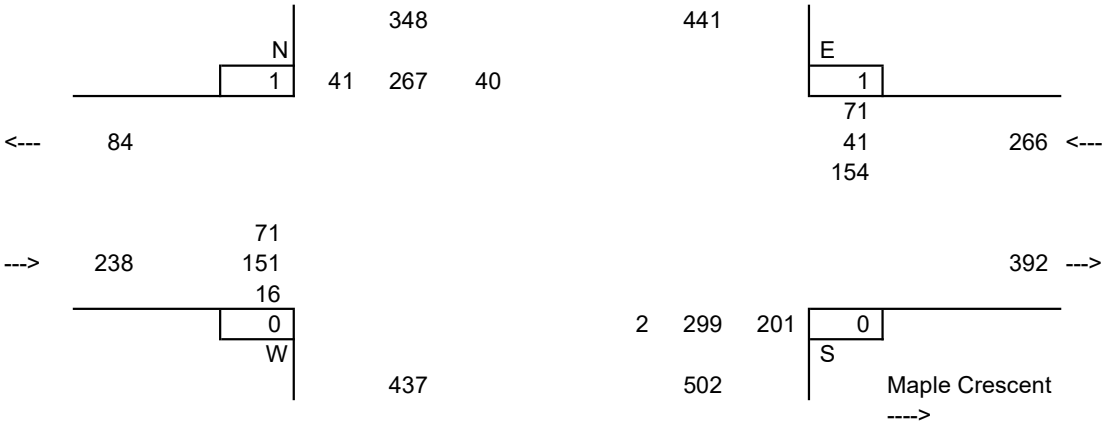
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
15:00	10	56	11	3	81	48	19	39	2	30	16	10	325		1	0	0	0
15:15	13	85	9	2	97	37	15	32	3	40	16	10	359		4	0	0	0
15:30	10	67	10	0	64	58	14	37	1	29	9	12	311		0	0	0	0
15:45	10	67	17	2	53	43	13	35	3	34	17	9	303		0	0	0	0
16:00	6	29	3	2	29	23	17	34	2	12	10	8	175		0	0	0	0
16:15	13	89	18	0	78	51	18	43	3	50	9	31	403	+	1	0	0	1
16:30	12	42	6	0	68	55	23	40	3	33	11	17	310	*	0	0	0	0
16:45	7	74	14	1	74	53	14	35	5	35	8	3	323	*	0	0	0	0
17:00	8	62	3	1	79	42	16	33	5	36	13	20	318	*	0	0	0	0
17:15	11	64	12	0	76	57	12	29	3	35	6	22	327		0	0	1	0
17:30	19	43	7	2	57	47	16	27	4	25	5	14	266		0	0	0	1
17:45	14	45	5	0	39	15	9	28	1	24	12	10	202		0	0	0	0
Total	**133**	**723**	**115**	**13**	**795**	**529**	**186**	**412**	**35**	**383**	**132**	**166**	**3622**		**6**	**0**	**1**	**2**
Pk Hr	**40**	**267**	**41**	**2**	**299**	**201**	**71**	**151**	**16**	**154**	**41**	**71**	**1354**	*	**1**	**0**	**0**	**1**
15x4	**52**	**356**	**72**	**4**	**316**	**220**	**92**	**172**	**20**	**200**	**52**	**124**	**1680**	+	**4**	**0**	**0**	**4**
Avg Hr	**44**	**241**	**38**	**4**	**265**	**176**	**62**	**137**	**12**	**128**	**44**	**55**	**1207**		**2**	**0**	**0**	**1**

Peak Hour	16:15
Peak 15min	16:15
North Leg PHF	0.73
South Leg PHF	0.93
West Leg PHF	0.84
East Leg PHF	0.71

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PM Peak Hour Volumes



Average Hour Period
Combined Volume

Location: 203 Street @ Maple Crescent
March 9, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	256	1729	266	23	1504	927	322	717	58	962	375	380	7519	16	0	4	6
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	32	216	33	3	188	116	40	90	7	120	47	48	940	2	0	1	1
AM Period																	
Total	33	348	46	0	168	77	21	61	7	203	82	82	1128	6	0	2	4
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	11	116	15	0	56	26	7	20	2	68	27	27	376	2	0	1	1
Noon Period																	
Total	90	658	105	10	541	321	115	244	16	376	161	132	2769	4	0	1	0
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	45	329	53	5	271	161	58	122	8	188	81	66	1385	2	0	1	0
PM Period																	
Total	133	723	115	13	795	529	186	412	35	383	132	166	3622	6	0	1	2
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	44	241	38	4	265	176	62	137	12	128	44	55	1207	2	0	0	1

Average Hour Volumes

Total	33	216	32
AM	15	116	11
Noon	53	329	45
PM	38	241	44

PM	Noon	AM	Total
55	66	27	48
44	81	27	47
128	188	68	120

Maple Crescent <---

40	7	58	62
90	20	122	137
7	2	8	12
Total	AM	Noon	PM

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Maple Crescent

4	265	176	PM
5	271	161	Noon
0	56	26	AM
3	188	116	Total

PREMIERE
TRAFFIC DATA SERVICES

Turning Movement Count Data
Regular Vehicles

Site Number:	1
Major Route:	Maple Crescent
Minor Route:	203 Street
Municipality:	Maple Ridge
Filename:	1-TMC-Maple Cres@203 St-Mar 9 2024
Date:	March 9, 2024
Day-of-week:	Saturday
East/West Route:	Maple Crescent
Intersection Type:	4 leg
Signalized (y/n?):	yes
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Regular Vehicles

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	1	15	0	0	4	2	0	0	0	10	5	0	37		2	0	0	0
06:15	1	13	0	0	4	6	0	2	0	10	4	5	45		2	0	0	0
06:30	0	18	1	0	13	3	0	4	0	7	5	3	54		0	0	1	0
06:45	1	27	1	0	13	3	0	4	0	7	7	7	70		0	0	0	2
07:00	2	21	1	0	6	0	2	3	0	17	3	4	59		0	0	1	0
07:15	4	23	0	0	9	4	1	5	0	7	4	8	65		1	0	0	2
07:30	0	27	1	0	9	7	1	3	3	15	4	3	73		0	0	0	0
07:45	4	26	7	0	10	8	4	1	2	15	7	10	94		0	0	0	0
08:00	2	37	3	0	13	8	0	7	0	29	9	8	116	*	1	0	0	0
08:15	3	39	2	0	17	12	4	10	0	27	10	12	136	*	0	0	0	0
08:30	9	45	12	0	33	11	1	11	1	27	10	11	171	*	0	0	0	0
08:45	6	56	17	0	35	10	6	9	1	25	12	11	188	+	0	0	0	0
Total	**33**	**347**	**45**	**0**	**166**	**74**	**19**	**59**	**7**	**196**	**80**	**82**	**1108**		**6**	**0**	**2**	**4**
Pk Hr	**20**	**177**	**34**	**0**	**98**	**41**	**11**	**37**	**2**	**108**	**41**	**42**	**611**	*	**1**	**0**	**0**	**0**
15x4	**36**	**224**	**68**	**0**	**140**	**48**	**24**	**44**	**4**	**116**	**48**	**48**	**800**	+	**0**	**0**	**0**	**0**
11:00	14	78	15	1	48	35	11	18	1	47	24	14	306		0	0	0	0
11:15	5	85	13	3	71	32	11	27	4	45	22	14	332		0	0	0	0
11:30	16	97	5	2	73	38	18	34	0	46	20	18	367		0	0	0	0
11:45	14	70	17	0	84	31	9	34	1	36	21	17	334		1	0	0	0
12:00	13	62	9	1	63	29	15	34	2	55	13	16	312	*	0	0	0	0
12:15	8	89	15	1	64	41	20	30	3	34	16	16	337	*	1	0	0	0
12:30	14	80	15	0	56	59	15	34	3	50	20	22	368	*	2	0	0	0
12:45	4	94	14	2	76	41	14	31	2	56	22	15	371	+	0	0	1	0
Total	**88**	**655**	**103**	**10**	**535**	**306**	**113**	**242**	**16**	**369**	**158**	**132**	**2727**		**4**	**0**	**1**	**0**
Pk Hr	**39**	**325**	**53**	**4**	**259**	**170**	**64**	**129**	**10**	**195**	**71**	**69**	**1388**	*	**3**	**0**	**1**	**0**
15x4	**56**	**376**	**60**	**8**	**304**	**236**	**80**	**136**	**12**	**224**	**88**	**88**	**1668**	+	**0**	**0**	**4**	**0**
15:00	10	55	11	3	81	47	19	38	2	30	16	10	322		1	0	0	0
15:15	13	81	8	2	97	37	15	32	3	40	16	10	354		4	0	0	0
15:30	10	67	10	0	64	58	14	37	1	28	9	12	310		0	0	0	0
15:45	10	67	17	2	53	43	12	35	3	34	16	9	301		0	0	0	0
16:00	6	27	3	2	29	23	17	33	2	12	10	8	172		0	0	0	0
16:15	13	89	18	0	78	51	18	43	3	50	9	31	403	+	1	0	0	1
16:30	12	41	6	0	68	55	22	40	3	33	11	17	308	*	0	0	0	0
16:45	7	73	14	1	71	51	14	35	5	35	7	3	316	*	0	0	0	0
17:00	8	62	3	1	79	42	16	32	5	36	13	20	317	*	0	0	0	0
17:15	11	64	11	0	76	57	12	29	3	35	6	22	326		0	0	1	0
17:30	19	43	7	2	57	47	15	27	4	24	5	14	264		0	0	0	1
17:45	14	44	5	0	39	15	9	27	1	24	11	10	199		0	0	0	0
Total	**133**	**713**	**113**	**13**	**792**	**526**	**183**	**408**	**35**	**381**	**129**	**166**	**3592**		**6**	**0**	**1**	**2**
Pk Hr	**40**	**265**	**41**	**2**	**296**	**199**	**70**	**150**	**16**	**154**	**40**	**71**	**1344**	*	**1**	**0**	**0**	**1**
15x4	**52**	**356**	**72**	**4**	**316**	**220**	**88**	**172**	**20**	**200**	**52**	**124**	**1676**	+	**4**	**0**	**0**	**4**

AM Peak Period

Regular Vehicles

Location: 203 Street @ Maple Crescent

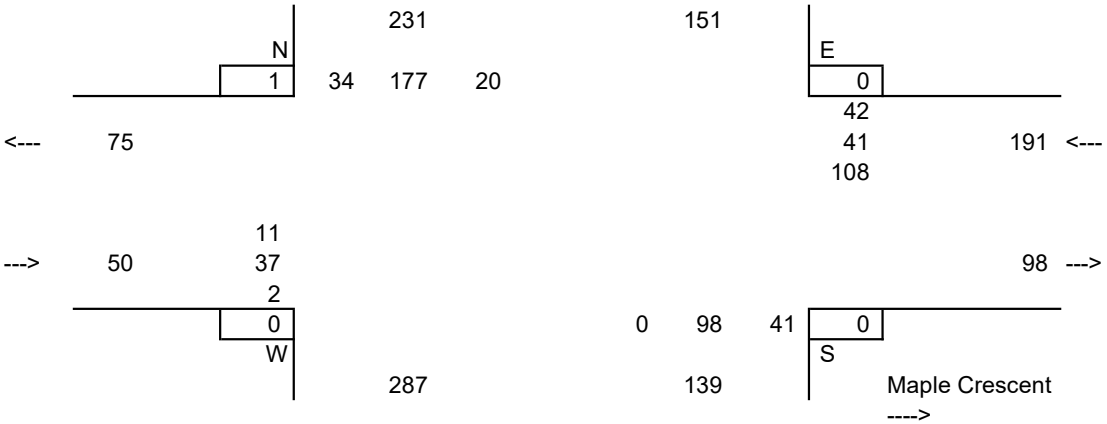
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	1	15	0	0	4	2	0	0	0	10	5	0	37		2	0	0	0
06:15	1	13	0	0	4	6	0	2	0	10	4	5	45		2	0	0	0
06:30	0	18	1	0	13	3	0	4	0	7	5	3	54		0	0	1	0
06:45	1	27	1	0	13	3	0	4	0	7	7	7	70		0	0	0	2
07:00	2	21	1	0	6	0	2	3	0	17	3	4	59		0	0	1	0
07:15	4	23	0	0	9	4	1	5	0	7	4	8	65		1	0	0	2
07:30	0	27	1	0	9	7	1	3	3	15	4	3	73		0	0	0	0
07:45	4	26	7	0	10	8	4	1	2	15	7	10	94		0	0	0	0
08:00	2	37	3	0	13	8	0	7	0	29	9	8	116	*	1	0	0	0
08:15	3	39	2	0	17	12	4	10	0	27	10	12	136	*	0	0	0	0
08:30	9	45	12	0	33	11	1	11	1	27	10	11	171	*	0	0	0	0
08:45	6	56	17	0	35	10	6	9	1	25	12	11	188	+	0	0	0	0
Total	**33**	**347**	**45**	**0**	**166**	**74**	**19**	**59**	**7**	**196**	**80**	**82**	**1108**		**6**	**0**	**2**	**4**
Pk Hr	**20**	**177**	**34**	**0**	**98**	**41**	**11**	**37**	**2**	**108**	**41**	**42**	**611**	*	**1**	**0**	**0**	**0**
15x4	**36**	**224**	**68**	**0**	**140**	**48**	**24**	**44**	**4**	**116**	**48**	**48**	**800**	+	**0**	**0**	**0**	**0**
Avg Hr	**11**	**116**	**15**	**0**	**55**	**25**	**6**	**20**	**2**	**65**	**27**	**27**	**369**		**2**	**0**	**1**	**1**

Peak Hour	08:00
Peak 15min	08:45
North approach PHF	0.70
South approach PHF	0.74
West approach PHF	0.69
East approach PHF	0.90

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AM Peak Hour Volumes



Noon Peak Period

Regular Vehicles

Location: 203 Street @ Maple Crescent

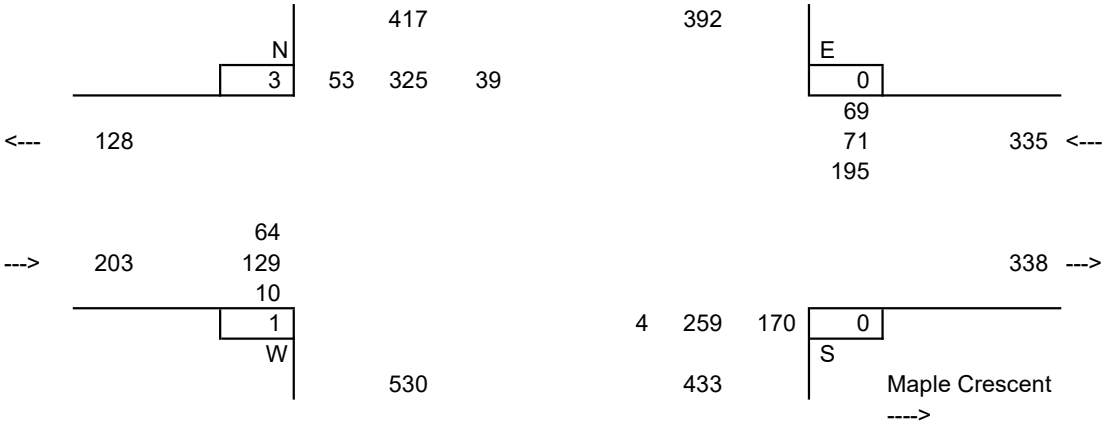
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
11:00	14	78	15	1	48	35	11	18	1	47	24	14	306		0	0	0	0
11:15	5	85	13	3	71	32	11	27	4	45	22	14	332		0	0	0	0
11:30	16	97	5	2	73	38	18	34	0	46	20	18	367		0	0	0	0
11:45	14	70	17	0	84	31	9	34	1	36	21	17	334		1	0	0	0
12:00	13	62	9	1	63	29	15	34	2	55	13	16	312	*	0	0	0	0
12:15	8	89	15	1	64	41	20	30	3	34	16	16	337	*	1	0	0	0
12:30	14	80	15	0	56	59	15	34	3	50	20	22	368	*	2	0	0	0
12:45	4	94	14	2	76	41	14	31	2	56	22	15	371	+	0	0	1	0
Total	**88**	**655**	**103**	**10**	**535**	**306**	**113**	**242**	**16**	**369**	**158**	**132**	**2727**		**4**	**0**	**1**	**0**
Pk Hr	**39**	**325**	**53**	**4**	**259**	**170**	**64**	**129**	**10**	**195**	**71**	**69**	**1388**	*	**3**	**0**	**1**	**0**
15x4	**56**	**376**	**60**	**8**	**304**	**236**	**80**	**136**	**12**	**224**	**88**	**88**	**1668**	+	**0**	**0**	**4**	**0**
Avg Hr	**44**	**328**	**52**	**5**	**268**	**153**	**57**	**121**	**8**	**185**	**79**	**66**	**1364**		**2**	**0**	**1**	**0**

Peak Hour	12:00
Peak 15min	12:45
North Leg PHF	0.85
South Leg PHF	0.79
West Leg PHF	0.89
East Leg PHF	0.84

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Noon Peak Hour Volumes



PM Peak Period

Regular Vehicles

Location: 203 Street @ Maple Crescent

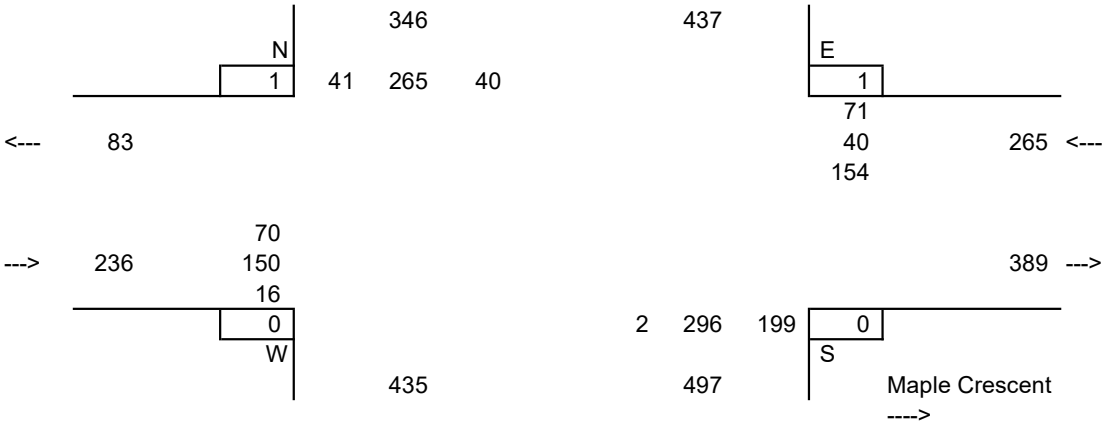
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
15:00	10	55	11	3	81	47	19	38	2	30	16	10	322		1	0	0	0
15:15	13	81	8	2	97	37	15	32	3	40	16	10	354		4	0	0	0
15:30	10	67	10	0	64	58	14	37	1	28	9	12	310		0	0	0	0
15:45	10	67	17	2	53	43	12	35	3	34	16	9	301		0	0	0	0
16:00	6	27	3	2	29	23	17	33	2	12	10	8	172		0	0	0	0
16:15	13	89	18	0	78	51	18	43	3	50	9	31	403	+	1	0	0	1
16:30	12	41	6	0	68	55	22	40	3	33	11	17	308	*	0	0	0	0
16:45	7	73	14	1	71	51	14	35	5	35	7	3	316	*	0	0	0	0
17:00	8	62	3	1	79	42	16	32	5	36	13	20	317	*	0	0	0	0
17:15	11	64	11	0	76	57	12	29	3	35	6	22	326		0	0	1	0
17:30	19	43	7	2	57	47	15	27	4	24	5	14	264		0	0	0	1
17:45	14	44	5	0	39	15	9	27	1	24	11	10	199		0	0	0	0
Total	**133**	**713**	**113**	**13**	**792**	**526**	**183**	**408**	**35**	**381**	**129**	**166**	**3592**		**6**	**0**	**1**	**2**
Pk Hr	**40**	**265**	**41**	**2**	**296**	**199**	**70**	**150**	**16**	**154**	**40**	**71**	**1344**	*	**1**	**0**	**0**	**1**
15x4	**52**	**356**	**72**	**4**	**316**	**220**	**88**	**172**	**20**	**200**	**52**	**124**	**1676**	+	**4**	**0**	**0**	**4**
Avg Hr	**44**	**238**	**38**	**4**	**264**	**175**	**61**	**136**	**12**	**127**	**43**	**55**	**1197**		**2**	**0**	**0**	**1**

Peak Hour	16:15
Peak 15min	16:15
North Leg PHF	0.72
South Leg PHF	0.92
West Leg PHF	0.84
East Leg PHF	0.70

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PM Peak Hour Volumes



Average Hour Period
Regular Vehicles

Location: 203 Street @ Maple Crescent
March 9, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	254	1715	261	23	1493	906	315	709	58	946	367	380	7427	16	0	4	6
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	32	214	33	3	187	113	39	89	7	118	46	48	928	2	0	1	1
AM Period																	
Total	33	347	45	0	166	74	19	59	7	196	80	82	1108	6	0	2	4
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	11	116	15	0	55	25	6	20	2	65	27	27	369	2	0	1	1
Noon Period																	
Total	88	655	103	10	535	306	113	242	16	369	158	132	2727	4	0	1	0
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	44	328	52	5	268	153	57	121	8	185	79	66	1364	2	0	1	0
PM Period																	
Total	133	713	113	13	792	526	183	408	35	381	129	166	3592	6	0	1	2
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	44	238	38	4	264	175	61	136	12	127	43	55	1197	2	0	0	1

Average Hour Volumes

Total	33	214	32
AM	15	116	11
Noon	52	328	44
PM	38	238	44

PM	Noon	AM	Total
55	66	27	48
43	79	27	46
127	185	65	118

Maple Crescent <---

39	6	57	61
89	20	121	136
7	2	8	12

---> Maple Crescent

Total	AM	Noon	PM
4	264	175	PM
5	268	153	Noon
0	55	25	AM
3	187	113	Total

PREMIERE TRAFFIC DATA SERVICES

Turning Movement Count Data
Trucks

Site Number:	1
Major Route:	Maple Crescent
Minor Route:	203 Street
Municipality:	Maple Ridge
Filename:	1-TMC-Maple Cres@203 St-Mar 9 2024
Date:	March 9, 2024
Day-of-week:	Saturday
East/West Route:	Maple Crescent
Intersection Type:	4 leg
Signalized (y/n?):	yes
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Trucks

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	0	0	0	0	0	0	0	0	1	0	0	1					
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0					
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0					
06:45	0	0	0	0	1	0	0	0	0	0	0	0	1					
07:00	0	0	0	0	0	0	0	0	0	3	0	0	3	+				
07:15	0	0	0	0	0	1	0	1	0	0	0	0	2	*				
07:30	0	0	0	0	1	1	1	0	0	0	0	0	3	+				
07:45	0	0	0	0	0	0	0	0	0	1	1	0	2	*				
08:00	0	0	0	0	0	0	0	1	0	0	0	0	1					
08:15	0	0	1	0	0	1	0	0	0	0	0	0	2					
08:30	0	1	0	0	0	0	1	0	0	0	0	0	2					
08:45	0	0	0	0	0	0	0	0	0	2	1	0	3					
Total	**0**	**1**	**1**	**0**	**2**	**3**	**2**	**2**	**0**	**7**	**2**	**0**	**20**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**0**	**0**	**1**	**2**	**1**	**1**	**0**	**4**	**1**	**0**	**10**	*	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**0**	**0**	**4**	**4**	**4**	**4**	**0**	**12**	**4**	**0**	**32**	+	**0**	**0**	**0**	**0**
11:00	1	0	0	0	2	3	0	1	0	0	1	0	8	+				
11:15	1	0	1	0	0	1	0	0	0	2	0	0	5	*				
11:30	0	1	0	0	1	1	1	0	0	0	0	0	4	*				
11:45	0	1	0	0	1	4	0	0	0	1	1	0	8	+				
12:00	0	0	0	0	0	1	0	1	0	1	0	0	3					
12:15	0	1	1	0	1	1	0	0	0	3	0	0	7					
12:30	0	0	0	0	0	2	1	0	0	0	0	0	3					
12:45	0	0	0	0	1	2	0	0	0	0	1	0	4					
Total	**2**	**3**	**2**	**0**	**6**	**15**	**2**	**2**	**0**	**7**	**3**	**0**	**42**		**0**	**0**	**0**	**0**
Pk Hr	**2**	**2**	**1**	**0**	**4**	**9**	**1**	**1**	**0**	**3**	**2**	**0**	**25**	*	**0**	**0**	**0**	**0**
15x4	**4**	**4**	**4**	**0**	**8**	**16**	**4**	**4**	**0**	**8**	**4**	**0**	**56**	+	**0**	**0**	**0**	**0**
15:00	0	1	0	0	0	1	0	1	0	0	0	0	3					
15:15	0	4	1	0	0	0	0	0	0	0	0	0	5					
15:30	0	0	0	0	0	0	0	0	0	1	0	0	1					
15:45	0	0	0	0	0	0	1	0	0	0	1	0	2					
16:00	0	2	0	0	0	0	0	1	0	0	0	0	3	*				
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	*				
16:30	0	1	0	0	0	0	1	0	0	0	0	0	2	*				
16:45	0	1	0	0	3	2	0	0	0	0	1	0	7	+				
17:00	0	0	0	0	0	0	0	1	0	0	0	0	1					
17:15	0	0	1	0	0	0	0	0	0	0	0	0	1					
17:30	0	0	0	0	0	0	1	0	0	1	0	0	2					
17:45	0	1	0	0	0	0	0	1	0	0	1	0	3					
Total	**0**	**10**	**2**	**0**	**3**	**3**	**3**	**4**	**0**	**2**	**3**	**0**	**30**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**4**	**0**	**0**	**3**	**2**	**1**	**1**	**0**	**0**	**1**	**0**	**12**	*	**0**	**0**	**0**	**0**
15x4	**0**	**8**	**0**	**0**	**12**	**8**	**4**	**4**	**0**	**0**	**4**	**0**	**40**	+	**0**	**0**	**0**	**0**

AM Peak Period

Trucks

Location: 203 Street @ Maple Crescent

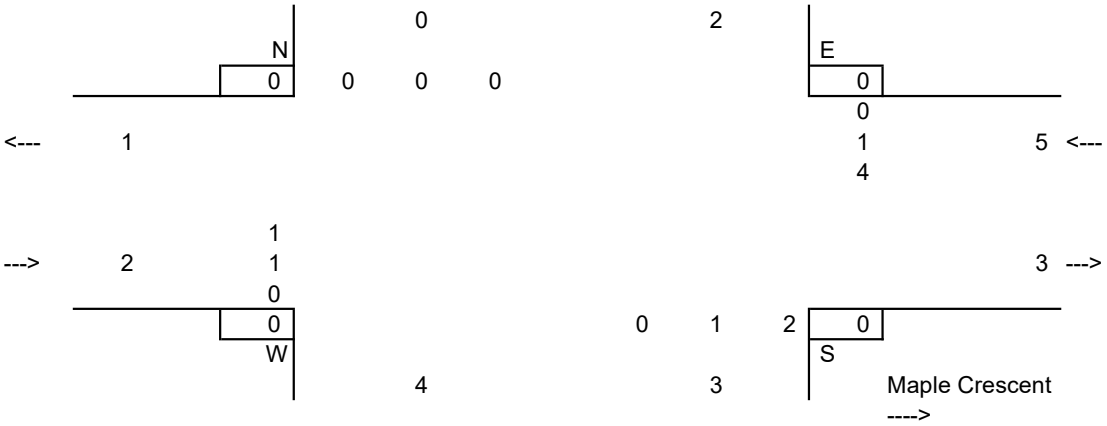
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
06:45	0	0	0	0	1	0	0	0	0	0	0	0	1		0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	3	0	0	3	+	0	0	0	0
07:15	0	0	0	0	0	1	0	1	0	0	0	0	2	*	0	0	0	0
07:30	0	0	0	0	1	1	1	0	0	0	0	0	3	+	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	1	1	0	2	*	0	0	0	0
08:00	0	0	0	0	0	0	0	1	0	0	0	0	1		0	0	0	0
08:15	0	0	1	0	0	1	0	0	0	0	0	0	2		0	0	0	0
08:30	0	1	0	0	0	0	1	0	0	0	0	0	2		0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	2	1	0	3		0	0	0	0
Total	**0**	**1**	**1**	**0**	**2**	**3**	**2**	**2**	**0**	**7**	**2**	**0**	**20**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**0**	**0**	**1**	**2**	**1**	**1**	**0**	**4**	**1**	**0**	**10**	*	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**0**	**0**	**4**	**4**	**4**	**4**	**0**	**12**	**4**	**0**	**32**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**0**	**0**	**0**	**1**	**1**	**1**	**1**	**0**	**2**	**1**	**0**	**7**		**0**	**0**	**0**	**0**

Peak Hour	07:00
Peak 15min	08:45
North approach PHF	NA
South approach PHF	0.38
West approach PHF	0.25
East approach PHF	0.31

N
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AM Peak Hour Volumes



Noon Peak Period

Trucks

Location: 203 Street @ Maple Crescent

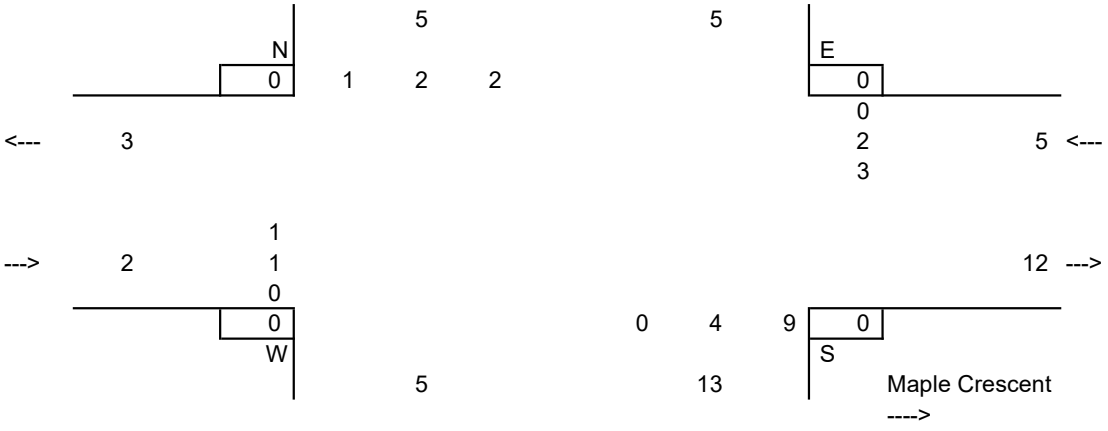
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
11:00	1	0	0	0	2	3	0	1	0	0	1	0	8	+	0	0	0	0
11:15	1	0	1	0	0	1	0	0	0	2	0	0	5	*	0	0	0	0
11:30	0	1	0	0	1	1	1	0	0	0	0	0	4	*	0	0	0	0
11:45	0	1	0	0	1	4	0	0	0	1	1	0	8	+	0	0	0	0
12:00	0	0	0	0	0	1	0	1	0	1	0	0	3		0	0	0	0
12:15	0	1	1	0	1	1	0	0	0	3	0	0	7		0	0	0	0
12:30	0	0	0	0	0	2	1	0	0	0	0	0	3		0	0	0	0
12:45	0	0	0	0	1	2	0	0	0	0	1	0	4		0	0	0	0
Total	**2**	**3**	**2**	**0**	**6**	**15**	**2**	**2**	**0**	**7**	**3**	**0**	**42**		**0**	**0**	**0**	**0**
Pk Hr	**2**	**2**	**1**	**0**	**4**	**9**	**1**	**1**	**0**	**3**	**2**	**0**	**25**	*	**0**	**0**	**0**	**0**
15x4	**4**	**4**	**4**	**0**	**8**	**16**	**4**	**4**	**0**	**8**	**4**	**0**	**56**	+	**0**	**0**	**0**	**0**
Avg Hr	**1**	**2**	**1**	**0**	**3**	**8**	**1**	**1**	**0**	**4**	**2**	**0**	**21**		**0**	**0**	**0**	**0**

Peak Hour	11:00
Peak 15min	11:45
North Leg PHF	0.42
South Leg PHF	0.54
West Leg PHF	0.25
East Leg PHF	0.42

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Noon Peak Hour Volumes



PM Peak Period

Trucks

Location: 203 Street @ Maple Crescent

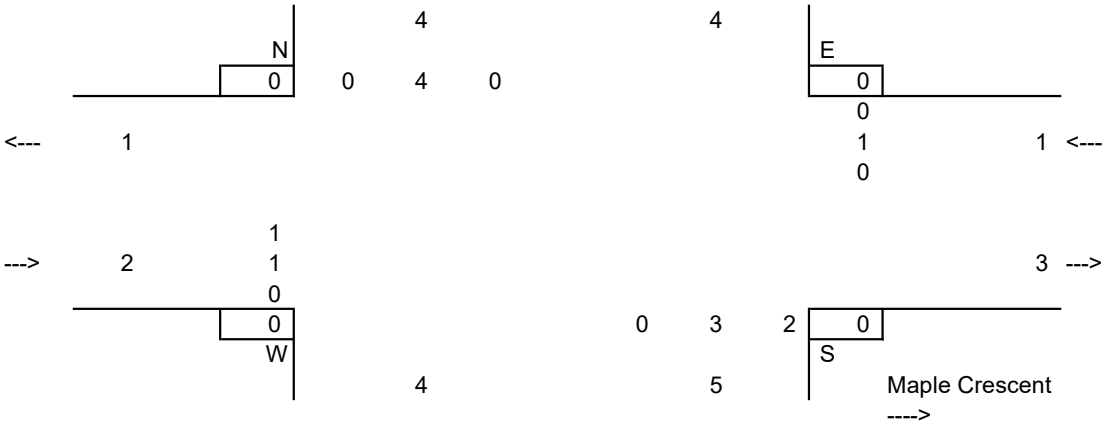
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
15:00	0	1	0	0	0	1	0	1	0	0	0	0	3		0	0	0	0
15:15	0	4	1	0	0	0	0	0	0	0	0	0	5		0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0
15:45	0	0	0	0	0	0	1	0	0	0	1	0	2		0	0	0	0
16:00	0	2	0	0	0	0	0	1	0	0	0	0	3	*	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
16:30	0	1	0	0	0	0	1	0	0	0	0	0	2	*	0	0	0	0
16:45	0	1	0	0	3	2	0	0	0	0	1	0	7	+	0	0	0	0
17:00	0	0	0	0	0	0	0	1	0	0	0	0	1		0	0	0	0
17:15	0	0	1	0	0	0	0	0	0	0	0	0	1		0	0	0	0
17:30	0	0	0	0	0	0	1	0	0	1	0	0	2		0	0	0	0
17:45	0	1	0	0	0	0	0	1	0	0	1	0	3		0	0	0	0
Total	**0**	**10**	**2**	**0**	**3**	**3**	**3**	**4**	**0**	**2**	**3**	**0**	**30**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**4**	**0**	**0**	**3**	**2**	**1**	**1**	**0**	**0**	**1**	**0**	**12**	*	**0**	**0**	**0**	**0**
15x4	**0**	**8**	**0**	**0**	**12**	**8**	**4**	**4**	**0**	**0**	**4**	**0**	**40**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**3**	**1**	**0**	**1**	**1**	**1**	**1**	**0**	**1**	**1**	**0**	**10**		**0**	**0**	**0**	**0**

Peak Hour	16:00
Peak 15min	16:45
North Leg PHF	0.50
South Leg PHF	0.25
West Leg PHF	0.25
East Leg PHF	0.25

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PM Peak Hour Volumes



Average Hour Period

Trucks

Location: 203 Street @ Maple Crescent

March 9, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	2	14	5	0	11	21	7	8	0	16	8	0	92	0	0	0	0
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	0	2	1	0	1	3	1	1	0	2	1	0	12	0	0	0	0
AM Period																	
Total	0	1	1	0	2	3	2	2	0	7	2	0	20	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	0	0	0	1	1	1	1	0	2	1	0	7	0	0	0	0
Noon Period																	
Total	2	3	2	0	6	15	2	2	0	7	3	0	42	0	0	0	0
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	1	2	1	0	3	8	1	1	0	4	2	0	21	0	0	0	0
PM Period																	
Total	0	10	2	0	3	3	3	4	0	2	3	0	30	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	3	1	0	1	1	1	1	0	1	1	0	10	0	0	0	0

Average Hour Volumes

Total	1	2	0
AM	0	0	0
Noon	1	2	1
PM	1	3	0

Maple Crescent

PM	Noon	AM	Total
0	0	0	0
1	2	1	1
1	4	2	2

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1	1	1	1
1	1	1	1
0	0	0	0
Total	AM	Noon	PM

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Maple Crescent

0	1	1	PM
0	3	8	Noon
0	1	1	AM
0	1	3	Total

PREMIERE TRAFFIC DATA SERVICES

Turning Movement Count Data
Cyclists

Site Number:	1
Major Route:	Maple Crescent
Minor Route:	203 Street
Municipality:	Maple Ridge
Filename:	1-TMC-Maple Cres@203 St-Mar 9 2024
Date:	March 9, 2024
Day-of-week:	Saturday
East/West Route:	Maple Crescent
Intersection Type:	4 leg
Signalized (y/n?):	yes
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Cyclists

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	0	0	0	0	0	0	0	0	0	0	1	1	+				
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	*				
06:30	0	1	0	0	0	0	0	0	0	0	0	0	1	+				
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	*				
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0					
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0					
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0					
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0					
08:00	0	0	0	0	0	0	0	0	0	1	0	0	1					
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0					
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0					
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0					
Total	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**3**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	*	**0**	**0**	**0**	**0**
15x4	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**8**	+	**0**	**0**	**0**	**0**
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0					
11:15	0	1	0	0	0	0	0	0	0	0	0	0	1					
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0					
11:45	0	0	0	0	0	0	0	0	0	1	0	0	1					
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	*				
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	*				
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	*				
12:45	0	0	0	0	2	0	0	0	0	0	0	0	2	+				
Total	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**4**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	*	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	+	**0**	**0**	**0**	**0**
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0					
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0					
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0					
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0					
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0					
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0					
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0					
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0					
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0					
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0					
17:30	0	0	0	0	1	0	0	0	0	0	0	0	1	+				
17:45	0	0	1	0	0	0	0	0	0	0	0	0	1	+				
Total	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	*	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**4**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	+	**0**	**0**	**0**	**0**

AM Peak Period

Cyclists

Location: 203 Street @ Maple Crescent

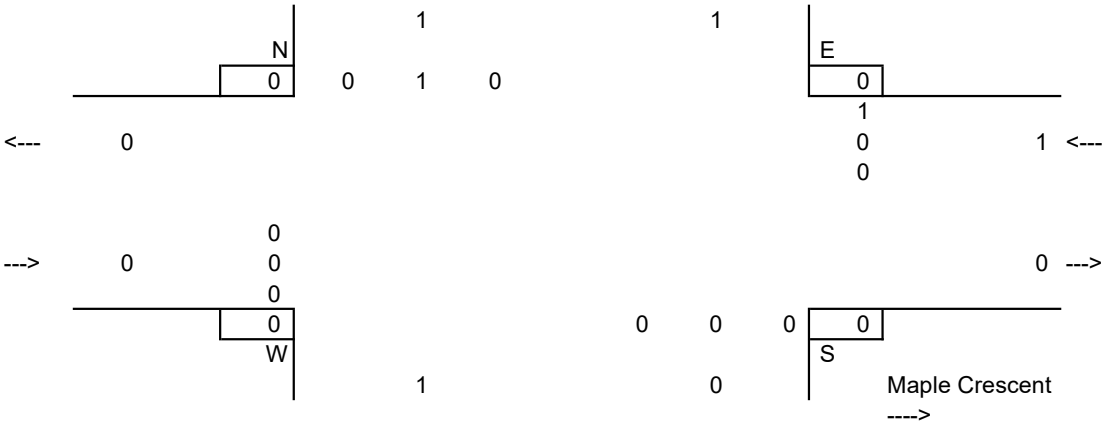
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	0	0	0	0	0	0	0	0	0	0	1	1	+	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
06:30	0	1	0	0	0	0	0	0	0	0	0	0	1	+	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
Total	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**3**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	*	**0**	**0**	**0**	**0**
15x4	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**8**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**		**0**	**0**	**0**	**0**

Peak Hour	06:00
Peak 15min	08:00
North approach PHF	0.25
South approach PHF	NA
West approach PHF	NA
East approach PHF	0.25

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AM Peak Hour Volumes



Noon Peak Period

Cyclists

Location: 203 Street @ Maple Crescent

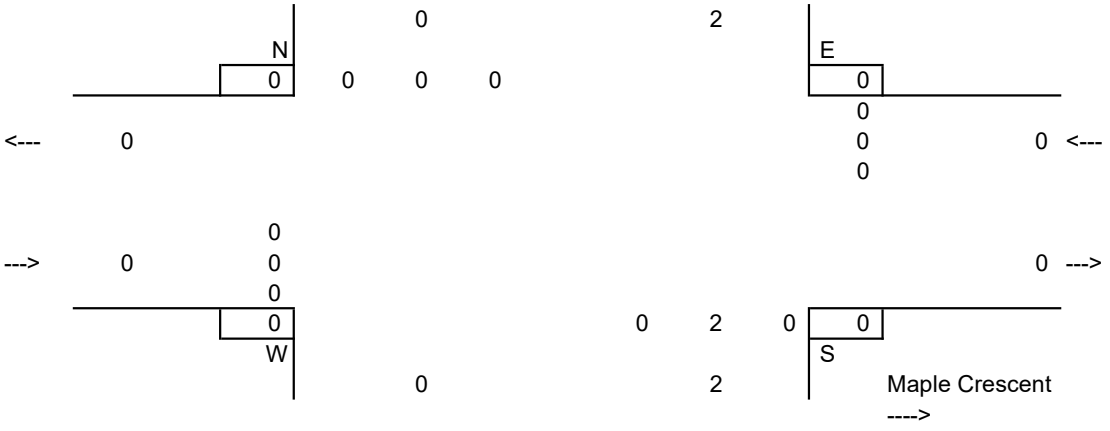
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
11:15	0	1	0	0	0	0	0	0	0	0	0	0	1		0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
12:45	0	0	0	0	2	0	0	0	0	0	0	0	2	+	0	0	0	0
Total	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**4**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	*	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**		**0**	**0**	**0**	**0**

Peak Hour	12:00
Peak 15min	12:45
North Leg PHF	NA
South Leg PHF	0.25
West Leg PHF	NA
East Leg PHF	NA

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Noon Peak Hour Volumes



PM Peak Period

Cyclists

Location: 203 Street @ Maple Crescent

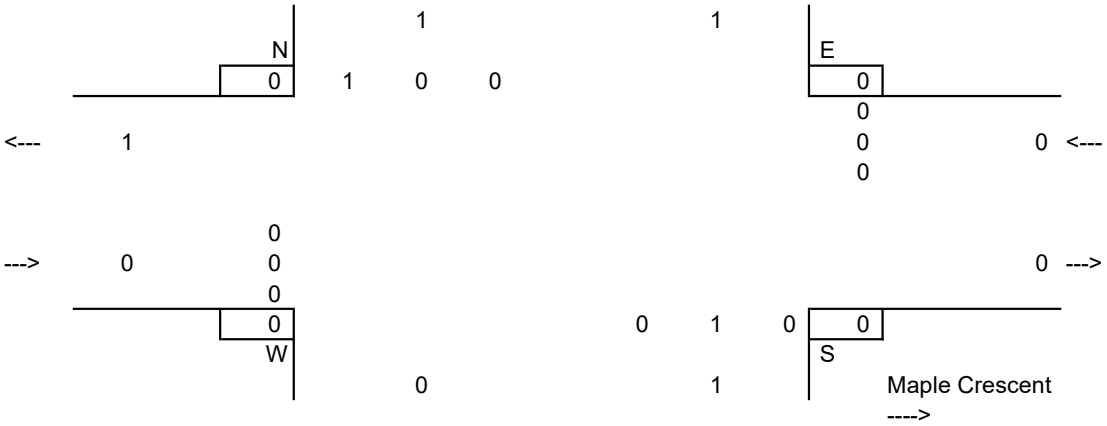
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
17:30	0	0	0	0	1	0	0	0	0	0	0	0	1	+	0	0	0	0
17:45	0	0	1	0	0	0	0	0	0	0	0	0	1	+	0	0	0	0
Total	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	*	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**4**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**		**0**	**0**	**0**	**0**

Peak Hour	17:30
Peak 15min	17:45
North Leg PHF	0.25
South Leg PHF	0.25
West Leg PHF	NA
East Leg PHF	NA

N
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PM Peak Hour Volumes



Average Hour Period

Location: 203 Street @ Maple Crescent

Cyclists

March 9, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	0	2	1	0	3	0	0	0	0	2	0	1	9	0	0	0	0
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
AM Period																	
Total	0	1	0	0	0	0	0	0	0	1	0	1	3	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Noon Period																	
Total	0	1	0	0	2	0	0	0	0	1	0	0	4	0	0	0	0
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	0	1	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0
PM Period																	
Total	0	0	1	0	1	0	0	0	0	0	0	0	2	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0

Average Hour Volumes

Total	0	0	0
AM	0	0	0
Noon	0	1	0
PM	0	0	0

PM	Noon	AM	Total
0	0	0	0
0	0	0	0
0	1	0	0

Maple Crescent <---

0	0	0	0
0	0	0	0
0	0	0	0

---> Maple Crescent

Total	AM	Noon	PM
0	0	0	PM
0	1	0	Noon
0	0	0	AM
0	0	0	Total

PREMIERE
TRAFFIC DATA SERVICES

Turning Movement Count Data
Combined Volume

Site Number:	2
Major Route:	203 Street
Minor Route:	Thorne Avenue
Municipality:	Maple Ridge
Filename:	2-TMC-203 St@Thorne Ave-Mar 9 2024
Date:	March 9, 2024
Day-of-week:	Saturday
East/West Route:	Thorne Avenue
Intersection Type:	3 leg east approach
Signalized (y/n?):	no
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Combined Volume

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	13	0	0	4	2	0	0	0	3	0	1	23		0	0	0	0
06:15	0	8	0	0	8	1	0	0	0	4	0	0	21		0	0	0	0
06:30	0	11	0	0	11	4	0	0	0	9	0	2	37		0	0	0	0
06:45	0	21	0	0	14	8	0	0	0	7	0	2	52		0	0	0	2
07:00	3	20	0	0	8	5	0	0	0	4	0	2	42		0	0	0	0
07:15	2	18	0	0	13	6	0	0	0	9	0	3	51		0	0	0	1
07:30	6	10	0	0	16	0	0	0	0	14	0	5	51		0	0	0	1
07:45	1	21	0	0	21	5	0	0	0	16	0	8	72		0	0	0	1
08:00	6	26	0	0	20	2	0	0	0	13	0	5	72	*	1	0	0	2
08:15	8	30	0	0	27	8	0	0	0	18	0	4	95	*	0	0	0	4
08:30	11	40	0	0	33	8	0	0	0	26	0	10	128	*	0	0	0	1
08:45	8	47	0	0	38	19	0	0	0	27	0	15	154	+	3	0	0	1
Total	**45**	**265**	**0**	**0**	**213**	**68**	**0**	**0**	**0**	**150**	**0**	**57**	**798**		**4**	**0**	**0**	**13**
Pk Hr	**33**	**143**	**0**	**0**	**118**	**37**	**0**	**0**	**0**	**84**	**0**	**34**	**449**	*	**4**	**0**	**0**	**8**
15x4	**44**	**188**	**0**	**0**	**152**	**76**	**0**	**0**	**0**	**108**	**0**	**60**	**628**	+	**12**	**0**	**0**	**4**
11:00	7	80	0	0	56	21	0	0	0	31	0	11	206		1	0	0	1
11:15	5	73	0	0	70	24	0	0	0	36	0	8	216		3	0	0	5
11:30	4	94	0	0	79	39	0	0	0	25	0	6	247	+	0	0	0	0
11:45	10	73	0	0	80	27	0	0	0	35	0	16	241	*	0	0	0	1
12:00	12	57	0	0	66	25	0	0	0	31	0	9	200	*	0	0	0	1
12:15	10	78	0	0	78	25	0	0	0	40	0	10	241	*	0	0	0	1
12:30	7	77	0	0	76	19	0	0	0	36	0	8	223		0	0	0	3
12:45	5	67	0	0	74	25	0	0	0	40	0	5	216		3	0	0	2
Total	**60**	**599**	**0**	**0**	**579**	**205**	**0**	**0**	**0**	**274**	**0**	**73**	**1790**		**7**	**0**	**0**	**14**
Pk Hr	**36**	**302**	**0**	**0**	**303**	**116**	**0**	**0**	**0**	**131**	**0**	**41**	**929**	*	**0**	**0**	**0**	**3**
15x4	**48**	**376**	**0**	**0**	**320**	**156**	**0**	**0**	**0**	**160**	**0**	**64**	**1124**	+	**0**	**0**	**0**	**0**
15:00	11	53	0	0	63	43	0	0	0	35	0	9	214		0	0	0	2
15:15	8	62	0	0	76	37	0	0	0	40	0	18	241		1	0	0	2
15:30	5	44	0	0	53	34	0	0	0	39	0	6	181		0	1	0	2
15:45	6	73	0	0	43	32	0	0	0	28	0	25	207		1	0	0	1
16:00	7	47	0	0	35	20	0	0	0	17	0	12	138		0	0	0	3
16:15	6	56	0	0	88	32	0	0	0	45	0	12	239	+	0	0	0	0
16:30	7	50	0	0	72	37	0	0	0	15	0	11	192	*	1	0	0	1
16:45	17	53	0	0	65	30	0	0	0	41	0	14	220	*	0	0	0	0
17:00	6	46	0	0	83	31	0	0	0	29	0	8	203	*	0	0	0	1
17:15	7	65	0	0	80	27	0	0	0	21	0	8	208		0	0	0	0
17:30	7	52	0	0	58	29	0	0	0	22	0	9	177		1	0	0	4
17:45	13	48	0	0	41	18	0	0	0	14	0	7	141		1	0	0	2
Total	**100**	**649**	**0**	**0**	**757**	**370**	**0**	**0**	**0**	**346**	**0**	**139**	**2361**		**5**	**1**	**0**	**18**
Pk Hr	**36**	**205**	**0**	**0**	**308**	**130**	**0**	**0**	**0**	**130**	**0**	**45**	**854**	*	**1**	**0**	**0**	**2**
15x4	**68**	**224**	**0**	**0**	**352**	**148**	**0**	**0**	**0**	**180**	**0**	**56**	**1028**	+	**0**	**0**	**0**	**0**

AM Peak Period

Combined Volume

Location: Thorne Avenue @ 203 Street

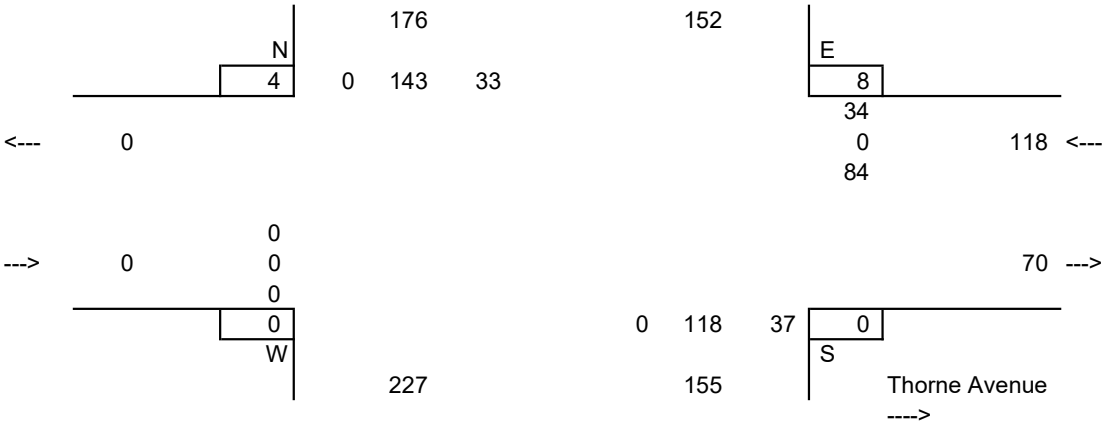
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	13	0	0	4	2	0	0	0	3	0	1	23		0	0	0	0
06:15	0	8	0	0	8	1	0	0	0	4	0	0	21		0	0	0	0
06:30	0	11	0	0	11	4	0	0	0	9	0	2	37		0	0	0	0
06:45	0	21	0	0	14	8	0	0	0	7	0	2	52		0	0	0	2
07:00	3	20	0	0	8	5	0	0	0	4	0	2	42		0	0	0	0
07:15	2	18	0	0	13	6	0	0	0	9	0	3	51		0	0	0	1
07:30	6	10	0	0	16	0	0	0	0	14	0	5	51		0	0	0	1
07:45	1	21	0	0	21	5	0	0	0	16	0	8	72		0	0	0	1
08:00	6	26	0	0	20	2	0	0	0	13	0	5	72	*	1	0	0	2
08:15	8	30	0	0	27	8	0	0	0	18	0	4	95	*	0	0	0	4
08:30	11	40	0	0	33	8	0	0	0	26	0	10	128	*	0	0	0	1
08:45	8	47	0	0	38	19	0	0	0	27	0	15	154	+	3	0	0	1
Total	**45**	**265**	**0**	**0**	**213**	**68**	**0**	**0**	**0**	**150**	**0**	**57**	**798**		**4**	**0**	**0**	**13**
Pk Hr	**33**	**143**	**0**	**0**	**118**	**37**	**0**	**0**	**0**	**84**	**0**	**34**	**449**	*	**4**	**0**	**0**	**8**
15x4	**44**	**188**	**0**	**0**	**152**	**76**	**0**	**0**	**0**	**108**	**0**	**60**	**628**	+	**12**	**0**	**0**	**4**
Avg Hr	**15**	**88**	**0**	**0**	**71**	**23**	**0**	**0**	**0**	**50**	**0**	**19**	**266**		**1**	**0**	**0**	**4**

Peak Hour	08:00
Peak 15min	08:45
North approach PHF	0.76
South approach PHF	0.68
West approach PHF	NA
East approach PHF	0.70

N
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AM Peak Hour Volumes



Noon Peak Period

Combined Volume

Location: Thorne Avenue @ 203 Street

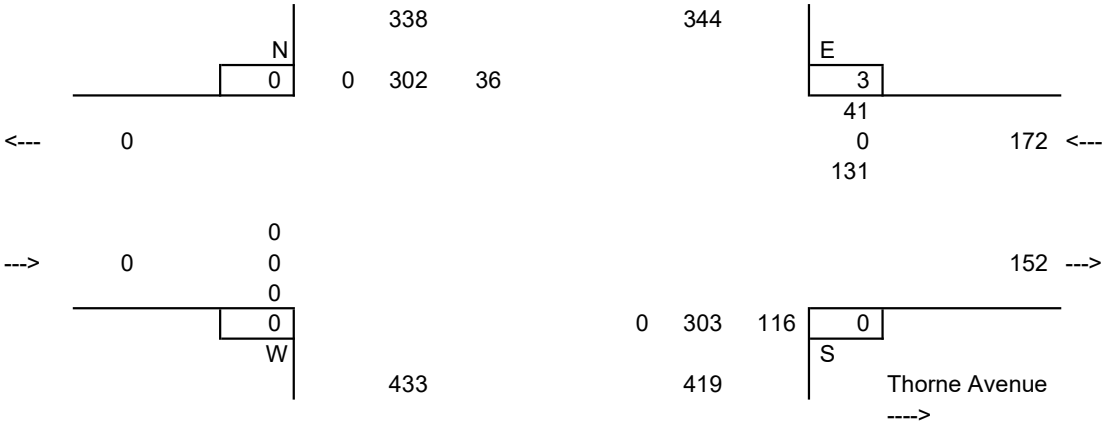
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
11:00	7	80	0	0	56	21	0	0	0	31	0	11	206		1	0	0	1
11:15	5	73	0	0	70	24	0	0	0	36	0	8	216		3	0	0	5
11:30	4	94	0	0	79	39	0	0	0	25	0	6	247	+	0	0	0	0
11:45	10	73	0	0	80	27	0	0	0	35	0	16	241	*	0	0	0	1
12:00	12	57	0	0	66	25	0	0	0	31	0	9	200	*	0	0	0	1
12:15	10	78	0	0	78	25	0	0	0	40	0	10	241	*	0	0	0	1
12:30	7	77	0	0	76	19	0	0	0	36	0	8	223		0	0	0	3
12:45	5	67	0	0	74	25	0	0	0	40	0	5	216		3	0	0	2
Total	**60**	**599**	**0**	**0**	**579**	**205**	**0**	**0**	**0**	**274**	**0**	**73**	**1790**		**7**	**0**	**0**	**14**
Pk Hr	**36**	**302**	**0**	**0**	**303**	**116**	**0**	**0**	**0**	**131**	**0**	**41**	**929**	*	**0**	**0**	**0**	**3**
15x4	**48**	**376**	**0**	**0**	**320**	**156**	**0**	**0**	**0**	**160**	**0**	**64**	**1124**	+	**0**	**0**	**0**	**0**
Avg Hr	**30**	**300**	**0**	**0**	**290**	**103**	**0**	**0**	**0**	**137**	**0**	**37**	**895**		**4**	**0**	**0**	**7**

Peak Hour	11:30
Peak 15min	11:30
North Leg PHF	0.80
South Leg PHF	0.88
West Leg PHF	NA
East Leg PHF	0.77

N
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Noon Peak Hour Volumes



PM Peak Period

Combined Volume

Location: Thorne Avenue @ 203 Street

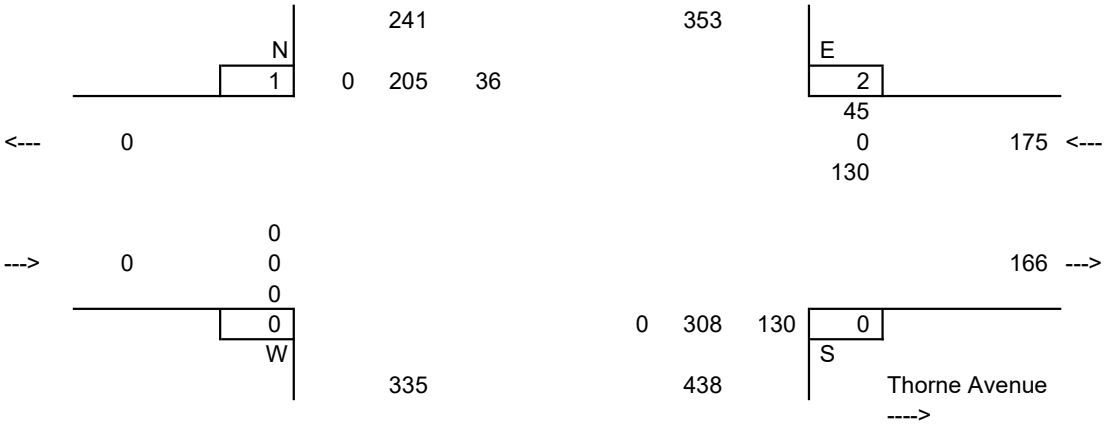
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
15:00	11	53	0	0	63	43	0	0	0	35	0	9	214		0	0	0	2
15:15	8	62	0	0	76	37	0	0	0	40	0	18	241		1	0	0	2
15:30	5	44	0	0	53	34	0	0	0	39	0	6	181		0	1	0	2
15:45	6	73	0	0	43	32	0	0	0	28	0	25	207		1	0	0	1
16:00	7	47	0	0	35	20	0	0	0	17	0	12	138		0	0	0	3
16:15	6	56	0	0	88	32	0	0	0	45	0	12	239	+	0	0	0	0
16:30	7	50	0	0	72	37	0	0	0	15	0	11	192	*	1	0	0	1
16:45	17	53	0	0	65	30	0	0	0	41	0	14	220	*	0	0	0	0
17:00	6	46	0	0	83	31	0	0	0	29	0	8	203	*	0	0	0	1
17:15	7	65	0	0	80	27	0	0	0	21	0	8	208		0	0	0	0
17:30	7	52	0	0	58	29	0	0	0	22	0	9	177		1	0	0	4
17:45	13	48	0	0	41	18	0	0	0	14	0	7	141		1	0	0	2
Total	**100**	**649**	**0**	**0**	**757**	**370**	**0**	**0**	**0**	**346**	**0**	**139**	**2361**		**5**	**1**	**0**	**18**
Pk Hr	**36**	**205**	**0**	**0**	**308**	**130**	**0**	**0**	**0**	**130**	**0**	**45**	**854**	*	**1**	**0**	**0**	**2**
15x4	**68**	**224**	**0**	**0**	**352**	**148**	**0**	**0**	**0**	**180**	**0**	**56**	**1028**	+	**0**	**0**	**0**	**0**
Avg Hr	**33**	**216**	**0**	**0**	**252**	**123**	**0**	**0**	**0**	**115**	**0**	**46**	**787**		**2**	**0**	**0**	**6**

Peak Hour	16:15
Peak 15min	16:15
North Leg PHF	0.83
South Leg PHF	0.88
West Leg PHF	NA
East Leg PHF	0.74

N
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PM Peak Hour Volumes



Average Hour Period

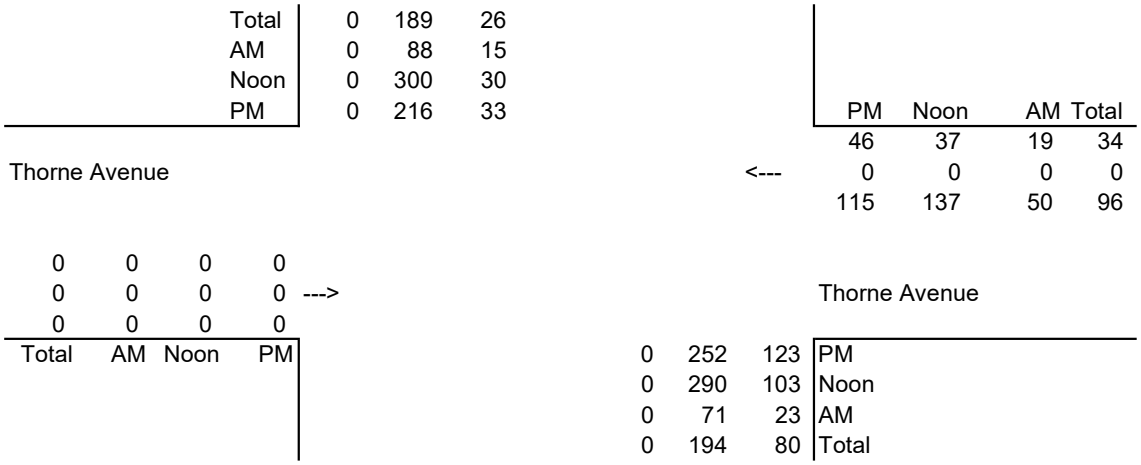
Combined Volume

Location: Thorne Avenue @ 203 Street

March 9, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	205	1513	0	0	1549	643	0	0	0	770	0	269	4949	16	1	0	45
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	26	189	0	0	194	80	0	0	0	96	0	34	619	2	0	0	6
AM Period																	
Total	45	265	0	0	213	68	0	0	0	150	0	57	798	4	0	0	13
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	15	88	0	0	71	23	0	0	0	50	0	19	266	1	0	0	4
Noon Period																	
Total	60	599	0	0	579	205	0	0	0	274	0	73	1790	7	0	0	14
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	30	300	0	0	290	103	0	0	0	137	0	37	895	4	0	0	7
PM Period																	
Total	100	649	0	0	757	370	0	0	0	346	0	139	2361	5	1	0	18
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	33	216	0	0	252	123	0	0	0	115	0	46	787	2	0	0	6

Average Hour Volumes



PREMIERE
TRAFFIC DATA SERVICES

Turning Movement Count Data
Regular Vehicles

Site Number:	2
Major Route:	203 Street
Minor Route:	Thorne Avenue
Municipality:	Maple Ridge
Filename:	2-TMC-203 St@Thorne Ave-Mar 9 2024
Date:	March 9, 2024
Day-of-week:	Saturday
East/West Route:	Thorne Avenue
Intersection Type:	3 leg east approach
Signalized (y/n?):	no
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Regular Vehicles

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	13			4	2				3		1	23		0	0		0
06:15	0	8			8	1				4		0	21		0	0		0
06:30	0	11			11	4				9		2	37		0	0		0
06:45	0	21			13	8				7		2	51		0	0		2
07:00	3	20			8	5				4		2	42		0	0		0
07:15	2	18			13	6				9		3	51		0	0		1
07:30	6	10			14	0				14		5	49		0	0		1
07:45	1	21			21	5				16		8	72		0	0		1
08:00	6	26			20	2				13		5	72	*	1	0		2
08:15	8	29			27	8				18		4	94	*	0	0		4
08:30	11	39			32	8				26		10	126	*	0	0		1
08:45	8	47			38	19				27		15	154	+	3	0		1
Total	**45**	**263**	**0**	**0**	**209**	**68**	**0**	**0**	**0**	**150**	**0**	**57**	**792**		**4**	**0**	**0**	**13**
Pk Hr	**33**	**141**	**0**	**0**	**117**	**37**	**0**	**0**	**0**	**84**	**0**	**34**	**446**	*	**4**	**0**	**0**	**8**
15x4	**44**	**188**	**0**	**0**	**152**	**76**	**0**	**0**	**0**	**108**	**0**	**60**	**628**	+	**12**	**0**	**0**	**4**
11:00	7	79			54	21				31		11	203		1	0		1
11:15	5	71			69	24				36		8	213		3	0		5
11:30	4	93			77	39				25		6	244	+	0	0		0
11:45	9	71			79	27				35		16	237	*	0	0		1
12:00	12	56			66	25				31		9	199	*	0	0		1
12:15	10	75			77	25				40		10	237	*	0	0		1
12:30	7	77			75	19				36		8	222		0	0		3
12:45	5	67			73	25				40		5	215		3	0		2
Total	**59**	**589**	**0**	**0**	**570**	**205**	**0**	**0**	**0**	**274**	**0**	**73**	**1770**		**7**	**0**	**0**	**14**
Pk Hr	**35**	**295**	**0**	**0**	**299**	**116**	**0**	**0**	**0**	**131**	**0**	**41**	**917**	*	**0**	**0**	**0**	**3**
15x4	**48**	**372**	**0**	**0**	**316**	**156**	**0**	**0**	**0**	**160**	**0**	**64**	**1116**	+	**0**	**0**	**0**	**0**
15:00	11	53			63	43				33		9	212		0	0		2
15:15	8	60			76	37				40		18	239		1	0		2
15:30	5	44			53	34				39		6	181		0	1		2
15:45	6	73			42	32				28		25	206		1	0		1
16:00	7	45			35	20				17		12	136		0	0		3
16:15	6	55			88	32				45		12	238	+	0	0		0
16:30	7	49			71	37				15		11	190	*	1	0		1
16:45	17	53			64	29				41		14	218	*	0	0		0
17:00	6	46			82	31				29		8	202	*	0	0		1
17:15	7	64			80	27				21		8	207		0	0		0
17:30	7	52			57	29				22		9	176		1	0		4
17:45	13	47			41	18				14		7	140		1	0		2
Total	**100**	**641**	**0**	**0**	**752**	**369**	**0**	**0**	**0**	**344**	**0**	**139**	**2345**		**5**	**1**	**0**	**18**
Pk Hr	**36**	**203**	**0**	**0**	**305**	**129**	**0**	**0**	**0**	**130**	**0**	**45**	**848**	*	**1**	**0**	**0**	**2**
15x4	**68**	**220**	**0**	**0**	**352**	**148**	**0**	**0**	**0**	**180**	**0**	**56**	**1024**	+	**0**	**0**	**0**	**0**

AM Peak Period

Regular Vehicles

Location: Thorne Avenue @ 203 Street

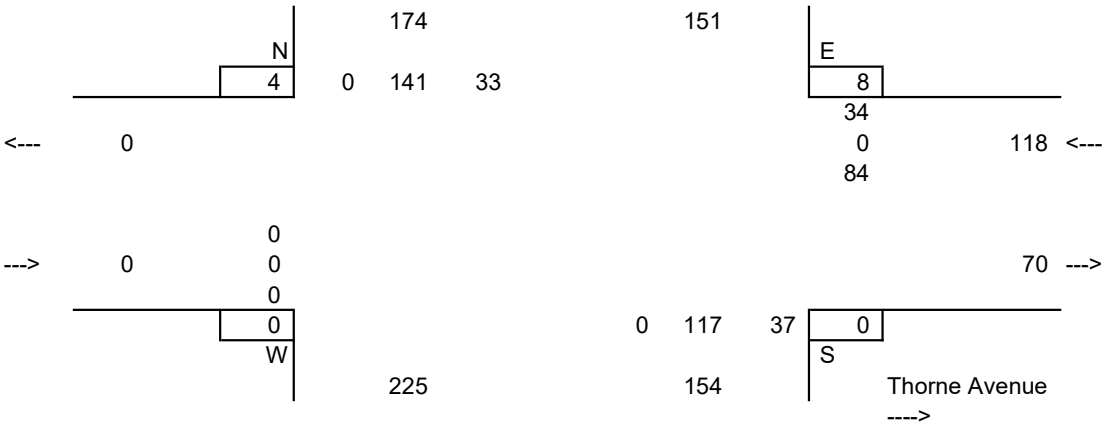
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	13			4	2				3		1	23		0	0	0	0
06:15	0	8			8	1				4		0	21		0	0	0	0
06:30	0	11			11	4				9		2	37		0	0	0	0
06:45	0	21			13	8				7		2	51		0	0	0	2
07:00	3	20			8	5				4		2	42		0	0	0	0
07:15	2	18			13	6				9		3	51		0	0	0	1
07:30	6	10			14	0				14		5	49		0	0	0	1
07:45	1	21			21	5				16		8	72		0	0	0	1
08:00	6	26			20	2				13		5	72	*	1	0	0	2
08:15	8	29			27	8				18		4	94	*	0	0	0	4
08:30	11	39			32	8				26		10	126	*	0	0	0	1
08:45	8	47			38	19				27		15	154	+	3	0	0	1
Total	**45**	**263**	**0**	**0**	**209**	**68**	**0**	**0**	**0**	**150**	**0**	**57**	**792**		**4**	**0**	**0**	**13**
Pk Hr	**33**	**141**	**0**	**0**	**117**	**37**	**0**	**0**	**0**	**84**	**0**	**34**	**446**	*	**4**	**0**	**0**	**8**
15x4	**44**	**188**	**0**	**0**	**152**	**76**	**0**	**0**	**0**	**108**	**0**	**60**	**628**	+	**12**	**0**	**0**	**4**
Avg Hr	**15**	**88**	**0**	**0**	**70**	**23**	**0**	**0**	**0**	**50**	**0**	**19**	**264**		**1**	**0**	**0**	**4**

Peak Hour	08:00
Peak 15min	08:45
North approach PHF	0.75
South approach PHF	0.68
West approach PHF	NA
East approach PHF	0.70

N
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AM Peak Hour Volumes



Noon Peak Period

Regular Vehicles

Location: Thorne Avenue @ 203 Street

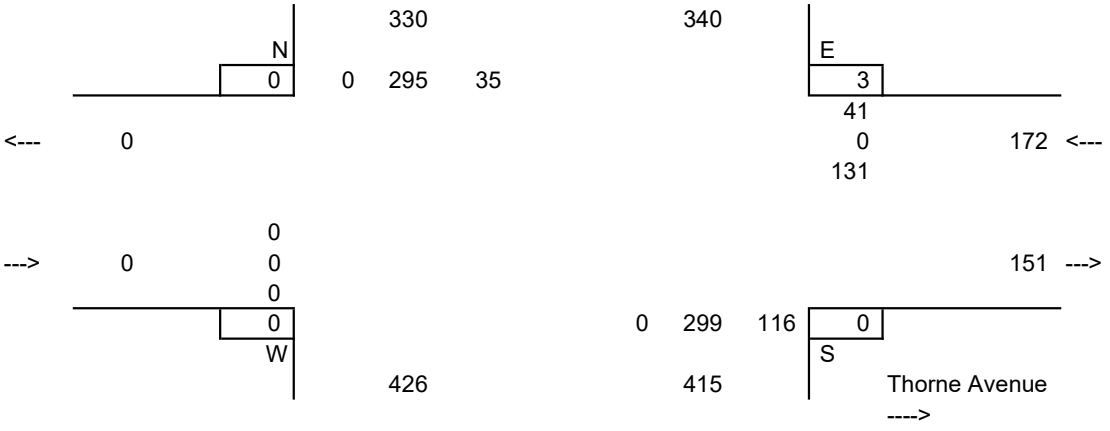
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
11:00	7	79			54	21				31		11	203		1	0	0	1
11:15	5	71			69	24				36		8	213		3	0	0	5
11:30	4	93			77	39				25		6	244	+	0	0	0	0
11:45	9	71			79	27				35		16	237	*	0	0	0	1
12:00	12	56			66	25				31		9	199	*	0	0	0	1
12:15	10	75			77	25				40		10	237	*	0	0	0	1
12:30	7	77			75	19				36		8	222		0	0	0	3
12:45	5	67			73	25				40		5	215		3	0	0	2
Total	**59**	**589**	**0**	**0**	**570**	**205**	**0**	**0**	**0**	**274**	**0**	**73**	**1770**		**7**	**0**	**0**	**14**
Pk Hr	**35**	**295**	**0**	**0**	**299**	**116**	**0**	**0**	**0**	**131**	**0**	**41**	**917**	*	**0**	**0**	**0**	**3**
15x4	**48**	**372**	**0**	**0**	**316**	**156**	**0**	**0**	**0**	**160**	**0**	**64**	**1116**	+	**0**	**0**	**0**	**0**
Avg Hr	**30**	**295**	**0**	**0**	**285**	**103**	**0**	**0**	**0**	**137**	**0**	**37**	**885**		**4**	**0**	**0**	**7**

Peak Hour	11:30
Peak 15min	11:30
North Leg PHF	0.79
South Leg PHF	0.88
West Leg PHF	NA
East Leg PHF	0.77

N
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Noon Peak Hour Volumes



PM Peak Period

Regular Vehicles

Location: Thorne Avenue @ 203 Street

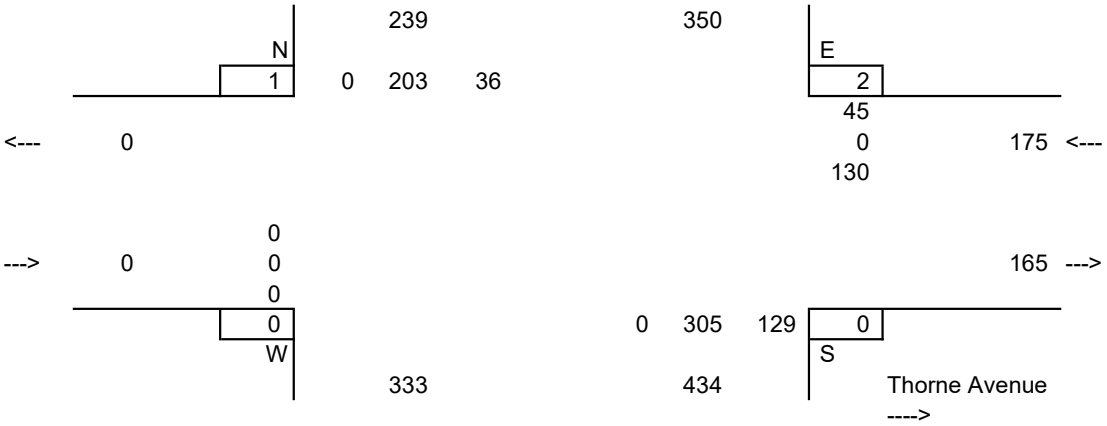
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
15:00	11	53			63	43				33		9	212		0	0	0	2
15:15	8	60			76	37				40		18	239		1	0	0	2
15:30	5	44			53	34				39		6	181		0	1	0	2
15:45	6	73			42	32				28		25	206		1	0	0	1
16:00	7	45			35	20				17		12	136		0	0	0	3
16:15	6	55			88	32				45		12	238	+	0	0	0	0
16:30	7	49			71	37				15		11	190	*	1	0	0	1
16:45	17	53			64	29				41		14	218	*	0	0	0	0
17:00	6	46			82	31				29		8	202	*	0	0	0	1
17:15	7	64			80	27				21		8	207		0	0	0	0
17:30	7	52			57	29				22		9	176		1	0	0	4
17:45	13	47			41	18				14		7	140		1	0	0	2
Total	**100**	**641**	**0**	**0**	**752**	**369**	**0**	**0**	**0**	**344**	**0**	**139**	**2345**		**5**	**1**	**0**	**18**
Pk Hr	**36**	**203**	**0**	**0**	**305**	**129**	**0**	**0**	**0**	**130**	**0**	**45**	**848**	*	**1**	**0**	**0**	**2**
15x4	**68**	**220**	**0**	**0**	**352**	**148**	**0**	**0**	**0**	**180**	**0**	**56**	**1024**	+	**0**	**0**	**0**	**0**
Avg Hr	**33**	**214**	**0**	**0**	**251**	**123**	**0**	**0**	**0**	**115**	**0**	**46**	**782**		**2**	**0**	**0**	**6**

Peak Hour	16:15
Peak 15min	16:15
North Leg PHF	0.83
South Leg PHF	0.87
West Leg PHF	NA
East Leg PHF	0.74

N
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PM Peak Hour Volumes



Average Hour Period

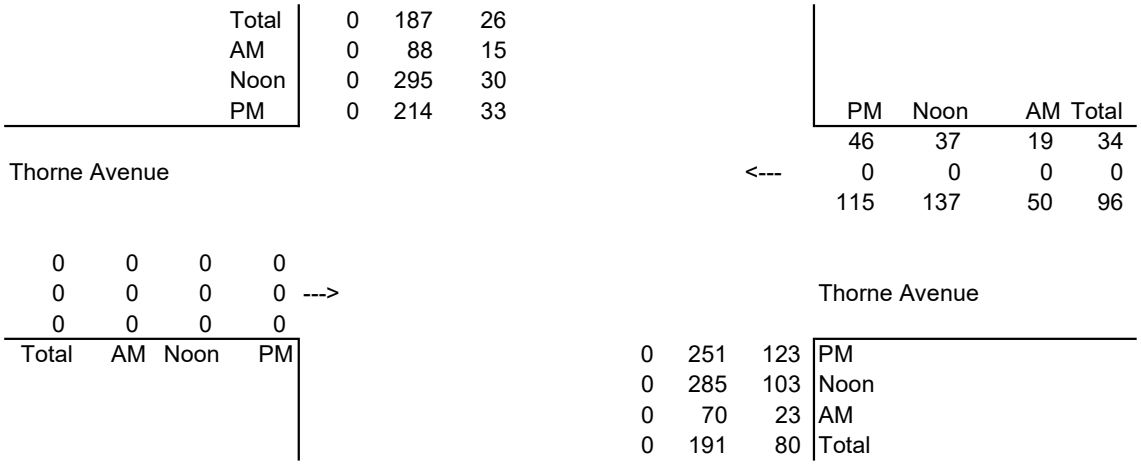
Regular Vehicles

Location: Thorne Avenue @ 203 Street

March 9, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	204	1493	0	0	1531	642	0	0	0	768	0	269	4907	16	1	0	45
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	26	187	0	0	191	80	0	0	0	96	0	34	613	2	0	0	6
AM Period																	
Total	45	263	0	0	209	68	0	0	0	150	0	57	792	4	0	0	13
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	15	88	0	0	70	23	0	0	0	50	0	19	264	1	0	0	4
Noon Period																	
Total	59	589	0	0	570	205	0	0	0	274	0	73	1770	7	0	0	14
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	30	295	0	0	285	103	0	0	0	137	0	37	885	4	0	0	7
PM Period																	
Total	100	641	0	0	752	369	0	0	0	344	0	139	2345	5	1	0	18
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	33	214	0	0	251	123	0	0	0	115	0	46	782	2	0	0	6

Average Hour Volumes



PREMIERE TRAFFIC DATA SERVICES

Turning Movement Count Data
Trucks

Site Number:	2
Major Route:	203 Street
Minor Route:	Thorne Avenue
Municipality:	Maple Ridge
Filename:	2-TMC-203 St@Thorne Ave-Mar 9 2024
Date:	March 9, 2024
Day-of-week:	Saturday
East/West Route:	Thorne Avenue
Intersection Type:	3 leg east approach
Signalized (y/n?):	no
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Trucks

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	0			0	0				0		0	0					
06:15	0	0			0	0				0		0	0					
06:30	0	0			0	0				0		0	0					
06:45	0	0			1	0				0		0	1					
07:00	0	0			0	0				0		0	0					
07:15	0	0			0	0				0		0	0					
07:30	0	0			2	0				0		0	2					
07:45	0	0			0	0				0		0	0					
08:00	0	0			0	0				0		0	0	*				
08:15	0	1			0	0				0		0	1	*				
08:30	0	1			1	0				0		0	2	+				
08:45	0	0			0	0				0		0	0	*				
Total	**0**	**2**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	*	**0**	**0**	**0**	**0**
15x4	**0**	**4**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	+	**0**	**0**	**0**	**0**
11:00	0	1			2	0				0		0	3	*				
11:15	0	2			1	0				0		0	3	*				
11:30	0	1			2	0				0		0	3	*				
11:45	1	2			1	0				0		0	4	+				
12:00	0	1			0	0				0		0	1					
12:15	0	3			1	0				0		0	4					
12:30	0	0			1	0				0		0	1					
12:45	0	0			1	0				0		0	1					
Total	**1**	**10**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20**		**0**	**0**	**0**	**0**
Pk Hr	**1**	**6**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	*	**0**	**0**	**0**	**0**
15x4	**4**	**8**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	+	**0**	**0**	**0**	**0**
15:00	0	0			0	0				2		0	2					
15:15	0	2			0	0				0		0	2					
15:30	0	0			0	0				0		0	0					
15:45	0	0			1	0				0		0	1					
16:00	0	2			0	0				0		0	2	+				
16:15	0	1			0	0				0		0	1	*				
16:30	0	1			1	0				0		0	2	+				
16:45	0	0			1	1				0		0	2	+				
17:00	0	0			1	0				0		0	1					
17:15	0	1			0	0				0		0	1					
17:30	0	0			1	0				0		0	1					
17:45	0	1			0	0				0		0	1					
Total	**0**	**8**	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**16**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**4**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	*	**0**	**0**	**0**	**0**
15x4	**0**	**8**	**0**	**0**	**4**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	+	**0**	**0**	**0**	**0**

AM Peak Period

Trucks

Location: Thorne Avenue @ 203 Street

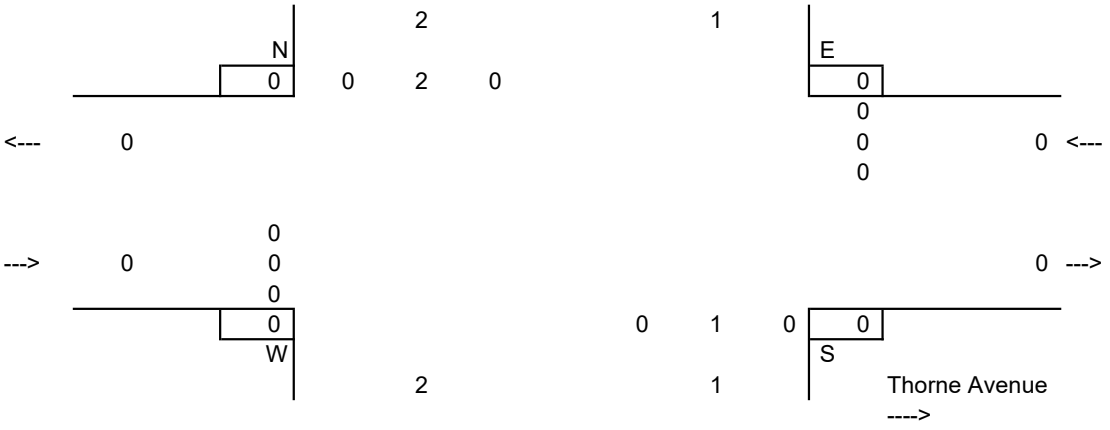
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	0			0	0				0		0	0		0	0	0	0
06:15	0	0			0	0				0		0	0		0	0	0	0
06:30	0	0			0	0				0		0	0		0	0	0	0
06:45	0	0			1	0				0		0	1		0	0	0	0
07:00	0	0			0	0				0		0	0		0	0	0	0
07:15	0	0			0	0				0		0	0		0	0	0	0
07:30	0	0			2	0				0		0	2		0	0	0	0
07:45	0	0			0	0				0		0	0		0	0	0	0
08:00	0	0			0	0				0		0	0	*	0	0	0	0
08:15	0	1			0	0				0		0	1	*	0	0	0	0
08:30	0	1			1	0				0		0	2	+	0	0	0	0
08:45	0	0			0	0				0		0	0	*	0	0	0	0
Total	**0**	**2**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	*	**0**	**0**	**0**	**0**
15x4	**0**	**4**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**		**0**	**0**	**0**	**0**

Peak Hour	08:00
Peak 15min	08:30
North approach PHF	0.50
South approach PHF	0.25
West approach PHF	NA
East approach PHF	NA

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AM Peak Hour Volumes



Noon Peak Period

Trucks

Location: Thorne Avenue @ 203 Street

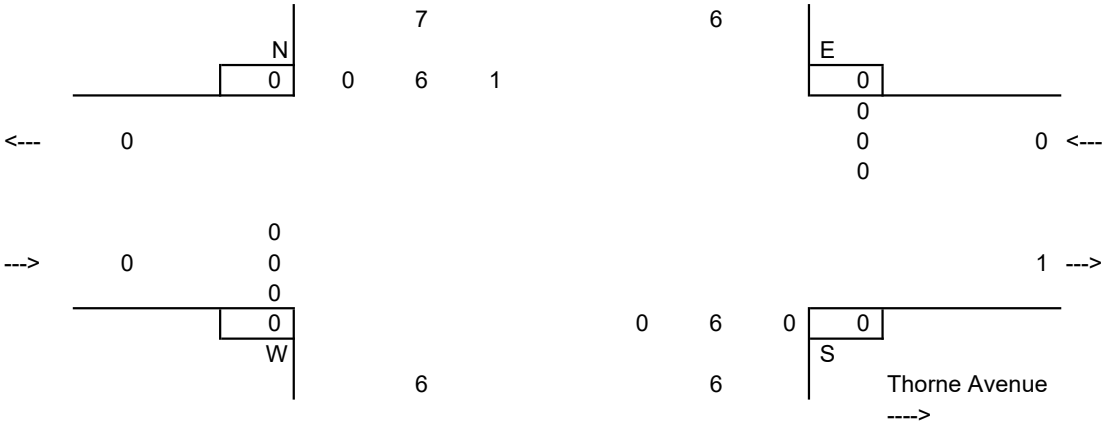
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
11:00	0	1			2	0				0		0	3	*	0	0	0	0
11:15	0	2			1	0				0		0	3	*	0	0	0	0
11:30	0	1			2	0				0		0	3	*	0	0	0	0
11:45	1	2			1	0				0		0	4	+	0	0	0	0
12:00	0	1			0	0				0		0	1		0	0	0	0
12:15	0	3			1	0				0		0	4		0	0	0	0
12:30	0	0			1	0				0		0	1		0	0	0	0
12:45	0	0			1	0				0		0	1		0	0	0	0
Total	**1**	**10**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20**		**0**	**0**	**0**	**0**
Pk Hr	**1**	**6**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	*	**0**	**0**	**0**	**0**
15x4	**4**	**8**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	+	**0**	**0**	**0**	**0**
Avg Hr	**1**	**5**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**		**0**	**0**	**0**	**0**

Peak Hour	11:00
Peak 15min	12:15
North Leg PHF	0.58
South Leg PHF	0.75
West Leg PHF	NA
East Leg PHF	NA

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Noon Peak Hour Volumes



PM Peak Period
Trucks

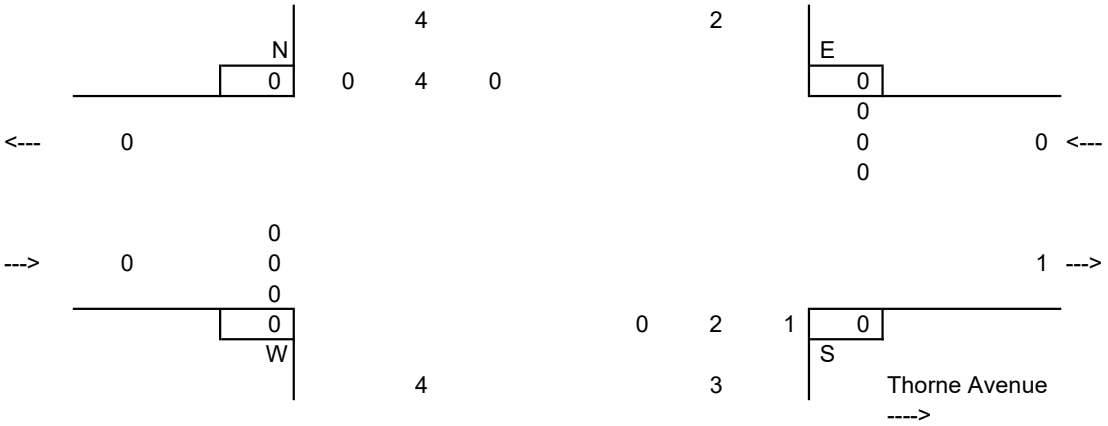
Location: Thorne Avenue @ 203 Street
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
15:00	0	0			0	0				2		0	2		0	0	0	0
15:15	0	2			0	0				0		0	2		0	0	0	0
15:30	0	0			0	0				0		0	0		0	0	0	0
15:45	0	0			1	0				0		0	1		0	0	0	0
16:00	0	2			0	0				0		0	2	+	0	0	0	0
16:15	0	1			0	0				0		0	1	*	0	0	0	0
16:30	0	1			1	0				0		0	2	+	0	0	0	0
16:45	0	0			1	1				0		0	2	+	0	0	0	0
17:00	0	0			1	0				0		0	1		0	0	0	0
17:15	0	1			0	0				0		0	1		0	0	0	0
17:30	0	0			1	0				0		0	1		0	0	0	0
17:45	0	1			0	0				0		0	1		0	0	0	0
Total	**0**	**8**	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**16**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**4**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	*	**0**	**0**	**0**	**0**
15x4	**0**	**8**	**0**	**0**	**4**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**3**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**5**		**0**	**0**	**0**	**0**

Peak Hour	16:00
Peak 15min	16:45
North Leg PHF	0.50
South Leg PHF	0.38
West Leg PHF	NA
East Leg PHF	NA

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PM Peak Hour Volumes



Average Hour Period

Trucks

Location: Thorne Avenue @ 203 Street

March 9, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	1	20	0	0	18	1	0	0	0	2	0	0	42	0	0	0	0
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	0	3	0	0	2	0	0	0	0	0	0	0	5	0	0	0	0
AM Period																	
Total	0	2	0	0	4	0	0	0	0	0	0	0	6	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0
Noon Period																	
Total	1	10	0	0	9	0	0	0	0	0	0	0	20	0	0	0	0
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	1	5	0	0	5	0	0	0	0	0	0	0	10	0	0	0	0
PM Period																	
Total	0	8	0	0	5	1	0	0	0	2	0	0	16	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	3	0	0	2	0	0	0	0	1	0	0	5	0	0	0	0

Average Hour Volumes

Total	0	3	0
AM	0	1	0
Noon	0	5	1
PM	0	3	0

PM	Noon	AM	Total
0	0	0	0
0	0	0	0
1	0	0	0

Thorne Avenue <---

0	0	0	0
0	0	0	0
0	0	0	0

---> Thorne Avenue

Total	AM	Noon	PM
0	2	0	PM
0	5	0	Noon
0	1	0	AM
0	2	0	Total

PREMIERE TRAFFIC DATA SERVICES

Turning Movement Count Data
Cyclists

Site Number:	2
Major Route:	203 Street
Minor Route:	Thorne Avenue
Municipality:	Maple Ridge
Filename:	2-TMC-203 St@Thorne Ave-Mar 9 2024
Date:	March 9, 2024
Day-of-week:	Saturday
East/West Route:	Thorne Avenue
Intersection Type:	3 leg east approach
Signalized (y/n?):	no
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Cyclists

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	0			1	0				0		0	1	+				
06:15	0	0			0	0				0		0	0	*				
06:30	0	1			0	0				0		0	1	+				
06:45	0	0			0	0				0		0	0	*				
07:00	0	0			0	0				0		0	0					
07:15	0	0			0	0				0		0	0					
07:30	0	0			0	0				0		0	0					
07:45	0	0			0	0				0		0	0					
08:00	0	0			0	0				0		0	0					
08:15	0	0			0	0				0		0	0					
08:30	0	0			0	0				0		0	0					
08:45	0	0			0	0				0		0	0					
Total	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	*	**0**	**0**	**0**	**0**
15x4	**0**	**4**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	+	**0**	**0**	**0**	**0**
11:00	0	0			0	0				0		0	0					
11:15	1	1			0	0				0		0	2					
11:30	0	0			0	0				0		0	0					
11:45	0	0			0	0				0		0	0					
12:00	0	0			1	0				0		0	1	*				
12:15	0	0			0	0				0		0	0	*				
12:30	0	0			0	0				0		0	0	*				
12:45	0	1			0	2				0		0	3	+				
Total	**1**	**2**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**6**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**1**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	*	**0**	**0**	**0**	**0**
15x4	**0**	**4**	**0**	**0**	**4**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	+	**0**	**0**	**0**	**0**
15:00	0	0			0	0				0		0	0					
15:15	0	0			0	0				0		0	0					
15:30	0	0			0	0				0		0	0					
15:45	0	0			0	0				0		0	0					
16:00	0	0			0	0				0		0	0					
16:15	0	0			0	0				0		0	0					
16:30	0	0			0	0				0		0	0					
16:45	0	0			0	0				0		0	0					
17:00	0	0			0	0				0		0	0					
17:15	0	0			0	0				0		0	0					
17:30	0	1			0	1				0		0	2	+				
17:45	0	0			0	0				0		0	0	*				
Total	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	*	**0**	**0**	**0**	**0**
15x4	**0**	**4**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	+	**0**	**0**	**0**	**0**

AM Peak Period

Cyclists

Location: Thorne Avenue @ 203 Street

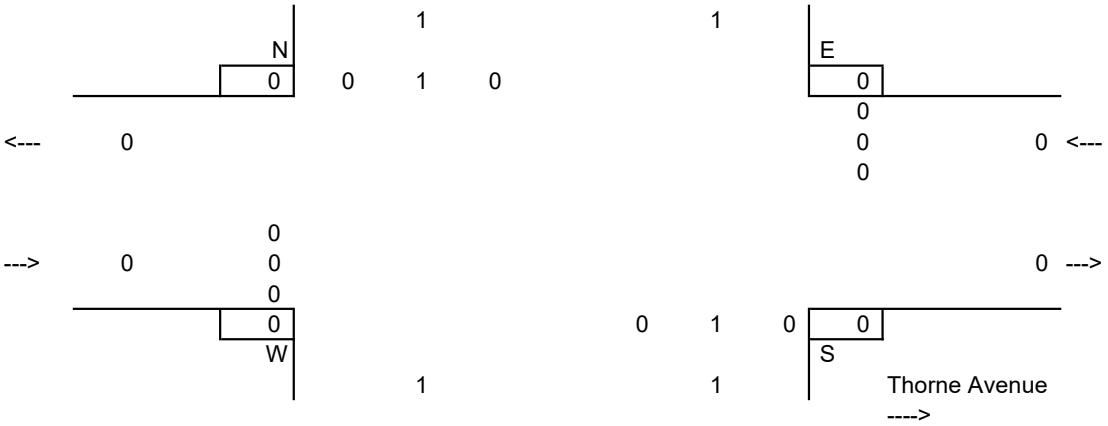
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	0			1	0				0		0	1	+	0	0	0	0
06:15	0	0			0	0				0		0	0	*	0	0	0	0
06:30	0	1			0	0				0		0	1	+	0	0	0	0
06:45	0	0			0	0				0		0	0	*	0	0	0	0
07:00	0	0			0	0				0		0	0		0	0	0	0
07:15	0	0			0	0				0		0	0		0	0	0	0
07:30	0	0			0	0				0		0	0		0	0	0	0
07:45	0	0			0	0				0		0	0		0	0	0	0
08:00	0	0			0	0				0		0	0		0	0	0	0
08:15	0	0			0	0				0		0	0		0	0	0	0
08:30	0	0			0	0				0		0	0		0	0	0	0
08:45	0	0			0	0				0		0	0		0	0	0	0
Total	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	*	**0**	**0**	**0**	**0**
15x4	**0**	**4**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**		**0**	**0**	**0**	**0**

Peak Hour	06:00
Peak 15min	06:30
North approach PHF	0.25
South approach PHF	0.25
West approach PHF	NA
East approach PHF	NA

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AM Peak Hour Volumes



Noon Peak Period

Cyclists

Location: Thorne Avenue @ 203 Street

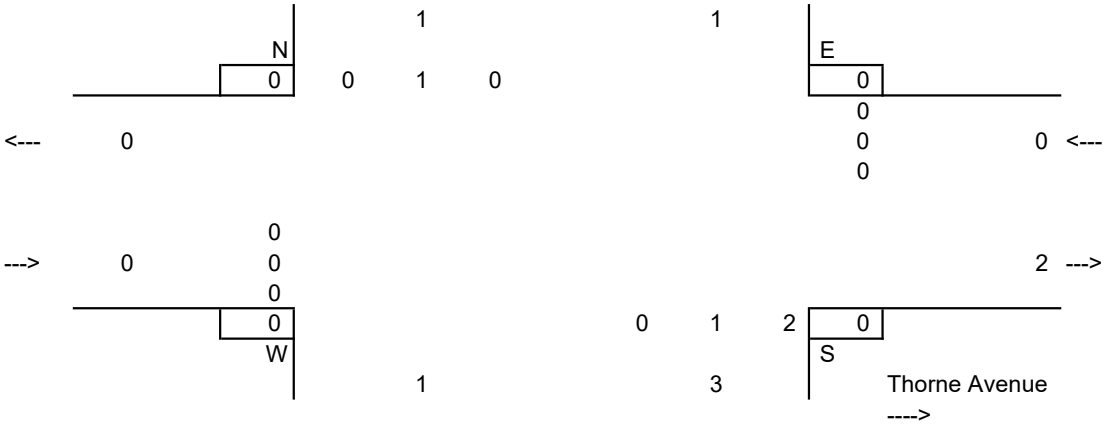
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
11:00	0	0			0	0				0		0	0		0	0	0	0
11:15	1	1			0	0				0		0	2		0	0	0	0
11:30	0	0			0	0				0		0	0		0	0	0	0
11:45	0	0			0	0				0		0	0		0	0	0	0
12:00	0	0			1	0				0		0	1	*	0	0	0	0
12:15	0	0			0	0				0		0	0	*	0	0	0	0
12:30	0	0			0	0				0		0	0	*	0	0	0	0
12:45	0	1			0	2				0		0	3	+	0	0	0	0
Total	**1**	**2**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**6**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**1**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	*	**0**	**0**	**0**	**0**
15x4	**0**	**4**	**0**	**0**	**4**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	+	**0**	**0**	**0**	**0**
Avg Hr	**1**	**1**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**		**0**	**0**	**0**	**0**

Peak Hour	12:00
Peak 15min	12:45
North Leg PHF	0.25
South Leg PHF	0.25
West Leg PHF	NA
East Leg PHF	NA

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Noon Peak Hour Volumes



PM Peak Period

Cyclists

Location: Thorne Avenue @ 203 Street

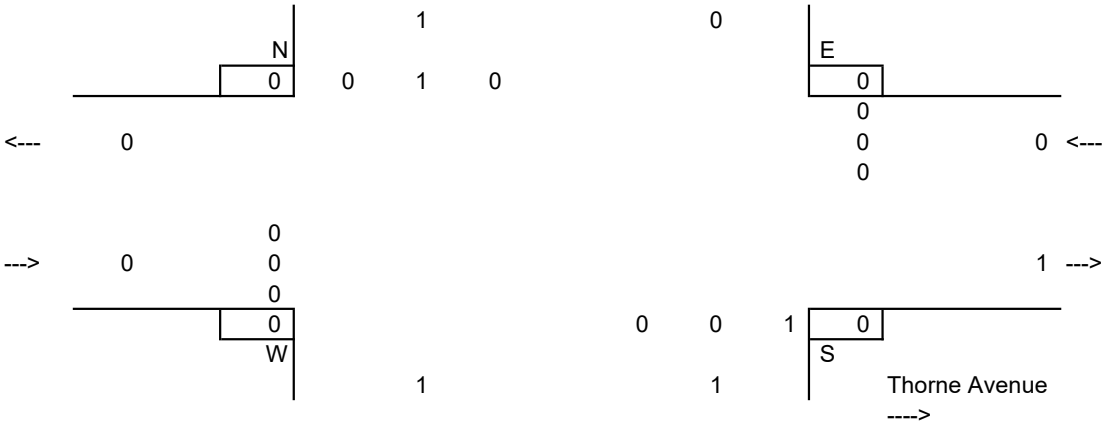
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
15:00	0	0			0	0				0		0	0		0	0	0	0
15:15	0	0			0	0				0		0	0		0	0	0	0
15:30	0	0			0	0				0		0	0		0	0	0	0
15:45	0	0			0	0				0		0	0		0	0	0	0
16:00	0	0			0	0				0		0	0		0	0	0	0
16:15	0	0			0	0				0		0	0		0	0	0	0
16:30	0	0			0	0				0		0	0		0	0	0	0
16:45	0	0			0	0				0		0	0		0	0	0	0
17:00	0	0			0	0				0		0	0		0	0	0	0
17:15	0	0			0	0				0		0	0		0	0	0	0
17:30	0	1			0	1				0		0	2	+	0	0	0	0
17:45	0	0			0	0				0		0	0	*	0	0	0	0
Total	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	*	**0**	**0**	**0**	**0**
15x4	**0**	**4**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**		**0**	**0**	**0**	**0**

Peak Hour	17:30
Peak 15min	17:30
North Leg PHF	0.25
South Leg PHF	0.25
West Leg PHF	NA
East Leg PHF	NA

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PM Peak Hour Volumes



Average Hour Period

Cyclists

Location: Thorne Avenue @ 203 Street

March 9, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	1	4	0	0	2	3	0	0	0	0	0	0	10	0	0	0	0
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
AM Period																	
Total	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Noon Period																	
Total	1	2	0	0	1	2	0	0	0	0	0	0	6	0	0	0	0
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	1	1	0	0	1	1	0	0	0	0	0	0	3	0	0	0	0
PM Period																	
Total	0	1	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0

Average Hour Volumes

Total	0	1	0
AM	0	0	0
Noon	0	1	1
PM	0	0	0

PM	Noon	AM	Total
0	0	0	0
0	0	0	0
0	0	0	0

Thorne Avenue <---

0 0 0 0
0 0 0 0 --->
0 0 0 0

Thorne Avenue

Total	AM	Noon	PM
0	0	0	PM
0	1	1	Noon
0	0	0	AM
0	0	0	Total

PREMIERE
TRAFFIC DATA SERVICES

Turning Movement Count Data
Combined Volume

Site Number:	3
Major Route:	207 Street
Minor Route:	Thorne Avenue
Municipality:	Maple Ridge
Filename:	3-TMC-207 St@Thorne Ave-Mar 9 2024
Date:	March 9, 2024
Day-of-week:	Saturday
East/West Route:	Thorne Avenue
Intersection Type:	3 leg west approach
Signalized (y/n?):	no
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Combined Volume

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	0	1	2	5	0	2	0	2	0	0	0	12		0	0	0	0
06:15	0	4	0	3	8	0	0	0	0	0	0	0	15		0	0	0	0
06:30	0	1	3	6	7	0	2	0	4	0	0	0	23		0	0	0	0
06:45	0	3	4	6	13	0	1	0	5	0	0	0	32		0	0	0	0
07:00	0	6	2	6	15	0	2	0	3	0	0	0	34		0	0	1	0
07:15	0	5	4	4	15	0	4	0	5	0	0	0	37		0	0	0	0
07:30	0	20	5	11	15	0	2	0	2	0	0	0	55		2	0	2	0
07:45	0	10	12	9	26	0	6	0	1	0	0	0	64		0	0	0	0
08:00	0	9	9	7	27	0	4	0	2	0	0	0	58	*	1	1	0	0
08:15	0	15	9	16	25	0	5	0	6	0	0	0	76	*	0	0	0	0
08:30	0	17	10	17	33	0	9	0	6	0	0	0	92	*	0	0	0	0
08:45	0	14	28	20	47	0	13	0	10	0	0	0	132	+	0	0	0	0
Total	**0**	**104**	**87**	**107**	**236**	**0**	**50**	**0**	**46**	**0**	**0**	**0**	**630**		**3**	**1**	**3**	**0**
Pk Hr	**0**	**55**	**56**	**60**	**132**	**0**	**31**	**0**	**24**	**0**	**0**	**0**	**358**	*	**1**	**1**	**0**	**0**
15x4	**0**	**68**	**112**	**80**	**188**	**0**	**52**	**0**	**40**	**0**	**0**	**0**	**540**	+	**0**	**0**	**0**	**0**
11:00	0	44	15	28	53	0	6	0	14	0	0	0	160		0	0	1	0
11:15	0	48	11	28	63	0	10	0	12	0	0	0	172		1	0	1	0
11:30	0	36	17	16	41	0	18	0	26	0	0	0	154		2	0	2	0
11:45	0	56	18	27	57	0	16	0	20	0	0	0	194	+	0	0	0	0
12:00	0	60	20	20	53	0	13	0	20	0	0	0	186	*	0	0	2	0
12:15	0	49	22	28	54	0	12	0	18	0	0	0	183	*	2	0	2	0
12:30	0	48	13	25	74	0	10	0	18	0	0	0	188	*	0	0	7	0
12:45	0	47	14	27	48	0	13	0	19	0	0	0	168		0	1	6	0
Total	**0**	**388**	**130**	**199**	**443**	**0**	**98**	**0**	**147**	**0**	**0**	**0**	**1405**		**5**	**1**	**21**	**0**
Pk Hr	**0**	**213**	**73**	**100**	**238**	**0**	**51**	**0**	**76**	**0**	**0**	**0**	**751**	*	**2**	**0**	**11**	**0**
15x4	**0**	**240**	**88**	**112**	**296**	**0**	**64**	**0**	**80**	**0**	**0**	**0**	**880**	+	**0**	**0**	**0**	**0**
15:00	0	51	11	21	42	0	10	0	33	0	0	0	168		0	0	2	0
15:15	0	51	23	26	55	0	16	0	29	0	0	0	200	+	1	0	2	0
15:30	0	53	19	26	59	0	19	0	24	0	0	0	200	+	3	0	5	0
15:45	0	53	19	17	47	0	25	0	35	0	0	0	196	*	1	0	1	0
16:00	0	60	20	19	55	0	26	0	12	0	0	0	192	*	0	0	0	0
16:15	0	66	18	24	41	0	16	0	31	0	0	0	196		5	0	0	0
16:30	0	43	15	10	50	0	15	0	20	0	0	0	153		1	0	3	0
16:45	0	40	21	27	53	0	12	0	29	0	0	0	182		0	0	3	0
17:00	0	53	19	23	47	0	4	0	24	0	0	0	170		1	0	0	0
17:15	0	54	17	8	72	0	12	0	22	0	0	0	185		2	0	1	0
17:30	0	67	15	15	35	0	13	0	17	0	0	0	162		0	0	0	0
17:45	0	45	15	12	37	0	11	0	11	0	0	0	131		0	0	1	0
Total	**0**	**636**	**212**	**228**	**593**	**0**	**179**	**0**	**287**	**0**	**0**	**0**	**2135**		**14**	**0**	**18**	**0**
Pk Hr	**0**	**217**	**81**	**88**	**216**	**0**	**86**	**0**	**100**	**0**	**0**	**0**	**788**	*	**5**	**0**	**8**	**0**
15x4	**0**	**240**	**92**	**104**	**236**	**0**	**104**	**0**	**140**	**0**	**0**	**0**	**916**	+	**12**	**0**	**20**	**0**

AM Peak Period

Combined Volume

Location: Thorne Avenue @ 207 Street

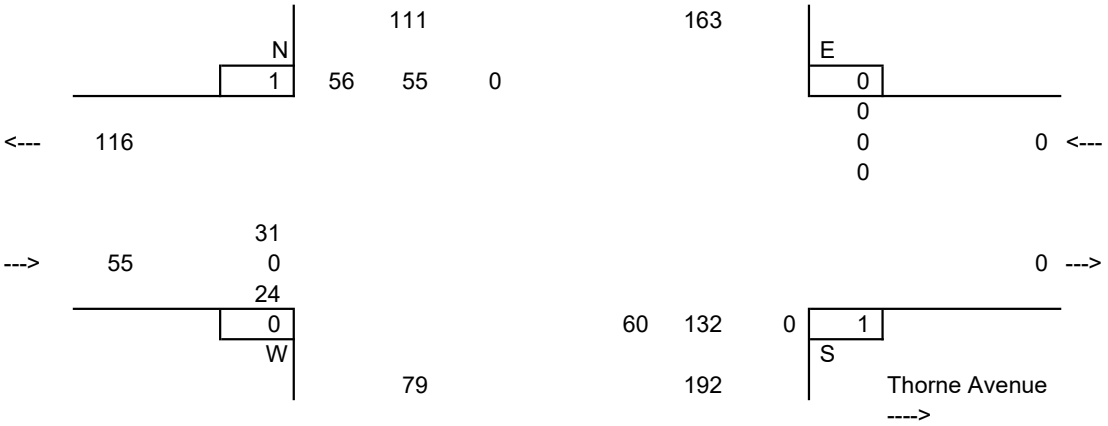
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	0	1	2	5	0	2	0	2	0	0	0	12		0	0	0	0
06:15	0	4	0	3	8	0	0	0	0	0	0	0	15		0	0	0	0
06:30	0	1	3	6	7	0	2	0	4	0	0	0	23		0	0	0	0
06:45	0	3	4	6	13	0	1	0	5	0	0	0	32		0	0	0	0
07:00	0	6	2	6	15	0	2	0	3	0	0	0	34		0	0	1	0
07:15	0	5	4	4	15	0	4	0	5	0	0	0	37		0	0	0	0
07:30	0	20	5	11	15	0	2	0	2	0	0	0	55		2	0	2	0
07:45	0	10	12	9	26	0	6	0	1	0	0	0	64		0	0	0	0
08:00	0	9	9	7	27	0	4	0	2	0	0	0	58	*	1	1	0	0
08:15	0	15	9	16	25	0	5	0	6	0	0	0	76	*	0	0	0	0
08:30	0	17	10	17	33	0	9	0	6	0	0	0	92	*	0	0	0	0
08:45	0	14	28	20	47	0	13	0	10	0	0	0	132	+	0	0	0	0
Total	**0**	**104**	**87**	**107**	**236**	**0**	**50**	**0**	**46**	**0**	**0**	**0**	**630**		**3**	**1**	**3**	**0**
Pk Hr	**0**	**55**	**56**	**60**	**132**	**0**	**31**	**0**	**24**	**0**	**0**	**0**	**358**	*	**1**	**1**	**0**	**0**
15x4	**0**	**68**	**112**	**80**	**188**	**0**	**52**	**0**	**40**	**0**	**0**	**0**	**540**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**35**	**29**	**36**	**79**	**0**	**17**	**0**	**15**	**0**	**0**	**0**	**210**		**1**	**0**	**1**	**0**

Peak Hour	08:00
Peak 15min	08:45
North approach PHF	0.62
South approach PHF	0.72
West approach PHF	0.60
East approach PHF	NA

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AM Peak Hour Volumes



Noon Peak Period
Combined Volume

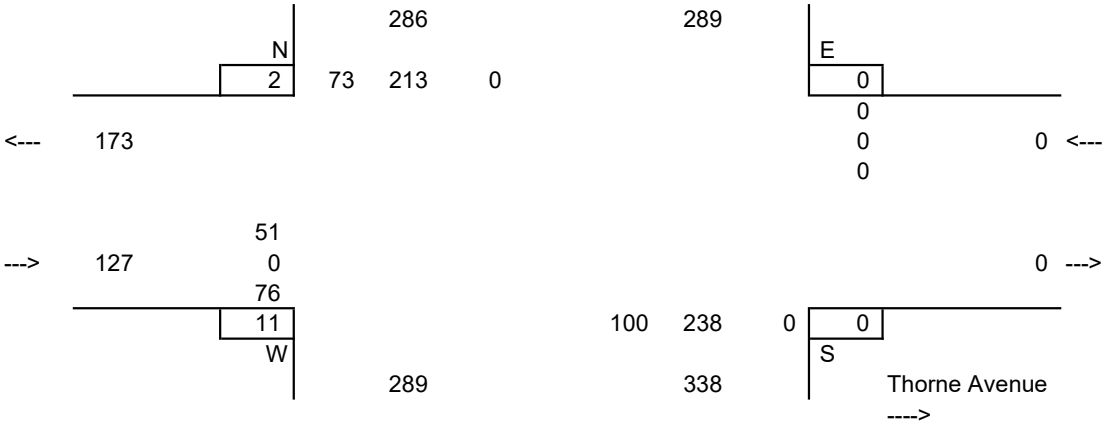
Location: Thorne Avenue @ 207 Street
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
11:00	0	44	15	28	53	0	6	0	14	0	0	0	160		0	0	1	0
11:15	0	48	11	28	63	0	10	0	12	0	0	0	172		1	0	1	0
11:30	0	36	17	16	41	0	18	0	26	0	0	0	154		2	0	2	0
11:45	0	56	18	27	57	0	16	0	20	0	0	0	194	+	0	0	0	0
12:00	0	60	20	20	53	0	13	0	20	0	0	0	186	*	0	0	2	0
12:15	0	49	22	28	54	0	12	0	18	0	0	0	183	*	2	0	2	0
12:30	0	48	13	25	74	0	10	0	18	0	0	0	188	*	0	0	7	0
12:45	0	47	14	27	48	0	13	0	19	0	0	0	168		0	1	6	0
Total	**0**	**388**	**130**	**199**	**443**	**0**	**98**	**0**	**147**	**0**	**0**	**0**	**1405**		**5**	**1**	**21**	**0**
Pk Hr	**0**	**213**	**73**	**100**	**238**	**0**	**51**	**0**	**76**	**0**	**0**	**0**	**751**	*	**2**	**0**	**11**	**0**
15x4	**0**	**240**	**88**	**112**	**296**	**0**	**64**	**0**	**80**	**0**	**0**	**0**	**880**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**194**	**65**	**100**	**222**	**0**	**49**	**0**	**74**	**0**	**0**	**0**	**703**		**3**	**1**	**11**	**0**

Peak Hour	11:45
Peak 15min	11:45
North Leg PHF	0.87
South Leg PHF	0.83
West Leg PHF	0.88
East Leg PHF	NA

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Noon Peak Hour Volumes



PM Peak Period

Combined Volume

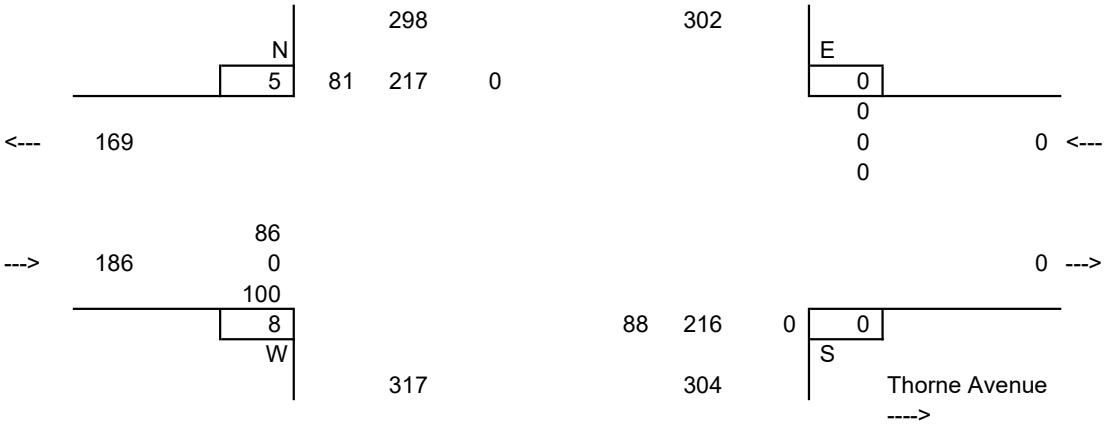
Location: Thorne Avenue @ 207 Street
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
15:00	0	51	11	21	42	0	10	0	33	0	0	0	168		0	0	2	0
15:15	0	51	23	26	55	0	16	0	29	0	0	0	200	+	1	0	2	0
15:30	0	53	19	26	59	0	19	0	24	0	0	0	200	+	3	0	5	0
15:45	0	53	19	17	47	0	25	0	35	0	0	0	196	*	1	0	1	0
16:00	0	60	20	19	55	0	26	0	12	0	0	0	192	*	0	0	0	0
16:15	0	66	18	24	41	0	16	0	31	0	0	0	196		5	0	0	0
16:30	0	43	15	10	50	0	15	0	20	0	0	0	153		1	0	3	0
16:45	0	40	21	27	53	0	12	0	29	0	0	0	182		0	0	3	0
17:00	0	53	19	23	47	0	4	0	24	0	0	0	170		1	0	0	0
17:15	0	54	17	8	72	0	12	0	22	0	0	0	185		2	0	1	0
17:30	0	67	15	15	35	0	13	0	17	0	0	0	162		0	0	0	0
17:45	0	45	15	12	37	0	11	0	11	0	0	0	131		0	0	1	0
Total	**0**	**636**	**212**	**228**	**593**	**0**	**179**	**0**	**287**	**0**	**0**	**0**	**2135**		**14**	**0**	**18**	**0**
Pk Hr	**0**	**217**	**81**	**88**	**216**	**0**	**86**	**0**	**100**	**0**	**0**	**0**	**788**	*	**5**	**0**	**8**	**0**
15x4	**0**	**240**	**92**	**104**	**236**	**0**	**104**	**0**	**140**	**0**	**0**	**0**	**916**	+	**12**	**0**	**20**	**0**
Avg Hr	**0**	**212**	**71**	**76**	**198**	**0**	**60**	**0**	**96**	**0**	**0**	**0**	**712**		**5**	**0**	**6**	**0**

Peak Hour	15:15
Peak 15min	15:30
North Leg PHF	0.90
South Leg PHF	0.89
West Leg PHF	0.76
East Leg PHF	NA

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PM Peak Hour Volumes



Average Hour Period

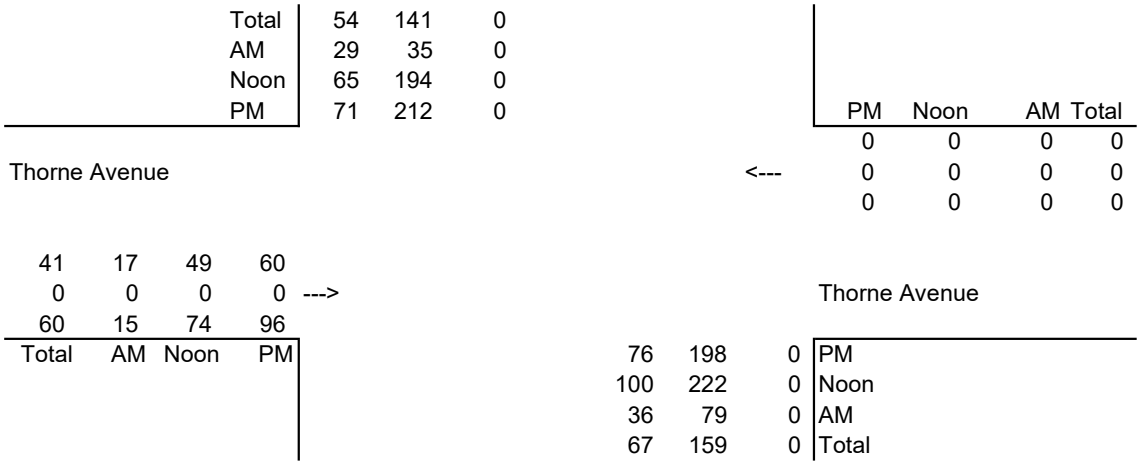
Combined Volume

Location: Thorne Avenue @ 207 Street

March 9, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	0	1128	429	534	1272	0	327	0	480	0	0	0	4170	22	2	42	0
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	0	141	54	67	159	0	41	0	60	0	0	0	521	3	0	5	0
AM Period																	
Total	0	104	87	107	236	0	50	0	46	0	0	0	630	3	1	3	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	35	29	36	79	0	17	0	15	0	0	0	210	1	0	1	0
Noon Period																	
Total	0	388	130	199	443	0	98	0	147	0	0	0	1405	5	1	21	0
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	0	194	65	100	222	0	49	0	74	0	0	0	703	3	1	11	0
PM Period																	
Total	0	636	212	228	593	0	179	0	287	0	0	0	2135	14	0	18	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	212	71	76	198	0	60	0	96	0	0	0	712	5	0	6	0

Average Hour Volumes



PREMIERE
TRAFFIC DATA SERVICES

Turning Movement Count Data
Regular Vehicles

Site Number:	3
Major Route:	207 Street
Minor Route:	Thorne Avenue
Municipality:	Maple Ridge
Filename:	3-TMC-207 St@Thorne Ave-Mar 9 2024
Date:	March 9, 2024
Day-of-week:	Saturday
East/West Route:	Thorne Avenue
Intersection Type:	3 leg west approach
Signalized (y/n?):	no
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Regular Vehicles

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00		0	1	2	5		2		2				12		0	0	0	
06:15		4	0	3	8		0		0				15		0	0	0	
06:30		1	3	6	7		2		4				23		0	0	0	
06:45		3	4	6	12		1		5				31		0	0	0	
07:00		6	2	6	15		2		3				34		0	0	1	
07:15		5	4	4	14		4		5				36		0	0	0	
07:30		20	5	11	15		2		2				55		2	0	2	
07:45		10	12	9	26		6		1				64		0	0	0	
08:00		9	9	7	27		4		2				58	*	1	1	0	
08:15		15	9	16	25		5		6				76	*	0	0	0	
08:30		17	10	17	32		9		6				91	*	0	0	0	
08:45		13	28	20	47		13		10				131	+	0	0	0	
Total	**0**	**103**	**87**	**107**	**233**	**0**	**50**	**0**	**46**	**0**	**0**	**0**	**626**		**3**	**1**	**3**	**0**
Pk Hr	**0**	**54**	**56**	**60**	**131**	**0**	**31**	**0**	**24**	**0**	**0**	**0**	**356**	*	**1**	**1**	**0**	**0**
15x4	**0**	**68**	**112**	**80**	**188**	**0**	**52**	**0**	**40**	**0**	**0**	**0**	**540**	+	**0**	**0**	**0**	**0**
11:00		44	15	27	53		6		13				158		0	0	1	
11:15		48	11	28	62		9		12				170		1	0	1	
11:30		36	17	16	41		18		26				154		2	0	2	
11:45		56	18	27	57		16		19				193	+	0	0	0	
12:00		60	20	20	53		13		20				186	*	0	0	2	
12:15		49	22	28	54		12		18				183	*	2	0	2	
12:30		48	13	25	73		10		18				187	*	0	0	7	
12:45		47	14	27	48		13		19				168		0	1	6	
Total	**0**	**388**	**130**	**198**	**441**	**0**	**97**	**0**	**145**	**0**	**0**	**0**	**1399**		**5**	**1**	**21**	**0**
Pk Hr	**0**	**213**	**73**	**100**	**237**	**0**	**51**	**0**	**75**	**0**	**0**	**0**	**749**	*	**2**	**0**	**11**	**0**
15x4	**0**	**240**	**88**	**112**	**292**	**0**	**64**	**0**	**80**	**0**	**0**	**0**	**876**	+	**0**	**0**	**0**	**0**
15:00		51	11	19	42		10		33				166		0	0	2	
15:15		51	23	26	55		16		29				200	+	1	0	2	
15:30		52	19	26	59		19		24				199	*	3	0	5	
15:45		53	19	17	47		25		35				196	*	1	0	1	
16:00		59	20	19	55		26		12				191	*	0	0	0	
16:15		66	18	24	41		16		31				196		5	0	0	
16:30		43	15	10	50		15		20				153		1	0	3	
16:45		39	21	27	52		11		28				178		0	0	3	
17:00		53	19	23	47		4		24				170		1	0	0	
17:15		52	17	8	72		12		22				183		2	0	1	
17:30		67	15	15	35		13		17				162		0	0	0	
17:45		45	14	12	37		11		11				130		0	0	1	
Total	**0**	**631**	**211**	**226**	**592**	**0**	**178**	**0**	**286**	**0**	**0**	**0**	**2124**		**14**	**0**	**18**	**0**
Pk Hr	**0**	**215**	**81**	**88**	**216**	**0**	**86**	**0**	**100**	**0**	**0**	**0**	**786**	*	**5**	**0**	**8**	**0**
15x4	**0**	**236**	**92**	**104**	**236**	**0**	**104**	**0**	**140**	**0**	**0**	**0**	**912**	+	**4**	**0**	**8**	**0**

AM Peak Period

Regular Vehicles

Location: Thorne Avenue @ 207 Street

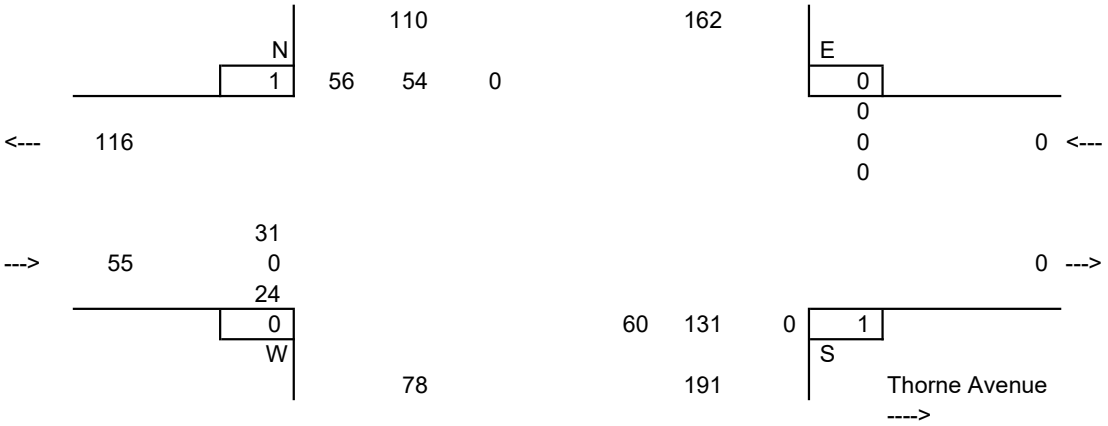
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00		0	1	2	5		2		2				12		0	0	0	0
06:15		4	0	3	8		0		0				15		0	0	0	0
06:30		1	3	6	7		2		4				23		0	0	0	0
06:45		3	4	6	12		1		5				31		0	0	0	0
07:00		6	2	6	15		2		3				34		0	0	1	0
07:15		5	4	4	14		4		5				36		0	0	0	0
07:30		20	5	11	15		2		2				55		2	0	2	0
07:45		10	12	9	26		6		1				64		0	0	0	0
08:00		9	9	7	27		4		2				58	*	1	1	0	0
08:15		15	9	16	25		5		6				76	*	0	0	0	0
08:30		17	10	17	32		9		6				91	*	0	0	0	0
08:45		13	28	20	47		13		10				131	+	0	0	0	0
Total	**0**	**103**	**87**	**107**	**233**	**0**	**50**	**0**	**46**	**0**	**0**	**0**	**626**		**3**	**1**	**3**	**0**
Pk Hr	**0**	**54**	**56**	**60**	**131**	**0**	**31**	**0**	**24**	**0**	**0**	**0**	**356**	*	**1**	**1**	**0**	**0**
15x4	**0**	**68**	**112**	**80**	**188**	**0**	**52**	**0**	**40**	**0**	**0**	**0**	**540**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**34**	**29**	**36**	**78**	**0**	**17**	**0**	**15**	**0**	**0**	**0**	**209**		**1**	**0**	**1**	**0**

Peak Hour	08:00
Peak 15min	08:45
North approach PHF	0.61
South approach PHF	0.71
West approach PHF	0.60
East approach PHF	NA

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AM Peak Hour Volumes



Noon Peak Period

Regular Vehicles

Location: Thorne Avenue @ 207 Street

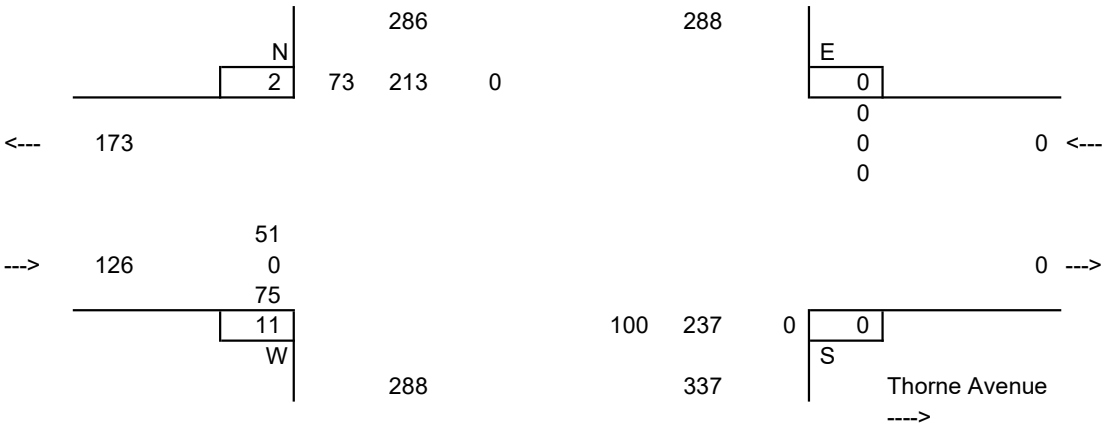
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
11:00		44	15	27	53		6		13				158		0	0	1	0
11:15		48	11	28	62		9		12				170		1	0	1	0
11:30		36	17	16	41		18		26				154		2	0	2	0
11:45		56	18	27	57		16		19				193	+	0	0	0	0
12:00		60	20	20	53		13		20				186	*	0	0	2	0
12:15		49	22	28	54		12		18				183	*	2	0	2	0
12:30		48	13	25	73		10		18				187	*	0	0	7	0
12:45		47	14	27	48		13		19				168		0	1	6	0
Total	**0**	**388**	**130**	**198**	**441**	**0**	**97**	**0**	**145**	**0**	**0**	**0**	**1399**		**5**	**1**	**21**	**0**
Pk Hr	**0**	**213**	**73**	**100**	**237**	**0**	**51**	**0**	**75**	**0**	**0**	**0**	**749**	*	**2**	**0**	**11**	**0**
15x4	**0**	**240**	**88**	**112**	**292**	**0**	**64**	**0**	**80**	**0**	**0**	**0**	**876**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**194**	**65**	**99**	**221**	**0**	**49**	**0**	**73**	**0**	**0**	**0**	**700**		**3**	**1**	**11**	**0**

Peak Hour	11:45
Peak 15min	11:45
North Leg PHF	0.87
South Leg PHF	0.83
West Leg PHF	0.88
East Leg PHF	NA

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Noon Peak Hour Volumes



PM Peak Period

Regular Vehicles

Location: Thorne Avenue @ 207 Street

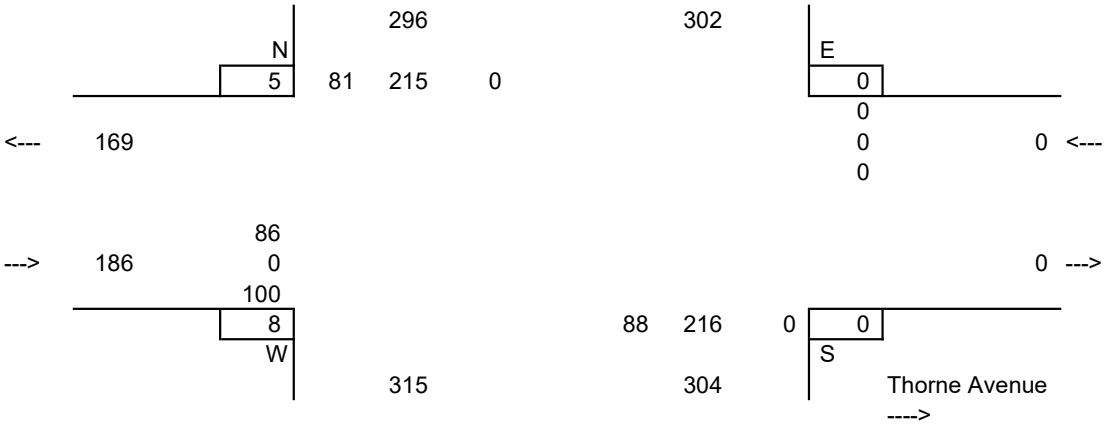
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
15:00		51	11	19	42		10		33				166		0	0	2	0
15:15		51	23	26	55		16		29				200	+	1	0	2	0
15:30		52	19	26	59		19		24				199	*	3	0	5	0
15:45		53	19	17	47		25		35				196	*	1	0	1	0
16:00		59	20	19	55		26		12				191	*	0	0	0	0
16:15		66	18	24	41		16		31				196		5	0	0	0
16:30		43	15	10	50		15		20				153		1	0	3	0
16:45		39	21	27	52		11		28				178		0	0	3	0
17:00		53	19	23	47		4		24				170		1	0	0	0
17:15		52	17	8	72		12		22				183		2	0	1	0
17:30		67	15	15	35		13		17				162		0	0	0	0
17:45		45	14	12	37		11		11				130		0	0	1	0
Total	**0**	**631**	**211**	**226**	**592**	**0**	**178**	**0**	**286**	**0**	**0**	**0**	**2124**		**14**	**0**	**18**	**0**
Pk Hr	**0**	**215**	**81**	**88**	**216**	**0**	**86**	**0**	**100**	**0**	**0**	**0**	**786**	*	**5**	**0**	**8**	**0**
15x4	**0**	**236**	**92**	**104**	**236**	**0**	**104**	**0**	**140**	**0**	**0**	**0**	**912**	+	**4**	**0**	**8**	**0**
Avg Hr	**0**	**210**	**70**	**75**	**197**	**0**	**59**	**0**	**95**	**0**	**0**	**0**	**708**		**5**	**0**	**6**	**0**

Peak Hour	15:15
Peak 15min	15:15
North Leg PHF	0.90
South Leg PHF	0.89
West Leg PHF	0.76
East Leg PHF	NA

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PM Peak Hour Volumes



Average Hour Period

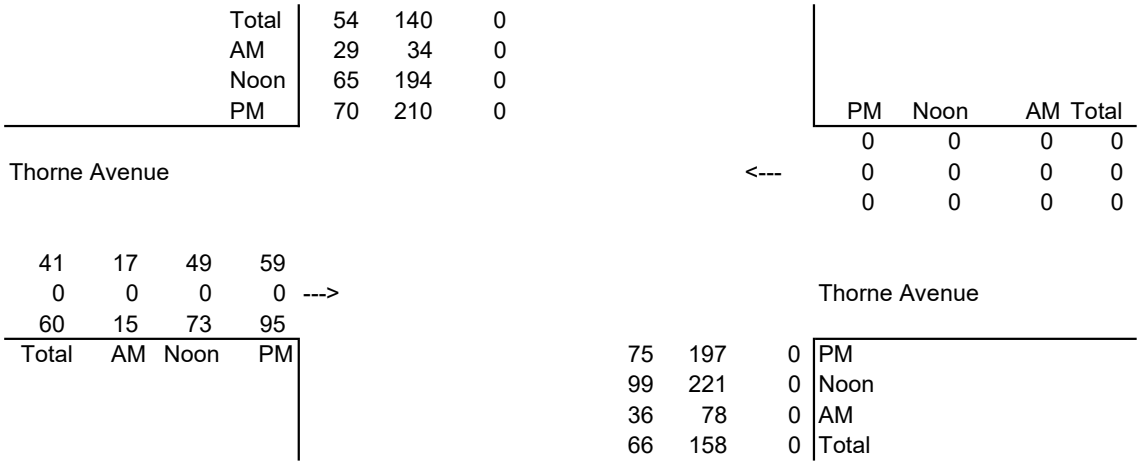
Regular Vehicles

Location: Thorne Avenue @ 207 Street

March 9, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	0	1122	428	531	1266	0	325	0	477	0	0	0	4149	22	2	42	0
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	0	140	54	66	158	0	41	0	60	0	0	0	519	3	0	5	0
AM Period																	
Total	0	103	87	107	233	0	50	0	46	0	0	0	626	3	1	3	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	34	29	36	78	0	17	0	15	0	0	0	209	1	0	1	0
Noon Period																	
Total	0	388	130	198	441	0	97	0	145	0	0	0	1399	5	1	21	0
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	0	194	65	99	221	0	49	0	73	0	0	0	700	3	1	11	0
PM Period																	
Total	0	631	211	226	592	0	178	0	286	0	0	0	2124	14	0	18	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	210	70	75	197	0	59	0	95	0	0	0	708	5	0	6	0

Average Hour Volumes



PREMIERE TRAFFIC DATA SERVICES

Turning Movement Count Data
Trucks

Site Number:	3
Major Route:	207 Street
Minor Route:	Thorne Avenue
Municipality:	Maple Ridge
Filename:	3-TMC-207 St@Thorne Ave-Mar 9 2024
Date:	March 9, 2024
Day-of-week:	Saturday
East/West Route:	Thorne Avenue
Intersection Type:	3 leg west approach
Signalized (y/n?):	no
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Trucks

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00		0	0	0	0		0		0				0					
06:15		0	0	0	0		0		0				0					
06:30		0	0	0	0		0		0				0					
06:45		0	0	0	1		0		0				1					
07:00		0	0	0	0		0		0				0					
07:15		0	0	0	1		0		0				1					
07:30		0	0	0	0		0		0				0					
07:45		0	0	0	0		0		0				0					
08:00		0	0	0	0		0		0				0	*				
08:15		0	0	0	0		0		0				0	*				
08:30		0	0	0	1		0		0				1	+				
08:45		1	0	0	0		0		0				1	+				
Total	**0**	**1**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	*	**0**	**0**	**0**	**0**
15x4	**0**	**4**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	+	**0**	**0**	**0**	**0**
11:00		0	0	1	0		0		1				2	+				
11:15		0	0	0	1		1		0				2	+				
11:30		0	0	0	0		0		0				0	*				
11:45		0	0	0	0		0		1				1	*				
12:00		0	0	0	0		0		0				0					
12:15		0	0	0	0		0		0				0					
12:30		0	0	0	1		0		0				1					
12:45		0	0	0	0		0		0				0					
Total	**0**	**0**	**0**	**1**	**2**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**6**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**5**	*	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**0**	**4**	**4**	**0**	**4**	**0**	**4**	**0**	**0**	**0**	**16**	+	**0**	**0**	**0**	**0**
15:00		0	0	2	0		0		0				2					
15:15		0	0	0	0		0		0				0					
15:30		1	0	0	0		0		0				1					
15:45		0	0	0	0		0		0				0					
16:00		1	0	0	0		0		0				1					
16:15		0	0	0	0		0		0				0					
16:30		0	0	0	0		0		0				0					
16:45		1	0	0	1		1		1				4	+				
17:00		0	0	0	0		0		0				0	*				
17:15		2	0	0	0		0		0				2	*				
17:30		0	0	0	0		0		0				0	*				
17:45		0	1	0	0		0		0				1					
Total	**0**	**5**	**1**	**2**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**11**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**3**	**0**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**6**	*	**0**	**0**	**0**	**0**
15x4	**0**	**8**	**0**	**0**	**4**	**0**	**4**	**0**	**4**	**0**	**0**	**0**	**20**	+	**0**	**0**	**0**	**0**

AM Peak Period

Trucks

Location: Thorne Avenue @ 207 Street

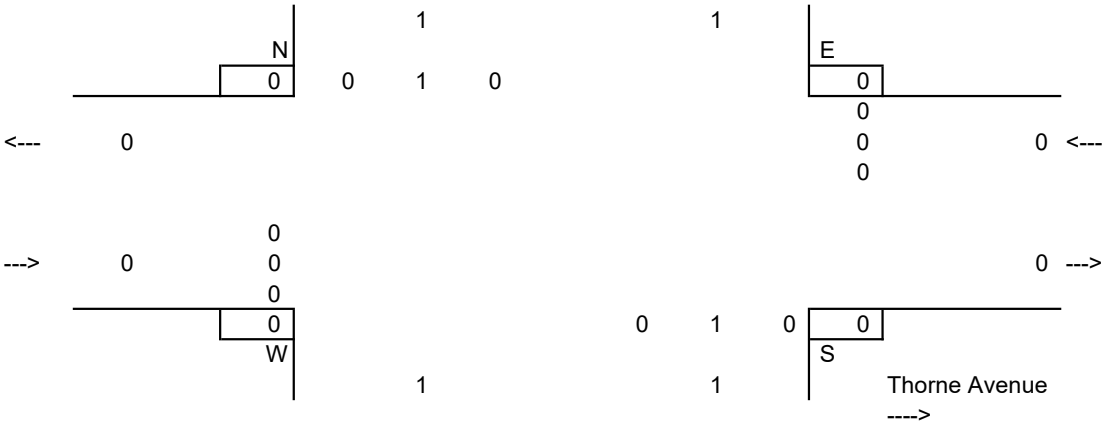
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00		0	0	0	0		0		0				0		0	0	0	0
06:15		0	0	0	0		0		0				0		0	0	0	0
06:30		0	0	0	0		0		0				0		0	0	0	0
06:45		0	0	0	1		0		0				1		0	0	0	0
07:00		0	0	0	0		0		0				0		0	0	0	0
07:15		0	0	0	1		0		0				1		0	0	0	0
07:30		0	0	0	0		0		0				0		0	0	0	0
07:45		0	0	0	0		0		0				0		0	0	0	0
08:00		0	0	0	0		0		0				0	*	0	0	0	0
08:15		0	0	0	0		0		0				0	*	0	0	0	0
08:30		0	0	0	1		0		0				1	+	0	0	0	0
08:45		1	0	0	0		0		0				1	+	0	0	0	0
Total	**0**	**1**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	*	**0**	**0**	**0**	**0**
15x4	**0**	**4**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**		**0**	**0**	**0**	**0**

Peak Hour	08:00
Peak 15min	08:45
North approach PHF	0.25
South approach PHF	0.25
West approach PHF	NA
East approach PHF	NA

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AM Peak Hour Volumes



Noon Peak Period

Trucks

Location: Thorne Avenue @ 207 Street

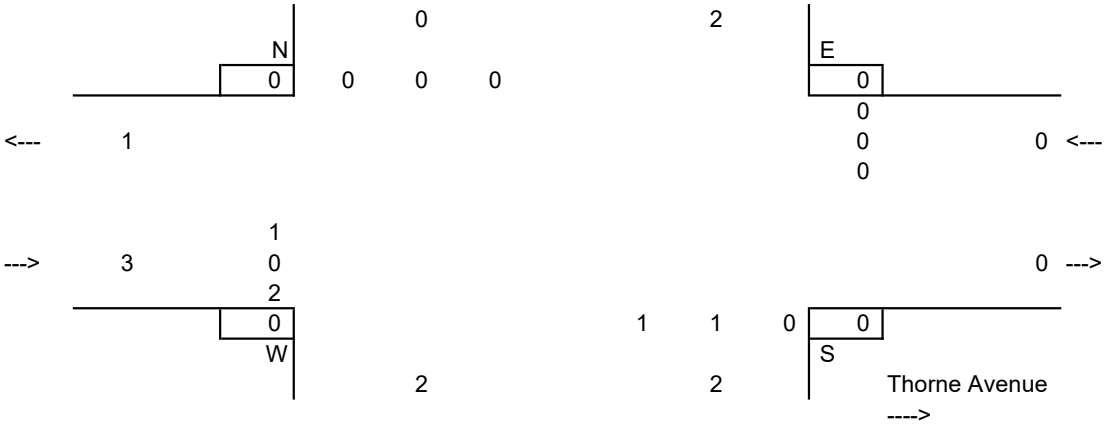
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
11:00		0	0	1	0		0		1				2	+	0	0	0	0
11:15		0	0	0	1		1		0				2	+	0	0	0	0
11:30		0	0	0	0		0		0				0	*	0	0	0	0
11:45		0	0	0	0		0		1				1	*	0	0	0	0
12:00		0	0	0	0		0		0				0		0	0	0	0
12:15		0	0	0	0		0		0				0		0	0	0	0
12:30		0	0	0	1		0		0				1		0	0	0	0
12:45		0	0	0	0		0		0				0		0	0	0	0
Total	**0**	**0**	**0**	**1**	**2**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**6**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**5**	*	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**0**	**4**	**4**	**0**	**4**	**0**	**4**	**0**	**0**	**0**	**16**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**3**		**0**	**0**	**0**	**0**

Peak Hour	11:00
Peak 15min	11:15
North Leg PHF	NA
South Leg PHF	0.25
West Leg PHF	0.38
East Leg PHF	NA

N
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Noon Peak Hour Volumes



PM Peak Period
Trucks

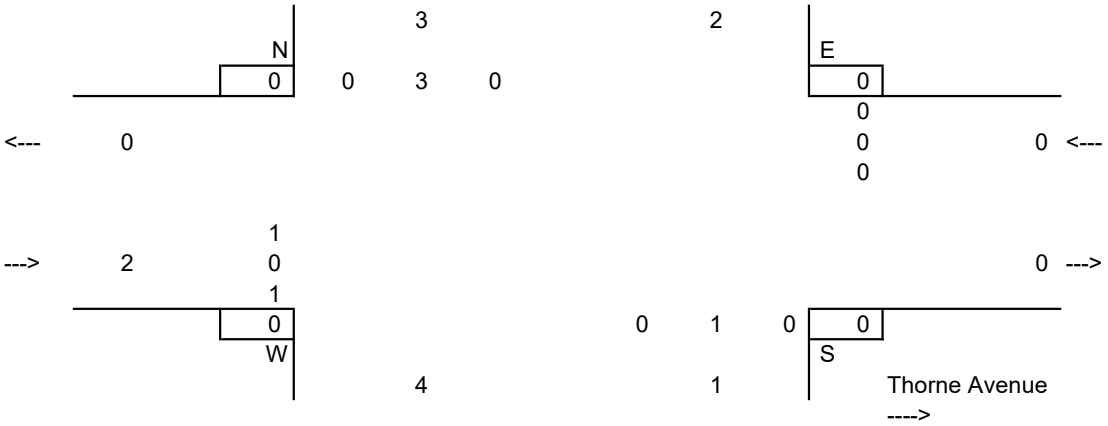
Location: Thorne Avenue @ 207 Street
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
15:00		0	0	2	0		0		0				2		0	0	0	0
15:15		0	0	0	0		0		0				0		0	0	0	0
15:30		1	0	0	0		0		0				1		0	0	0	0
15:45		0	0	0	0		0		0				0		0	0	0	0
16:00		1	0	0	0		0		0				1		0	0	0	0
16:15		0	0	0	0		0		0				0		0	0	0	0
16:30		0	0	0	0		0		0				0		0	0	0	0
16:45		1	0	0	1		1		1				4	+	0	0	0	0
17:00		0	0	0	0		0		0				0	*	0	0	0	0
17:15		2	0	0	0		0		0				2	*	0	0	0	0
17:30		0	0	0	0		0		0				0	*	0	0	0	0
17:45		0	1	0	0		0		0				1		0	0	0	0
Total	**0**	**5**	**1**	**2**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**11**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**3**	**0**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**6**	*	**0**	**0**	**0**	**0**
15x4	**0**	**8**	**0**	**0**	**4**	**0**	**4**	**0**	**4**	**0**	**0**	**0**	**20**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**		**0**	**0**	**0**	**0**

Peak Hour	16:45
Peak 15min	16:45
North Leg PHF	0.38
South Leg PHF	0.25
West Leg PHF	0.25
East Leg PHF	NA

N
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PM Peak Hour Volumes



Average Hour Period

Trucks

Location: Thorne Avenue @ 207 Street

March 9, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	0	6	1	3	6	0	2	0	3	0	0	0	21	0	0	0	0
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	0	1	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0
AM Period																	
Total	0	1	0	0	3	0	0	0	0	0	0	0	4	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0
Noon Period																	
Total	0	0	0	1	2	0	1	0	2	0	0	0	6	0	0	0	0
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	0	0	0	1	1	0	1	0	1	0	0	0	3	0	0	0	0
PM Period																	
Total	0	5	1	2	1	0	1	0	1	0	0	0	11	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	2	0	1	0	0	0	0	0	0	0	0	4	0	0	0	0

Average Hour Volumes

Total	0	1	0
AM	0	0	0
Noon	0	0	0
PM	0	2	0

PM	Noon	AM	Total
0	0	0	0
0	0	0	0
0	0	0	0

Thorne Avenue <---

0	0	1	0
0	0	0	0
0	0	1	0

---> Thorne Avenue

Total	AM	Noon	PM
1	0	0	PM
1	1	0	Noon
0	1	0	AM
0	1	0	Total

PREMIERE TRAFFIC DATA SERVICES

Turning Movement Count Data
Cyclists

Site Number:	3
Major Route:	207 Street
Minor Route:	Thorne Avenue
Municipality:	Maple Ridge
Filename:	3-TMC-207 St@Thorne Ave-Mar 9 2024
Date:	March 9, 2024
Day-of-week:	Saturday
East/West Route:	Thorne Avenue
Intersection Type:	3 leg west approach
Signalized (y/n?):	no
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Cyclists

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00		0	0	0	0		0		0				0					
06:15		0	0	0	0		0		0				0					
06:30		0	0	0	0		0		0				0					
06:45		0	0	0	0		0		0				0					
07:00		0	0	0	0		0		0				0					
07:15		0	0	0	1		0		0				1	+				
07:30		0	0	0	0		0		0				0	*				
07:45		0	0	0	0		0		0				0	*				
08:00		0	0	0	0		0		0				0	*				
08:15		0	0	0	0		0		0				0					
08:30		0	0	0	0		0		0				0					
08:45		0	0	0	0		0		0				0					
Total	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	*	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	+	**0**	**0**	**0**	**0**
11:00		0	0	0	0		0		0				0					
11:15		0	0	0	0		0		0				0					
11:30		0	0	0	0		0		1				1	+				
11:45		0	0	1	0		0		0				1	+				
12:00		0	0	0	0		0		0				0	*				
12:15		0	0	0	0		0		0				0	*				
12:30		0	0	0	0		0		0				0					
12:45		0	0	1	0		0		0				1					
Total	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**3**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	*	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**8**	+	**0**	**0**	**0**	**0**
15:00		0	0	0	0		0		0				0					
15:15		0	0	0	0		0		0				0					
15:30		0	0	0	0		0		0				0					
15:45		1	0	0	0		0		0				1					
16:00		0	0	0	0		0		0				0					
16:15		0	0	0	0		0		0				0					
16:30		0	0	0	0		0		0				0					
16:45		0	0	0	0		0		0				0					
17:00		0	0	0	0		0		0				0					
17:15		0	0	0	1		0		0				1	+				
17:30		0	0	0	0		0		0				0	*				
17:45		0	0	0	0		0		0				0	*				
Total	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	*	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	+	**0**	**0**	**0**	**0**

AM Peak Period

Cyclists

Location: Thorne Avenue @ 207 Street

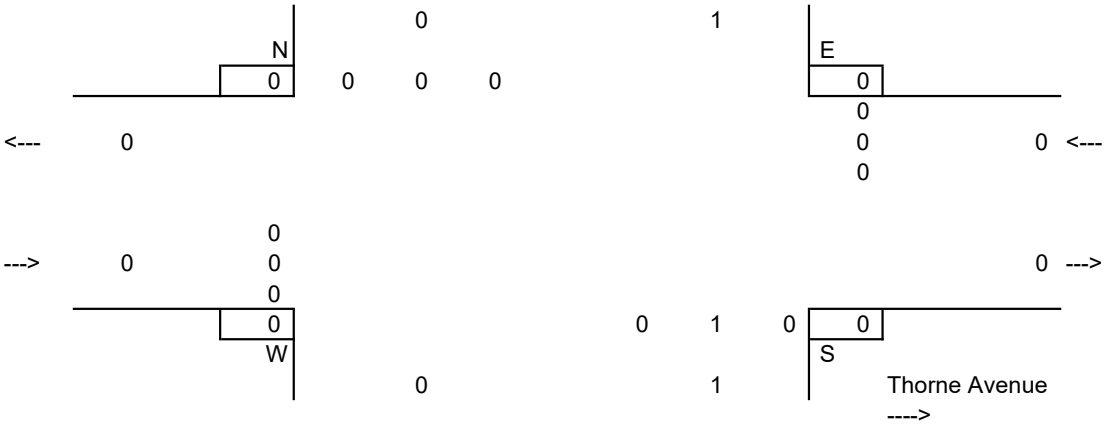
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00		0	0	0	0		0		0				0		0	0	0	0
06:15		0	0	0	0		0		0				0		0	0	0	0
06:30		0	0	0	0		0		0				0		0	0	0	0
06:45		0	0	0	0		0		0				0		0	0	0	0
07:00		0	0	0	0		0		0				0		0	0	0	0
07:15		0	0	0	1		0		0				1	+	0	0	0	0
07:30		0	0	0	0		0		0				0	*	0	0	0	0
07:45		0	0	0	0		0		0				0	*	0	0	0	0
08:00		0	0	0	0		0		0				0	*	0	0	0	0
08:15		0	0	0	0		0		0				0		0	0	0	0
08:30		0	0	0	0		0		0				0		0	0	0	0
08:45		0	0	0	0		0		0				0		0	0	0	0
Total	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	*	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		**0**	**0**	**0**	**0**

Peak Hour	07:15
Peak 15min	07:15
North approach PHF	NA
South approach PHF	0.25
West approach PHF	NA
East approach PHF	NA

N
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AM Peak Hour Volumes



Noon Peak Period

Cyclists

Location: Thorne Avenue @ 207 Street

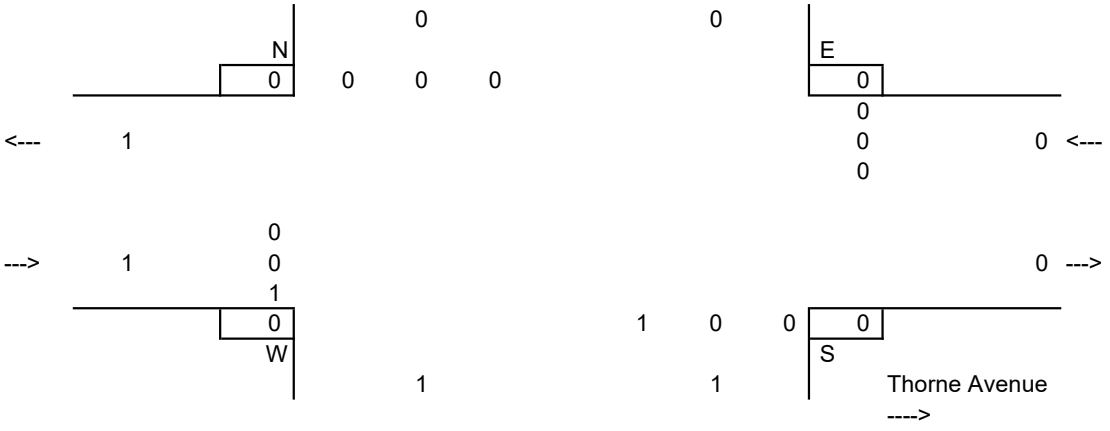
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
11:00		0	0	0	0		0		0				0		0	0	0	0
11:15		0	0	0	0		0		0				0		0	0	0	0
11:30		0	0	0	0		0		1				1	+	0	0	0	0
11:45		0	0	1	0		0		0				1	+	0	0	0	0
12:00		0	0	0	0		0		0				0	*	0	0	0	0
12:15		0	0	0	0		0		0				0	*	0	0	0	0
12:30		0	0	0	0		0		0				0		0	0	0	0
12:45		0	0	1	0		0		0				1		0	0	0	0
Total	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**3**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	*	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**8**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**		**0**	**0**	**0**	**0**

Peak Hour	11:30
Peak 15min	12:45
North Leg PHF	NA
South Leg PHF	0.25
West Leg PHF	0.25
East Leg PHF	NA

N
^
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Noon Peak Hour Volumes



PM Peak Period

Cyclists

Location: Thorne Avenue @ 207 Street

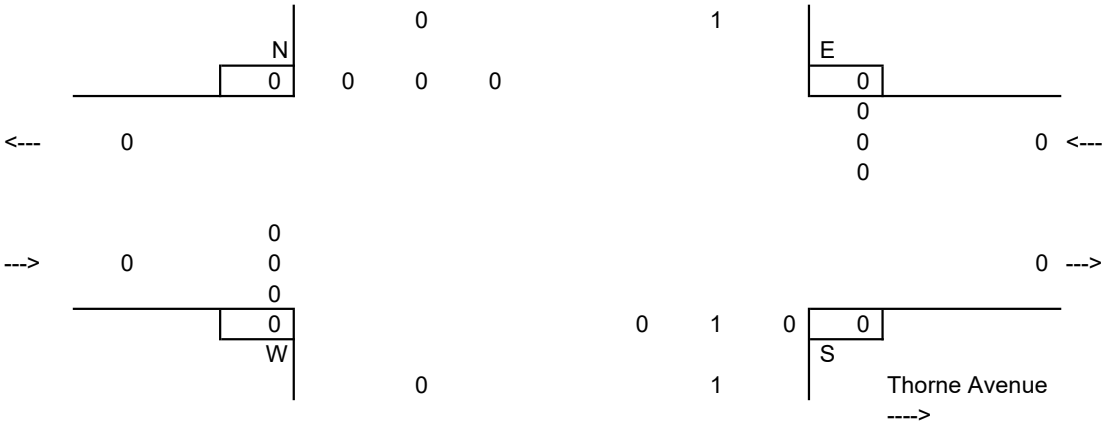
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
15:00		0	0	0	0		0		0				0		0	0	0	0
15:15		0	0	0	0		0		0				0		0	0	0	0
15:30		0	0	0	0		0		0				0		0	0	0	0
15:45		1	0	0	0		0		0				1		0	0	0	0
16:00		0	0	0	0		0		0				0		0	0	0	0
16:15		0	0	0	0		0		0				0		0	0	0	0
16:30		0	0	0	0		0		0				0		0	0	0	0
16:45		0	0	0	0		0		0				0		0	0	0	0
17:00		0	0	0	0		0		0				0		0	0	0	0
17:15		0	0	0	1		0		0				1	+	0	0	0	0
17:30		0	0	0	0		0		0				0	*	0	0	0	0
17:45		0	0	0	0		0		0				0	*	0	0	0	0
Total	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	*	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**		**0**	**0**	**0**	**0**

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Peak Hour	17:15
Peak 15min	17:15
North Leg PHF	NA
South Leg PHF	0.25
West Leg PHF	NA
East Leg PHF	NA

PM Peak Hour Volumes



Average Hour Period

Cyclists

Location: Thorne Avenue @ 207 Street
March 9, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	0	1	0	2	2	0	0	0	1	0	0	0	6	0	0	0	0
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
AM Period																	
Total	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Noon Period																	
Total	0	0	0	2	0	0	0	0	1	0	0	0	3	0	0	0	0
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	0	0	0	1	0	0	0	0	1	0	0	0	2	0	0	0	0
PM Period																	
Total	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0

Average Hour Volumes

Total	0	0	0
AM	0	0	0
Noon	0	0	0
PM	0	0	0

PM	Noon	AM	Total
0	0	0	0
0	0	0	0
0	0	0	0

Thorne Avenue <---

0 0 0 0
0 0 0 0 --->
0 0 1 0

Thorne Avenue

Total	AM	Noon	PM
0	0	0	PM
1	0	0	Noon
0	0	0	AM
0	0	0	Total

PREMIERE
TRAFFIC DATA SERVICES

Turning Movement Count Data
Combined Volume

Site Number:	4
Major Route:	207 Street
Minor Route:	River Road
Municipality:	Maple Ridge
Filename:	4-TMC-207 St@River Rd-Mar 9 2024
Date:	March 9, 2024
Day-of-week:	Saturday
East/West Route:	River Road
Intersection Type:	4 leg
Signalized (y/n?):	yes
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Combined Volume

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	1	0	0	0	2	0	0	0	0	3	0	3	9		0	0	0	0
06:15	1	3	0	0	3	3	0	0	0	7	0	5	22		0	0	0	0
06:30	1	1	0	0	3	4	0	0	0	2	0	5	16		0	0	1	0
06:45	1	1	0	0	8	5	0	0	0	4	0	8	27		0	0	0	0
07:00	1	5	0	1	12	2	1	1	0	10	0	5	38		0	1	0	0
07:15	6	3	0	0	9	5	1	0	0	7	1	7	39		0	0	1	1
07:30	1	15	1	0	7	6	0	0	1	7	0	13	51		0	0	1	0
07:45	2	9	0	0	14	9	0	0	0	9	0	15	58		0	1	1	2
08:00	2	10	0	0	13	9	0	3	0	15	0	13	65	*	0	0	1	1
08:15	5	10	0	0	13	8	0	0	0	15	0	17	68	*	0	0	0	2
08:30	7	15	0	0	21	15	0	1	0	25	0	15	99	*	0	0	2	0
08:45	9	9	0	0	27	10	1	0	0	11	1	32	100	+	1	1	1	1
Total	**37**	**81**	**1**	**1**	**132**	**76**	**3**	**5**	**1**	**115**	**2**	**138**	**592**		**1**	**3**	**8**	**7**
Pk Hr	**23**	**44**	**0**	**0**	**74**	**42**	**1**	**4**	**0**	**66**	**1**	**77**	**332**	*	**1**	**1**	**4**	**4**
15x4	**36**	**60**	**0**	**0**	**108**	**60**	**4**	**12**	**0**	**100**	**4**	**128**	**512**	+	**4**	**4**	**4**	**4**
11:00	18	33	1	0	33	38	1	1	1	42	1	38	207		1	2	0	2
11:15	10	38	0	0	37	28	2	1	1	29	1	38	185		0	2	1	0
11:30	29	26	0	0	26	44	1	2	0	39	0	21	188		1	0	0	1
11:45	22	36	2	0	31	42	0	2	0	34	1	39	209	*	0	0	3	0
12:00	24	38	1	0	30	38	0	0	0	40	0	31	202	*	1	1	2	5
12:15	25	30	0	0	35	41	0	0	0	26	1	40	198	*	0	0	3	1
12:30	21	34	0	0	50	53	0	1	0	42	2	37	240	+	1	1	6	0
12:45	21	34	0	1	31	39	0	2	0	38	3	34	203		1	0	7	2
Total	**170**	**269**	**4**	**1**	**273**	**323**	**4**	**9**	**2**	**290**	**9**	**278**	**1632**		**5**	**6**	**22**	**11**
Pk Hr	**92**	**138**	**3**	**0**	**146**	**174**	**0**	**3**	**0**	**142**	**4**	**147**	**849**	*	**2**	**2**	**14**	**6**
15x4	**100**	**152**	**8**	**0**	**200**	**212**	**0**	**8**	**0**	**168**	**8**	**160**	**1016**	+	**4**	**4**	**24**	**0**
15:00	33	30	1	0	32	50	0	5	0	34	0	20	205	*	0	0	2	0
15:15	35	28	3	1	29	48	1	1	1	27	0	40	214	*	0	1	1	2
15:30	27	38	3	0	31	59	2	2	0	27	1	36	226	+	0	0	5	0
15:45	32	38	6	1	33	45	1	3	1	29	1	24	214	*	0	1	3	1
16:00	23	34	0	0	37	30	0	1	0	24	1	22	172		0	0	0	0
16:15	34	45	4	0	30	54	0	0	0	34	0	27	228		0	0	1	3
16:30	22	28	2	0	31	54	0	2	1	25	2	25	192		0	0	2	0
16:45	25	25	2	0	36	59	2	2	0	27	2	29	209		0	0	2	1
17:00	27	31	0	0	36	46	0	1	0	24	0	27	192		0	0	0	1
17:15	27	33	1	0	49	52	1	3	0	22	0	23	211		0	0	0	0
17:30	31	34	2	1	23	38	0	3	0	17	1	20	170		0	0	0	1
17:45	17	37	0	0	25	25	0	0	0	20	2	16	142		0	0	3	0
Total	**333**	**401**	**24**	**3**	**392**	**560**	**7**	**23**	**3**	**310**	**10**	**309**	**2375**		**0**	**2**	**19**	**9**
Pk Hr	**127**	**134**	**13**	**2**	**125**	**202**	**4**	**11**	**2**	**117**	**2**	**120**	**859**	*	**0**	**2**	**11**	**3**
15x4	**140**	**152**	**24**	**4**	**132**	**236**	**8**	**20**	**4**	**136**	**4**	**160**	**1020**	+	**0**	**0**	**20**	**0**

AM Peak Period

Combined Volume

Location: River Road @ 207 Street

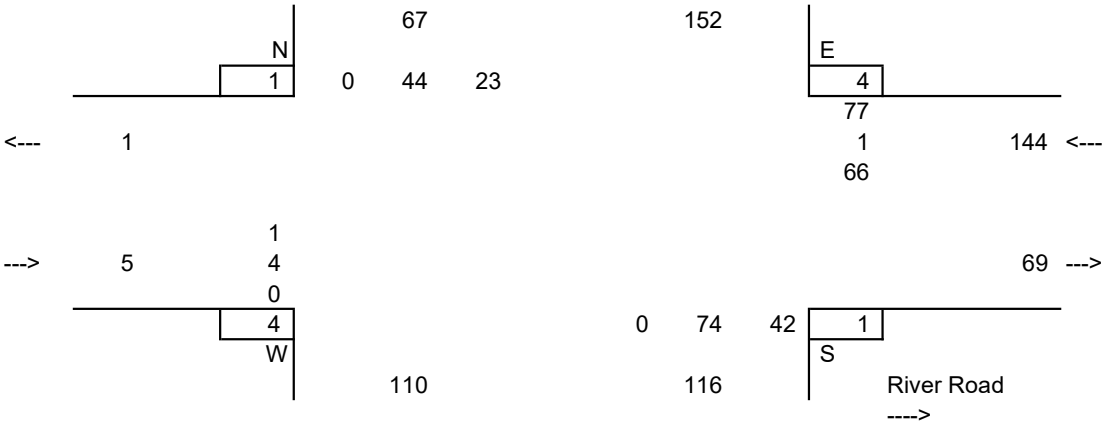
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	1	0	0	0	2	0	0	0	0	3	0	3	9		0	0	0	0
06:15	1	3	0	0	3	3	0	0	0	7	0	5	22		0	0	0	0
06:30	1	1	0	0	3	4	0	0	0	2	0	5	16		0	0	1	0
06:45	1	1	0	0	8	5	0	0	0	4	0	8	27		0	0	0	0
07:00	1	5	0	1	12	2	1	1	0	10	0	5	38		0	1	0	0
07:15	6	3	0	0	9	5	1	0	0	7	1	7	39		0	0	1	1
07:30	1	15	1	0	7	6	0	0	1	7	0	13	51		0	0	1	0
07:45	2	9	0	0	14	9	0	0	0	9	0	15	58		0	1	1	2
08:00	2	10	0	0	13	9	0	3	0	15	0	13	65	*	0	0	1	1
08:15	5	10	0	0	13	8	0	0	0	15	0	17	68	*	0	0	0	2
08:30	7	15	0	0	21	15	0	1	0	25	0	15	99	*	0	0	2	0
08:45	9	9	0	0	27	10	1	0	0	11	1	32	100	+	1	1	1	1
Total	**37**	**81**	**1**	**1**	**132**	**76**	**3**	**5**	**1**	**115**	**2**	**138**	**592**		**1**	**3**	**8**	**7**
Pk Hr	**23**	**44**	**0**	**0**	**74**	**42**	**1**	**4**	**0**	**66**	**1**	**77**	**332**	*	**1**	**1**	**4**	**4**
15x4	**36**	**60**	**0**	**0**	**108**	**60**	**4**	**12**	**0**	**100**	**4**	**128**	**512**	+	**4**	**4**	**4**	**4**
Avg Hr	**12**	**27**	**0**	**0**	**44**	**25**	**1**	**2**	**0**	**38**	**1**	**46**	**197**		**0**	**1**	**3**	**2**

Peak Hour	08:00
Peak 15min	08:45
North approach PHF	0.70
South approach PHF	0.69
West approach PHF	0.31
East approach PHF	0.62

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AM Peak Hour Volumes



Noon Peak Period
Combined Volume

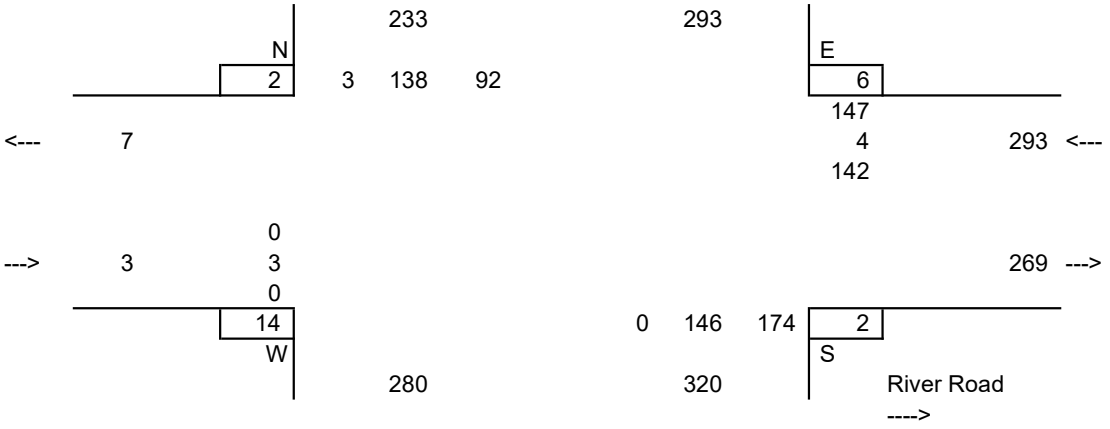
Location: River Road @ 207 Street
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
11:00	18	33	1	0	33	38	1	1	1	42	1	38	207		1	2	0	2
11:15	10	38	0	0	37	28	2	1	1	29	1	38	185		0	2	1	0
11:30	29	26	0	0	26	44	1	2	0	39	0	21	188		1	0	0	1
11:45	22	36	2	0	31	42	0	2	0	34	1	39	209	*	0	0	3	0
12:00	24	38	1	0	30	38	0	0	0	40	0	31	202	*	1	1	2	5
12:15	25	30	0	0	35	41	0	0	0	26	1	40	198	*	0	0	3	1
12:30	21	34	0	0	50	53	0	1	0	42	2	37	240	+	1	1	6	0
12:45	21	34	0	1	31	39	0	2	0	38	3	34	203		1	0	7	2
Total	**170**	**269**	**4**	**1**	**273**	**323**	**4**	**9**	**2**	**290**	**9**	**278**	**1632**		**5**	**6**	**22**	**11**
Pk Hr	**92**	**138**	**3**	**0**	**146**	**174**	**0**	**3**	**0**	**142**	**4**	**147**	**849**	*	**2**	**2**	**14**	**6**
15x4	**100**	**152**	**8**	**0**	**200**	**212**	**0**	**8**	**0**	**168**	**8**	**160**	**1016**	+	**4**	**4**	**24**	**0**
Avg Hr	**85**	**135**	**2**	**1**	**137**	**162**	**2**	**5**	**1**	**145**	**5**	**139**	**816**		**3**	**3**	**11**	**6**

Peak Hour	11:45
Peak 15min	12:30
North Leg PHF	0.90
South Leg PHF	0.78
West Leg PHF	0.38
East Leg PHF	0.87

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Noon Peak Hour Volumes



PM Peak Period

Combined Volume

Location: River Road @ 207 Street

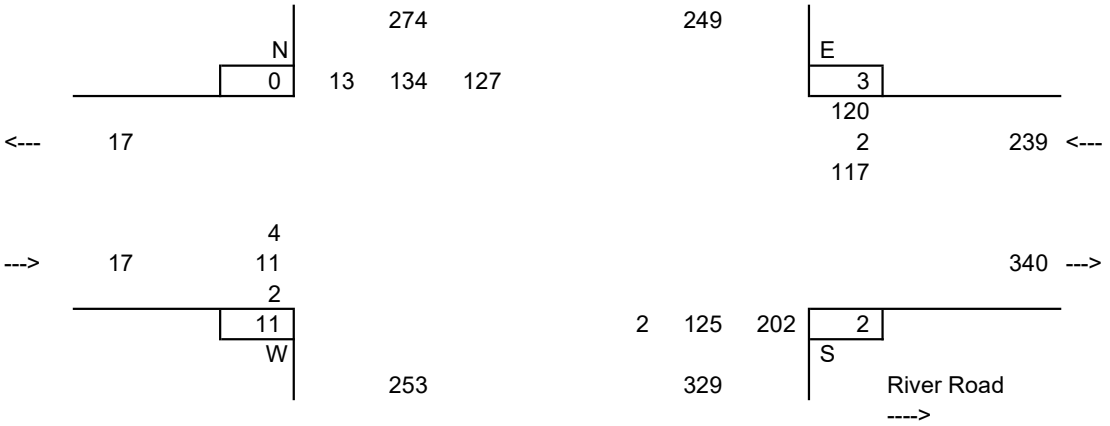
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
15:00	33	30	1	0	32	50	0	5	0	34	0	20	205	*	0	0	2	0
15:15	35	28	3	1	29	48	1	1	1	27	0	40	214	*	0	1	1	2
15:30	27	38	3	0	31	59	2	2	0	27	1	36	226	+	0	0	5	0
15:45	32	38	6	1	33	45	1	3	1	29	1	24	214	*	0	1	3	1
16:00	23	34	0	0	37	30	0	1	0	24	1	22	172		0	0	0	0
16:15	34	45	4	0	30	54	0	0	0	34	0	27	228		0	0	1	3
16:30	22	28	2	0	31	54	0	2	1	25	2	25	192		0	0	2	0
16:45	25	25	2	0	36	59	2	2	0	27	2	29	209		0	0	2	1
17:00	27	31	0	0	36	46	0	1	0	24	0	27	192		0	0	0	1
17:15	27	33	1	0	49	52	1	3	0	22	0	23	211		0	0	0	0
17:30	31	34	2	1	23	38	0	3	0	17	1	20	170		0	0	0	1
17:45	17	37	0	0	25	25	0	0	0	20	2	16	142		0	0	3	0
Total	**333**	**401**	**24**	**3**	**392**	**560**	**7**	**23**	**3**	**310**	**10**	**309**	**2375**		**0**	**2**	**19**	**9**
Pk Hr	**127**	**134**	**13**	**2**	**125**	**202**	**4**	**11**	**2**	**117**	**2**	**120**	**859**	*	**0**	**2**	**11**	**3**
15x4	**140**	**152**	**24**	**4**	**132**	**236**	**8**	**20**	**4**	**136**	**4**	**160**	**1020**	+	**0**	**0**	**20**	**0**
Avg Hr	**111**	**134**	**8**	**1**	**131**	**187**	**2**	**8**	**1**	**103**	**3**	**103**	**792**		**0**	**1**	**6**	**3**

Peak Hour	15:00
Peak 15min	15:30
North Leg PHF	0.87
South Leg PHF	0.88
West Leg PHF	0.53
East Leg PHF	0.80

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PM Peak Hour Volumes



Average Hour Period

Combined Volume

Location: River Road @ 207 Street

March 9, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	540	751	29	5	797	959	14	37	6	715	21	725	4599	6	11	49	27
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	68	94	4	1	100	120	2	5	1	89	3	91	575	1	1	6	3
AM Period																	
Total	37	81	1	1	132	76	3	5	1	115	2	138	592	1	3	8	7
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	12	27	0	0	44	25	1	2	0	38	1	46	197	0	1	3	2
Noon Period																	
Total	170	269	4	1	273	323	4	9	2	290	9	278	1632	5	6	22	11
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	85	135	2	1	137	162	2	5	1	145	5	139	816	3	3	11	6
PM Period																	
Total	333	401	24	3	392	560	7	23	3	310	10	309	2375	0	2	19	9
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	111	134	8	1	131	187	2	8	1	103	3	103	792	0	1	6	3

Average Hour Volumes

Total	4	94	68
AM	0	27	12
Noon	2	135	85
PM	8	134	111

PM	Noon	AM	Total
103	139	46	91
3	5	1	3
103	145	38	89

River Road <---

2	1	2	2	
5	2	5	8	--->
1	0	1	1	
Total	AM	Noon	PM	

River Road

1	131	187	PM
1	137	162	Noon
0	44	25	AM
1	100	120	Total

PREMIERE
TRAFFIC DATA SERVICES

Turning Movement Count Data
Regular Vehicles

Site Number:	4
Major Route:	207 Street
Minor Route:	River Road
Municipality:	Maple Ridge
Filename:	4-TMC-207 St@River Rd-Mar 9 2024
Date:	March 9, 2024
Day-of-week:	Saturday
East/West Route:	River Road
Intersection Type:	4 leg
Signalized (y/n?):	yes
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Regular Vehicles

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	1	0	0	0	2	0	0	0	0	3	0	3	9		0	0	0	0
06:15	1	3	0	0	3	3	0	0	0	7	0	5	22		0	0	0	0
06:30	1	1	0	0	3	4	0	0	0	2	0	5	16		0	0	1	0
06:45	1	1	0	0	7	5	0	0	0	4	0	8	26		0	0	0	0
07:00	1	5	0	1	12	2	1	1	0	10	0	5	38		0	1	0	0
07:15	6	3	0	0	8	5	1	0	0	7	1	7	38		0	0	1	1
07:30	1	15	1	0	7	6	0	0	1	7	0	13	51		0	0	1	0
07:45	2	8	0	0	14	9	0	0	0	9	0	15	57		0	1	1	2
08:00	2	10	0	0	12	9	0	3	0	15	0	13	64	*	0	0	1	1
08:15	5	10	0	0	13	8	0	0	0	15	0	17	68	*	0	0	0	2
08:30	7	14	0	0	20	15	0	1	0	25	0	15	97	*	0	0	2	0
08:45	8	9	0	0	27	10	1	0	0	11	1	32	99	+	1	1	1	1
Total	**36**	**79**	**1**	**1**	**128**	**76**	**3**	**5**	**1**	**115**	**2**	**138**	**585**		**1**	**3**	**8**	**7**
Pk Hr	**22**	**43**	**0**	**0**	**72**	**42**	**1**	**4**	**0**	**66**	**1**	**77**	**328**	*	**1**	**1**	**4**	**4**
15x4	**32**	**56**	**0**	**0**	**108**	**60**	**4**	**12**	**0**	**100**	**4**	**128**	**504**	+	**4**	**4**	**4**	**4**
11:00	18	33	0	0	32	38	1	1	0	42	1	37	203		1	2	0	2
11:15	10	38	0	0	36	28	2	1	1	29	1	38	184		0	2	1	0
11:30	29	25	0	0	25	44	1	2	0	39	0	21	186		1	0	0	1
11:45	21	36	2	0	31	42	0	2	0	34	1	39	208	*	0	0	3	0
12:00	24	38	1	0	29	37	0	0	0	40	0	31	200	*	1	1	2	5
12:15	25	30	0	0	35	41	0	0	0	26	1	40	198	*	0	0	3	1
12:30	21	34	0	0	49	51	0	1	0	42	2	37	237	+	1	1	6	0
12:45	21	33	0	1	31	38	0	2	0	38	3	34	201		1	0	7	2
Total	**169**	**267**	**3**	**1**	**268**	**319**	**4**	**9**	**1**	**290**	**9**	**277**	**1617**		**5**	**6**	**22**	**11**
Pk Hr	**91**	**138**	**3**	**0**	**144**	**171**	**0**	**3**	**0**	**142**	**4**	**147**	**843**	*	**2**	**2**	**14**	**6**
15x4	**100**	**152**	**8**	**0**	**196**	**204**	**0**	**8**	**0**	**168**	**8**	**160**	**1004**	+	**4**	**4**	**24**	**0**
15:00	33	30	1	0	31	49	0	5	0	34	0	19	202	*	0	0	2	0
15:15	35	28	3	1	29	48	1	1	1	27	0	40	214	*	0	1	1	2
15:30	27	38	3	0	31	59	2	2	0	27	1	36	226	+	0	0	5	0
15:45	32	36	6	1	33	45	1	3	1	29	1	24	212	*	0	1	3	1
16:00	23	33	0	0	37	29	0	1	0	24	1	22	170		0	0	0	0
16:15	34	45	4	0	29	54	0	0	0	34	0	27	227		0	0	1	3
16:30	22	28	2	0	31	54	0	2	1	25	2	25	192		0	0	2	0
16:45	24	24	2	0	35	59	2	2	0	27	2	29	206		0	0	2	1
17:00	27	31	0	0	35	46	0	1	0	24	0	27	191		0	0	0	1
17:15	27	32	1	0	49	52	1	3	0	22	0	23	210		0	0	0	0
17:30	31	34	2	1	23	38	0	3	0	17	1	20	170		0	0	0	1
17:45	17	36	0	0	25	25	0	0	0	20	2	16	141		0	0	3	0
Total	**332**	**395**	**24**	**3**	**388**	**558**	**7**	**23**	**3**	**310**	**10**	**308**	**2361**		**0**	**2**	**19**	**9**
Pk Hr	**127**	**132**	**13**	**2**	**124**	**201**	**4**	**11**	**2**	**117**	**2**	**119**	**854**	*	**0**	**2**	**11**	**3**
15x4	**140**	**152**	**24**	**4**	**132**	**236**	**8**	**20**	**4**	**136**	**4**	**160**	**1020**	+	**0**	**0**	**20**	**0**

AM Peak Period

Regular Vehicles

Location: River Road @ 207 Street

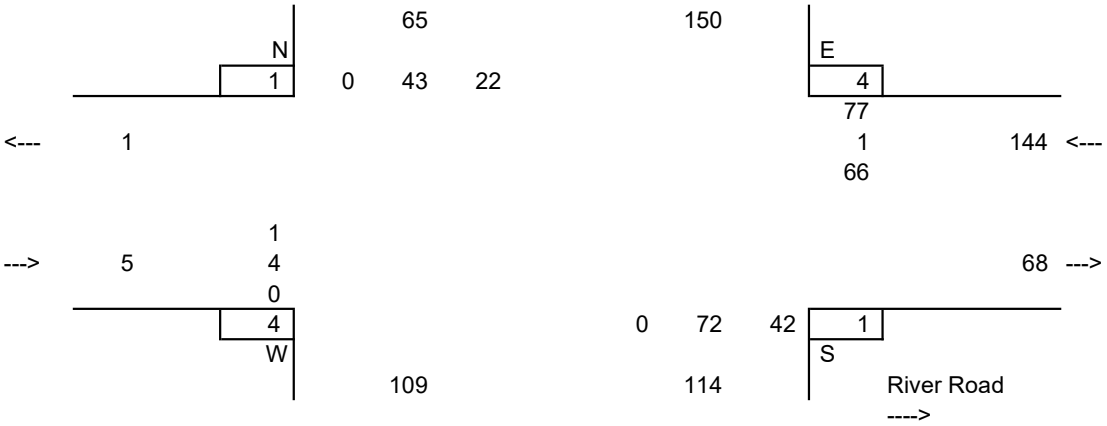
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	1	0	0	0	2	0	0	0	0	3	0	3	9		0	0	0	0
06:15	1	3	0	0	3	3	0	0	0	7	0	5	22		0	0	0	0
06:30	1	1	0	0	3	4	0	0	0	2	0	5	16		0	0	1	0
06:45	1	1	0	0	7	5	0	0	0	4	0	8	26		0	0	0	0
07:00	1	5	0	1	12	2	1	1	0	10	0	5	38		0	1	0	0
07:15	6	3	0	0	8	5	1	0	0	7	1	7	38		0	0	1	1
07:30	1	15	1	0	7	6	0	0	1	7	0	13	51		0	0	1	0
07:45	2	8	0	0	14	9	0	0	0	9	0	15	57		0	1	1	2
08:00	2	10	0	0	12	9	0	3	0	15	0	13	64	*	0	0	1	1
08:15	5	10	0	0	13	8	0	0	0	15	0	17	68	*	0	0	0	2
08:30	7	14	0	0	20	15	0	1	0	25	0	15	97	*	0	0	2	0
08:45	8	9	0	0	27	10	1	0	0	11	1	32	99	+	1	1	1	1
Total	**36**	**79**	**1**	**1**	**128**	**76**	**3**	**5**	**1**	**115**	**2**	**138**	**585**		**1**	**3**	**8**	**7**
Pk Hr	**22**	**43**	**0**	**0**	**72**	**42**	**1**	**4**	**0**	**66**	**1**	**77**	**328**	*	**1**	**1**	**4**	**4**
15x4	**32**	**56**	**0**	**0**	**108**	**60**	**4**	**12**	**0**	**100**	**4**	**128**	**504**	+	**4**	**4**	**4**	**4**
Avg Hr	**12**	**26**	**0**	**0**	**43**	**25**	**1**	**2**	**0**	**38**	**1**	**46**	**195**		**0**	**1**	**3**	**2**

Peak Hour	08:00
Peak 15min	08:45
North approach PHF	0.74
South approach PHF	0.68
West approach PHF	0.31
East approach PHF	0.62

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AM Peak Hour Volumes



Noon Peak Period

Regular Vehicles

Location: River Road @ 207 Street

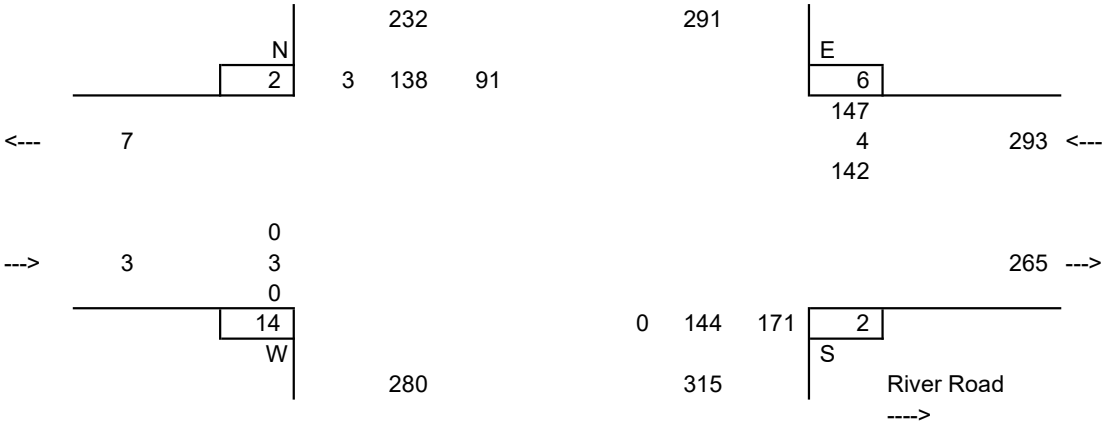
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
11:00	18	33	0	0	32	38	1	1	0	42	1	37	203		1	2	0	2
11:15	10	38	0	0	36	28	2	1	1	29	1	38	184		0	2	1	0
11:30	29	25	0	0	25	44	1	2	0	39	0	21	186		1	0	0	1
11:45	21	36	2	0	31	42	0	2	0	34	1	39	208	*	0	0	3	0
12:00	24	38	1	0	29	37	0	0	0	40	0	31	200	*	1	1	2	5
12:15	25	30	0	0	35	41	0	0	0	26	1	40	198	*	0	0	3	1
12:30	21	34	0	0	49	51	0	1	0	42	2	37	237	+	1	1	6	0
12:45	21	33	0	1	31	38	0	2	0	38	3	34	201		1	0	7	2
Total	**169**	**267**	**3**	**1**	**268**	**319**	**4**	**9**	**1**	**290**	**9**	**277**	**1617**		**5**	**6**	**22**	**11**
Pk Hr	**91**	**138**	**3**	**0**	**144**	**171**	**0**	**3**	**0**	**142**	**4**	**147**	**843**	*	**2**	**2**	**14**	**6**
15x4	**100**	**152**	**8**	**0**	**196**	**204**	**0**	**8**	**0**	**168**	**8**	**160**	**1004**	+	**4**	**4**	**24**	**0**
Avg Hr	**85**	**134**	**2**	**1**	**134**	**160**	**2**	**5**	**1**	**145**	**5**	**139**	**809**		**3**	**3**	**11**	**6**

Peak Hour	11:45
Peak 15min	12:30
North Leg PHF	0.89
South Leg PHF	0.79
West Leg PHF	0.38
East Leg PHF	0.87

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Noon Peak Hour Volumes



PM Peak Period

Regular Vehicles

Location: River Road @ 207 Street

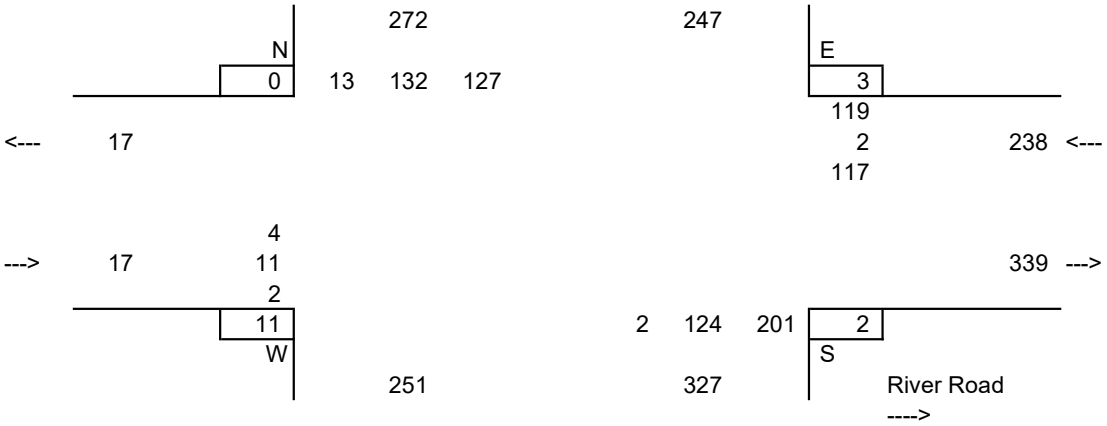
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
15:00	33	30	1	0	31	49	0	5	0	34	0	19	202	*	0	0	2	0
15:15	35	28	3	1	29	48	1	1	1	27	0	40	214	*	0	1	1	2
15:30	27	38	3	0	31	59	2	2	0	27	1	36	226	+	0	0	5	0
15:45	32	36	6	1	33	45	1	3	1	29	1	24	212	*	0	1	3	1
16:00	23	33	0	0	37	29	0	1	0	24	1	22	170		0	0	0	0
16:15	34	45	4	0	29	54	0	0	0	34	0	27	227		0	0	1	3
16:30	22	28	2	0	31	54	0	2	1	25	2	25	192		0	0	2	0
16:45	24	24	2	0	35	59	2	2	0	27	2	29	206		0	0	2	1
17:00	27	31	0	0	35	46	0	1	0	24	0	27	191		0	0	0	1
17:15	27	32	1	0	49	52	1	3	0	22	0	23	210		0	0	0	0
17:30	31	34	2	1	23	38	0	3	0	17	1	20	170		0	0	0	1
17:45	17	36	0	0	25	25	0	0	0	20	2	16	141		0	0	3	0
Total	**332**	**395**	**24**	**3**	**388**	**558**	**7**	**23**	**3**	**310**	**10**	**308**	**2361**		**0**	**2**	**19**	**9**
Pk Hr	**127**	**132**	**13**	**2**	**124**	**201**	**4**	**11**	**2**	**117**	**2**	**119**	**854**	*	**0**	**2**	**11**	**3**
15x4	**140**	**152**	**24**	**4**	**132**	**236**	**8**	**20**	**4**	**136**	**4**	**160**	**1020**	+	**0**	**0**	**20**	**0**
Avg Hr	**111**	**132**	**8**	**1**	**129**	**186**	**2**	**8**	**1**	**103**	**3**	**103**	**787**		**0**	**1**	**6**	**3**

Peak Hour	15:00
Peak 15min	15:30
North Leg PHF	0.86
South Leg PHF	0.88
West Leg PHF	0.53
East Leg PHF	0.79

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PM Peak Hour Volumes



Average Hour Period

Regular Vehicles

Location: River Road @ 207 Street

March 9, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	537	741	28	5	784	953	14	37	5	715	21	723	4563	6	11	49	27
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	67	93	4	1	98	119	2	5	1	89	3	90	570	1	1	6	3
AM Period																	
Total	36	79	1	1	128	76	3	5	1	115	2	138	585	1	3	8	7
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	12	26	0	0	43	25	1	2	0	38	1	46	195	0	1	3	2
Noon Period																	
Total	169	267	3	1	268	319	4	9	1	290	9	277	1617	5	6	22	11
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	85	134	2	1	134	160	2	5	1	145	5	139	809	3	3	11	6
PM Period																	
Total	332	395	24	3	388	558	7	23	3	310	10	308	2361	0	2	19	9
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	111	132	8	1	129	186	2	8	1	103	3	103	787	0	1	6	3

Average Hour Volumes

Total	4	93	67
AM	0	26	12
Noon	2	134	85
PM	8	132	111

PM	Noon	AM	Total
103	139	46	90
3	5	1	3
103	145	38	89

River Road <---

2	1	2	2	
5	2	5	8	--->
1	0	1	1	
Total	AM	Noon	PM	

River Road

1	129	186	PM
1	134	160	Noon
0	43	25	AM
1	98	119	Total

PREMIERE TRAFFIC DATA SERVICES

Turning Movement Count Data
Trucks

Site Number:	4
Major Route:	207 Street
Minor Route:	River Road
Municipality:	Maple Ridge
Filename:	4-TMC-207 St@River Rd-Mar 9 2024
Date:	March 9, 2024
Day-of-week:	Saturday
East/West Route:	River Road
Intersection Type:	4 leg
Signalized (y/n?):	yes
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Trucks

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0					
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0					
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0					
06:45	0	0	0	0	1	0	0	0	0	0	0	0	1					
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0					
07:15	0	0	0	0	1	0	0	0	0	0	0	0	1					
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0					
07:45	0	1	0	0	0	0	0	0	0	0	0	0	1					
08:00	0	0	0	0	1	0	0	0	0	0	0	0	1	*				
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	*				
08:30	0	1	0	0	1	0	0	0	0	0	0	0	2	+				
08:45	1	0	0	0	0	0	0	0	0	0	0	0	1	*				
Total	**1**	**2**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**		**0**	**0**	**0**	**0**
Pk Hr	**1**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	*	**0**	**0**	**0**	**0**
15x4	**4**	**4**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	+	**0**	**0**	**0**	**0**
11:00	0	0	1	0	1	0	0	0	1	0	0	1	4	+				
11:15	0	0	0	0	1	0	0	0	0	0	0	0	1	*				
11:30	0	1	0	0	1	0	0	0	0	0	0	0	2	*				
11:45	1	0	0	0	0	0	0	0	0	0	0	0	1	*				
12:00	0	0	0	0	1	1	0	0	0	0	0	0	2					
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0					
12:30	0	0	0	0	1	2	0	0	0	0	0	0	3					
12:45	0	1	0	0	0	1	0	0	0	0	0	0	2					
Total	**1**	**2**	**1**	**0**	**5**	**4**	**0**	**0**	**1**	**0**	**0**	**1**	**15**		**0**	**0**	**0**	**0**
Pk Hr	**1**	**1**	**1**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**8**	*	**0**	**0**	**0**	**0**
15x4	**4**	**4**	**4**	**0**	**4**	**0**	**0**	**0**	**4**	**0**	**0**	**4**	**24**	+	**0**	**0**	**0**	**0**
15:00	0	0	0	0	1	1	0	0	0	0	0	1	3					
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0					
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0					
15:45	0	2	0	0	0	0	0	0	0	0	0	0	2					
16:00	0	1	0	0	0	1	0	0	0	0	0	0	2	*				
16:15	0	0	0	0	1	0	0	0	0	0	0	0	1	*				
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	*				
16:45	1	1	0	0	1	0	0	0	0	0	0	0	3	+				
17:00	0	0	0	0	1	0	0	0	0	0	0	0	1					
17:15	0	1	0	0	0	0	0	0	0	0	0	0	1					
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0					
17:45	0	1	0	0	0	0	0	0	0	0	0	0	1					
Total	**1**	**6**	**0**	**0**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**14**		**0**	**0**	**0**	**0**
Pk Hr	**1**	**2**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	*	**0**	**0**	**0**	**0**
15x4	**4**	**4**	**0**	**0**	**4**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	+	**0**	**0**	**0**	**0**

AM Peak Period

Trucks

Location: River Road @ 207 Street

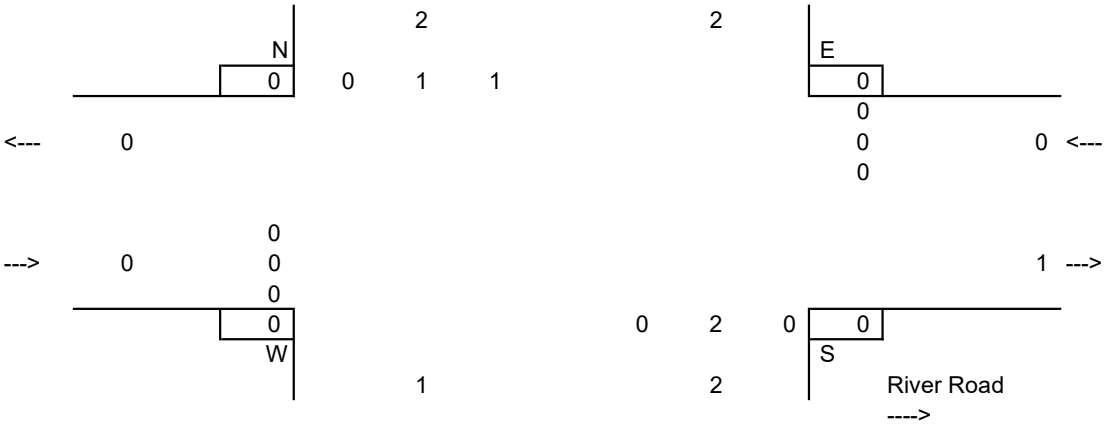
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
06:45	0	0	0	0	1	0	0	0	0	0	0	0	1		0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
07:15	0	0	0	0	1	0	0	0	0	0	0	0	1		0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
07:45	0	1	0	0	0	0	0	0	0	0	0	0	1		0	0	0	0
08:00	0	0	0	0	1	0	0	0	0	0	0	0	1	*	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
08:30	0	1	0	0	1	0	0	0	0	0	0	0	2	+	0	0	0	0
08:45	1	0	0	0	0	0	0	0	0	0	0	0	1	*	0	0	0	0
Total	**1**	**2**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**		**0**	**0**	**0**	**0**
Pk Hr	**1**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	*	**0**	**0**	**0**	**0**
15x4	**4**	**4**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**		**0**	**0**	**0**	**0**

Peak Hour	08:00
Peak 15min	08:30
North approach PHF	0.25
South approach PHF	0.50
West approach PHF	NA
East approach PHF	NA

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AM Peak Hour Volumes



Noon Peak Period

Trucks

Location: River Road @ 207 Street

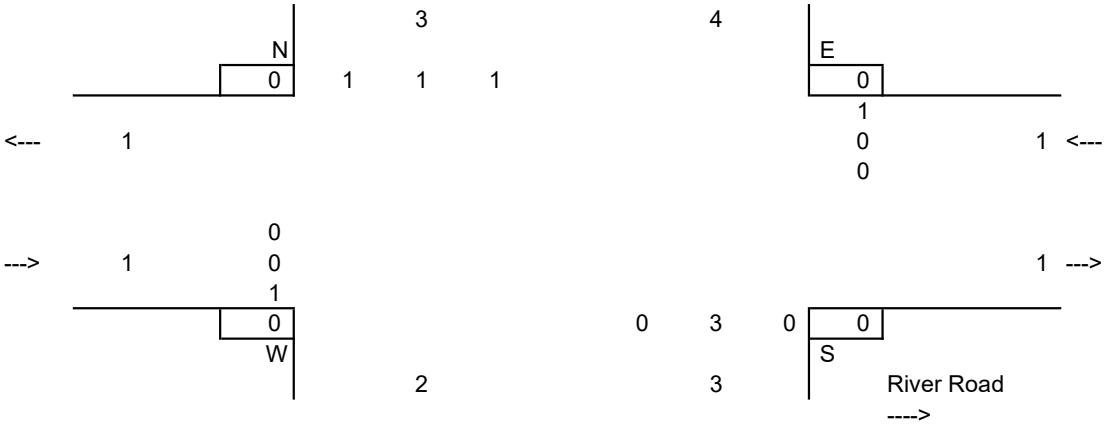
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
11:00	0	0	1	0	1	0	0	0	1	0	0	1	4	+	0	0	0	0
11:15	0	0	0	0	1	0	0	0	0	0	0	0	1	*	0	0	0	0
11:30	0	1	0	0	1	0	0	0	0	0	0	0	2	*	0	0	0	0
11:45	1	0	0	0	0	0	0	0	0	0	0	0	1	*	0	0	0	0
12:00	0	0	0	0	1	1	0	0	0	0	0	0	2		0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
12:30	0	0	0	0	1	2	0	0	0	0	0	0	3		0	0	0	0
12:45	0	1	0	0	0	1	0	0	0	0	0	0	2		0	0	0	0
Total	**1**	**2**	**1**	**0**	**5**	**4**	**0**	**0**	**1**	**0**	**0**	**1**	**15**		**0**	**0**	**0**	**0**
Pk Hr	**1**	**1**	**1**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**8**	*	**0**	**0**	**0**	**0**
15x4	**4**	**4**	**4**	**0**	**4**	**0**	**0**	**0**	**4**	**0**	**0**	**4**	**24**	+	**0**	**0**	**0**	**0**
Avg Hr	**1**	**1**	**1**	**0**	**3**	**2**	**0**	**0**	**1**	**0**	**0**	**1**	**8**		**0**	**0**	**0**	**0**

Peak Hour	11:00
Peak 15min	11:00
North Leg PHF	0.25
South Leg PHF	0.75
West Leg PHF	0.25
East Leg PHF	0.25

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Noon Peak Hour Volumes



PM Peak Period

Trucks

Location: River Road @ 207 Street

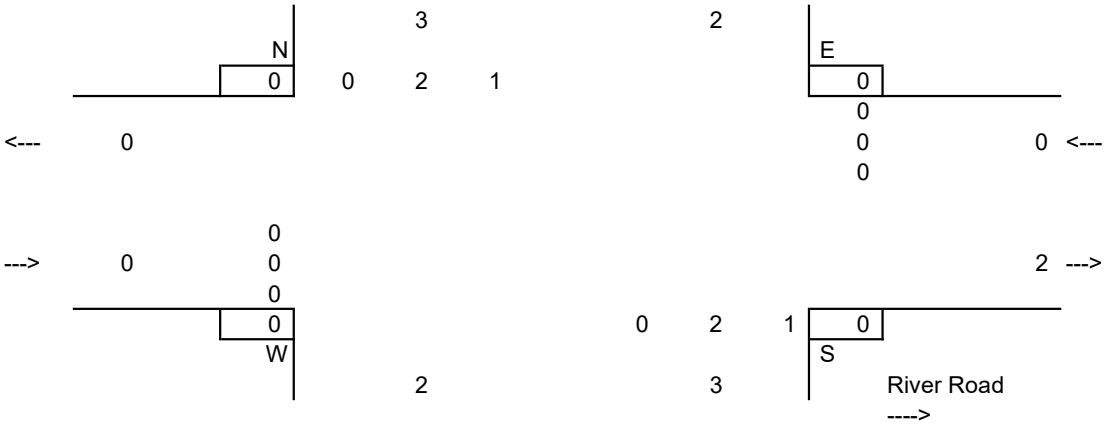
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
15:00	0	0	0	0	1	1	0	0	0	0	0	1	3		0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
15:45	0	2	0	0	0	0	0	0	0	0	0	0	2		0	0	0	0
16:00	0	1	0	0	0	1	0	0	0	0	0	0	2	*	0	0	0	0
16:15	0	0	0	0	1	0	0	0	0	0	0	0	1	*	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
16:45	1	1	0	0	1	0	0	0	0	0	0	0	3	+	0	0	0	0
17:00	0	0	0	0	1	0	0	0	0	0	0	0	1		0	0	0	0
17:15	0	1	0	0	0	0	0	0	0	0	0	0	1		0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
17:45	0	1	0	0	0	0	0	0	0	0	0	0	1		0	0	0	0
Total	**1**	**6**	**0**	**0**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**14**		**0**	**0**	**0**	**0**
Pk Hr	**1**	**2**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	*	**0**	**0**	**0**	**0**
15x4	**4**	**4**	**0**	**0**	**4**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**2**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**5**		**0**	**0**	**0**	**0**

Peak Hour	16:00
Peak 15min	16:45
North Leg PHF	0.38
South Leg PHF	0.38
West Leg PHF	NA
East Leg PHF	NA

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PM Peak Hour Volumes



Average Hour Period

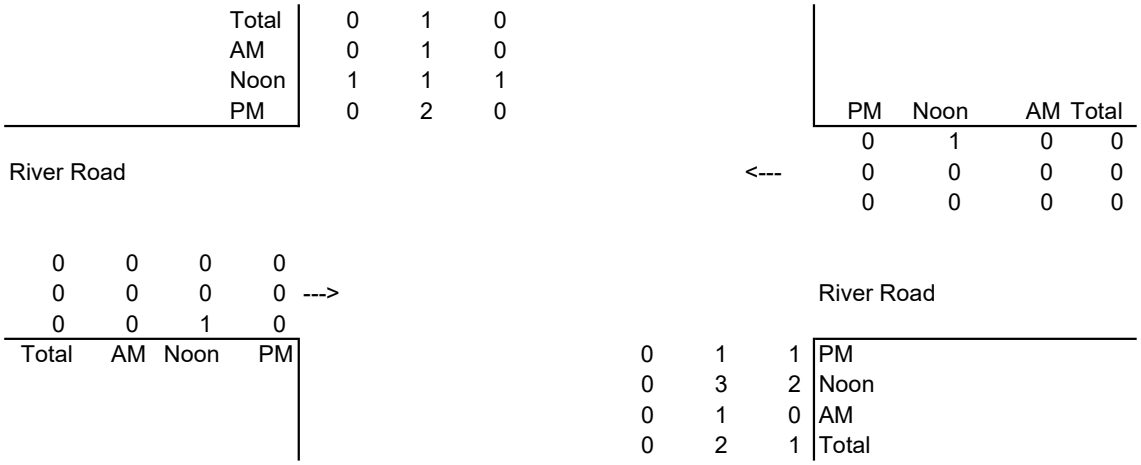
Trucks

Location: River Road @ 207 Street

March 9, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	3	10	1	0	13	6	0	0	1	0	0	2	36	0	0	0	0
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	0	1	0	0	2	1	0	0	0	0	0	0	5	0	0	0	0
AM Period																	
Total	1	2	0	0	4	0	0	0	0	0	0	0	7	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0
Noon Period																	
Total	1	2	1	0	5	4	0	0	1	0	0	1	15	0	0	0	0
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	1	1	1	0	3	2	0	0	1	0	0	1	8	0	0	0	0
PM Period																	
Total	1	6	0	0	4	2	0	0	0	0	0	1	14	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	2	0	0	1	1	0	0	0	0	0	0	5	0	0	0	0

Average Hour Volumes



PREMIERE TRAFFIC DATA SERVICES

Turning Movement Count Data
Cyclists

Site Number:	4
Major Route:	207 Street
Minor Route:	River Road
Municipality:	Maple Ridge
Filename:	4-TMC-207 St@River Rd-Mar 9 2024
Date:	March 9, 2024
Day-of-week:	Saturday
East/West Route:	River Road
Intersection Type:	4 leg
Signalized (y/n?):	yes
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Cyclists

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0					
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0					
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0					
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0					
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0					
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0					
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0					
07:45	0	1	0	0	0	0	0	0	0	0	0	0	1	+				
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	*				
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	*				
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	*				
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0					
Total	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	*	**0**	**0**	**0**	**0**
15x4	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	+	**0**	**0**	**0**	**0**
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0					
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0					
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0					
11:45	0	0	0	0	0	0	0	0	0	1	0	0	1	*				
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	*				
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	*				
12:30	0	0	0	0	0	0	0	0	0	0	2	0	2	+				
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0					
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**3**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**3**	*	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**8**	**0**	**12**	+	**0**	**0**	**0**	**0**
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0					
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0					
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0					
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0					
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0					
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0					
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0					
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0					
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0					
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0					
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0					
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0					
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	*	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	+	**0**	**0**	**0**	**0**

AM Peak Period

Cyclists

Location: River Road @ 207 Street

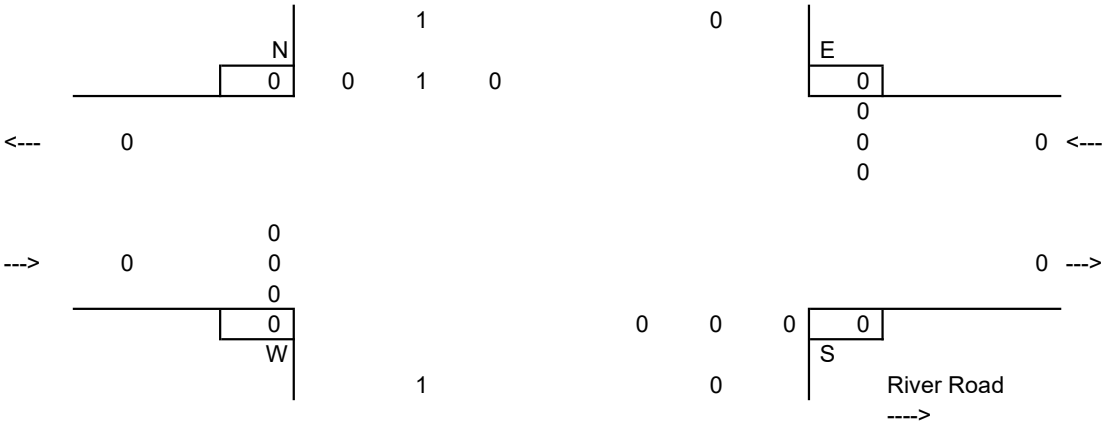
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
07:45	0	1	0	0	0	0	0	0	0	0	0	0	1	+	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
Total	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	*	**0**	**0**	**0**	**0**
15x4	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		**0**	**0**	**0**	**0**

Peak Hour	07:45
Peak 15min	07:45
North approach PHF	0.25
South approach PHF	NA
West approach PHF	NA
East approach PHF	NA

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AM Peak Hour Volumes



Noon Peak Period

Cyclists

Location: River Road @ 207 Street

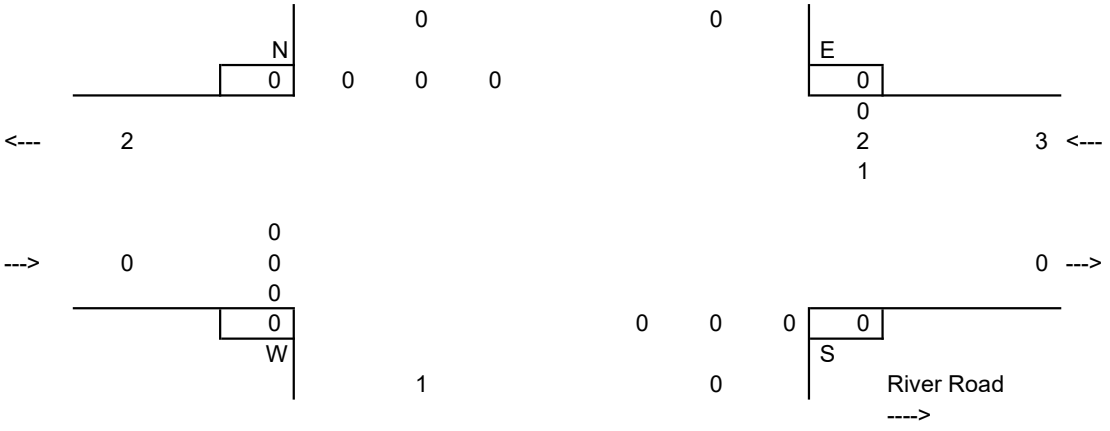
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	1	0	0	1	*	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	2	0	2	+	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**3**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**3**	*	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**8**	**0**	**12**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**2**		**0**	**0**	**0**	**0**

Peak Hour	11:45
Peak 15min	12:30
North Leg PHF	NA
South Leg PHF	NA
West Leg PHF	NA
East Leg PHF	0.25

N
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Noon Peak Hour Volumes



PM Peak Period

Cyclists

Location: River Road @ 207 Street

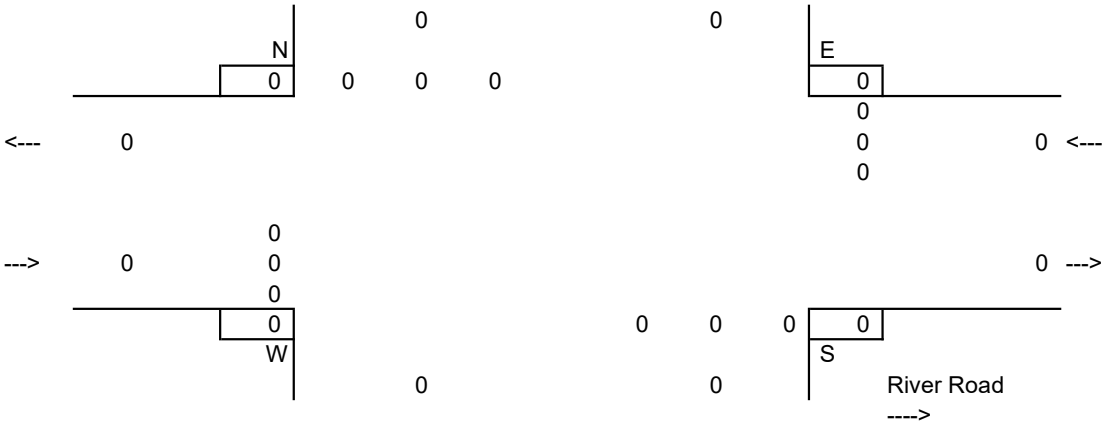
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0** *	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0** +	**0**	**0**	**0**	**0**
Avg Hr	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak Hour	18:00
Peak 15min	17:45
North Leg PHF	NA
South Leg PHF	NA
West Leg PHF	NA
East Leg PHF	NA

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PM Peak Hour Volumes



Average Hour Period

Cyclists

Location: River Road @ 207 Street

March 9, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	0	1	0	0	0	0	0	0	0	1	2	0	4	0	0	0	0
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
AM Period																	
Total	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Noon Period																	
Total	0	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0
PM Period																	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Average Hour Volumes

Total	0	0	0
AM	0	0	0
Noon	0	0	0
PM	0	0	0

River Road

PM	Noon	AM	Total
0	0	0	0
0	1	0	0
0	1	0	0

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0	0	0	0
0	0	0	0
0	0	0	0

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River Road

Total	AM	Noon	PM
0	0	0	PM
0	0	0	Noon
0	0	0	AM
0	0	0	Total

PREMIERE
TRAFFIC DATA SERVICES

Turning Movement Count Data
Combined Volume

Site Number:	5
Major Route:	207 Street
Minor Route:	Westfield Avenue
Municipality:	Maple Ridge
Filename:	5-TMC-207 St@Westfield Ave-Mar 9 2024
Date:	March 9, 2024
Day-of-week:	Saturday
East/West Route:	Westfield Avenue
Intersection Type:	4 leg
Signalized (y/n?):	no
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Combined Volume

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	4	0	0	1	0	1	0	0	0	0	0	6		0	0	0	0
06:15	0	8	1	0	6	0	0	0	0	0	0	0	15		0	1	0	0
06:30	0	2	2	0	5	0	0	0	0	0	0	0	9		0	0	1	0
06:45	0	4	1	0	12	0	0	0	0	0	0	0	17		0	0	0	0
07:00	0	15	0	0	10	0	4	0	0	0	0	0	29		0	0	0	0
07:15	0	8	2	0	10	0	2	0	0	0	1	0	23		0	1	0	3
07:30	2	19	1	0	7	0	2	0	0	0	0	3	34		0	0	0	0
07:45	1	15	0	0	16	1	3	0	0	0	0	1	37		0	0	1	2
08:00	5	15	8	0	16	0	5	0	0	0	1	0	50	*	0	0	0	0
08:15	1	22	5	0	15	1	4	0	2	0	1	0	51	*	0	0	1	1
08:30	0	31	5	0	25	0	8	0	0	0	1	2	72	+	0	0	3	1
08:45	2	16	5	0	21	0	12	1	0	0	1	2	60	*	0	0	0	0
Total	**11**	**159**	**30**	**0**	**144**	**2**	**41**	**1**	**2**	**0**	**5**	**8**	**403**		**0**	**2**	**6**	**7**
Pk Hr	**8**	**84**	**23**	**0**	**77**	**1**	**29**	**1**	**2**	**0**	**4**	**4**	**233**	*	**0**	**0**	**4**	**2**
15x4	**20**	**124**	**32**	**0**	**100**	**4**	**48**	**4**	**8**	**0**	**4**	**8**	**352**	+	**0**	**0**	**12**	**4**
11:00	2	54	16	0	55	2	9	1	1	0	1	3	144		0	0	3	0
11:15	3	52	7	0	48	0	9	0	0	0	1	3	123		1	0	0	0
11:30	2	50	15	0	60	0	5	0	0	0	2	4	138		0	0	1	0
11:45	2	55	12	0	61	4	10	0	0	0	0	0	144		0	0	0	0
12:00	4	53	15	0	58	1	7	4	0	0	0	2	144	*	0	0	1	2
12:15	3	46	11	0	59	0	10	2	1	2	0	3	137	*	0	0	1	0
12:30	2	58	13	0	76	0	22	0	0	2	0	9	182	+	2	0	1	0
12:45	4	52	14	0	57	1	11	0	1	0	2	3	145	*	0	0	4	0
Total	**22**	**420**	**103**	**0**	**474**	**8**	**83**	**7**	**3**	**4**	**6**	**27**	**1157**		**3**	**0**	**11**	**2**
Pk Hr	**13**	**209**	**53**	**0**	**250**	**2**	**50**	**6**	**2**	**4**	**2**	**17**	**608**	*	**2**	**0**	**7**	**2**
15x4	**16**	**232**	**60**	**0**	**304**	**4**	**88**	**16**	**4**	**8**	**8**	**36**	**776**	+	**8**	**0**	**4**	**0**
15:00	0	54	8	0	63	0	14	0	1	0	0	0	140		0	0	0	0
15:15	1	44	8	0	61	0	15	2	0	0	1	1	133		0	0	0	0
15:30	3	47	13	0	71	0	16	0	0	0	0	4	154	*	0	0	1	0
15:45	3	46	19	0	65	0	8	2	1	0	0	2	146	*	0	0	1	0
16:00	1	36	16	1	52	0	12	1	1	0	1	2	123	*	0	0	0	1
16:15	2	64	8	0	60	1	19	2	1	1	0	1	159	+	2	0	0	0
16:30	2	41	13	1	66	0	19	0	0	0	0	0	142		0	0	2	0
16:45	1	40	10	0	67	0	22	0	0	0	0	0	140		0	0	1	1
17:00	1	47	7	0	65	0	17	1	2	0	0	0	140		1	0	3	1
17:15	1	40	10	0	76	1	16	2	0	0	0	5	151		1	0	0	0
17:30	0	33	15	1	46	0	14	0	0	0	1	0	110		0	0	0	0
17:45	0	44	9	0	38	1	11	0	0	0	1	2	106		0	0	2	0
Total	**15**	**536**	**136**	**3**	**730**	**3**	**183**	**10**	**6**	**1**	**4**	**17**	**1644**		**4**	**0**	**10**	**3**
Pk Hr	**9**	**193**	**56**	**1**	**248**	**1**	**55**	**5**	**3**	**1**	**1**	**9**	**582**	*	**2**	**0**	**2**	**1**
15x4	**12**	**256**	**76**	**4**	**284**	**4**	**76**	**8**	**4**	**4**	**4**	**16**	**748**	+	**8**	**0**	**0**	**0**

AM Peak Period

Combined Volume

Location: Westfield Avenue @ 207 Street

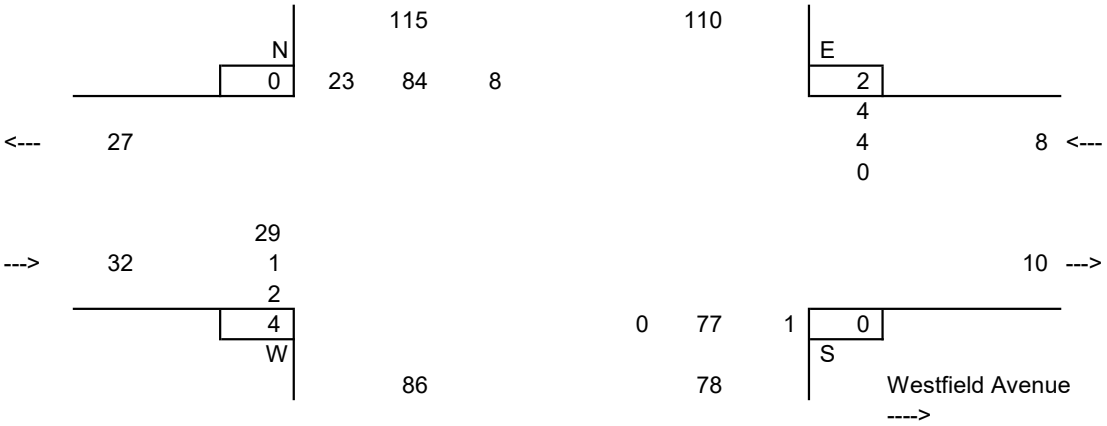
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	4	0	0	1	0	1	0	0	0	0	0	6		0	0	0	0
06:15	0	8	1	0	6	0	0	0	0	0	0	0	15		0	1	0	0
06:30	0	2	2	0	5	0	0	0	0	0	0	0	9		0	0	1	0
06:45	0	4	1	0	12	0	0	0	0	0	0	0	17		0	0	0	0
07:00	0	15	0	0	10	0	4	0	0	0	0	0	29		0	0	0	0
07:15	0	8	2	0	10	0	2	0	0	0	1	0	23		0	1	0	3
07:30	2	19	1	0	7	0	2	0	0	0	0	3	34		0	0	0	0
07:45	1	15	0	0	16	1	3	0	0	0	0	1	37		0	0	1	2
08:00	5	15	8	0	16	0	5	0	0	0	1	0	50	*	0	0	0	0
08:15	1	22	5	0	15	1	4	0	2	0	1	0	51	*	0	0	1	1
08:30	0	31	5	0	25	0	8	0	0	0	1	2	72	+	0	0	3	1
08:45	2	16	5	0	21	0	12	1	0	0	1	2	60	*	0	0	0	0
Total	**11**	**159**	**30**	**0**	**144**	**2**	**41**	**1**	**2**	**0**	**5**	**8**	**403**		**0**	**2**	**6**	**7**
Pk Hr	**8**	**84**	**23**	**0**	**77**	**1**	**29**	**1**	**2**	**0**	**4**	**4**	**233**	*	**0**	**0**	**4**	**2**
15x4	**20**	**124**	**32**	**0**	**100**	**4**	**48**	**4**	**8**	**0**	**4**	**8**	**352**	+	**0**	**0**	**12**	**4**
Avg Hr	**4**	**53**	**10**	**0**	**48**	**1**	**14**	**0**	**1**	**0**	**2**	**3**	**134**		**0**	**1**	**2**	**2**

Peak Hour	08:00
Peak 15min	08:30
North approach PHF	0.65
South approach PHF	0.75
West approach PHF	0.53
East approach PHF	0.67

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AM Peak Hour Volumes



Noon Peak Period

Combined Volume

Location: Westfield Avenue @ 207 Street

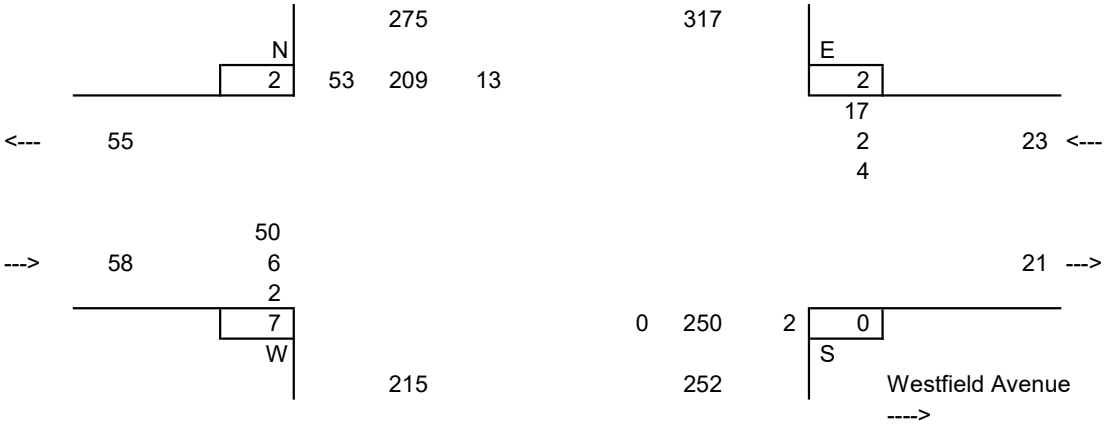
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
11:00	2	54	16	0	55	2	9	1	1	0	1	3	144		0	0	3	0
11:15	3	52	7	0	48	0	9	0	0	0	1	3	123		1	0	0	0
11:30	2	50	15	0	60	0	5	0	0	0	2	4	138		0	0	1	0
11:45	2	55	12	0	61	4	10	0	0	0	0	0	144		0	0	0	0
12:00	4	53	15	0	58	1	7	4	0	0	0	2	144	*	0	0	1	2
12:15	3	46	11	0	59	0	10	2	1	2	0	3	137	*	0	0	1	0
12:30	2	58	13	0	76	0	22	0	0	2	0	9	182	+	2	0	1	0
12:45	4	52	14	0	57	1	11	0	1	0	2	3	145	*	0	0	4	0
Total	**22**	**420**	**103**	**0**	**474**	**8**	**83**	**7**	**3**	**4**	**6**	**27**	**1157**		**3**	**0**	**11**	**2**
Pk Hr	**13**	**209**	**53**	**0**	**250**	**2**	**50**	**6**	**2**	**4**	**2**	**17**	**608**	*	**2**	**0**	**7**	**2**
15x4	**16**	**232**	**60**	**0**	**304**	**4**	**88**	**16**	**4**	**8**	**8**	**36**	**776**	+	**8**	**0**	**4**	**0**
Avg Hr	**11**	**210**	**52**	**0**	**237**	**4**	**42**	**4**	**2**	**2**	**3**	**14**	**579**		**2**	**0**	**6**	**1**

Peak Hour	12:00
Peak 15min	12:30
North Leg PHF	0.89
South Leg PHF	0.82
West Leg PHF	0.54
East Leg PHF	0.44

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Noon Peak Hour Volumes



PM Peak Period

Combined Volume

Location: Westfield Avenue @ 207 Street

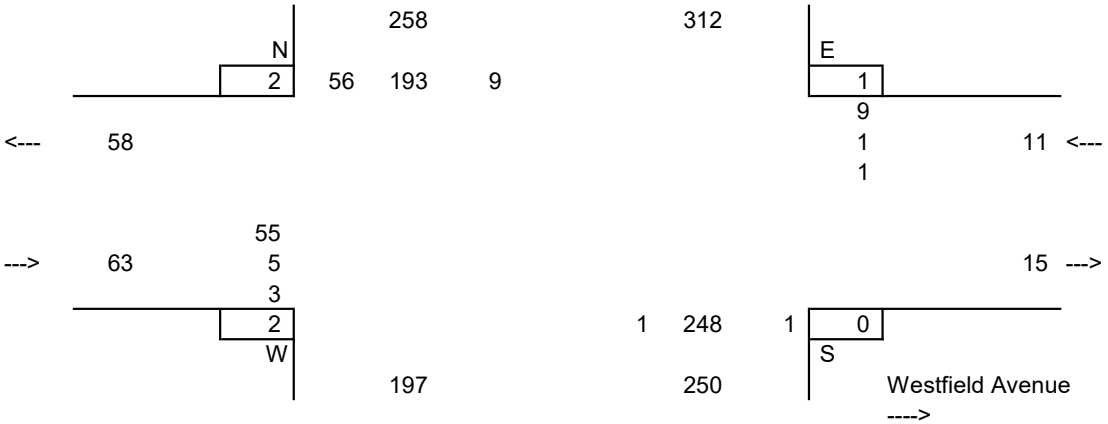
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
15:00	0	54	8	0	63	0	14	0	1	0	0	0	140		0	0	0	0
15:15	1	44	8	0	61	0	15	2	0	0	1	1	133		0	0	0	0
15:30	3	47	13	0	71	0	16	0	0	0	0	4	154	*	0	0	1	0
15:45	3	46	19	0	65	0	8	2	1	0	0	2	146	*	0	0	1	0
16:00	1	36	16	1	52	0	12	1	1	0	1	2	123	*	0	0	0	1
16:15	2	64	8	0	60	1	19	2	1	1	0	1	159	+	2	0	0	0
16:30	2	41	13	1	66	0	19	0	0	0	0	0	142		0	0	2	0
16:45	1	40	10	0	67	0	22	0	0	0	0	0	140		0	0	1	1
17:00	1	47	7	0	65	0	17	1	2	0	0	0	140		1	0	3	1
17:15	1	40	10	0	76	1	16	2	0	0	0	5	151		1	0	0	0
17:30	0	33	15	1	46	0	14	0	0	0	1	0	110		0	0	0	0
17:45	0	44	9	0	38	1	11	0	0	0	1	2	106		0	0	2	0
Total	**15**	**536**	**136**	**3**	**730**	**3**	**183**	**10**	**6**	**1**	**4**	**17**	**1644**		**4**	**0**	**10**	**3**
Pk Hr	**9**	**193**	**56**	**1**	**248**	**1**	**55**	**5**	**3**	**1**	**1**	**9**	**582**	*	**2**	**0**	**2**	**1**
15x4	**12**	**256**	**76**	**4**	**284**	**4**	**76**	**8**	**4**	**4**	**4**	**16**	**748**	+	**8**	**0**	**0**	**0**
Avg Hr	**5**	**179**	**45**	**1**	**243**	**1**	**61**	**3**	**2**	**0**	**1**	**6**	**548**		**1**	**0**	**3**	**1**

Peak Hour	15:30
Peak 15min	16:15
North Leg PHF	0.75
South Leg PHF	0.86
West Leg PHF	0.72
East Leg PHF	0.46

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PM Peak Hour Volumes

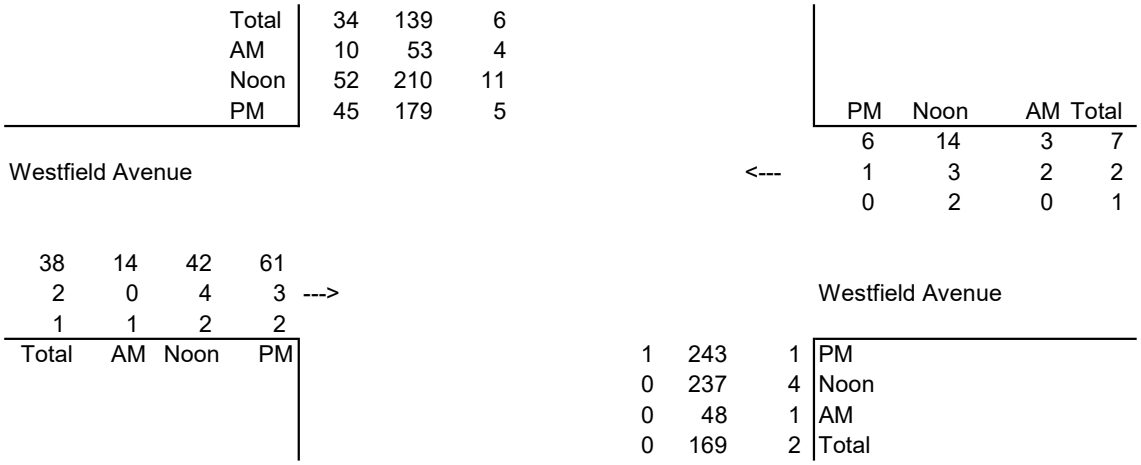


Average Hour Period
Combined Volume

Location: Westfield Avenue @ 207 Street
March 9, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	48	1115	269	3	1348	13	307	18	11	5	15	52	3204	7	2	27	12
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	6	139	34	0	169	2	38	2	1	1	2	7	401	1	0	3	2
AM Period																	
Total	11	159	30	0	144	2	41	1	2	0	5	8	403	0	2	6	7
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	4	53	10	0	48	1	14	0	1	0	2	3	134	0	1	2	2
Noon Period																	
Total	22	420	103	0	474	8	83	7	3	4	6	27	1157	3	0	11	2
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	11	210	52	0	237	4	42	4	2	2	3	14	579	2	0	6	1
PM Period																	
Total	15	536	136	3	730	3	183	10	6	1	4	17	1644	4	0	10	3
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	5	179	45	1	243	1	61	3	2	0	1	6	548	1	0	3	1

Average Hour Volumes



PREMIERE
TRAFFIC DATA SERVICES

Turning Movement Count Data
Regular Vehicles

Site Number:	5
Major Route:	207 Street
Minor Route:	Westfield Avenue
Municipality:	Maple Ridge
Filename:	5-TMC-207 St@Westfield Ave-Mar 9 2024
Date:	March 9, 2024
Day-of-week:	Saturday
East/West Route:	Westfield Avenue
Intersection Type:	4 leg
Signalized (y/n?):	no
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Regular Vehicles

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	4	0	0	1	0	1	0	0	0	0	0	6		0	0	0	0
06:15	0	8	1	0	6	0	0	0	0	0	0	0	15		0	1	0	0
06:30	0	2	2	0	5	0	0	0	0	0	0	0	9		0	0	1	0
06:45	0	4	1	0	11	0	0	0	0	0	0	0	16		0	0	0	0
07:00	0	15	0	0	10	0	4	0	0	0	0	0	29		0	0	0	0
07:15	0	8	2	0	9	0	2	0	0	0	1	0	22		0	1	0	3
07:30	2	19	1	0	7	0	2	0	0	0	0	3	34		0	0	0	0
07:45	1	14	0	0	16	1	3	0	0	0	0	1	36		0	0	1	2
08:00	5	15	8	0	15	0	5	0	0	0	1	0	49	*	0	0	0	0
08:15	1	22	5	0	15	1	4	0	2	0	1	0	51	*	0	0	1	1
08:30	0	30	5	0	24	0	8	0	0	0	1	2	70	+	0	0	3	1
08:45	2	16	5	0	21	0	12	1	0	0	1	2	60	*	0	0	0	0
Total	**11**	**157**	**30**	**0**	**140**	**2**	**41**	**1**	**2**	**0**	**5**	**8**	**397**		**0**	**2**	**6**	**7**
Pk Hr	**8**	**83**	**23**	**0**	**75**	**1**	**29**	**1**	**2**	**0**	**4**	**4**	**230**	*	**0**	**0**	**4**	**2**
15x4	**20**	**120**	**32**	**0**	**96**	**4**	**48**	**4**	**8**	**0**	**4**	**8**	**344**	+	**0**	**0**	**12**	**4**
11:00	2	53	16	0	54	2	9	1	1	0	1	3	142		0	0	3	0
11:15	3	52	7	0	47	0	8	0	0	0	1	3	121		1	0	0	0
11:30	2	49	15	0	59	0	5	0	0	0	2	4	136		0	0	1	0
11:45	2	55	12	0	61	4	10	0	0	0	0	0	144		0	0	0	0
12:00	4	53	15	0	56	1	7	4	0	0	0	2	142	*	0	0	1	2
12:15	3	46	11	0	59	0	10	2	1	2	0	3	137	*	0	0	1	0
12:30	2	58	13	0	73	0	22	0	0	2	0	9	179	+	2	0	1	0
12:45	4	51	14	0	57	1	11	0	1	0	2	3	144	*	0	0	4	0
Total	**22**	**417**	**103**	**0**	**466**	**8**	**82**	**7**	**3**	**4**	**6**	**27**	**1145**		**3**	**0**	**11**	**2**
Pk Hr	**13**	**208**	**53**	**0**	**245**	**2**	**50**	**6**	**2**	**4**	**2**	**17**	**602**	*	**2**	**0**	**7**	**2**
15x4	**16**	**232**	**60**	**0**	**292**	**4**	**88**	**16**	**4**	**8**	**8**	**36**	**764**	+	**8**	**0**	**4**	**0**
15:00	0	54	8	0	61	0	14	0	1	0	0	0	138		0	0	0	0
15:15	1	44	8	0	61	0	15	2	0	0	1	1	133		0	0	0	0
15:30	3	47	13	0	71	0	16	0	0	0	0	4	154		0	0	1	0
15:45	3	44	19	0	65	0	8	2	1	0	0	2	144		0	0	1	0
16:00	1	35	16	1	51	0	12	1	1	0	1	2	121		0	0	0	1
16:15	2	64	8	0	59	1	19	2	1	1	0	1	158	+	2	0	0	0
16:30	2	41	13	1	66	0	19	0	0	0	0	0	142	*	0	0	2	0
16:45	1	39	10	0	66	0	22	0	0	0	0	0	138	*	0	0	1	1
17:00	1	47	7	0	64	0	17	1	2	0	0	0	139	*	1	0	3	1
17:15	1	39	10	0	76	1	16	2	0	0	0	5	150		1	0	0	0
17:30	0	33	15	1	46	0	14	0	0	0	1	0	110		0	0	0	0
17:45	0	43	9	0	38	1	11	0	0	0	1	2	105		0	0	2	0
Total	**15**	**530**	**136**	**3**	**724**	**3**	**183**	**10**	**6**	**1**	**4**	**17**	**1632**		**4**	**0**	**10**	**3**
Pk Hr	**6**	**191**	**38**	**1**	**255**	**1**	**77**	**3**	**3**	**1**	**0**	**1**	**577**	*	**3**	**0**	**6**	**2**
15x4	**8**	**256**	**52**	**4**	**264**	**4**	**88**	**8**	**8**	**4**	**0**	**4**	**700**	+	**8**	**0**	**0**	**0**

AM Peak Period

Regular Vehicles

Location: Westfield Avenue @ 207 Street

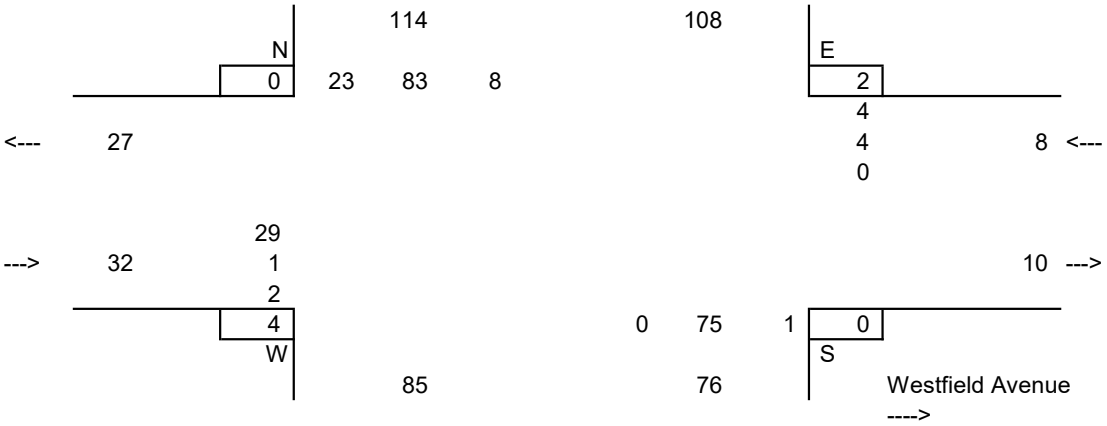
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	4	0	0	1	0	1	0	0	0	0	0	6		0	0	0	0
06:15	0	8	1	0	6	0	0	0	0	0	0	0	15		0	1	0	0
06:30	0	2	2	0	5	0	0	0	0	0	0	0	9		0	0	1	0
06:45	0	4	1	0	11	0	0	0	0	0	0	0	16		0	0	0	0
07:00	0	15	0	0	10	0	4	0	0	0	0	0	29		0	0	0	0
07:15	0	8	2	0	9	0	2	0	0	0	1	0	22		0	1	0	3
07:30	2	19	1	0	7	0	2	0	0	0	0	3	34		0	0	0	0
07:45	1	14	0	0	16	1	3	0	0	0	0	1	36		0	0	1	2
08:00	5	15	8	0	15	0	5	0	0	0	1	0	49	*	0	0	0	0
08:15	1	22	5	0	15	1	4	0	2	0	1	0	51	*	0	0	1	1
08:30	0	30	5	0	24	0	8	0	0	0	1	2	70	+	0	0	3	1
08:45	2	16	5	0	21	0	12	1	0	0	1	2	60	*	0	0	0	0
Total	**11**	**157**	**30**	**0**	**140**	**2**	**41**	**1**	**2**	**0**	**5**	**8**	**397**		**0**	**2**	**6**	**7**
Pk Hr	**8**	**83**	**23**	**0**	**75**	**1**	**29**	**1**	**2**	**0**	**4**	**4**	**230**	*	**0**	**0**	**4**	**2**
15x4	**20**	**120**	**32**	**0**	**96**	**4**	**48**	**4**	**8**	**0**	**4**	**8**	**344**	+	**0**	**0**	**12**	**4**
Avg Hr	**4**	**52**	**10**	**0**	**47**	**1**	**14**	**0**	**1**	**0**	**2**	**3**	**132**		**0**	**1**	**2**	**2**

Peak Hour	08:00
Peak 15min	08:30
North approach PHF	0.66
South approach PHF	0.76
West approach PHF	0.53
East approach PHF	0.67

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AM Peak Hour Volumes



Noon Peak Period

Regular Vehicles

Location: Westfield Avenue @ 207 Street

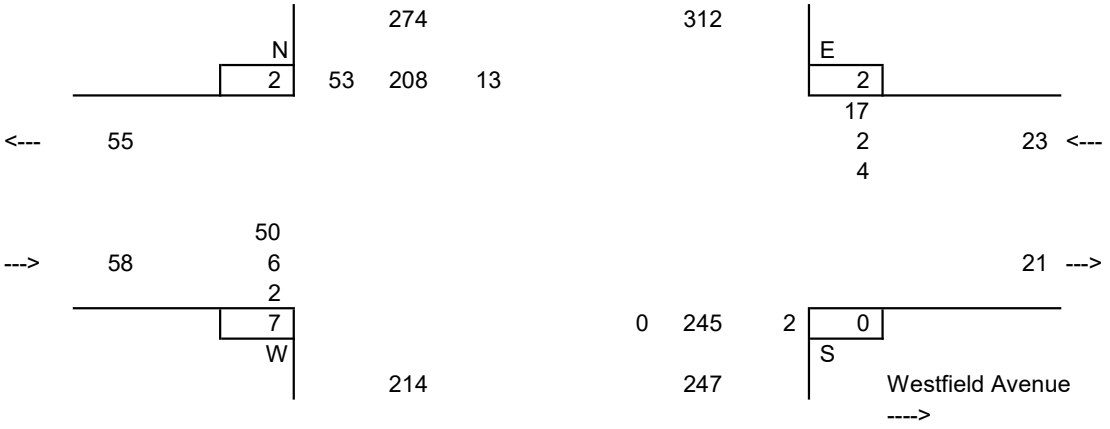
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
11:00	2	53	16	0	54	2	9	1	1	0	1	3	142		0	0	3	0
11:15	3	52	7	0	47	0	8	0	0	0	1	3	121		1	0	0	0
11:30	2	49	15	0	59	0	5	0	0	0	2	4	136		0	0	1	0
11:45	2	55	12	0	61	4	10	0	0	0	0	0	144		0	0	0	0
12:00	4	53	15	0	56	1	7	4	0	0	0	2	142	*	0	0	1	2
12:15	3	46	11	0	59	0	10	2	1	2	0	3	137	*	0	0	1	0
12:30	2	58	13	0	73	0	22	0	0	2	0	9	179	+	2	0	1	0
12:45	4	51	14	0	57	1	11	0	1	0	2	3	144	*	0	0	4	0
Total	**22**	**417**	**103**	**0**	**466**	**8**	**82**	**7**	**3**	**4**	**6**	**27**	**1145**		**3**	**0**	**11**	**2**
Pk Hr	**13**	**208**	**53**	**0**	**245**	**2**	**50**	**6**	**2**	**4**	**2**	**17**	**602**	*	**2**	**0**	**7**	**2**
15x4	**16**	**232**	**60**	**0**	**292**	**4**	**88**	**16**	**4**	**8**	**8**	**36**	**764**	+	**8**	**0**	**4**	**0**
Avg Hr	**11**	**209**	**52**	**0**	**233**	**4**	**41**	**4**	**2**	**2**	**3**	**14**	**573**		**2**	**0**	**6**	**1**

Peak Hour	12:00
Peak 15min	12:30
North Leg PHF	0.89
South Leg PHF	0.83
West Leg PHF	0.54
East Leg PHF	0.44

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Noon Peak Hour Volumes



PM Peak Period

Regular Vehicles

Location: Westfield Avenue @ 207 Street

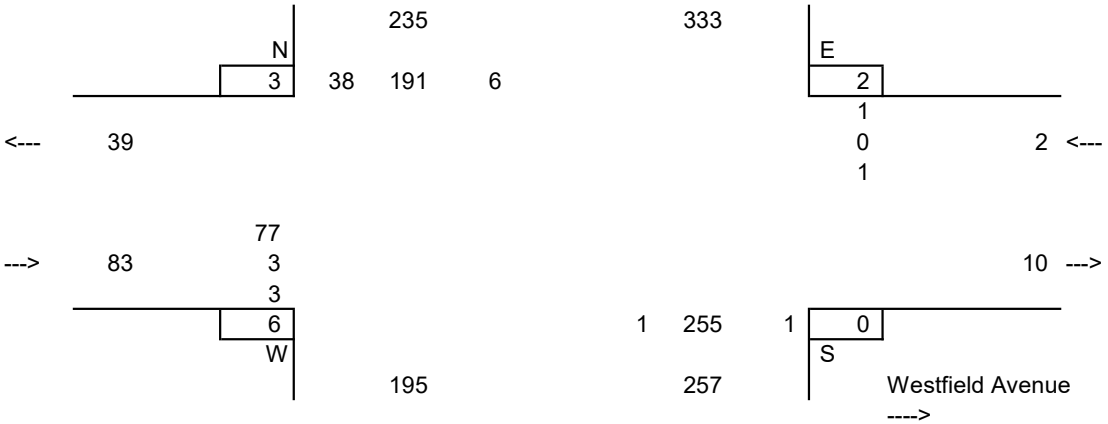
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
15:00	0	54	8	0	61	0	14	0	1	0	0	0	138		0	0	0	0
15:15	1	44	8	0	61	0	15	2	0	0	1	1	133		0	0	0	0
15:30	3	47	13	0	71	0	16	0	0	0	0	4	154		0	0	1	0
15:45	3	44	19	0	65	0	8	2	1	0	0	2	144		0	0	1	0
16:00	1	35	16	1	51	0	12	1	1	0	1	2	121		0	0	0	1
16:15	2	64	8	0	59	1	19	2	1	1	0	1	158	+	2	0	0	0
16:30	2	41	13	1	66	0	19	0	0	0	0	0	142	*	0	0	2	0
16:45	1	39	10	0	66	0	22	0	0	0	0	0	138	*	0	0	1	1
17:00	1	47	7	0	64	0	17	1	2	0	0	0	139	*	1	0	3	1
17:15	1	39	10	0	76	1	16	2	0	0	0	5	150		1	0	0	0
17:30	0	33	15	1	46	0	14	0	0	0	1	0	110		0	0	0	0
17:45	0	43	9	0	38	1	11	0	0	0	1	2	105		0	0	2	0
Total	**15**	**530**	**136**	**3**	**724**	**3**	**183**	**10**	**6**	**1**	**4**	**17**	**1632**		**4**	**0**	**10**	**3**
Pk Hr	**6**	**191**	**38**	**1**	**255**	**1**	**77**	**3**	**3**	**1**	**0**	**1**	**577**	*	**3**	**0**	**6**	**2**
15x4	**8**	**256**	**52**	**4**	**264**	**4**	**88**	**8**	**8**	**4**	**0**	**4**	**700**	+	**8**	**0**	**0**	**0**
Avg Hr	**5**	**177**	**45**	**1**	**241**	**1**	**61**	**3**	**2**	**0**	**1**	**6**	**544**		**1**	**0**	**3**	**1**

Peak Hour	16:15
Peak 15min	16:15
North Leg PHF	0.74
South Leg PHF	0.94
West Leg PHF	0.80
East Leg PHF	0.25

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PM Peak Hour Volumes

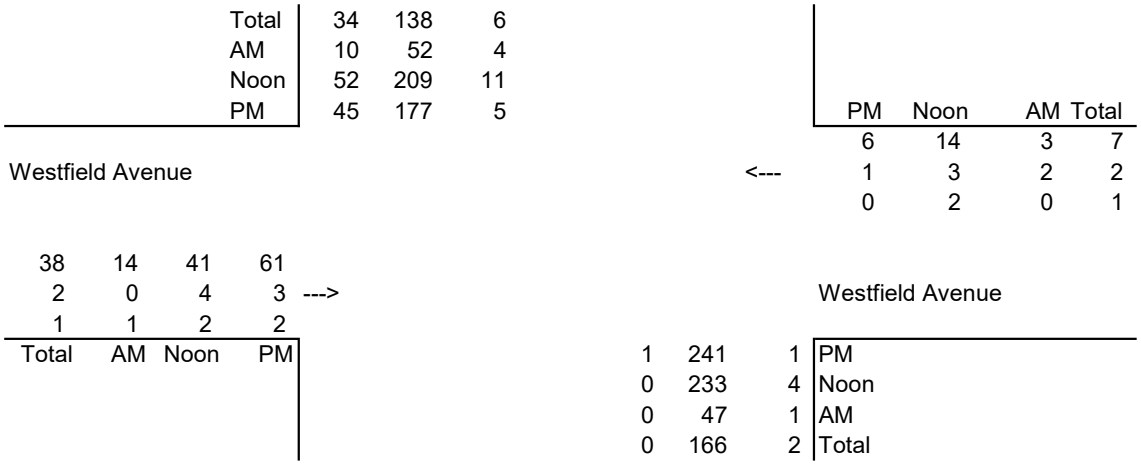


Average Hour Period
Regular Vehicles

Location: Westfield Avenue @ 207 Street
March 9, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	48	1104	269	3	1330	13	306	18	11	5	15	52	3174	7	2	27	12
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	6	138	34	0	166	2	38	2	1	1	2	7	397	1	0	3	2
AM Period																	
Total	11	157	30	0	140	2	41	1	2	0	5	8	397	0	2	6	7
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	4	52	10	0	47	1	14	0	1	0	2	3	132	0	1	2	2
Noon Period																	
Total	22	417	103	0	466	8	82	7	3	4	6	27	1145	3	0	11	2
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	11	209	52	0	233	4	41	4	2	2	3	14	573	2	0	6	1
PM Period																	
Total	15	530	136	3	724	3	183	10	6	1	4	17	1632	4	0	10	3
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	5	177	45	1	241	1	61	3	2	0	1	6	544	1	0	3	1

Average Hour Volumes



PREMIERE TRAFFIC DATA SERVICES

Turning Movement Count Data
Trucks

Site Number:	5
Major Route:	207 Street
Minor Route:	Westfield Avenue
Municipality:	Maple Ridge
Filename:	5-TMC-207 St@Westfield Ave-Mar 9 2024
Date:	March 9, 2024
Day-of-week:	Saturday
East/West Route:	Westfield Avenue
Intersection Type:	4 leg
Signalized (y/n?):	no
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Trucks

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0					
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0					
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0					
06:45	0	0	0	0	1	0	0	0	0	0	0	0	1					
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0					
07:15	0	0	0	0	1	0	0	0	0	0	0	0	1					
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0					
07:45	0	1	0	0	0	0	0	0	0	0	0	0	1	*				
08:00	0	0	0	0	1	0	0	0	0	0	0	0	1	*				
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	*				
08:30	0	1	0	0	1	0	0	0	0	0	0	0	2	+				
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0					
Total	**0**	**2**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	*	**0**	**0**	**0**	**0**
15x4	**0**	**4**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	+	**0**	**0**	**0**	**0**
11:00	0	1	0	0	1	0	0	0	0	0	0	0	2					
11:15	0	0	0	0	1	0	1	0	0	0	0	0	2					
11:30	0	1	0	0	1	0	0	0	0	0	0	0	2					
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0					
12:00	0	0	0	0	2	0	0	0	0	0	0	0	2	*				
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	*				
12:30	0	0	0	0	3	0	0	0	0	0	0	0	3	+				
12:45	0	1	0	0	0	0	0	0	0	0	0	0	1	*				
Total	**0**	**3**	**0**	**0**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**12**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**1**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	*	**0**	**0**	**0**	**0**
15x4	**0**	**4**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	+	**0**	**0**	**0**	**0**
15:00	0	0	0	0	2	0	0	0	0	0	0	0	2					
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0					
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0					
15:45	0	2	0	0	0	0	0	0	0	0	0	0	2					
16:00	0	1	0	0	1	0	0	0	0	0	0	0	2	+				
16:15	0	0	0	0	1	0	0	0	0	0	0	0	1	*				
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	*				
16:45	0	1	0	0	1	0	0	0	0	0	0	0	2	+				
17:00	0	0	0	0	1	0	0	0	0	0	0	0	1					
17:15	0	1	0	0	0	0	0	0	0	0	0	0	1					
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0					
17:45	0	1	0	0	0	0	0	0	0	0	0	0	1					
Total	**0**	**6**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**2**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	*	**0**	**0**	**0**	**0**
15x4	**0**	**4**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	+	**0**	**0**	**0**	**0**

AM Peak Period

Trucks

Location: Westfield Avenue @ 207 Street

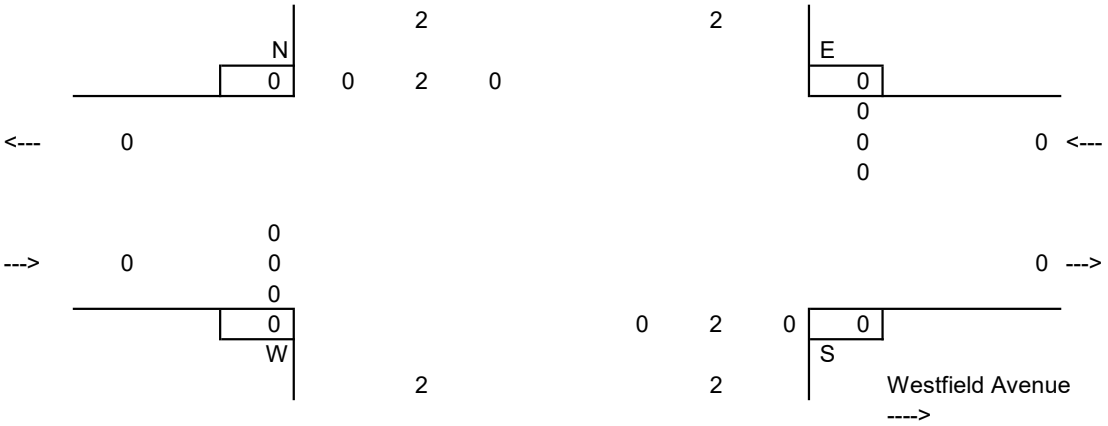
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
06:45	0	0	0	0	1	0	0	0	0	0	0	0	1		0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
07:15	0	0	0	0	1	0	0	0	0	0	0	0	1		0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
07:45	0	1	0	0	0	0	0	0	0	0	0	0	1	*	0	0	0	0
08:00	0	0	0	0	1	0	0	0	0	0	0	0	1	*	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
08:30	0	1	0	0	1	0	0	0	0	0	0	0	2	+	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
Total	**0**	**2**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	*	**0**	**0**	**0**	**0**
15x4	**0**	**4**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**		**0**	**0**	**0**	**0**

Peak Hour	07:45
Peak 15min	08:30
North approach PHF	0.50
South approach PHF	0.50
West approach PHF	NA
East approach PHF	NA

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AM Peak Hour Volumes



Noon Peak Period

Trucks

Location: Westfield Avenue @ 207 Street

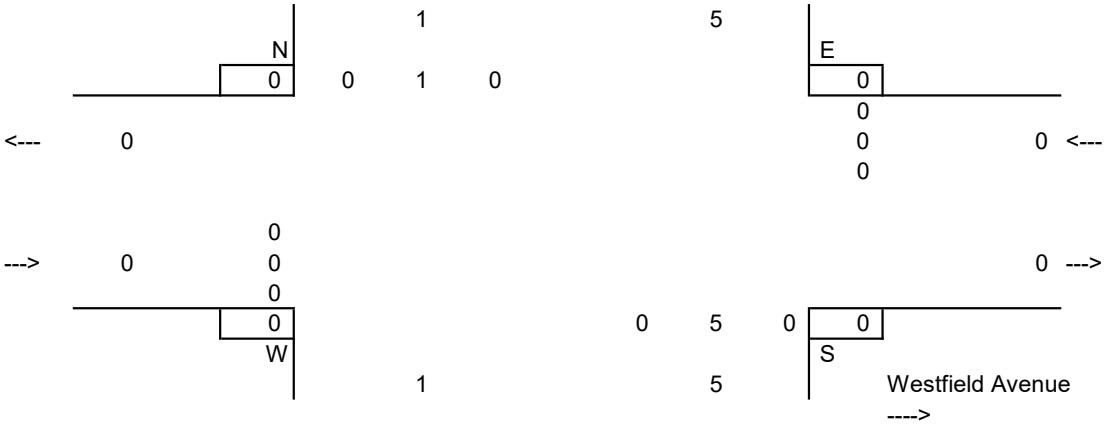
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
11:00	0	1	0	0	1	0	0	0	0	0	0	0	2		0	0	0	0
11:15	0	0	0	0	1	0	1	0	0	0	0	0	2		0	0	0	0
11:30	0	1	0	0	1	0	0	0	0	0	0	0	2		0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
12:00	0	0	0	0	2	0	0	0	0	0	0	0	2	*	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
12:30	0	0	0	0	3	0	0	0	0	0	0	0	3	+	0	0	0	0
12:45	0	1	0	0	0	0	0	0	0	0	0	0	1	*	0	0	0	0
Total	**0**	**3**	**0**	**0**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**12**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**1**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	*	**0**	**0**	**0**	**0**
15x4	**0**	**4**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**2**	**0**	**0**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**6**		**0**	**0**	**0**	**0**

Peak Hour	12:00
Peak 15min	12:30
North Leg PHF	0.25
South Leg PHF	0.42
West Leg PHF	NA
East Leg PHF	NA

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Noon Peak Hour Volumes



PM Peak Period

Trucks

Location: Westfield Avenue @ 207 Street

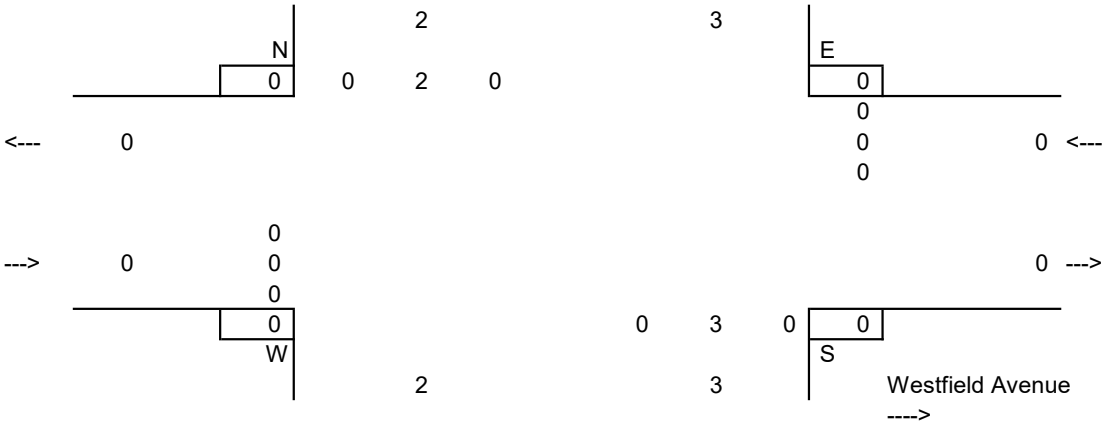
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
15:00	0	0	0	0	2	0	0	0	0	0	0	0	2		0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
15:45	0	2	0	0	0	0	0	0	0	0	0	0	2		0	0	0	0
16:00	0	1	0	0	1	0	0	0	0	0	0	0	2	+	0	0	0	0
16:15	0	0	0	0	1	0	0	0	0	0	0	0	1	*	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
16:45	0	1	0	0	1	0	0	0	0	0	0	0	2	+	0	0	0	0
17:00	0	0	0	0	1	0	0	0	0	0	0	0	1		0	0	0	0
17:15	0	1	0	0	0	0	0	0	0	0	0	0	1		0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
17:45	0	1	0	0	0	0	0	0	0	0	0	0	1		0	0	0	0
Total	**0**	**6**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**2**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	*	**0**	**0**	**0**	**0**
15x4	**0**	**4**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**		**0**	**0**	**0**	**0**

Peak Hour	16:00
Peak 15min	16:45
North Leg PHF	0.50
South Leg PHF	0.75
West Leg PHF	NA
East Leg PHF	NA

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PM Peak Hour Volumes



Average Hour Period

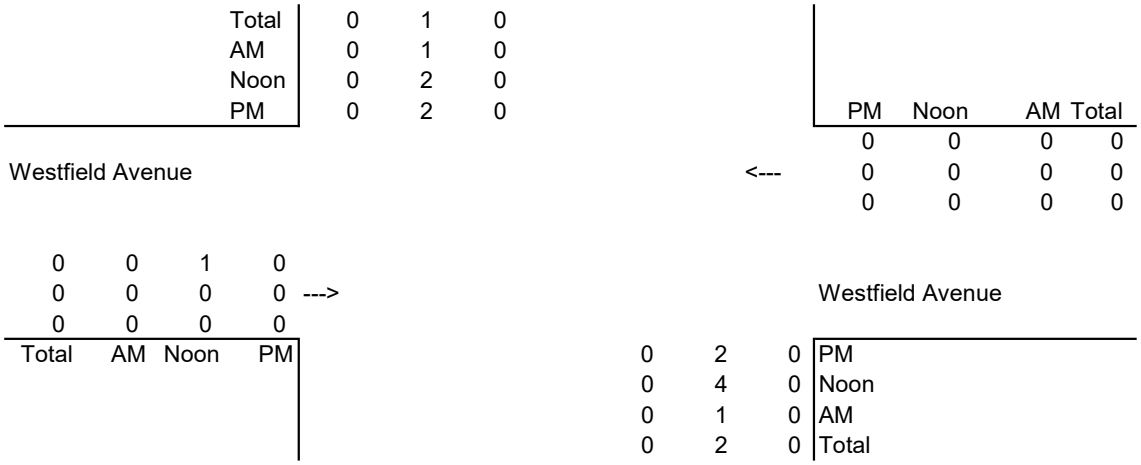
Trucks

Location: Westfield Avenue @ 207 Street

March 9, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	0	11	0	0	18	0	1	0	0	0	0	0	30	0	0	0	0
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	0	1	0	0	2	0	0	0	0	0	0	0	4	0	0	0	0
AM Period																	
Total	0	2	0	0	4	0	0	0	0	0	0	0	6	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0
Noon Period																	
Total	0	3	0	0	8	0	1	0	0	0	0	0	12	0	0	0	0
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	0	2	0	0	4	0	1	0	0	0	0	0	6	0	0	0	0
PM Period																	
Total	0	6	0	0	6	0	0	0	0	0	0	0	12	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	2	0	0	2	0	0	0	0	0	0	0	4	0	0	0	0

Average Hour Volumes



PREMIERE TRAFFIC DATA SERVICES

Turning Movement Count Data
Cyclists

Site Number:	5
Major Route:	207 Street
Minor Route:	Westfield Avenue
Municipality:	Maple Ridge
Filename:	5-TMC-207 St@Westfield Ave-Mar 9 2024
Date:	March 9, 2024
Day-of-week:	Saturday
East/West Route:	Westfield Avenue
Intersection Type:	4 leg
Signalized (y/n?):	no
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Cyclists

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0					
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0					
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0					
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0					
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0					
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0					
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0					
07:45	0	1	0	0	0	0	0	0	0	0	0	0	1	+				
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	*				
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	*				
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	*				
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0					
Total	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	*	**0**	**0**	**0**	**0**
15x4	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	+	**0**	**0**	**0**	**0**
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0					
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0					
11:30	0	0	0	0	0	0	0	1	0	0	0	0	1	+				
11:45	0	1	0	0	0	0	0	0	0	0	0	0	1	+				
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	*				
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	*				
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0					
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0					
Total	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	*	**0**	**0**	**0**	**0**
15x4	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**8**	+	**0**	**0**	**0**	**0**
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0					
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0					
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0					
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0					
16:00	0	1	0	0	0	0	0	0	0	0	0	0	1					
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0					
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0					
16:45	0	0	0	0	0	0	0	0	0	0	1	0	1	+				
17:00	0	0	0	0	0	0	0	1	0	0	0	0	1	+				
17:15	0	0	0	0	1	0	0	0	0	0	0	0	1	+				
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	*				
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0					
Total	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**4**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**3**	*	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**4**	**0**	**0**	**4**	**0**	**12**	+	**0**	**0**	**0**	**0**

AM Peak Period

Cyclists

Location: Westfield Avenue @ 207 Street

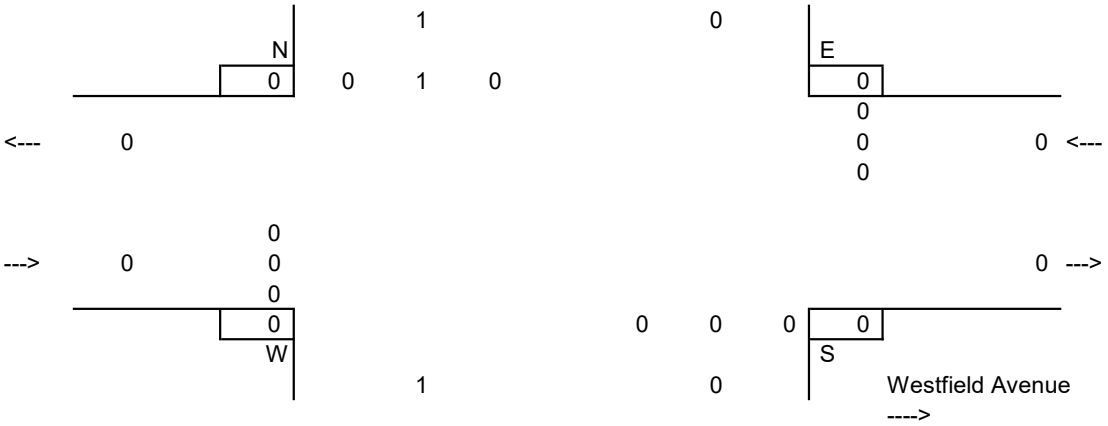
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
07:45	0	1	0	0	0	0	0	0	0	0	0	0	1	+	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
Total	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	*	**0**	**0**	**0**	**0**
15x4	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		**0**	**0**	**0**	**0**

Peak Hour	07:45
Peak 15min	07:45
North approach PHF	0.25
South approach PHF	NA
West approach PHF	NA
East approach PHF	NA

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AM Peak Hour Volumes



Noon Peak Period

Cyclists

Location: Westfield Avenue @ 207 Street

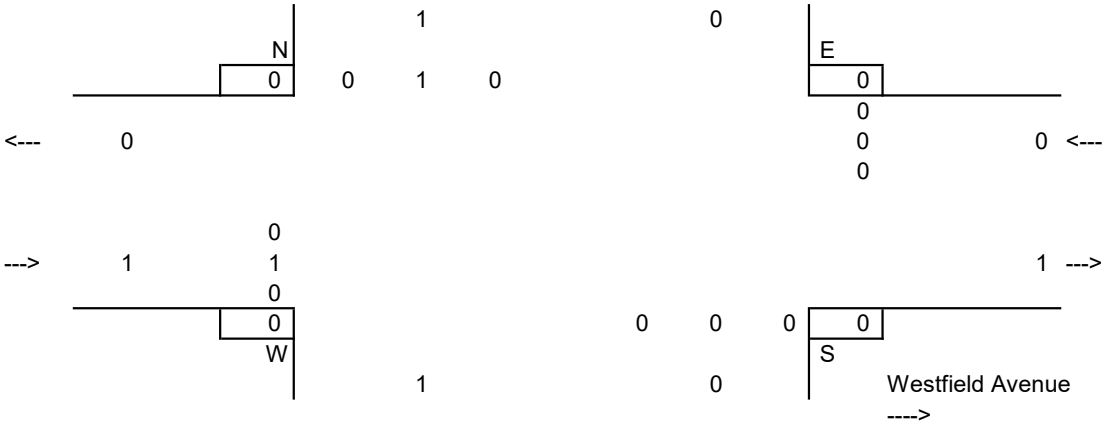
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
11:30	0	0	0	0	0	0	0	1	0	0	0	0	1	+	0	0	0	0
11:45	0	1	0	0	0	0	0	0	0	0	0	0	1	+	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
Total	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	*	**0**	**0**	**0**	**0**
15x4	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**8**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**		**0**	**0**	**0**	**0**

Peak Hour	11:30
Peak 15min	11:45
North Leg PHF	0.25
South Leg PHF	NA
West Leg PHF	0.25
East Leg PHF	NA

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Noon Peak Hour Volumes



PM Peak Period

Cyclists

Location: Westfield Avenue @ 207 Street

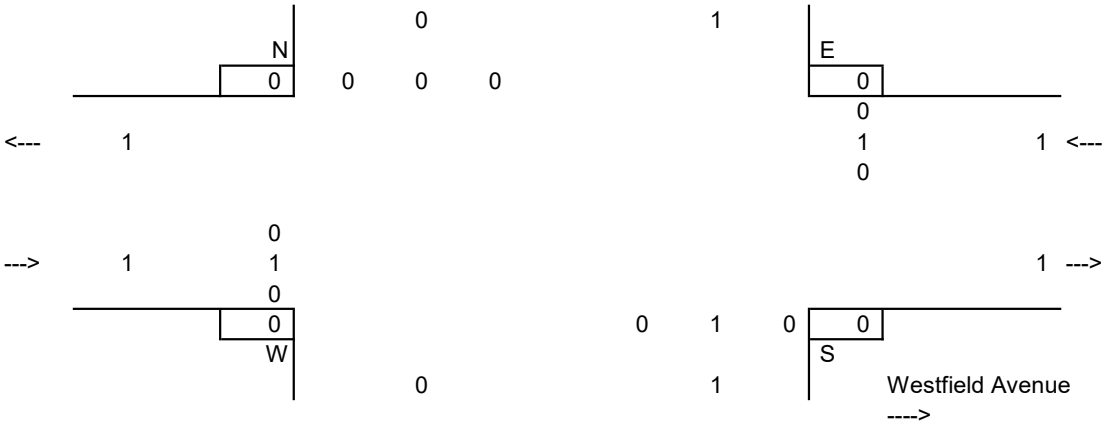
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
16:00	0	1	0	0	0	0	0	0	0	0	0	0	1		0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	1	0	1	+	0	0	0	0
17:00	0	0	0	0	0	0	0	1	0	0	0	0	1	+	0	0	0	0
17:15	0	0	0	0	1	0	0	0	0	0	0	0	1	+	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
Total	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**4**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**3**	*	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**4**	**0**	**0**	**4**	**0**	**12**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**		**0**	**0**	**0**	**0**

Peak Hour	16:45
Peak 15min	17:15
North Leg PHF	NA
South Leg PHF	0.25
West Leg PHF	0.25
East Leg PHF	0.25

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PM Peak Hour Volumes



Average Hour Period

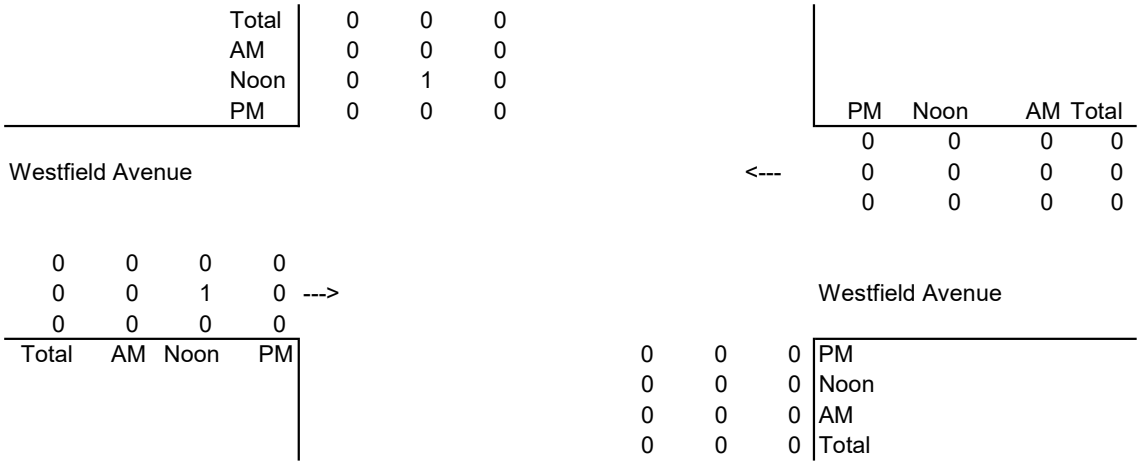
Cyclists

Location: Westfield Avenue @ 207 Street

March 9, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	0	3	0	0	1	0	0	2	0	0	1	0	7	0	0	0	0
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
AM Period																	
Total	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Noon Period																	
Total	0	1	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0
PM Period																	
Total	0	1	0	0	1	0	0	1	0	0	1	0	4	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0

Average Hour Volumes



PREMIERE
TRAFFIC DATA SERVICES

Turning Movement Count Data
Combined Volume

Site Number:	6
Major Route:	Maple Crescent
Minor Route:	Westfield Avenue
Municipality:	Maple Ridge
Filename:	6-TMC-Maple Cres@Westfield Ave-Mar 9 2024
Date:	March 9, 2024
Day-of-week:	Saturday
East/West Route:	Westfield Avenue
Intersection Type:	3 leg east approach
Signalized (y/n?):	no
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Combined Volume

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	3	0	0	15	0	0	0	0	0	0	1	19		0	0	0	0
06:15	0	8	0	0	16	0	0	0	0	0	0	2	26		0	0	0	2
06:30	0	8	0	0	11	0	0	0	0	0	0	4	23		0	0	0	0
06:45	1	8	0	0	20	0	0	0	0	0	0	0	29		0	0	0	2
07:00	1	4	0	0	24	0	0	0	0	0	0	2	31		0	0	0	1
07:15	2	13	0	0	14	0	0	0	0	0	0	3	32		0	0	0	0
07:30	2	10	0	0	19	0	0	0	0	0	0	3	34		0	0	0	2
07:45	1	13	0	0	35	0	0	0	0	0	0	2	51		0	0	0	0
08:00	1	17	0	0	34	1	0	0	0	0	0	7	60	*	0	0	0	1
08:15	5	21	0	0	40	0	0	0	0	0	0	7	73	*	0	0	0	2
08:30	4	23	0	0	41	0	0	0	0	1	0	6	75	+	0	0	0	0
08:45	6	19	0	0	43	0	0	0	0	0	0	7	75	+	0	0	0	0
Total	**23**	**147**	**0**	**0**	**312**	**1**	**0**	**0**	**0**	**1**	**0**	**44**	**528**		**0**	**0**	**0**	**10**
Pk Hr	**16**	**80**	**0**	**0**	**158**	**1**	**0**	**0**	**0**	**1**	**0**	**27**	**283**	*	**0**	**0**	**0**	**3**
15x4	**24**	**92**	**0**	**0**	**172**	**4**	**0**	**0**	**0**	**4**	**0**	**28**	**324**	+	**0**	**0**	**0**	**0**
11:00	9	60	0	0	73	0	0	0	0	0	0	15	157		0	0	0	1
11:15	14	55	0	0	58	1	0	0	0	0	0	14	142		0	0	0	2
11:30	6	83	0	0	71	0	0	0	0	0	0	17	177		0	0	0	0
11:45	6	74	0	0	58	0	0	0	0	0	0	10	148		0	0	0	3
12:00	15	66	0	0	70	0	0	0	0	2	0	11	164	*	0	0	0	0
12:15	17	65	0	0	59	0	0	0	0	0	0	15	156	*	0	0	0	0
12:30	21	81	0	0	80	0	0	0	0	1	0	12	195	+	0	0	0	1
12:45	10	69	0	0	73	0	0	0	0	0	0	15	167	*	0	0	0	1
Total	**98**	**553**	**0**	**0**	**542**	**1**	**0**	**0**	**0**	**3**	**0**	**109**	**1306**		**0**	**0**	**0**	**8**
Pk Hr	**63**	**281**	**0**	**0**	**282**	**0**	**0**	**0**	**0**	**3**	**0**	**53**	**682**	*	**0**	**0**	**0**	**2**
15x4	**84**	**324**	**0**	**0**	**320**	**0**	**0**	**0**	**0**	**8**	**0**	**60**	**796**	+	**0**	**0**	**0**	**4**
15:00	18	82	0	0	49	0	0	0	0	0	0	5	154		0	0	0	1
15:15	17	65	0	0	53	1	0	0	0	0	0	10	146		0	0	0	5
15:30	13	91	0	0	42	0	0	0	0	1	0	10	157		0	0	0	0
15:45	14	73	0	0	53	0	0	0	0	0	0	11	151		0	0	0	2
16:00	9	50	0	0	41	0	0	0	0	1	0	12	113		0	0	0	0
16:15	26	77	0	0	53	0	0	0	0	1	0	9	166	+	0	0	0	0
16:30	18	88	0	0	50	1	0	0	0	2	0	6	165	*	0	0	0	1
16:45	16	78	0	0	40	0	0	0	0	2	0	18	154	*	0	0	0	0
17:00	12	67	0	0	51	1	0	0	0	0	0	7	138	*	0	0	0	0
17:15	16	78	0	0	54	3	0	0	0	0	0	7	158		1	0	0	0
17:30	19	66	0	0	31	0	0	0	0	0	0	9	125		0	0	0	0
17:45	8	48	0	0	31	7	0	0	0	1	0	12	107		0	0	0	1
Total	**186**	**863**	**0**	**0**	**548**	**13**	**0**	**0**	**0**	**8**	**0**	**116**	**1734**		**1**	**0**	**0**	**10**
Pk Hr	**72**	**310**	**0**	**0**	**194**	**2**	**0**	**0**	**0**	**5**	**0**	**40**	**623**	*	**0**	**0**	**0**	**1**
15x4	**104**	**352**	**0**	**0**	**212**	**4**	**0**	**0**	**0**	**8**	**0**	**72**	**752**	+	**0**	**0**	**0**	**0**

AM Peak Period

Combined Volume

Location: Westfield Avenue @ Maple Crescent

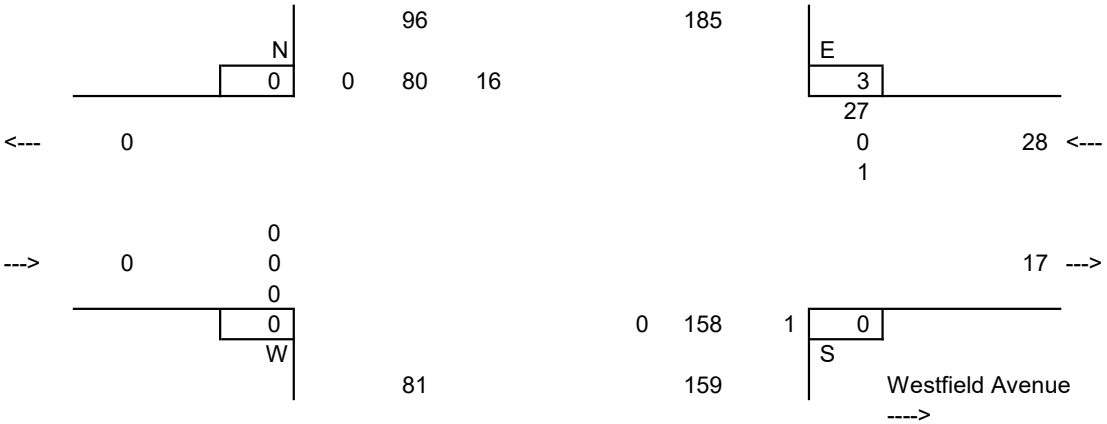
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	3	0	0	15	0	0	0	0	0	0	1	19		0	0	0	0
06:15	0	8	0	0	16	0	0	0	0	0	0	2	26		0	0	0	2
06:30	0	8	0	0	11	0	0	0	0	0	0	4	23		0	0	0	0
06:45	1	8	0	0	20	0	0	0	0	0	0	0	29		0	0	0	2
07:00	1	4	0	0	24	0	0	0	0	0	0	2	31		0	0	0	1
07:15	2	13	0	0	14	0	0	0	0	0	0	3	32		0	0	0	0
07:30	2	10	0	0	19	0	0	0	0	0	0	3	34		0	0	0	2
07:45	1	13	0	0	35	0	0	0	0	0	0	2	51		0	0	0	0
08:00	1	17	0	0	34	1	0	0	0	0	0	7	60	*	0	0	0	1
08:15	5	21	0	0	40	0	0	0	0	0	0	7	73	*	0	0	0	2
08:30	4	23	0	0	41	0	0	0	0	1	0	6	75	+	0	0	0	0
08:45	6	19	0	0	43	0	0	0	0	0	0	7	75	+	0	0	0	0
Total	**23**	**147**	**0**	**0**	**312**	**1**	**0**	**0**	**0**	**1**	**0**	**44**	**528**		**0**	**0**	**0**	**10**
Pk Hr	**16**	**80**	**0**	**0**	**158**	**1**	**0**	**0**	**0**	**1**	**0**	**27**	**283**	*	**0**	**0**	**0**	**3**
15x4	**24**	**92**	**0**	**0**	**172**	**4**	**0**	**0**	**0**	**4**	**0**	**28**	**324**	+	**0**	**0**	**0**	**0**
Avg Hr	**8**	**49**	**0**	**0**	**104**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**176**		**0**	**0**	**0**	**3**

Peak Hour	08:00
Peak 15min	08:45
North approach PHF	0.83
South approach PHF	0.90
West approach PHF	NA
East approach PHF	0.88

N
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AM Peak Hour Volumes



Noon Peak Period

Combined Volume

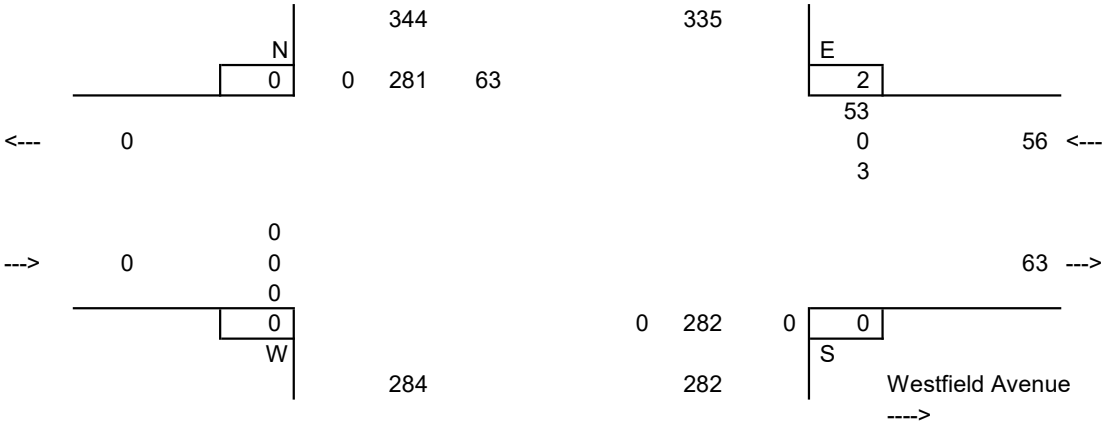
Location: Westfield Avenue @ Maple Crescent
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
11:00	9	60	0	0	73	0	0	0	0	0	0	15	157		0	0	0	1
11:15	14	55	0	0	58	1	0	0	0	0	0	14	142		0	0	0	2
11:30	6	83	0	0	71	0	0	0	0	0	0	17	177		0	0	0	0
11:45	6	74	0	0	58	0	0	0	0	0	0	10	148		0	0	0	3
12:00	15	66	0	0	70	0	0	0	0	2	0	11	164	*	0	0	0	0
12:15	17	65	0	0	59	0	0	0	0	0	0	15	156	*	0	0	0	0
12:30	21	81	0	0	80	0	0	0	0	1	0	12	195	+	0	0	0	1
12:45	10	69	0	0	73	0	0	0	0	0	0	15	167	*	0	0	0	1
Total	**98**	**553**	**0**	**0**	**542**	**1**	**0**	**0**	**0**	**3**	**0**	**109**	**1306**		**0**	**0**	**0**	**8**
Pk Hr	**63**	**281**	**0**	**0**	**282**	**0**	**0**	**0**	**0**	**3**	**0**	**53**	**682**	*	**0**	**0**	**0**	**2**
15x4	**84**	**324**	**0**	**0**	**320**	**0**	**0**	**0**	**0**	**8**	**0**	**60**	**796**	+	**0**	**0**	**0**	**4**
Avg Hr	**49**	**277**	**0**	**0**	**271**	**1**	**0**	**0**	**0**	**2**	**0**	**55**	**653**		**0**	**0**	**0**	**4**

Peak Hour	12:00
Peak 15min	12:30
North Leg PHF	0.84
South Leg PHF	0.88
West Leg PHF	NA
East Leg PHF	0.82

N
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Noon Peak Hour Volumes



PM Peak Period

Combined Volume

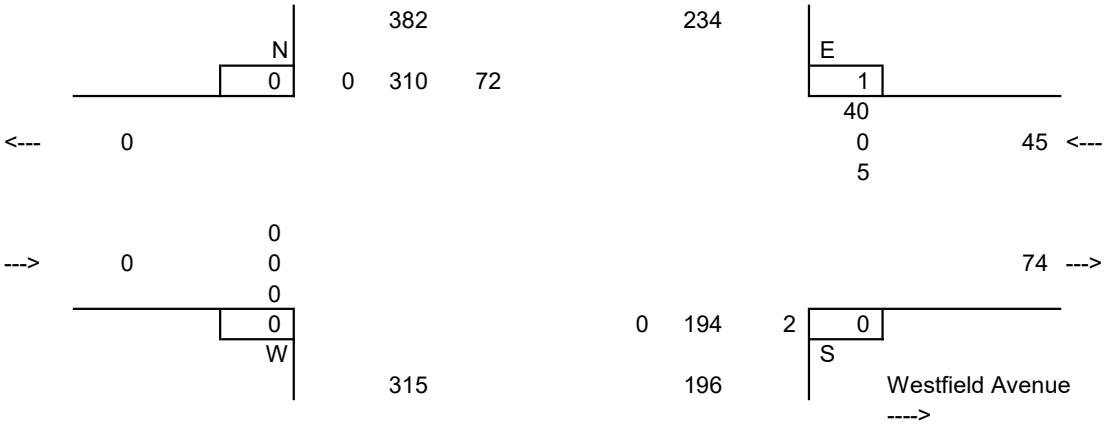
Location: Westfield Avenue @ Maple Crescent
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
15:00	18	82	0	0	49	0	0	0	0	0	0	5	154		0	0	0	1
15:15	17	65	0	0	53	1	0	0	0	0	0	10	146		0	0	0	5
15:30	13	91	0	0	42	0	0	0	0	1	0	10	157		0	0	0	0
15:45	14	73	0	0	53	0	0	0	0	0	0	11	151		0	0	0	2
16:00	9	50	0	0	41	0	0	0	0	1	0	12	113		0	0	0	0
16:15	26	77	0	0	53	0	0	0	0	1	0	9	166	+	0	0	0	0
16:30	18	88	0	0	50	1	0	0	0	2	0	6	165	*	0	0	0	1
16:45	16	78	0	0	40	0	0	0	0	2	0	18	154	*	0	0	0	0
17:00	12	67	0	0	51	1	0	0	0	0	0	7	138	*	0	0	0	0
17:15	16	78	0	0	54	3	0	0	0	0	0	7	158		1	0	0	0
17:30	19	66	0	0	31	0	0	0	0	0	0	9	125		0	0	0	0
17:45	8	48	0	0	31	7	0	0	0	1	0	12	107		0	0	0	1
Total	**186**	**863**	**0**	**0**	**548**	**13**	**0**	**0**	**0**	**8**	**0**	**116**	**1734**		**1**	**0**	**0**	**10**
Pk Hr	**72**	**310**	**0**	**0**	**194**	**2**	**0**	**0**	**0**	**5**	**0**	**40**	**623**	*	**0**	**0**	**0**	**1**
15x4	**104**	**352**	**0**	**0**	**212**	**4**	**0**	**0**	**0**	**8**	**0**	**72**	**752**	+	**0**	**0**	**0**	**0**
Avg Hr	**62**	**288**	**0**	**0**	**183**	**4**	**0**	**0**	**0**	**3**	**0**	**39**	**578**		**0**	**0**	**0**	**3**

Peak Hour	16:15
Peak 15min	16:15
North Leg PHF	0.84
South Leg PHF	0.91
West Leg PHF	NA
East Leg PHF	0.56

N
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PM Peak Hour Volumes



Average Hour Period

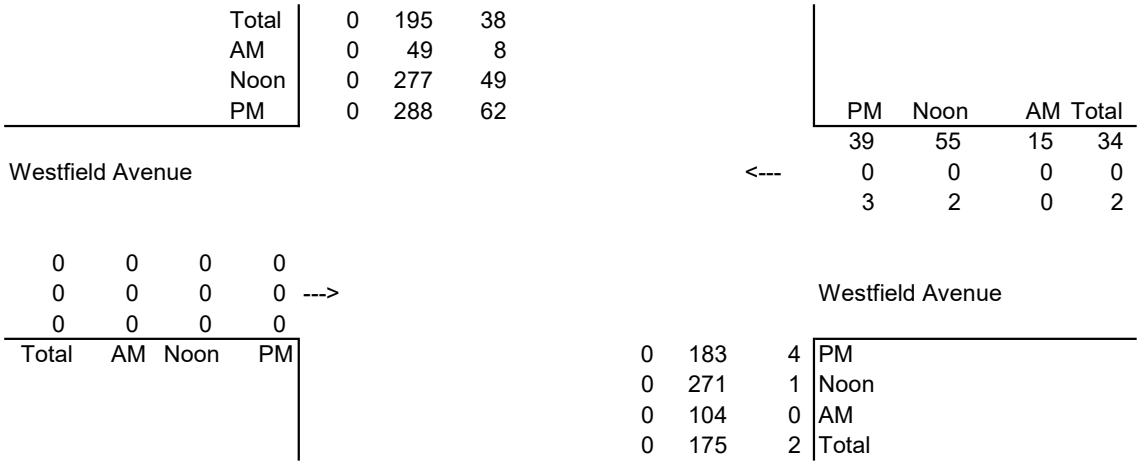
Combined Volume

Location: Westfield Avenue @ Maple Crescent

March 9, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	307	1563	0	0	1402	15	0	0	0	12	0	269	3568	1	0	0	28
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	38	195	0	0	175	2	0	0	0	2	0	34	446	0	0	0	4
AM Period																	
Total	23	147	0	0	312	1	0	0	0	1	0	44	528	0	0	0	10
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	8	49	0	0	104	0	0	0	0	0	0	15	176	0	0	0	3
Noon Period																	
Total	98	553	0	0	542	1	0	0	0	3	0	109	1306	0	0	0	8
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	49	277	0	0	271	1	0	0	0	2	0	55	653	0	0	0	4
PM Period																	
Total	186	863	0	0	548	13	0	0	0	8	0	116	1734	1	0	0	10
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	62	288	0	0	183	4	0	0	0	3	0	39	578	0	0	0	3

Average Hour Volumes



PREMIERE
TRAFFIC DATA SERVICES

Turning Movement Count Data
Regular Vehicles

Site Number:	6
Major Route:	Maple Crescent
Minor Route:	Westfield Avenue
Municipality:	Maple Ridge
Filename:	6-TMC-Maple Cres@Westfield Ave-Mar 9 2024
Date:	March 9, 2024
Day-of-week:	Saturday
East/West Route:	Westfield Avenue
Intersection Type:	3 leg east approach
Signalized (y/n?):	no
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Regular Vehicles

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	3			15	0				0		1	19		0	0		0
06:15	0	8			16	0				0		2	26		0	0		2
06:30	0	8			11	0				0		4	23		0	0		0
06:45	1	8			19	0				0		0	28		0	0		2
07:00	1	4			22	0				0		2	29		0	0		1
07:15	2	11			13	0				0		3	29		0	0		0
07:30	2	9			19	0				0		3	33		0	0		2
07:45	1	13			29	0				0		2	45		0	0		0
08:00	1	16			34	1				0		7	59	*	0	0		1
08:15	5	20			40	0				0		7	72	*	0	0		2
08:30	4	23			41	0				1		6	75	+	0	0		0
08:45	6	19			40	0				0		7	72	*	0	0		0
Total	**23**	**142**	**0**	**0**	**299**	**1**	**0**	**0**	**0**	**1**	**0**	**44**	**510**		**0**	**0**	**0**	**10**
Pk Hr	**16**	**78**	**0**	**0**	**155**	**1**	**0**	**0**	**0**	**1**	**0**	**27**	**278**	*	**0**	**0**	**0**	**3**
15x4	**24**	**92**	**0**	**0**	**164**	**4**	**0**	**0**	**0**	**4**	**0**	**28**	**316**	+	**0**	**0**	**0**	**0**
11:00	9	55			71	0				0		15	150		0	0		1
11:15	13	54			56	1				0		14	138		0	0		2
11:30	6	82			70	0				0		17	175		0	0		0
11:45	6	71			57	0				0		10	144		0	0		3
12:00	15	63			69	0				2		11	160	*	0	0		0
12:15	17	64			56	0				0		15	152	*	0	0		0
12:30	21	79			80	0				1		12	193	+	0	0		1
12:45	10	67			72	0				0		15	164	*	0	0		1
Total	**97**	**535**	**0**	**0**	**531**	**1**	**0**	**0**	**0**	**3**	**0**	**109**	**1276**		**0**	**0**	**0**	**8**
Pk Hr	**63**	**273**	**0**	**0**	**277**	**0**	**0**	**0**	**0**	**3**	**0**	**53**	**669**	*	**0**	**0**	**0**	**2**
15x4	**84**	**316**	**0**	**0**	**320**	**0**	**0**	**0**	**0**	**8**	**0**	**60**	**788**	+	**0**	**0**	**0**	**4**
15:00	18	80			49	0				0		5	152		0	0		1
15:15	17	65			53	1				0		10	146		0	0		5
15:30	13	91			41	0				1		10	156		0	0		0
15:45	14	73			52	0				0		11	150		0	0		2
16:00	9	49			41	0				1		12	112		0	0		0
16:15	26	77			53	0				1		9	166	+	0	0		0
16:30	18	88			50	1				2		6	165	*	0	0		1
16:45	16	76			39	0				2		18	151	*	0	0		0
17:00	12	66			51	1				0		7	137	*	0	0		0
17:15	16	78			54	3				0		7	158		1	0		0
17:30	19	66			30	0				0		9	124		0	0		0
17:45	8	48			30	7				1		12	106		0	0		1
Total	**186**	**857**	**0**	**0**	**543**	**13**	**0**	**0**	**0**	**8**	**0**	**116**	**1723**		**1**	**0**	**0**	**10**
Pk Hr	**72**	**307**	**0**	**0**	**193**	**2**	**0**	**0**	**0**	**5**	**0**	**40**	**619**	*	**0**	**0**	**0**	**1**
15x4	**104**	**352**	**0**	**0**	**212**	**4**	**0**	**0**	**0**	**8**	**0**	**72**	**752**	+	**0**	**0**	**0**	**0**

AM Peak Period

Regular Vehicles

Location: Westfield Avenue @ Maple Crescent

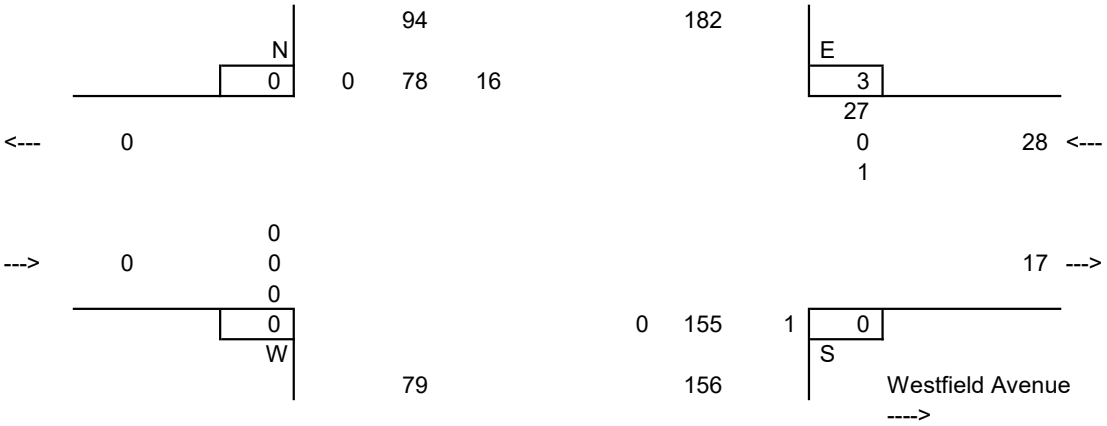
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	3			15	0				0		1	19		0	0	0	0
06:15	0	8			16	0				0		2	26		0	0	0	2
06:30	0	8			11	0				0		4	23		0	0	0	0
06:45	1	8			19	0				0		0	28		0	0	0	2
07:00	1	4			22	0				0		2	29		0	0	0	1
07:15	2	11			13	0				0		3	29		0	0	0	0
07:30	2	9			19	0				0		3	33		0	0	0	2
07:45	1	13			29	0				0		2	45		0	0	0	0
08:00	1	16			34	1				0		7	59	*	0	0	0	1
08:15	5	20			40	0				0		7	72	*	0	0	0	2
08:30	4	23			41	0				1		6	75	+	0	0	0	0
08:45	6	19			40	0				0		7	72	*	0	0	0	0
Total	**23**	**142**	**0**	**0**	**299**	**1**	**0**	**0**	**0**	**1**	**0**	**44**	**510**		**0**	**0**	**0**	**10**
Pk Hr	**16**	**78**	**0**	**0**	**155**	**1**	**0**	**0**	**0**	**1**	**0**	**27**	**278**	*	**0**	**0**	**0**	**3**
15x4	**24**	**92**	**0**	**0**	**164**	**4**	**0**	**0**	**0**	**4**	**0**	**28**	**316**	+	**0**	**0**	**0**	**0**
Avg Hr	**8**	**47**	**0**	**0**	**100**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**170**		**0**	**0**	**0**	**3**

Peak Hour	08:00
Peak 15min	08:30
North approach PHF	0.81
South approach PHF	0.93
West approach PHF	NA
East approach PHF	0.88

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AM Peak Hour Volumes



Noon Peak Period

Regular Vehicles

Location: Westfield Avenue @ Maple Crescent

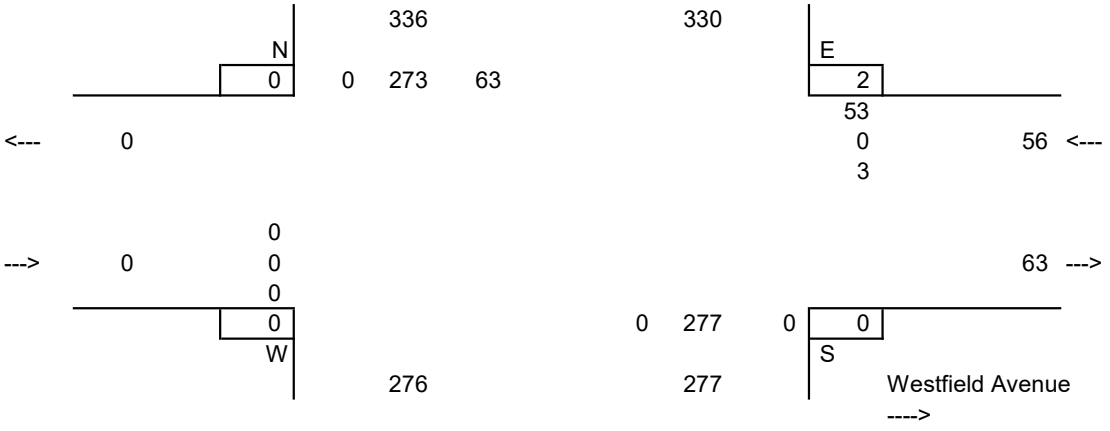
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
11:00	9	55			71	0				0		15	150		0	0	0	1
11:15	13	54			56	1				0		14	138		0	0	0	2
11:30	6	82			70	0				0		17	175		0	0	0	0
11:45	6	71			57	0				0		10	144		0	0	0	3
12:00	15	63			69	0				2		11	160	*	0	0	0	0
12:15	17	64			56	0				0		15	152	*	0	0	0	0
12:30	21	79			80	0				1		12	193	+	0	0	0	1
12:45	10	67			72	0				0		15	164	*	0	0	0	1
Total	**97**	**535**	**0**	**0**	**531**	**1**	**0**	**0**	**0**	**3**	**0**	**109**	**1276**		**0**	**0**	**0**	**8**
Pk Hr	**63**	**273**	**0**	**0**	**277**	**0**	**0**	**0**	**0**	**3**	**0**	**53**	**669**	*	**0**	**0**	**0**	**2**
15x4	**84**	**316**	**0**	**0**	**320**	**0**	**0**	**0**	**0**	**8**	**0**	**60**	**788**	+	**0**	**0**	**0**	**4**
Avg Hr	**49**	**268**	**0**	**0**	**266**	**1**	**0**	**0**	**0**	**2**	**0**	**55**	**638**		**0**	**0**	**0**	**4**

Peak Hour	12:00
Peak 15min	12:30
North Leg PHF	0.84
South Leg PHF	0.87
West Leg PHF	NA
East Leg PHF	0.82

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Noon Peak Hour Volumes



PM Peak Period

Regular Vehicles

Location: Westfield Avenue @ Maple Crescent

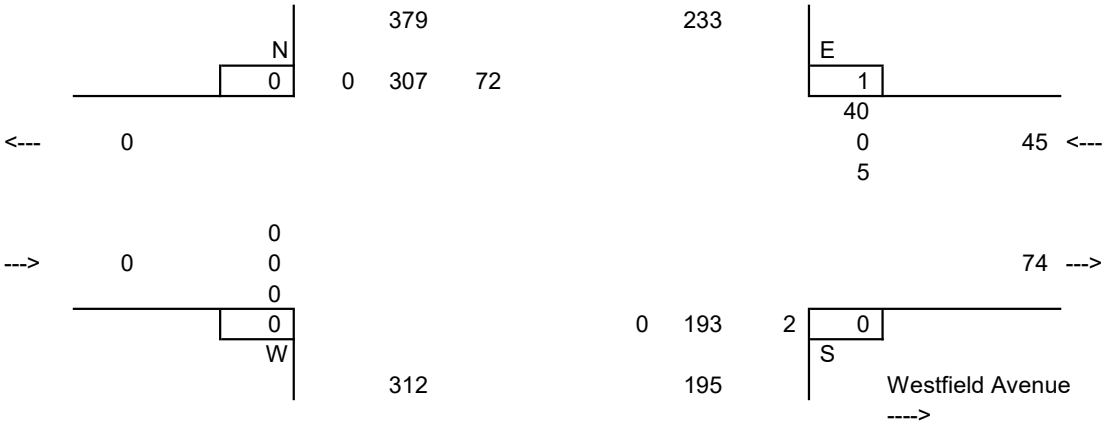
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
15:00	18	80			49	0				0		5	152		0	0	0	1
15:15	17	65			53	1				0		10	146		0	0	0	5
15:30	13	91			41	0				1		10	156		0	0	0	0
15:45	14	73			52	0				0		11	150		0	0	0	2
16:00	9	49			41	0				1		12	112		0	0	0	0
16:15	26	77			53	0				1		9	166	+	0	0	0	0
16:30	18	88			50	1				2		6	165	*	0	0	0	1
16:45	16	76			39	0				2		18	151	*	0	0	0	0
17:00	12	66			51	1				0		7	137	*	0	0	0	0
17:15	16	78			54	3				0		7	158		1	0	0	0
17:30	19	66			30	0				0		9	124		0	0	0	0
17:45	8	48			30	7				1		12	106		0	0	0	1
Total	**186**	**857**	**0**	**0**	**543**	**13**	**0**	**0**	**0**	**8**	**0**	**116**	**1723**		**1**	**0**	**0**	**10**
Pk Hr	**72**	**307**	**0**	**0**	**193**	**2**	**0**	**0**	**0**	**5**	**0**	**40**	**619**	*	**0**	**0**	**0**	**1**
15x4	**104**	**352**	**0**	**0**	**212**	**4**	**0**	**0**	**0**	**8**	**0**	**72**	**752**	+	**0**	**0**	**0**	**0**
Avg Hr	**62**	**286**	**0**	**0**	**181**	**4**	**0**	**0**	**0**	**3**	**0**	**39**	**574**		**0**	**0**	**0**	**3**

Peak Hour	16:15
Peak 15min	16:15
North Leg PHF	0.83
South Leg PHF	0.90
West Leg PHF	NA
East Leg PHF	0.56

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PM Peak Hour Volumes



Average Hour Period

Regular Vehicles

Location: Westfield Avenue @ Maple Crescent

March 9, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	306	1534	0	0	1373	15	0	0	0	12	0	269	3509	1	0	0	28
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	38	192	0	0	172	2	0	0	0	2	0	34	439	0	0	0	4
AM Period																	
Total	23	142	0	0	299	1	0	0	0	1	0	44	510	0	0	0	10
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	8	47	0	0	100	0	0	0	0	0	0	15	170	0	0	0	3
Noon Period																	
Total	97	535	0	0	531	1	0	0	0	3	0	109	1276	0	0	0	8
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	49	268	0	0	266	1	0	0	0	2	0	55	638	0	0	0	4
PM Period																	
Total	186	857	0	0	543	13	0	0	0	8	0	116	1723	1	0	0	10
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	62	286	0	0	181	4	0	0	0	3	0	39	574	0	0	0	3

Average Hour Volumes

Total	0	192	38
AM	0	47	8
Noon	0	268	49
PM	0	286	62

PM	Noon	AM	Total
39	55	15	34
0	0	0	0
3	2	0	2

Westfield Avenue <---

0	0	0	0
0	0	0	0
0	0	0	0

---> Westfield Avenue

Total	AM	Noon	PM
0	181	4	PM
0	266	1	Noon
0	100	0	AM
0	172	2	Total

PREMIERE
TRAFFIC DATA SERVICES

Turning Movement Count Data
Trucks

Site Number:	6
Major Route:	Maple Crescent
Minor Route:	Westfield Avenue
Municipality:	Maple Ridge
Filename:	6-TMC-Maple Cres@Westfield Ave-Mar 9 2024
Date:	March 9, 2024
Day-of-week:	Saturday
East/West Route:	Westfield Avenue
Intersection Type:	3 leg east approach
Signalized (y/n?):	no
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Trucks

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	0			0	0				0		0	0					
06:15	0	0			0	0				0		0	0					
06:30	0	0			0	0				0		0	0					
06:45	0	0			1	0				0		0	1					
07:00	0	0			2	0				0		0	2	*				
07:15	0	2			1	0				0		0	3	*				
07:30	0	1			0	0				0		0	1	*				
07:45	0	0			6	0				0		0	6	+				
08:00	0	1			0	0				0		0	1					
08:15	0	1			0	0				0		0	1					
08:30	0	0			0	0				0		0	0					
08:45	0	0			3	0				0		0	3					
Total	**0**	**5**	**0**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**3**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	*	**0**	**0**	**0**	**0**
15x4	**0**	**8**	**0**	**0**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32**	+	**0**	**0**	**0**	**0**
11:00	0	5			2	0				0		0	7	+				
11:15	1	1			2	0				0		0	4	*				
11:30	0	1			1	0				0		0	2	*				
11:45	0	3			1	0				0		0	4	*				
12:00	0	3			1	0				0		0	4					
12:15	0	1			3	0				0		0	4					
12:30	0	2			0	0				0		0	2					
12:45	0	2			1	0				0		0	3					
Total	**1**	**18**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30**		**0**	**0**	**0**	**0**
Pk Hr	**1**	**10**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	*	**0**	**0**	**0**	**0**
15x4	**4**	**20**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32**	+	**0**	**0**	**0**	**0**
15:00	0	2			0	0				0		0	2					
15:15	0	0			0	0				0		0	0					
15:30	0	0			1	0				0		0	1					
15:45	0	0			1	0				0		0	1					
16:00	0	1			0	0				0		0	1					
16:15	0	0			0	0				0		0	0					
16:30	0	0			0	0				0		0	0					
16:45	0	2			1	0				0		0	3	+				
17:00	0	1			0	0				0		0	1	*				
17:15	0	0			0	0				0		0	0	*				
17:30	0	0			1	0				0		0	1	*				
17:45	0	0			1	0				0		0	1					
Total	**0**	**6**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**3**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	*	**0**	**0**	**0**	**0**
15x4	**0**	**8**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	+	**0**	**0**	**0**	**0**

AM Peak Period

Trucks

Location: Westfield Avenue @ Maple Crescent

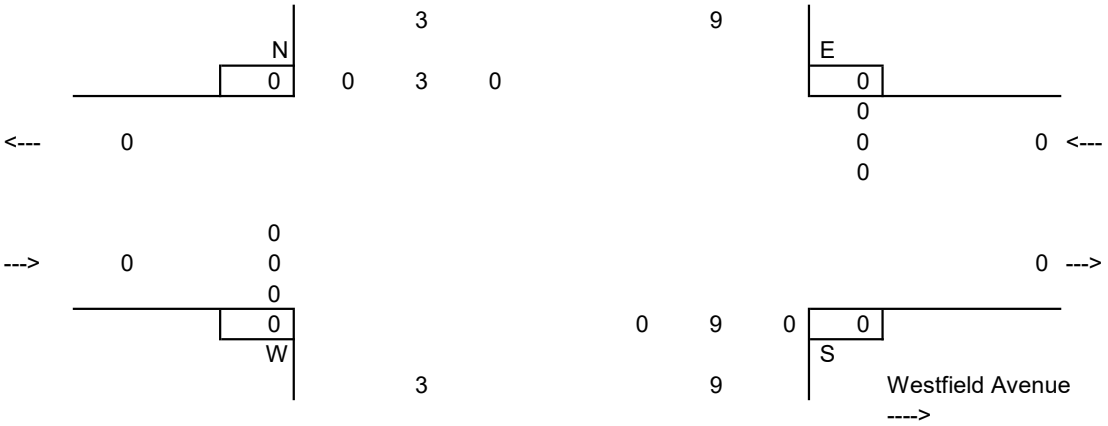
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	0			0	0				0		0	0		0	0	0	0
06:15	0	0			0	0				0		0	0		0	0	0	0
06:30	0	0			0	0				0		0	0		0	0	0	0
06:45	0	0			1	0				0		0	1		0	0	0	0
07:00	0	0			2	0				0		0	2	*	0	0	0	0
07:15	0	2			1	0				0		0	3	*	0	0	0	0
07:30	0	1			0	0				0		0	1	*	0	0	0	0
07:45	0	0			6	0				0		0	6	+	0	0	0	0
08:00	0	1			0	0				0		0	1		0	0	0	0
08:15	0	1			0	0				0		0	1		0	0	0	0
08:30	0	0			0	0				0		0	0		0	0	0	0
08:45	0	0			3	0				0		0	3		0	0	0	0
Total	**0**	**5**	**0**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**3**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	*	**0**	**0**	**0**	**0**
15x4	**0**	**8**	**0**	**0**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**2**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**		**0**	**0**	**0**	**0**

Peak Hour	07:00
Peak 15min	07:45
North approach PHF	0.38
South approach PHF	0.38
West approach PHF	NA
East approach PHF	NA

N
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AM Peak Hour Volumes



Noon Peak Period

Trucks

Location: Westfield Avenue @ Maple Crescent

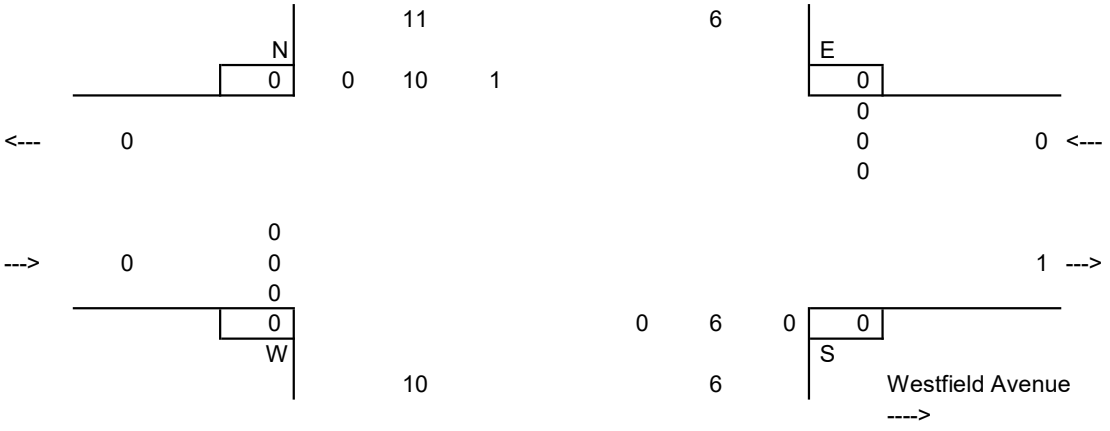
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
11:00	0	5			2	0				0		0	7	+	0	0	0	0
11:15	1	1			2	0				0		0	4	*	0	0	0	0
11:30	0	1			1	0				0		0	2	*	0	0	0	0
11:45	0	3			1	0				0		0	4	*	0	0	0	0
12:00	0	3			1	0				0		0	4		0	0	0	0
12:15	0	1			3	0				0		0	4		0	0	0	0
12:30	0	2			0	0				0		0	2		0	0	0	0
12:45	0	2			1	0				0		0	3		0	0	0	0
Total	**1**	**18**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30**		**0**	**0**	**0**	**0**
Pk Hr	**1**	**10**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	*	**0**	**0**	**0**	**0**
15x4	**4**	**20**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32**	+	**0**	**0**	**0**	**0**
Avg Hr	**1**	**9**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15**		**0**	**0**	**0**	**0**

Peak Hour	11:00
Peak 15min	11:00
North Leg PHF	0.46
South Leg PHF	0.75
West Leg PHF	NA
East Leg PHF	NA

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Noon Peak Hour Volumes



PM Peak Period

Trucks

Location: Westfield Avenue @ Maple Crescent

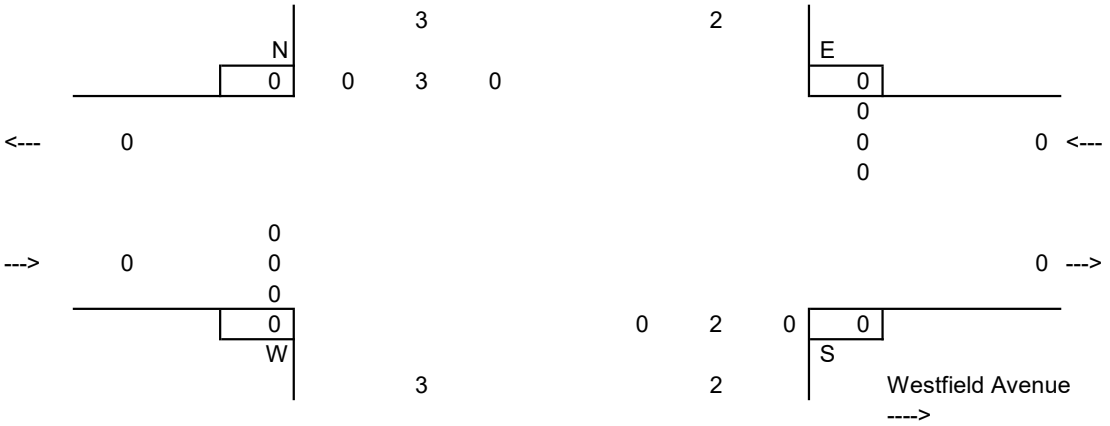
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
15:00	0	2			0	0				0		0	2		0	0	0	0
15:15	0	0			0	0				0		0	0		0	0	0	0
15:30	0	0			1	0				0		0	1		0	0	0	0
15:45	0	0			1	0				0		0	1		0	0	0	0
16:00	0	1			0	0				0		0	1		0	0	0	0
16:15	0	0			0	0				0		0	0		0	0	0	0
16:30	0	0			0	0				0		0	0		0	0	0	0
16:45	0	2			1	0				0		0	3	+	0	0	0	0
17:00	0	1			0	0				0		0	1	*	0	0	0	0
17:15	0	0			0	0				0		0	0	*	0	0	0	0
17:30	0	0			1	0				0		0	1	*	0	0	0	0
17:45	0	0			1	0				0		0	1		0	0	0	0
Total	**0**	**6**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**3**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	*	**0**	**0**	**0**	**0**
15x4	**0**	**8**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**		**0**	**0**	**0**	**0**

Peak Hour	16:45
Peak 15min	16:45
North Leg PHF	0.38
South Leg PHF	0.50
West Leg PHF	NA
East Leg PHF	NA

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PM Peak Hour Volumes



Average Hour Period

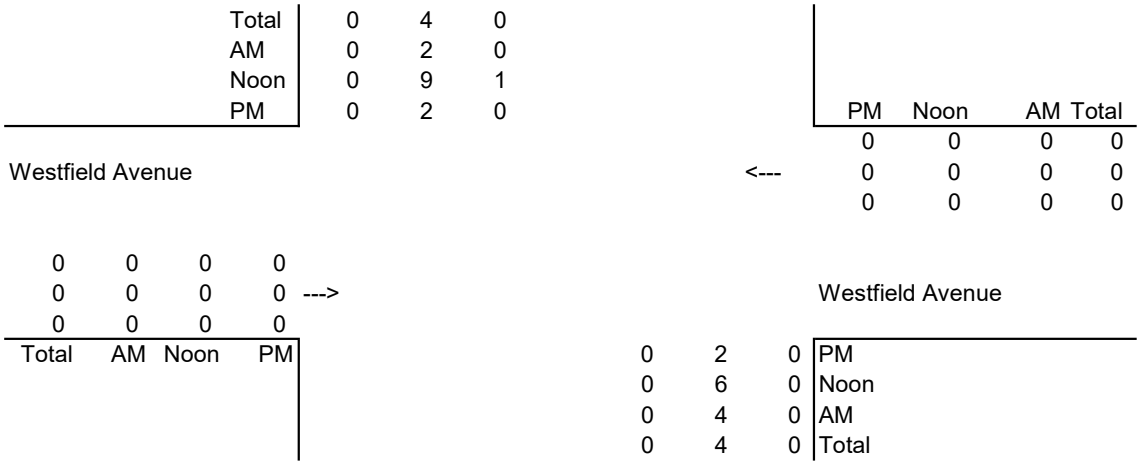
Trucks

Location: Westfield Avenue @ Maple Crescent

March 9, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	1	29	0	0	29	0	0	0	0	0	0	0	59	0	0	0	0
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	0	4	0	0	4	0	0	0	0	0	0	0	7	0	0	0	0
AM Period																	
Total	0	5	0	0	13	0	0	0	0	0	0	0	18	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	2	0	0	4	0	0	0	0	0	0	0	6	0	0	0	0
Noon Period																	
Total	1	18	0	0	11	0	0	0	0	0	0	0	30	0	0	0	0
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	1	9	0	0	6	0	0	0	0	0	0	0	15	0	0	0	0
PM Period																	
Total	0	6	0	0	5	0	0	0	0	0	0	0	11	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	2	0	0	2	0	0	0	0	0	0	0	4	0	0	0	0

Average Hour Volumes



PREMIERE TRAFFIC DATA SERVICES

Turning Movement Count Data
Cyclists

Site Number:	6
Major Route:	Maple Crescent
Minor Route:	Westfield Avenue
Municipality:	Maple Ridge
Filename:	6-TMC-Maple Cres@Westfield Ave-Mar 9 2024
Date:	March 9, 2024
Day-of-week:	Saturday
East/West Route:	Westfield Avenue
Intersection Type:	3 leg east approach
Signalized (y/n?):	no
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Cyclists

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	0			1	0				0		0	1					
06:15	0	0			0	0				0		0	0					
06:30	0	0			0	0				0		0	0					
06:45	0	0			0	0				0		0	0					
07:00	0	0			0	0				0		0	0					
07:15	0	0			0	0				0		0	0					
07:30	0	0			0	0				0		0	0					
07:45	0	0			0	0				0		0	0					
08:00	0	0			1	0				0		0	1	+				
08:15	0	0			0	0				0		0	0	*				
08:30	0	0			0	0				0		0	0	*				
08:45	0	0			0	0				0		0	0	*				
Total	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	*	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	+	**0**	**0**	**0**	**0**
11:00	0	0			0	0				0		0	0					
11:15	0	0			0	0				0		0	0					
11:30	0	0			0	0				0		0	0					
11:45	0	0			1	0				0		0	1					
12:00	0	0			0	0				0		0	0	*				
12:15	0	0			0	0				0		0	0	*				
12:30	0	0			0	0				0		0	0	*				
12:45	0	0			1	0				0		0	1	+				
Total	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	*	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	+	**0**	**0**	**0**	**0**
15:00	0	0			0	0				0		0	0					
15:15	0	0			0	0				0		0	0					
15:30	0	0			0	0				0		0	0					
15:45	0	0			0	0				0		0	0					
16:00	0	0			0	0				0		0	0					
16:15	0	0			0	0				0		0	0					
16:30	0	0			0	0				0		0	0					
16:45	0	0			0	0				0		0	0					
17:00	0	0			0	0				0		0	0					
17:15	0	0			0	0				0		0	0					
17:30	0	0			0	0				0		0	0					
17:45	0	0			0	0				0		0	0					
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	*	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	+	**0**	**0**	**0**	**0**

AM Peak Period

Cyclists

Location: Westfield Avenue @ Maple Crescent

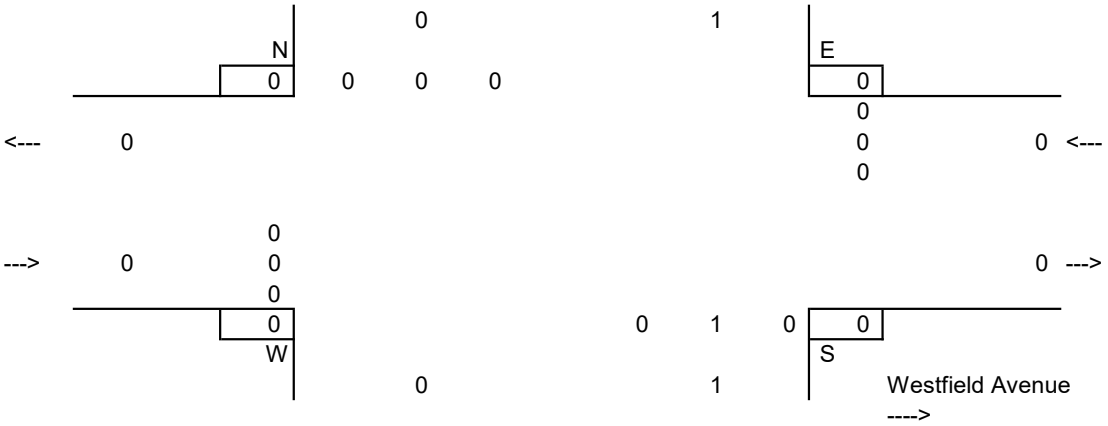
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	0			1	0				0		0	1		0	0	0	0
06:15	0	0			0	0				0		0	0		0	0	0	0
06:30	0	0			0	0				0		0	0		0	0	0	0
06:45	0	0			0	0				0		0	0		0	0	0	0
07:00	0	0			0	0				0		0	0		0	0	0	0
07:15	0	0			0	0				0		0	0		0	0	0	0
07:30	0	0			0	0				0		0	0		0	0	0	0
07:45	0	0			0	0				0		0	0		0	0	0	0
08:00	0	0			1	0				0		0	1	+	0	0	0	0
08:15	0	0			0	0				0		0	0	*	0	0	0	0
08:30	0	0			0	0				0		0	0	*	0	0	0	0
08:45	0	0			0	0				0		0	0	*	0	0	0	0
Total	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	*	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**		**0**	**0**	**0**	**0**

Peak Hour	08:00
Peak 15min	08:00
North approach PHF	NA
South approach PHF	0.25
West approach PHF	NA
East approach PHF	NA

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AM Peak Hour Volumes



Noon Peak Period

Cyclists

Location: Westfield Avenue @ Maple Crescent

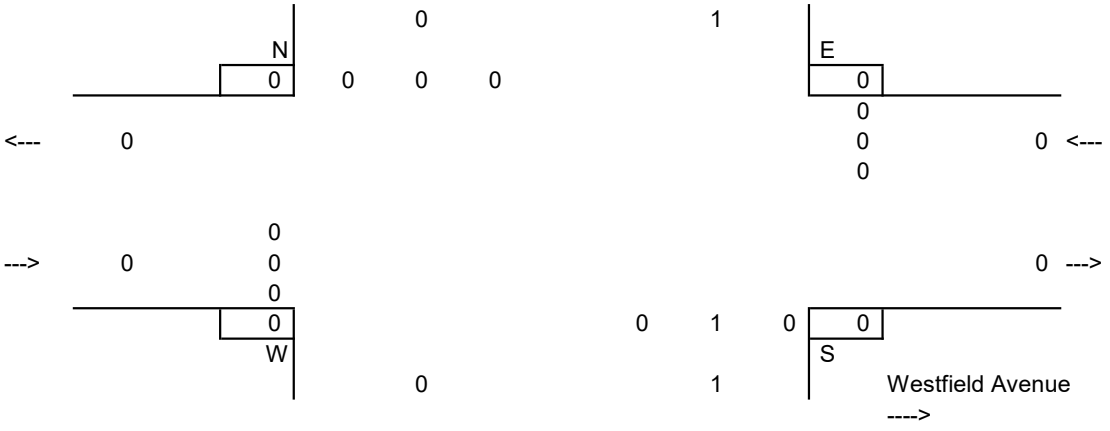
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
11:00	0	0			0	0				0		0	0		0	0	0	0
11:15	0	0			0	0				0		0	0		0	0	0	0
11:30	0	0			0	0				0		0	0		0	0	0	0
11:45	0	0			1	0				0		0	1		0	0	0	0
12:00	0	0			0	0				0		0	0	*	0	0	0	0
12:15	0	0			0	0				0		0	0	*	0	0	0	0
12:30	0	0			0	0				0		0	0	*	0	0	0	0
12:45	0	0			1	0				0		0	1	+	0	0	0	0
Total	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	*	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**		**0**	**0**	**0**	**0**

Peak Hour	12:00
Peak 15min	12:45
North Leg PHF	NA
South Leg PHF	0.25
West Leg PHF	NA
East Leg PHF	NA

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Noon Peak Hour Volumes



PM Peak Period
Cyclists

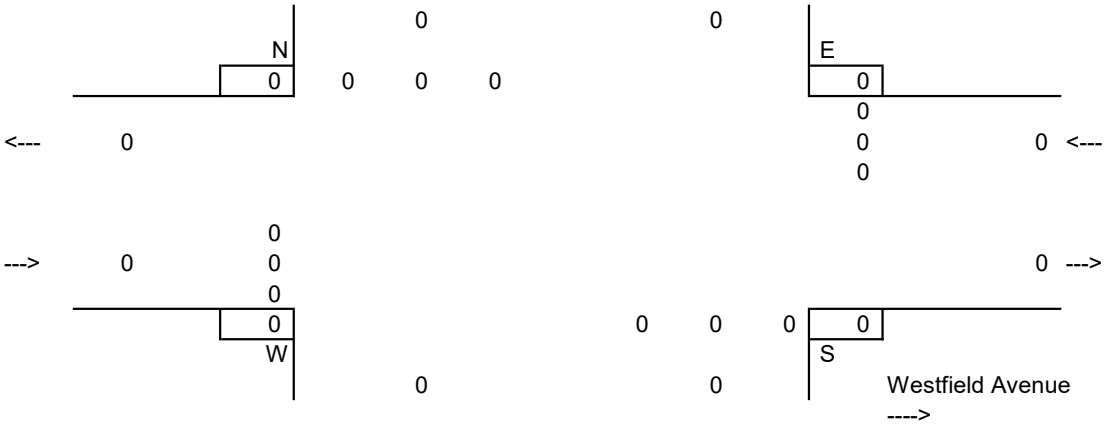
Location: Westfield Avenue @ Maple Crescent
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
15:00	0	0			0	0				0		0	0	0	0	0	0
15:15	0	0			0	0				0		0	0	0	0	0	0
15:30	0	0			0	0				0		0	0	0	0	0	0
15:45	0	0			0	0				0		0	0	0	0	0	0
16:00	0	0			0	0				0		0	0	0	0	0	0
16:15	0	0			0	0				0		0	0	0	0	0	0
16:30	0	0			0	0				0		0	0	0	0	0	0
16:45	0	0			0	0				0		0	0	0	0	0	0
17:00	0	0			0	0				0		0	0	0	0	0	0
17:15	0	0			0	0				0		0	0	0	0	0	0
17:30	0	0			0	0				0		0	0	0	0	0	0
17:45	0	0			0	0				0		0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0** *	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0** +	**0**	**0**	**0**	**0**
Avg Hr	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak Hour	NA
Peak 15min	NA
North Leg PHF	NA
South Leg PHF	NA
West Leg PHF	NA
East Leg PHF	NA

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PM Peak Hour Volumes



Average Hour Period

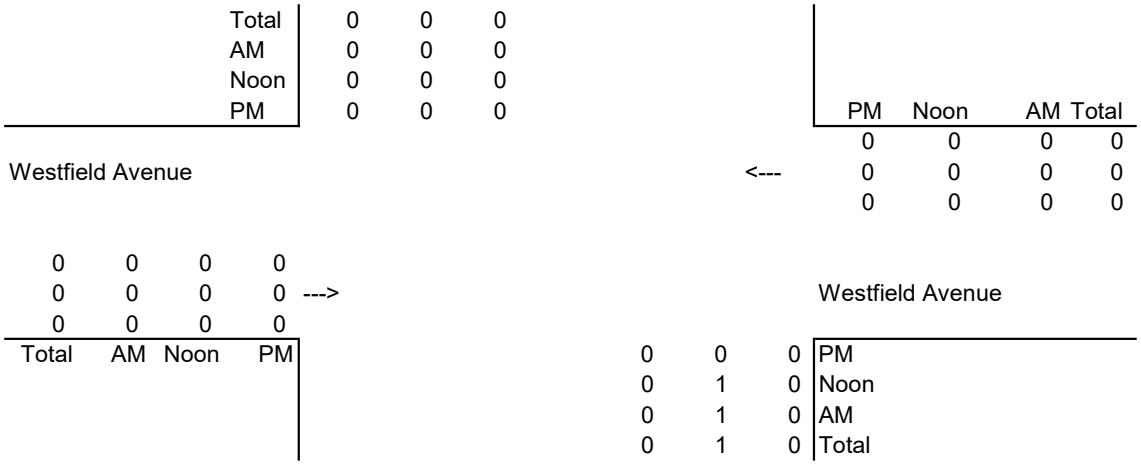
Cyclists

Location: Westfield Avenue @ Maple Crescent

March 9, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	0	0	0	0	4	0	0	0	0	0	0	0	4	0	0	0	0
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0
AM Period																	
Total	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0
Noon Period																	
Total	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0
PM Period																	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Average Hour Volumes



APPENDIX C

PROPOSED SITE PLAN AND PRELIMINARY CALCULATIONS

BINNIE

116 Ave
115a Ave
115 Ave
114b Ave
Waresley St
Miller St
River Rd W
River Rd
207 St
207a St
Golf Ln
Westfield Ave
205 St
Dartford St
Playground
Pee Wee BASEBALL FIELD U13
BASEBALL FIELD U12
INTERMEDIATE 60/70
Service Yard
Outdoor Childcare
Entrance Lobby
12 PUDO zones
3m Vegetation buffer
133 parking stalls
+212 parking stalls
Reno Sports Court
Existing Hammond Comunity Center
Existing mature trees retained
2.0 acres Park Open space
Existing Playground
Existing Pool
Pedestrian access only
Scale 1 : 750

Maple Ridge Recreation Centre [MRRC]

Preferred Concept Design - Hammond Communtiy Park

Version Date: 26-Jun-25

Program Areas		sq. m	sq. ft
AQUATIC	**Pool Tank(s)**		
	Main Lap Pool 8 lane 37.5m (20m x 39m), 2.5m lane width, 2m to 3.8m pool depth. Bulkhead + Moveable floor	780	8,396
	Deck for main lap pool: 5m at ends (260 sm), 3m along length (235 sm)	500	5,382
	Sub-total Natatorium	1,280 m²	13,778 ft²
	Base Natatorium		
	Leisure Pool (lazy river, zero entry ramp, tot area)	500	5,382
	Deck for leisure pool (1:1)	500	5,382
	Hot Pools x 2 (Universal with zero entry ramp + Adult)	90	969
	Cold Plunge Pool	20	215
	Sauna	25	269
	Steam Room	25	269
	Deck for hot + cold plunge pool (1:1)	110	1,184
	Sub-total Natatorium	1,270 m²	13,670 ft²
	Aquatic Features		
	Multipurpose Room (Wet) - adjacent to deck for bday parties + training	60	646
	On-deck viewing area for lessons	50	538
	Deck Area for removable Seating (100 seats)	65	700
	Waterslide (Indoor adjacent/integrated into leisure pool)	150	1,615
	Diving 1m + 3m platform (part of lap pool).	50	538
	Climbing Wall (part of lap pool)	20	215
	Sub-total Natatorium	395 m²	4,252 ft²
	Change Rooms		
	Universal change (incl. adult universal change) and washrooms	400	4,306
	Gendered Change and washrooms	150	1,615
	Sub-total Change Rooms	550 m²	5,920 ft²
	Natatorium Support		
	Storage Room	150	1,615
	Staff Change	75	807
	Aquatics Staff Office (1 private office 25m, 4 cubicles 35m)	60	646
	Pool Control / Lifeguard Room	20	215
	First Aid Room	10	108
	Sub-total Natatorium Support	315 m²	3,391 ft²
	Pool Mechanical		
	Receiving, Chemical Room, Filter Room, Electrical Room, Boiler, HVAC, Pumps, Mechanical Corridor etc.	1,270	13,670
	Sub-Total Mechanical	1,270 m²	13,670 ft²
	Total Net Program Area	**6,085 m²**	**65,498 ft²**
	Pro-Rated Building Mechanical/Electrical 5%	304	3,275
	Pro-Rated Walls and Structure 2%	122	1,310
	Component Internal Circulation 15%	913	9,825
	Gross Aquatic Program Area	**7,424 m²**	**79,908 ft²**
SOCIAL + BASE BUILDING	**Entry / Lobby Areas**		
	Lobby & Social Space **with indoor play area**	425	4,575
	Café	60	646
	Control Reception **+ small cash room**	40	431
	Staff Office (2 private offices 2x 25sm, cash room 15sm, 8 cubicles 70sm + small meeting rm 35sm)	170	1,830
	Staff Room (with small kitchen)	40	431
	Public Washrooms (on level 1 & 2)	200	2,153
	Staff Washrooms (single accessible)	5	54
	Janitors Office + Storage	30	323
	General loading + receiving	35	377
	Sub-Total Entry / Lobby Areas	1,005 m²	10,818 ft²
COMMUNITY RECREATION	**Multipurpose**		
	1 x Large dividable Multipurpose Room 180 sq m	180	1,938
	1 x Medium Multipurpose Room (25pl) 50 sq m	50	538
	1 x Arts & Culture Multipurpose Room with sinks + storage	100	1,076
	1 Large Meeting Room (25 ppl)	75	807
	MPR Storage (fitness equipment and program equipment)	50	538
	Sub-Total Recreation	455 m²	4,898 ft²
	Fitness Centre		
	Weights zone, cardio zone, stretch, storage (50 sm)	470	5,059
	Fitness Studios x 2 with storage	200	2,153
	Office + Storage	20	215
	Sub-Total Recreation	690 m²	7,427 ft²

	Gymnasium		
	Gymnasium (1 x High School-size basketball court size with lines to support pickleball, vollyball, badminton, basketball, indoor soccer)	700	7,535
	Additional buffer area around gymnasium (seating, informal observation and recreational activities)	125	1,345
	Storage	100	1,076
	Sub-Total Recreation	925 m²	9,957 ft²
	Total Net Program Area	**3,075 m²**	**33,099 ft²**
	Pro-Rated Building Mechanical/Electrical 5%	154 m²	1,655 ft²
	Pro-Rated Walls and Structure 2%	62 m²	662 ft²
	Component Internal Circulation 15%	461 m²	4,965 ft²
	Gross Community Recreation Program Area	**3,752 m²**	**40,381 ft²**

SUBTOTAL	**Total Facility Gross Program Area**	**11,175 m²**	**120,289 ft²**
OUTDOOR RECREATION	Civic Entrance Plaza with Public Art	3,000 m²	32,292 ft²
	Splash pad (seasonal free access)	500 m²	5,382 ft²
	Playground (community-scale)	750 m²	8,073 ft²
	Multi-sport court	700 m²	7,535 ft²
	Picnic area with shelter	1,000 m²	10,764 ft²
	General Park Landscaping, including walking path and lawn	5,000 m²	53,820 ft²
	Baseball Field (U13 size) (approx. 200 x 200 ft area)	3,700 m²	39,826 ft²
	Subtotal Outdoor Recreation Area	**14,650 m²**	**157,691 ft²**

PARKING CALCULATION (TBC)	Indoor Commercial Recreation (Bylaw 4350-1990 Schedule A Section 2-k) - 1 per 30 sq m	30	3,536 m²	118
	Lease-space/Childcare (Bylaw 4350-1990 Schedule A Section 4-a) - 1 per 20 sq m	20		0
	Aquatics (Based on previous transportation studies - 33 spaces per 1,000 sq m)	33	5,728 m²	189
	Total		**9,264 m²**	**307**

TOTAL	Estimated Escalated Cost to Q3 2026 Construction Start Including Contingency	

***Notes:**

High-level budgetary costing (Indicative only) for the purpose of strategic decision-making for proposed program space list options, pending Class D costing by Quantity Surveyor.
Based on Q3 2023 rates escalated to estimated construction start in Q3 2026 (+ 28% for 3 years (7% per annum)
Includes allowance for Contingencies: 10% design + 5% construction.
Excludes Site Works & other Project Ccosts - see below list:
PROFESSIONAL FEES (% Allowance of D)
CONNECTION FEES & PERMITS (Allowances - lump sum)
OWNERS INTERNAL COSTS (% Allowance of D)
OWNERS SOFT COSTS CONTINGENCY (% of net Soft Costs E+F+G)
LOOSE FURNISHINGS, FITTINGS & EQUIPMENT (FF&E) (% Allowance of D)
GST & Financing (Excluded)
Parking requirements indicative only - refer to TIA

APPENDIX D

SYNCHRO RESULTS

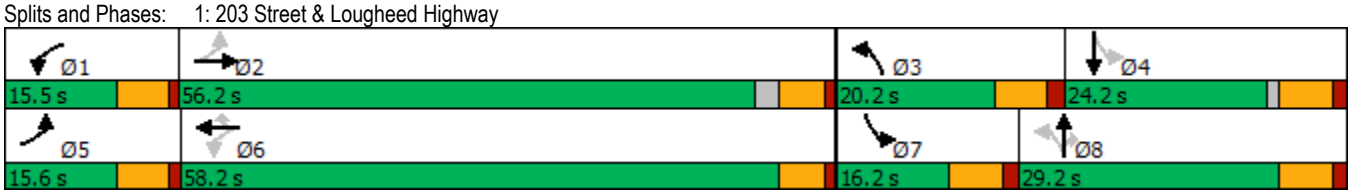
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	1141	31	103	1388	28	121	137	68	76	147	36
Future Volume (vph)	48	1141	31	103	1388	28	121	137	68	76	147	36
Satd. Flow (prot)	1789	3564	0	1789	3579	1601	1789	1883	1601	1789	1829	0
Flt Permitted	0.080			0.082			0.347			0.662		
Satd. Flow (perm)	151	3564	0	154	3579	1601	654	1883	1601	1247	1829	0
Satd. Flow (RTOR)		3				136			127		9	
Lane Group Flow (vph)	52	1274	0	112	1509	30	132	149	74	83	199	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6		6	8		8	4		
Total Split (s)	15.6	56.2		15.5	58.2	58.2	20.2	29.2	29.2	16.2	24.2	
Total Lost Time (s)	5.6	5.2		5.5	5.2	5.2	6.2	6.2	6.2	6.2	6.2	
Act Effct Green (s)	55.2	48.5		59.2	52.7	52.7	30.0	20.8	20.8	23.8	15.2	
Actuated g/C Ratio	0.52	0.45		0.56	0.49	0.49	0.28	0.20	0.20	0.22	0.14	
v/c Ratio	0.28	0.79		0.52	0.85	0.03	0.44	0.41	0.18	0.26	0.75	
Control Delay	14.8	29.5		23.5	31.4	0.1	33.5	44.5	1.8	30.5	60.9	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	14.8	29.5		23.5	31.4	0.1	33.5	44.5	1.8	30.5	60.9	
LOS	B	C		C	C	A	C	D	A	C	E	
Approach Delay		29.0			30.3			31.5			52.0	
Approach LOS		C			C			C			D	
Queue Length 50th (m)	4.6	118.9		10.2	152.1	0.0	21.3	29.5	0.0	13.0	39.8	
Queue Length 95th (m)	10.5	158.4		25.5	#216.7	0.0	37.0	50.3	2.1	24.9	#69.7	
Internal Link Dist (m)		497.4			690.8			552.4			222.0	
Turn Bay Length (m)	50.0			40.0		120.0	60.0		50.0	50.0		
Base Capacity (vph)	238	1804		242	1809	876	344	413	451	347	338	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.22	0.71		0.46	0.83	0.03	0.38	0.36	0.16	0.24	0.59	

Intersection Summary

Cycle Length: 119.2
Actuated Cycle Length: 106.6
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 31.6 Intersection LOS: C
Intersection Capacity Utilization 79.3% ICU Level of Service D
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: 203 Street & Lougheed Highway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	873	38	85	1388	38	62	183	58	27	222	16
Future Volume (vph)	30	873	38	85	1388	38	62	183	58	27	222	16
Satd. Flow (prot)	1789	3557	0	1789	3579	1601	1789	1816	0	1789	3543	0
Flt Permitted	0.950			0.950			0.592			0.390		
Satd. Flow (perm)	1789	3557	0	1789	3579	1601	1115	1816	0	735	3543	0
Satd. Flow (RTOR)		5				121		14			6	
Lane Group Flow (vph)	33	990	0	92	1509	41	67	262	0	29	258	0
Turn Type	Prot	NA		Prot	NA	Free	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases						Free	8			4		
Total Split (s)	14.7	56.6		18.3	59.6		42.8	42.8		42.8	42.8	
Total Lost Time (s)	4.7	5.6		4.3	5.6		5.8	5.8		5.8	5.8	
Act Effct Green (s)	7.6	45.8		10.0	50.4	87.2	18.0	18.0		18.0	18.0	
Actuated g/C Ratio	0.09	0.53		0.11	0.58	1.00	0.21	0.21		0.21	0.21	
v/c Ratio	0.21	0.53		0.45	0.73	0.03	0.29	0.68		0.19	0.35	
Control Delay	46.7	16.6		47.9	18.3	0.0	35.9	41.7		35.3	31.9	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	46.7	16.6		47.9	18.3	0.0	35.9	41.7		35.3	31.9	
LOS	D	B		D	B	A	D	D		D	C	
Approach Delay		17.5			19.5			40.5			32.2	
Approach LOS		B			B			D			C	
Queue Length 50th (m)	5.9	57.7		16.3	102.8	0.0	10.7	43.4		4.6	21.4	
Queue Length 95th (m)	16.1	97.3		33.8	168.3	0.0	23.4	71.3		12.6	33.5	
Internal Link Dist (m)		690.8			589.4			132.2			83.5	
Turn Bay Length (m)	80.0			80.0		15.0						
Base Capacity (vph)	215	2192		302	2358	1601	497	818		327	1584	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.15	0.45		0.30	0.64	0.03	0.13	0.32		0.09	0.16	

Intersection Summary

Cycle Length: 117.7
Actuated Cycle Length: 87.2
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.73
Intersection Signal Delay: 22.1 Intersection LOS: C
Intersection Capacity Utilization 80.6% ICU Level of Service D
Analysis Period (min) 15

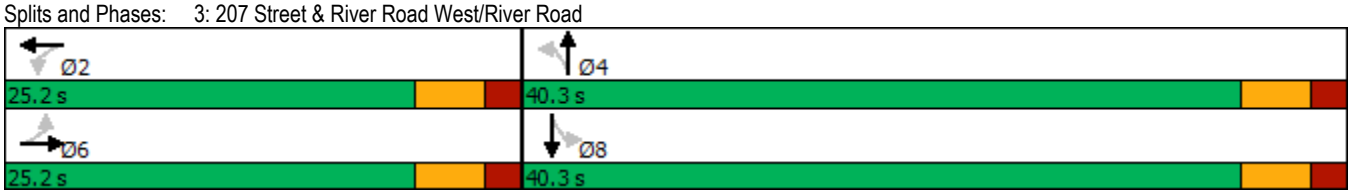
Splits and Phases: 2: 207 Street & Lougheed Highway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	11	1	188	8	140	1	180	94	94	181	3
Future Volume (vph)	10	11	1	188	8	140	1	180	94	94	181	3
Satd. Flow (prot)	0	1831	0	1789	1616	0	0	1797	0	0	1850	0
Flt Permitted		0.848		0.742				0.999			0.799	
Satd. Flow (perm)	0	1588	0	1398	1616	0	0	1795	0	0	1503	0
Satd. Flow (RTOR)		1			152			61			1	
Lane Group Flow (vph)	0	24	0	204	161	0	0	299	0	0	302	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Total Split (s)	25.2	25.2		25.2	25.2		40.3	40.3		40.3	40.3	
Total Lost Time (s)		5.2		5.2	5.2			5.3			5.3	
Act Effct Green (s)		10.7		10.7	10.7			14.7			14.7	
Actuated g/C Ratio		0.30		0.30	0.30			0.41			0.41	
v/c Ratio		0.05		0.49	0.28			0.39			0.50	
Control Delay		9.5		15.1	4.2			8.4			12.1	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		9.5		15.1	4.2			8.4			12.1	
LOS		A		B	A			A			B	
Approach Delay		9.5			10.3			8.4			12.1	
Approach LOS		A			B			A			B	
Queue Length 50th (m)		0.8		8.4	0.3			8.4			11.5	
Queue Length 95th (m)		4.6		26.0	9.0			25.9			33.6	
Internal Link Dist (m)		213.4			500.7			312.0			141.0	
Turn Bay Length (m)				20.0								
Base Capacity (vph)		902		794	983			1678			1402	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.03		0.26	0.16			0.18			0.22	

Intersection Summary	
Cycle Length: 65.5	
Actuated Cycle Length: 36.2	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.50	
Intersection Signal Delay: 10.3	Intersection LOS: B
Intersection Capacity Utilization 60.4%	ICU Level of Service B
Analysis Period (min) 15	

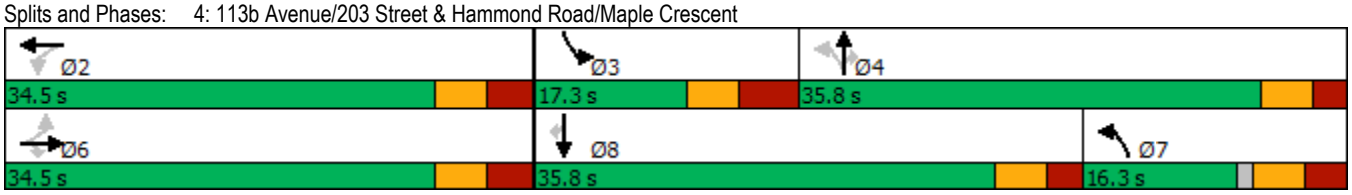
Splits and Phases: 3: 207 Street & River Road West/River Road

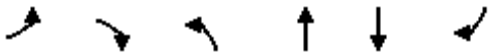


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	76	13	281	93	126	6	130	98	42	399	33
Future Volume (vph)	37	76	13	281	93	126	6	130	98	42	399	33
Satd. Flow (prot)	1789	1883	1601	1789	1721	0	1789	1883	1601	1789	1883	1601
Flt Permitted	0.611			0.703			0.510			0.950		
Satd. Flow (perm)	1151	1883	1601	1324	1721	0	961	1883	1601	1789	1883	1601
Satd. Flow (RTOR)			204		82				134			122
Lane Group Flow (vph)	40	83	14	305	238	0	7	141	107	46	434	36
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA	Perm	Prot	NA	Perm
Protected Phases		6			2		7	4		3	8	
Permitted Phases	6		6	2			4		4			8
Total Split (s)	34.5	34.5	34.5	34.5	34.5		16.3	35.8	35.8	17.3	35.8	35.8
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		6.3	5.8	5.8	7.3	5.8	5.8
Act Effct Green (s)	18.8	18.8	18.8	18.8	18.8		19.9	14.6	14.6	7.5	20.5	20.5
Actuated g/C Ratio	0.34	0.34	0.34	0.34	0.34		0.36	0.27	0.27	0.14	0.38	0.38
v/c Ratio	0.10	0.13	0.02	0.67	0.37		0.02	0.28	0.20	0.19	0.62	0.05
Control Delay	16.0	15.4	0.1	25.9	12.3		18.3	21.9	3.9	29.8	19.7	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.0	15.4	0.1	25.9	12.3		18.3	21.9	3.9	29.8	19.7	0.2
LOS	B	B	A	C	B		B	C	A	C	B	A
Approach Delay		14.0			19.9			14.3			19.3	
Approach LOS		B			B			B			B	
Queue Length 50th (m)	2.6	5.5	0.0	25.2	10.9		0.5	12.5	0.0	4.2	29.9	0.0
Queue Length 95th (m)	11.0	18.4	0.0	69.1	35.5		3.6	30.1	7.1	16.3	85.5	0.0
Internal Link Dist (m)		619.4			283.0			744.9			210.5	
Turn Bay Length (m)	20.0		20.0	20.0			60.0		30.0	50.0		45.0
Base Capacity (vph)	656	1074	1000	755	1016		633	1150	1030	364	1150	1026
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.08	0.01	0.40	0.23		0.01	0.12	0.10	0.13	0.38	0.04

Intersection Summary		
Cycle Length: 87.6		
Actuated Cycle Length: 54.6		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.67		
Intersection Signal Delay: 18.1	Intersection LOS: B	
Intersection Capacity Utilization 68.3%	ICU Level of Service C	
Analysis Period (min) 15		

Splits and Phases: 4: 113b Avenue/203 Street & Hammond Road/Maple Crescent

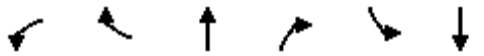




Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	49	55	144	278	235	80
Future Volume (Veh/h)	49	55	144	278	235	80
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	53	60	157	302	255	87
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				165	379	
pX, platoon unblocked	0.93	0.93	0.93			
vC, conflicting volume	914	298	342			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	871	208	255			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	80	92	87			
cM capacity (veh/h)	261	774	1218			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	113	157	302	342
Volume Left	53	157	0	0
Volume Right	60	0	0	87
cSH	402	1218	1700	1700
Volume to Capacity	0.28	0.13	0.18	0.20
Queue Length 95th (m)	8.6	3.4	0.0	0.0
Control Delay (s)	17.4	8.4	0.0	0.0
Lane LOS	C	A		
Approach Delay (s)	17.4	2.9		0.0
Approach LOS	C			

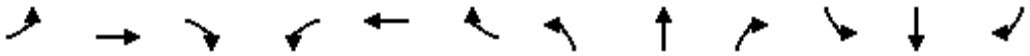
Intersection Summary				
Average Delay	3.6			
Intersection Capacity Utilization	41.3%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	186	37	229	66	28	292
Future Volume (Veh/h)	186	37	229	66	28	292
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)	202	40	249	72	30	317
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			234			
pX, platoon unblocked						
vC, conflicting volume	662	285			321	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	662	285			321	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	51	95			98	
cM capacity (veh/h)	416	754			1239	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	242	321	30	317
Volume Left	202	0	30	0
Volume Right	40	72	0	0
cSH	450	1700	1239	1700
Volume to Capacity	0.54	0.19	0.02	0.19
Queue Length 95th (m)	23.7	0.0	0.6	0.0
Control Delay (s)	21.9	0.0	8.0	0.0
Lane LOS	C		A	
Approach Delay (s)	21.9	0.0	0.7	
Approach LOS	C			

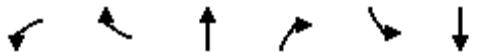
Intersection Summary			
Average Delay	6.1		
Intersection Capacity Utilization	42.0%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	1	1	3	11	28	1	181	5	36	237	106
Future Volume (Veh/h)	52	1	1	3	11	28	1	181	5	36	237	106
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	57	1	1	3	12	30	1	197	5	39	258	115
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)											336	
pX, platoon unblocked												
vC, conflicting volume	628	598	316	539	652	200	373			202		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	628	598	316	539	652	200	373			202		
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 %	84	100	100	99	97	96	100			97		
cM capacity (veh/h)	363	404	725	442	376	841	1185			1370		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	59	45	1	202	39	373
Volume Left	57	3	1	0	39	0
Volume Right	1	30	0	5	0	115
cSH	367	605	1185	1700	1370	1700
Volume to Capacity	0.16	0.07	0.00	0.12	0.03	0.22
Queue Length 95th (m)	4.3	1.8	0.0	0.0	0.7	0.0
Control Delay (s)	16.7	11.4	8.0	0.0	7.7	0.0
Lane LOS	C	B	A		A	
Approach Delay (s)	16.7	11.4	0.0		0.7	
Approach LOS	C	B				

Intersection Summary				
Average Delay	2.5			
Intersection Capacity Utilization	41.9%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	4	140	347	5	29	145
Future Volume (Veh/h)	4	140	347	5	29	145
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)	4	152	377	5	32	158
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						307
pX, platoon unblocked						
vC, conflicting volume	602	380			382	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	602	380			382	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	77			97	
cM capacity (veh/h)	450	667			1176	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	156	382	32	158
Volume Left	4	0	32	0
Volume Right	152	5	0	0
cSH	659	1700	1176	1700
Volume to Capacity	0.24	0.22	0.03	0.09
Queue Length 95th (m)	7.0	0.0	0.6	0.0
Control Delay (s)	12.1	0.0	8.1	0.0
Lane LOS	B		A	
Approach Delay (s)	12.1	0.0	1.4	
Approach LOS	B			

Intersection Summary			
Average Delay	3.0		
Intersection Capacity Utilization	39.7%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	74	1189	55	95	1156	77	73	121	101	109	117	55
Future Volume (vph)	74	1189	55	95	1156	77	73	121	101	109	117	55
Satd. Flow (prot)	1789	3553	0	1789	3579	1601	1789	1883	1601	1789	1793	0
Flt Permitted	0.124			0.086			0.551			0.526		
Satd. Flow (perm)	234	3553	0	162	3579	1601	1038	1883	1601	991	1793	0
Satd. Flow (RTOR)		5				126			117		16	
Lane Group Flow (vph)	80	1352	0	103	1257	84	79	132	110	118	187	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6		6	8		8	4		
Total Split (s)	15.6	68.2		15.5	67.2	67.2	16.2	29.2	29.2	16.2	28.2	
Total Lost Time (s)	5.6	5.2		5.5	5.2	5.2	6.2	6.2	6.2	6.2	6.2	
Act Effct Green (s)	63.5	56.1		65.7	59.5	59.5	23.8	15.1	15.1	26.9	19.3	
Actuated g/C Ratio	0.56	0.50		0.58	0.53	0.53	0.21	0.13	0.13	0.24	0.17	
v/c Ratio	0.33	0.76		0.49	0.67	0.09	0.29	0.52	0.35	0.39	0.58	
Control Delay	13.5	26.7		20.1	23.1	1.0	35.9	54.9	10.5	37.5	50.9	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	13.5	26.7		20.1	23.1	1.0	35.9	54.9	10.5	37.5	50.9	
LOS	B	C		C	C	A	D	D	B	D	D	
Approach Delay		25.9			21.6			35.0			45.7	
Approach LOS		C			C			C			D	
Queue Length 50th (m)	6.8	124.5		8.8	110.1	0.0	14.3	29.5	0.0	21.9	39.2	
Queue Length 95th (m)	14.4	171.2		21.5	152.1	2.8	27.1	49.7	14.1	38.1	64.4	
Internal Link Dist (m)		497.4			690.8			552.4			222.0	
Turn Bay Length (m)	50.0			40.0		120.0	60.0		50.0	50.0		
Base Capacity (vph)	278	2036		243	2055	973	301	393	427	309	387	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.29	0.66		0.42	0.61	0.09	0.26	0.34	0.26	0.38	0.48	

Intersection Summary	
Cycle Length: 129.1	
Actuated Cycle Length: 112.6	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 26.7	Intersection LOS: C
Intersection Capacity Utilization 73.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: 203 Street & Lougheed Highway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	94	1057	58	87	1096	55	114	130	83	72	162	67
Future Volume (vph)	94	1057	58	87	1096	55	114	130	83	72	162	67
Satd. Flow (prot)	1789	3550	0	1789	3579	1601	1789	1774	0	1789	3421	0
Flt Permitted	0.950			0.950			0.597			0.454		
Satd. Flow (perm)	1789	3550	0	1789	3579	1601	1124	1774	0	855	3421	0
Satd. Flow (RTOR)		6				111		25			50	
Lane Group Flow (vph)	102	1212	0	95	1191	60	124	231	0	78	249	0
Turn Type	Prot	NA		Prot	NA	Free	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases						Free	8			4		
Total Split (s)	16.7	69.6		15.3	68.6		39.8	39.8		39.8	39.8	
Total Lost Time (s)	4.7	5.6		4.3	5.6		5.8	5.8		5.8	5.8	
Act Effct Green (s)	10.3	46.6		9.9	45.9	87.0	17.2	17.2		17.2	17.2	
Actuated g/C Ratio	0.12	0.54		0.11	0.53	1.00	0.20	0.20		0.20	0.20	
v/c Ratio	0.48	0.64		0.47	0.63	0.04	0.56	0.62		0.46	0.35	
Control Delay	51.0	17.2		51.6	17.7	0.0	46.6	39.5		45.4	27.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	51.0	17.2		51.6	17.7	0.0	46.6	39.5		45.4	27.7	
LOS	D	B		D	B	A	D	D		D	C	
Approach Delay		19.8			19.3			42.0			31.9	
Approach LOS		B			B			D			C	
Queue Length 50th (m)	16.4	75.0		15.3	74.5	0.0	19.4	32.7		12.0	15.5	
Queue Length 95th (m)	41.1	120.3		39.1	120.6	0.0	44.5	67.4		30.6	31.5	
Internal Link Dist (m)		690.8			589.4			132.2			83.5	
Turn Bay Length (m)	80.0			80.0		15.0						
Base Capacity (vph)	269	2664		246	2641	1601	478	770		364	1486	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.38	0.45		0.39	0.45	0.04	0.26	0.30		0.21	0.17	

Intersection Summary

Cycle Length: 125.1
Actuated Cycle Length: 87
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.64
Intersection Signal Delay: 23.2 Intersection LOS: C
Intersection Capacity Utilization 71.7% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 2: 207 Street & Lougheed Highway

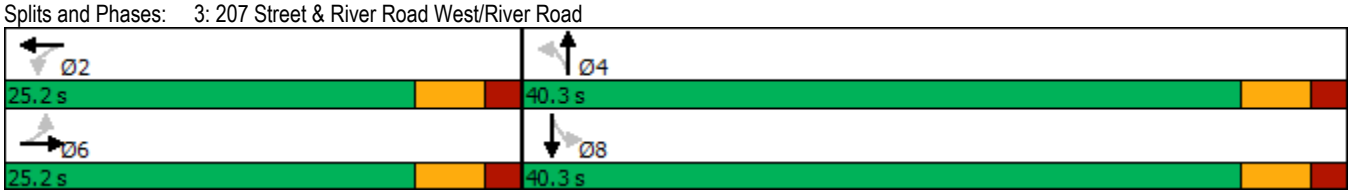


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	6	0	86	2	74	0	128	138	66	142	3
Future Volume (vph)	0	6	0	86	2	74	0	128	138	66	142	3
Satd. Flow (prot)	0	1883	0	1789	1608	0	0	1752	0	0	1851	0
Flt Permitted				0.753							0.825	
Satd. Flow (perm)	0	1883	0	1418	1608	0	0	1752	0	0	1551	0
Satd. Flow (RTOR)					80			127			2	
Lane Group Flow (vph)	0	7	0	93	82	0	0	289	0	0	229	0
Turn Type		NA		Perm	NA			NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Total Split (s)	25.2	25.2		25.2	25.2		40.3	40.3		40.3	40.3	
Total Lost Time (s)		5.2		5.2	5.2			5.3			5.3	
Act Effct Green (s)		7.8		7.8	7.8			16.5			16.5	
Actuated g/C Ratio		0.25		0.25	0.25			0.53			0.53	
v/c Ratio		0.01		0.26	0.18			0.29			0.28	
Control Delay		8.3		11.2	4.1			4.9			7.7	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		8.3		11.2	4.1			4.9			7.7	
LOS		A		B	A			A			A	
Approach Delay		8.3			7.8			4.9			7.7	
Approach LOS		A			A			A			A	
Queue Length 50th (m)		0.3		3.1	0.1			4.4			6.5	
Queue Length 95th (m)		1.7		9.8	5.0			14.3			17.2	
Internal Link Dist (m)		213.4			500.7			312.0			141.0	
Turn Bay Length (m)				20.0								
Base Capacity (vph)		1214		914	1065			1748			1547	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.01		0.10	0.08			0.17			0.15	

Intersection Summary

Cycle Length: 65.5
Actuated Cycle Length: 31.3
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.29
Intersection Signal Delay: 6.6 Intersection LOS: A
Intersection Capacity Utilization 51.1% ICU Level of Service A
Analysis Period (min) 15

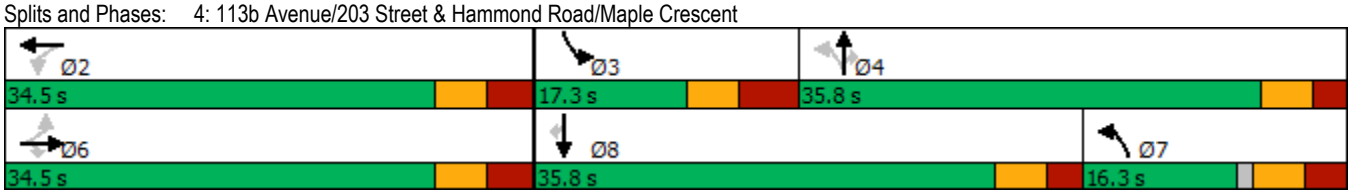
Splits and Phases: 3: 207 Street & River Road West/River Road

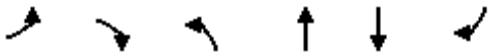


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	105	12	118	62	48	3	207	157	40	261	36
Future Volume (vph)	47	105	12	118	62	48	3	207	157	40	261	36
Satd. Flow (prot)	1789	1883	1601	1789	1759	0	1789	1883	1601	1789	1883	1601
Flt Permitted	0.681			0.684			0.586			0.950		
Satd. Flow (perm)	1283	1883	1601	1288	1759	0	1104	1883	1601	1789	1883	1601
Satd. Flow (RTOR)			204		47				171			122
Lane Group Flow (vph)	51	114	13	128	119	0	3	225	171	43	284	39
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA	Perm	Prot	NA	Perm
Protected Phases		6			2		7	4		3	8	
Permitted Phases	6		6	2			4		4			8
Total Split (s)	34.5	34.5	34.5	34.5	34.5		16.3	35.8	35.8	17.3	35.8	35.8
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		6.3	5.8	5.8	7.3	5.8	5.8
Act Effct Green (s)	10.7	10.7	10.7	10.7	10.7		19.6	18.6	18.6	7.1	21.1	21.1
Actuated g/C Ratio	0.26	0.26	0.26	0.26	0.26		0.47	0.44	0.44	0.17	0.50	0.50
v/c Ratio	0.16	0.24	0.02	0.39	0.25		0.00	0.27	0.21	0.14	0.30	0.04
Control Delay	16.6	16.3	0.1	19.6	11.9		14.7	14.9	4.4	21.4	11.8	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.6	16.3	0.1	19.6	11.9		14.7	14.9	4.4	21.4	11.8	0.1
LOS	B	B	A	B	B		B	B	A	C	B	A
Approach Delay		15.2			15.9			10.4			11.6	
Approach LOS		B			B			B			B	
Queue Length 50th (m)	2.0	4.5	0.0	5.2	2.8		0.1	8.9	0.0	2.0	11.7	0.0
Queue Length 95th (m)	11.8	21.3	0.0	25.2	17.2		1.9	37.3	11.5	12.1	44.7	0.0
Internal Link Dist (m)		619.4			283.0			744.9			210.5	
Turn Bay Length (m)	20.0		20.0	20.0			60.0		30.0	50.0		45.0
Base Capacity (vph)	938	1377	1226	942	1299		800	1474	1290	467	1474	1280
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.08	0.01	0.14	0.09		0.00	0.15	0.13	0.09	0.19	0.03

Intersection Summary		
Cycle Length: 87.6		
Actuated Cycle Length: 41.9		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.39		
Intersection Signal Delay: 12.6	Intersection LOS: B	
Intersection Capacity Utilization 47.4%	ICU Level of Service A	
Analysis Period (min) 15		

Splits and Phases: 4: 113b Avenue/203 Street & Hammond Road/Maple Crescent

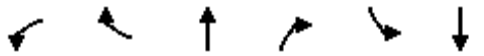




Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	48	54	47	179	185	83
Future Volume (Veh/h)	48	54	47	179	185	83
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	52	59	51	195	201	90
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				165	379	
pX, platoon unblocked	1.00	1.00	1.00			
vC, conflicting volume	543	246	291			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	539	241	286			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	89	93	96			
cM capacity (veh/h)	481	795	1271			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	111	51	195	291
Volume Left	52	51	0	0
Volume Right	59	0	0	90
cSH	609	1271	1700	1700
Volume to Capacity	0.18	0.04	0.11	0.17
Queue Length 95th (m)	5.0	1.0	0.0	0.0
Control Delay (s)	12.2	8.0	0.0	0.0
Lane LOS	B	A		
Approach Delay (s)	12.2	1.6		0.0
Approach LOS	B			

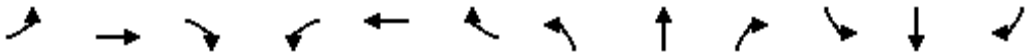
Intersection Summary				
Average Delay	2.7			
Intersection Capacity Utilization	34.1%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	94	39	236	74	28	240
Future Volume (Veh/h)	94	39	236	74	28	240
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)	102	42	257	80	30	261
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			234			
pX, platoon unblocked	0.99	0.99			0.99	
vC, conflicting volume	618	297			337	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	613	290			330	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	77	94			98	
cM capacity (veh/h)	442	745			1222	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	144	337	30	261
Volume Left	102	0	30	0
Volume Right	42	80	0	0
cSH	502	1700	1222	1700
Volume to Capacity	0.29	0.20	0.02	0.15
Queue Length 95th (m)	8.9	0.0	0.6	0.0
Control Delay (s)	15.0	0.0	8.0	0.0
Lane LOS	C		A	
Approach Delay (s)	15.0	0.0	0.8	
Approach LOS	C			

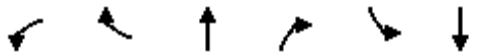
Intersection Summary			
Average Delay	3.1		
Intersection Capacity Utilization	37.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	0	2	2	3	13	2	218	2	13	177	31
Future Volume (Veh/h)	34	0	2	2	3	13	2	218	2	13	177	31
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	37	0	2	2	3	14	2	237	2	14	192	34
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)											336	
pX, platoon unblocked												
vC, conflicting volume	494	480	209	464	496	238	226			239		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	494	480	209	464	496	238	226			239		
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 %	92	100	100	100	99	98	100			99		
cM capacity (veh/h)	471	479	831	503	469	801	1342			1328		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	39	19	2	239	14	226
Volume Left	37	2	2	0	14	0
Volume Right	2	14	0	2	0	34
cSH	482	682	1342	1700	1328	1700
Volume to Capacity	0.08	0.03	0.00	0.14	0.01	0.13
Queue Length 95th (m)	2.0	0.7	0.0	0.0	0.2	0.0
Control Delay (s)	13.1	10.4	7.7	0.0	7.7	0.0
Lane LOS	B	B	A		A	
Approach Delay (s)	13.1	10.4	0.1		0.5	
Approach LOS	B	B				

Intersection Summary				
Average Delay	1.5			
Intersection Capacity Utilization	26.9%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	2	38	184	0	36	252
Future Volume (Veh/h)	2	38	184	0	36	252
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)	2	41	200	0	39	274
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						307
pX, platoon unblocked						
vC, conflicting volume	552	200			200	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	552	200			200	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	95			97	
cM capacity (veh/h)	481	841			1372	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	43	200	39	274
Volume Left	2	0	39	0
Volume Right	41	0	0	0
cSH	813	1700	1372	1700
Volume to Capacity	0.05	0.12	0.03	0.16
Queue Length 95th (m)	1.3	0.0	0.7	0.0
Control Delay (s)	9.7	0.0	7.7	0.0
Lane LOS	A		A	
Approach Delay (s)	9.7	0.0	1.0	
Approach LOS	A			

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	26.4%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	89	1630	54	129	1421	109	102	179	115	126	167	55
Future Volume (vph)	89	1630	54	129	1421	109	102	179	115	126	167	55
Satd. Flow (prot)	1789	3561	0	1789	3579	1601	1789	1883	1601	1789	1814	0
Flt Permitted	0.077			0.046			0.232			0.355		
Satd. Flow (perm)	145	3561	0	87	3579	1601	437	1883	1601	669	1814	0
Satd. Flow (RTOR)		4				118			125		9	
Lane Group Flow (vph)	97	1831	0	140	1545	118	111	195	125	137	242	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6		6	8		8	4		
Total Split (s)	15.6	90.2		15.5	90.2	90.2	16.2	29.2	29.2	16.2	29.2	
Total Lost Time (s)	5.6	5.2		5.5	5.2	5.2	6.2	6.2	6.2	6.2	6.2	
Act Effct Green (s)	93.0	85.0		95.7	86.3	86.3	31.2	21.5	21.5	31.7	21.8	
Actuated g/C Ratio	0.62	0.57		0.64	0.58	0.58	0.21	0.14	0.14	0.21	0.15	
v/c Ratio	0.54	0.90		0.84	0.75	0.12	0.62	0.72	0.37	0.63	0.89	
Control Delay	23.6	36.2		73.8	26.7	2.7	61.2	76.7	12.1	60.4	92.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	23.6	36.2		73.8	26.7	2.7	61.2	76.7	12.1	60.4	92.4	
LOS	C	D		E	C	A	E	E	B	E	F	
Approach Delay		35.6			28.8			53.9			80.8	
Approach LOS		D			C			D			F	
Queue Length 50th (m)	9.8	251.2		26.2	177.1	0.0	26.5	56.1	0.0	33.2	69.2	
Queue Length 95th (m)	21.0	289.6		#64.7	210.5	8.9	43.7	83.5	18.6	52.7	#115.0	
Internal Link Dist (m)		497.4			690.8			552.4			222.0	
Turn Bay Length (m)	50.0			40.0		120.0	60.0		50.0	50.0		
Base Capacity (vph)	201	2031		170	2069	975	182	290	352	217	287	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.48	0.90		0.82	0.75	0.12	0.61	0.67	0.36	0.63	0.84	

Intersection Summary

Cycle Length: 151.2
Actuated Cycle Length: 149.3
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 38.4 Intersection LOS: D
Intersection Capacity Utilization 91.0% ICU Level of Service E
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: 203 Street & Lougheed Highway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	93	1427	70	109	1362	41	100	132	101	114	207	49
Future Volume (vph)	93	1427	70	109	1362	41	100	132	101	114	207	49
Satd. Flow (prot)	1789	3553	0	1789	3579	1601	1789	1761	0	1789	3475	0
Flt Permitted	0.950			0.950			0.509			0.341		
Satd. Flow (perm)	1789	3553	0	1789	3579	1601	959	1761	0	642	3475	0
Satd. Flow (RTOR)		5				95		27			20	
Lane Group Flow (vph)	101	1627	0	118	1480	45	109	253	0	124	278	0
Turn Type	Prot	NA		Prot	NA	Free	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases						Free	8			4		
Total Split (s)	14.7	82.6		15.3	83.6		51.8	51.8		51.8	51.8	
Total Lost Time (s)	4.7	5.6		4.3	5.6		5.8	5.8		5.8	5.8	
Act Effct Green (s)	10.0	71.8		11.2	72.6	122.8	23.8	23.8		23.8	23.8	
Actuated g/C Ratio	0.08	0.58		0.09	0.59	1.00	0.19	0.19		0.19	0.19	
v/c Ratio	0.70	0.78		0.72	0.70	0.03	0.59	0.70		1.00	0.40	
Control Delay	83.0	23.8		82.5	20.7	0.0	59.3	52.1		131.9	41.9	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	83.0	23.8		82.5	20.7	0.0	59.3	52.1		131.9	41.9	
LOS	F	C		F	C	A	E	D		F	D	
Approach Delay		27.3			24.6			54.3			69.7	
Approach LOS		C			C			D			E	
Queue Length 50th (m)	25.1	146.9		29.4	122.2	0.0	25.4	54.1		~33.7	30.3	
Queue Length 95th (m)	#59.8	226.6		#68.4	189.6	0.0	44.7	82.1		#63.3	43.1	
Internal Link Dist (m)		690.8			589.4			132.2			83.5	
Turn Bay Length (m)	80.0			80.0		15.0						
Base Capacity (vph)	148	2283		163	2316	1601	365	688		245	1338	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.68	0.71		0.72	0.64	0.03	0.30	0.37		0.51	0.21	

Intersection Summary

Cycle Length: 150.1
Actuated Cycle Length: 122.8
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 32.7 Intersection LOS: C
Intersection Capacity Utilization 85.1% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

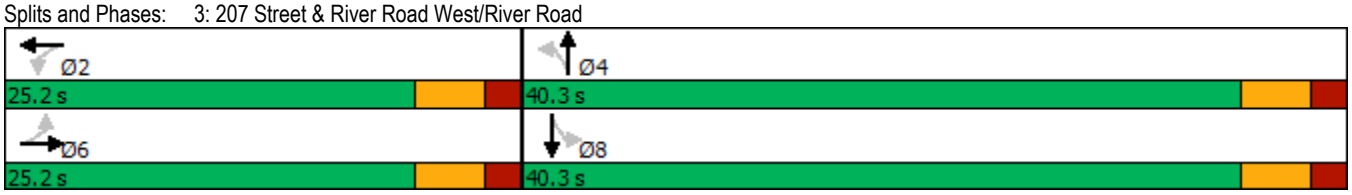
Splits and Phases: 2: 207 Street & Lougheed Highway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	32	0	96	6	105	0	143	485	130	131	2
Future Volume (vph)	1	32	0	96	6	105	0	143	485	130	131	2
Satd. Flow (prot)	0	1882	0	1789	1618	0	0	1688	0	0	1836	0
Flt Permitted		0.989		0.734							0.510	
Satd. Flow (perm)	0	1863	0	1382	1618	0	0	1688	0	0	960	0
Satd. Flow (RTOR)					114			401			1	
Lane Group Flow (vph)	0	36	0	104	121	0	0	682	0	0	285	0
Turn Type	Perm	NA		Perm	NA			NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Total Split (s)	25.2	25.2		25.2	25.2		40.3	40.3		40.3	40.3	
Total Lost Time (s)		5.2		5.2	5.2			5.3			5.3	
Act Effct Green (s)		9.5		9.5	9.5			27.1			27.1	
Actuated g/C Ratio		0.22		0.22	0.22			0.63			0.63	
v/c Ratio		0.09		0.34	0.27			0.56			0.47	
Control Delay		16.8		20.2	7.0			4.8			9.7	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		16.8		20.2	7.0			4.8			9.7	
LOS		B		C	A			A			A	
Approach Delay		16.8			13.1			4.8			9.7	
Approach LOS		B			B			A			A	
Queue Length 50th (m)		2.0		6.1	0.4			9.5			11.4	
Queue Length 95th (m)		9.0		20.9	11.0			32.1			32.7	
Internal Link Dist (m)		213.4			500.7			312.0			141.0	
Turn Bay Length (m)				20.0								
Base Capacity (vph)		925		686	860			1467			795	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.04		0.15	0.14			0.46			0.36	

Intersection Summary	
Cycle Length: 65.5	
Actuated Cycle Length: 42.8	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay: 7.8	Intersection LOS: A
Intersection Capacity Utilization 76.7%	ICU Level of Service D
Analysis Period (min) 15	

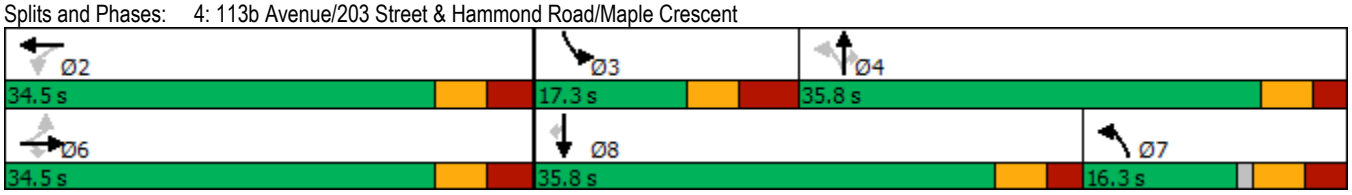
Splits and Phases: 3: 207 Street & River Road West/River Road

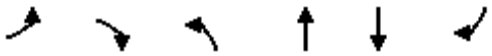


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	184	405	10	105	47	62	5	267	322	36	260	23
Future Volume (vph)	184	405	10	105	47	62	5	267	322	36	260	23
Satd. Flow (prot)	1789	1883	1601	1789	1723	0	1789	1883	1601	1789	1883	1601
Flt Permitted	0.681			0.328			0.586			0.950		
Satd. Flow (perm)	1283	1883	1601	618	1723	0	1104	1883	1601	1789	1883	1601
Satd. Flow (RTOR)			204		67				317			122
Lane Group Flow (vph)	200	440	11	114	118	0	5	290	350	39	283	25
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA	Perm	Prot	NA	Perm
Protected Phases		6			2		7	4		3	8	
Permitted Phases	6		6	2			4		4			8
Total Split (s)	34.5	34.5	34.5	34.5	34.5		16.3	35.8	35.8	17.3	35.8	35.8
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		6.3	5.8	5.8	7.3	5.8	5.8
Act Effct Green (s)	20.1	20.1	20.1	20.1	20.1		20.7	17.2	17.2	7.6	21.7	21.7
Actuated g/C Ratio	0.34	0.34	0.34	0.34	0.34		0.35	0.29	0.29	0.13	0.37	0.37
v/c Ratio	0.46	0.68	0.02	0.54	0.19		0.01	0.52	0.50	0.17	0.41	0.04
Control Delay	21.8	25.0	0.0	30.5	9.8		20.0	24.2	6.9	33.1	18.0	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.8	25.0	0.0	30.5	9.8		20.0	24.2	6.9	33.1	18.0	0.1
LOS	C	C	A	C	A		B	C	A	C	B	A
Approach Delay		23.6			20.0			14.8			18.4	
Approach LOS		C			B			B			B	
Queue Length 50th (m)	18.3	44.3	0.0	10.8	4.1		0.5	30.2	3.0	4.4	19.8	0.0
Queue Length 95th (m)	44.4	92.0	0.0	32.3	16.6		2.9	59.0	22.2	14.5	60.5	0.0
Internal Link Dist (m)		619.4			283.0			744.9			210.5	
Turn Bay Length (m)	20.0		20.0	20.0			60.0		30.0	50.0		45.0
Base Capacity (vph)	707	1038	974	340	980		604	1112	1075	352	1139	1016
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.42	0.01	0.34	0.12		0.01	0.26	0.33	0.11	0.25	0.02

Intersection Summary	
Cycle Length: 87.6	
Actuated Cycle Length: 58.6	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 19.2	Intersection LOS: B
Intersection Capacity Utilization 68.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 4: 113b Avenue/203 Street & Hammond Road/Maple Crescent

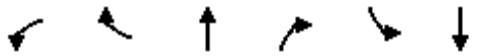




Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	71	158	80	211	242	72
Future Volume (Veh/h)	71	158	80	211	242	72
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	77	172	87	229	263	78
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				165	379	
pX, platoon unblocked	0.94	0.94	0.94			
vC, conflicting volume	705	302	341			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	652	222	264			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	80	78	93			
cM capacity (veh/h)	377	766	1219			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	249	87	229	341
Volume Left	77	87	0	0
Volume Right	172	0	0	78
cSH	580	1219	1700	1700
Volume to Capacity	0.43	0.07	0.13	0.20
Queue Length 95th (m)	16.3	1.7	0.0	0.0
Control Delay (s)	15.8	8.2	0.0	0.0
Lane LOS	C	A		
Approach Delay (s)	15.8	2.3		0.0
Approach LOS	C			

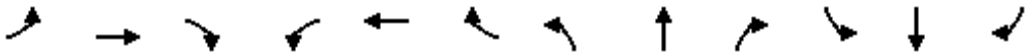
Intersection Summary			
Average Delay	5.1		
Intersection Capacity Utilization	45.2%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	110	31	258	240	36	208
Future Volume (Veh/h)	110	31	258	240	36	208
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)	120	34	280	261	39	226
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			234			
pX, platoon unblocked	0.88	0.88			0.88	
vC, conflicting volume	714	410			541	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	608	262			411	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	69	95			96	
cM capacity (veh/h)	389	683			1011	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	154	541	39	226
Volume Left	120	0	39	0
Volume Right	34	261	0	0
cSH	429	1700	1011	1700
Volume to Capacity	0.36	0.32	0.04	0.13
Queue Length 95th (m)	12.2	0.0	0.9	0.0
Control Delay (s)	18.0	0.0	8.7	0.0
Lane LOS	C		A	
Approach Delay (s)	18.0	0.0	1.3	
Approach LOS	C			

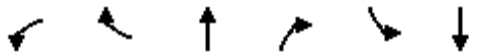
Intersection Summary				
Average Delay	3.2			
Intersection Capacity Utilization	44.6%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	3	2	0	2	9	2	486	6	6	177	41
Future Volume (Veh/h)	134	3	2	0	2	9	2	486	6	6	177	41
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	146	3	2	0	2	10	2	528	7	7	192	45
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)											336	
pX, platoon unblocked												
vC, conflicting volume	772	768	214	745	786	532	237			535		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	772	768	214	745	786	532	237			535		
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 %	53	99	100	100	99	98	100			99		
cM capacity (veh/h)	308	329	825	325	321	548	1330			1033		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	151	12	2	535	7	237
Volume Left	146	0	2	0	7	0
Volume Right	2	10	0	7	0	45
cSH	311	490	1330	1700	1033	1700
Volume to Capacity	0.49	0.02	0.00	0.31	0.01	0.14
Queue Length 95th (m)	19.2	0.6	0.0	0.0	0.2	0.0
Control Delay (s)	27.1	12.5	7.7	0.0	8.5	0.0
Lane LOS	D	B	A		A	
Approach Delay (s)	27.1	12.5	0.0		0.2	
Approach LOS	D	B				

Intersection Summary				
Average Delay	4.6			
Intersection Capacity Utilization	47.0%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	1	31	157	1	146	620
Future Volume (Veh/h)	1	31	157	1	146	620
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)	1	34	171	1	159	674
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						307
pX, platoon unblocked	0.87					
vC, conflicting volume	1164	172			172	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1113	172			172	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	96			89	
cM capacity (veh/h)	178	872			1405	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	35	172	159	674
Volume Left	1	0	159	0
Volume Right	34	1	0	0
cSH	785	1700	1405	1700
Volume to Capacity	0.04	0.10	0.11	0.40
Queue Length 95th (m)	1.1	0.0	2.9	0.0
Control Delay (s)	9.8	0.0	7.9	0.0
Lane LOS	A		A	
Approach Delay (s)	9.8	0.0	1.5	
Approach LOS	A			

Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	42.6%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	715	18	70	897	27	89	59	44	35	85	18
Future Volume (vph)	37	715	18	70	897	27	89	59	44	35	85	18
Satd. Flow (prot)	1789	3564	0	1789	3579	1601	1789	1883	1601	1789	1833	0
Flt Permitted	0.206			0.252			0.571			0.715		
Satd. Flow (perm)	388	3564	0	475	3579	1601	1075	1883	1601	1347	1833	0
Satd. Flow (RTOR)		3				110			103		6	
Lane Group Flow (vph)	40	797	0	76	975	29	97	64	48	38	112	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6		6	8		8	4		
Total Split (s)	15.6	86.2		15.5	86.2	86.2	16.2	29.2	29.2	16.2	29.2	
Total Lost Time (s)	5.6	5.2		5.5	5.2	5.2	6.2	6.2	6.2	6.2	6.2	
Act Effct Green (s)	41.4	36.7		43.4	39.7	39.7	20.0	15.1	15.1	16.5	11.1	
Actuated g/C Ratio	0.51	0.45		0.53	0.49	0.49	0.25	0.19	0.19	0.20	0.14	
v/c Ratio	0.12	0.49		0.20	0.56	0.03	0.28	0.18	0.13	0.12	0.44	
Control Delay	9.8	18.9		10.3	18.3	0.1	27.8	36.9	0.7	26.3	42.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	9.8	18.9		10.3	18.3	0.1	27.8	36.9	0.7	26.3	42.6	
LOS	A	B		B	B	A	C	D	A	C	D	
Approach Delay		18.4			17.3			24.3			38.4	
Approach LOS		B			B			C			D	
Queue Length 50th (m)	2.7	49.7		5.3	64.6	0.0	11.9	9.5	0.0	4.5	16.6	
Queue Length 95th (m)	7.5	75.1		12.3	95.7	0.0	28.8	24.8	0.0	13.8	38.5	
Internal Link Dist (m)		497.4			690.8			552.4			222.0	
Turn Bay Length (m)	50.0			40.0		120.0	60.0		50.0	50.0		
Base Capacity (vph)	400	3223		440	3234	1457	379	593	575	386	581	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.10	0.25		0.17	0.30	0.02	0.26	0.11	0.08	0.10	0.19	

Intersection Summary		
Cycle Length: 147.2		
Actuated Cycle Length: 81.2		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.56		
Intersection Signal Delay: 19.8	Intersection LOS: B	
Intersection Capacity Utilization 55.6%	ICU Level of Service B	
Analysis Period (min) 15		

Splits and Phases: 1: 203 Street & Lougheed Highway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	669	27	37	977	30	83	61	43	27	63	23
Future Volume (vph)	35	669	27	37	977	30	83	61	43	27	63	23
Satd. Flow (prot)	1789	3557	0	1789	3579	1601	1789	1767	0	1789	3435	0
Flt Permitted	0.950			0.950			0.694			0.684		
Satd. Flow (perm)	1789	3557	0	1789	3579	1601	1307	1767	0	1288	3435	0
Satd. Flow (RTOR)		4				95		25			25	
Lane Group Flow (vph)	38	756	0	40	1062	33	90	113	0	29	93	0
Turn Type	Prot	NA		Prot	NA	Free	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases						Free	8			4		
Total Split (s)	17.7	78.6		17.3	78.6		48.8	48.8		48.8	48.8	
Total Lost Time (s)	4.7	5.6		4.3	5.6		5.8	5.8		5.8	5.8	
Act Effct Green (s)	7.8	36.7		7.8	36.6	67.1	11.6	11.6		11.6	11.6	
Actuated g/C Ratio	0.12	0.55		0.12	0.55	1.00	0.17	0.17		0.17	0.17	
v/c Ratio	0.18	0.39		0.19	0.54	0.02	0.40	0.35		0.13	0.15	
Control Delay	36.0	10.6		35.8	12.5	0.0	34.9	26.6		30.4	22.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	36.0	10.6		35.8	12.5	0.0	34.9	26.6		30.4	22.3	
LOS	D	B		D	B	A	C	C		C	C	
Approach Delay		11.8			12.9			30.3			24.2	
Approach LOS		B			B			C			C	
Queue Length 50th (m)	4.6	29.7		4.8	47.7	0.0	10.6	10.1		3.3	4.0	
Queue Length 95th (m)	15.9	52.6		16.4	81.3	0.0	28.5	28.9		12.0	12.0	
Internal Link Dist (m)		690.8			589.4			132.2			83.5	
Turn Bay Length (m)	80.0			80.0		15.0						
Base Capacity (vph)	374	3359		374	3372	1601	903	1229		890	2383	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.10	0.23		0.11	0.31	0.02	0.10	0.09		0.03	0.04	

Intersection Summary

Cycle Length: 145.1
Actuated Cycle Length: 67.1
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.54
Intersection Signal Delay: 14.7 Intersection LOS: B
Intersection Capacity Utilization 51.5% ICU Level of Service A
Analysis Period (min) 15

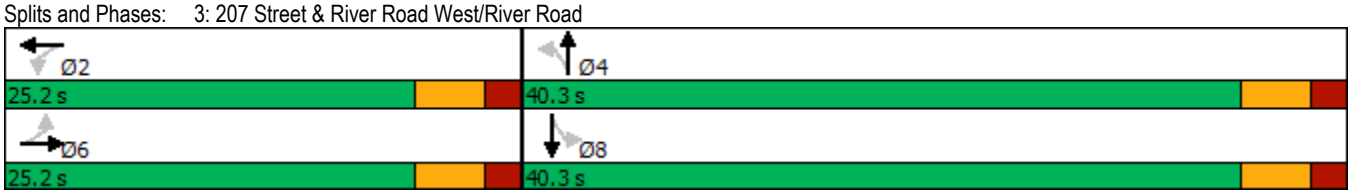
Splits and Phases: 2: 207 Street & Lougheed Highway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	4	0	66	1	77	0	74	42	23	44	0
Future Volume (vph)	1	4	0	66	1	77	0	74	42	23	44	0
Satd. Flow (prot)	0	1865	0	1789	1605	0	0	1791	0	0	1851	0
Flt Permitted		0.916		0.754							0.896	
Satd. Flow (perm)	0	1725	0	1420	1605	0	0	1791	0	0	1688	0
Satd. Flow (RTOR)					84			46				
Lane Group Flow (vph)	0	5	0	72	85	0	0	126	0	0	73	0
Turn Type	Perm	NA		Perm	NA			NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Total Split (s)	25.2	25.2		25.2	25.2		40.3	40.3		40.3	40.3	
Total Lost Time (s)		5.2		5.2	5.2			5.3			5.3	
Act Effct Green (s)		7.4		7.4	7.4			16.1			16.1	
Actuated g/C Ratio		0.24		0.24	0.24			0.52			0.52	
v/c Ratio		0.01		0.21	0.19			0.13			0.08	
Control Delay		7.6		10.0	3.7			4.8			6.4	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		7.6		10.0	3.7			4.8			6.4	
LOS		A		A	A			A			A	
Approach Delay		7.6			6.6			4.8			6.4	
Approach LOS		A			A			A			A	
Queue Length 50th (m)		0.2		2.3	0.0			2.0			1.9	
Queue Length 95th (m)		1.1		6.5	4.0			6.9			5.6	
Internal Link Dist (m)		213.4			500.7			312.0			141.0	
Turn Bay Length (m)				20.0								
Base Capacity (vph)		1143		941	1092			1754			1652	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.00		0.08	0.08			0.07			0.04	

Intersection Summary			
Cycle Length: 65.5			
Actuated Cycle Length: 30.7			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.21			
Intersection Signal Delay: 5.9		Intersection LOS: A	
Intersection Capacity Utilization 29.3%		ICU Level of Service A	
Analysis Period (min) 15			

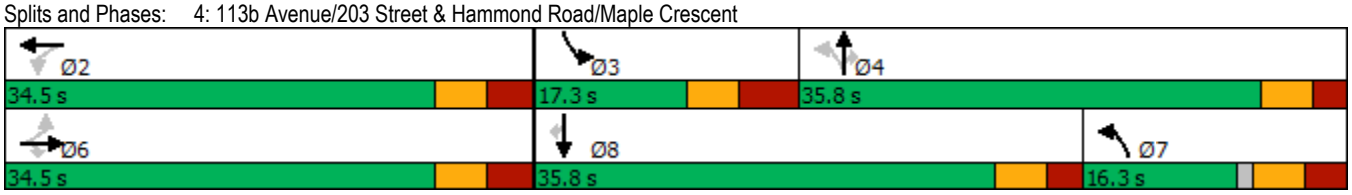
Splits and Phases: 3: 207 Street & River Road West/River Road

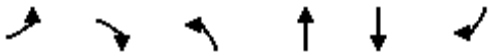


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	38	2	110	42	42	0	98	42	20	178	35
Future Volume (vph)	12	38	2	110	42	42	0	98	42	20	178	35
Satd. Flow (prot)	1789	1883	1601	1789	1742	0	1883	1883	1601	1789	1883	1601
Flt Permitted	0.697			0.730						0.950		
Satd. Flow (perm)	1313	1883	1601	1375	1742	0	1883	1883	1601	1789	1883	1601
Satd. Flow (RTOR)			204		46				134			122
Lane Group Flow (vph)	13	41	2	120	92	0	0	107	46	22	193	38
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA	Perm	Prot	NA	Perm
Protected Phases		6			2		7	4		3	8	
Permitted Phases	6		6	2			4		4			8
Total Split (s)	34.5	34.5	34.5	34.5	34.5		16.3	35.8	35.8	17.3	35.8	35.8
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		6.3	5.8	5.8	7.3	5.8	5.8
Act Effct Green (s)	9.1	9.1	9.1	9.1	9.1			15.2	15.2	6.4	17.1	17.1
Actuated g/C Ratio	0.26	0.26	0.26	0.26	0.26			0.44	0.44	0.18	0.49	0.49
v/c Ratio	0.04	0.08	0.00	0.33	0.19			0.13	0.06	0.07	0.21	0.04
Control Delay	11.6	11.5	0.0	14.4	8.0			12.1	0.1	15.8	8.3	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0
Total Delay	11.6	11.5	0.0	14.4	8.0			12.1	0.1	15.8	8.3	0.1
LOS	B	B	A	B	A			B	A	B	A	A
Approach Delay		11.1			11.6			8.5			7.7	
Approach LOS		B			B			A			A	
Queue Length 50th (m)	0.5	1.5	0.0	4.5	1.6			3.5	0.0	0.9	6.5	0.0
Queue Length 95th (m)	3.9	8.2	0.0	19.7	11.3			18.2	0.0	6.4	17.5	0.0
Internal Link Dist (m)		619.4			283.0			744.9			210.5	
Turn Bay Length (m)	20.0		20.0	20.0					30.0	50.0		45.0
Base Capacity (vph)	1102	1580	1376	1154	1469			1686	1447	536	1686	1446
Starvation Cap Reductn	0	0	0	0	0			0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0			0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0			0	0	0	0	0
Reduced v/c Ratio	0.01	0.03	0.00	0.10	0.06			0.06	0.03	0.04	0.11	0.03

Intersection Summary	
Cycle Length: 87.6	
Actuated Cycle Length: 34.7	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.33	
Intersection Signal Delay: 9.4	Intersection LOS: A
Intersection Capacity Utilization 37.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 4: 113b Avenue/203 Street & Hammond Road/Maple Crescent

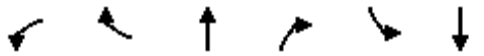




Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	31	24	60	132	55	56
Future Volume (Veh/h)	31	24	60	132	55	56
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	34	26	65	143	60	61
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				165	379	
pX, platoon unblocked						
vC, conflicting volume	364	90	121			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	364	90	121			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	94	97	96			
cM capacity (veh/h)	608	967	1467			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	60	65	143	121
Volume Left	34	65	0	0
Volume Right	26	0	0	61
cSH	724	1467	1700	1700
Volume to Capacity	0.08	0.04	0.08	0.07
Queue Length 95th (m)	2.1	1.1	0.0	0.0
Control Delay (s)	10.4	7.6	0.0	0.0
Lane LOS	B	A		
Approach Delay (s)	10.4	2.4		0.0
Approach LOS	B			

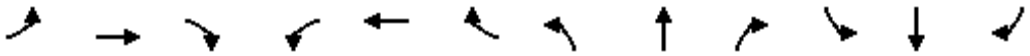
Intersection Summary				
Average Delay	2.9			
Intersection Capacity Utilization	20.0%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	84	34	118	37	33	143
Future Volume (Veh/h)	84	34	118	37	33	143
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)	91	37	128	40	36	155
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			234			
pX, platoon unblocked						
vC, conflicting volume	375	148			168	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	375	148			168	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	85	96			97	
cM capacity (veh/h)	610	899			1410	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	128	168	36	155
Volume Left	91	0	36	0
Volume Right	37	40	0	0
cSH	673	1700	1410	1700
Volume to Capacity	0.19	0.10	0.03	0.09
Queue Length 95th (m)	5.3	0.0	0.6	0.0
Control Delay (s)	11.6	0.0	7.6	0.0
Lane LOS	B		A	
Approach Delay (s)	11.6	0.0	1.4	
Approach LOS	B			

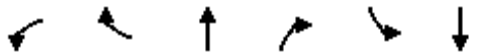
Intersection Summary			
Average Delay	3.6		
Intersection Capacity Utilization	28.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	1	2	0	4	4	0	77	1	8	84	23
Future Volume (Veh/h)	29	1	2	0	4	4	0	77	1	8	84	23
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	32	1	2	0	4	4	0	84	1	9	91	25
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)											336	
pX, platoon unblocked												
vC, conflicting volume	212	206	104	196	218	84	116			85		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	212	206	104	196	218	84	116			85		
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 %	96	100	100	100	99	100	100			99		
cM capacity (veh/h)	736	686	951	757	676	975	1473			1512		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	35	8	0	85	9	116
Volume Left	32	0	0	0	9	0
Volume Right	2	4	0	1	0	25
cSH	744	798	1700	1700	1512	1700
Volume to Capacity	0.05	0.01	0.00	0.05	0.01	0.07
Queue Length 95th (m)	1.1	0.2	0.0	0.0	0.1	0.0
Control Delay (s)	10.1	9.6	0.0	0.0	7.4	0.0
Lane LOS	B	A			A	
Approach Delay (s)	10.1	9.6	0.0		0.5	
Approach LOS	B	A				

Intersection Summary				
Average Delay	2.0			
Intersection Capacity Utilization	21.8%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	1	27	158	1	16	80
Future Volume (Veh/h)	1	27	158	1	16	80
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)	1	29	172	1	17	87
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						307
pX, platoon unblocked						
vC, conflicting volume	294	172			173	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	294	172			173	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	97			99	
cM capacity (veh/h)	689	871			1404	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	30	173	17	87
Volume Left	1	0	17	0
Volume Right	29	1	0	0
cSH	863	1700	1404	1700
Volume to Capacity	0.03	0.10	0.01	0.05
Queue Length 95th (m)	0.8	0.0	0.3	0.0
Control Delay (s)	9.3	0.0	7.6	0.0
Lane LOS	A		A	
Approach Delay (s)	9.3	0.0	1.2	
Approach LOS	A			

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	23.3%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	82	1506	65	144	1378	143	114	169	133	108	189	53
Future Volume (vph)	82	1506	65	144	1378	143	114	169	133	108	189	53
Satd. Flow (prot)	1789	3557	0	1789	3579	1601	1789	1883	1601	1789	1821	0
Flt Permitted	0.081			0.049			0.198			0.424		
Satd. Flow (perm)	153	3557	0	92	3579	1601	373	1883	1601	799	1821	0
Satd. Flow (RTOR)		5				155			145		8	
Lane Group Flow (vph)	89	1708	0	157	1498	155	124	184	145	117	263	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6		6	8		8	4		
Total Split (s)	15.6	86.2		15.5	86.2	86.2	16.2	29.2	29.2	16.2	29.2	
Total Lost Time (s)	5.6	5.2		5.5	5.2	5.2	6.2	6.2	6.2	6.2	6.2	
Act Effct Green (s)	87.4	79.7		91.2	81.5	81.5	32.1	22.3	22.3	31.9	22.2	
Actuated g/C Ratio	0.60	0.55		0.63	0.56	0.56	0.22	0.15	0.15	0.22	0.15	
v/c Ratio	0.48	0.87		0.90	0.74	0.16	0.70	0.63	0.39	0.49	0.92	
Control Delay	19.8	34.4		82.0	27.0	2.6	64.6	68.6	11.2	50.2	94.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	19.8	34.4		82.0	27.0	2.6	64.6	68.6	11.2	50.2	94.5	
LOS	B	C		F	C	A	E	E	B	D	F	
Approach Delay		33.6			29.7			49.1			80.9	
Approach LOS		C			C			D			F	
Queue Length 50th (m)	8.9	218.7		30.1	166.8	0.0	28.7	50.9	0.0	26.9	74.2	
Queue Length 95th (m)	16.5	253.8		#73.8	200.6	10.0	#51.5	77.0	19.4	44.4	#125.7	
Internal Link Dist (m)		497.4			690.8			552.4			222.0	
Turn Bay Length (m)	50.0			40.0		120.0	60.0		50.0	50.0		
Base Capacity (vph)	207	1996		175	2029	974	180	299	376	246	296	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.43	0.86		0.90	0.74	0.16	0.69	0.62	0.39	0.48	0.89	

Intersection Summary

Cycle Length: 147.2
Actuated Cycle Length: 144.8
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 37.7 Intersection LOS: D
Intersection Capacity Utilization 90.4% ICU Level of Service E
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: 203 Street & Lougheed Highway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	101	1375	83	107	1426	126	139	118	94	109	169	84
Future Volume (vph)	101	1375	83	107	1426	126	139	118	94	109	169	84
Satd. Flow (prot)	1789	3546	0	1789	3579	1601	1789	1757	0	1789	3400	0
Flt Permitted	0.950			0.950			0.519			0.401		
Satd. Flow (perm)	1789	3546	0	1789	3579	1601	978	1757	0	755	3400	0
Satd. Flow (RTOR)		6				95		28			59	
Lane Group Flow (vph)	110	1585	0	116	1550	137	151	230	0	118	275	0
Turn Type	Prot	NA		Prot	NA	Free	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases						Free	8			4		
Total Split (s)	17.7	78.6		17.3	78.6		48.8	48.8		48.8	48.8	
Total Lost Time (s)	4.7	5.6		4.3	5.6		5.8	5.8		5.8	5.8	
Act Effct Green (s)	11.7	68.1		11.9	67.9	119.7	23.6	23.6		23.6	23.6	
Actuated g/C Ratio	0.10	0.57		0.10	0.57	1.00	0.20	0.20		0.20	0.20	
v/c Ratio	0.63	0.79		0.66	0.76	0.09	0.79	0.62		0.79	0.38	
Control Delay	72.4	24.7		73.4	24.1	0.1	74.2	46.9		82.2	34.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	72.4	24.7		73.4	24.1	0.1	74.2	46.9		82.2	34.3	
LOS	E	C		E	C	A	E	D		F	C	
Approach Delay		27.8			25.5			57.7			48.7	
Approach LOS		C			C			E			D	
Queue Length 50th (m)	26.4	147.1		28.0	142.3	0.0	36.2	46.8		28.4	24.6	
Queue Length 95th (m)	#53.7	221.7		#57.7	213.4	0.0	60.7	72.3		50.8	37.2	
Internal Link Dist (m)		690.8			589.4			132.2			83.5	
Turn Bay Length (m)	80.0			80.0		15.0						
Base Capacity (vph)	199	2232		199	2238	1601	360	664		278	1289	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.55	0.71		0.58	0.69	0.09	0.42	0.35		0.42	0.21	

Intersection Summary

Cycle Length: 145.1
Actuated Cycle Length: 119.7
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 31.4 Intersection LOS: C
Intersection Capacity Utilization 82.5% ICU Level of Service E
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

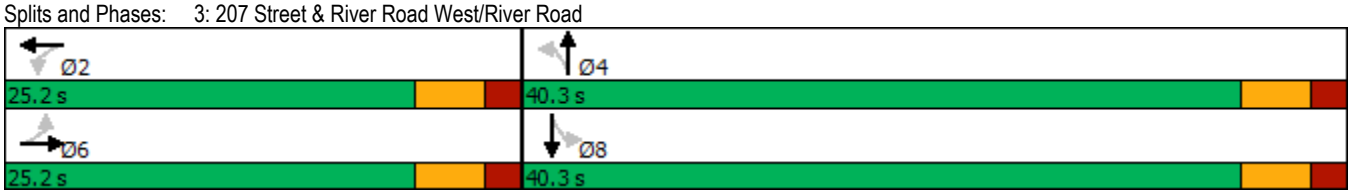
Splits and Phases: 2: 207 Street & Lougheed Highway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	3	0	146	6	142	1	146	171	91	136	1
Future Volume (vph)	0	3	0	146	6	142	1	146	171	91	136	1
Satd. Flow (prot)	0	1883	0	1789	1614	0	0	1746	0	0	1844	0
Flt Permitted				0.756				0.999			0.765	
Satd. Flow (perm)	0	1883	0	1424	1614	0	0	1744	0	0	1439	0
Satd. Flow (RTOR)					154			137				
Lane Group Flow (vph)	0	3	0	159	161	0	0	346	0	0	248	0
Turn Type		NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Total Split (s)	25.2	25.2		25.2	25.2		40.3	40.3		40.3	40.3	
Total Lost Time (s)		5.2		5.2	5.2			5.3			5.3	
Act Effct Green (s)		9.5		9.5	9.5			14.7			14.7	
Actuated g/C Ratio		0.27		0.27	0.27			0.42			0.42	
v/c Ratio		0.01		0.41	0.29			0.43			0.41	
Control Delay		9.0		13.3	4.2			6.7			10.4	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		9.0		13.3	4.2			6.7			10.4	
LOS		A		B	A			A			B	
Approach Delay		9.0			8.7			6.7			10.4	
Approach LOS		A			A			A			B	
Queue Length 50th (m)		0.1		5.7	0.2			6.6			8.3	
Queue Length 95th (m)		1.2		18.9	8.6			22.4			24.8	
Internal Link Dist (m)		213.4			500.7			312.0			141.0	
Turn Bay Length (m)				20.0								
Base Capacity (vph)		1105		835	1010			1633			1340	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.00		0.19	0.16			0.21			0.19	

Intersection Summary	
Cycle Length: 65.5	
Actuated Cycle Length: 35.1	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.43	
Intersection Signal Delay: 8.4	Intersection LOS: A
Intersection Capacity Utilization 58.4%	ICU Level of Service B
Analysis Period (min) 15	

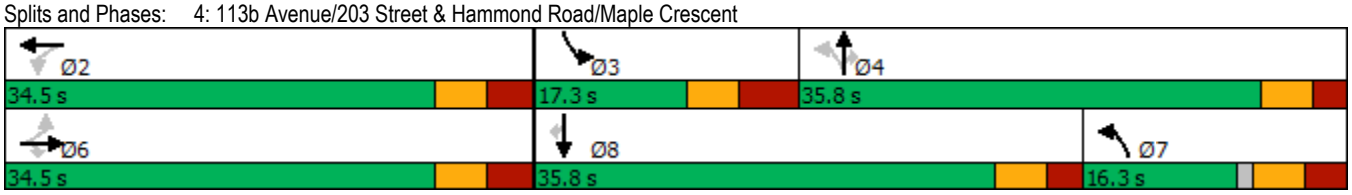
Splits and Phases: 3: 207 Street & River Road West/River Road

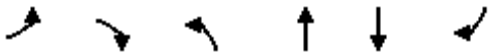


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	130	10	199	72	69	4	261	176	39	326	54
Future Volume (vph)	65	130	10	199	72	69	4	261	176	39	326	54
Satd. Flow (prot)	1789	1883	1601	1789	1744	0	1789	1883	1601	1789	1883	1601
Flt Permitted	0.660			0.667			0.549			0.950		
Satd. Flow (perm)	1243	1883	1601	1256	1744	0	1034	1883	1601	1789	1883	1601
Satd. Flow (RTOR)			204		58				191			122
Lane Group Flow (vph)	71	141	11	216	153	0	4	284	191	42	354	59
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA	Perm	Prot	NA	Perm
Protected Phases		6			2		7	4		3	8	
Permitted Phases	6		6	2			4		4			8
Total Split (s)	34.5	34.5	34.5	34.5	34.5		16.3	35.8	35.8	17.3	35.8	35.8
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		6.3	5.8	5.8	7.3	5.8	5.8
Act Effct Green (s)	15.4	15.4	15.4	15.4	15.4		20.4	15.8	15.8	7.6	18.4	18.4
Actuated g/C Ratio	0.31	0.31	0.31	0.31	0.31		0.41	0.32	0.32	0.15	0.37	0.37
v/c Ratio	0.18	0.24	0.02	0.55	0.26		0.01	0.48	0.30	0.15	0.51	0.09
Control Delay	17.0	16.6	0.0	23.0	11.9		17.2	19.9	5.1	27.7	16.8	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.0	16.6	0.0	23.0	11.9		17.2	19.9	5.1	27.7	16.8	0.4
LOS	B	B	A	C	B		B	B	A	C	B	A
Approach Delay		15.9			18.4			13.9			15.7	
Approach LOS		B			B			B			B	
Queue Length 50th (m)	3.2	6.5	0.0	11.2	4.3		0.1	14.9	0.0	2.6	19.4	0.0
Queue Length 95th (m)	16.8	28.2	0.0	46.7	22.9		2.5	57.3	13.4	14.9	69.3	0.7
Internal Link Dist (m)		619.4			283.0			744.9			210.5	
Turn Bay Length (m)	20.0		20.0	20.0			60.0		30.0	50.0		45.0
Base Capacity (vph)	806	1220	1110	814	1151		721	1308	1170	414	1323	1162
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.12	0.01	0.27	0.13		0.01	0.22	0.16	0.10	0.27	0.05

Intersection Summary		
Cycle Length: 87.6		
Actuated Cycle Length: 49.7		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.55		
Intersection Signal Delay: 15.8	Intersection LOS: B	
Intersection Capacity Utilization 60.9%	ICU Level of Service B	
Analysis Period (min) 15		

Splits and Phases: 4: 113b Avenue/203 Street & Hammond Road/Maple Crescent

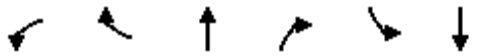




Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	48	75	100	229	204	69
Future Volume (Veh/h)	48	75	100	229	204	69
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	52	82	109	249	222	75
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				165	379	
pX, platoon unblocked	0.98	0.98	0.98			
vC, conflicting volume	726	260	297			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	712	236	274			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	85	90	91			
cM capacity (veh/h)	358	788	1265			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	134	109	249	297
Volume Left	52	109	0	0
Volume Right	82	0	0	75
cSH	537	1265	1700	1700
Volume to Capacity	0.25	0.09	0.15	0.17
Queue Length 95th (m)	7.4	2.1	0.0	0.0
Control Delay (s)	13.9	8.1	0.0	0.0
Lane LOS	B	A		
Approach Delay (s)	13.9	2.5		0.0
Approach LOS	B			

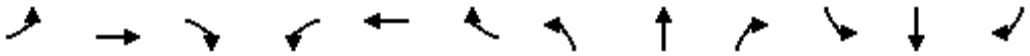
Intersection Summary			
Average Delay	3.5		
Intersection Capacity Utilization	37.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	147	32	294	94	34	279
Future Volume (Veh/h)	147	32	294	94	34	279
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)	160	35	320	102	37	303
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			234			
pX, platoon unblocked	0.92	0.92			0.92	
vC, conflicting volume	748	371			422	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	680	269			325	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	57	95			97	
cM capacity (veh/h)	370	706			1133	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	195	422	37	303
Volume Left	160	0	37	0
Volume Right	35	102	0	0
cSH	404	1700	1133	1700
Volume to Capacity	0.48	0.25	0.03	0.18
Queue Length 95th (m)	19.4	0.0	0.8	0.0
Control Delay (s)	21.9	0.0	8.3	0.0
Lane LOS	C		A	
Approach Delay (s)	21.9	0.0	0.9	
Approach LOS	C			

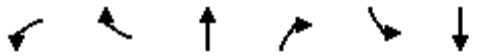
Intersection Summary			
Average Delay	4.8		
Intersection Capacity Utilization	44.6%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	6	2	4	2	17	0	250	2	13	209	53
Future Volume (Veh/h)	50	6	2	4	2	17	0	250	2	13	209	53
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	54	7	2	4	2	18	0	272	2	14	227	58
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)											336	
pX, platoon unblocked												
vC, conflicting volume	575	558	256	534	586	273	285			274		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	575	558	256	534	586	273	285			274		
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 %	87	98	100	99	100	98	100			99		
cM capacity (veh/h)	414	433	783	447	418	766	1277			1289		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	63	24	0	274	14	285
Volume Left	54	4	0	0	14	0
Volume Right	2	18	0	2	0	58
cSH	422	644	1700	1700	1289	1700
Volume to Capacity	0.15	0.04	0.00	0.16	0.01	0.17
Queue Length 95th (m)	4.0	0.9	0.0	0.0	0.3	0.0
Control Delay (s)	15.0	10.8	0.0	0.0	7.8	0.0
Lane LOS	C	B			A	
Approach Delay (s)	15.0	10.8	0.0		0.4	
Approach LOS	C	B				

Intersection Summary				
Average Delay	2.0			
Intersection Capacity Utilization	30.8%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	3	53	282	0	63	281
Future Volume (Veh/h)	3	53	282	0	63	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)	3	58	307	0	68	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)						307
pX, platoon unblocked						
vC, conflicting volume	748	307			307	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	748	307			307	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	92			95	
cM capacity (veh/h)	359	733			1254	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	61	307	68	305
Volume Left	3	0	68	0
Volume Right	58	0	0	0
cSH	697	1700	1254	1700
Volume to Capacity	0.09	0.18	0.05	0.18
Queue Length 95th (m)	2.2	0.0	1.3	0.0
Control Delay (s)	10.7	0.0	8.0	0.0
Lane LOS	B		A	
Approach Delay (s)	10.7	0.0	1.5	
Approach LOS	B			

Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	31.8%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	1480	67	122	1383	84	72	128	104	100	160	56
Future Volume (vph)	85	1480	67	122	1383	84	72	128	104	100	160	56
Satd. Flow (prot)	1789	3553	0	1789	3579	1601	1789	1883	1601	1789	1810	0
Flt Permitted	0.081			0.050			0.276			0.526		
Satd. Flow (perm)	153	3553	0	94	3579	1601	520	1883	1601	991	1810	0
Satd. Flow (RTOR)		5				110			113		10	
Lane Group Flow (vph)	92	1682	0	133	1503	91	78	139	113	109	235	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6		6	8		8	4		
Total Split (s)	15.6	86.2		15.5	86.2	86.2	16.2	29.2	29.2	16.2	29.2	
Total Lost Time (s)	5.6	5.2		5.5	5.2	5.2	6.2	6.2	6.2	6.2	6.2	
Act Effct Green (s)	86.0	78.2		88.7	79.5	79.5	29.4	20.4	20.4	30.4	20.9	
Actuated g/C Ratio	0.61	0.56		0.63	0.56	0.56	0.21	0.14	0.14	0.22	0.15	
v/c Ratio	0.49	0.85		0.77	0.74	0.10	0.41	0.51	0.35	0.41	0.85	
Control Delay	20.2	32.2		59.1	26.5	1.8	48.5	63.7	12.1	47.5	83.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	20.2	32.2		59.1	26.5	1.8	48.5	63.7	12.1	47.5	83.4	
LOS	C	C		E	C	A	D	E	B	D	F	
Approach Delay		31.5			27.7			42.4			72.0	
Approach LOS		C			C			D			E	
Queue Length 50th (m)	9.2	212.7		22.1	168.2	0.0	17.6	37.4	0.0	25.0	64.3	
Queue Length 95th (m)	17.8	246.8		#55.3	201.6	5.5	31.5	59.7	17.2	41.8	#105.6	
Internal Link Dist (m)		497.4			690.8			552.4			222.0	
Turn Bay Length (m)	50.0			40.0		120.0	60.0		50.0	50.0		
Base Capacity (vph)	212	2060		180	2096	983	202	309	357	274	305	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.43	0.82		0.74	0.72	0.09	0.39	0.45	0.32	0.40	0.77	

Intersection Summary

Cycle Length: 147.2
Actuated Cycle Length: 140.9
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 34.1 Intersection LOS: C
Intersection Capacity Utilization 85.9% ICU Level of Service E
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: 203 Street & Lougheed Highway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	1399	83	116	1371	90	106	122	90	83	176	64
Future Volume (vph)	88	1399	83	116	1371	90	106	122	90	83	176	64
Satd. Flow (prot)	1789	3550	0	1789	3579	1601	1789	1763	0	1789	3435	0
Flt Permitted	0.950			0.950			0.525			0.350		
Satd. Flow (perm)	1789	3550	0	1789	3579	1601	989	1763	0	659	3435	0
Satd. Flow (RTOR)		6				95		26			37	
Lane Group Flow (vph)	96	1611	0	126	1490	98	115	231	0	90	261	0
Turn Type	Prot	NA		Prot	NA	Free	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases						Free	8			4		
Total Split (s)	17.7	78.6		17.3	78.6		48.8	48.8		48.8	48.8	
Total Lost Time (s)	4.7	5.6		4.3	5.6		5.8	5.8		5.8	5.8	
Act Effct Green (s)	10.9	68.5		12.3	69.5	116.3	19.5	19.5		19.5	19.5	
Actuated g/C Ratio	0.09	0.59		0.11	0.60	1.00	0.17	0.17		0.17	0.17	
v/c Ratio	0.57	0.77		0.67	0.70	0.06	0.69	0.73		0.82	0.43	
Control Delay	67.5	21.7		70.8	19.2	0.1	69.1	55.3		96.5	39.9	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	67.5	21.7		70.8	19.2	0.1	69.1	55.3		96.5	39.9	
LOS	E	C		E	B	A	E	E		F	D	
Approach Delay		24.3			21.9			59.9			54.4	
Approach LOS		C			C			E			D	
Queue Length 50th (m)	22.2	137.4		29.2	116.9	0.0	26.3	47.3		21.1	25.5	
Queue Length 95th (m)	42.4	198.8		#60.0	174.5	0.0	46.8	74.3		#44.3	38.2	
Internal Link Dist (m)		690.8			589.4			132.2			83.5	
Turn Bay Length (m)	80.0			80.0		15.0						
Base Capacity (vph)	203	2281		203	2290	1601	372	679		247	1315	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.47	0.71		0.62	0.65	0.06	0.31	0.34		0.36	0.20	

Intersection Summary

Cycle Length: 145.1
Actuated Cycle Length: 116.3
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 28.9 Intersection LOS: C
Intersection Capacity Utilization 83.4% ICU Level of Service E
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

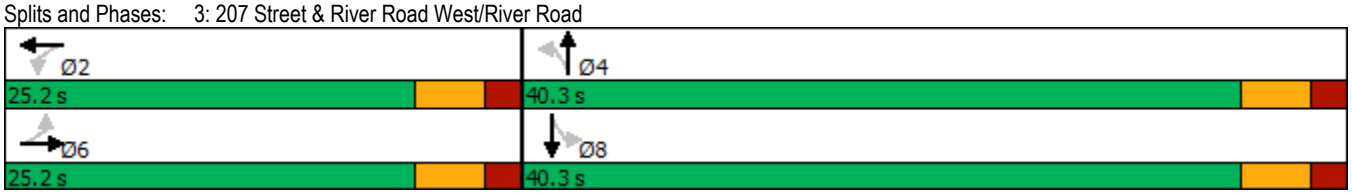
Splits and Phases: 2: 207 Street & Lougheed Highway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	11	2	117	2	120	2	125	202	127	134	13
Future Volume (vph)	4	11	2	117	2	120	2	125	202	127	134	13
Satd. Flow (prot)	0	1835	0	1789	1605	0	0	1727	0	0	1829	0
Flt Permitted		0.906		0.746				0.998			0.718	
Satd. Flow (perm)	0	1681	0	1405	1605	0	0	1724	0	0	1344	0
Satd. Flow (RTOR)		2			130			188			6	
Lane Group Flow (vph)	0	18	0	127	132	0	0	358	0	0	298	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Total Split (s)	25.2	25.2		25.2	25.2		40.3	40.3		40.3	40.3	
Total Lost Time (s)		5.2		5.2	5.2			5.3			5.3	
Act Effct Green (s)		8.8		8.8	8.8			17.5			17.5	
Actuated g/C Ratio		0.27		0.27	0.27			0.53			0.53	
v/c Ratio		0.04		0.34	0.25			0.36			0.42	
Control Delay		9.8		13.4	4.5			4.8			9.5	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		9.8		13.4	4.5			4.8			9.5	
LOS		A		B	A			A			A	
Approach Delay		9.8			8.9			4.8			9.5	
Approach LOS		A			A			A			A	
Queue Length 50th (m)		0.6		4.8	0.1			5.1			10.0	
Queue Length 95th (m)		3.8		16.8	8.1			18.3			28.3	
Internal Link Dist (m)		213.4			500.7			312.0			141.0	
Turn Bay Length (m)				20.0								
Base Capacity (vph)		1037		866	1039			1669			1296	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.02		0.15	0.13			0.21			0.23	

Intersection Summary	
Cycle Length: 65.5	
Actuated Cycle Length: 33.2	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.42	
Intersection Signal Delay: 7.5	Intersection LOS: A
Intersection Capacity Utilization 60.3%	ICU Level of Service B
Analysis Period (min) 15	

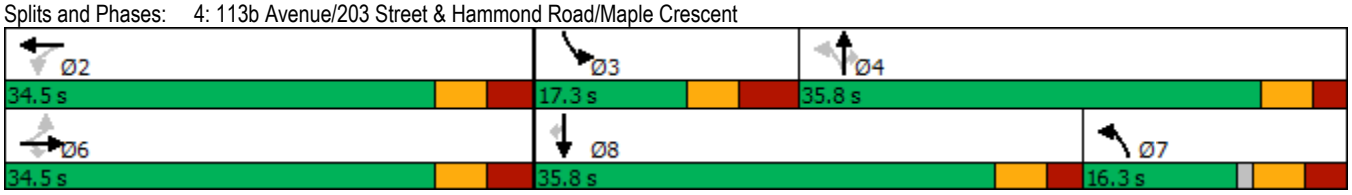
Splits and Phases: 3: 207 Street & River Road West/River Road

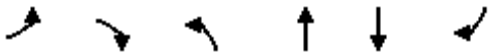


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	143	9	133	58	41	7	295	186	43	275	47
Future Volume (vph)	61	143	9	133	58	41	7	295	186	43	275	47
Satd. Flow (prot)	1789	1883	1601	1789	1765	0	1789	1883	1601	1789	1883	1601
Flt Permitted	0.687			0.659			0.578			0.950		
Satd. Flow (perm)	1294	1883	1601	1241	1765	0	1089	1883	1601	1789	1883	1601
Satd. Flow (RTOR)			204		43				195			122
Lane Group Flow (vph)	66	155	10	145	108	0	8	321	202	47	299	51
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA	Perm	Prot	NA	Perm
Protected Phases		6			2		7	4		3	8	
Permitted Phases	6		6	2			4		4			8
Total Split (s)	34.5	34.5	34.5	34.5	34.5		16.3	35.8	35.8	17.3	35.8	35.8
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		6.3	5.8	5.8	7.3	5.8	5.8
Act Effct Green (s)	12.5	12.5	12.5	12.5	12.5		22.0	21.5	21.5	7.8	23.6	23.6
Actuated g/C Ratio	0.27	0.27	0.27	0.27	0.27		0.48	0.47	0.47	0.17	0.52	0.52
v/c Ratio	0.19	0.30	0.02	0.43	0.21		0.01	0.36	0.24	0.15	0.31	0.06
Control Delay	18.6	18.7	0.0	22.3	12.8		14.6	15.7	4.3	25.1	13.0	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.6	18.7	0.0	22.3	12.8		14.6	15.7	4.3	25.1	13.0	0.1
LOS	B	B	A	C	B		B	B	A	C	B	A
Approach Delay		17.9			18.3			11.3			12.7	
Approach LOS		B			B			B			B	
Queue Length 50th (m)	3.2	7.7	0.0	7.5	3.1		0.3	14.8	0.3	2.8	13.6	0.0
Queue Length 95th (m)	16.3	31.4	0.0	32.5	17.9		3.5	57.1	13.2	14.9	54.8	0.0
Internal Link Dist (m)		619.4			283.0			744.9			210.5	
Turn Bay Length (m)	20.0		20.0	20.0			60.0		30.0	50.0		45.0
Base Capacity (vph)	899	1309	1175	863	1240		788	1376	1222	462	1395	1217
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.12	0.01	0.17	0.09		0.01	0.23	0.17	0.10	0.21	0.04

Intersection Summary		
Cycle Length: 87.6		
Actuated Cycle Length: 45.6		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.43		
Intersection Signal Delay: 14.0	Intersection LOS: B	
Intersection Capacity Utilization 57.2%	ICU Level of Service B	
Analysis Period (min) 15		

Splits and Phases: 4: 113b Avenue/203 Street & Hammond Road/Maple Crescent

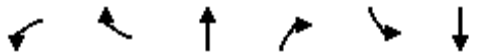




Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	70	121	90	203	208	72
Future Volume (Veh/h)	70	121	90	203	208	72
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	76	132	98	221	226	78
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				165	379	
pX, platoon unblocked	0.97	0.97	0.97			
vC, conflicting volume	682	265	304			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	660	232	272			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	80	83	92			
cM capacity (veh/h)	384	786	1258			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	208	98	221	304
Volume Left	76	98	0	0
Volume Right	132	0	0	78
cSH	569	1258	1700	1700
Volume to Capacity	0.37	0.08	0.13	0.18
Queue Length 95th (m)	12.7	1.9	0.0	0.0
Control Delay (s)	14.9	8.1	0.0	0.0
Lane LOS	B	A		
Approach Delay (s)	14.9	2.5		0.0
Approach LOS	B			

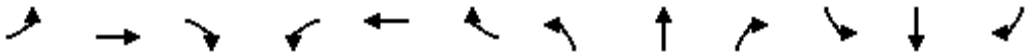
Intersection Summary			
Average Delay	4.7		
Intersection Capacity Utilization	41.6%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	142	58	235	146	30	232
Future Volume (Veh/h)	142	58	235	146	30	232
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)	154	63	255	159	33	252
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			234			
pX, platoon unblocked	0.92	0.92			0.92	
vC, conflicting volume	652	334			414	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	580	235			322	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	64	91			97	
cM capacity (veh/h)	426	741			1141	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	217	414	33	252
Volume Left	154	0	33	0
Volume Right	63	159	0	0
cSH	486	1700	1141	1700
Volume to Capacity	0.45	0.24	0.03	0.15
Queue Length 95th (m)	17.2	0.0	0.7	0.0
Control Delay (s)	18.2	0.0	8.2	0.0
Lane LOS	C		A	
Approach Delay (s)	18.2	0.0	1.0	
Approach LOS	C			

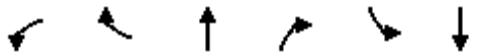
Intersection Summary			
Average Delay	4.6		
Intersection Capacity Utilization	43.0%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	4	2	0	1	7	0	260	0	7	191	48
Future Volume (Veh/h)	53	4	2	0	1	7	0	260	0	7	191	48
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	58	4	2	0	1	8	0	283	0	8	208	52
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)											336	
pX, platoon unblocked												
vC, conflicting volume	542	533	234	511	559	283	260			283		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	542	533	234	511	559	283	260			283		
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 %	87	99	100	100	100	99	100			99		
cM capacity (veh/h)	444	450	805	467	435	756	1304			1279		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	64	9	0	283	8	260
Volume Left	58	0	0	0	8	0
Volume Right	2	8	0	0	0	52
cSH	451	699	1700	1700	1279	1700
Volume to Capacity	0.14	0.01	0.00	0.17	0.01	0.15
Queue Length 95th (m)	3.7	0.3	0.0	0.0	0.1	0.0
Control Delay (s)	14.3	10.2	0.0	0.0	7.8	0.0
Lane LOS	B	B			A	
Approach Delay (s)	14.3	10.2	0.0		0.2	
Approach LOS	B	B				

Intersection Summary				
Average Delay	1.7			
Intersection Capacity Utilization	30.3%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	1	36	197	1	62	311
Future Volume (Veh/h)	1	36	197	1	62	311
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)	1	39	214	1	67	338
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						307
pX, platoon unblocked						
vC, conflicting volume	686	214			215	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	686	214			215	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	95			95	
cM capacity (veh/h)	393	825			1355	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	40	215	67	338
Volume Left	1	0	67	0
Volume Right	39	1	0	0
cSH	803	1700	1355	1700
Volume to Capacity	0.05	0.13	0.05	0.20
Queue Length 95th (m)	1.2	0.0	1.2	0.0
Control Delay (s)	9.7	0.0	7.8	0.0
Lane LOS	A		A	
Approach Delay (s)	9.7	0.0	1.3	
Approach LOS	A			

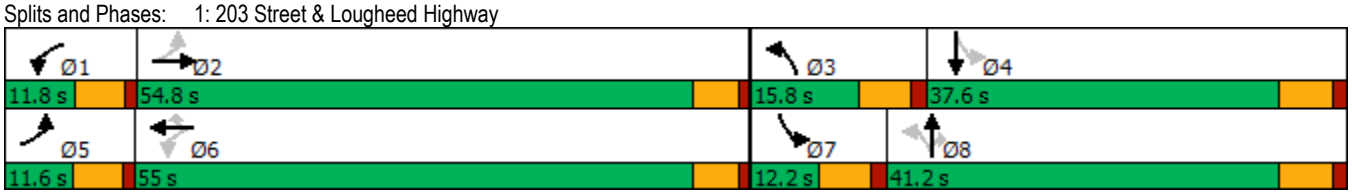
Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	27.2%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	1323	36	119	1609	32	140	159	79	88	170	42
Future Volume (vph)	56	1323	36	119	1609	32	140	159	79	88	170	42
Satd. Flow (prot)	1789	3564	0	1789	3579	1601	1789	1883	1601	1789	1827	0
Flt Permitted	0.079			0.076			0.319			0.648		
Satd. Flow (perm)	149	3564	0	143	3579	1601	601	1883	1601	1220	1827	0
Satd. Flow (RTOR)		3				136			127		10	
Lane Group Flow (vph)	61	1477	0	129	1749	35	152	173	86	96	231	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6		6	8		8	4		
Total Split (s)	11.6	54.8		11.8	55.0	55.0	15.8	41.2	41.2	12.2	37.6	
Total Lost Time (s)	5.6	5.2		5.5	5.2	5.2	6.2	6.2	6.2	6.2	6.2	
Act Effct Green (s)	55.3	49.7		57.1	52.4	52.4	30.7	21.4	21.4	24.1	18.1	
Actuated g/C Ratio	0.52	0.47		0.54	0.49	0.49	0.29	0.20	0.20	0.23	0.17	
v/c Ratio	0.36	0.89		0.75	0.99	0.04	0.55	0.46	0.20	0.31	0.73	
Control Delay	17.8	34.7		45.0	49.1	0.1	35.0	41.2	3.1	29.7	53.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	17.8	34.7		45.0	49.1	0.1	35.0	41.2	3.1	29.7	53.5	
LOS	B	C		D	D	A	C	D	A	C	D	
Approach Delay		34.0			48.0			30.9			46.5	
Approach LOS		C			D			C			D	
Queue Length 50th (m)	5.3	143.0		11.6	~208.6	0.0	23.4	31.8	0.0	14.3	44.0	
Queue Length 95th (m)	12.8	#214.0		#46.2	#279.2	0.0	38.9	51.7	4.8	26.2	69.0	
Internal Link Dist (m)		497.4			690.8			552.4			222.0	
Turn Bay Length (m)	50.0			40.0		120.0	60.0		50.0	50.0		
Base Capacity (vph)	169	1663		173	1760	856	282	619	612	307	546	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.36	0.89		0.75	0.99	0.04	0.54	0.28	0.14	0.31	0.42	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 106.6
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.99
Intersection Signal Delay: 41.0 Intersection LOS: D
Intersection Capacity Utilization 88.1% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: 203 Street & Lougheed Highway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	1012	44	99	1609	44	72	212	67	31	257	19
Future Volume (vph)	35	1012	44	99	1609	44	72	212	67	31	257	19
Satd. Flow (prot)	1789	3557	0	1789	3579	1601	1789	1816	0	1789	3539	0
Flt Permitted	0.950			0.950			0.503			0.255		
Satd. Flow (perm)	1789	3557	0	1789	3579	1601	947	1816	0	480	3539	0
Satd. Flow (RTOR)		6				115		12			6	
Lane Group Flow (vph)	38	1148	0	108	1749	48	78	303	0	34	300	0
Turn Type	Prot	NA		Prot	NA	Free	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases						Free	8			4		
Total Split (s)	20.7	73.0		19.0	71.3		28.0	28.0		28.0	28.0	
Total Lost Time (s)	4.7	5.6		4.3	5.6		5.8	5.8		5.8	5.8	
Act Effct Green (s)	7.9	55.7		11.3	63.9	103.5	20.5	20.5		20.5	20.5	
Actuated g/C Ratio	0.08	0.54		0.11	0.62	1.00	0.20	0.20		0.20	0.20	
v/c Ratio	0.28	0.60		0.55	0.79	0.03	0.42	0.82		0.36	0.43	
Control Delay	54.0	18.0		57.3	19.9	0.0	47.2	59.0		51.5	39.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	54.0	18.0		57.3	19.9	0.0	47.2	59.0		51.5	39.2	
LOS	D	B		E	B	A	D	E		D	D	
Approach Delay		19.2			21.5			56.6			40.5	
Approach LOS		B			C			E			D	
Queue Length 50th (m)	8.1	82.2		22.8	152.4	0.0	15.0	61.5		6.5	29.8	
Queue Length 95th (m)	18.8	107.3		40.9	197.3	0.0	30.9	#109.4		17.4	44.4	
Internal Link Dist (m)		690.8			589.4			132.2			83.5	
Turn Bay Length (m)	80.0			80.0		15.0						
Base Capacity (vph)	281	2359		258	2316	1601	206	405		104	777	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.14	0.49		0.42	0.76	0.03	0.38	0.75		0.33	0.39	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 103.5
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 25.9 Intersection LOS: C
Intersection Capacity Utilization 88.8% ICU Level of Service E
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: 207 Street & Lougheed Highway

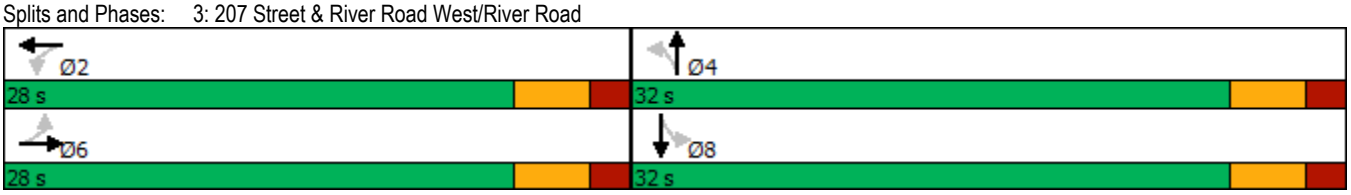


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	13	1	218	9	162	1	209	109	109	210	3
Future Volume (vph)	12	13	1	218	9	162	1	209	109	109	210	3
Satd. Flow (prot)	0	1831	0	1789	1616	0	0	1797	0	0	1850	0
Flt Permitted		0.850		0.739				0.999			0.792	
Satd. Flow (perm)	0	1593	0	1392	1616	0	0	1795	0	0	1490	0
Satd. Flow (RTOR)		1			176			56			1	
Lane Group Flow (vph)	0	28	0	237	186	0	0	346	0	0	349	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Total Split (s)	28.0	28.0		28.0	28.0		32.0	32.0		32.0	32.0	
Total Lost Time (s)		5.2		5.2	5.2			5.3			5.3	
Act Effct Green (s)		12.8		12.8	12.8			16.0			16.0	
Actuated g/C Ratio		0.32		0.32	0.32			0.40			0.40	
v/c Ratio		0.06		0.53	0.29			0.46			0.59	
Control Delay		10.5		16.7	4.1			10.3			14.9	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		10.5		16.7	4.1			10.3			14.9	
LOS		B		B	A			B			B	
Approach Delay		10.5			11.2			10.3			14.9	
Approach LOS		B			B			B			B	
Queue Length 50th (m)		1.1		11.0	0.4			11.7			15.4	
Queue Length 95th (m)		5.9		35.7	10.7			37.2			47.0	
Internal Link Dist (m)		213.4			500.7			312.0			141.0	
Turn Bay Length (m)				20.0								
Base Capacity (vph)		972		849	1054			1298			1064	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.03		0.28	0.18			0.27			0.33	

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 40
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.59
Intersection Signal Delay: 12.0 Intersection LOS: B
Intersection Capacity Utilization 66.9% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: 207 Street & River Road West/River Road

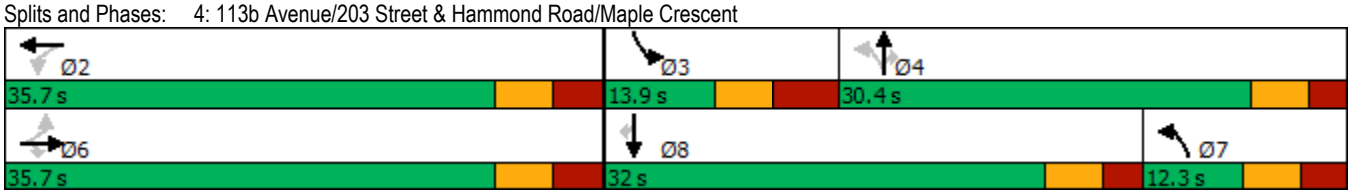


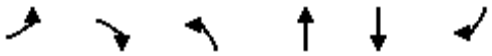
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	88	15	326	108	146	7	151	114	49	463	38
Future Volume (vph)	43	88	15	326	108	146	7	151	114	49	463	38
Satd. Flow (prot)	1789	1883	1601	1789	1721	0	1789	1883	1601	1789	1883	1601
Flt Permitted	0.565			0.695			0.479			0.950		
Satd. Flow (perm)	1064	1883	1601	1309	1721	0	902	1883	1601	1789	1883	1601
Satd. Flow (RTOR)			224		96				147			134
Lane Group Flow (vph)	47	96	16	354	276	0	8	164	124	53	503	41
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA	Perm	Prot	NA	Perm
Protected Phases		6			2		7	4		3	8	
Permitted Phases	6		6	2			4		4			8
Total Split (s)	35.7	35.7	35.7	35.7	35.7		12.3	30.4	30.4	13.9	32.0	32.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		6.3	5.8	5.8	7.3	5.8	5.8
Act Effct Green (s)	21.6	21.6	21.6	21.6	21.6		21.1	16.1	16.1	6.8	21.4	21.4
Actuated g/C Ratio	0.37	0.37	0.37	0.37	0.37		0.36	0.28	0.28	0.12	0.37	0.37
v/c Ratio	0.12	0.14	0.02	0.73	0.39		0.02	0.31	0.23	0.25	0.72	0.06
Control Delay	15.1	14.5	0.1	27.9	11.7		17.4	22.7	4.2	33.0	25.3	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.1	14.5	0.1	27.9	11.7		17.4	22.7	4.2	33.0	25.3	0.2
LOS	B	B	A	C	B		B	C	A	C	C	A
Approach Delay		13.2			20.8			14.8			24.3	
Approach LOS		B			C			B			C	
Queue Length 50th (m)	3.2	6.6	0.0	31.8	13.2		0.6	16.2	0.0	5.4	41.8	0.0
Queue Length 95th (m)	11.7	19.3	0.0	#85.8	37.9		3.8	33.6	8.2	18.3	#117.7	0.0
Internal Link Dist (m)		619.4			283.0			744.9			210.5	
Turn Bay Length (m)	20.0		20.0	20.0			60.0		30.0	50.0		45.0
Base Capacity (vph)	577	1021	970	709	977		427	860	811	219	918	849
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.09	0.02	0.50	0.28		0.02	0.19	0.15	0.24	0.55	0.05

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 58
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.73
Intersection Signal Delay: 20.2 Intersection LOS: C
Intersection Capacity Utilization 74.2% ICU Level of Service D
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: 113b Avenue/203 Street & Hammond Road/Maple Crescent

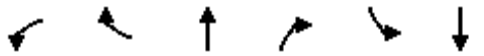




Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	57	64	167	322	272	93
Future Volume (Veh/h)	57	64	167	322	272	93
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	62	70	182	350	296	101
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				165	379	
pX, platoon unblocked	0.90	0.90	0.90			
vC, conflicting volume	1060	346	397			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1010	215	271			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	69	91	84			
cM capacity (veh/h)	201	740	1160			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	132	182	350	397
Volume Left	62	182	0	0
Volume Right	70	0	0	101
cSH	328	1160	1700	1700
Volume to Capacity	0.40	0.16	0.21	0.23
Queue Length 95th (m)	14.3	4.2	0.0	0.0
Control Delay (s)	23.2	8.7	0.0	0.0
Lane LOS	C	A		
Approach Delay (s)	23.2	3.0		0.0
Approach LOS	C			

Intersection Summary			
Average Delay	4.4		
Intersection Capacity Utilization	46.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	216	43	265	77	32	339
Future Volume (Veh/h)	216	43	265	77	32	339
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)	235	47	288	84	35	368
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			234			
pX, platoon unblocked	0.99	0.99			0.99	
vC, conflicting volume	768	330			372	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	763	321			364	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	35	93			97	
cM capacity (veh/h)	359	714			1186	

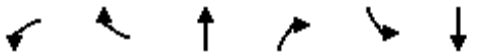
Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	282	372	35	368
Volume Left	235	0	35	0
Volume Right	47	84	0	0
cSH	391	1700	1186	1700
Volume to Capacity	0.72	0.22	0.03	0.22
Queue Length 95th (m)	41.9	0.0	0.7	0.0
Control Delay (s)	34.6	0.0	8.1	0.0
Lane LOS	D		A	
Approach Delay (s)	34.6	0.0	0.7	
Approach LOS	D			

Intersection Summary			
Average Delay	9.5		
Intersection Capacity Utilization	46.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	1	1	3	13	32	1	210	6	42	275	123
Future Volume (Veh/h)	60	1	1	3	13	32	1	210	6	42	275	123
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	65	1	1	3	14	35	1	228	7	46	299	134
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)											336	
pX, platoon unblocked												
vC, conflicting volume	730	695	366	626	758	232	433			235		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	730	695	366	626	758	232	433			235		
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 %	79	100	100	99	96	96	100			97		
cM capacity (veh/h)	304	353	679	385	324	808	1127			1332		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	67	52	1	235	46	433
Volume Left	65	3	1	0	46	0
Volume Right	1	35	0	7	0	134
cSH	307	551	1127	1700	1332	1700
Volume to Capacity	0.22	0.09	0.00	0.14	0.03	0.25
Queue Length 95th (m)	6.2	2.4	0.0	0.0	0.8	0.0
Control Delay (s)	19.9	12.2	8.2	0.0	7.8	0.0
Lane LOS	C	B	A		A	
Approach Delay (s)	19.9	12.2	0.0		0.7	
Approach LOS	C	B				

Intersection Summary				
Average Delay	2.8			
Intersection Capacity Utilization	45.4%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	5	162	402	6	34	168
Future Volume (Veh/h)	5	162	402	6	34	168
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)	5	176	437	7	37	183
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						307
pX, platoon unblocked						
vC, conflicting volume	698	440			444	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	698	440			444	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	71			97	
cM capacity (veh/h)	393	617			1116	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	181	444	37	183
Volume Left	5	0	37	0
Volume Right	176	7	0	0
cSH	607	1700	1116	1700
Volume to Capacity	0.30	0.26	0.03	0.11
Queue Length 95th (m)	9.5	0.0	0.8	0.0
Control Delay (s)	13.4	0.0	8.3	0.0
Lane LOS	B		A	
Approach Delay (s)	13.4	0.0	1.4	
Approach LOS	B			

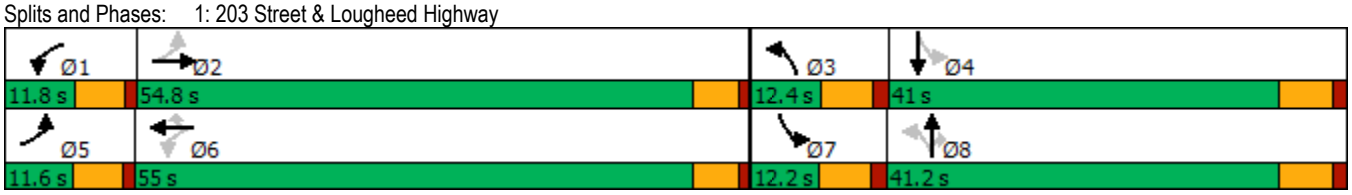
Intersection Summary			
Average Delay	3.2		
Intersection Capacity Utilization	45.2%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	86	1378	64	110	1340	89	85	140	117	126	136	64
Future Volume (vph)	86	1378	64	110	1340	89	85	140	117	126	136	64
Satd. Flow (prot)	1789	3553	0	1789	3579	1601	1789	1883	1601	1789	1793	0
Flt Permitted	0.080			0.080			0.472			0.564		
Satd. Flow (perm)	151	3553	0	151	3579	1601	889	1883	1601	1062	1793	0
Satd. Flow (RTOR)		5				136			127		20	
Lane Group Flow (vph)	93	1568	0	120	1457	97	92	152	127	137	218	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6		6	8		8	4		
Total Split (s)	11.6	54.8		11.8	55.0	55.0	12.4	41.2	41.2	12.2	41.0	
Total Lost Time (s)	5.6	5.2		5.5	5.2	5.2	6.2	6.2	6.2	6.2	6.2	
Act Effct Green (s)	55.3	49.7		55.9	49.9	49.9	22.5	16.3	16.3	23.5	18.8	
Actuated g/C Ratio	0.54	0.49		0.55	0.49	0.49	0.22	0.16	0.16	0.23	0.19	
v/c Ratio	0.52	0.90		0.65	0.83	0.11	0.37	0.50	0.35	0.48	0.63	
Control Delay	23.4	32.9		32.8	28.1	1.4	31.8	44.4	9.3	35.1	44.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	23.4	32.9		32.8	28.1	1.4	31.8	44.4	9.3	35.1	44.0	
LOS	C	C		C	C	A	C	D	A	D	D	
Approach Delay		32.3			26.9			29.3			40.6	
Approach LOS		C			C			C			D	
Queue Length 50th (m)	7.2	143.3		9.4	125.3	0.0	13.7	27.6	0.0	20.9	37.4	
Queue Length 95th (m)	20.1	#218.3		#35.7	177.1	4.0	25.6	46.3	14.8	36.0	61.2	
Internal Link Dist (m)		497.4			690.8			552.4			222.0	
Turn Bay Length (m)	50.0			40.0		120.0	60.0		50.0	50.0		
Base Capacity (vph)	179	1743		185	1760	856	252	651	636	288	629	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.52	0.90		0.65	0.83	0.11	0.37	0.23	0.20	0.48	0.35	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 101.5
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 30.5 Intersection LOS: C
Intersection Capacity Utilization 81.5% ICU Level of Service D
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: 203 Street & Lougheed Highway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	109	1225	67	101	1271	64	132	151	96	83	188	78
Future Volume (vph)	109	1225	67	101	1271	64	132	151	96	83	188	78
Satd. Flow (prot)	1789	3550	0	1789	3579	1601	1789	1774	0	1789	3421	0
Flt Permitted	0.950			0.950			0.527			0.349		
Satd. Flow (perm)	1789	3550	0	1789	3579	1601	993	1774	0	657	3421	0
Satd. Flow (RTOR)		7				115		25			50	
Lane Group Flow (vph)	118	1405	0	110	1382	70	143	268	0	90	289	0
Turn Type	Prot	NA		Prot	NA	Free	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases						Free	8			4		
Total Split (s)	19.0	67.0		18.0	66.0		35.0	35.0		35.0	35.0	
Total Lost Time (s)	4.7	5.6		4.3	5.6		5.8	5.8		5.8	5.8	
Act Effct Green (s)	11.6	54.6		11.2	53.7	102.5	20.5	20.5		20.5	20.5	
Actuated g/C Ratio	0.11	0.53		0.11	0.52	1.00	0.20	0.20		0.20	0.20	
v/c Ratio	0.58	0.74		0.56	0.74	0.04	0.72	0.72		0.69	0.40	
Control Delay	59.2	22.3		59.2	22.8	0.0	61.6	47.4		67.9	31.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	59.2	22.3		59.2	22.8	0.0	61.6	47.4		67.9	31.8	
LOS	E	C		E	C	A	E	D		E	C	
Approach Delay		25.2			24.3			52.3			40.4	
Approach LOS		C			C			D			D	
Queue Length 50th (m)	24.5	110.2		22.8	109.4	0.0	29.4	49.9		18.3	23.7	
Queue Length 95th (m)	45.8	163.6		43.4	161.9	0.0	52.4	78.8		37.2	36.7	
Internal Link Dist (m)		690.8			589.4			132.2			83.5	
Turn Bay Length (m)	80.0			80.0		15.0						
Base Capacity (vph)	258	2208		248	2188	1601	293	541		194	1046	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.46	0.64		0.44	0.63	0.04	0.49	0.50		0.46	0.28	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 102.5
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 29.2 Intersection LOS: C
Intersection Capacity Utilization 79.1% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 2: 207 Street & Lougheed Highway

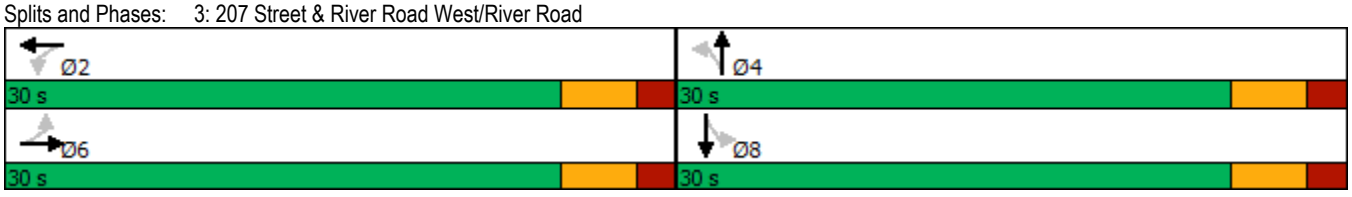


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	7	0	100	2	86	0	148	160	77	165	3
Future Volume (vph)	0	7	0	100	2	86	0	148	160	77	165	3
Satd. Flow (prot)	0	1883	0	1789	1607	0	0	1752	0	0	1850	0
Flt Permitted				0.752							0.801	
Satd. Flow (perm)	0	1883	0	1416	1607	0	0	1752	0	0	1506	0
Satd. Flow (RTOR)					93			110			1	
Lane Group Flow (vph)	0	8	0	109	95	0	0	335	0	0	266	0
Turn Type		NA		Perm	NA			NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Total Split (s)	30.0	30.0		30.0	30.0		30.0	30.0		30.0	30.0	
Total Lost Time (s)		5.2		5.2	5.2			5.3			5.3	
Act Effct Green (s)		8.3		8.3	8.3			16.4			16.4	
Actuated g/C Ratio		0.26		0.26	0.26			0.52			0.52	
v/c Ratio		0.02		0.29	0.19			0.35			0.34	
Control Delay		8.7		11.7	4.1			6.1			8.6	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		8.7		11.7	4.1			6.1			8.6	
LOS		A		B	A			A			A	
Approach Delay		8.7			8.1			6.1			8.6	
Approach LOS		A			A			A			A	
Queue Length 50th (m)		0.3		3.7	0.1			6.7			8.3	
Queue Length 95th (m)		2.0		12.5	5.9			20.3			22.8	
Internal Link Dist (m)		213.4			500.7			312.0			141.0	
Turn Bay Length (m)				20.0								
Base Capacity (vph)		1484		1116	1286			1460			1238	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.01		0.10	0.07			0.23			0.21	

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 31.7
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.35
Intersection Signal Delay: 7.5 Intersection LOS: A
Intersection Capacity Utilization 56.1% ICU Level of Service B
Analysis Period (min) 15

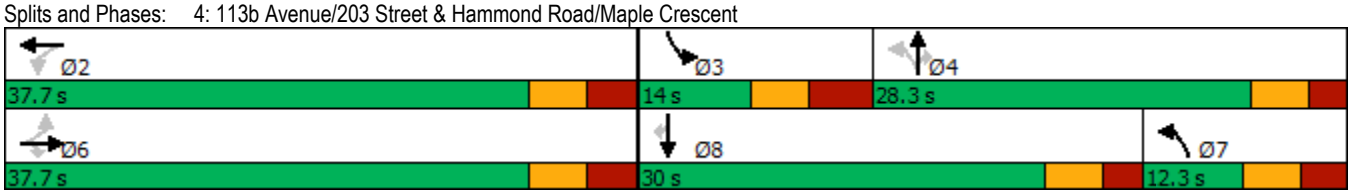
Splits and Phases: 3: 207 Street & River Road West/River Road

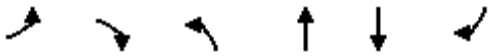


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	122	14	137	72	56	3	240	182	46	303	42
Future Volume (vph)	54	122	14	137	72	56	3	240	182	46	303	42
Satd. Flow (prot)	1789	1883	1601	1789	1759	0	1789	1883	1601	1789	1883	1601
Flt Permitted	0.668			0.672			0.562			0.950		
Satd. Flow (perm)	1258	1883	1601	1266	1759	0	1058	1883	1601	1789	1883	1601
Satd. Flow (RTOR)			224		58				198			134
Lane Group Flow (vph)	59	133	15	149	139	0	3	261	198	50	329	46
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA	Perm	Prot	NA	Perm
Protected Phases		6			2		7	4		3	8	
Permitted Phases	6		6	2			4		4			8
Total Split (s)	37.7	37.7	37.7	37.7	37.7		12.3	28.3	28.3	14.0	30.0	30.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		6.3	5.8	5.8	7.3	5.8	5.8
Act Effct Green (s)	12.0	12.0	12.0	12.0	12.0		19.9	19.3	19.3	7.1	21.6	21.6
Actuated g/C Ratio	0.28	0.28	0.28	0.28	0.28		0.47	0.45	0.45	0.17	0.51	0.51
v/c Ratio	0.17	0.25	0.02	0.42	0.26		0.00	0.31	0.24	0.17	0.34	0.05
Control Delay	16.5	16.3	0.1	20.0	11.4		14.7	15.2	4.1	23.8	12.4	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.5	16.3	0.1	20.0	11.4		14.7	15.2	4.1	23.8	12.4	0.1
LOS	B	B	A	B	B		B	B	A	C	B	A
Approach Delay		15.2			15.8			10.4			12.4	
Approach LOS		B			B			B			B	
Queue Length 50th (m)	2.4	5.6	0.0	6.6	3.3		0.1	11.3	0.0	2.5	14.8	0.0
Queue Length 95th (m)	13.3	24.5	0.0	29.3	19.1		1.9	44.0	12.1	14.9	53.7	0.0
Internal Link Dist (m)		619.4			283.0			744.9			210.5	
Turn Bay Length (m)	20.0		20.0	20.0			60.0		30.0	50.0		45.0
Base Capacity (vph)	983	1471	1300	989	1387		609	1126	1037	318	1246	1104
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.09	0.01	0.15	0.10		0.00	0.23	0.19	0.16	0.26	0.04

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 42.7	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.42	
Intersection Signal Delay: 12.9	Intersection LOS: B
Intersection Capacity Utilization 55.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 4: 113b Avenue/203 Street & Hammond Road/Maple Crescent

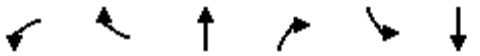




Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	56	63	54	208	214	96
Future Volume (Veh/h)	56	63	54	208	214	96
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	61	68	59	226	233	104
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				165	379	
pX, platoon unblocked	0.96	0.96	0.96			
vC, conflicting volume	629	285	337			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	590	230	285			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	86	91	95			
cM capacity (veh/h)	428	774	1223			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	129	59	226	337
Volume Left	61	59	0	0
Volume Right	68	0	0	104
cSH	560	1223	1700	1700
Volume to Capacity	0.23	0.05	0.13	0.20
Queue Length 95th (m)	6.7	1.2	0.0	0.0
Control Delay (s)	13.3	8.1	0.0	0.0
Lane LOS	B	A		
Approach Delay (s)	13.3	1.7		0.0
Approach LOS	B			

Intersection Summary			
Average Delay	2.9		
Intersection Capacity Utilization	37.4%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	109	45	274	86	32	278
Future Volume (Veh/h)	109	45	274	86	32	278
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)	118	49	298	93	35	302
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			234			
pX, platoon unblocked	0.96	0.96			0.96	
vC, conflicting volume	716	344			391	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	684	296			345	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	69	93			97	
cM capacity (veh/h)	386	713			1166	

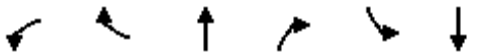
Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	167	391	35	302
Volume Left	118	0	35	0
Volume Right	49	93	0	0
cSH	446	1700	1166	1700
Volume to Capacity	0.37	0.23	0.03	0.18
Queue Length 95th (m)	13.0	0.0	0.7	0.0
Control Delay (s)	17.8	0.0	8.2	0.0
Lane LOS	C		A	
Approach Delay (s)	17.8	0.0	0.8	
Approach LOS	C			

Intersection Summary			
Average Delay	3.6		
Intersection Capacity Utilization	41.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	0	2	2	3	15	2	253	2	15	205	36
Future Volume (Veh/h)	39	0	2	2	3	15	2	253	2	15	205	36
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	42	0	2	2	3	16	2	275	2	16	223	39
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)											336	
pX, platoon unblocked												
vC, conflicting volume	571	556	242	537	574	276	262			277		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	571	556	242	537	574	276	262			277		
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 %	90	100	100	100	99	98	100			99		
cM capacity (veh/h)	416	433	796	449	423	763	1302			1286		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	44	21	2	277	16	262
Volume Left	42	2	2	0	16	0
Volume Right	2	16	0	2	0	39
cSH	425	646	1302	1700	1286	1700
Volume to Capacity	0.10	0.03	0.00	0.16	0.01	0.15
Queue Length 95th (m)	2.6	0.8	0.0	0.0	0.3	0.0
Control Delay (s)	14.4	10.8	7.8	0.0	7.8	0.0
Lane LOS	B	B	A		A	
Approach Delay (s)	14.4	10.8	0.1		0.5	
Approach LOS	B	B				

Intersection Summary				
Average Delay	1.6			
Intersection Capacity Utilization	29.1%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	2	44	213	0	42	292
Future Volume (Veh/h)	2	44	213	0	42	292
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)	2	48	232	0	46	317
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						307
pX, platoon unblocked						
vC, conflicting volume	641	232			232	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	641	232			232	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	94			97	
cM capacity (veh/h)	424	807			1336	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	50	232	46	317
Volume Left	2	0	46	0
Volume Right	48	0	0	0
cSH	779	1700	1336	1700
Volume to Capacity	0.06	0.14	0.03	0.19
Queue Length 95th (m)	1.6	0.0	0.8	0.0
Control Delay (s)	9.9	0.0	7.8	0.0
Lane LOS	A		A	
Approach Delay (s)	9.9	0.0	1.0	
Approach LOS	A			

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	27.9%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	103	1890	63	150	1647	126	118	208	133	146	194	64
Future Volume (vph)	103	1890	63	150	1647	126	118	208	133	146	194	64
Satd. Flow (prot)	1789	3561	0	1789	3579	1601	1789	1883	1601	1789	1814	0
Flt Permitted	0.052			0.050			0.217			0.424		
Satd. Flow (perm)	98	3561	0	94	3579	1601	409	1883	1601	799	1814	0
Satd. Flow (RTOR)		3				124			102		10	
Lane Group Flow (vph)	112	2122	0	163	1790	137	128	226	145	159	281	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6		6	8		8	4		
Total Split (s)	12.2	82.6		14.0	84.4	84.4	14.4	41.2	41.2	12.2	39.0	
Total Lost Time (s)	5.6	5.2		5.5	5.2	5.2	6.2	6.2	6.2	6.2	6.2	
Act Effct Green (s)	83.7	77.5		87.5	79.3	79.3	36.3	28.1	28.1	31.9	25.9	
Actuated g/C Ratio	0.58	0.54		0.61	0.55	0.55	0.25	0.20	0.20	0.22	0.18	
v/c Ratio	0.83	1.10		1.04	0.90	0.15	0.70	0.61	0.37	0.73	0.84	
Control Delay	70.4	86.1		116.5	37.0	3.9	61.9	59.9	18.9	64.8	75.9	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	70.4	86.1		116.5	37.0	3.9	61.9	59.9	18.9	64.8	75.9	
LOS	E	F		F	D	A	E	E	B	E	E	
Approach Delay		85.3			41.0			48.5			71.8	
Approach LOS		F			D			D			E	
Queue Length 50th (m)	16.1	~362.1		~34.2	233.4	1.6	28.2	59.1	10.2	35.7	75.1	
Queue Length 95th (m)	#53.9	#431.4		#86.0	#315.8	12.1	#46.5	86.1	29.4	55.3	107.6	
Internal Link Dist (m)		497.4			690.8			552.4			222.0	
Turn Bay Length (m)	50.0			40.0		120.0	60.0		50.0	50.0		
Base Capacity (vph)	135	1927		157	1980	941	182	460	468	219	423	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.83	1.10		1.04	0.90	0.15	0.70	0.49	0.31	0.73	0.66	

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 143.3
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.10
Intersection Signal Delay: 63.1 Intersection LOS: E
Intersection Capacity Utilization 102.4% ICU Level of Service G
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: 203 Street & Lougheed Highway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	108	1654	81	126	1579	48	116	153	117	132	240	57
Future Volume (vph)	108	1654	81	126	1579	48	116	153	117	132	240	57
Satd. Flow (prot)	1789	3553	0	1789	3579	1601	1789	1761	0	1789	3475	0
Flt Permitted	0.950			0.950			0.463			0.318		
Satd. Flow (perm)	1789	3553	0	1789	3579	1601	872	1761	0	599	3475	0
Satd. Flow (RTOR)		5				92		24			18	
Lane Group Flow (vph)	117	1886	0	137	1716	52	126	293	0	143	323	0
Turn Type	Prot	NA		Prot	NA	Free	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases						Free	8			4		
Total Split (s)	20.8	89.9		17.1	86.2		43.0	43.0		43.0	43.0	
Total Lost Time (s)	4.7	5.6		4.3	5.6		5.8	5.8		5.8	5.8	
Act Effct Green (s)	13.8	84.4		12.8	82.9	148.6	35.7	35.7		35.7	35.7	
Actuated g/C Ratio	0.09	0.57		0.09	0.56	1.00	0.24	0.24		0.24	0.24	
v/c Ratio	0.70	0.93		0.89	0.86	0.03	0.60	0.66		1.00	0.38	
Control Delay	87.6	39.7		115.0	34.2	0.0	63.4	54.8		129.9	45.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	87.6	39.7		115.0	34.2	0.0	63.4	54.8		129.9	45.8	
LOS	F	D		F	C	A	E	D		F	D	
Approach Delay		42.5			39.1			57.3			71.6	
Approach LOS		D			D			E			E	
Queue Length 50th (m)	34.1	265.8		41.1	228.7	0.0	33.2	72.4		42.3	39.7	
Queue Length 95th (m)	55.4	#312.0		#81.2	268.4	0.0	56.3	104.9		#86.8	54.2	
Internal Link Dist (m)		690.8			589.4			132.2			83.5	
Turn Bay Length (m)	80.0			80.0		15.0						
Base Capacity (vph)	194	2018		154	1997	1601	218	458		150	884	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.60	0.93		0.89	0.86	0.03	0.58	0.64		0.95	0.37	

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 148.6
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 45.3 Intersection LOS: D
Intersection Capacity Utilization 95.7% ICU Level of Service F
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: 207 Street & Lougheed Highway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	37	0	111	7	122	0	166	562	151	152	2
Future Volume (vph)	1	37	0	111	7	122	0	166	562	151	152	2
Satd. Flow (prot)	0	1882	0	1789	1618	0	0	1688	0	0	1836	0
Flt Permitted		0.992		0.730							0.413	
Satd. Flow (perm)	0	1868	0	1375	1618	0	0	1688	0	0	777	0
Satd. Flow (RTOR)					133			390			1	
Lane Group Flow (vph)	0	41	0	121	141	0	0	791	0	0	331	0
Turn Type	Perm	NA		Perm	NA			NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Total Split (s)	26.0	26.0		26.0	26.0		54.0	54.0		54.0	54.0	
Total Lost Time (s)		5.2		5.2	5.2			5.3			5.3	
Act Effct Green (s)		11.3		11.3	11.3			41.0			41.0	
Actuated g/C Ratio		0.18		0.18	0.18			0.65			0.65	
v/c Ratio		0.12		0.49	0.35			0.64			0.66	
Control Delay		24.4		32.3	8.8			6.0			15.1	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		24.4		32.3	8.8			6.0			15.1	
LOS		C		C	A			A			B	
Approach Delay		24.4			19.7			6.0			15.1	
Approach LOS		C			B			A			B	
Queue Length 50th (m)		4.2		13.2	0.8			17.7			19.4	
Queue Length 95th (m)		12.1		29.6	13.9			55.3			57.6	
Internal Link Dist (m)		213.4			500.7			312.0			141.0	
Turn Bay Length (m)				20.0								
Base Capacity (vph)		634		466	637			1421			617	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.06		0.26	0.22			0.56			0.54	

Intersection Summary			
Cycle Length: 80			
Actuated Cycle Length: 63.1			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay: 11.2		Intersection LOS: B	
Intersection Capacity Utilization 85.8%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 3: 207 Street & River Road West/River Road

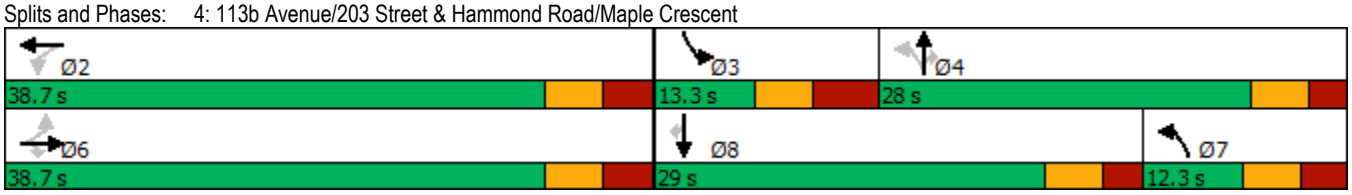


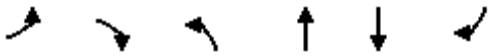
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	213	470	12	122	54	72	6	310	373	42	301	27
Future Volume (vph)	213	470	12	122	54	72	6	310	373	42	301	27
Satd. Flow (prot)	1789	1883	1601	1789	1723	0	1789	1883	1601	1789	1883	1601
Flt Permitted	0.669			0.268			0.563			0.950		
Satd. Flow (perm)	1260	1883	1601	505	1723	0	1060	1883	1601	1789	1883	1601
Satd. Flow (RTOR)			224		78				252			134
Lane Group Flow (vph)	232	511	13	133	137	0	7	337	405	46	327	29
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA	Perm	Prot	NA	Perm
Protected Phases		6			2		7	4		3	8	
Permitted Phases	6		6	2			4		4			8
Total Split (s)	38.7	38.7	38.7	38.7	38.7		12.3	28.0	28.0	13.3	29.0	29.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		6.3	5.8	5.8	7.3	5.8	5.8
Act Effct Green (s)	22.8	22.8	22.8	22.8	22.8		20.9	17.5	17.5	6.9	22.0	22.0
Actuated g/C Ratio	0.38	0.38	0.38	0.38	0.38		0.34	0.29	0.29	0.11	0.36	0.36
v/c Ratio	0.49	0.72	0.02	0.70	0.20		0.02	0.62	0.63	0.23	0.48	0.04
Control Delay	20.6	24.5	0.1	41.9	8.5		21.3	27.8	14.2	36.2	19.6	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.6	24.5	0.1	41.9	8.5		21.3	27.8	14.2	36.2	19.6	0.1
LOS	C	C	A	D	A		C	C	B	D	B	A
Approach Delay		22.9			24.9			20.4			20.1	
Approach LOS		C			C			C			C	
Queue Length 50th (m)	23.4	57.7	0.0	14.8	5.0		0.7	39.2	16.2	5.8	26.7	0.0
Queue Length 95th (m)	44.5	94.8	0.0	#42.5	15.7		3.6	71.7	47.8	16.7	68.0	0.0
Internal Link Dist (m)		619.4			283.0			744.9			210.5	
Turn Bay Length (m)	20.0		20.0	20.0			60.0		30.0	50.0		45.0
Base Capacity (vph)	763	1140	1058	306	1074		447	786	815	202	930	859
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.45	0.01	0.43	0.13		0.02	0.43	0.50	0.23	0.35	0.03

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 60.7	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 21.8	Intersection LOS: C
Intersection Capacity Utilization 74.6%	ICU Level of Service D
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: 113b Avenue/203 Street & Hammond Road/Maple Crescent

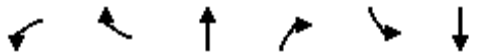




Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	82	183	93	245	281	83
Future Volume (Veh/h)	82	183	93	245	281	83
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	89	199	101	266	305	90
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				165	379	
pX, platoon unblocked	0.92	0.92	0.92			
vC, conflicting volume	818	350	395			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	757	248	297			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	72	73	91			
cM capacity (veh/h)	315	726	1161			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	288	101	266	395
Volume Left	89	101	0	0
Volume Right	199	0	0	90
cSH	517	1161	1700	1700
Volume to Capacity	0.56	0.09	0.16	0.23
Queue Length 95th (m)	25.6	2.2	0.0	0.0
Control Delay (s)	20.4	8.4	0.0	0.0
Lane LOS	C	A		
Approach Delay (s)	20.4	2.3		0.0
Approach LOS	C			

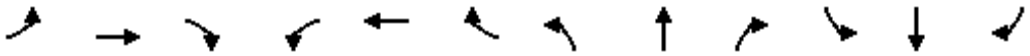
Intersection Summary			
Average Delay	6.4		
Intersection Capacity Utilization	50.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	128	36	299	278	42	241
Future Volume (Veh/h)	128	36	299	278	42	241
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)	139	39	325	302	46	262
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			234			
pX, platoon unblocked	0.82	0.82			0.82	
vC, conflicting volume	830	476			627	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	683	251			435	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	57	94			95	
cM capacity (veh/h)	323	646			922	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	178	627	46	262
Volume Left	139	0	46	0
Volume Right	39	302	0	0
cSH	363	1700	922	1700
Volume to Capacity	0.49	0.37	0.05	0.15
Queue Length 95th (m)	19.7	0.0	1.2	0.0
Control Delay (s)	24.1	0.0	9.1	0.0
Lane LOS	C		A	
Approach Delay (s)	24.1	0.0	1.4	
Approach LOS	C			

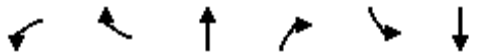
Intersection Summary			
Average Delay	4.2		
Intersection Capacity Utilization	50.9%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	155	3	2	0	2	10	2	563	7	7	205	48
Future Volume (Veh/h)	155	3	2	0	2	10	2	563	7	7	205	48
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	168	3	2	0	2	11	2	612	8	8	223	52
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)											336	
pX, platoon unblocked												
vC, conflicting volume	893	889	249	862	911	616	275			620		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	893	889	249	862	911	616	275			620		
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 %	34	99	100	100	99	98	100			99		
cM capacity (veh/h)	253	280	790	270	271	491	1288			960		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	173	13	2	620	8	275
Volume Left	168	0	2	0	8	0
Volume Right	2	11	0	8	0	52
cSH	255	436	1288	1700	960	1700
Volume to Capacity	0.68	0.03	0.00	0.36	0.01	0.16
Queue Length 95th (m)	33.5	0.7	0.0	0.0	0.2	0.0
Control Delay (s)	44.3	13.5	7.8	0.0	8.8	0.0
Lane LOS	E	B	A		A	
Approach Delay (s)	44.3	13.5	0.0		0.2	
Approach LOS	E	B				

Intersection Summary				
Average Delay	7.3			
Intersection Capacity Utilization	52.3%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	1	36	182	1	169	719
Future Volume (Veh/h)	1	36	182	1	169	719
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)	1	39	198	1	184	782
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						307
pX, platoon unblocked	0.82					
vC, conflicting volume	1348	198			199	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1315	198			199	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	95			87	
cM capacity (veh/h)	124	843			1373	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	40	199	184	782
Volume Left	1	0	184	0
Volume Right	39	1	0	0
cSH	736	1700	1373	1700
Volume to Capacity	0.05	0.12	0.13	0.46
Queue Length 95th (m)	1.3	0.0	3.5	0.0
Control Delay (s)	10.2	0.0	8.0	0.0
Lane LOS	B		A	
Approach Delay (s)	10.2	0.0	1.5	
Approach LOS	B			

Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	47.8%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	1533	42	138	1865	38	163	184	91	102	198	48
Future Volume (vph)	65	1533	42	138	1865	38	163	184	91	102	198	48
Satd. Flow (prot)	1789	3564	0	1789	3579	1601	1789	1883	1601	1789	1829	0
Flt Permitted	0.078			0.076			0.247			0.632		
Satd. Flow (perm)	147	3564	0	143	3579	1601	465	1883	1601	1190	1829	0
Satd. Flow (RTOR)		3				192			126		10	
Lane Group Flow (vph)	71	1712	0	150	2027	41	177	200	99	111	267	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6		6	8		8	4		
Total Split (s)	11.6	55.1		11.5	55.0	55.0	18.6	41.2	41.2	12.2	34.8	
Total Lost Time (s)	5.6	5.2		5.5	5.2	5.2	6.2	6.2	6.2	6.2	6.2	
Act Effct Green (s)	55.7	50.1		56.9	52.5	52.5	37.6	26.2	26.2	26.7	20.7	
Actuated g/C Ratio	0.50	0.45		0.51	0.47	0.47	0.34	0.23	0.23	0.24	0.19	
v/c Ratio	0.44	1.07		0.93	1.20	0.05	0.60	0.45	0.21	0.35	0.77	
Control Delay	22.6	74.3		79.4	126.1	0.1	35.2	39.4	3.9	29.9	56.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	22.6	74.3		79.4	126.1	0.1	35.2	39.4	3.9	29.9	56.7	
LOS	C	E		E	F	A	D	D	A	C	E	
Approach Delay		72.3			120.6			30.4			48.8	
Approach LOS		E			F			C			D	
Queue Length 50th (m)	7.1	~221.6		18.4	~297.0	0.0	27.7	37.3	0.0	16.7	54.1	
Queue Length 95th (m)	16.0	#294.2		#64.1	#373.2	0.0	44.3	58.1	7.6	29.1	82.1	
Internal Link Dist (m)		497.4			690.8			552.4			222.0	
Turn Bay Length (m)	50.0			40.0		120.0	60.0		50.0	50.0		
Base Capacity (vph)	162	1602		161	1686	855	307	593	590	317	478	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.44	1.07		0.93	1.20	0.05	0.58	0.34	0.17	0.35	0.56	

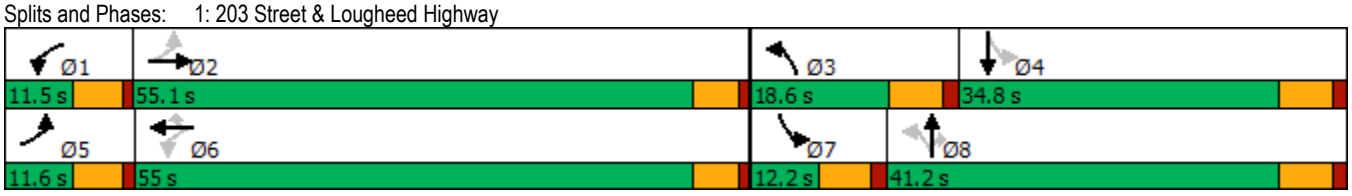
Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 111.5
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.20
Intersection Signal Delay: 88.4 Intersection LOS: F
Intersection Capacity Utilization 98.3% ICU Level of Service F
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: 203 Street & Lougheed Highway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	1173	51	114	1865	51	83	246	78	36	298	22
Future Volume (vph)	40	1173	51	114	1865	51	83	246	78	36	298	22
Satd. Flow (prot)	1789	3557	0	1789	3579	1601	1789	1816	0	1789	3543	0
Flt Permitted	0.950			0.950			0.430			0.169		
Satd. Flow (perm)	1789	3557	0	1789	3579	1601	810	1816	0	318	3543	0
Satd. Flow (RTOR)		6				158		12			6	
Lane Group Flow (vph)	43	1330	0	124	2027	55	90	352	0	39	348	0
Turn Type	Prot	NA		Prot	NA	Free	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases						Free	8			4		
Total Split (s)	10.8	69.9		20.1	79.2		30.0	30.0		30.0	30.0	
Total Lost Time (s)	4.7	5.6		4.3	5.6		5.8	5.8		5.8	5.8	
Act Effct Green (s)	6.1	65.1		12.9	73.8	117.3	23.6	23.6		23.6	23.6	
Actuated g/C Ratio	0.05	0.55		0.11	0.63	1.00	0.20	0.20		0.20	0.20	
v/c Ratio	0.47	0.67		0.63	0.90	0.03	0.55	0.94		0.61	0.48	
Control Delay	72.2	21.1		65.0	26.4	0.0	57.3	79.0		83.8	43.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	72.2	21.1		65.0	26.4	0.0	57.3	79.0		83.8	43.7	
LOS	E	C		E	C	A	E	E		F	D	
Approach Delay		22.7			27.9			74.6			47.7	
Approach LOS		C			C			E			D	
Queue Length 50th (m)	10.0	111.7		28.3	210.0	0.0	19.2	79.8		8.4	37.8	
Queue Length 95th (m)	#22.4	141.5		47.2	253.6	0.0	37.2	#136.1		#26.4	52.5	
Internal Link Dist (m)		690.8			589.4			132.2			83.5	
Turn Bay Length (m)	80.0			80.0		15.0						
Base Capacity (vph)	92	1996		241	2252	1601	167	384		66	737	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.47	0.67		0.51	0.90	0.03	0.54	0.92		0.59	0.47	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 117.3
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 32.7 Intersection LOS: C
Intersection Capacity Utilization 98.3% ICU Level of Service F
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

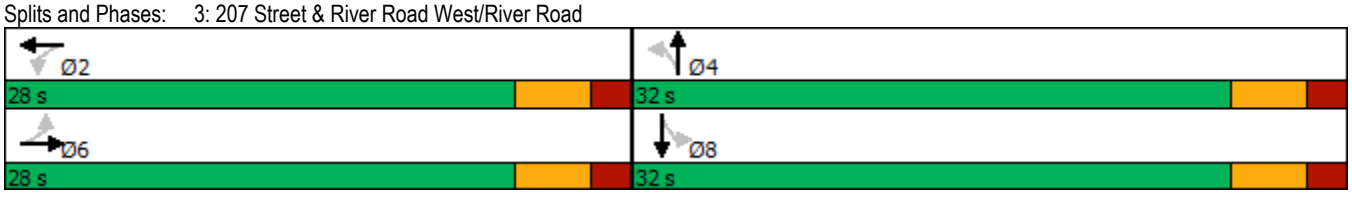
Splits and Phases: 2: 207 Street & Lougheed Highway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	15	1	253	11	188	1	242	126	126	243	4
Future Volume (vph)	13	15	1	253	11	188	1	242	126	126	243	4
Satd. Flow (prot)	0	1835	0	1789	1616	0	0	1797	0	0	1850	0
Flt Permitted		0.851		0.737				0.999			0.747	
Satd. Flow (perm)	0	1596	0	1388	1616	0	0	1795	0	0	1406	0
Satd. Flow (RTOR)		1			204			56			1	
Lane Group Flow (vph)	0	31	0	275	216	0	0	401	0	0	405	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Total Split (s)	28.0	28.0		28.0	28.0		32.0	32.0		32.0	32.0	
Total Lost Time (s)		5.2		5.2	5.2			5.3			5.3	
Act Effct Green (s)		14.5		14.5	14.5			17.9			17.9	
Actuated g/C Ratio		0.33		0.33	0.33			0.41			0.41	
v/c Ratio		0.06		0.60	0.32			0.52			0.70	
Control Delay		11.4		19.3	4.2			11.6			19.1	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		11.4		19.3	4.2			11.6			19.1	
LOS		B		B	A			B			B	
Approach Delay		11.4			12.7			11.6			19.1	
Approach LOS		B			B			B			B	
Queue Length 50th (m)		1.4		16.1	0.6			17.4			23.0	
Queue Length 95th (m)		6.4		42.0	11.6			44.8			59.4	
Internal Link Dist (m)		213.4			500.7			312.0			141.0	
Turn Bay Length (m)				20.0								
Base Capacity (vph)		897		780	997			1200			925	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.03		0.35	0.22			0.33			0.44	

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 43.8	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 14.3	Intersection LOS: B
Intersection Capacity Utilization 74.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: 207 Street & River Road West/River Road

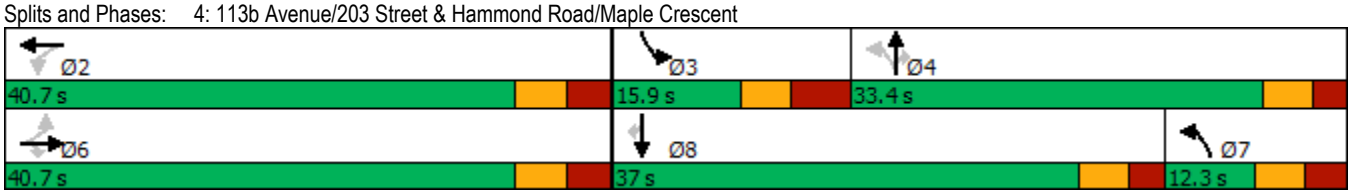


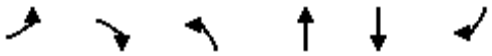
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	102	17	378	125	169	8	175	132	56	536	44
Future Volume (vph)	50	102	17	378	125	169	8	175	132	56	536	44
Satd. Flow (prot)	1789	1883	1601	1789	1721	0	1789	1883	1601	1789	1883	1601
Flt Permitted	0.493			0.685			0.335			0.950		
Satd. Flow (perm)	929	1883	1601	1290	1721	0	631	1883	1601	1789	1883	1601
Satd. Flow (RTOR)			199		87				143			119
Lane Group Flow (vph)	54	111	18	411	320	0	9	190	143	61	583	48
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA	Perm	Prot	NA	Perm
Protected Phases		6			2		7	4		3	8	
Permitted Phases	6		6	2			4		4			8
Total Split (s)	40.7	40.7	40.7	40.7	40.7		12.3	33.4	33.4	15.9	37.0	37.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		6.3	5.8	5.8	7.3	5.8	5.8
Act Effct Green (s)	28.3	28.3	28.3	28.3	28.3		26.1	21.2	21.2	7.5	27.5	27.5
Actuated g/C Ratio	0.40	0.40	0.40	0.40	0.40		0.37	0.30	0.30	0.11	0.39	0.39
v/c Ratio	0.15	0.15	0.02	0.80	0.43		0.03	0.34	0.25	0.32	0.80	0.07
Control Delay	16.7	15.7	0.1	33.7	14.0		20.2	25.4	6.0	38.9	30.9	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.7	15.7	0.1	33.7	14.0		20.2	25.4	6.0	38.9	30.9	0.2
LOS	B	B	A	C	B		C	C	A	D	C	A
Approach Delay		14.5			25.1			17.1			29.5	
Approach LOS		B			C			B			C	
Queue Length 50th (m)	4.5	9.3	0.0	47.8	21.4		0.8	23.5	0.0	8.2	67.4	0.0
Queue Length 95th (m)	14.1	23.4	0.0	#114.4	51.2		4.4	42.5	12.3	21.9	#154.3	0.0
Internal Link Dist (m)		619.4			283.0			744.9			210.5	
Turn Bay Length (m)	20.0		20.0	20.0			60.0		30.0	50.0		45.0
Base Capacity (vph)	473	958	912	656	919		336	773	742	229	874	807
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.12	0.02	0.63	0.35		0.03	0.25	0.19	0.27	0.67	0.06

Intersection Summary		
Cycle Length: 90		
Actuated Cycle Length: 70.6		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.80		
Intersection Signal Delay: 24.3	Intersection LOS: C	
Intersection Capacity Utilization 80.9%	ICU Level of Service D	
Analysis Period (min) 15		

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: 113b Avenue/203 Street & Hammond Road/Maple Crescent

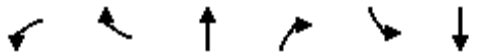




Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	66	74	194	374	316	108
Future Volume (Veh/h)	66	74	194	374	316	108
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	72	80	211	407	343	117
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				165	379	
pX, platoon unblocked	0.87	0.87	0.87			
vC, conflicting volume	1230	402	460			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1191	242	309			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	51	89	81			
cM capacity (veh/h)	146	696	1093			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	152	211	407	460
Volume Left	72	211	0	0
Volume Right	80	0	0	117
cSH	250	1093	1700	1700
Volume to Capacity	0.61	0.19	0.24	0.27
Queue Length 95th (m)	27.4	5.4	0.0	0.0
Control Delay (s)	39.5	9.1	0.0	0.0
Lane LOS	E	A		
Approach Delay (s)	39.5	3.1		0.0
Approach LOS	E			

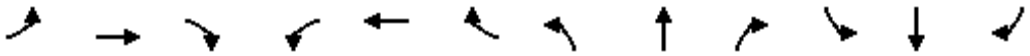
Intersection Summary			
Average Delay	6.4		
Intersection Capacity Utilization	52.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	250	50	308	89	38	392
Future Volume (Veh/h)	250	50	308	89	38	392
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)	272	54	335	97	41	426
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			234			
pX, platoon unblocked	0.96	0.96			0.96	
vC, conflicting volume	892	384			432	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	864	332			383	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	9	92			96	
cM capacity (veh/h)	299	678			1124	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	326	432	41	426
Volume Left	272	0	41	0
Volume Right	54	97	0	0
cSH	330	1700	1124	1700
Volume to Capacity	0.99	0.25	0.04	0.25
Queue Length 95th (m)	82.3	0.0	0.9	0.0
Control Delay (s)	83.1	0.0	8.3	0.0
Lane LOS	F		A	
Approach Delay (s)	83.1	0.0	0.7	
Approach LOS	F			

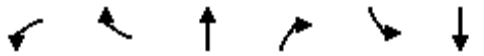
Intersection Summary			
Average Delay	22.4		
Intersection Capacity Utilization	51.9%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	1	1	4	15	38	1	243	7	48	319	142
Future Volume (Veh/h)	70	1	1	4	15	38	1	243	7	48	319	142
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	76	1	1	4	16	41	1	264	8	52	347	154
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)											336	
pX, platoon unblocked												
vC, conflicting volume	843	802	424	722	875	268	501			272		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	843	802	424	722	875	268	501			272		
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 %	69	100	100	99	94	95	100			96		
cM capacity (veh/h)	249	304	630	330	276	771	1063			1291		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	78	61	1	272	52	501
Volume Left	76	4	1	0	52	0
Volume Right	1	41	0	8	0	154
cSH	251	495	1063	1700	1291	1700
Volume to Capacity	0.31	0.12	0.00	0.16	0.04	0.29
Queue Length 95th (m)	9.7	3.2	0.0	0.0	1.0	0.0
Control Delay (s)	25.7	13.3	8.4	0.0	7.9	0.0
Lane LOS	D	B	A		A	
Approach Delay (s)	25.7	13.3	0.0		0.7	
Approach LOS	D	B				

Intersection Summary				
Average Delay	3.4			
Intersection Capacity Utilization	49.4%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	5	188	466	7	39	195
Future Volume (Veh/h)	5	188	466	7	39	195
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)	5	204	507	8	42	212
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						307
pX, platoon unblocked						
vC, conflicting volume	807	511			515	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	807	511			515	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	64			96	
cM capacity (veh/h)	337	563			1051	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	209	515	42	212
Volume Left	5	0	42	0
Volume Right	204	8	0	0
cSH	554	1700	1051	1700
Volume to Capacity	0.38	0.30	0.04	0.12
Queue Length 95th (m)	13.3	0.0	0.9	0.0
Control Delay (s)	15.4	0.0	8.6	0.0
Lane LOS	C		A	
Approach Delay (s)	15.4	0.0	1.4	
Approach LOS	C			

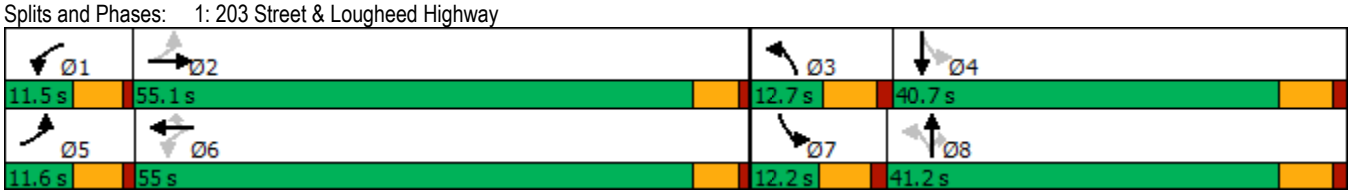
Intersection Summary			
Average Delay	3.7		
Intersection Capacity Utilization	50.2%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	1598	74	128	1554	103	98	163	136	146	157	74
Future Volume (vph)	99	1598	74	128	1554	103	98	163	136	146	157	74
Satd. Flow (prot)	1789	3553	0	1789	3579	1601	1789	1883	1601	1789	1793	0
Flt Permitted	0.080			0.080			0.347			0.556		
Satd. Flow (perm)	151	3553	0	151	3579	1601	654	1883	1601	1047	1793	0
Satd. Flow (RTOR)		5				135			148		20	
Lane Group Flow (vph)	108	1817	0	139	1689	112	107	177	148	159	251	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6		6	8		8	4		
Total Split (s)	11.6	55.1		11.5	55.0	55.0	12.7	41.2	41.2	12.2	40.7	
Total Lost Time (s)	5.6	5.2		5.5	5.2	5.2	6.2	6.2	6.2	6.2	6.2	
Act Effct Green (s)	55.6	50.0		55.6	49.9	49.9	25.7	19.2	19.2	24.7	18.7	
Actuated g/C Ratio	0.53	0.48		0.53	0.48	0.48	0.25	0.18	0.18	0.24	0.18	
v/c Ratio	0.62	1.07		0.80	0.99	0.13	0.46	0.51	0.36	0.55	0.74	
Control Delay	31.2	69.7		50.6	47.0	2.3	34.0	43.5	8.3	37.2	51.1	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	31.2	69.7		50.6	47.0	2.3	34.0	43.5	8.3	37.2	51.1	
LOS	C	E		D	D	A	C	D	A	D	D	
Approach Delay		67.5			44.7			29.1			45.7	
Approach LOS		E			D			C			D	
Queue Length 50th (m)	9.0	~214.7		12.1	171.7	0.0	16.1	32.6	0.0	24.6	44.8	
Queue Length 95th (m)	#31.7	#289.8		#49.8	#256.7	6.8	28.8	52.8	15.4	40.8	70.9	
Internal Link Dist (m)		497.4			690.8			552.4			222.0	
Turn Bay Length (m)	50.0			40.0		120.0	60.0		50.0	50.0		
Base Capacity (vph)	174	1705		174	1711	836	231	633	636	290	607	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.62	1.07		0.80	0.99	0.13	0.46	0.28	0.23	0.55	0.41	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 104.4
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.07
Intersection Signal Delay: 52.7 Intersection LOS: D
Intersection Capacity Utilization 91.1% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: 203 Street & Lougheed Highway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	126	1421	78	117	1473	74	153	175	112	97	218	90
Future Volume (vph)	126	1421	78	117	1473	74	153	175	112	97	218	90
Satd. Flow (prot)	1789	3550	0	1789	3579	1601	1789	1772	0	1789	3421	0
Flt Permitted	0.950			0.950			0.467			0.281		
Satd. Flow (perm)	1789	3550	0	1789	3579	1601	880	1772	0	529	3421	0
Satd. Flow (RTOR)		7				115		26			50	
Lane Group Flow (vph)	137	1630	0	127	1601	80	166	312	0	105	335	0
Turn Type	Prot	NA		Prot	NA	Free	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases						Free	8			4		
Total Split (s)	18.0	68.5		16.3	66.8		35.2	35.2		35.2	35.2	
Total Lost Time (s)	4.7	5.6		4.3	5.6		5.8	5.8		5.8	5.8	
Act Effct Green (s)	12.1	60.9		11.3	59.6	112.9	24.9	24.9		24.9	24.9	
Actuated g/C Ratio	0.11	0.54		0.10	0.53	1.00	0.22	0.22		0.22	0.22	
v/c Ratio	0.71	0.85		0.71	0.85	0.05	0.86	0.76		0.91	0.42	
Control Delay	71.4	28.3		73.6	29.1	0.1	79.9	50.9		106.2	33.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	71.4	28.3		73.6	29.1	0.1	79.9	50.9		106.2	33.8	
LOS	E	C		E	C	A	E	D		F	C	
Approach Delay		31.6			31.0			60.9			51.0	
Approach LOS		C			C			E			D	
Queue Length 50th (m)	31.5	169.8		29.4	169.7	0.0	36.5	61.6		23.4	29.3	
Queue Length 95th (m)	#58.3	205.3		#57.1	204.5	0.0	#71.6	93.0		#55.0	42.8	
Internal Link Dist (m)		690.8			589.4			132.2			83.5	
Turn Bay Length (m)	80.0			80.0		15.0						
Base Capacity (vph)	213	2002		192	1967	1601	231	485		139	937	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.64	0.81		0.66	0.81	0.05	0.72	0.64		0.76	0.36	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 112.9
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 36.4 Intersection LOS: D
Intersection Capacity Utilization 88.0% ICU Level of Service E
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: 207 Street & Lougheed Highway

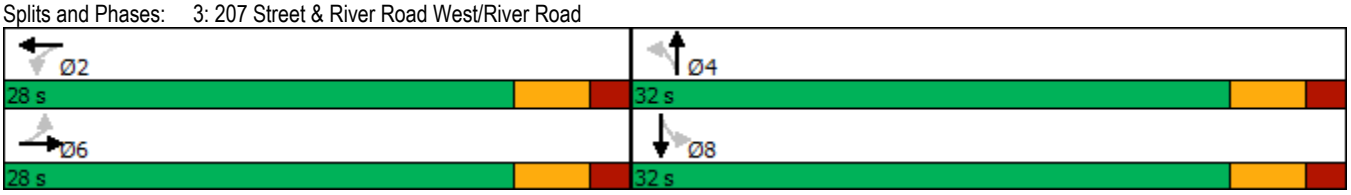


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	8	0	116	3	99	0	172	185	89	191	4
Future Volume (vph)	0	8	0	116	3	99	0	172	185	89	191	4
Satd. Flow (prot)	0	1883	0	1789	1608	0	0	1752	0	0	1851	0
Flt Permitted				0.752							0.780	
Satd. Flow (perm)	0	1883	0	1416	1608	0	0	1752	0	0	1466	0
Satd. Flow (RTOR)					108			116			1	
Lane Group Flow (vph)	0	9	0	126	111	0	0	388	0	0	309	0
Turn Type		NA		Perm	NA			NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Total Split (s)	28.0	28.0		28.0	28.0		32.0	32.0		32.0	32.0	
Total Lost Time (s)		5.2		5.2	5.2			5.3			5.3	
Act Effct Green (s)		8.9		8.9	8.9			17.5			17.5	
Actuated g/C Ratio		0.27		0.27	0.27			0.53			0.53	
v/c Ratio		0.02		0.33	0.22			0.40			0.40	
Control Delay		10.0		13.2	4.5			6.6			9.3	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		10.0		13.2	4.5			6.6			9.3	
LOS		A		B	A			A			A	
Approach Delay		10.0			9.1			6.6			9.3	
Approach LOS		A			A			A			A	
Queue Length 50th (m)		0.3		4.7	0.1			8.7			10.5	
Queue Length 95th (m)		2.6		16.9	7.5			26.3			29.5	
Internal Link Dist (m)		213.4			500.7			312.0			141.0	
Turn Bay Length (m)				20.0								
Base Capacity (vph)		1322		994	1161			1461			1205	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.01		0.13	0.10			0.27			0.26	

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 33.3
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.40
Intersection Signal Delay: 8.2 Intersection LOS: A
Intersection Capacity Utilization 61.9% ICU Level of Service B
Analysis Period (min) 15

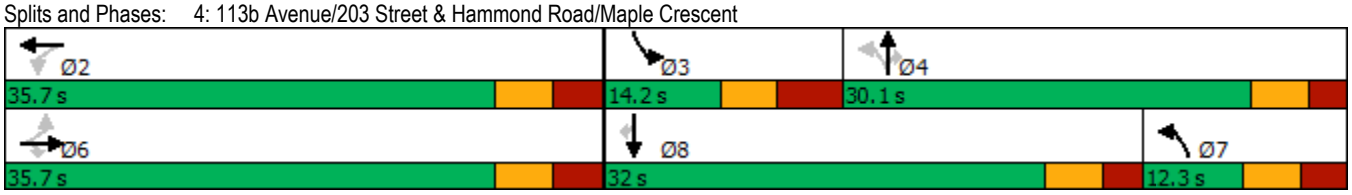
Splits and Phases: 3: 207 Street & River Road West/River Road

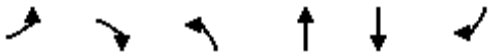


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	141	16	159	83	65	4	278	211	54	351	48
Future Volume (vph)	63	141	16	159	83	65	4	278	211	54	351	48
Satd. Flow (prot)	1789	1883	1601	1789	1759	0	1789	1883	1601	1789	1883	1601
Flt Permitted	0.655			0.660			0.535			0.950		
Satd. Flow (perm)	1234	1883	1601	1243	1759	0	1008	1883	1601	1789	1883	1601
Satd. Flow (RTOR)			224		56				229			134
Lane Group Flow (vph)	68	153	17	173	161	0	4	302	229	59	382	52
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA	Perm	Prot	NA	Perm
Protected Phases		6			2		7	4		3	8	
Permitted Phases	6		6	2			4		4			8
Total Split (s)	35.7	35.7	35.7	35.7	35.7		12.3	30.1	30.1	14.2	32.0	32.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		6.3	5.8	5.8	7.3	5.8	5.8
Act Effct Green (s)	13.3	13.3	13.3	13.3	13.3		18.9	15.6	15.6	7.2	20.8	20.8
Actuated g/C Ratio	0.27	0.27	0.27	0.27	0.27		0.38	0.31	0.31	0.14	0.42	0.42
v/c Ratio	0.21	0.30	0.03	0.52	0.32		0.01	0.51	0.35	0.23	0.48	0.07
Control Delay	19.0	19.0	0.1	24.8	14.0		16.2	20.1	4.6	28.4	14.3	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.0	19.0	0.1	24.8	14.0		16.2	20.1	4.6	28.4	14.3	0.2
LOS	B	B	A	C	B		B	C	A	C	B	A
Approach Delay		17.7			19.6			13.4			14.5	
Approach LOS		B			B			B			B	
Queue Length 50th (m)	5.3	12.4	0.0	14.9	8.3		0.3	25.4	0.0	5.3	19.6	0.0
Queue Length 95th (m)	15.8	29.3	0.0	36.3	23.9		2.2	53.9	13.4	18.3	66.6	0.0
Internal Link Dist (m)		619.4			283.0			744.9			210.5	
Turn Bay Length (m)	20.0		20.0	20.0			60.0		30.0	50.0		45.0
Base Capacity (vph)	823	1256	1142	828	1192		491	1045	990	282	1247	1105
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.12	0.01	0.21	0.14		0.01	0.29	0.23	0.21	0.31	0.05

Intersection Summary		
Cycle Length: 80		
Actuated Cycle Length: 49.7		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.52		
Intersection Signal Delay: 15.7	Intersection LOS: B	
Intersection Capacity Utilization 60.6%	ICU Level of Service B	
Analysis Period (min) 15		

Splits and Phases: 4: 113b Avenue/203 Street & Hammond Road/Maple Crescent

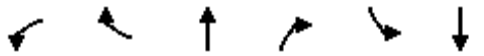




Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	65	73	63	241	249	112
Future Volume (Veh/h)	65	73	63	241	249	112
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	71	79	68	262	271	122
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				165	379	
pX, platoon unblocked	0.93	0.93	0.93			
vC, conflicting volume	730	332	393			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	672	243	309			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	81	89	94			
cM capacity (veh/h)	369	739	1163			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	150	68	262	393
Volume Left	71	68	0	0
Volume Right	79	0	0	122
cSH	501	1163	1700	1700
Volume to Capacity	0.30	0.06	0.15	0.23
Queue Length 95th (m)	9.5	1.4	0.0	0.0
Control Delay (s)	15.2	8.3	0.0	0.0
Lane LOS	C	A		
Approach Delay (s)	15.2	1.7		0.0
Approach LOS	C			

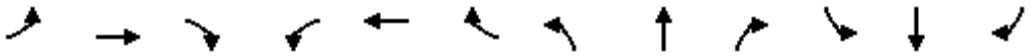
Intersection Summary			
Average Delay	3.3		
Intersection Capacity Utilization	41.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	126	52	317	99	38	323
Future Volume (Veh/h)	126	52	317	99	38	323
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)	137	57	345	108	41	351
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			234			
pX, platoon unblocked	0.90	0.90			0.90	
vC, conflicting volume	832	399			453	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	761	282			341	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	58	92			96	
cM capacity (veh/h)	325	684			1100	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	194	453	41	351
Volume Left	137	0	41	0
Volume Right	57	108	0	0
cSH	384	1700	1100	1700
Volume to Capacity	0.50	0.27	0.04	0.21
Queue Length 95th (m)	20.8	0.0	0.9	0.0
Control Delay (s)	23.5	0.0	8.4	0.0
Lane LOS	C		A	
Approach Delay (s)	23.5	0.0	0.9	
Approach LOS	C			

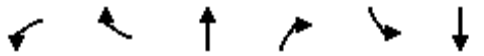
Intersection Summary			
Average Delay	4.7		
Intersection Capacity Utilization	46.2%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	0	3	3	4	17	3	293	3	17	238	42
Future Volume (Veh/h)	46	0	3	3	4	17	3	293	3	17	238	42
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	50	0	3	3	4	18	3	318	3	18	259	46
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)											336	
pX, platoon unblocked												
vC, conflicting volume	662	645	282	624	666	320	305			321		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	662	645	282	624	666	320	305			321		
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 %	86	100	100	99	99	98	100			99		
cM capacity (veh/h)	358	384	757	391	373	721	1256			1239		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	53	25	3	321	18	305
Volume Left	50	3	3	0	18	0
Volume Right	3	18	0	3	0	46
cSH	369	577	1256	1700	1239	1700
Volume to Capacity	0.14	0.04	0.00	0.19	0.01	0.18
Queue Length 95th (m)	3.8	1.0	0.1	0.0	0.3	0.0
Control Delay (s)	16.4	11.5	7.9	0.0	7.9	0.0
Lane LOS	C	B	A		A	
Approach Delay (s)	16.4	11.5	0.1		0.4	
Approach LOS	C	B				

Intersection Summary				
Average Delay	1.8			
Intersection Capacity Utilization	31.7%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	3	51	247	0	48	339
Future Volume (Veh/h)	3	51	247	0	48	339
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)	3	55	268	0	52	368
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						307
pX, platoon unblocked						
vC, conflicting volume	740	268			268	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	740	268			268	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	93			96	
cM capacity (veh/h)	369	771			1296	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	58	268	52	368
Volume Left	3	0	52	0
Volume Right	55	0	0	0
cSH	730	1700	1296	1700
Volume to Capacity	0.08	0.16	0.04	0.22
Queue Length 95th (m)	2.0	0.0	1.0	0.0
Control Delay (s)	10.4	0.0	7.9	0.0
Lane LOS	B		A	
Approach Delay (s)	10.4	0.0	1.0	
Approach LOS	B			

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	29.7%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	2191	73	173	1910	146	137	241	155	169	224	74
Future Volume (vph)	120	2191	73	173	1910	146	137	241	155	169	224	74
Satd. Flow (prot)	1789	3561	0	1789	3579	1601	1789	1883	1601	1789	1814	0
Flt Permitted	0.052			0.050			0.168			0.374		
Satd. Flow (perm)	98	3561	0	94	3579	1601	316	1883	1601	704	1814	0
Satd. Flow (RTOR)		3				125			102		10	
Lane Group Flow (vph)	130	2461	0	188	2076	159	149	262	168	184	323	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6		6	8		8	4		
Total Split (s)	11.6	82.6		14.0	85.0	85.0	14.8	41.2	41.2	12.2	38.6	
Total Lost Time (s)	5.6	5.2		5.5	5.2	5.2	6.2	6.2	6.2	6.2	6.2	
Act Effct Green (s)	83.1	77.5		88.1	79.9	79.9	40.1	31.5	31.5	34.9	28.9	
Actuated g/C Ratio	0.57	0.53		0.60	0.55	0.55	0.27	0.21	0.21	0.24	0.20	
v/c Ratio	1.05	1.31		1.21	1.06	0.17	0.86	0.65	0.40	0.87	0.88	
Control Delay	124.9	173.1		174.8	72.9	5.1	82.3	60.5	22.4	82.8	80.9	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	124.9	173.1		174.8	72.9	5.1	82.3	60.5	22.4	82.8	80.9	
LOS	F	F		F	E	A	F	E	C	F	F	
Approach Delay		170.7			76.4			55.1			81.6	
Approach LOS		F			E			E			F	
Queue Length 50th (m)	~26.3	~498.4		~53.2	~361.1	4.7	33.2	70.0	15.8	41.9	89.5	
Queue Length 95th (m)	#70.5	#540.3		#103.9	#404.7	16.0	#59.2	100.0	37.3	#77.5	#134.1	
Internal Link Dist (m)		497.4			690.8			552.4			222.0	
Turn Bay Length (m)	50.0			40.0		120.0	60.0		50.0	50.0		
Base Capacity (vph)	124	1883		155	1950	929	173	450	460	212	408	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	1.05	1.31		1.21	1.06	0.17	0.86	0.58	0.37	0.87	0.79	

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 146.6
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.31
Intersection Signal Delay: 114.8 Intersection LOS: F
Intersection Capacity Utilization 115.6% ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: 203 Street & Lougheed Highway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	1918	94	146	1830	55	134	177	136	153	278	66
Future Volume (vph)	125	1918	94	146	1830	55	134	177	136	153	278	66
Satd. Flow (prot)	1789	3553	0	1789	3579	1601	1789	1761	0	1789	3475	0
Flt Permitted	0.950			0.950			0.428			0.283		
Satd. Flow (perm)	1789	3553	0	1789	3579	1601	806	1761	0	533	3475	0
Satd. Flow (RTOR)		5				92		25			19	
Lane Group Flow (vph)	136	2187	0	159	1989	60	146	340	0	166	374	0
Turn Type	Prot	NA		Prot	NA	Free	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases						Free	8			4		
Total Split (s)	16.2	88.0		16.0	87.8		46.0	46.0		46.0	46.0	
Total Lost Time (s)	4.7	5.6		4.3	5.6		5.8	5.8		5.8	5.8	
Act Effct Green (s)	11.5	82.4		11.7	82.2	150.0	40.2	40.2		40.2	40.2	
Actuated g/C Ratio	0.08	0.55		0.08	0.55	1.00	0.27	0.27		0.27	0.27	
v/c Ratio	0.99	1.12		1.14	1.01	0.04	0.68	0.69		1.17	0.40	
Control Delay	142.3	93.8		178.6	57.5	0.0	66.3	54.1		175.2	44.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	142.3	93.8		178.6	57.5	0.0	66.3	54.1		175.2	44.0	
LOS	F	F		F	E	A	E	D		F	D	
Approach Delay		96.6			64.6			57.8			84.3	
Approach LOS		F			E			E			F	
Queue Length 50th (m)	41.2	~393.3		~55.0	~327.2	0.0	39.1	85.2		~58.3	45.7	
Queue Length 95th (m)	#85.4	#433.1		#101.9	#367.5	0.0	#67.2	120.8		#105.8	61.1	
Internal Link Dist (m)		690.8			589.4			132.2			83.5	
Turn Bay Length (m)	80.0			80.0		15.0						
Base Capacity (vph)	137	1954		139	1961	1601	216	490		142	945	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.99	1.12		1.14	1.01	0.04	0.68	0.69		1.17	0.40	

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.17
Intersection Signal Delay: 79.3 Intersection LOS: E
Intersection Capacity Utilization 108.1% ICU Level of Service G
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: 207 Street & Lougheed Highway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	43	0	129	8	141	0	192	652	175	176	3
Future Volume (vph)	1	43	0	129	8	141	0	192	652	175	176	3
Satd. Flow (prot)	0	1882	0	1789	1616	0	0	1688	0	0	1836	0
Flt Permitted		0.994		0.726							0.335	
Satd. Flow (perm)	0	1872	0	1367	1616	0	0	1688	0	0	630	0
Satd. Flow (RTOR)					153			395			1	
Lane Group Flow (vph)	0	48	0	140	162	0	0	918	0	0	384	0
Turn Type	Perm	NA		Perm	NA			NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Total Split (s)	25.6	25.6		25.6	25.6		74.4	74.4		74.4	74.4	
Total Lost Time (s)		5.2		5.2	5.2			5.3			5.3	
Act Effct Green (s)		14.6		14.6	14.6			70.2			70.2	
Actuated g/C Ratio		0.15		0.15	0.15			0.74			0.74	
v/c Ratio		0.17		0.67	0.43			0.68			0.83	
Control Delay		35.2		53.5	10.5			7.0			28.6	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		35.2		53.5	10.5			7.0			28.6	
LOS		D		D	B			A			C	
Approach Delay		35.2			30.4			7.0			28.6	
Approach LOS		D			C			A			C	
Queue Length 50th (m)		7.7		24.2	1.4			36.0			40.0	
Queue Length 95th (m)		17.1		43.2	17.7			90.6			#122.8	
Internal Link Dist (m)		213.4			500.7			312.0			141.0	
Turn Bay Length (m)				20.0								
Base Capacity (vph)		400		292	466			1347			463	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.12		0.48	0.35			0.68			0.83	

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 95.4
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 17.1 Intersection LOS: B
Intersection Capacity Utilization 96.4% ICU Level of Service F
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: 207 Street & River Road West/River Road

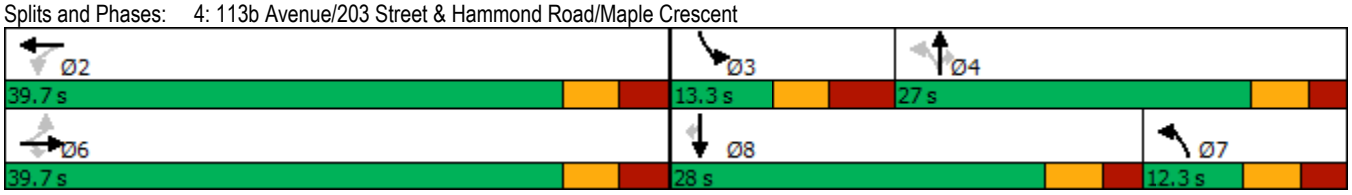


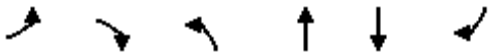
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	247	544	13	141	63	83	7	359	433	48	349	31
Future Volume (vph)	247	544	13	141	63	83	7	359	433	48	349	31
Satd. Flow (prot)	1789	1883	1601	1789	1723	0	1789	1883	1601	1789	1883	1601
Flt Permitted	0.657			0.223			0.537			0.950		
Satd. Flow (perm)	1237	1883	1601	420	1723	0	1011	1883	1601	1789	1883	1601
Satd. Flow (RTOR)			224		90				211			134
Lane Group Flow (vph)	268	591	14	153	158	0	8	390	471	52	379	34
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA	Perm	Prot	NA	Perm
Protected Phases		6			2		7	4		3	8	
Permitted Phases	6		6	2			4		4			8
Total Split (s)	39.7	39.7	39.7	39.7	39.7		12.3	27.0	27.0	13.3	28.0	28.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		6.3	5.8	5.8	7.3	5.8	5.8
Act Effct Green (s)	29.5	29.5	29.5	29.5	29.5		21.7	18.9	18.9	6.4	23.6	23.6
Actuated g/C Ratio	0.43	0.43	0.43	0.43	0.43		0.32	0.28	0.28	0.09	0.35	0.35
v/c Ratio	0.50	0.73	0.02	0.85	0.20		0.02	0.75	0.79	0.31	0.58	0.05
Control Delay	20.2	24.3	0.0	62.3	7.9		22.6	35.8	25.7	39.8	24.1	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.2	24.3	0.0	62.3	7.9		22.6	35.8	25.7	39.8	24.1	0.2
LOS	C	C	A	E	A		C	D	C	D	C	A
Approach Delay		22.6			34.7			30.2			24.1	
Approach LOS		C			C			C			C	
Queue Length 50th (m)	29.4	74.3	0.0	20.8	6.1		0.9	54.9	37.3	7.7	39.6	0.0
Queue Length 95th (m)	51.7	113.0	0.0	#55.5	17.0		4.0	#95.5	#86.5	18.3	#84.4	0.0
Internal Link Dist (m)		619.4			283.0			744.9			210.5	
Turn Bay Length (m)	20.0		20.0	20.0			60.0		30.0	50.0		45.0
Base Capacity (vph)	641	975	937	217	935		393	622	671	167	768	732
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.61	0.01	0.71	0.17		0.02	0.63	0.70	0.31	0.49	0.05

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 68.3	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 27.0	Intersection LOS: C
Intersection Capacity Utilization 82.1%	ICU Level of Service E
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: 113b Avenue/203 Street & Hammond Road/Maple Crescent

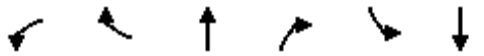




Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	95	212	108	284	325	97
Future Volume (Veh/h)	95	212	108	284	325	97
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	103	230	117	309	353	105
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				165	379	
pX, platoon unblocked	0.90	0.90	0.90			
vC, conflicting volume	948	406	458			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	889	288	346			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	59	66	89			
cM capacity (veh/h)	253	678	1095			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	333	117	309	458
Volume Left	103	117	0	0
Volume Right	230	0	0	105
cSH	446	1095	1700	1700
Volume to Capacity	0.75	0.11	0.18	0.27
Queue Length 95th (m)	46.7	2.7	0.0	0.0
Control Delay (s)	33.2	8.7	0.0	0.0
Lane LOS	D	A		
Approach Delay (s)	33.2	2.4		0.0
Approach LOS	D			

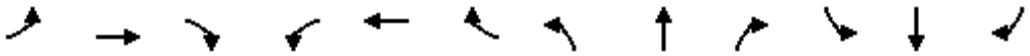
Intersection Summary			
Average Delay	9.9		
Intersection Capacity Utilization	57.3%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	148	42	347	323	48	280
Future Volume (Veh/h)	148	42	347	323	48	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)	161	46	377	351	52	304
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			234			
pX, platoon unblocked	0.75	0.75			0.75	
vC, conflicting volume	960	552			728	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	777	231			466	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	37	92			94	
cM capacity (veh/h)	255	604			818	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	207	728	52	304
Volume Left	161	0	52	0
Volume Right	46	351	0	0
cSH	293	1700	818	1700
Volume to Capacity	0.71	0.43	0.06	0.18
Queue Length 95th (m)	37.6	0.0	1.5	0.0
Control Delay (s)	42.2	0.0	9.7	0.0
Lane LOS	E		A	
Approach Delay (s)	42.2	0.0	1.4	
Approach LOS	E			

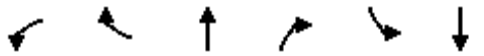
Intersection Summary			
Average Delay	7.2		
Intersection Capacity Utilization	57.3%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	4	3	0	3	12	3	653	8	8	238	55
Future Volume (Veh/h)	180	4	3	0	3	12	3	653	8	8	238	55
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	196	4	3	0	3	13	3	710	9	9	259	60
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)											336	
pX, platoon unblocked	0.99	0.99	0.99	0.99	0.99		0.99					
vC, conflicting volume	1038	1032	289	1002	1058	714	319			719		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1034	1028	279	998	1054	714	309			719		
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 %	1	98	100	100	99	97	100			99		
cM capacity (veh/h)	198	229	754	215	221	431	1241			882		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	203	16	3	719	9	319
Volume Left	196	0	3	0	9	0
Volume Right	3	13	0	9	0	60
cSH	201	366	1241	1700	882	1700
Volume to Capacity	1.01	0.04	0.00	0.42	0.01	0.19
Queue Length 95th (m)	67.2	1.0	0.1	0.0	0.2	0.0
Control Delay (s)	115.1	15.3	7.9	0.0	9.1	0.0
Lane LOS	F	C	A		A	
Approach Delay (s)	115.1	15.3	0.0		0.3	
Approach LOS	F	C				

Intersection Summary				
Average Delay	18.7			
Intersection Capacity Utilization	58.6%	ICU Level of Service	B	
Analysis Period (min)	15			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	1	42	211	1	196	833
Future Volume (Veh/h)	1	42	211	1	196	833
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)	1	46	229	1	213	905
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						307
pX, platoon unblocked	0.77					
vC, conflicting volume	1560	230			230	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1578	230			230	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	94			84	
cM capacity (veh/h)	78	810			1338	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	47	230	213	905
Volume Left	1	0	213	0
Volume Right	46	1	0	0
cSH	675	1700	1338	1700
Volume to Capacity	0.07	0.14	0.16	0.53
Queue Length 95th (m)	1.7	0.0	4.3	0.0
Control Delay (s)	10.7	0.0	8.2	0.0
Lane LOS	B		A	
Approach Delay (s)	10.7	0.0	1.6	
Approach LOS	B			

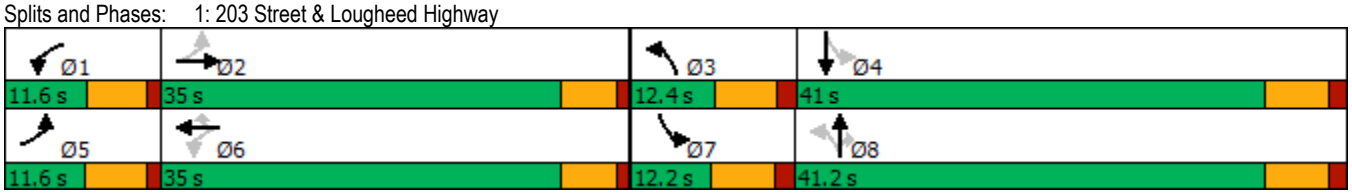
Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	53.8%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	829	21	81	1040	31	103	68	51	41	99	21
Future Volume (vph)	43	829	21	81	1040	31	103	68	51	41	99	21
Satd. Flow (prot)	1789	3564	0	1789	3579	1601	1789	1883	1601	1789	1834	0
Flt Permitted	0.139			0.198			0.600			0.709		
Satd. Flow (perm)	262	3564	0	373	3579	1601	1130	1883	1601	1335	1834	0
Satd. Flow (RTOR)		3				164			153		12	
Lane Group Flow (vph)	47	924	0	88	1130	34	112	74	55	45	131	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6		6	8		8	4		
Total Split (s)	11.6	35.0		11.6	35.0	35.0	12.4	41.2	41.2	12.2	41.0	
Total Lost Time (s)	5.6	5.2		5.5	5.2	5.2	6.2	6.2	6.2	6.2	6.2	
Act Effct Green (s)	35.7	31.6		37.0	33.9	33.9	16.3	12.8	12.8	14.8	10.2	
Actuated g/C Ratio	0.50	0.44		0.52	0.47	0.47	0.23	0.18	0.18	0.21	0.14	
v/c Ratio	0.18	0.59		0.28	0.67	0.04	0.36	0.22	0.13	0.14	0.48	
Control Delay	10.8	19.5		11.6	20.3	0.1	23.1	29.3	0.7	20.0	33.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	10.8	19.5		11.6	20.3	0.1	23.1	29.3	0.7	20.0	33.3	
LOS	B	B		B	C	A	C	C	A	B	C	
Approach Delay		19.1			19.1			19.9			29.9	
Approach LOS		B			B			B			C	
Queue Length 50th (m)	2.9	54.7		5.5	72.7	0.0	11.8	9.6	0.0	4.6	15.9	
Queue Length 95th (m)	8.1	80.2		13.0	#106.2	0.0	23.0	20.6	0.0	11.3	31.3	
Internal Link Dist (m)		497.4			690.8			552.4			222.0	
Turn Bay Length (m)	50.0			40.0		120.0	60.0		50.0	50.0		
Base Capacity (vph)	261	1598		315	1695	844	314	937	873	314	913	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.18	0.58		0.28	0.67	0.04	0.36	0.08	0.06	0.14	0.14	

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 71.6
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 19.9 Intersection LOS: B
Intersection Capacity Utilization 60.3% ICU Level of Service B
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: 203 Street & Lougheed Highway

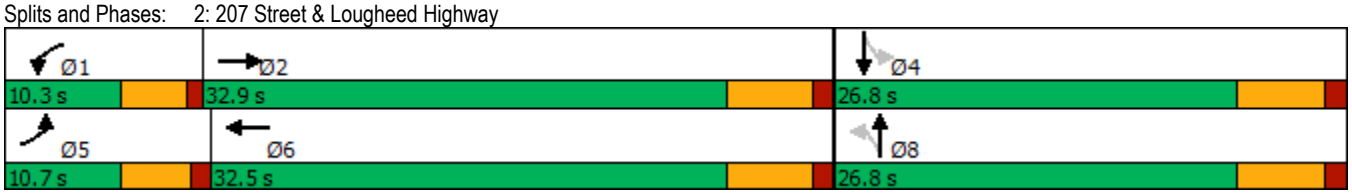


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	776	31	43	1133	35	96	71	50	31	73	27
Future Volume (vph)	41	776	31	43	1133	35	96	71	50	31	73	27
Satd. Flow (prot)	1789	3557	0	1789	3579	1601	1789	1767	0	1789	3435	0
Flt Permitted	0.950			0.950			0.684			0.673		
Satd. Flow (perm)	1789	3557	0	1789	3579	1601	1288	1767	0	1268	3435	0
Satd. Flow (RTOR)		7				198		52			29	
Lane Group Flow (vph)	45	877	0	47	1232	38	104	131	0	34	108	0
Turn Type	Prot	NA		Prot	NA	Free	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases						Free	8			4		
Total Split (s)	10.7	32.9		10.3	32.5		26.8	26.8		26.8	26.8	
Total Lost Time (s)	4.7	5.6		4.3	5.6		5.8	5.8		5.8	5.8	
Act Effct Green (s)	6.2	30.9		6.2	32.7	53.3	10.1	10.1		10.1	10.1	
Actuated g/C Ratio	0.12	0.58		0.12	0.61	1.00	0.19	0.19		0.19	0.19	
v/c Ratio	0.22	0.42		0.23	0.56	0.02	0.43	0.35		0.14	0.16	
Control Delay	28.1	11.0		28.2	12.0	0.0	26.7	16.3		21.3	15.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	28.1	11.0		28.2	12.0	0.0	26.7	16.3		21.3	15.8	
LOS	C	B		C	B	A	C	B		C	B	
Approach Delay		11.8			12.2			20.9			17.2	
Approach LOS		B			B			C			B	
Queue Length 50th (m)	4.3	32.9		4.5	32.2	0.0	9.6	7.1		3.0	3.6	
Queue Length 95th (m)	13.4	55.0		14.0	88.5	0.0	22.4	19.7		9.3	9.2	
Internal Link Dist (m)		690.8			589.4			132.2			83.5	
Turn Bay Length (m)	80.0			80.0		15.0						
Base Capacity (vph)	208	2105		208	2196	1601	524	749		515	1414	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.22	0.42		0.23	0.56	0.02	0.20	0.17		0.07	0.08	

Intersection Summary

Cycle Length: 70
Actuated Cycle Length: 53.3
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.56
Intersection Signal Delay: 13.1 Intersection LOS: B
Intersection Capacity Utilization 62.7% ICU Level of Service B
Analysis Period (min) 15

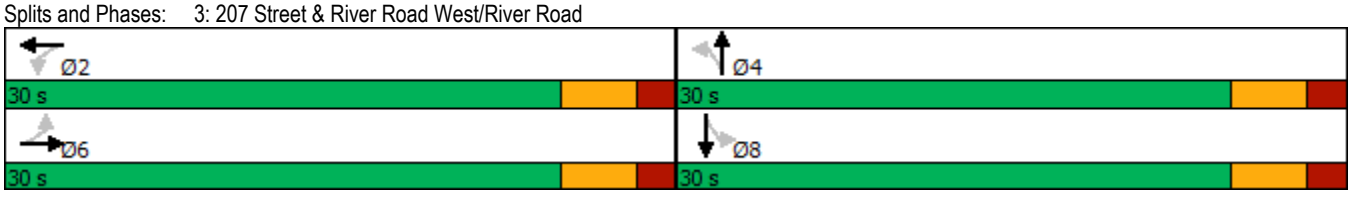
Splits and Phases: 2: 207 Street & Lougheed Highway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	5	0	77	1	89	0	86	49	27	51	0
Future Volume (vph)	1	5	0	77	1	89	0	86	49	27	51	0
Satd. Flow (prot)	0	1868	0	1789	1605	0	0	1791	0	0	1851	0
Flt Permitted		0.929		0.754							0.883	
Satd. Flow (perm)	0	1750	0	1420	1605	0	0	1791	0	0	1663	0
Satd. Flow (RTOR)					97			53				
Lane Group Flow (vph)	0	6	0	84	98	0	0	146	0	0	84	0
Turn Type	Perm	NA		Perm	NA			NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Total Split (s)	30.0	30.0		30.0	30.0		30.0	30.0		30.0	30.0	
Total Lost Time (s)		5.2		5.2	5.2			5.3			5.3	
Act Effct Green (s)		7.5		7.5	7.5			15.3			15.3	
Actuated g/C Ratio		0.25		0.25	0.25			0.51			0.51	
v/c Ratio		0.01		0.24	0.21			0.16			0.10	
Control Delay		7.5		10.0	3.6			5.0			6.7	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		7.5		10.0	3.6			5.0			6.7	
LOS		A		B	A			A			A	
Approach Delay		7.5			6.6			5.0			6.7	
Approach LOS		A			A			A			A	
Queue Length 50th (m)		0.3		2.7	0.0			2.4			2.2	
Queue Length 95th (m)		1.3		7.3	4.4			8.1			6.5	
Internal Link Dist (m)		213.4			500.7			312.0			141.0	
Turn Bay Length (m)				20.0								
Base Capacity (vph)		1458		1183	1354			1560			1442	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.00		0.07	0.07			0.09			0.06	

Intersection Summary			
Cycle Length: 60			
Actuated Cycle Length: 29.9			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.24			
Intersection Signal Delay: 6.1		Intersection LOS: A	
Intersection Capacity Utilization 40.8%		ICU Level of Service A	
Analysis Period (min) 15			

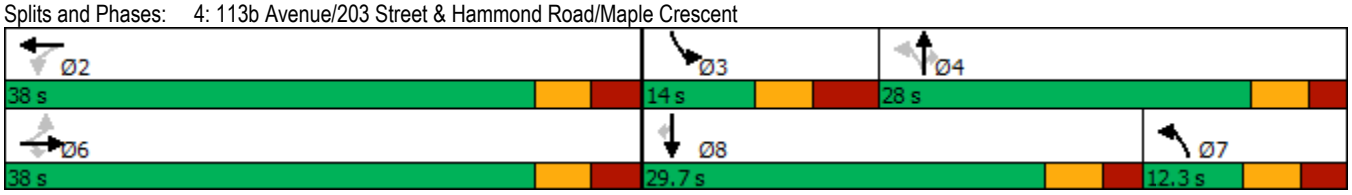
Splits and Phases: 3: 207 Street & River Road West/River Road

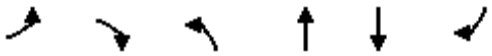


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	44	2	128	49	49	0	114	49	23	206	41
Future Volume (vph)	14	44	2	128	49	49	0	114	49	23	206	41
Satd. Flow (prot)	1789	1883	1601	1789	1742	0	1883	1883	1601	1789	1883	1601
Flt Permitted	0.689			0.726						0.950		
Satd. Flow (perm)	1298	1883	1601	1367	1742	0	1883	1883	1601	1789	1883	1601
Satd. Flow (RTOR)			224		53				147			134
Lane Group Flow (vph)	15	48	2	139	106	0	0	124	53	25	224	45
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA	Perm	Prot	NA	Perm
Protected Phases		6			2		7	4		3	8	
Permitted Phases	6		6	2			4		4			8
Total Split (s)	38.0	38.0	38.0	38.0	38.0		12.3	28.0	28.0	14.0	29.7	29.7
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		6.3	5.8	5.8	7.3	5.8	5.8
Act Effct Green (s)	9.7	9.7	9.7	9.7	9.7			15.5	15.5	6.4	17.4	17.4
Actuated g/C Ratio	0.27	0.27	0.27	0.27	0.27			0.44	0.44	0.18	0.49	0.49
v/c Ratio	0.04	0.09	0.00	0.37	0.21			0.15	0.07	0.08	0.24	0.05
Control Delay	11.4	11.4	0.0	14.8	7.9			12.6	0.2	16.6	8.9	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0
Total Delay	11.4	11.4	0.0	14.8	7.9			12.6	0.2	16.6	8.9	0.1
LOS	B	B	A	B	A			B	A	B	A	A
Approach Delay		11.0			11.8			8.8			8.2	
Approach LOS		B			B			A			A	
Queue Length 50th (m)	0.5	1.7	0.0	5.3	1.9			4.2	0.0	1.0	8.0	0.0
Queue Length 95th (m)	4.3	9.3	0.0	22.5	12.5			20.9	0.0	7.3	21.2	0.0
Internal Link Dist (m)		619.4			283.0			744.9			210.5	
Turn Bay Length (m)	20.0		20.0	20.0					30.0	50.0		45.0
Base Capacity (vph)	1175	1704	1470	1237	1582			1333	1176	352	1491	1296
Starvation Cap Reductn	0	0	0	0	0			0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0			0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0			0	0	0	0	0
Reduced v/c Ratio	0.01	0.03	0.00	0.11	0.07			0.09	0.05	0.07	0.15	0.03

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 35.5	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.37	
Intersection Signal Delay: 9.7	Intersection LOS: A
Intersection Capacity Utilization 39.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 4: 113b Avenue/203 Street & Hammond Road/Maple Crescent

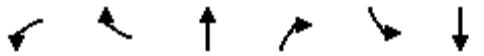




Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	36	28	70	153	64	65
Future Volume (Veh/h)	36	28	70	153	64	65
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	39	30	76	166	70	71
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				165	379	
pX, platoon unblocked						
vC, conflicting volume	424	106	141			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	424	106	141			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	93	97	95			
cM capacity (veh/h)	556	949	1442			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	69	76	166	141
Volume Left	39	76	0	0
Volume Right	30	0	0	71
cSH	678	1442	1700	1700
Volume to Capacity	0.10	0.05	0.10	0.08
Queue Length 95th (m)	2.6	1.3	0.0	0.0
Control Delay (s)	10.9	7.6	0.0	0.0
Lane LOS	B	A		
Approach Delay (s)	10.9	2.4		0.0
Approach LOS	B			

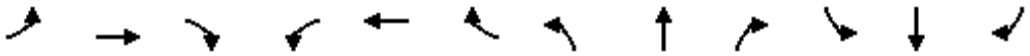
Intersection Summary			
Average Delay	2.9		
Intersection Capacity Utilization	24.9%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	97	39	137	43	38	166
Future Volume (Veh/h)	97	39	137	43	38	166
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)	105	42	149	47	41	180
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			234			
pX, platoon unblocked						
vC, conflicting volume	434	172			196	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	434	172			196	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	81	95			97	
cM capacity (veh/h)	561	871			1377	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	147	196	41	180
Volume Left	105	0	41	0
Volume Right	42	47	0	0
cSH	625	1700	1377	1700
Volume to Capacity	0.24	0.12	0.03	0.11
Queue Length 95th (m)	6.9	0.0	0.7	0.0
Control Delay (s)	12.5	0.0	7.7	0.0
Lane LOS	B		A	
Approach Delay (s)	12.5	0.0	1.4	
Approach LOS	B			

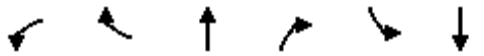
Intersection Summary			
Average Delay	3.8		
Intersection Capacity Utilization	30.9%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	1	2	0	5	5	0	89	1	9	97	27
Future Volume (Veh/h)	34	1	2	0	5	5	0	89	1	9	97	27
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	37	1	2	0	5	5	0	97	1	10	105	29
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)											336	
pX, platoon unblocked												
vC, conflicting volume	244	238	120	225	252	98	134			98		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	244	238	120	225	252	98	134			98		
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 %	95	100	100	100	99	99	100			99		
cM capacity (veh/h)	698	659	932	724	647	959	1451			1495		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	40	10	0	98	10	134
Volume Left	37	0	0	0	10	0
Volume Right	2	5	0	1	0	29
cSH	706	773	1700	1700	1495	1700
Volume to Capacity	0.06	0.01	0.00	0.06	0.01	0.08
Queue Length 95th (m)	1.4	0.3	0.0	0.0	0.2	0.0
Control Delay (s)	10.4	9.7	0.0	0.0	7.4	0.0
Lane LOS	B	A			A	
Approach Delay (s)	10.4	9.7	0.0		0.5	
Approach LOS	B	A				

Intersection Summary				
Average Delay	2.0			
Intersection Capacity Utilization	22.6%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	1	31	183	1	19	93
Future Volume (Veh/h)	1	31	183	1	19	93
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)	1	34	199	1	21	101
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						307
pX, platoon unblocked						
vC, conflicting volume	342	200			200	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	342	200			200	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	96			98	
cM capacity (veh/h)	644	841			1372	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	35	200	21	101
Volume Left	1	0	21	0
Volume Right	34	1	0	0
cSH	834	1700	1372	1700
Volume to Capacity	0.04	0.12	0.02	0.06
Queue Length 95th (m)	1.0	0.0	0.4	0.0
Control Delay (s)	9.5	0.0	7.7	0.0
Lane LOS	A		A	
Approach Delay (s)	9.5	0.0	1.3	
Approach LOS	A			

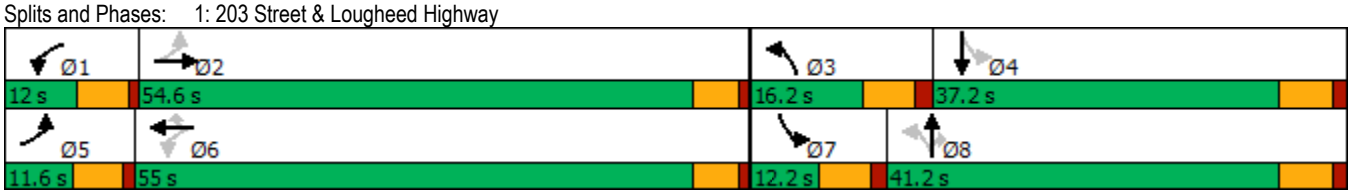
Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	25.8%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	1746	75	167	1597	166	132	196	154	125	219	61
Future Volume (vph)	95	1746	75	167	1597	166	132	196	154	125	219	61
Satd. Flow (prot)	1789	3557	0	1789	3579	1601	1789	1883	1601	1789	1821	0
Flt Permitted	0.081			0.080			0.239			0.580		
Satd. Flow (perm)	153	3557	0	151	3579	1601	450	1883	1601	1092	1821	0
Satd. Flow (RTOR)		4				170			154		11	
Lane Group Flow (vph)	103	1980	0	182	1736	180	143	213	167	136	304	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6		6	8		8	4		
Total Split (s)	11.6	54.6		12.0	55.0	55.0	16.2	41.2	41.2	12.2	37.2	
Total Lost Time (s)	5.6	5.2		5.5	5.2	5.2	6.2	6.2	6.2	6.2	6.2	
Act Effct Green (s)	55.2	49.5		56.2	49.9	49.9	35.9	26.4	26.4	28.8	22.8	
Actuated g/C Ratio	0.49	0.44		0.50	0.45	0.45	0.32	0.24	0.24	0.26	0.20	
v/c Ratio	0.63	1.25		1.06	1.08	0.22	0.55	0.48	0.34	0.43	0.80	
Control Delay	34.7	148.4		112.8	80.0	4.5	33.9	40.0	8.4	31.7	56.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	34.7	148.4		112.8	80.0	4.5	33.9	40.0	8.4	31.7	56.7	
LOS	C	F		F	F	A	C	D	A	C	E	
Approach Delay		142.8			76.4			28.3			48.9	
Approach LOS		F			E			C			D	
Queue Length 50th (m)	10.4	~288.7		~28.5	~226.1	1.2	21.9	40.1	2.2	20.8	61.4	
Queue Length 95th (m)	#32.9	#366.2		#80.4	#298.4	14.6	36.5	61.9	18.0	34.8	91.5	
Internal Link Dist (m)		497.4			690.8			552.4			222.0	
Turn Bay Length (m)	50.0			40.0		120.0	60.0		50.0	50.0		
Base Capacity (vph)	163	1581		171	1601	810	267	592	609	319	515	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.63	1.25		1.06	1.08	0.22	0.54	0.36	0.27	0.43	0.59	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 111.6
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.25
Intersection Signal Delay: 96.0 Intersection LOS: F
Intersection Capacity Utilization 101.7% ICU Level of Service G
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: 203 Street & Lougheed Highway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	117	1594	96	124	1653	146	161	137	109	126	196	97
Future Volume (vph)	117	1594	96	124	1653	146	161	137	109	126	196	97
Satd. Flow (prot)	1789	3550	0	1789	3579	1601	1789	1759	0	1789	3400	0
Flt Permitted	0.950			0.950			0.520			0.394		
Satd. Flow (perm)	1789	3550	0	1789	3579	1601	979	1759	0	742	3400	0
Satd. Flow (RTOR)		10				159		41			88	
Lane Group Flow (vph)	127	1837	0	135	1797	159	175	267	0	137	318	0
Turn Type	Prot	NA		Prot	NA	Free	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases						Free	8			4		
Total Split (s)	11.8	51.0		12.2	51.4		26.8	26.8		26.8	26.8	
Total Lost Time (s)	4.7	5.6		4.3	5.6		5.8	5.8		5.8	5.8	
Act Effct Green (s)	7.1	45.5		7.9	45.9	87.6	18.5	18.5		18.5	18.5	
Actuated g/C Ratio	0.08	0.52		0.09	0.52	1.00	0.21	0.21		0.21	0.21	
v/c Ratio	0.88	0.99		0.84	0.96	0.10	0.85	0.66		0.88	0.40	
Control Delay	90.9	42.3		80.3	34.7	0.1	68.0	35.1		81.0	22.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	90.9	42.3		80.3	34.7	0.1	68.0	35.1		81.0	22.6	
LOS	F	D		F	C	A	E	D		F	C	
Approach Delay		45.4			35.0			48.1			40.2	
Approach LOS		D			D			D			D	
Queue Length 50th (m)	22.2	~179.2		23.5	153.2	0.0	28.4	34.8		22.4	17.2	
Queue Length 95th (m)	#54.3	#221.8		#55.0	#211.0	0.0	#61.0	59.6		#53.2	28.8	
Internal Link Dist (m)		690.8			589.4			132.2			83.5	
Turn Bay Length (m)	80.0			80.0		15.0						
Base Capacity (vph)	145	1847		161	1874	1601	235	453		178	883	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.88	0.99		0.84	0.96	0.10	0.74	0.59		0.77	0.36	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 87.6
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.99
Intersection Signal Delay: 40.8 Intersection LOS: D
Intersection Capacity Utilization 92.8% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

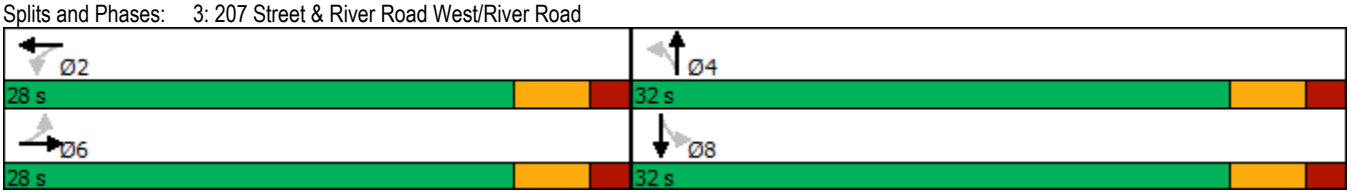
Splits and Phases: 2: 207 Street & Lougheed Highway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	3	0	169	7	165	1	169	198	105	158	1
Future Volume (vph)	0	3	0	169	7	165	1	169	198	105	158	1
Satd. Flow (prot)	0	1883	0	1789	1612	0	0	1746	0	0	1848	0
Flt Permitted				0.756				0.999			0.750	
Satd. Flow (perm)	0	1883	0	1424	1612	0	0	1744	0	0	1413	0
Satd. Flow (RTOR)					179			126				
Lane Group Flow (vph)	0	3	0	184	187	0	0	400	0	0	287	0
Turn Type		NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Total Split (s)	28.0	28.0		28.0	28.0		32.0	32.0		32.0	32.0	
Total Lost Time (s)		5.2		5.2	5.2			5.3			5.3	
Act Effct Green (s)		10.7		10.7	10.7			15.1			15.1	
Actuated g/C Ratio		0.29		0.29	0.29			0.41			0.41	
v/c Ratio		0.01		0.44	0.31			0.51			0.49	
Control Delay		9.7		14.3	4.2			8.5			12.3	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		9.7		14.3	4.2			8.5			12.3	
LOS		A		B	A			A			B	
Approach Delay		9.7			9.2			8.5			12.3	
Approach LOS		A			A			A			B	
Queue Length 50th (m)		0.1		7.3	0.3			9.7			10.8	
Queue Length 95th (m)		1.4		23.8	9.8			31.9			32.3	
Internal Link Dist (m)		213.4			500.7			312.0			141.0	
Turn Bay Length (m)				20.0								
Base Capacity (vph)		1211		916	1101			1398			1111	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.00		0.20	0.17			0.29			0.26	

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 36.6	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay: 9.8	Intersection LOS: A
Intersection Capacity Utilization 64.5%	ICU Level of Service C
Analysis Period (min) 15	

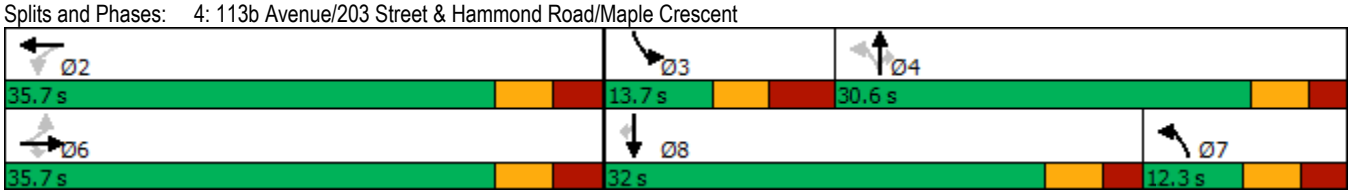
Splits and Phases: 3: 207 Street & River Road West/River Road

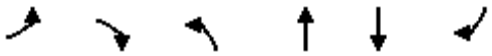


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	151	12	231	83	80	5	303	204	45	378	63
Future Volume (vph)	75	151	12	231	83	80	5	303	204	45	378	63
Satd. Flow (prot)	1789	1883	1601	1789	1744	0	1789	1883	1601	1789	1883	1601
Flt Permitted	0.646			0.653			0.521			0.950		
Satd. Flow (perm)	1217	1883	1601	1230	1744	0	981	1883	1601	1789	1883	1601
Satd. Flow (RTOR)			224		69				218			134
Lane Group Flow (vph)	82	164	13	251	177	0	5	329	222	49	411	68
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA	Perm	Prot	NA	Perm
Protected Phases		6			2		7	4		3	8	
Permitted Phases	6		6	2			4		4			8
Total Split (s)	35.7	35.7	35.7	35.7	35.7		12.3	30.6	30.6	13.7	32.0	32.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		6.3	5.8	5.8	7.3	5.8	5.8
Act Effct Green (s)	17.6	17.6	17.6	17.6	17.6		20.6	17.2	17.2	7.1	22.1	22.1
Actuated g/C Ratio	0.32	0.32	0.32	0.32	0.32		0.37	0.31	0.31	0.13	0.40	0.40
v/c Ratio	0.21	0.27	0.02	0.65	0.29		0.01	0.57	0.34	0.21	0.55	0.09
Control Delay	18.0	17.7	0.1	27.1	12.2		18.8	23.4	5.2	32.9	17.9	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.0	17.7	0.1	27.1	12.2		18.8	23.4	5.2	32.9	17.9	0.5
LOS	B	B	A	C	B		B	C	A	C	B	A
Approach Delay		16.9			20.9			16.1			17.1	
Approach LOS		B			C			B			B	
Queue Length 50th (m)	6.8	13.8	0.0	24.3	8.9		0.4	31.7	0.3	5.1	26.6	0.0
Queue Length 95th (m)	18.0	30.5	0.0	52.6	24.3		2.9	66.2	14.6	17.2	82.9	0.9
Internal Link Dist (m)		619.4			283.0			744.9			210.5	
Turn Bay Length (m)	20.0		20.0	20.0			60.0		30.0	50.0		45.0
Base Capacity (vph)	736	1139	1057	743	1082		465	967	928	237	1094	986
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.14	0.01	0.34	0.16		0.01	0.34	0.24	0.21	0.38	0.07

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 55.5	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 17.7	Intersection LOS: B
Intersection Capacity Utilization 66.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 4: 113b Avenue/203 Street & Hammond Road/Maple Crescent

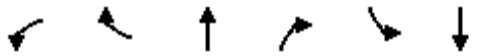




Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	56	87	116	265	236	80
Future Volume (Veh/h)	56	87	116	265	236	80
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	61	95	126	288	257	87
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				165	379	
pX, platoon unblocked						
vC, conflicting volume	840	300	344			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	840	300	344			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	80	87	90			
cM capacity (veh/h)	300	739	1215			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	156	126	288	344
Volume Left	61	126	0	0
Volume Right	95	0	0	87
cSH	470	1215	1700	1700
Volume to Capacity	0.33	0.10	0.17	0.20
Queue Length 95th (m)	10.9	2.6	0.0	0.0
Control Delay (s)	16.4	8.3	0.0	0.0
Lane LOS	C	A		
Approach Delay (s)	16.4	2.5		0.0
Approach LOS	C			

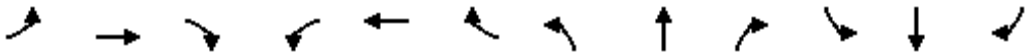
Intersection Summary			
Average Delay	3.9		
Intersection Capacity Utilization	42.2%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	170	37	341	109	39	323
Future Volume (Veh/h)	170	37	341	109	39	323
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)	185	40	371	118	42	351
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			234			
pX, platoon unblocked	0.88	0.88			0.88	
vC, conflicting volume	865	430			489	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	776	281			348	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	40	94			96	
cM capacity (veh/h)	308	665			1063	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	225	489	42	351
Volume Left	185	0	42	0
Volume Right	40	118	0	0
cSH	341	1700	1063	1700
Volume to Capacity	0.66	0.29	0.04	0.21
Queue Length 95th (m)	33.9	0.0	0.9	0.0
Control Delay (s)	33.9	0.0	8.5	0.0
Lane LOS	D		A	
Approach Delay (s)	33.9	0.0	0.9	
Approach LOS	D			

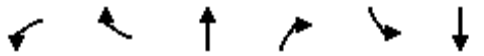
Intersection Summary			
Average Delay	7.2		
Intersection Capacity Utilization	49.6%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	7	2	5	2	20	0	290	2	15	242	61
Future Volume (Veh/h)	58	7	2	5	2	20	0	290	2	15	242	61
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	63	8	2	5	2	22	0	315	2	16	263	66
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)											336	
pX, platoon unblocked												
vC, conflicting volume	666	645	296	617	677	316	329			317		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	666	645	296	617	677	316	329			317		
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 %	82	98	100	99	99	97	100			99		
cM capacity (veh/h)	357	386	743	391	370	724	1231			1243		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	73	29	0	317	16	329
Volume Left	63	5	0	0	16	0
Volume Right	2	22	0	2	0	66
cSH	365	597	1700	1700	1243	1700
Volume to Capacity	0.20	0.05	0.00	0.19	0.01	0.19
Queue Length 95th (m)	5.6	1.2	0.0	0.0	0.3	0.0
Control Delay (s)	17.3	11.3	0.0	0.0	7.9	0.0
Lane LOS	C	B			A	
Approach Delay (s)	17.3	11.3	0.0		0.4	
Approach LOS	C	B				

Intersection Summary				
Average Delay	2.3			
Intersection Capacity Utilization	33.5%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	3	61	327	0	73	326
Future Volume (Veh/h)	3	61	327	0	73	326
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)	3	66	355	0	79	354
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						307
pX, platoon unblocked						
vC, conflicting volume	867	355			355	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	867	355			355	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	90			93	
cM capacity (veh/h)	302	689			1204	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	69	355	79	354
Volume Left	3	0	79	0
Volume Right	66	0	0	0
cSH	653	1700	1204	1700
Volume to Capacity	0.11	0.21	0.07	0.21
Queue Length 95th (m)	2.7	0.0	1.6	0.0
Control Delay (s)	11.2	0.0	8.2	0.0
Lane LOS	B		A	
Approach Delay (s)	11.2	0.0	1.5	
Approach LOS	B			

Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	35.2%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	1716	78	141	1603	97	83	148	121	116	185	65
Future Volume (vph)	99	1716	78	141	1603	97	83	148	121	116	185	65
Satd. Flow (prot)	1789	3553	0	1789	3579	1601	1789	1883	1601	1789	1810	0
Flt Permitted	0.052			0.050			0.243			0.551		
Satd. Flow (perm)	98	3553	0	94	3579	1601	458	1883	1601	1038	1810	0
Satd. Flow (RTOR)		4				109			113		11	
Lane Group Flow (vph)	108	1950	0	153	1742	105	90	161	132	126	272	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6		6	8		8	4		
Total Split (s)	12.0	81.7		14.9	84.6	84.6	13.3	41.2	41.2	12.2	40.1	
Total Lost Time (s)	5.6	5.2		5.5	5.2	5.2	6.2	6.2	6.2	6.2	6.2	
Act Effct Green (s)	82.6	76.6		88.6	79.5	79.5	33.5	26.4	26.4	31.3	25.3	
Actuated g/C Ratio	0.58	0.54		0.63	0.56	0.56	0.24	0.19	0.19	0.22	0.18	
v/c Ratio	0.81	1.01		0.89	0.87	0.11	0.51	0.46	0.34	0.48	0.82	
Control Delay	66.9	56.4		79.9	33.1	2.9	50.2	55.2	13.8	48.8	73.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	66.9	56.4		79.9	33.1	2.9	50.2	55.2	13.8	48.8	73.2	
LOS	E	E		E	C	A	D	E	B	D	E	
Approach Delay		57.0			35.1			39.7			65.5	
Approach LOS		E			D			D			E	
Queue Length 50th (m)	14.6	~302.8		27.4	212.4	0.0	19.4	40.5	4.4	27.7	71.3	
Queue Length 95th (m)	#52.5	#379.8		#75.6	281.2	8.5	33.2	62.4	22.1	44.5	102.9	
Internal Link Dist (m)		497.4			690.8			552.4			222.0	
Turn Bay Length (m)	50.0			40.0		120.0	60.0		50.0	50.0		
Base Capacity (vph)	133	1924		171	2009	946	175	466	481	261	442	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.81	1.01		0.89	0.87	0.11	0.51	0.35	0.27	0.48	0.62	

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 141.6
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.01
Intersection Signal Delay: 47.3 Intersection LOS: D
Intersection Capacity Utilization 95.7% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: 203 Street & Lougheed Highway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	102	1622	96	134	1589	104	123	141	104	96	204	74
Future Volume (vph)	102	1622	96	134	1589	104	123	141	104	96	204	74
Satd. Flow (prot)	1789	3550	0	1789	3579	1601	1789	1763	0	1789	3435	0
Flt Permitted	0.950			0.950			0.536			0.367		
Satd. Flow (perm)	1789	3550	0	1789	3579	1601	1010	1763	0	691	3435	0
Satd. Flow (RTOR)		10				159		39			53	
Lane Group Flow (vph)	111	1867	0	146	1727	113	134	266	0	104	302	0
Turn Type	Prot	NA		Prot	NA	Free	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases						Free	8			4		
Total Split (s)	11.3	51.2		12.0	51.9		26.8	26.8		26.8	26.8	
Total Lost Time (s)	4.7	5.6		4.3	5.6		5.8	5.8		5.8	5.8	
Act Effct Green (s)	6.6	45.7		7.7	46.4	85.3	16.1	16.1		16.1	16.1	
Actuated g/C Ratio	0.08	0.54		0.09	0.54	1.00	0.19	0.19		0.19	0.19	
v/c Ratio	0.80	0.98		0.90	0.89	0.07	0.71	0.73		0.80	0.44	
Control Delay	79.7	37.3		91.3	25.2	0.1	52.4	39.8		73.3	26.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	79.7	37.3		91.3	25.2	0.1	52.4	39.8		73.3	26.6	
LOS	E	D		F	C	A	D	D		E	C	
Approach Delay		39.7			28.7			44.0			38.6	
Approach LOS		D			C			D			D	
Queue Length 50th (m)	18.2	146.7		24.0	122.5	0.0	20.6	35.0		16.3	18.7	
Queue Length 95th (m)	#48.5	#227.0		#61.2	#195.5	0.0	39.4	59.8		#39.4	30.2	
Internal Link Dist (m)		690.8			589.4			132.2			83.5	
Turn Bay Length (m)	80.0			80.0		15.0						
Base Capacity (vph)	139	1908		162	1949	1601	249	464		170	888	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.80	0.98		0.90	0.89	0.07	0.54	0.57		0.61	0.34	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 85.3
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 35.4 Intersection LOS: D
Intersection Capacity Utilization 92.8% ICU Level of Service F
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: 207 Street & Lougheed Highway

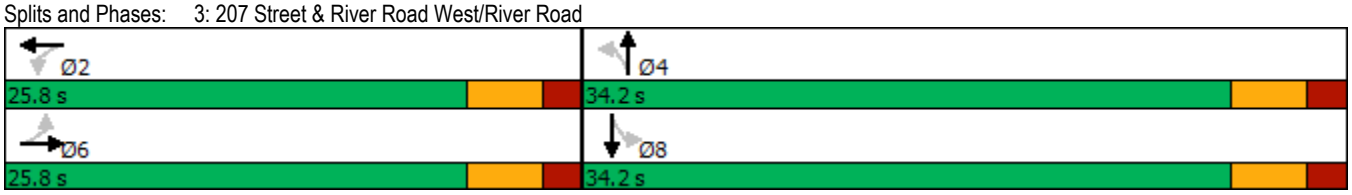


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	13	2	136	2	139	2	145	234	147	155	15
Future Volume (vph)	5	13	2	136	2	139	2	145	234	147	155	15
Satd. Flow (prot)	0	1837	0	1789	1605	0	0	1727	0	0	1829	0
Flt Permitted		0.903		0.744				0.998			0.705	
Satd. Flow (perm)	0	1679	0	1401	1605	0	0	1724	0	0	1320	0
Satd. Flow (RTOR)		2			151			184			6	
Lane Group Flow (vph)	0	21	0	148	153	0	0	414	0	0	344	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Total Split (s)	25.8	25.8		25.8	25.8		34.2	34.2		34.2	34.2	
Total Lost Time (s)		5.2		5.2	5.2			5.3			5.3	
Act Effct Green (s)		10.1		10.1	10.1			21.0			21.0	
Actuated g/C Ratio		0.27		0.27	0.27			0.56			0.56	
v/c Ratio		0.05		0.40	0.28			0.40			0.47	
Control Delay		11.9		16.3	4.9			5.5			10.3	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		11.9		16.3	4.9			5.5			10.3	
LOS		B		B	A			A			B	
Approach Delay		11.9			10.5			5.5			10.3	
Approach LOS		B			B			A			B	
Queue Length 50th (m)		0.8		6.6	0.1			7.7			13.0	
Queue Length 95th (m)		5.2		24.1	10.2			26.0			38.6	
Internal Link Dist (m)		213.4			500.7			312.0			141.0	
Turn Bay Length (m)				20.0								
Base Capacity (vph)		965		804	986			1425			1065	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.02		0.18	0.16			0.29			0.32	

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 37.8
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.47
Intersection Signal Delay: 8.5 Intersection LOS: A
Intersection Capacity Utilization 66.7% ICU Level of Service C
Analysis Period (min) 15

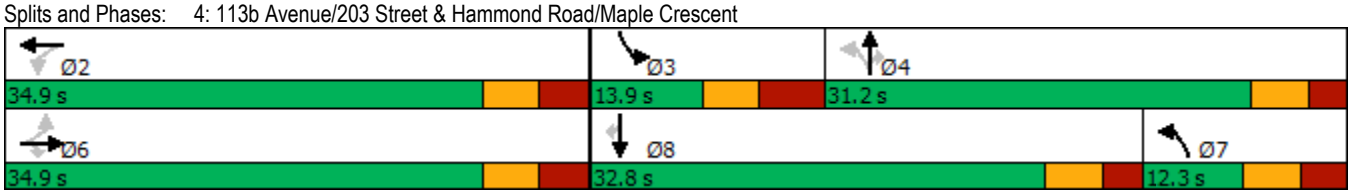
Splits and Phases: 3: 207 Street & River Road West/River Road

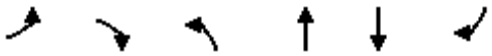


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	71	166	10	154	67	48	8	342	216	50	319	54
Future Volume (vph)	71	166	10	154	67	48	8	342	216	50	319	54
Satd. Flow (prot)	1789	1883	1601	1789	1767	0	1789	1883	1601	1789	1883	1601
Flt Permitted	0.677			0.644			0.553			0.950		
Satd. Flow (perm)	1275	1883	1601	1213	1767	0	1042	1883	1601	1789	1883	1601
Satd. Flow (RTOR)			224		50				206			134
Lane Group Flow (vph)	77	180	11	167	125	0	9	372	235	54	347	59
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA	Perm	Prot	NA	Perm
Protected Phases		6			2		7	4		3	8	
Permitted Phases	6		6	2			4		4			8
Total Split (s)	34.9	34.9	34.9	34.9	34.9		12.3	31.2	31.2	13.9	32.8	32.8
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		6.3	5.8	5.8	7.3	5.8	5.8
Act Effct Green (s)	14.1	14.1	14.1	14.1	14.1		21.5	23.1	23.1	7.8	27.6	27.6
Actuated g/C Ratio	0.28	0.28	0.28	0.28	0.28		0.43	0.46	0.46	0.16	0.56	0.56
v/c Ratio	0.21	0.34	0.02	0.49	0.23		0.02	0.42	0.27	0.19	0.33	0.06
Control Delay	19.8	20.1	0.1	24.7	13.3		16.0	18.0	5.1	29.4	12.7	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.8	20.1	0.1	24.7	13.3		16.0	18.0	5.1	29.4	12.7	0.1
LOS	B	C	A	C	B		B	B	A	C	B	A
Approach Delay		19.2			19.8			13.1			13.0	
Approach LOS		B			B			B			B	
Queue Length 50th (m)	6.4	15.7	0.0	15.2	6.2		0.7	32.8	2.1	5.2	17.6	0.0
Queue Length 95th (m)	17.6	34.5	0.0	35.7	19.1		3.6	67.1	16.5	17.3	63.1	0.0
Internal Link Dist (m)		619.4			283.0			744.9			210.5	
Turn Bay Length (m)	20.0		20.0	20.0			60.0		30.0	50.0		45.0
Base Capacity (vph)	813	1202	1103	774	1146		568	1115	1032	296	1302	1148
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.15	0.01	0.22	0.11		0.02	0.33	0.23	0.18	0.27	0.05

Intersection Summary		
Cycle Length: 80		
Actuated Cycle Length: 49.7		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.49		
Intersection Signal Delay: 15.3	Intersection LOS: B	
Intersection Capacity Utilization 62.0%	ICU Level of Service B	
Analysis Period (min) 15		

Splits and Phases: 4: 113b Avenue/203 Street & Hammond Road/Maple Crescent

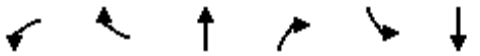




Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	81	140	104	235	241	83
Future Volume (Veh/h)	81	140	104	235	241	83
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	88	152	113	255	262	90
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				165	379	
pX, platoon unblocked	0.99	0.99	0.99			
vC, conflicting volume	788	307	352			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	782	296	342			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	73	79	91			
cM capacity (veh/h)	326	737	1207			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	240	113	255	352
Volume Left	88	113	0	0
Volume Right	152	0	0	90
cSH	504	1207	1700	1700
Volume to Capacity	0.48	0.09	0.15	0.21
Queue Length 95th (m)	19.2	2.4	0.0	0.0
Control Delay (s)	18.5	8.3	0.0	0.0
Lane LOS	C	A		
Approach Delay (s)	18.5	2.5		0.0
Approach LOS	C			

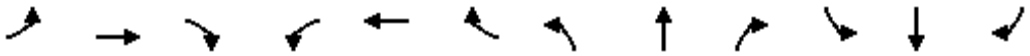
Intersection Summary			
Average Delay	5.6		
Intersection Capacity Utilization	46.6%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	165	67	272	169	35	269
Future Volume (Veh/h)	165	67	272	169	35	269
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)	179	73	296	184	38	292
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			234			
pX, platoon unblocked	0.88	0.88			0.88	
vC, conflicting volume	756	388			480	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	655	237			341	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	51	90			96	
cM capacity (veh/h)	366	706			1072	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	252	480	38	292
Volume Left	179	0	38	0
Volume Right	73	184	0	0
cSH	425	1700	1072	1700
Volume to Capacity	0.59	0.28	0.04	0.17
Queue Length 95th (m)	28.3	0.0	0.8	0.0
Control Delay (s)	25.0	0.0	8.5	0.0
Lane LOS	D		A	
Approach Delay (s)	25.0	0.0	1.0	
Approach LOS	D			

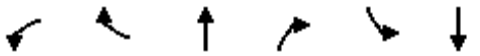
Intersection Summary			
Average Delay	6.2		
Intersection Capacity Utilization	49.0%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	5	2	0	1	8	0	301	0	8	221	56
Future Volume (Veh/h)	61	5	2	0	1	8	0	301	0	8	221	56
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	66	5	2	0	1	9	0	327	0	9	240	61
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)											336	
pX, platoon unblocked												
vC, conflicting volume	625	616	270	590	646	327	301			327		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	625	616	270	590	646	327	301			327		
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 %	83	99	100	100	100	99	100			99		
cM capacity (veh/h)	389	403	768	412	387	714	1260			1233		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	73	10	0	327	9	301
Volume Left	66	0	0	0	9	0
Volume Right	2	9	0	0	0	61
cSH	396	659	1700	1700	1233	1700
Volume to Capacity	0.18	0.02	0.00	0.19	0.01	0.18
Queue Length 95th (m)	5.1	0.4	0.0	0.0	0.2	0.0
Control Delay (s)	16.1	10.5	0.0	0.0	7.9	0.0
Lane LOS	C	B			A	
Approach Delay (s)	16.1	10.5	0.0		0.2	
Approach LOS	C	B				

Intersection Summary				
Average Delay	1.9			
Intersection Capacity Utilization	32.9%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	1	42	228	1	72	361
Future Volume (Veh/h)	1	42	228	1	72	361
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)	1	46	248	1	78	392
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						307
pX, platoon unblocked						
vC, conflicting volume	796	248			249	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	796	248			249	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	94			94	
cM capacity (veh/h)	335	790			1317	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	47	249	78	392
Volume Left	1	0	78	0
Volume Right	46	1	0	0
cSH	768	1700	1317	1700
Volume to Capacity	0.06	0.15	0.06	0.23
Queue Length 95th (m)	1.5	0.0	1.4	0.0
Control Delay (s)	10.0	0.0	7.9	0.0
Lane LOS	A		A	
Approach Delay (s)	10.0	0.0	1.3	
Approach LOS	A			

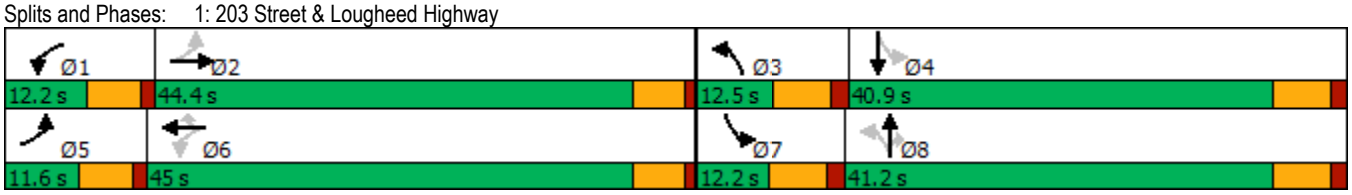
Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	29.4%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	961	24	94	1205	36	120	79	59	47	114	24
Future Volume (vph)	50	961	24	94	1205	36	120	79	59	47	114	24
Satd. Flow (prot)	1789	3564	0	1789	3579	1601	1789	1883	1601	1789	1834	0
Flt Permitted	0.101			0.149			0.527			0.701		
Satd. Flow (perm)	190	3564	0	281	3579	1601	993	1883	1601	1320	1834	0
Satd. Flow (RTOR)		2				149			139		10	
Lane Group Flow (vph)	54	1071	0	102	1310	39	130	86	64	51	150	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6		6	8		8	4		
Total Split (s)	11.6	44.4		12.2	45.0	45.0	12.5	41.2	41.2	12.2	40.9	
Total Lost Time (s)	5.6	5.2		5.5	5.2	5.2	6.2	6.2	6.2	6.2	6.2	
Act Effct Green (s)	43.9	39.7		45.0	40.1	40.1	21.1	17.5	17.5	17.9	11.8	
Actuated g/C Ratio	0.52	0.47		0.53	0.47	0.47	0.25	0.21	0.21	0.21	0.14	
v/c Ratio	0.26	0.64		0.38	0.78	0.05	0.43	0.22	0.15	0.16	0.57	
Control Delay	12.0	20.8		13.3	24.1	0.1	29.3	33.6	0.7	24.4	41.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	12.0	20.8		13.3	24.1	0.1	29.3	33.6	0.7	24.4	41.3	
LOS	B	C		B	C	A	C	C	A	C	D	
Approach Delay		20.3			22.7			24.1			37.0	
Approach LOS		C			C			C			D	
Queue Length 50th (m)	3.6	71.3		6.9	95.1	0.0	16.8	13.1	0.0	6.3	22.2	
Queue Length 95th (m)	9.3	102.1		15.2	134.6	0.0	30.4	26.0	0.0	14.3	40.1	
Internal Link Dist (m)		497.4			690.8			552.4			222.0	
Turn Bay Length (m)	50.0			40.0		120.0	60.0		50.0	50.0		
Base Capacity (vph)	211	1664		268	1689	834	305	781	746	311	760	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.26	0.64		0.38	0.78	0.05	0.43	0.11	0.09	0.16	0.20	

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 85
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.78
Intersection Signal Delay: 22.9 Intersection LOS: C
Intersection Capacity Utilization 71.7% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 1: 203 Street & Lougheed Highway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	899	36	50	1313	40	112	82	58	36	85	31
Future Volume (vph)	47	899	36	50	1313	40	112	82	58	36	85	31
Satd. Flow (prot)	1789	3557	0	1789	3579	1601	1789	1767	0	1789	3435	0
Flt Permitted	0.950			0.950			0.672			0.660		
Satd. Flow (perm)	1789	3557	0	1789	3579	1601	1266	1767	0	1243	3435	0
Satd. Flow (RTOR)		7				179		43			34	
Lane Group Flow (vph)	51	1016	0	54	1427	43	122	152	0	39	126	0
Turn Type	Prot	NA		Prot	NA	Free	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases						Free	8			4		
Total Split (s)	10.7	42.3		10.9	42.5		26.8	26.8		26.8	26.8	
Total Lost Time (s)	4.7	5.6		4.3	5.6		5.8	5.8		5.8	5.8	
Act Effct Green (s)	6.1	37.2		6.5	37.3	66.5	11.8	11.8		11.8	11.8	
Actuated g/C Ratio	0.09	0.56		0.10	0.56	1.00	0.18	0.18		0.18	0.18	
v/c Ratio	0.31	0.51		0.31	0.71	0.03	0.54	0.44		0.18	0.20	
Control Delay	37.3	11.9		36.4	15.5	0.0	35.6	22.6		26.2	19.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	37.3	11.9		36.4	15.5	0.0	35.6	22.6		26.2	19.0	
LOS	D	B		D	B	A	D	C		C	B	
Approach Delay		13.1			15.8			28.4			20.7	
Approach LOS		B			B			C			C	
Queue Length 50th (m)	6.5	44.3		6.9	74.2	0.0	15.1	13.0		4.5	5.5	
Queue Length 95th (m)	17.4	72.3		18.0	118.9	0.0	29.9	28.0		11.9	12.0	
Internal Link Dist (m)		690.8			589.4			132.2			83.5	
Turn Bay Length (m)	80.0			80.0		15.0						
Base Capacity (vph)	164	2008		181	2025	1601	407	598		400	1129	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.31	0.51		0.30	0.70	0.03	0.30	0.25		0.10	0.11	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 66.5
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 16.3 Intersection LOS: B
Intersection Capacity Utilization 69.6% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 2: 207 Street & Lougheed Highway

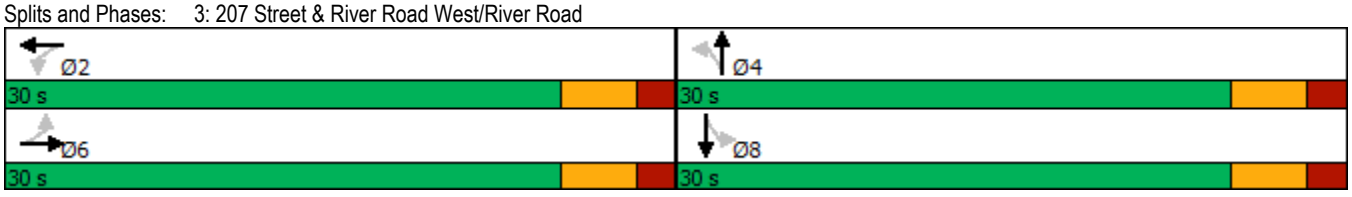


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	5	0	89	1	103	0	99	56	31	59	0
Future Volume (vph)	1	5	0	89	1	103	0	99	56	31	59	0
Satd. Flow (prot)	0	1868	0	1789	1603	0	0	1791	0	0	1851	0
Flt Permitted		0.927		0.754							0.869	
Satd. Flow (perm)	0	1746	0	1420	1603	0	0	1791	0	0	1637	0
Satd. Flow (RTOR)					112			58				
Lane Group Flow (vph)	0	6	0	97	113	0	0	169	0	0	98	0
Turn Type	Perm	NA		Perm	NA			NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Total Split (s)	30.0	30.0		30.0	30.0		30.0	30.0		30.0	30.0	
Total Lost Time (s)		5.2		5.2	5.2			5.3			5.3	
Act Effct Green (s)		7.7		7.7	7.7			14.5			14.5	
Actuated g/C Ratio		0.26		0.26	0.26			0.49			0.49	
v/c Ratio		0.01		0.26	0.23			0.18			0.12	
Control Delay		7.3		10.0	3.5			5.4			7.1	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		7.3		10.0	3.5			5.4			7.1	
LOS		A		B	A			A			A	
Approach Delay		7.3			6.5			5.4			7.1	
Approach LOS		A			A			A			A	
Queue Length 50th (m)		0.3		3.2	0.0			2.9			2.6	
Queue Length 95th (m)		1.3		8.2	4.7			9.6			7.8	
Internal Link Dist (m)		213.4			500.7			312.0			141.0	
Turn Bay Length (m)				20.0								
Base Capacity (vph)		1479		1202	1375			1584			1441	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.00		0.08	0.08			0.11			0.07	

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 29.3
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.26
Intersection Signal Delay: 6.2 Intersection LOS: A
Intersection Capacity Utilization 41.7% ICU Level of Service A
Analysis Period (min) 15

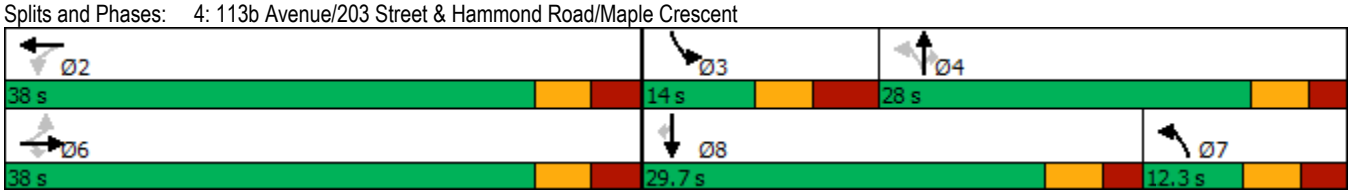
Splits and Phases: 3: 207 Street & River Road West/River Road

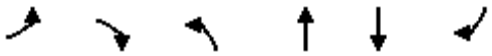


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	51	3	148	56	56	0	132	56	27	239	47
Future Volume (vph)	16	51	3	148	56	56	0	132	56	27	239	47
Satd. Flow (prot)	1789	1883	1601	1789	1742	0	1883	1883	1601	1789	1883	1601
Flt Permitted	0.679			0.721						0.950		
Satd. Flow (perm)	1279	1883	1601	1358	1742	0	1883	1883	1601	1789	1883	1601
Satd. Flow (RTOR)			224		61				147			134
Lane Group Flow (vph)	17	55	3	161	122	0	0	143	61	29	260	51
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA	Perm	Prot	NA	Perm
Protected Phases		6			2		7	4		3	8	
Permitted Phases	6		6	2			4		4			8
Total Split (s)	38.0	38.0	38.0	38.0	38.0		12.3	28.0	28.0	14.0	29.7	29.7
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		6.3	5.8	5.8	7.3	5.8	5.8
Act Effct Green (s)	10.9	10.9	10.9	10.9	10.9			13.7	13.7	6.5	15.7	15.7
Actuated g/C Ratio	0.28	0.28	0.28	0.28	0.28			0.35	0.35	0.16	0.40	0.40
v/c Ratio	0.05	0.11	0.00	0.43	0.23			0.22	0.09	0.10	0.35	0.07
Control Delay	11.4	11.4	0.0	15.7	7.9			13.5	0.3	18.0	10.5	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0
Total Delay	11.4	11.4	0.0	15.7	7.9			13.5	0.3	18.0	10.5	0.2
LOS	B	B	A	B	A			B	A	B	B	A
Approach Delay		10.9			12.4			9.6			9.6	
Approach LOS		B			B			A			A	
Queue Length 50th (m)	0.6	2.0	0.0	6.3	2.2			5.1	0.0	1.2	10.0	0.0
Queue Length 95th (m)	4.7	10.3	0.0	26.2	13.9			25.1	0.1	8.7	27.2	0.0
Internal Link Dist (m)		619.4			283.0			744.9			210.5	
Turn Bay Length (m)	20.0		20.0	20.0					30.0	50.0		45.0
Base Capacity (vph)	1061	1563	1367	1127	1456			1126	1017	318	1215	1080
Starvation Cap Reductn	0	0	0	0	0			0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0			0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0			0	0	0	0	0
Reduced v/c Ratio	0.02	0.04	0.00	0.14	0.08			0.13	0.06	0.09	0.21	0.05

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 39.5	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.43	
Intersection Signal Delay: 10.6	Intersection LOS: B
Intersection Capacity Utilization 47.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 4: 113b Avenue/203 Street & Hammond Road/Maple Crescent

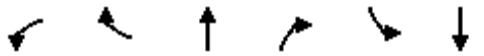




Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	42	32	81	177	74	75
Future Volume (Veh/h)	42	32	81	177	74	75
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	46	35	88	192	80	82
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				165	379	
pX, platoon unblocked						
vC, conflicting volume	489	121	162			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	489	121	162			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	91	96	94			
cM capacity (veh/h)	505	930	1417			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	81	88	192	162
Volume Left	46	88	0	0
Volume Right	35	0	0	82
cSH	629	1417	1700	1700
Volume to Capacity	0.13	0.06	0.11	0.10
Queue Length 95th (m)	3.3	1.5	0.0	0.0
Control Delay (s)	11.6	7.7	0.0	0.0
Lane LOS	B	A		
Approach Delay (s)	11.6	2.4		0.0
Approach LOS	B			

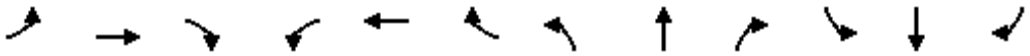
Intersection Summary			
Average Delay	3.1		
Intersection Capacity Utilization	27.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	113	46	159	50	44	192
Future Volume (Veh/h)	113	46	159	50	44	192
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)	123	50	173	54	48	209
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			234			
pX, platoon unblocked						
vC, conflicting volume	505	200			227	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	505	200			227	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	76	94			96	
cM capacity (veh/h)	508	841			1341	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	173	227	48	209
Volume Left	123	0	48	0
Volume Right	50	54	0	0
cSH	574	1700	1341	1700
Volume to Capacity	0.30	0.13	0.04	0.12
Queue Length 95th (m)	9.6	0.0	0.8	0.0
Control Delay (s)	14.0	0.0	7.8	0.0
Lane LOS	B		A	
Approach Delay (s)	14.0	0.0	1.5	
Approach LOS	B			

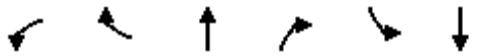
Intersection Summary			
Average Delay	4.2		
Intersection Capacity Utilization	33.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	1	3	0	5	5	0	103	1	11	113	31
Future Volume (Veh/h)	39	1	3	0	5	5	0	103	1	11	113	31
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	42	1	3	0	5	5	0	112	1	12	123	34
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)											336	
pX, platoon unblocked												
vC, conflicting volume	284	277	140	263	294	112	157			113		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	284	277	140	263	294	112	157			113		
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 %	94	100	100	100	99	99	100			99		
cM capacity (veh/h)	657	626	908	682	612	940	1423			1476		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	46	10	0	113	12	157
Volume Left	42	0	0	0	12	0
Volume Right	3	5	0	1	0	34
cSH	668	742	1700	1700	1476	1700
Volume to Capacity	0.07	0.01	0.00	0.07	0.01	0.09
Queue Length 95th (m)	1.7	0.3	0.0	0.0	0.2	0.0
Control Delay (s)	10.8	9.9	0.0	0.0	7.5	0.0
Lane LOS	B	A			A	
Approach Delay (s)	10.8	9.9	0.0		0.5	
Approach LOS	B	A				

Intersection Summary				
Average Delay	2.0			
Intersection Capacity Utilization	23.6%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	1	36	212	1	22	108
Future Volume (Veh/h)	1	36	212	1	22	108
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)	1	39	230	1	24	117
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						307
pX, platoon unblocked						
vC, conflicting volume	396	230			231	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	396	230			231	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	95			98	
cM capacity (veh/h)	598	809			1337	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	40	231	24	117
Volume Left	1	0	24	0
Volume Right	39	1	0	0
cSH	802	1700	1337	1700
Volume to Capacity	0.05	0.14	0.02	0.07
Queue Length 95th (m)	1.2	0.0	0.4	0.0
Control Delay (s)	9.7	0.0	7.7	0.0
Lane LOS	A		A	
Approach Delay (s)	9.7	0.0	1.3	
Approach LOS	A			

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	27.9%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	2024	87	194	1852	192	153	227	179	145	254	71
Future Volume (vph)	110	2024	87	194	1852	192	153	227	179	145	254	71
Satd. Flow (prot)	1789	3557	0	1789	3579	1601	1789	1883	1601	1789	1821	0
Flt Permitted	0.082			0.080			0.197			0.505		
Satd. Flow (perm)	154	3557	0	151	3579	1601	371	1883	1601	951	1821	0
Satd. Flow (RTOR)		4				170			146		11	
Lane Group Flow (vph)	120	2295	0	211	2013	209	166	247	195	158	353	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6		6	8		8	4		
Total Split (s)	11.6	53.6		13.0	55.0	55.0	15.4	41.2	41.2	12.2	38.0	
Total Lost Time (s)	5.6	5.2		5.5	5.2	5.2	6.2	6.2	6.2	6.2	6.2	
Act Effct Green (s)	54.1	48.5		57.1	49.9	49.9	37.8	28.7	28.7	31.6	25.6	
Actuated g/C Ratio	0.47	0.43		0.50	0.44	0.44	0.33	0.25	0.25	0.28	0.22	
v/c Ratio	0.75	1.51		1.15	1.28	0.26	0.70	0.52	0.38	0.51	0.84	
Control Delay	48.9	262.1		139.9	162.5	6.3	43.0	40.6	12.1	34.3	59.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	48.9	262.1		139.9	162.5	6.3	43.0	40.6	12.1	34.3	59.5	
LOS	D	F		F	F	A	D	D	B	C	E	
Approach Delay		251.5			147.1			32.1			51.7	
Approach LOS		F			F			C			D	
Queue Length 50th (m)	13.0	~383.5		~40.6	~304.6	5.0	25.8	47.4	8.4	24.5	73.5	
Queue Length 95th (m)	#44.3	#451.6		#93.6	#369.3	20.0	#44.1	71.7	26.9	39.8	107.2	
Internal Link Dist (m)		497.4			690.8			552.4			222.0	
Turn Bay Length (m)	50.0			40.0		120.0	60.0		50.0	50.0		
Base Capacity (vph)	159	1516		183	1568	796	238	579	594	308	517	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.75	1.51		1.15	1.28	0.26	0.70	0.43	0.33	0.51	0.68	

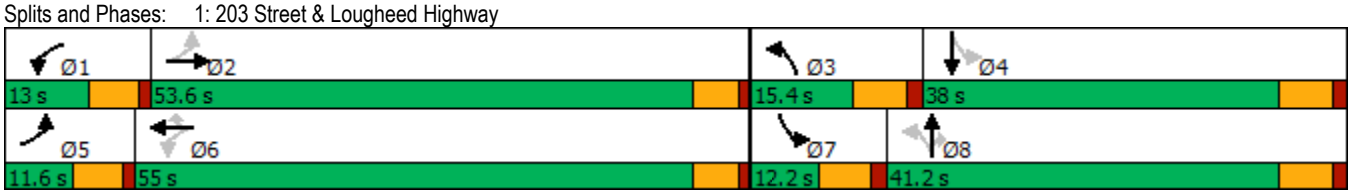
Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 113.9
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.51
Intersection Signal Delay: 169.5 Intersection LOS: F
Intersection Capacity Utilization 114.9% ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: 203 Street & Lougheed Highway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	136	1848	112	144	1916	169	187	159	126	146	227	113
Future Volume (vph)	136	1848	112	144	1916	169	187	159	126	146	227	113
Satd. Flow (prot)	1789	3546	0	1789	3579	1601	1789	1759	0	1789	3400	0
Flt Permitted	0.950			0.950			0.437			0.315		
Satd. Flow (perm)	1789	3546	0	1789	3579	1601	823	1759	0	593	3400	0
Satd. Flow (RTOR)		8				119		31			68	
Lane Group Flow (vph)	148	2131	0	157	2083	184	203	310	0	159	370	0
Turn Type	Prot	NA		Prot	NA	Free	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases						Free	8			4		
Total Split (s)	14.0	71.0		14.0	71.0		35.0	35.0		35.0	35.0	
Total Lost Time (s)	4.7	5.6		4.3	5.6		5.8	5.8		5.8	5.8	
Act Effct Green (s)	9.3	65.4		9.7	65.4	120.0	29.2	29.2		29.2	29.2	
Actuated g/C Ratio	0.08	0.54		0.08	0.54	1.00	0.24	0.24		0.24	0.24	
v/c Ratio	1.07	1.10		1.09	1.07	0.11	1.01	0.69		1.10	0.42	
Control Delay	149.4	81.3		152.4	69.0	0.1	113.4	45.9		148.8	32.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	149.4	81.3		152.4	69.0	0.1	113.4	45.9		148.8	32.6	
LOS	F	F		F	E	A	F	D		F	C	
Approach Delay		85.8			69.2			72.6			67.5	
Approach LOS		F			E			E			E	
Queue Length 50th (m)	~38.6	~300.2		~41.5	~285.6	0.0	~49.2	60.1		~42.6	31.4	
Queue Length 95th (m)	#79.7	#342.4		#83.7	#327.4	0.0	#97.0	91.6		#85.2	45.8	
Internal Link Dist (m)		690.8			589.4			132.2			83.5	
Turn Bay Length (m)	80.0			80.0		15.0						
Base Capacity (vph)	138	1936		144	1950	1601	200	451		144	878	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	1.07	1.10		1.09	1.07	0.11	1.01	0.69		1.10	0.42	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.10
Intersection Signal Delay: 75.9 Intersection LOS: E
Intersection Capacity Utilization 104.7% ICU Level of Service G
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

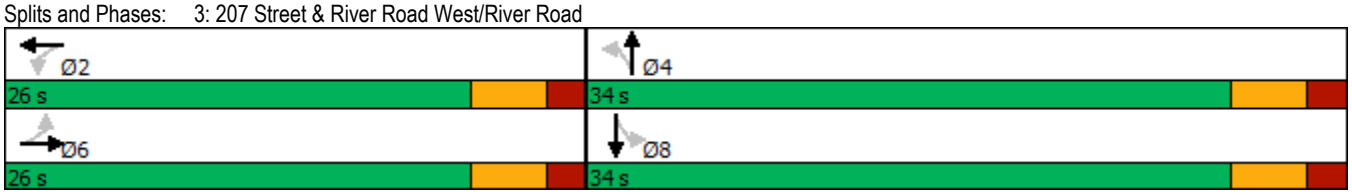
Splits and Phases: 2: 207 Street & Lougheed Highway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	4	0	196	8	191	1	196	230	122	183	1
Future Volume (vph)	0	4	0	196	8	191	1	196	230	122	183	1
Satd. Flow (prot)	0	1883	0	1789	1612	0	0	1746	0	0	1846	0
Flt Permitted				0.755				0.999			0.692	
Satd. Flow (perm)	0	1883	0	1422	1612	0	0	1744	0	0	1303	0
Satd. Flow (RTOR)					208			134				
Lane Group Flow (vph)	0	4	0	213	217	0	0	464	0	0	333	0
Turn Type		NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Total Split (s)	26.0	26.0		26.0	26.0		34.0	34.0		34.0	34.0	
Total Lost Time (s)		5.2		5.2	5.2			5.3			5.3	
Act Effct Green (s)		12.0		12.0	12.0			16.5			16.5	
Actuated g/C Ratio		0.30		0.30	0.30			0.41			0.41	
v/c Ratio		0.01		0.50	0.34			0.58			0.62	
Control Delay		11.5		17.0	4.5			9.9			15.4	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		11.5		17.0	4.5			9.9			15.4	
LOS		B		B	A			A			B	
Approach Delay		11.5			10.7			9.9			15.4	
Approach LOS		B			B			A			B	
Queue Length 50th (m)		0.2		10.0	0.4			13.1			14.5	
Queue Length 95th (m)		1.9		33.7	12.2			43.0			44.7	
Internal Link Dist (m)		213.4			500.7			312.0			141.0	
Turn Bay Length (m)				20.0								
Base Capacity (vph)		1057		798	996			1381			1009	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.00		0.27	0.22			0.34			0.33	

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 39.8	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 11.7	Intersection LOS: B
Intersection Capacity Utilization 71.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 3: 207 Street & River Road West/River Road

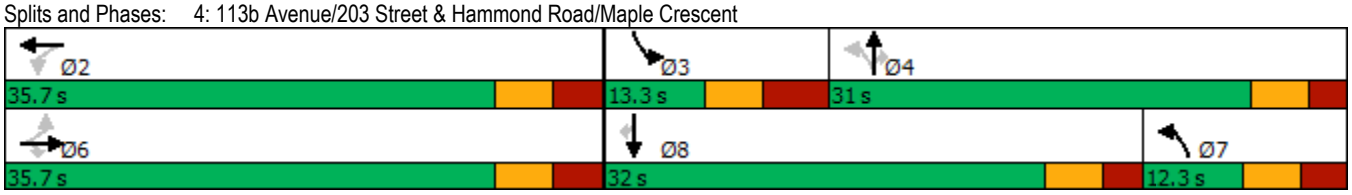


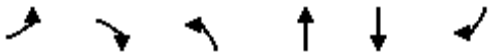
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	175	13	267	97	93	5	351	237	52	438	73
Future Volume (vph)	87	175	13	267	97	93	5	351	237	52	438	73
Satd. Flow (prot)	1789	1883	1601	1789	1744	0	1789	1883	1601	1789	1883	1601
Flt Permitted	0.629			0.638			0.491			0.950		
Satd. Flow (perm)	1185	1883	1601	1202	1744	0	925	1883	1601	1789	1883	1601
Satd. Flow (RTOR)			224		68				220			134
Lane Group Flow (vph)	95	190	14	290	206	0	5	382	258	57	476	79
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA	Perm	Prot	NA	Perm
Protected Phases		6			2		7	4		3	8	
Permitted Phases	6		6	2			4		4			8
Total Split (s)	35.7	35.7	35.7	35.7	35.7		12.3	31.0	31.0	13.3	32.0	32.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		6.3	5.8	5.8	7.3	5.8	5.8
Act Effct Green (s)	20.3	20.3	20.3	20.3	20.3		22.8	19.5	19.5	6.8	24.0	24.0
Actuated g/C Ratio	0.34	0.34	0.34	0.34	0.34		0.38	0.32	0.32	0.11	0.40	0.40
v/c Ratio	0.24	0.30	0.02	0.72	0.33		0.01	0.63	0.39	0.28	0.63	0.11
Control Delay	18.7	18.2	0.1	30.8	13.2		19.2	25.5	6.9	36.7	21.1	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.7	18.2	0.1	30.8	13.2		19.2	25.5	6.9	36.7	21.1	1.3
LOS	B	B	A	C	B		B	C	A	D	C	A
Approach Delay		17.5			23.5			18.0			20.0	
Approach LOS		B			C			B			B	
Queue Length 50th (m)	8.6	17.5	0.0	31.6	12.4		0.5	42.2	3.4	6.9	38.2	0.0
Queue Length 95th (m)	20.5	34.8	0.0	63.3	29.2		2.9	77.6	19.9	19.5	#108.1	2.6
Internal Link Dist (m)		619.4			283.0			744.9			210.5	
Turn Bay Length (m)	20.0		20.0	20.0			60.0		30.0	50.0		45.0
Base Capacity (vph)	654	1040	984	663	993		449	897	878	203	1029	935
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.18	0.01	0.44	0.21		0.01	0.43	0.29	0.28	0.46	0.08

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 60.1	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 19.9	Intersection LOS: B
Intersection Capacity Utilization 73.0%	ICU Level of Service C
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: 113b Avenue/203 Street & Hammond Road/Maple Crescent

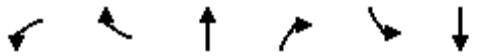




Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	65	101	134	308	274	93
Future Volume (Veh/h)	65	101	134	308	274	93
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	71	110	146	335	298	101
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				165	379	
pX, platoon unblocked	0.95	0.95	0.95			
vC, conflicting volume	976	348	399			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	947	285	338			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	70	85	87			
cM capacity (veh/h)	240	715	1157			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	181	146	335	399
Volume Left	71	146	0	0
Volume Right	110	0	0	101
cSH	403	1157	1700	1700
Volume to Capacity	0.45	0.13	0.20	0.23
Queue Length 95th (m)	17.2	3.3	0.0	0.0
Control Delay (s)	21.0	8.6	0.0	0.0
Lane LOS	C	A		
Approach Delay (s)	21.0	2.6		0.0
Approach LOS	C			

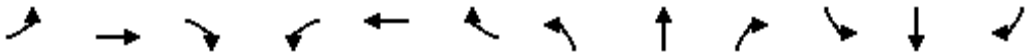
Intersection Summary			
Average Delay	4.8		
Intersection Capacity Utilization	47.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	198	43	395	126	46	375
Future Volume (Veh/h)	198	43	395	126	46	375
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)	215	47	429	137	50	408
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			234			
pX, platoon unblocked	0.84	0.84			0.84	
vC, conflicting volume	1006	498			566	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	910	304			385	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	11	92			95	
cM capacity (veh/h)	243	617			983	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	262	566	50	408
Volume Left	215	0	50	0
Volume Right	47	137	0	0
cSH	272	1700	983	1700
Volume to Capacity	0.96	0.33	0.05	0.24
Queue Length 95th (m)	70.7	0.0	1.2	0.0
Control Delay (s)	86.0	0.0	8.9	0.0
Lane LOS	F		A	
Approach Delay (s)	86.0	0.0	1.0	
Approach LOS	F			

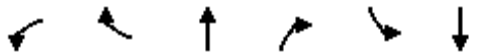
Intersection Summary			
Average Delay	17.9		
Intersection Capacity Utilization	55.4%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	8	3	5	3	23	0	336	3	17	281	71
Future Volume (Veh/h)	67	8	3	5	3	23	0	336	3	17	281	71
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	73	9	3	5	3	25	0	365	3	18	305	77
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)											336	
pX, platoon unblocked												
vC, conflicting volume	771	748	344	715	784	366	382			368		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	771	748	344	715	784	366	382			368		
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 %	76	97	100	99	99	96	100			98		
cM capacity (veh/h)	300	336	699	333	320	679	1176			1191		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	85	33	0	368	18	382
Volume Left	73	5	0	0	18	0
Volume Right	3	25	0	3	0	77
cSH	309	539	1700	1700	1191	1700
Volume to Capacity	0.27	0.06	0.00	0.22	0.02	0.22
Queue Length 95th (m)	8.3	1.5	0.0	0.0	0.3	0.0
Control Delay (s)	21.0	12.1	0.0	0.0	8.1	0.0
Lane LOS	C	B			A	
Approach Delay (s)	21.0	12.1	0.0		0.4	
Approach LOS	C	B				

Intersection Summary				
Average Delay	2.6			
Intersection Capacity Utilization	36.8%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	4	71	379	0	85	378
Future Volume (Veh/h)	4	71	379	0	85	378
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)	4	77	412	0	92	411
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						307
pX, platoon unblocked						
vC, conflicting volume	1007	412			412	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1007	412			412	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	88			92	
cM capacity (veh/h)	246	640			1147	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	81	412	92	411
Volume Left	4	0	92	0
Volume Right	77	0	0	0
cSH	593	1700	1147	1700
Volume to Capacity	0.14	0.24	0.08	0.24
Queue Length 95th (m)	3.6	0.0	2.0	0.0
Control Delay (s)	12.0	0.0	8.4	0.0
Lane LOS	B		A	
Approach Delay (s)	12.0	0.0	1.5	
Approach LOS	B			

Intersection Summary			
Average Delay	1.8		
Intersection Capacity Utilization	39.3%	ICU Level of Service	A
Analysis Period (min)	15		

1: 203 Street & Lougheed Highway

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	114	1989	90	164	1859	113	97	172	140	134	215	75
Future Volume (vph)	114	1989	90	164	1859	113	97	172	140	134	215	75
Satd. Flow (prot)	1789	3553	0	1789	3579	1601	1789	1883	1601	1789	1810	0
Flt Permitted	0.052			0.050			0.192			0.502		
Satd. Flow (perm)	98	3553	0	94	3579	1601	362	1883	1601	945	1810	0
Satd. Flow (RTOR)		4				109			106		11	
Lane Group Flow (vph)	124	2260	0	178	2021	123	105	187	152	146	316	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6		6	8		8	4		
Total Split (s)	12.2	81.6		15.0	84.4	84.4	13.2	41.2	41.2	12.2	40.2	
Total Lost Time (s)	5.6	5.2		5.5	5.2	5.2	6.2	6.2	6.2	6.2	6.2	
Act Effct Green (s)	82.7	76.5		88.5	79.3	79.3	36.5	29.5	29.5	34.5	28.5	
Actuated g/C Ratio	0.57	0.53		0.61	0.55	0.55	0.25	0.20	0.20	0.24	0.20	
v/c Ratio	0.93	1.20		1.06	1.03	0.13	0.66	0.49	0.37	0.56	0.87	
Control Delay	94.0	128.1		121.3	61.1	4.3	60.0	55.1	18.9	51.8	77.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	94.0	128.1		121.3	61.1	4.3	60.0	55.1	18.9	51.8	77.3	
LOS	F	F		F	E	A	E	E	B	D	E	
Approach Delay		126.3			62.7			43.9			69.2	
Approach LOS		F			E			D			E	
Queue Length 50th (m)	20.6	~420.5		~41.0	~331.1	1.8	22.8	47.8	10.9	32.5	85.7	
Queue Length 95th (m)	#64.3	#480.3		#93.4	#389.5	11.8	#38.5	71.6	30.6	51.0	120.7	
Internal Link Dist (m)		497.4			690.8			552.4			222.0	
Turn Bay Length (m)	50.0			40.0		120.0	60.0		50.0	50.0		
Base Capacity (vph)	133	1880		168	1961	926	160	456	468	260	434	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.93	1.20		1.06	1.03	0.13	0.66	0.41	0.32	0.56	0.73	

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 144.7
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.20
Intersection Signal Delay: 88.8 — Intersection LOS: F
Intersection Capacity Utilization 107.4% — ICU Level of Service G
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: 203 Street & Lougheed Highway



2: 207 Street & Lougheed Highway

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	118	1880	112	156	1843	121	142	164	121	112	237	86
Future Volume (vph)	118	1880	112	156	1843	121	142	164	121	112	237	86
Satd. Flow (prot)	1789	3550	0	1789	3579	1601	1789	1763	0	1789	3435	0
Flt Permitted	0.950			0.950			0.424			0.266		
Satd. Flow (perm)	1789	3550	0	1789	3579	1601	799	1763	0	501	3435	0
Satd. Flow (RTOR)		7				95		23			31	
Lane Group Flow (vph)	128	2165	0	170	2003	132	154	310	0	122	351	0
Turn Type	Prot	NA		Prot	NA	Free	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases						Free	8			4		
Total Split (s)	16.5	91.4		18.6	93.5		40.0	40.0		40.0	40.0	
Total Lost Time (s)	4.7	5.6		4.3	5.6		5.8	5.8		5.8	5.8	
Act Effct Green (s)	11.8	85.8		14.3	87.9	150.0	34.2	34.2		34.2	34.2	
Actuated g/C Ratio	0.08	0.57		0.10	0.59	1.00	0.23	0.23		0.23	0.23	
v/c Ratio	0.91	1.06		1.00	0.96	0.08	0.85	0.74		1.07	0.43	
Control Delay	123.3	71.4		135.2	41.1	0.1	91.7	61.5		157.8	47.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	123.3	71.4		135.2	41.1	0.1	91.7	61.5		157.8	47.0	
LOS	F	E		F	D	A	F	E		F	D	
Approach Delay		74.3			45.7			71.5			75.6	
Approach LOS		E			D			E			E	
Queue Length 50th (m)	38.5	~372.7		51.5	283.8	0.0	44.2	80.4		~40.0	43.2	
Queue Length 95th (m)	#78.1	#412.5		#100.4	#350.3	0.0	#85.1	115.3		#82.0	58.8	
Internal Link Dist (m)		690.8			589.4			132.2			83.5	
Turn Bay Length (m)	80.0			80.0		15.0						
Base Capacity (vph)	140	2033		170	2097	1601	182	419		114	807	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.91	1.06		1.00	0.96	0.08	0.85	0.74		1.07	0.43	

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.07
Intersection Signal Delay: 62.2 — Intersection LOS: E
Intersection Capacity Utilization 104.3% — ICU Level of Service G
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: 207 Street & Lougheed Highway

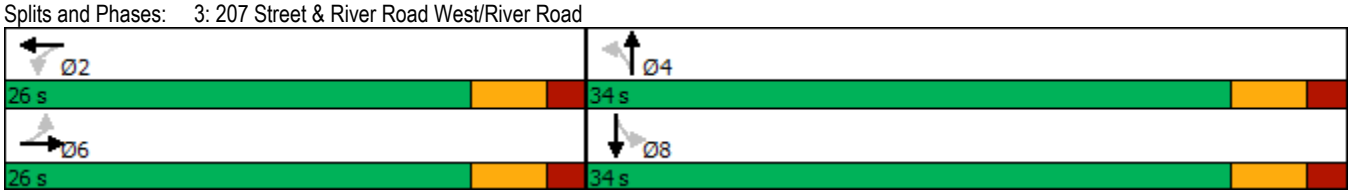


3: 207 Street & River Road West/River Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	15	3	157	3	161	3	168	271	171	180	17
Future Volume (vph)	5	15	3	157	3	161	3	168	271	171	180	17
Satd. Flow (prot)	0	1833	0	1789	1607	0	0	1727	0	0	1829	0
Flt Permitted		0.928		0.742				0.998			0.646	
Satd. Flow (perm)	0	1718	0	1398	1607	0	0	1724	0	0	1209	0
Satd. Flow (RTOR)		3			175			182			5	
Lane Group Flow (vph)	0	24	0	171	178	0	0	481	0	0	400	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Total Split (s)	26.0	26.0		26.0	26.0		34.0	34.0		34.0	34.0	
Total Lost Time (s)		5.2		5.2	5.2			5.3			5.3	
Act Effct Green (s)		11.3		11.3	11.3			22.9			22.9	
Actuated g/C Ratio		0.25		0.25	0.25			0.51			0.51	
v/c Ratio		0.06		0.49	0.33			0.50			0.65	
Control Delay		13.2		20.2	5.2			6.8			14.8	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		13.2		20.2	5.2			6.8			14.8	
LOS		B		C	A			A			B	
Approach Delay		13.2			12.5			6.8			14.8	
Approach LOS		B			B			A			B	
Queue Length 50th (m)		1.1		10.2	0.2			11.7			19.0	
Queue Length 95th (m)		5.6		27.7	10.9			36.4			54.9	
Internal Link Dist (m)		213.4			500.7			312.0			141.0	
Turn Bay Length (m)				20.0								
Base Capacity (vph)		820		666	858			1196			797	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.03		0.26	0.21			0.40			0.50	

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 45.1	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 11.1	Intersection LOS: B
Intersection Capacity Utilization 74.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: 207 Street & River Road West/River Road

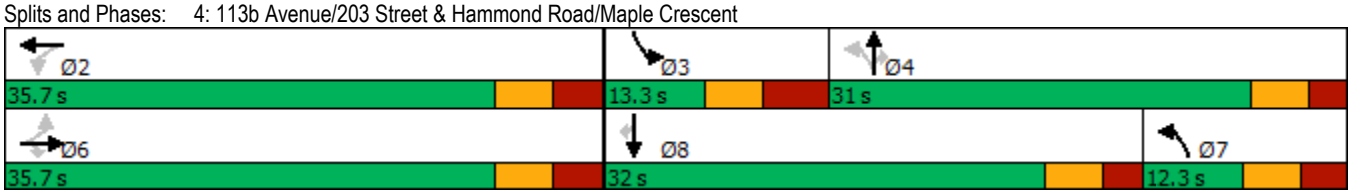


4: 113b Avenue/203 Street & Hammond Road/Maple Crescent

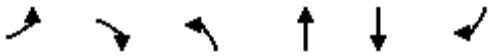
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	82	192	12	179	78	55	9	396	250	58	370	63
Future Volume (vph)	82	192	12	179	78	55	9	396	250	58	370	63
Satd. Flow (prot)	1789	1883	1601	1789	1767	0	1789	1883	1601	1789	1883	1601
Flt Permitted	0.665			0.627			0.526			0.950		
Satd. Flow (perm)	1252	1883	1601	1181	1767	0	991	1883	1601	1789	1883	1601
Satd. Flow (RTOR)			224		50				206			134
Lane Group Flow (vph)	89	209	13	195	145	0	10	430	272	63	402	68
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA	Perm	Prot	NA	Perm
Protected Phases		6			2		7	4		3	8	
Permitted Phases	6		6	2			4		4			8
Total Split (s)	35.7	35.7	35.7	35.7	35.7		12.3	31.0	31.0	13.3	32.0	32.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		6.3	5.8	5.8	7.3	5.8	5.8
Act Effct Green (s)	16.0	16.0	16.0	16.0	16.0		23.0	19.6	19.6	6.8	24.3	24.3
Actuated g/C Ratio	0.29	0.29	0.29	0.29	0.29		0.41	0.35	0.35	0.12	0.43	0.43
v/c Ratio	0.25	0.39	0.02	0.58	0.27		0.02	0.65	0.39	0.29	0.49	0.09
Control Delay	20.3	20.8	0.1	27.6	14.2		16.8	23.3	7.3	34.0	15.4	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.3	20.8	0.1	27.6	14.2		16.8	23.3	7.3	34.0	15.4	0.5
LOS	C	C	A	C	B		B	C	A	C	B	A
Approach Delay		19.8			21.9			17.1			15.7	
Approach LOS		B			C			B			B	
Queue Length 50th (m)	8.2	20.0	0.0	19.9	8.6		0.8	41.9	5.2	6.9	24.1	0.0
Queue Length 95th (m)	19.4	38.5	0.0	41.0	21.7		4.1	84.4	23.2	20.3	76.0	1.1
Internal Link Dist (m)		619.4			283.0			744.9			210.5	
Turn Bay Length (m)	20.0		20.0	20.0			60.0		30.0	50.0		45.0
Base Capacity (vph)	740	1114	1038	699	1065		503	961	918	217	1112	1000
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.19	0.01	0.28	0.14		0.02	0.45	0.30	0.29	0.36	0.07

Intersection Summary		
Cycle Length: 80		
Actuated Cycle Length: 56		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.65		
Intersection Signal Delay: 18.0	Intersection LOS: B	
Intersection Capacity Utilization 67.6%	ICU Level of Service C	
Analysis Period (min) 15		

Splits and Phases: 4: 113b Avenue/203 Street & Hammond Road/Maple Crescent



5: 207 Street & Thorne Avenue

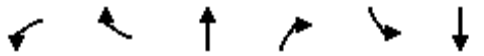


Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	94	163	121	273	280	97
Future Volume (Veh/h)	94	163	121	273	280	97
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	102	177	132	297	304	105
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				165	379	
pX, platoon unblocked	0.93	0.93	0.93			
vC, conflicting volume	918	356	409			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	872	267	324			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	61	75	88			
cM capacity (veh/h)	264	715	1146			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	279	132	297	409
Volume Left	102	132	0	0
Volume Right	177	0	0	105
cSH	440	1146	1700	1700
Volume to Capacity	0.63	0.12	0.17	0.24
Queue Length 95th (m)	32.6	3.0	0.0	0.0
Control Delay (s)	26.3	8.5	0.0	0.0
Lane LOS	D	A		
Approach Delay (s)	26.3	2.6		0.0
Approach LOS	D			

Intersection Summary			
Average Delay	7.6		
Intersection Capacity Utilization	52.6%	ICU Level of Service	A
Analysis Period (min)	15		

6: 203 Street & Thorne Avenue

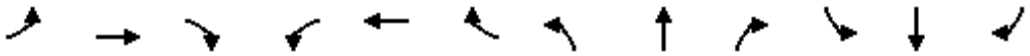


Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	191	78	316	196	40	312
Future Volume (Veh/h)	191	78	316	196	40	312
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	208	85	343	213	43	339
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			234			
pX, platoon unblocked	0.82	0.82			0.82	
vC, conflicting volume	874	450			556	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	736	217			347	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	31	87			96	
cM capacity (veh/h)	303	674			992	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	293	556	43	339
Volume Left	208	0	43	0
Volume Right	85	213	0	0
cSH	360	1700	992	1700
Volume to Capacity	0.81	0.33	0.04	0.20
Queue Length 95th (m)	53.9	0.0	1.0	0.0
Control Delay (s)	46.7	0.0	8.8	0.0
Lane LOS	E		A	
Approach Delay (s)	46.7	0.0	1.0	
Approach LOS	E			

Intersection Summary			
Average Delay	11.4		
Intersection Capacity Utilization	55.3%	ICU Level of Service	B
Analysis Period (min)	15		

7: 207 Street & Westfield Avenue/Golf Lane



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	5	3	0	1	9	0	349	0	9	257	65
Future Volume (Veh/h)	71	5	3	0	1	9	0	349	0	9	257	65
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	77	5	3	0	1	10	0	379	0	10	279	71
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)											336	
pX, platoon unblocked												
vC, conflicting volume	724	714	314	684	749	379	350			379		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	724	714	314	684	749	379	350			379		
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 %	77	99	100	100	100	99	100			99		
cM capacity (veh/h)	333	354	726	355	338	668	1209			1179		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	85	11	0	379	10	350
Volume Left	77	0	0	0	10	0
Volume Right	3	10	0	0	0	71
cSH	341	613	1700	1700	1179	1700
Volume to Capacity	0.25	0.02	0.00	0.22	0.01	0.21
Queue Length 95th (m)	7.4	0.4	0.0	0.0	0.2	0.0
Control Delay (s)	19.0	11.0	0.0	0.0	8.1	0.0
Lane LOS	C	B			A	
Approach Delay (s)	19.0	11.0	0.0		0.2	
Approach LOS	C	B				

Intersection Summary				
Average Delay	2.2			
Intersection Capacity Utilization	36.1%	ICU Level of Service	A	
Analysis Period (min)	15			

8: Maple Crescent & Westfield Avenue



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	1	48	265	1	83	418
Future Volume (Veh/h)	1	48	265	1	83	418
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)	1	52	288	1	90	454
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						307
pX, platoon unblocked						
vC, conflicting volume	922	288			289	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	922	288			289	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	93			93	
cM capacity (veh/h)	279	751			1273	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	53	289	90	454
Volume Left	1	0	90	0
Volume Right	52	1	0	0
cSH	727	1700	1273	1700
Volume to Capacity	0.07	0.17	0.07	0.27
Queue Length 95th (m)	1.8	0.0	1.7	0.0
Control Delay (s)	10.3	0.0	8.0	0.0
Lane LOS	B		A	
Approach Delay (s)	10.3	0.0	1.3	
Approach LOS	B			

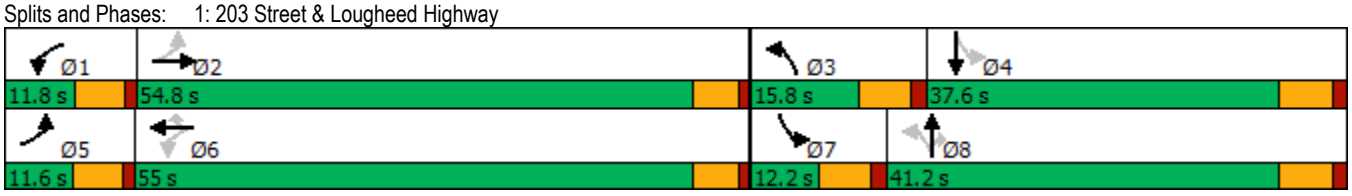
Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	32.0%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	1364	36	119	1636	36	139	159	79	97	170	42
Future Volume (vph)	56	1364	36	119	1636	36	139	159	79	97	170	42
Satd. Flow (prot)	1789	3564	0	1789	3579	1601	1789	1883	1601	1789	1827	0
Flt Permitted	0.079			0.076			0.319			0.648		
Satd. Flow (perm)	149	3564	0	143	3579	1601	601	1883	1601	1220	1827	0
Satd. Flow (RTOR)		3				136			127		10	
Lane Group Flow (vph)	61	1522	0	129	1778	39	151	173	86	105	231	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6		6	8		8	4		
Total Split (s)	11.6	54.8		11.8	55.0	55.0	15.8	41.2	41.2	12.2	37.6	
Total Lost Time (s)	5.6	5.2		5.5	5.2	5.2	6.2	6.2	6.2	6.2	6.2	
Act Effct Green (s)	55.3	49.7		57.1	52.4	52.4	30.7	21.4	21.4	24.1	18.1	
Actuated g/C Ratio	0.52	0.47		0.54	0.49	0.49	0.29	0.20	0.20	0.23	0.17	
v/c Ratio	0.36	0.92		0.75	1.01	0.05	0.55	0.46	0.20	0.34	0.73	
Control Delay	17.8	37.1		45.0	53.1	0.1	34.8	41.2	3.1	30.4	53.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	17.8	37.1		45.0	53.1	0.1	34.8	41.2	3.1	30.4	53.5	
LOS	B	D		D	D	A	C	D	A	C	D	
Approach Delay		36.4			51.5			30.9			46.3	
Approach LOS		D			D			C			D	
Queue Length 50th (m)	5.3	150.5		11.6	~215.2	0.0	23.3	31.8	0.0	15.7	44.0	
Queue Length 95th (m)	12.8	#225.2		#46.2	#286.3	0.0	38.9	51.7	4.8	28.3	69.0	
Internal Link Dist (m)		497.4			690.8			552.4			222.0	
Turn Bay Length (m)	50.0			40.0		120.0	60.0		50.0	50.0		
Base Capacity (vph)	169	1663		173	1760	856	282	619	612	307	546	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.36	0.92		0.75	1.01	0.05	0.54	0.28	0.14	0.34	0.42	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 106.6
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.01
Intersection Signal Delay: 43.5 Intersection LOS: D
Intersection Capacity Utilization 88.8% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: 203 Street & Lougheed Highway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	1012	94	149	1609	44	103	217	84	31	267	19
Future Volume (vph)	35	1012	94	149	1609	44	103	217	84	31	267	19
Satd. Flow (prot)	1789	3532	0	1789	3579	1601	1789	1804	0	1789	3543	0
Flt Permitted	0.950			0.950			0.516			0.248		
Satd. Flow (perm)	1789	3532	0	1789	3579	1601	972	1804	0	467	3543	0
Satd. Flow (RTOR)		13				143		18			7	
Lane Group Flow (vph)	38	1202	0	162	1749	48	112	327	0	34	311	0
Turn Type	Prot	NA		Prot	NA	Free	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases						Free	8			4		
Total Split (s)	20.7	51.7		21.5	52.5		26.8	26.8		26.8	26.8	
Total Lost Time (s)	4.7	5.6		4.3	5.6		5.8	5.8		5.8	5.8	
Act Effct Green (s)	7.6	42.8		13.1	52.9	90.8	18.9	18.9		18.9	18.9	
Actuated g/C Ratio	0.08	0.47		0.14	0.58	1.00	0.21	0.21		0.21	0.21	
v/c Ratio	0.25	0.72		0.63	0.84	0.03	0.55	0.84		0.35	0.42	
Control Delay	46.0	22.7		49.1	22.3	0.0	45.7	53.8		44.5	33.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	46.0	22.7		49.1	22.3	0.0	45.7	53.8		44.5	33.4	
LOS	D	C		D	C	A	D	D		D	C	
Approach Delay		23.4			24.0			51.7			34.5	
Approach LOS		C			C			D			C	
Queue Length 50th (m)	6.9	89.2		28.9	146.4	0.0	18.6	55.3		5.4	25.7	
Queue Length 95th (m)	16.6	120.8		49.1	#213.6	0.0	37.3	#102.4		15.6	39.7	
Internal Link Dist (m)		690.8			589.4			132.2			83.5	
Turn Bay Length (m)	80.0			80.0		15.0						
Base Capacity (vph)	320	1828		344	2085	1601	228	437		109	838	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.12	0.66		0.47	0.84	0.03	0.49	0.75		0.31	0.37	

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 90.8
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 27.8 Intersection LOS: C
Intersection Capacity Utilization 90.1% ICU Level of Service E
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: 207 Street & Lougheed Highway

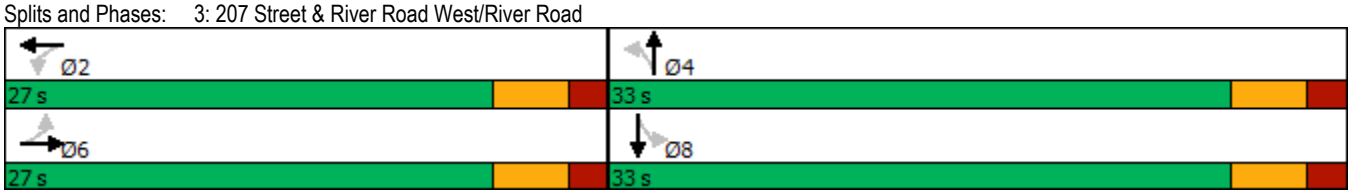


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	13	2	229	9	162	1	268	113	109	331	3
Future Volume (vph)	12	13	2	229	9	162	1	268	113	109	331	3
Satd. Flow (prot)	0	1825	0	1789	1616	0	0	1808	0	0	1859	0
Flt Permitted		0.857		0.738				0.999			0.820	
Satd. Flow (perm)	0	1600	0	1390	1616	0	0	1806	0	0	1543	0
Satd. Flow (RTOR)		2			176			47			1	
Lane Group Flow (vph)	0	29	0	249	186	0	0	415	0	0	481	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Total Split (s)	27.0	27.0		27.0	27.0		33.0	33.0		33.0	33.0	
Total Lost Time (s)		5.2		5.2	5.2			5.3			5.3	
Act Effct Green (s)		13.7		13.7	13.7			19.0			19.0	
Actuated g/C Ratio		0.31		0.31	0.31			0.43			0.43	
v/c Ratio		0.06		0.58	0.30			0.51			0.72	
Control Delay		11.8		19.8	4.5			11.1			18.1	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		11.8		19.8	4.5			11.1			18.1	
LOS		B		B	A			B			B	
Approach Delay		11.8			13.2			11.1			18.1	
Approach LOS		B			B			B			B	
Queue Length 50th (m)		1.4		15.1	0.5			17.3			26.1	
Queue Length 95th (m)		6.2		38.9	11.1			46.1			68.2	
Internal Link Dist (m)		213.4			500.7			312.0			141.0	
Turn Bay Length (m)				20.0								
Base Capacity (vph)		852		739	942			1236			1043	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.03		0.34	0.20			0.34			0.46	

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 44
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 14.3 Intersection LOS: B
Intersection Capacity Utilization 77.2% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 3: 207 Street & River Road West/River Road

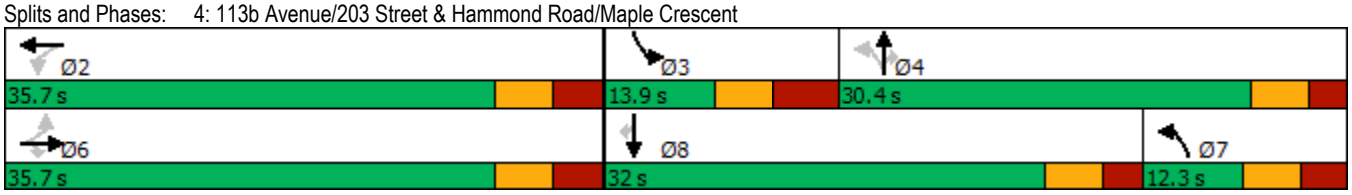


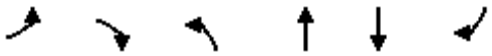
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	93	15	338	111	145	7	151	122	49	463	38
Future Volume (vph)	43	93	15	338	111	145	7	151	122	49	463	38
Satd. Flow (prot)	1789	1883	1601	1789	1723	0	1789	1883	1601	1789	1883	1601
Flt Permitted	0.561			0.692			0.479			0.950		
Satd. Flow (perm)	1057	1883	1601	1303	1723	0	902	1883	1601	1789	1883	1601
Satd. Flow (RTOR)			224		93				147			134
Lane Group Flow (vph)	47	101	16	367	279	0	8	164	133	53	503	41
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA	Perm	Prot	NA	Perm
Protected Phases		6			2		7	4		3	8	
Permitted Phases	6		6	2			4		4			8
Total Split (s)	35.7	35.7	35.7	35.7	35.7		12.3	30.4	30.4	13.9	32.0	32.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		6.3	5.8	5.8	7.3	5.8	5.8
Act Effct Green (s)	22.6	22.6	22.6	22.6	22.6		21.2	16.2	16.2	6.7	21.6	21.6
Actuated g/C Ratio	0.38	0.38	0.38	0.38	0.38		0.36	0.27	0.27	0.11	0.36	0.36
v/c Ratio	0.12	0.14	0.02	0.74	0.39		0.02	0.32	0.24	0.26	0.73	0.06
Control Delay	14.9	14.4	0.1	28.3	11.7		17.6	23.2	4.9	33.7	26.3	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.9	14.4	0.1	28.3	11.7		17.6	23.2	4.9	33.7	26.3	0.2
LOS	B	B	A	C	B		B	C	A	C	C	A
Approach Delay		13.1			21.1			15.1			25.1	
Approach LOS		B			C			B			C	
Queue Length 50th (m)	3.2	7.0	0.0	33.7	13.7		0.6	17.0	0.0	5.7	45.0	0.0
Queue Length 95th (m)	11.7	20.1	0.0	#90.6	38.9		3.8	33.6	9.6	18.3	#117.7	0.0
Internal Link Dist (m)		619.4			283.0			744.9			210.5	
Turn Bay Length (m)	20.0		20.0	20.0			60.0		30.0	50.0		45.0
Base Capacity (vph)	559	996	952	689	955		420	839	795	213	896	832
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.10	0.02	0.53	0.29		0.02	0.20	0.17	0.25	0.56	0.05

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 59.2
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 20.7 Intersection LOS: C
Intersection Capacity Utilization 74.8% ICU Level of Service D
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: 113b Avenue/203 Street & Hammond Road/Maple Crescent





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	57	75	173	375	382	93
Future Volume (Veh/h)	57	75	173	375	382	93
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)	62	82	188	408	415	101
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				165	379	
pX, platoon unblocked	0.89	0.89	0.89			
vC, conflicting volume	1250	466	516			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1220	343	399			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	57	87	82			
cM capacity (veh/h)	146	626	1036			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	144	188	408	516
Volume Left	62	188	0	0
Volume Right	82	0	0	101
cSH	259	1036	1700	1700
Volume to Capacity	0.56	0.18	0.24	0.30
Queue Length 95th (m)	23.6	5.0	0.0	0.0
Control Delay (s)	35.1	9.2	0.0	0.0
Lane LOS	E	A		
Approach Delay (s)	35.1	2.9		0.0
Approach LOS	E			

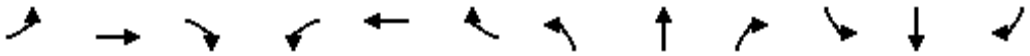
Intersection Summary			
Average Delay	5.4		
Intersection Capacity Utilization	53.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	216	43	264	77	32	339
Future Volume (Veh/h)	216	43	264	77	32	339
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)	235	47	287	84	35	368
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			234			
pX, platoon unblocked	0.99	0.99			0.99	
vC, conflicting volume	767	329			371	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	759	317			359	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	35	93			97	
cM capacity (veh/h)	359	716			1187	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	282	371	35	368
Volume Left	235	0	35	0
Volume Right	47	84	0	0
cSH	392	1700	1187	1700
Volume to Capacity	0.72	0.22	0.03	0.22
Queue Length 95th (m)	41.8	0.0	0.7	0.0
Control Delay (s)	34.5	0.0	8.1	0.0
Lane LOS	D		A	
Approach Delay (s)	34.5	0.0	0.7	
Approach LOS	D			

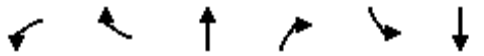
Intersection Summary			
Average Delay	9.5		
Intersection Capacity Utilization	46.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	1	1	3	13	33	1	217	6	43	279	140
Future Volume (Veh/h)	84	1	1	3	13	33	1	217	6	43	279	140
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	91	1	1	3	14	36	1	236	7	47	303	152
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)											336	
pX, platoon unblocked												
vC, conflicting volume	754	718	379	640	790	240	455			243		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	754	718	379	640	790	240	455			243		
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 %	69	100	100	99	95	95	100			96		
cM capacity (veh/h)	292	342	668	376	310	799	1106			1323		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	93	53	1	243	47	455
Volume Left	91	3	1	0	47	0
Volume Right	1	36	0	7	0	152
cSH	294	540	1106	1700	1323	1700
Volume to Capacity	0.32	0.10	0.00	0.14	0.04	0.27
Queue Length 95th (m)	10.0	2.5	0.0	0.0	0.8	0.0
Control Delay (s)	22.8	12.4	8.3	0.0	7.8	0.0
Lane LOS	C	B	A		A	
Approach Delay (s)	22.8	12.4	0.0		0.7	
Approach LOS	C	B				

Intersection Summary				
Average Delay	3.5			
Intersection Capacity Utilization	48.0%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	7	176	402	17	47	168
Future Volume (Veh/h)	7	176	402	17	47	168
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	191	437	18	51	183
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						307
pX, platoon unblocked						
vC, conflicting volume	731	446			455	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	731	446			455	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	69			95	
cM capacity (veh/h)	371	612			1106	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	199	455	51	183
Volume Left	8	0	51	0
Volume Right	191	18	0	0
cSH	597	1700	1106	1700
Volume to Capacity	0.33	0.27	0.05	0.11
Queue Length 95th (m)	11.1	0.0	1.1	0.0
Control Delay (s)	14.0	0.0	8.4	0.0
Lane LOS	B		A	
Approach Delay (s)	14.0	0.0	1.8	
Approach LOS	B			

Intersection Summary			
Average Delay	3.6		
Intersection Capacity Utilization	46.8%	ICU Level of Service	A
Analysis Period (min)	15		



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	93	1617	120	1496	105	91	152	127	149	218
v/c Ratio	0.52	0.92	0.67	0.85	0.12	0.36	0.50	0.35	0.52	0.63
Control Delay	23.2	34.8	34.7	29.3	1.8	31.7	44.4	9.3	36.7	44.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.2	34.8	34.7	29.3	1.8	31.7	44.4	9.3	36.7	44.0
Queue Length 50th (m)	7.2	150.5	9.4	131.2	0.0	13.5	27.6	0.0	22.9	37.4
Queue Length 95th (m)	20.0	#228.6	#36.8	#199.3	5.4	25.3	46.3	14.8	38.9	61.2
Internal Link Dist (m)		497.4		690.8			552.4			222.0
Turn Bay Length (m)	50.0		40.0		120.0	60.0		50.0	50.0	
Base Capacity (vph)	179	1755	179	1760	855	252	651	636	288	629
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.92	0.67	0.85	0.12	0.36	0.23	0.20	0.52	0.35

Intersection Summary

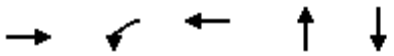
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	118	1468	159	1382	70	191	314	90	301
v/c Ratio	0.67	0.85	0.73	0.76	0.04	0.85	0.74	0.69	0.37
Control Delay	63.0	28.1	61.6	23.0	0.0	67.4	41.3	61.7	26.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.0	28.1	61.6	23.0	0.0	67.4	41.3	61.7	26.5
Queue Length 50th (m)	22.5	129.5	30.0	111.7	0.0	34.5	48.4	15.6	20.3
Queue Length 95th (m)	#46.8	162.0	#58.1	139.3	0.0	#68.8	77.6	#38.0	32.0
Internal Link Dist (m)		690.8		589.4			132.2		83.5
Turn Bay Length (m)	80.0		80.0		15.0				
Base Capacity (vph)	186	1770	237	1875	1601	263	489	153	938
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.83	0.67	0.74	0.04	0.73	0.64	0.59	0.32

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



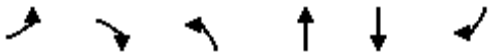
Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	8	115	95	441	400
v/c Ratio	0.02	0.32	0.20	0.43	0.45
Control Delay	11.4	14.7	5.1	7.2	9.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	11.4	14.7	5.1	7.2	9.1
Queue Length 50th (m)	0.3	4.7	0.1	12.3	14.4
Queue Length 95th (m)	2.7	17.3	7.6	33.6	37.7
Internal Link Dist (m)	213.4		500.7	312.0	141.0
Turn Bay Length (m)		20.0			
Base Capacity (vph)	1177	885	1039	1429	1252
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.01	0.13	0.09	0.31	0.32

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	59	139	15	161	140	3	261	212	49	329	46
v/c Ratio	0.16	0.25	0.02	0.44	0.25	0.00	0.31	0.25	0.16	0.35	0.05
Control Delay	16.3	16.2	0.1	20.1	11.5	15.0	15.6	4.1	24.4	12.8	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.3	16.2	0.1	20.1	11.5	15.0	15.6	4.1	24.4	12.8	0.1
Queue Length 50th (m)	2.4	5.9	0.0	7.2	3.5	0.1	11.7	0.0	2.6	15.4	0.0
Queue Length 95th (m)	13.4	25.6	0.0	32.0	19.7	1.9	45.0	12.7	15.1	54.9	0.0
Internal Link Dist (m)		619.4			283.0		744.9			210.5	
Turn Bay Length (m)	20.0		20.0	20.0		60.0		30.0	50.0		45.0
Base Capacity (vph)	973	1456	1289	973	1376	603	1139	1052	322	1253	1110
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.10	0.01	0.17	0.10	0.00	0.23	0.20	0.15	0.26	0.04

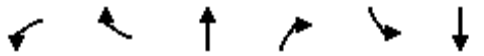
Intersection Summary



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	56	72	60	294	328	96
Future Volume (Veh/h)	56	72	60	294	328	96
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)	61	78	65	320	357	104
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				165	379	
pX, platoon unblocked	0.95	0.95	0.95			
vC, conflicting volume	859	409	461			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	827	354	409			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	80	88	94			
cM capacity (veh/h)	306	657	1095			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	139	65	320	461
Volume Left	61	65	0	0
Volume Right	78	0	0	104
cSH	437	1095	1700	1700
Volume to Capacity	0.32	0.06	0.19	0.27
Queue Length 95th (m)	10.3	1.4	0.0	0.0
Control Delay (s)	17.0	8.5	0.0	0.0
Lane LOS	C	A		
Approach Delay (s)	17.0	1.4		0.0
Approach LOS	C			

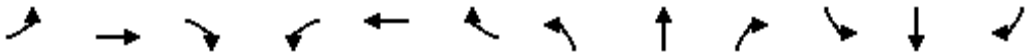
Intersection Summary			
Average Delay	3.0		
Intersection Capacity Utilization	44.0%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	109	45	273	86	32	277
Future Volume (Veh/h)	109	45	273	86	32	277
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)	118	49	297	93	35	301
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			234			
pX, platoon unblocked	0.96	0.96			0.96	
vC, conflicting volume	714	344			390	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	680	292			341	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	70	93			97	
cM capacity (veh/h)	387	715			1167	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	167	390	35	301
Volume Left	118	0	35	0
Volume Right	49	93	0	0
cSH	447	1700	1167	1700
Volume to Capacity	0.37	0.23	0.03	0.18
Queue Length 95th (m)	13.0	0.0	0.7	0.0
Control Delay (s)	17.8	0.0	8.2	0.0
Lane LOS	C		A	
Approach Delay (s)	17.8	0.0	0.9	
Approach LOS	C			

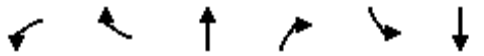
Intersection Summary			
Average Delay	3.6		
Intersection Capacity Utilization	41.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	0	2	2	3	16	2	262	2	15	210	57
Future Volume (Veh/h)	65	0	2	2	3	16	2	262	2	15	210	57
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	71	0	2	2	3	17	2	285	2	16	228	62
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)											336	
pX, platoon unblocked												
vC, conflicting volume	598	582	259	552	612	286	290			287		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	598	582	259	552	612	286	290			287		
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 %	82	100	100	100	99	98	100			99		
cM capacity (veh/h)	398	419	780	438	402	753	1272			1275		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	73	22	2	287	16	290
Volume Left	71	2	2	0	16	0
Volume Right	2	17	0	2	0	62
cSH	403	636	1272	1700	1275	1700
Volume to Capacity	0.18	0.03	0.00	0.17	0.01	0.17
Queue Length 95th (m)	5.0	0.8	0.0	0.0	0.3	0.0
Control Delay (s)	15.9	10.9	7.8	0.0	7.9	0.0
Lane LOS	C	B	A		A	
Approach Delay (s)	15.9	10.9	0.1		0.4	
Approach LOS	C	B				

Intersection Summary				
Average Delay	2.2			
Intersection Capacity Utilization	31.6%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	9	56	213	7	60	292
Future Volume (Veh/h)	9	56	213	7	60	292
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)	10	61	232	8	65	317
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						307
pX, platoon unblocked						
vC, conflicting volume	683	236			240	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	683	236			240	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	92			95	
cM capacity (veh/h)	395	803			1327	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	71	240	65	317
Volume Left	10	0	65	0
Volume Right	61	8	0	0
cSH	701	1700	1327	1700
Volume to Capacity	0.10	0.14	0.05	0.19
Queue Length 95th (m)	2.6	0.0	1.2	0.0
Control Delay (s)	10.7	0.0	7.9	0.0
Lane LOS	B		A	
Approach Delay (s)	10.7	0.0	1.3	
Approach LOS	B			

Intersection Summary			
Average Delay	1.8		
Intersection Capacity Utilization	28.9%	ICU Level of Service	A
Analysis Period (min)	15		



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	112	2167	163	1838	149	128	226	145	167	281
v/c Ratio	0.85	1.12	1.03	0.93	0.16	0.70	0.61	0.37	0.76	0.84
Control Delay	73.7	95.3	116.1	39.0	4.0	61.9	59.9	18.9	68.4	75.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.7	95.3	116.1	39.0	4.0	61.9	59.9	18.9	68.4	75.9
Queue Length 50th (m)	16.1	~376.2	~34.1	245.1	2.1	28.2	59.1	10.2	37.6	75.1
Queue Length 95th (m)	#54.6	#445.8	#85.9	#330.3	13.0	#46.5	86.1	29.4	57.8	107.6
Internal Link Dist (m)		497.4		690.8			552.4			222.0
Turn Bay Length (m)	50.0		40.0		120.0	60.0		50.0	50.0	
Base Capacity (vph)	132	1927	158	1986	947	182	460	468	219	423
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.85	1.12	1.03	0.93	0.16	0.70	0.49	0.31	0.76	0.66

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

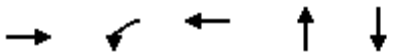


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	117	1940	175	1716	52	186	351	143	333
v/c Ratio	0.71	1.03	1.00	0.90	0.03	0.79	0.71	1.07	0.35
Control Delay	88.6	64.6	134.0	39.7	0.0	74.8	54.2	147.9	43.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	88.6	64.6	134.0	39.7	0.0	74.8	54.2	147.9	43.1
Queue Length 50th (m)	34.1	~324.6	53.0	239.5	0.0	51.7	86.8	~46.8	40.0
Queue Length 95th (m)	55.4	#366.1	#102.6	280.7	0.0	#91.2	123.4	#91.2	54.4
Internal Link Dist (m)		690.8		589.4			132.2		83.5
Turn Bay Length (m)	80.0		80.0		15.0				
Base Capacity (vph)	190	1877	175	1904	1601	236	491	134	945
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	1.03	1.00	0.90	0.03	0.79	0.71	1.07	0.35

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	42	126	141	941	443
v/c Ratio	0.15	0.60	0.39	0.72	0.83
Control Delay	29.8	44.8	9.9	9.6	26.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	29.8	44.8	9.9	9.6	26.4
Queue Length 50th (m)	5.6	18.5	1.1	50.7	40.2
Queue Length 95th (m)	13.8	35.0	15.1	124.5	#125.9
Internal Link Dist (m)	213.4		500.7	312.0	141.0
Turn Bay Length (m)		20.0			
Base Capacity (vph)	458	337	497	1304	534
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.09	0.37	0.28	0.72	0.83

Intersection Summary

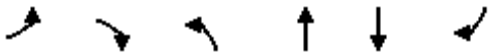
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	232	526	13	145	139	7	337	421	45	327	29
v/c Ratio	0.48	0.73	0.02	0.78	0.20	0.02	0.64	0.67	0.23	0.49	0.04
Control Delay	19.8	24.1	0.1	49.2	8.2	22.2	29.0	15.7	36.4	20.4	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.8	24.1	0.1	49.2	8.2	22.2	29.0	15.7	36.4	20.4	0.1
Queue Length 50th (m)	23.4	60.1	0.0	17.0	5.2	0.7	39.9	18.3	5.8	27.4	0.0
Queue Length 95th (m)	43.4	96.3	0.0	#47.8	15.6	3.7	73.0	52.6	16.4	69.3	0.0
Internal Link Dist (m)		619.4			283.0		744.9			210.5	
Turn Bay Length (m)	20.0		20.0	20.0		60.0		30.0	50.0		45.0
Base Capacity (vph)	779	1166	1077	302	1098	439	745	786	200	893	830
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.45	0.01	0.48	0.13	0.02	0.45	0.54	0.23	0.37	0.03

Intersection Summary

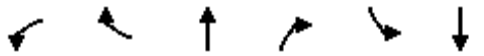
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	82	192	105	353	375	83
Future Volume (Veh/h)	82	192	105	353	375	83
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)	89	209	114	384	408	90
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				165	379	
pX, platoon unblocked	0.91	0.91	0.91			
vC, conflicting volume	1065	453	498			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1023	353	402			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	58	67	89			
cM capacity (veh/h)	212	631	1056			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	298	114	384	498
Volume Left	89	114	0	0
Volume Right	209	0	0	90
cSH	397	1056	1700	1700
Volume to Capacity	0.75	0.11	0.23	0.29
Queue Length 95th (m)	46.0	2.8	0.0	0.0
Control Delay (s)	36.7	8.8	0.0	0.0
Lane LOS	E	A		
Approach Delay (s)	36.7	2.0		0.0
Approach LOS	E			

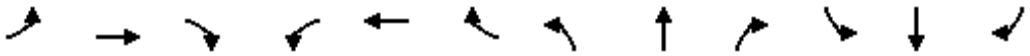
Intersection Summary			
Average Delay	9.2		
Intersection Capacity Utilization	57.0%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	128	36	299	278	42	240
Future Volume (Veh/h)	128	36	299	278	42	240
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)	139	39	325	302	46	261
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			234			
pX, platoon unblocked	0.82	0.82			0.82	
vC, conflicting volume	829	476			627	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	681	250			434	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	57	94			95	
cM capacity (veh/h)	324	646			922	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	178	627	46	261
Volume Left	139	0	46	0
Volume Right	39	302	0	0
cSH	364	1700	922	1700
Volume to Capacity	0.49	0.37	0.05	0.15
Queue Length 95th (m)	19.7	0.0	1.2	0.0
Control Delay (s)	24.0	0.0	9.1	0.0
Lane LOS	C		A	
Approach Delay (s)	24.0	0.0	1.4	
Approach LOS	C			

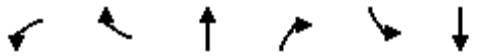
Intersection Summary			
Average Delay	4.2		
Intersection Capacity Utilization	50.9%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	187	3	2	0	2	10	2	575	7	7	210	78
Future Volume (Veh/h)	187	3	2	0	2	10	2	575	7	7	210	78
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	203	3	2	0	2	11	2	625	8	8	228	85
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)											336	
pX, platoon unblocked												
vC, conflicting volume	928	924	270	880	962	629	313			633		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	928	924	270	880	962	629	313			633		
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 %	15	99	100	100	99	98	100			99		
cM capacity (veh/h)	240	267	768	262	253	482	1247			950		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	208	13	2	633	8	313
Volume Left	203	0	2	0	8	0
Volume Right	2	11	0	8	0	85
cSH	242	423	1247	1700	950	1700
Volume to Capacity	0.86	0.03	0.00	0.37	0.01	0.18
Queue Length 95th (m)	53.1	0.7	0.0	0.0	0.2	0.0
Control Delay (s)	70.8	13.8	7.9	0.0	8.8	0.0
Lane LOS	F	B	A		A	
Approach Delay (s)	70.8	13.8	0.0		0.2	
Approach LOS	F	B				

Intersection Summary				
Average Delay	12.7			
Intersection Capacity Utilization	54.7%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	18	49	182	5	196	719
Future Volume (Veh/h)	18	49	182	5	196	719
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)	20	53	198	5	213	782
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						307
pX, platoon unblocked	0.82					
vC, conflicting volume	1408	200			203	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1389	200			203	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	82	94			84	
cM capacity (veh/h)	109	840			1369	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	73	203	213	782
Volume Left	20	0	213	0
Volume Right	53	5	0	0
cSH	297	1700	1369	1700
Volume to Capacity	0.25	0.12	0.16	0.46
Queue Length 95th (m)	7.2	0.0	4.2	0.0
Control Delay (s)	21.1	0.0	8.1	0.0
Lane LOS	C		A	
Approach Delay (s)	21.1	0.0	1.7	
Approach LOS	C			

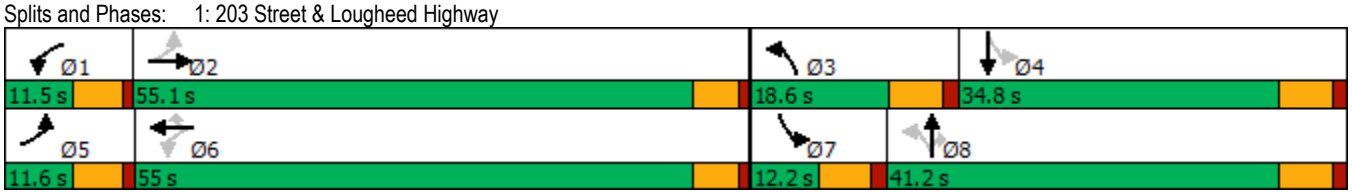
Intersection Summary			
Average Delay	2.6		
Intersection Capacity Utilization	48.5%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	1574	42	138	1892	42	162	184	91	111	198	48
Future Volume (vph)	65	1574	42	138	1892	42	162	184	91	111	198	48
Satd. Flow (prot)	1789	3564	0	1789	3579	1601	1789	1883	1601	1789	1829	0
Flt Permitted	0.078			0.076			0.247			0.632		
Satd. Flow (perm)	147	3564	0	143	3579	1601	465	1883	1601	1190	1829	0
Satd. Flow (RTOR)		3				192			126		10	
Lane Group Flow (vph)	71	1757	0	150	2057	46	176	200	99	121	267	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6		6	8		8	4		
Total Split (s)	11.6	55.1		11.5	55.0	55.0	18.6	41.2	41.2	12.2	34.8	
Total Lost Time (s)	5.6	5.2		5.5	5.2	5.2	6.2	6.2	6.2	6.2	6.2	
Act Effct Green (s)	55.7	50.1		56.9	52.5	52.5	37.5	26.1	26.1	26.7	20.7	
Actuated g/C Ratio	0.50	0.45		0.51	0.47	0.47	0.34	0.23	0.23	0.24	0.19	
v/c Ratio	0.44	1.10		0.93	1.22	0.05	0.60	0.45	0.21	0.38	0.77	
Control Delay	22.6	84.4		79.4	133.4	0.1	35.1	39.4	3.9	30.8	56.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	22.6	84.4		79.4	133.4	0.1	35.1	39.4	3.9	30.8	56.7	
LOS	C	F		E	F	A	D	D	A	C	E	
Approach Delay		82.0			127.1			30.4			48.6	
Approach LOS		F			F			C			D	
Queue Length 50th (m)	7.1	~232.7		18.4	~304.2	0.0	27.6	37.3	0.0	18.3	54.1	
Queue Length 95th (m)	16.0	#306.0		#64.1	#380.7	0.0	44.1	58.1	7.6	31.4	82.1	
Internal Link Dist (m)		497.4			690.8			552.4			222.0	
Turn Bay Length (m)	50.0			40.0		120.0	60.0		50.0	50.0		
Base Capacity (vph)	162	1602		161	1687	856	307	593	590	317	478	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.44	1.10		0.93	1.22	0.05	0.57	0.34	0.17	0.38	0.56	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 111.4
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.22
Intersection Signal Delay: 95.0 Intersection LOS: F
Intersection Capacity Utilization 98.9% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: 203 Street & Lougheed Highway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	1173	101	164	1865	51	114	251	95	36	308	22
Future Volume (vph)	40	1173	101	164	1865	51	114	251	95	36	308	22
Satd. Flow (prot)	1789	3536	0	1789	3579	1601	1789	1806	0	1789	3543	0
Flt Permitted	0.950			0.950			0.449			0.191		
Satd. Flow (perm)	1789	3536	0	1789	3579	1601	846	1806	0	360	3543	0
Satd. Flow (RTOR)		13				190		17			7	
Lane Group Flow (vph)	43	1385	0	178	2027	55	124	376	0	39	359	0
Turn Type	Prot	NA		Prot	NA	Free	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases						Free	8			4		
Total Split (s)	10.7	55.0		18.2	62.5		26.8	26.8		26.8	26.8	
Total Lost Time (s)	4.7	5.6		4.3	5.6		5.8	5.8		5.8	5.8	
Act Effct Green (s)	6.0	48.1		12.8	59.0	97.6	20.9	20.9		20.9	20.9	
Actuated g/C Ratio	0.06	0.49		0.13	0.60	1.00	0.21	0.21		0.21	0.21	
v/c Ratio	0.39	0.79		0.76	0.94	0.03	0.69	0.94		0.51	0.47	
Control Delay	56.0	24.6		62.5	28.8	0.0	57.6	70.7		60.7	35.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	56.0	24.6		62.5	28.8	0.0	57.6	70.7		60.7	35.7	
LOS	E	C		E	C	A	E	E		E	D	
Approach Delay		25.5			30.8			67.4			38.2	
Approach LOS		C			C			E			D	
Queue Length 50th (m)	8.2	111.6		33.4	192.6	0.0	22.4	69.6		6.8	31.7	
Queue Length 95th (m)	19.1	139.8		#62.7	#257.3	0.0	#49.6	#125.4		#21.6	45.5	
Internal Link Dist (m)		690.8			589.4			132.2			83.5	
Turn Bay Length (m)	80.0			80.0		15.0						
Base Capacity (vph)	110	1801		255	2164	1601	182	402		77	769	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.39	0.77		0.70	0.94	0.03	0.68	0.94		0.51	0.47	

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 97.6
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 33.8 Intersection LOS: C
Intersection Capacity Utilization 99.6% ICU Level of Service F
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: 207 Street & Lougheed Highway

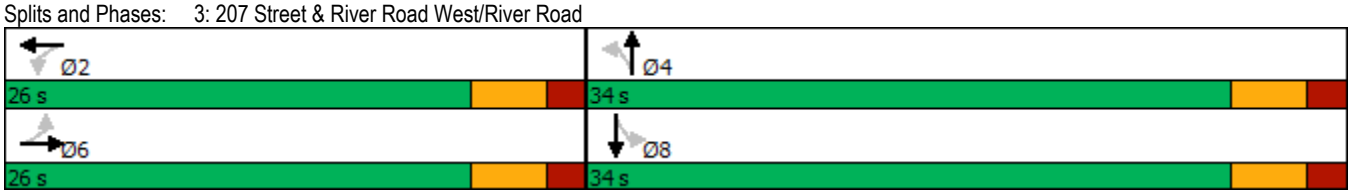


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	15	2	264	11	188	1	301	130	126	364	4
Future Volume (vph)	13	15	2	264	11	188	1	301	130	126	364	4
Satd. Flow (prot)	0	1829	0	1789	1616	0	0	1806	0	0	1857	0
Flt Permitted		0.856		0.736				0.999			0.779	
Satd. Flow (perm)	0	1599	0	1386	1616	0	0	1804	0	0	1466	0
Satd. Flow (RTOR)		2			204			49			1	
Lane Group Flow (vph)	0	32	0	287	216	0	0	469	0	0	537	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Total Split (s)	26.0	26.0		26.0	26.0		34.0	34.0		34.0	34.0	
Total Lost Time (s)		5.2		5.2	5.2			5.3			5.3	
Act Effct Green (s)		15.4		15.4	15.4			22.5			22.5	
Actuated g/C Ratio		0.31		0.31	0.31			0.46			0.46	
v/c Ratio		0.06		0.66	0.33			0.55			0.80	
Control Delay		12.9		24.0	4.7			11.8			23.1	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		12.9		24.0	4.7			11.8			23.1	
LOS		B		C	A			B			C	
Approach Delay		12.9			15.7			11.8			23.1	
Approach LOS		B			B			B			C	
Queue Length 50th (m)		2.0		23.2	0.8			25.0			38.7	
Queue Length 95th (m)		6.9		47.2	12.4			51.9			#94.6	
Internal Link Dist (m)		213.4			500.7			312.0			141.0	
Turn Bay Length (m)				20.0								
Base Capacity (vph)		724		626	842			1143			914	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.04		0.46	0.26			0.41			0.59	

Intersection Summary			
Cycle Length: 60			
Actuated Cycle Length: 49.1			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 17.0		Intersection LOS: B	
Intersection Capacity Utilization 84.6%		ICU Level of Service E	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: 207 Street & River Road West/River Road

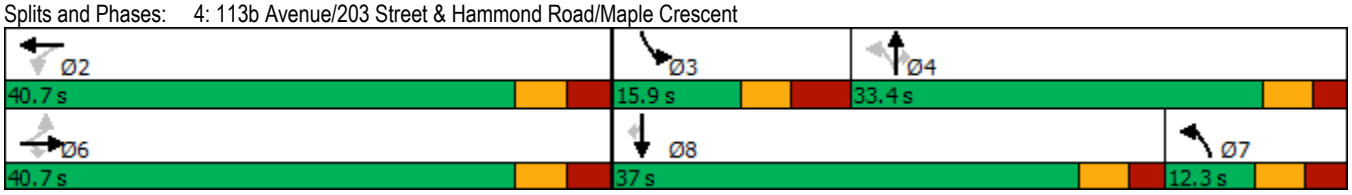


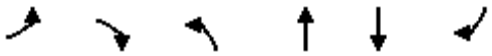
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	107	17	390	128	168	8	175	140	56	536	44
Future Volume (vph)	50	107	17	390	128	168	8	175	140	56	536	44
Satd. Flow (prot)	1789	1883	1601	1789	1723	0	1789	1883	1601	1789	1883	1601
Flt Permitted	0.493			0.682			0.325			0.950		
Satd. Flow (perm)	929	1883	1601	1285	1723	0	612	1883	1601	1789	1883	1601
Satd. Flow (RTOR)			199		85				152			119
Lane Group Flow (vph)	54	116	18	424	322	0	9	190	152	61	583	48
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA	Perm	Prot	NA	Perm
Protected Phases		6			2		7	4		3	8	
Permitted Phases	6		6	2			4		4			8
Total Split (s)	40.7	40.7	40.7	40.7	40.7		12.3	33.4	33.4	15.9	37.0	37.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		6.3	5.8	5.8	7.3	5.8	5.8
Act Effct Green (s)	29.5	29.5	29.5	29.5	29.5		26.2	21.4	21.4	7.5	27.7	27.7
Actuated g/C Ratio	0.41	0.41	0.41	0.41	0.41		0.36	0.30	0.30	0.10	0.38	0.38
v/c Ratio	0.14	0.15	0.02	0.81	0.43		0.03	0.34	0.26	0.33	0.81	0.07
Control Delay	16.5	15.7	0.1	34.4	14.0		20.4	25.7	5.9	39.4	32.0	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.5	15.7	0.1	34.4	14.0		20.4	25.7	5.9	39.4	32.0	0.2
LOS	B	B	A	C	B		C	C	A	D	C	A
Approach Delay		14.4			25.6			17.0			30.4	
Approach LOS		B			C			B			C	
Queue Length 50th (m)	4.5	9.8	0.0	50.2	21.7		0.8	24.5	0.0	8.5	71.6	0.0
Queue Length 95th (m)	14.1	24.2	0.0	#119.9	52.0		4.4	42.5	12.7	21.9	#154.3	0.0
Internal Link Dist (m)		619.4			283.0			744.9			210.5	
Turn Bay Length (m)	20.0		20.0	20.0			60.0		30.0	50.0		45.0
Base Capacity (vph)	461	934	894	637	897		325	754	732	223	852	790
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.12	0.02	0.67	0.36		0.03	0.25	0.21	0.27	0.68	0.06

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 72	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 24.7	Intersection LOS: C
Intersection Capacity Utilization 81.6%	ICU Level of Service D
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: 113b Avenue/203 Street & Hammond Road/Maple Crescent

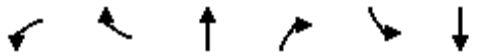




Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	66	85	200	427	426	108
Future Volume (Veh/h)	66	85	200	427	426	108
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	72	92	217	464	463	117
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				165	379	
pX, platoon unblocked	0.87	0.87	0.87			
vC, conflicting volume	1420	522	580			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1407	373	440			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	30	84	78			
cM capacity (veh/h)	103	584	972			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	164	217	464	580
Volume Left	72	217	0	0
Volume Right	92	0	0	117
cSH	192	972	1700	1700
Volume to Capacity	0.85	0.22	0.27	0.34
Queue Length 95th (m)	47.8	6.5	0.0	0.0
Control Delay (s)	82.2	9.8	0.0	0.0
Lane LOS	F	A		
Approach Delay (s)	82.2	3.1		0.0
Approach LOS	F			

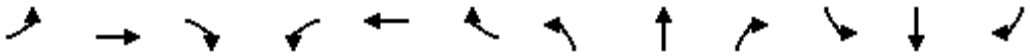
Intersection Summary			
Average Delay	10.9		
Intersection Capacity Utilization	58.9%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	250	50	307	89	38	392
Future Volume (Veh/h)	250	50	307	89	38	392
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)	272	54	334	97	41	426
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			234			
pX, platoon unblocked	0.95	0.95			0.95	
vC, conflicting volume	890	382			431	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	861	329			379	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	9	92			96	
cM capacity (veh/h)	300	680			1125	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	326	431	41	426
Volume Left	272	0	41	0
Volume Right	54	97	0	0
cSH	330	1700	1125	1700
Volume to Capacity	0.99	0.25	0.04	0.25
Queue Length 95th (m)	82.1	0.0	0.9	0.0
Control Delay (s)	82.7	0.0	8.3	0.0
Lane LOS	F		A	
Approach Delay (s)	82.7	0.0	0.7	
Approach LOS	F			

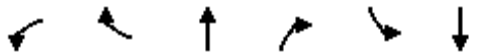
Intersection Summary			
Average Delay	22.3		
Intersection Capacity Utilization	51.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	94	1	1	4	15	39	1	250	7	49	323	159
Future Volume (Veh/h)	94	1	1	4	15	39	1	250	7	49	323	159
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	102	1	1	4	16	42	1	272	8	53	351	173
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)											336	
pX, platoon unblocked												
vC, conflicting volume	868	826	438	736	908	276	524			280		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	868	826	438	736	908	276	524			280		
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 %	57	100	100	99	94	94	100			96		
cM capacity (veh/h)	238	294	619	322	264	763	1043			1283		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	104	62	1	280	53	524
Volume Left	102	4	1	0	53	0
Volume Right	1	42	0	8	0	173
cSH	240	484	1043	1700	1283	1700
Volume to Capacity	0.43	0.13	0.00	0.16	0.04	0.31
Queue Length 95th (m)	15.6	3.3	0.0	0.0	1.0	0.0
Control Delay (s)	31.0	13.5	8.5	0.0	7.9	0.0
Lane LOS	D	B	A		A	
Approach Delay (s)	31.0	13.5	0.0		0.7	
Approach LOS	D	B				

Intersection Summary				
Average Delay	4.4			
Intersection Capacity Utilization	52.0%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	7	202	466	18	52	195
Future Volume (Veh/h)	7	202	466	18	52	195
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	220	507	20	57	212
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						307
pX, platoon unblocked						
vC, conflicting volume	843	517			527	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	843	517			527	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	61			95	
cM capacity (veh/h)	316	558			1040	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	228	527	57	212
Volume Left	8	0	57	0
Volume Right	220	20	0	0
cSH	544	1700	1040	1700
Volume to Capacity	0.42	0.31	0.05	0.12
Queue Length 95th (m)	15.7	0.0	1.3	0.0
Control Delay (s)	16.3	0.0	8.7	0.0
Lane LOS	C		A	
Approach Delay (s)	16.3	0.0	1.8	
Approach LOS	C			

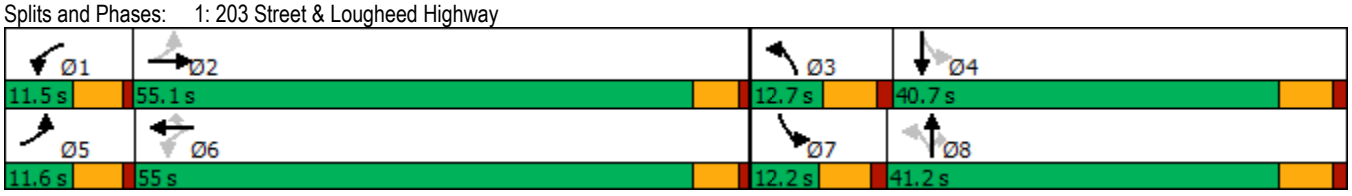
Intersection Summary			
Average Delay	4.1		
Intersection Capacity Utilization	51.8%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	1645	73	128	1590	111	97	163	136	157	157	74
Future Volume (vph)	99	1645	73	128	1590	111	97	163	136	157	157	74
Satd. Flow (prot)	1789	3557	0	1789	3579	1601	1789	1883	1601	1789	1793	0
Flt Permitted	0.080			0.080			0.347			0.556		
Satd. Flow (perm)	151	3557	0	151	3579	1601	654	1883	1601	1047	1793	0
Satd. Flow (RTOR)		4				135			147		20	
Lane Group Flow (vph)	108	1867	0	139	1728	121	105	177	148	171	251	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6		6	8		8	4		
Total Split (s)	11.6	55.1		11.5	55.0	55.0	12.7	41.2	41.2	12.2	40.7	
Total Lost Time (s)	5.6	5.2		5.5	5.2	5.2	6.2	6.2	6.2	6.2	6.2	
Act Effct Green (s)	55.6	50.0		55.6	49.9	49.9	25.7	19.2	19.2	24.7	18.7	
Actuated g/C Ratio	0.53	0.48		0.53	0.48	0.48	0.25	0.18	0.18	0.24	0.18	
v/c Ratio	0.62	1.09		0.80	1.01	0.14	0.45	0.51	0.36	0.59	0.74	
Control Delay	31.2	80.1		50.6	52.5	2.9	33.7	43.5	8.4	39.0	51.1	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	31.2	80.1		50.6	52.5	2.9	33.7	43.5	8.4	39.0	51.1	
LOS	C	F		D	D	A	C	D	A	D	D	
Approach Delay		77.4			49.4			29.0			46.2	
Approach LOS		E			D			C			D	
Queue Length 50th (m)	9.0	~226.0		12.1	~182.8	0.0	15.7	32.6	0.2	26.7	44.8	
Queue Length 95th (m)	#31.7	#301.7		#49.8	#266.1	8.3	28.4	52.8	15.5	43.7	70.9	
Internal Link Dist (m)		497.4			690.8			552.4			222.0	
Turn Bay Length (m)	50.0			40.0		120.0	60.0		50.0	50.0		
Base Capacity (vph)	174	1706		174	1711	836	231	633	635	290	607	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.62	1.09		0.80	1.01	0.14	0.45	0.28	0.23	0.59	0.41	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 104.4
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.09
Intersection Signal Delay: 58.8 Intersection LOS: E
Intersection Capacity Utilization 92.3% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: 203 Street & Lougheed Highway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	126	1421	136	162	1473	74	197	183	146	97	229	90
Future Volume (vph)	126	1421	136	162	1473	74	197	183	146	97	229	90
Satd. Flow (prot)	1789	3532	0	1789	3579	1601	1789	1757	0	1789	3428	0
Flt Permitted	0.950			0.950			0.466			0.249		
Satd. Flow (perm)	1789	3532	0	1789	3579	1601	878	1757	0	469	3428	0
Satd. Flow (RTOR)		12				119		32			46	
Lane Group Flow (vph)	137	1693	0	176	1601	80	214	358	0	105	347	0
Turn Type	Prot	NA		Prot	NA	Free	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases						Free	8			4		
Total Split (s)	15.2	66.4		17.6	68.8		36.0	36.0		36.0	36.0	
Total Lost Time (s)	4.7	5.6		4.3	5.6		5.8	5.8		5.8	5.8	
Act Effct Green (s)	10.5	60.8		13.2	63.1	119.9	30.2	30.2		30.2	30.2	
Actuated g/C Ratio	0.09	0.51		0.11	0.53	1.00	0.25	0.25		0.25	0.25	
v/c Ratio	0.88	0.94		0.89	0.85	0.05	0.97	0.77		0.89	0.39	
Control Delay	100.1	39.7		94.2	29.9	0.1	99.2	50.0		102.7	33.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	100.1	39.7		94.2	29.9	0.1	99.2	50.0		102.7	33.5	
LOS	F	D		F	C	A	F	D		F	C	
Approach Delay		44.2			34.7			68.4			49.6	
Approach LOS		D			C			E			D	
Queue Length 50th (m)	32.4	191.0		41.5	163.5	0.0	50.1	72.0		24.0	30.8	
Queue Length 95th (m)	#68.5	#247.1		#81.8	196.8	0.0	#98.3	#112.6		#57.8	44.6	
Internal Link Dist (m)		690.8			589.4			132.2			83.5	
Turn Bay Length (m)	80.0			80.0		15.0						
Base Capacity (vph)	156	1796		198	1885	1601	220	466		118	897	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.88	0.94		0.89	0.85	0.05	0.97	0.77		0.89	0.39	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 119.9
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.97
Intersection Signal Delay: 43.9 Intersection LOS: D
Intersection Capacity Utilization 94.9% ICU Level of Service F
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

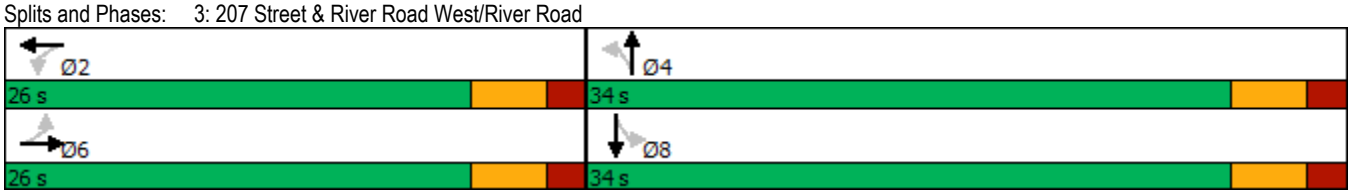
Splits and Phases: 2: 207 Street & Lougheed Highway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	8	0	122	3	99	0	264	191	89	314	4
Future Volume (vph)	0	8	0	122	3	99	0	264	191	89	314	4
Satd. Flow (prot)	0	1883	0	1789	1608	0	0	1776	0	0	1861	0
Flt Permitted				0.752							0.815	
Satd. Flow (perm)	0	1883	0	1416	1608	0	0	1776	0	0	1533	0
Satd. Flow (RTOR)					108			83			1	
Lane Group Flow (vph)	0	9	0	133	111	0	0	495	0	0	442	0
Turn Type		NA		Perm	NA			NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Total Split (s)	26.0	26.0		26.0	26.0		34.0	34.0		34.0	34.0	
Total Lost Time (s)		5.2		5.2	5.2			5.3			5.3	
Act Effct Green (s)		9.7		9.7	9.7			22.6			22.6	
Actuated g/C Ratio		0.25		0.25	0.25			0.58			0.58	
v/c Ratio		0.02		0.38	0.23			0.46			0.50	
Control Delay		13.4		17.2	5.5			7.6			9.7	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		13.4		17.2	5.5			7.6			9.7	
LOS		B		B	A			A			A	
Approach Delay		13.4			11.9			7.6			9.7	
Approach LOS		B			B			A			A	
Queue Length 50th (m)		0.4		6.4	0.2			15.4			17.7	
Queue Length 95th (m)		3.2		22.4	9.1			40.5			45.1	
Internal Link Dist (m)		213.4			500.7			312.0			141.0	
Turn Bay Length (m)				20.0								
Base Capacity (vph)		1058		795	950			1395			1188	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.01		0.17	0.12			0.35			0.37	

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 38.8	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.50	
Intersection Signal Delay: 9.3	Intersection LOS: A
Intersection Capacity Utilization 73.8%	ICU Level of Service D
Analysis Period (min) 15	

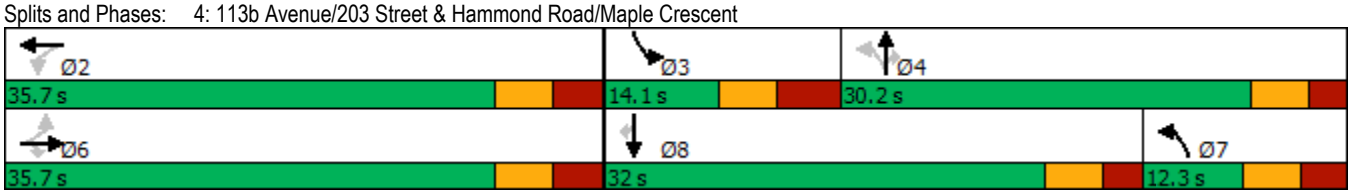
Splits and Phases: 3: 207 Street & River Road West/River Road

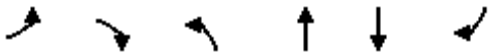


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	147	16	170	85	64	4	278	224	53	351	48
Future Volume (vph)	63	147	16	170	85	64	4	278	224	53	351	48
Satd. Flow (prot)	1789	1883	1601	1789	1761	0	1789	1883	1601	1789	1883	1601
Flt Permitted	0.654			0.656			0.535			0.950		
Satd. Flow (perm)	1232	1883	1601	1236	1761	0	1008	1883	1601	1789	1883	1601
Satd. Flow (RTOR)			224		54				243			134
Lane Group Flow (vph)	68	160	17	185	162	0	4	302	243	58	382	52
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA	Perm	Prot	NA	Perm
Protected Phases		6			2		7	4		3	8	
Permitted Phases	6		6	2			4		4			8
Total Split (s)	35.7	35.7	35.7	35.7	35.7		12.3	30.2	30.2	14.1	32.0	32.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		6.3	5.8	5.8	7.3	5.8	5.8
Act Effct Green (s)	13.9	13.9	13.9	13.9	13.9		19.3	15.9	15.9	7.2	21.1	21.1
Actuated g/C Ratio	0.27	0.27	0.27	0.27	0.27		0.38	0.31	0.31	0.14	0.42	0.42
v/c Ratio	0.20	0.31	0.03	0.55	0.31		0.01	0.51	0.36	0.23	0.49	0.07
Control Delay	18.8	19.0	0.1	25.2	14.0		16.8	20.4	4.7	29.2	14.7	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.8	19.0	0.1	25.2	14.0		16.8	20.4	4.7	29.2	14.7	0.2
LOS	B	B	A	C	B		B	C	A	C	B	A
Approach Delay		17.6			20.0			13.4			14.9	
Approach LOS		B			B			B			B	
Queue Length 50th (m)	5.4	13.0	0.0	16.2	8.5		0.3	25.9	0.0	5.3	20.1	0.0
Queue Length 95th (m)	15.7	30.5	0.0	38.7	24.2		2.3	55.2	13.9	18.4	68.5	0.0
Internal Link Dist (m)		619.4			283.0			744.9			210.5	
Turn Bay Length (m)	20.0		20.0	20.0			60.0		30.0	50.0		45.0
Base Capacity (vph)	809	1237	1129	812	1176		488	1034	988	273	1168	1044
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.13	0.02	0.23	0.14		0.01	0.29	0.25	0.21	0.33	0.05

Intersection Summary		
Cycle Length: 80		
Actuated Cycle Length: 50.7		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.55		
Intersection Signal Delay: 15.9	Intersection LOS: B	
Intersection Capacity Utilization 61.5%	ICU Level of Service B	
Analysis Period (min) 15		

Splits and Phases: 4: 113b Avenue/203 Street & Hammond Road/Maple Crescent

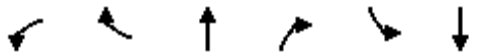




Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	65	82	69	327	363	112
Future Volume (Veh/h)	65	82	69	327	363	112
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	71	89	75	355	395	122
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				165	379	
pX, platoon unblocked	0.92	0.92	0.92			
vC, conflicting volume	961	456	517			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	914	364	431			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	73	86	93			
cM capacity (veh/h)	259	626	1038			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	160	75	355	517
Volume Left	71	75	0	0
Volume Right	89	0	0	122
cSH	384	1038	1700	1700
Volume to Capacity	0.42	0.07	0.21	0.30
Queue Length 95th (m)	15.2	1.8	0.0	0.0
Control Delay (s)	20.9	8.7	0.0	0.0
Lane LOS	C	A		
Approach Delay (s)	20.9	1.5		0.0
Approach LOS	C			

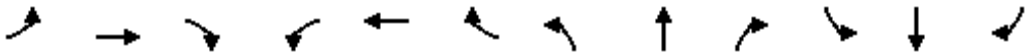
Intersection Summary			
Average Delay	3.6		
Intersection Capacity Utilization	48.4%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	126	52	316	99	38	322
Future Volume (Veh/h)	126	52	316	99	38	322
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)	137	57	343	108	41	350
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			234			
pX, platoon unblocked	0.90	0.90			0.90	
vC, conflicting volume	829	397			451	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	756	277			337	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	58	92			96	
cM capacity (veh/h)	326	687			1102	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	194	451	41	350
Volume Left	137	0	41	0
Volume Right	57	108	0	0
cSH	386	1700	1102	1700
Volume to Capacity	0.50	0.27	0.04	0.21
Queue Length 95th (m)	20.7	0.0	0.9	0.0
Control Delay (s)	23.4	0.0	8.4	0.0
Lane LOS	C		A	
Approach Delay (s)	23.4	0.0	0.9	
Approach LOS	C			

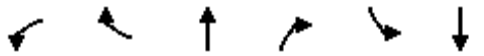
Intersection Summary				
Average Delay	4.7			
Intersection Capacity Utilization	46.1%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	0	3	3	4	18	3	302	3	17	243	63
Future Volume (Veh/h)	72	0	3	3	4	18	3	302	3	17	243	63
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	78	0	3	3	4	20	3	328	3	18	264	68
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)											336	
pX, platoon unblocked												
vC, conflicting volume	690	671	298	638	704	330	332			331		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	690	671	298	638	704	330	332			331		
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 %	77	100	100	99	99	97	100			99		
cM capacity (veh/h)	342	371	741	382	356	712	1227			1228		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	81	27	3	331	18	332
Volume Left	78	3	3	0	18	0
Volume Right	3	20	0	3	0	68
cSH	349	572	1227	1700	1228	1700
Volume to Capacity	0.23	0.05	0.00	0.19	0.01	0.20
Queue Length 95th (m)	6.7	1.1	0.1	0.0	0.3	0.0
Control Delay (s)	18.4	11.6	7.9	0.0	8.0	0.0
Lane LOS	C	B	A		A	
Approach Delay (s)	18.4	11.6	0.1		0.4	
Approach LOS	C	B				

Intersection Summary				
Average Delay	2.5			
Intersection Capacity Utilization	34.1%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	10	63	247	7	66	339
Future Volume (Veh/h)	10	63	247	7	66	339
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)	11	68	268	8	72	368
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						307
pX, platoon unblocked						
vC, conflicting volume	784	272			276	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	784	272			276	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	91			94	
cM capacity (veh/h)	342	767			1287	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	79	276	72	368
Volume Left	11	0	72	0
Volume Right	68	8	0	0
cSH	654	1700	1287	1700
Volume to Capacity	0.12	0.16	0.06	0.22
Queue Length 95th (m)	3.1	0.0	1.3	0.0
Control Delay (s)	11.3	0.0	8.0	0.0
Lane LOS	B		A	
Approach Delay (s)	11.3	0.0	1.3	
Approach LOS	B			

Intersection Summary			
Average Delay	1.8		
Intersection Capacity Utilization	31.5%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	2233	72	173	1954	157	137	241	155	177	224	74
Future Volume (vph)	120	2233	72	173	1954	157	137	241	155	177	224	74
Satd. Flow (prot)	1789	3561	0	1789	3579	1601	1789	1883	1601	1789	1814	0
Flt Permitted	0.052			0.050			0.168			0.374		
Satd. Flow (perm)	98	3561	0	94	3579	1601	316	1883	1601	704	1814	0
Satd. Flow (RTOR)		3				132			102		10	
Lane Group Flow (vph)	130	2505	0	188	2124	171	149	262	168	192	323	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6		6	8		8	4		
Total Split (s)	11.6	82.6		14.0	85.0	85.0	14.8	41.2	41.2	12.2	38.6	
Total Lost Time (s)	5.6	5.2		5.5	5.2	5.2	6.2	6.2	6.2	6.2	6.2	
Act Effct Green (s)	83.1	77.5		88.1	79.9	79.9	40.1	31.5	31.5	34.9	28.9	
Actuated g/C Ratio	0.57	0.53		0.60	0.55	0.55	0.27	0.21	0.21	0.24	0.20	
v/c Ratio	1.05	1.33		1.21	1.09	0.18	0.86	0.65	0.40	0.91	0.88	
Control Delay	124.9	183.2		174.8	81.9	5.3	82.3	60.5	22.4	89.7	80.9	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	124.9	183.2		174.8	81.9	5.3	82.3	60.5	22.4	89.7	80.9	
LOS	F	F		F	F	A	F	E	C	F	F	
Approach Delay		180.3			83.6			55.1			84.1	
Approach LOS		F			F			E			F	
Queue Length 50th (m)	~26.3	~512.8		~53.2	~376.6	5.3	33.2	70.0	15.8	44.0	89.5	
Queue Length 95th (m)	#70.5	#554.1		#103.9	#419.9	17.0	#59.2	100.0	37.3	#83.8	#134.1	
Internal Link Dist (m)		497.4			690.8			552.4			222.0	
Turn Bay Length (m)	50.0			40.0		120.0	60.0		50.0	50.0		
Base Capacity (vph)	124	1883		155	1950	932	173	450	460	212	408	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	1.05	1.33		1.21	1.09	0.18	0.86	0.58	0.37	0.91	0.79	

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 146.6
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.33
Intersection Signal Delay: 122.0 Intersection LOS: F
Intersection Capacity Utilization 116.7% ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: 203 Street & Lougheed Highway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	1918	144	181	1830	55	189	185	181	153	287	66
Future Volume (vph)	125	1918	144	181	1830	55	189	185	181	153	287	66
Satd. Flow (prot)	1789	3539	0	1789	3579	1601	1789	1744	0	1789	3478	0
Flt Permitted	0.950			0.950			0.434			0.238		
Satd. Flow (perm)	1789	3539	0	1789	3579	1601	817	1744	0	448	3478	0
Satd. Flow (RTOR)		8				95		33			19	
Lane Group Flow (vph)	136	2242	0	197	1989	60	205	398	0	166	384	0
Turn Type	Prot	NA		Prot	NA	Free	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases						Free	8			4		
Total Split (s)	15.0	82.0		18.0	85.0		50.0	50.0		50.0	50.0	
Total Lost Time (s)	4.7	5.6		4.3	5.6		5.8	5.8		5.8	5.8	
Act Effct Green (s)	10.3	76.4		13.7	79.4	150.0	44.2	44.2		44.2	44.2	
Actuated g/C Ratio	0.07	0.51		0.09	0.53	1.00	0.29	0.29		0.29	0.29	
v/c Ratio	1.11	1.24		1.21	1.05	0.04	0.85	0.74		1.26	0.37	
Control Delay	176.1	146.7		192.1	69.9	0.0	80.7	53.2		206.2	40.9	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	176.1	146.7		192.1	69.9	0.0	80.7	53.2		206.2	40.9	
LOS	F	F		F	E	A	F	D		F	D	
Approach Delay		148.4			78.7			62.6			90.8	
Approach LOS		F			E			E			F	
Queue Length 50th (m)	~46.0	~435.7		~71.1	~338.1	0.0	57.7	99.1		~61.7	45.3	
Queue Length 95th (m)	#89.8	#475.2		#121.7	#378.3	0.0	#103.4	138.6		#109.2	60.3	
Internal Link Dist (m)		690.8			589.4			132.2			83.5	
Turn Bay Length (m)	80.0			80.0		15.0						
Base Capacity (vph)	122	1806		163	1894	1601	240	537		132	1038	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	1.11	1.24		1.21	1.05	0.04	0.85	0.74		1.26	0.37	

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.26
Intersection Signal Delay: 106.9 Intersection LOS: F
Intersection Capacity Utilization 114.8% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: 207 Street & Lougheed Highway

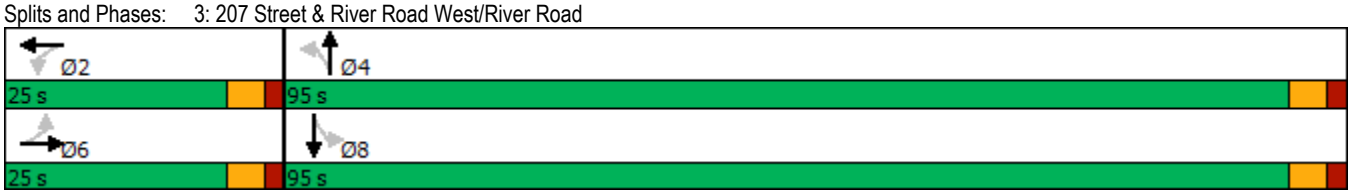


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	43	1	134	8	141	0	312	670	175	279	3
Future Volume (vph)	1	43	1	134	8	141	0	312	670	175	279	3
Satd. Flow (prot)	0	1876	0	1789	1616	0	0	1710	0	0	1846	0
Flt Permitted		0.995		0.813							0.305	
Satd. Flow (perm)	0	1868	0	1531	1616	0	0	1710	0	0	574	0
Satd. Flow (RTOR)		1			153			255			1	
Lane Group Flow (vph)	0	49	0	146	162	0	0	1067	0	0	496	0
Turn Type	Perm	NA		Perm	NA			NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Total Split (s)	25.0	25.0		25.0	25.0		95.0	95.0		95.0	95.0	
Total Lost Time (s)		5.2		5.2	5.2			5.3			5.3	
Act Effct Green (s)		15.8		15.8	15.8			90.1			90.1	
Actuated g/C Ratio		0.14		0.14	0.14			0.77			0.77	
v/c Ratio		0.19		0.71	0.46			0.77			1.12	
Control Delay		45.0		66.5	12.7			10.7			96.2	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		45.0		66.5	12.7			10.7			96.2	
LOS		D		E	B			B			F	
Approach Delay		45.0			38.2			10.7			96.2	
Approach LOS		D			D			B			F	
Queue Length 50th (m)		9.8		32.1	1.8			87.4			~131.5	
Queue Length 95th (m)		21.0		53.9	20.3			164.6			#99.7	
Internal Link Dist (m)		213.4			500.7			312.0			141.0	
Turn Bay Length (m)				20.0								
Base Capacity (vph)		318		260	402			1381			444	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.15		0.56	0.40			0.77			1.12	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 116.4
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.12
Intersection Signal Delay: 38.1 Intersection LOS: D
Intersection Capacity Utilization 109.4% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: 207 Street & River Road West/River Road

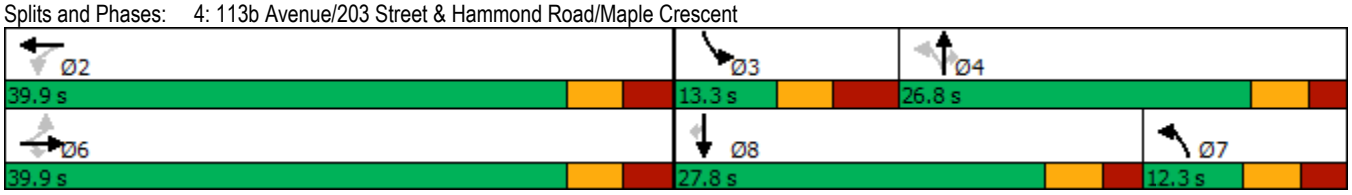


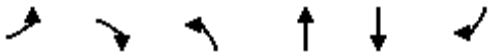
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	247	558	13	152	65	83	7	359	447	47	349	31
Future Volume (vph)	247	558	13	152	65	83	7	359	447	47	349	31
Satd. Flow (prot)	1789	1883	1601	1789	1725	0	1789	1883	1601	1789	1883	1601
Flt Permitted	0.655			0.234			0.537			0.950		
Satd. Flow (perm)	1234	1883	1601	441	1725	0	1011	1883	1601	1789	1883	1601
Satd. Flow (RTOR)			224		90				206			134
Lane Group Flow (vph)	268	607	14	165	161	0	8	390	486	51	379	34
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA	Perm	Prot	NA	Perm
Protected Phases		6			2		7	4		3	8	
Permitted Phases	6		6	2			4		4			8
Total Split (s)	39.9	39.9	39.9	39.9	39.9		12.3	26.8	26.8	13.3	27.8	27.8
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		6.3	5.8	5.8	7.3	5.8	5.8
Act Effct Green (s)	34.0	34.0	34.0	34.0	34.0		21.2	18.9	18.9	6.1	23.9	23.9
Actuated g/C Ratio	0.47	0.47	0.47	0.47	0.47		0.29	0.26	0.26	0.08	0.33	0.33
v/c Ratio	0.46	0.69	0.02	0.80	0.19		0.02	0.80	0.85	0.34	0.61	0.06
Control Delay	19.0	22.8	0.0	52.6	7.6		22.7	40.0	31.8	41.2	26.0	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.0	22.8	0.0	52.6	7.6		22.7	40.0	31.8	41.2	26.0	0.2
LOS	B	C	A	D	A		C	D	C	D	C	A
Approach Delay		21.3			30.4			35.3			25.8	
Approach LOS		C			C			D			C	
Queue Length 50th (m)	29.3	76.8	0.0	22.6	6.4		0.9	55.1	41.3	7.5	39.8	0.0
Queue Length 95th (m)	51.5	#118.2	0.0	#59.1	17.4		4.0	#96.3	#93.8	18.0	#88.7	0.0
Internal Link Dist (m)		619.4			283.0			744.9			210.5	
Turn Bay Length (m)	20.0		20.0	20.0			60.0		30.0	50.0		45.0
Base Capacity (vph)	577	880	867	206	854		361	553	616	150	695	676
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.69	0.02	0.80	0.19		0.02	0.71	0.79	0.34	0.55	0.05

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 72.6	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 28.1	Intersection LOS: C
Intersection Capacity Utilization 83.4%	ICU Level of Service E
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: 113b Avenue/203 Street & Hammond Road/Maple Crescent

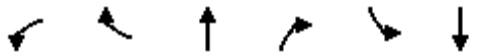




Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	95	221	120	392	419	97
Future Volume (Veh/h)	95	221	120	392	419	97
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	103	240	130	426	455	105
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				165	379	
pX, platoon unblocked	0.90	0.90	0.90			
vC, conflicting volume	1194	508	560			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1159	396	454			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	39	59	87			
cM capacity (veh/h)	169	587	995			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	343	130	426	560
Volume Left	103	130	0	0
Volume Right	240	0	0	105
cSH	337	995	1700	1700
Volume to Capacity	1.02	0.13	0.25	0.33
Queue Length 95th (m)	89.1	3.4	0.0	0.0
Control Delay (s)	89.7	9.2	0.0	0.0
Lane LOS	F	A		
Approach Delay (s)	89.7	2.1		0.0
Approach LOS	F			

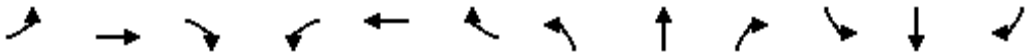
Intersection Summary			
Average Delay	21.9		
Intersection Capacity Utilization	63.5%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	148	42	347	323	48	279
Future Volume (Veh/h)	148	42	347	323	48	279
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)	161	46	377	351	52	303
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			234			
pX, platoon unblocked	0.74	0.74			0.74	
vC, conflicting volume	960	552			728	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	773	226			462	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	37	92			94	
cM capacity (veh/h)	256	605			817	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	207	728	52	303
Volume Left	161	0	52	0
Volume Right	46	351	0	0
cSH	293	1700	817	1700
Volume to Capacity	0.71	0.43	0.06	0.18
Queue Length 95th (m)	37.5	0.0	1.5	0.0
Control Delay (s)	42.0	0.0	9.7	0.0
Lane LOS	E		A	
Approach Delay (s)	42.0	0.0	1.4	
Approach LOS	E			

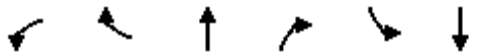
Intersection Summary			
Average Delay	7.1		
Intersection Capacity Utilization	57.3%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	212	4	3	0	3	12	3	665	8	8	243	85
Future Volume (Veh/h)	212	4	3	0	3	12	3	665	8	8	243	85
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	230	4	3	0	3	13	3	723	9	9	264	92
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)											336	
pX, platoon unblocked												
vC, conflicting volume	1072	1066	310	1020	1108	728	356			732		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1072	1066	310	1020	1108	728	356			732		
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 %	0	98	100	100	99	97	100			99		
cM capacity (veh/h)	188	219	730	209	207	424	1203			873		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	237	16	3	732	9	356
Volume Left	230	0	3	0	9	0
Volume Right	3	13	0	9	0	92
cSH	191	354	1203	1700	873	1700
Volume to Capacity	1.24	0.05	0.00	0.43	0.01	0.21
Queue Length 95th (m)	97.1	1.1	0.1	0.0	0.2	0.0
Control Delay (s)	195.4	15.6	8.0	0.0	9.2	0.0
Lane LOS	F	C	A		A	
Approach Delay (s)	195.4	15.6	0.0		0.2	
Approach LOS	F	C				

Intersection Summary				
Average Delay	34.5			
Intersection Capacity Utilization	61.0%	ICU Level of Service	B	
Analysis Period (min)	15			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	18	55	211	5	223	833
Future Volume (Veh/h)	18	55	211	5	223	833
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)	20	60	229	5	242	905
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						307
pX, platoon unblocked	0.78					
vC, conflicting volume	1620	232			234	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1655	232			234	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	71	93			82	
cM capacity (veh/h)	69	808			1333	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	80	234	242	905
Volume Left	20	0	242	0
Volume Right	60	5	0	0
cSH	219	1700	1333	1700
Volume to Capacity	0.36	0.14	0.18	0.53
Queue Length 95th (m)	12.0	0.0	5.0	0.0
Control Delay (s)	30.5	0.0	8.3	0.0
Lane LOS	D		A	
Approach Delay (s)	30.5	0.0	1.8	
Approach LOS	D			

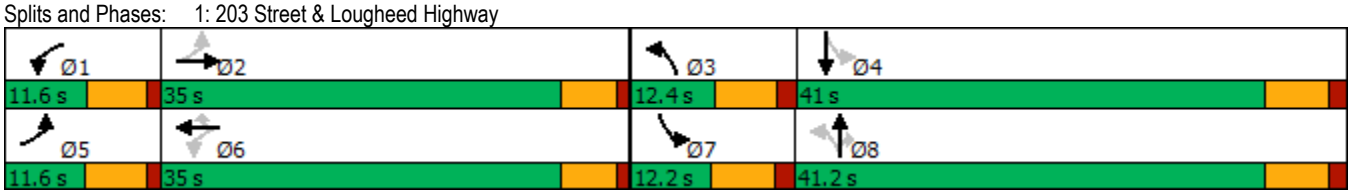
Intersection Summary			
Average Delay	3.0		
Intersection Capacity Utilization	54.9%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	850	20	81	1063	34	102	68	51	45	99	21
Future Volume (vph)	43	850	20	81	1063	34	102	68	51	45	99	21
Satd. Flow (prot)	1789	3568	0	1789	3579	1601	1789	1883	1601	1789	1834	0
Flt Permitted	0.131			0.191			0.605			0.709		
Satd. Flow (perm)	247	3568	0	360	3579	1601	1139	1883	1601	1335	1834	0
Satd. Flow (RTOR)		2				164			153		12	
Lane Group Flow (vph)	47	946	0	88	1155	37	111	74	55	49	131	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6		6	8		8	4		
Total Split (s)	11.6	35.0		11.6	35.0	35.0	12.4	41.2	41.2	12.2	41.0	
Total Lost Time (s)	5.6	5.2		5.5	5.2	5.2	6.2	6.2	6.2	6.2	6.2	
Act Effct Green (s)	36.1	32.0		37.4	34.3	34.3	16.3	12.8	12.8	14.8	10.2	
Actuated g/C Ratio	0.50	0.44		0.52	0.48	0.48	0.23	0.18	0.18	0.21	0.14	
v/c Ratio	0.19	0.60		0.28	0.68	0.04	0.35	0.22	0.13	0.16	0.48	
Control Delay	10.9	19.7		11.7	20.6	0.1	23.2	29.4	0.7	20.2	33.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	10.9	19.7		11.7	20.6	0.1	23.2	29.4	0.7	20.2	33.4	
LOS	B	B		B	C	A	C	C	A	C	C	
Approach Delay		19.3			19.4			19.9			29.8	
Approach LOS		B			B			B			C	
Queue Length 50th (m)	2.9	56.6		5.5	75.1	0.0	11.7	9.6	0.0	5.0	15.9	
Queue Length 95th (m)	8.1	82.6		13.0	#112.9	0.0	22.9	20.6	0.0	12.0	31.3	
Internal Link Dist (m)		497.4			690.8			552.4			222.0	
Turn Bay Length (m)	50.0			40.0		120.0	60.0		50.0	50.0		
Base Capacity (vph)	254	1593		310	1704	848	314	931	869	312	908	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.19	0.59		0.28	0.68	0.04	0.35	0.08	0.06	0.16	0.14	

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 72
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 20.1 Intersection LOS: C
Intersection Capacity Utilization 60.9% ICU Level of Service B
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: 203 Street & Lougheed Highway

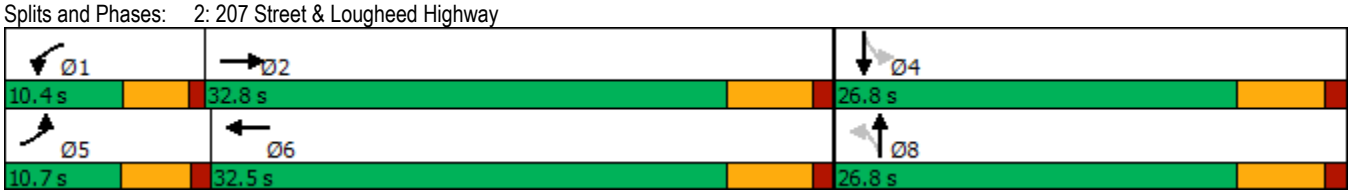


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	776	56	69	1133	35	122	74	67	31	76	27
Future Volume (vph)	41	776	56	69	1133	35	122	74	67	31	76	27
Satd. Flow (prot)	1789	3543	0	1789	3579	1601	1789	1748	0	1789	3439	0
Flt Permitted	0.950			0.950			0.681			0.660		
Satd. Flow (perm)	1789	3543	0	1789	3579	1601	1283	1748	0	1243	3439	0
Satd. Flow (RTOR)		12				198		67			29	
Lane Group Flow (vph)	45	904	0	75	1232	38	133	153	0	34	112	0
Turn Type	Prot	NA		Prot	NA	Free	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases						Free	8			4		
Total Split (s)	10.7	32.8		10.4	32.5		26.8	26.8		26.8	26.8	
Total Lost Time (s)	4.7	5.6		4.3	5.6		5.8	5.8		5.8	5.8	
Act Effct Green (s)	6.1	29.3		6.2	31.2	58.3	11.7	11.7		11.7	11.7	
Actuated g/C Ratio	0.10	0.50		0.11	0.54	1.00	0.20	0.20		0.20	0.20	
v/c Ratio	0.24	0.51		0.40	0.64	0.02	0.52	0.38		0.14	0.16	
Control Delay	30.2	12.8		33.4	14.4	0.0	28.6	15.0		20.6	15.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	30.2	12.8		33.4	14.4	0.0	28.6	15.0		20.6	15.4	
LOS	C	B		C	B	A	C	B		C	B	
Approach Delay		13.6			15.1			21.3			16.6	
Approach LOS		B			B			C			B	
Queue Length 50th (m)	4.7	36.1		7.9	35.1	0.0	13.2	8.1		3.1	4.0	
Queue Length 95th (m)	14.1	62.6		20.6	#108.7	0.0	27.5	21.1		9.3	9.4	
Internal Link Dist (m)		690.8			589.4			132.2			83.5	
Turn Bay Length (m)	80.0			80.0		15.0						
Base Capacity (vph)	186	1799		189	1916	1601	468	681		454	1274	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.24	0.50		0.40	0.64	0.02	0.28	0.22		0.07	0.09	

Intersection Summary

Cycle Length: 70
Actuated Cycle Length: 58.3
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.64
Intersection Signal Delay: 15.3 Intersection LOS: B
Intersection Capacity Utilization 68.4% ICU Level of Service C
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: 207 Street & Lougheed Highway

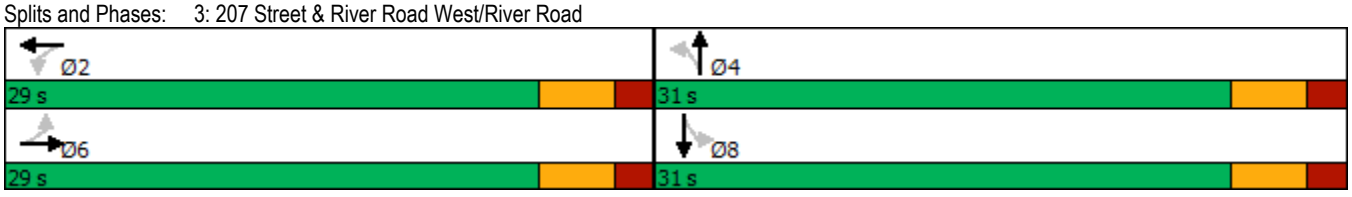


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	5	0	81	1	89	0	136	51	27	110	0
Future Volume (vph)	1	5	0	81	1	89	0	136	51	27	110	0
Satd. Flow (prot)	0	1868	0	1789	1605	0	0	1814	0	0	1865	0
Flt Permitted		0.930		0.754							0.919	
Satd. Flow (perm)	0	1752	0	1420	1605	0	0	1814	0	0	1731	0
Satd. Flow (RTOR)					97			39				
Lane Group Flow (vph)	0	6	0	88	98	0	0	203	0	0	149	0
Turn Type	Perm	NA		Perm	NA			NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Total Split (s)	29.0	29.0		29.0	29.0		31.0	31.0		31.0	31.0	
Total Lost Time (s)		5.2		5.2	5.2			5.3			5.3	
Act Effct Green (s)		7.7		7.7	7.7			15.3			15.3	
Actuated g/C Ratio		0.26		0.26	0.26			0.51			0.51	
v/c Ratio		0.01		0.24	0.20			0.22			0.17	
Control Delay		7.5		10.1	3.6			6.2			7.2	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		7.5		10.1	3.6			6.2			7.2	
LOS		A		B	A			A			A	
Approach Delay		7.5			6.7			6.2			7.2	
Approach LOS		A			A			A			A	
Queue Length 50th (m)		0.3		2.9	0.0			4.4			4.0	
Queue Length 95th (m)		1.3		7.9	4.5			12.4			10.8	
Internal Link Dist (m)		213.4			500.7			312.0			141.0	
Turn Bay Length (m)				20.0								
Base Capacity (vph)		1394		1130	1297			1564			1487	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.00		0.08	0.08			0.13			0.10	

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 30.1
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.24
Intersection Signal Delay: 6.6 Intersection LOS: A
Intersection Capacity Utilization 42.9% ICU Level of Service A
Analysis Period (min) 15

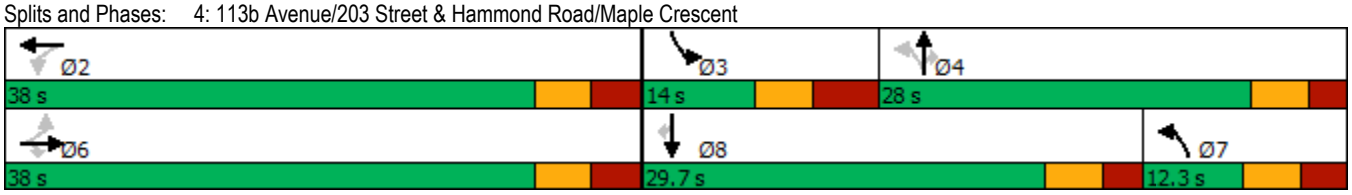
Splits and Phases: 3: 207 Street & River Road West/River Road

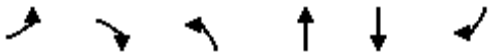


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	45	2	134	51	48	0	114	53	22	206	41
Future Volume (vph)	14	45	2	134	51	48	0	114	53	22	206	41
Satd. Flow (prot)	1789	1883	1601	1789	1746	0	1883	1883	1601	1789	1883	1601
Flt Permitted	0.688			0.725						0.950		
Satd. Flow (perm)	1296	1883	1601	1365	1746	0	1883	1883	1601	1789	1883	1601
Satd. Flow (RTOR)			224		52				147			134
Lane Group Flow (vph)	15	49	2	146	107	0	0	124	58	24	224	45
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA	Perm	Prot	NA	Perm
Protected Phases		6			2		7	4		3	8	
Permitted Phases	6		6	2			4		4			8
Total Split (s)	38.0	38.0	38.0	38.0	38.0		12.3	28.0	28.0	14.0	29.7	29.7
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		6.3	5.8	5.8	7.3	5.8	5.8
Act Effct Green (s)	10.0	10.0	10.0	10.0	10.0			15.6	15.6	6.4	17.5	17.5
Actuated g/C Ratio	0.28	0.28	0.28	0.28	0.28			0.44	0.44	0.18	0.49	0.49
v/c Ratio	0.04	0.09	0.00	0.39	0.20			0.15	0.07	0.08	0.24	0.05
Control Delay	11.4	11.3	0.0	14.9	7.9			12.7	0.2	16.8	9.1	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0
Total Delay	11.4	11.3	0.0	14.9	7.9			12.7	0.2	16.8	9.1	0.1
LOS	B	B	A	B	A			B	A	B	A	A
Approach Delay		10.9			11.9			8.7			8.3	
Approach LOS		B			B			A			A	
Queue Length 50th (m)	0.5	1.7	0.0	5.6	2.0			4.2	0.0	1.0	8.1	0.0
Queue Length 95th (m)	4.3	9.4	0.0	23.6	12.7			21.2	0.0	7.3	21.6	0.0
Internal Link Dist (m)		619.4			283.0			744.9			210.5	
Turn Bay Length (m)	20.0		20.0	20.0					30.0	50.0		45.0
Base Capacity (vph)	1169	1699	1466	1231	1580			1326	1170	350	1410	1232
Starvation Cap Reductn	0	0	0	0	0			0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0			0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0			0	0	0	0	0
Reduced v/c Ratio	0.01	0.03	0.00	0.12	0.07			0.09	0.05	0.07	0.16	0.04

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 35.8	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.39	
Intersection Signal Delay: 9.8	Intersection LOS: A
Intersection Capacity Utilization 39.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 4: 113b Avenue/203 Street & Hammond Road/Maple Crescent

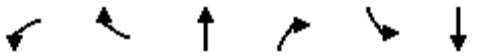




Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	36	33	74	199	118	65
Future Volume (Veh/h)	36	33	74	199	118	65
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	39	36	80	216	128	71
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				165	379	
pX, platoon unblocked						
vC, conflicting volume	540	164	199			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	540	164	199			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	92	96	94			
cM capacity (veh/h)	474	881	1373			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	75	80	216	199
Volume Left	39	80	0	0
Volume Right	36	0	0	71
cSH	609	1373	1700	1700
Volume to Capacity	0.12	0.06	0.13	0.12
Queue Length 95th (m)	3.2	1.4	0.0	0.0
Control Delay (s)	11.7	7.8	0.0	0.0
Lane LOS	B	A		
Approach Delay (s)	11.7	2.1		0.0
Approach LOS	B			

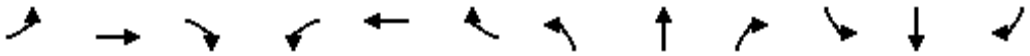
Intersection Summary			
Average Delay	2.6		
Intersection Capacity Utilization	28.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	97	39	136	43	38	165
Future Volume (Veh/h)	97	39	136	43	38	165
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)	105	42	148	47	41	179
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			234			
pX, platoon unblocked						
vC, conflicting volume	432	172			195	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	432	172			195	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	81	95			97	
cM capacity (veh/h)	563	872			1378	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	147	195	41	179
Volume Left	105	0	41	0
Volume Right	42	47	0	0
cSH	626	1700	1378	1700
Volume to Capacity	0.23	0.11	0.03	0.11
Queue Length 95th (m)	6.9	0.0	0.7	0.0
Control Delay (s)	12.5	0.0	7.7	0.0
Lane LOS	B		A	
Approach Delay (s)	12.5	0.0	1.4	
Approach LOS	B			

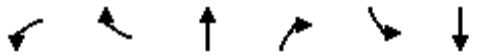
Intersection Summary			
Average Delay	3.8		
Intersection Capacity Utilization	30.9%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	1	2	0	5	5	0	91	1	9	99	37
Future Volume (Veh/h)	43	1	2	0	5	5	0	91	1	9	99	37
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	47	1	2	0	5	5	0	99	1	10	108	40
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)											336	
pX, platoon unblocked												
vC, conflicting volume	254	248	128	230	268	100	148			100		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	254	248	128	230	268	100	148			100		
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 %	93	100	100	100	99	99	100			99		
cM capacity (veh/h)	687	650	922	719	634	956	1434			1493		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	50	10	0	100	10	148
Volume Left	47	0	0	0	10	0
Volume Right	2	5	0	1	0	40
cSH	694	763	1700	1700	1493	1700
Volume to Capacity	0.07	0.01	0.00	0.06	0.01	0.09
Queue Length 95th (m)	1.8	0.3	0.0	0.0	0.2	0.0
Control Delay (s)	10.6	9.8	0.0	0.0	7.4	0.0
Lane LOS	B	A			A	
Approach Delay (s)	10.6	9.8	0.0		0.5	
Approach LOS	B	A				

Intersection Summary				
Average Delay	2.2			
Intersection Capacity Utilization	23.4%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	3	38	183	5	23	93
Future Volume (Veh/h)	3	38	183	5	23	93
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)	3	41	199	5	25	101
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						307
pX, platoon unblocked						
vC, conflicting volume	352	202			204	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	352	202			204	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	95			98	
cM capacity (veh/h)	633	839			1368	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	44	204	25	101
Volume Left	3	0	25	0
Volume Right	41	5	0	0
cSH	821	1700	1368	1700
Volume to Capacity	0.05	0.12	0.02	0.06
Queue Length 95th (m)	1.3	0.0	0.4	0.0
Control Delay (s)	9.6	0.0	7.7	0.0
Lane LOS	A		A	
Approach Delay (s)	9.6	0.0	1.5	
Approach LOS	A			

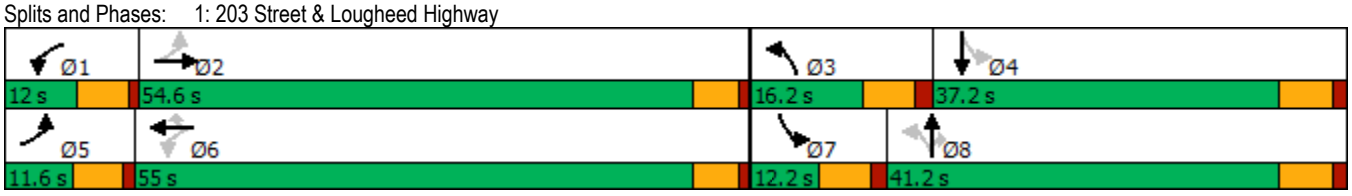
Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	26.6%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	1767	74	167	1616	170	131	196	154	130	219	61
Future Volume (vph)	95	1767	74	167	1616	170	131	196	154	130	219	61
Satd. Flow (prot)	1789	3557	0	1789	3579	1601	1789	1883	1601	1789	1821	0
Flt Permitted	0.081			0.080			0.239			0.580		
Satd. Flow (perm)	153	3557	0	151	3579	1601	450	1883	1601	1092	1821	0
Satd. Flow (RTOR)		4				172			152		11	
Lane Group Flow (vph)	103	2001	0	182	1757	185	142	213	167	141	304	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6		6	8		8	4		
Total Split (s)	11.6	54.6		12.0	55.0	55.0	16.2	41.2	41.2	12.2	37.2	
Total Lost Time (s)	5.6	5.2		5.5	5.2	5.2	6.2	6.2	6.2	6.2	6.2	
Act Effct Green (s)	55.2	49.5		56.2	49.9	49.9	35.9	26.4	26.4	28.8	22.8	
Actuated g/C Ratio	0.49	0.44		0.50	0.45	0.45	0.32	0.24	0.24	0.26	0.20	
v/c Ratio	0.63	1.27		1.06	1.10	0.23	0.55	0.48	0.34	0.44	0.80	
Control Delay	34.7	154.1		112.8	84.9	4.7	33.8	40.0	8.7	32.3	56.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	34.7	154.1		112.8	84.9	4.7	33.8	40.0	8.7	32.3	56.7	
LOS	C	F		F	F	A	C	D	A	C	E	
Approach Delay		148.2			80.3			28.3			48.9	
Approach LOS		F			F			C			D	
Queue Length 50th (m)	10.4	~293.8		~28.5	~231.2	1.6	21.8	40.1	2.5	21.6	61.4	
Queue Length 95th (m)	#32.9	#371.6		#80.4	#304.1	15.3	36.2	61.9	18.4	36.0	91.5	
Internal Link Dist (m)		497.4			690.8			552.4			222.0	
Turn Bay Length (m)	50.0			40.0		120.0	60.0		50.0	50.0		
Base Capacity (vph)	163	1581		171	1601	811	267	592	607	319	515	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.63	1.27		1.06	1.10	0.23	0.53	0.36	0.28	0.44	0.59	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 111.6
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.27
Intersection Signal Delay: 99.9 Intersection LOS: F
Intersection Capacity Utilization 102.2% ICU Level of Service G
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: 203 Street & Lougheed Highway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	117	1594	122	144	1653	146	184	141	127	126	201	97
Future Volume (vph)	117	1594	122	144	1653	146	184	141	127	126	201	97
Satd. Flow (prot)	1789	3539	0	1789	3579	1601	1789	1750	0	1789	3403	0
Flt Permitted	0.950			0.950			0.485			0.326		
Satd. Flow (perm)	1789	3539	0	1789	3579	1601	913	1750	0	614	3403	0
Satd. Flow (RTOR)		11				130		38			68	
Lane Group Flow (vph)	127	1866	0	157	1797	159	200	291	0	137	323	0
Turn Type	Prot	NA		Prot	NA	Free	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases						Free	8			4		
Total Split (s)	13.6	64.8		15.0	66.2		30.2	30.2		30.2	30.2	
Total Lost Time (s)	4.7	5.6		4.3	5.6		5.8	5.8		5.8	5.8	
Act Effct Green (s)	8.9	59.2		10.7	60.6	110.0	24.4	24.4		24.4	24.4	
Actuated g/C Ratio	0.08	0.54		0.10	0.55	1.00	0.22	0.22		0.22	0.22	
v/c Ratio	0.88	0.98		0.90	0.91	0.10	0.99	0.70		1.01	0.40	
Control Delay	99.9	41.2		96.7	30.8	0.1	105.1	44.1		123.8	30.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	99.9	41.2		96.7	30.8	0.1	105.1	44.1		123.8	30.3	
LOS	F	D		F	C	A	F	D		F	C	
Approach Delay		44.9			33.4			68.9			58.1	
Approach LOS		D			C			E			E	
Queue Length 50th (m)	27.5	195.2		33.9	174.2	0.0	43.0	50.4		~29.9	24.4	
Queue Length 95th (m)	#61.6	#257.1		#72.1	#214.0	0.0	#89.0	80.2		#68.9	37.6	
Internal Link Dist (m)		690.8			589.4			132.2			83.5	
Turn Bay Length (m)	80.0			80.0		15.0						
Base Capacity (vph)	144	1909		174	1971	1601	202	417		136	807	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.88	0.98		0.90	0.91	0.10	0.99	0.70		1.01	0.40	

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.01
Intersection Signal Delay: 43.6 Intersection LOS: D
Intersection Capacity Utilization 96.0% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: 207 Street & Lougheed Highway

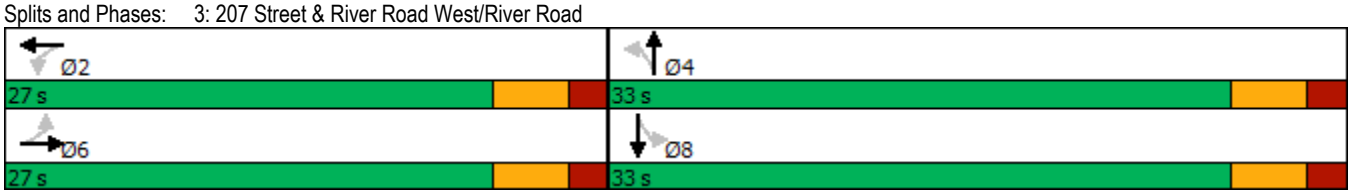


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	3	0	173	7	165	1	217	201	105	213	1
Future Volume (vph)	0	3	0	173	7	165	1	217	201	105	213	1
Satd. Flow (prot)	0	1883	0	1789	1612	0	0	1761	0	0	1853	0
Flt Permitted				0.756				0.999			0.765	
Satd. Flow (perm)	0	1883	0	1424	1612	0	0	1759	0	0	1441	0
Satd. Flow (RTOR)					179			103				
Lane Group Flow (vph)	0	3	0	188	187	0	0	455	0	0	347	0
Turn Type		NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Total Split (s)	27.0	27.0		27.0	27.0		33.0	33.0		33.0	33.0	
Total Lost Time (s)		5.2		5.2	5.2			5.3			5.3	
Act Effct Green (s)		11.3		11.3	11.3			17.0			17.0	
Actuated g/C Ratio		0.29		0.29	0.29			0.43			0.43	
v/c Ratio		0.01		0.46	0.32			0.56			0.56	
Control Delay		11.0		16.0	4.5			9.9			13.2	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		11.0		16.0	4.5			9.9			13.2	
LOS		B		B	A			A			B	
Approach Delay		11.0			10.3			9.9			13.2	
Approach LOS		B			B			A			B	
Queue Length 50th (m)		0.2		8.3	0.3			13.5			14.0	
Queue Length 95th (m)		1.5		28.1	10.9			43.2			42.7	
Internal Link Dist (m)		213.4			500.7			312.0			141.0	
Turn Bay Length (m)				20.0								
Base Capacity (vph)		1095		828	1012			1327			1065	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.00		0.23	0.18			0.34			0.33	

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 39.3
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.56
Intersection Signal Delay: 11.0 Intersection LOS: B
Intersection Capacity Utilization 70.3% ICU Level of Service C
Analysis Period (min) 15

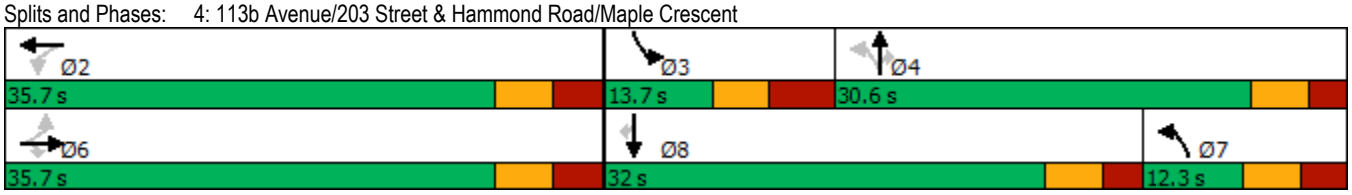
Splits and Phases: 3: 207 Street & River Road West/River Road

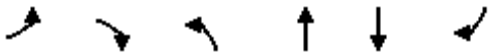


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	154	12	237	84	79	5	303	209	44	378	63
Future Volume (vph)	75	154	12	237	84	79	5	303	209	44	378	63
Satd. Flow (prot)	1789	1883	1601	1789	1746	0	1789	1883	1601	1789	1883	1601
Flt Permitted	0.646			0.651			0.521			0.950		
Satd. Flow (perm)	1217	1883	1601	1226	1746	0	981	1883	1601	1789	1883	1601
Satd. Flow (RTOR)			224		67				223			134
Lane Group Flow (vph)	82	167	13	258	177	0	5	329	227	48	411	68
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA	Perm	Prot	NA	Perm
Protected Phases		6			2		7	4		3	8	
Permitted Phases	6		6	2			4		4			8
Total Split (s)	35.7	35.7	35.7	35.7	35.7		12.3	30.6	30.6	13.7	32.0	32.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		6.3	5.8	5.8	7.3	5.8	5.8
Act Effct Green (s)	17.9	17.9	17.9	17.9	17.9		20.7	17.3	17.3	7.1	22.1	22.1
Actuated g/C Ratio	0.32	0.32	0.32	0.32	0.32		0.37	0.31	0.31	0.13	0.40	0.40
v/c Ratio	0.21	0.28	0.02	0.66	0.29		0.01	0.57	0.35	0.21	0.55	0.10
Control Delay	18.0	17.7	0.1	27.6	12.3		19.0	23.6	5.2	33.2	18.1	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.0	17.7	0.1	27.6	12.3		19.0	23.6	5.2	33.2	18.1	0.5
LOS	B	B	A	C	B		B	C	A	C	B	A
Approach Delay		16.9			21.4			16.1			17.2	
Approach LOS		B			C			B			B	
Queue Length 50th (m)	6.8	14.2	0.0	25.3	9.1		0.4	32.0	0.3	5.0	27.0	0.0
Queue Length 95th (m)	18.0	31.0	0.0	54.5	24.5		2.9	66.2	14.8	17.1	82.9	0.9
Internal Link Dist (m)		619.4			283.0			744.9			210.5	
Turn Bay Length (m)	20.0		20.0	20.0			60.0		30.0	50.0		45.0
Base Capacity (vph)	731	1131	1051	736	1075		463	960	926	235	1088	981
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.15	0.01	0.35	0.16		0.01	0.34	0.25	0.20	0.38	0.07

Intersection Summary		
Cycle Length: 80		
Actuated Cycle Length: 55.9		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.66		
Intersection Signal Delay: 17.8	Intersection LOS: B	
Intersection Capacity Utilization 67.0%	ICU Level of Service C	
Analysis Period (min) 15		

Splits and Phases: 4: 113b Avenue/203 Street & Hammond Road/Maple Crescent

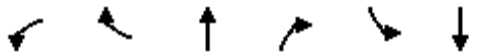




Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	56	91	119	310	287	80
Future Volume (Veh/h)	56	91	119	310	287	80
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	61	99	129	337	312	87
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				165	379	
pX, platoon unblocked	0.96	0.96	0.96			
vC, conflicting volume	950	356	399			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	930	312	357			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	76	86	89			
cM capacity (veh/h)	254	701	1158			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	160	129	337	399
Volume Left	61	129	0	0
Volume Right	99	0	0	87
cSH	420	1158	1700	1700
Volume to Capacity	0.38	0.11	0.20	0.23
Queue Length 95th (m)	13.3	2.9	0.0	0.0
Control Delay (s)	18.8	8.5	0.0	0.0
Lane LOS	C	A		
Approach Delay (s)	18.8	2.4		0.0
Approach LOS	C			

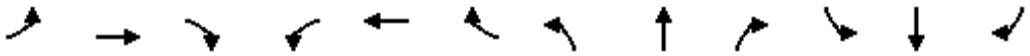
Intersection Summary			
Average Delay	4.0		
Intersection Capacity Utilization	45.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	170	37	340	109	39	322
Future Volume (Veh/h)	170	37	340	109	39	322
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)	185	40	370	118	42	350
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			234			
pX, platoon unblocked	0.88	0.88			0.88	
vC, conflicting volume	863	429			488	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	773	279			346	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	40	94			96	
cM capacity (veh/h)	309	667			1064	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	225	488	42	350
Volume Left	185	0	42	0
Volume Right	40	118	0	0
cSH	342	1700	1064	1700
Volume to Capacity	0.66	0.29	0.04	0.21
Queue Length 95th (m)	33.7	0.0	0.9	0.0
Control Delay (s)	33.7	0.0	8.5	0.0
Lane LOS	D		A	
Approach Delay (s)	33.7	0.0	0.9	
Approach LOS	D			

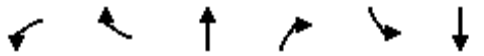
Intersection Summary			
Average Delay	7.2		
Intersection Capacity Utilization	49.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	7	2	5	2	20	0	293	2	15	244	72
Future Volume (Veh/h)	70	7	2	5	2	20	0	293	2	15	244	72
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	76	8	2	5	2	22	0	318	2	16	265	78
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)											336	
pX, platoon unblocked												
vC, conflicting volume	677	656	304	622	694	319	343			320		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	677	656	304	622	694	319	343			320		
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 %	78	98	100	99	99	97	100			99		
cM capacity (veh/h)	351	380	736	388	362	722	1216			1240		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	86	29	0	320	16	343
Volume Left	76	5	0	0	16	0
Volume Right	2	22	0	2	0	78
cSH	357	593	1700	1700	1240	1700
Volume to Capacity	0.24	0.05	0.00	0.19	0.01	0.20
Queue Length 95th (m)	7.0	1.2	0.0	0.0	0.3	0.0
Control Delay (s)	18.2	11.4	0.0	0.0	7.9	0.0
Lane LOS	C	B			A	
Approach Delay (s)	18.2	11.4	0.0		0.4	
Approach LOS	C	B				

Intersection Summary				
Average Delay	2.6			
Intersection Capacity Utilization	34.9%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	7	67	327	4	80	326
Future Volume (Veh/h)	7	67	327	4	80	326
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	73	355	4	87	354
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						307
pX, platoon unblocked						
vC, conflicting volume	885	357			359	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	885	357			359	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	89			93	
cM capacity (veh/h)	293	687			1200	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	81	359	87	354
Volume Left	8	0	87	0
Volume Right	73	4	0	0
cSH	606	1700	1200	1700
Volume to Capacity	0.13	0.21	0.07	0.21
Queue Length 95th (m)	3.5	0.0	1.8	0.0
Control Delay (s)	11.9	0.0	8.2	0.0
Lane LOS	B		A	
Approach Delay (s)	11.9	0.0	1.6	
Approach LOS	B			

Intersection Summary			
Average Delay	1.9		
Intersection Capacity Utilization	36.4%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	1738	76	141	1621	101	82	148	121	120	185	65
Future Volume (vph)	99	1738	76	141	1621	101	82	148	121	120	185	65
Satd. Flow (prot)	1789	3557	0	1789	3579	1601	1789	1883	1601	1789	1810	0
Flt Permitted	0.052			0.050			0.243			0.551		
Satd. Flow (perm)	98	3557	0	94	3579	1601	458	1883	1601	1038	1810	0
Satd. Flow (RTOR)		4				109			112		11	
Lane Group Flow (vph)	108	1972	0	153	1762	110	89	161	132	130	272	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6		6	8		8	4		
Total Split (s)	12.0	81.7		14.9	84.6	84.6	13.3	41.2	41.2	12.2	40.1	
Total Lost Time (s)	5.6	5.2		5.5	5.2	5.2	6.2	6.2	6.2	6.2	6.2	
Act Effct Green (s)	82.6	76.6		88.6	79.5	79.5	33.5	26.4	26.4	31.3	25.3	
Actuated g/C Ratio	0.58	0.54		0.63	0.56	0.56	0.24	0.19	0.19	0.22	0.18	
v/c Ratio	0.81	1.02		0.89	0.88	0.12	0.51	0.46	0.34	0.50	0.82	
Control Delay	66.9	59.2		79.9	33.8	3.2	49.9	55.2	14.0	49.4	73.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	66.9	59.2		79.9	33.8	3.2	49.9	55.2	14.0	49.4	73.2	
LOS	E	E		E	C	A	D	E	B	D	E	
Approach Delay		59.6			35.6			39.7			65.5	
Approach LOS		E			D			D			E	
Queue Length 50th (m)	14.6	~309.3		27.4	217.2	0.1	19.1	40.5	4.7	28.7	71.3	
Queue Length 95th (m)	#52.5	#386.7		#75.6	287.7	9.5	33.2	62.4	22.3	46.0	102.9	
Internal Link Dist (m)		497.4			690.8			552.4			222.0	
Turn Bay Length (m)	50.0			40.0		120.0	60.0		50.0	50.0		
Base Capacity (vph)	133	1926		171	2009	946	175	466	480	261	442	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.81	1.02		0.89	0.88	0.12	0.51	0.35	0.28	0.50	0.62	

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 141.6
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.02
Intersection Signal Delay: 48.6 Intersection LOS: D
Intersection Capacity Utilization 96.2% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: 203 Street & Lougheed Highway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	102	1622	122	155	1589	104	145	145	122	96	208	74
Future Volume (vph)	102	1622	122	155	1589	104	145	145	122	96	208	74
Satd. Flow (prot)	1789	3539	0	1789	3579	1601	1789	1753	0	1789	3439	0
Flt Permitted	0.950			0.950			0.461			0.264		
Satd. Flow (perm)	1789	3539	0	1789	3579	1601	868	1753	0	497	3439	0
Satd. Flow (RTOR)		8				95		26			30	
Lane Group Flow (vph)	111	1896	0	168	1727	113	158	291	0	104	306	0
Turn Type	Prot	NA		Prot	NA	Free	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases						Free	8			4		
Total Split (s)	18.0	90.0		21.0	93.0		39.0	39.0		39.0	39.0	
Total Lost Time (s)	4.7	5.6		4.3	5.6		5.8	5.8		5.8	5.8	
Act Effct Green (s)	12.3	84.6		16.0	87.9	146.7	30.4	30.4		30.4	30.4	
Actuated g/C Ratio	0.08	0.58		0.11	0.60	1.00	0.21	0.21		0.21	0.21	
v/c Ratio	0.74	0.93		0.86	0.81	0.07	0.88	0.76		1.01	0.42	
Control Delay	94.2	38.1		101.0	27.4	0.1	98.0	63.2		148.6	47.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	94.2	38.1		101.0	27.4	0.1	98.0	63.2		148.6	47.0	
LOS	F	D		F	C	A	F	E		F	D	
Approach Delay		41.2			32.0			75.4			72.7	
Approach LOS		D			C			E			E	
Queue Length 50th (m)	32.7	269.3		49.8	210.0	0.0	45.2	73.9		30.8	37.0	
Queue Length 95th (m)	#59.6	#332.1		#89.7	242.6	0.0	#84.4	107.2		#69.1	51.6	
Internal Link Dist (m)		690.8			589.4			132.2			83.5	
Turn Bay Length (m)	80.0			80.0		15.0						
Base Capacity (vph)	162	2043		204	2143	1601	197	417		112	803	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.69	0.93		0.82	0.81	0.07	0.80	0.70		0.93	0.38	

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 146.7
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.01
Intersection Signal Delay: 43.2 Intersection LOS: D
Intersection Capacity Utilization 96.1% ICU Level of Service F
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: 207 Street & Lougheed Highway

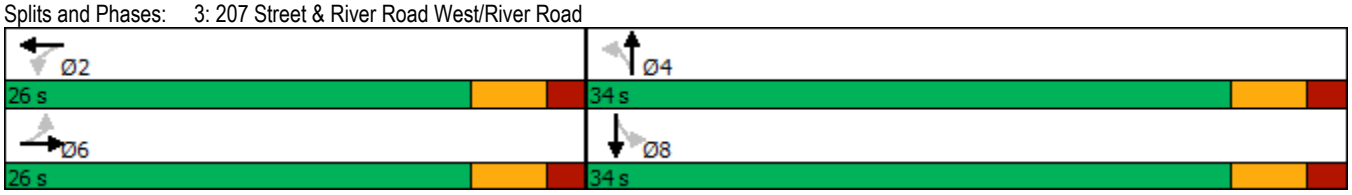


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	13	2	139	2	139	2	193	238	147	211	15
Future Volume (vph)	5	13	2	139	2	139	2	193	238	147	211	15
Satd. Flow (prot)	0	1837	0	1789	1605	0	0	1744	0	0	1838	0
Flt Permitted		0.906		0.744				0.999			0.717	
Satd. Flow (perm)	0	1684	0	1401	1605	0	0	1742	0	0	1344	0
Satd. Flow (RTOR)		2			151			141			5	
Lane Group Flow (vph)	0	21	0	151	153	0	0	471	0	0	405	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Total Split (s)	26.0	26.0		26.0	26.0		34.0	34.0		34.0	34.0	
Total Lost Time (s)		5.2		5.2	5.2			5.3			5.3	
Act Effct Green (s)		10.5		10.5	10.5			23.4			23.4	
Actuated g/C Ratio		0.26		0.26	0.26			0.58			0.58	
v/c Ratio		0.05		0.41	0.29			0.44			0.52	
Control Delay		12.8		17.8	5.1			6.7			10.9	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		12.8		17.8	5.1			6.7			10.9	
LOS		B		B	A			A			B	
Approach Delay		12.8			11.4			6.7			10.9	
Approach LOS		B			B			A			B	
Queue Length 50th (m)		0.9		7.8	0.1			12.2			17.1	
Queue Length 95th (m)		5.3		24.9	10.3			36.5			48.2	
Internal Link Dist (m)		213.4			500.7			312.0			141.0	
Turn Bay Length (m)				20.0								
Base Capacity (vph)		917		762	942			1343			1010	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.02		0.20	0.16			0.35			0.40	

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 40.3
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.52
Intersection Signal Delay: 9.4 Intersection LOS: A
Intersection Capacity Utilization 72.5% ICU Level of Service C
Analysis Period (min) 15

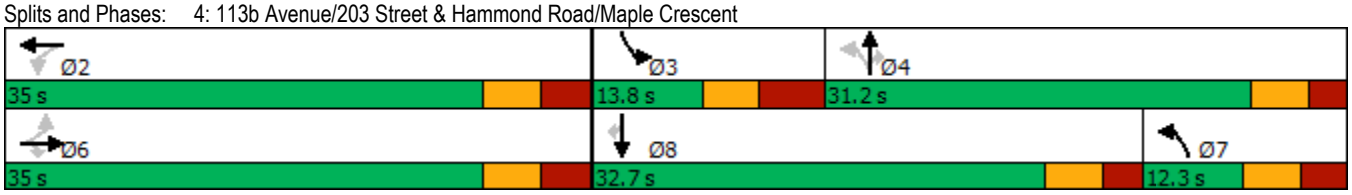
Splits and Phases: 3: 207 Street & River Road West/River Road

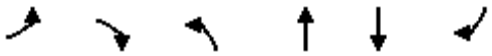


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	71	169	10	159	68	47	8	342	223	48	319	54
Future Volume (vph)	71	169	10	159	68	47	8	342	223	48	319	54
Satd. Flow (prot)	1789	1883	1601	1789	1769	0	1789	1883	1601	1789	1883	1601
Flt Permitted	0.677			0.641			0.553			0.950		
Satd. Flow (perm)	1275	1883	1601	1207	1769	0	1042	1883	1601	1789	1883	1601
Satd. Flow (RTOR)			224		48				212			134
Lane Group Flow (vph)	77	184	11	173	125	0	9	372	242	52	347	59
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA	Perm	Prot	NA	Perm
Protected Phases		6			2		7	4		3	8	
Permitted Phases	6		6	2			4		4			8
Total Split (s)	35.0	35.0	35.0	35.0	35.0		12.3	31.2	31.2	13.8	32.7	32.7
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		6.3	5.8	5.8	7.3	5.8	5.8
Act Effct Green (s)	14.4	14.4	14.4	14.4	14.4		21.5	23.2	23.2	7.8	27.7	27.7
Actuated g/C Ratio	0.29	0.29	0.29	0.29	0.29		0.43	0.46	0.46	0.16	0.56	0.56
v/c Ratio	0.21	0.34	0.02	0.50	0.23		0.02	0.43	0.28	0.19	0.33	0.06
Control Delay	19.6	19.9	0.1	24.7	13.3		16.2	18.2	5.1	29.6	12.9	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.6	19.9	0.1	24.7	13.3		16.2	18.2	5.1	29.6	12.9	0.1
LOS	B	B	A	C	B		B	B	A	C	B	A
Approach Delay		19.0			20.0			13.1			13.1	
Approach LOS		B			B			B			B	
Queue Length 50th (m)	6.4	16.0	0.0	15.9	6.3		0.7	33.1	2.2	5.0	18.0	0.0
Queue Length 95th (m)	17.5	35.0	0.0	36.8	19.2		3.7	68.0	16.9	17.1	63.5	0.0
Internal Link Dist (m)		619.4			283.0			744.9			210.5	
Turn Bay Length (m)	20.0		20.0	20.0			60.0		30.0	50.0		45.0
Base Capacity (vph)	811	1198	1100	768	1143		565	1109	1030	294	1227	1090
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.15	0.01	0.23	0.11		0.02	0.34	0.23	0.18	0.28	0.05

Intersection Summary		
Cycle Length: 80		
Actuated Cycle Length: 49.9		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.50		
Intersection Signal Delay: 15.3	Intersection LOS: B	
Intersection Capacity Utilization 62.5%	ICU Level of Service B	
Analysis Period (min) 15		

Splits and Phases: 4: 113b Avenue/203 Street & Hammond Road/Maple Crescent

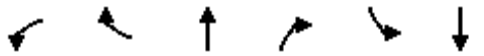




Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	81	145	108	279	292	83
Future Volume (Veh/h)	81	145	108	279	292	83
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	88	158	117	303	317	90
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				165	379	
pX, platoon unblocked	0.94	0.94	0.94			
vC, conflicting volume	899	362	407			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	859	286	334			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	68	78	90			
cM capacity (veh/h)	275	706	1149			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	246	117	303	407
Volume Left	88	117	0	0
Volume Right	158	0	0	90
cSH	453	1149	1700	1700
Volume to Capacity	0.54	0.10	0.18	0.24
Queue Length 95th (m)	24.2	2.6	0.0	0.0
Control Delay (s)	22.0	8.5	0.0	0.0
Lane LOS	C	A		
Approach Delay (s)	22.0	2.4		0.0
Approach LOS	C			

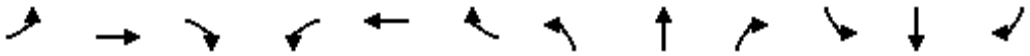
Intersection Summary			
Average Delay	6.0		
Intersection Capacity Utilization	49.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	165	67	271	169	35	267
Future Volume (Veh/h)	165	67	271	169	35	267
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)	179	73	295	184	38	290
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			234			
pX, platoon unblocked	0.88	0.88			0.88	
vC, conflicting volume	753	387			479	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	651	236			340	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	51	90			96	
cM capacity (veh/h)	368	707			1073	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	252	479	38	290
Volume Left	179	0	38	0
Volume Right	73	184	0	0
cSH	427	1700	1073	1700
Volume to Capacity	0.59	0.28	0.04	0.17
Queue Length 95th (m)	28.1	0.0	0.8	0.0
Control Delay (s)	24.9	0.0	8.5	0.0
Lane LOS	C		A	
Approach Delay (s)	24.9	0.0	1.0	
Approach LOS	C			

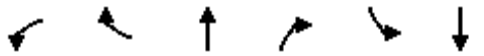
Intersection Summary			
Average Delay	6.2		
Intersection Capacity Utilization	49.0%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	5	2	0	1	8	0	304	0	8	223	66
Future Volume (Veh/h)	74	5	2	0	1	8	0	304	0	8	223	66
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	80	5	2	0	1	9	0	330	0	9	242	72
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)											336	
pX, platoon unblocked												
vC, conflicting volume	636	626	278	594	662	330	314			330		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	636	626	278	594	662	330	314			330		
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 %	79	99	100	100	100	99	100			99		
cM capacity (veh/h)	383	398	761	409	379	712	1246			1229		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	87	10	0	330	9	314
Volume Left	80	0	0	0	9	0
Volume Right	2	9	0	0	0	72
cSH	388	654	1700	1700	1229	1700
Volume to Capacity	0.22	0.02	0.00	0.19	0.01	0.18
Queue Length 95th (m)	6.4	0.4	0.0	0.0	0.2	0.0
Control Delay (s)	16.9	10.6	0.0	0.0	7.9	0.0
Lane LOS	C	B			A	
Approach Delay (s)	16.9	10.6	0.0		0.2	
Approach LOS	C	B				

Intersection Summary				
Average Delay	2.2			
Intersection Capacity Utilization	33.8%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	5	47	228	4	80	361
Future Volume (Veh/h)	5	47	228	4	80	361
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)	5	51	248	4	87	392
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						307
pX, platoon unblocked						
vC, conflicting volume	816	250			252	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	816	250			252	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	94			93	
cM capacity (veh/h)	324	789			1313	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	56	252	87	392
Volume Left	5	0	87	0
Volume Right	51	4	0	0
cSH	699	1700	1313	1700
Volume to Capacity	0.08	0.15	0.07	0.23
Queue Length 95th (m)	2.0	0.0	1.6	0.0
Control Delay (s)	10.6	0.0	7.9	0.0
Lane LOS	B		A	
Approach Delay (s)	10.6	0.0	1.4	
Approach LOS	B			

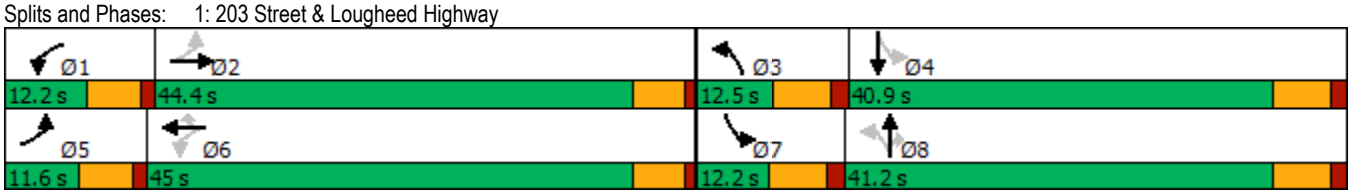
Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	30.0%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	982	23	94	1228	39	119	79	59	51	114	24
Future Volume (vph)	50	982	23	94	1228	39	119	79	59	51	114	24
Satd. Flow (prot)	1789	3568	0	1789	3579	1601	1789	1883	1601	1789	1834	0
Flt Permitted	0.101			0.146			0.558			0.701		
Satd. Flow (perm)	190	3568	0	275	3579	1601	1051	1883	1601	1320	1834	0
Satd. Flow (RTOR)		2				149			139		10	
Lane Group Flow (vph)	54	1092	0	102	1335	42	129	86	64	55	150	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6		6	8		8	4		
Total Split (s)	11.6	44.4		12.2	45.0	45.0	12.5	41.2	41.2	12.2	40.9	
Total Lost Time (s)	5.6	5.2		5.5	5.2	5.2	6.2	6.2	6.2	6.2	6.2	
Act Effct Green (s)	43.9	39.7		45.0	40.1	40.1	19.9	15.1	15.1	17.9	11.9	
Actuated g/C Ratio	0.52	0.47		0.53	0.47	0.47	0.23	0.18	0.18	0.21	0.14	
v/c Ratio	0.26	0.66		0.39	0.79	0.05	0.43	0.26	0.16	0.18	0.57	
Control Delay	12.0	21.0		13.4	24.7	0.1	29.4	35.4	0.9	24.6	41.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	12.0	21.0		13.4	24.7	0.1	29.4	35.4	0.9	24.6	41.2	
LOS	B	C		B	C	A	C	D	A	C	D	
Approach Delay		20.6			23.2			24.7			36.8	
Approach LOS		C			C			C			D	
Queue Length 50th (m)	3.6	73.3		6.9	98.0	0.0	16.7	13.1	0.0	6.8	22.2	
Queue Length 95th (m)	9.3	104.7		15.2	138.8	0.0	30.3	26.0	0.0	15.2	40.1	
Internal Link Dist (m)		497.4			690.8			552.4			222.0	
Turn Bay Length (m)	50.0			40.0		120.0	60.0		50.0	50.0		
Base Capacity (vph)	211	1665		265	1689	834	301	781	745	311	760	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.26	0.66		0.38	0.79	0.05	0.43	0.11	0.09	0.18	0.20	

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 85
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 23.3 Intersection LOS: C
Intersection Capacity Utilization 72.3% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 1: 203 Street & Lougheed Highway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	899	61	76	1313	40	138	85	75	36	88	31
Future Volume (vph)	47	899	61	76	1313	40	138	85	75	36	88	31
Satd. Flow (prot)	1789	3546	0	1789	3579	1601	1789	1750	0	1789	3439	0
Flt Permitted	0.950			0.950			0.670			0.639		
Satd. Flow (perm)	1789	3546	0	1789	3579	1601	1262	1750	0	1204	3439	0
Satd. Flow (RTOR)		11				179		54			34	
Lane Group Flow (vph)	51	1043	0	83	1427	43	150	174	0	39	130	0
Turn Type	Prot	NA		Prot	NA	Free	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases						Free	8			4		
Total Split (s)	10.7	39.7		13.5	42.5		26.8	26.8		26.8	26.8	
Total Lost Time (s)	4.7	5.6		4.3	5.6		5.8	5.8		5.8	5.8	
Act Effct Green (s)	6.2	32.5		8.1	36.4	67.4	13.5	13.5		13.5	13.5	
Actuated g/C Ratio	0.09	0.48		0.12	0.54	1.00	0.20	0.20		0.20	0.20	
v/c Ratio	0.31	0.61		0.39	0.74	0.03	0.60	0.44		0.16	0.18	
Control Delay	38.5	16.4		36.6	17.2	0.0	36.4	21.3		25.2	18.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	38.5	16.4		36.6	17.2	0.0	36.4	21.3		25.2	18.7	
LOS	D	B		D	B	A	D	C		C	B	
Approach Delay		17.4			17.8			28.3			20.2	
Approach LOS		B			B			C			C	
Queue Length 50th (m)	6.7	52.1		10.7	78.7	0.0	19.1	14.4		4.5	5.8	
Queue Length 95th (m)	18.0	85.6		25.1	#129.0	0.0	36.1	30.5		11.8	12.2	
Internal Link Dist (m)		690.8			589.4			132.2			83.5	
Turn Bay Length (m)	80.0			80.0		15.0						
Base Capacity (vph)	164	1867		252	2051	1601	407	601		388	1132	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.31	0.56		0.33	0.70	0.03	0.37	0.29		0.10	0.11	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 67.4
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 18.9 Intersection LOS: B
Intersection Capacity Utilization 74.4% ICU Level of Service D
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

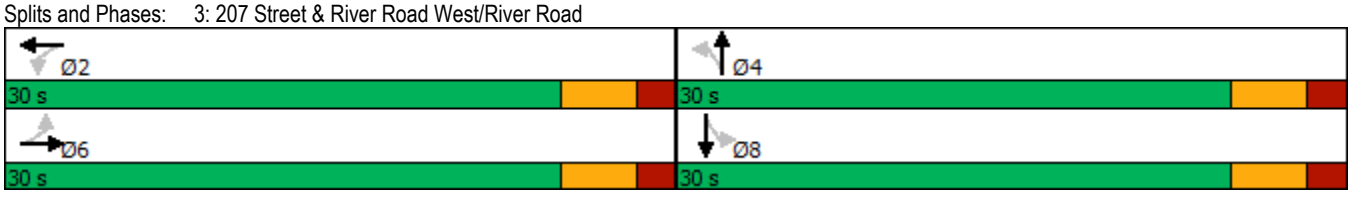
Splits and Phases: 2: 207 Street & Lougheed Highway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	5	0	93	1	103	0	149	58	31	118	0
Future Volume (vph)	1	5	0	93	1	103	0	149	58	31	118	0
Satd. Flow (prot)	0	1868	0	1789	1603	0	0	1812	0	0	1865	0
Flt Permitted		0.929		0.754							0.904	
Satd. Flow (perm)	0	1750	0	1420	1603	0	0	1812	0	0	1703	0
Satd. Flow (RTOR)					112			40				
Lane Group Flow (vph)	0	6	0	101	113	0	0	225	0	0	162	0
Turn Type	Perm	NA		Perm	NA			NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Total Split (s)	30.0	30.0		30.0	30.0		30.0	30.0		30.0	30.0	
Total Lost Time (s)		5.2		5.2	5.2			5.3			5.3	
Act Effct Green (s)		7.9		7.9	7.9			14.7			14.7	
Actuated g/C Ratio		0.27		0.27	0.27			0.49			0.49	
v/c Ratio		0.01		0.27	0.22			0.24			0.19	
Control Delay		7.7		10.3	3.6			6.6			7.5	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		7.7		10.3	3.6			6.6			7.5	
LOS		A		B	A			A			A	
Approach Delay		7.7			6.7			6.6			7.5	
Approach LOS		A			A			A			A	
Queue Length 50th (m)		0.3		3.3	0.0			5.1			4.4	
Queue Length 95th (m)		1.4		9.2	5.1			14.3			12.3	
Internal Link Dist (m)		213.4			500.7			312.0			141.0	
Turn Bay Length (m)				20.0								
Base Capacity (vph)		1527		1239	1413			1647			1544	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.00		0.08	0.08			0.14			0.10	

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 29.7	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.27	
Intersection Signal Delay: 6.9	Intersection LOS: A
Intersection Capacity Utilization 44.7%	ICU Level of Service A
Analysis Period (min) 15	

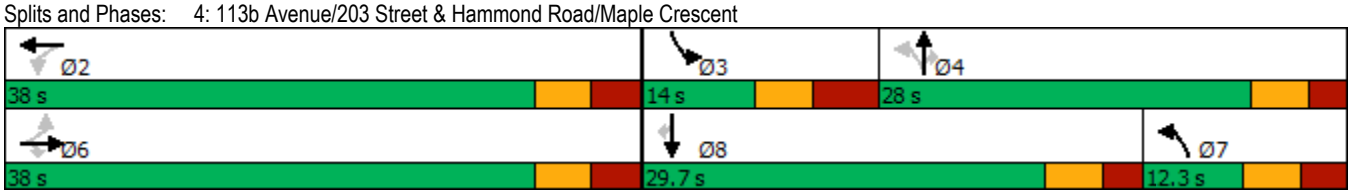
Splits and Phases: 3: 207 Street & River Road West/River Road

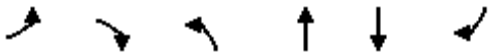


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	52	3	154	58	55	0	132	60	26	239	47
Future Volume (vph)	16	52	3	154	58	55	0	132	60	26	239	47
Satd. Flow (prot)	1789	1883	1601	1789	1746	0	1883	1883	1601	1789	1883	1601
Flt Permitted	0.678			0.720						0.950		
Satd. Flow (perm)	1277	1883	1601	1356	1746	0	1883	1883	1601	1789	1883	1601
Satd. Flow (RTOR)			224		60				147			134
Lane Group Flow (vph)	17	57	3	167	123	0	0	143	65	28	260	51
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA	Perm	Prot	NA	Perm
Protected Phases		6			2		7	4		3	8	
Permitted Phases	6		6	2			4		4			8
Total Split (s)	38.0	38.0	38.0	38.0	38.0		12.3	28.0	28.0	14.0	29.7	29.7
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		6.3	5.8	5.8	7.3	5.8	5.8
Act Effct Green (s)	11.1	11.1	11.1	11.1	11.1			13.5	13.5	6.5	15.4	15.4
Actuated g/C Ratio	0.28	0.28	0.28	0.28	0.28			0.34	0.34	0.16	0.39	0.39
v/c Ratio	0.05	0.11	0.00	0.44	0.23			0.22	0.10	0.10	0.35	0.07
Control Delay	11.3	11.3	0.0	15.8	7.9			13.7	0.3	18.2	10.7	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0
Total Delay	11.3	11.3	0.0	15.8	7.9			13.7	0.3	18.2	10.7	0.2
LOS	B	B	A	B	A			B	A	B	B	A
Approach Delay		10.8			12.5			9.5			9.7	
Approach LOS		B			B			A			A	
Queue Length 50th (m)	0.6	2.0	0.0	6.6	2.3			5.2	0.0	1.2	10.1	0.0
Queue Length 95th (m)	4.7	10.5	0.0	27.2	14.1			25.2	0.6	8.5	27.8	0.0
Internal Link Dist (m)		619.4			283.0			744.9			210.5	
Turn Bay Length (m)	20.0		20.0	20.0					30.0	50.0		45.0
Base Capacity (vph)	1062	1566	1369	1128	1462			1113	1006	319	1217	1082
Starvation Cap Reductn	0	0	0	0	0			0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0			0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0			0	0	0	0	0
Reduced v/c Ratio	0.02	0.04	0.00	0.15	0.08			0.13	0.06	0.09	0.21	0.05

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 39.4	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.44	
Intersection Signal Delay: 10.6	Intersection LOS: B
Intersection Capacity Utilization 47.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 4: 113b Avenue/203 Street & Hammond Road/Maple Crescent

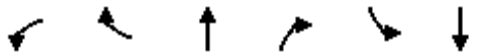




Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	42	37	85	223	128	75
Future Volume (Veh/h)	42	37	85	223	128	75
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	46	40	92	242	139	82
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				165	379	
pX, platoon unblocked						
vC, conflicting volume	606	180	221			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	606	180	221			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	89	95	93			
cM capacity (veh/h)	429	863	1348			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	86	92	242	221
Volume Left	46	92	0	0
Volume Right	40	0	0	82
cSH	560	1348	1700	1700
Volume to Capacity	0.15	0.07	0.14	0.13
Queue Length 95th (m)	4.1	1.7	0.0	0.0
Control Delay (s)	12.6	7.9	0.0	0.0
Lane LOS	B	A		
Approach Delay (s)	12.6	2.2		0.0
Approach LOS	B			

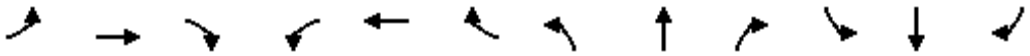
Intersection Summary			
Average Delay	2.8		
Intersection Capacity Utilization	30.6%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	113	46	158	50	44	191
Future Volume (Veh/h)	113	46	158	50	44	191
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)	123	50	172	54	48	208
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			234			
pX, platoon unblocked						
vC, conflicting volume	503	199			226	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	503	199			226	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	76	94			96	
cM capacity (veh/h)	509	842			1342	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	173	226	48	208
Volume Left	123	0	48	0
Volume Right	50	54	0	0
cSH	575	1700	1342	1700
Volume to Capacity	0.30	0.13	0.04	0.12
Queue Length 95th (m)	9.6	0.0	0.8	0.0
Control Delay (s)	13.9	0.0	7.8	0.0
Lane LOS	B		A	
Approach Delay (s)	13.9	0.0	1.5	
Approach LOS	B			

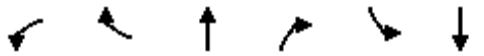
Intersection Summary			
Average Delay	4.3		
Intersection Capacity Utilization	33.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	1	3	0	5	5	0	105	1	11	115	41
Future Volume (Veh/h)	48	1	3	0	5	5	0	105	1	11	115	41
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	52	1	3	0	5	5	0	114	1	12	125	45
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)											336	
pX, platoon unblocked												
vC, conflicting volume	293	286	148	267	308	114	170			115		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	293	286	148	267	308	114	170			115		
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 %	92	100	100	100	99	99	100			99		
cM capacity (veh/h)	648	618	899	678	601	938	1407			1474		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	56	10	0	115	12	170
Volume Left	52	0	0	0	12	0
Volume Right	3	5	0	1	0	45
cSH	657	732	1700	1700	1474	1700
Volume to Capacity	0.09	0.01	0.00	0.07	0.01	0.10
Queue Length 95th (m)	2.1	0.3	0.0	0.0	0.2	0.0
Control Delay (s)	11.0	10.0	0.0	0.0	7.5	0.0
Lane LOS	B	A			A	
Approach Delay (s)	11.0	10.0	0.0		0.5	
Approach LOS	B	A				

Intersection Summary				
Average Delay	2.2			
Intersection Capacity Utilization	24.8%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	3	43	212	5	26	108
Future Volume (Veh/h)	3	43	212	5	26	108
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)	3	47	230	5	28	117
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						307
pX, platoon unblocked						
vC, conflicting volume	406	232			235	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	406	232			235	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	94			98	
cM capacity (veh/h)	589	807			1332	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	50	235	28	117
Volume Left	3	0	28	0
Volume Right	47	5	0	0
cSH	789	1700	1332	1700
Volume to Capacity	0.06	0.14	0.02	0.07
Queue Length 95th (m)	1.5	0.0	0.5	0.0
Control Delay (s)	9.9	0.0	7.8	0.0
Lane LOS	A		A	
Approach Delay (s)	9.9	0.0	1.5	
Approach LOS	A			

Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	28.1%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	2045	86	194	1871	196	152	227	179	150	254	71
Future Volume (vph)	110	2045	86	194	1871	196	152	227	179	150	254	71
Satd. Flow (prot)	1789	3557	0	1789	3579	1601	1789	1883	1601	1789	1821	0
Flt Permitted	0.053			0.050			0.115			0.465		
Satd. Flow (perm)	100	3557	0	94	3579	1601	217	1883	1601	876	1821	0
Satd. Flow (RTOR)		4				171			102		8	
Lane Group Flow (vph)	120	2316	0	211	2034	213	165	247	195	163	353	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6		6	8		8	4		
Total Split (s)	11.8	80.6		16.0	84.8	84.8	17.4	41.2	41.2	12.2	36.0	
Total Lost Time (s)	5.6	5.2		5.5	5.2	5.2	6.2	6.2	6.2	6.2	6.2	
Act Effct Green (s)	81.2	75.4		89.8	79.6	79.6	46.0	34.8	34.8	35.6	29.6	
Actuated g/C Ratio	0.54	0.50		0.60	0.53	0.53	0.31	0.23	0.23	0.24	0.20	
v/c Ratio	0.98	1.29		1.21	1.07	0.23	0.90	0.57	0.43	0.67	0.96	
Control Delay	106.1	168.6		171.2	76.3	4.9	85.0	56.6	26.1	59.4	96.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	106.1	168.6		171.2	76.3	4.9	85.0	56.6	26.1	59.4	96.6	
LOS	F	F		F	E	A	F	E	C	E	F	
Approach Delay		165.6			78.3			54.5			84.8	
Approach LOS		F			E			D			F	
Queue Length 50th (m)	20.5	~463.1		~60.7	~351.9	5.9	37.2	65.4	22.9	36.7	103.1	
Queue Length 95th (m)	#61.8	#502.0		#113.3	#391.8	18.8	#76.9	94.5	47.2	56.4	#165.1	
Internal Link Dist (m)		497.4			690.8			552.4			222.0	
Turn Bay Length (m)	50.0			40.0		120.0	60.0		50.0	50.0		
Base Capacity (vph)	123	1792		174	1902	930	184	440	452	244	368	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.98	1.29		1.21	1.07	0.23	0.90	0.56	0.43	0.67	0.96	

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 149.8
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.29
Intersection Signal Delay: 111.8 Intersection LOS: F
Intersection Capacity Utilization 115.4% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: 203 Street & Lougheed Highway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	136	1848	138	164	1916	169	210	163	144	146	232	113
Future Volume (vph)	136	1848	138	164	1916	169	210	163	144	146	232	113
Satd. Flow (prot)	1789	3543	0	1789	3579	1601	1789	1750	0	1789	3403	0
Flt Permitted	0.950			0.950			0.437			0.288		
Satd. Flow (perm)	1789	3543	0	1789	3579	1601	823	1750	0	542	3403	0
Satd. Flow (RTOR)		10				119		36			67	
Lane Group Flow (vph)	148	2159	0	178	2083	184	228	334	0	159	375	0
Turn Type	Prot	NA		Prot	NA	Free	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases						Free	8			4		
Total Split (s)	14.0	69.0		15.0	70.0		36.0	36.0		36.0	36.0	
Total Lost Time (s)	4.7	5.6		4.3	5.6		5.8	5.8		5.8	5.8	
Act Effct Green (s)	9.3	63.4		10.7	64.4	120.0	30.2	30.2		30.2	30.2	
Actuated g/C Ratio	0.08	0.53		0.09	0.54	1.00	0.25	0.25		0.25	0.25	
v/c Ratio	1.07	1.15		1.12	1.08	0.11	1.10	0.72		1.17	0.41	
Control Delay	149.4	102.6		156.6	75.8	0.1	134.9	46.1		170.6	32.1	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	149.4	102.6		156.6	75.8	0.1	134.9	46.1		170.6	32.1	
LOS	F	F		F	E	A	F	D		F	C	
Approach Delay		105.6			76.0			82.1			73.3	
Approach LOS		F			E			F			E	
Queue Length 50th (m)	~38.6	~315.4		~48.1	~289.5	0.0	~61.0	64.6		~44.5	31.7	
Queue Length 95th (m)	#79.7	#357.6		#92.2	#331.3	0.0	#110.0	97.7		#87.1	46.0	
Internal Link Dist (m)		690.8			589.4			132.2			83.5	
Turn Bay Length (m)	80.0			80.0		15.0						
Base Capacity (vph)	138	1876		159	1920	1601	207	467		136	906	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	1.07	1.15		1.12	1.08	0.11	1.10	0.72		1.17	0.41	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.17
Intersection Signal Delay: 88.0 Intersection LOS: F
Intersection Capacity Utilization 107.9% ICU Level of Service G
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

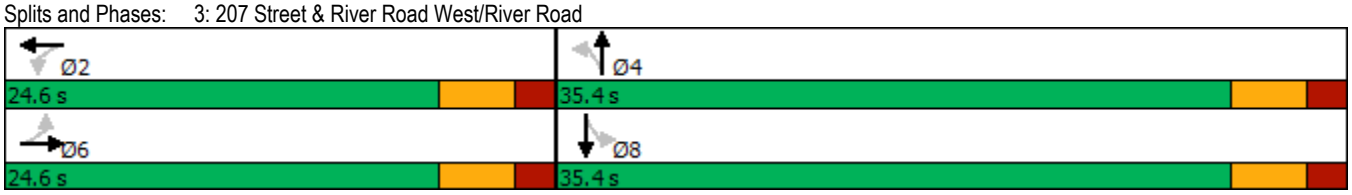
Splits and Phases: 2: 207 Street & Lougheed Highway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	4	0	200	8	191	1	244	233	122	238	1
Future Volume (vph)	0	4	0	200	8	191	1	244	233	122	238	1
Satd. Flow (prot)	0	1883	0	1789	1612	0	0	1759	0	0	1851	0
Flt Permitted				0.755				0.999			0.707	
Satd. Flow (perm)	0	1883	0	1422	1612	0	0	1757	0	0	1332	0
Satd. Flow (RTOR)					208			115				
Lane Group Flow (vph)	0	4	0	217	217	0	0	519	0	0	393	0
Turn Type		NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Total Split (s)	24.6	24.6		24.6	24.6		35.4	35.4		35.4	35.4	
Total Lost Time (s)		5.2		5.2	5.2			5.3			5.3	
Act Effct Green (s)		12.1		12.1	12.1			18.0			18.0	
Actuated g/C Ratio		0.29		0.29	0.29			0.44			0.44	
v/c Ratio		0.01		0.52	0.35			0.63			0.68	
Control Delay		12.8		18.7	4.8			11.0			16.6	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		12.8		18.7	4.8			11.0			16.6	
LOS		B		B	A			B			B	
Approach Delay		12.8			11.7			11.0			16.6	
Approach LOS		B			B			B			B	
Queue Length 50th (m)		0.2		11.4	0.4			17.5			18.5	
Queue Length 95th (m)		1.9		36.0	12.7			50.5			52.1	
Internal Link Dist (m)		213.4			500.7			312.0			141.0	
Turn Bay Length (m)				20.0								
Base Capacity (vph)		949		717	915			1379			1026	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.00		0.30	0.24			0.38			0.38	

Intersection Summary			
Cycle Length: 60			
Actuated Cycle Length: 41.3			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 12.9		Intersection LOS: B	
Intersection Capacity Utilization 77.4%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 3: 207 Street & River Road West/River Road

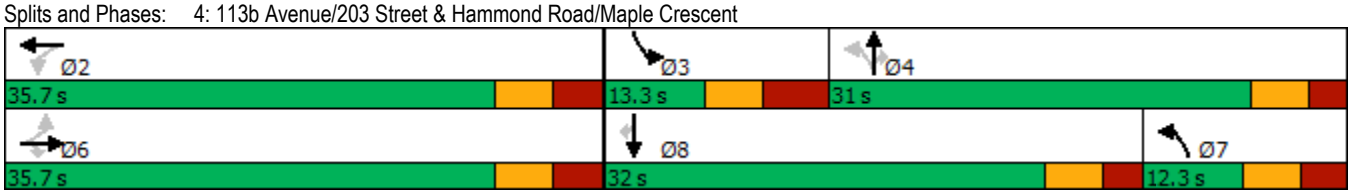


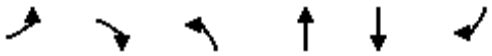
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	178	13	273	98	92	5	351	242	51	438	73
Future Volume (vph)	87	178	13	273	98	92	5	351	242	51	438	73
Satd. Flow (prot)	1789	1883	1601	1789	1748	0	1789	1883	1601	1789	1883	1601
Flt Permitted	0.628			0.636			0.491			0.950		
Satd. Flow (perm)	1183	1883	1601	1198	1748	0	925	1883	1601	1789	1883	1601
Satd. Flow (RTOR)			224		66				224			134
Lane Group Flow (vph)	95	193	14	297	207	0	5	382	263	55	476	79
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA	Perm	Prot	NA	Perm
Protected Phases		6			2		7	4		3	8	
Permitted Phases	6		6	2			4		4			8
Total Split (s)	35.7	35.7	35.7	35.7	35.7		12.3	31.0	31.0	13.3	32.0	32.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		6.3	5.8	5.8	7.3	5.8	5.8
Act Effct Green (s)	20.7	20.7	20.7	20.7	20.7		22.9	19.6	19.6	6.8	24.1	24.1
Actuated g/C Ratio	0.34	0.34	0.34	0.34	0.34		0.38	0.32	0.32	0.11	0.40	0.40
v/c Ratio	0.24	0.30	0.02	0.73	0.32		0.01	0.63	0.39	0.28	0.64	0.11
Control Delay	18.5	18.1	0.1	31.4	13.3		19.4	25.8	7.0	36.8	21.4	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.5	18.1	0.1	31.4	13.3		19.4	25.8	7.0	36.8	21.4	1.3
LOS	B	B	A	C	B		B	C	A	D	C	A
Approach Delay		17.4			23.9			18.1			20.2	
Approach LOS		B			C			B			C	
Queue Length 50th (m)	8.6	17.9	0.0	32.8	12.8		0.5	43.0	3.6	6.7	39.1	0.0
Queue Length 95th (m)	20.5	35.2	0.0	#65.5	29.6		2.9	77.6	20.1	19.0	#108.1	2.6
Internal Link Dist (m)		619.4			283.0			744.9			210.5	
Turn Bay Length (m)	20.0		20.0	20.0			60.0		30.0	50.0		45.0
Base Capacity (vph)	646	1028	975	654	984		446	887	872	200	1018	927
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.19	0.01	0.45	0.21		0.01	0.43	0.30	0.28	0.47	0.09

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 60.7
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.73
Intersection Signal Delay: 20.0 Intersection LOS: C
Intersection Capacity Utilization 73.5% ICU Level of Service D
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: 113b Avenue/203 Street & Hammond Road/Maple Crescent

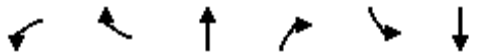




Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	65	105	137	353	325	93
Future Volume (Veh/h)	65	105	137	353	325	93
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	71	114	149	384	353	101
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				165	379	
pX, platoon unblocked	0.94	0.94	0.94			
vC, conflicting volume	1086	404	454			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1059	334	388			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	65	83	86			
cM capacity (veh/h)	202	666	1101			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	185	149	384	454
Volume Left	71	149	0	0
Volume Right	114	0	0	101
cSH	354	1101	1700	1700
Volume to Capacity	0.52	0.14	0.23	0.27
Queue Length 95th (m)	22.0	3.6	0.0	0.0
Control Delay (s)	25.8	8.8	0.0	0.0
Lane LOS	D	A		
Approach Delay (s)	25.8	2.5		0.0
Approach LOS	D			

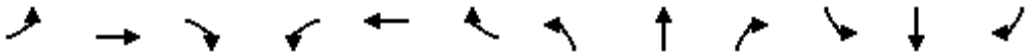
Intersection Summary				
Average Delay	5.2			
Intersection Capacity Utilization	50.4%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	198	43	394	126	46	374
Future Volume (Veh/h)	198	43	394	126	46	374
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)	215	47	428	137	50	407
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			234			
pX, platoon unblocked	0.84	0.84			0.84	
vC, conflicting volume	1004	496			565	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	907	302			383	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	12	92			95	
cM capacity (veh/h)	243	618			984	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	262	565	50	407
Volume Left	215	0	50	0
Volume Right	47	137	0	0
cSH	273	1700	984	1700
Volume to Capacity	0.96	0.33	0.05	0.24
Queue Length 95th (m)	70.3	0.0	1.2	0.0
Control Delay (s)	85.2	0.0	8.9	0.0
Lane LOS	F		A	
Approach Delay (s)	85.2	0.0	1.0	
Approach LOS	F			

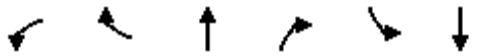
Intersection Summary			
Average Delay	17.7		
Intersection Capacity Utilization	55.3%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	8	3	5	3	23	0	339	3	17	283	82
Future Volume (Veh/h)	79	8	3	5	3	23	0	339	3	17	283	82
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	86	9	3	5	3	25	0	368	3	18	308	89
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)											336	
pX, platoon unblocked												
vC, conflicting volume	783	760	352	721	802	370	397			371		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	783	760	352	721	802	370	397			371		
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 %	71	97	100	98	99	96	100			98		
cM capacity (veh/h)	294	331	691	330	312	676	1162			1188		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	98	33	0	371	18	397
Volume Left	86	5	0	0	18	0
Volume Right	3	25	0	3	0	89
cSH	302	535	1700	1700	1188	1700
Volume to Capacity	0.32	0.06	0.00	0.22	0.02	0.23
Queue Length 95th (m)	10.4	1.5	0.0	0.0	0.4	0.0
Control Delay (s)	22.5	12.2	0.0	0.0	8.1	0.0
Lane LOS	C	B			A	
Approach Delay (s)	22.5	12.2	0.0		0.4	
Approach LOS	C	B				

Intersection Summary				
Average Delay	3.0			
Intersection Capacity Utilization	38.2%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	8	77	379	4	92	378
Future Volume (Veh/h)	8	77	379	4	92	378
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	84	412	4	100	411
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						307
pX, platoon unblocked						
vC, conflicting volume	1025	414			416	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1025	414			416	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	87			91	
cM capacity (veh/h)	238	638			1143	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	93	416	100	411
Volume Left	9	0	100	0
Volume Right	84	4	0	0
cSH	549	1700	1143	1700
Volume to Capacity	0.17	0.24	0.09	0.24
Queue Length 95th (m)	4.6	0.0	2.2	0.0
Control Delay (s)	12.9	0.0	8.5	0.0
Lane LOS	B		A	
Approach Delay (s)	12.9	0.0	1.7	
Approach LOS	B			

Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	40.5%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	114	2011	88	164	1877	117	96	172	140	138	215	75
Future Volume (vph)	114	2011	88	164	1877	117	96	172	140	138	215	75
Satd. Flow (prot)	1789	3557	0	1789	3579	1601	1789	1883	1601	1789	1810	0
Flt Permitted	0.052			0.050			0.192			0.502		
Satd. Flow (perm)	98	3557	0	94	3579	1601	362	1883	1601	945	1810	0
Satd. Flow (RTOR)		4				109			105		11	
Lane Group Flow (vph)	124	2282	0	178	2040	127	104	187	152	150	316	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6		6	8		8	4		
Total Split (s)	12.2	81.6		15.0	84.4	84.4	13.2	41.2	41.2	12.2	40.2	
Total Lost Time (s)	5.6	5.2		5.5	5.2	5.2	6.2	6.2	6.2	6.2	6.2	
Act Effct Green (s)	82.7	76.5		88.5	79.3	79.3	36.5	29.5	29.5	34.5	28.5	
Actuated g/C Ratio	0.57	0.53		0.61	0.55	0.55	0.25	0.20	0.20	0.24	0.20	
v/c Ratio	0.93	1.21		1.06	1.04	0.14	0.65	0.49	0.37	0.58	0.87	
Control Delay	94.0	132.4		121.3	64.1	4.5	59.5	55.1	19.1	52.6	77.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	94.0	132.4		121.3	64.1	4.5	59.5	55.1	19.1	52.6	77.3	
LOS	F	F		F	E	A	E	E	B	D	E	
Approach Delay		130.4			65.2			43.8			69.3	
Approach LOS		F			E			D			E	
Queue Length 50th (m)	20.6	~427.3		~41.0	~337.1	2.3	22.6	47.8	11.2	33.5	85.7	
Queue Length 95th (m)	#64.3	#486.8		#93.4	#395.6	12.6	37.6	71.6	30.9	52.4	120.7	
Internal Link Dist (m)		497.4			690.8			552.4			222.0	
Turn Bay Length (m)	50.0			40.0		120.0	60.0		50.0	50.0		
Base Capacity (vph)	133	1882		168	1961	926	160	456	467	260	434	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.93	1.21		1.06	1.04	0.14	0.65	0.41	0.33	0.58	0.73	

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 144.7
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.21
Intersection Signal Delay: 91.6 Intersection LOS: F
Intersection Capacity Utilization 107.9% ICU Level of Service G
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: 203 Street & Lougheed Highway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	118	1880	138	177	1843	121	164	168	139	112	241	86
Future Volume (vph)	118	1880	138	177	1843	121	164	168	139	112	241	86
Satd. Flow (prot)	1789	3543	0	1789	3579	1601	1789	1755	0	1789	3439	0
Flt Permitted	0.950			0.950			0.429			0.248		
Satd. Flow (perm)	1789	3543	0	1789	3579	1601	808	1755	0	467	3439	0
Satd. Flow (RTOR)		8				95		26			31	
Lane Group Flow (vph)	128	2193	0	192	2003	132	178	334	0	122	355	0
Turn Type	Prot	NA		Prot	NA	Free	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases						Free	8			4		
Total Split (s)	16.0	89.0		19.0	92.0		42.0	42.0		42.0	42.0	
Total Lost Time (s)	4.7	5.6		4.3	5.6		5.8	5.8		5.8	5.8	
Act Effct Green (s)	11.3	83.4		14.7	86.4	150.0	36.2	36.2		36.2	36.2	
Actuated g/C Ratio	0.08	0.56		0.10	0.58	1.00	0.24	0.24		0.24	0.24	
v/c Ratio	0.96	1.11		1.10	0.97	0.08	0.92	0.75		1.09	0.42	
Control Delay	134.1	90.2		156.4	44.9	0.1	101.3	60.5		162.8	45.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	134.1	90.2		156.4	44.9	0.1	101.3	60.5		162.8	45.3	
LOS	F	F		F	D	A	F	E		F	D	
Approach Delay		92.6			51.6			74.7			75.4	
Approach LOS		F			D			E			E	
Queue Length 50th (m)	38.6	~391.8		~64.3	291.4	0.0	52.0	86.2		~40.5	43.0	
Queue Length 95th (m)	#79.9	#431.3		#114.9	#356.1	0.0	#98.4	122.6		#82.4	58.4	
Internal Link Dist (m)		690.8			589.4			132.2			83.5	
Turn Bay Length (m)	80.0			80.0		15.0						
Base Capacity (vph)	134	1973		175	2061	1601	194	443		112	853	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.96	1.11		1.10	0.97	0.08	0.92	0.75		1.09	0.42	

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.11
Intersection Signal Delay: 72.6 Intersection LOS: E
Intersection Capacity Utilization 107.6% ICU Level of Service G
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: 207 Street & Lougheed Highway

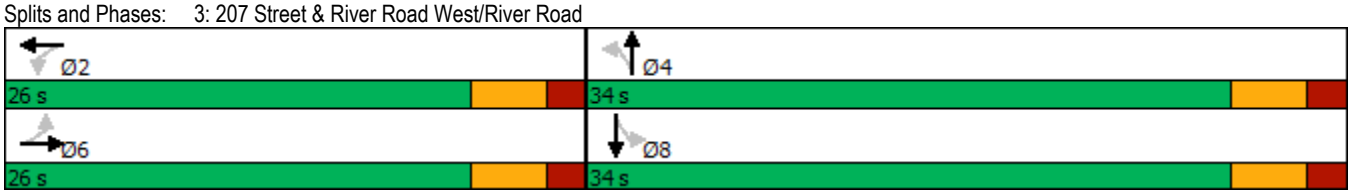


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	15	3	160	3	161	3	216	275	171	236	17
Future Volume (vph)	5	15	3	160	3	161	3	216	275	171	236	17
Satd. Flow (prot)	0	1833	0	1789	1607	0	0	1742	0	0	1837	0
Flt Permitted		0.928		0.742				0.998			0.658	
Satd. Flow (perm)	0	1718	0	1398	1607	0	0	1739	0	0	1233	0
Satd. Flow (RTOR)		3			175			144			5	
Lane Group Flow (vph)	0	24	0	174	178	0	0	537	0	0	461	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Total Split (s)	26.0	26.0		26.0	26.0		34.0	34.0		34.0	34.0	
Total Lost Time (s)		5.2		5.2	5.2			5.3			5.3	
Act Effct Green (s)		11.6		11.6	11.6			26.4			26.4	
Actuated g/C Ratio		0.24		0.24	0.24			0.54			0.54	
v/c Ratio		0.06		0.52	0.34			0.53			0.69	
Control Delay		13.7		22.3	5.3			8.0			16.5	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		13.7		22.3	5.3			8.0			16.5	
LOS		B		C	A			A			B	
Approach Delay		13.7			13.7			8.0			16.5	
Approach LOS		B			B			A			B	
Queue Length 50th (m)		1.4		13.4	0.2			17.1			24.3	
Queue Length 95th (m)		5.6		28.1	10.9			48.5			#80.5	
Internal Link Dist (m)		213.4			500.7			312.0			141.0	
Turn Bay Length (m)				20.0								
Base Capacity (vph)		747		606	796			1098			740	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.03		0.29	0.22			0.49			0.62	

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 48.7
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 12.4 Intersection LOS: B
Intersection Capacity Utilization 80.0% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

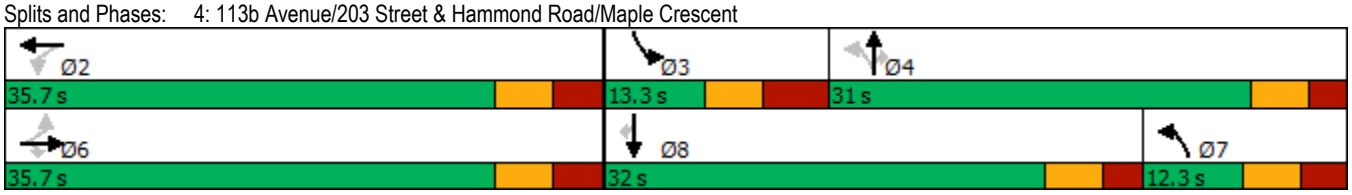
Splits and Phases: 3: 207 Street & River Road West/River Road

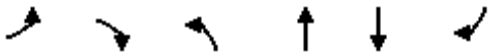


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	82	195	12	184	79	54	9	396	257	56	370	63
Future Volume (vph)	82	195	12	184	79	54	9	396	257	56	370	63
Satd. Flow (prot)	1789	1883	1601	1789	1769	0	1789	1883	1601	1789	1883	1601
Flt Permitted	0.665			0.625			0.526			0.950		
Satd. Flow (perm)	1252	1883	1601	1177	1769	0	991	1883	1601	1789	1883	1601
Satd. Flow (RTOR)			224		49				211			134
Lane Group Flow (vph)	89	212	13	200	145	0	10	430	279	61	402	68
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA	Perm	Prot	NA	Perm
Protected Phases		6			2		7	4		3	8	
Permitted Phases	6		6	2			4		4			8
Total Split (s)	35.7	35.7	35.7	35.7	35.7		12.3	31.0	31.0	13.3	32.0	32.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		6.3	5.8	5.8	7.3	5.8	5.8
Act Effct Green (s)	15.9	15.9	15.9	15.9	15.9		22.5	19.0	19.0	6.9	23.6	23.6
Actuated g/C Ratio	0.29	0.29	0.29	0.29	0.29		0.41	0.34	0.34	0.12	0.43	0.43
v/c Ratio	0.25	0.39	0.02	0.59	0.27		0.02	0.67	0.41	0.27	0.50	0.09
Control Delay	20.0	20.6	0.1	27.8	14.1		17.1	24.0	7.5	33.8	15.8	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.0	20.6	0.1	27.8	14.1		17.1	24.0	7.5	33.8	15.8	0.5
LOS	C	C	A	C	B		B	C	A	C	B	A
Approach Delay		19.6			22.0			17.5			15.9	
Approach LOS		B			C			B			B	
Queue Length 50th (m)	8.2	20.5	0.0	20.6	8.7		0.8	42.5	5.4	6.8	24.5	0.0
Queue Length 95th (m)	19.4	39.0	0.0	42.0	21.7		4.2	85.4	24.0	20.0	77.2	1.0
Internal Link Dist (m)		619.4			283.0			744.9			210.5	
Turn Bay Length (m)	20.0		20.0	20.0			60.0		30.0	50.0		45.0
Base Capacity (vph)	760	1144	1060	715	1094		501	987	939	223	1139	1022
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.19	0.01	0.28	0.13		0.02	0.44	0.30	0.27	0.35	0.07

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 55.5	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 18.2	Intersection LOS: B
Intersection Capacity Utilization 68.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 4: 113b Avenue/203 Street & Hammond Road/Maple Crescent

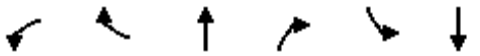




Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	94	168	125	317	331	97
Future Volume (Veh/h)	94	168	125	317	331	97
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	102	183	136	345	360	105
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				165	379	
pX, platoon unblocked	0.92	0.92	0.92			
vC, conflicting volume	1030	412	465			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	990	322	379			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	54	72	88			
cM capacity (veh/h)	221	664	1089			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	285	136	345	465
Volume Left	102	136	0	0
Volume Right	183	0	0	105
cSH	386	1089	1700	1700
Volume to Capacity	0.74	0.12	0.20	0.27
Queue Length 95th (m)	44.0	3.2	0.0	0.0
Control Delay (s)	36.4	8.8	0.0	0.0
Lane LOS	E	A		
Approach Delay (s)	36.4	2.5		0.0
Approach LOS	E			

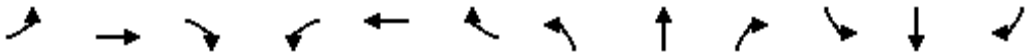
Intersection Summary			
Average Delay	9.4		
Intersection Capacity Utilization	55.8%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	191	78	315	196	40	310
Future Volume (Veh/h)	191	78	315	196	40	310
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)	208	85	342	213	43	337
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			234			
pX, platoon unblocked	0.82	0.82			0.82	
vC, conflicting volume	872	448			555	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	731	213			343	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	32	87			96	
cM capacity (veh/h)	304	676			993	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	293	555	43	337
Volume Left	208	0	43	0
Volume Right	85	213	0	0
cSH	362	1700	993	1700
Volume to Capacity	0.81	0.33	0.04	0.20
Queue Length 95th (m)	53.4	0.0	1.0	0.0
Control Delay (s)	46.0	0.0	8.8	0.0
Lane LOS	E		A	
Approach Delay (s)	46.0	0.0	1.0	
Approach LOS	E			

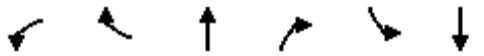
Intersection Summary			
Average Delay	11.3		
Intersection Capacity Utilization	55.3%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	5	3	0	1	9	0	352	0	9	259	75
Future Volume (Veh/h)	84	5	3	0	1	9	0	352	0	9	259	75
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	91	5	3	0	1	10	0	383	0	10	282	82
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)											336	
pX, platoon unblocked												
vC, conflicting volume	736	726	323	690	767	383	364			383		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	736	726	323	690	767	383	364			383		
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 %	72	99	100	100	100	98	100			99		
cM capacity (veh/h)	327	348	718	351	330	664	1195			1175		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	99	11	0	383	10	364
Volume Left	91	0	0	0	10	0
Volume Right	3	10	0	0	0	82
cSH	333	608	1700	1700	1175	1700
Volume to Capacity	0.30	0.02	0.00	0.23	0.01	0.21
Queue Length 95th (m)	9.3	0.4	0.0	0.0	0.2	0.0
Control Delay (s)	20.3	11.0	0.0	0.0	8.1	0.0
Lane LOS	C	B			A	
Approach Delay (s)	20.3	11.0	0.0		0.2	
Approach LOS	C	B				

Intersection Summary				
Average Delay	2.6			
Intersection Capacity Utilization	37.0%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	5	53	265	4	91	418
Future Volume (Veh/h)	5	53	265	4	91	418
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)	5	58	288	4	99	454
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						307
pX, platoon unblocked						
vC, conflicting volume	942	290			292	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	942	290			292	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	92			92	
cM capacity (veh/h)	269	749			1270	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	63	292	99	454
Volume Left	5	0	99	0
Volume Right	58	4	0	0
cSH	656	1700	1270	1700
Volume to Capacity	0.10	0.17	0.08	0.27
Queue Length 95th (m)	2.4	0.0	1.9	0.0
Control Delay (s)	11.1	0.0	8.1	0.0
Lane LOS	B		A	
Approach Delay (s)	11.1	0.0	1.4	
Approach LOS	B			

Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	32.8%	ICU Level of Service	A
Analysis Period (min)	15		

Traffic Engineering Specialists

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Canada V3C 6C2

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Date: May 29, 2026
Our File No.: 9635-01

By Email

City of Maple Ridge
Chad Neufeld
11995 Haney Place
Maple Ridge, BC

Re: Multi-Sport Facility Traffic Impact Assessment, Maple Ridge, BC

Creative Transportation Solutions Ltd. (CTS) is pleased to submit this ***FINAL*** report summarising our work on the above study.

CTS was retained by the City of Maple Ridge to undertake a traffic impact assessment (TIA) of the proposed recreational development to replace the existing Maple Ridge Golf Course located at 20818 Golf Lane in the City of Maple Ridge, BC. The primary objectives of this study are as follows:

1. To conduct a traffic impact assessment for the proposed multi-sport development located at 20818 Golf Lane, and
2. To document the proposed development site conditions, data, technical analysis, key findings and recommendations (if any) in a report that meets the requirements of the City of Maple Ridge.

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1.0 BACKGROUND

1.1 Site Description

The City of Maple Ridge is proposing to re-develop the existing golf course located at 20818 Golf Lane into a multi-sport facility consisting of two baseball diamonds with grandstands, two soccer fields, two basketball courts, 12 pickleball courts, two tennis courts, a 9-hole disk golf course, playground, splashpad, skatepark, pump-track, dirt jump track, toboggan hill, off-leash dog park, community garden, and general walking and green area. The referenced site plans and site statistics are included in **APPENDIX A.**

1.2 Study Intersections

The following intersections are included in this Traffic Impact Assessment.

- Maple Crescent & Westfield Avenue
- 207th Street & 114th Avenue
- 207th Street & Golf Lane
- 207th Street & River Road
- Steeves Street & River Road

For the analysis design hours, CTS selected the weekday morning, weekday afternoon, and weekend midday peak hours. These time periods represent the peak traffic periods for the adjacent road network and for the multi-sport facility. For the purposes of this study, it is assumed the baseball diamonds with grandstand will be built-out in the year 2028, and full build-out of the site will be in the year 2045.

The study intersections and surrounding road network are illustrated in **FIGURE 1**. The referenced site plans and stats are included in **APPENDIX A.**

FIGURE 1
STUDY AREA AND INTERSECTIONS



1.3 Existing Road Network

The following summarized the existing road network:

207th Street

- 207th Street is a two-lane major collector road posted at 50 km/h
- There are sections of unmarked street parking
- There are sidewalks on both sides, and no bike lanes
- The road is illuminated
- Curb and gutter cross section

River Road

- River Road is a two-lane major collector road posted at 50 km/h, there is a 30 km/h zone adjacent to Maple Ridge Elementary
- There are limited sections of unmarked street parking west of Steeves Street
- There is a sidewalk on the south side, there are no bike lanes
- The road is not illuminated
- Curb and gutter cross section

Steeves Street

- Steeves Street is a two-lane local road posted at 50 km/h
- There is unmarked street parking
- There is a sidewalk on west side south of River Road, there are no bike lanes
- The road is illuminated
- Curb and gutter cross section

Golf Lane / Westfield Avenue

- Golf Lane/Westfield Avenue is a two-lane local road with a speed limit of 20 km/h east of 207th Street, and a speed limit of 50 km/h west of 207th Street
- There are sections of unmarked street parking west of 207th Street
- There is a sidewalk on the north side west of 207th Street, there are no bike lanes
- The road is illuminated
- Rural cross section

114th Avenue

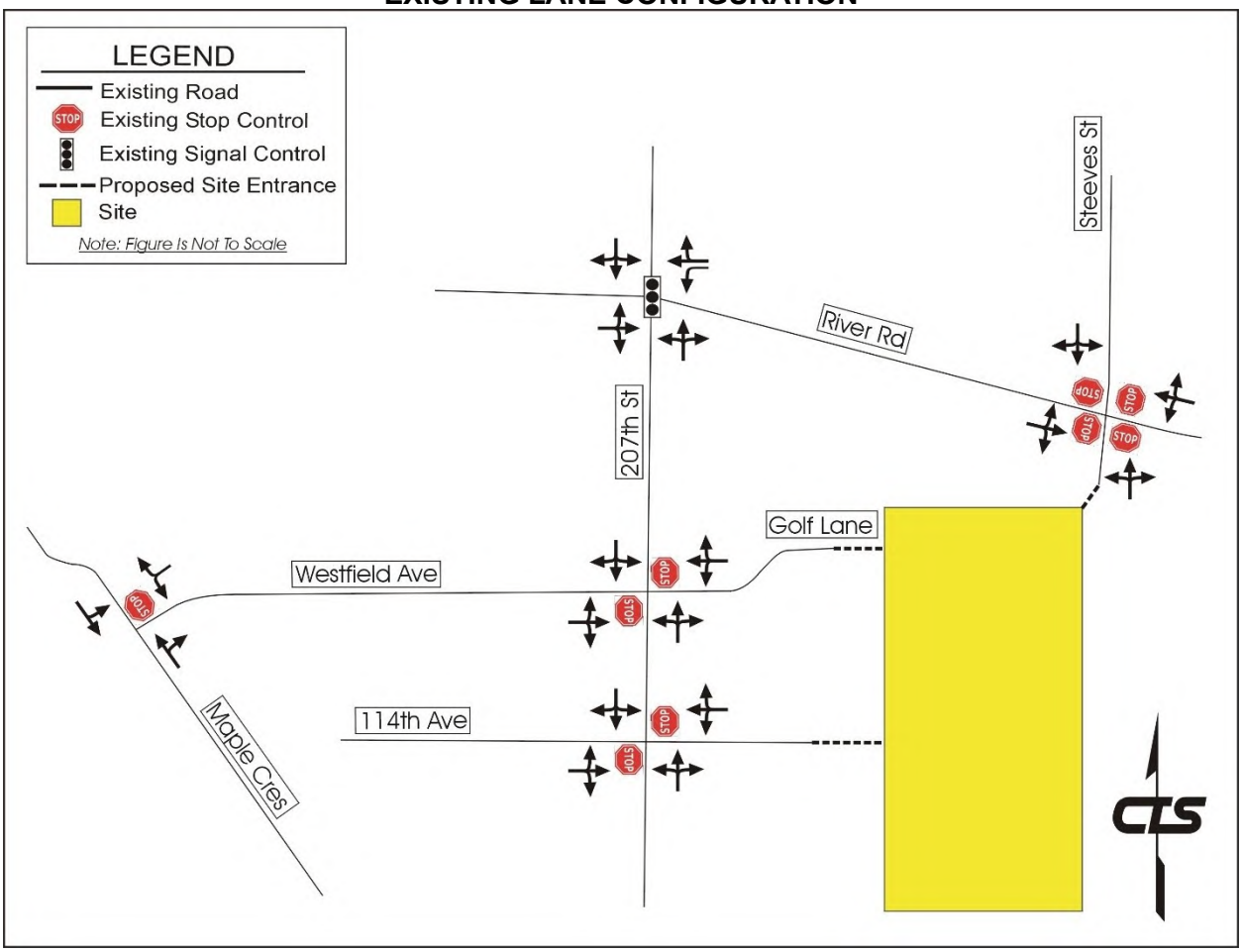
- 114th Avenue is a two-lane local road with a speed limit of 50km/h, there is a 30 km/h zone adjacent to Meadow Montessori School
- There is unmarked street parking west of 207th Street
- There is a sidewalk on the north side west of 207th Street, there are no bike lanes
- The road is illuminated
- Rural cross section

Maple Crescent

- Maple Crescent is a two-lane major collector road with a speed limit of 50km/h
- There are sections of unmarked street parking
- There are sidewalks on both sides south of Westfield Avenue, there is a sidewalk on the east side north of Westfield Avenue, there are no bike lanes
- The road is illuminated
- Curb and gutter cross section

The laning configuration and current traffic control for the study intersections are illustrated in **FIGURE 2.**

FIGURE 2
EXISTING LANE CONFIGURATION



1.4 Multi Modal Transportation

Multi modal transportation methods are ways that people can use the transportation network without relying on a personal vehicle. This section details the transit, bicycle and pedestrian network surrounding the proposed site.

Transit Network

There are bus stops within a walking distance of 400 metres from the site and therefore the development is considered transit accessible. The closest bus route to the site is listed below.

- Route #744 Haney Place / Meadowtown: service approximately every 30-40 minutes during peak periods, and up to every 60 minutes during off-peak periods.

Bus stop locations are illustrated in **FIGURE 3.**

Bicycle Network

Within the study area, there are limited existing connections to the greater bicycle network. With reference to the Proposed Cycling Network map found within the City of Maple Ridge Strategic Transportation Plan, there is an existing primary route along 117th Avenue, and there are proposed primary routes along 207th Street and Steeves Street, and a proposed secondary route along Golf Lane.

The bike routes in the vicinity of the proposed development are illustrated in **FIGURE 3.**

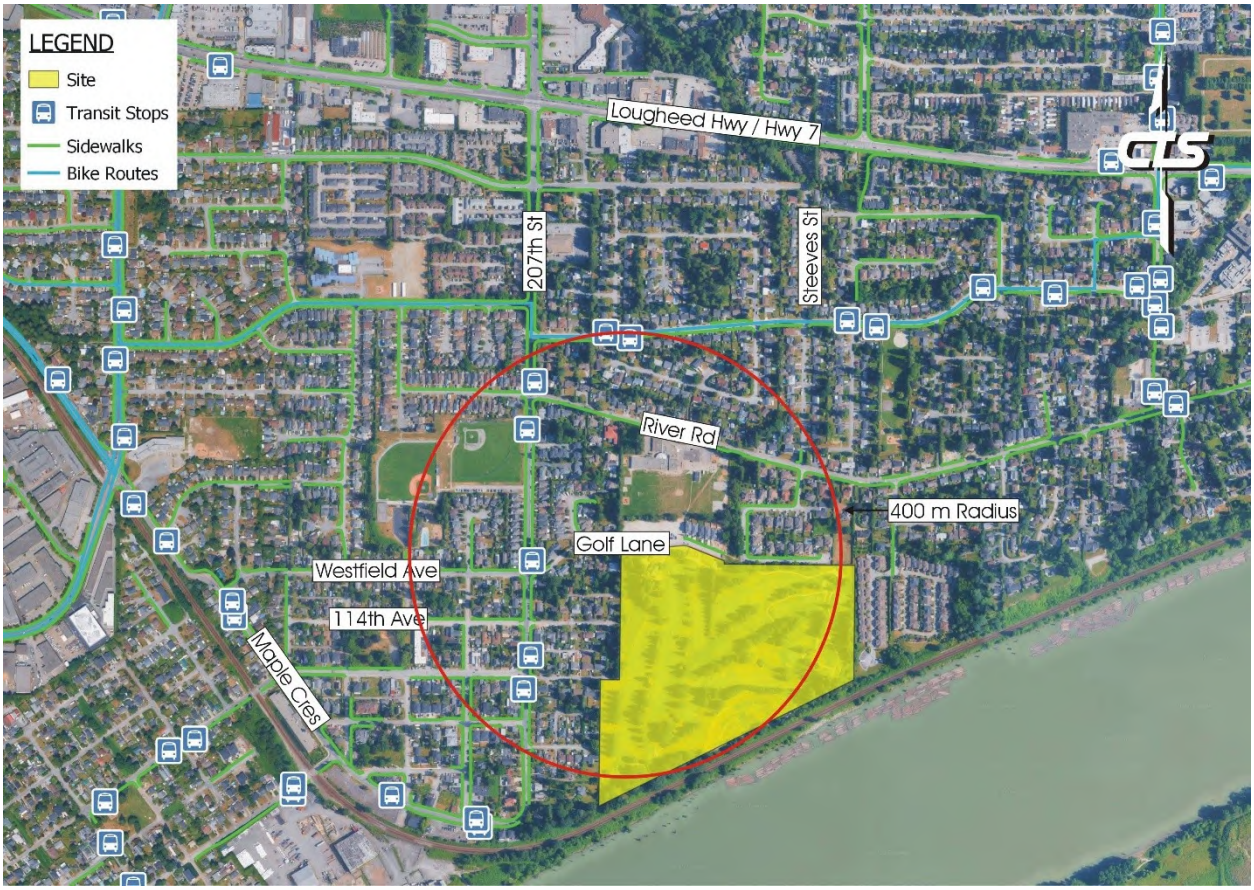
Pedestrian Network

There are sidewalks within the study area, and the site is considered well connected to the greater pedestrian network.

The existing pedestrian network within a 400-metre radius is illustrated in **FIGURE 3.**

A review of recommended improvements to the multi-modal transportation networks are further explored in **SECTION 7.3.**

FIGURE 3
ALTERNATE MODES



2.0 BASE TRAFFIC VOLUMES

This section details the data used to determine the existing peak hour traffic volumes and the methodology to scaling these volumes for future study years.

2.1 Existing Base Traffic Volumes

CTS conducted turning movement counts on Thursday, January 29th, 2026, from 07:00 to 09:00 and 15:00 to 18:00, and on Saturday, January 31st, 2026, from 11:00 to 13:00, to document the weekday morning and afternoon and weekend midday peak traffic volumes for the intersections of 207th Street & 114th Avenue, and Steeves Street & River Road. The traffic count data for each study intersection was summarized and reviewed to ensure data integrity and validity. The summarized traffic data sheets are included in **APPENDIX B**.

The City of Maple Ridge provided turning movement counts conducted by Premiere Traffic Data Services on Tuesday, February 27th, 2024, from 06:00 to 09:00, 11:00 to 13:00, and 15:00 to 18:00, and on Saturday, March 9th, 2024, from 06:00 to 09:00, 11:00 to 13:00, and 15:00 to 18:00, to document the weekday morning and afternoon and weekend midday peak traffic volumes for the intersections of Maple Crescent & Westfield Avenue, 207th Street & River Road, and 207th Street & Golf Lane. The traffic count data for each study intersection was summarized and reviewed to ensure data integrity and validity. The summarized traffic data sheets are included in **APPENDIX B**. Traffic volumes were scaled up by a rate of 2% per annum (linear growth) up to the 2026 base year to represent the existing traffic volumes.

From the data summary, it was determined that the peak hours of the adjacent road network were the following:

- 7:45 to 7:45 for the weekday morning peak hour.
- 16:15 to 17:15 for the weekday afternoon peak hour.
- 12:00 to 13:00 for the weekend midday peak hour.

The existing 2026 traffic volumes during the weekday morning and afternoon and weekend midday peak hours are illustrated in **FIGURE 4** to **FIGURE 6.**

For this study, it is assumed the development will have opening day in 2028, full build-out in 2045, and 5 years post build-out in 2050. For future study years, the base traffic volumes from 2026 were scaled up at a constant rate of 2% per annum (linear growth). The scaled base volumes are illustrated in **FIGURE 7** to **FIGURE 9** for 2028, **FIGURE 10** to **FIGURE 12** for 2045, and **FIGURE 13** to **FIGURE 15** for 2050.

FIGURE 4
2026 WEEKDAY AM PEAK HOUR BASE TRAFFIC VOLUMES

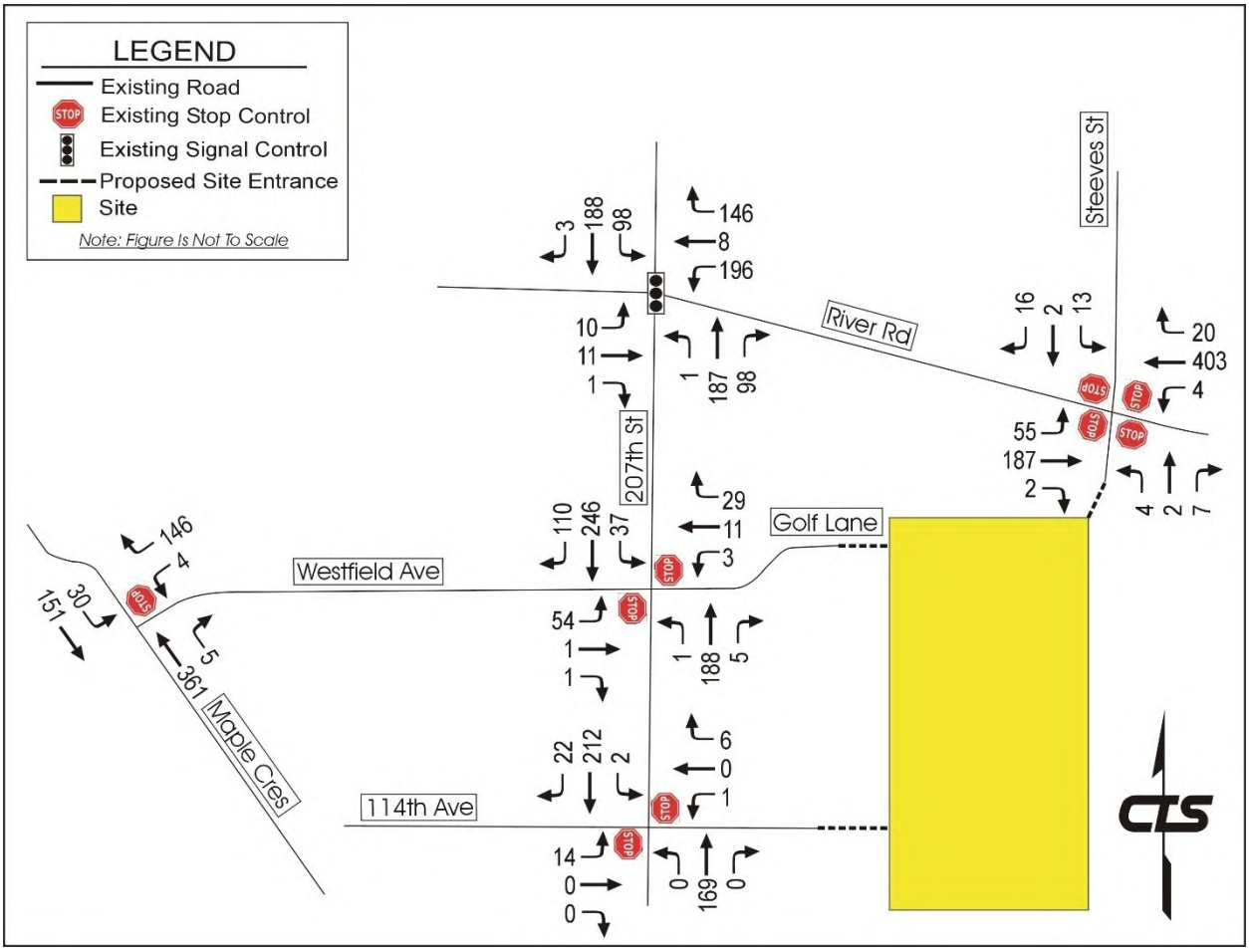


FIGURE 5
2026 WEEKDAY PM PEAK HOUR BASE TRAFFIC VOLUMES

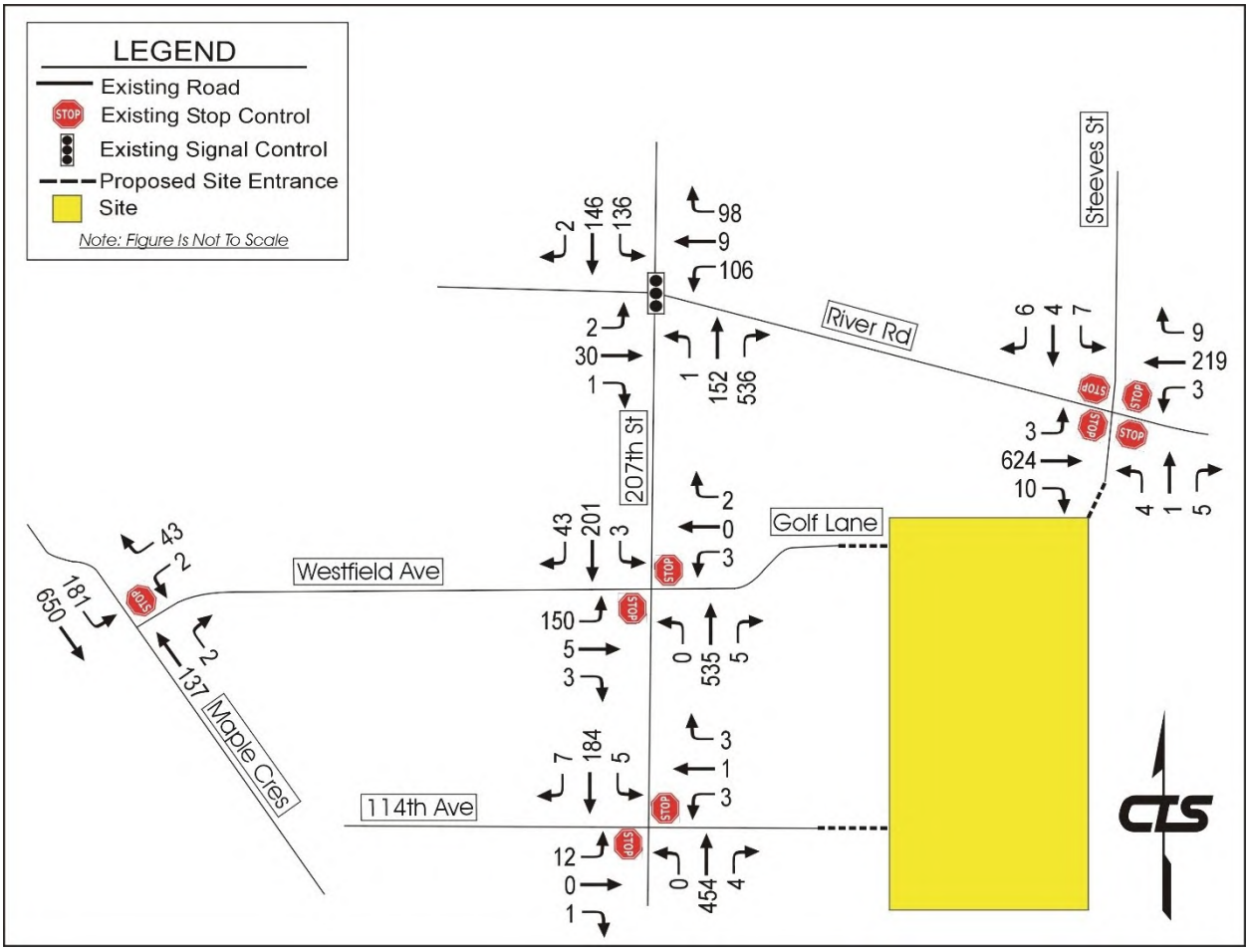


FIGURE 6
2026 WEEKEND MD PEAK HOUR BASE TRAFFIC VOLUMES

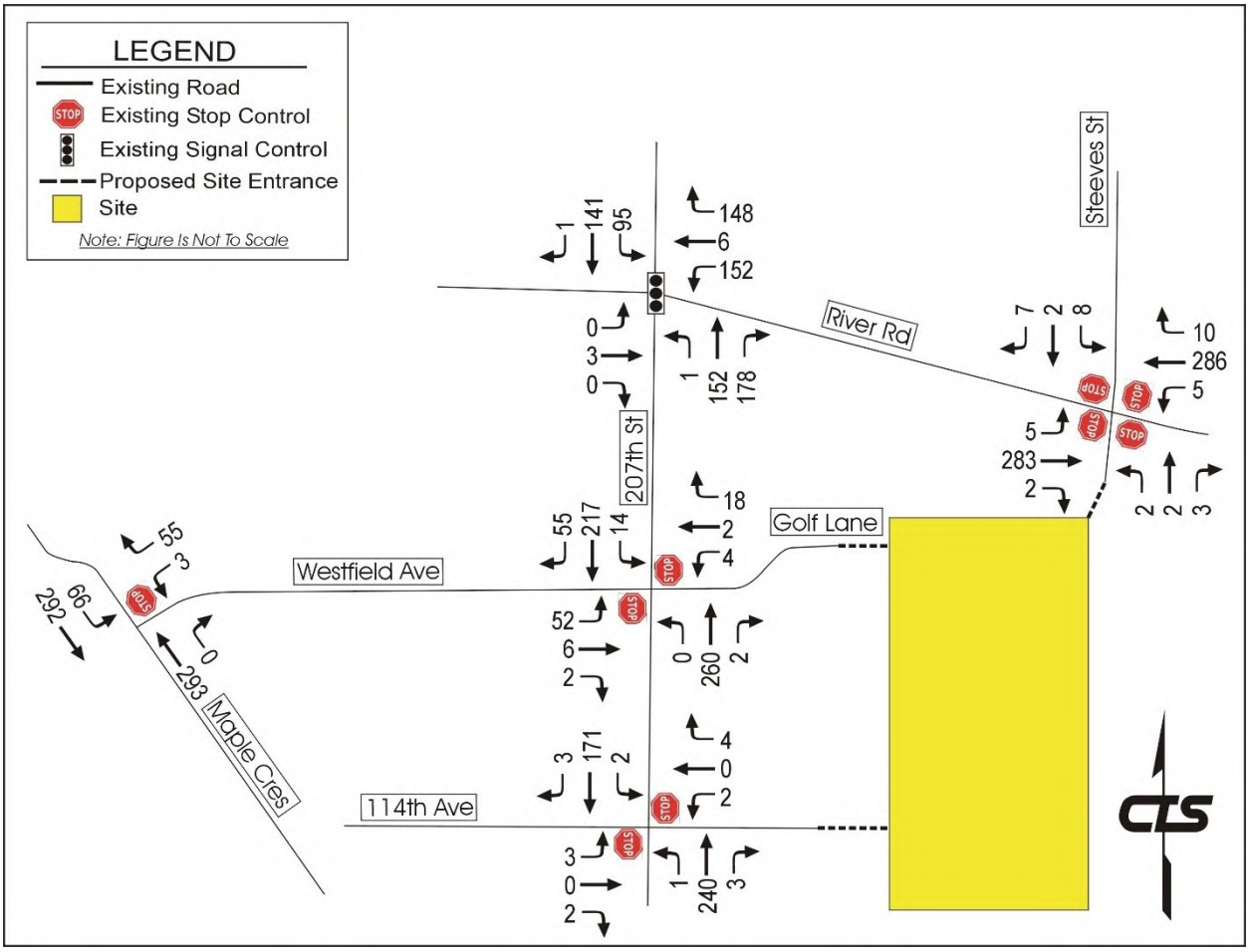


FIGURE 7
2028 WEEKDAY AM PEAK HOUR BASE TRAFFIC VOLUMES

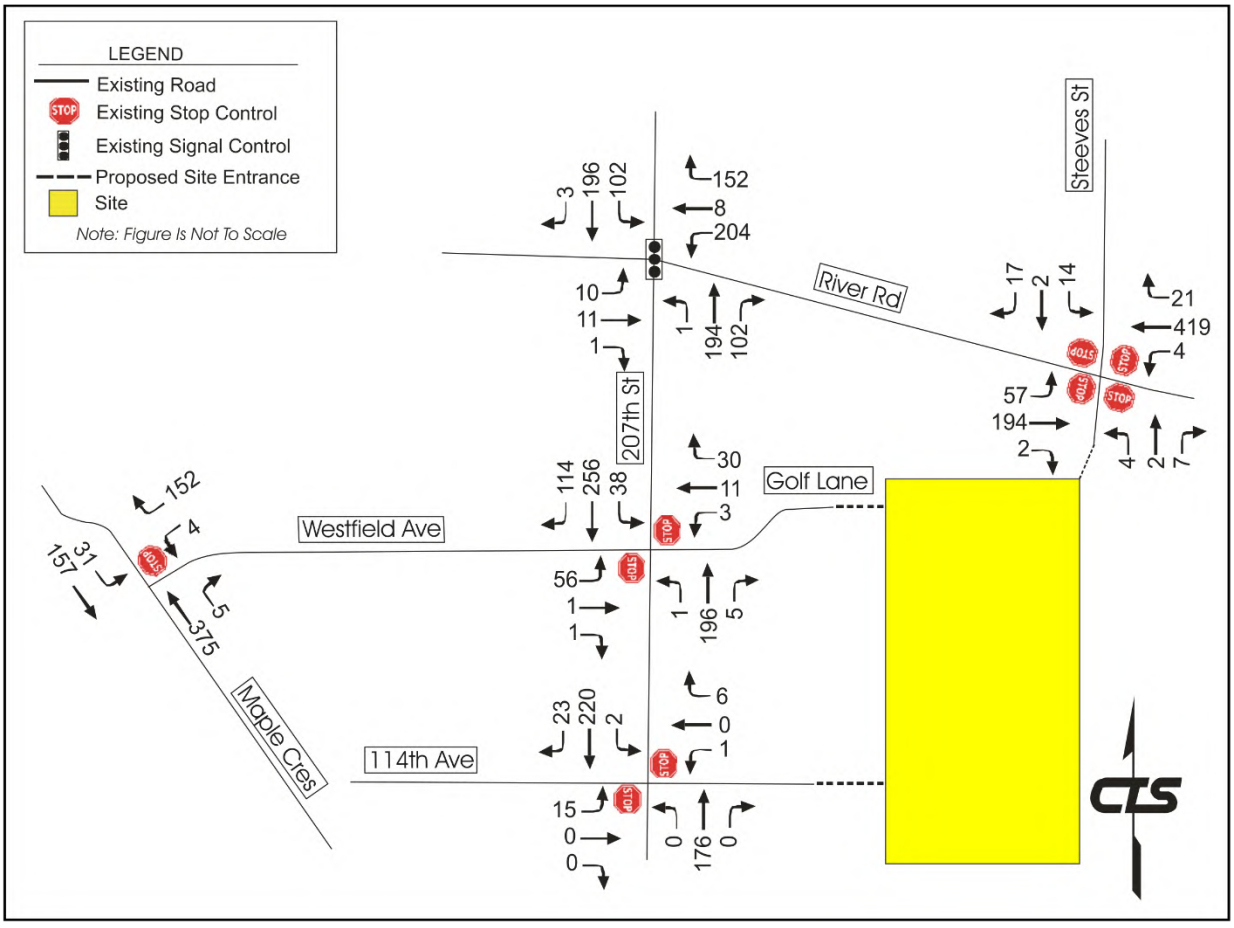


FIGURE 8
2028 WEEKDAY PM PEAK HOUR BASE TRAFFIC VOLUMES

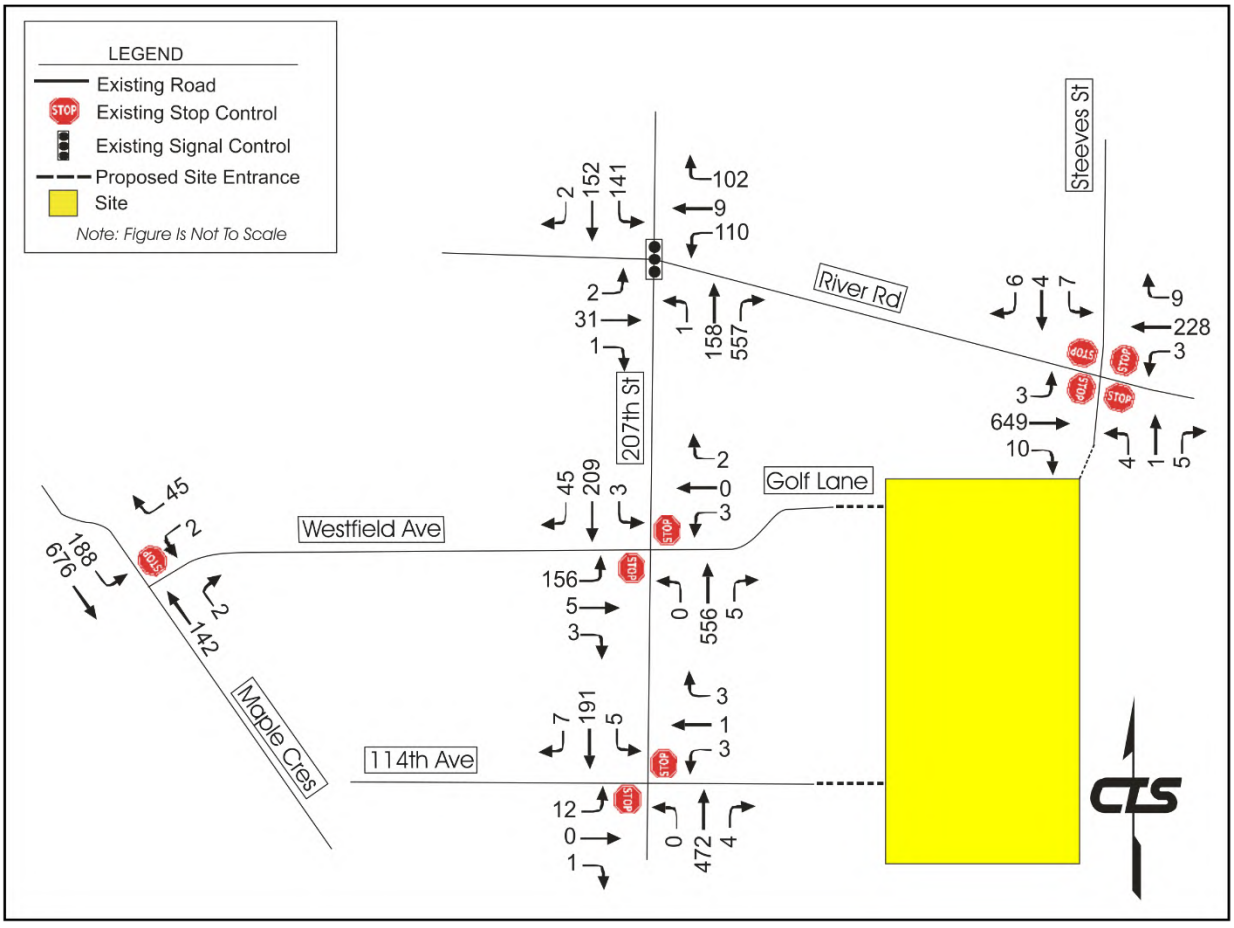


FIGURE 9
2028 WEEKEND MD PEAK HOUR BASE TRAFFIC VOLUMES

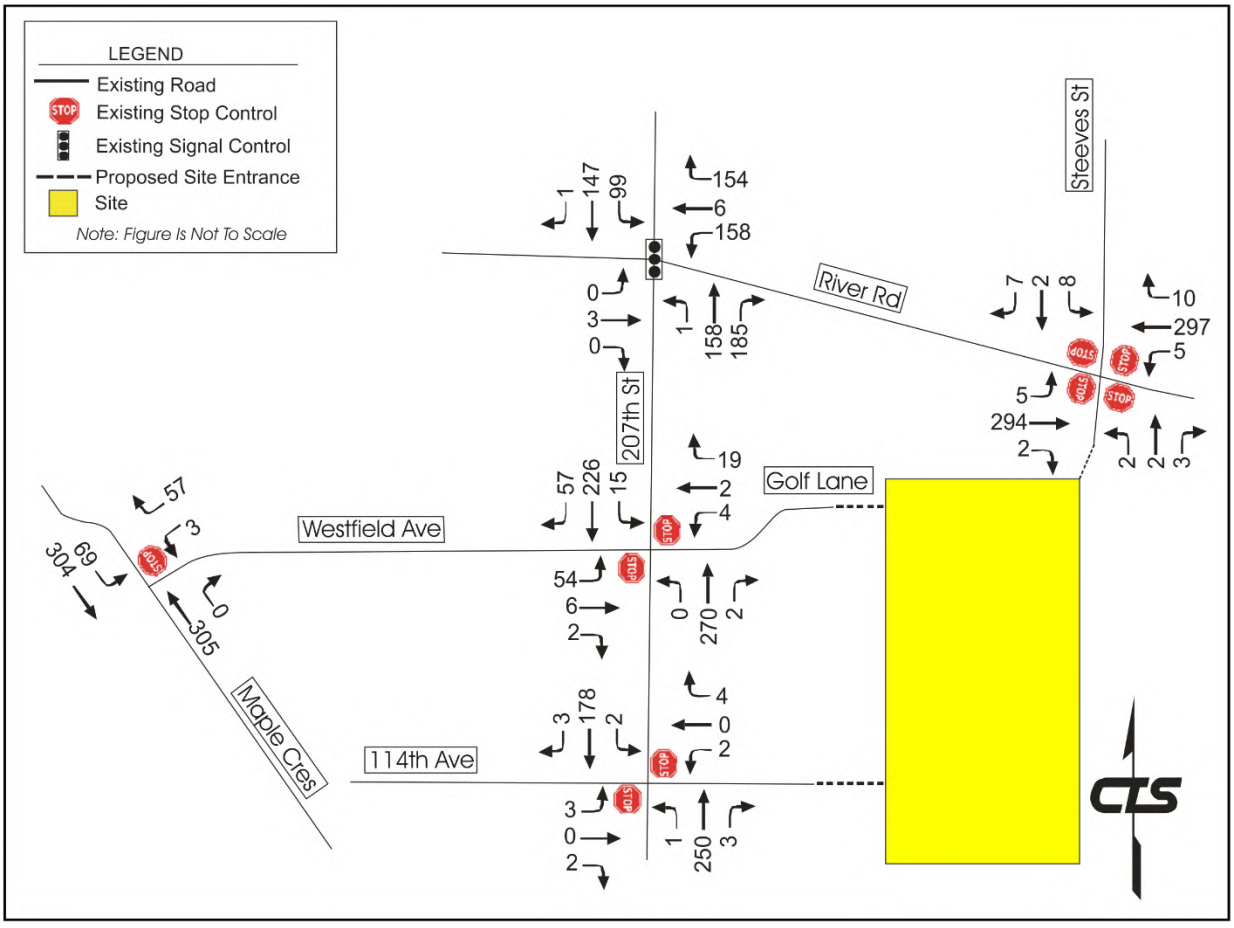


FIGURE 10
2045 WEEKDAY AM PEAK HOUR BASE TRAFFIC VOLUMES

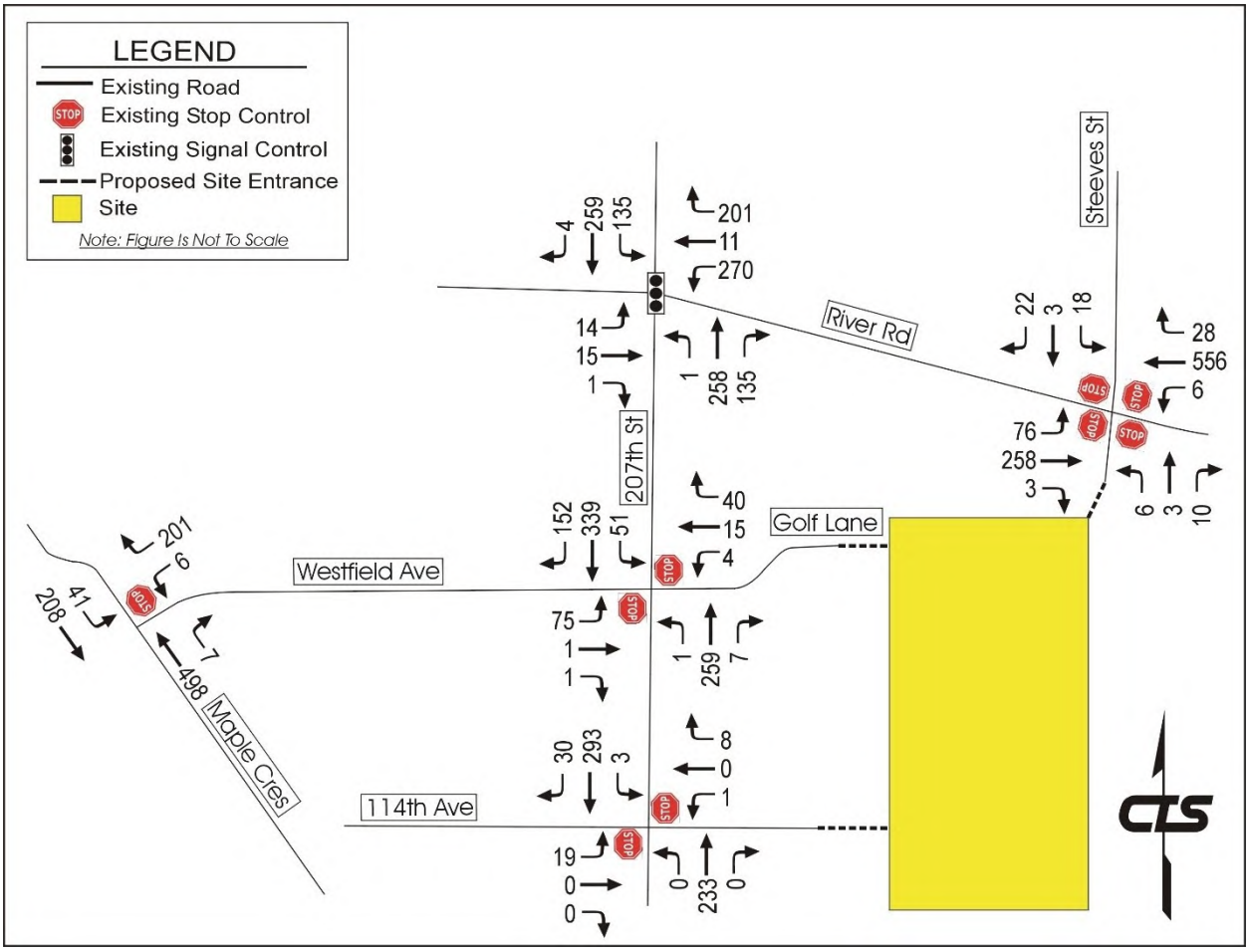


FIGURE 11
2045 WEEKDAY PM PEAK HOUR BASE TRAFFIC VOLUMES

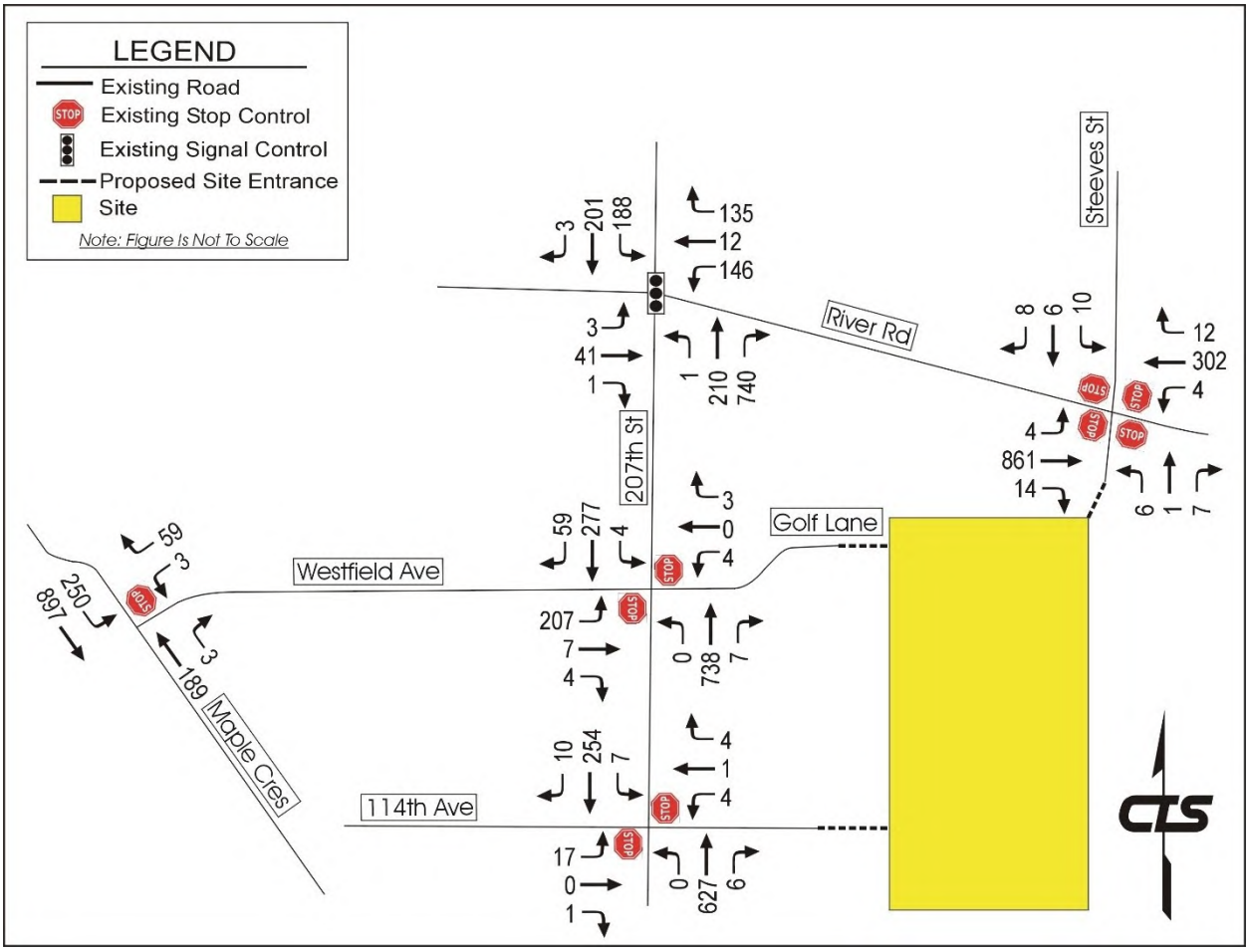


FIGURE 12
2045 WEEKEND MD PEAK HOUR BASE TRAFFIC VOLUMES

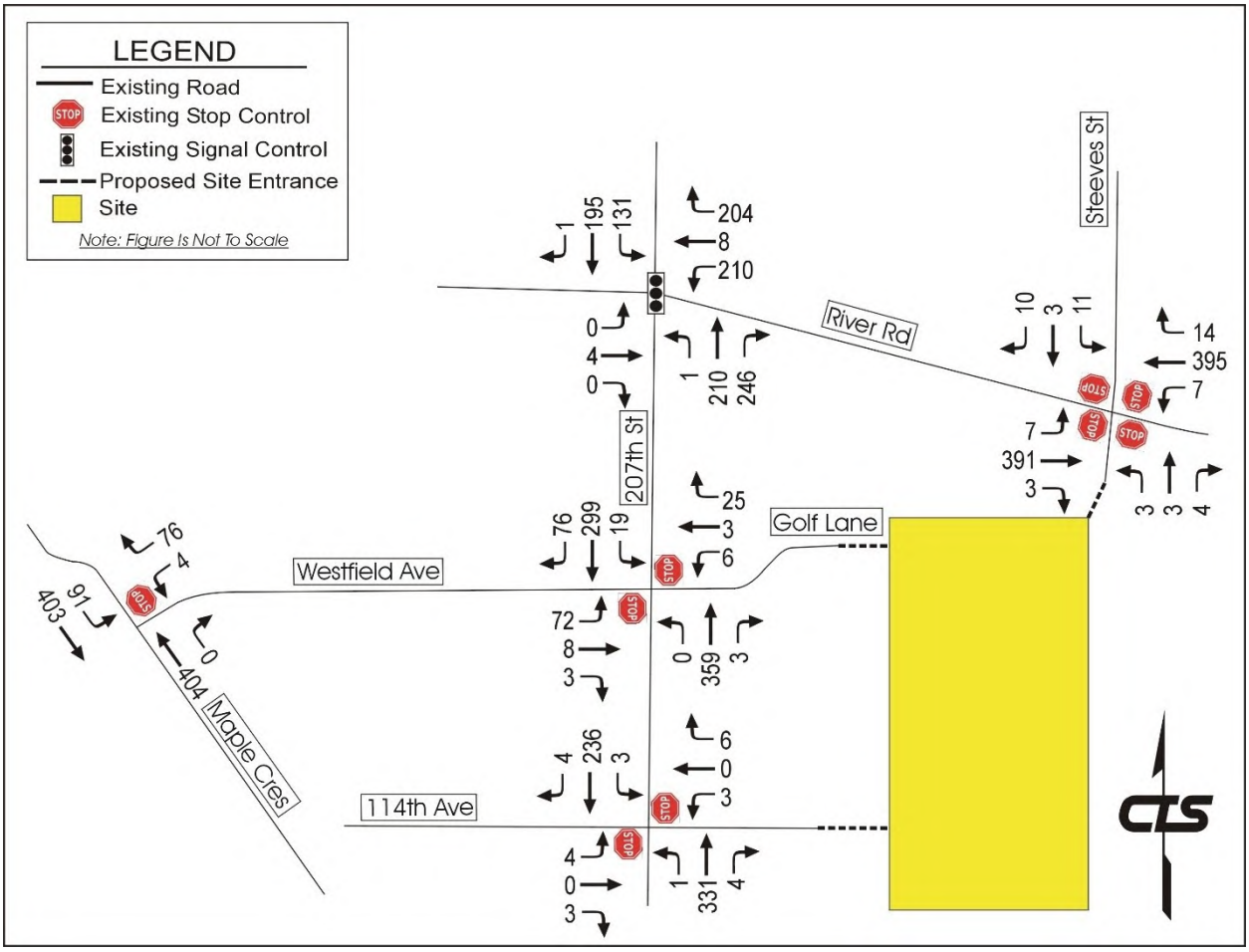


FIGURE 13
2050 WEEKDAY AM PEAK HOUR BASE TRAFFIC VOLUMES

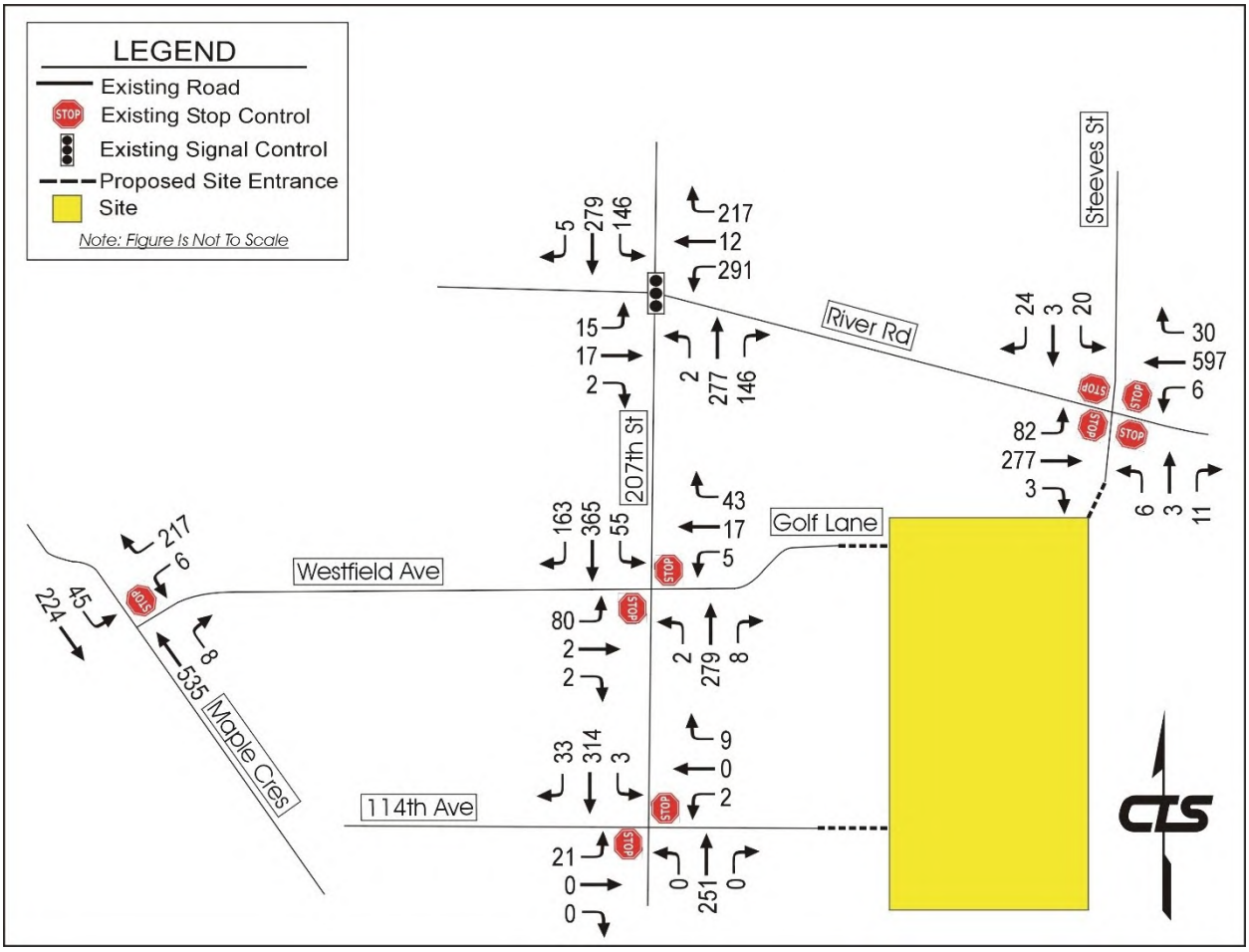


FIGURE 14
2050 WEEKDAY PM PEAK HOUR BASE TRAFFIC VOLUMES

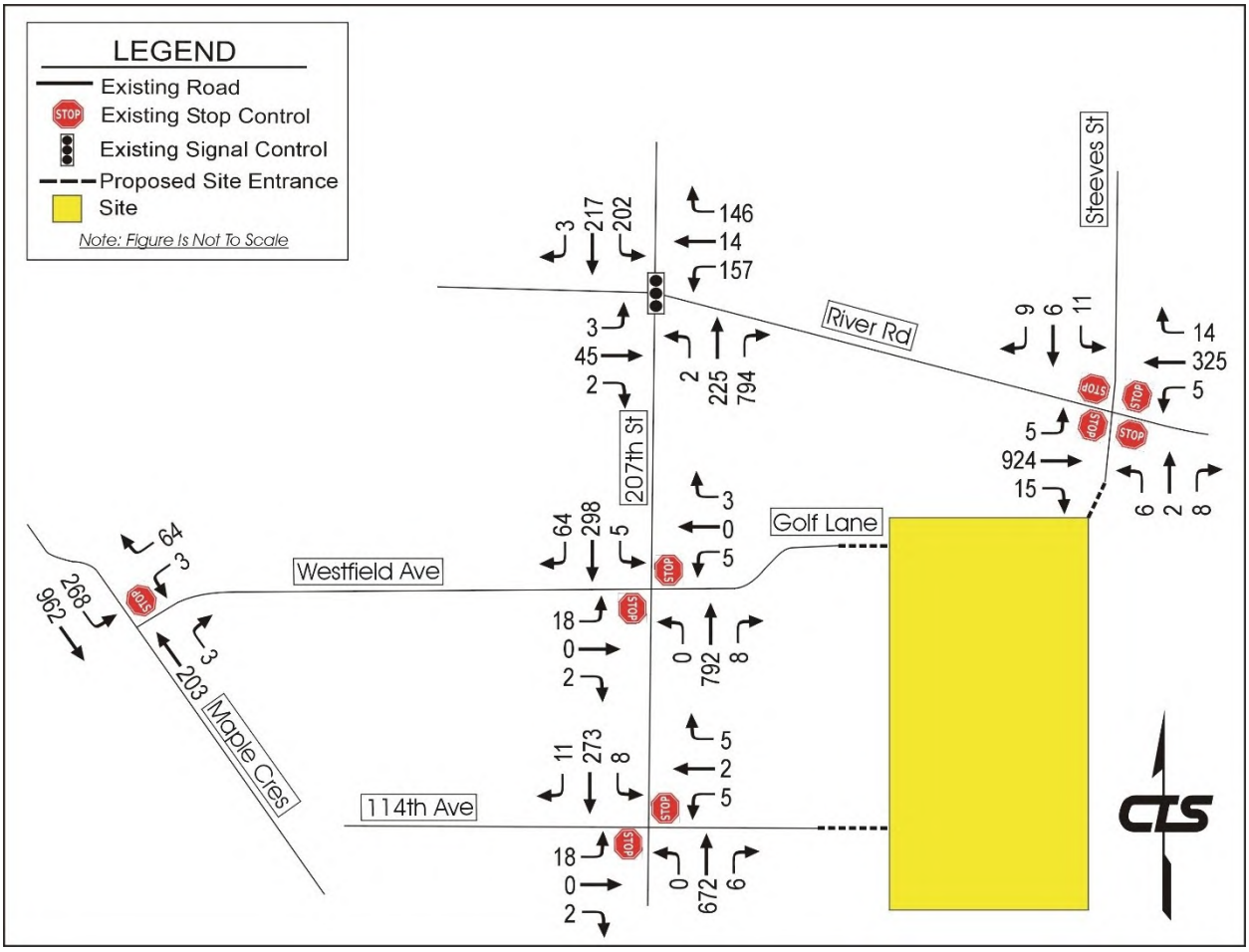
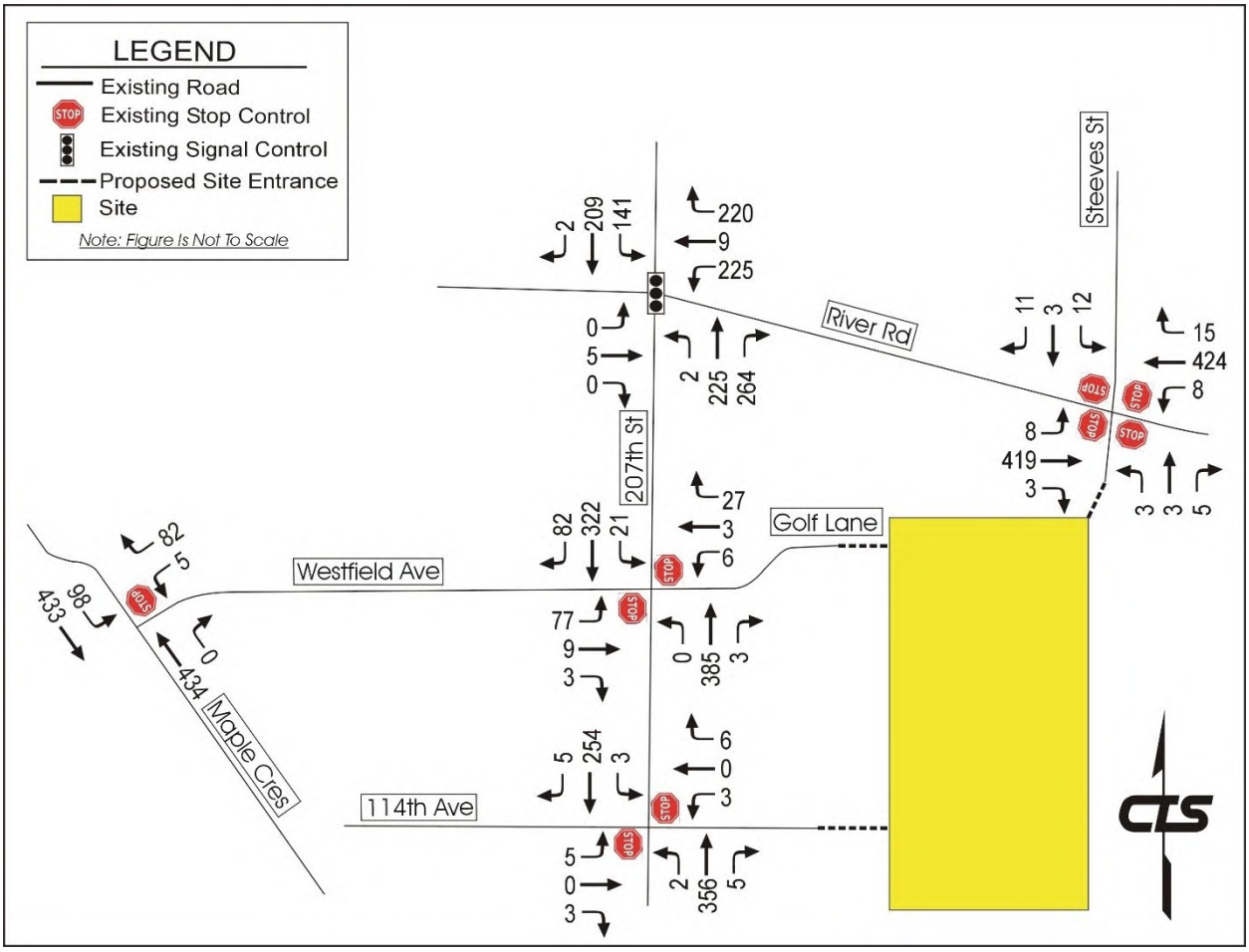


FIGURE 15
2050 WEEKEND MD PEAK HOUR BASE TRAFFIC VOLUMES



3.0 SITE TRAFFIC VOLUMES

This section details the site trip generation methods and the trip distribution throughout the study network

3.1 Site Trip Generation

To estimate the future traffic volumes generated by the study site, trip generation rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual 12th Edition were used. From the manual, the following land use was identified:

- Code 411 – Public Park

Land uses not available in the ITE Trip Generation Manual had trip generation rates development using engineering judgement and in collaboration with staff at the City of Maple Ridge. Trip generation rate assumptions can be found in a trip generation memo prepared for the City of Maple Ridge in **APPENDIX C.** It is noted that these volumes do not account for the trips removed as a result of closing the existing golf course, therefore these trip volumes are considered conservative.

The development will be built out in two phases. The site generated traffic is shown in **TABLE 1** and **TABLE 2/TABLE 3** below:

TABLE 1
SUMMARY OF SITE GENERATED TRAFFIC ON PHASE 1 OPENING DAY

Land Use	Trip Generation Variable	Scope of Development	Trip Rate Source	Peak Hour	Vehicle Trip Generation Rate	Directional Split		Peak Hour Volumes (vph)		
						% in	% out	in	out	total
Public Park	Acres	39.5	ITE 12th Edition Code 411	Weekday Morning	0.05	62%	38%	1	1	2
				Weekday Afternoon	0.15	57%	43%	3	3	6
				Saturday	0.37	53%	47%	8	7	15
Baseball Diamonds with Grandstands	Diamonds	2	Engineering Judgement	Weekday Morning	0.99	61%	39%	1	1	2
				Weekday Afternoon	16.43	66%	34%	21	12	33
	Grandstand Seats	600		Saturday	0.25	50%	50%	75	75	150
Weekday AM Peak Hour Total								2	2	4
Weekday PM Peak Hour Total								24	15	39
Saturday Peak Hour Total								83	82	165

TABLE 2
SUMMARY OF SITE GENERATED TRAFFIC ON PHASE 2 OPENING DAY

Land Use	Trip Generation Variable	Scope of Development	Trip Rate Source	Peak Hour	Vehicle Trip Generation Rate	Directional Split		Peak Hour Volumes (vph)		
						% in	% out	in	out	total
Public Park	Acres	39.5	ITE 12th Edition Code 411	Weekday Morning	0.05	62%	38%	1	1	2
				Weekday Afternoon	0.15	57%	43%	3	3	6
				Saturday	0.37	53%	47%	8	7	15
Dog Park	Acres	1.5	ITE 12th Edition Code 414	Weekday Morning	4.00	63%	37%	3	3	6
				Weekday Afternoon	9.90	56%	44%	7	7	14
				Saturday	18.00	52%	48%	13	13	26
Golf Course	Holes	9	ITE 12th Edition Code 430	Weekday Morning	0.84	79%	21%	6	2	8
				Weekday Afternoon	1.43	54%	46%	7	6	13
				Saturday	2.22	49%	51%	9	11	20
Soccer Field	Fields	2	ITE 12th Edition Code 488	Weekday Morning	0.99	61%	39%	1	1	2
				Weekday Afternoon	16.43	66%	34%	21	12	33
				Saturday	37.48	48%	52%	36	39	75
Pickleball Courts	Courts	12	ITE 12th Edition Code 489	Weekday Morning	1.93	52%	48%	11	12	23
				Weekday Afternoon	4.39	61%	39%	32	21	53
				Saturday	7.67	55%	45%	50	42	92
Tennis Courts	Courts	2	ITE 12th Edition Code 490	Weekday Morning	1.92	52%	48%	2	2	4
				Weekday Afternoon	4.21	50%	50%	3	5	8
				Saturday	7.67	55%	45%	8	7	15
Skatepark	1000 Sq. Ft. GFA	8.2	Engineering Judgement	Weekday Morning	0.24	50%	50%	1	1	2
				Weekday Afternoon	0.85	50%	50%	3	4	7
				Saturday	1.22	50%	50%	5	5	10
Pumptrack	1000 Sq. Ft. GFA	12.4	Engineering Judgement	Weekday Morning	0.16	50%	50%	1	1	2
				Weekday Afternoon	0.32	50%	50%	2	2	4
				Saturday	0.54	50%	50%	3	4	7
Dirt Jump Track	1000 Sq. Ft. GFA	25.4	Engineering Judgement	Weekday Morning	0.08	50%	50%	1	1	2
				Weekday Afternoon	0.16	50%	50%	2	2	4
				Saturday	0.28	50%	50%	3	4	7

TABLE 3 cont'd
SUMMARY OF SITE GENERATED TRAFFIC ON PHASE 2 OPENING DAY

Basketball Courts	Courts	2	Engineering Judgement	Weekday Morning	0.50	61%	39%	0	1	1
				Weekday Afternoon	2.74	66%	34%	3	2	5
				Saturday	6.25	48%	52%	5	7	12
Baseball Diamonds with Grandstands	Diamonds	2	Engineering Judgement	Weekday Morning	0.99	61%	39%	1	1	2
				Weekday Afternoon	16.43	66%	34%	21	12	33
	Grandstand Seats	600		Saturday	0.25	50%	50%	75	75	150
Weekday AM Peak Hour Total								27	26	53
Weekday PM Peak Hour Total								104	76	180
Saturday Peak Hour Total								215	214	429

From **TABLE 1**, at Phase 1 opening day the proposed development is forecast to generate a total of 4 vehicle trips (2 inbound, 2 outbound) during the weekday morning peak hour, 39 vehicle trips (24 inbound, 15 outbound) during the weekday afternoon peak hour, and 165 vehicle trips (83 inbound, 82 outbound) during the weekend midday peak hour. This is the equivalent to approximately one vehicle trip every 15 minutes during the weekday morning peak hour, one vehicle trip every 1.5 minutes during the weekday afternoon peak hour, and one vehicle trip every 0.4 minutes (22 seconds) during the weekend midday peak hour.

From **TABLE 2/TABLE 3**, at Phase 2 opening day the proposed development is forecast to generate a total of 53 vehicle trips (27 inbound, 26 outbound) during the weekday morning peak hour, 180 vehicle trips (104 inbound, 76 outbound) during the weekday afternoon peak hour, and 429 vehicle trips (215 inbound, 214 outbound) during the weekend midday peak hour. This is the equivalent to approximately one vehicle trip every 1.1 minutes (68 seconds) during the weekday morning peak hour, one vehicle trip every 0.3 minutes (20 seconds) during the weekday afternoon peak hour, and one vehicle trip every 0.1 minutes (8 seconds) during the weekend midday peak hour.

3.2 Trip Distribution

To distribute the site generated traffic into the network, parameters were developed from existing traffic patterns and adjusted in the weekday morning and afternoon, and weekend midday peak hours. The proposed site accesses are onto Golf Lane and onto 114th Avenue on the west side, and onto Steeves Street via Golf Lane on the east side. The primary access will be via 114th Avenue. For a conservative analysis, it was assumed that all site traffic to the east along River Road will access the site through the residential route on Steeves Street. The traffic split between the 114th Avenue and Golf Lane accesses were calculated by assigning all general park, pickleball, and tennis court traffic to Golf Lane (to the north lot), and all other site traffic was assigned to 114th Avenue (to the south lot). The traffic patterns used for analysis in the study area are summarized in **TABLE 4**.

TABLE 4
VEHICLE TRIP DISTRIBUTION PERCENTAGES FOR SITE GENERATED TRAFFIC

From / To	Weekday AM Peak Hour		Weekday PM Peak Hour		Weekday PM Peak Hour	
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
Maple Cres N	25.0%	40.0%	50.0%	30.0%	40.0%	37.5%
River Rd W	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
207 St N	30.0%	35.0%	30.0%	30.0%	35.0%	32.5%
Steeves St N	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
River Rd E	45.0%	25.0%	20.0%	40.0%	25.0%	30.0%
TOTAL	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

The trip distribution parameters for distributing site generated vehicle trips to / from the site were developed from the trip distribution percentages found in **TABLE 4**. The traffic volume assignment is summarized in **TABLE 5** and **TABLE 6**.

TABLE 5
PHASE 1 OPENING DAY VEHICLE TRIP DISTRIBUTION FOR SITE GENERATED TRAFFIC

From / To	Weekday AM Peak Hour		Weekday PM Peak Hour		Weekday PM Peak Hour	
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
Maple Cres N	0	1	12	4	33	31
River Rd W	0	0	0	0	0	0
207 St N	1	1	7	5	29	27
Steeves St N	0	0	0	0	0	0
River Rd E	1	0	5	6	21	24
TOTAL	**2**	**2**	**24**	**15**	**83**	**82**
	4		**39**		**165**	

TABLE 6
PHASE 2 OPENING DAY VEHICLE TRIP DISTRIBUTION FOR SITE GENERATED TRAFFIC

From / To	Weekday AM Peak Hour		Weekday PM Peak Hour		Weekday PM Peak Hour	
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
Maple Cres N	7	10	52	23	86	80
River Rd W	0	0	0	0	0	0
207 St N	8	9	31	23	75	70
Steeves St N	0	0	0	0	0	0
River Rd E	12	7	21	30	54	64
TOTAL	**27**	**26**	**104**	**76**	**215**	**214**
	53		**180**		**429**	

3.3 Traffic Assignment

The vehicle trips generated from the development were assigned to the road network using the trip distribution parameters in **TABLE 5** and **TABLE 6**. **FIGURE 16** to **FIGURE 21** illustrate the site generated traffic volumes on the ***existing*** road network for the weekday morning, weekday afternoon and weekend mid-day peak hours, respectively.

FIGURE 16
PHASE 1 OPENING DAY WEEKDAY AM PEAK HOUR SITE TRAFFIC VOLUMES

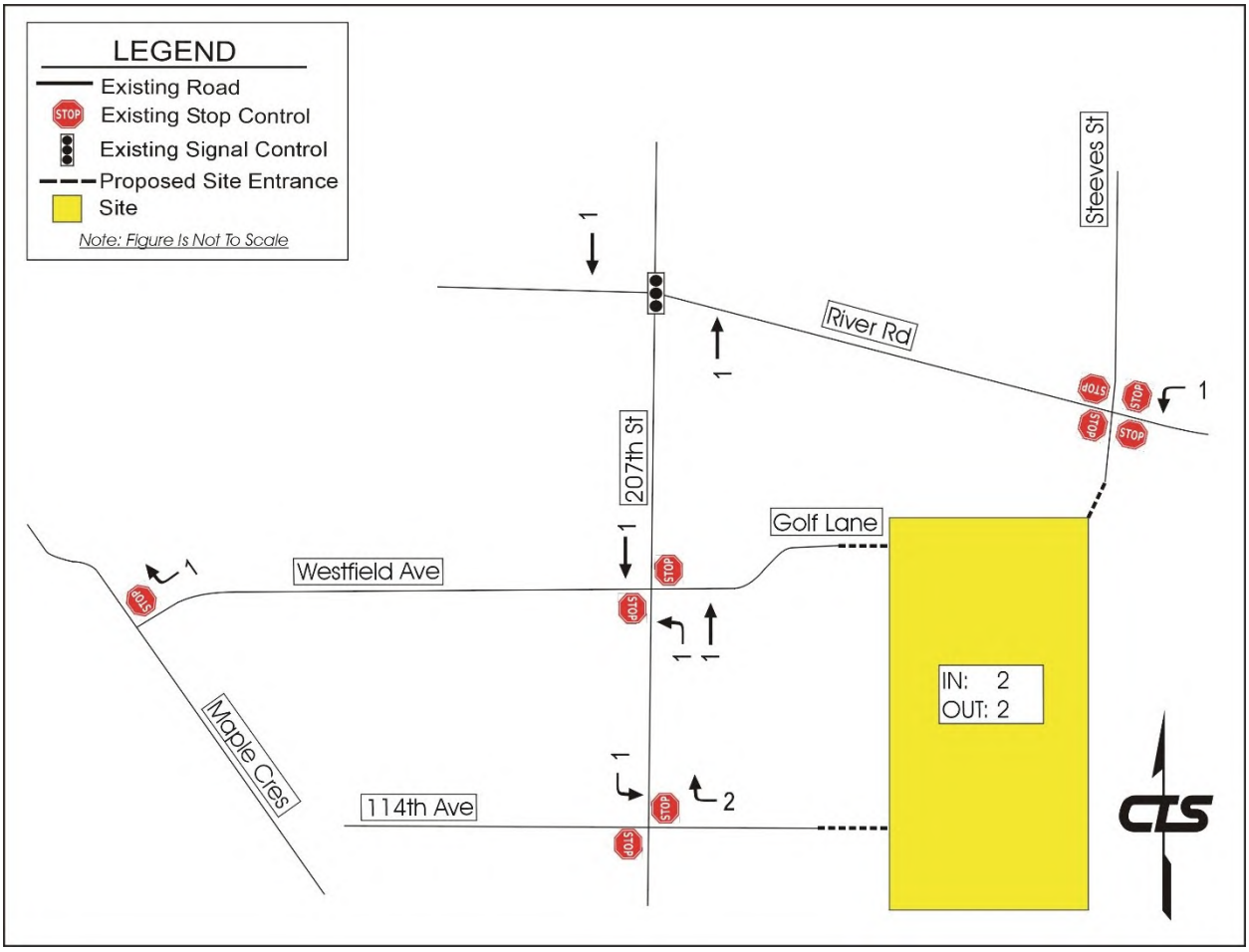


FIGURE 17
PHASE 1 OPENING DAY WEEKDAY PM PEAK HOUR SITE TRAFFIC VOLUMES

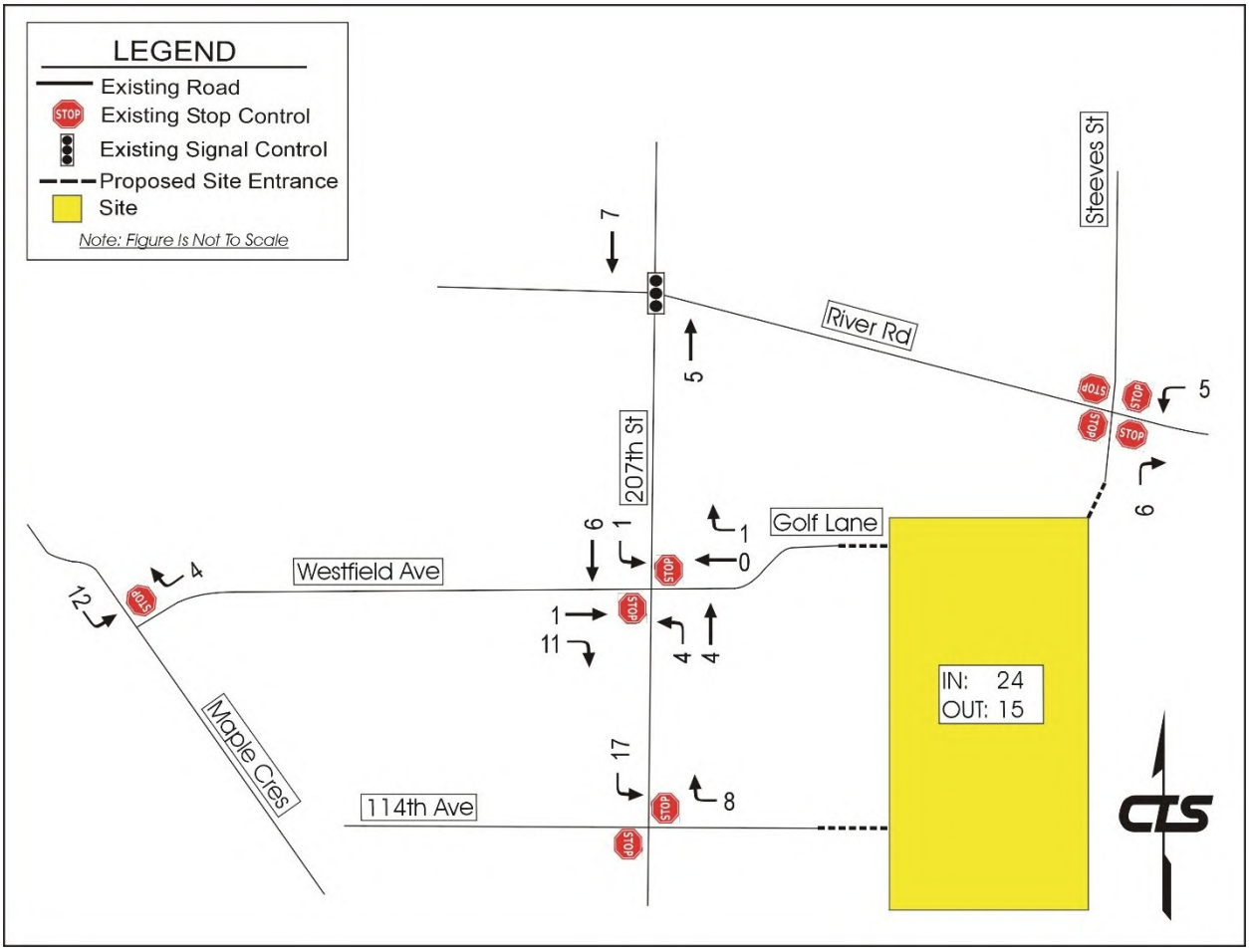


FIGURE 18
PHASE 1 OPENING DAY WEEKEND MD PEAK HOUR SITE TRAFFIC VOLUMES

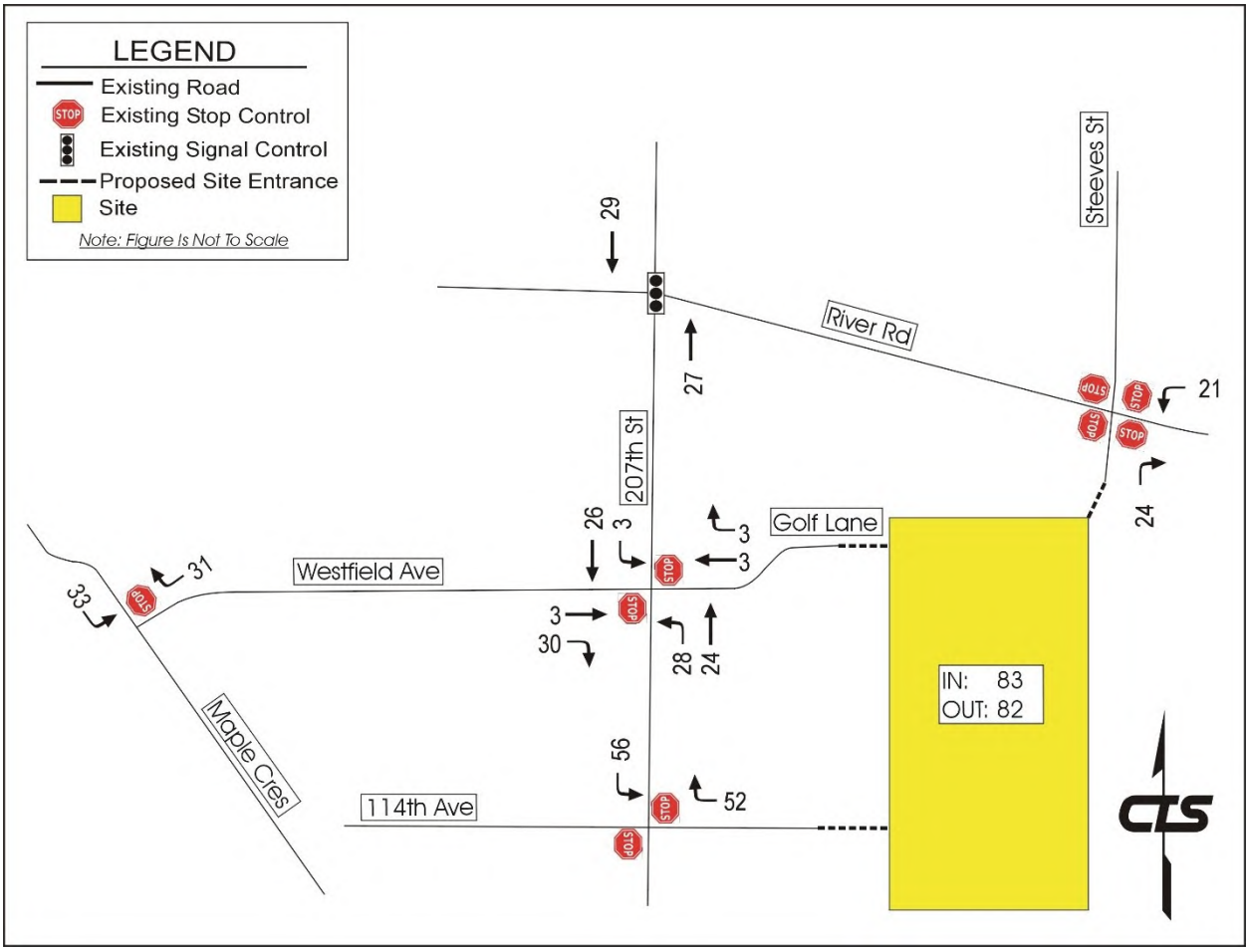


FIGURE 19
PHASE 2 FULL BUILD-OUT WEEKDAY AM PEAK HOUR SITE TRAFFIC VOLUMES

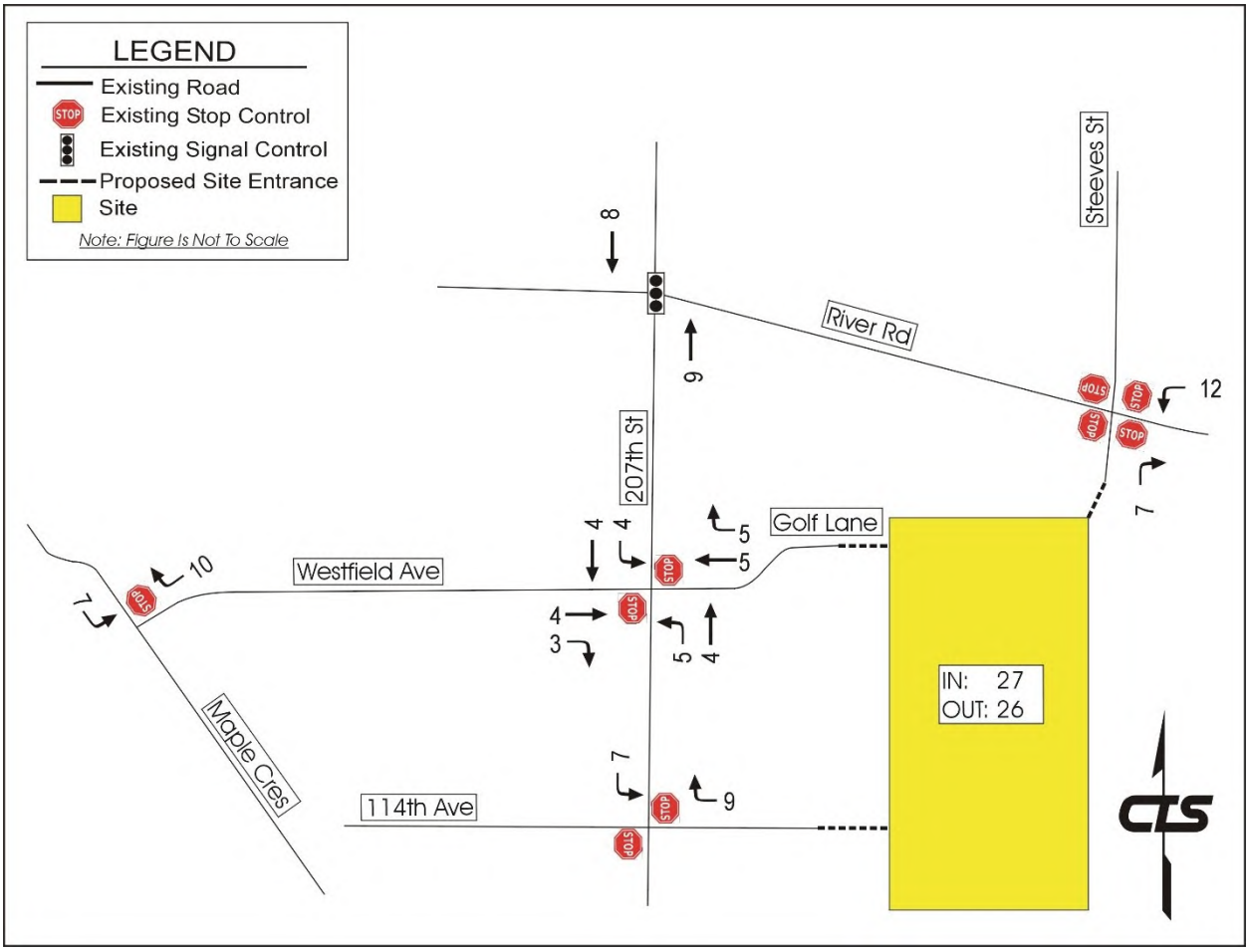


FIGURE 20
PHASE 2 WEEKDAY PM PEAK HOUR SITE TRAFFIC VOLUMES

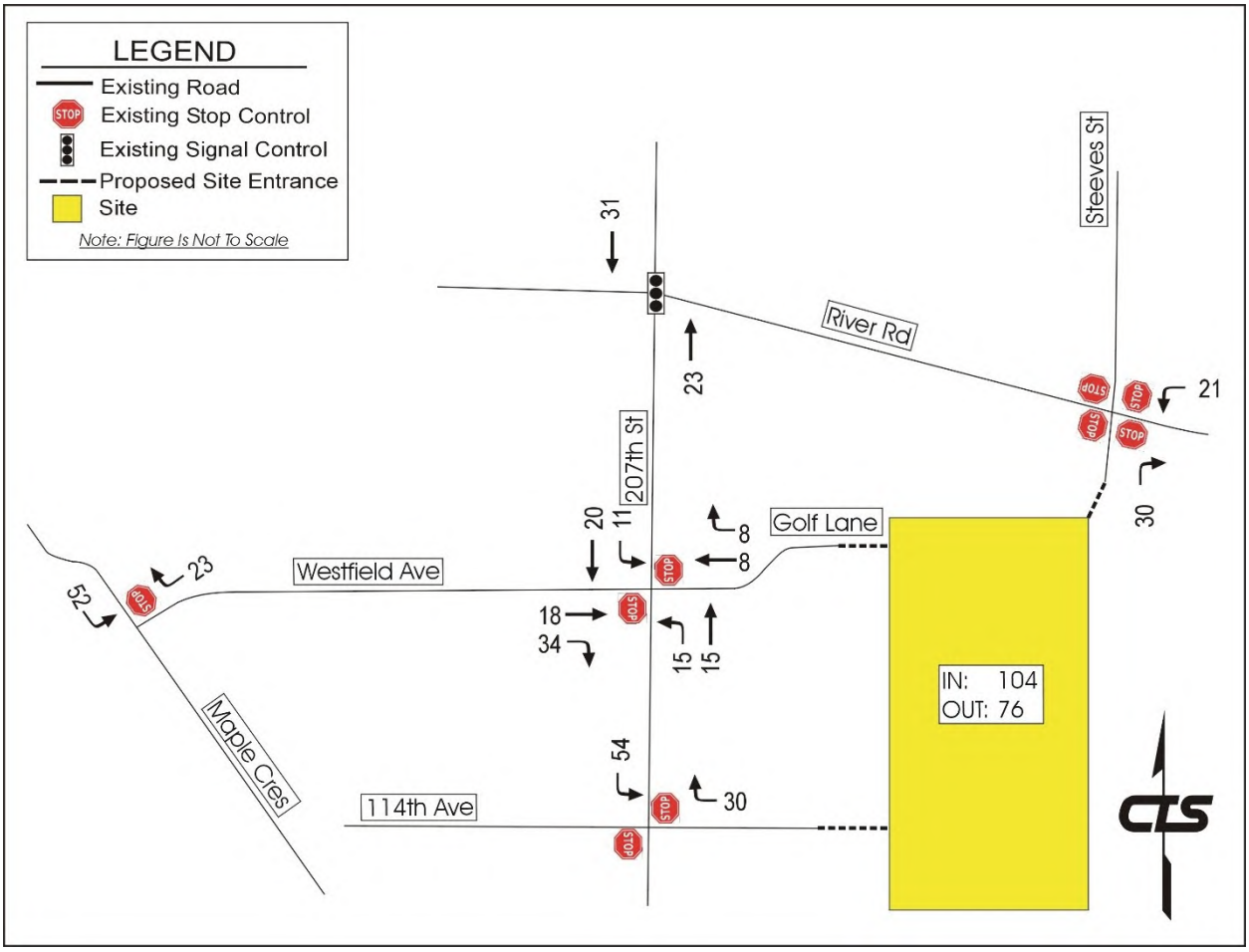
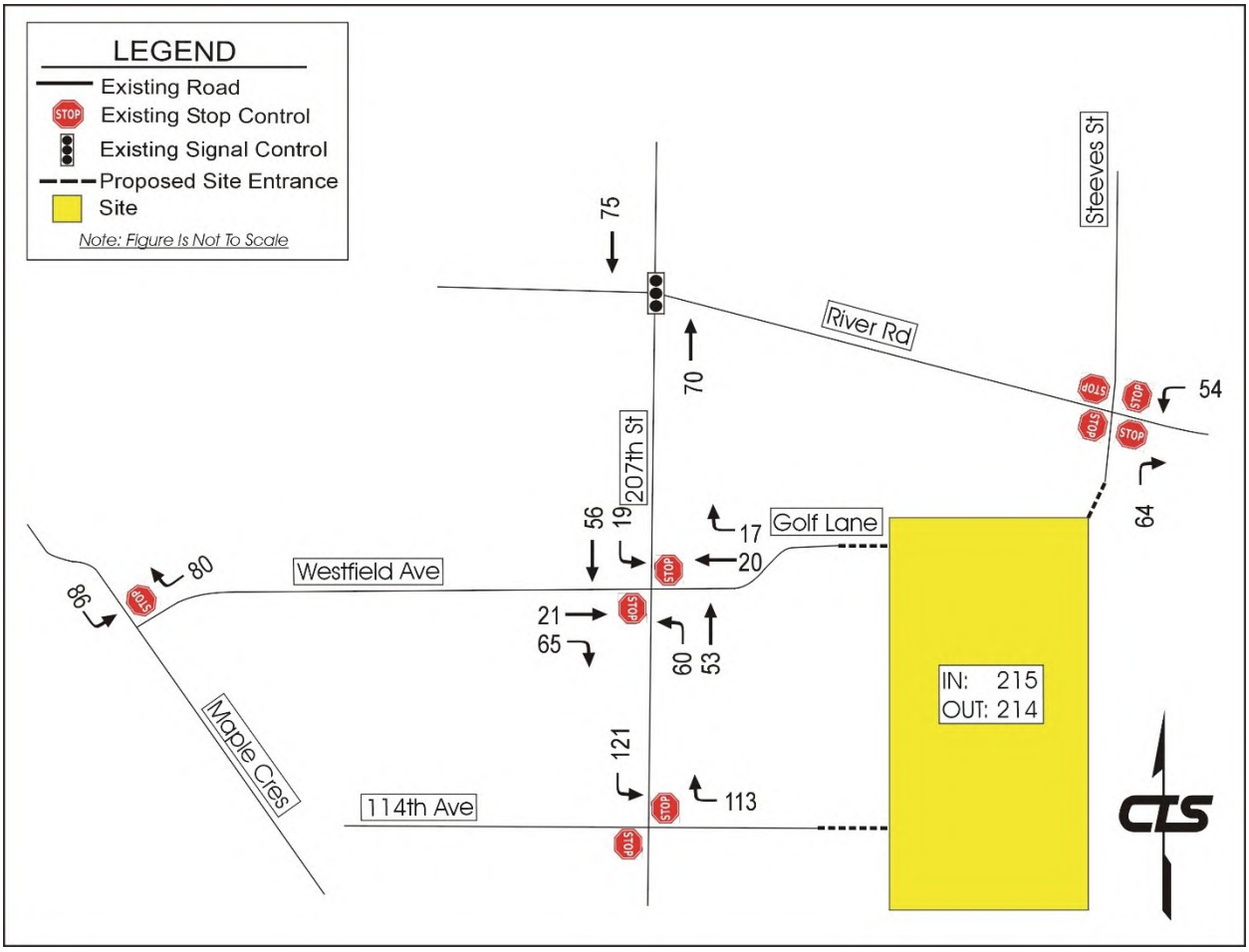


FIGURE 21
PHASE 2 WEEKEND MD PEAK HOUR SITE TRAFFIC VOLUMES



4.0 BASE + SITE TRAFFIC VOLUMES

2028 Future Base + Site Traffic Volumes at Phase 1 Opening Day

FIGURE 22 to **FIGURE 24** illustrate the 2028 Future Base + Site traffic volumes during the weekday morning and afternoon, and weekend midday peak hours. These figures are a result of adding the volumes in **FIGURE 16** to **FIGURE 7**, **FIGURE 17** to **FIGURE 8**, and **FIGURE 18** to **FIGURE 9**.

2045 Future Base + Site Traffic Volumes at Phase 2 Opening Day

FIGURE 25 to **FIGURE 27** illustrate the 2045 Future Base + Site traffic volumes during the weekday morning and afternoon, and weekend midday peak hours. These figures are a result of adding the volumes in **FIGURE 19** to **FIGURE 10**, **FIGURE 20** to **FIGURE 11**, and **FIGURE 21** to **FIGURE 12**.

2050 Future Base + Site Traffic Volumes 5 Years Post Build-Out

FIGURE 28 to **FIGURE 30** illustrate the 2050 Future Base + Site traffic volumes during the weekday morning and afternoon, and weekend midday peak hours. These figures are a result of adding the volumes in **FIGURE 19** to **FIGURE 13**, **FIGURE 20** to **FIGURE 14**, and **FIGURE 21** to **FIGURE 15**.

FIGURE 22
2028 WEEKDAY AM PEAK HOUR BASE + SITE TRAFFIC VOLUMES

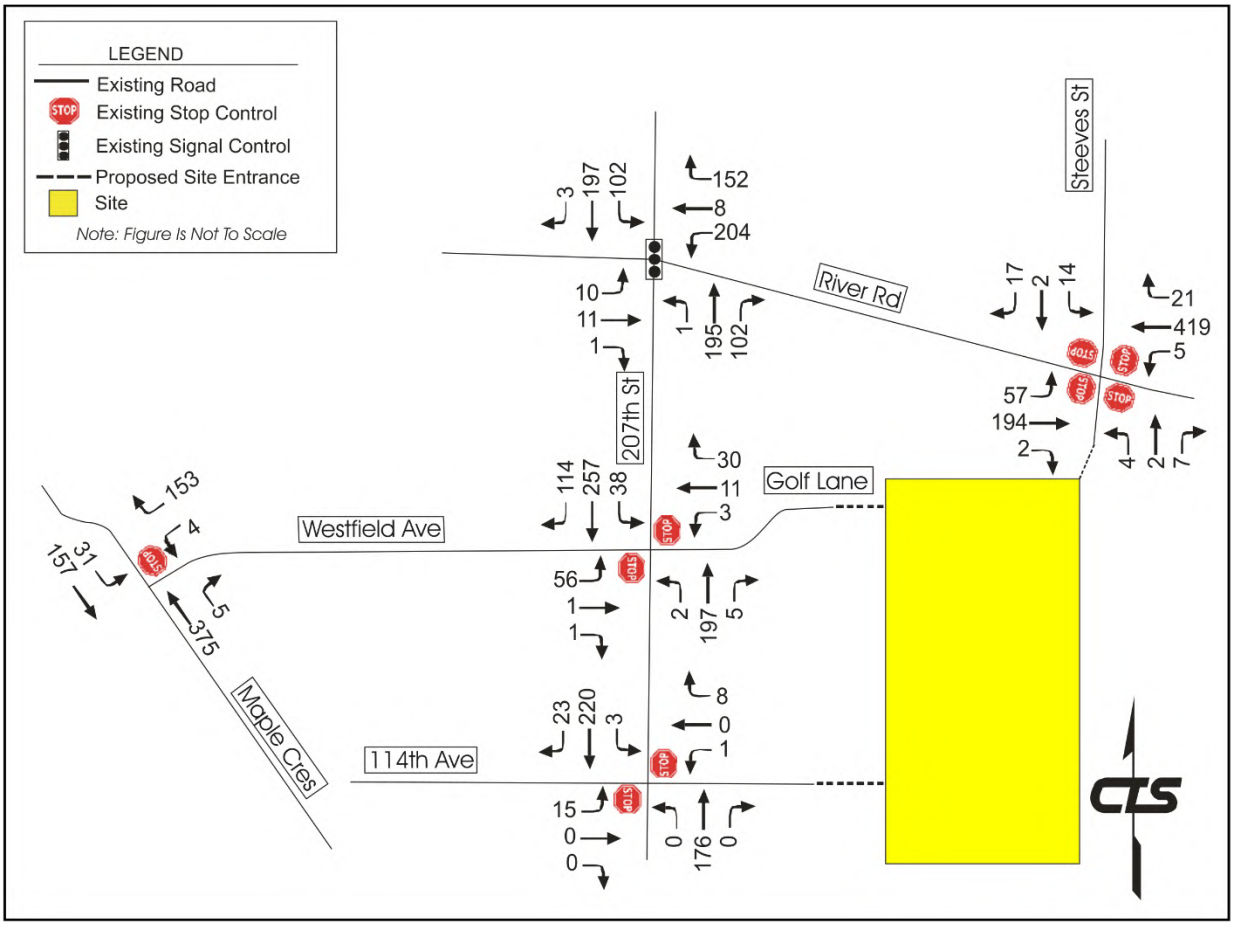


FIGURE 23
2028 WEEKDAY PM PEAK HOUR BASE + SITE TRAFFIC VOLUMES

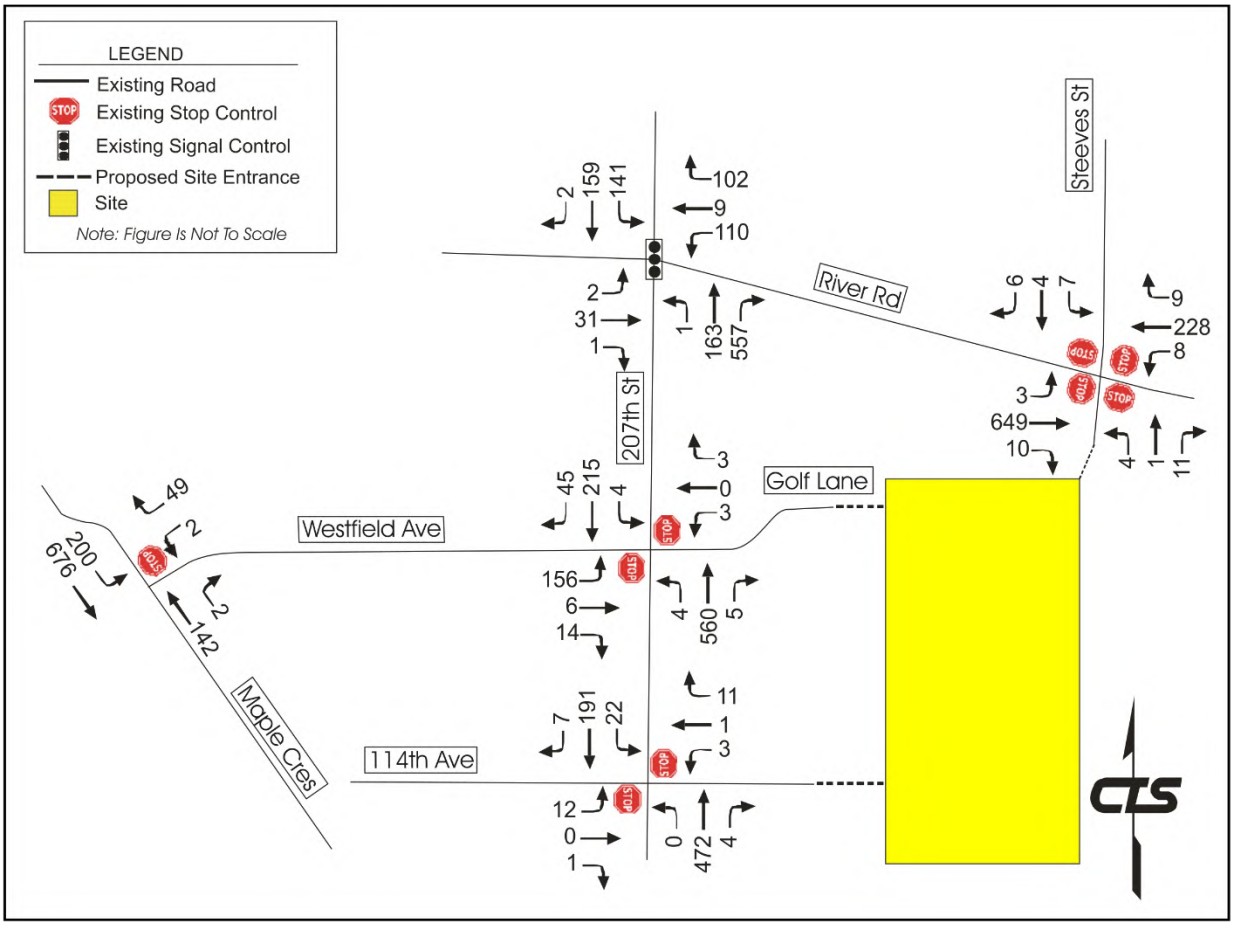


FIGURE 24
2028 WEEKEND MD PEAK HOUR BASE + SITE TRAFFIC VOLUMES

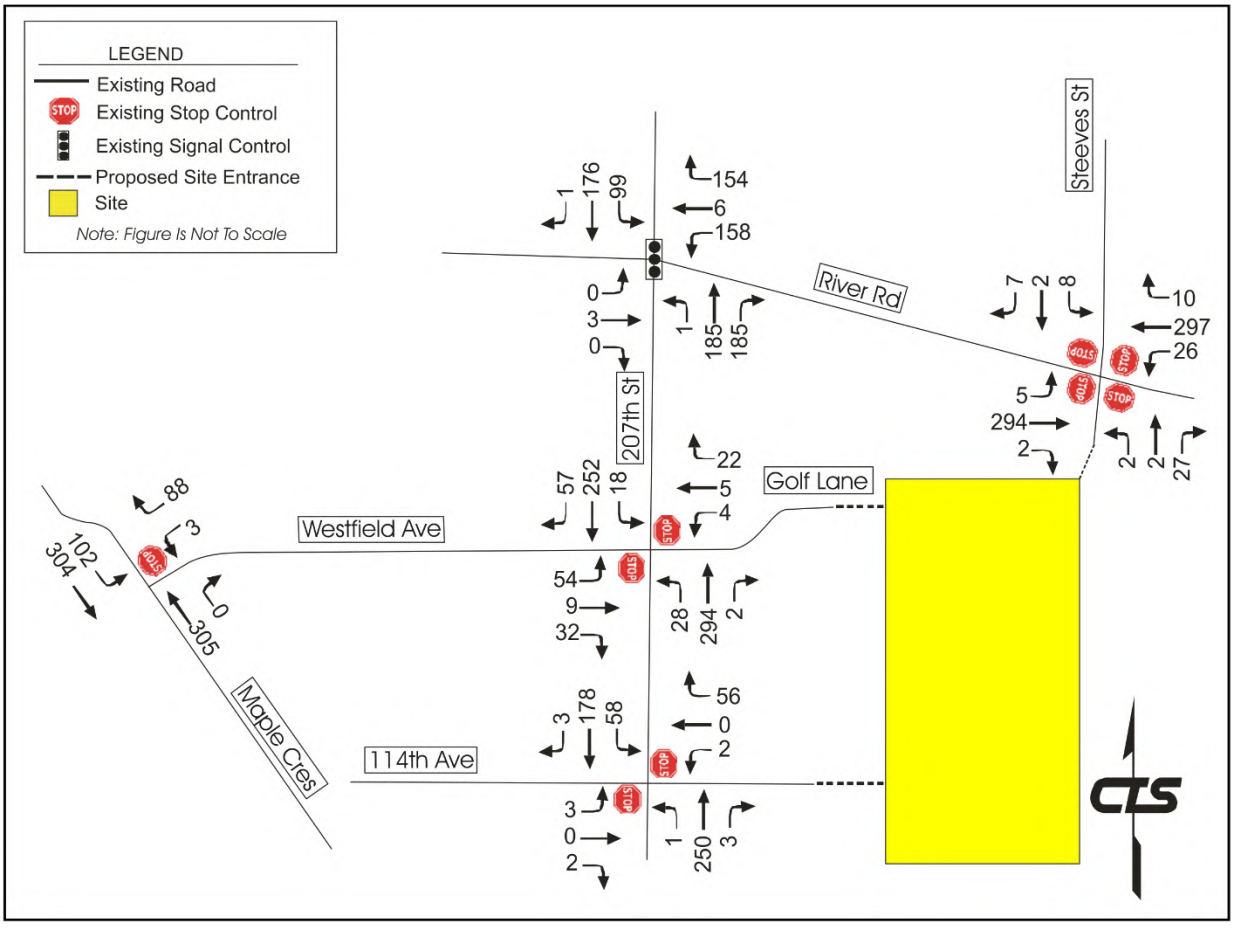


FIGURE 25
2045 WEEKDAY AM PEAK HOUR BASE + SITE TRAFFIC VOLUMES

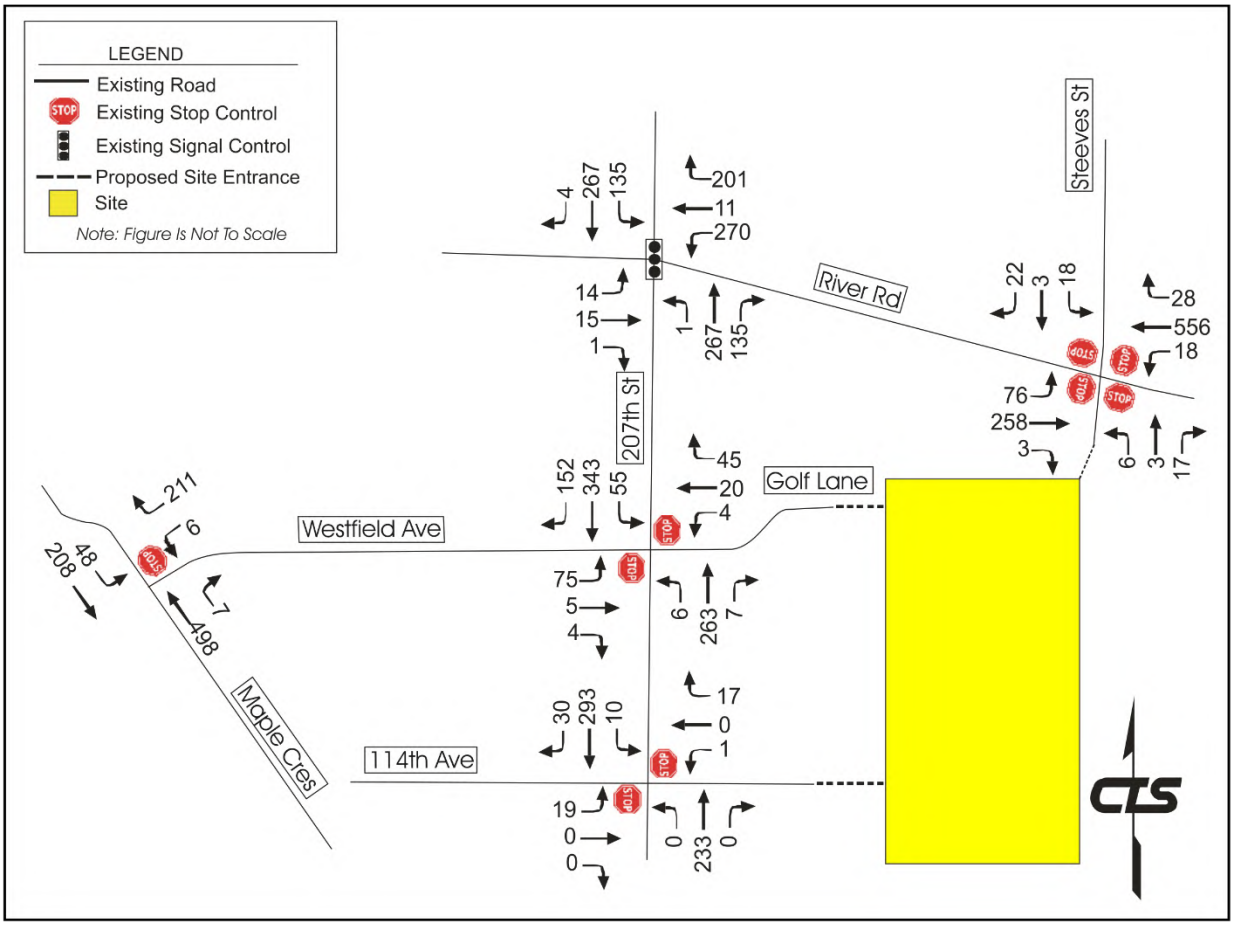


FIGURE 26
2045 WEEKDAY PM PEAK HOUR BASE + SITE TRAFFIC VOLUMES

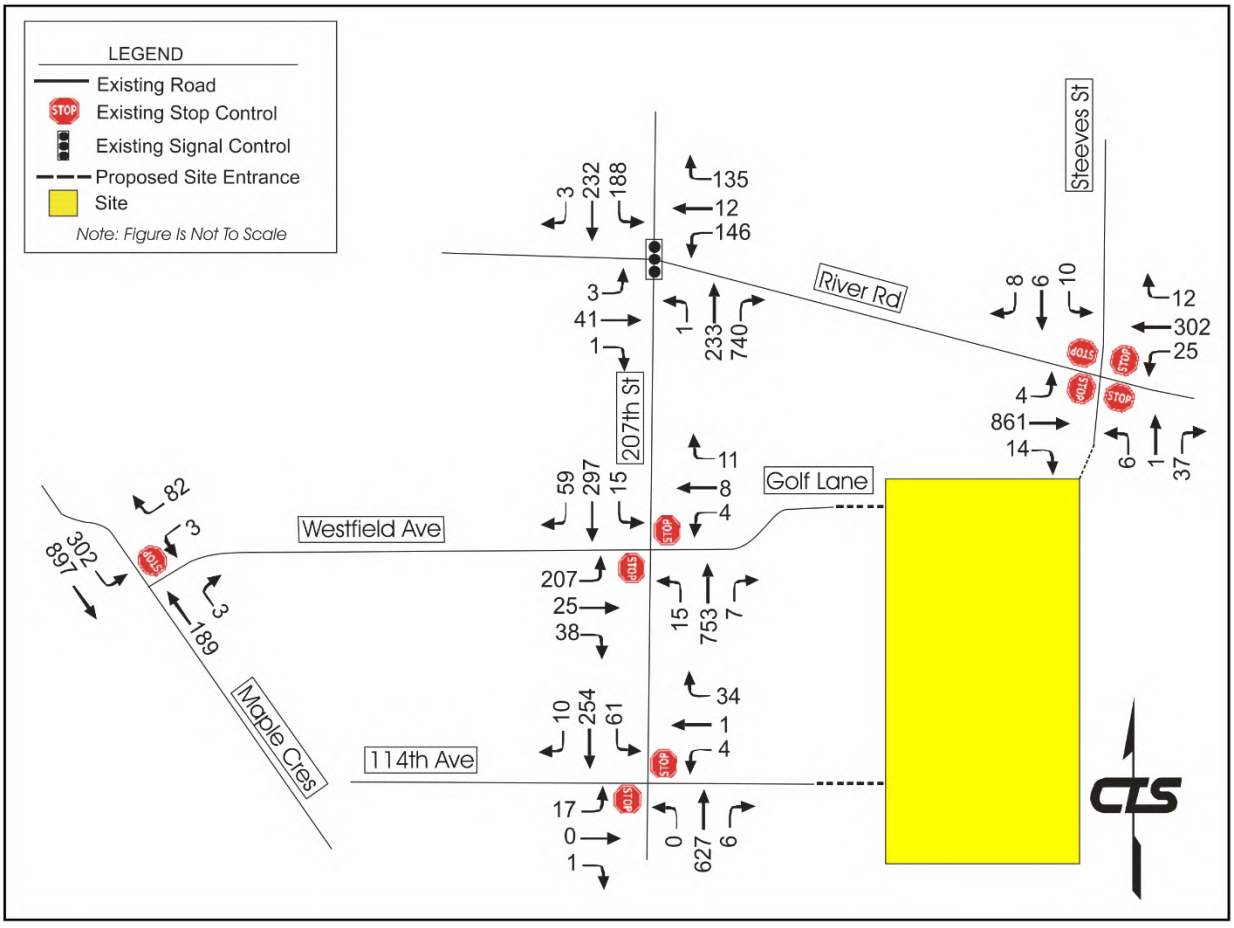


FIGURE 27
2045 WEEKEND MD PEAK HOUR BASE + SITE TRAFFIC VOLUMES

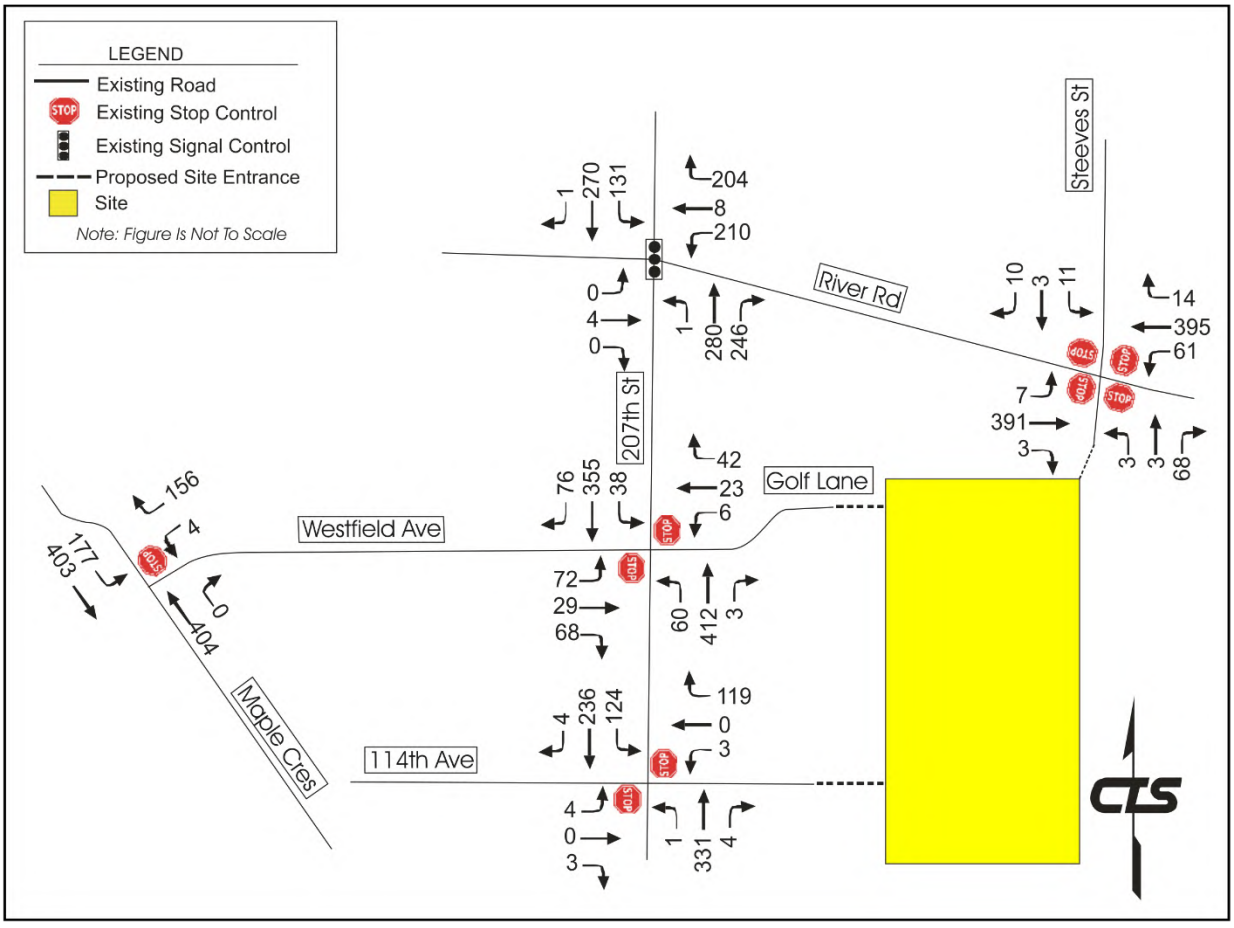


FIGURE 28
2050 WEEKDAY AM PEAK HOUR BASE + SITE TRAFFIC VOLUMES

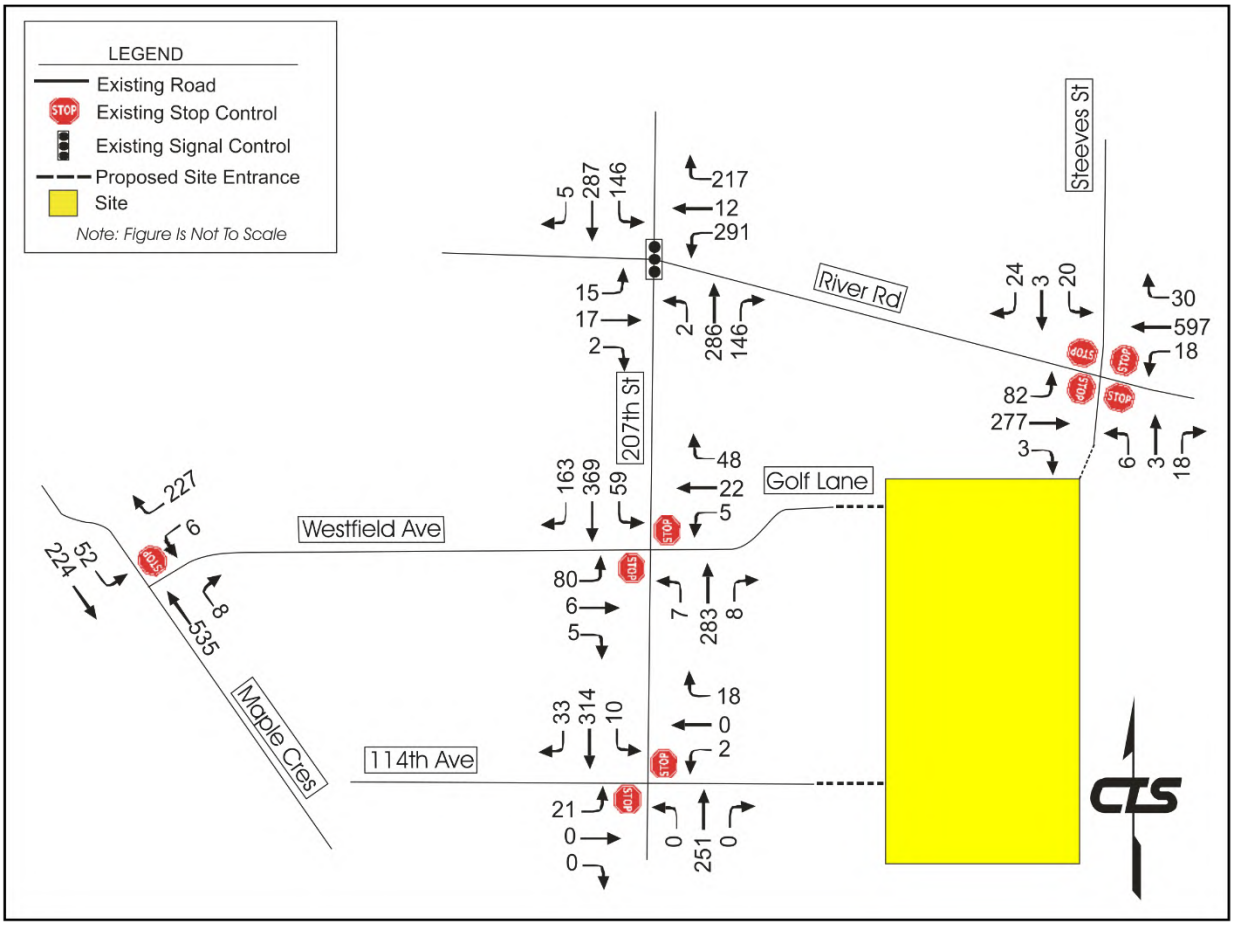


FIGURE 29
2050 WEEKDAY PM PEAK HOUR BASE + SITE TRAFFIC VOLUMES

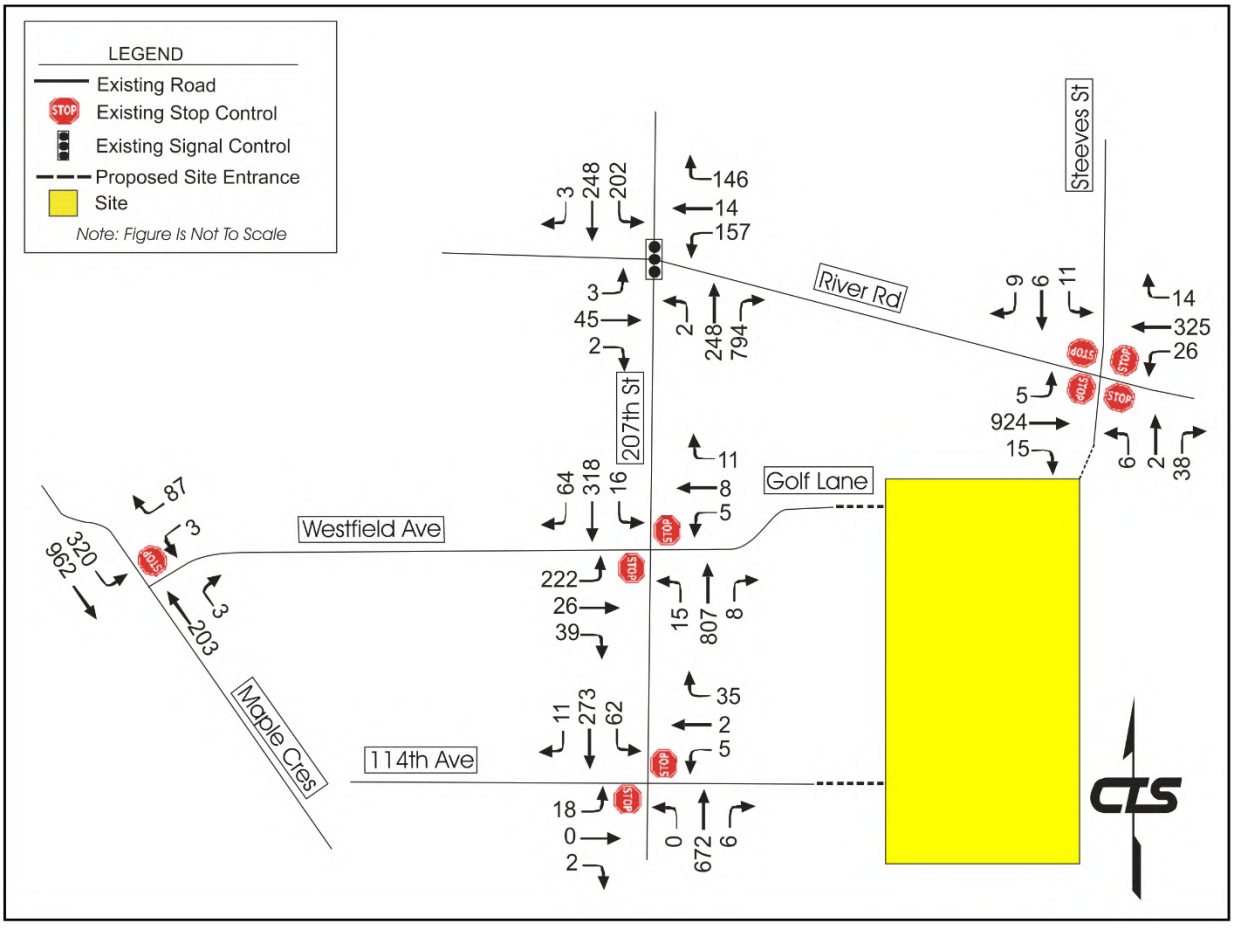
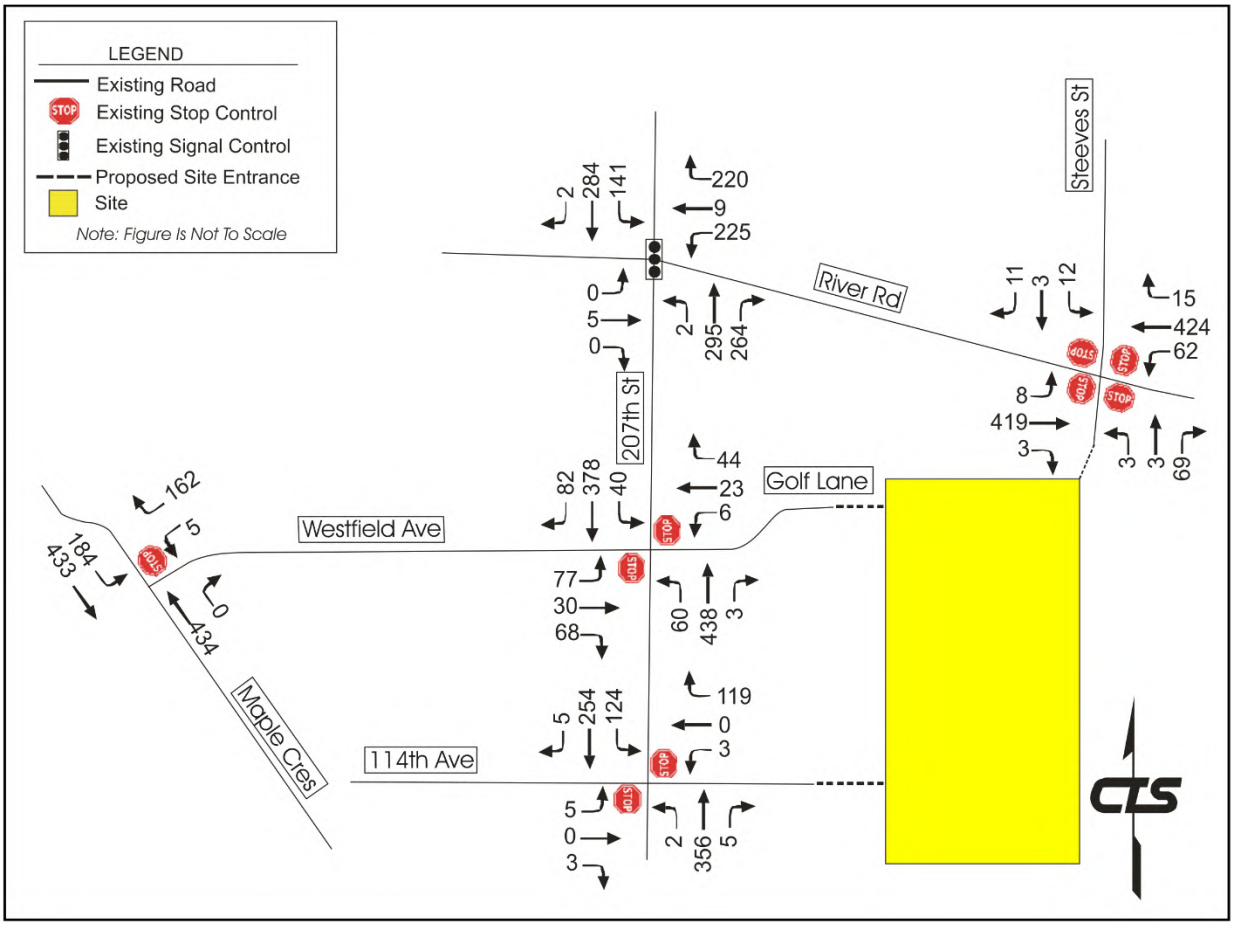


FIGURE 30
2050 WEEKEND MD PEAK HOUR BASE + SITE TRAFFIC VOLUMES



5.0 INTERSECTION CAPACITY ANALYSIS

5.1 Capacity Analysis

This section details the results of the capacity analysis for each unsignalized intersection within the study network.

For each intersection, the performance is shown using a Level of Service (LOS). The LOS for an intersection or movement is defined in terms of delay (seconds per vehicle) and is an indicator of driver discomfort, frustration, fuel consumption and lost travel time.

An intersection or movement LOS can range from “A” (Excellent) to “F” (Fail). The full range and descriptors are shown in **TABLE 7**. For some context on the LOS range:

- “D” LOS during critical peak hours is considered acceptable by many public agencies in large urban areas for overall intersection operation.
- “E” LOS or better is considered acceptable for left turn movements as intersections normally perform better outside the peak hours.
- “F” LOS indicates an intersection or movement is failing due to it being over capacity with delays considered excessive.

TABLE 7
LEVEL OF SERVICE DESCRIPTIONS

Level of Service	Description
A	Excellent
B	Good
C	Fair
D	Poor
E	Very Poor
F	Fail

For the conventional unsignalized intersections, Highway Capacity Software (HCS 2025) was used to analyze the performance of the study intersections. For signalized intersections, Synchro 11 was used to analyze the performance of the study intersections. For this analysis, the following assumptions were made:

- A saturation flow rate of 1,900 passenger cars per hour.
- A peak hour factor of 0.77 for the weekday morning peak hour, 0.88 for the weekday afternoon peak hour, and 0.86 for the weekend midday peak hour.
- The observed heavy vehicle percentages from the conducted turning movement counts were used with a minimum of 2%.
- The average car length is considered to be 7.0 metres.

5.2 Unsignalized Intersections

TABLE 8 to **TABLE 17** summarizes and compares the main performance parameters of the intersection capacity analysis for unsignalized intersections.

For unsignalized intersections, the delay time in seconds for each lane group is summarized. Delay is additional travel time experienced by a driver, passenger, bicyclist, or pedestrian beyond that required to travel at the desired speed.

The capacity analysis worksheets with Levels of Service for each individual movement are included in **APPENDIX D**.

TABLE 8
WEEKDAY UNSIGNALIZED CAPACITY ANALYSIS FOR MAPLE CRESCENT AND WESTFIELD AVENUE

Time of Day	Scenario	Performance Measure	Eastbound			Westbound			Northbound			Southbound			LOS
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Weekday Morning Peak Hour	2026 Base	Volumes				4		146		361	5	30	151		A
		Delay (s)				15.4				0.0		8.7	0.4		
		95% Queue (veh)				1.6				0.0		0.1	0.0		
	2028 Base	Volumes				4		152		375	5	31	157		A
		Delay (s/veh)				16.0				0.0		8.8	0.4		
		95% Queue (veh)				1.8				0.0		0.1	0		
	2028 Base + Site	Volumes				4		153		375	5	31	157		A
		Delay (s/veh)				16.1				0.0		8.8	0.4		
		95% Queue (veh)				1.8				0.0		0.1	0		
	2045 Base	Volumes				6		201		498	7	41	208		A
		Delay (s/veh)				27.4				0.0		9.4	0.7		
		95% Queue (veh)				4.3				0.0		0.2	0.0		
	2045 Base + Site	Volumes				6		211		498	7	48	208		A
		Delay (s/veh)				29.2				0.0		9.5	0.8		
		95% Queue (veh)				4.8				0.0		0.2	0.0		
	2050 Base	Volumes				6		217		535	8	45	224		A
		Delay (s/veh)				35.5				0.0		9.7	0.8		
		95% Queue (veh)				5.8				0.0		0.2	0.0		
	2050 Base + Site	Volumes				6		227		535	8	52	224		A
		Delay (s/veh)				38.6				0.0		9.7	0.9		
		95% Queue (veh)				6.4				0.0		0.3	0.0		
Weekday Afternoon Peak Hour	2026 Base	Volumes				2		43		137	2	181	650		A
		Delay (s)				10.6				0.0		8.0	1.9		
		95% Queue (veh)				0.2				0.0		0.5	0.0		
	2028 Base	Volumes				2		45		142	2	188	676		A
		Delay (s/veh)				10.7				0.0		8.1	2.1		
		95% Queue (veh)				0.3				0.0		0.5	0.0		
	2028 Base + Site	Volumes				2		49		142	2	200	676		A
		Delay (s/veh)				10.8				0.0		8.1	2.2		
		95% Queue (veh)				0.3				0.0		0.6	0.0		
	2045 Base	Volumes				3		59		189	3	250	897		A
		Delay (s/veh)				14.6				0.0		8.4	3.9		
		95% Queue (veh)				0.6				0.0		0.8	0.0		
	2045 Base + Site	Volumes				3		82		189	3	302	897		A
		Delay (s/veh)				15.7				0.0		8.7	4.8		
		95% Queue (veh)				0.8				0.0		1.0	0.0		
	2050 Base	Volumes				3		64		203	3	268	962		A
		Delay (s/veh)				16.8				0.0		8.6	4.7		
		95% Queue (veh)				0.7				0.0		0.9	0.0		
	2050 Base + Site	Volumes				3		87		203	3	320	962		A
		Delay (s/veh)				19.4				0.0		8.8	5.8		
		95% Queue (veh)				1.2				0.0		1.1	0.0		

Intersection approaching capacity (LOS 'D' or 'E'); or medium approach delays (25sec to <50sec)
Intersection equals or exceeds capacity (LOS 'F'); or high approach delays (=> 50sec)
95th Percentile queue length exceeds storage length.

TABLE 9
WEEKEND UNSIGNALIZED CAPACITY ANALYSIS FOR MAPLE CRESCENT AND WESTFIELD AVENUE

Time of Day	Scenario	Performance Measure	Eastbound			Westbound			Northbound			Southbound			LOS
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Weekend Midday Peak Hour	2026 Base	Volumes				3		55		293	0	66	292		A
		Delay (s)				11.1				0.0		8.2	0.6		
		95% Queue (veh)				0.3				0.0		0.2	0.0		
	2028 Base	Volumes				3		57		305	0	69	304		A
		Delay (s/veh)				11.3				0.0		8.2	0.7		
		95% Queue (veh)				0.4				0.0		0.2	0.0		
	2028 Base + Site	Volumes				3		88		305	0	102	304		A
		Delay (s/veh)				11.6				0.0		8.3	1.0		
		95% Queue (veh)				0.6				0.0		0.3	0.0		
	2045 Base	Volumes				4		76		404	0	91	403		A
		Delay (s/veh)				13.1				0.0		8.7	1.1		
		95% Queue (veh)				0.6				0.0		0.3	0.0		
	2045 Base + Site	Volumes				4		156		404	0	177	403		A
		Delay (s/veh)				15.1				0.0		9.1	2.3		
		95% Queue (veh)				1.5				0.0		0.7	0.0		
	2050 Base	Volumes				5		82		434	0	98	433		A
		Delay (s/veh)				14.1				0.0		8.8	1.3		
		95% Queue (veh)				0.8				0.0		0.4	0.0		
	2050 Base + Site	Volumes				5		162		434	0	184	433		A
		Delay (s/veh)				16.7				0.0		9.3	2.6		
		95% Queue (veh)				1.8				0.0		0.8	0.0		

Intersection approaching capacity (LOS 'D' or 'E'); or medium approach delays (25sec to <50sec)
Intersection equals or exceeds capacity (LOS 'F'); or high approach delays (=> 50sec)
95th Percentile queue length exceeds storage length.

From **TABLE 8** and **TABLE 9**, the following observations can be made:

Maple Crescent and Westfield Avenue

- During all peak hours, the intersection operates at LOS A (Excellent) during all analysis scenarios.
- The westbound movement during the weekday morning peak hour is approaching capacity during the 2045 Base and Base + Site, and 2050 Base and Base + Site scenarios.
- Comparing the capacity results between the Base and Base + Site scenarios, the traffic added by the proposed development does not pose a significant increase in traffic impact
- The addition of site traffic in 2028 (Phase 1 Opening Day) represents a 0.1% (1 vehicle) increase in the weekday morning peak hour intersection volume, a 1.5% (16 vehicles) increase in the weekday afternoon peak hour intersection volume, and a 8.7% (64 vehicles) increase in the weekend midday peak hour intersection volume.
- The addition of site traffic in 2045 (Phase 2 Opening Day) represents a 1.8% (17 vehicles) increase in the weekday morning peak hour intersection volume, a 5.4% (75 vehicles) increase in the weekday afternoon peak hour intersection volume, and a 17.0% (166 vehicles) increase in the weekend midday peak hour intersection volume.
- No operational or geometric improvements are recommended for this intersection.

TABLE 10
WEEKDAY UNSIGNALIZED CAPACITY ANALYSIS FOR 207TH STREET AND GOLF LANE

Time of Day	Scenario	Performance Measure	Eastbound			Westbound			Northbound			Southbound			LOS
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Weekday Morning Peak Hour	2026 Base	Volumes	54	1	1	3	11	29	1	168	5	37	246	110	A
		Delay (s)	22.7			13.0			8.3	0.0		7.9	0.4		
		95% Queue (veh)	1.0			0.4			0.0	0.0		0.1	0.0		
	2028 Base	Volumes	56	1	1	3	11	30	1	196	5	38	256	114	A
		Delay (s/veh)	24.3			13.2			8.4	0.0		7.9	0.4		
		95% Queue (veh)	1.2			0.4			0.0	0.0		0.1	0.0		
	2028 Base + Site	Volumes	56	1	1	3	11	30	2	197	5	38	257	114	A
		Delay (s/veh)	24.6			13.3			8.4	0.0		7.9	0.4		
		95% Queue (veh)	1.2			0.4			0.0	0.0		0.1	0.0		
	2045 Base	Volumes	75	1	1	4	15	40	1	259	7	51	339	152	A
		Delay (s/veh)	62.8			17.3			8.9	0.0		82.0	0.7		
		95% Queue (veh)	3.6			0.8			0.0	0.0		0.2	0.0		
	2045 Base + Site	Volumes	75	5	4	4	20	45	6	263	7	55	343	152	A
		Delay (s/veh)	86.2			19.5			8.9	0.1		8.2	0.8		
		95% Queue (veh)	4.7			1.0			0.0	0.0		0.2	0.0		
	2050 Base	Volumes	80	2	2	5	17	43	2	279	8	55	365	163	B
		Delay (s/veh)	104.9			20.0			9.0	0.0		8.3	0.8		
		95% Queue (veh)	5.2			1.0			0.0	0.0		0.2	0.0		
	2050 Base + Site	Volumes	80	6	5	5	22	48	7	283	8	59	369	163	C
		Delay (s/veh)	155.4			22.9			9.1	0.1		8.3	0.9		
		95% Queue (veh)	6.7			1.4			0.0	0.0		0.2	0.0		
Weekday Afternoon Peak Hour	2026 Base	Volumes	150	5	3	3	0	2	0	535	5	3	201	43	A
		Delay (s)	41.2			16.5			7.8	0.0		8.8	0.0		
		95% Queue (veh)	4.3			0.1			0.0	0.0		0.0	0.0		
	2028 Base	Volumes	156	5	3	3	0	2	0	556	5	3	209	45	A
		Delay (s/veh)	49.2			17.0			7.8	0.0		8.8	0.0		
		95% Queue (veh)	5.1			0.1			0.0	0.0		0.0	0.0		
	2028 Base + Site	Volumes	156	6	14	3	0	3	4	560	5	4	215	45	A
		Delay (s/veh)	55.9			17.0			7.9	0.0		8.9	0.1		
		95% Queue (veh)	5.9			0.1			0.0	0.0		0.0	0.0		
	2045 Base	Volumes	207	7	4	4	0	3	0	738	7	4	277	59	F
		Delay (s/veh)	325.7			23.8			8.1	0.0		9.6	0.1		
		95% Queue (veh)	16.6			0.1			0.0	0.0		0.0	0.0		
	2045 Base + Site	Volumes	207	25	38	4	8	11	15	753	7	15	297	59	F
		Delay (s/veh)	657.4			28.8			8.2	0.2		9.8	0.3		
		95% Queue (veh)	26.0			0.5			0.0	0.0		0.1	0.0		
	2050 Base	Volumes	222	8	5	5	0	3	0	792	8	5	298	64	F
		Delay (s/veh)	495.6			28.0			8.2	0.0		9.9	0.1		
		95% Queue (veh)	20.8			0.2			0.0	0.0		0.0	0.0		
	2050 Base + Site	Volumes	222	26	39	5	8	11	15	807	8	16	318	64	F
		Delay (s/veh)	923.6			34.9			8.3	0.2		10.0	0.3		
		95% Queue (veh)	30.6			0.7			0.0	0.0		0.1	0.0		

Intersection approaching capacity (LOS 'D' or 'E'); or medium approach delays (25sec to <50sec)

Intersection equals or exceeds capacity (LOS 'F'); or high approach delays (=> 50sec)

95th Percentile queue length exceeds storage length.

TABLE 11
WEEKEND UNSIGNALIZED CAPACITY ANALYSIS FOR
207TH STREET AND GOLF LANE

Time of Day	Scenario	Performance Measure	Eastbound			Westbound			Northbound			Southbound			LOS
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Weekend Midday Peak Hour	2026 Base	Volumes	52	6	2	4	2	18	0	260	2	14	217	55	A
		Delay (s)	16.7			11.4			7.9	0.0		7.9	0.1		
		95% Queue (veh)	0.7			0.1			0.0	0.0		0.0	0.0		
	2028 Base	Volumes	54	6	2	4	2	19	0	270	2	15	226	57	A
		Delay (s/veh)	17.5			11.5			8.0	0.0		7.9	0.1		
		95% Queue (veh)	0.7			0.2			0.0	0.0		0.0	0.0		
	2028 Base + Site	Volumes	54	9	32	4	5	22	28	294	2	18	252	57	A
		Delay (s/veh)	20.2			13.1			8.1	0.3		8.0	0.2		
		95% Queue (veh)	1.3			0.2			0.1	0.0		0.1	0.0		
	2045 Base	Volumes	72	8	3	6	3	25	0	359	3	19	299	76	A
		Delay (s/veh)	27.6			13.6			8.2	0.0		8.2	0.2		
		95% Queue (veh)	1.7			0.3			0.0	0.0		0.1	0.0		
	2045 Base + Site	Volumes	72	29	68	6	23	42	60	412	3	38	355	76	D
		Delay (s/veh)	162.4			26.5			8.7	0.8		8.5	0.5		
		95% Queue (veh)	10.1			1.4			0.2	0.0		0.1	0.0		
	2050 Base	Volumes	77	9	3	6	3	27	0	385	3	21	322	82	A
		Delay (s/veh)	33.5			14.2			8.3	0.0		8.3	0.2		
		95% Queue (veh)	2.2			0.3			0.0	0.0		0.1	0.0		
	2050 Base + Site	Volumes	77	30	68	6	23	44	60	438	3	40	378	82	E
		Delay (s/veh)	253.0			29.8			8.8	0.8		8.6	0.5		
		95% Queue (veh)	12.7			1.6			0.2	0.0		0.1	0.0		

Intersection approaching capacity (LOS 'D' or 'E'); or medium approach delays (25sec to <50sec)
Intersection equals or exceeds capacity (LOS 'F'); or high approach delays (=> 50sec)
95th Percentile queue length exceeds storage length.

From **TABLE 10** and **TABLE 11**, the following observations can be made:

207th Street and Golf Lane

- During the weekday morning peak hour, the intersection operates at LOS A (Excellent) during the 2026 Base, 2028 Base and Base + Site, and 2045 Base and Base + Site scenarios, it operates at LOS B (Good) during the 2050 Base scenario, and it operates at LOS C (Fair) during the 2050 Base + Site scenario.
- During the weekday afternoon peak hour, the intersection operates at LOS A (Excellent) during the 2026 Base, and 2028 Base and Base + Site scenarios, and it operates at LOS F (Fail) during the 2045 Base and Base + Site, and 2050 Base and Base + Site scenarios.
- During the weekend midday peak hour, the intersection operates at LOS A (Excellent) during the 2026 Base, 2028 Base and Base + Site, 2045 Base, and 2050 Base scenarios, it operates at LOS D (Poor) during the 2045 Base + Site scenario, and it operates at LOS E (Very Poor) during the 2050 Base + Site scenario.

- The eastbound movement during the weekday morning peakhour is exceeding capacity during the 2045 Base and Base + Site, and 2050 Base and Base + Site scenarios. During the weekday afternoon peak hour, it is approaching capacity during the 2026 Base and 2028 Base scenarios, and it is exceeding capacity during the 2028 Base + Site, 2045 Base and Base + Site, and 2050 Base and Base + Site scenarios. During the weekend midday peak hour, it is approaching capacity during the 2045 Base, and 2050 Base scenarios, and it is exceeding capacity during the 2045 Base + Site, and 2050 Base + Site scenarios.
- The westbound movement during the weekday afternoon peak hour is approaching capacity during the 2045 Base + Site, and 2050 Base and Base + Site scenarios. During the weekend midday peak hour, it is approaching capacity during the 2045 Base + Site, and 2050 Base + Site scenarios.
- Comparing the capacity results between the Base and Base + Site scenarios, the traffic added by the proposed development does pose a significant increase in traffic impact, particularly during the weekend midday peak hour.
- The addition of site traffic in 2028 (opening day) represents a 0.4% (3 vehicles) increase in the weekday morning peak hour intersection volume, a 2.8% (28 vehicles) increase in the weekday afternoon peak hour intersection volume, and a 18.3% (120 vehicles) increase in the weekend midday peak hour intersection volume.
- The addition of site traffic in 2045 (full build-out) represents a 3.6% (34 vehicles) increase in the weekday morning peak hour intersection volume, a 9.8% (129 vehicles) increase in the weekday afternoon peak hour intersection volume, and a 35.6% (311 vehicles) increase in the weekend midday peak hour intersection volume.
- Conversion to a signal or roundabout is recommended by the 2045 horizon year. **TABLE 11** below shows the intersection operations when converted to a roundabout with a 30 metre diameter. It is noted that according to the City of Maple Ridge GIS, there is only room for a roundabout with a maximum diameter of 27.3 metres without encroaching on adjacent properties. It is noted that additional cycling facilities along 207th Street may require the roundabout to be expanded. A roundabout was considered as the first choice option should it be deemed feasible, and a traffic signal should be installed if a roundabout is not able to be installed in this location.

TABLE 12
ROUNDABOUT CAPACITY ANALYSIS FOR 207TH STREET AND GOLF LANE

INTERSECTION	TIME OF DAY	SCENARIO	PERFORMANCE MEASURE	NB (Westlake Rd)			WB (Stevens Rd)			SB (Westlake Rd)			EB (Stevens Rd)			OVERALL
				LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
207 St & Golf Lane	Morning Peak Hour	2050 Base	*Volume*	80	2	2	5	17	43	2	279	8	55	365	163	*1021*
			Delay (s)	11.9	8.0	7.7	11.1	7.3	7	9.5	5.6	5.3	8.6	4.8	4.5	5.9
			LOS	B	A	A	B	A	A	A	A	A	A	A	A	A
			95% Queue (veh)	0.7			0.5			2.1			4.7			4.7
		2050 Base + Site	*Volume*	80	6	5	5	22	48	7	283	8	59	369	163	*1055*
			Delay (s)	12.0	8.1	7.8	11.3	7.4	7.1	9.6	5.7	5.4	8.7	4.9	4.6	6.1
			LOS	B	A	A	B	A	A	A	A	A	A	A	A	A
			95% Queue (veh)	0.8			0.6			2.2			5.0			5.0
	Afternoon Peak Hour	2050 Base	*Volume*	222	8	5	5	0	3	0	792	8	5	298	64	*1410*
			Delay (s)	10.7	6.8	6.6	20.1	16.2	15.9	15.1	11.2	10.9	8.4	4.6	4.3	9.4
			LOS	B	A	A	C	B	B	B	B	B	A	A	A	A
			95% Queue (veh)	1.6			0.2			14.1			2.0			14.1
		2050 Base + Site	*Volume*	222	26	39	5	8	11	15	807	8	16	318	64	*1539*
			Delay (s)	11.1	7.3	7	21.5	17.6	17.4	19.3	15.4	15.1	8.6	4.7	4.4	11.8
			LOS	B	A	A	C	B	B	B	B	B	A	A	A	B
			95% Queue (veh)	2.1			0.7			19.5			2.2			19.5
	Weekend Peak Hour	2050 Base	*Volume*	77	9	3	6	3	27	0	385	3	21	322	82	*938*
			Delay (s)	10.7	6.8	6.6	11.4	7.6	7.3	9.1	5.3	5.0	8.4	4.6	4.3	5.6
			LOS	B	A	A	B	A	A	A	A	A	A	A	A	A
			95% Queue (veh)	0.6			0.3			2.5			2.3			2.5
		2050 Base + Site	*Volume*	77	30	68	6	23	44	60	438	3	40	378	82	*1249*
			Delay (s)	11.6	7.8	7.5	12.7	8.8	8.6	9.6	5.8	5.5	9.2	5.3	5.0	6.5
			LOS	B	A	A	B	A	A	A	A	A	A	A	A	A
			95% Queue (veh)	1.5			0.7			3.8			3.4			3.8

Delay = Control Delay (seconds/vehicle)
Intersection approaching capacity (LOS 'D' or 'E'); or medium approach delays (25sec to <50sec)
Intersection equals or exceeds capacity (LOS 'F'); or high approach delays (=> 50sec)

95% Queue = Unginalized Queue is per vehicle

From **TABLE 12**, the following observations can be made:

207th Street and Golf Lane

- During the weekday morning peak hour, the intersection operates at LOS A (Excellent) during the 2050 Base and Base + Site scenarios.
- During the weekday afternoon peak hour, the intersection operates at LOS A (Excellent) during the 2050 Base scenario, and it operates at LOS B (Good) during the 2050 Base + Site scenario.
- During the weekend midday peak hour, the intersection operates at LOS A (Excellent) during the 2050 Base and Base + Site scenarios.
- Conversion of this intersection to a roundabout reduces the LOS during the weekday morning peak hour from LOS B and C, to LOS A. During the weekday afternoon peak hour it reduces from LOS F to LOS A and B. During the weekend midday peak hour, it reduces from LOS A, D, and E to LOS A.
- If it is deemed feasible by the City of Maple Ridge, CTS recommends installing a roundabout at this location by the 2045 horizon year.

While changing the traffic control at this intersection to either a roundabout or a signal will alleviate the operational capacity issues identified in the analysis, there will likely be significant “knock-on” effects. Specifically, improving traffic operations at the east end of Westfield Avenue will make this route more desirable for commuter traffic, increasing traffic volumes on Westfield Avenue and may result in a need to improve the traffic control at the intersection of Westfield Avenue at Maple Crescent. This in-turn would make Westfield Avenue an even more attractive route resulting in increased traffic volume on Westfield and lower volumes on Maple Crescent and on 207 Street south of Westfield Avenue.

An alternative solution would be for the City of Maple Ridge to implement traffic calming measures on Westfield Avenue to discourage the use of Westfield Avenue by commuter traffic. Should this be implemented, sideroad volumes should be monitored to determine it has resulted in a large enough decrease in traffic volumes in improve operations at this intersection. If the intersection operations have improved is a satisfactory level, a roundabout or traffic signals will not be needed.

While a roundabout is the preferred option should it be required, if it is deemed geometrically infeasible with the addition of bike lanes, a signal should be used instead.

TABLE 13
WEEKDAY UNSIGNALIZED CAPACITY ANALYSIS FOR
207TH STREET AND 114TH AVENUE

Time of Day	Scenario	Performance Measure	Eastbound			Westbound			Northbound			Southbound			LOS
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Weekday Morning Peak Hour	2026 Base	Volumes	14	0	0	1	0	6	0	169	0	2	212	22	A
		Delay (s)	13.1			9.9			7.9	0.0		7.7	0.0		
		95% Queue (veh)	0.1			0.0			0.0	0.0		0.0	0.0		
	2028 Base	Volumes	15	0	0	1	0	6	0	176	0	2	220	23	A
		Delay (s/veh)	13.4			10.0			7.9	0.0		7.7	0.0		
		95% Queue (veh)	0.1			0.0			0.0	0.0		0.0	0.0		
	2028 Base + Site	Volumes	15	0	0	1	0	8	0	176	0	3	220	23	A
		Delay (s/veh)	13.5			9.9			7.9	0.0		7.7	0.0		
		95% Queue (veh)	0.1			0.0			0.0	0.0		0.0	0.0		
	2045 Base	Volumes	19	0	0	1	0	8	0	233	0	3	293	30	A
		Delay (s/veh)	16.5			10.6			8.2	0.0		7.9	0.0		
		95% Queue (veh)	0.2			0.1			0.0	0.0		0.0	0.0		
	2045 Base + Site	Volumes	19	0	0	1	0	17	0	233	0	10	293	30	A
		Delay (s/veh)	17.3			10.4			8.2	0.0		7.9	0.1		
		95% Queue (veh)	0.3			0.1			0.0	0.0		0.0	0.0		
	2050 Base	Volumes	21	0	0	2	0	9	0	251	0	3	314	33	A
		Delay (s/veh)	17.7			11.3			8.2	0.0		7.9	0.0		
		95% Queue (veh)	0.3			0.1			8.2	0.0		7.9	0.0		
	2050 Base + Site	Volumes	21	0	0	2	0	18	0	251	0	10	314	33	A
		Delay (s/veh)	18.6			10.9			8.2	0.0		7.9	0.1		
		95% Queue (veh)	0.3			0.1			0.0	0.0		0.0	0.0		
Weekday Afternoon Peak Hour	2026 Base	Volumes	12	0	1	3	1	3	0	454	4	5	184	7	A
		Delay (s)	16.1			14.2			7.7	0.0		8.5	0.1		
		95% Queue (veh)	0.1			0.1			0.0	0.0		0.0	0.0		
	2028 Base	Volumes	12	0	1	3	1	3	0	472	4	5	191	7	A
		Delay (s/veh)	16.7			14.5			7.7	0.0		8.5	0.1		
		95% Queue (veh)	0.1			0.1			0.0	0.0		0.0	0.0		
	2028 Base + Site	Volumes	12	0	1	3	1	11	0	472	4	22	191	7	A
		Delay (s/veh)	18.0			13.5			7.7	0.0		8.6	0.2		
		95% Queue (veh)	0.2			0.1			0.0	0.0		0.1	0.0		
	2045 Base	Volumes	17	0	1	4	1	4	0	627	6	7	254	10	A
		Delay (s/veh)	23.7			18.6			7.9	0.0		9.1	0.1		
		95% Queue (veh)	0.3			0.1			0.0	0.0		0.0	0.0		
	2045 Base + Site	Volumes	17	0	1	4	1	34	0	627	6	61	254	10	A
		Delay (s/veh)	33.9			16.6			7.9	0.0		9.4	0.9		
		95% Queue (veh)	0.5			0.4			0.0	0.0		0.3	0.0		
	2050 Base	Volumes	18	0	2	5	2	5	0	672	6	8	273	11	A
		Delay (s/veh)	26.0			20.6			7.9	0.0		9.3	0.1		
		95% Queue (veh)	0.4			0.2			0.0	0.0		0.0	0.0		
	2050 Base + Site	Volumes	18	0	2	5	2	35	0	672	6	62	273	11	A
		Delay (s/veh)	38.4			18.7			7.9	0.0		9.7	1.0		
		95% Queue (veh)	0.6			0.5			0.0	0.0		0.3	0.0		

Intersection approaching capacity (LOS 'D' or 'E'); or medium approach delays (25sec to <50sec)
Intersection equals or exceeds capacity (LOS 'F'); or high approach delays (=> 50sec)
95th Percentile queue length exceeds storage length.

TABLE 14
WEEKEND UNSIGNALIZED CAPACITY ANALYSIS FOR
207TH STREET AND 114TH AVENUE

Time of Day	Scenario	Performance Measure	Eastbound			Westbound			Northbound			Southbound			LOS
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Weekend Midday Peak Hour	2026 Base	Volumes	3	0	2	2	0	4	1	240	3	2	171	3	A
		Delay (s)	11.3			10.8			7.6	0.0		7.9	0.0		
		95% Queue (veh)	0.0			0.0			0.0	0.0		0.0	0.0		
	2028 Base	Volumes	3	0	2	2	0	4	1	250	3	2	178	3	A
		Delay (s/veh)	11.4			10.9			7.7	0.0		7.9	0.0		
		95% Queue (veh)	0.0			0.0			0.0	0.0		0.0	0.0		
	2028 Base + Site	Volumes	3	0	2	2	0	56	1	250	3	58	178	3	A
		Delay (s/veh)	13.7			10.6			7.7	0.0		8.0	0.5		
		95% Queue (veh)	0.0			0.3			0.0	0.0		0.2	0.0		
	2045 Base	Volumes	4	0	3	3	0	6	1	331	4	3	236	4	A
		Delay (s/veh)	12.9			12.2			7.8	0.0		8.1	0.0		
		95% Queue (veh)	0.1			0.1			0.0	0.0		0.0	0.0		
	2045 Base + Site	Volumes	4	0	3	3	0	119	1	331	4	124	236	4	A
		Delay (s/veh)	22.1			12.6			7.8	0.0		8.6	1.3		
		95% Queue (veh)	0.1			0.9			0.0	0.0		0.4	0.0		
	2050 Base	Volumes	5	0	3	3	0	6	2	356	5	3	254	5	A
		Delay (s/veh)	13.8			12.6			7.9	0.0		8.2	0.0		
		95% Queue (veh)	0.1			0.1			0.0	0.0		0.0	0.0		
	2050 Base + Site	Volumes	5	0	3	3	0	119	2	356	5	124	254	5	A
		Delay (s/veh)	25.3			13.0			7.9	0.0		8.7	1.3		
		95% Queue (veh)	0.2			0.9			0.0	0.0		0.4	0.0		

Intersection approaching capacity (LOS 'D' or 'E'); or medium approach delays (25sec to <50sec)
Intersection equals or exceeds capacity (LOS 'F'); or high approach delays (=> 50sec)
95th Percentile queue length exceeds storage length.

From **TABLE 13** and **TABLE 14**, the following observations can be made:

207th Street and 114th Avenue

- During all peak hours, the intersection operates at LOS A (Excellent) during all analysis scenarios.
- The eastbound movement during the weekday afternoon peak hour is approaching capacity during the 2045 Base + Site, and 2050 Base and Base + Site scenarios. During the weekend midday peak hour is approaching capacity during the 2050 Base + Site scenarios.
- Comparing the capacity results between the Base and Base + Site scenarios, the traffic added by the proposed development does not pose a significant increase in traffic impact
- The addition of site traffic in 2028 (Phase 1 Opening Day) represents a 0.3% (3 vehicle) increase in the weekday morning peak hour intersection volume, a 3.6% (25 vehicles) increase in the weekday afternoon peak hour intersection volume, and a 24.1% (108 vehicles) increase in the weekend midday peak hour intersection volume.
- The addition of site traffic in 2045 (Phase 2 Opening Day) represents a 2.7% (16 vehicles) increase in the weekday morning peak hour intersection volume, a 9.0% (84 vehicles) increase in the weekday afternoon peak hour intersection volume, and a 39.3% (234 vehicles) increase in the weekend midday peak hour intersection volume.

- With the current and expected future traffic patterns, there are limited conflict points for the highest volumes movements such as the southbound left-turn entering the site, and the westbound right-turn exiting the site.
- No operational or geometric improvements are recommended for this intersection.

TABLE 15
WEEKDAY UNSIGNALIZED CAPACITY ANALYSIS FOR STEEVES STREET AND RIVER ROAD

Time of Day	Scenario	Performance Measure	Eastbound			Westbound			Northbound			Southbound			LOS
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Weekday Morning Peak Hour	2026 Base	Volumes	55	187	2	4	403	20	4	2	7	13	2	16	B
		Delay (s)	11.1			16.4			8.9			9.1			
		95% Queue (veh)	2.1			5.5			0.1			0.2			
	2028 Base	Volumes	57	194	2	4	419	21	4	2	7	14	2	17	C
		Delay (s/veh)	11.4			17.8			9.0			9.2			
		95% Queue (veh)	2.2			6.2			0.1			0.2			
	2028 Base + Site	Volumes	57	194	2	5	419	21	4	2	7	14	2	17	C
		Delay (s/veh)	11.4			17.9			9.0			9.2			
		95% Queue (veh)	2.2			6.2			0.1			0.2			
	2035 Base	Volumes	65	221	2	5	476	24	5	2	8	15	2	19	C
		Delay (s/veh)	12.9			25.7			9.3			9.6			
		95% Queue (veh)	2.9			9.4			0.1			0.3			
	2035 Base + Site	Volumes	65	221	2	6	476	24	5	2	8	15	2	19	C
		Delay (s/veh)	12.9			25.8			9.3			9.6			
		95% Queue (veh)	2.9			9.5			0.1			0.3			
	2045 Base	Volumes	76	258	3	6	556	28	6	3	10	18	3	22	E
		Delay (s/veh)	16.3			55.9			9.9			10.2			
		95% Queue (veh)	4.4			17.3			0.1			0.3			
	2045 Base + Site	Volumes	76	258	3	18	556	28	6	3	17	18	3	22	E
		Delay (s/veh)	16.2			64.1			9.8			10.2			
		95% Queue (veh)	4.4			19.0			0.2			0.3			
	2050 Base	Volumes	82	277	3	6	597	30	6	3	11	20	3	24	F
		Delay (s/veh)	17.8			82.9			9.9			10.3			
		95% Queue (veh)	5.1			22.7			0.1			0.4			
	2050 Base + Site	Volumes	82	277	3	18	597	30	6	3	18	20	3	24	F
		Delay (s/veh)	18.1			94.0			9.9			10.3			
		95% Queue (veh)	5.2			24.6			0.2			0.4			
Weekday Afternoon Peak Hour	2026 Base	Volumes	3	624	10	3	219	9	4	1	5	7	4	6	C
		Delay (s)	28.2			10.2			9.0			9.2			
		95% Queue (veh)	10.9			1.5			0.1			0.1			
	2028 Base	Volumes	3	649	10	3	228	9	4	1	5	7	4	6	D
		Delay (s/veh)	33.0			10.5			9.1			9.3			
		95% Queue (veh)	12.5			1.7			0.1			0.1			
	2028 Base + Site	Volumes	3	649	10	8	228	9	4	1	11	7	4	6	D
		Delay (s/veh)	34.1			10.6			9.0			9.3			
		95% Queue (veh)	12.8			1.7			0.1			0.1			
	2035 Base	Volumes	4	736	12	4	258	11	5	1	6	8	5	7	E
		Delay (s/veh)	64.0			11.3			9.3			9.5			
		95% Queue (veh)	20.3			2.1			0.1			0.1			
	2035 Base + Site	Volumes	4	736	12	9	258	11	5	1	12	8	5	7	F
		Delay (s/veh)	66.5			11.5			9.3			9.5			
		95% Queue (veh)	20.7			2.2			0.1			0.1			
	2045 Base	Volumes	4	861	14	4	302	12	6	1	7	10	6	8	F
		Delay (s/veh)	137.5			12.4			9.5			9.6			
		95% Queue (veh)	35.3			2.7			0.1			0.2			
	2045 Base + Site	Volumes	4	861	14	25	302	12	6	1	37	10	6	8	F
		Delay (s/veh)	157.1			13.7			9.6			9.8			
		95% Queue (veh)	38.0			3.2			0.3			0.2			
	2050 Base	Volumes	5	924	15	5	325	14	6	2	8	11	6	9	F
		Delay (s/veh)	181.8			13.3			9.5			9.7			
		95% Queue (veh)	44.1			3.2			0.1			0.2			
	2050 Base + Site	Volumes	5	924	15	26	325	14	6	2	38	11	6	9	F
		Delay (s/veh)	205.2			14.8			9.7			9.9			
		95% Queue (veh)	47.2			3.8			0.3			0.2			

Intersection approaching capacity (LOS 'D' or 'E'); or medium approach delays (25sec to <50sec)
Intersection equals or exceeds capacity (LOS 'F'); or high approach delays (=> 50sec)
95th Percentile queue length exceeds storage length.

TABLE 16
WEEKEND UNSIGNALIZED CAPACITY ANALYSIS FOR
STEEVES STREET AND RIVER ROAD

Time of Day	Scenario	Performance Measure	Eastbound			Westbound			Northbound			Southbound			LOS
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Weekend Midday Peak Hour	2026 Base	Volumes	5	283	2	5	286	10	2	2	3	8	2	7	B
		Delay (s)	10.4			10.5			8.3			8.4			
		95% Queue (veh)	2.0			2.1			0.0			0.1			
	2028 Base	Volumes	5	294	2	5	297	10	2	2	3	8	2	7	B
		Delay (s/veh)	10.6			10.7			8.4			8.5			
		95% Queue (veh)	2.1			2.3			0.0			0.1			
	2028 Base + Site	Volumes	5	294	2	26	297	10	2	2	27	8	2	7	B
		Delay (s/veh)	10.9			11.5			8.4			8.7			
		95% Queue (veh)	2.2			2.6			0.2			0.1			
	2035 Base	Volumes	6	334	2	6	337	12	2	2	4	9	2	8	B
		Delay (s/veh)	11.7			11.9			8.6			8.8			
		95% Queue (veh)	2.8			2.9			0.0			0.1			
	2035 Base + Site	Volumes	6	334	2	27	337	12	2	2	28	9	2	8	B
		Delay (s/veh)	12.2			12.9			8.6			8.9			
		95% Queue (veh)	2.9			3.4			0.2			0.1			
	2045 Base	Volumes	7	391	3	7	395	14	3	3	4	11	3	10	B
		Delay (s/veh)	14.0			14.4			9.0			9.2			
		95% Queue (veh)	4.0			4.2			0.1			0.1			
	2045 Base + Site	Volumes	7	391	3	61	395	14	3	3	68	11	3	10	C
		Delay (s/veh)	16.4			20.5			9.7			9.7			
		95% Queue (veh)	4.7			6.7			0.5			0.2			
	2050 Base	Volumes	8	419	3	8	424	15	3	3	5	12	3	11	C
		Delay (s/veh)	15.6			16.2			9.2			9.4			
		95% Queue (veh)	4.8			5.1			0.1			0.2			
	2050 Base + Site	Volumes	8	419	3	62	424	15	3	3	69	12	3	11	C
		Delay (s/veh)	19.1			25.1			10.1			10.0			
		95% Queue (veh)	5.8			8.4			0.5			0.2			

Intersection approaching capacity (LOS 'D' or 'E'); or medium approach delays (25sec to <50sec)
Intersection equals or exceeds capacity (LOS 'F'); or high approach delays (=> 50sec)
95th Percentile queue length exceeds storage length.

From **TABLE 15 and TABLE 16**, the following observations can be made:

Steeves Street and River Road

- The 2035 horizon year was also analyzed for this intersection.
- During the weekday morning peak hour, the intersection operates at LOS B (Good) during the 2026 Base scenario, it operates at LOS C (Fair) during the 2028 Base and Base + Site, and 2035 Base and Base + Site scenarios, it operates at LOS E (Very Poor) during the 2045 Base and Base + Site scenarios, and it operates at LOS F (Fail) during the 2050 Base + Site scenarios.
- During the weekday afternoon peak hour, the intersection operates at LOS C (Fair) during the 2026 Base scenario, it operates at LOS D (Poor) during the 2028 Base + Site scenarios, it operates at LOS E (Very Poor) during the 2035 Base scenario, and it operates at LOS F (Fail) during the 2035 Base + Site, 2045 Base and Base + Site, and 2050 Base and Base + Site scenarios.
- During the weekend midday peak hour, the intersection operates at LOS B (Good) during the 2026 Base, 2028 Base and Base + Site, 2035 Base and Base + Site, and 2045 Base scenarios, and it operates at LOS C (Fair) during the 2045 Base + Site, and 2050 Base and Base + Site scenarios.

- The eastbound movement during the weekday afternoon peak hour is approaching capacity during the 2026 Base and 2028 Base and Base + Site scenarios, and it is exceeding capacity during the 2035 Base and Base + Site, 2045 Base and Base + Site, and 2050 Base and Base + Site scenarios.
- The westbound movement during the weekday morning peak hour is approaching capacity during the 2035 Base and Base + Site scenarios, and it is exceeding capacity during the 2045 Base and Base + Site, and 2050 Base and Base + Site scenarios. During the weekend midday peak hour, it is approaching capacity during the 2050 Base + Site scenario.
- Comparing the capacity results between the Base and Base + Site scenarios, the traffic added by the proposed development does not pose a significant increase in traffic impact. However, the overall increase in traffic volumes from background growth will have a significant traffic impact.
- The addition of site traffic in 2028 (Phase 1 Opening Day) represents a 0.1% (1 vehicle) increase in the weekday morning peak hour intersection volume, a 1.0% (11 vehicles) increase in the weekday afternoon peak hour intersection volume, and a 6.2% (45 vehicles) increase in the weekend midday peak hour intersection volume.
- The addition of site traffic in 2045 (Phase 2 Opening Day) represents a 1.9% (19 vehicles) increase in the weekday morning peak hour intersection volume, a 4.1% (51 vehicles) increase in the weekday afternoon peak hour intersection volume, and a 6.2% (118 vehicles) increase in the weekend midday peak hour intersection volume.
- Conversion to a signal is recommended by the 2035 interim horizon year regardless if this access point will be opened by that date. **TABLE 17** below shows the intersection operations when converted to signal control.

TABLE 17
SIGNALIZED CAPACITY ANALYSIS FOR STEEVES STREET AND RIVER ROAD

Time of Day	Scenario	Cycle Length (S)	Performance Measure	Eastbound			Westbound			Northbound			Southbound			LOS
				Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Weekday Morning Peak Hour	2050 Base	60	Volume	82	277	3	6	597	30	6	3	11	20	3	24	
			V/C	0.31			0.44			0.06			0.13			A
			Delay (s/veh)	3.4			4.0			10.8			10.2			
			95% Queue (m)	24.3			46.8			4.8			8.1			
	2050 Base + Site	60	Volume	82	277	3	18	597	30	6	3	18	20	3	24	
			V/C	0.31			0.45			0.08			0.13			A
			Delay (s/veh)	3.4			4.1			9.8			10.3			
			95% Queue (m)	24.4			48.8			5.7			8.3			
Weekday Afternoon Peak Hour	2050 Base	65	Volume	5	924	15	5	325	14	6	2	8	11	6	9	
			V/C	0.62			0.23			0.06			0.10			A
			Delay (s/veh)	5.1			2.0			16.7			17.8			
			95% Queue (m)	93.7			17.3			5.8			8.1			
	2050 Base + Site	65	Volume	5	924	15	26	325	14	6	2	38	11	6	9	
			V/C	0.66			0.28			0.18			0.12			A
			Delay (s/veh)	6.9			2.8			11.9			18.6			
			95% Queue (m)	98.2			20.1			8.6			7.8			
Weekend Midday Peak Hour	2050 Base	60	Volume	8	419	3	8	424	15	3	3	5	12	3	11	
			V/C	0.28			0.29			0.03			0.07			A
			Delay (s/veh)	2.0			2.0			9.3			9.0			
			95% Queue (m)	24.4			25.5			2.9			5.1			
	2050 Base + Site	60	Volume	8	419	3	62	424	15	3	3	69	12	3	11	
			V/C	0.34			0.43			0.20			0.09			A
			Delay (s/veh)	4.5			5.4			5.8			9.7			
			95% Queue (m)	27.1			35.5			7.3			5.1			

Intersection approaching capacity (LOS 'D' or 'E'); or approach demand near capacity (v/c 0.85 to 0.99).
Intersection equals or exceeds capacity (LOS 'F'); or approach demand exceeds capacity (v/c ≥ 1.00).
95th percentile queue length exceeds storage length.

From **TABLE 17**, the following observations can be made:

Steeves Street and River Road

- During the weekday morning peak hour, the intersection operates at LOS A (Excellent) during the 2050 Base and Base + Site scenarios.
- During the weekday afternoon peak hour, the intersection operates at LOS A (Excellent) during the 2050 Base and Base + Site scenarios.
- During the weekend midday peak hour, the intersection operates at LOS A (Excellent) during the 2050 Base and Base + Site scenarios.
- Conversion of this intersection to a signal control reduces the LOS during the weekday morning peak hour from LOS F to LOS A. During the weekday afternoon peak hour it reduces from LOS F to LOS A. During the weekend midday peak hour, it reduces from LOS C to LOS A.
- CTS recommends installing a signal control at this location by the 2035 horizon year. As part of the signal installation, eastbound and westbound left turn bays should be constructed. It is noted that the opening of the Steeves Street Access to the site is conditional on development along Golf Lane. This signal should still be implemented in 2035 with or without this access being opened by that date.

5.3 Signalized Intersections

TABLE 18 and **TABLE 19** summarizes and compares the main performance parameters of the intersection capacity analysis for the signalized intersections.

For signalized intersections, the volume to capacity ratio for each movement is summarized. Default signal timing parameters were used. For future horizon years and scenarios, the signal timing for each intersection was optimized using Synchro 11.

The capacity analysis worksheets with Levels of Service for each individual movement are included in **APPENDIX D**.

TABLE 18
WEEKDAY SIGNALIZED CAPACITY ANALYSIS FOR 207TH STREET & RIVER ROAD

Time of Day	Scenario	Cycle Length (S)	Performance Measure	Eastbound			Westbound			Northbound			Southbound			LOS
				Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Weekday Morning Peak Hour	2026 Base	75.5	Volume	10	11	1	196	8	146	1	187	98	98	188	3	
			V/C	0.05			0.62	0.33		0.52			0.65			B
			Delay (s/veh)	11.5			20.8	4.5		11.8			17.3			
			95% Queue (m)	5.6			36.3	7.8		36.7			46.2			
	2028 Base	75.5	Volume	10	11	1	204	8	152	1	194	102	102	196	3	
			V/C	0.05			0.64	0.34		0.53			0.68			B
			Delay (s/veh)	12.2			22.3	4.7		11.9			18.1			
			95% Queue (m)	5.9			39.6	8.2		38.2			48.7			
	2028 Base + Site	75.5	Volume	10	11	1	204	8	152	1	195	102	102	197	3	
			V/C	0.05			0.64	0.34		0.53			0.67			B
			Delay (s/veh)	12.2			22.4	4.7		11.9			18.0			
			95% Queue (m)	5.9			39.7	8.3		38.3			48.9			
	2045 Base	75.5	Volume	14	15	1	270	11	201	1	258	135	135	259	4	
			V/C	0.07			0.84	0.42		0.60			0.88			C
			Delay (s/veh)	17.0			42.4	5.5		14.1			33.5			
			95% Queue (m)	8.6			73.0	10.2		53.4			77.9			
	2045 Base + Site	75.5	Volume	14	15	1	270	11	201	1	267	135	135	267	4	
			V/C	0.07			0.85	0.42		0.61			0.89			C
			Delay (s/veh)	17.2			43.6	5.6		14.3			34.7			
			95% Queue (m)	8.6			73.0	10.2		55.6			80.9			
	2050 Base	75.5	Volume	15	17	2	291	12	217	2	277	146	146	279	5	
			V/C	0.09			0.92	0.45		0.62			0.94			C
			Delay (s/veh)	17.2			56.0	5.6		14.7			43.9			
			95% Queue (m)	9.4			81.8	10.4		59.8			106.2			
	2050 Base + Site	75.5	Volume	15	17	2	291	12	217	2	286	146	146	287	5	
			V/C	0.09			0.93	0.45		0.63			0.95			C
			Delay (s/veh)	17.2			57.2	5.6		14.9			45.7			
			95% Queue (m)	9.4			81.8	10.4		61.6			109.7			
Weekday Afternoon Peak Hour	2026 Base	75.5	Volume	2	30	1	106	9	98	1	152	536	136	146	2	
			V/C	0.09			0.38	0.27		0.68			0.49			A
			Delay (s/veh)	17.0			21.3	7.3		8.0			10.2			
			95% Queue (m)	10.2			26.4	12.1		61.0			38.8			
	2028 Base	75.5	Volume	2	31	1	110	9	102	1	158	557	141	152	2	
			V/C	0.09			0.41	0.29		0.70			0.50			B
			Delay (s/veh)	18.0			23.2	7.6		8.4			10.4			
			95% Queue (m)	10.3			27.3	12.3		69.9			42.6			
	2028 Base + Site	75.5	Volume	2	31	1	110	9	102	1	163	557	141	159	2	
			V/C	0.09			0.42	0.29		0.70			0.51			B
			Delay (s/veh)	18.3			23.6	7.6		8.6			10.4			
			95% Queue (m)	10.3			27.3	12.3		72.3			43.8			
	2045 Base	75.5	Volume	3	41	1	146	12	135	1	210	740	188	201	3	
			V/C	0.14			0.62	0.38		0.94			0.97			C
			Delay (s/veh)	20.5			33.3	7.6		25.7			53.0			
			95% Queue (m)	12.5			35.1	13.8		200.6			120.8			
	2045 Base + Site	75.5	Volume	3	41	1	146	12	135	1	233	740	188	232	3	
			V/C	0.14			0.62	0.38		0.97			1.02			D
			Delay (s/veh)	20.5			33.3	7.6		31.4			65.5			
			95% Queue (m)	12.5			35.1	13.8		212.6			131.2			
	2050 Base	75.5	Volume	3	45	2	157	14	146	2	225	794	202	217	3	
			V/C	0.14			0.64	0.39		1.01			1.16			E
			Delay (s/veh)	20.0			33.6	7.5		43.1			114.9			
			95% Queue (m)	13.3			37.4	14.4		229.2			140.6			
	2050 Base + Site	75.5	Volume	3	45	2	157	14	146	2	248	794	202	248	3	
			V/C	0.14			0.64	0.39		1.05			1.22			E
			Delay (s/veh)	20.0			33.6	7.5		53.3			137.3			
			95% Queue (m)	13.3			37.4	14.4		241.7			96.9			

Intersection approaching capacity (LOS 'D' or 'E'); or approach demand near capacity (v/c 0.85 to 0.99).
Intersection equals or exceeds capacity (LOS 'F'); or approach demand exceeds capacity (v/c ≥ 1.00).
95th percentile queue length exceeds storage length.

TABLE 19
WEEKEND SIGNALIZED CAPACITY ANALYSIS FOR 207TH STREET & RIVER ROAD

Time of Day	Scenario	Cycle Length (S)	Performance Measure	Eastbound			Westbound			Northbound			Southbound			LOS
				Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Weekend Midday Peak Hour	2026 Base	75.5	Volume	0	3	0	152	6	148	1	152	178	95	141	1	A
			V/C	0.01			0.44	0.32		0.51			0.48			
			Delay (s/veh)	9.7			14.3	4.4		8.5			11.7			
			95% Queue (m)	1.4			22.4	9.0		27.9			28.0			
	2028 Base	75.5	Volume	0	3	0	158	6	154	1	158	185	99	147	1	B
			V/C	0.01			0.45	0.33		0.53			0.51			
			Delay (s/veh)	10.0			14.8	4.4		8.9			12.3			
			95% Queue (m)	1.4			24.0	9.4		30.1			30.4			
	2028 Base + Site	75.5	Volume	0	3	0	158	6	154	1	185	185	99	176	1	B
			V/C	0.01			0.46	0.33		0.56			0.55			
			Delay (s/veh)	10.7			15.6	4.6		9.7			12.7			
			95% Queue (m)	1.4			25.6	9.8		35.4			34.7			
	2045 Base	75.5	Volume	0	4	0	210	8	204	1	210	246	131	195	1	B
			V/C	0.01			0.58	0.39		0.64			0.71			
			Delay (s/veh)	14.8			22.0	5.1		11.9			19.1			
			95% Queue (m)	2.7			47.7	13.7		59.5			59.9			
	2045 Base + Site	75.5	Volume	0	4	0	210	8	204	1	280	246	131	270	1	B
			V/C	0.01			0.60	0.40		0.69			0.77			
			Delay (s/veh)	16.2			25.1	5.5		13.8			21.8			
			95% Queue (m)	2.6			48.3	13.8		78.9			80.0			
	2050 Base	75.5	Volume	0	5	0	225	9	220	2	225	264	141	209	2	B
			V/C	0.01			0.62	0.41		0.67			0.76			
			Delay (s/veh)	15.6			24.7	5.3		12.6			22.4			
			95% Queue (m)	2.9			52.4	14.3		66.9			70.0			
	2050 Base + Site	75.5	Volume	0	5	0	225	9	220	2	295	264	141	284	2	B
			V/C	0.01			0.66	0.43		0.69			0.80			
			Delay (s/veh)	17.2			29.2	5.7		14.0			24.3			
			95% Queue (m)	2.9			52.4	14.3		87.5			98.8			

Intersection approaching capacity (LOS 'D' or 'E'); or approach demand near capacity (v/c 0.85 to 0.99).
Intersection equals or exceeds capacity (LOS 'F'); or approach demand exceeds capacity (v/c ≥ 1.00).
95th percentile queue length exceeds storage length.

From **TABLE 18** and **TABLE 19**, the following observations can be made:

207th Street & River Road

- During the weekday morning peak hour, the intersection operates at LOS B (Good) during the 2026 Base, and 2028 Base and Base + Site scenarios, and it operates at LOS C (Fair) during the 2045 Base and Base + Site, and 2050 Base and Base + Site scenarios.
- During the weekday afternoon peak hour, the intersection operates at LOS A (Excellent) during the 2026 Base scenario, it operates at LOS B (Good) during the 2028 Base and Base + Site scenarios, it operates at LOS C (Fair) during the 2045 Base scenario, it operates at LOS D (Poor) during the 2045 Base + Site scenario, and it operates at LOS E (Very Poor) during the 2050 Base and Base + Site scenarios.
- During the weekend midday peak hour, the intersection operates at LOS A (Excellent) during the 2026 Base scenario, and it operates at LOS B (Good) during the 2028 Base and Base + Site, 2045 Base and Base + Site, and 2050 Base and Base + Site scenarios.
- The westbound left-turn movement is approaching capacity during the weekday morning peak hour in the 2045 Base + Site, and 2050 Base and Base + Site scenarios.

- The northbound movement is approaching capacity during the weekday afternoon peak hour in the 2045 Base and Base + Site scenarios, and it is exceeding capacity during the weekday afternoon peak hour in the 2050 Base and Base + Site scenarios.
- The southbound movement is approaching capacity during the weekday morning peak hour in the 2045 Base and Base + Site, and 2050 Base and Base + Site scenarios. It is approaching capacity during the weekday afternoon peak hour in the 2045 Base scenario, and it is exceeding capacity during the weekday afternoon peak hour in the 2045 Base + Site, and 2050 Base and Base + Site scenarios.
- The westbound left-turn movement is exceeding storage capacity during all analysis scenarios.
- Comparing the capacity results between the Base and Base + Site scenarios, the traffic added by the proposed development does not pose a significant increase in traffic impact.
- The addition of site traffic in 2028 (opening day) represents a 0.2% (2 vehicle) increase in the weekday morning peak hour intersection volume, a 0.9% (12 vehicles) increase in the weekday afternoon peak hour intersection volume, and a 6.1% (56 vehicles) increase in the weekend midday peak hour intersection volume.
- The addition of site traffic in 2045 (full build-out) represents a 1.3% (17 vehicles) increase in the weekday morning peak hour intersection volume, a 3.2% (54 vehicles) increase in the weekday afternoon peak hour intersection volume, and a 12.0% (145 vehicles) increase in the weekend midday peak hour intersection volume.
- For 2050 horizon year, optimization of the signal timings was conducted to analyze potential improvements to the function of the intersection. This analysis is found in **TABLE 20** below.

TABLE 20
OPTIMIZED SIGNALIZED CAPACITY ANALYSIS FOR 207TH STREET AND RIVER ROAD

Time of Day	Scenario	Cycle Length (S)	Performance Measure	Eastbound			Westbound			Northbound			Southbound			LOS
				Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Weekday Morning Peak Hour	2050 Base	75	Volume	15	17	2	291	12	217	2	277	146	146	279	5	C
			V/C	0.09			0.91	0.44		0.62			0.95			
			Delay (s/veh)	16.4			52.4	5.4		15.3			46.9			
			95% Queue (m)	9.1			79.1	10.2		61.8			108.6			
	2050 Base + Site	75	Volume	15	17	2	291	12	217	2	286	146	146	287	5	C
			V/C	0.09			0.92	0.45		0.63			0.96			
			Delay (s/veh)	16.4			54.1	5.4		15.4			48.1			
			95% Queue (m)	9.1			79.1	10.2		63.8			112.2			
Weekday Afternoon Peak Hour	2050 Base	120	Volume	3	45	2	157	14	146	2	225	794	202	217	3	C
			V/C	0.19			0.75	0.46		0.91			0.95			
			Delay (s/veh)	41.1			65.4	12.0		21.0			45.3			
			95% Queue (m)	22.5			63.7	21.8		320.6			183.7			
	2050 Base + Site	140	Volume	3	45	2	157	14	146	2	248	794	202	248	3	C
			V/C	0.19			0.82	0.47		0.92			0.96			
			Delay (s/veh)	49.7			84.2	13.5		22.9			48.4			
			95% Queue (m)	26.2			78.1	24.5		376.7			218.7			
Weekend Midday Peak Hour	2050 Base	65	Volume	0	5	0	225	9	220	2	225	264	141	209	2	B
			V/C	0.01			0.65	0.42		0.63			0.69			
			Delay (s/veh)	13.0			24.8	4.9		12.1			20.0			
			95% Queue (m)	2.3			41.1	11.9		69.0			79.9			
	2050 Base + Site	75	Volume	0	5	0	225	9	220	2	295	264	141	284	2	B
			V/C	0.01			0.66	0.43		0.69			0.80			
			Delay (s/veh)	17.2			29.0	5.7		14.0			24.6			
			95% Queue (m)	2.9			52.0	14.3		86.7			105.1			

Intersection approaching capacity (LOS 'D' or 'E'); or approach demand near capacity (v/c 0.85 to 0.99).
Intersection equals or exceeds capacity (LOS 'F'); or approach demand exceeds capacity (v/c ≥ 1.00).
95th percentile queue length exceeds storage length.

From **TABLE 20**, the following observations can be made:

Steeves Street and River Road

- During the weekday morning peak hour, the intersection operates at LOS C (Fair) during the 2050 Base and Base + Site scenarios.
- During the weekday afternoon peak hour, the intersection operates at LOS C (Fair) during the 2050 Base and Base + Site scenarios.
- During the weekend midday peak hour, the intersection operates at LOS B (Good) during the 2050 Base and Base + Site scenarios.
- Optimization of signal timings to this intersection in future years keeps the LOS during the weekday morning peak hour at LOS C. During the weekday afternoon peak hour, it reduces from LOS E to LOS C. During the weekend midday peak hour, it keeps the LOS at LOS B.
- Please note that this optimization is only a preliminary exercise. Signal timing analysis will need to be conducted to ensure an appropriate signal timing plan is designed for this intersection in future horizon years.
- CTS recommends the City of Maple Ridge to adjust the signal timing plan for this intersection by the 2045 horizon year. It is noted that while it would be beneficial to extend the westbound left-turn storage bay to 80 metres, this may not be feasible due to a property constraints. A design review for this improvement would be required.

6.0 PARKING ANALYSIS

With reference to the City of Maple Off-Street Parking Bylaw, there are not enough land use types with parking requirements to accurately capture the use case of this proposed development. Therefore, where appropriate, the Zoning Bylaw will be applied, and in all other cases engineering judgement will be used to determine a parking rate within reason for this development.

6.1 Off-Street Parking Analysis

Per the City of Maple Ridge Bylaw No. 7970-2023, and engineering judgement, the off-street parking requirements for the proposed development are summarized in **TABLE 21**, below.

TABLE 21
MINIMUM OFF-STREET PARKING REQUIREMENTS

Use	City of Maple Rige Zoning Bylaw Use	Parking Rate	Scope	Requirement
Public Park	Recreation - Outdoor	Engineering Judgement	159850 m^2	20
Dog Park	Recreation - Outdoor	Engineering Judgement	5867 m^2	10
Disk Golf Course	Recreation - Outdoor	Engineering Judgement	9 holes	5
Soccer Field	Recreation - Outdoor	Engineering Judgement	1 field	30
Pickleball Courts	Recreation - Outdoor	3.0 spaces per court	12 courts	36
Tennis Courts	Recreation - Outdoor	3.0 spaces per court	2 courts	6
Skatepark	Recreation - Outdoor	Engineering Judgement	763 m^2	5
Pumptrack	Recreation - Outdoor	Engineering Judgement	1154 m^2	5
Dirt Jump Track	Recreation - Outdoor	Engineering Judgement	2357 m^2	5
Basketball Courts	Recreation - Outdoor	3.0 spaces per court	2 courts	6
Baseball Diamond with Grandstands	Recreation - Outdoor	1.0 spaces per 10 spectator seats	600 seats	60
TOTAL PARKING SPACES REQUIRED				188

The proposed development is providing a total of 334 parking stalls, 75% more stalls than the minimum quantity shown in **TABLE 21**, which will provide buffer room for high-capacity events such as tournaments.

6.2 Parking Design Review

Two parking layout designs were presented to CTS while preparing this Traffic Impact Assessment. The current proposed site plan consists of a parking design of two separate lots that do not have direct connectivity for vehicles, and therefore they do not have shared accesses. The original concept plan consisted of two connected lots, effectively resulting in one large lot with shared accesses.

In the current site plan, the south lot will be the primary lot for the higher activity sports facility, as it is closer to the baseball diamonds, soccer fields, basketball courts, and various cycling tracks. The north lot will serve the general park areas and the pickleball and tennis courts, as well as act as additional parking when the south lot is full. Therefore, with the current site plan, it is expected that more vehicle traffic will access the site through the intersection of 207th Street & 114th Avenue.

Both site plans were analyzed. It was found that having the primary access at 207th Street & 114th Avenue as opposed to 207th Street & Golf Lane did not have a significant impact on the transportation network, even with traffic volumes being distributed over more intersections. Therefore, the current parking design is considered acceptable and functional.

CTS does, however, also recommend the City of Maple Ridge monitor on-street parking in the surrounding area following build-out of the site. Users of the facility will park wherever they perceive to be closest and/or most convenient to their destination. This can result in users parking on streets south of 114th Avenue rather than the north lot if the south lot is full. Following results from monitoring on-street parking usage, on-street parking restrictions and enforcement may be required to ensure users of the sports facilities are utilizing the parking lots, rather than on-street parking.

To encourage usage of the parking lots during busy periods, parking availability counters can be used to indicate to drivers that there are available stalls prior to entering the parking lot. This would encourage usage of the parking lot rather than relying on on-street parking as it would provide comfort to drivers that spaces are available when there may be congestion within the parking lot.

7.0 SITE ANALYSIS

7.1 Site Visit

A Site visit was conducted on March 6th, 2026, to observe the existing conditions at each study intersection and noting any safety concerns.

Maple Crescent and Westfield Avenue:

- Missing checkerboard sign at west leg.

207th Street and River Road:

- Some narrow lanes do not have “No Parking” signs.

207th Street and Golf Lane:

- Poor sightline looking south for west-bound vehicles due to shrub in south-east corner. Shrub is recommended to be pruned by at least 1 metre.
- Roadway leading to proposed access was found to be narrow, parking restrictions should be put in place on opening day to reduce risk of poor sightlines and blockages in current roadway design.

207th Street and 114th Avenue:

- No significant safety concerns.

Steeves Street and River Road:

- No significant safety concerns.
- Roadway leading to proposed access was found to be narrow, parking restrictions should be put in place when this access is opened to reduce risk of poor sightlines and blockages.

7.2 Access Considerations

A high-level review of the site accesses was conducted, with the follow considerations:

Golf Lane:

- Road allowance is approximately 15 metres from the Ridge View GIS
- Curves in the road may reduce sightlines
- There is a bus stop to the north of Golf Lane at the intersection of 207th Street & Golf Lane, a sidewalk connecting the bus stop to the sports facility along the north side of Golf Lane may be considered
- A cross section of a 2-lane road, with parking lane, sidewalk on at least one side, and a neighborhood bikeway with signage may be considered

114th Avenue:

- Road allowance is approximately 18 metres from the Ridge View GIS
- As this will likely be the primary access, it is recommended to have sidewalks and bike lanes
- A cross section of a 2-lane road, with parking lane, and sidewalk and bike lanes on both sides may be considered

Steeves Street:

- This access uses Steeves Street, 115th Avenue, and 209th Street to access Golf Lane, which are all classified as local roads.
- It is expected that Golf Lane will be open to traffic by opening day to access the north lot on the east side. It is noted that a development at the access point will need to proceed prior to this access being made open.

7.3 Multi-Modal Networks Review

Based on the existing multi modal networks as shown in **SECTION 1.4**, the following recommended improvements are required by the proposed development to ensure alignment with the City of Maple Ridge Strategic Transportation Plan (STP):

Transit Network

- According to the Proposed Long-Term Transit Network figure, it is planned to have 15-minute or better fixed route transit service along 207th Street directly adjacent to the proposed development. To ensure effective transit usage, it is recommended that there are bus stops directly at the access to the proposed development with an emphasis of the intersection of 207th Street & 114th Avenue.
- It is recommended to either move or install new bus stops directly at the intersection of 207th Street & 114th Avenue in both directions as this will be the primary access for the development. Improvements to the pedestrian network will need to be developed to ensure the network is effective and safe.
- STP Action Item 5.3.1 refers to improving walking access to transit stops, and Action Item 5.3.3 refers to improving multi-modal connections at bus stops. Incorporating improvements for all modes of transportation will need to be considered to increase connectivity from the bus stop to the proposed development.

Bicycle Network

- According to the STP Short-Term Transportation Projects figure, there are plans for cycling projects connecting Maple Crescent, Westfield Avenue, Golf Lane, 207th Street, and Steeves Street. These network expansions will improve cycling network connectivity surrounding the proposed development.
- It is recommended to add bicycle lanes on 114th Avenue to provide a direct connection between the project site and 207th Street and the rest of the bicycle network as 114th Avenue will act at the primary access to the proposed development
- STP Action Item 4.1.1 refers to developing cycling networks focusing on community destinations. These recommendations will improve connectivity to this future major community hub, and allow each access to various transportation modes, routes, and facilities.
- STP Action Item 4.1.3 refers to implementing supports such as wayfinding, secure bicycle parking, and end-of-trip facilities. These will need to be incorporated in the design process so that wayfinding to and from the proposed development is clear, and that on-site facilities are present to make the use of cycling as a transportation option easy and accessible.

Pedestrian Network

- According to the STP Long Term Pedestrian Network figure, it is proposed to construct a pedestrian facility along one side of both Golf Lane and Westfield Avenue.
- It is recommended to construct pedestrian facilities on both sides of 114th Avenue to connect to the greater pedestrian network along 207th Street, as well as provide easy access to the proposed new locations for bus stops at the intersection of 207th Street & 114th Avenue.
- Additionally, pedestrian crossings control devices such as RRFB's should be implemented for the crossing of 207th Street. These will allow safe access to bus stops on the west side of 207th Street, and should be implemented near the 114th Avenue and Golf Lane accesses.
- STP Action Item 3.1.1 refers to filling in gaps of the pedestrian network and prioritizing pedestrian facilities with the highest potential for use. These recommendations fulfil this as those accessing a sports facility will be more likely to want to use pedestrian facilities.
- STP Action Item 3.2.2 refers to providing new crossing opportunities to support a connected pedestrian network. This will be required to both better connect the proposed development to the greater network, as well as increase safety, particularly near bus stops along 207ths Street where the primary accesses will be located.

8.0 CONCLUSIONS

The following information was provided for this analysis:

- The City of Maple Ridge is proposing to redevelop the existing golf course at 20818 Golf Lane in Maple Ridge, B.C.
- The proposed development will consist of two baseball diamonds with grandstands, two soccer fields, two basketball courts, 12 pickleball courts, two tennis courts, a 9-hole disk golf course, playground, splashpad, skatepark, pump-track, dirt jump track, toboggan hill, off-leash dog park, community garden, and general walking and green area.
- 2028 is the intended Phase 1 Opening Day with the baseball diamonds with grandstands, and Phase 2 full build-out will be in 2045.
- Site access to the parking lots will be to the west of the development via Golf Lane as well as 114th Avenue, and there will be an access to east via Steeves Street.

The following conclusions were reached from the information provided, data collected, and analysis performed.

1) The site is well connected to alternate modes of transportation. The network of sidewalks is easily accessible from the site and a bus stop is within walking distance (400 metres). However, cycling routes are limited connecting to the site.

2) CTS conducted traffic counts for the intersections of 207th Street & 114th Avenue, and Steeves Street & River Road on Thursday, January 29th, 2026 during the periods of 7:00-9:00 and 15:00-18:00, and on Saturday, January 31st, 2026 during the period of 11:00-13:00.

3) The City of Maple Ridge provided count data conducted by Premiere Traffic Data Services for the intersection of Maple Crescent & Westfield Avenue, 207th Street & River Road, and 207th Street & Golf Lane on Tuesday, February 27th, 2024 during the periods of 06:00-09:00, 11:00-13:00, and 15:00-18:00, and on Saturday, March 9th, 2024 during the periods of 06:00-09:00, 11:00-13:00, and 15:00-18:00. These data sets were scaled up by a constant rate of 2% per annum (linear growth) to represent the 2026 base year existing traffic volumes.

4) The weekday morning and afternoon peak hours of the study network were determined to be 7:45-8:45 and 16:15-17:15 respectively, and the weekend midday peak hour of the study network was determined to be 12:00-13:00.

5) At Phase 1 Opening Day (public park area, and baseball diamonds with grandstands), the preposed development is forecasted to generate 4 trips (2 inbound and 2 outbound) during the weekday morning peak hour, 39 trips (24 inbound and 15 outbound) during the weekday afternoon peak hour, and 165 trips (83 inbound and 82 outbound) during the weekend midday peak hour.

6) Upon Phase 2 Opening Day (full build-out), the proposed development is forecasted to generate 53 trips (27 inbound and 26 outbound) in the weekday morning peak hour, 180 trips (104 inbound and 76 outbound) during the weekday afternoon peak hour, and 429 trips (215 inbound and 214 outbound) during the weekend midday peak hour.

7) The capacity analysis was conducted of the unsignalized study intersections with the following results:

   - Maple Crescent & Westfield Avenue: LOS A (Excellent) during all analysis scenarios.
   - 207th Street & Golf Lane: From LOS A (Excellent) up to LOS C (Fair) in the weekday morning peak hour scenarios, LOS A (Excellent) up to LOS F (Fail) during the weekday afternoon peak hour scenarios, and LOS A (Excellent) up to LOS E (Very Poor) during the weekend midday peak hour scenarios.
     - Converting this intersection to a roundabout controlled intersection resulted in LOS A (Excellent) to LOS B (Good) during all analysis scenarios.
   - 207th Street & 114th Avenue: LOS A (Excellent) during all analysis scenarios.
   - Steeves Street & River Road: From LOS B (Good) up to LOS F (Fail) during the weekday morning peak hour scenarios, LOS C (Fair) up to LOS F (Fail) during the weekday afternoon peak hour scenarios, and LOS B (Good) up to LOS C (Fair) during the weekend midday peak hour scenarios.
     - Converting this intersection to a signalized intersection results in LOS A (Excellent) during all analysis scenarios.

8) The capacity analysis was conducted of the signalized study intersection with the following results:

   - 207th Street & River Road: From LOS B (Good) up to LOS C (Fair) during the weekday morning peak hour scenarios, LOS A (Excellent) up to LOS E (Very Poor) during the weekday afternoon peak hour scenarios, and LOS A (Excellent) up to LOS B (Good) during the weekend midday peak hour scenarios.
     - Optimizing the signal timings during the weekday afternoon peak hour, the intersection operations improve to an LOS C (Fair) during the 2050 horizon year scenarios.

9) The parking and loading analysis show the proposed development will provide an adequate amount of parking stalls, with sufficient capacity for high-capacity events such as tournaments. A plan to restrict on-street parking in certain areas may be needed to ensure use of the parking lots.

9.0 RECOMMENDATIONS

Based on the above analysis, CTS recommends the following:

1) The City of Maple Ridge to investigate converting the intersection of 207th Street & Golf Lane to a roundabout or signal control by the 2045 horizon year OR implement traffic calming on Westfield Avenue to reduce the quantity of commuter vehicles short cutting between Maple Crescent and 207th Street. If traffic calming is implemented, volumes at the intersection should be monitored to determine if a roundabout or traffic signal is still required.

2) The City of Maple Ridge to convert the intersection of Steeves Street & River Road to a signal control by the 2035 horizon year, with or without the east site access along Golf Lane.

3) The City of Maple Ridge to optimize the signal control timings for the intersection of 207th Street & River Road by the 2045 horizon year, as well as increase the westbound left-turn storage bay to 80 metres if deemed feasible due to spatial constraints.

4) The City of Maple Ridge to consider an on-street parking plan for the surrounding area to reduce on-street parking of users of the sports facility where not desired, and to encourage used of the parking lots.

5) The City of Maple Ridge to add a checkerboard sign to the west leg of the Maple Crescent & Westfield Avenue intersection.

6) The City of Maple Ridge to prune the shrub at the south-east corner of the 207th Street & Golf Lane intersection.

7) The City of Maple Ridge to work with TransLink, to relocate or add new bus stops to the intersection of 207th Street & 114th Avenue.

8) The City of Maple Ridge to add bicycle lanes on 114th Avenue from the proposed development to 207th Street, in addition to plans for the cycling network as laid out in the Strategic Transportation Plan including a neighborhood bikeway along Golf Lane.

9) The City of Maple Ridge to add pedestrian facilities to both sides of 114th Avenue to 207th Street and RRFB pedestrian crossings on 207th Street to provide access from bus stops to the proposed development, in addition to plans for the pedestrian network as laid out in the Strategic Transportation Plan.

We would like to take this opportunity to thank you for the opportunity to work on this unique project, and we look forward to working with you again in the future. Please contact the undersigned should you have any questions or comments.

Yours truly,

CREATIVE TRANSPORTATION SOLUTIONS LTD
CTS Permit to Practice: 1000697

Reviewed by:

Prepared by:

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President
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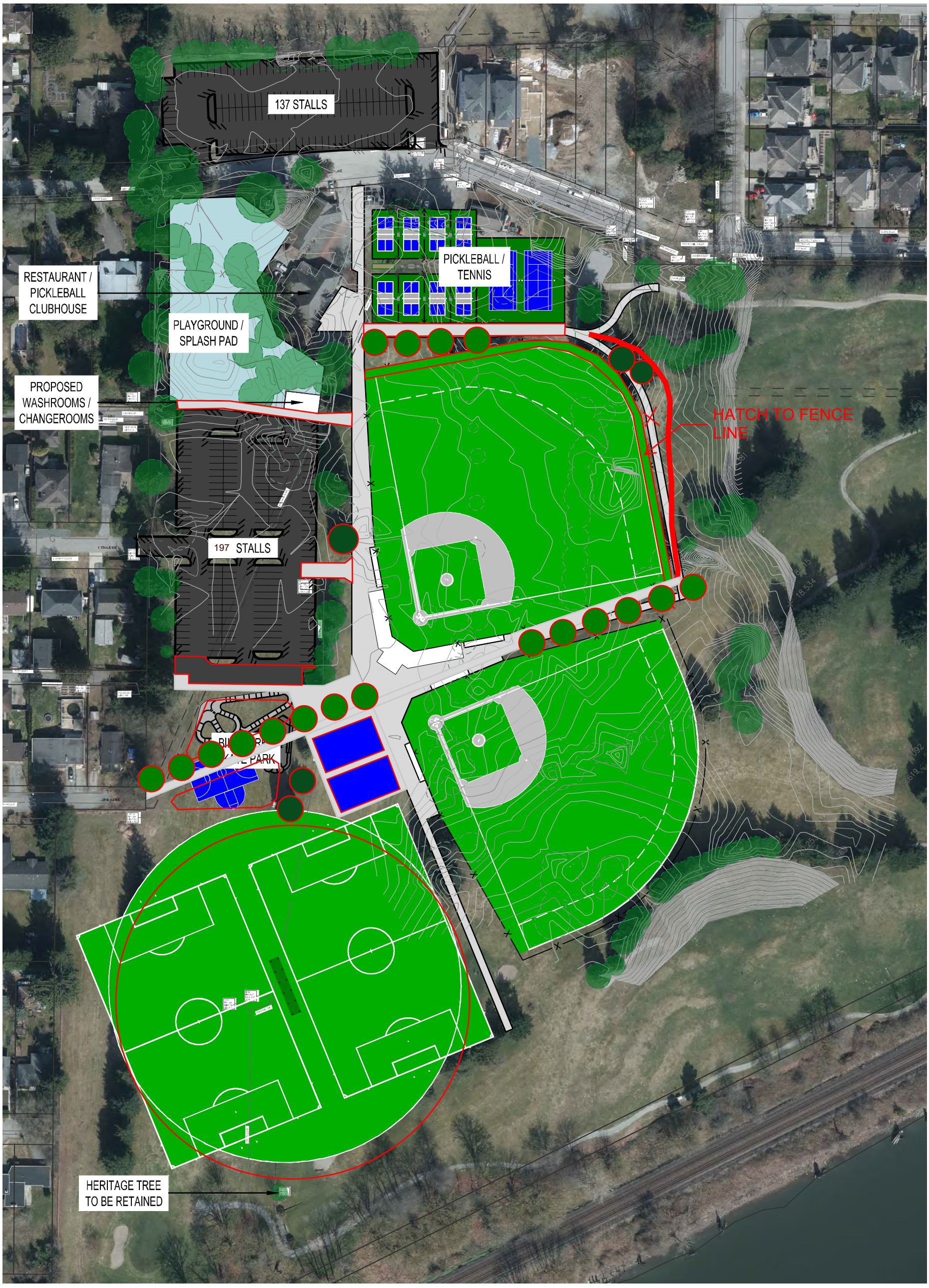
Maciej Wysocki, P.Eng.
Traffic Engineer
mwysocki@cts-bc.com

Attachments

Appendix A
Architectural Plan and Site Statistics

Maple Ridge

SCALE: 1:1500



MAPLE RIDGE GOLF COURSE

MARCH 18, 2026

SCHEMATIC DESIGN PLAN

BINNIE

Appendix B
Traffic Data Summary Sheets

207 St & 114 Ave

Thursday, January 29, 2026

Vehicle Classification Summary

Project: #9635: Multi-sport Facility TIA
Municipality: City of Maple Ridge
Weather: Fog

Time Period	Entering Intersection	Vehicle Classification					**Total**
		Passenger Cars	Heavy Vehicles (3 or more axles)				
Morning (07:00 - 09:00)	Volume	749	3				**752**
	%	99.6%	0.4%				**100.0%**
	Volume						
	%						
Afternoon (15:00 - 18:00)	Volume	1,905	4				**1,909**
	%	99.8%	0.2%				**100.0%**
Total (5 Hours)	**Volume**	**2,654**	**7**				**2,661**
	%	**99.7%**	**0.3%**				**100.0%**

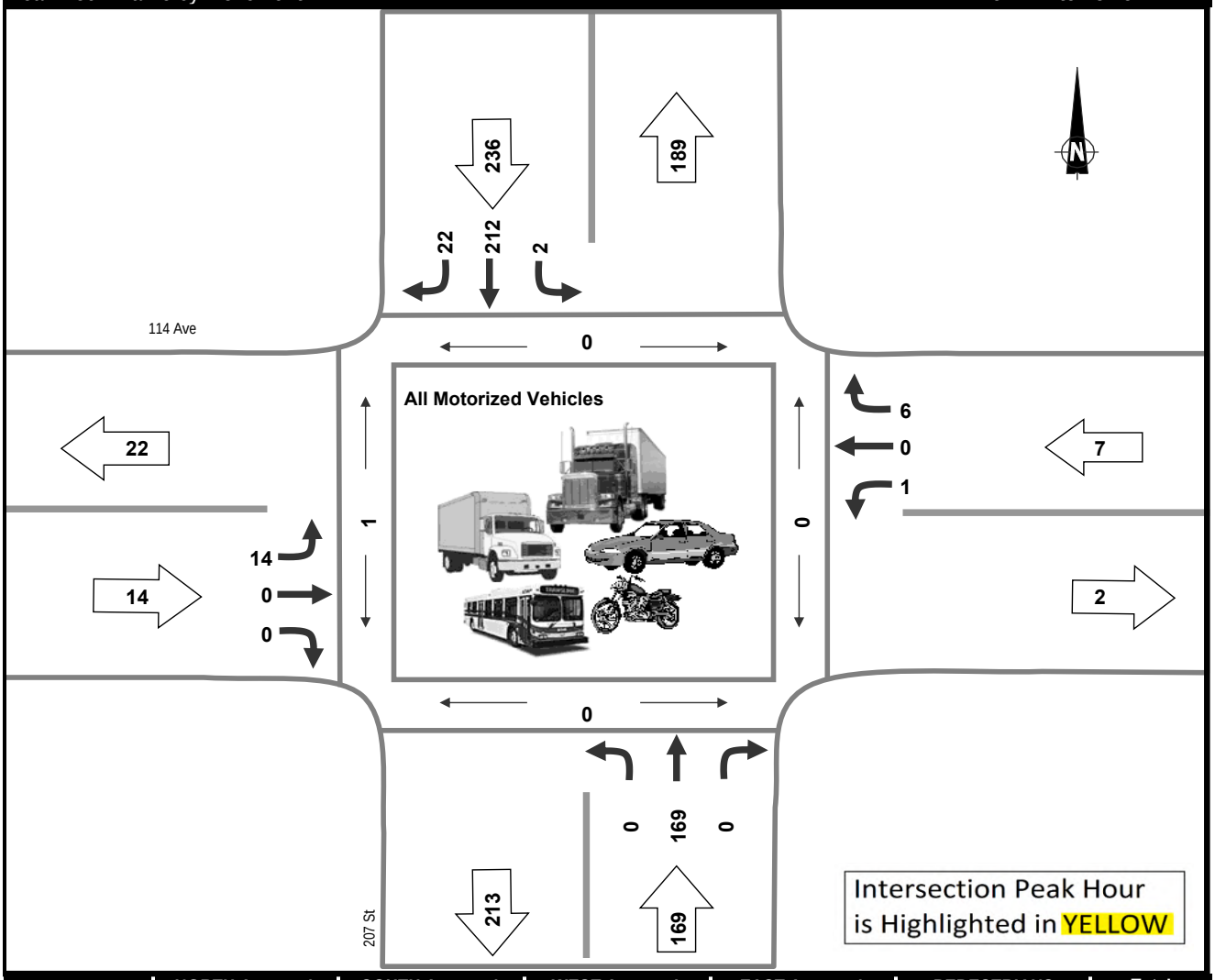
207 St & 114 Ave

Thursday, January 29, 2026

Morning Peak Period

Project: #9635: Multi-sport Facility TIA
Municipality: City of Maple Ridge
Weather: Fog
Vehicle Class: All Motorized Vehicles

Peak Hour Traffic by Movement 7:45 AM to 8:45 AM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**2**	**212**	**22**	**0**	**169**	**0**	**14**	**0**	**0**	**1**	**0**	**6**	**0**	**0**	**1**	**0**	**426**
PHF	0.25	0.84	0.50	0.00	0.70	0.00	0.50	0.00	0.00	0.25	0.00	0.75	0.00	0.00	0.25	0.00	0.87
Peak 15 X 4	8	252	44	0	240	0	28	0	0	4	0	8	0	0	4	0	488
Average Hour	3	205	14	1	141	0	9	0	1	1	1	4	1	0	3	0	380
Survey Total	5	409	28	1	281	0	18	0	1	1	1	7	2	0	5	0	752
7:00	1	42	0	0	18	0	1	0	0	0	0	1	0	0	0	0	63
7:15	0	52	3	0	32	0	0	0	0	0	1	0	0	0	1	0	88
7:30	0	56	0	0	25	0	0	0	1	0	0	0	0	0	0	0	82
7:45	2	56	1	0	36	0	1	0	0	1	0	1	0	0	1	0	98
8:00	0	48	4	0	34	0	2	0	0	0	0	2	0	0	0	0	90
8:15	0	45	11	0	60	0	4	0	0	0	0	2	0	0	0	0	122
8:30	0	63	6	0	39	0	7	0	0	0	0	1	0	0	0	0	116
8:45	2	47	3	1	37	0	3	0	0	0	0	0	2	0	3	0	93

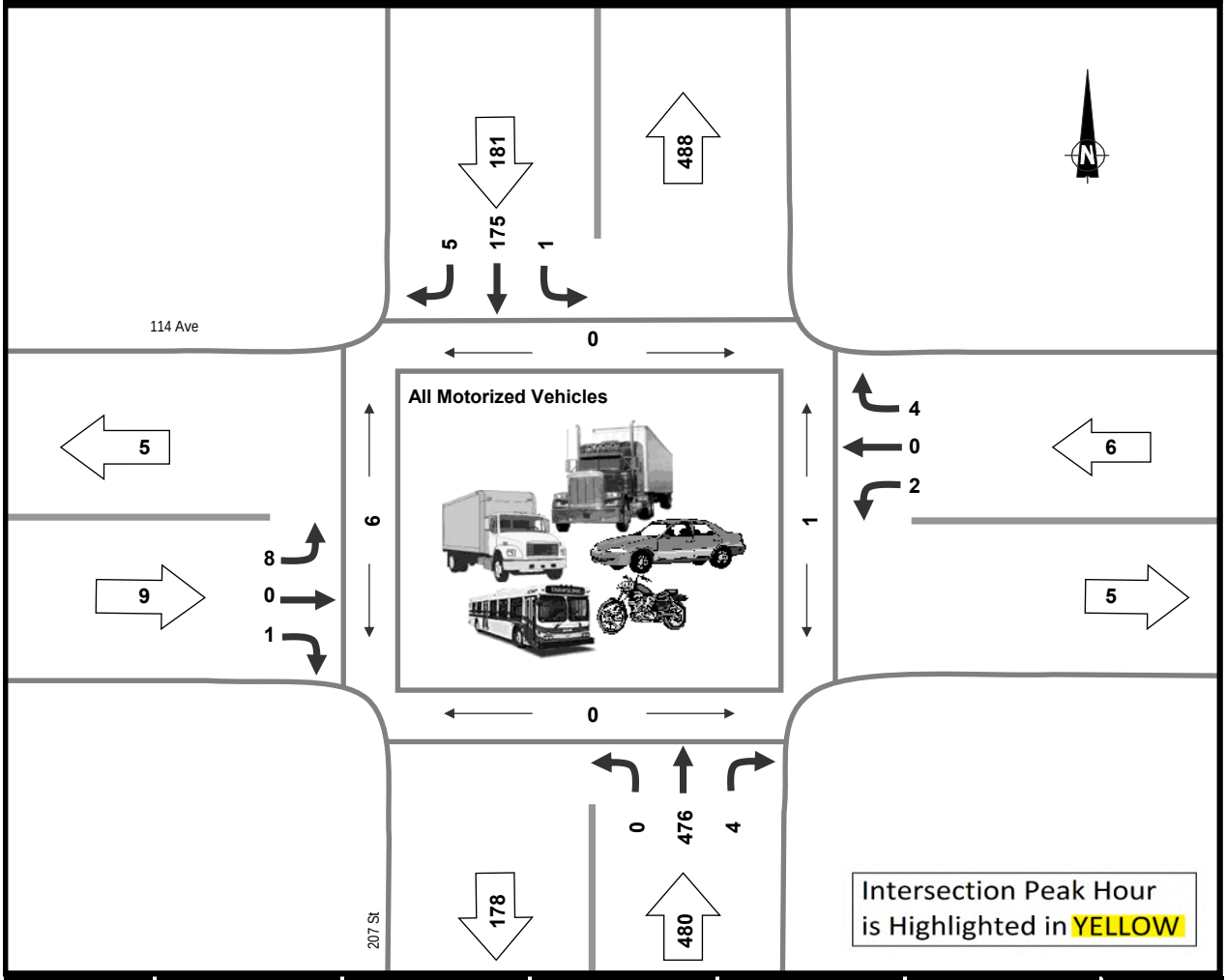
207 St & 114 Ave

Thursday, January 29, 2026

Afternoon Peak Period

Project: #9635: Multi-sport Facility TIA
Municipality: City of Maple Ridge
Weather: Fog
Vehicle Class: All Motorized Vehicles

Peak Hour Traffic by Movement 3:45 PM to 4:45 PM



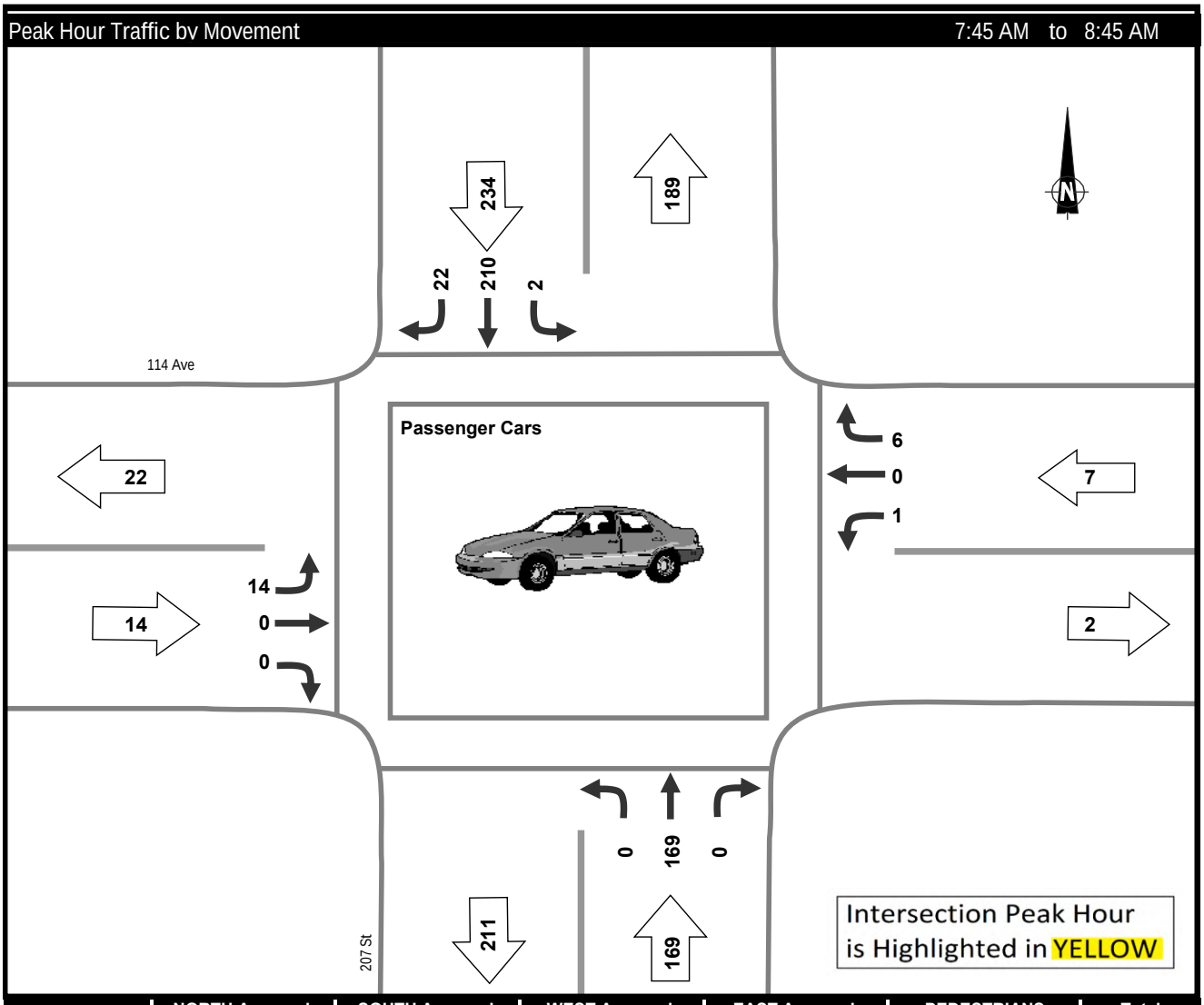
Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**1**	**175**	**5**	**0**	**476**	**4**	**8**	**0**	**1**	**2**	**0**	**4**	**0**	**0**	**6**	**1**	**676**
PHF	0.25	0.78	0.63	0.00	0.83	0.50	0.50	0.00	0.25	0.50	0.00	0.50	0.00	0.00	0.50	0.25	0.88
Peak 15 X 4	4	224	8	0	572	8	16	0	4	4	0	8	0	0	12	4	768
Average Hour	4	172	8	0	431	3	11	0	1	2	0	3	0	0	6	1	635
Survey Total	12	515	23	1	1,294	10	32	0	4	7	1	10	0	0	17	3	1,909
15:00	0	64	5	0	107	0	12	0	0	1	0	2	0	0	0	0	191
15:15	2	34	1	0	95	1	2	0	0	0	0	0	0	0	3	1	135
15:30	1	31	3	0	104	1	1	0	0	1	0	0	0	0	3	1	142
15:45	0	41	1	0	118	1	1	0	1	0	0	2	0	0	3	1	165
16:00	0	37	0	0	103	2	0	0	0	1	0	1	0	0	0	0	144
16:15	0	56	2	0	112	0	4	0	0	1	0	0	0	0	1	0	175
16:30	1	41	2	0	143	1	3	0	0	0	0	1	0	0	2	0	192
16:45	3	49	1	0	103	2	2	0	0	0	1	1	0	0	0	0	162
17:00	1	38	2	0	96	1	3	0	1	2	0	1	0	0	3	0	145
17:15	0	40	2	0	114	1	1	0	1	0	0	2	0	0	0	0	161
17:30	1	38	2	0	99	0	0	0	0	1	0	0	0	0	1	0	141
17:45	3	46	2	1	100	0	3	0	1	0	0	0	0	0	1	0	156

207 St & 114 Ave

Thursday, January 29, 2026

Morning Peak Period

Project: #9635: Multi-sport Facility TIA
Municipality: City of Maple Ridge
Weather: Fog
Vehicle Class: Passenger Cars



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**2**	**210**	**22**	**0**	**169**	**0**	**14**	**0**	**0**	**1**	**0**	**6**					**424**
PHF	0.25	0.83	0.50	0.00	0.70	0.00	0.50	0.00	0.00	0.25	0.00	0.75					0.87
Peak 15 X 4	8	252	44	0	240	0	28	0	0	4	0	8					488
Average Hour	3	204	14	1	141	0	9	0	1	1	1	4					379
Survey Total	5	407	27	1	281	0	18	0	1	1	1	7					749
7:00	1	42	0	0	18	0	1	0	0	0	0	1					63
7:15	0	52	3	0	32	0	0	0	0	0	1	0					88
7:30	0	56	0	0	25	0	0	0	1	0	0	0					82
7:45	2	56	1	0	36	0	1	0	0	1	0	1					98
8:00	0	46	4	0	34	0	2	0	0	0	0	2					88
8:15	0	45	11	0	60	0	4	0	0	0	0	2					122
8:30	0	63	6	0	39	0	7	0	0	0	0	1					116
8:45	2	47	2	1	37	0	3	0	0	0	0	0					92

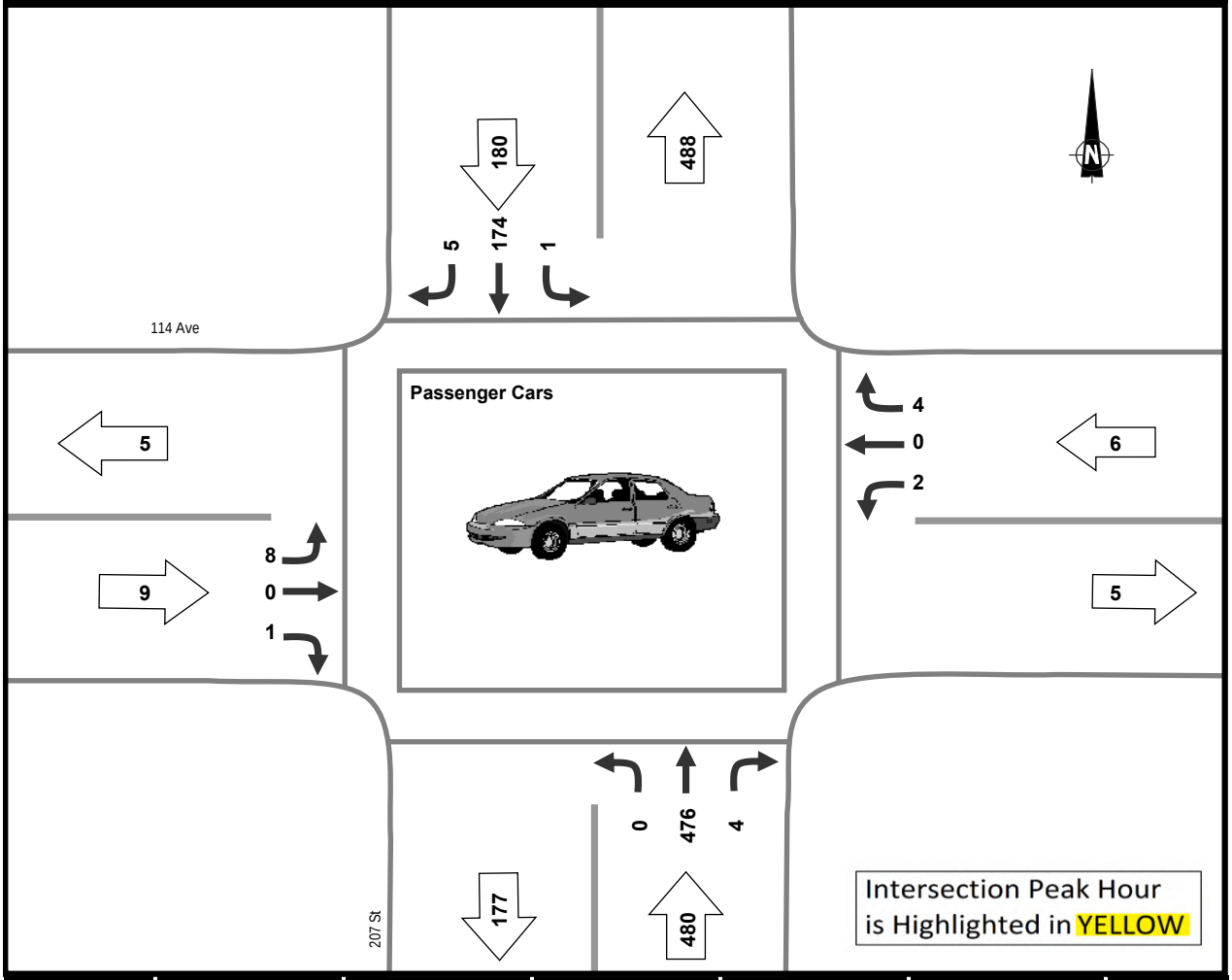
207 St & 114 Ave

Thursday, January 29, 2026

Afternoon Peak Period

Project: #9635: Multi-sport Facility TIA
Municipality: City of Maple Ridge
Weather: Fog
Vehicle Class: Passenger Cars

Peak Hour Traffic by Movement 3:45 PM to 4:45 PM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**1**	**174**	**5**	**0**	**476**	**4**	**8**	**0**	**1**	**2**	**0**	**4**					**675**
PHF	0.25	0.78	0.63	0.00	0.83	0.50	0.50	0.00	0.25	0.50	0.00	0.50					0.88
Peak 15 X 4	4	224	8	0	572	8	16	0	4	4	0	8					768
Average Hour	4	171	8	0	431	3	11	0	1	2	0	3					634
Survey Total	12	512	23	1	1,293	10	32	0	4	7	1	10					1,905
15:00	0	64	5	0	107	0	12	0	0	1	0	2					191
15:15	2	34	1	0	94	1	2	0	0	0	0	0					134
15:30	1	31	3	0	104	1	1	0	0	1	0	0					142
15:45	0	40	1	0	118	1	1	0	1	0	0	2					164
16:00	0	37	0	0	103	2	0	0	0	1	0	1					144
16:15	0	56	2	0	112	0	4	0	0	1	0	0					175
16:30	1	41	2	0	143	1	3	0	0	0	0	1					192
16:45	3	49	1	0	103	2	2	0	0	0	1	1					162
17:00	1	38	2	0	96	1	3	0	1	2	0	1					145
17:15	0	40	2	0	114	1	1	0	1	0	0	2					161
17:30	1	37	2	0	99	0	0	0	0	1	0	0					140
17:45	3	45	2	1	100	0	3	0	1	0	0	0					155

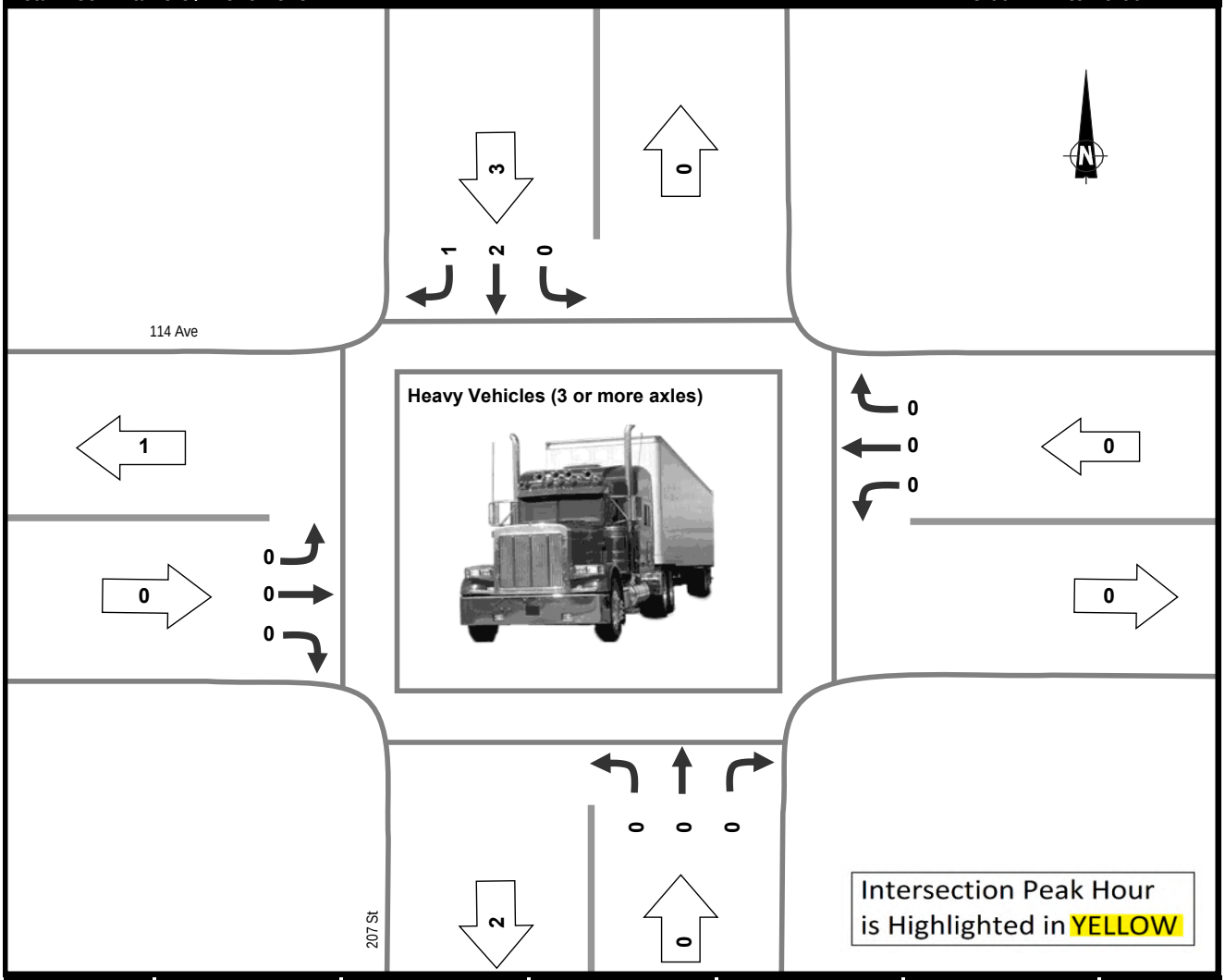
207 St & 114 Ave

Thursday, January 29, 2026

Morning Peak Period

Project: #9635: Multi-sport Facility TIA
Municipality: City of Maple Ridge
Weather: Fog
Vehicle Class: Heavy Vehicles (3 or more axles)

Peak Hour Traffic by Movement 8:00 AM to 9:00 AM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**					**3**
PHF	0.00	0.25	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00					0.38
Peak 15 X 4	0	8	4	0	0	0	0	0	0	0	0	0					8
Average Hour	0	1	1	0	0	0	0	0	0	0	0	0					2
Survey Total	0	2	1	0	0	0	0	0	0	0	0	0					3
7:00	0	0	0	0	0	0	0	0	0	0	0	0					0
7:15	0	0	0	0	0	0	0	0	0	0	0	0					0
7:30	0	0	0	0	0	0	0	0	0	0	0	0					0
7:45	0	0	0	0	0	0	0	0	0	0	0	0					0
8:00	0	2	0	0	0	0	0	0	0	0	0	0					2
8:15	0	0	0	0	0	0	0	0	0	0	0	0					0
8:30	0	0	0	0	0	0	0	0	0	0	0	0					0
8:45	0	0	1	0	0	0	0	0	0	0	0	0					1

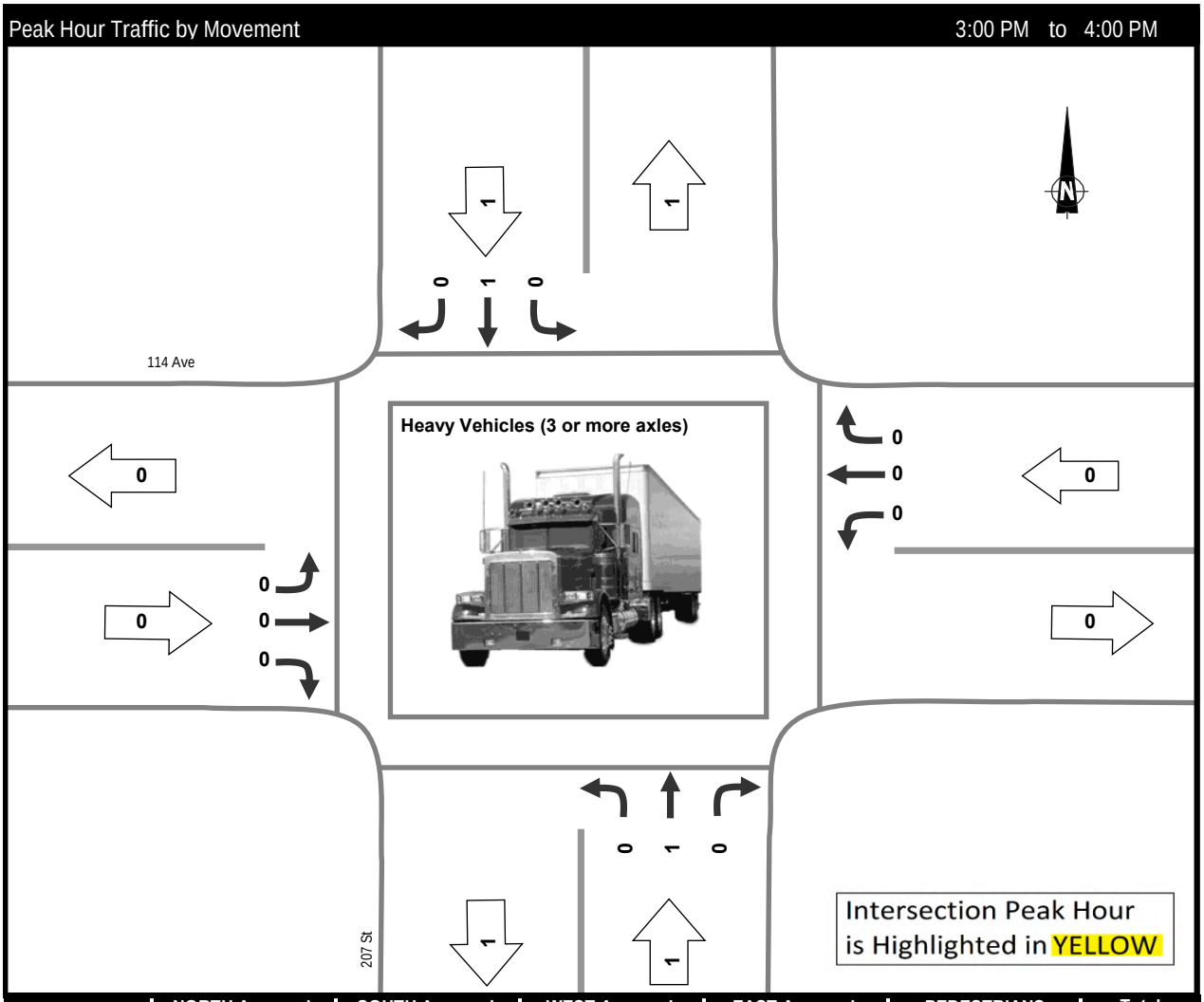
207 St & 114 Ave

Thursday, January 29, 2026

Afternoon Peak Period

Project: #9635: Multi-sport Facility TIA
Municipality: City of Maple Ridge
Weather: Fog
Vehicle Class: Heavy Vehicles (3 or more axles)

Peak Hour Traffic by Movement 3:00 PM to 4:00 PM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**					**2**
PHF	0.00	0.25	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00					0.50
Peak 15 X 4	0	4	0	0	4	0	0	0	0	0	0	0					4
Average Hour	0	1	0	0	0	0	0	0	0	0	0	0					1
Survey Total	0	3	0	0	1	0	0	0	0	0	0	0					4
15:00	0	0	0	0	0	0	0	0	0	0	0	0					0
15:15	0	0	0	0	1	0	0	0	0	0	0	0					1
15:30	0	0	0	0	0	0	0	0	0	0	0	0					0
15:45	0	1	0	0	0	0	0	0	0	0	0	0					1
16:00	0	0	0	0	0	0	0	0	0	0	0	0					0
16:15	0	0	0	0	0	0	0	0	0	0	0	0					0
16:30	0	0	0	0	0	0	0	0	0	0	0	0					0
16:45	0	0	0	0	0	0	0	0	0	0	0	0					0
17:00	0	0	0	0	0	0	0	0	0	0	0	0					0
17:15	0	0	0	0	0	0	0	0	0	0	0	0					0
17:30	0	1	0	0	0	0	0	0	0	0	0	0					1
17:45	0	1	0	0	0	0	0	0	0	0	0	0					1

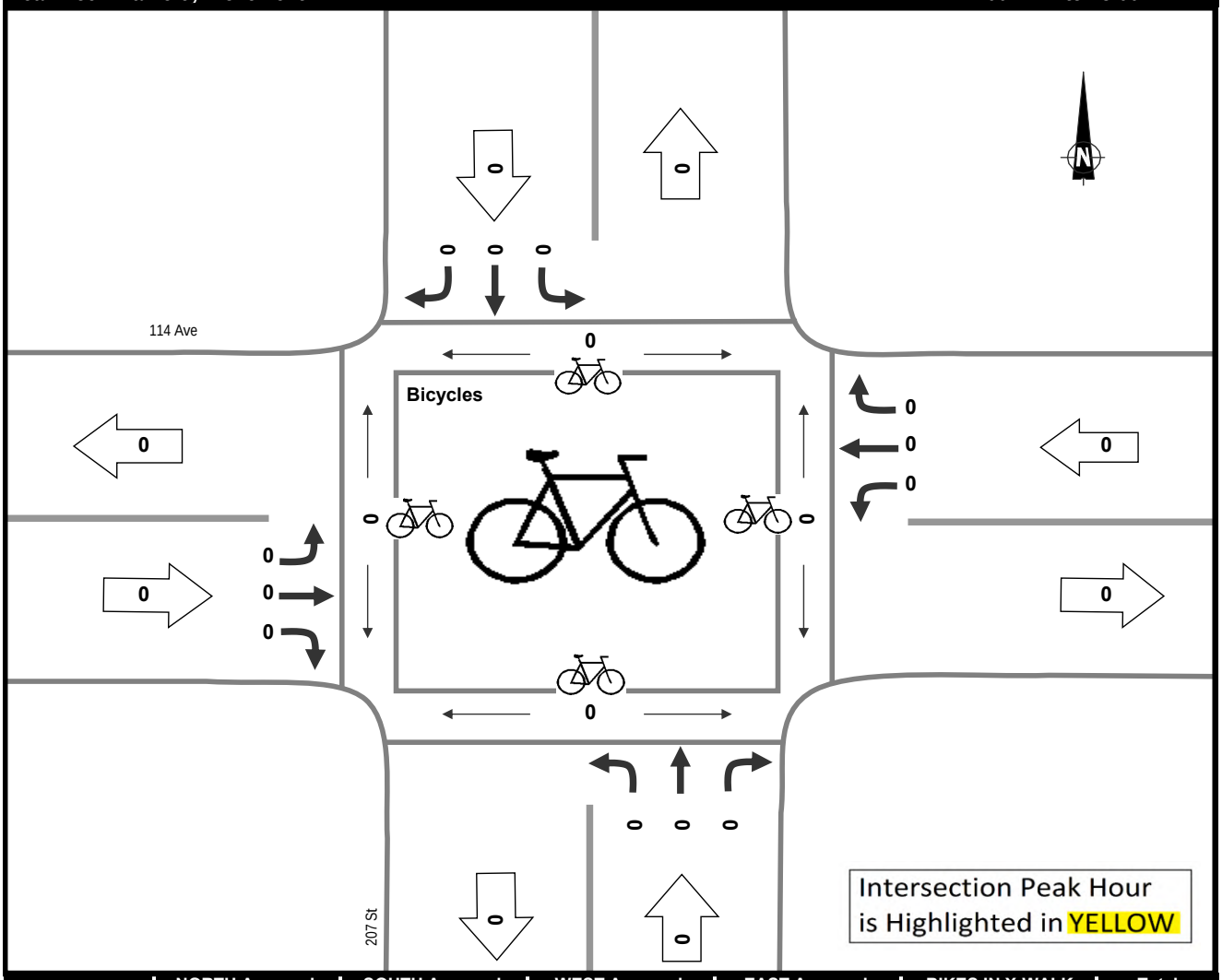
207 St & 114 Ave

Thursday, January 29, 2026

Morning Peak Period

Project: #9635: Multi-sport Facility TIA
Municipality: City of Maple Ridge
Weather: Fog
Vehicle Class: Bicycles

Peak Hour Traffic by Movement 7:00 AM to 8:00 AM



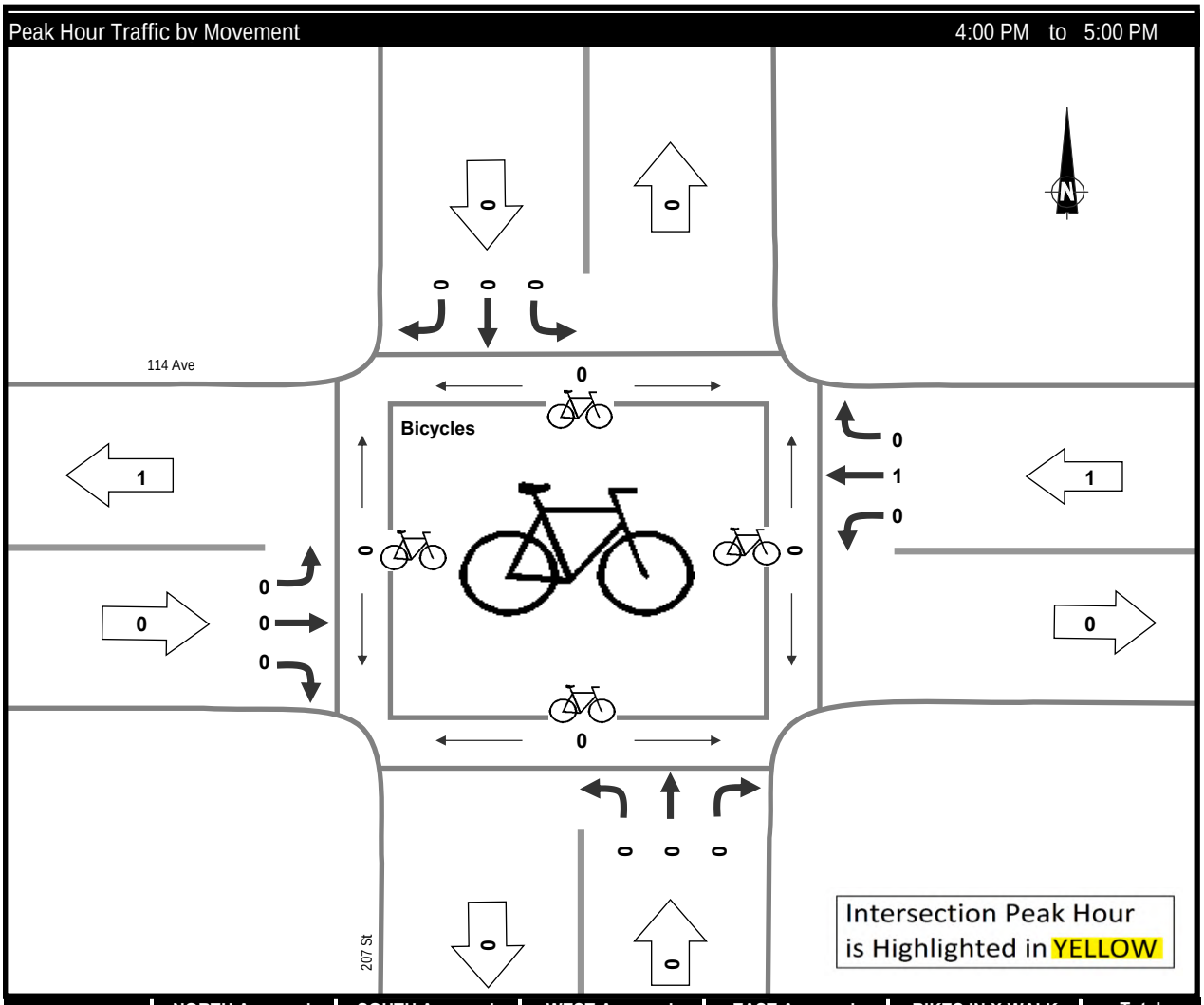
Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			BIKES IN X-WALK				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Peak 15 X 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Average Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Survey Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

207 St & 114 Ave

Thursday, January 29, 2026

Afternoon Peak Period

Project: #9635: Multi-sport Facility TIA
Municipality: City of Maple Ridge
Weather: Fog
Vehicle Class: Bicycles



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			BIKES IN X-WALK				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25
Peak 15 X 4	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4
Average Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Survey Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

207 St & 114 Ave

Saturday, January 31, 2026

Vehicle Classification Summary

Project: #9635: Multi-sport Facility TIA
Municipality: City of Maple Ridge
Weather: Rain

Time Period	Entering Intersection	Vehicle Classification					**Total**
		Passenger Cars	Heavy Vehicles (3 or more axles)				
	Volume						
	%						
Midday (11:00 - 13:00)	Volume	834	0				**834**
	%	100.0%	0.0%				**100.0%**
	Volume						
	%						
Total (2 Hours)	**Volume**	**834**	**0**				**834**
	%	**100.0%**	**0.0%**				**100.0%**

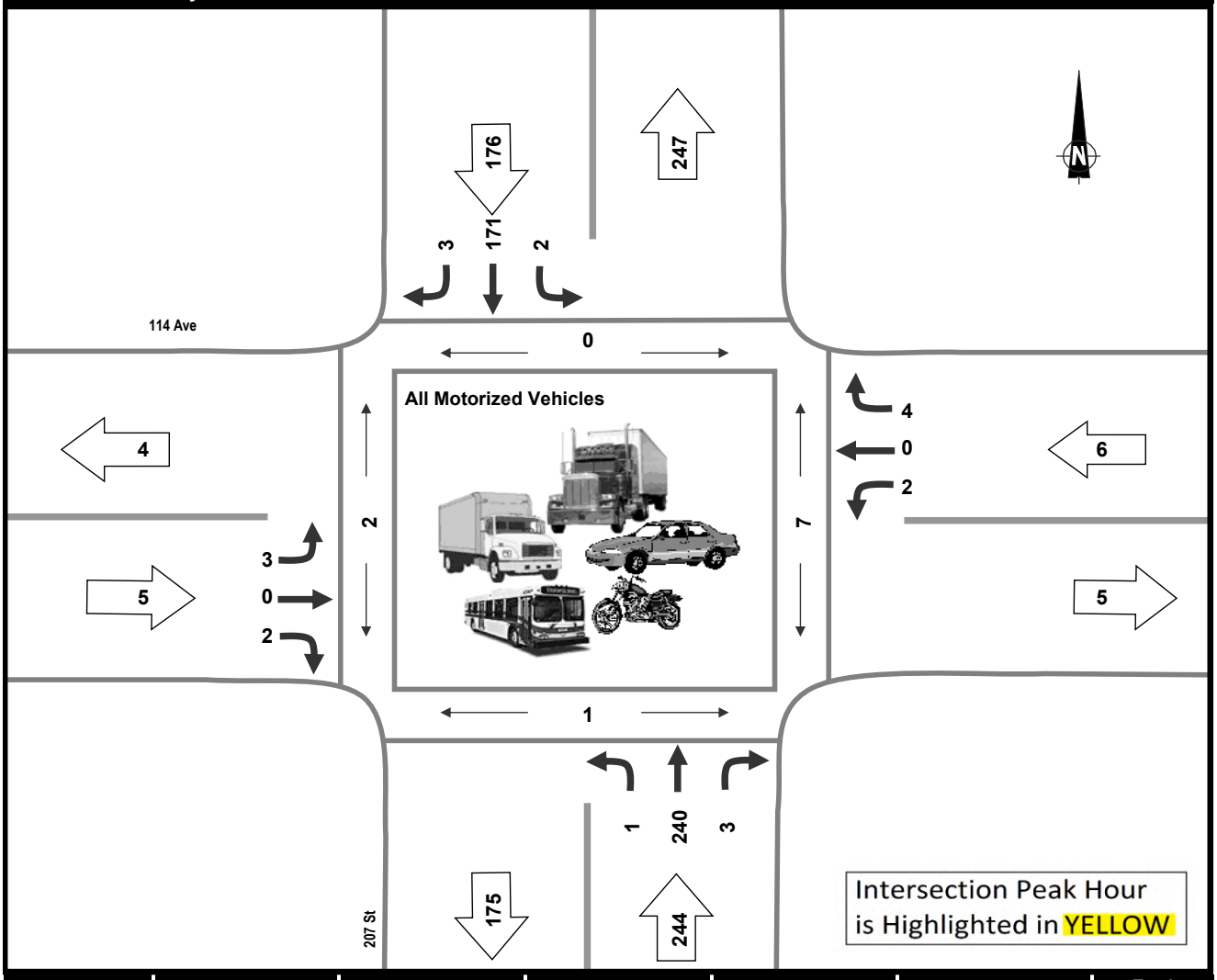
207 St & 114 Ave

Saturday, January 31, 2026

Midday Peak Period

Project: #9635: Multi-sport Facility TIA
Municipality: City of Maple Ridge
Weather: Rain
Vehicle Class: All Motorized Vehicles

Peak Hour Traffic by Movement 12:00 PM to 1:00 PM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**2**	**171**	**3**	**1**	**240**	**3**	**3**	**0**	**2**	**2**	**0**	**4**	**0**	**1**	**2**	**7**	**431**
PHF	0.50	0.81	0.38	0.25	0.83	0.75	0.38	0.00	0.25	0.50	0.00	0.50	0.00	0.25	0.50	0.35	0.83
Peak 15 X 4	4	212	8	4	288	4	8	0	8	4	0	8	0	4	4	20	520
Average Hour	1	172	5	1	224	3	5	0	2	3	0	3	0	1	2	4	419
Survey Total	2	344	10	1	448	5	9	0	4	5	0	6	0	1	4	7	834
11:00	0	46	4	0	46	0	2	0	0	0	0	1	0	0	0	0	99
11:15	0	41	0	0	52	0	1	0	1	1	0	0	0	0	1	0	96
11:30	0	38	2	0	57	1	0	0	0	0	0	1	0	0	0	0	99
11:45	0	48	1	0	53	1	3	0	1	2	0	0	0	0	1	0	109
12:00	0	37	1	1	56	1	0	0	0	1	0	0	0	0	0	1	97
12:15	1	38	2	0	54	1	0	0	0	0	0	2	0	1	1	1	98
12:30	0	43	0	0	58	1	1	0	2	0	0	1	0	0	1	5	106
12:45	1	53	0	0	72	0	2	0	0	1	0	1	0	0	0	0	130

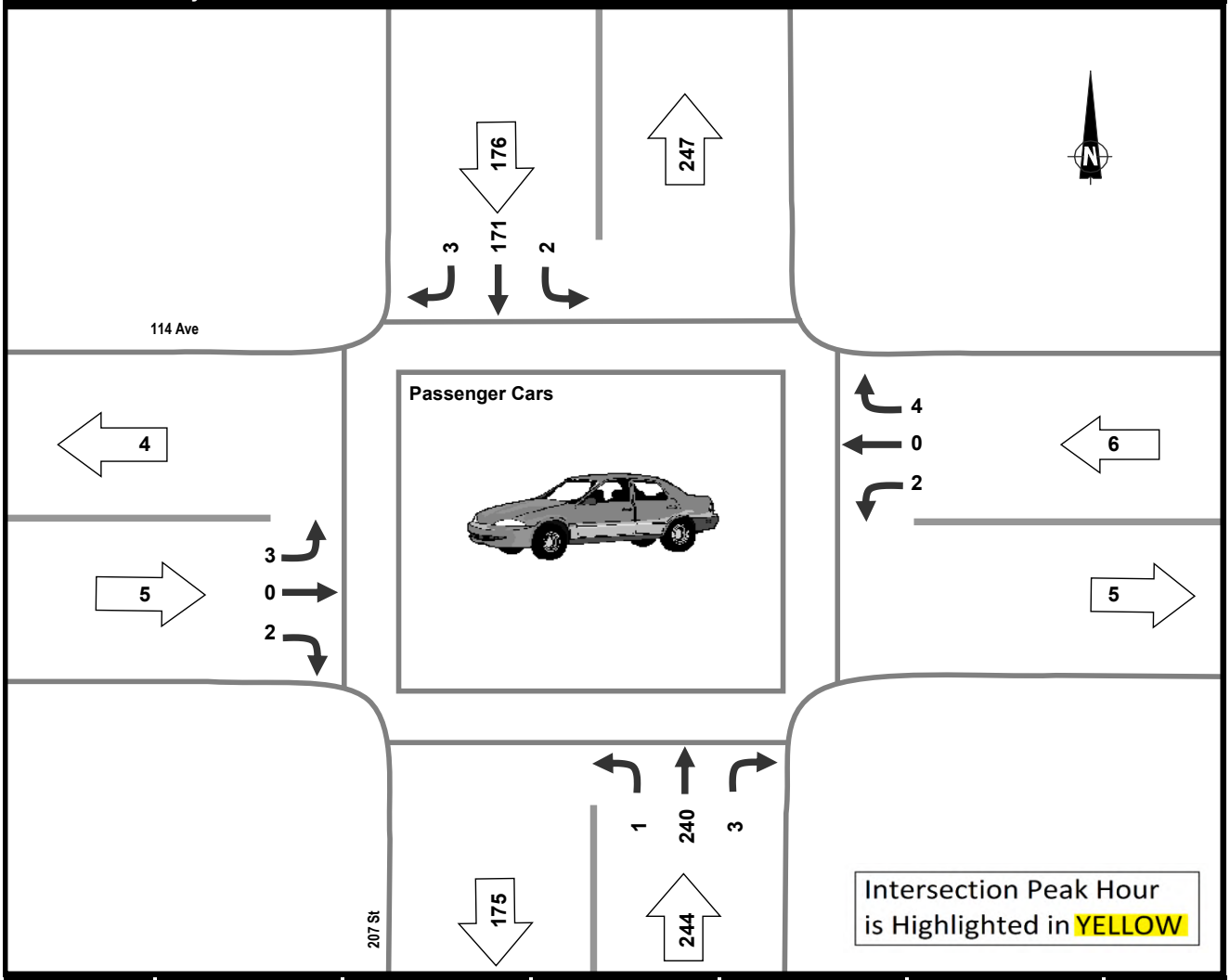
207 St & 114 Ave

Saturday, January 31, 2026

Midday Peak Period

Project: #9635: Multi-sport Facility TIA
Municipality: City of Maple Ridge
Weather: Rain
Vehicle Class: Passenger Cars

Peak Hour Traffic by Movement 12:00 PM to 1:00 PM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**2**	**171**	**3**	**1**	**240**	**3**	**3**	**0**	**2**	**2**	**0**	**4**					**431**
PHF	0.50	0.81	0.38	0.25	0.83	0.75	0.38	0.00	0.25	0.50	0.00	0.50					0.83
Peak 15 X 4	4	212	8	4	288	4	8	0	8	4	0	8					520
Average Hour	1	172	5	1	224	3	5	0	2	3	0	3					419
Survey Total	2	344	10	1	448	5	9	0	4	5	0	6					834
11:00	0	46	4	0	46	0	2	0	0	0	0	1					99
11:15	0	41	0	0	52	0	1	0	1	1	0	0					96
11:30	0	38	2	0	57	1	0	0	0	0	0	1					99
11:45	0	48	1	0	53	1	3	0	1	2	0	0					109
12:00	0	37	1	1	56	1	0	0	0	1	0	0					97
12:15	1	38	2	0	54	1	0	0	0	0	0	2					98
12:30	0	43	0	0	58	1	1	0	2	0	0	1					106
12:45	1	53	0	0	72	0	2	0	0	1	0	1					130

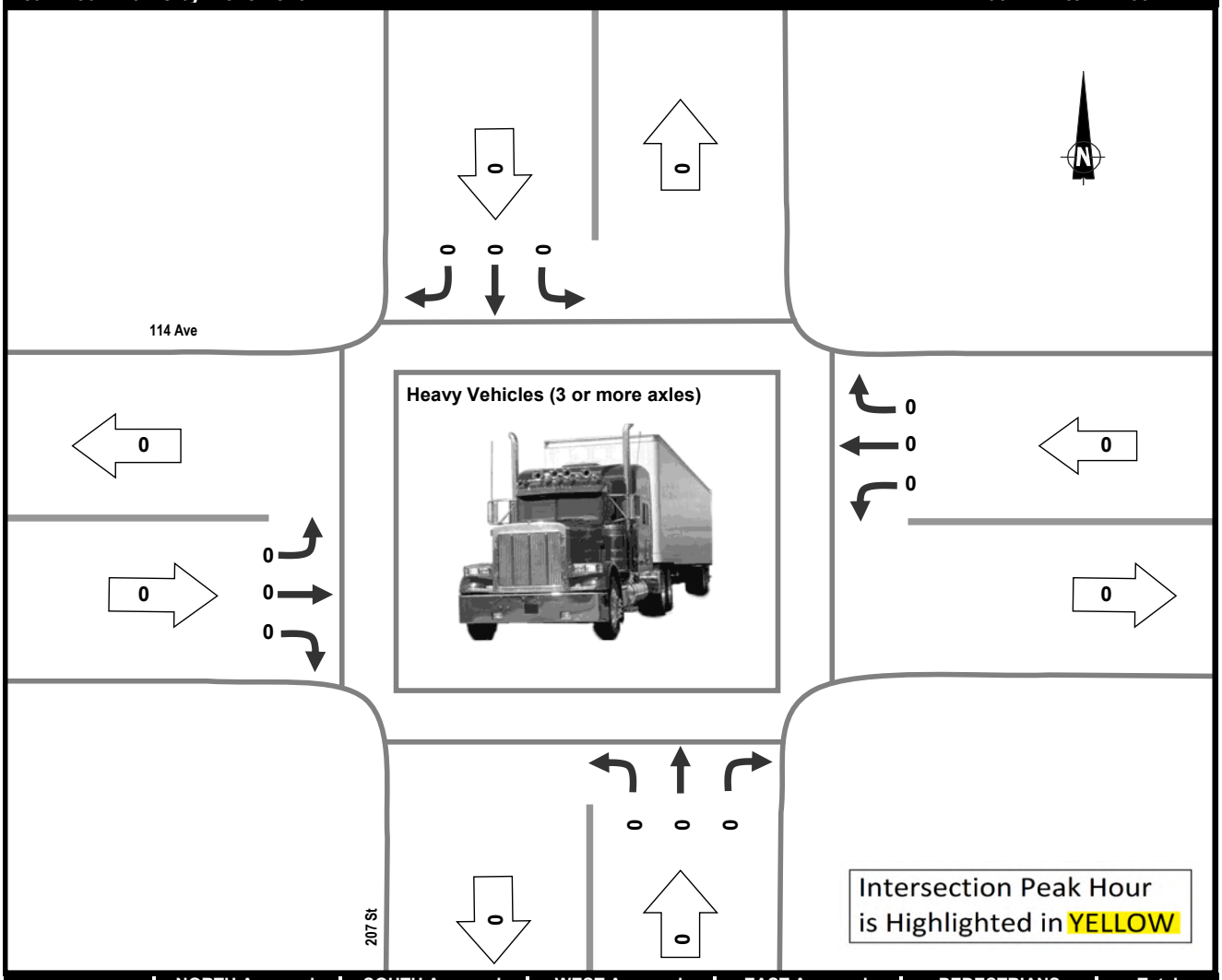
207 St & 114 Ave

Saturday, January 31, 2026

Midday Peak Period

Project: #9635: Multi-sport Facility TIA
Municipality: City of Maple Ridge
Weather: Rain
Vehicle Class: Heavy Vehicles (3 or more axles)

Peak Hour Traffic by Movement 11:00 AM to 12:00 PM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**					**0**
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00					0.00
Peak 15 X 4	0	0	0	0	0	0	0	0	0	0	0	0					0
Average Hour	0	0	0	0	0	0	0	0	0	0	0	0					0
Survey Total	0	0	0	0	0	0	0	0	0	0	0	0					0
11:00	0	0	0	0	0	0	0	0	0	0	0	0					0
11:15	0	0	0	0	0	0	0	0	0	0	0	0					0
11:30	0	0	0	0	0	0	0	0	0	0	0	0					0
11:45	0	0	0	0	0	0	0	0	0	0	0	0					0
12:00	0	0	0	0	0	0	0	0	0	0	0	0					0
12:15	0	0	0	0	0	0	0	0	0	0	0	0					0
12:30	0	0	0	0	0	0	0	0	0	0	0	0					0
12:45	0	0	0	0	0	0	0	0	0	0	0	0					0

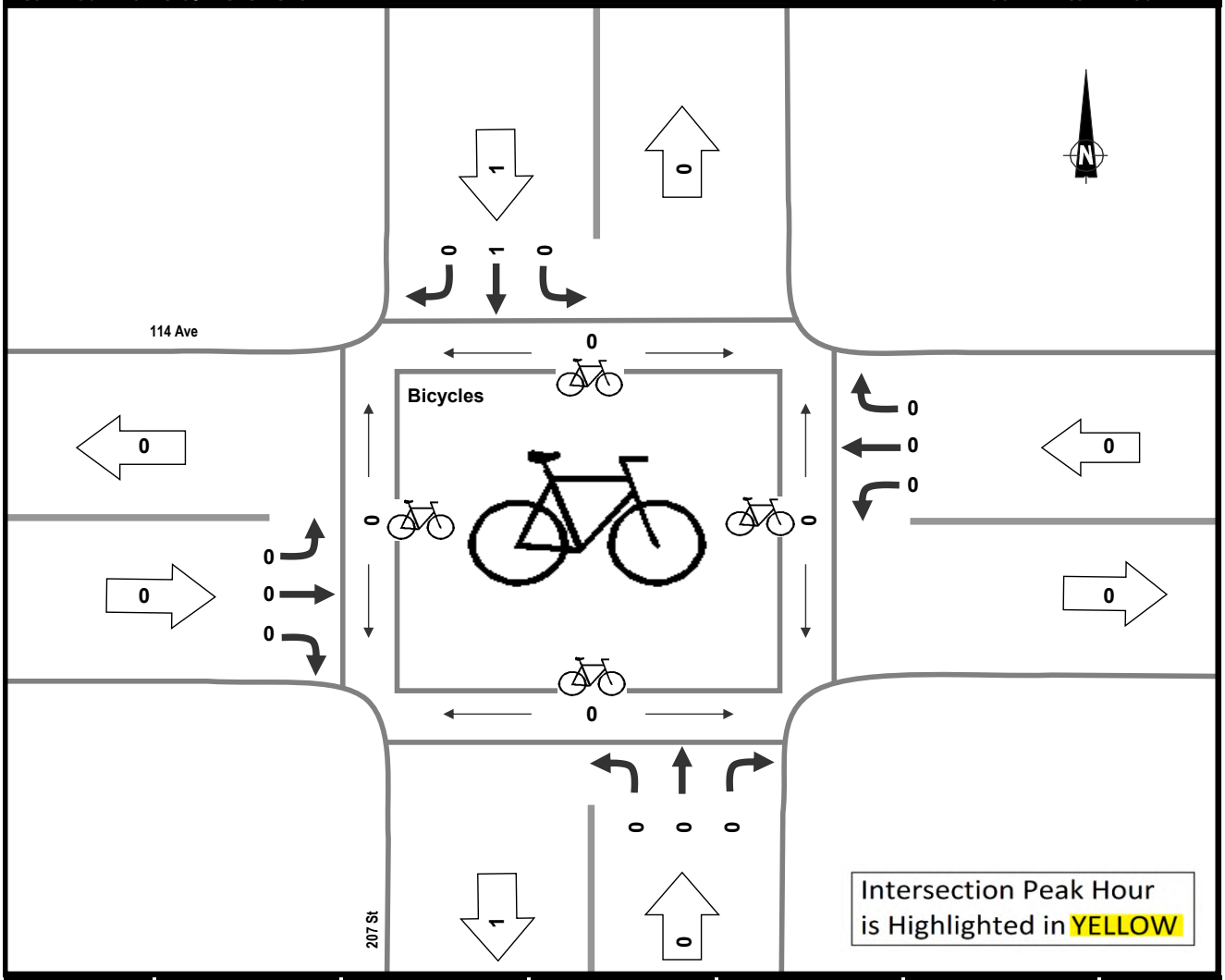
207 St & 114 Ave

Saturday, January 31, 2026

Midday Peak Period

Project: #9635: Multi-sport Facility TIA
Municipality: City of Maple Ridge
Weather: Rain
Vehicle Class: Bicycles

Peak Hour Traffic by Movement 11:30 AM to 12:30 PM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			BIKES IN X-WALK				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
PHF	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25
Peak 15 X 4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Average Hour	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Survey Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

River Rd & Steeves St

Thursday, January 29, 2026

Vehicle Classification Summary

Project: #9635: Multi-sport Facility TIA
Municipality: City of Maple Ridge
Weather: Fog

Time Period	Entering Intersection	Vehicle Classification					**Total**
		Passenger Cars	Heavy Vehicles (3 or more axles)				
Morning (07:00 - 09:00)	Volume	1,239	2				**1,241**
	%	99.8%	0.2%				**100.0%**
	Volume						
	%						
Afternoon (15:00 - 18:00)	Volume	2,572	2				**2,574**
	%	99.9%	0.1%				**100.0%**
Total (5 Hours)	**Volume**	**3,811**	**4**				**3,815**
	%	**99.9%**	**0.1%**				**100.0%**

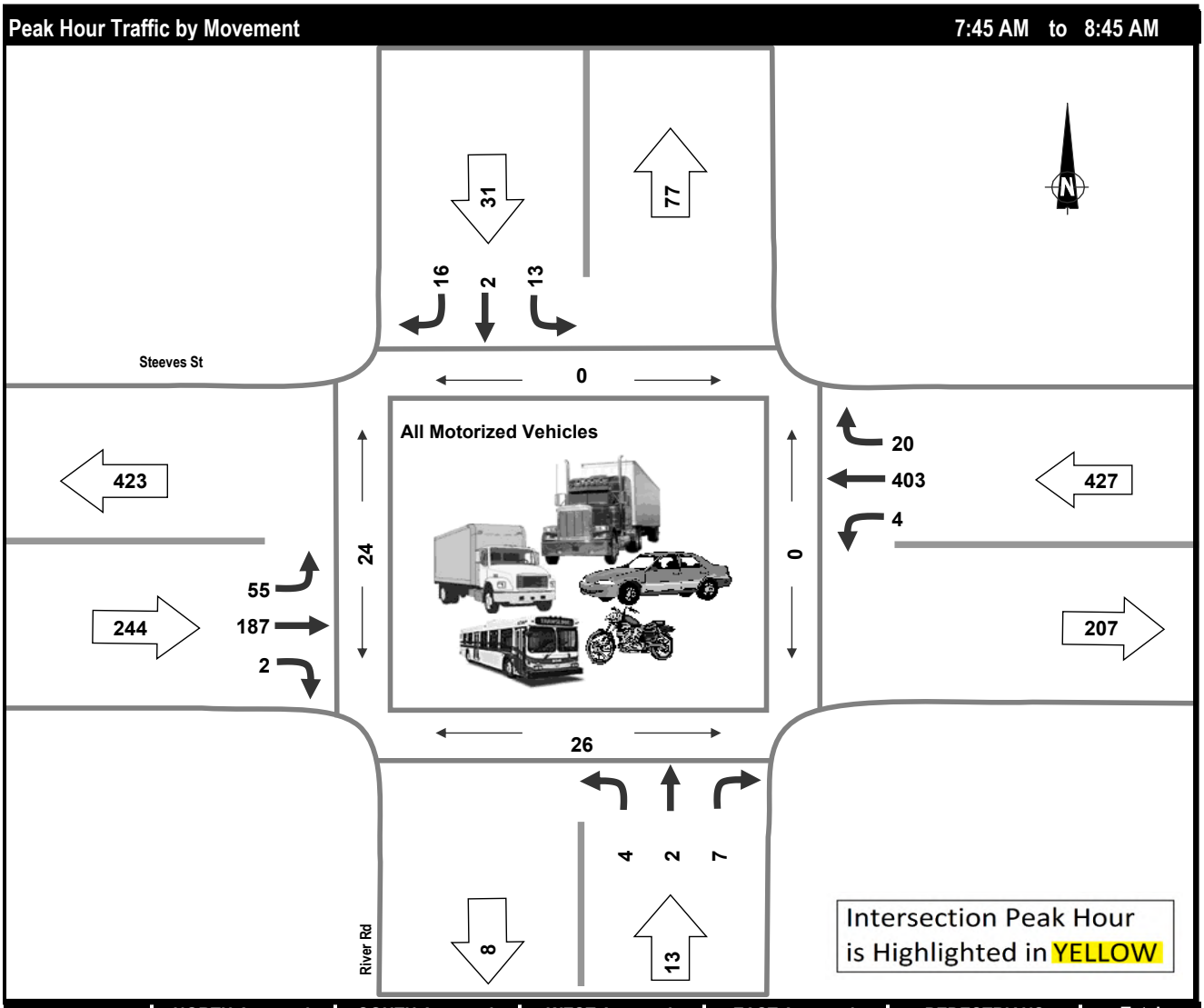
River Rd & Steeves St

Thursday, January 29, 2026

Morning Peak Period

Project: #9635: Multi-sport Facility TIA
Municipality: City of Maple Ridge
Weather: Fog
Vehicle Class: All Motorized Vehicles

Peak Hour Traffic by Movement 7:45 AM to 8:45 AM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**13**	**2**	**16**	**4**	**2**	**7**	**55**	**187**	**2**	**4**	**403**	**20**	**0**	**26**	**24**	**0**	**715**
PHF	0.65	0.50	0.57	0.50	0.50	0.58	0.46	0.73	0.50	0.33	0.90	0.50	0.00	0.54	0.43	0.00	0.81
Peak 15 X 4	20	4	28	8	4	12	120	256	4	12	448	40	0	48	56	0	880
Average Hour	9	2	13	5	2	5	31	138	2	4	401	11	0	14	12	0	623
Survey Total	18	3	25	10	3	10	62	276	3	7	802	22	0	28	24	0	1,241
7:00	2	0	5	3	0	0	2	17	0	0	89	1	0	0	0	0	119
7:15	0	0	1	2	0	1	4	23	1	1	105	0	0	0	0	0	138
7:30	0	0	1	1	0	0	0	21	0	0	113	0	0	0	0	0	136
7:45	5	0	2	1	0	0	1	36	0	1	110	3	0	3	1	0	159
8:00	4	1	3	2	1	2	7	33	1	0	87	5	0	8	4	0	146
8:15	0	0	7	1	0	2	30	54	1	3	112	10	0	12	14	0	220
8:30	4	1	4	0	1	3	17	64	0	0	94	2	0	3	5	0	190
8:45	3	1	2	0	1	2	1	28	0	2	92	1	0	2	0	0	133

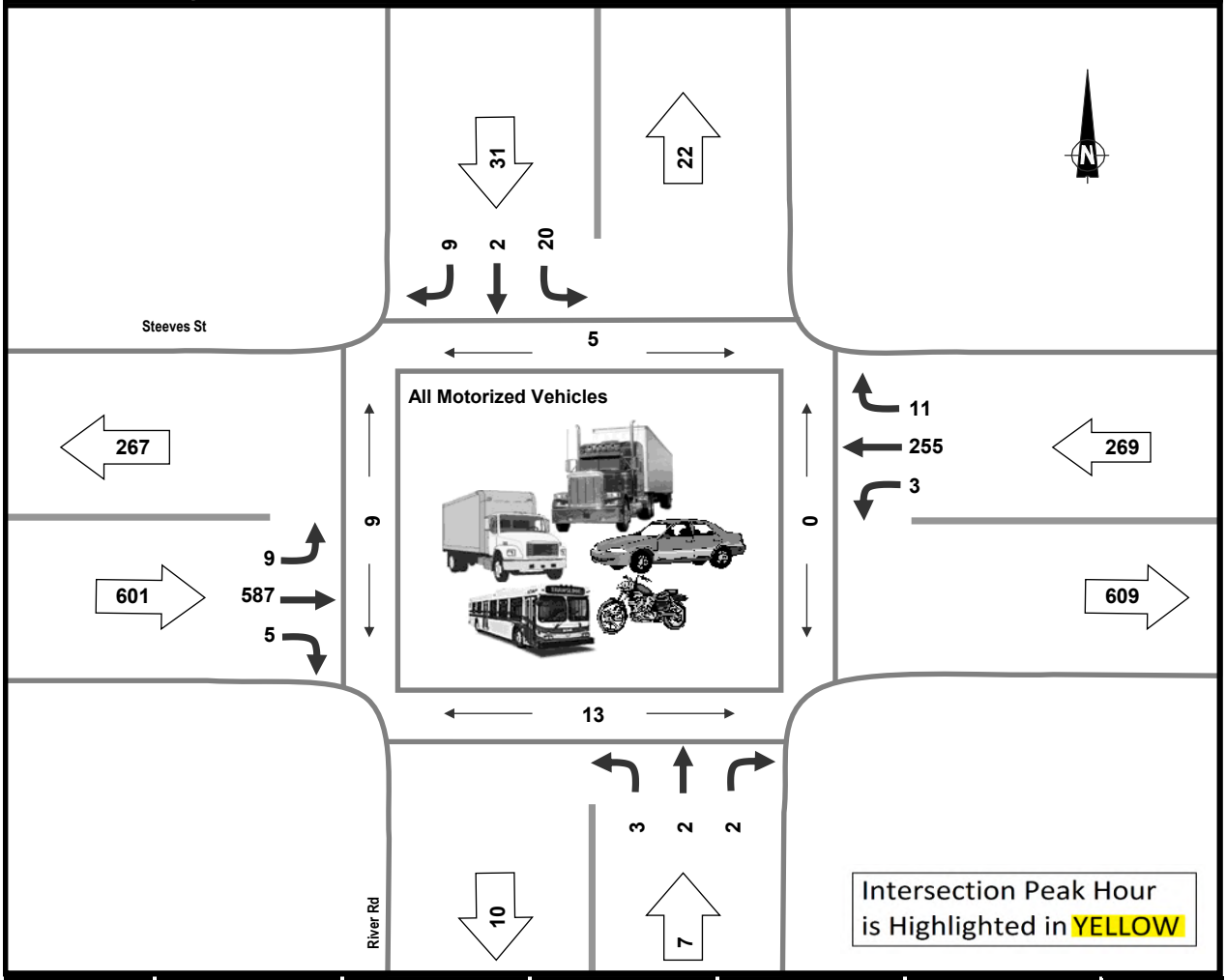
River Rd & Steeves St

Thursday, January 29, 2026

Afternoon Peak Period

Project: #9635: Multi-sport Facility TIA
Municipality: City of Maple Ridge
Weather: Fog
Vehicle Class: All Motorized Vehicles

Peak Hour Traffic by Movement 3:00 PM to 4:00 PM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**20**	**2**	**9**	**3**	**2**	**2**	**9**	**587**	**5**	**3**	**255**	**11**	**5**	**13**	**9**	**0**	**908**
PHF	0.83	0.50	0.45	0.38	0.50	0.25	0.38	0.94	0.63	0.38	0.77	0.55	0.42	0.46	0.75	0.00	0.97
Peak 15 X 4	24	4	20	8	4	8	24	624	8	8	332	20	12	28	12	0	932
Average Hour	14	3	6	4	2	3	7	577	9	3	222	8	2	12	7	0	858
Survey Total	43	8	17	12	6	10	21	1,731	26	9	667	24	5	36	20	1	2,574
15:00	5	1	2	1	0	0	1	137	1	0	83	2	2	1	3	0	233
15:15	3	0	5	0	1	0	1	140	1	2	62	3	0	7	3	0	218
15:30	6	0	0	2	1	0	6	154	2	1	54	5	3	4	3	0	231
15:45	6	1	2	0	0	2	1	156	1	0	56	1	0	1	0	0	226
16:00	3	0	0	2	0	0	3	118	2	1	48	0	0	5	0	1	177
16:15	1	2	3	1	0	2	2	165	1	0	63	0	0	1	0	0	240
16:30	4	1	2	0	0	0	0	161	3	2	54	2	0	2	1	0	229
16:45	1	1	1	1	1	3	0	137	4	1	51	4	0	7	0	0	205
17:00	1	0	0	2	0	0	1	161	2	0	51	3	0	6	8	0	221
17:15	8	0	1	1	0	1	3	154	3	1	47	1	0	1	2	0	220
17:30	4	2	1	1	3	1	1	118	3	0	31	3	0	0	0	0	168
17:45	1	0	0	1	0	1	2	130	3	1	67	0	0	1	0	0	206

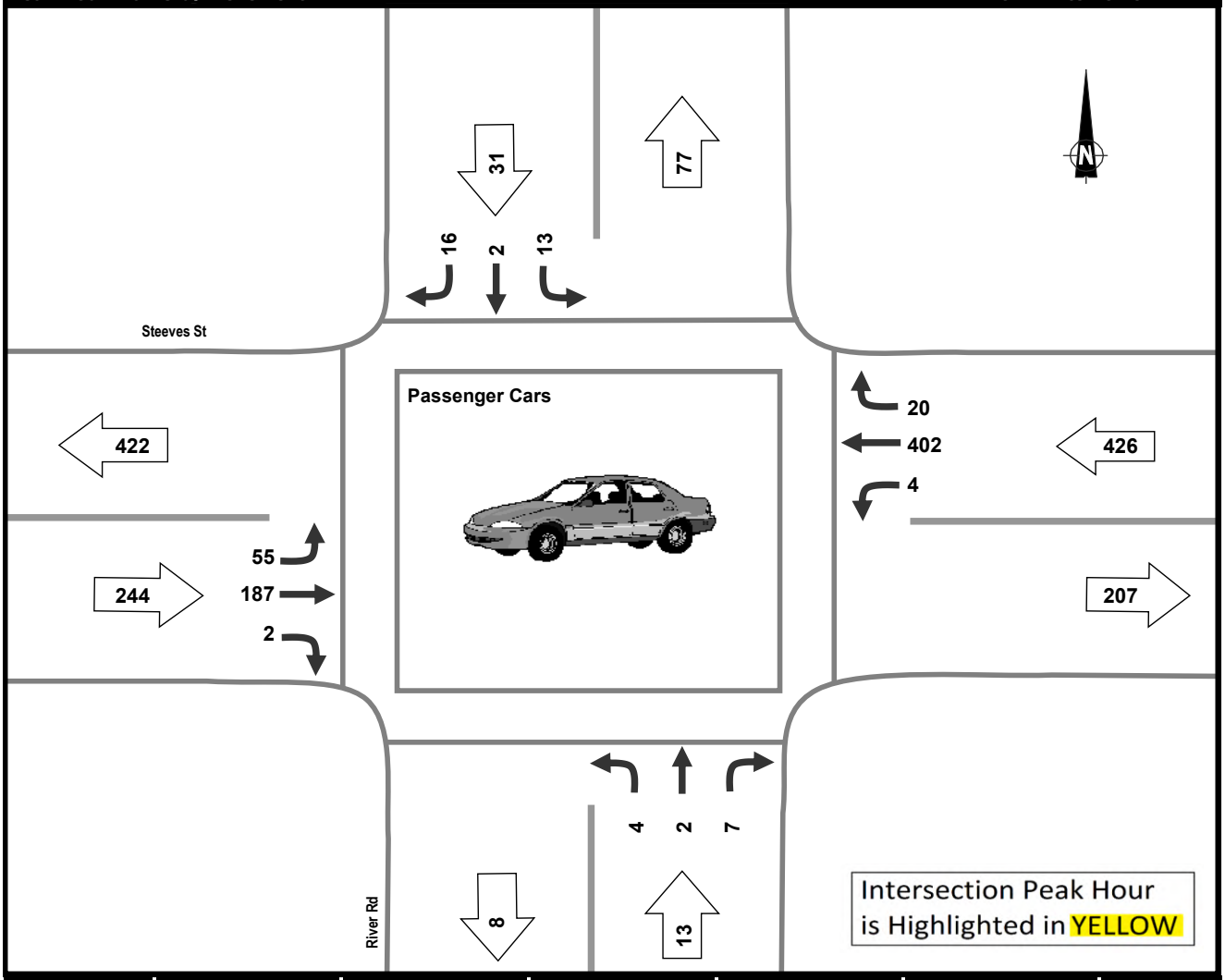
River Rd & Steeves St

Thursday, January 29, 2026

Morning Peak Period

Project: #9635: Multi-sport Facility TIA
Municipality: City of Maple Ridge
Weather: Fog
Vehicle Class: Passenger Cars

Peak Hour Traffic by Movement 7:45 AM to 8:45 AM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**13**	**2**	**16**	**4**	**2**	**7**	**55**	**187**	**2**	**4**	**402**	**20**					**714**
PHF	0.65	0.50	0.57	0.50	0.50	0.58	0.46	0.73	0.50	0.33	0.90	0.50					0.81
Peak 15 X 4	20	4	28	8	4	12	120	256	4	12	448	40					880
Average Hour	9	2	13	5	2	5	31	138	2	4	400	11					622
Survey Total	18	3	25	10	3	10	62	276	3	7	800	22					1,239
7:00	2	0	5	3	0	0	2	17	0	0	89	1					119
7:15	0	0	1	2	0	1	4	23	1	1	105	0					138
7:30	0	0	1	1	0	0	0	21	0	0	112	0					135
7:45	5	0	2	1	0	0	1	36	0	1	110	3					159
8:00	4	1	3	2	1	2	7	33	1	0	86	5					145
8:15	0	0	7	1	0	2	30	54	1	3	112	10					220
8:30	4	1	4	0	1	3	17	64	0	0	94	2					190
8:45	3	1	2	0	1	2	1	28	0	2	92	1					133

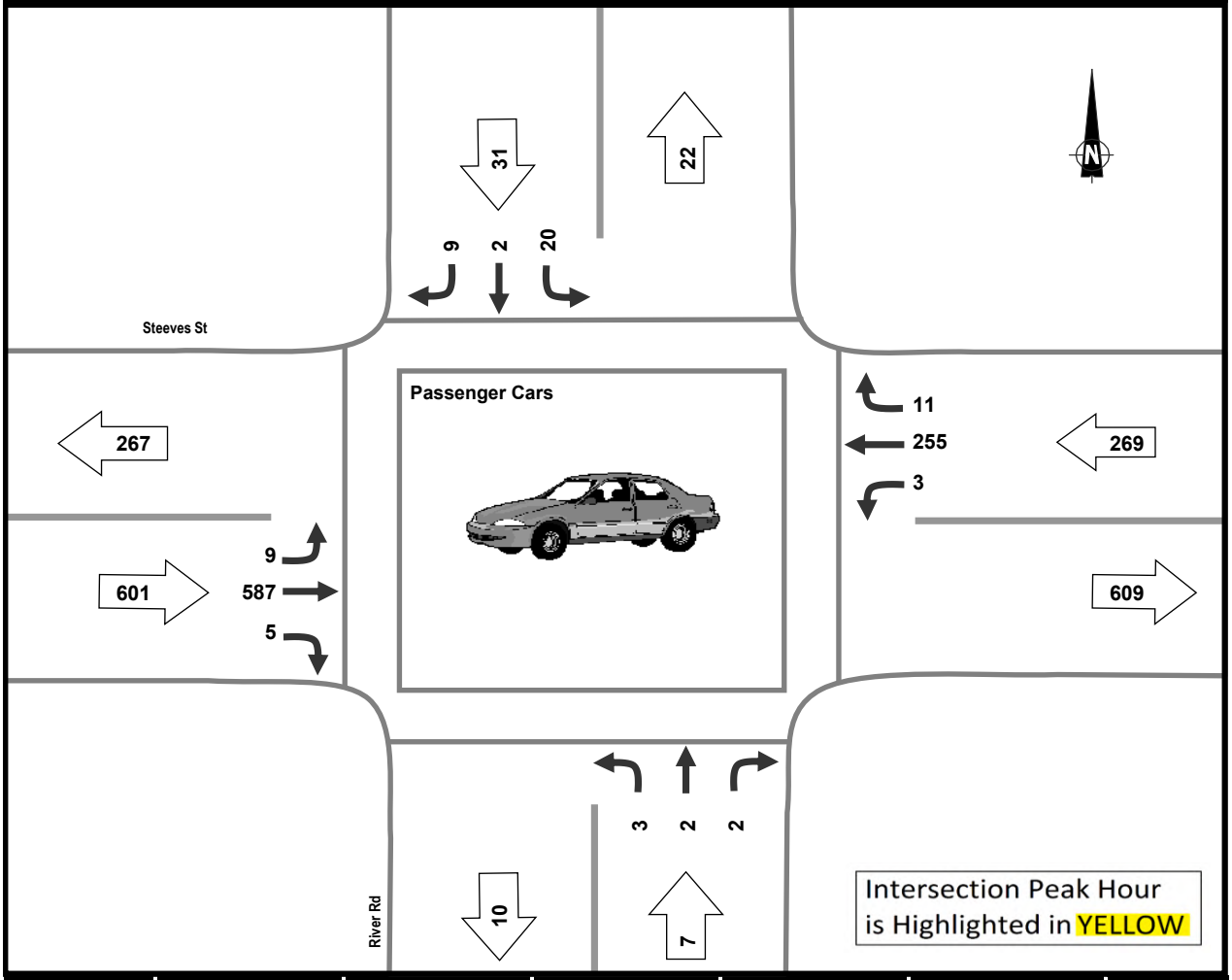
River Rd & Steeves St

Thursday, January 29, 2026

Afternoon Peak Period

Project: #9635: Multi-sport Facility TIA
Municipality: City of Maple Ridge
Weather: Fog
Vehicle Class: Passenger Cars

Peak Hour Traffic by Movement 3:00 PM to 4:00 PM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**20**	**2**	**9**	**3**	**2**	**2**	**9**	**587**	**5**	**3**	**255**	**11**					**908**
PHF	0.83	0.50	0.45	0.38	0.50	0.25	0.38	0.94	0.63	0.38	0.77	0.55					0.97
Peak 15 X 4	24	4	20	8	4	8	24	624	8	8	332	20					932
Average Hour	14	3	6	4	2	3	7	577	9	3	222	8					858
Survey Total	43	8	17	12	6	10	21	1,731	26	9	665	24					2,572
15:00	5	1	2	1	0	0	1	137	1	0	83	2					233
15:15	3	0	5	0	1	0	1	140	1	2	62	3					218
15:30	6	0	0	2	1	0	6	154	2	1	54	5					231
15:45	6	1	2	0	0	2	1	156	1	0	56	1					226
16:00	3	0	0	2	0	0	3	118	2	1	48	0					177
16:15	1	2	3	1	0	2	2	165	1	0	63	0					240
16:30	4	1	2	0	0	0	0	161	3	2	53	2					228
16:45	1	1	1	1	1	3	0	137	4	1	51	4					205
17:00	1	0	0	2	0	0	1	161	2	0	51	3					221
17:15	8	0	1	1	0	1	3	154	3	1	47	1					220
17:30	4	2	1	1	3	1	1	118	3	0	30	3					167
17:45	1	0	0	1	0	1	2	130	3	1	67	0					206

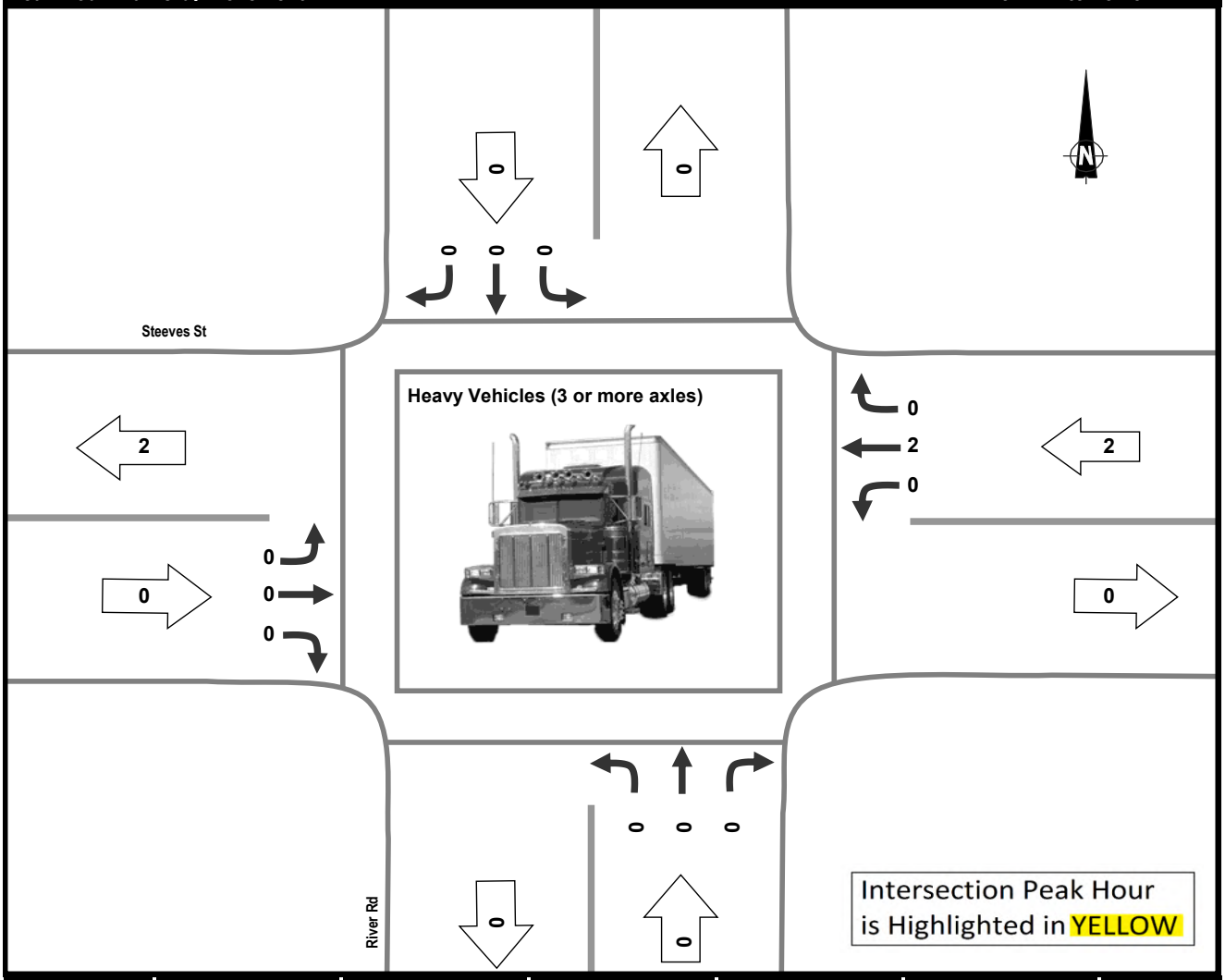
River Rd & Steeves St

Thursday, January 29, 2026

Morning Peak Period

Project: #9635: Multi-sport Facility TIA
Municipality: City of Maple Ridge
Weather: Fog
Vehicle Class: Heavy Vehicles (3 or more axles)

Peak Hour Traffic by Movement 7:15 AM to 8:15 AM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**					**2**
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00					0.50
Peak 15 X 4	0	0	0	0	0	0	0	0	0	0	4	0					4
Average Hour	0	0	0	0	0	0	0	0	0	0	1	0					1
Survey Total	0	0	0	0	0	0	0	0	0	0	2	0					2
7:00	0	0	0	0	0	0	0	0	0	0	0	0					0
7:15	0	0	0	0	0	0	0	0	0	0	0	0					0
7:30	0	0	0	0	0	0	0	0	0	0	1	0					1
7:45	0	0	0	0	0	0	0	0	0	0	0	0					0
8:00	0	0	0	0	0	0	0	0	0	0	1	0					1
8:15	0	0	0	0	0	0	0	0	0	0	0	0					0
8:30	0	0	0	0	0	0	0	0	0	0	0	0					0
8:45	0	0	0	0	0	0	0	0	0	0	0	0					0

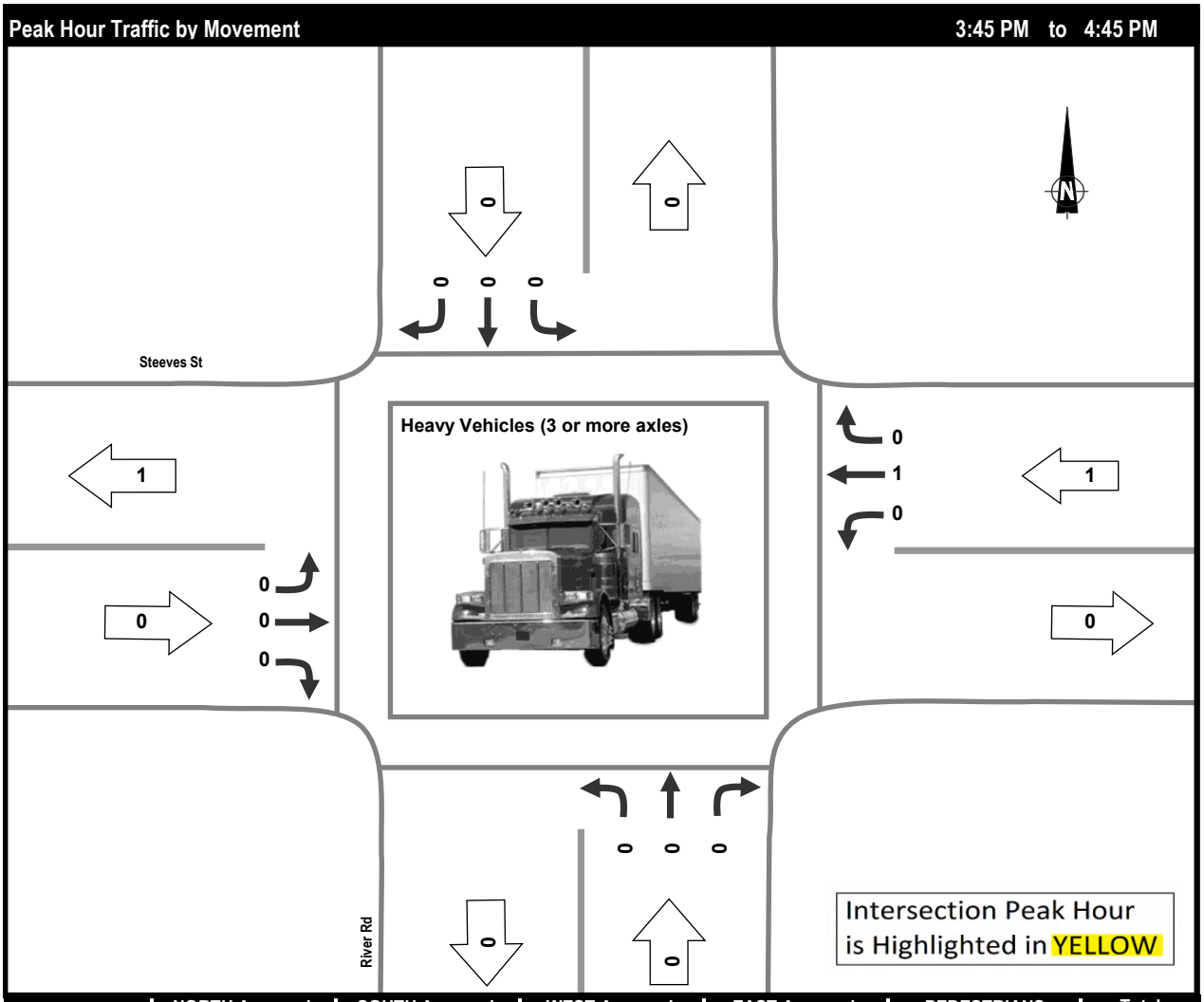
River Rd & Steeves St

Thursday, January 29, 2026

Afternoon Peak Period

Project: #9635: Multi-sport Facility TIA
Municipality: City of Maple Ridge
Weather: Fog
Vehicle Class: Heavy Vehicles (3 or more axles)

Peak Hour Traffic by Movement 3:45 PM to 4:45 PM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**					**1**
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00					0.25
Peak 15 X 4	0	0	0	0	0	0	0	0	0	0	4	0					4
Average Hour	0	0	0	0	0	0	0	0	0	0	1	0					1
Survey Total	0	0	0	0	0	0	0	0	0	0	2	0					2
15:00	0	0	0	0	0	0	0	0	0	0	0	0					0
15:15	0	0	0	0	0	0	0	0	0	0	0	0					0
15:30	0	0	0	0	0	0	0	0	0	0	0	0					0
15:45	0	0	0	0	0	0	0	0	0	0	0	0					0
16:00	0	0	0	0	0	0	0	0	0	0	0	0					0
16:15	0	0	0	0	0	0	0	0	0	0	0	0					0
16:30	0	0	0	0	0	0	0	0	0	0	1	0					1
16:45	0	0	0	0	0	0	0	0	0	0	0	0					0
17:00	0	0	0	0	0	0	0	0	0	0	0	0					0
17:15	0	0	0	0	0	0	0	0	0	0	0	0					0
17:30	0	0	0	0	0	0	0	0	0	0	1	0					1
17:45	0	0	0	0	0	0	0	0	0	0	0	0					0

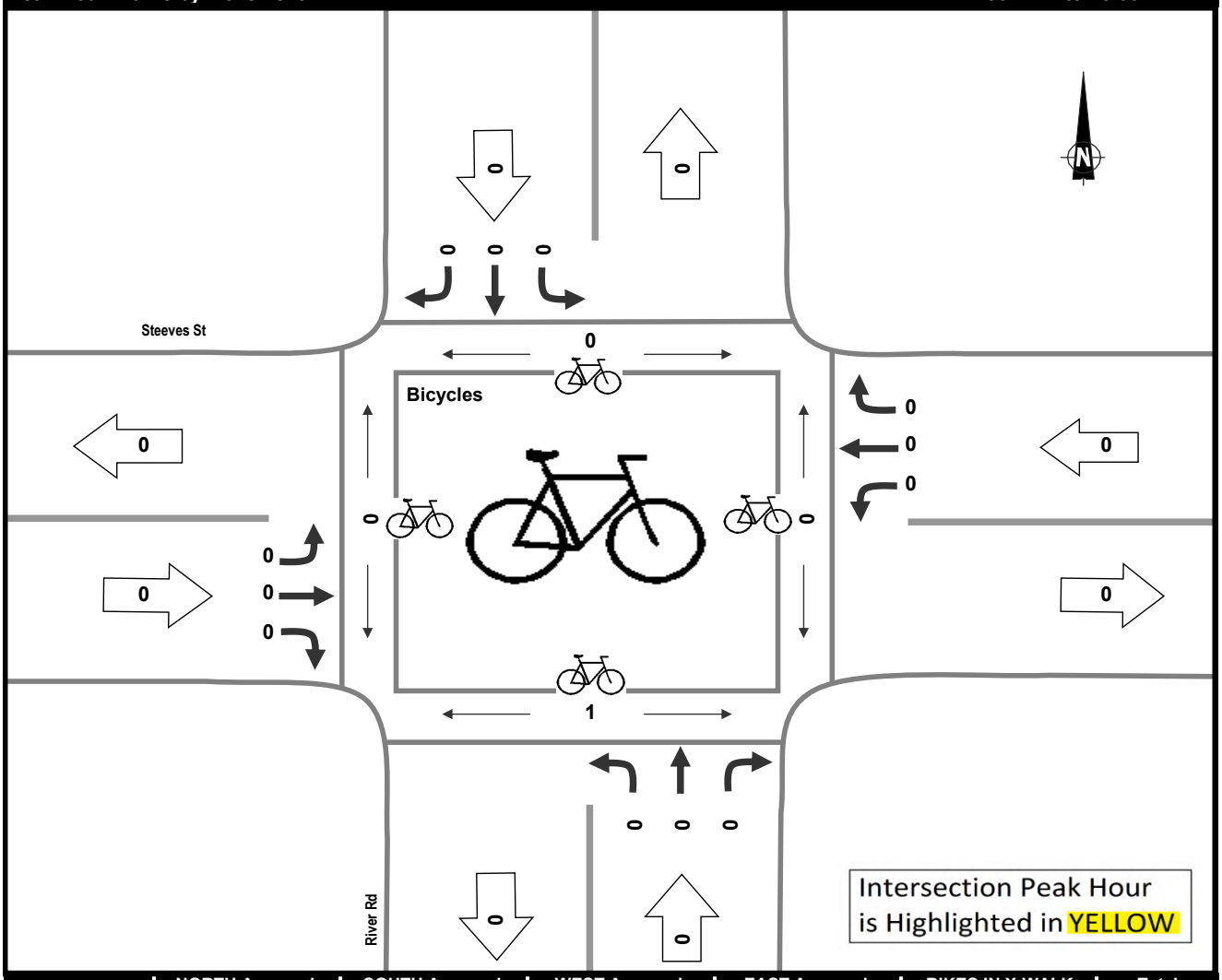
River Rd & Steeves St

Thursday, January 29, 2026

Morning Peak Period

Project: #9635: Multi-sport Facility TIA
Municipality: City of Maple Ridge
Weather: Fog
Vehicle Class: Bicycles

Peak Hour Traffic by Movement 7:00 AM to 8:00 AM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			BIKES IN X-WALK				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25
Peak 15 X 4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4
Average Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
Survey Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

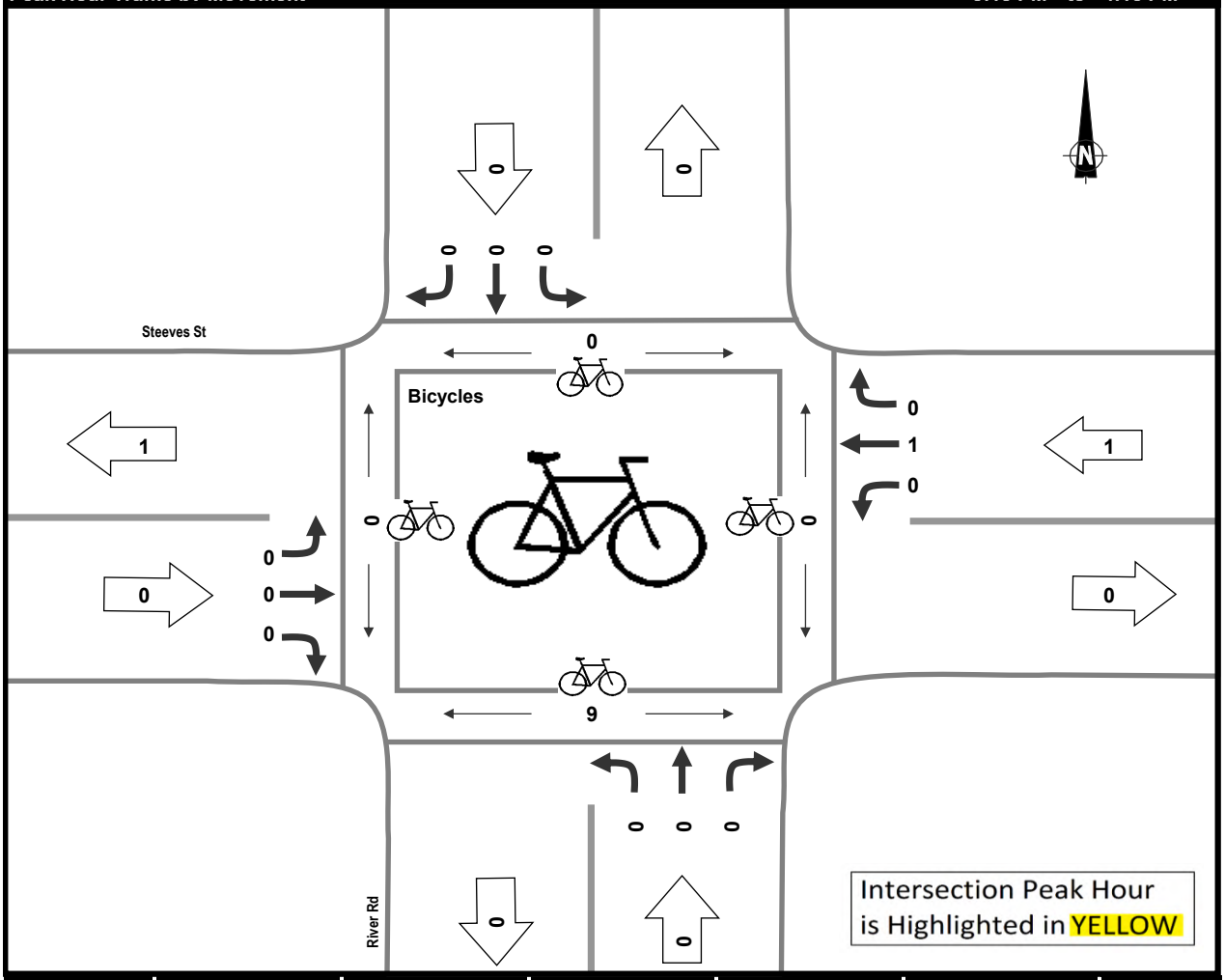
River Rd & Steeves St

Thursday, January 29, 2026

Afternoon Peak Period

Project: #9635: Multi-sport Facility TIA
Municipality: City of Maple Ridge
Weather: Fog
Vehicle Class: Bicycles

Peak Hour Traffic by Movement 3:15 PM to 4:15 PM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			BIKES IN X-WALK				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**9**	**0**	**0**	**10**
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.56	0.00	0.00	0.63
Peak 15 X 4	0	0	0	0	0	0	0	0	0	0	4	0	0	16	0	0	16
Average Hour	0	0	0	0	0	0	1	0	0	0	0	0	0	3	0	0	1
Survey Total	0	0	0	0	0	0	2	0	0	0	1	0	0	9	0	0	12
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4
16:00	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

River Rd & Steeves St

Saturday, January 31, 2026

Vehicle Classification Summary

Project: #9635: Multi-sport Facility TIA
Municipality: City of Maple Ridge
Weather: Rain

Time Period	Entering Intersection	Vehicle Classification					**Total**
		Passenger Cars	Heavy Vehicles (3 or more axles)				
	Volume						
	%						
Midday (11:00 - 13:00)	Volume	1,117	1				**1,118**
	%	99.9%	0.1%				**100.0%**
	Volume						
	%						
Total (2 Hours)	**Volume**	**1,117**	**1**				**1,118**
	%	**99.9%**	**0.1%**				**100.0%**

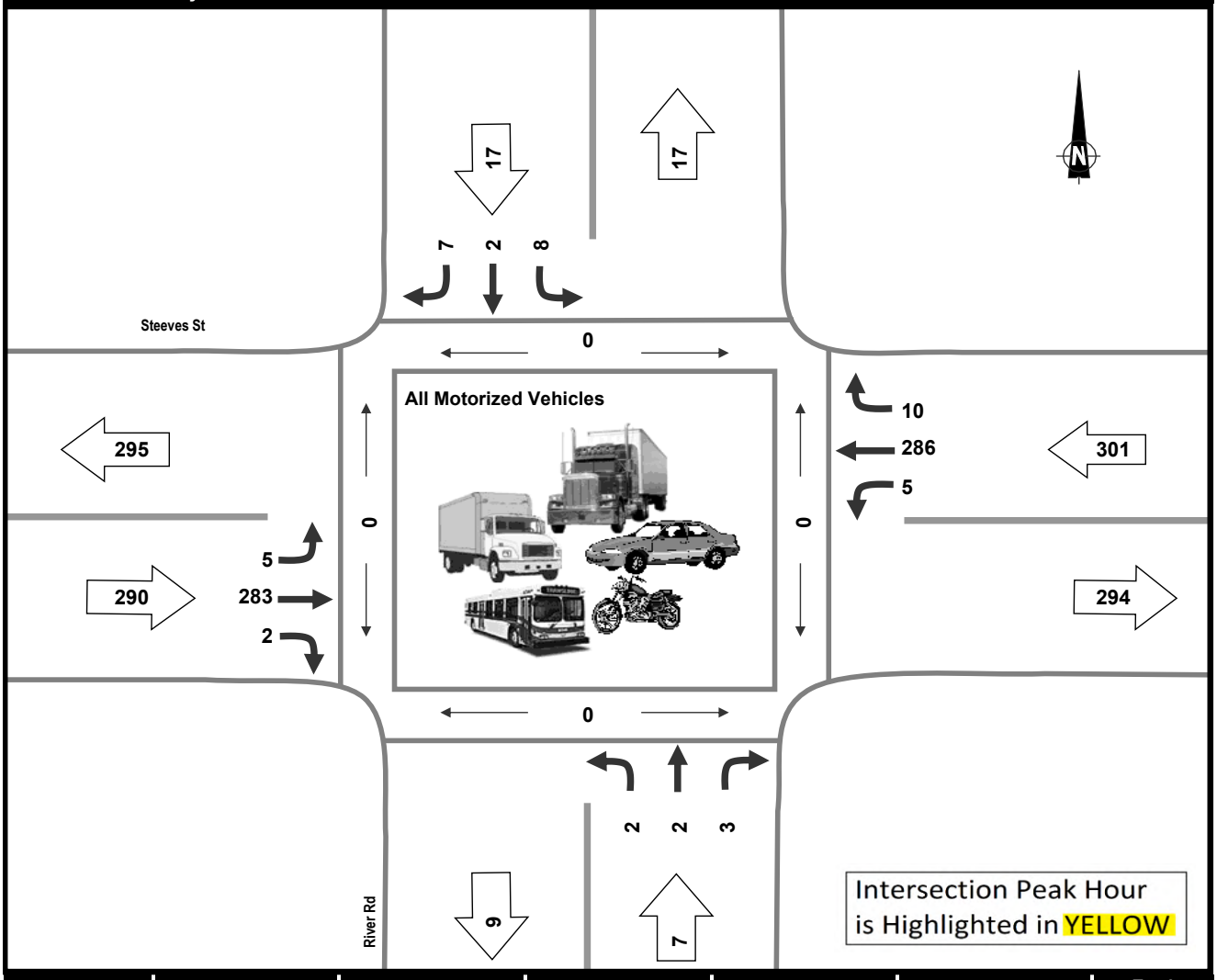
River Rd & Steeves St

Saturday, January 31, 2026

Midday Peak Period

Project: #9635: Multi-sport Facility TIA
Municipality: City of Maple Ridge
Weather: Rain
Vehicle Class: All Motorized Vehicles

Peak Hour Traffic by Movement 12:00 PM to 1:00 PM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**8**	**2**	**7**	**2**	**2**	**3**	**5**	**283**	**2**	**5**	**286**	**10**	**0**	**0**	**0**	**0**	**615**
PHF	0.50	0.25	0.88	0.50	0.50	0.75	0.42	0.86	0.50	0.63	0.93	0.63	0.00	0.00	0.00	0.00	0.88
Peak 15 X 4	16	8	8	4	4	4	12	328	4	8	308	16	0	0	0	0	696
Average Hour	8	1	5	3	2	2	4	252	4	3	270	8	0	2	2	0	562
Survey Total	15	2	9	5	4	3	7	504	8	6	540	15	0	3	4	0	1,118
11:00	2	0	0	1	0	0	0	52	0	0	62	2	0	1	2	0	119
11:15	3	0	0	0	0	0	0	48	4	0	50	0	0	0	0	0	105
11:30	1	0	1	1	2	0	1	61	1	1	73	2	0	0	0	0	144
11:45	1	0	1	1	0	0	1	60	1	0	69	1	0	2	2	0	135
12:00	1	0	2	1	1	0	1	73	1	2	68	2	0	0	0	0	152
12:15	2	0	1	0	0	1	1	61	0	2	77	4	0	0	0	0	149
12:30	1	0	2	0	0	1	0	67	0	1	66	2	0	0	0	0	140
12:45	4	2	2	1	1	1	3	82	1	0	75	2	0	0	0	0	174

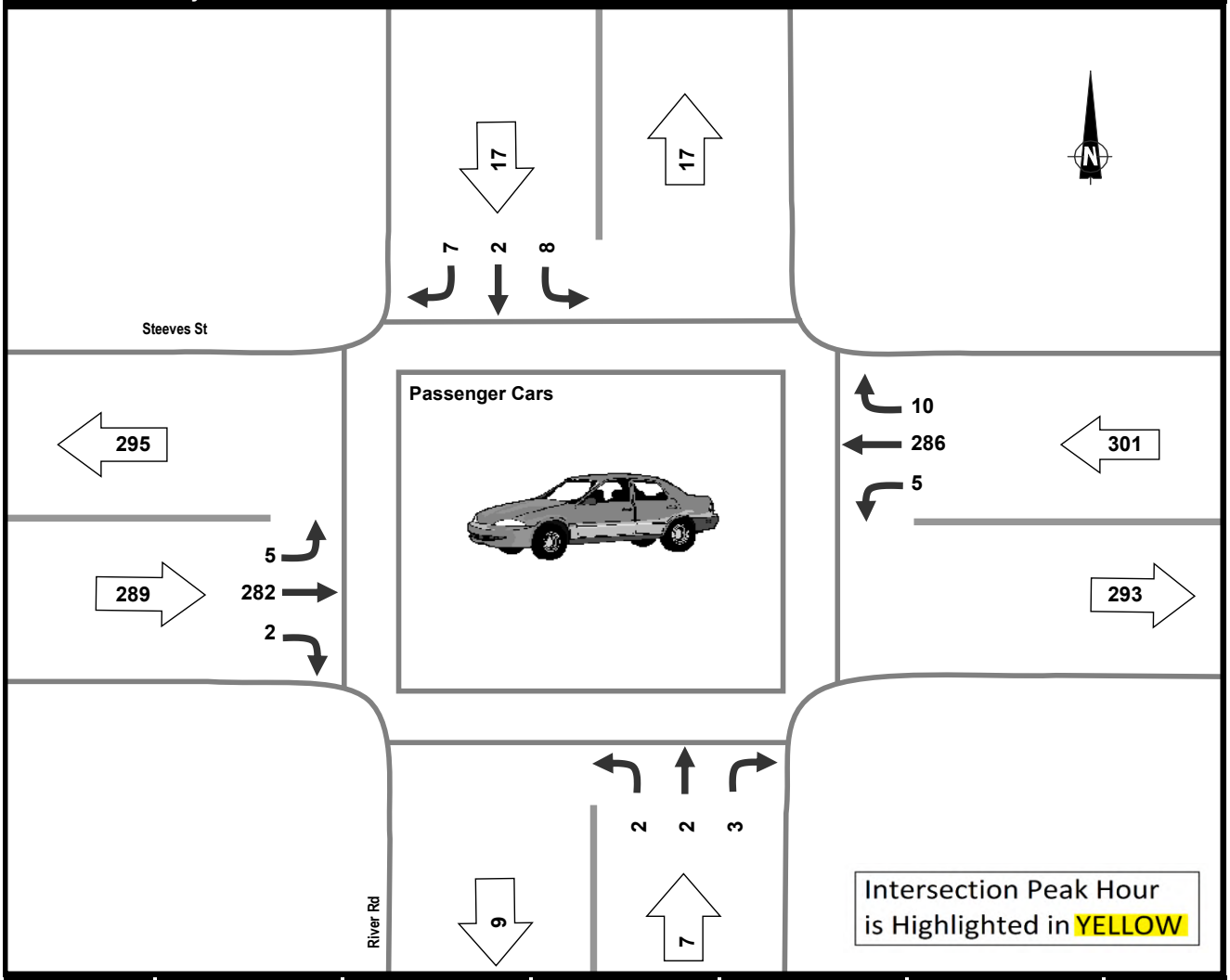
River Rd & Steeves St

Saturday, January 31, 2026

Midday Peak Period

Project: #9635: Multi-sport Facility TIA
Municipality: City of Maple Ridge
Weather: Rain
Vehicle Class: Passenger Cars

Peak Hour Traffic by Movement 12:00 PM to 1:00 PM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**8**	**2**	**7**	**2**	**2**	**3**	**5**	**282**	**2**	**5**	**286**	**10**					**614**
PHF	0.50	0.25	0.88	0.50	0.50	0.75	0.42	0.86	0.50	0.63	0.93	0.63					0.88
Peak 15 X 4	16	8	8	4	4	4	12	328	4	8	308	16					696
Average Hour	8	1	5	3	2	2	4	252	4	3	270	8					562
Survey Total	15	2	9	5	4	3	7	503	8	6	540	15					1,117
11:00	2	0	0	1	0	0	0	52	0	0	62	2					119
11:15	3	0	0	0	0	0	0	48	4	0	50	0					105
11:30	1	0	1	1	2	0	1	61	1	1	73	2					144
11:45	1	0	1	1	0	0	1	60	1	0	69	1					135
12:00	1	0	2	1	1	0	1	73	1	2	68	2					152
12:15	2	0	1	0	0	1	1	60	0	2	77	4					148
12:30	1	0	2	0	0	1	0	67	0	1	66	2					140
12:45	4	2	2	1	1	1	3	82	1	0	75	2					174

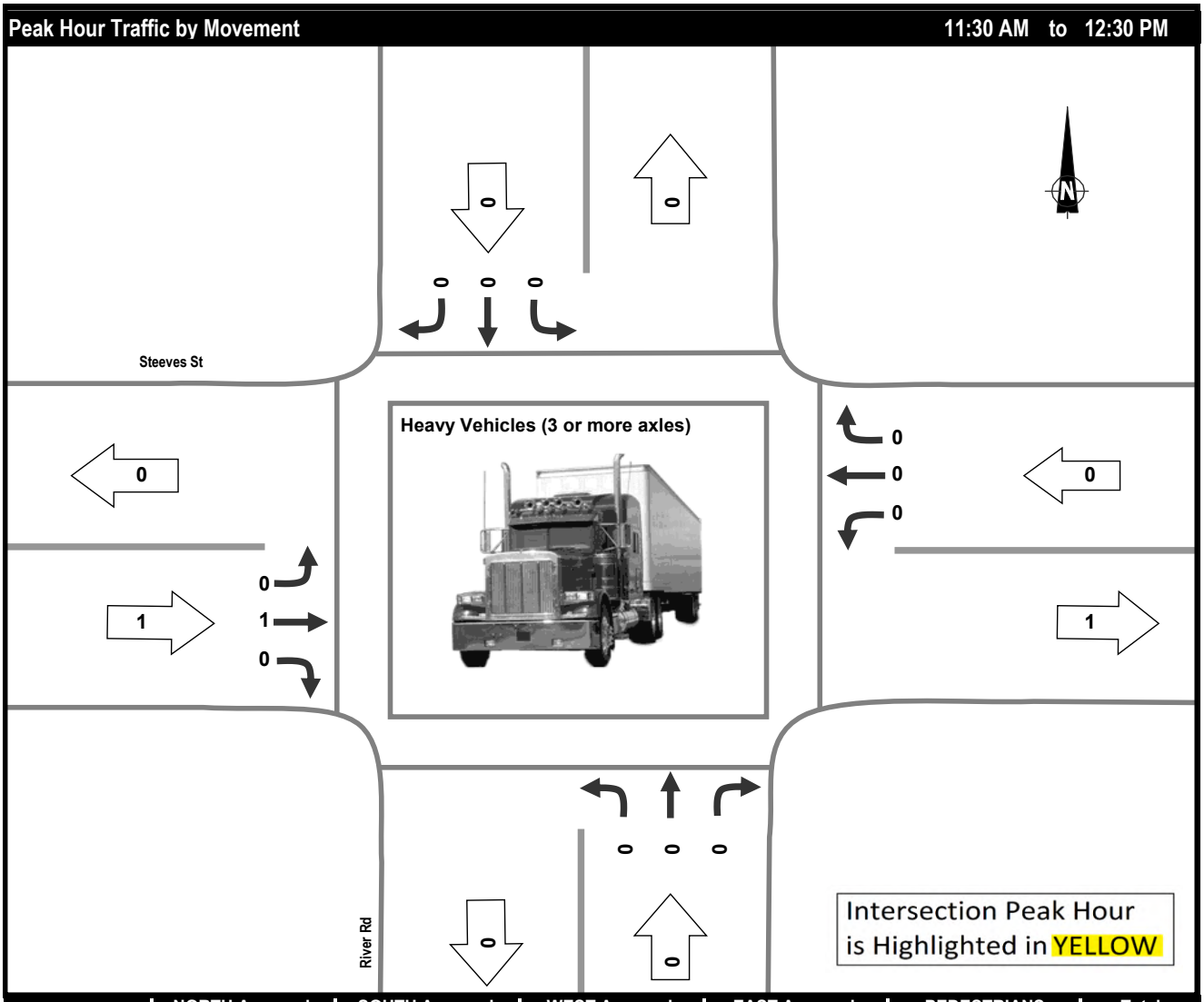
River Rd & Steeves St

Saturday, January 31, 2026

Midday Peak Period

Project: #9635: Multi-sport Facility TIA
Municipality: City of Maple Ridge
Weather: Rain
Vehicle Class: Heavy Vehicles (3 or more axles)

Peak Hour Traffic by Movement 11:30 AM to 12:30 PM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**					**1**
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00					0.25
Peak 15 X 4	0	0	0	0	0	0	0	4	0	0	0	0					4
Average Hour	0	0	0	0	0	0	0	1	0	0	0	0					1
Survey Total	0	0	0	0	0	0	0	1	0	0	0	0					1
11:00	0	0	0	0	0	0	0	0	0	0	0	0					0
11:15	0	0	0	0	0	0	0	0	0	0	0	0					0
11:30	0	0	0	0	0	0	0	0	0	0	0	0					0
11:45	0	0	0	0	0	0	0	0	0	0	0	0					0
12:00	0	0	0	0	0	0	0	0	0	0	0	0					0
12:15	0	0	0	0	0	0	0	1	0	0	0	0					1
12:30	0	0	0	0	0	0	0	0	0	0	0	0					0
12:45	0	0	0	0	0	0	0	0	0	0	0	0					0

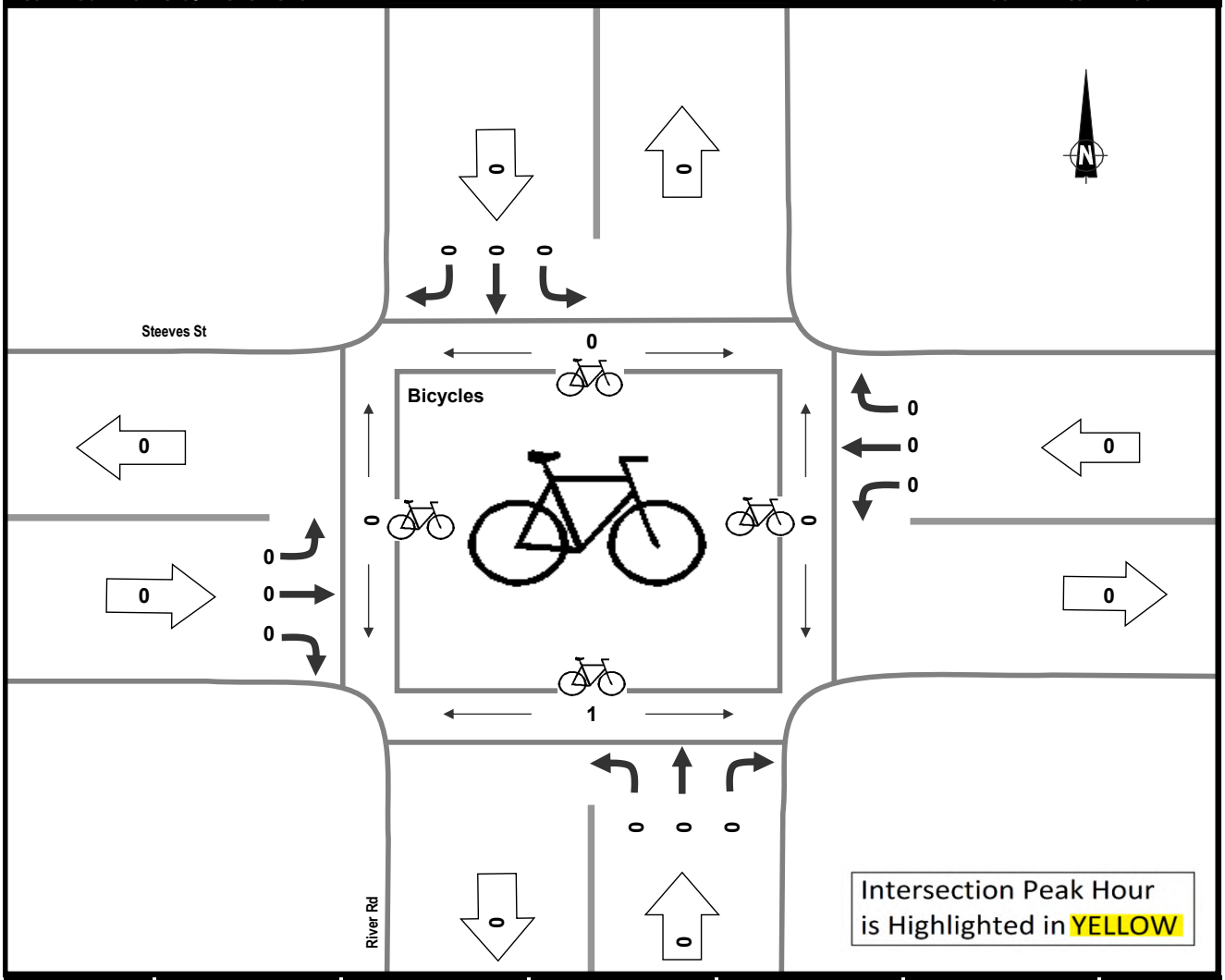
River Rd & Steeves St

Saturday, January 31, 2026

Midday Peak Period

Project: #9635: Multi-sport Facility TIA
Municipality: City of Maple Ridge
Weather: Rain
Vehicle Class: Bicycles

Peak Hour Traffic by Movement 11:00 AM to 12:00 PM



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			BIKES IN X-WALK				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25
Peak 15 X 4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4
Average Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
Survey Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PREMIERE
TRAFFIC DATA SERVICES

Turning Movement Count Data
Combined Volume

Site Number:	4
Major Route:	207 Street
Minor Route:	River Road
Municipality:	Maple Ridge
Filename:	4-TMC-207 St@River Rd-Feb 27 2024
Date:	February 27, 2024
Day-of-week:	Tuesday
East/West Route:	River Road
Intersection Type:	4 leg
Signalized (y/n?):	yes
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Combined Volume

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
06:00	2	6	1	0	6	7	1	0	0	27	0	34	84	0	0	0	0
06:15	2	4	0	0	8	3	0	0	0	27	0	24	68	0	0	0	0
06:30	4	8	0	0	9	8	1	1	0	42	0	55	128	0	0	1	0
06:45	6	18	2	0	9	15	1	1	0	40	0	58	150	0	0	1	0
07:00	6	10	0	0	13	17	1	1	1	52	1	52	154	0	0	0	2
07:15	9	11	1	0	22	25	0	1	0	71	1	59	200	0	0	2	2
07:30	3	25	0	0	35	15	2	0	0	63	1	67	211	0	0	1	2
07:45	10	33	1	0	27	24	1	2	0	60	2	63	223 *	0	0	1	0
08:00	31	39	0	0	48	18	3	2	1	47	1	27	217 *	5	3	3	9
08:15	37	73	1	1	56	19	1	5	0	46	2	19	260 +	11	26	3	13
08:30	16	36	1	0	49	33	5	2	0	35	3	31	211 *	0	9	2	3
08:45	13	33	0	0	37	12	2	4	0	45	2	32	180	0	0	1	2
Total	**139**	**296**	**7**	**1**	**319**	**196**	**18**	**19**	**2**	**555**	**13**	**521**	**2086**	**16**	**38**	**15**	**33**
Pk Hr	**94**	**181**	**3**	**1**	**180**	**94**	**10**	**11**	**1**	**188**	**8**	**140**	**911 ***	**16**	**38**	**9**	**25**
15x4	**148**	**292**	**4**	**4**	**224**	**132**	**20**	**20**	**4**	**240**	**12**	**252**	**1352 +**	**44**	**104**	**12**	**52**
11:00	10	30	1	0	19	9	1	0	0	26	0	11	107	1	2	6	1
11:15	13	29	0	0	43	41	0	2	0	13	0	19	160	1	0	2	2
11:30	16	20	0	0	32	23	0	0	1	31	0	18	141	0	0	1	1
11:45	19	35	1	0	33	34	1	2	0	19	0	20	164	1	0	4	1
12:00	15	34	1	0	33	27	0	1	0	19	1	22	153 *	0	0	2	2
12:15	13	42	1	0	37	33	0	1	0	21	1	13	162 *	0	3	4	3
12:30	21	29	0	0	27	38	0	3	0	20	0	15	153 *	0	0	3	2
12:45	17	37	1	0	31	40	0	1	0	26	0	24	177 +	1	0	2	2
Total	**124**	**256**	**5**	**0**	**255**	**245**	**2**	**10**	**1**	**175**	**2**	**142**	**1217**	**4**	**5**	**24**	**14**
Pk Hr	**66**	**142**	**3**	**0**	**128**	**138**	**0**	**6**	**0**	**86**	**2**	**74**	**645 ***	**1**	**3**	**11**	**9**
15x4	**84**	**168**	**4**	**0**	**148**	**160**	**0**	**12**	**0**	**104**	**4**	**96**	**780 +**	**4**	**0**	**8**	**8**
15:00	39	47	1	0	39	93	3	3	0	25	1	32	283	4	0	7	3
15:15	36	31	2	1	43	89	2	5	0	25	0	28	262	0	1	2	3
15:30	37	29	0	0	42	126	0	6	0	24	2	31	297	1	0	4	1
15:45	25	26	1	0	42	111	1	10	0	19	1	20	256	0	1	2	0
16:00	35	36	1	0	29	116	0	7	0	17	2	35	278	4	3	1	4
16:15	33	40	0	0	30	132	0	9	0	36	1	19	300 *	0	3	1	1
16:30	28	30	0	0	39	133	1	6	0	25	1	23	286 *	0	1	5	1
16:45	34	32	1	0	33	120	1	6	1	19	3	33	283 *	1	1	1	2
17:00	36	38	1	1	44	130	0	8	0	22	4	19	303 +	0	1	0	1
17:15	40	19	2	0	36	113	2	7	0	20	0	26	265	0	0	4	0
17:30	34	35	2	0	31	98	0	4	0	28	1	24	257	0	0	3	1
17:45	33	33	0	0	42	64	0	5	0	23	2	24	226	0	0	0	0
Total	**410**	**396**	**11**	**2**	**450**	**1325**	**10**	**76**	**1**	**283**	**18**	**314**	**3296**	**10**	**11**	**30**	**17**
Pk Hr	**131**	**140**	**2**	**1**	**146**	**515**	**2**	**29**	**1**	**102**	**9**	**94**	**1172 ***	**1**	**6**	**7**	**5**
15x4	**144**	**160**	**4**	**4**	**176**	**532**	**4**	**36**	**4**	**144**	**16**	**132**	**1356 +**	**0**	**4**	**0**	**4**

AM Peak Period

Combined Volume

Location: River Road @ 207 Street

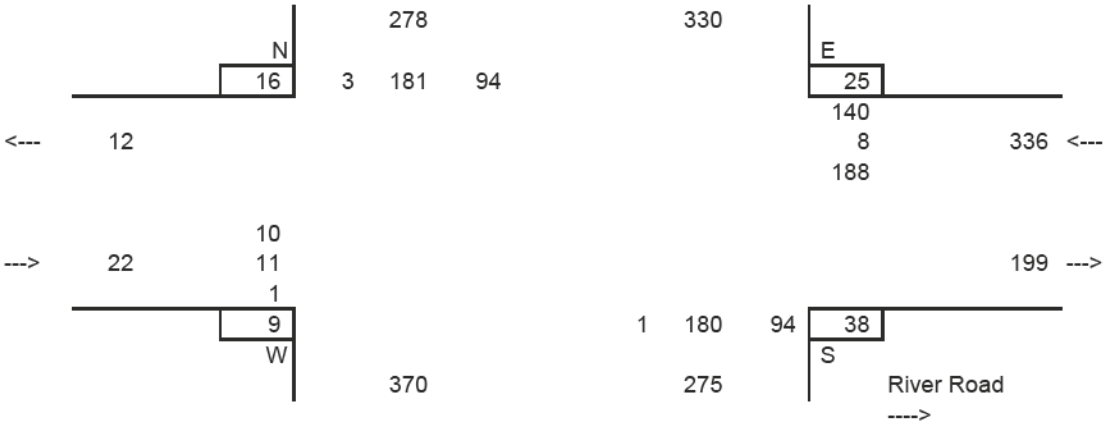
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians		
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
06:00	2	6	1	0	6	7	1	0	0	27	0	34	84	0	0	0	0
06:15	2	4	0	0	8	3	0	0	0	27	0	24	68	0	0	0	0
06:30	4	8	0	0	9	8	1	1	0	42	0	55	128	0	0	1	0
06:45	6	18	2	0	9	15	1	1	0	40	0	58	150	0	0	1	0
07:00	6	10	0	0	13	17	1	1	1	52	1	52	154	0	0	0	2
07:15	9	11	1	0	22	25	0	1	0	71	1	59	200	0	0	2	2
07:30	3	25	0	0	35	15	2	0	0	63	1	67	211	0	0	1	2
07:45	10	33	1	0	27	24	1	2	0	60	2	63	223 *	0	0	1	0
08:00	31	39	0	0	48	18	3	2	1	47	1	27	217 *	5	3	3	9
08:15	37	73	1	1	56	19	1	5	0	46	2	19	260 +	11	26	3	13
08:30	16	36	1	0	49	33	5	2	0	35	3	31	211 *	0	9	2	3
08:45	13	33	0	0	37	12	2	4	0	45	2	32	180	0	0	1	2
Total	**125**	**260**	**4**	**1**	**287**	**163**	**15**	**17**	**2**	**419**	**13**	**350**	**1656**	**16**	**38**	**13**	**33**
Pk Hr	**94**	**181**	**3**	**1**	**180**	**94**	**10**	**11**	**1**	**188**	**8**	**140**	**911** *	**16**	**38**	**9**	**25**
15x4	**148**	**292**	**4**	**4**	**224**	**132**	**20**	**20**	**4**	**240**	**12**	**252**	**1352** +	**44**	**104**	**12**	**52**
Avg Hr	**46**	**99**	**2**	**0**	**106**	**65**	**6**	**6**	**1**	**185**	**4**	**174**	**695**	**5**	**13**	**5**	**11**

Peak Hour	07:45
Peak 15min	08:15
North approach PHF	0.63
South approach PHF	0.76
West approach PHF	0.50
East approach PHF	0.67
Total PHF	0.68

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AM Peak Hour Volumes



Noon Peak Period
Combined Volume

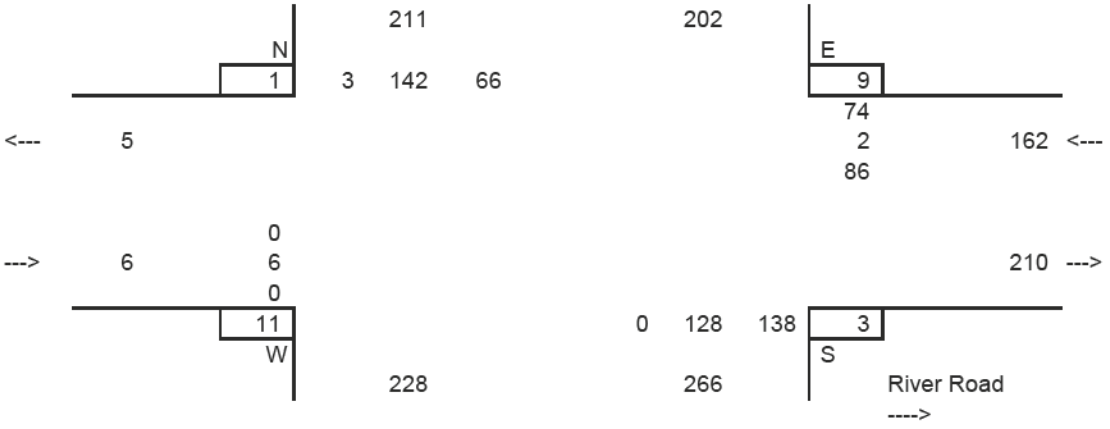
Location: River Road @ 207 Street
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
11:00	10	30	1	0	19	9	1	0	0	26	0	11	107	1	2	6	1
11:15	13	29	0	0	43	41	0	2	0	13	0	19	160	1	0	2	2
11:30	16	20	0	0	32	23	0	0	1	31	0	18	141	0	0	1	1
11:45	19	35	1	0	33	34	1	2	0	19	0	20	164	1	0	4	1
12:00	15	34	1	0	33	27	0	1	0	19	1	22	153 *	0	0	2	2
12:15	13	42	1	0	37	33	0	1	0	21	1	13	162 *	0	3	4	3
12:30	21	29	0	0	27	38	0	3	0	20	0	15	153 *	0	0	3	2
12:45	17	37	1	0	31	40	0	1	0	26	0	24	177 +	1	0	2	2
Total	**124**	**256**	**5**	**0**	**255**	**245**	**2**	**10**	**1**	**175**	**2**	**142**	**1217**	**4**	**5**	**24**	**14**
Pk Hr	**66**	**142**	**3**	**0**	**128**	**138**	**0**	**6**	**0**	**86**	**2**	**74**	**645 ***	**1**	**3**	**11**	**9**
15x4	**84**	**168**	**4**	**0**	**148**	**160**	**0**	**12**	**0**	**104**	**4**	**96**	**780 +**	**4**	**0**	**8**	**8**
Avg Hr	**62**	**128**	**3**	**0**	**128**	**123**	**1**	**5**	**1**	**88**	**1**	**71**	**609**	**2**	**3**	**12**	**7**

Peak Hour	12:00
Peak 15min	12:45
North Leg PHF	0.82
South Leg PHF	0.86
West Leg PHF	0.50
East Leg PHF	0.79
Total PHF	0.83

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Noon Peak Hour Volumes



PM Peak Period
Combined Volume

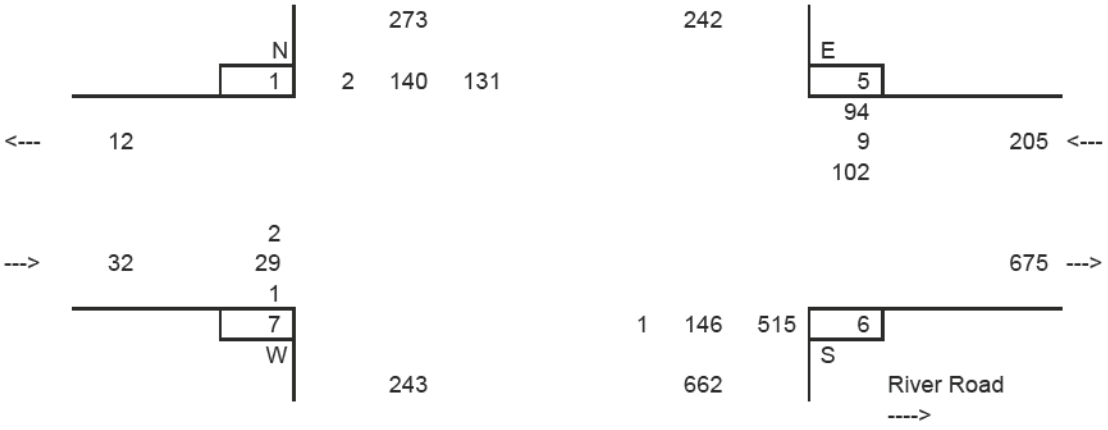
Location: River Road @ 207 Street
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians		
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
15:00	39	47	1	0	39	93	3	3	0	25	1	32	283		4	0	7	3
15:15	36	31	2	1	43	89	2	5	0	25	0	28	262		0	1	2	3
15:30	37	29	0	0	42	126	0	6	0	24	2	31	297		1	0	4	1
15:45	25	26	1	0	42	111	1	10	0	19	1	20	256		0	1	2	0
16:00	35	36	1	0	29	116	0	7	0	17	2	35	278		4	3	1	4
16:15	33	40	0	0	30	132	0	9	0	36	1	19	300	*	0	3	1	1
16:30	28	30	0	0	39	133	1	6	0	25	1	23	286	*	0	1	5	1
16:45	34	32	1	0	33	120	1	6	1	19	3	33	283	*	1	1	1	2
17:00	36	38	1	1	44	130	0	8	0	22	4	19	303	+	0	1	0	1
17:15	40	19	2	0	36	113	2	7	0	20	0	26	265		0	0	4	0
17:30	34	35	2	0	31	98	0	4	0	28	1	24	257		0	0	3	1
17:45	33	33	0	0	42	64	0	5	0	23	2	24	226		0	0	0	0
Total	**410**	**396**	**11**	**2**	**450**	**1325**	**10**	**76**	**1**	**283**	**18**	**314**	**3296**		**10**	**11**	**30**	**17**
Pk Hr	**131**	**140**	**2**	**1**	**146**	**515**	**2**	**29**	**1**	**102**	**9**	**94**	**1172**	*	**1**	**6**	**7**	**5**
15x4	**144**	**160**	**4**	**4**	**176**	**532**	**4**	**36**	**4**	**144**	**16**	**132**	**1356**	+	**0**	**4**	**0**	**4**
Avg Hr	**137**	**132**	**4**	**1**	**150**	**442**	**3**	**25**	**0**	**94**	**6**	**105**	**1099**		**3**	**4**	**10**	**6**

Peak Hour	16:15
Peak 15min	17:00
North Leg PHF	0.89
South Leg PHF	0.93
West Leg PHF	0.73
East Leg PHF	0.70
Total PHF	0.87

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PM Peak Hour Volumes



Average Hour Period
Combined Volume

Location: River Road @ 207 Street
February 27, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	673	948	23	3	1024	1766	30	105	4	1013	33	977	6599	30	54	69	64
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	84	119	3	0	128	221	4	13	1	127	4	122	825	4	7	9	8
AM Period																	
Total	139	296	7	1	319	196	18	19	2	555	13	521	2086	16	38	15	33
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	46	99	2	0	106	65	6	6	1	185	4	174	695	5	13	5	11
Noon Period																	
Total	124	256	5	0	255	245	2	10	1	175	2	142	1217	4	5	24	14
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	62	128	3	0	128	123	1	5	1	88	1	71	609	2	3	12	7
PM Period																	
Total	410	396	11	2	450	1325	10	76	1	283	18	314	3296	10	11	30	17
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	137	132	4	1	150	442	3	25	0	94	6	105	1099	3	4	10	6

Average Hour Volumes

Total	3	119	84
AM	2	99	46
Noon	3	128	62
PM	4	132	137

	PM	Noon	AM	Total
	105	71	174	122
<---	6	1	4	4
	94	88	185	127

River Road

4	6	1	3
13	6	5	25
1	1	1	0

---> River Road

Total	AM	Noon	PM
1	150	442	PM
0	128	123	Noon
0	106	65	AM
0	128	221	Total

PREMIERE
TRAFFIC DATA SERVICES

Turning Movement Count Data
Regular Vehicles

Site Number:	4
Major Route:	207 Street
Minor Route:	River Road
Municipality:	Maple Ridge
Filename:	4-TMC-207 St@River Rd-Feb 27 2024
Date:	February 27, 2024
Day-of-week:	Tuesday
East/West Route:	River Road
Intersection Type:	4 leg
Signalized (y/n?):	yes
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Regular Vehicles

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians		
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	2	5	1	0	6	7	1	0	0	27	0	34	83		0	0	0	0
06:15	2	4	0	0	7	3	0	0	0	27	0	24	67		0	0	0	0
06:30	4	7	0	0	8	8	1	1	0	42	0	53	124		0	0	1	0
06:45	6	17	2	0	9	15	1	1	0	40	0	58	149		0	0	1	0
07:00	6	10	0	0	13	17	1	1	1	51	1	52	153		0	0	0	2
07:15	7	9	1	0	20	23	0	1	0	69	1	58	189		0	0	2	2
07:30	3	23	0	0	33	15	2	0	0	63	1	66	206		0	0	1	2
07:45	10	30	1	0	26	24	1	2	0	60	2	63	219	*	0	0	1	0
08:00	31	37	0	0	45	18	3	1	1	46	1	27	210	*	5	3	3	9
08:15	37	71	1	1	55	18	1	5	0	46	2	19	256	+	11	26	3	13
08:30	16	35	1	0	48	33	5	2	0	35	3	30	208	*	0	9	2	3
08:45	12	30	0	0	36	11	2	4	0	44	2	31	172		0	0	1	2
Total	**136**	**278**	**7**	**1**	**306**	**192**	**18**	**18**	**2**	**550**	**13**	**515**	**2036**		**16**	**38**	**15**	**33**
Pk Hr	**94**	**173**	**3**	**1**	**174**	**93**	**10**	**10**	**1**	**187**	**8**	**139**	**893**	*	**16**	**38**	**9**	**25**
15x4	**148**	**284**	**4**	**4**	**220**	**132**	**20**	**20**	**4**	**240**	**12**	**252**	**1340**	+	**44**	**104**	**12**	**52**
11:00	10	30	1	0	19	9	1	0	0	26	0	10	106		1	2	6	1
11:15	12	29	0	0	43	41	0	2	0	13	0	19	159		1	0	2	2
11:30	16	18	0	0	30	23	0	0	1	31	0	18	137		0	0	1	1
11:45	18	33	1	0	33	33	1	2	0	19	0	20	160		1	0	4	1
12:00	15	31	1	0	31	27	0	1	0	19	1	22	148	*	0	0	2	2
12:15	13	39	1	0	36	32	0	1	0	21	1	13	157	*	0	3	4	3
12:30	20	28	0	0	26	37	0	3	0	20	0	15	149	*	0	0	3	2
12:45	17	36	1	0	29	40	0	1	0	25	0	23	172	+	1	0	2	2
Total	**121**	**244**	**5**	**0**	**247**	**242**	**2**	**10**	**1**	**174**	**2**	**140**	**1188**		**4**	**5**	**24**	**14**
Pk Hr	**65**	**134**	**3**	**0**	**122**	**136**	**0**	**6**	**0**	**85**	**2**	**73**	**626**	*	**1**	**3**	**11**	**9**
15x4	**80**	**156**	**4**	**0**	**144**	**160**	**0**	**12**	**0**	**100**	**4**	**92**	**752**	+	**4**	**0**	**8**	**8**
15:00	37	45	1	0	38	93	3	3	0	24	1	32	277		4	0	7	3
15:15	35	31	2	0	43	88	2	5	0	25	0	28	259		0	1	2	3
15:30	36	27	0	0	40	125	0	6	0	24	2	31	291		1	0	4	1
15:45	25	26	1	0	40	110	1	9	0	19	1	20	252		0	1	2	0
16:00	35	36	1	0	28	115	0	7	0	17	2	35	276		4	3	1	4
16:15	33	39	0	0	30	130	0	9	0	35	1	19	296	*	0	3	1	1
16:30	28	30	0	0	39	133	1	6	0	25	1	23	286	*	0	1	5	1
16:45	34	31	1	0	32	120	1	6	1	19	3	33	281	*	1	1	1	2
17:00	35	38	1	1	43	130	0	8	0	21	4	19	300	+	0	1	0	1
17:15	39	19	2	0	34	113	2	7	0	20	0	26	262		0	0	4	0
17:30	32	34	2	0	31	98	0	4	0	28	1	24	254		0	0	3	1
17:45	33	32	0	0	41	64	0	5	0	23	2	24	224		0	0	0	0
Total	**402**	**388**	**11**	**1**	**439**	**1319**	**10**	**75**	**1**	**280**	**18**	**314**	**3258**		**10**	**11**	**30**	**17**
Pk Hr	**130**	**138**	**2**	**1**	**144**	**513**	**2**	**29**	**1**	**100**	**9**	**94**	**1163**	*	**1**	**6**	**7**	**5**
15x4	**140**	**156**	**4**	**4**	**172**	**532**	**4**	**36**	**4**	**140**	**16**	**132**	**1340**	+	**0**	**4**	**0**	**4**

AM Peak Period

Regular Vehicles

Location: River Road @ 207 Street

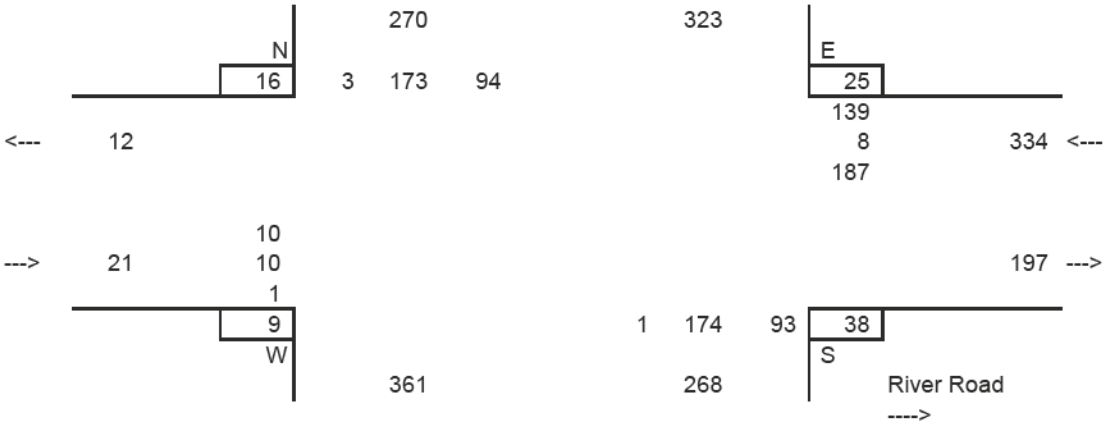
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians		
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	2	5	1	0	6	7	1	0	0	27	0	34	83		0	0	0	0
06:15	2	4	0	0	7	3	0	0	0	27	0	24	67		0	0	0	0
06:30	4	7	0	0	8	8	1	1	0	42	0	53	124		0	0	1	0
06:45	6	17	2	0	9	15	1	1	0	40	0	58	149		0	0	1	0
07:00	6	10	0	0	13	17	1	1	1	51	1	52	153		0	0	0	2
07:15	7	9	1	0	20	23	0	1	0	69	1	58	189		0	0	2	2
07:30	3	23	0	0	33	15	2	0	0	63	1	66	206		0	0	1	2
07:45	10	30	1	0	26	24	1	2	0	60	2	63	219	*	0	0	1	0
08:00	31	37	0	0	45	18	3	1	1	46	1	27	210	*	5	3	3	9
08:15	37	71	1	1	55	18	1	5	0	46	2	19	256	+	11	26	3	13
08:30	16	35	1	0	48	33	5	2	0	35	3	30	208	*	0	9	2	3
08:45	12	30	0	0	36	11	2	4	0	44	2	31	172		0	0	1	2
Total	**136**	**278**	**7**	**1**	**306**	**192**	**18**	**18**	**2**	**550**	**13**	**515**	**2036**		**16**	**38**	**15**	**33**
Pk Hr	**94**	**173**	**3**	**1**	**174**	**93**	**10**	**10**	**1**	**187**	**8**	**139**	**893**	*	**16**	**38**	**9**	**25**
15x4	**148**	**284**	**4**	**4**	**220**	**132**	**20**	**20**	**4**	**240**	**12**	**252**	**1340**	+	**44**	**104**	**12**	**52**
Avg Hr	**45**	**93**	**2**	**0**	**102**	**64**	**6**	**6**	**1**	**183**	**4**	**172**	**679**		**5**	**13**	**5**	**11**

Peak Hour	07:45
Peak 15min	08:15
North approach PHF	0.62
South approach PHF	0.75
West approach PHF	0.48
East approach PHF	0.66

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AM Peak Hour Volumes



Noon Peak Period
Regular Vehicles

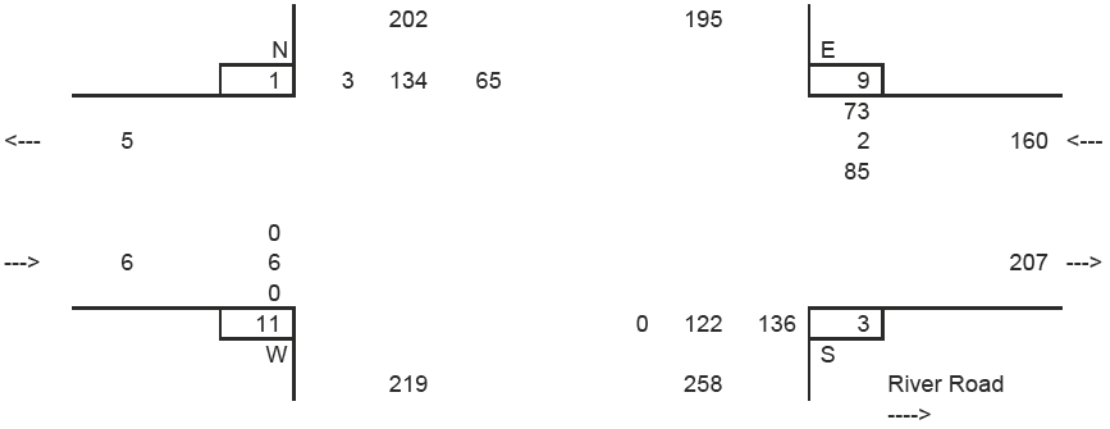
Location: River Road @ 207 Street
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians		
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
11:00	10	30	1	0	19	9	1	0	0	26	0	10	106		1	2	6	1
11:15	12	29	0	0	43	41	0	2	0	13	0	19	159		1	0	2	2
11:30	16	18	0	0	30	23	0	0	1	31	0	18	137		0	0	1	1
11:45	18	33	1	0	33	33	1	2	0	19	0	20	160		1	0	4	1
12:00	15	31	1	0	31	27	0	1	0	19	1	22	148	*	0	0	2	2
12:15	13	39	1	0	36	32	0	1	0	21	1	13	157	*	0	3	4	3
12:30	20	28	0	0	26	37	0	3	0	20	0	15	149	*	0	0	3	2
12:45	17	36	1	0	29	40	0	1	0	25	0	23	172	+	1	0	2	2
Total	**121**	**244**	**5**	**0**	**247**	**242**	**2**	**10**	**1**	**174**	**2**	**140**	**1188**		**4**	**5**	**24**	**14**
Pk Hr	**65**	**134**	**3**	**0**	**122**	**136**	**0**	**6**	**0**	**85**	**2**	**73**	**626**	*	**1**	**3**	**11**	**9**
15x4	**80**	**156**	**4**	**0**	**144**	**160**	**0**	**12**	**0**	**100**	**4**	**92**	**752**	+	**4**	**0**	**8**	**8**
Avg Hr	**61**	**122**	**3**	**0**	**124**	**121**	**1**	**5**	**1**	**87**	**1**	**70**	**594**		**2**	**3**	**12**	**7**

Peak Hour	12:00
Peak 15min	12:45
North Leg PHF	0.84
South Leg PHF	0.85
West Leg PHF	0.50
East Leg PHF	0.82

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Noon Peak Hour Volumes



PM Peak Period

Regular Vehicles

Location: River Road @ 207 Street

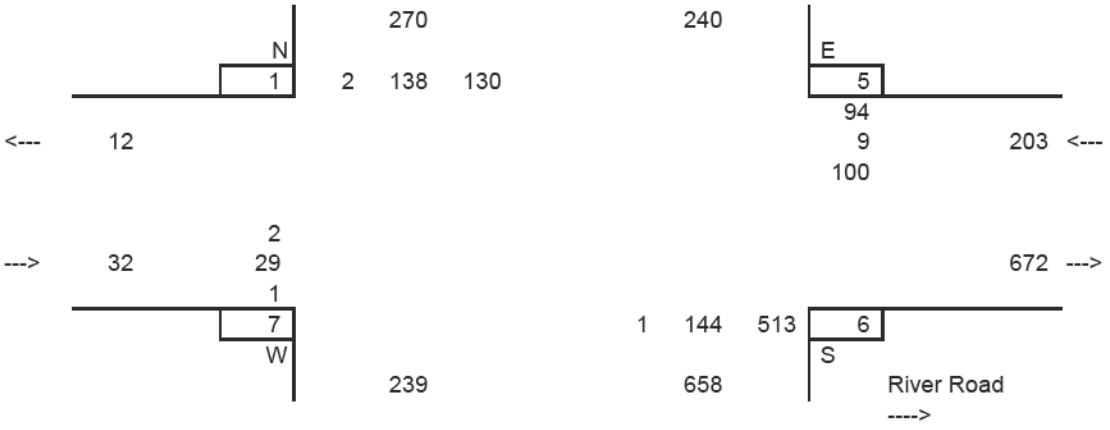
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians		
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
15:00	37	45	1	0	38	93	3	3	0	24	1	32	277		4	0	7	3
15:15	35	31	2	0	43	88	2	5	0	25	0	28	259		0	1	2	3
15:30	36	27	0	0	40	125	0	6	0	24	2	31	291		1	0	4	1
15:45	25	26	1	0	40	110	1	9	0	19	1	20	252		0	1	2	0
16:00	35	36	1	0	28	115	0	7	0	17	2	35	276		4	3	1	4
16:15	33	39	0	0	30	130	0	9	0	35	1	19	296	*	0	3	1	1
16:30	28	30	0	0	39	133	1	6	0	25	1	23	286	*	0	1	5	1
16:45	34	31	1	0	32	120	1	6	1	19	3	33	281	*	1	1	1	2
17:00	35	38	1	1	43	130	0	8	0	21	4	19	300	+	0	1	0	1
17:15	39	19	2	0	34	113	2	7	0	20	0	26	262		0	0	4	0
17:30	32	34	2	0	31	98	0	4	0	28	1	24	254		0	0	3	1
17:45	33	32	0	0	41	64	0	5	0	23	2	24	224		0	0	0	0
Total	**402**	**388**	**11**	**1**	**439**	**1319**	**10**	**75**	**1**	**280**	**18**	**314**	**3258**		**10**	**11**	**30**	**17**
Pk Hr	**130**	**138**	**2**	**1**	**144**	**513**	**2**	**29**	**1**	**100**	**9**	**94**	**1163**	*	**1**	**6**	**7**	**5**
15x4	**140**	**156**	**4**	**4**	**172**	**532**	**4**	**36**	**4**	**140**	**16**	**132**	**1340**	+	**0**	**4**	**0**	**4**
Avg Hr	**134**	**129**	**4**	**0**	**146**	**440**	**3**	**25**	**0**	**93**	**6**	**105**	**1086**		**3**	**4**	**10**	**6**

Peak Hour	16:15
Peak 15min	17:00
North Leg PHF	0.90
South Leg PHF	0.93
West Leg PHF	0.73
East Leg PHF	0.70

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PM Peak Hour Volumes



Average Hour Period
Regular Vehicles

Location: River Road @ 207 Street
February 27, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	659	910	23	2	992	1753	30	103	4	1004	33	969	6482	30	54	69	64
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	82	114	3	0	124	219	4	13	1	126	4	121	810	4	7	9	8
AM Period																	
Total	136	278	7	1	306	192	18	18	2	550	13	515	2036	16	38	15	33
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	45	93	2	0	102	64	6	6	1	183	4	172	679	5	13	5	11
Noon Period																	
Total	121	244	5	0	247	242	2	10	1	174	2	140	1188	4	5	24	14
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	61	122	3	0	124	121	1	5	1	87	1	70	594	2	3	12	7
PM Period																	
Total	402	388	11	1	439	1319	10	75	1	280	18	314	3258	10	11	30	17
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	134	129	4	0	146	440	3	25	0	93	6	105	1086	3	4	10	6

Average Hour Volumes

Total	3	114	82
AM	2	93	45
Noon	3	122	61
PM	4	129	134

	PM	Noon	AM	Total
	105	70	172	121
River Road <---	6	1	4	4
	93	87	183	126

4	6	1	3	
13	6	5	25	--->
1	1	1	0	
Total	AM	Noon	PM	

River Road

0	146	440	PM
0	124	121	Noon
0	102	64	AM
0	124	219	Total

PREMIERE
TRAFFIC DATA SERVICES

Turning Movement Count Data
Trucks

Site Number:	4
Major Route:	207 Street
Minor Route:	River Road
Municipality:	Maple Ridge
Filename:	4-TMC-207 St@River Rd-Feb 27 2024
Date:	February 27, 2024
Day-of-week:	Tuesday
East/West Route:	River Road
Intersection Type:	4 leg
Signalized (y/n?):	yes
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Trucks

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
06:00	0	1	0	0	0	0	0	0	0	0	0	0	1				
06:15	0	0	0	0	1	0	0	0	0	0	0	0	1				
06:30	0	1	0	0	1	0	0	0	0	0	0	2	4				
06:45	0	1	0	0	0	0	0	0	0	0	0	0	1				
07:00	0	0	0	0	0	0	0	0	0	1	0	0	1				
07:15	2	2	0	0	2	2	0	0	0	2	0	1	11 +				
07:30	0	2	0	0	2	0	0	0	0	0	0	1	5 *				
07:45	0	3	0	0	1	0	0	0	0	0	0	0	4 *				
08:00	0	2	0	0	3	0	0	1	0	1	0	0	7 *				
08:15	0	2	0	0	1	1	0	0	0	0	0	0	4				
08:30	0	1	0	0	1	0	0	0	0	0	0	1	3				
08:45	1	3	0	0	1	1	0	0	0	1	0	1	8				
Total	**3**	**18**	**0**	**0**	**13**	**4**	**0**	**1**	**0**	**5**	**0**	**6**	**50**	**0**	**0**	**0**	**0**
Pk Hr	**2**	**9**	**0**	**0**	**8**	**2**	**0**	**1**	**0**	**3**	**0**	**2**	**27 ***	**0**	**0**	**0**	**0**
15x4	**8**	**12**	**0**	**0**	**12**	**8**	**0**	**4**	**0**	**8**	**0**	**4**	**56 +**	**0**	**0**	**0**	**0**
11:00	0	0	0	0	0	0	0	0	0	0	0	1	1				
11:15	1	0	0	0	0	0	0	0	0	0	0	0	1				
11:30	0	2	0	0	2	0	0	0	0	0	0	0	4				
11:45	1	2	0	0	0	1	0	0	0	0	0	0	4				
12:00	0	3	0	0	2	0	0	0	0	0	0	0	5 +				
12:15	0	3	0	0	1	1	0	0	0	0	0	0	5 +				
12:30	1	1	0	0	1	1	0	0	0	0	0	0	4 *				
12:45	0	1	0	0	2	0	0	0	0	1	0	1	5 +				
Total	**3**	**12**	**0**	**0**	**8**	**3**	**0**	**0**	**0**	**1**	**0**	**2**	**29**	**0**	**0**	**0**	**0**
Pk Hr	**1**	**8**	**0**	**0**	**6**	**2**	**0**	**0**	**0**	**1**	**0**	**1**	**19 ***	**0**	**0**	**0**	**0**
15x4	**4**	**12**	**0**	**0**	**8**	**4**	**0**	**0**	**0**	**4**	**0**	**4**	**36 +**	**0**	**0**	**0**	**0**
15:00	2	2	0	0	1	0	0	0	0	1	0	0	6 +				
15:15	1	0	0	1	0	1	0	0	0	0	0	0	3 *				
15:30	1	2	0	0	2	1	0	0	0	0	0	0	6 +				
15:45	0	0	0	0	2	1	0	1	0	0	0	0	4 *				
16:00	0	0	0	0	1	1	0	0	0	0	0	0	2				
16:15	0	1	0	0	0	2	0	0	0	1	0	0	4				
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0				
16:45	0	1	0	0	1	0	0	0	0	0	0	0	2				
17:00	1	0	0	0	1	0	0	0	0	1	0	0	3				
17:15	1	0	0	0	2	0	0	0	0	0	0	0	3				
17:30	2	1	0	0	0	0	0	0	0	0	0	0	3				
17:45	0	1	0	0	1	0	0	0	0	0	0	0	2				
Total	**8**	**8**	**0**	**1**	**11**	**6**	**0**	**1**	**0**	**3**	**0**	**0**	**38**	**0**	**0**	**0**	**0**
Pk Hr	**4**	**4**	**0**	**1**	**5**	**3**	**0**	**1**	**0**	**1**	**0**	**0**	**19 ***	**0**	**0**	**0**	**0**
15x4	**8**	**8**	**0**	**4**	**8**	**4**	**0**	**4**	**0**	**4**	**0**	**0**	**40 +**	**0**	**0**	**0**	**0**

AM Peak Period

Trucks

Location: River Road @ 207 Street

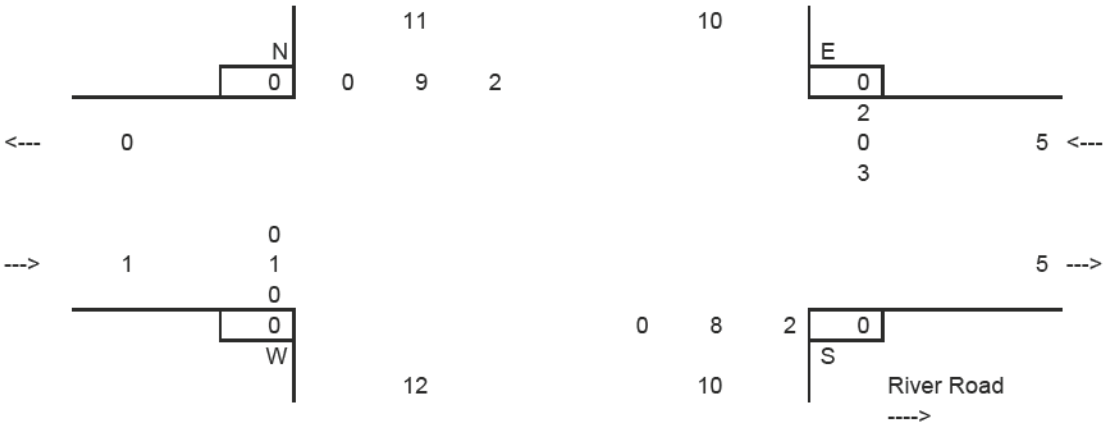
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	1	0	0	0	0	0	0	0	0	0	0	1		0	0	0	0
06:15	0	0	0	0	1	0	0	0	0	0	0	0	1		0	0	0	0
06:30	0	1	0	0	1	0	0	0	0	0	0	2	4		0	0	0	0
06:45	0	1	0	0	0	0	0	0	0	0	0	0	1		0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0
07:15	2	2	0	0	2	2	0	0	0	2	0	1	11	+	0	0	0	0
07:30	0	2	0	0	2	0	0	0	0	0	0	1	5	*	0	0	0	0
07:45	0	3	0	0	1	0	0	0	0	0	0	0	4	*	0	0	0	0
08:00	0	2	0	0	3	0	0	1	0	1	0	0	7	*	0	0	0	0
08:15	0	2	0	0	1	1	0	0	0	0	0	0	4		0	0	0	0
08:30	0	1	0	0	1	0	0	0	0	0	0	1	3		0	0	0	0
08:45	1	3	0	0	1	1	0	0	0	1	0	1	8		0	0	0	0
Total	**3**	**18**	**0**	**0**	**13**	**4**	**0**	**1**	**0**	**5**	**0**	**6**	**50**		**0**	**0**	**0**	**0**
Pk Hr	**2**	**9**	**0**	**0**	**8**	**2**	**0**	**1**	**0**	**3**	**0**	**2**	**27**	*	**0**	**0**	**0**	**0**
15x4	**8**	**12**	**0**	**0**	**12**	**8**	**0**	**4**	**0**	**8**	**0**	**4**	**56**	+	**0**	**0**	**0**	**0**
Avg Hr	**1**	**6**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**2**	**0**	**2**	**17**		**0**	**0**	**0**	**0**

Peak Hour	07:15
Peak 15min	07:15
North approach PHF	0.55
South approach PHF	0.50
West approach PHF	0.25
East approach PHF	0.42

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AM Peak Hour Volumes



Noon Peak Period
Trucks

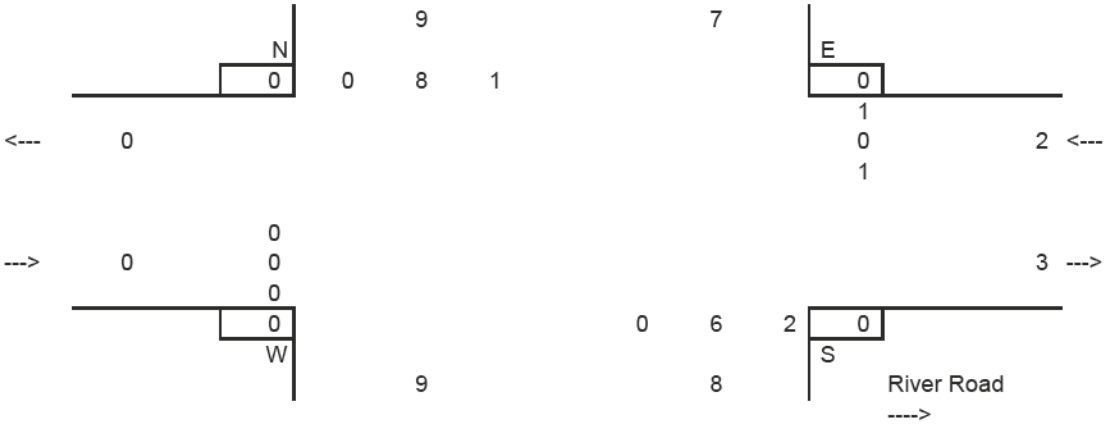
Location: River Road @ 207 Street
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
11:00	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
11:15	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
11:30	0	2	0	0	2	0	0	0	0	0	0	0	4	0	0	0	0
11:45	1	2	0	0	0	1	0	0	0	0	0	0	4	0	0	0	0
12:00	0	3	0	0	2	0	0	0	0	0	0	0	5 +	0	0	0	0
12:15	0	3	0	0	1	1	0	0	0	0	0	0	5 +	0	0	0	0
12:30	1	1	0	0	1	1	0	0	0	0	0	0	4 *	0	0	0	0
12:45	0	1	0	0	2	0	0	0	0	1	0	1	5 +	0	0	0	0
Total	**3**	**12**	**0**	**0**	**8**	**3**	**0**	**0**	**0**	**1**	**0**	**2**	**29**	**0**	**0**	**0**	**0**
Pk Hr	**1**	**8**	**0**	**0**	**6**	**2**	**0**	**0**	**0**	**1**	**0**	**1**	**19 ***	**0**	**0**	**0**	**0**
15x4	**4**	**12**	**0**	**0**	**8**	**4**	**0**	**0**	**0**	**4**	**0**	**4**	**36 +**	**0**	**0**	**0**	**0**
Avg Hr	**2**	**6**	**0**	**0**	**4**	**2**	**0**	**0**	**0**	**1**	**0**	**1**	**15**	**0**	**0**	**0**	**0**

Peak Hour	12:00
Peak 15min	12:45
North Leg PHF	0.56
South Leg PHF	0.67
West Leg PHF	NA
East Leg PHF	0.25

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Noon Peak Hour Volumes



PM Peak Period
Trucks

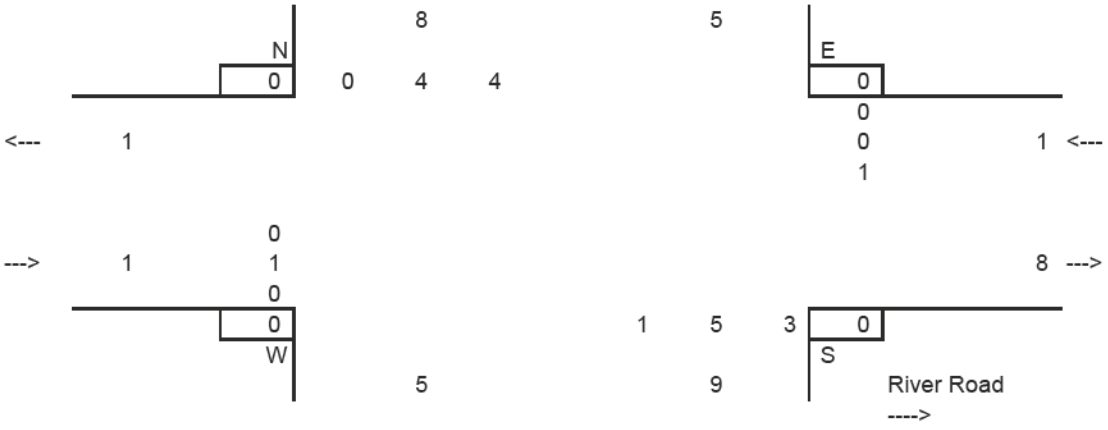
Location: River Road @ 207 Street
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
15:00	2	2	0	0	1	0	0	0	0	1	0	0	6	+	0	0	0	0
15:15	1	0	0	1	0	1	0	0	0	0	0	0	3	*	0	0	0	0
15:30	1	2	0	0	2	1	0	0	0	0	0	0	6	+	0	0	0	0
15:45	0	0	0	0	2	1	0	1	0	0	0	0	4	*	0	0	0	0
16:00	0	0	0	0	1	1	0	0	0	0	0	0	2		0	0	0	0
16:15	0	1	0	0	0	2	0	0	0	1	0	0	4		0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
16:45	0	1	0	0	1	0	0	0	0	0	0	0	2		0	0	0	0
17:00	1	0	0	0	1	0	0	0	0	1	0	0	3		0	0	0	0
17:15	1	0	0	0	2	0	0	0	0	0	0	0	3		0	0	0	0
17:30	2	1	0	0	0	0	0	0	0	0	0	0	3		0	0	0	0
17:45	0	1	0	0	1	0	0	0	0	0	0	0	2		0	0	0	0
Total	**8**	**8**	**0**	**1**	**11**	**6**	**0**	**1**	**0**	**3**	**0**	**0**	**38**		**0**	**0**	**0**	**0**
Pk Hr	**4**	**4**	**0**	**1**	**5**	**3**	**0**	**1**	**0**	**1**	**0**	**0**	**19**	*	**0**	**0**	**0**	**0**
15x4	**8**	**8**	**0**	**4**	**8**	**4**	**0**	**4**	**0**	**4**	**0**	**0**	**40**	+	**0**	**0**	**0**	**0**
Avg Hr	**3**	**3**	**0**	**0**	**4**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**13**		**0**	**0**	**0**	**0**

Peak Hour	15:00
Peak 15min	15:30
North Leg PHF	0.50
South Leg PHF	0.56
West Leg PHF	0.25
East Leg PHF	0.25

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PM Peak Hour Volumes



Average Hour Period
Trucks

Location: River Road @ 207 Street
February 27, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	14	38	0	1	32	13	0	2	0	9	0	8	117	0	0	0	0
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	2	5	0	0	4	2	0	0	0	1	0	1	15	0	0	0	0
AM Period																	
Total	3	18	0	0	13	4	0	1	0	5	0	6	50	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	1	6	0	0	4	1	0	0	0	2	0	2	17	0	0	0	0
Noon Period																	
Total	3	12	0	0	8	3	0	0	0	1	0	2	29	0	0	0	0
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	2	6	0	0	4	2	0	0	0	1	0	1	15	0	0	0	0
PM Period																	
Total	8	8	0	1	11	6	0	1	0	3	0	0	38	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	3	3	0	0	4	2	0	0	0	1	0	0	13	0	0	0	0

Average Hour Volumes

Total	0	5	2
AM	0	6	1
Noon	0	6	2
PM	0	3	3

PM	Noon	AM	Total
0	1	2	1
0	0	0	0
1	1	2	1

River Road <---

0	0	0	0
0	0	0	0 --->
0	0	0	0

Total	AM	Noon	PM
0	4	2	PM
0	4	2	Noon
0	4	1	AM
0	4	2	Total

River Road

PREMIERE
TRAFFIC DATA SERVICES

Turning Movement Count Data
Cyclists

Site Number:	4
Major Route:	207 Street
Minor Route:	River Road
Municipality:	Maple Ridge
Filename:	4-TMC-207 St@River Rd-Feb 27 2024
Date:	February 27, 2024
Day-of-week:	Tuesday
East/West Route:	River Road
Intersection Type:	4 leg
Signalized (y/n?):	yes
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Cyclists

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0					
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0					
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0					
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0					
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0					
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0					
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0					
07:45	0	0	0	0	1	0	0	0	0	0	0	0	1	+				
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	*				
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	*				
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	*				
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0					
Total	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	*	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	+	**0**	**0**	**0**	**0**
11:00	0	1	0	0	0	0	0	0	0	0	0	0	1	+				
11:15	0	0	0	0	1	0	0	0	0	0	0	0	1	+				
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	*				
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	*				
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0					
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0					
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0					
12:45	0	1	0	0	0	0	0	0	0	0	0	0	1					
Total	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	*	**0**	**0**	**0**	**0**
15x4	**0**	**4**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	+	**0**	**0**	**0**	**0**
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0					
15:15	0	0	1	0	0	0	0	0	0	0	0	0	1	+				
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	*				
15:45	0	0	0	0	0	0	0	0	0	0	0	1	1	+				
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	*				
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0					
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0					
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0					
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0					
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0					
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0					
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0					
Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	*	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**8**	+	**0**	**0**	**0**	**0**

AM Peak Period

Cyclists

Location: River Road @ 207 Street

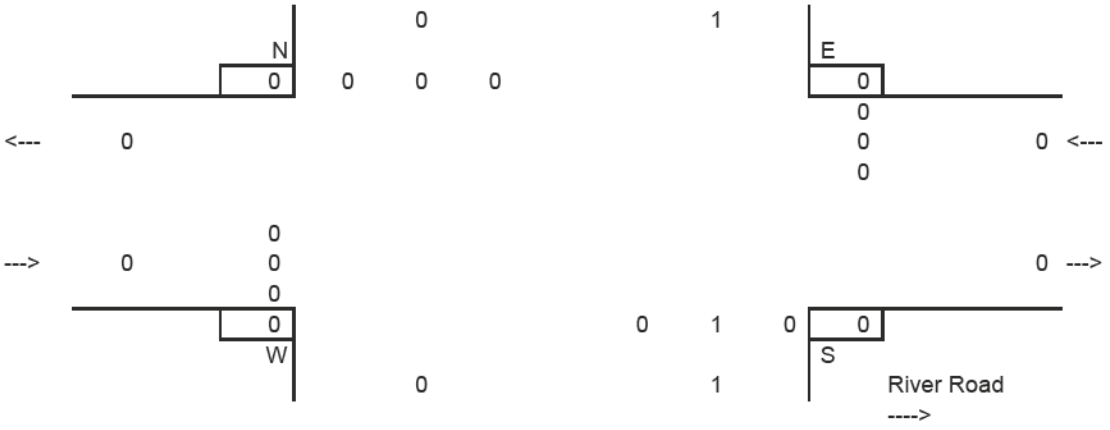
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
07:45	0	0	0	0	1	0	0	0	0	0	0	0	1	+	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
Total	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	*	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		**0**	**0**	**0**	**0**

Peak Hour	07:45
Peak 15min	07:45
North approach PHF	NA
South approach PHF	0.25
West approach PHF	NA
East approach PHF	NA

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AM Peak Hour Volumes



Noon Peak Period

Cyclists

Location: River Road @ 207 Street

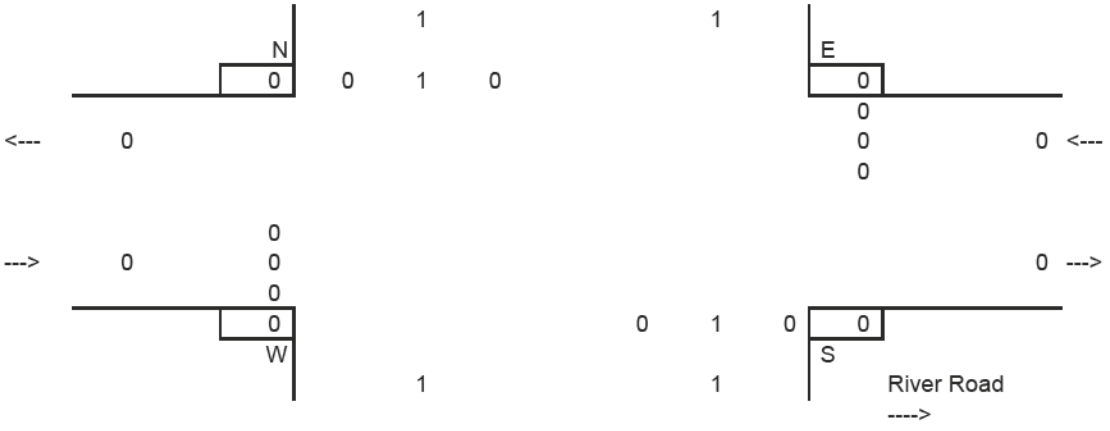
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
11:00	0	1	0	0	0	0	0	0	0	0	0	0	1 +	0	0	0	0
11:15	0	0	0	0	1	0	0	0	0	0	0	0	1 +	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0 *	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Total	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**
Pk Hr	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2 ***	**0**	**0**	**0**	**0**
15x4	**0**	**4**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8 +**	**0**	**0**	**0**	**0**
Avg Hr	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**

Peak Hour	11:00
Peak 15min	12:45
North Leg PHF	0.25
South Leg PHF	0.25
West Leg PHF	NA
East Leg PHF	NA

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Noon Peak Hour Volumes



PM Peak Period

Cyclists

Location: River Road @ 207 Street

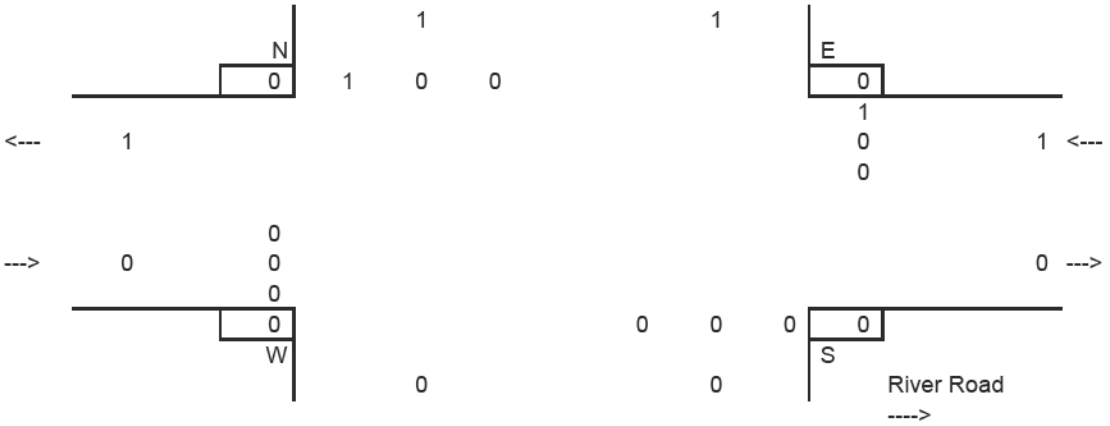
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
15:15	0	0	1	0	0	0	0	0	0	0	0	0	1	+	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	1	1	+	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	*	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**8**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**		**0**	**0**	**0**	**0**

Peak Hour	15:15
Peak 15min	15:45
North Leg PHF	0.25
South Leg PHF	NA
West Leg PHF	NA
East Leg PHF	0.25

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PM Peak Hour Volumes



Average Hour Period

Cyclists

Location: River Road @ 207 Street

February 27, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	0	2	1	0	2	0	0	0	0	0	0	1	6	0	0	0	0
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
AM Period																	
Total	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Noon Period																	
Total	0	2	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0
PM Period																	
Total	0	0	1	0	0	0	0	0	0	0	0	1	2	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0

Average Hour Volumes

Total	0	0	0
AM	0	0	0
Noon	0	1	0
PM	0	0	0

PM	Noon	AM	Total
0	0	0	0
0	0	0	0
0	0	0	0

River Road <---

0 0 0 0
0 0 0 0 --->
0 0 0 0

Total	AM	Noon	PM
0	0	0	PM
0	1	0	Noon
0	0	0	AM
0	0	0	Total

River Road

PREMIERE
TRAFFIC DATA SERVICES

Turning Movement Count Data
Combined Volume

Site Number:	5
Major Route:	207 Street
Minor Route:	Westfield Avenue
Municipality:	Maple Ridge
Filename:	5-TMC-207 St@Westfield Ave-Feb 27 2024
Date:	February 27, 2024
Day-of-week:	Tuesday
East/West Route:	Westfield Avenue
Intersection Type:	4 leg
Signalized (y/n?):	no
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Combined Volume

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians		
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	32	2	0	11	0	2	0	0	0	2	2	51		1	0	1	0
06:15	0	27	6	0	6	0	3	0	0	1	0	1	44		0	2	0	2
06:30	0	46	3	0	13	0	3	0	0	0	1	0	66		0	0	0	0
06:45	1	41	17	0	18	0	3	0	0	0	2	2	84		0	0	4	0
07:00	1	46	15	0	23	0	3	0	0	0	0	2	90		0	0	0	1
07:15	2	66	11	0	38	0	8	0	0	0	0	4	129		0	0	1	3
07:30	2	67	20	0	37	0	9	0	0	0	1	1	137		1	0	0	2
07:45	2	67	27	0	36	0	9	0	0	0	2	2	145	*	2	0	1	1
08:00	9	49	28	1	50	2	8	0	0	0	2	4	153	*	1	0	1	2
08:15	20	65	36	0	46	3	14	1	0	1	4	14	204	+	0	0	3	1
08:30	5	56	15	0	49	0	21	0	1	2	3	8	160	*	0	0	1	0
08:45	4	60	13	1	35	0	11	0	0	0	0	3	127		0	0	1	0
Total	**46**	**622**	**193**	**2**	**362**	**5**	**94**	**1**	**1**	**4**	**17**	**43**	**1390**		**5**	**2**	**13**	**12**
Pk Hr	**36**	**237**	**106**	**1**	**181**	**5**	**52**	**1**	**1**	**3**	**11**	**28**	**662**	*	**3**	**0**	**6**	**4**
15x4	**80**	**268**	**144**	**4**	**200**	**12**	**84**	**4**	**4**	**8**	**16**	**56**	**880**	+	**0**	**0**	**12**	**4**
11:00	1	44	10	0	19	0	4	1	0	1	0	5	85		0	1	2	0
11:15	3	34	4	1	71	1	14	1	1	0	1	2	133		1	0	1	2
11:30	7	35	11	0	38	0	13	1	0	1	0	3	109		0	2	1	1
11:45	2	42	11	0	53	0	10	0	1	0	0	6	125		0	0	3	2
12:00	4	39	7	1	48	1	9	0	1	1	1	2	114	*	2	0	2	0
12:15	5	50	9	1	54	0	7	0	0	1	1	5	133	*	1	0	1	0
12:30	0	41	5	0	56	0	8	0	1	0	1	3	115	*	0	0	2	0
12:45	4	47	10	0	60	1	10	0	0	0	0	3	135	+	0	0	1	1
Total	**26**	**332**	**67**	**3**	**399**	**3**	**75**	**3**	**4**	**4**	**4**	**29**	**949**		**4**	**3**	**13**	**6**
Pk Hr	**13**	**177**	**31**	**2**	**218**	**2**	**34**	**0**	**2**	**2**	**3**	**13**	**497**	*	**3**	**0**	**6**	**1**
15x4	**20**	**200**	**40**	**4**	**240**	**4**	**40**	**0**	**4**	**4**	**4**	**20**	**580**	+	**0**	**0**	**4**	**4**
15:00	5	54	17	0	92	2	37	0	0	0	0	3	210		0	0	3	2
15:15	2	45	6	0	106	2	23	2	0	0	1	1	188		0	0	1	4
15:30	2	38	7	1	125	2	38	1	1	0	1	3	219		1	0	1	0
15:45	2	35	11	1	120	0	25	2	0	0	0	4	200		0	0	1	0
16:00	1	43	12	0	120	1	27	0	1	0	1	2	208		0	0	0	0
16:15	1	61	11	0	121	3	44	0	0	0	0	0	241	+	0	0	2	1
16:30	0	44	13	0	134	0	33	1	1	0	0	1	227	*	0	1	1	1
16:45	2	44	10	0	121	1	38	3	0	2	0	1	222	*	3	1	0	0
17:00	0	44	7	0	138	1	29	1	2	1	0	0	223	*	0	0	0	1
17:15	0	33	8	0	118	0	27	1	0	0	0	0	187		0	0	3	0
17:30	2	48	9	0	98	0	30	1	0	0	1	0	189		0	0	0	0
17:45	2	42	14	0	90	0	13	1	0	0	0	2	164		0	0	0	0
Total	**19**	**531**	**125**	**2**	**1383**	**12**	**364**	**13**	**5**	**3**	**4**	**17**	**2478**		**4**	**2**	**12**	**9**
Pk Hr	**3**	**193**	**41**	**0**	**514**	**5**	**144**	**5**	**3**	**3**	**0**	**2**	**913**	*	**3**	**2**	**3**	**3**
15x4	**8**	**244**	**52**	**0**	**552**	**12**	**176**	**12**	**8**	**8**	**0**	**4**	**1076**	+	**0**	**0**	**8**	**4**

AM Peak Period

Combined Volume

Location: Westfield Avenue @ 207 Street

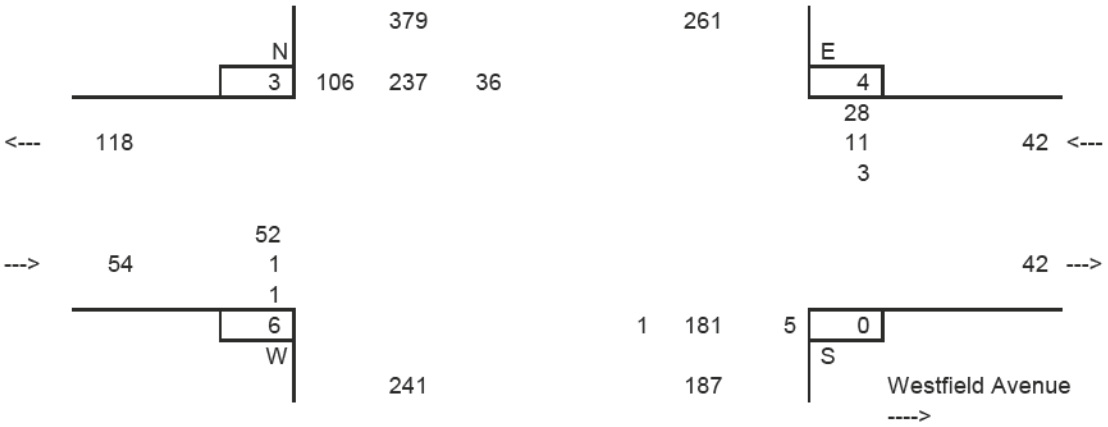
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
06:00	0	32	2	0	11	0	2	0	0	0	2	2	51	1	0	1	0
06:15	0	27	6	0	6	0	3	0	0	1	0	1	44	0	2	0	2
06:30	0	46	3	0	13	0	3	0	0	0	1	0	66	0	0	0	0
06:45	1	41	17	0	18	0	3	0	0	0	2	2	84	0	0	4	0
07:00	1	46	15	0	23	0	3	0	0	0	0	2	90	0	0	0	1
07:15	2	66	11	0	38	0	8	0	0	0	0	4	129	0	0	1	3
07:30	2	67	20	0	37	0	9	0	0	0	1	1	137	1	0	0	2
07:45	2	67	27	0	36	0	9	0	0	0	2	2	145 *	2	0	1	1
08:00	9	49	28	1	50	2	8	0	0	0	2	4	153 *	1	0	1	2
08:15	20	65	36	0	46	3	14	1	0	1	4	14	204 +	0	0	3	1
08:30	5	56	15	0	49	0	21	0	1	2	3	8	160 *	0	0	1	0
08:45	4	60	13	1	35	0	11	0	0	0	0	3	127	0	0	1	0
Total	**45**	**476**	**165**	**2**	**314**	**5**	**83**	**1**	**1**	**3**	**12**	**38**	**1145**	**4**	**0**	**8**	**10**
Pk Hr	**36**	**237**	**106**	**1**	**181**	**5**	**52**	**1**	**1**	**3**	**11**	**28**	**662 ***	**3**	**0**	**6**	**4**
15x4	**80**	**268**	**144**	**4**	**200**	**12**	**84**	**4**	**4**	**8**	**16**	**56**	**880 +**	**0**	**0**	**12**	**4**
Avg Hr	**15**	**207**	**64**	**1**	**121**	**2**	**31**	**0**	**0**	**1**	**6**	**14**	**463**	**2**	**1**	**4**	**4**

Peak Hour	07:45
Peak 15min	08:15
North approach PHF	0.77
South approach PHF	0.87
West approach PHF	0.59
East approach PHF	0.53
Total PHF	0.77

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AM Peak Hour Volumes



Noon Peak Period
Combined Volume

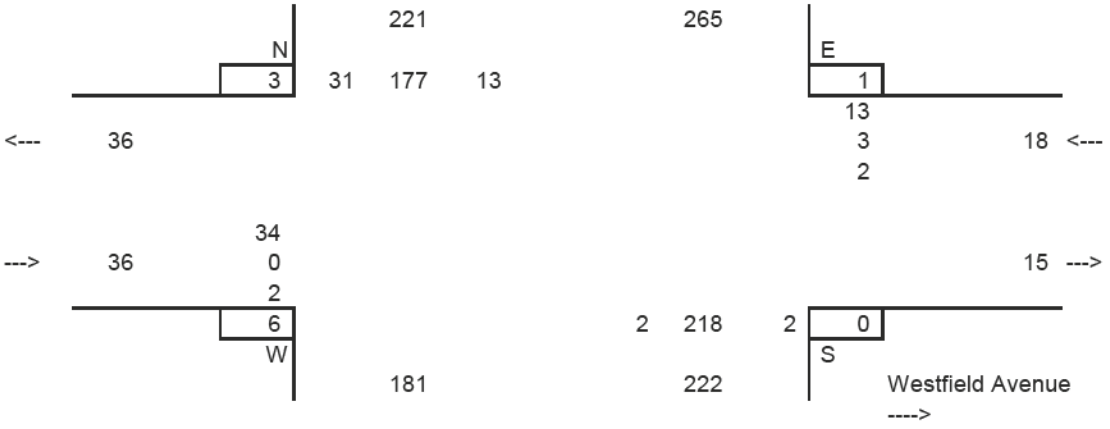
Location: Westfield Avenue @ 207 Street
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
11:00	1	44	10	0	19	0	4	1	0	1	0	5	85	0	1	2	0
11:15	3	34	4	1	71	1	14	1	1	0	1	2	133	1	0	1	2
11:30	7	35	11	0	38	0	13	1	0	1	0	3	109	0	2	1	1
11:45	2	42	11	0	53	0	10	0	1	0	0	6	125	0	0	3	2
12:00	4	39	7	1	48	1	9	0	1	1	1	2	114 *	2	0	2	0
12:15	5	50	9	1	54	0	7	0	0	1	1	5	133 *	1	0	1	0
12:30	0	41	5	0	56	0	8	0	1	0	1	3	115 *	0	0	2	0
12:45	4	47	10	0	60	1	10	0	0	0	0	3	135 +	0	0	1	1
Total	**26**	**332**	**67**	**3**	**399**	**3**	**75**	**3**	**4**	**4**	**4**	**29**	**949**	**4**	**3**	**13**	**6**
Pk Hr	**13**	**177**	**31**	**2**	**218**	**2**	**34**	**0**	**2**	**2**	**3**	**13**	**497** *	**3**	**0**	**6**	**1**
15x4	**20**	**200**	**40**	**4**	**240**	**4**	**40**	**0**	**4**	**4**	**4**	**20**	**580** +	**0**	**0**	**4**	**4**
Avg Hr	**13**	**166**	**34**	**2**	**200**	**2**	**38**	**2**	**2**	**2**	**2**	**15**	**475**	**2**	**2**	**7**	**3**

Peak Hour	12:00
Peak 15min	12:45
North Leg PHF	0.85
South Leg PHF	0.90
West Leg PHF	0.82
East Leg PHF	0.64
Total PHF	0.86

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Noon Peak Hour Volumes



PM Peak Period

Combined Volume

Location: Westfield Avenue @ 207 Street

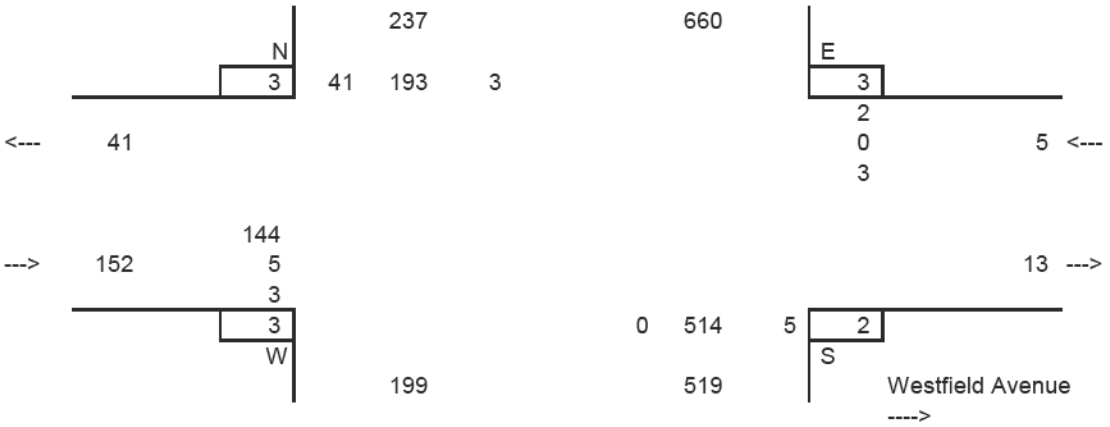
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
15:00	5	54	17	0	92	2	37	0	0	0	0	3	210	0	0	3	2
15:15	2	45	6	0	106	2	23	2	0	0	1	1	188	0	0	1	4
15:30	2	38	7	1	125	2	38	1	1	0	1	3	219	1	0	1	0
15:45	2	35	11	1	120	0	25	2	0	0	0	4	200	0	0	1	0
16:00	1	43	12	0	120	1	27	0	1	0	1	2	208	0	0	0	0
16:15	1	61	11	0	121	3	44	0	0	0	0	0	241 +	0	0	2	1
16:30	0	44	13	0	134	0	33	1	1	0	0	1	227 *	0	1	1	1
16:45	2	44	10	0	121	1	38	3	0	2	0	1	222 *	3	1	0	0
17:00	0	44	7	0	138	1	29	1	2	1	0	0	223 *	0	0	0	1
17:15	0	33	8	0	118	0	27	1	0	0	0	0	187	0	0	3	0
17:30	2	48	9	0	98	0	30	1	0	0	1	0	189	0	0	0	0
17:45	2	42	14	0	90	0	13	1	0	0	0	2	164	0	0	0	0
Total	**19**	**531**	**125**	**2**	**1383**	**12**	**364**	**13**	**5**	**3**	**4**	**17**	**2478**	**4**	**2**	**12**	**9**
Pk Hr	**3**	**193**	**41**	**0**	**514**	**5**	**144**	**5**	**3**	**3**	**0**	**2**	**913 ***	**3**	**2**	**3**	**3**
15x4	**8**	**244**	**52**	**0**	**552**	**12**	**176**	**12**	**8**	**8**	**0**	**4**	**1076 +**	**0**	**0**	**8**	**4**
Avg Hr	**6**	**177**	**42**	**1**	**461**	**4**	**121**	**4**	**2**	**1**	**1**	**6**	**826**	**1**	**1**	**4**	**3**

Peak Hour	16:15
Peak 15min	16:15
North Leg PHF	0.78
South Leg PHF	0.92
West Leg PHF	0.78
East Leg PHF	0.42
Total PHF	0.86

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PM Peak Hour Volumes

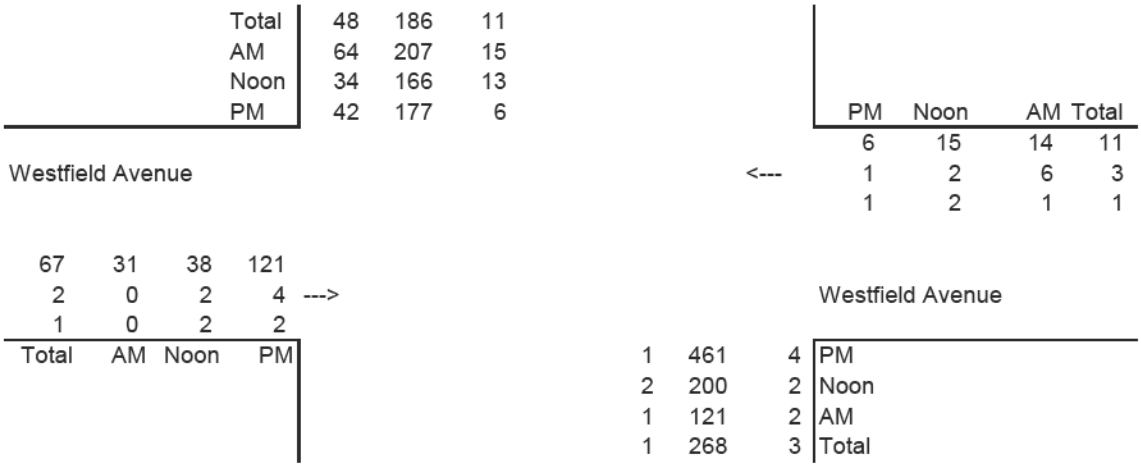


Average Hour Period
Combined Volume

Location: Westfield Avenue @ 207 Street
February 27, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	91	1485	385	7	2144	20	533	17	10	11	25	89	4817	13	7	38	27
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	11	186	48	1	268	3	67	2	1	1	3	11	602	2	1	5	3
AM Period																	
Total	46	622	193	2	362	5	94	1	1	4	17	43	1390	5	2	13	12
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	15	207	64	1	121	2	31	0	0	1	6	14	463	2	1	4	4
Noon Period																	
Total	26	332	67	3	399	3	75	3	4	4	4	29	949	4	3	13	6
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	13	166	34	2	200	2	38	2	2	2	2	15	475	2	2	7	3
PM Period																	
Total	19	531	125	2	1383	12	364	13	5	3	4	17	2478	4	2	12	9
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	6	177	42	1	461	4	121	4	2	1	1	6	826	1	1	4	3

Average Hour Volumes



PREMIERE
TRAFFIC DATA SERVICES

Turning Movement Count Data
Regular Vehicles

Site Number:	5
Major Route:	207 Street
Minor Route:	Westfield Avenue
Municipality:	Maple Ridge
Filename:	5-TMC-207 St@Westfield Ave-Feb 27 2024
Date:	February 27, 2024
Day-of-week:	Tuesday
East/West Route:	Westfield Avenue
Intersection Type:	4 leg
Signalized (y/n?):	no
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Regular Vehicles

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
06:00	0	31	2	0	10	0	2	0	0	0	2	2	49	1	0	1	0
06:15	0	27	6	0	6	0	3	0	0	1	0	1	44	0	2	0	2
06:30	0	46	3	0	12	0	3	0	0	0	1	0	65	0	0	0	0
06:45	1	40	17	0	17	0	3	0	0	0	2	2	82	0	0	4	0
07:00	1	46	14	0	23	0	3	0	0	0	0	2	89	0	0	0	1
07:15	1	63	11	0	36	0	8	0	0	0	0	3	122	0	0	1	3
07:30	2	65	20	0	36	0	9	0	0	0	1	1	134	1	0	0	2
07:45	2	65	27	0	35	0	9	0	0	0	2	2	142 *	2	0	1	1
08:00	9	49	26	1	46	2	8	0	0	0	2	4	147 *	1	0	1	2
08:15	20	64	35	0	46	2	13	1	0	1	3	14	199 +	0	0	3	1
08:30	5	55	15	0	49	0	20	0	1	2	3	8	158 *	0	0	1	0
08:45	4	56	13	1	33	0	11	0	0	0	0	3	121	0	0	1	0
Total	**45**	**607**	**189**	**2**	**349**	**4**	**92**	**1**	**1**	**4**	**16**	**42**	**1352**	**5**	**2**	**13**	**12**
Pk Hr	**36**	**233**	**103**	**1**	**176**	**4**	**50**	**1**	**1**	**3**	**10**	**28**	**646 ***	**3**	**0**	**6**	**4**
15x4	**80**	**260**	**140**	**4**	**196**	**8**	**80**	**4**	**4**	**8**	**12**	**56**	**852 +**	**0**	**0**	**12**	**4**
11:00	1	44	10	0	19	0	4	1	0	1	0	5	85	0	1	2	0
11:15	3	34	4	1	71	1	14	1	1	0	1	2	133	1	0	1	2
11:30	7	33	11	0	35	0	13	1	0	1	0	3	104	0	2	1	1
11:45	2	41	11	0	52	0	10	0	1	0	0	6	123	0	0	3	2
12:00	3	38	7	1	47	1	9	0	1	1	0	2	110 *	2	0	2	0
12:15	5	48	9	1	52	0	7	0	0	1	1	5	129 *	1	0	1	0
12:30	0	40	5	0	54	0	8	0	0	0	1	3	111 *	0	0	2	0
12:45	4	45	10	0	58	1	10	0	0	0	0	3	131 +	0	0	1	1
Total	**25**	**323**	**67**	**3**	**388**	**3**	**75**	**3**	**3**	**4**	**3**	**29**	**926**	**4**	**3**	**13**	**6**
Pk Hr	**12**	**171**	**31**	**2**	**211**	**2**	**34**	**0**	**1**	**2**	**2**	**13**	**481 ***	**3**	**0**	**6**	**1**
15x4	**20**	**192**	**40**	**4**	**232**	**4**	**40**	**0**	**4**	**4**	**4**	**20**	**564 +**	**0**	**0**	**4**	**4**
15:00	5	52	15	0	91	2	37	0	0	0	0	3	205	0	0	3	2
15:15	2	45	6	0	104	2	23	2	0	0	1	1	186	0	0	1	4
15:30	2	36	7	1	122	2	38	1	1	0	1	3	214	1	0	1	0
15:45	2	35	11	1	116	0	25	2	0	0	0	4	196	0	0	1	0
16:00	1	43	12	0	118	1	27	0	1	0	1	2	206	0	0	0	0
16:15	1	59	11	0	119	3	44	0	0	0	0	0	237 +	0	0	2	1
16:30	0	44	13	0	134	0	33	1	1	0	0	1	227 *	0	1	1	1
16:45	2	42	10	0	120	0	38	3	0	2	0	0	217 *	3	1	0	0
17:00	0	43	7	0	137	1	29	1	2	1	0	0	221 *	0	0	0	1
17:15	0	33	8	0	116	0	27	1	0	0	0	0	185	0	0	3	0
17:30	2	47	9	0	98	0	30	1	0	0	1	0	188	0	0	0	0
17:45	2	42	14	0	89	0	13	1	0	0	0	2	163	0	0	0	0
Total	**19**	**521**	**123**	**2**	**1364**	**11**	**364**	**13**	**5**	**3**	**4**	**16**	**2445**	**4**	**2**	**12**	**9**
Pk Hr	**3**	**188**	**41**	**0**	**510**	**4**	**144**	**5**	**3**	**3**	**0**	**1**	**902 ***	**3**	**2**	**3**	**3**
15x4	**8**	**236**	**52**	**0**	**548**	**12**	**176**	**12**	**8**	**8**	**0**	**4**	**1064 +**	**0**	**0**	**8**	**4**

AM Peak Period

Regular Vehicles

Location: Westfield Avenue @ 207 Street

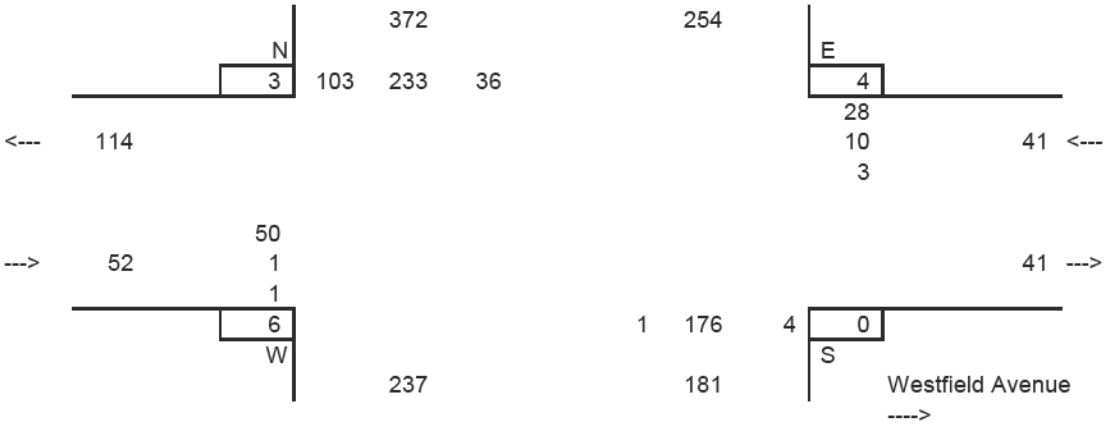
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians		
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	31	2	0	10	0	2	0	0	0	2	2	49		1	0	1	0
06:15	0	27	6	0	6	0	3	0	0	1	0	1	44		0	2	0	2
06:30	0	46	3	0	12	0	3	0	0	0	1	0	65		0	0	0	0
06:45	1	40	17	0	17	0	3	0	0	0	2	2	82		0	0	4	0
07:00	1	46	14	0	23	0	3	0	0	0	0	2	89		0	0	0	1
07:15	1	63	11	0	36	0	8	0	0	0	0	3	122		0	0	1	3
07:30	2	65	20	0	36	0	9	0	0	0	1	1	134		1	0	0	2
07:45	2	65	27	0	35	0	9	0	0	0	2	2	142	*	2	0	1	1
08:00	9	49	26	1	46	2	8	0	0	0	2	4	147	*	1	0	1	2
08:15	20	64	35	0	46	2	13	1	0	1	3	14	199	+	0	0	3	1
08:30	5	55	15	0	49	0	20	0	1	2	3	8	158	*	0	0	1	0
08:45	4	56	13	1	33	0	11	0	0	0	0	3	121		0	0	1	0
Total	**45**	**607**	**189**	**2**	**349**	**4**	**92**	**1**	**1**	**4**	**16**	**42**	**1352**		**5**	**2**	**13**	**12**
Pk Hr	**36**	**233**	**103**	**1**	**176**	**4**	**50**	**1**	**1**	**3**	**10**	**28**	**646**	*	**3**	**0**	**6**	**4**
15x4	**80**	**260**	**140**	**4**	**196**	**8**	**80**	**4**	**4**	**8**	**12**	**56**	**852**	+	**0**	**0**	**12**	**4**
Avg Hr	**15**	**202**	**63**	**1**	**116**	**1**	**31**	**0**	**0**	**1**	**5**	**14**	**451**		**2**	**1**	**4**	**4**

Peak Hour	07:45
Peak 15min	08:15
North approach PHF	0.78
South approach PHF	0.87
West approach PHF	0.59
East approach PHF	0.54

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AM Peak Hour Volumes



Noon Peak Period
Regular Vehicles

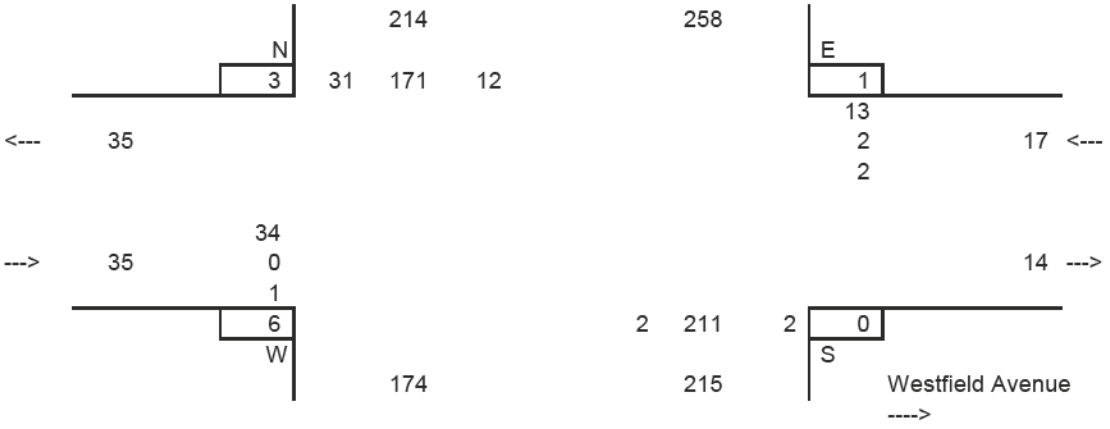
Location: Westfield Avenue @ 207 Street
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
11:00	1	44	10	0	19	0	4	1	0	1	0	5	85		0	1	2	0
11:15	3	34	4	1	71	1	14	1	1	0	1	2	133		1	0	1	2
11:30	7	33	11	0	35	0	13	1	0	1	0	3	104		0	2	1	1
11:45	2	41	11	0	52	0	10	0	1	0	0	6	123		0	0	3	2
12:00	3	38	7	1	47	1	9	0	1	1	0	2	110	*	2	0	2	0
12:15	5	48	9	1	52	0	7	0	0	1	1	5	129	*	1	0	1	0
12:30	0	40	5	0	54	0	8	0	0	0	1	3	111	*	0	0	2	0
12:45	4	45	10	0	58	1	10	0	0	0	0	3	131	+	0	0	1	1
Total	**25**	**323**	**67**	**3**	**388**	**3**	**75**	**3**	**3**	**4**	**3**	**29**	**926**		**4**	**3**	**13**	**6**
Pk Hr	**12**	**171**	**31**	**2**	**211**	**2**	**34**	**0**	**1**	**2**	**2**	**13**	**481**	*	**3**	**0**	**6**	**1**
15x4	**20**	**192**	**40**	**4**	**232**	**4**	**40**	**0**	**4**	**4**	**4**	**20**	**564**	+	**0**	**0**	**4**	**4**
Avg Hr	**13**	**162**	**34**	**2**	**194**	**2**	**38**	**2**	**2**	**2**	**2**	**15**	**463**		**2**	**2**	**7**	**3**

Peak Hour	12:00
Peak 15min	12:45
North Leg PHF	0.85
South Leg PHF	0.90
West Leg PHF	0.80
East Leg PHF	0.61

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Noon Peak Hour Volumes



PM Peak Period

Regular Vehicles

Location: Westfield Avenue @ 207 Street

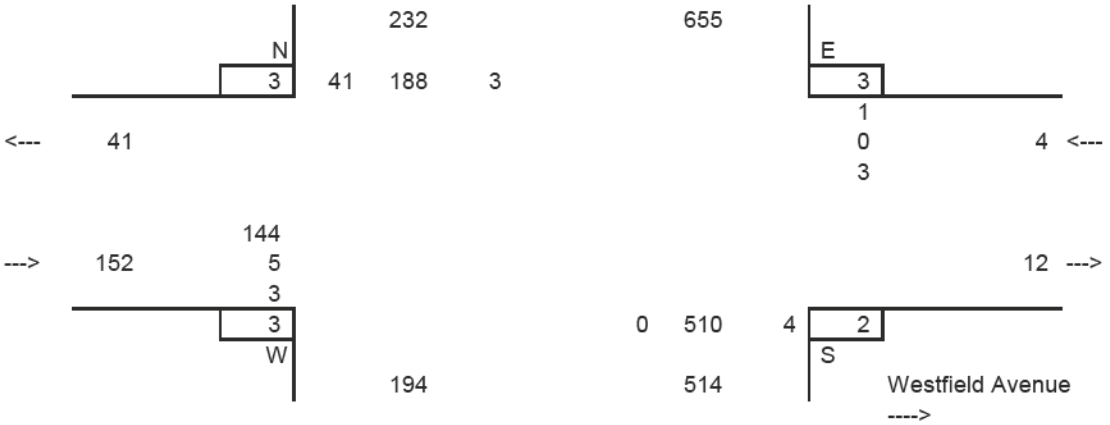
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
15:00	5	52	15	0	91	2	37	0	0	0	0	3	205	0	0	3	2
15:15	2	45	6	0	104	2	23	2	0	0	1	1	186	0	0	1	4
15:30	2	36	7	1	122	2	38	1	1	0	1	3	214	1	0	1	0
15:45	2	35	11	1	116	0	25	2	0	0	0	4	196	0	0	1	0
16:00	1	43	12	0	118	1	27	0	1	0	1	2	206	0	0	0	0
16:15	1	59	11	0	119	3	44	0	0	0	0	0	237 +	0	0	2	1
16:30	0	44	13	0	134	0	33	1	1	0	0	1	227 *	0	1	1	1
16:45	2	42	10	0	120	0	38	3	0	2	0	0	217 *	3	1	0	0
17:00	0	43	7	0	137	1	29	1	2	1	0	0	221 *	0	0	0	1
17:15	0	33	8	0	116	0	27	1	0	0	0	0	185	0	0	3	0
17:30	2	47	9	0	98	0	30	1	0	0	1	0	188	0	0	0	0
17:45	2	42	14	0	89	0	13	1	0	0	0	2	163	0	0	0	0
Total	**19**	**521**	**123**	**2**	**1364**	**11**	**364**	**13**	**5**	**3**	**4**	**16**	**2445**	**4**	**2**	**12**	**9**
Pk Hr	**3**	**188**	**41**	**0**	**510**	**4**	**144**	**5**	**3**	**3**	**0**	**1**	**902 ***	**3**	**2**	**3**	**3**
15x4	**8**	**236**	**52**	**0**	**548**	**12**	**176**	**12**	**8**	**8**	**0**	**4**	**1064 +**	**0**	**0**	**8**	**4**
Avg Hr	**6**	**174**	**41**	**1**	**455**	**4**	**121**	**4**	**2**	**1**	**1**	**5**	**815**	**1**	**1**	**4**	**3**

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Peak Hour	16:15
Peak 15min	16:15
North Leg PHF	0.78
South Leg PHF	0.92
West Leg PHF	0.78
East Leg PHF	0.33

PM Peak Hour Volumes

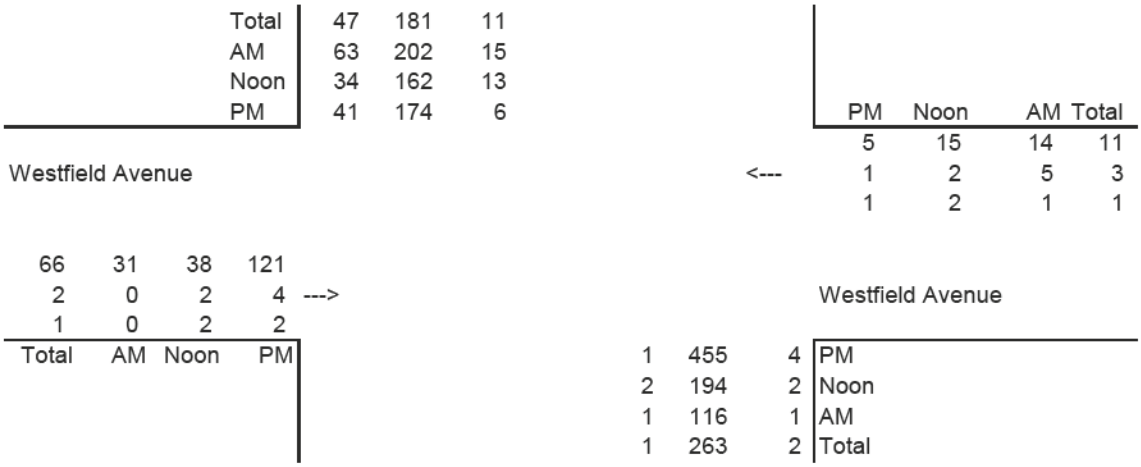


Average Hour Period
Regular Vehicles

Location: Westfield Avenue @ 207 Street
February 27, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	89	1451	379	7	2101	18	531	17	9	11	23	87	4723	13	7	38	27
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	11	181	47	1	263	2	66	2	1	1	3	11	590	2	1	5	3
AM Period																	
Total	45	607	189	2	349	4	92	1	1	4	16	42	1352	5	2	13	12
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	15	202	63	1	116	1	31	0	0	1	5	14	451	2	1	4	4
Noon Period																	
Total	25	323	67	3	388	3	75	3	3	4	3	29	926	4	3	13	6
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	13	162	34	2	194	2	38	2	2	2	2	15	463	2	2	7	3
PM Period																	
Total	19	521	123	2	1364	11	364	13	5	3	4	16	2445	4	2	12	9
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	6	174	41	1	455	4	121	4	2	1	1	5	815	1	1	4	3

Average Hour Volumes



PREMIERE
TRAFFIC DATA SERVICES

Turning Movement Count Data
Trucks

Site Number:	5
Major Route:	207 Street
Minor Route:	Westfield Avenue
Municipality:	Maple Ridge
Filename:	5-TMC-207 St@Westfield Ave-Feb 27 2024
Date:	February 27, 2024
Day-of-week:	Tuesday
East/West Route:	Westfield Avenue
Intersection Type:	4 leg
Signalized (y/n?):	no
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Trucks

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
06:00	0	1	0	0	1	0	0	0	0	0	0	0	2				
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0				
06:30	0	0	0	0	1	0	0	0	0	0	0	0	1				
06:45	0	1	0	0	1	0	0	0	0	0	0	0	2				
07:00	0	0	1	0	0	0	0	0	0	0	0	0	1				
07:15	1	3	0	0	2	0	0	0	0	0	0	1	7				
07:30	0	2	0	0	1	0	0	0	0	0	0	0	3				
07:45	0	2	0	0	1	0	0	0	0	0	0	0	3				
08:00	0	0	2	0	4	0	0	0	0	0	0	0	6 +				
08:15	0	1	1	0	0	1	1	0	0	0	1	0	5 *				
08:30	0	1	0	0	0	0	1	0	0	0	0	0	2 *				
08:45	0	4	0	0	2	0	0	0	0	0	0	0	6 +				
Total	**1**	**15**	**4**	**0**	**13**	**1**	**2**	**0**	**0**	**0**	**1**	**1**	**38**	**0**	**0**	**0**	**0**
Pk Hr	**0**	**6**	**3**	**0**	**6**	**1**	**2**	**0**	**0**	**0**	**1**	**0**	**19 ***	**0**	**0**	**0**	**0**
15x4	**0**	**16**	**8**	**0**	**16**	**4**	**4**	**0**	**0**	**0**	**4**	**0**	**52 +**	**0**	**0**	**0**	**0**
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0				
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0				
11:30	0	2	0	0	3	0	0	0	0	0	0	0	5				
11:45	0	1	0	0	1	0	0	0	0	0	0	0	2				
12:00	1	1	0	0	1	0	0	0	0	0	1	0	4 +				
12:15	0	2	0	0	2	0	0	0	0	0	0	0	4 +				
12:30	0	1	0	0	2	0	0	0	1	0	0	0	4 +				
12:45	0	2	0	0	2	0	0	0	0	0	0	0	4 +				
Total	**1**	**9**	**0**	**0**	**11**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**23**	**0**	**0**	**0**	**0**
Pk Hr	**1**	**6**	**0**	**0**	**7**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**16 ***	**0**	**0**	**0**	**0**
15x4	**4**	**8**	**0**	**0**	**8**	**0**	**0**	**0**	**4**	**0**	**4**	**0**	**28 +**	**0**	**0**	**0**	**0**
15:00	0	2	2	0	1	0	0	0	0	0	0	0	5 +				
15:15	0	0	0	0	2	0	0	0	0	0	0	0	2 *				
15:30	0	2	0	0	3	0	0	0	0	0	0	0	5 +				
15:45	0	0	0	0	4	0	0	0	0	0	0	0	4 *				
16:00	0	0	0	0	2	0	0	0	0	0	0	0	2				
16:15	0	2	0	0	2	0	0	0	0	0	0	0	4				
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0				
16:45	0	2	0	0	1	1	0	0	0	0	0	1	5				
17:00	0	1	0	0	1	0	0	0	0	0	0	0	2				
17:15	0	0	0	0	2	0	0	0	0	0	0	0	2				
17:30	0	1	0	0	0	0	0	0	0	0	0	0	1				
17:45	0	0	0	0	1	0	0	0	0	0	0	0	1				
Total	**0**	**10**	**2**	**0**	**19**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**33**	**0**	**0**	**0**	**0**
Pk Hr	**0**	**4**	**2**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16 ***	**0**	**0**	**0**	**0**
15x4	**0**	**8**	**8**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32 +**	**0**	**0**	**0**	**0**

AM Peak Period

Trucks

Location: Westfield Avenue @ 207 Street

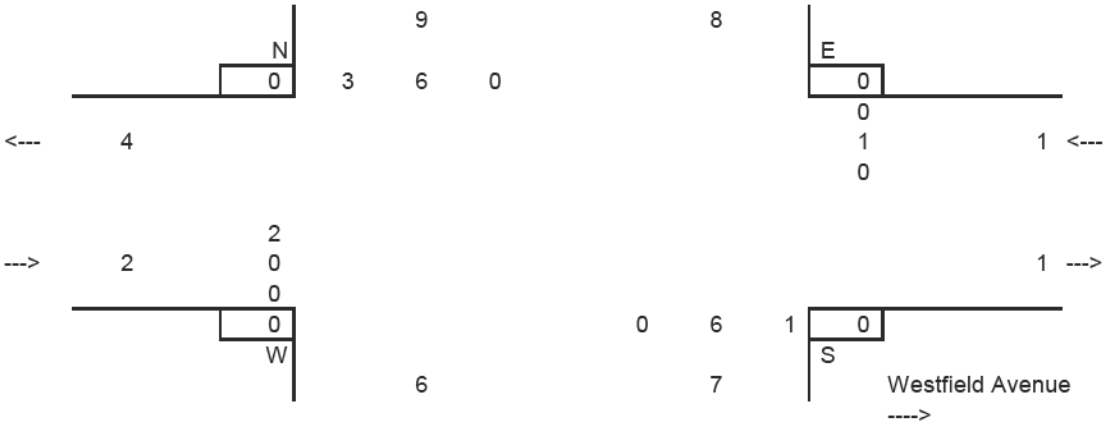
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
06:00	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0
06:45	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0
07:00	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0
07:15	1	3	0	0	2	0	0	0	0	0	0	1	7	0	0	0	0
07:30	0	2	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0
07:45	0	2	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0
08:00	0	0	2	0	4	0	0	0	0	0	0	0	6 +	0	0	0	0
08:15	0	1	1	0	0	1	1	0	0	0	1	0	5 *	0	0	0	0
08:30	0	1	0	0	0	0	1	0	0	0	0	0	2 *	0	0	0	0
08:45	0	4	0	0	2	0	0	0	0	0	0	0	6 +	0	0	0	0
Total	**1**	**15**	**4**	**0**	**13**	**1**	**2**	**0**	**0**	**0**	**1**	**1**	**38**	**0**	**0**	**0**	**0**
Pk Hr	**0**	**6**	**3**	**0**	**6**	**1**	**2**	**0**	**0**	**0**	**1**	**0**	**19 ***	**0**	**0**	**0**	**0**
15x4	**0**	**16**	**8**	**0**	**16**	**4**	**4**	**0**	**0**	**0**	**4**	**0**	**52 +**	**0**	**0**	**0**	**0**
Avg Hr	**0**	**5**	**1**	**0**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**13**	**0**	**0**	**0**	**0**

Peak Hour	08:00
Peak 15min	08:45
North approach PHF	0.38
South approach PHF	0.35
West approach PHF	0.50
East approach PHF	0.25

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AM Peak Hour Volumes



Noon Peak Period
Trucks

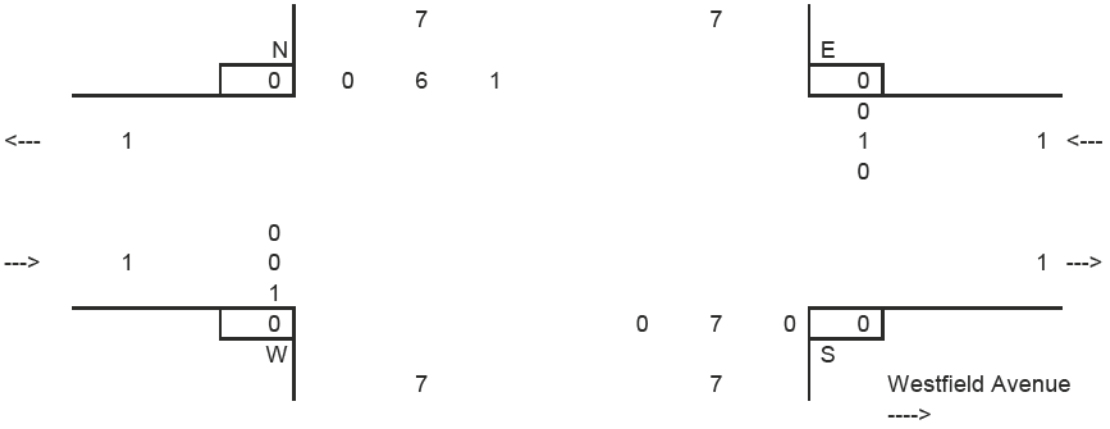
Location: Westfield Avenue @ 207 Street
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	2	0	0	3	0	0	0	0	0	0	0	5	0	0	0	0
11:45	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0
12:00	1	1	0	0	1	0	0	0	0	0	1	0	4 +	0	0	0	0
12:15	0	2	0	0	2	0	0	0	0	0	0	0	4 +	0	0	0	0
12:30	0	1	0	0	2	0	0	0	1	0	0	0	4 +	0	0	0	0
12:45	0	2	0	0	2	0	0	0	0	0	0	0	4 +	0	0	0	0
Total	**1**	**9**	**0**	**0**	**11**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**23**	**0**	**0**	**0**	**0**
Pk Hr	**1**	**6**	**0**	**0**	**7**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**16 ***	**0**	**0**	**0**	**0**
15x4	**4**	**8**	**0**	**0**	**8**	**0**	**0**	**0**	**4**	**0**	**4**	**0**	**28 +**	**0**	**0**	**0**	**0**
Avg Hr	**1**	**5**	**0**	**0**	**6**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**12**	**0**	**0**	**0**	**0**

Peak Hour	12:00
Peak 15min	12:45
North Leg PHF	0.58
South Leg PHF	0.88
West Leg PHF	0.25
East Leg PHF	0.25

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Noon Peak Hour Volumes



PM Peak Period
Trucks

Location: Westfield Avenue @ 207 Street
Date: February 27, 2024

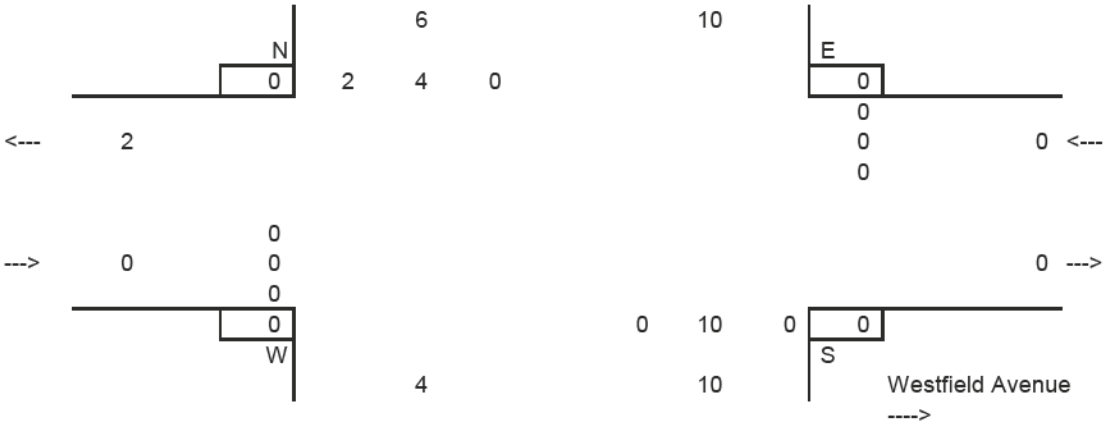
Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
15:00	0	2	2	0	1	0	0	0	0	0	0	0	5	+	0	0	0	0
15:15	0	0	0	0	2	0	0	0	0	0	0	0	2	*	0	0	0	0
15:30	0	2	0	0	3	0	0	0	0	0	0	0	5	+	0	0	0	0
15:45	0	0	0	0	4	0	0	0	0	0	0	0	4	*	0	0	0	0
16:00	0	0	0	0	2	0	0	0	0	0	0	0	2		0	0	0	0
16:15	0	2	0	0	2	0	0	0	0	0	0	0	4		0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
16:45	0	2	0	0	1	1	0	0	0	0	0	1	5		0	0	0	0
17:00	0	1	0	0	1	0	0	0	0	0	0	0	2		0	0	0	0
17:15	0	0	0	0	2	0	0	0	0	0	0	0	2		0	0	0	0
17:30	0	1	0	0	0	0	0	0	0	0	0	0	1		0	0	0	0
17:45	0	0	0	0	1	0	0	0	0	0	0	0	1		0	0	0	0

Total	**0**	**10**	**2**	**0**	**19**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**33**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**4**	**2**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	*	**0**	**0**	**0**	**0**
15x4	**0**	**8**	**8**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**3**	**1**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**		**0**	**0**	**0**	**0**

Peak Hour	15:00
Peak 15min	16:45
North Leg PHF	0.38
South Leg PHF	0.63
West Leg PHF	NA
East Leg PHF	NA

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PM Peak Hour Volumes



Average Hour Period
Trucks

Location: Westfield Avenue @ 207 Street
February 27, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	2	34	6	0	43	2	2	0	1	0	2	2	94	0	0	0	0
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	0	4	1	0	5	0	0	0	0	0	0	0	12	0	0	0	0
AM Period																	
Total	1	15	4	0	13	1	2	0	0	0	1	1	38	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	5	1	0	4	0	1	0	0	0	0	0	13	0	0	0	0
Noon Period																	
Total	1	9	0	0	11	0	0	0	1	0	1	0	23	0	0	0	0
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	1	5	0	0	6	0	0	0	1	0	1	0	12	0	0	0	0
PM Period																	
Total	0	10	2	0	19	1	0	0	0	0	0	1	33	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	3	1	0	6	0	0	0	0	0	0	0	11	0	0	0	0

Average Hour Volumes

Total	1	4	0
AM	1	5	0
Noon	0	5	1
PM	1	3	0

Westfield Avenue

PM	Noon	AM	Total
0	0	0	0
0	1	0	0
0	0	0	0

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0	1	0	0
0	0	0	0
0	0	1	0

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Total	AM	Noon	PM
0	6	0	PM
0	6	0	Noon
0	4	0	AM
0	5	0	Total

Westfield Avenue

PREMIERE
TRAFFIC DATA SERVICES

Turning Movement Count Data
Cyclists

Site Number:	5
Major Route:	207 Street
Minor Route:	Westfield Avenue
Municipality:	Maple Ridge
Filename:	5-TMC-207 St@Westfield Ave-Feb 27 2024
Date:	February 27, 2024
Day-of-week:	Tuesday
East/West Route:	Westfield Avenue
Intersection Type:	4 leg
Signalized (y/n?):	no
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Cyclists

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0				
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0				
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0				
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0				
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0				
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0				
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0				
07:45	0	0	0	0	0	0	1	0	0	0	0	0	1 +				
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *				
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *				
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *				
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1 ***	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**4 +**	**0**	**0**	**0**	**0**
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0				
11:15	0	1	0	0	0	0	0	0	0	0	0	0	1				
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0				
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0				
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *				
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *				
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *				
12:45	0	1	0	0	0	0	0	0	0	0	0	0	1 +				
Total	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**
Pk Hr	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1 ***	**0**	**0**	**0**	**0**
15x4	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4 +**	**0**	**0**	**0**	**0**
15:00	0	0	0	0	0	0	0	0	1	0	0	0	1 +				
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *				
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *				
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0 *				
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0				
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0				
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0				
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0				
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0				
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0				
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0				
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1 ***	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**4 +**	**0**	**0**	**0**	**0**

AM Peak Period

Cyclists

Location: Westfield Avenue @ 207 Street

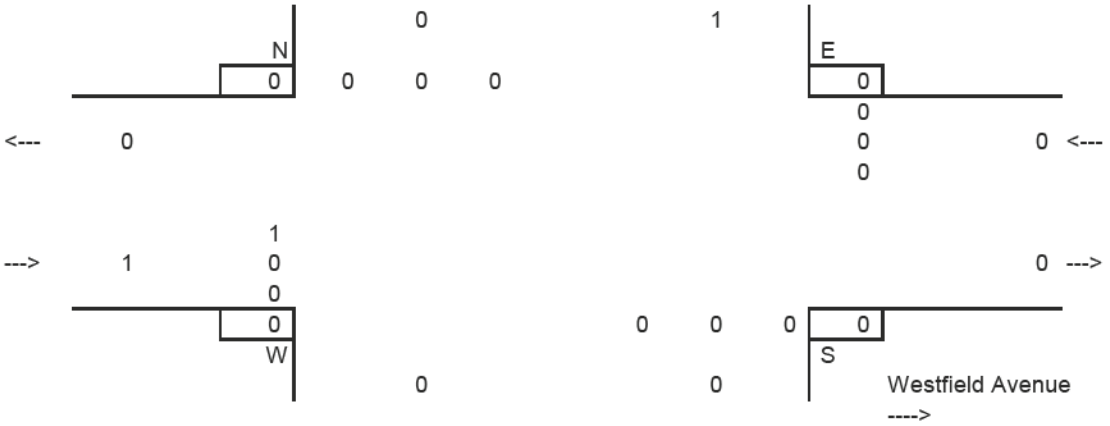
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
07:45	0	0	0	0	0	0	1	0	0	0	0	0	1	+	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	*	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**4**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		**0**	**0**	**0**	**0**

Peak Hour	07:45
Peak 15min	07:45
North approach PHF	NA
South approach PHF	NA
West approach PHF	0.25
East approach PHF	NA

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AM Peak Hour Volumes



Noon Peak Period
Cyclists

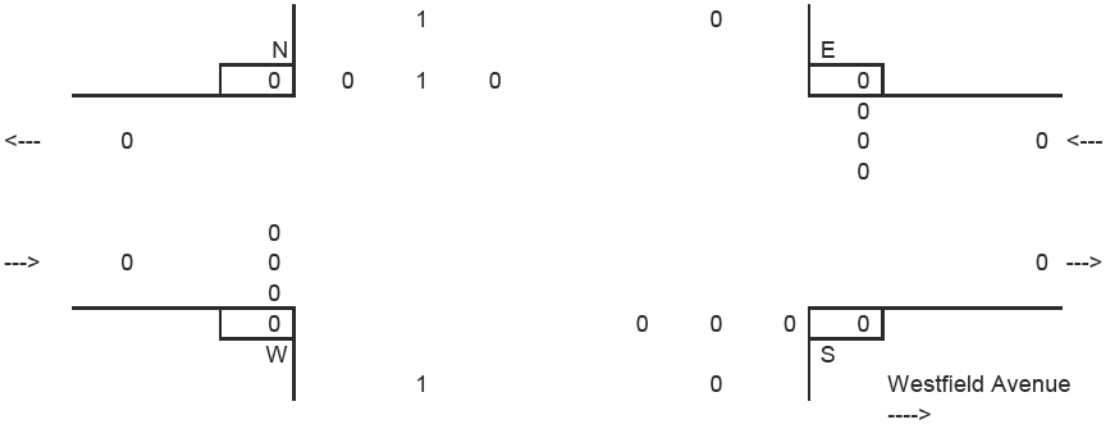
Location: Westfield Avenue @ 207 Street
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
11:15	0	1	0	0	0	0	0	0	0	0	0	0	1		0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
12:45	0	1	0	0	0	0	0	0	0	0	0	0	1	+	0	0	0	0
Total	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	*	**0**	**0**	**0**	**0**
15x4	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**		**0**	**0**	**0**	**0**

Peak Hour	12:00
Peak 15min	12:45
North Leg PHF	0.25
South Leg PHF	NA
West Leg PHF	NA
East Leg PHF	NA

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Noon Peak Hour Volumes



PM Peak Period

Cyclists

Location: Westfield Avenue @ 207 Street

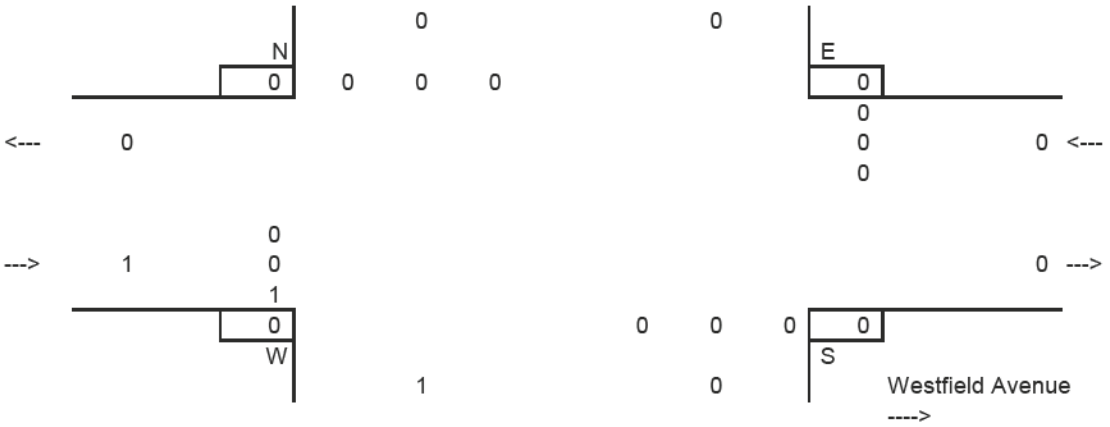
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
15:00	0	0	0	0	0	0	0	0	1	0	0	0	1	+	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	*	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**4**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		**0**	**0**	**0**	**0**

Peak Hour	15:00
Peak 15min	15:00
North Leg PHF	NA
South Leg PHF	NA
West Leg PHF	0.25
East Leg PHF	NA

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PM Peak Hour Volumes



Average Hour Period

Cyclists

Location: Westfield Avenue @ 207 Street

February 27, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	0	2	0	0	0	0	1	0	1	0	0	0	4	0	0	0	0
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
AM Period																	
Total	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Noon Period																	
Total	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
PM Period																	
Total	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Average Hour Volumes

Total	0	0	0
AM	0	0	0
Noon	0	1	0
PM	0	0	0

PM	Noon	AM	Total
0	0	0	0
0	0	0	0
0	0	0	0

Westfield Avenue <---

0	0	0	0
0	0	0	0 --->
0	0	0	0

Total	AM	Noon	PM
0	0	0	PM
0	0	0	Noon
0	0	0	AM
0	0	0	Total

Westfield Avenue

PREMIERE
TRAFFIC DATA SERVICES

Turning Movement Count Data
Combined Volume

Site Number:	6
Major Route:	Maple Crescent
Minor Route:	Westfield Avenue
Municipality:	Maple Ridge
Filename:	6-TMC-Maple Cres@Westfield Ave-Feb 27 2024
Date:	February 27, 2024
Day-of-week:	Tuesday
East/West Route:	Westfield Avenue
Intersection Type:	3 leg east approach
Signalized (y/n?):	no
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Combined Volume

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	1	10	0	0	73	0	0	0	0	0	0	11	95		0	0	0	2
06:15	0	6	0	0	66	0	0	0	0	0	0	10	82		0	0	0	2
06:30	1	12	0	0	80	0	0	0	0	0	0	11	104		0	0	0	4
06:45	5	21	0	0	67	1	0	0	0	0	0	20	114		0	0	0	2
07:00	2	21	0	0	93	1	0	0	0	0	0	15	132		0	1	0	3
07:15	3	27	0	0	107	0	0	0	0	0	0	23	160		0	0	0	1
07:30	2	26	0	0	102	3	0	0	0	0	0	25	158	*	0	0	0	0
07:45	3	40	0	0	89	0	0	0	0	0	0	29	161	*	0	0	0	1
08:00	4	34	0	0	84	3	0	0	0	1	0	34	160	*	0	0	0	4
08:15	11	31	0	0	105	1	0	0	0	2	0	57	207	+	0	0	0	14
08:30	11	40	0	0	69	1	0	0	0	1	0	20	142		0	0	0	7
08:45	4	44	0	0	63	2	0	0	0	1	0	19	133		0	0	0	1
Total	**47**	**312**	**0**	**0**	**998**	**12**	**0**	**0**	**0**	**5**	**0**	**274**	**1648**		**0**	**1**	**0**	**41**
Pk Hr	**20**	**131**	**0**	**0**	**380**	**7**	**0**	**0**	**0**	**3**	**0**	**145**	**686**	*	**0**	**0**	**0**	**19**
15x4	**44**	**160**	**0**	**0**	**420**	**12**	**0**	**0**	**0**	**8**	**0**	**228**	**872**	+	**0**	**0**	**0**	**56**
11:00	8	28	0	0	26	0	0	0	0	0	0	14	76		0	0	0	3
11:15	17	60	0	0	75	1	0	0	0	0	0	8	161	+	0	0	0	2
11:30	11	43	0	0	50	6	0	0	0	0	0	11	121	*	0	0	0	2
11:45	14	61	0	0	41	1	0	0	0	1	0	13	131	*	0	0	0	2
12:00	9	61	0	0	45	0	0	0	0	0	0	7	122	*	0	0	0	4
12:15	6	60	0	0	44	0	0	0	0	0	0	15	125		0	0	0	0
12:30	8	61	0	0	51	0	0	0	0	0	0	7	127		0	0	0	1
12:45	13	70	0	0	44	0	0	0	0	2	0	9	138		0	0	0	2
Total	**86**	**444**	**0**	**0**	**376**	**8**	**0**	**0**	**0**	**3**	**0**	**84**	**1001**		**0**	**0**	**0**	**16**
Pk Hr	**51**	**225**	**0**	**0**	**211**	**8**	**0**	**0**	**0**	**1**	**0**	**39**	**535**	*	**0**	**0**	**0**	**10**
15x4	**68**	**244**	**0**	**0**	**300**	**24**	**0**	**0**	**0**	**4**	**0**	**52**	**692**	+	**0**	**0**	**0**	**8**
15:00	30	110	0	0	44	0	0	0	0	2	0	18	204		0	0	0	0
15:15	17	126	0	0	50	0	0	0	0	0	0	9	202		0	0	0	3
15:30	40	154	0	0	41	1	0	0	0	0	0	6	242		0	0	0	2
15:45	31	155	0	0	42	0	0	0	0	0	0	9	237		0	0	0	1
16:00	28	138	0	0	44	0	0	0	0	1	0	8	219		0	1	0	3
16:15	47	173	0	0	30	0	0	0	0	0	0	8	258	+	0	0	0	6
16:30	49	154	0	0	31	0	0	0	0	0	0	18	252	*	1	0	0	1
16:45	43	136	0	0	32	2	0	0	0	0	0	9	222	*	0	0	0	1
17:00	35	162	0	0	39	0	0	0	0	2	0	6	244	*	0	1	0	2
17:15	37	158	0	0	31	0	0	0	0	0	0	4	230		0	0	0	1
17:30	33	123	0	0	42	1	0	0	0	0	0	10	209		0	0	0	2
17:45	17	98	0	0	30	0	0	0	0	0	0	17	162		0	0	0	1
Total	**407**	**1687**	**0**	**0**	**456**	**4**	**0**	**0**	**0**	**5**	**0**	**122**	**2681**		**1**	**2**	**0**	**23**
Pk Hr	**174**	**625**	**0**	**0**	**132**	**2**	**0**	**0**	**0**	**2**	**0**	**41**	**976**	*	**1**	**1**	**0**	**10**
15x4	**196**	**692**	**0**	**0**	**156**	**8**	**0**	**0**	**0**	**8**	**0**	**72**	**1132**	+	**0**	**0**	**0**	**24**

AM Peak Period
Combined Volume

Location: Westfield Avenue @ Maple Crescent
Date: February 27, 2024

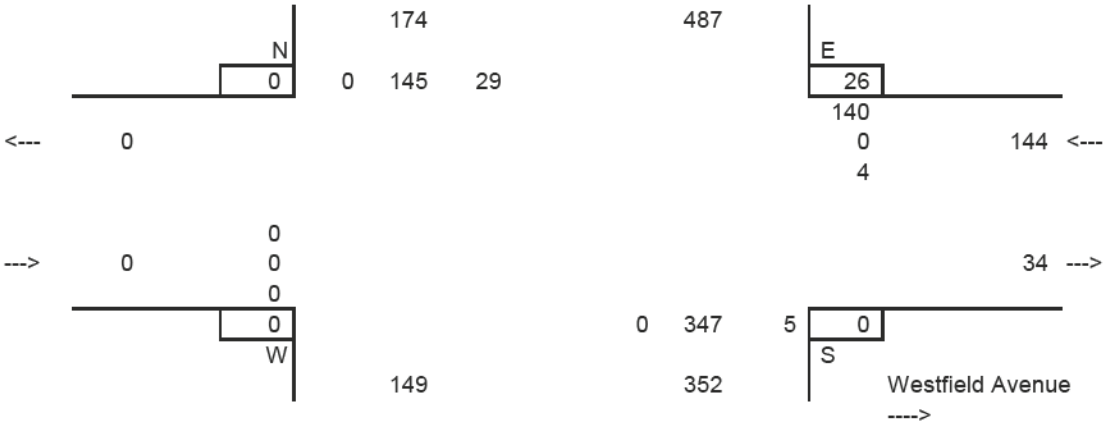
Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	1	10	0	0	73	0	0	0	0	0	0	11	95		0	0	0	2
06:15	0	6	0	0	66	0	0	0	0	0	0	10	82		0	0	0	2
06:30	1	12	0	0	80	0	0	0	0	0	0	11	104		0	0	0	4
06:45	5	21	0	0	67	1	0	0	0	0	0	20	114		0	0	0	2
07:00	2	21	0	0	93	1	0	0	0	0	0	15	132		0	1	0	3
07:15	3	27	0	0	107	0	0	0	0	0	0	23	160		0	0	0	1
07:30	2	26	0	0	102	3	0	0	0	0	0	25	158	*	0	0	0	0
07:45	3	40	0	0	89	0	0	0	0	0	0	29	161	*	0	0	0	1
08:00	4	34	0	0	84	3	0	0	0	1	0	34	160	*	0	0	0	4
08:15	11	31	0	0	105	1	0	0	0	2	0	57	207	+	0	0	0	14
08:30	11	40	0	0	69	1	0	0	0	1	0	20	142		0	0	0	7
08:45	4	44	0	0	63	2	0	0	0	1	0	19	133		0	0	0	1
Total	**40**	**263**	**0**	**0**	**712**	**11**	**0**	**0**	**0**	**5**	**0**	**222**	**1253**		**0**	**1**	**0**	**31**
Pk Hr	**29**	**145**	**0**	**0**	**347**	**5**	**0**	**0**	**0**	**4**	**0**	**140**	**670**	*	**0**	**0**	**0**	**26**
15x4	**44**	**160**	**0**	**0**	**420**	**12**	**0**	**0**	**0**	**8**	**0**	**228**	**872**	+	**0**	**0**	**0**	**56**
Avg Hr	**16**	**104**	**0**	**0**	**333**	**4**	**0**	**0**	**0**	**2**	**0**	**91**	**549**		**0**	**0**	**0**	**14**

Peak Hour	07:30
Peak 15min	08:15
North approach PHF	0.74
South approach PHF	0.90
West approach PHF	NA
East approach PHF	0.63
Total PHF	0.80

0.81

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AM Peak Hour Volumes



Noon Peak Period
Combined Volume

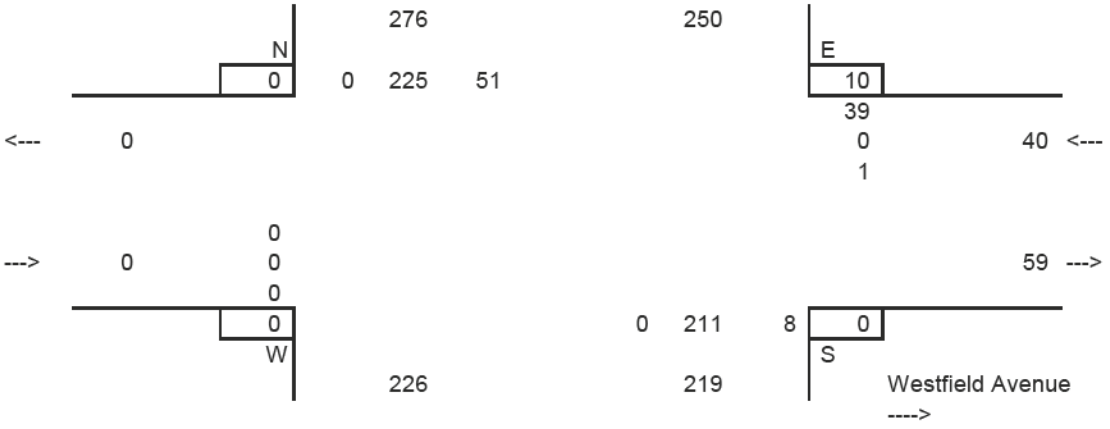
Location: Westfield Avenue @ Maple Crescent
Date: February 27, 2024

Time Period	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total Volume	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		N	S	W	E
11:00	8	28	0	0	26	0	0	0	0	0	0	14	76	0	0	0	3
11:15	17	60	0	0	75	1	0	0	0	0	0	8	161 +	0	0	0	2
11:30	11	43	0	0	50	6	0	0	0	0	0	11	121 *	0	0	0	2
11:45	14	61	0	0	41	1	0	0	0	1	0	13	131 *	0	0	0	2
12:00	9	61	0	0	45	0	0	0	0	0	0	7	122 *	0	0	0	4
12:15	6	60	0	0	44	0	0	0	0	0	0	15	125	0	0	0	0
12:30	8	61	0	0	51	0	0	0	0	0	0	7	127	0	0	0	1
12:45	13	70	0	0	44	0	0	0	0	2	0	9	138	0	0	0	2
Total	**86**	**444**	**0**	**0**	**376**	**8**	**0**	**0**	**0**	**3**	**0**	**84**	**1001**	**0**	**0**	**0**	**16**
Pk Hr	**51**	**225**	**0**	**0**	**211**	**8**	**0**	**0**	**0**	**1**	**0**	**39**	**535 ***	**0**	**0**	**0**	**10**
15x4	**68**	**244**	**0**	**0**	**300**	**24**	**0**	**0**	**0**	**4**	**0**	**52**	**692 +**	**0**	**0**	**0**	**8**
Avg Hr	**43**	**222**	**0**	**0**	**188**	**4**	**0**	**0**	**0**	**2**	**0**	**42**	**501**	**0**	**0**	**0**	**8**

Peak Hour	11:15
Peak 15min	11:15
North Leg PHF	0.88
South Leg PHF	0.68
West Leg PHF	NA
East Leg PHF	0.71
Total PHF	0.79

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Noon Peak Hour Volumes



PM Peak Period
Combined Volume

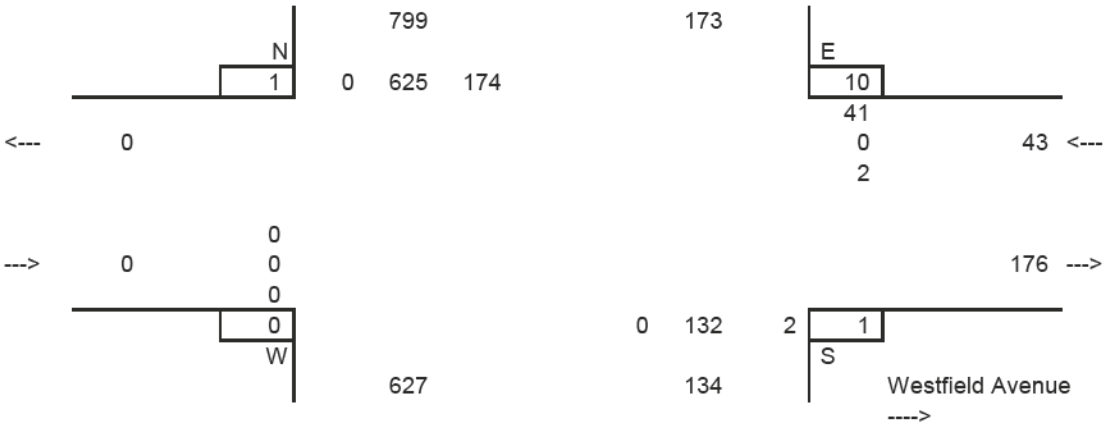
Location: Westfield Avenue @ Maple Crescent
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
15:00	30	110	0	0	44	0	0	0	0	2	0	18	204	0	0	0	0
15:15	17	126	0	0	50	0	0	0	0	0	0	9	202	0	0	0	3
15:30	40	154	0	0	41	1	0	0	0	0	0	6	242	0	0	0	2
15:45	31	155	0	0	42	0	0	0	0	0	0	9	237	0	0	0	1
16:00	28	138	0	0	44	0	0	0	0	1	0	8	219	0	1	0	3
16:15	47	173	0	0	30	0	0	0	0	0	0	8	258 +	0	0	0	6
16:30	49	154	0	0	31	0	0	0	0	0	0	18	252 *	1	0	0	1
16:45	43	136	0	0	32	2	0	0	0	0	0	9	222 *	0	0	0	1
17:00	35	162	0	0	39	0	0	0	0	2	0	6	244 *	0	1	0	2
17:15	37	158	0	0	31	0	0	0	0	0	0	4	230	0	0	0	1
17:30	33	123	0	0	42	1	0	0	0	0	0	10	209	0	0	0	2
17:45	17	98	0	0	30	0	0	0	0	0	0	17	162	0	0	0	1
Total	**407**	**1687**	**0**	**0**	**456**	**4**	**0**	**0**	**0**	**5**	**0**	**122**	**2681**	**1**	**2**	**0**	**23**
Pk Hr	**174**	**625**	**0**	**0**	**132**	**2**	**0**	**0**	**0**	**2**	**0**	**41**	**976 ***	**1**	**1**	**0**	**10**
15x4	**196**	**692**	**0**	**0**	**156**	**8**	**0**	**0**	**0**	**8**	**0**	**72**	**1132 +**	**0**	**0**	**0**	**24**
Avg Hr	**136**	**562**	**0**	**0**	**152**	**1**	**0**	**0**	**0**	**2**	**0**	**41**	**894**	**0**	**1**	**0**	**8**

Peak Hour	16:15
Peak 15min	16:15
North Leg PHF	0.90
South Leg PHF	0.82
West Leg PHF	NA
East Leg PHF	0.54
Total PHF	0.87

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PM Peak Hour Volumes



Average Hour Period
Combined Volume

Location: Westfield Avenue @ Maple Crescent
February 27, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	540	2443	0	0	1830	24	0	0	0	13	0	480	5330	1	3	0	80
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	68	305	0	0	229	3	0	0	0	2	0	60	666	0	0	0	10
AM Period																	
Total	47	312	0	0	998	12	0	0	0	5	0	274	1648	0	1	0	41
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	16	104	0	0	333	4	0	0	0	2	0	91	549	0	0	0	14
Noon Period																	
Total	86	444	0	0	376	8	0	0	0	3	0	84	1001	0	0	0	16
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	43	222	0	0	188	4	0	0	0	2	0	42	501	0	0	0	8
PM Period																	
Total	407	1687	0	0	456	4	0	0	0	5	0	122	2681	1	2	0	23
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	136	562	0	0	152	1	0	0	0	2	0	41	894	0	1	0	8

Average Hour Volumes

Total	0	305	68
AM	0	104	16
Noon	0	222	43
PM	0	562	136

PM	Noon	AM	Total
41	42	91	60
0	0	0	0
2	2	2	2

Westfield Avenue <---

0 0 0 0
0 0 0 0 --->
0 0 0 0

Total	AM	Noon	PM
0	152	1	PM
0	188	4	Noon
0	333	4	AM
0	229	3	Total

Westfield Avenue

PREMIERE
TRAFFIC DATA SERVICES

Turning Movement Count Data
Regular Vehicles

Site Number:	6
Major Route:	Maple Crescent
Minor Route:	Westfield Avenue
Municipality:	Maple Ridge
Filename:	6-TMC-Maple Cres@Westfield Ave-Feb 27 2024
Date:	February 27, 2024
Day-of-week:	Tuesday
East/West Route:	Westfield Avenue
Intersection Type:	3 leg east approach
Signalized (y/n?):	no
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Regular Vehicles

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians		
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	1	7			71	0				0		11	90		0	0		2
06:15	0	5			64	0				0		10	79		0	0		2
06:30	1	11			77	0				0		11	100		0	0		4
06:45	5	18			65	1				0		20	109		0	0		2
07:00	2	17			89	1				0		15	124		0	1		3
07:15	3	24			103	0				0		22	152		0	0		1
07:30	2	22			93	3				0		25	145	*	0	0		0
07:45	3	36			84	0				0		27	150	*	0	0		1
08:00	4	29			84	3				1		32	153	*	0	0		4
08:15	11	28			97	1				2		57	196	+	0	0		14
08:30	11	40			64	1				1		20	137		0	0		7
08:45	4	41			58	2				1		18	124		0	0		1
Total	**47**	**278**	**0**	**0**	**949**	**12**	**0**	**0**	**0**	**5**	**0**	**268**	**1559**		**0**	**1**	**0**	**41**
Pk Hr	**20**	**115**	**0**	**0**	**358**	**7**	**0**	**0**	**0**	**3**	**0**	**141**	**644**	*	**0**	**0**	**0**	**19**
15x4	**44**	**144**	**0**	**0**	**388**	**12**	**0**	**0**	**0**	**8**	**0**	**228**	**824**	+	**0**	**0**	**0**	**56**
11:00	8	27			26	0				0		13	74		0	0		3
11:15	17	56			72	1				0		8	154	+	0	0		2
11:30	11	39			46	6				0		11	113	*	0	0		2
11:45	14	57			41	1				1		13	127	*	0	0		2
12:00	9	58			43	0				0		7	117	*	0	0		4
12:15	6	57			40	0				0		15	118		0	0		0
12:30	7	55			48	0				0		7	117		0	0		1
12:45	13	68			38	0				2		9	130		0	0		2
Total	**85**	**417**	**0**	**0**	**354**	**8**	**0**	**0**	**0**	**3**	**0**	**83**	**950**		**0**	**0**	**0**	**16**
Pk Hr	**51**	**210**	**0**	**0**	**202**	**8**	**0**	**0**	**0**	**1**	**0**	**39**	**511**	*	**0**	**0**	**0**	**10**
15x4	**68**	**232**	**0**	**0**	**288**	**24**	**0**	**0**	**0**	**4**	**0**	**52**	**668**	+	**0**	**0**	**0**	**8**
15:00	30	110			41	0				2		18	201		0	0		0
15:15	17	119			49	0				0		9	194		0	0		3
15:30	40	151			40	1				0		6	238		0	0		2
15:45	31	150			39	0				0		9	229		0	0		1
16:00	28	135			44	0				1		8	216		0	1		3
16:15	47	167			28	0				0		8	250	+	0	0		6
16:30	49	153			27	0				0		18	247	*	1	0		1
16:45	43	135			31	2				0		9	220	*	0	0		1
17:00	35	159			37	0				2		6	239	*	0	1		2
17:15	37	153			30	0				0		4	224		0	0		1
17:30	33	120			38	1				0		10	202		0	0		2
17:45	17	96			29	0				0		17	159		0	0		1
Total	**407**	**1648**	**0**	**0**	**433**	**4**	**0**	**0**	**0**	**5**	**0**	**122**	**2619**		**1**	**2**	**0**	**23**
Pk Hr	**174**	**614**	**0**	**0**	**123**	**2**	**0**	**0**	**0**	**2**	**0**	**41**	**956**	*	**1**	**1**	**0**	**10**
15x4	**196**	**668**	**0**	**0**	**148**	**8**	**0**	**0**	**0**	**8**	**0**	**72**	**1100**	+	**0**	**0**	**0**	**24**

AM Peak Period

Regular Vehicles

Location: Westfield Avenue @ Maple Crescent

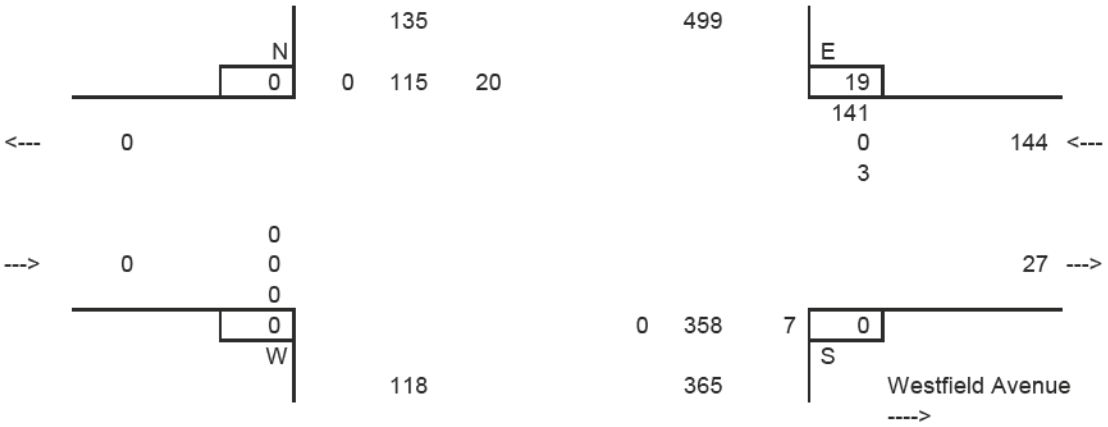
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	1	7			71	0	0	0	0	0		11	90		0	0	0	2
06:15	0	5			64	0	0	0	0	0		10	79		0	0	0	2
06:30	1	11			77	0	0	0	0	0		11	100		0	0	0	4
06:45	5	18			65	1	0	0	0	0		20	109		0	0	0	2
07:00	2	17			89	1	0	0	0	0		15	124		0	1	0	3
07:15	3	24			103	0	0	0	0	0		22	152		0	0	0	1
07:30	2	22			93	3	0	0	0	0		25	145	*	0	0	0	0
07:45	3	36			84	0	0	0	0	0		27	150	*	0	0	0	1
08:00	4	29			84	3	0	0	0	1		32	153	*	0	0	0	4
08:15	11	28			97	1	0	0	0	2		57	196	+	0	0	0	14
08:30	11	40			64	1	0	0	0	1		20	137		0	0	0	7
08:45	4	41			58	2	0	0	0	1		18	124		0	0	0	1
Total	**47**	**278**	**0**	**0**	**949**	**12**	**0**	**0**	**0**	**5**	**0**	**268**	**1559**		**0**	**1**	**0**	**41**
Pk Hr	**20**	**115**	**0**	**0**	**358**	**7**	**0**	**0**	**0**	**3**	**0**	**141**	**644**	*	**0**	**0**	**0**	**19**
15x4	**44**	**144**	**0**	**0**	**388**	**12**	**0**	**0**	**0**	**8**	**0**	**228**	**824**	+	**0**	**0**	**0**	**56**
Avg Hr	**16**	**93**	**0**	**0**	**316**	**4**	**0**	**0**	**0**	**2**	**0**	**89**	**520**		**0**	**0**	**0**	**14**

Peak Hour	07:30
Peak 15min	08:15
North approach PHF	0.72
South approach PHF	0.91
West approach PHF	NA
East approach PHF	0.61

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AM Peak Hour Volumes



Noon Peak Period
Regular Vehicles

Location: Westfield Avenue @ Maple Crescent
Date: February 27, 2024

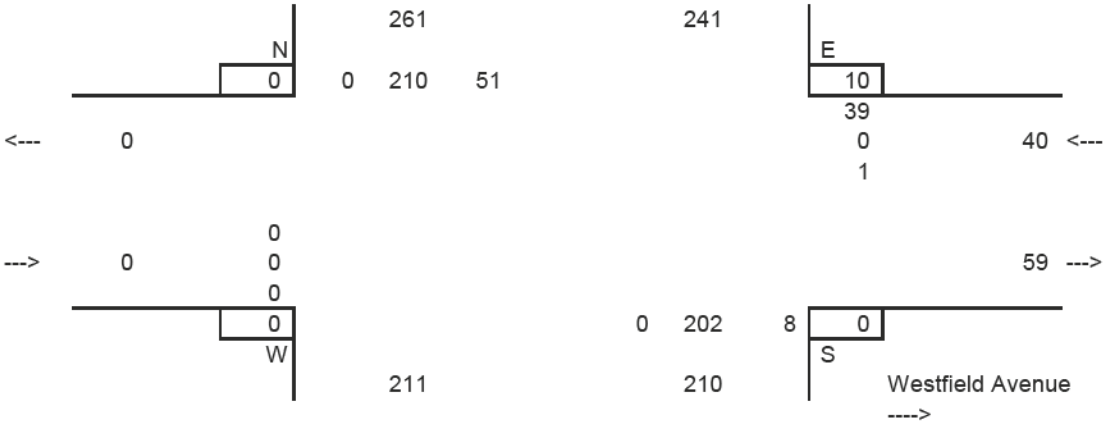
Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
11:00	8	27			26	0	0	0	0	0		13	74		0	0	0	3
11:15	17	56			72	1	0	0	0	0		8	154	+	0	0	0	2
11:30	11	39			46	6	0	0	0	0		11	113	*	0	0	0	2
11:45	14	57			41	1	0	0	0	1		13	127	*	0	0	0	2
12:00	9	58			43	0	0	0	0	0		7	117	*	0	0	0	4
12:15	6	57			40	0	0	0	0	0		15	118		0	0	0	0
12:30	7	55			48	0	0	0	0	0		7	117		0	0	0	1
12:45	13	68			38	0	0	0	0	2		9	130		0	0	0	2

Total	**85**	**417**	**0**	**0**	**354**	**8**	**0**	**0**	**0**	**3**	**0**	**83**	**950**		**0**	**0**	**0**	**16**
Pk Hr	**51**	**210**	**0**	**0**	**202**	**8**	**0**	**0**	**0**	**1**	**0**	**39**	**511**	*	**0**	**0**	**0**	**10**
15x4	**68**	**232**	**0**	**0**	**288**	**24**	**0**	**0**	**0**	**4**	**0**	**52**	**668**	+	**0**	**0**	**0**	**8**
Avg Hr	**43**	**209**	**0**	**0**	**177**	**4**	**0**	**0**	**0**	**2**	**0**	**42**	**475**		**0**	**0**	**0**	**8**

Peak Hour	11:15
Peak 15min	11:15
North Leg PHF	0.87
South Leg PHF	0.67
West Leg PHF	NA
East Leg PHF	0.71

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Noon Peak Hour Volumes



PM Peak Period
Regular Vehicles

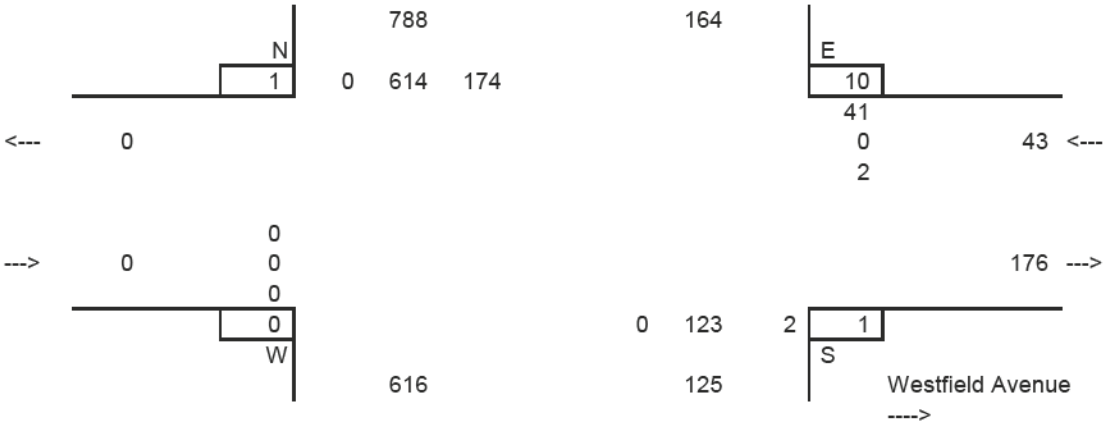
Location: Westfield Avenue @ Maple Crescent
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians		
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
15:00	30	110			41	0	0	0	0	2		18	201		0	0	0	0
15:15	17	119			49	0	0	0	0	0		9	194		0	0	0	3
15:30	40	151			40	1	0	0	0	0		6	238		0	0	0	2
15:45	31	150			39	0	0	0	0	0		9	229		0	0	0	1
16:00	28	135			44	0	0	0	0	1		8	216		0	1	0	3
16:15	47	167			28	0	0	0	0	0		8	250	+	0	0	0	6
16:30	49	153			27	0	0	0	0	0		18	247	*	1	0	0	1
16:45	43	135			31	2	0	0	0	0		9	220	*	0	0	0	1
17:00	35	159			37	0	0	0	0	2		6	239	*	0	1	0	2
17:15	37	153			30	0	0	0	0	0		4	224		0	0	0	1
17:30	33	120			38	1	0	0	0	0		10	202		0	0	0	2
17:45	17	96			29	0	0	0	0	0		17	159		0	0	0	1
Total	**407**	**1648**	**0**	**0**	**433**	**4**	**0**	**0**	**0**	**5**	**0**	**122**	**2619**		**1**	**2**	**0**	**23**
Pk Hr	**174**	**614**	**0**	**0**	**123**	**2**	**0**	**0**	**0**	**2**	**0**	**41**	**956**	*	**1**	**1**	**0**	**10**
15x4	**196**	**668**	**0**	**0**	**148**	**8**	**0**	**0**	**0**	**8**	**0**	**72**	**1100**	+	**0**	**0**	**0**	**24**
Avg Hr	**136**	**549**	**0**	**0**	**144**	**1**	**0**	**0**	**0**	**2**	**0**	**41**	**873**		**0**	**1**	**0**	**8**

Peak Hour	16:15
Peak 15min	16:15
North Leg PHF	0.91
South Leg PHF	0.80
West Leg PHF	NA
East Leg PHF	0.54

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PM Peak Hour Volumes



Average Hour Period

Regular Vehicles

Location: Westfield Avenue @ Maple Crescent

February 27, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	539	2343	0	0	1736	24	0	0	0	13	0	473	5128	1	3	0	80
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	67	293	0	0	217	3	0	0	0	2	0	59	641	0	0	0	10
AM Period																	
Total	47	278	0	0	949	12	0	0	0	5	0	268	1559	0	1	0	41
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	16	93	0	0	316	4	0	0	0	2	0	89	520	0	0	0	14
Noon Period																	
Total	85	417	0	0	354	8	0	0	0	3	0	83	950	0	0	0	16
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	43	209	0	0	177	4	0	0	0	2	0	42	475	0	0	0	8
PM Period																	
Total	407	1648	0	0	433	4	0	0	0	5	0	122	2619	1	2	0	23
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	136	549	0	0	144	1	0	0	0	2	0	41	873	0	1	0	8

Average Hour Volumes

Total	0	293	67
AM	0	93	16
Noon	0	209	43
PM	0	549	136

PM	Noon	AM	Total
41	42	89	59
0	0	0	0
2	2	2	2

Westfield Avenue <---

0 0 0 0
0 0 0 0 --->
0 0 0 0

Total	AM	Noon	PM
0	144	1	PM
0	177	4	Noon
0	316	4	AM
0	217	3	Total

Westfield Avenue

PREMIERE
TRAFFIC DATA SERVICES

Turning Movement Count Data
Trucks

Site Number:	6
Major Route:	Maple Crescent
Minor Route:	Westfield Avenue
Municipality:	Maple Ridge
Filename:	6-TMC-Maple Cres@Westfield Ave-Feb 27 2024
Date:	February 27, 2024
Day-of-week:	Tuesday
East/West Route:	Westfield Avenue
Intersection Type:	3 leg east approach
Signalized (y/n?):	no
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Trucks

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
06:00	0	3			2	0				0		0	5				
06:15	0	1			2	0				0		0	3				
06:30	0	1			3	0				0		0	4				
06:45	0	3			2	0				0		0	5				
07:00	0	4			4	0				0		0	8				
07:15	0	3			4	0				0		1	8				
07:30	0	4			9	0				0		0	13 +				
07:45	0	4			5	0				0		2	11 *				
08:00	0	5			0	0				0		2	7 *				
08:15	0	3			8	0				0		0	11 *				
08:30	0	0			5	0				0		0	5				
08:45	0	3			5	0				0		1	9				
Total	**0**	**34**	**0**	**0**	**49**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**89**	**0**	**0**	**0**	**0**
Pk Hr	**0**	**16**	**0**	**0**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**42 ***	**0**	**0**	**0**	**0**
15x4	**0**	**20**	**0**	**0**	**36**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**64 +**	**0**	**0**	**0**	**0**
11:00	0	1			0	0				0		1	2				
11:15	0	4			3	0				0		0	7				
11:30	0	4			4	0				0		0	8				
11:45	0	4			0	0				0		0	4				
12:00	0	3			2	0				0		0	5 *				
12:15	0	3			4	0				0		0	7 *				
12:30	1	6			3	0				0		0	10 +				
12:45	0	2			6	0				0		0	8 *				
Total	**1**	**27**	**0**	**0**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**51**	**0**	**0**	**0**	**0**
Pk Hr	**1**	**14**	**0**	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30 ***	**0**	**0**	**0**	**0**
15x4	**4**	**24**	**0**	**0**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**52 +**	**0**	**0**	**0**	**0**
15:00	0	0			3	0				0		0	3				
15:15	0	7			1	0				0		0	8				
15:30	0	3			1	0				0		0	4				
15:45	0	5			3	0				0		0	8 +				
16:00	0	3			0	0				0		0	3 *				
16:15	0	6			2	0				0		0	8 +				
16:30	0	1			4	0				0		0	5 *				
16:45	0	1			1	0				0		0	2				
17:00	0	3			2	0				0		0	5				
17:15	0	5			1	0				0		0	6				
17:30	0	3			4	0				0		0	7				
17:45	0	2			1	0				0		0	3				
Total	**0**	**39**	**0**	**0**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**62**	**0**	**0**	**0**	**0**
Pk Hr	**0**	**15**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24 ***	**0**	**0**	**0**	**0**
15x4	**0**	**24**	**0**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**40 +**	**0**	**0**	**0**	**0**

AM Peak Period

Trucks

Location: Westfield Avenue @ Maple Crescent

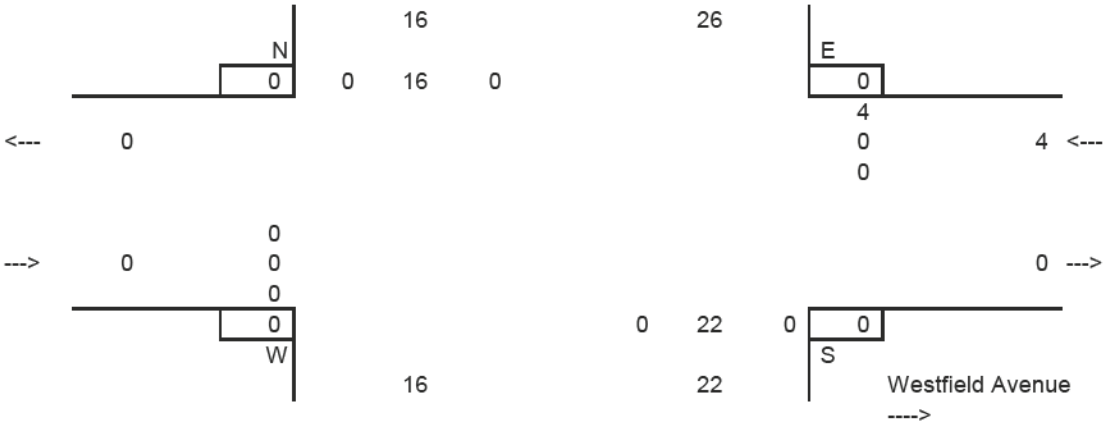
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	3			2	0	0	0	0	0		0	5		0	0	0	0
06:15	0	1			2	0	0	0	0	0		0	3		0	0	0	0
06:30	0	1			3	0	0	0	0	0		0	4		0	0	0	0
06:45	0	3			2	0	0	0	0	0		0	5		0	0	0	0
07:00	0	4			4	0	0	0	0	0		0	8		0	0	0	0
07:15	0	3			4	0	0	0	0	0		1	8		0	0	0	0
07:30	0	4			9	0	0	0	0	0		0	13	+	0	0	0	0
07:45	0	4			5	0	0	0	0	0		2	11	*	0	0	0	0
08:00	0	5			0	0	0	0	0	0		2	7	*	0	0	0	0
08:15	0	3			8	0	0	0	0	0		0	11	*	0	0	0	0
08:30	0	0			5	0	0	0	0	0		0	5		0	0	0	0
08:45	0	3			5	0	0	0	0	0		1	9		0	0	0	0
Total	**0**	**34**	**0**	**0**	**49**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**89**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**16**	**0**	**0**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**42**	*	**0**	**0**	**0**	**0**
15x4	**0**	**20**	**0**	**0**	**36**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**64**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**11**	**0**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**30**		**0**	**0**	**0**	**0**

Peak Hour	07:30
Peak 15min	07:30
North approach PHF	0.80
South approach PHF	0.61
West approach PHF	NA
East approach PHF	0.50

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AM Peak Hour Volumes



Noon Peak Period
Trucks

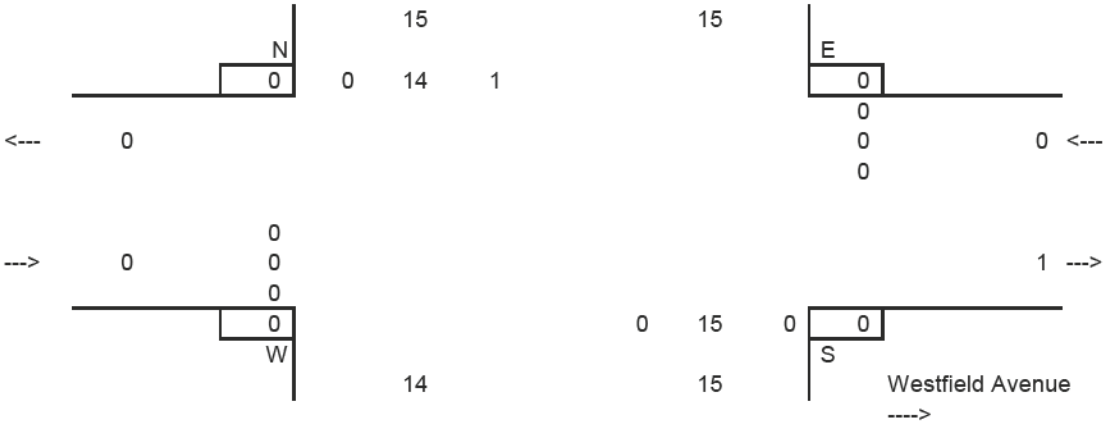
Location: Westfield Avenue @ Maple Crescent
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
11:00	0	1			0	0	0	0	0	0		1	2		0	0	0	0
11:15	0	4			3	0	0	0	0	0		0	7		0	0	0	0
11:30	0	4			4	0	0	0	0	0		0	8		0	0	0	0
11:45	0	4			0	0	0	0	0	0		0	4		0	0	0	0
12:00	0	3			2	0	0	0	0	0		0	5	*	0	0	0	0
12:15	0	3			4	0	0	0	0	0		0	7	*	0	0	0	0
12:30	1	6			3	0	0	0	0	0		0	10	+	0	0	0	0
12:45	0	2			6	0	0	0	0	0		0	8	*	0	0	0	0
Total	**1**	**27**	**0**	**0**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**51**		**0**	**0**	**0**	**0**
Pk Hr	**1**	**14**	**0**	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30**	*	**0**	**0**	**0**	**0**
15x4	**4**	**24**	**0**	**0**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**52**	+	**0**	**0**	**0**	**0**
Avg Hr	**1**	**14**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**26**		**0**	**0**	**0**	**0**

Peak Hour	12:00
Peak 15min	12:30
North Leg PHF	0.54
South Leg PHF	0.63
West Leg PHF	NA
East Leg PHF	NA

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Noon Peak Hour Volumes



PM Peak Period

Trucks

Location: Westfield Avenue @ Maple Crescent

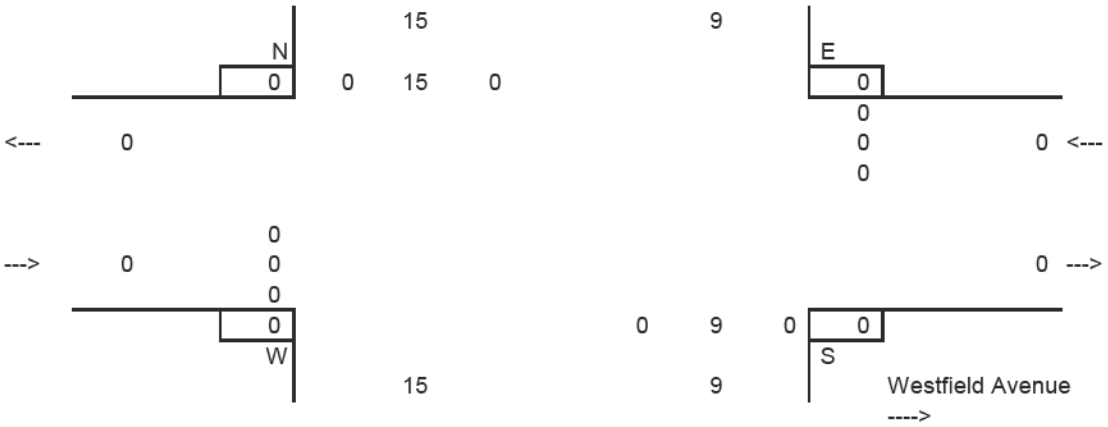
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
15:00	0	0			3	0	0	0	0	0		0	3		0	0	0	0
15:15	0	7			1	0	0	0	0	0		0	8		0	0	0	0
15:30	0	3			1	0	0	0	0	0		0	4		0	0	0	0
15:45	0	5			3	0	0	0	0	0		0	8	+	0	0	0	0
16:00	0	3			0	0	0	0	0	0		0	3	*	0	0	0	0
16:15	0	6			2	0	0	0	0	0		0	8	+	0	0	0	0
16:30	0	1			4	0	0	0	0	0		0	5	*	0	0	0	0
16:45	0	1			1	0	0	0	0	0		0	2		0	0	0	0
17:00	0	3			2	0	0	0	0	0		0	5		0	0	0	0
17:15	0	5			1	0	0	0	0	0		0	6		0	0	0	0
17:30	0	3			4	0	0	0	0	0		0	7		0	0	0	0
17:45	0	2			1	0	0	0	0	0		0	3		0	0	0	0
Total	**0**	**39**	**0**	**0**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**62**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**15**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	*	**0**	**0**	**0**	**0**
15x4	**0**	**24**	**0**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**40**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**13**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21**		**0**	**0**	**0**	**0**

Peak Hour	15:45
Peak 15min	16:15
North Leg PHF	0.63
South Leg PHF	0.56
West Leg PHF	NA
East Leg PHF	NA

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PM Peak Hour Volumes



Average Hour Period
Trucks

Location: Westfield Avenue @ Maple Crescent
February 27, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	1	100	0	0	94	0	0	0	0	0	0	7	202	0	0	0	0
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	0	13	0	0	12	0	0	0	0	0	0	1	25	0	0	0	0
AM Period																	
Total	0	34	0	0	49	0	0	0	0	0	0	6	89	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	11	0	0	16	0	0	0	0	0	0	2	30	0	0	0	0
Noon Period																	
Total	1	27	0	0	22	0	0	0	0	0	0	1	51	0	0	0	0
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	1	14	0	0	11	0	0	0	0	0	0	1	26	0	0	0	0
PM Period																	
Total	0	39	0	0	23	0	0	0	0	0	0	0	62	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	13	0	0	8	0	0	0	0	0	0	0	21	0	0	0	0

Average Hour Volumes

Total	0	13	0
AM	0	11	0
Noon	0	14	1
PM	0	13	0

PM	Noon	AM	Total
0	1	2	1
0	0	0	0
0	0	0	0

Westfield Avenue <---

0 0 0 0
0 0 0 0 --->
0 0 0 0

Total	AM	Noon	PM
0	0	0	PM
0	8	0	Noon
0	11	0	AM
0	16	0	Total
0	12	0	

Westfield Avenue

PREMIERE
TRAFFIC DATA SERVICES

Turning Movement Count Data
Cyclists

Site Number:	6
Major Route:	Maple Crescent
Minor Route:	Westfield Avenue
Municipality:	Maple Ridge
Filename:	6-TMC-Maple Cres@Westfield Ave-Feb 27 2024
Date:	February 27, 2024
Day-of-week:	Tuesday
East/West Route:	Westfield Avenue
Intersection Type:	3 leg east approach
Signalized (y/n?):	no
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Cyclists

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
06:00	0	0			1	0				0		0	1 +				
06:15	0	0			0	0				0		0	0 *				
06:30	0	0			0	0				0		0	0 *				
06:45	0	1			0	0				0		0	1 +				
07:00	0	0			0	0				0		0	0				
07:15	0	0			0	0				0		0	0				
07:30	0	0			0	0				0		0	0				
07:45	0	0			0	0				0		0	0				
08:00	0	0			0	0				0		0	0				
08:15	0	0			1	0				0		0	1				
08:30	0	0			0	0				0		0	0				
08:45	0	0			0	0				0		0	0				
Total	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**
Pk Hr	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2 ***	**0**	**0**	**0**	**0**
15x4	**0**	**4**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8 +**	**0**	**0**	**0**	**0**
11:00	1	0			0	0				0		0	1				
11:15	0	0			0	0				0		0	0				
11:30	0	0			0	1				0		0	1				
11:45	0	0			0	0				0		0	0				
12:00	0	0			0	0				0		0	0 *				
12:15	0	0			0	0				0		0	0 *				
12:30	0	0			1	0				0		0	1 +				
12:45	0	0			0	0				1		0	1 +				
Total	**1**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**4**	**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2 ***	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**8 +**	**0**	**0**	**0**	**0**
15:00	0	0			0	0				0		0	0				
15:15	0	1			1	0				0		0	2 +				
15:30	0	0			0	0				0		0	0 *				
15:45	0	0			0	0				0		0	0 *				
16:00	0	0			0	0				0		0	0 *				
16:15	0	0			0	0				0		0	0				
16:30	0	1			0	0				0		0	1				
16:45	0	0			0	0				0		0	0				
17:00	0	0			0	0				0		0	0				
17:15	0	0			0	0				0		0	0				
17:30	0	0			0	0				0		0	0				
17:45	0	0			0	0				0		0	0				
Total	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**
Pk Hr	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2 ***	**0**	**0**	**0**	**0**
15x4	**0**	**4**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8 +**	**0**	**0**	**0**	**0**

AM Peak Period

Cyclists

Location: Westfield Avenue @ Maple Crescent

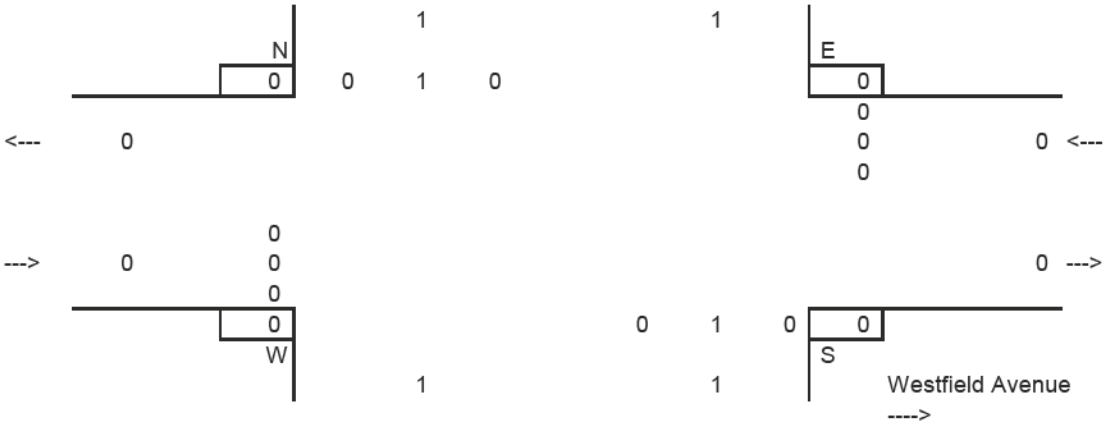
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	0			1	0	0	0	0	0		0	1	+	0	0	0	0
06:15	0	0			0	0	0	0	0	0		0	0	*	0	0	0	0
06:30	0	0			0	0	0	0	0	0		0	0	*	0	0	0	0
06:45	0	1			0	0	0	0	0	0		0	1	+	0	0	0	0
07:00	0	0			0	0	0	0	0	0		0	0		0	0	0	0
07:15	0	0			0	0	0	0	0	0		0	0		0	0	0	0
07:30	0	0			0	0	0	0	0	0		0	0		0	0	0	0
07:45	0	0			0	0	0	0	0	0		0	0		0	0	0	0
08:00	0	0			0	0	0	0	0	0		0	0		0	0	0	0
08:15	0	0			1	0	0	0	0	0		0	1		0	0	0	0
08:30	0	0			0	0	0	0	0	0		0	0		0	0	0	0
08:45	0	0			0	0	0	0	0	0		0	0		0	0	0	0
Total	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	*	**0**	**0**	**0**	**0**
15x4	**0**	**4**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**		**0**	**0**	**0**	**0**

Peak Hour	06:00
Peak 15min	08:15
North approach PHF	0.25
South approach PHF	0.25
West approach PHF	NA
East approach PHF	NA

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AM Peak Hour Volumes



Noon Peak Period

Cyclists

Location: Westfield Avenue @ Maple Crescent

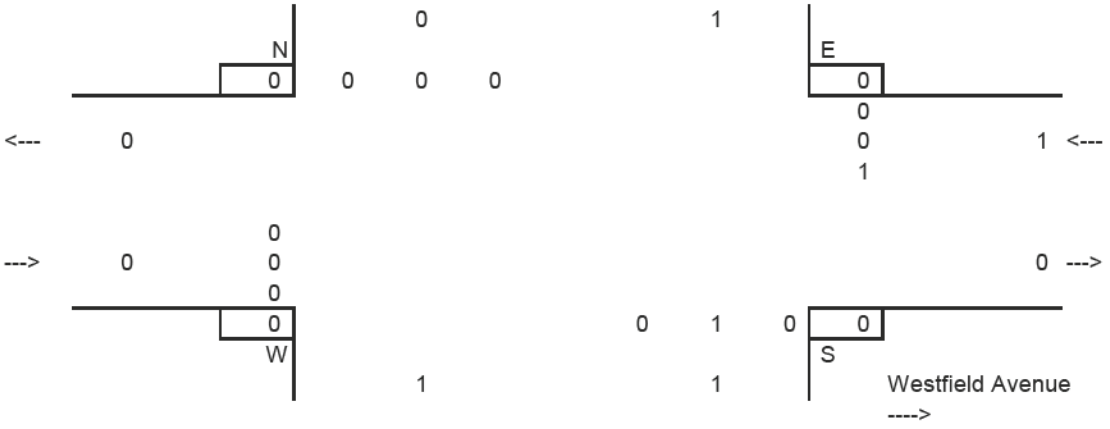
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
11:00	1	0			0	0	0	0	0	0		0	1	0	0	0	0
11:15	0	0			0	0	0	0	0	0		0	0	0	0	0	0
11:30	0	0			0	1	0	0	0	0		0	1	0	0	0	0
11:45	0	0			0	0	0	0	0	0		0	0	0	0	0	0
12:00	0	0			0	0	0	0	0	0		0	0 *	0	0	0	0
12:15	0	0			0	0	0	0	0	0		0	0 *	0	0	0	0
12:30	0	0			1	0	0	0	0	0		0	1 +	0	0	0	0
12:45	0	0			0	0	0	0	0	1		0	1 +	0	0	0	0
Total	**1**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**4**	**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2 ***	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**8 +**	**0**	**0**	**0**	**0**
Avg Hr	**1**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**

Peak Hour	12:00
Peak 15min	12:45
North Leg PHF	NA
South Leg PHF	0.25
West Leg PHF	NA
East Leg PHF	0.25

N
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Noon Peak Hour Volumes



PM Peak Period

Cyclists

Location: Westfield Avenue @ Maple Crescent

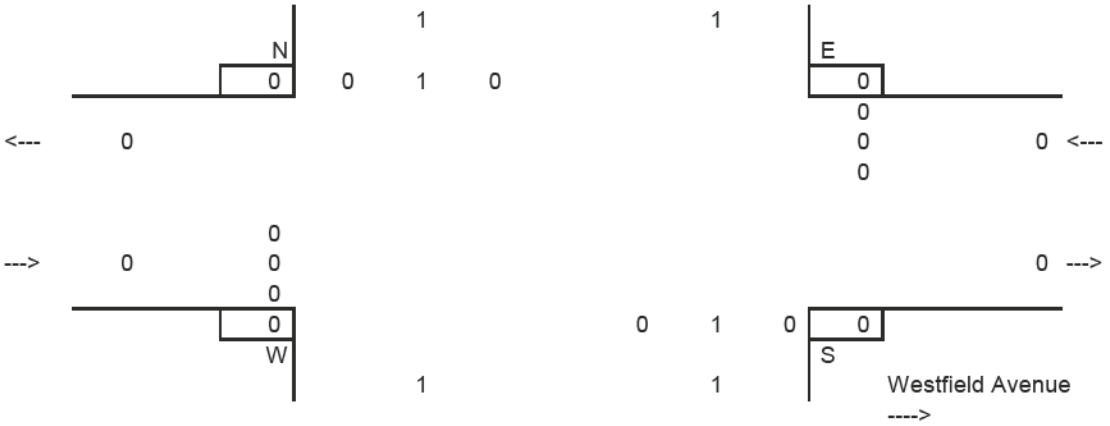
Date: February 27, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
15:00	0	0			0	0	0	0	0	0		0	0		0	0	0	0
15:15	0	1			1	0	0	0	0	0		0	2	+	0	0	0	0
15:30	0	0			0	0	0	0	0	0		0	0	*	0	0	0	0
15:45	0	0			0	0	0	0	0	0		0	0	*	0	0	0	0
16:00	0	0			0	0	0	0	0	0		0	0	*	0	0	0	0
16:15	0	0			0	0	0	0	0	0		0	0		0	0	0	0
16:30	0	1			0	0	0	0	0	0		0	1		0	0	0	0
16:45	0	0			0	0	0	0	0	0		0	0		0	0	0	0
17:00	0	0			0	0	0	0	0	0		0	0		0	0	0	0
17:15	0	0			0	0	0	0	0	0		0	0		0	0	0	0
17:30	0	0			0	0	0	0	0	0		0	0		0	0	0	0
17:45	0	0			0	0	0	0	0	0		0	0		0	0	0	0
Total	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	*	**0**	**0**	**0**	**0**
15x4	**0**	**4**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**		**0**	**0**	**0**	**0**

Peak Hour	15:15
Peak 15min	15:15
North Leg PHF	0.25
South Leg PHF	0.25
West Leg PHF	NA
East Leg PHF	NA

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PM Peak Hour Volumes



Average Hour Period

Cyclists

Location: Westfield Avenue @ Maple Crescent

February 27, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	1	3	0	0	4	1	0	0	0	1	0	0	10	0	0	0	0
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0
AM Period																	
Total	0	1	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0
Noon Period																	
Total	1	0	0	0	1	1	0	0	0	1	0	0	4	0	0	0	0
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	1	0	0	0	1	1	0	0	0	1	0	0	2	0	0	0	0
PM Period																	
Total	0	2	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0

Average Hour Volumes

Total	0	0	0
AM	0	0	0
Noon	0	0	1
PM	0	1	0

PM	Noon	AM	Total
0	0	0	0
0	0	0	0
0	1	0	0

Westfield Avenue <---

0	0	0	0
0	0	0	0
0	0	0	0

---> Westfield Avenue

Total	AM	Noon	PM
0	0	0	PM
0	1	1	Noon
0	1	0	AM
0	1	0	Total

PREMIERE
TRAFFIC DATA SERVICES

Turning Movement Count Data
Combined Volume

Site Number:	4
Major Route:	207 Street
Minor Route:	River Road
Municipality:	Maple Ridge
Filename:	4-TMC-207 St@River Rd-Mar 9 2024
Date:	March 9, 2024
Day-of-week:	Saturday
East/West Route:	River Road
Intersection Type:	4 leg
Signalized (y/n?):	yes
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Combined Volume

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians		
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	1	0	0	0	2	0	0	0	0	3	0	3	9		0	0	0	0
06:15	1	3	0	0	3	3	0	0	0	7	0	5	22		0	0	0	0
06:30	1	1	0	0	3	4	0	0	0	2	0	5	16		0	0	1	0
06:45	1	1	0	0	8	5	0	0	0	4	0	8	27		0	0	0	0
07:00	1	5	0	1	12	2	1	1	0	10	0	5	38		0	1	0	0
07:15	6	3	0	0	9	5	1	0	0	7	1	7	39		0	0	1	1
07:30	1	15	1	0	7	6	0	0	1	7	0	13	51		0	0	1	0
07:45	2	9	0	0	14	9	0	0	0	9	0	15	58		0	1	1	2
08:00	2	10	0	0	13	9	0	3	0	15	0	13	65	*	0	0	1	1
08:15	5	10	0	0	13	8	0	0	0	15	0	17	68	*	0	0	0	2
08:30	7	15	0	0	21	15	0	1	0	25	0	15	99	*	0	0	2	0
08:45	9	9	0	0	27	10	1	0	0	11	1	32	100	+	1	1	1	1
	9	15	1	1	27	15	1	3	1	25	1	32						
Total	**37**	**81**	**1**	**1**	**132**	**76**	**3**	**5**	**1**	**115**	**2**	**138**	**592**		**1**	**3**	**8**	**7**
Pk Hr	**23**	**44**	**0**	**0**	**74**	**42**	**1**	**4**	**0**	**66**	**1**	**77**	**332**	*	**1**	**1**	**4**	**4**
15x4	**36**	**60**	**0**	**0**	**108**	**60**	**4**	**12**	**0**	**100**	**4**	**128**	**512**	+	**4**	**4**	**4**	**4**
11:00	18	33	1	0	33	38	1	1	1	42	1	38	207		1	2	0	2
11:15	10	38	0	0	37	28	2	1	1	29	1	38	185		0	2	1	0
11:30	29	26	0	0	26	44	1	2	0	39	0	21	188		1	0	0	1
11:45	22	36	2	0	31	42	0	2	0	34	1	39	209	*	0	0	3	0
12:00	24	38	1	0	30	38	0	0	0	40	0	31	202	*	1	1	2	5
12:15	25	30	0	0	35	41	0	0	0	26	1	40	198	*	0	0	3	1
12:30	21	34	0	0	50	53	0	1	0	42	2	37	240	+	1	1	6	0
12:45	21	34	0	1	31	39	0	2	0	38	3	34	203		1	0	7	2
	29	38	2	1	50	53	2	2	1	42	3	40						
Total	**170**	**269**	**4**	**1**	**273**	**323**	**4**	**9**	**2**	**290**	**9**	**278**	**1632**		**5**	**6**	**22**	**11**
Pk Hr	**92**	**138**	**3**	**0**	**146**	**174**	**0**	**3**	**0**	**142**	**4**	**147**	**849**	*	**2**	**2**	**14**	**6**
15x4	**100**	**152**	**8**	**0**	**200**	**212**	**0**	**8**	**0**	**168**	**8**	**160**	**1016**	+	**4**	**4**	**24**	**0**
15:00	33	30	1	0	32	50	0	5	0	34	0	20	205	*	0	0	2	0
15:15	35	28	3	1	29	48	1	1	1	27	0	40	214	*	0	1	1	2
15:30	27	38	3	0	31	59	2	2	0	27	1	36	226	+	0	0	5	0
15:45	32	38	6	1	33	45	1	3	1	29	1	24	214	*	0	1	3	1
16:00	23	34	0	0	37	30	0	1	0	24	1	22	172		0	0	0	0
16:15	34	45	4	0	30	54	0	0	0	34	0	27	228		0	0	1	3
16:30	22	28	2	0	31	54	0	2	1	25	2	25	192		0	0	2	0
16:45	25	25	2	0	36	59	2	2	0	27	2	29	209		0	0	2	1
17:00	27	31	0	0	36	46	0	1	0	24	0	27	192		0	0	0	1
17:15	27	33	1	0	49	52	1	3	0	22	0	23	211		0	0	0	0
17:30	31	34	2	1	23	38	0	3	0	17	1	20	170		0	0	0	1
17:45	17	37	0	0	25	25	0	0	0	20	2	16	142		0	0	3	0
	35	45	6	1	49	59	2	5	1	34	2	40						
Total	**333**	**401**	**24**	**3**	**392**	**560**	**7**	**23**	**3**	**310**	**10**	**309**	**2375**		**0**	**2**	**19**	**9**
Pk Hr	**127**	**134**	**13**	**2**	**125**	**202**	**4**	**11**	**2**	**117**	**2**	**120**	**859**	*	**0**	**2**	**11**	**3**
15x4	**140**	**152**	**24**	**4**	**132**	**236**	**8**	**20**	**4**	**136**	**4**	**160**	**1020**	+	**0**	**0**	**20**	**0**

AM Peak Period
Combined Volume

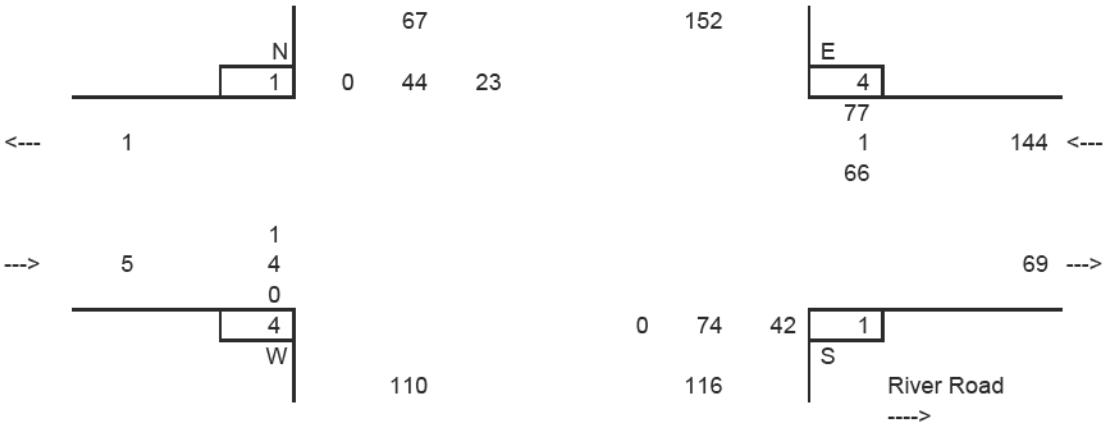
Location: River Road @ 207 Street
Date: March 9, 2024

Time Period	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total Volume	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		N	S	W	E
06:00	1	0	0	0	2	0	0	0	0	3	0	3	9	0	0	0	0
06:15	1	3	0	0	3	3	0	0	0	7	0	5	22	0	0	0	0
06:30	1	1	0	0	3	4	0	0	0	2	0	5	16	0	0	1	0
06:45	1	1	0	0	8	5	0	0	0	4	0	8	27	0	0	0	0
07:00	1	5	0	1	12	2	1	1	0	10	0	5	38	0	1	0	0
07:15	6	3	0	0	9	5	1	0	0	7	1	7	39	0	0	1	1
07:30	1	15	1	0	7	6	0	0	1	7	0	13	51	0	0	1	0
07:45	2	9	0	0	14	9	0	0	0	9	0	15	58	0	1	1	2
08:00	2	10	0	0	13	9	0	3	0	15	0	13	65 *	0	0	1	1
08:15	5	10	0	0	13	8	0	0	0	15	0	17	68 *	0	0	0	2
08:30	7	15	0	0	21	15	0	1	0	25	0	15	99 *	0	0	2	0
08:45	9	9	0	0	27	10	1	0	0	11	1	32	100 +	1	1	1	1
Total	**37**	**81**	**1**	**1**	**132**	**76**	**3**	**5**	**1**	**115**	**2**	**138**	**592**	**1**	**3**	**8**	**7**
Pk Hr	**23**	**44**	**0**	**0**	**74**	**42**	**1**	**4**	**0**	**66**	**1**	**77**	**332 ***	**1**	**1**	**4**	**4**
15x4	**36**	**60**	**0**	**0**	**108**	**60**	**4**	**12**	**0**	**100**	**4**	**128**	**512 +**	**4**	**4**	**4**	**4**
Avg Hr	**12**	**27**	**0**	**0**	**44**	**25**	**1**	**2**	**0**	**38**	**1**	**46**	**197**	**0**	**1**	**3**	**2**

Peak Hour	08:00
Peak 15min	08:45
North approach PHF	0.70
South approach PHF	0.69
West approach PHF	0.31
East approach PHF	0.62
Total PHF	0.66

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AM Peak Hour Volumes



Noon Peak Period
Combined Volume

Location: River Road @ 207 Street
Date: March 9, 2024

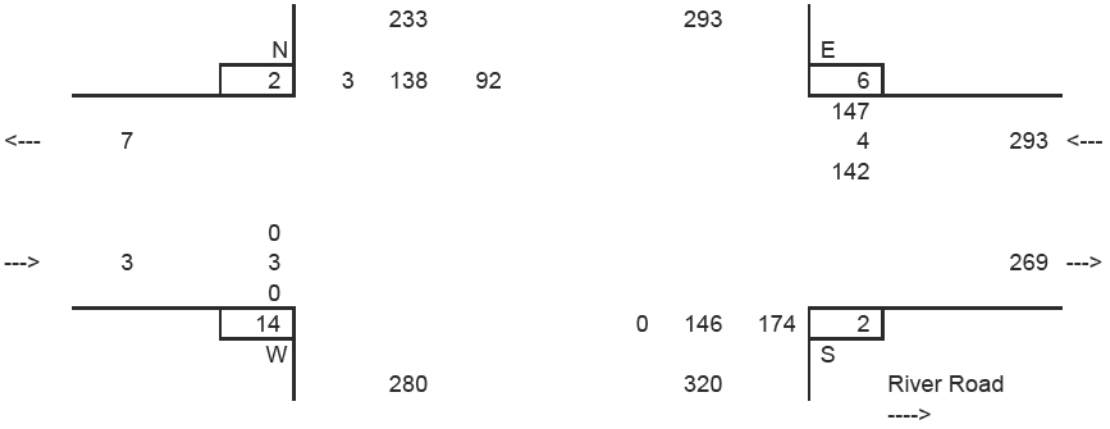
Time Period	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total Volume		Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			N	S	W	E
11:00	18	33	1	0	33	38	1	1	1	42	1	38	207		1	2	0	2
11:15	10	38	0	0	37	28	2	1	1	29	1	38	185		0	2	1	0
11:30	29	26	0	0	26	44	1	2	0	39	0	21	188		1	0	0	1
11:45	22	36	2	0	31	42	0	2	0	34	1	39	209	*	0	0	3	0
12:00	24	38	1	0	30	38	0	0	0	40	0	31	202	*	1	1	2	5
12:15	25	30	0	0	35	41	0	0	0	26	1	40	198	*	0	0	3	1
12:30	21	34	0	0	50	53	0	1	0	42	2	37	240	+	1	1	6	0
12:45	21	34	0	1	31	39	0	2	0	38	3	34	203		1	0	7	2
Total	**170**	**269**	**4**	**1**	**273**	**323**	**4**	**9**	**2**	**290**	**9**	**278**	**1632**		**5**	**6**	**22**	**11**
Pk Hr	**91**	**136**	**1**	**1**	**146**	**171**	**0**	**3**	**0**	**146**	**6**	**142**	**843**	*	**3**	**2**	**18**	**8**
15x4	**100**	**152**	**8**	**0**	**200**	**212**	**0**	**8**	**0**	**168**	**8**	**160**	**1016**	+	**4**	**4**	**24**	**0**
Avg Hr	**85**	**135**	**2**	**1**	**137**	**162**	**2**	**5**	**1**	**145**	**5**	**139**	**816**		**3**	**3**	**11**	**6**

Peak Hour	11:45
Peak 15min	12:30
North Leg PHF	0.90
South Leg PHF	0.78
West Leg PHF	0.38
East Leg PHF	0.87
Total PHF	0.84

0.88

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Noon Peak Hour Volumes



PM Peak Period

Combined Volume

Location: River Road @ 207 Street

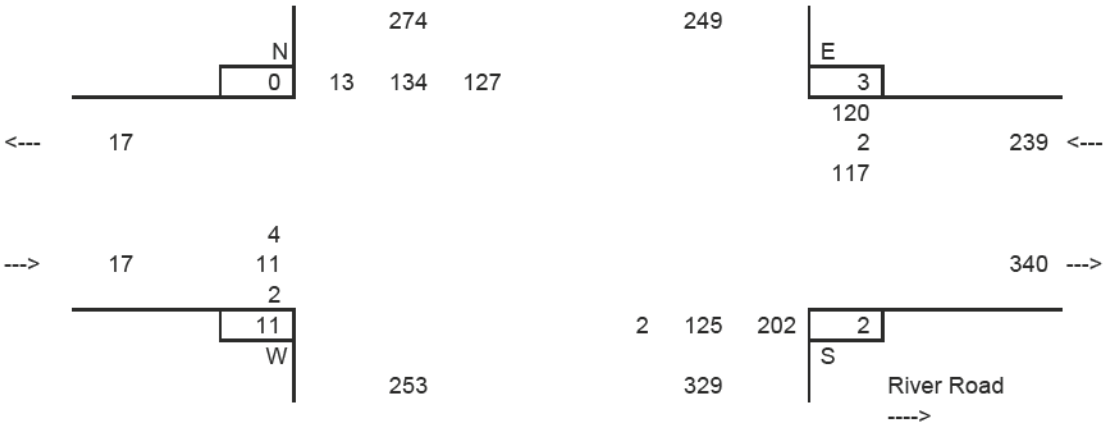
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
15:00	33	30	1	0	32	50	0	5	0	34	0	20	205 *	0	0	2	0
15:15	35	28	3	1	29	48	1	1	1	27	0	40	214 *	0	1	1	2
15:30	27	38	3	0	31	59	2	2	0	27	1	36	226 +	0	0	5	0
15:45	32	38	6	1	33	45	1	3	1	29	1	24	214 *	0	1	3	1
16:00	23	34	0	0	37	30	0	1	0	24	1	22	172	0	0	0	0
16:15	34	45	4	0	30	54	0	0	0	34	0	27	228	0	0	1	3
16:30	22	28	2	0	31	54	0	2	1	25	2	25	192	0	0	2	0
16:45	25	25	2	0	36	59	2	2	0	27	2	29	209	0	0	2	1
17:00	27	31	0	0	36	46	0	1	0	24	0	27	192	0	0	0	1
17:15	27	33	1	0	49	52	1	3	0	22	0	23	211	0	0	0	0
17:30	31	34	2	1	23	38	0	3	0	17	1	20	170	0	0	0	1
17:45	17	37	0	0	25	25	0	0	0	20	2	16	142	0	0	3	0
Total	**333**	**401**	**24**	**3**	**392**	**560**	**7**	**23**	**3**	**310**	**10**	**309**	**2375**	**0**	**2**	**19**	**9**
Pk Hr	**127**	**134**	**13**	**2**	**125**	**202**	**4**	**11**	**2**	**117**	**2**	**120**	**859 ***	**0**	**2**	**11**	**3**
15x4	**140**	**152**	**24**	**4**	**132**	**236**	**8**	**20**	**4**	**136**	**4**	**160**	**1020 +**	**0**	**0**	**20**	**0**
Avg Hr	**111**	**134**	**8**	**1**	**131**	**187**	**2**	**8**	**1**	**103**	**3**	**103**	**792**	**0**	**1**	**6**	**3**

Peak Hour	15:00
Peak 15min	15:30
North Leg PHF	0.87
South Leg PHF	0.88
West Leg PHF	0.53
East Leg PHF	0.80
Total PHF	0.85

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PM Peak Hour Volumes



Average Hour Period
Combined Volume

Location: River Road @ 207 Street
March 9, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	540	751	29	5	797	959	14	37	6	715	21	725	4599	6	11	49	27
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	68	94	4	1	100	120	2	5	1	89	3	91	575	1	1	6	3
AM Period																	
Total	37	81	1	1	132	76	3	5	1	115	2	138	592	1	3	8	7
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	12	27	0	0	44	25	1	2	0	38	1	46	197	0	1	3	2
Noon Period																	
Total	170	269	4	1	273	323	4	9	2	290	9	278	1632	5	6	22	11
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	85	135	2	1	137	162	2	5	1	145	5	139	816	3	3	11	6
PM Period																	
Total	333	401	24	3	392	560	7	23	3	310	10	309	2375	0	2	19	9
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	111	134	8	1	131	187	2	8	1	103	3	103	792	0	1	6	3

Average Hour Volumes

Total	4	94	68
AM	0	27	12
Noon	2	135	85
PM	8	134	111

PM	Noon	AM	Total
103	139	46	91
3	5	1	3
103	145	38	89

River Road <---

Total	AM	Noon	PM
2	1	2	2
5	2	5	8
1	0	1	1

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River Road

1	131	187	PM
1	137	162	Noon
0	44	25	AM
1	100	120	Total

PREMIERE
TRAFFIC DATA SERVICES

Turning Movement Count Data
Regular Vehicles

Site Number:	4
Major Route:	207 Street
Minor Route:	River Road
Municipality:	Maple Ridge
Filename:	4-TMC-207 St@River Rd-Mar 9 2024
Date:	March 9, 2024
Day-of-week:	Saturday
East/West Route:	River Road
Intersection Type:	4 leg
Signalized (y/n?):	yes
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Regular Vehicles

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians		
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	1	0	0	0	2	0	0	0	0	3	0	3	9		0	0	0	0
06:15	1	3	0	0	3	3	0	0	0	7	0	5	22		0	0	0	0
06:30	1	1	0	0	3	4	0	0	0	2	0	5	16		0	0	1	0
06:45	1	1	0	0	7	5	0	0	0	4	0	8	26		0	0	0	0
07:00	1	5	0	1	12	2	1	1	0	10	0	5	38		0	1	0	0
07:15	6	3	0	0	8	5	1	0	0	7	1	7	38		0	0	1	1
07:30	1	15	1	0	7	6	0	0	1	7	0	13	51		0	0	1	0
07:45	2	8	0	0	14	9	0	0	0	9	0	15	57		0	1	1	2
08:00	2	10	0	0	12	9	0	3	0	15	0	13	64	*	0	0	1	1
08:15	5	10	0	0	13	8	0	0	0	15	0	17	68	*	0	0	0	2
08:30	7	14	0	0	20	15	0	1	0	25	0	15	97	*	0	0	2	0
08:45	8	9	0	0	27	10	1	0	0	11	1	32	99	+	1	1	1	1
Total	**36**	**79**	**1**	**1**	**128**	**76**	**3**	**5**	**1**	**115**	**2**	**138**	**585**		**1**	**3**	**8**	**7**
Pk Hr	**22**	**43**	**0**	**0**	**72**	**42**	**1**	**4**	**0**	**66**	**1**	**77**	**328**	*	**1**	**1**	**4**	**4**
15x4	**32**	**56**	**0**	**0**	**108**	**60**	**4**	**12**	**0**	**100**	**4**	**128**	**504**	+	**4**	**4**	**4**	**4**
11:00	18	33	0	0	32	38	1	1	0	42	1	37	203		1	2	0	2
11:15	10	38	0	0	36	28	2	1	1	29	1	38	184		0	2	1	0
11:30	29	25	0	0	25	44	1	2	0	39	0	21	186		1	0	0	1
11:45	21	36	2	0	31	42	0	2	0	34	1	39	208	*	0	0	3	0
12:00	24	38	1	0	29	37	0	0	0	40	0	31	200	*	1	1	2	5
12:15	25	30	0	0	35	41	0	0	0	26	1	40	198	*	0	0	3	1
12:30	21	34	0	0	49	51	0	1	0	42	2	37	237	+	1	1	6	0
12:45	21	33	0	1	31	38	0	2	0	38	3	34	201		1	0	7	2
Total	**169**	**267**	**3**	**1**	**268**	**319**	**4**	**9**	**1**	**290**	**9**	**277**	**1617**		**5**	**6**	**22**	**11**
Pk Hr	**91**	**138**	**3**	**0**	**144**	**171**	**0**	**3**	**0**	**142**	**4**	**147**	**843**	*	**2**	**2**	**14**	**6**
15x4	**100**	**152**	**8**	**0**	**196**	**204**	**0**	**8**	**0**	**168**	**8**	**160**	**1004**	+	**4**	**4**	**24**	**0**
15:00	33	30	1	0	31	49	0	5	0	34	0	19	202	*	0	0	2	0
15:15	35	28	3	1	29	48	1	1	1	27	0	40	214	*	0	1	1	2
15:30	27	38	3	0	31	59	2	2	0	27	1	36	226	+	0	0	5	0
15:45	32	36	6	1	33	45	1	3	1	29	1	24	212	*	0	1	3	1
16:00	23	33	0	0	37	29	0	1	0	24	1	22	170		0	0	0	0
16:15	34	45	4	0	29	54	0	0	0	34	0	27	227		0	0	1	3
16:30	22	28	2	0	31	54	0	2	1	25	2	25	192		0	0	2	0
16:45	24	24	2	0	35	59	2	2	0	27	2	29	206		0	0	2	1
17:00	27	31	0	0	35	46	0	1	0	24	0	27	191		0	0	0	1
17:15	27	32	1	0	49	52	1	3	0	22	0	23	210		0	0	0	0
17:30	31	34	2	1	23	38	0	3	0	17	1	20	170		0	0	0	1
17:45	17	36	0	0	25	25	0	0	0	20	2	16	141		0	0	3	0
Total	**332**	**395**	**24**	**3**	**388**	**558**	**7**	**23**	**3**	**310**	**10**	**308**	**2361**		**0**	**2**	**19**	**9**
Pk Hr	**127**	**132**	**13**	**2**	**124**	**201**	**4**	**11**	**2**	**117**	**2**	**119**	**854**	*	**0**	**2**	**11**	**3**
15x4	**140**	**152**	**24**	**4**	**132**	**236**	**8**	**20**	**4**	**136**	**4**	**160**	**1020**	+	**0**	**0**	**20**	**0**

AM Peak Period

Regular Vehicles

Location: River Road @ 207 Street

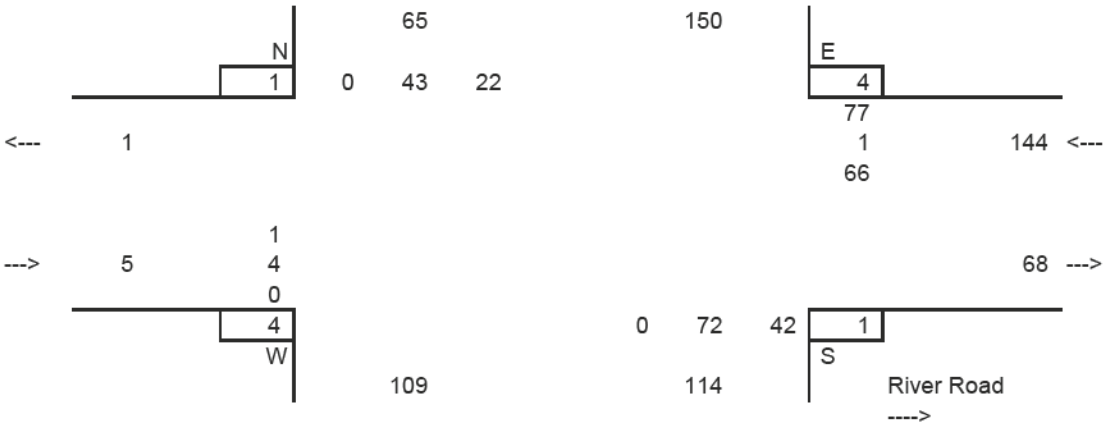
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians		
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
06:00	1	0	0	0	2	0	0	0	0	3	0	3	9	0	0	0	0
06:15	1	3	0	0	3	3	0	0	0	7	0	5	22	0	0	0	0
06:30	1	1	0	0	3	4	0	0	0	2	0	5	16	0	0	1	0
06:45	1	1	0	0	7	5	0	0	0	4	0	8	26	0	0	0	0
07:00	1	5	0	1	12	2	1	1	0	10	0	5	38	0	1	0	0
07:15	6	3	0	0	8	5	1	0	0	7	1	7	38	0	0	1	1
07:30	1	15	1	0	7	6	0	0	1	7	0	13	51	0	0	1	0
07:45	2	8	0	0	14	9	0	0	0	9	0	15	57	0	1	1	2
08:00	2	10	0	0	12	9	0	3	0	15	0	13	64 *	0	0	1	1
08:15	5	10	0	0	13	8	0	0	0	15	0	17	68 *	0	0	0	2
08:30	7	14	0	0	20	15	0	1	0	25	0	15	97 *	0	0	2	0
08:45	8	9	0	0	27	10	1	0	0	11	1	32	99 +	1	1	1	1
Total	**36**	**79**	**1**	**1**	**128**	**76**	**3**	**5**	**1**	**115**	**2**	**138**	**585**	**1**	**3**	**8**	**7**
Pk Hr	**22**	**43**	**0**	**0**	**72**	**42**	**1**	**4**	**0**	**66**	**1**	**77**	**328** *	**1**	**1**	**4**	**4**
15x4	**32**	**56**	**0**	**0**	**108**	**60**	**4**	**12**	**0**	**100**	**4**	**128**	**504** +	**4**	**4**	**4**	**4**
Avg Hr	**12**	**26**	**0**	**0**	**43**	**25**	**1**	**2**	**0**	**38**	**1**	**46**	**195**	**0**	**1**	**3**	**2**

Peak Hour	08:00
Peak 15min	08:45
North approach PHF	0.74
South approach PHF	0.68
West approach PHF	0.31
East approach PHF	0.62

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AM Peak Hour Volumes



Noon Peak Period
Regular Vehicles

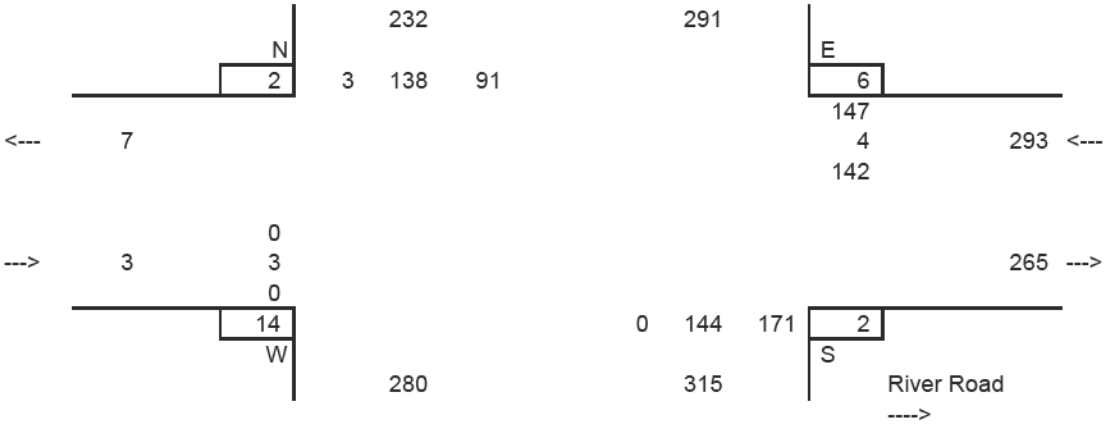
Location: River Road @ 207 Street
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
11:00	18	33	0	0	32	38	1	1	0	42	1	37	203		1	2	0	2
11:15	10	38	0	0	36	28	2	1	1	29	1	38	184		0	2	1	0
11:30	29	25	0	0	25	44	1	2	0	39	0	21	186		1	0	0	1
11:45	21	36	2	0	31	42	0	2	0	34	1	39	208	*	0	0	3	0
12:00	24	38	1	0	29	37	0	0	0	40	0	31	200	*	1	1	2	5
12:15	25	30	0	0	35	41	0	0	0	26	1	40	198	*	0	0	3	1
12:30	21	34	0	0	49	51	0	1	0	42	2	37	237	+	1	1	6	0
12:45	21	33	0	1	31	38	0	2	0	38	3	34	201		1	0	7	2
Total	**169**	**267**	**3**	**1**	**268**	**319**	**4**	**9**	**1**	**290**	**9**	**277**	**1617**		**5**	**6**	**22**	**11**
Pk Hr	**91**	**138**	**3**	**0**	**144**	**171**	**0**	**3**	**0**	**142**	**4**	**147**	**843**	*	**2**	**2**	**14**	**6**
15x4	**100**	**152**	**8**	**0**	**196**	**204**	**0**	**8**	**0**	**168**	**8**	**160**	**1004**	+	**4**	**4**	**24**	**0**
Avg Hr	**85**	**134**	**2**	**1**	**134**	**160**	**2**	**5**	**1**	**145**	**5**	**139**	**809**		**3**	**3**	**11**	**6**

Peak Hour	11:45
Peak 15min	12:30
North Leg PHF	0.89
South Leg PHF	0.79
West Leg PHF	0.38
East Leg PHF	0.87

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Noon Peak Hour Volumes



PM Peak Period

Regular Vehicles

Location: River Road @ 207 Street

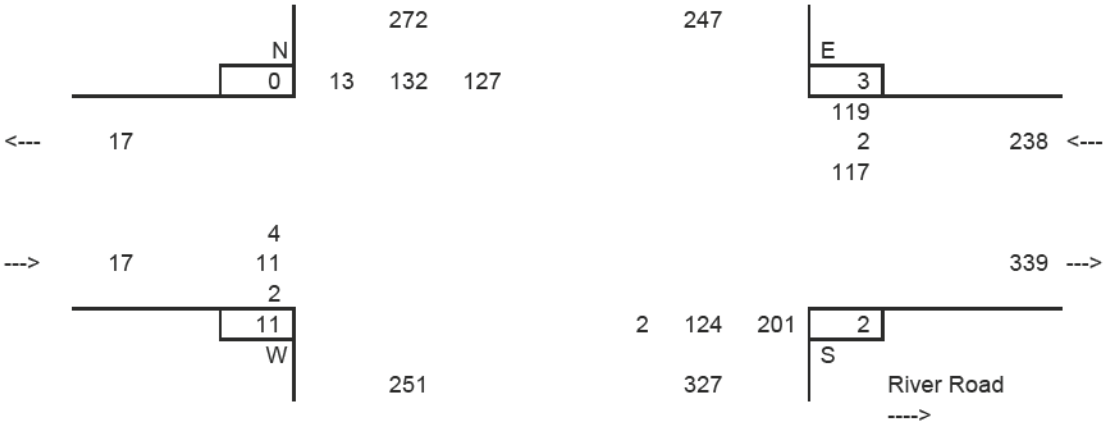
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
15:00	33	30	1	0	31	49	0	5	0	34	0	19	202	*	0	0	2	0
15:15	35	28	3	1	29	48	1	1	1	27	0	40	214	*	0	1	1	2
15:30	27	38	3	0	31	59	2	2	0	27	1	36	226	+	0	0	5	0
15:45	32	36	6	1	33	45	1	3	1	29	1	24	212	*	0	1	3	1
16:00	23	33	0	0	37	29	0	1	0	24	1	22	170		0	0	0	0
16:15	34	45	4	0	29	54	0	0	0	34	0	27	227		0	0	1	3
16:30	22	28	2	0	31	54	0	2	1	25	2	25	192		0	0	2	0
16:45	24	24	2	0	35	59	2	2	0	27	2	29	206		0	0	2	1
17:00	27	31	0	0	35	46	0	1	0	24	0	27	191		0	0	0	1
17:15	27	32	1	0	49	52	1	3	0	22	0	23	210		0	0	0	0
17:30	31	34	2	1	23	38	0	3	0	17	1	20	170		0	0	0	1
17:45	17	36	0	0	25	25	0	0	0	20	2	16	141		0	0	3	0
Total	**332**	**395**	**24**	**3**	**388**	**558**	**7**	**23**	**3**	**310**	**10**	**308**	**2361**		**0**	**2**	**19**	**9**
Pk Hr	**127**	**132**	**13**	**2**	**124**	**201**	**4**	**11**	**2**	**117**	**2**	**119**	**854**	*	**0**	**2**	**11**	**3**
15x4	**140**	**152**	**24**	**4**	**132**	**236**	**8**	**20**	**4**	**136**	**4**	**160**	**1020**	+	**0**	**0**	**20**	**0**
Avg Hr	**111**	**132**	**8**	**1**	**129**	**186**	**2**	**8**	**1**	**103**	**3**	**103**	**787**		**0**	**1**	**6**	**3**

Peak Hour	15:00
Peak 15min	15:30
North Leg PHF	0.86
South Leg PHF	0.88
West Leg PHF	0.53
East Leg PHF	0.79

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PM Peak Hour Volumes



Average Hour Period

Regular Vehicles

Location: River Road @ 207 Street

March 9, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	537	741	28	5	784	953	14	37	5	715	21	723	4563	6	11	49	27
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	67	93	4	1	98	119	2	5	1	89	3	90	570	1	1	6	3
AM Period																	
Total	36	79	1	1	128	76	3	5	1	115	2	138	585	1	3	8	7
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	12	26	0	0	43	25	1	2	0	38	1	46	195	0	1	3	2
Noon Period																	
Total	169	267	3	1	268	319	4	9	1	290	9	277	1617	5	6	22	11
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	85	134	2	1	134	160	2	5	1	145	5	139	809	3	3	11	6
PM Period																	
Total	332	395	24	3	388	558	7	23	3	310	10	308	2361	0	2	19	9
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	111	132	8	1	129	186	2	8	1	103	3	103	787	0	1	6	3

Average Hour Volumes

Total	4	93	67
AM	0	26	12
Noon	2	134	85
PM	8	132	111

PM	Noon	AM	Total
103	139	46	90
3	5	1	3
103	145	38	89

River Road <---

2	1	2	2	
5	2	5	8	--->
1	0	1	1	
Total	AM	Noon	PM	

River Road

1	129	186	PM
1	134	160	Noon
0	43	25	AM
1	98	119	Total

PREMIERE
TRAFFIC DATA SERVICES

Turning Movement Count Data
Trucks

Site Number:	4
Major Route:	207 Street
Minor Route:	River Road
Municipality:	Maple Ridge
Filename:	4-TMC-207 St@River Rd-Mar 9 2024
Date:	March 9, 2024
Day-of-week:	Saturday
East/West Route:	River Road
Intersection Type:	4 leg
Signalized (y/n?):	yes
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Trucks

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0				
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0				
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0				
06:45	0	0	0	0	1	0	0	0	0	0	0	0	1				
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0				
07:15	0	0	0	0	1	0	0	0	0	0	0	0	1				
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0				
07:45	0	1	0	0	0	0	0	0	0	0	0	0	1				
08:00	0	0	0	0	1	0	0	0	0	0	0	0	1 *				
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *				
08:30	0	1	0	0	1	0	0	0	0	0	0	0	2 +				
08:45	1	0	0	0	0	0	0	0	0	0	0	0	1 *				
Total	**1**	**2**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**
Pk Hr	**1**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4 ***	**0**	**0**	**0**	**0**
15x4	**4**	**4**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12 +**	**0**	**0**	**0**	**0**
11:00	0	0	1	0	1	0	0	0	1	0	0	1	4 +				
11:15	0	0	0	0	1	0	0	0	0	0	0	0	1 *				
11:30	0	1	0	0	1	0	0	0	0	0	0	0	2 *				
11:45	1	0	0	0	0	0	0	0	0	0	0	0	1 *				
12:00	0	0	0	0	1	1	0	0	0	0	0	0	2				
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0				
12:30	0	0	0	0	1	2	0	0	0	0	0	0	3				
12:45	0	1	0	0	0	1	0	0	0	0	0	0	2				
Total	**1**	**2**	**1**	**0**	**5**	**4**	**0**	**0**	**1**	**0**	**0**	**1**	**15**	**0**	**0**	**0**	**0**
Pk Hr	**1**	**1**	**1**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**8 ***	**0**	**0**	**0**	**0**
15x4	**4**	**4**	**4**	**0**	**4**	**0**	**0**	**0**	**4**	**0**	**0**	**4**	**24 +**	**0**	**0**	**0**	**0**
15:00	0	0	0	0	1	1	0	0	0	0	0	1	3				
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0				
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0				
15:45	0	2	0	0	0	0	0	0	0	0	0	0	2				
16:00	0	1	0	0	0	1	0	0	0	0	0	0	2 *				
16:15	0	0	0	0	1	0	0	0	0	0	0	0	1 *				
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *				
16:45	1	1	0	0	1	0	0	0	0	0	0	0	3 +				
17:00	0	0	0	0	1	0	0	0	0	0	0	0	1				
17:15	0	1	0	0	0	0	0	0	0	0	0	0	1				
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0				
17:45	0	1	0	0	0	0	0	0	0	0	0	0	1				
Total	**1**	**6**	**0**	**0**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**14**	**0**	**0**	**0**	**0**
Pk Hr	**1**	**2**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**6 ***	**0**	**0**	**0**	**0**
15x4	**4**	**4**	**0**	**0**	**4**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**16 +**	**0**	**0**	**0**	**0**

AM Peak Period
Trucks

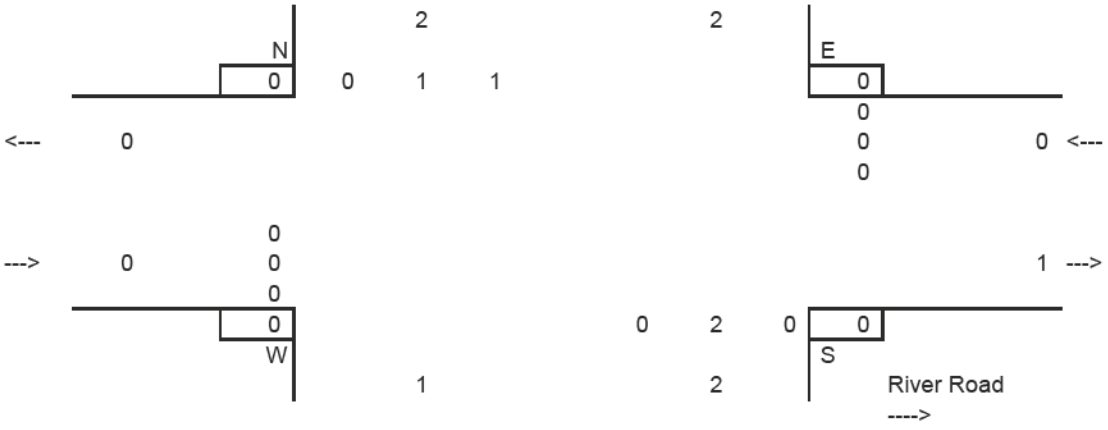
Location: River Road @ 207 Street
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
08:00	0	0	0	0	1	0	0	0	0	0	0	0	1 *	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *	0	0	0	0
08:30	0	1	0	0	1	0	0	0	0	0	0	0	2 +	0	0	0	0
08:45	1	0	0	0	0	0	0	0	0	0	0	0	1 *	0	0	0	0
Total	**1**	**2**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**
Pk Hr	**1**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4 ***	**0**	**0**	**0**	**0**
15x4	**4**	**4**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12 +**	**0**	**0**	**0**	**0**
Avg Hr	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**

Peak Hour	08:00
Peak 15min	08:30
North approach PHF	0.25
South approach PHF	0.50
West approach PHF	NA
East approach PHF	NA

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AM Peak Hour Volumes



Noon Peak Period

Trucks

Location: River Road @ 207 Street

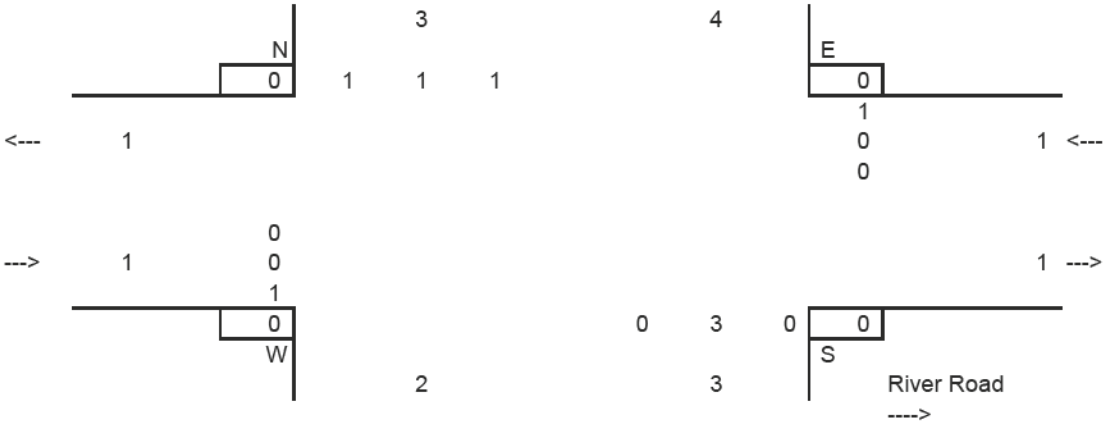
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
11:00	0	0	1	0	1	0	0	0	1	0	0	1	4	+	0	0	0	0
11:15	0	0	0	0	1	0	0	0	0	0	0	0	1	*	0	0	0	0
11:30	0	1	0	0	1	0	0	0	0	0	0	0	2	*	0	0	0	0
11:45	1	0	0	0	0	0	0	0	0	0	0	0	1	*	0	0	0	0
12:00	0	0	0	0	1	1	0	0	0	0	0	0	2		0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
12:30	0	0	0	0	1	2	0	0	0	0	0	0	3		0	0	0	0
12:45	0	1	0	0	0	1	0	0	0	0	0	0	2		0	0	0	0
Total	**1**	**2**	**1**	**0**	**5**	**4**	**0**	**0**	**1**	**0**	**0**	**1**	**15**		**0**	**0**	**0**	**0**
Pk Hr	**1**	**1**	**1**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**8**	*	**0**	**0**	**0**	**0**
15x4	**4**	**4**	**4**	**0**	**4**	**0**	**0**	**0**	**4**	**0**	**0**	**4**	**24**	+	**0**	**0**	**0**	**0**
Avg Hr	**1**	**1**	**1**	**0**	**3**	**2**	**0**	**0**	**1**	**0**	**0**	**1**	**8**		**0**	**0**	**0**	**0**

Peak Hour	11:00
Peak 15min	11:00
North Leg PHF	0.25
South Leg PHF	0.75
West Leg PHF	0.25
East Leg PHF	0.25

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Noon Peak Hour Volumes



PM Peak Period

Trucks

Location: River Road @ 207 Street

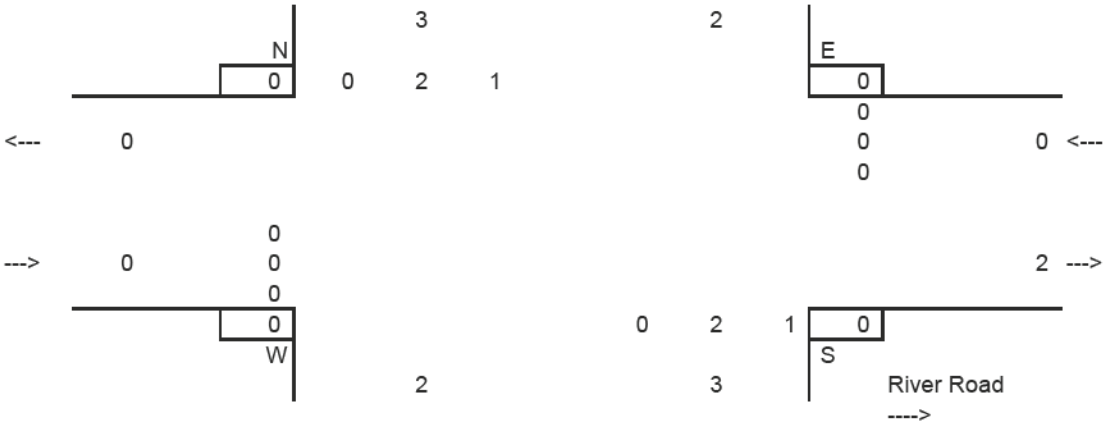
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
15:00	0	0	0	0	1	1	0	0	0	0	0	1	3		0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
15:45	0	2	0	0	0	0	0	0	0	0	0	0	2		0	0	0	0
16:00	0	1	0	0	0	1	0	0	0	0	0	0	2	*	0	0	0	0
16:15	0	0	0	0	1	0	0	0	0	0	0	0	1	*	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
16:45	1	1	0	0	1	0	0	0	0	0	0	0	3	+	0	0	0	0
17:00	0	0	0	0	1	0	0	0	0	0	0	0	1		0	0	0	0
17:15	0	1	0	0	0	0	0	0	0	0	0	0	1		0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
17:45	0	1	0	0	0	0	0	0	0	0	0	0	1		0	0	0	0
Total	**1**	**6**	**0**	**0**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**14**		**0**	**0**	**0**	**0**
Pk Hr	**1**	**2**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	*	**0**	**0**	**0**	**0**
15x4	**4**	**4**	**0**	**0**	**4**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**2**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**5**		**0**	**0**	**0**	**0**

Peak Hour	16:00
Peak 15min	16:45
North Leg PHF	0.38
South Leg PHF	0.38
West Leg PHF	NA
East Leg PHF	NA

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PM Peak Hour Volumes



Average Hour Period

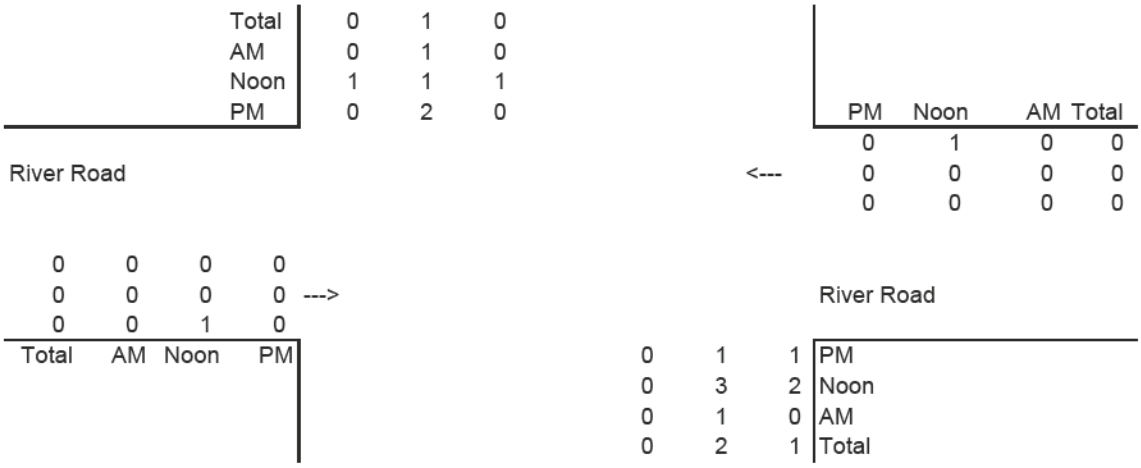
Trucks

Location: River Road @ 207 Street

March 9, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	3	10	1	0	13	6	0	0	1	0	0	2	36	0	0	0	0
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	0	1	0	0	2	1	0	0	0	0	0	0	5	0	0	0	0
AM Period																	
Total	1	2	0	0	4	0	0	0	0	0	0	0	7	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0
Noon Period																	
Total	1	2	1	0	5	4	0	0	1	0	0	1	15	0	0	0	0
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	1	1	1	0	3	2	0	0	1	0	0	1	8	0	0	0	0
PM Period																	
Total	1	6	0	0	4	2	0	0	0	0	0	1	14	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	2	0	0	1	1	0	0	0	0	0	0	5	0	0	0	0

Average Hour Volumes



PREMIERE
TRAFFIC DATA SERVICES

Turning Movement Count Data
Cyclists

Site Number:	4
Major Route:	207 Street
Minor Route:	River Road
Municipality:	Maple Ridge
Filename:	4-TMC-207 St@River Rd-Mar 9 2024
Date:	March 9, 2024
Day-of-week:	Saturday
East/West Route:	River Road
Intersection Type:	4 leg
Signalized (y/n?):	yes
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Cyclists

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians		
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0					
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0					
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0					
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0					
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0					
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0					
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0					
07:45	0	1	0	0	0	0	0	0	0	0	0	0	1	+				
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	*				
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	*				
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	*				
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0					
Total	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	*	**0**	**0**	**0**	**0**
15x4	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	+	**0**	**0**	**0**	**0**
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0					
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0					
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0					
11:45	0	0	0	0	0	0	0	0	0	1	0	0	1	*				
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	*				
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	*				
12:30	0	0	0	0	0	0	0	0	0	0	2	0	2	+				
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0					
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**3**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**3**	*	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**8**	**0**	**12**	+	**0**	**0**	**0**	**0**
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0					
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0					
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0					
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0					
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0					
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0					
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0					
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0					
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0					
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0					
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0					
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0					
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	*	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	+	**0**	**0**	**0**	**0**

AM Peak Period

Cyclists

Location: River Road @ 207 Street

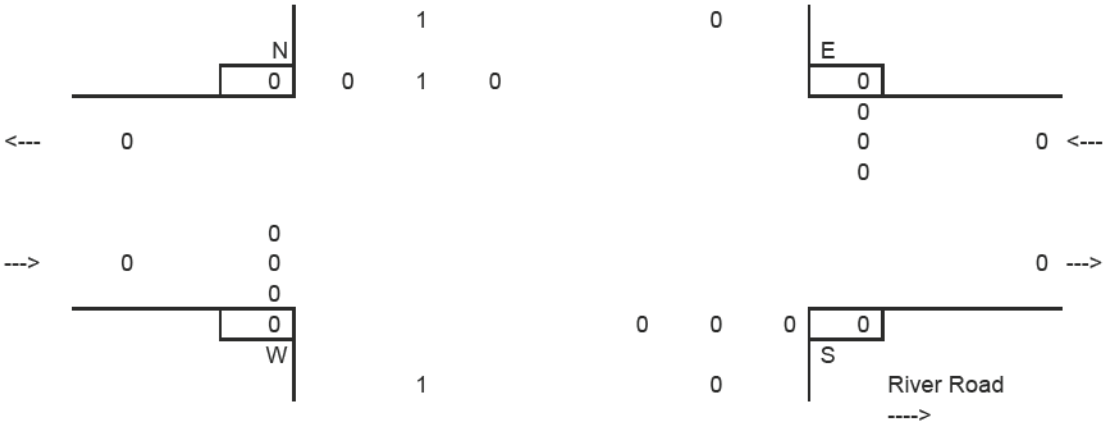
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
07:45	0	1	0	0	0	0	0	0	0	0	0	0	1	+	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
Total	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	*	**0**	**0**	**0**	**0**
15x4	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		**0**	**0**	**0**	**0**

Peak Hour	07:45
Peak 15min	07:45
North approach PHF	0.25
South approach PHF	NA
West approach PHF	NA
East approach PHF	NA

N
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AM Peak Hour Volumes



Noon Peak Period

Cyclists

Location: River Road @ 207 Street

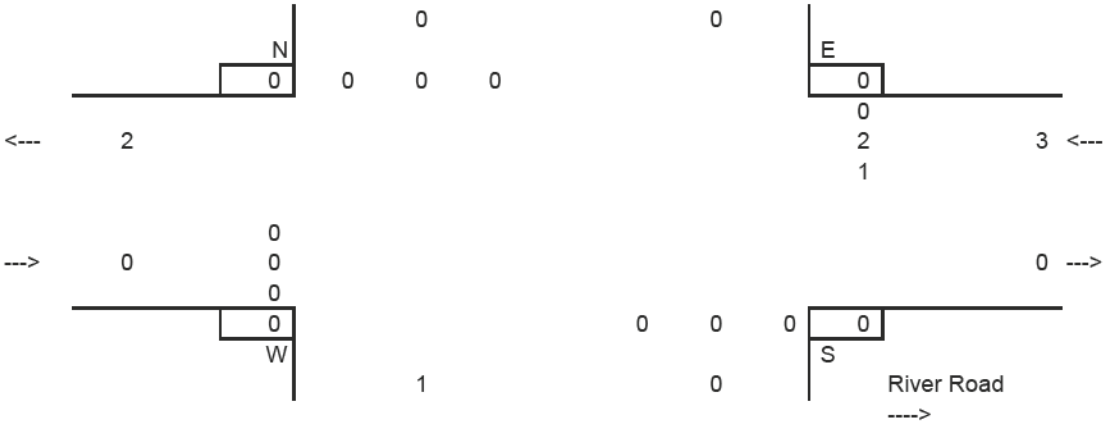
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	1	0	0	1	*	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	2	0	2	+	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**3**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**3**	*	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**8**	**0**	**12**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**2**		**0**	**0**	**0**	**0**

Peak Hour	11:45
Peak 15min	12:30
North Leg PHF	NA
South Leg PHF	NA
West Leg PHF	NA
East Leg PHF	0.25

N
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Noon Peak Hour Volumes



PM Peak Period

Cyclists

Location: River Road @ 207 Street

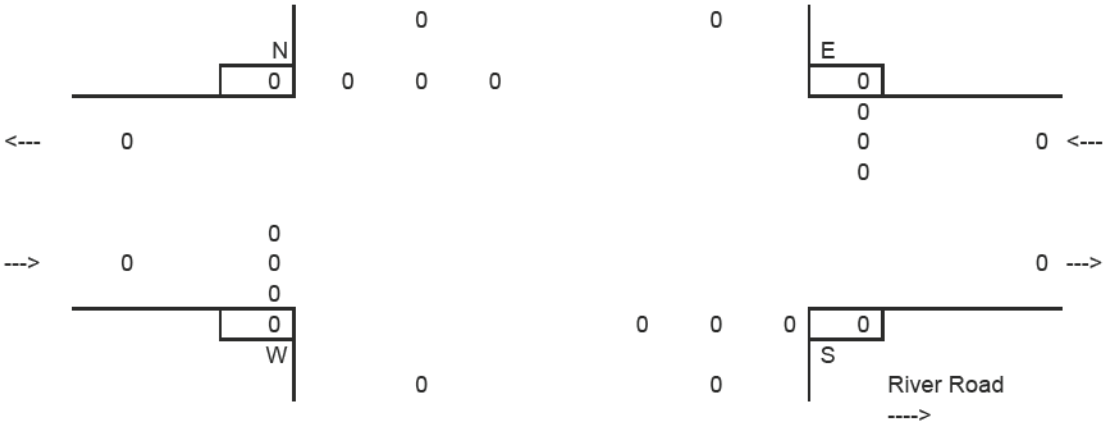
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0** *	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0** +	**0**	**0**	**0**	**0**
Avg Hr	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak Hour	18:00
Peak 15min	17:45
North Leg PHF	NA
South Leg PHF	NA
West Leg PHF	NA
East Leg PHF	NA

N
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PM Peak Hour Volumes



Average Hour Period

Cyclists

Location: River Road @ 207 Street

March 9, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	0	1	0	0	0	0	0	0	0	1	2	0	4	0	0	0	0
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
AM Period																	
Total	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Noon Period																	
Total	0	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0
PM Period																	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Average Hour Volumes

Total	0	0	0
AM	0	0	0
Noon	0	0	0
PM	0	0	0

PM	Noon	AM	Total
0	0	0	0
0	1	0	0
0	1	0	0

River Road <---

0	0	0	0
0	0	0	0
0	0	0	0

---> River Road

Total	AM	Noon	PM
0	0	0	PM
0	0	0	Noon
0	0	0	AM
0	0	0	Total

PREMIERE
TRAFFIC DATA SERVICES

Turning Movement Count Data
Combined Volume

Site Number:	5
Major Route:	207 Street
Minor Route:	Westfield Avenue
Municipality:	Maple Ridge
Filename:	5-TMC-207 St@Westfield Ave-Mar 9 2024
Date:	March 9, 2024
Day-of-week:	Saturday
East/West Route:	Westfield Avenue
Intersection Type:	4 leg
Signalized (y/n?):	no
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Combined Volume

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians		
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	4	0	0	1	0	1	0	0	0	0	0	6		0	0	0	0
06:15	0	8	1	0	6	0	0	0	0	0	0	0	15		0	1	0	0
06:30	0	2	2	0	5	0	0	0	0	0	0	0	9		0	0	1	0
06:45	0	4	1	0	12	0	0	0	0	0	0	0	17		0	0	0	0
07:00	0	15	0	0	10	0	4	0	0	0	0	0	29		0	0	0	0
07:15	0	8	2	0	10	0	2	0	0	0	1	0	23		0	1	0	3
07:30	2	19	1	0	7	0	2	0	0	0	0	3	34		0	0	0	0
07:45	1	15	0	0	16	1	3	0	0	0	0	1	37		0	0	1	2
08:00	5	15	8	0	16	0	5	0	0	0	1	0	50	*	0	0	0	0
08:15	1	22	5	0	15	1	4	0	2	0	1	0	51	*	0	0	1	1
08:30	0	31	5	0	25	0	8	0	0	0	1	2	72	+	0	0	3	1
08:45	2	16	5	0	21	0	12	1	0	0	1	2	60	*	0	0	0	0
	5	31	8	0	25	1	12	1	2	0	1	3						
Total	**11**	**159**	**30**	**0**	**144**	**2**	**41**	**1**	**2**	**0**	**5**	**8**	**403**		**0**	**2**	**6**	**7**
Pk Hr	**8**	**84**	**23**	**0**	**77**	**1**	**29**	**1**	**2**	**0**	**4**	**4**	**233**	*	**0**	**0**	**4**	**2**
15x4	**20**	**124**	**32**	**0**	**100**	**4**	**48**	**4**	**8**	**0**	**4**	**8**	**352**	+	**0**	**0**	**12**	**4**

11:00	2	54	16	0	55	2	9	1	1	0	1	3	144		0	0	3	0
11:15	3	52	7	0	48	0	9	0	0	0	1	3	123		1	0	0	0
11:30	2	50	15	0	60	0	5	0	0	0	2	4	138		0	0	1	0
11:45	2	55	12	0	61	4	10	0	0	0	0	0	144		0	0	0	0
12:00	4	53	15	0	58	1	7	4	0	0	0	2	144	*	0	0	1	2
12:15	3	46	11	0	59	0	10	2	1	2	0	3	137	*	0	0	1	0
12:30	2	58	13	0	76	0	22	0	0	2	0	9	182	+	2	0	1	0
12:45	4	52	14	0	57	1	11	0	1	0	2	3	145	*	0	0	4	0
	4	58	16	0	76	4	22	4	1	2	2	9						
Total	**22**	**420**	**103**	**0**	**474**	**8**	**83**	**7**	**3**	**4**	**6**	**27**	**1157**		**3**	**0**	**11**	**2**
Pk Hr	**13**	**209**	**53**	**0**	**250**	**2**	**50**	**6**	**2**	**4**	**2**	**17**	**608**	*	**2**	**0**	**7**	**2**
15x4	**16**	**232**	**60**	**0**	**304**	**4**	**88**	**16**	**4**	**8**	**8**	**36**	**776**	+	**8**	**0**	**4**	**0**

15:00	0	54	8	0	63	0	14	0	1	0	0	0	140		0	0	0	0
15:15	1	44	8	0	61	0	15	2	0	0	1	1	133		0	0	0	0
15:30	3	47	13	0	71	0	16	0	0	0	0	4	154	*	0	0	1	0
15:45	3	46	19	0	65	0	8	2	1	0	0	2	146	*	0	0	1	0
16:00	1	36	16	1	52	0	12	1	1	0	1	2	123	*	0	0	0	1
16:15	2	64	8	0	60	1	19	2	1	1	0	1	159	+	2	0	0	0
16:30	2	41	13	1	66	0	19	0	0	0	0	0	142		0	0	2	0
16:45	1	40	10	0	67	0	22	0	0	0	0	0	140		0	0	1	1
17:00	1	47	7	0	65	0	17	1	2	0	0	0	140		1	0	3	1
17:15	1	40	10	0	76	1	16	2	0	0	0	5	151		1	0	0	0
17:30	0	33	15	1	46	0	14	0	0	0	1	0	110		0	0	0	0
17:45	0	44	9	0	38	1	11	0	0	0	1	2	106		0	0	2	0
	3	64	19	1	76	1	22	2	2	1	1	5						
Total	**15**	**536**	**136**	**3**	**730**	**3**	**183**	**10**	**6**	**1**	**4**	**17**	**1644**		**4**	**0**	**10**	**3**
Pk Hr	**9**	**193**	**56**	**1**	**248**	**1**	**55**	**5**	**3**	**1**	**1**	**9**	**582**	*	**2**	**0**	**2**	**1**
15x4	**12**	**256**	**76**	**4**	**284**	**4**	**76**	**8**	**4**	**4**	**4**	**16**	**748**	+	**8**	**0**	**0**	**0**

AM Peak Period

Combined Volume

Location: Westfield Avenue @ 207 Street

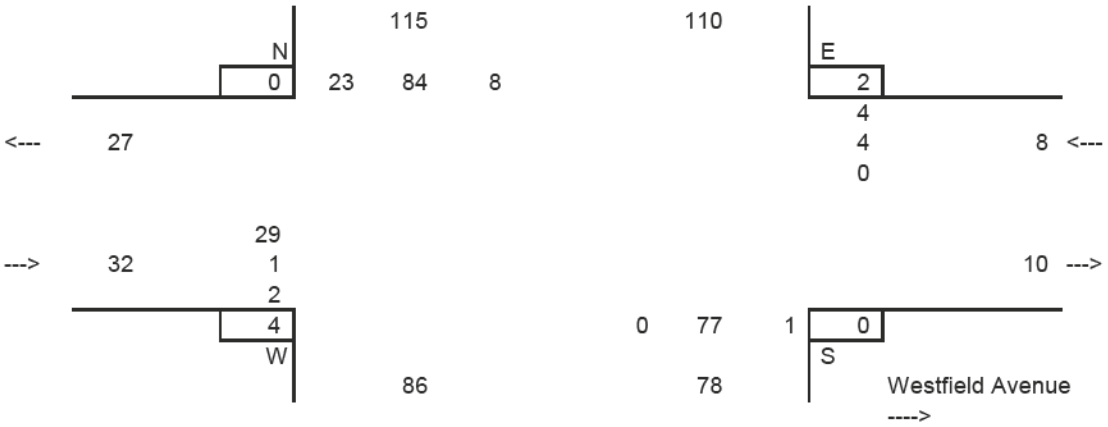
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
06:00	0	4	0	0	1	0	1	0	0	0	0	0	6	0	0	0	0
06:15	0	8	1	0	6	0	0	0	0	0	0	0	15	0	1	0	0
06:30	0	2	2	0	5	0	0	0	0	0	0	0	9	0	0	1	0
06:45	0	4	1	0	12	0	0	0	0	0	0	0	17	0	0	0	0
07:00	0	15	0	0	10	0	4	0	0	0	0	0	29	0	0	0	0
07:15	0	8	2	0	10	0	2	0	0	0	1	0	23	0	1	0	3
07:30	2	19	1	0	7	0	2	0	0	0	0	3	34	0	0	0	0
07:45	1	15	0	0	16	1	3	0	0	0	0	1	37	0	0	1	2
08:00	5	15	8	0	16	0	5	0	0	0	1	0	50 *	0	0	0	0
08:15	1	22	5	0	15	1	4	0	2	0	1	0	51 *	0	0	1	1
08:30	0	31	5	0	25	0	8	0	0	0	1	2	72 +	0	0	3	1
08:45	2	16	5	0	21	0	12	1	0	0	1	2	60 *	0	0	0	0
Total	**11**	**159**	**30**	**0**	**144**	**2**	**41**	**1**	**2**	**0**	**5**	**8**	**403**	**0**	**2**	**6**	**7**
Pk Hr	**8**	**84**	**23**	**0**	**77**	**1**	**29**	**1**	**2**	**0**	**4**	**4**	**233 ***	**0**	**0**	**4**	**2**
15x4	**20**	**124**	**32**	**0**	**100**	**4**	**48**	**4**	**8**	**0**	**4**	**8**	**352 +**	**0**	**0**	**12**	**4**
Avg Hr	**4**	**53**	**10**	**0**	**48**	**1**	**14**	**0**	**1**	**0**	**2**	**3**	**134**	**0**	**1**	**2**	**2**

Peak Hour	08:00
Peak 15min	08:30
North approach PHF	0.65
South approach PHF	0.75
West approach PHF	0.53
East approach PHF	0.67
Total PHF	0.67

N
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AM Peak Hour Volumes



Noon Peak Period
Combined Volume

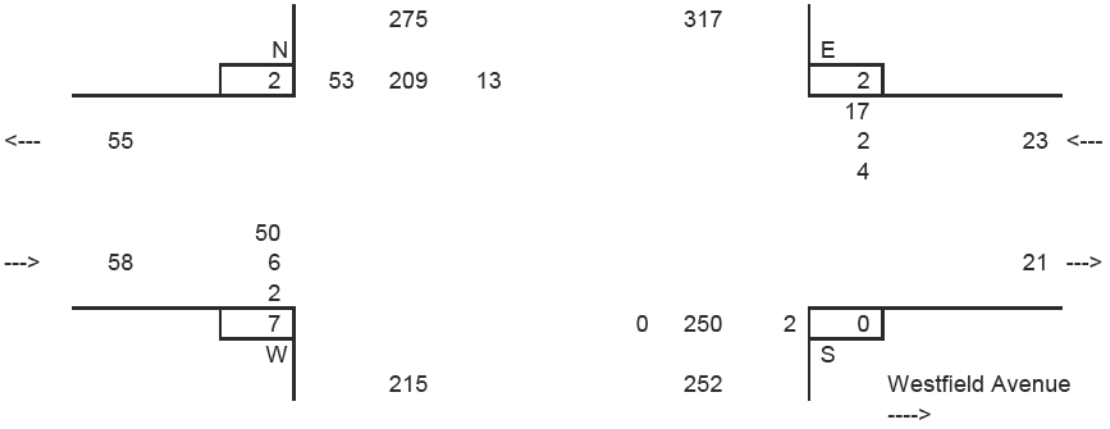
Location: Westfield Avenue @ 207 Street
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
11:00	2	54	16	0	55	2	9	1	1	0	1	3	144	0	0	3	0
11:15	3	52	7	0	48	0	9	0	0	0	1	3	123	1	0	0	0
11:30	2	50	15	0	60	0	5	0	0	0	2	4	138	0	0	1	0
11:45	2	55	12	0	61	4	10	0	0	0	0	0	144	0	0	0	0
12:00	4	53	15	0	58	1	7	4	0	0	0	2	144 *	0	0	1	2
12:15	3	46	11	0	59	0	10	2	1	2	0	3	137 *	0	0	1	0
12:30	2	58	13	0	76	0	22	0	0	2	0	9	182 +	2	0	1	0
12:45	4	52	14	0	57	1	11	0	1	0	2	3	145 *	0	0	4	0
Total	**22**	**420**	**103**	**0**	**474**	**8**	**83**	**7**	**3**	**4**	**6**	**27**	**1157**	**3**	**0**	**11**	**2**
Pk Hr	**13**	**209**	**53**	**0**	**250**	**2**	**50**	**6**	**2**	**4**	**2**	**17**	**608 ***	**2**	**0**	**7**	**2**
15x4	**16**	**232**	**60**	**0**	**304**	**4**	**88**	**16**	**4**	**8**	**8**	**36**	**776 +**	**8**	**0**	**4**	**0**
Avg Hr	**11**	**210**	**52**	**0**	**237**	**4**	**42**	**4**	**2**	**2**	**3**	**14**	**579**	**2**	**0**	**6**	**1**

Peak Hour	12:00
Peak 15min	12:30
North Leg PHF	0.89
South Leg PHF	0.82
West Leg PHF	0.54
East Leg PHF	0.44
Total PHF	0.81

N
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Noon Peak Hour Volumes



PM Peak Period
Combined Volume

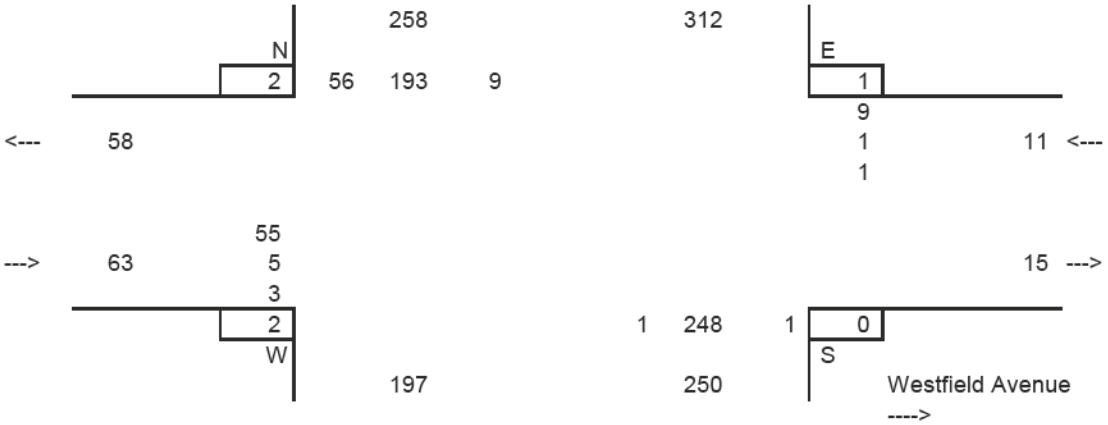
Location: Westfield Avenue @ 207 Street
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
15:00	0	54	8	0	63	0	14	0	1	0	0	0	140	0	0	0	0
15:15	1	44	8	0	61	0	15	2	0	0	1	1	133	0	0	0	0
15:30	3	47	13	0	71	0	16	0	0	0	0	4	154 *	0	0	1	0
15:45	3	46	19	0	65	0	8	2	1	0	0	2	146 *	0	0	1	0
16:00	1	36	16	1	52	0	12	1	1	0	1	2	123 *	0	0	0	1
16:15	2	64	8	0	60	1	19	2	1	1	0	1	159 +	2	0	0	0
16:30	2	41	13	1	66	0	19	0	0	0	0	0	142	0	0	2	0
16:45	1	40	10	0	67	0	22	0	0	0	0	0	140	0	0	1	1
17:00	1	47	7	0	65	0	17	1	2	0	0	0	140	1	0	3	1
17:15	1	40	10	0	76	1	16	2	0	0	0	5	151	1	0	0	0
17:30	0	33	15	1	46	0	14	0	0	0	1	0	110	0	0	0	0
17:45	0	44	9	0	38	1	11	0	0	0	1	2	106	0	0	2	0
Total	**15**	**536**	**136**	**3**	**730**	**3**	**183**	**10**	**6**	**1**	**4**	**17**	**1644**	**4**	**0**	**10**	**3**
Pk Hr	**9**	**193**	**56**	**1**	**248**	**1**	**55**	**5**	**3**	**1**	**1**	**9**	**582 ***	**2**	**0**	**2**	**1**
15x4	**12**	**256**	**76**	**4**	**284**	**4**	**76**	**8**	**4**	**4**	**4**	**16**	**748 +**	**8**	**0**	**0**	**0**
Avg Hr	**5**	**179**	**45**	**1**	**243**	**1**	**61**	**3**	**2**	**0**	**1**	**6**	**548**	**1**	**0**	**3**	**1**

Peak Hour	15:30
Peak 15min	16:15
North Leg PHF	0.75
South Leg PHF	0.86
West Leg PHF	0.72
East Leg PHF	0.46
Total PHF	0.79

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PM Peak Hour Volumes

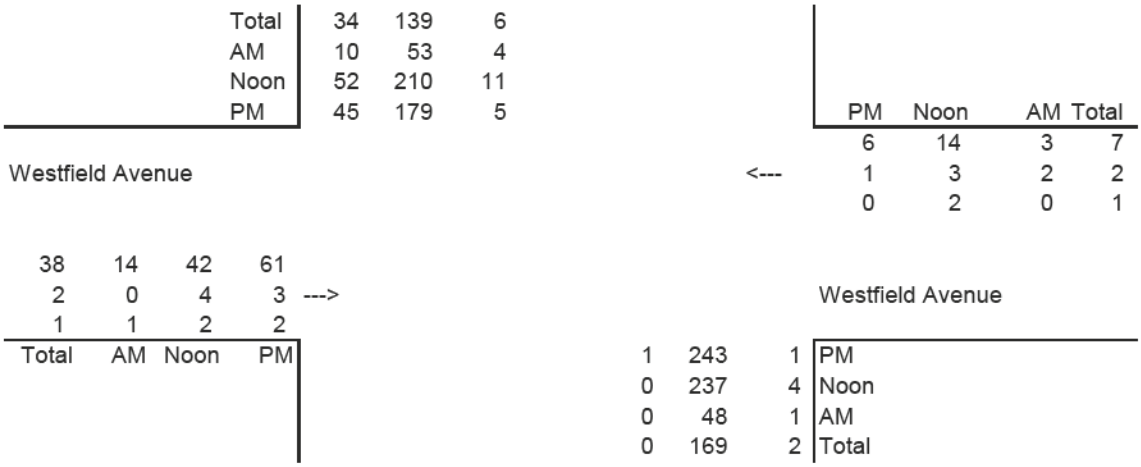


Average Hour Period
Combined Volume

Location: Westfield Avenue @ 207 Street
March 9, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	48	1115	269	3	1348	13	307	18	11	5	15	52	3204	7	2	27	12
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	6	139	34	0	169	2	38	2	1	1	2	7	401	1	0	3	2
AM Period																	
Total	11	159	30	0	144	2	41	1	2	0	5	8	403	0	2	6	7
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	4	53	10	0	48	1	14	0	1	0	2	3	134	0	1	2	2
Noon Period																	
Total	22	420	103	0	474	8	83	7	3	4	6	27	1157	3	0	11	2
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	11	210	52	0	237	4	42	4	2	2	3	14	579	2	0	6	1
PM Period																	
Total	15	536	136	3	730	3	183	10	6	1	4	17	1644	4	0	10	3
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	5	179	45	1	243	1	61	3	2	0	1	6	548	1	0	3	1

Average Hour Volumes



PREMIERE
TRAFFIC DATA SERVICES

Turning Movement Count Data
Regular Vehicles

Site Number:	5
Major Route:	207 Street
Minor Route:	Westfield Avenue
Municipality:	Maple Ridge
Filename:	5-TMC-207 St@Westfield Ave-Mar 9 2024
Date:	March 9, 2024
Day-of-week:	Saturday
East/West Route:	Westfield Avenue
Intersection Type:	4 leg
Signalized (y/n?):	no
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Regular Vehicles

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
06:00	0	4	0	0	1	0	1	0	0	0	0	0	6	0	0	0	0
06:15	0	8	1	0	6	0	0	0	0	0	0	0	15	0	1	0	0
06:30	0	2	2	0	5	0	0	0	0	0	0	0	9	0	0	1	0
06:45	0	4	1	0	11	0	0	0	0	0	0	0	16	0	0	0	0
07:00	0	15	0	0	10	0	4	0	0	0	0	0	29	0	0	0	0
07:15	0	8	2	0	9	0	2	0	0	0	1	0	22	0	1	0	3
07:30	2	19	1	0	7	0	2	0	0	0	0	3	34	0	0	0	0
07:45	1	14	0	0	16	1	3	0	0	0	0	1	36	0	0	1	2
08:00	5	15	8	0	15	0	5	0	0	0	1	0	49 *	0	0	0	0
08:15	1	22	5	0	15	1	4	0	2	0	1	0	51 *	0	0	1	1
08:30	0	30	5	0	24	0	8	0	0	0	1	2	70 +	0	0	3	1
08:45	2	16	5	0	21	0	12	1	0	0	1	2	60 *	0	0	0	0
Total	**11**	**157**	**30**	**0**	**140**	**2**	**41**	**1**	**2**	**0**	**5**	**8**	**397**	**0**	**2**	**6**	**7**
Pk Hr	**8**	**83**	**23**	**0**	**75**	**1**	**29**	**1**	**2**	**0**	**4**	**4**	**230 ***	**0**	**0**	**4**	**2**
15x4	**20**	**120**	**32**	**0**	**96**	**4**	**48**	**4**	**8**	**0**	**4**	**8**	**344 +**	**0**	**0**	**12**	**4**
11:00	2	53	16	0	54	2	9	1	1	0	1	3	142	0	0	3	0
11:15	3	52	7	0	47	0	8	0	0	0	1	3	121	1	0	0	0
11:30	2	49	15	0	59	0	5	0	0	0	2	4	136	0	0	1	0
11:45	2	55	12	0	61	4	10	0	0	0	0	0	144	0	0	0	0
12:00	4	53	15	0	56	1	7	4	0	0	0	2	142 *	0	0	1	2
12:15	3	46	11	0	59	0	10	2	1	2	0	3	137 *	0	0	1	0
12:30	2	58	13	0	73	0	22	0	0	2	0	9	179 +	2	0	1	0
12:45	4	51	14	0	57	1	11	0	1	0	2	3	144 *	0	0	4	0
Total	**22**	**417**	**103**	**0**	**466**	**8**	**82**	**7**	**3**	**4**	**6**	**27**	**1145**	**3**	**0**	**11**	**2**
Pk Hr	**13**	**208**	**53**	**0**	**245**	**2**	**50**	**6**	**2**	**4**	**2**	**17**	**602 ***	**2**	**0**	**7**	**2**
15x4	**16**	**232**	**60**	**0**	**292**	**4**	**88**	**16**	**4**	**8**	**8**	**36**	**764 +**	**8**	**0**	**4**	**0**
15:00	0	54	8	0	61	0	14	0	1	0	0	0	138	0	0	0	0
15:15	1	44	8	0	61	0	15	2	0	0	1	1	133	0	0	0	0
15:30	3	47	13	0	71	0	16	0	0	0	0	4	154	0	0	1	0
15:45	3	44	19	0	65	0	8	2	1	0	0	2	144	0	0	1	0
16:00	1	35	16	1	51	0	12	1	1	0	1	2	121	0	0	0	1
16:15	2	64	8	0	59	1	19	2	1	1	0	1	158 +	2	0	0	0
16:30	2	41	13	1	66	0	19	0	0	0	0	0	142 *	0	0	2	0
16:45	1	39	10	0	66	0	22	0	0	0	0	0	138 *	0	0	1	1
17:00	1	47	7	0	64	0	17	1	2	0	0	0	139 *	1	0	3	1
17:15	1	39	10	0	76	1	16	2	0	0	0	5	150	1	0	0	0
17:30	0	33	15	1	46	0	14	0	0	0	1	0	110	0	0	0	0
17:45	0	43	9	0	38	1	11	0	0	0	1	2	105	0	0	2	0
Total	**15**	**530**	**136**	**3**	**724**	**3**	**183**	**10**	**6**	**1**	**4**	**17**	**1632**	**4**	**0**	**10**	**3**
Pk Hr	**6**	**191**	**38**	**1**	**255**	**1**	**77**	**3**	**3**	**1**	**0**	**1**	**577 ***	**3**	**0**	**6**	**2**
15x4	**8**	**256**	**52**	**4**	**264**	**4**	**88**	**8**	**8**	**4**	**0**	**4**	**700 +**	**8**	**0**	**0**	**0**

AM Peak Period

Regular Vehicles

Location: Westfield Avenue @ 207 Street

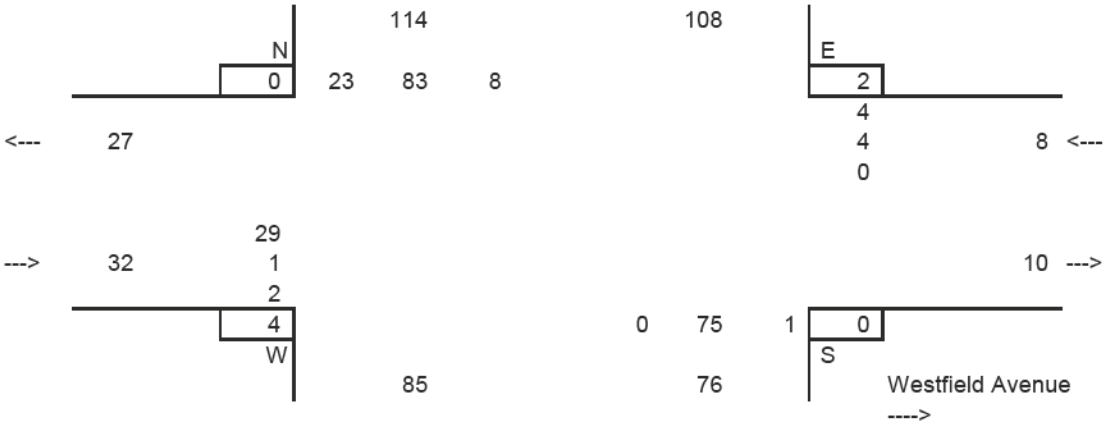
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians		
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
06:00	0	4	0	0	1	0	1	0	0	0	0	0	6	0	0	0	0
06:15	0	8	1	0	6	0	0	0	0	0	0	0	15	0	1	0	0
06:30	0	2	2	0	5	0	0	0	0	0	0	0	9	0	0	1	0
06:45	0	4	1	0	11	0	0	0	0	0	0	0	16	0	0	0	0
07:00	0	15	0	0	10	0	4	0	0	0	0	0	29	0	0	0	0
07:15	0	8	2	0	9	0	2	0	0	0	1	0	22	0	1	0	3
07:30	2	19	1	0	7	0	2	0	0	0	0	3	34	0	0	0	0
07:45	1	14	0	0	16	1	3	0	0	0	0	1	36	0	0	1	2
08:00	5	15	8	0	15	0	5	0	0	0	1	0	49 *	0	0	0	0
08:15	1	22	5	0	15	1	4	0	2	0	1	0	51 *	0	0	1	1
08:30	0	30	5	0	24	0	8	0	0	0	1	2	70 +	0	0	3	1
08:45	2	16	5	0	21	0	12	1	0	0	1	2	60 *	0	0	0	0
Total	**11**	**157**	**30**	**0**	**140**	**2**	**41**	**1**	**2**	**0**	**5**	**8**	**397**	**0**	**2**	**6**	**7**
Pk Hr	**8**	**83**	**23**	**0**	**75**	**1**	**29**	**1**	**2**	**0**	**4**	**4**	**230 ***	**0**	**0**	**4**	**2**
15x4	**20**	**120**	**32**	**0**	**96**	**4**	**48**	**4**	**8**	**0**	**4**	**8**	**344 +**	**0**	**0**	**12**	**4**
Avg Hr	**4**	**52**	**10**	**0**	**47**	**1**	**14**	**0**	**1**	**0**	**2**	**3**	**132**	**0**	**1**	**2**	**2**

Peak Hour	08:00
Peak 15min	08:30
North approach PHF	0.66
South approach PHF	0.76
West approach PHF	0.53
East approach PHF	0.67

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AM Peak Hour Volumes



Noon Peak Period
Regular Vehicles

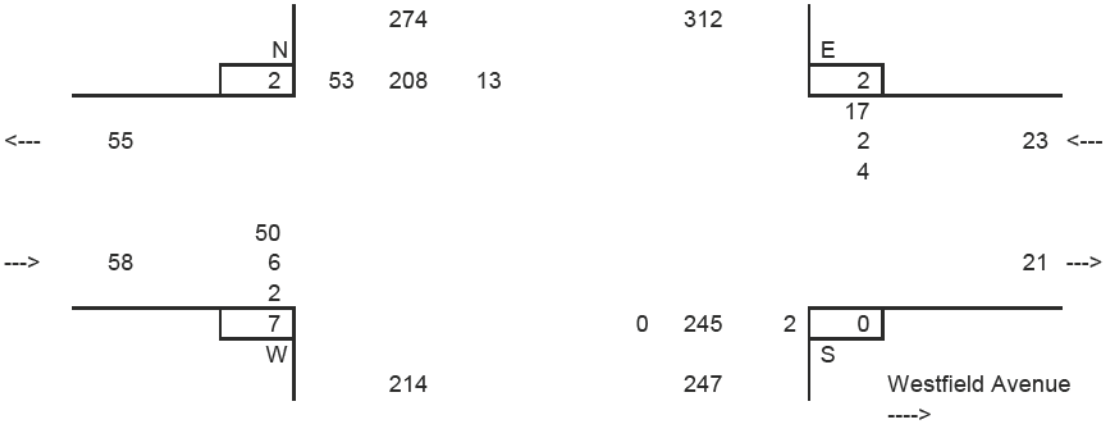
Location: Westfield Avenue @ 207 Street
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians		
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
11:00	2	53	16	0	54	2	9	1	1	0	1	3	142		0	0	3	0
11:15	3	52	7	0	47	0	8	0	0	0	1	3	121		1	0	0	0
11:30	2	49	15	0	59	0	5	0	0	0	2	4	136		0	0	1	0
11:45	2	55	12	0	61	4	10	0	0	0	0	0	144		0	0	0	0
12:00	4	53	15	0	56	1	7	4	0	0	0	2	142	*	0	0	1	2
12:15	3	46	11	0	59	0	10	2	1	2	0	3	137	*	0	0	1	0
12:30	2	58	13	0	73	0	22	0	0	2	0	9	179	+	2	0	1	0
12:45	4	51	14	0	57	1	11	0	1	0	2	3	144	*	0	0	4	0
Total	**22**	**417**	**103**	**0**	**466**	**8**	**82**	**7**	**3**	**4**	**6**	**27**	**1145**		**3**	**0**	**11**	**2**
Pk Hr	**13**	**208**	**53**	**0**	**245**	**2**	**50**	**6**	**2**	**4**	**2**	**17**	**602**	*	**2**	**0**	**7**	**2**
15x4	**16**	**232**	**60**	**0**	**292**	**4**	**88**	**16**	**4**	**8**	**8**	**36**	**764**	+	**8**	**0**	**4**	**0**
Avg Hr	**11**	**209**	**52**	**0**	**233**	**4**	**41**	**4**	**2**	**2**	**3**	**14**	**573**		**2**	**0**	**6**	**1**

Peak Hour	12:00
Peak 15min	12:30
North Leg PHF	0.89
South Leg PHF	0.83
West Leg PHF	0.54
East Leg PHF	0.44

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Noon Peak Hour Volumes



PM Peak Period

Regular Vehicles

Location: Westfield Avenue @ 207 Street

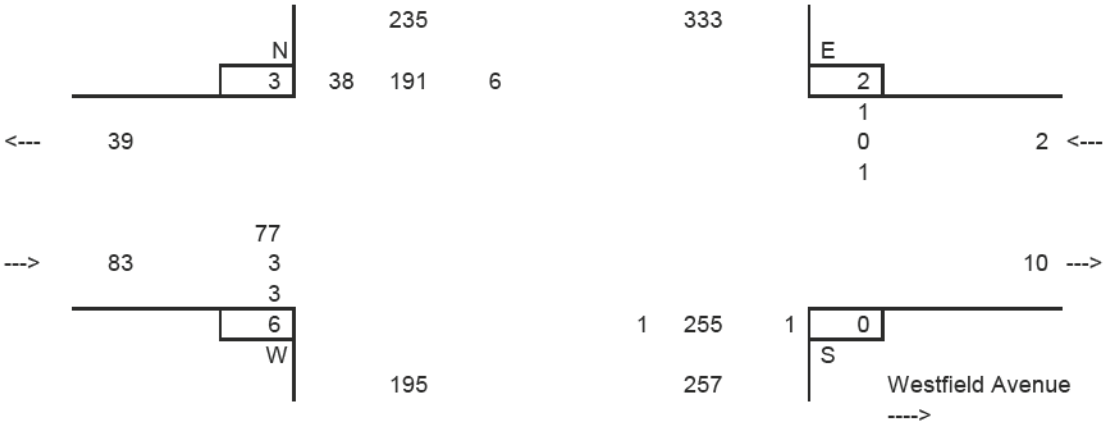
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians		
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
15:00	0	54	8	0	61	0	14	0	1	0	0	0	138		0	0	0	0
15:15	1	44	8	0	61	0	15	2	0	0	1	1	133		0	0	0	0
15:30	3	47	13	0	71	0	16	0	0	0	0	4	154		0	0	1	0
15:45	3	44	19	0	65	0	8	2	1	0	0	2	144		0	0	1	0
16:00	1	35	16	1	51	0	12	1	1	0	1	2	121		0	0	0	1
16:15	2	64	8	0	59	1	19	2	1	1	0	1	158	+	2	0	0	0
16:30	2	41	13	1	66	0	19	0	0	0	0	0	142	*	0	0	2	0
16:45	1	39	10	0	66	0	22	0	0	0	0	0	138	*	0	0	1	1
17:00	1	47	7	0	64	0	17	1	2	0	0	0	139	*	1	0	3	1
17:15	1	39	10	0	76	1	16	2	0	0	0	5	150		1	0	0	0
17:30	0	33	15	1	46	0	14	0	0	0	1	0	110		0	0	0	0
17:45	0	43	9	0	38	1	11	0	0	0	1	2	105		0	0	2	0
Total	**15**	**530**	**136**	**3**	**724**	**3**	**183**	**10**	**6**	**1**	**4**	**17**	**1632**		**4**	**0**	**10**	**3**
Pk Hr	**6**	**191**	**38**	**1**	**255**	**1**	**77**	**3**	**3**	**1**	**0**	**1**	**577**	*	**3**	**0**	**6**	**2**
15x4	**8**	**256**	**52**	**4**	**264**	**4**	**88**	**8**	**8**	**4**	**0**	**4**	**700**	+	**8**	**0**	**0**	**0**
Avg Hr	**5**	**177**	**45**	**1**	**241**	**1**	**61**	**3**	**2**	**0**	**1**	**6**	**544**		**1**	**0**	**3**	**1**

Peak Hour	16:15
Peak 15min	16:15
North Leg PHF	0.74
South Leg PHF	0.94
West Leg PHF	0.80
East Leg PHF	0.25

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PM Peak Hour Volumes



Average Hour Period

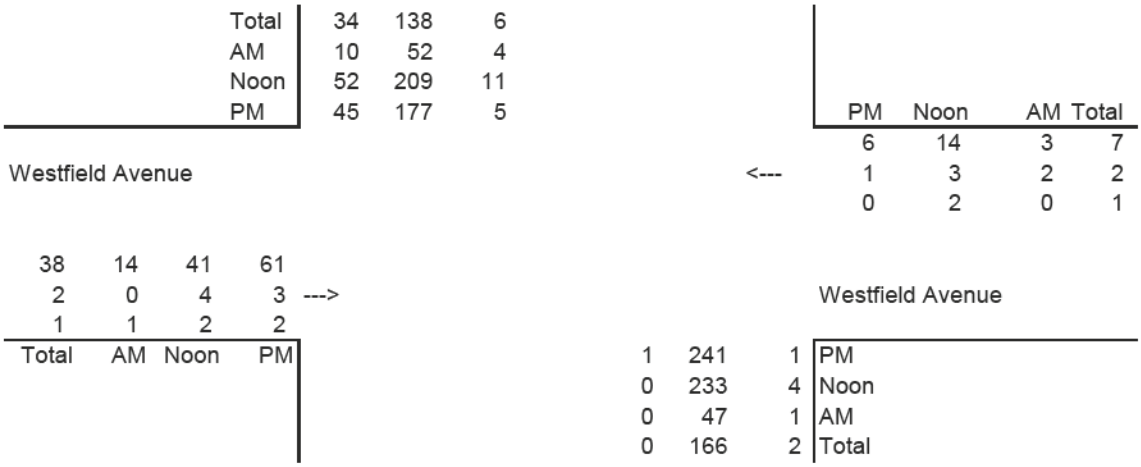
Regular Vehicles

Location: Westfield Avenue @ 207 Street

March 9, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	48	1104	269	3	1330	13	306	18	11	5	15	52	3174	7	2	27	12
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	6	138	34	0	166	2	38	2	1	1	2	7	397	1	0	3	2
AM Period																	
Total	11	157	30	0	140	2	41	1	2	0	5	8	397	0	2	6	7
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	4	52	10	0	47	1	14	0	1	0	2	3	132	0	1	2	2
Noon Period																	
Total	22	417	103	0	466	8	82	7	3	4	6	27	1145	3	0	11	2
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	11	209	52	0	233	4	41	4	2	2	3	14	573	2	0	6	1
PM Period																	
Total	15	530	136	3	724	3	183	10	6	1	4	17	1632	4	0	10	3
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	5	177	45	1	241	1	61	3	2	0	1	6	544	1	0	3	1

Average Hour Volumes



PREMIERE
TRAFFIC DATA SERVICES

Turning Movement Count Data
Trucks

Site Number:	5
Major Route:	207 Street
Minor Route:	Westfield Avenue
Municipality:	Maple Ridge
Filename:	5-TMC-207 St@Westfield Ave-Mar 9 2024
Date:	March 9, 2024
Day-of-week:	Saturday
East/West Route:	Westfield Avenue
Intersection Type:	4 leg
Signalized (y/n?):	no
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Trucks

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0				
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0				
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0				
06:45	0	0	0	0	1	0	0	0	0	0	0	0	1				
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0				
07:15	0	0	0	0	1	0	0	0	0	0	0	0	1				
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0				
07:45	0	1	0	0	0	0	0	0	0	0	0	0	1 *				
08:00	0	0	0	0	1	0	0	0	0	0	0	0	1 *				
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *				
08:30	0	1	0	0	1	0	0	0	0	0	0	0	2 +				
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total	**0**	**2**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**
Pk Hr	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4 ***	**0**	**0**	**0**	**0**
15x4	**0**	**4**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8 +**	**0**	**0**	**0**	**0**
11:00	0	1	0	0	1	0	0	0	0	0	0	0	2				
11:15	0	0	0	0	1	0	1	0	0	0	0	0	2				
11:30	0	1	0	0	1	0	0	0	0	0	0	0	2				
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0				
12:00	0	0	0	0	2	0	0	0	0	0	0	0	2 *				
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *				
12:30	0	0	0	0	3	0	0	0	0	0	0	0	3 +				
12:45	0	1	0	0	0	0	0	0	0	0	0	0	1 *				
Total	**0**	**3**	**0**	**0**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**12**	**0**	**0**	**0**	**0**
Pk Hr	**0**	**1**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6 ***	**0**	**0**	**0**	**0**
15x4	**0**	**4**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16 +**	**0**	**0**	**0**	**0**
15:00	0	0	0	0	2	0	0	0	0	0	0	0	2				
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0				
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0				
15:45	0	2	0	0	0	0	0	0	0	0	0	0	2				
16:00	0	1	0	0	1	0	0	0	0	0	0	0	2 +				
16:15	0	0	0	0	1	0	0	0	0	0	0	0	1 *				
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *				
16:45	0	1	0	0	1	0	0	0	0	0	0	0	2 +				
17:00	0	0	0	0	1	0	0	0	0	0	0	0	1				
17:15	0	1	0	0	0	0	0	0	0	0	0	0	1				
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0				
17:45	0	1	0	0	0	0	0	0	0	0	0	0	1				
Total	**0**	**6**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**0**	**0**	**0**	**0**
Pk Hr	**0**	**2**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5 ***	**0**	**0**	**0**	**0**
15x4	**0**	**4**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8 +**	**0**	**0**	**0**	**0**

AM Peak Period
Trucks

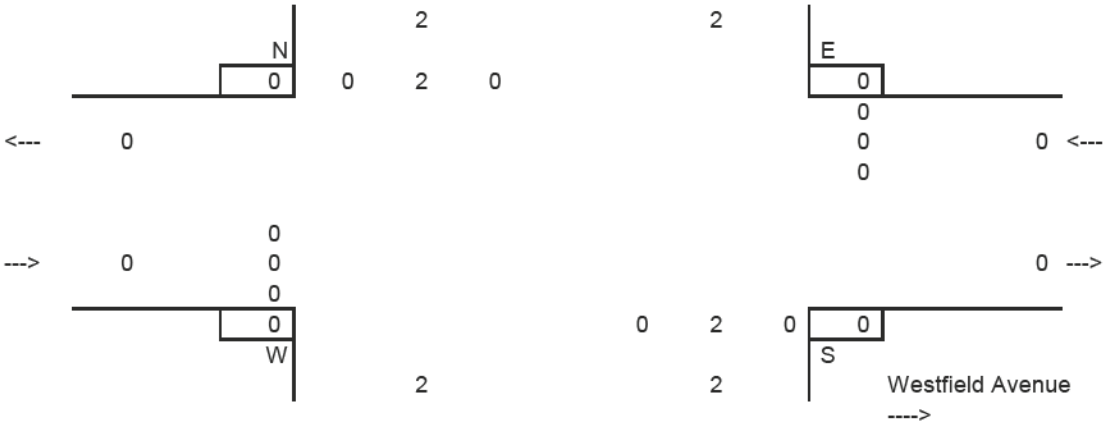
Location: Westfield Avenue @ 207 Street
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
06:45	0	0	0	0	1	0	0	0	0	0	0	0	1		0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
07:15	0	0	0	0	1	0	0	0	0	0	0	0	1		0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
07:45	0	1	0	0	0	0	0	0	0	0	0	0	1	*	0	0	0	0
08:00	0	0	0	0	1	0	0	0	0	0	0	0	1	*	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
08:30	0	1	0	0	1	0	0	0	0	0	0	0	2	+	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
Total	**0**	**2**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	*	**0**	**0**	**0**	**0**
15x4	**0**	**4**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**		**0**	**0**	**0**	**0**

Peak Hour	07:45
Peak 15min	08:30
North approach PHF	0.50
South approach PHF	0.50
West approach PHF	NA
East approach PHF	NA

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AM Peak Hour Volumes



Noon Peak Period
Trucks

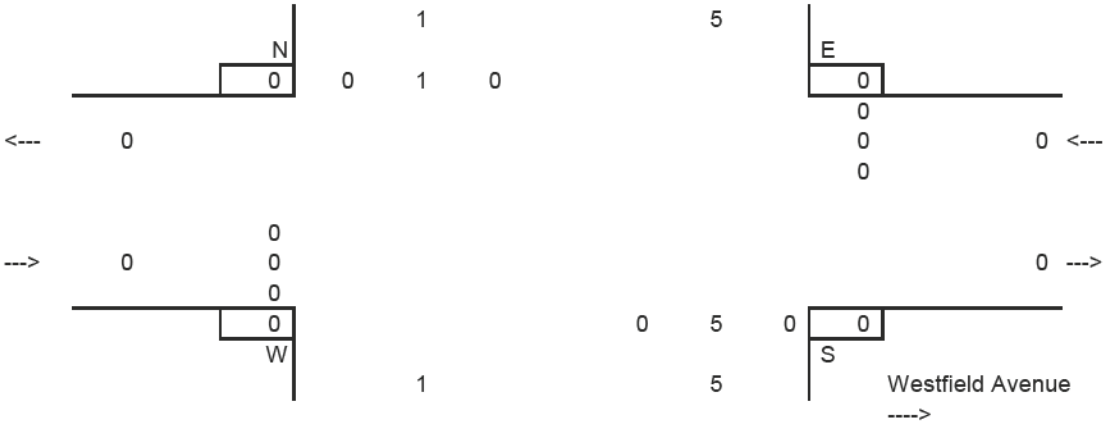
Location: Westfield Avenue @ 207 Street
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
11:00	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0
11:15	0	0	0	0	1	0	1	0	0	0	0	0	2	0	0	0	0
11:30	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	2	0	0	0	0	0	0	0	2 *	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *	0	0	0	0
12:30	0	0	0	0	3	0	0	0	0	0	0	0	3 +	0	0	0	0
12:45	0	1	0	0	0	0	0	0	0	0	0	0	1 *	0	0	0	0
Total	**0**	**3**	**0**	**0**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**12**	**0**	**0**	**0**	**0**
Pk Hr	**0**	**1**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6 ***	**0**	**0**	**0**	**0**
15x4	**0**	**4**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16 +**	**0**	**0**	**0**	**0**
Avg Hr	**0**	**2**	**0**	**0**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**

Peak Hour	12:00
Peak 15min	12:30
North Leg PHF	0.25
South Leg PHF	0.42
West Leg PHF	NA
East Leg PHF	NA

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Noon Peak Hour Volumes



PM Peak Period
Trucks

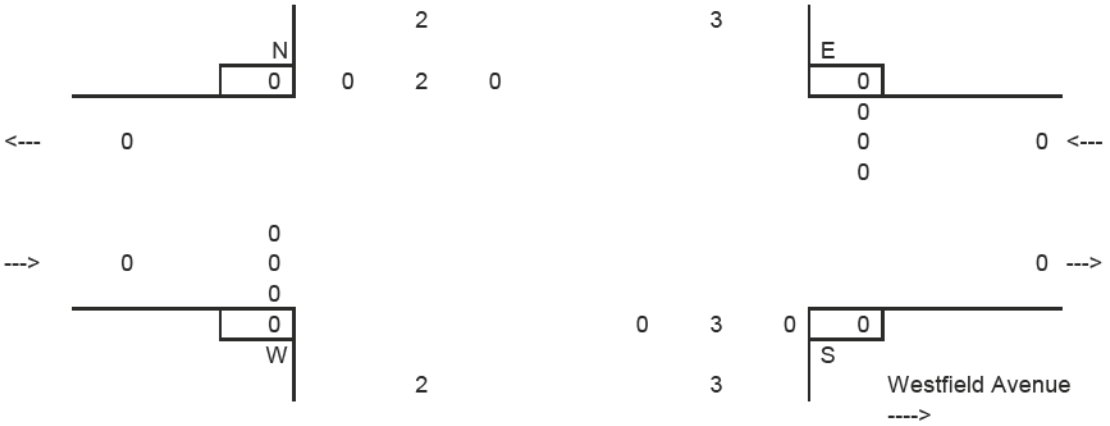
Location: Westfield Avenue @ 207 Street
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
15:00	0	0	0	0	2	0	0	0	0	0	0	0	2		0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
15:45	0	2	0	0	0	0	0	0	0	0	0	0	2		0	0	0	0
16:00	0	1	0	0	1	0	0	0	0	0	0	0	2	+	0	0	0	0
16:15	0	0	0	0	1	0	0	0	0	0	0	0	1	*	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
16:45	0	1	0	0	1	0	0	0	0	0	0	0	2	+	0	0	0	0
17:00	0	0	0	0	1	0	0	0	0	0	0	0	1		0	0	0	0
17:15	0	1	0	0	0	0	0	0	0	0	0	0	1		0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
17:45	0	1	0	0	0	0	0	0	0	0	0	0	1		0	0	0	0
Total	**0**	**6**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**2**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	*	**0**	**0**	**0**	**0**
15x4	**0**	**4**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**		**0**	**0**	**0**	**0**

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Peak Hour	16:00
Peak 15min	16:45
North Leg PHF	0.50
South Leg PHF	0.75
West Leg PHF	NA
East Leg PHF	NA

PM Peak Hour Volumes



Average Hour Period

Trucks

Location: Westfield Avenue @ 207 Street

March 9, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	0	11	0	0	18	0	1	0	0	0	0	0	30	0	0	0	0
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	0	1	0	0	2	0	0	0	0	0	0	0	4	0	0	0	0
AM Period																	
Total	0	2	0	0	4	0	0	0	0	0	0	0	6	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0
Noon Period																	
Total	0	3	0	0	8	0	1	0	0	0	0	0	12	0	0	0	0
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	0	2	0	0	4	0	1	0	0	0	0	0	6	0	0	0	0
PM Period																	
Total	0	6	0	0	6	0	0	0	0	0	0	0	12	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	2	0	0	2	0	0	0	0	0	0	0	4	0	0	0	0

Average Hour Volumes

Total	0	1	0
AM	0	1	0
Noon	0	2	0
PM	0	2	0

PM	Noon	AM	Total
0	0	0	0
0	0	0	0
0	0	0	0

Westfield Avenue <---

0 0 1 0
0 0 0 0 --->
0 0 0 0

Total	AM	Noon	PM
0	2	0	PM
0	4	0	Noon
0	1	0	AM
0	2	0	Total

Westfield Avenue

PREMIERE
TRAFFIC DATA SERVICES

Turning Movement Count Data
Cyclists

Site Number:	5
Major Route:	207 Street
Minor Route:	Westfield Avenue
Municipality:	Maple Ridge
Filename:	5-TMC-207 St@Westfield Ave-Mar 9 2024
Date:	March 9, 2024
Day-of-week:	Saturday
East/West Route:	Westfield Avenue
Intersection Type:	4 leg
Signalized (y/n?):	no
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Cyclists

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians		
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0					
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0					
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0					
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0					
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0					
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0					
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0					
07:45	0	1	0	0	0	0	0	0	0	0	0	0	1	+				
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	*				
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	*				
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	*				
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0					
Total	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	*	**0**	**0**	**0**	**0**
15x4	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	+	**0**	**0**	**0**	**0**
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0					
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0					
11:30	0	0	0	0	0	0	0	1	0	0	0	0	1	+				
11:45	0	1	0	0	0	0	0	0	0	0	0	0	1	+				
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	*				
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	*				
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0					
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0					
Total	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	*	**0**	**0**	**0**	**0**
15x4	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**8**	+	**0**	**0**	**0**	**0**
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0					
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0					
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0					
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0					
16:00	0	1	0	0	0	0	0	0	0	0	0	0	1					
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0					
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0					
16:45	0	0	0	0	0	0	0	0	0	0	1	0	1	+				
17:00	0	0	0	0	0	0	0	1	0	0	0	0	1	+				
17:15	0	0	0	0	1	0	0	0	0	0	0	0	1	+				
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	*				
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0					
Total	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**4**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**3**	*	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**4**	**0**	**0**	**4**	**0**	**12**	+	**0**	**0**	**0**	**0**

AM Peak Period

Cyclists

Location: Westfield Avenue @ 207 Street

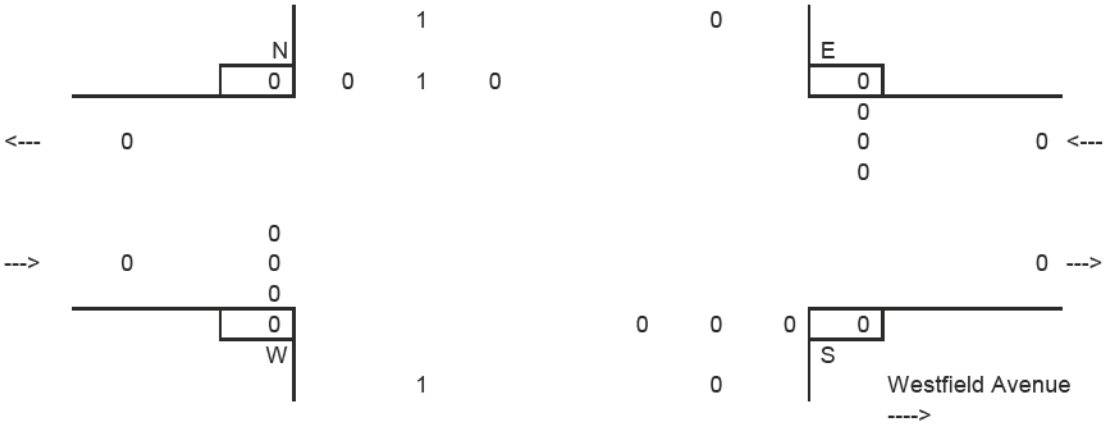
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
07:45	0	1	0	0	0	0	0	0	0	0	0	0	1	+	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	*	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
Total	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	*	**0**	**0**	**0**	**0**
15x4	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		**0**	**0**	**0**	**0**

Peak Hour	07:45
Peak 15min	07:45
North approach PHF	0.25
South approach PHF	NA
West approach PHF	NA
East approach PHF	NA

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AM Peak Hour Volumes



Noon Peak Period
Cyclists

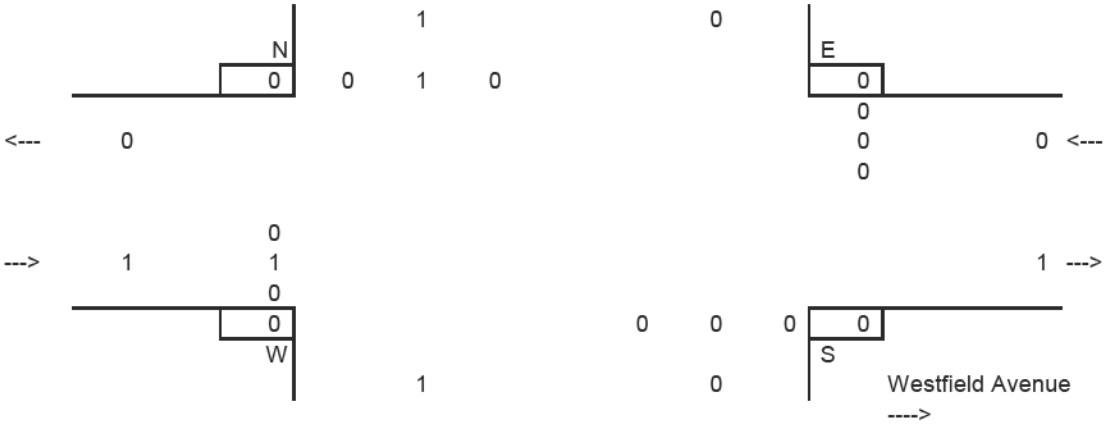
Location: Westfield Avenue @ 207 Street
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	1	0	0	0	0	1 +	0	0	0	0
11:45	0	1	0	0	0	0	0	0	0	0	0	0	1 +	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**
Pk Hr	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2 ***	**0**	**0**	**0**	**0**
15x4	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**8 +**	**0**	**0**	**0**	**0**
Avg Hr	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**

Peak Hour	11:30
Peak 15min	11:45
North Leg PHF	0.25
South Leg PHF	NA
West Leg PHF	0.25
East Leg PHF	NA

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Noon Peak Hour Volumes



PM Peak Period

Cyclists

Location: Westfield Avenue @ 207 Street

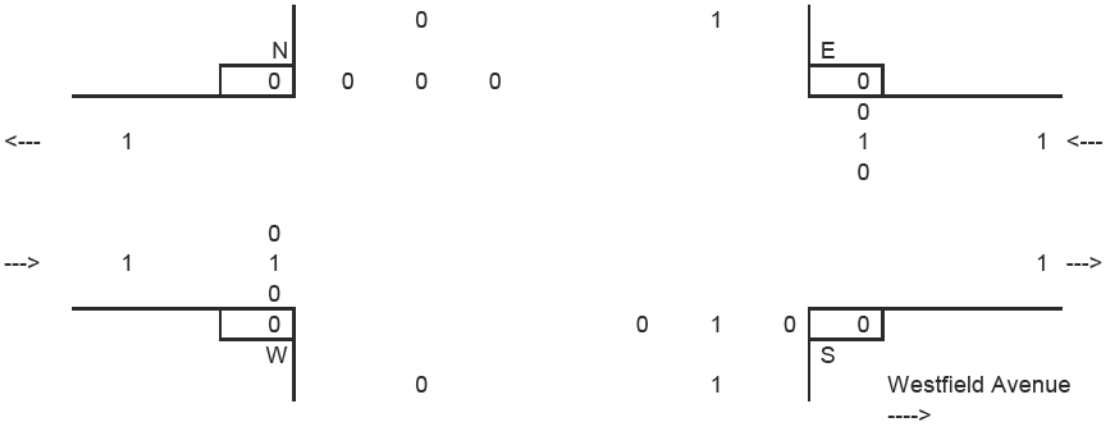
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	1	0	1 +	0	0	0	0
17:00	0	0	0	0	0	0	0	1	0	0	0	0	1 +	0	0	0	0
17:15	0	0	0	0	1	0	0	0	0	0	0	0	1 +	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**4**	**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**3 ***	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**4**	**0**	**0**	**4**	**0**	**12 +**	**0**	**0**	**0**	**0**
Avg Hr	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**

Peak Hour	16:45
Peak 15min	17:15
North Leg PHF	NA
South Leg PHF	0.25
West Leg PHF	0.25
East Leg PHF	0.25

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PM Peak Hour Volumes



Average Hour Period

Cyclists

Location: Westfield Avenue @ 207 Street

March 9, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	0	3	0	0	1	0	0	2	0	0	1	0	7	0	0	0	0
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
AM Period																	
Total	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Noon Period																	
Total	0	1	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0
PM Period																	
Total	0	1	0	0	1	0	0	1	0	0	1	0	4	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0

Average Hour Volumes

Total	0	0	0
AM	0	0	0
Noon	0	1	0
PM	0	0	0

PM	Noon	AM	Total
0	0	0	0
0	0	0	0
0	0	0	0

Westfield Avenue <---

0 0 0 0
0 0 1 0 --->
0 0 0 0

Total	AM	Noon	PM
0	0	0	PM
0	0	0	Noon
0	0	0	AM
0	0	0	Total

Westfield Avenue

PREMIERE
TRAFFIC DATA SERVICES

Turning Movement Count Data
Combined Volume

Site Number:	6
Major Route:	Maple Crescent
Minor Route:	Westfield Avenue
Municipality:	Maple Ridge
Filename:	6-TMC-Maple Cres@Westfield Ave-Mar 9 2024
Date:	March 9, 2024
Day-of-week:	Saturday
East/West Route:	Westfield Avenue
Intersection Type:	3 leg east approach
Signalized (y/n?):	no
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Combined Volume

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
06:00	0	3	0	0	15	0	0	0	0	0	0	1	19	0	0	0	0
06:15	0	8	0	0	16	0	0	0	0	0	0	2	26	0	0	0	2
06:30	0	8	0	0	11	0	0	0	0	0	0	4	23	0	0	0	0
06:45	1	8	0	0	20	0	0	0	0	0	0	0	29	0	0	0	2
07:00	1	4	0	0	24	0	0	0	0	0	0	2	31	0	0	0	1
07:15	2	13	0	0	14	0	0	0	0	0	0	3	32	0	0	0	0
07:30	2	10	0	0	19	0	0	0	0	0	0	3	34	0	0	0	2
07:45	1	13	0	0	35	0	0	0	0	0	0	2	51	0	0	0	0
08:00	1	17	0	0	34	1	0	0	0	0	0	7	60 *	0	0	0	1
08:15	5	21	0	0	40	0	0	0	0	0	0	7	73 *	0	0	0	2
08:30	4	23	0	0	41	0	0	0	0	1	0	6	75 +	0	0	0	0
08:45	6	19	0	0	43	0	0	0	0	0	0	7	75 +	0	0	0	0
	6	23	0	0	43	1	0	0	0	1	0	7					
Total	**23**	**147**	**0**	**0**	**312**	**1**	**0**	**0**	**0**	**1**	**0**	**44**	**528**	**0**	**0**	**0**	**10**
Pk Hr	**16**	**80**	**0**	**0**	**158**	**1**	**0**	**0**	**0**	**1**	**0**	**27**	**283 ***	**0**	**0**	**0**	**3**
15x4	**24**	**92**	**0**	**0**	**172**	**4**	**0**	**0**	**0**	**4**	**0**	**28**	**324 +**	**0**	**0**	**0**	**0**
11:00	9	60	0	0	73	0	0	0	0	0	0	15	157	0	0	0	1
11:15	14	55	0	0	58	1	0	0	0	0	0	14	142	0	0	0	2
11:30	6	83	0	0	71	0	0	0	0	0	0	17	177	0	0	0	0
11:45	6	74	0	0	58	0	0	0	0	0	0	10	148	0	0	0	3
12:00	15	66	0	0	70	0	0	0	0	2	0	11	164 *	0	0	0	0
12:15	17	65	0	0	59	0	0	0	0	0	0	15	156 *	0	0	0	0
12:30	21	81	0	0	80	0	0	0	0	1	0	12	195 +	0	0	0	1
12:45	10	69	0	0	73	0	0	0	0	0	0	15	167 *	0	0	0	1
	21	83	0	0	80	1	0	0	0	2	0	17					
Total	**98**	**553**	**0**	**0**	**542**	**1**	**0**	**0**	**0**	**3**	**0**	**109**	**1306**	**0**	**0**	**0**	**8**
Pk Hr	**63**	**281**	**0**	**0**	**282**	**0**	**0**	**0**	**0**	**3**	**0**	**53**	**682 ***	**0**	**0**	**0**	**2**
15x4	**84**	**324**	**0**	**0**	**320**	**0**	**0**	**0**	**0**	**8**	**0**	**60**	**796 +**	**0**	**0**	**0**	**4**
15:00	18	82	0	0	49	0	0	0	0	0	0	5	154	0	0	0	1
15:15	17	65	0	0	53	1	0	0	0	0	0	10	146	0	0	0	5
15:30	13	91	0	0	42	0	0	0	0	1	0	10	157	0	0	0	0
15:45	14	73	0	0	53	0	0	0	0	0	0	11	151	0	0	0	2
16:00	9	50	0	0	41	0	0	0	0	1	0	12	113	0	0	0	0
16:15	26	77	0	0	53	0	0	0	0	1	0	9	166 +	0	0	0	0
16:30	18	88	0	0	50	1	0	0	0	2	0	6	165 *	0	0	0	1
16:45	16	78	0	0	40	0	0	0	0	2	0	18	154 *	0	0	0	0
17:00	12	67	0	0	51	1	0	0	0	0	0	7	138 *	0	0	0	0
17:15	16	78	0	0	54	3	0	0	0	0	0	7	158	1	0	0	0
17:30	19	66	0	0	31	0	0	0	0	0	0	9	125	0	0	0	0
17:45	8	48	0	0	31	7	0	0	0	1	0	12	107	0	0	0	1
	26	91	0	0	54	7	0	0	0	2	0	18					
Total	**186**	**863**	**0**	**0**	**548**	**13**	**0**	**0**	**0**	**8**	**0**	**116**	**1734**	**1**	**0**	**0**	**10**
Pk Hr	**72**	**310**	**0**	**0**	**194**	**2**	**0**	**0**	**0**	**5**	**0**	**40**	**623 ***	**0**	**0**	**0**	**1**
15x4	**104**	**352**	**0**	**0**	**212**	**4**	**0**	**0**	**0**	**8**	**0**	**72**	**752 +**	**0**	**0**	**0**	**0**

AM Peak Period

Combined Volume

Location: Westfield Avenue @ Maple Crescent

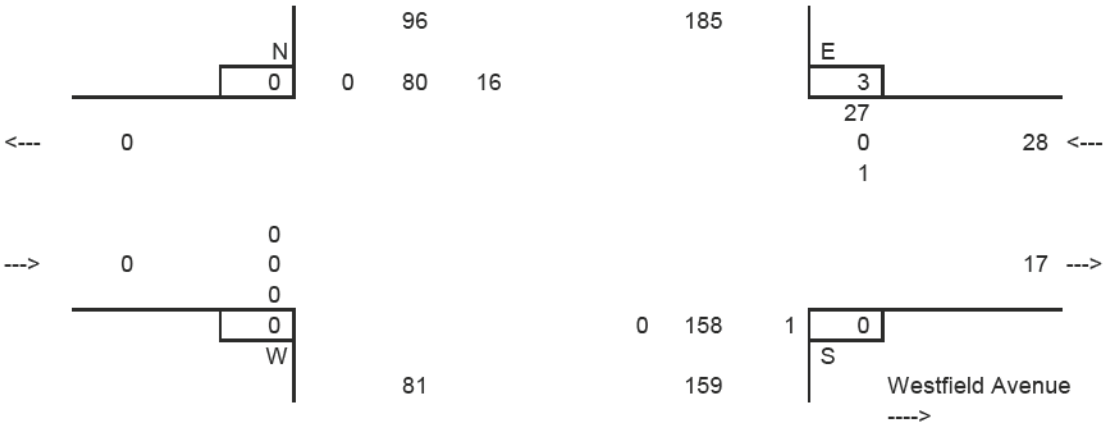
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
06:00	0	3	0	0	15	0	0	0	0	0	0	1	19	0	0	0	0
06:15	0	8	0	0	16	0	0	0	0	0	0	2	26	0	0	0	2
06:30	0	8	0	0	11	0	0	0	0	0	0	4	23	0	0	0	0
06:45	1	8	0	0	20	0	0	0	0	0	0	0	29	0	0	0	2
07:00	1	4	0	0	24	0	0	0	0	0	0	2	31	0	0	0	1
07:15	2	13	0	0	14	0	0	0	0	0	0	3	32	0	0	0	0
07:30	2	10	0	0	19	0	0	0	0	0	0	3	34	0	0	0	2
07:45	1	13	0	0	35	0	0	0	0	0	0	2	51	0	0	0	0
08:00	1	17	0	0	34	1	0	0	0	0	0	7	60 *	0	0	0	1
08:15	5	21	0	0	40	0	0	0	0	0	0	7	73 *	0	0	0	2
08:30	4	23	0	0	41	0	0	0	0	1	0	6	75 +	0	0	0	0
08:45	6	19	0	0	43	0	0	0	0	0	0	7	75 +	0	0	0	0
Total	**23**	**147**	**0**	**0**	**312**	**1**	**0**	**0**	**0**	**1**	**0**	**44**	**528**	**0**	**0**	**0**	**10**
Pk Hr	**16**	**80**	**0**	**0**	**158**	**1**	**0**	**0**	**0**	**1**	**0**	**27**	**283 ***	**0**	**0**	**0**	**3**
15x4	**24**	**92**	**0**	**0**	**172**	**4**	**0**	**0**	**0**	**4**	**0**	**28**	**324 +**	**0**	**0**	**0**	**0**
Avg Hr	**8**	**49**	**0**	**0**	**104**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**176**	**0**	**0**	**0**	**3**

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Peak Hour	08:00
Peak 15min	08:45
North approach PHF	0.83
South approach PHF	0.90
West approach PHF	NA
East approach PHF	0.88
Total PHF	0.87

AM Peak Hour Volumes



Noon Peak Period
Combined Volume

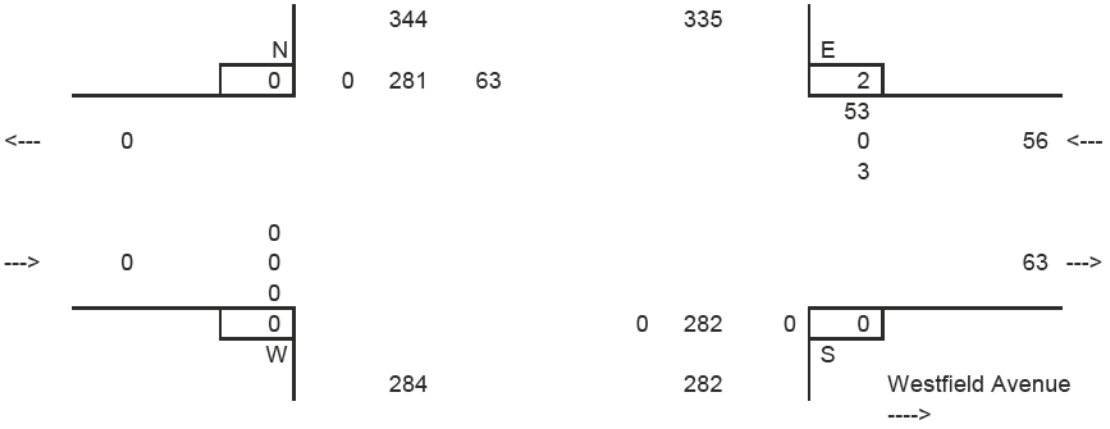
Location: Westfield Avenue @ Maple Crescent
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
11:00	9	60	0	0	73	0	0	0	0	0	0	15	157	0	0	0	1
11:15	14	55	0	0	58	1	0	0	0	0	0	14	142	0	0	0	2
11:30	6	83	0	0	71	0	0	0	0	0	0	17	177	0	0	0	0
11:45	6	74	0	0	58	0	0	0	0	0	0	10	148	0	0	0	3
12:00	15	66	0	0	70	0	0	0	0	2	0	11	164 *	0	0	0	0
12:15	17	65	0	0	59	0	0	0	0	0	0	15	156 *	0	0	0	0
12:30	21	81	0	0	80	0	0	0	0	1	0	12	195 +	0	0	0	1
12:45	10	69	0	0	73	0	0	0	0	0	0	15	167 *	0	0	0	1
Total	**98**	**553**	**0**	**0**	**542**	**1**	**0**	**0**	**0**	**3**	**0**	**109**	**1306**	**0**	**0**	**0**	**8**
Pk Hr	**63**	**281**	**0**	**0**	**282**	**0**	**0**	**0**	**0**	**3**	**0**	**53**	**682** *	**0**	**0**	**0**	**2**
15x4	**84**	**324**	**0**	**0**	**320**	**0**	**0**	**0**	**0**	**8**	**0**	**60**	**796** +	**0**	**0**	**0**	**4**
Avg Hr	**49**	**277**	**0**	**0**	**271**	**1**	**0**	**0**	**0**	**2**	**0**	**55**	**653**	**0**	**0**	**0**	**4**

Peak Hour	12:00
Peak 15min	12:30
North Leg PHF	0.84
South Leg PHF	0.88
West Leg PHF	NA
East Leg PHF	0.82
Total PHF	0.86

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Noon Peak Hour Volumes



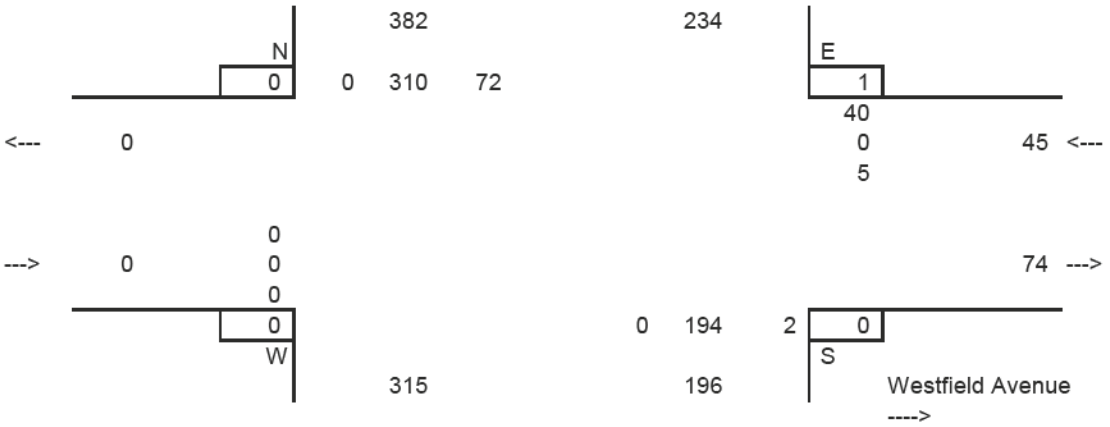
PM Peak Period
Combined Volume

Location: Westfield Avenue @ Maple Crescent
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
15:00	18	82	0	0	49	0	0	0	0	0	0	5	154	0	0	0	1
15:15	17	65	0	0	53	1	0	0	0	0	0	10	146	0	0	0	5
15:30	13	91	0	0	42	0	0	0	0	1	0	10	157	0	0	0	0
15:45	14	73	0	0	53	0	0	0	0	0	0	11	151	0	0	0	2
16:00	9	50	0	0	41	0	0	0	0	1	0	12	113	0	0	0	0
16:15	26	77	0	0	53	0	0	0	0	1	0	9	166 +	0	0	0	0
16:30	18	88	0	0	50	1	0	0	0	2	0	6	165 *	0	0	0	1
16:45	16	78	0	0	40	0	0	0	0	2	0	18	154 *	0	0	0	0
17:00	12	67	0	0	51	1	0	0	0	0	0	7	138 *	0	0	0	0
17:15	16	78	0	0	54	3	0	0	0	0	0	7	158	1	0	0	0
17:30	19	66	0	0	31	0	0	0	0	0	0	9	125	0	0	0	0
17:45	8	48	0	0	31	7	0	0	0	1	0	12	107	0	0	0	1
Total	**186**	**863**	**0**	**0**	**548**	**13**	**0**	**0**	**0**	**8**	**0**	**116**	**1734**	**1**	**0**	**0**	**10**
Pk Hr	**72**	**310**	**0**	**0**	**194**	**2**	**0**	**0**	**0**	**5**	**0**	**40**	**623 ***	**0**	**0**	**0**	**1**
15x4	**104**	**352**	**0**	**0**	**212**	**4**	**0**	**0**	**0**	**8**	**0**	**72**	**752 +**	**0**	**0**	**0**	**0**
Avg Hr	**62**	**288**	**0**	**0**	**183**	**4**	**0**	**0**	**0**	**3**	**0**	**39**	**578**	**0**	**0**	**0**	**3**

Peak Hour	16:15
Peak 15min	16:15
North Leg PHF	0.84
South Leg PHF	0.91
West Leg PHF	NA
East Leg PHF	0.56
Total PHF	0.84

PM Peak Hour Volumes

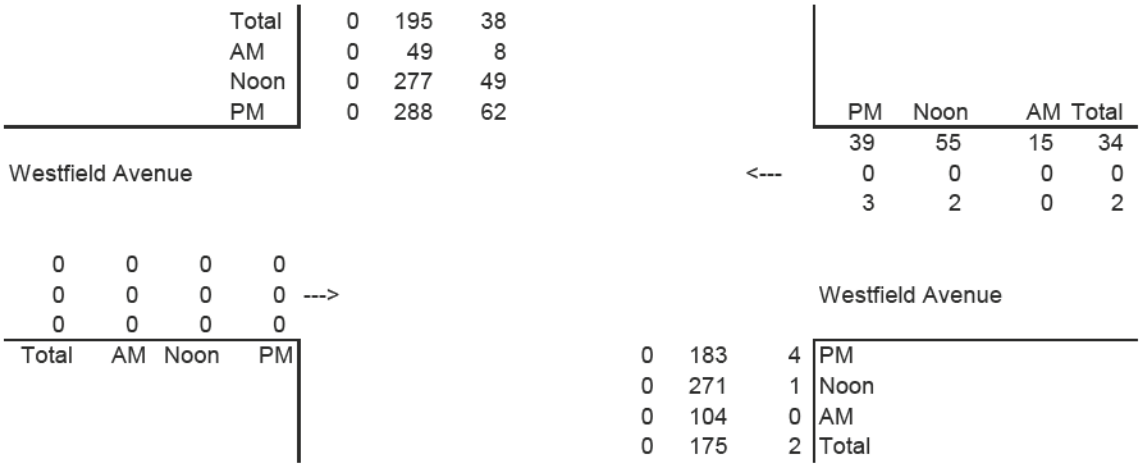


Average Hour Period
Combined Volume

Location: Westfield Avenue @ Maple Crescent
March 9, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	307	1563	0	0	1402	15	0	0	0	12	0	269	3568	1	0	0	28
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	38	195	0	0	175	2	0	0	0	2	0	34	446	0	0	0	4
AM Period																	
Total	23	147	0	0	312	1	0	0	0	1	0	44	528	0	0	0	10
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	8	49	0	0	104	0	0	0	0	0	0	15	176	0	0	0	3
Noon Period																	
Total	98	553	0	0	542	1	0	0	0	3	0	109	1306	0	0	0	8
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	49	277	0	0	271	1	0	0	0	2	0	55	653	0	0	0	4
PM Period																	
Total	186	863	0	0	548	13	0	0	0	8	0	116	1734	1	0	0	10
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	62	288	0	0	183	4	0	0	0	3	0	39	578	0	0	0	3

Average Hour Volumes



PREMIERE
TRAFFIC DATA SERVICES

Turning Movement Count Data
Regular Vehicles

Site Number:	6
Major Route:	Maple Crescent
Minor Route:	Westfield Avenue
Municipality:	Maple Ridge
Filename:	6-TMC-Maple Cres@Westfield Ave-Mar 9 2024
Date:	March 9, 2024
Day-of-week:	Saturday
East/West Route:	Westfield Avenue
Intersection Type:	3 leg east approach
Signalized (y/n?):	no
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Regular Vehicles

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
06:00	0	3			15	0				0		1	19	0	0		0
06:15	0	8			16	0				0		2	26	0	0		2
06:30	0	8			11	0				0		4	23	0	0		0
06:45	1	8			19	0				0		0	28	0	0		2
07:00	1	4			22	0				0		2	29	0	0		1
07:15	2	11			13	0				0		3	29	0	0		0
07:30	2	9			19	0				0		3	33	0	0		2
07:45	1	13			29	0				0		2	45	0	0		0
08:00	1	16			34	1				0		7	59 *	0	0		1
08:15	5	20			40	0				0		7	72 *	0	0		2
08:30	4	23			41	0				1		6	75 +	0	0		0
08:45	6	19			40	0				0		7	72 *	0	0		0
Total	**23**	**142**	**0**	**0**	**299**	**1**	**0**	**0**	**0**	**1**	**0**	**44**	**510**	**0**	**0**	**0**	**10**
Pk Hr	**16**	**78**	**0**	**0**	**155**	**1**	**0**	**0**	**0**	**1**	**0**	**27**	**278 ***	**0**	**0**	**0**	**3**
15x4	**24**	**92**	**0**	**0**	**164**	**4**	**0**	**0**	**0**	**4**	**0**	**28**	**316 +**	**0**	**0**	**0**	**0**
11:00	9	55			71	0				0		15	150	0	0		1
11:15	13	54			56	1				0		14	138	0	0		2
11:30	6	82			70	0				0		17	175	0	0		0
11:45	6	71			57	0				0		10	144	0	0		3
12:00	15	63			69	0				2		11	160 *	0	0		0
12:15	17	64			56	0				0		15	152 *	0	0		0
12:30	21	79			80	0				1		12	193 +	0	0		1
12:45	10	67			72	0				0		15	164 *	0	0		1
Total	**97**	**535**	**0**	**0**	**531**	**1**	**0**	**0**	**0**	**3**	**0**	**109**	**1276**	**0**	**0**	**0**	**8**
Pk Hr	**63**	**273**	**0**	**0**	**277**	**0**	**0**	**0**	**0**	**3**	**0**	**53**	**669 ***	**0**	**0**	**0**	**2**
15x4	**84**	**316**	**0**	**0**	**320**	**0**	**0**	**0**	**0**	**8**	**0**	**60**	**788 +**	**0**	**0**	**0**	**4**
15:00	18	80			49	0				0		5	152	0	0		1
15:15	17	65			53	1				0		10	146	0	0		5
15:30	13	91			41	0				1		10	156	0	0		0
15:45	14	73			52	0				0		11	150	0	0		2
16:00	9	49			41	0				1		12	112	0	0		0
16:15	26	77			53	0				1		9	166 +	0	0		0
16:30	18	88			50	1				2		6	165 *	0	0		1
16:45	16	76			39	0				2		18	151 *	0	0		0
17:00	12	66			51	1				0		7	137 *	0	0		0
17:15	16	78			54	3				0		7	158	1	0		0
17:30	19	66			30	0				0		9	124	0	0		0
17:45	8	48			30	7				1		12	106	0	0		1
Total	**186**	**857**	**0**	**0**	**543**	**13**	**0**	**0**	**0**	**8**	**0**	**116**	**1723**	**1**	**0**	**0**	**10**
Pk Hr	**72**	**307**	**0**	**0**	**193**	**2**	**0**	**0**	**0**	**5**	**0**	**40**	**619 ***	**0**	**0**	**0**	**1**
15x4	**104**	**352**	**0**	**0**	**212**	**4**	**0**	**0**	**0**	**8**	**0**	**72**	**752 +**	**0**	**0**	**0**	**0**

AM Peak Period
Regular Vehicles

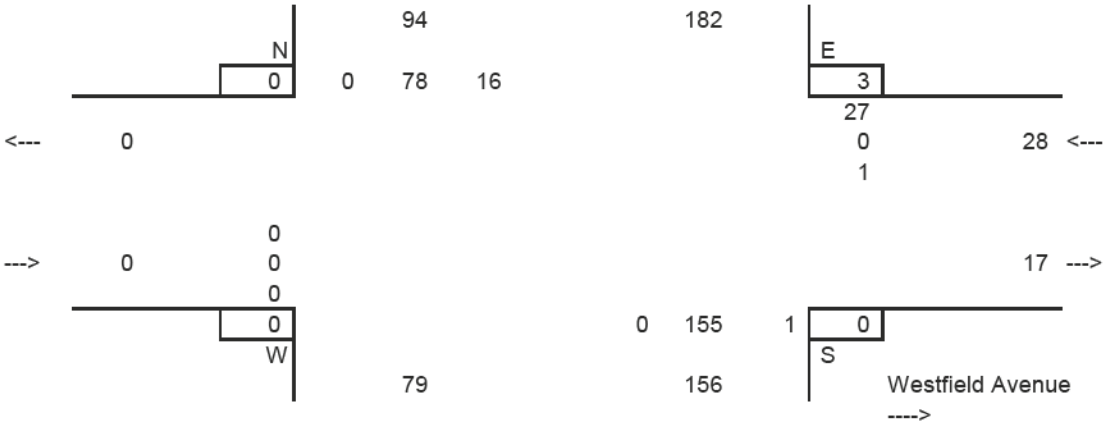
Location: Westfield Avenue @ Maple Crescent
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	3			15	0				0		1	19		0	0	0	0
06:15	0	8			16	0				0		2	26		0	0	0	2
06:30	0	8			11	0				0		4	23		0	0	0	0
06:45	1	8			19	0				0		0	28		0	0	0	2
07:00	1	4			22	0				0		2	29		0	0	0	1
07:15	2	11			13	0				0		3	29		0	0	0	0
07:30	2	9			19	0				0		3	33		0	0	0	2
07:45	1	13			29	0				0		2	45		0	0	0	0
08:00	1	16			34	1				0		7	59	*	0	0	0	1
08:15	5	20			40	0				0		7	72	*	0	0	0	2
08:30	4	23			41	0				1		6	75	+	0	0	0	0
08:45	6	19			40	0				0		7	72	*	0	0	0	0
Total	**23**	**142**	**0**	**0**	**299**	**1**	**0**	**0**	**0**	**1**	**0**	**44**	**510**		**0**	**0**	**0**	**10**
Pk Hr	**16**	**78**	**0**	**0**	**155**	**1**	**0**	**0**	**0**	**1**	**0**	**27**	**278**	*	**0**	**0**	**0**	**3**
15x4	**24**	**92**	**0**	**0**	**164**	**4**	**0**	**0**	**0**	**4**	**0**	**28**	**316**	+	**0**	**0**	**0**	**0**
Avg Hr	**8**	**47**	**0**	**0**	**100**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**170**		**0**	**0**	**0**	**3**

Peak Hour	08:00
Peak 15min	08:30
North approach PHF	0.81
South approach PHF	0.93
West approach PHF	NA
East approach PHF	0.88

N
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AM Peak Hour Volumes



Noon Peak Period
Regular Vehicles

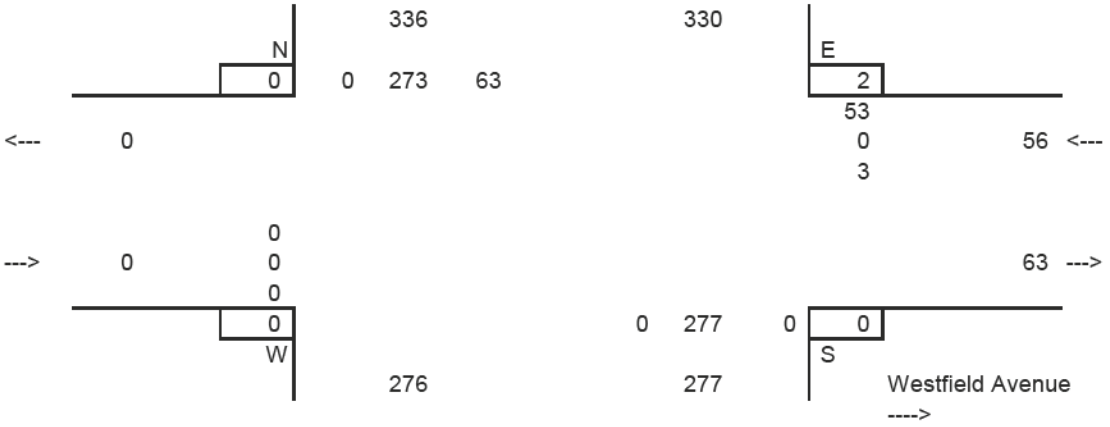
Location: Westfield Avenue @ Maple Crescent
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
11:00	9	55			71	0				0		15	150		0	0	0	1
11:15	13	54			56	1				0		14	138		0	0	0	2
11:30	6	82			70	0				0		17	175		0	0	0	0
11:45	6	71			57	0				0		10	144		0	0	0	3
12:00	15	63			69	0				2		11	160	*	0	0	0	0
12:15	17	64			56	0				0		15	152	*	0	0	0	0
12:30	21	79			80	0				1		12	193	+	0	0	0	1
12:45	10	67			72	0				0		15	164	*	0	0	0	1
Total	**97**	**535**	**0**	**0**	**531**	**1**	**0**	**0**	**0**	**3**	**0**	**109**	**1276**		**0**	**0**	**0**	**8**
Pk Hr	**63**	**273**	**0**	**0**	**277**	**0**	**0**	**0**	**0**	**3**	**0**	**53**	**669**	*	**0**	**0**	**0**	**2**
15x4	**84**	**316**	**0**	**0**	**320**	**0**	**0**	**0**	**0**	**8**	**0**	**60**	**788**	+	**0**	**0**	**0**	**4**
Avg Hr	**49**	**268**	**0**	**0**	**266**	**1**	**0**	**0**	**0**	**2**	**0**	**55**	**638**		**0**	**0**	**0**	**4**

Peak Hour	12:00
Peak 15min	12:30
North Leg PHF	0.84
South Leg PHF	0.87
West Leg PHF	NA
East Leg PHF	0.82

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Noon Peak Hour Volumes



PM Peak Period

Regular Vehicles

Location: Westfield Avenue @ Maple Crescent

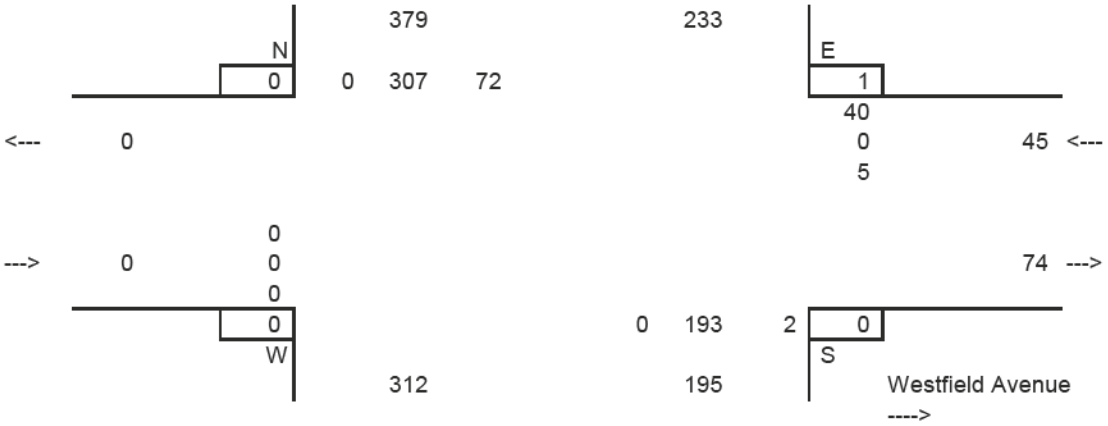
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians		
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
15:00	18	80			49	0				0		5	152		0	0	0	1
15:15	17	65			53	1				0		10	146		0	0	0	5
15:30	13	91			41	0				1		10	156		0	0	0	0
15:45	14	73			52	0				0		11	150		0	0	0	2
16:00	9	49			41	0				1		12	112		0	0	0	0
16:15	26	77			53	0				1		9	166	+	0	0	0	0
16:30	18	88			50	1				2		6	165	*	0	0	0	1
16:45	16	76			39	0				2		18	151	*	0	0	0	0
17:00	12	66			51	1				0		7	137	*	0	0	0	0
17:15	16	78			54	3				0		7	158		1	0	0	0
17:30	19	66			30	0				0		9	124		0	0	0	0
17:45	8	48			30	7				1		12	106		0	0	0	1
Total	**186**	**857**	**0**	**0**	**543**	**13**	**0**	**0**	**0**	**8**	**0**	**116**	**1723**		**1**	**0**	**0**	**10**
Pk Hr	**72**	**307**	**0**	**0**	**193**	**2**	**0**	**0**	**0**	**5**	**0**	**40**	**619**	*	**0**	**0**	**0**	**1**
15x4	**104**	**352**	**0**	**0**	**212**	**4**	**0**	**0**	**0**	**8**	**0**	**72**	**752**	+	**0**	**0**	**0**	**0**
Avg Hr	**62**	**286**	**0**	**0**	**181**	**4**	**0**	**0**	**0**	**3**	**0**	**39**	**574**		**0**	**0**	**0**	**3**

Peak Hour	16:15
Peak 15min	16:15
North Leg PHF	0.83
South Leg PHF	0.90
West Leg PHF	NA
East Leg PHF	0.56

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PM Peak Hour Volumes



Average Hour Period

Regular Vehicles

Location: Westfield Avenue @ Maple Crescent

March 9, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	306	1534	0	0	1373	15	0	0	0	12	0	269	3509	1	0	0	28
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	38	192	0	0	172	2	0	0	0	2	0	34	439	0	0	0	4
AM Period																	
Total	23	142	0	0	299	1	0	0	0	1	0	44	510	0	0	0	10
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	8	47	0	0	100	0	0	0	0	0	0	15	170	0	0	0	3
Noon Period																	
Total	97	535	0	0	531	1	0	0	0	3	0	109	1276	0	0	0	8
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	49	268	0	0	266	1	0	0	0	2	0	55	638	0	0	0	4
PM Period																	
Total	186	857	0	0	543	13	0	0	0	8	0	116	1723	1	0	0	10
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	62	286	0	0	181	4	0	0	0	3	0	39	574	0	0	0	3

Average Hour Volumes

Total	0	192	38
AM	0	47	8
Noon	0	268	49
PM	0	286	62

PM	Noon	AM	Total
39	55	15	34
0	0	0	0
3	2	0	2

Westfield Avenue <---

0	0	0	0
0	0	0	0
0	0	0	0

---> Westfield Avenue

Total	AM	Noon	PM
0	181	4	PM
0	266	1	Noon
0	100	0	AM
0	172	2	Total

PREMIERE
TRAFFIC DATA SERVICES

Turning Movement Count Data
Trucks

Site Number:	6
Major Route:	Maple Crescent
Minor Route:	Westfield Avenue
Municipality:	Maple Ridge
Filename:	6-TMC-Maple Cres@Westfield Ave-Mar 9 2024
Date:	March 9, 2024
Day-of-week:	Saturday
East/West Route:	Westfield Avenue
Intersection Type:	3 leg east approach
Signalized (y/n?):	no
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Trucks

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
06:00	0	0			0	0				0		0	0				
06:15	0	0			0	0				0		0	0				
06:30	0	0			0	0				0		0	0				
06:45	0	0			1	0				0		0	1				
07:00	0	0			2	0				0		0	2 *				
07:15	0	2			1	0				0		0	3 *				
07:30	0	1			0	0				0		0	1 *				
07:45	0	0			6	0				0		0	6 +				
08:00	0	1			0	0				0		0	1				
08:15	0	1			0	0				0		0	1				
08:30	0	0			0	0				0		0	0				
08:45	0	0			3	0				0		0	3				
Total	**0**	**5**	**0**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**0**	**0**	**0**	**0**
Pk Hr	**0**	**3**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12 ***	**0**	**0**	**0**	**0**
15x4	**0**	**8**	**0**	**0**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32 +**	**0**	**0**	**0**	**0**
11:00	0	5			2	0				0		0	7 +				
11:15	1	1			2	0				0		0	4 *				
11:30	0	1			1	0				0		0	2 *				
11:45	0	3			1	0				0		0	4 *				
12:00	0	3			1	0				0		0	4				
12:15	0	1			3	0				0		0	4				
12:30	0	2			0	0				0		0	2				
12:45	0	2			1	0				0		0	3				
Total	**1**	**18**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30**	**0**	**0**	**0**	**0**
Pk Hr	**1**	**10**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17 ***	**0**	**0**	**0**	**0**
15x4	**4**	**20**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32 +**	**0**	**0**	**0**	**0**
15:00	0	2			0	0				0		0	2				
15:15	0	0			0	0				0		0	0				
15:30	0	0			1	0				0		0	1				
15:45	0	0			1	0				0		0	1				
16:00	0	1			0	0				0		0	1				
16:15	0	0			0	0				0		0	0				
16:30	0	0			0	0				0		0	0				
16:45	0	2			1	0				0		0	3 +				
17:00	0	1			0	0				0		0	1 *				
17:15	0	0			0	0				0		0	0 *				
17:30	0	0			1	0				0		0	1 *				
17:45	0	0			1	0				0		0	1				
Total	**0**	**6**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**0**	**0**	**0**
Pk Hr	**0**	**3**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5 ***	**0**	**0**	**0**	**0**
15x4	**0**	**8**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12 +**	**0**	**0**	**0**	**0**

AM Peak Period

Trucks

Location: Westfield Avenue @ Maple Crescent

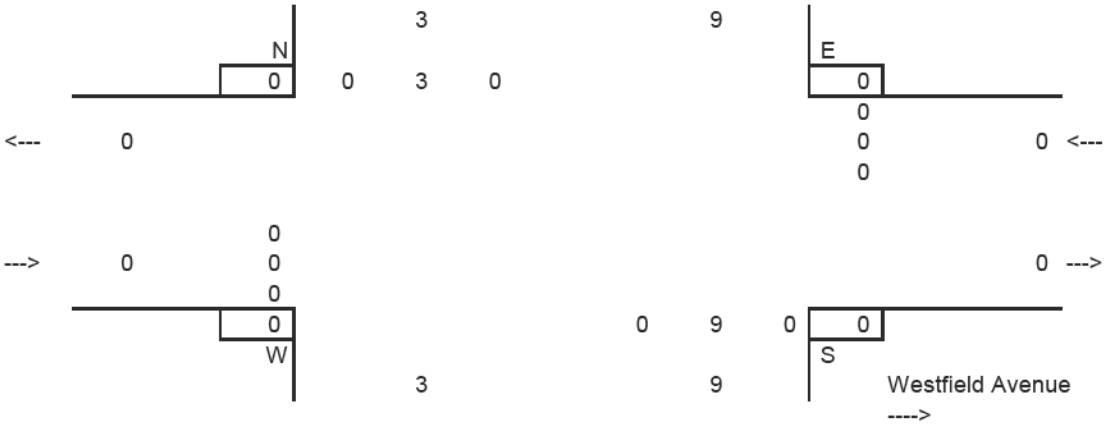
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
06:00	0	0			0	0				0		0	0		0	0	0	0
06:15	0	0			0	0				0		0	0		0	0	0	0
06:30	0	0			0	0				0		0	0		0	0	0	0
06:45	0	0			1	0				0		0	1		0	0	0	0
07:00	0	0			2	0				0		0	2	*	0	0	0	0
07:15	0	2			1	0				0		0	3	*	0	0	0	0
07:30	0	1			0	0				0		0	1	*	0	0	0	0
07:45	0	0			6	0				0		0	6	+	0	0	0	0
08:00	0	1			0	0				0		0	1		0	0	0	0
08:15	0	1			0	0				0		0	1		0	0	0	0
08:30	0	0			0	0				0		0	0		0	0	0	0
08:45	0	0			3	0				0		0	3		0	0	0	0
Total	**0**	**5**	**0**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**3**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	*	**0**	**0**	**0**	**0**
15x4	**0**	**8**	**0**	**0**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**2**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**		**0**	**0**	**0**	**0**

Peak Hour	07:00
Peak 15min	07:45
North approach PHF	0.38
South approach PHF	0.38
West approach PHF	NA
East approach PHF	NA

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AM Peak Hour Volumes



Noon Peak Period
Trucks

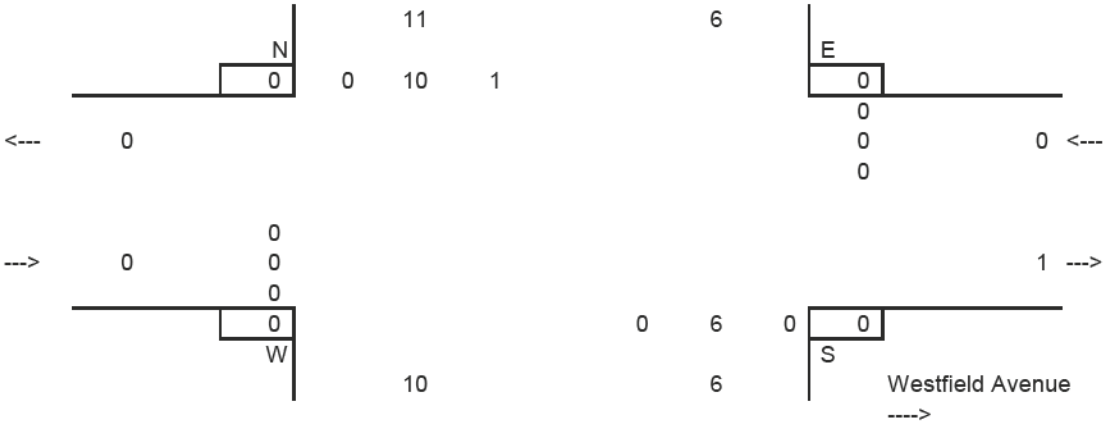
Location: Westfield Avenue @ Maple Crescent
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
11:00	0	5			2	0				0		0	7	+	0	0	0	0
11:15	1	1			2	0				0		0	4	*	0	0	0	0
11:30	0	1			1	0				0		0	2	*	0	0	0	0
11:45	0	3			1	0				0		0	4	*	0	0	0	0
12:00	0	3			1	0				0		0	4		0	0	0	0
12:15	0	1			3	0				0		0	4		0	0	0	0
12:30	0	2			0	0				0		0	2		0	0	0	0
12:45	0	2			1	0				0		0	3		0	0	0	0
Total	**1**	**18**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30**		**0**	**0**	**0**	**0**
Pk Hr	**1**	**10**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	*	**0**	**0**	**0**	**0**
15x4	**4**	**20**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32**	+	**0**	**0**	**0**	**0**
Avg Hr	**1**	**9**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15**		**0**	**0**	**0**	**0**

Peak Hour	11:00
Peak 15min	11:00
North Leg PHF	0.46
South Leg PHF	0.75
West Leg PHF	NA
East Leg PHF	NA

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Noon Peak Hour Volumes



PM Peak Period
Trucks

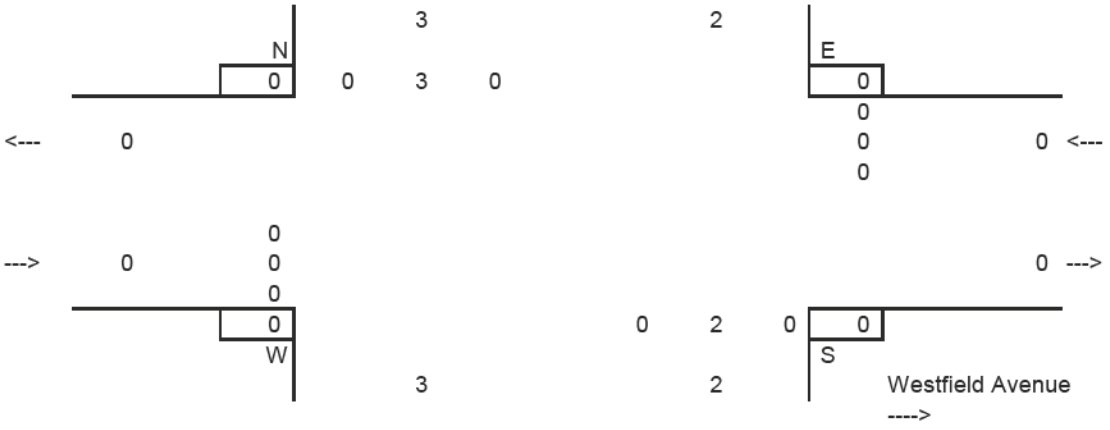
Location: Westfield Avenue @ Maple Crescent
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
15:00	0	2			0	0				0		0	2		0	0	0	0
15:15	0	0			0	0				0		0	0		0	0	0	0
15:30	0	0			1	0				0		0	1		0	0	0	0
15:45	0	0			1	0				0		0	1		0	0	0	0
16:00	0	1			0	0				0		0	1		0	0	0	0
16:15	0	0			0	0				0		0	0		0	0	0	0
16:30	0	0			0	0				0		0	0		0	0	0	0
16:45	0	2			1	0				0		0	3	+	0	0	0	0
17:00	0	1			0	0				0		0	1	*	0	0	0	0
17:15	0	0			0	0				0		0	0	*	0	0	0	0
17:30	0	0			1	0				0		0	1	*	0	0	0	0
17:45	0	0			1	0				0		0	1		0	0	0	0
Total	**0**	**6**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**3**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	*	**0**	**0**	**0**	**0**
15x4	**0**	**8**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**		**0**	**0**	**0**	**0**

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Peak Hour	16:45
Peak 15min	16:45
North Leg PHF	0.38
South Leg PHF	0.50
West Leg PHF	NA
East Leg PHF	NA

PM Peak Hour Volumes



Average Hour Period

Trucks

Location: Westfield Avenue @ Maple Crescent

March 9, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	1	29	0	0	29	0	0	0	0	0	0	0	59	0	0	0	0
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	0	4	0	0	4	0	0	0	0	0	0	0	7	0	0	0	0
AM Period																	
Total	0	5	0	0	13	0	0	0	0	0	0	0	18	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	2	0	0	4	0	0	0	0	0	0	0	6	0	0	0	0
Noon Period																	
Total	1	18	0	0	11	0	0	0	0	0	0	0	30	0	0	0	0
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	1	9	0	0	6	0	0	0	0	0	0	0	15	0	0	0	0
PM Period																	
Total	0	6	0	0	5	0	0	0	0	0	0	0	11	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	2	0	0	2	0	0	0	0	0	0	0	4	0	0	0	0

Average Hour Volumes

Total	0	4	0
AM	0	2	0
Noon	0	9	1
PM	0	2	0

PM	Noon	AM	Total
0	0	0	0
0	0	0	0
0	0	0	0

Westfield Avenue <---

0 0 0 0
0 0 0 0 --->
0 0 0 0

Total	AM	Noon	PM
0	2	0	PM
0	6	0	Noon
0	4	0	AM
0	4	0	Total

Westfield Avenue

PREMIERE
TRAFFIC DATA SERVICES

Turning Movement Count Data
Cyclists

Site Number:	6
Major Route:	Maple Crescent
Minor Route:	Westfield Avenue
Municipality:	Maple Ridge
Filename:	6-TMC-Maple Cres@Westfield Ave-Mar 9 2024
Date:	March 9, 2024
Day-of-week:	Saturday
East/West Route:	Westfield Avenue
Intersection Type:	3 leg east approach
Signalized (y/n?):	no
Weather:	AM: Overcast and dry PM: Rain and wet

	Start	Duration
A.M. Shift	06:00	3.00
Noon Shift	11:00	2.00
P.M. Shift	15:00	3.00
	Total	8.00

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Notes:

Survey Data

Cyclists

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
06:00	0	0			1	0				0		0	1				
06:15	0	0			0	0				0		0	0				
06:30	0	0			0	0				0		0	0				
06:45	0	0			0	0				0		0	0				
07:00	0	0			0	0				0		0	0				
07:15	0	0			0	0				0		0	0				
07:30	0	0			0	0				0		0	0				
07:45	0	0			0	0				0		0	0				
08:00	0	0			1	0				0		0	1 +				
08:15	0	0			0	0				0		0	0 *				
08:30	0	0			0	0				0		0	0 *				
08:45	0	0			0	0				0		0	0 *				
Total	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1 ***	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4 +**	**0**	**0**	**0**	**0**
11:00	0	0			0	0				0		0	0				
11:15	0	0			0	0				0		0	0				
11:30	0	0			0	0				0		0	0				
11:45	0	0			1	0				0		0	1				
12:00	0	0			0	0				0		0	0 *				
12:15	0	0			0	0				0		0	0 *				
12:30	0	0			0	0				0		0	0 *				
12:45	0	0			1	0				0		0	1 +				
Total	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1 ***	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4 +**	**0**	**0**	**0**	**0**
15:00	0	0			0	0				0		0	0				
15:15	0	0			0	0				0		0	0				
15:30	0	0			0	0				0		0	0				
15:45	0	0			0	0				0		0	0				
16:00	0	0			0	0				0		0	0				
16:15	0	0			0	0				0		0	0				
16:30	0	0			0	0				0		0	0				
16:45	0	0			0	0				0		0	0				
17:00	0	0			0	0				0		0	0				
17:15	0	0			0	0				0		0	0				
17:30	0	0			0	0				0		0	0				
17:45	0	0			0	0				0		0	0				
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0 ***	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0 +**	**0**	**0**	**0**	**0**

AM Peak Period

Cyclists

Location: Westfield Avenue @ Maple Crescent

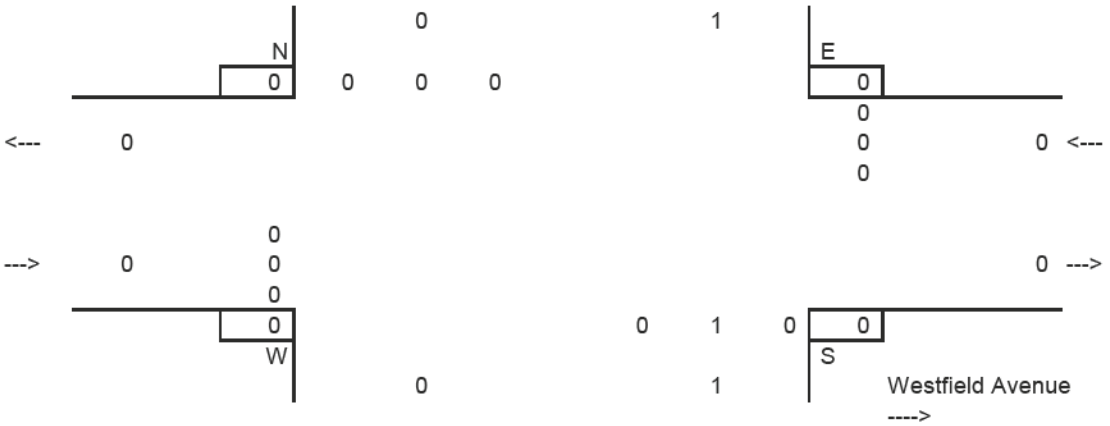
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
06:00	0	0			1	0				0		0	1	0	0	0	0
06:15	0	0			0	0				0		0	0	0	0	0	0
06:30	0	0			0	0				0		0	0	0	0	0	0
06:45	0	0			0	0				0		0	0	0	0	0	0
07:00	0	0			0	0				0		0	0	0	0	0	0
07:15	0	0			0	0				0		0	0	0	0	0	0
07:30	0	0			0	0				0		0	0	0	0	0	0
07:45	0	0			0	0				0		0	0	0	0	0	0
08:00	0	0			1	0				0		0	1 +	0	0	0	0
08:15	0	0			0	0				0		0	0 *	0	0	0	0
08:30	0	0			0	0				0		0	0 *	0	0	0	0
08:45	0	0			0	0				0		0	0 *	0	0	0	0
Total	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1 ***	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4 +**	**0**	**0**	**0**	**0**
Avg Hr	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**

Peak Hour	08:00
Peak 15min	08:00
North approach PHF	NA
South approach PHF	0.25
West approach PHF	NA
East approach PHF	NA

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AM Peak Hour Volumes



Noon Peak Period

Cyclists

Location: Westfield Avenue @ Maple Crescent

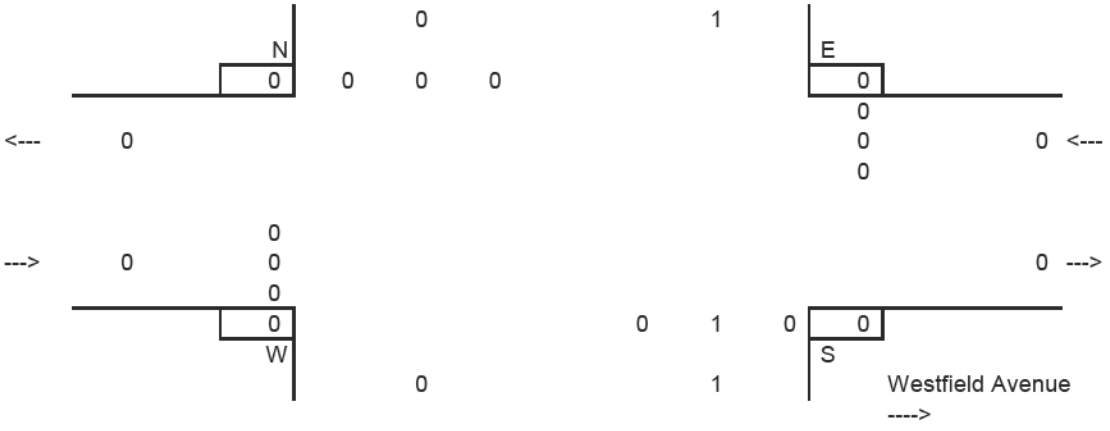
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total		Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume		N	S	W	E
11:00	0	0			0	0				0		0	0		0	0	0	0
11:15	0	0			0	0				0		0	0		0	0	0	0
11:30	0	0			0	0				0		0	0		0	0	0	0
11:45	0	0			1	0				0		0	1		0	0	0	0
12:00	0	0			0	0				0		0	0	*	0	0	0	0
12:15	0	0			0	0				0		0	0	*	0	0	0	0
12:30	0	0			0	0				0		0	0	*	0	0	0	0
12:45	0	0			1	0				0		0	1	+	0	0	0	0
Total	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**		**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	*	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	+	**0**	**0**	**0**	**0**
Avg Hr	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**		**0**	**0**	**0**	**0**

Peak Hour	12:00
Peak 15min	12:45
North Leg PHF	NA
South Leg PHF	0.25
West Leg PHF	NA
East Leg PHF	NA

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Noon Peak Hour Volumes



PM Peak Period
Cyclists

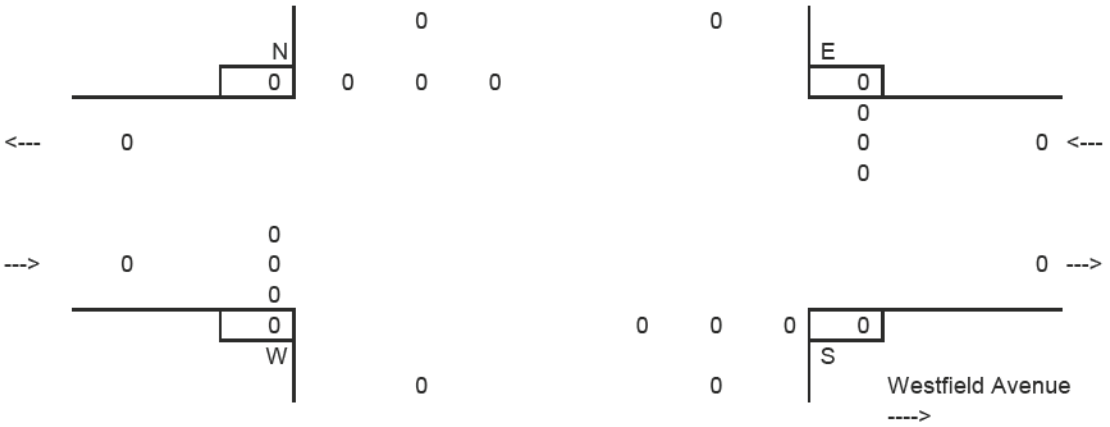
Location: Westfield Avenue @ Maple Crescent
Date: March 9, 2024

Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
Period	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
15:00	0	0			0	0				0		0	0	0	0	0	0
15:15	0	0			0	0				0		0	0	0	0	0	0
15:30	0	0			0	0				0		0	0	0	0	0	0
15:45	0	0			0	0				0		0	0	0	0	0	0
16:00	0	0			0	0				0		0	0	0	0	0	0
16:15	0	0			0	0				0		0	0	0	0	0	0
16:30	0	0			0	0				0		0	0	0	0	0	0
16:45	0	0			0	0				0		0	0	0	0	0	0
17:00	0	0			0	0				0		0	0	0	0	0	0
17:15	0	0			0	0				0		0	0	0	0	0	0
17:30	0	0			0	0				0		0	0	0	0	0	0
17:45	0	0			0	0				0		0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Pk Hr	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0** *	**0**	**0**	**0**	**0**
15x4	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0** +	**0**	**0**	**0**	**0**
Avg Hr	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak Hour	NA
Peak 15min	NA
North Leg PHF	NA
South Leg PHF	NA
West Leg PHF	NA
East Leg PHF	NA

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PM Peak Hour Volumes



Average Hour Period

Cyclists

Location: Westfield Avenue @ Maple Crescent

March 9, 2024

	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			Total	Pedestrians			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	N	S	W	E
Survey																	
Total	0	0	0	0	4	0	0	0	0	0	0	0	4	0	0	0	0
Hours	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Avg Hr	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0
AM Period																	
Total	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0
Noon Period																	
Total	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0
Hours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Avg Hr	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0
PM Period																	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hours	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Avg Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Average Hour Volumes

Total	0	0	0
AM	0	0	0
Noon	0	0	0
PM	0	0	0

Westfield Avenue

PM	Noon	AM	Total
0	0	0	0
0	0	0	0
0	0	0	0

<---

0	0	0	0
0	0	0	0
0	0	0	0

--->

Total	AM	Noon	PM

Westfield Avenue

0	0	0	PM
0	1	0	Noon
0	1	0	AM
0	1	0	Total

Appendix C
Trip Generation Memo

Traffic Engineering Specialists

13233 Henry Avenue
PO Box 1650
Summerland, British Columbia
Canada V0H 1Z0
250.404.9094
604.936.6175
www.cts-bc.com

TECHNICAL MEMORANDUM

TO: **Chad Neufeld, MBCSLA City of Maple Ridge**
Cameron Van Beers, AScT City of Maple Ridge
FROM: **Gary Vlieg, P.Eng.**, Creative Transportation Solutions Ltd. (CTS)
DATE: 19 February 2026
RE: Multi-Sport Facility Trip Generation Memo – Maple Ridge, BC
CTS FILE NO: 9635-01

DRAFT

Creative Transportation Solutions Ltd. (CTS) is pleased to submit this updated technical memorandum summarizing our trip generation review for the proposed Multi-Sport Facility in the City of Maple Ridge.

The primary objectives of this memo are:

1. To forecast the volume of vehicular traffic that the multi-sport development would generate;
2. To document the findings and assumptions used in a technical memorandum; and,
3. To finalize the number of trips generated by the multi-sport facility if this memo is found to be acceptable by staff at the City of Maple Ridge (City staff).

1.0 TRAFFIC ANALYSIS

1.1 Traffic Generation

The published vehicle trip rates from the *Institute of Transportation Engineers (ITE) Trip Generation Manual 12th Edition* were used, when possible, to forecast the site generated traffic volumes. For those land uses where there is no data, engineering judgement was used to generate an initial trip generation estimate along with recommendations from City staff. The trip generation for the proposed development is shown in **TABLE 1.** Trip rates highlighted in yellow have been changed from the first draft of the trip generation memo.

TABLE 1
DEVELOPMENT TRIP GENERATION

Land Use	Trip Generation Variable	Scope of Development	Trip Rate Source	Peak Hour	Vehicle Trip Generation Rate	Directional Split		Peak Hour Volumes (vph)		
						% in	% out	in	out	total
Public Park	Acres	39.5	ITE 12th Edition Code 411	Weekday Morning	0.05	62%	38%	1	1	2
				Weekday Afternoon	0.15	57%	43%	3	3	6
				Saturday	0.37	53%	47%	8	7	15
Dog Park	Acres	1.5	ITE 12th Edition Code 414	Weekday Morning	4.00	63%	37%	3	3	6
				Weekday Afternoon	9.90	56%	44%	7	7	14
				Saturday	18.00	52%	48%	13	13	26
Golf Course	Holes	9	ITE 12th Edition Code 430	Weekday Morning	0.84	79%	21%	6	2	8
				Weekday Afternoon	1.43	54%	46%	7	6	13
				Saturday	2.22	49%	51%	9	11	20
Soccer Field	Fields	2	ITE 12th Edition Code 488	Weekday Morning	0.99	61%	39%	1	1	2
				Weekday Afternoon	16.43	66%	34%	21	12	33
				Saturday	37.48	48%	52%	36	39	75
Pickleball Courts	Courts	12	ITE 12th Edition Code 489	Weekday Morning	1.93	52%	48%	11	12	23
				Weekday Afternoon	4.39	61%	39%	32	21	53
				Saturday	7.67	55%	45%	50	42	92
Tennis Courts	Courts	2	ITE 12th Edition Code 490	Weekday Morning	1.92	52%	48%	2	2	4
				Weekday Afternoon	4.21	50%	50%	3	5	8
				Saturday	7.67	55%	45%	8	7	15
Skatepark	1000 Sq. Ft. GFA	8.2	Engineering Judgement	Weekday Morning	0.24	50%	50%	1	1	2
				Weekday Afternoon	0.85	50%	50%	3	4	7
				Saturday	1.22	50%	50%	5	5	10
Pumptrack	1000 Sq. Ft. GFA	12.4	Engineering Judgement	Weekday Morning	0.16	50%	50%	1	1	2
				Weekday Afternoon	0.32	50%	50%	2	2	4
				Saturday	0.54	50%	50%	3	4	7
Dirt Jump Track	1000 Sq. Ft. GFA	25.4	Engineering Judgement	Weekday Morning	0.08	50%	50%	1	1	2
				Weekday Afternoon	0.16	50%	50%	2	2	4
				Saturday	0.28	50%	50%	3	4	7

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Basketball Courts	Courts	2	Engineering Judgement	Weekday Morning	0.50	61%	39%	0	1	1
				Weekday Afternoon	2.74	66%	34%	3	2	5
				Saturday	6.25	48%	52%	5	7	12
Baseball Diamonds with Grandstands	Diamonds	2	Engineering Judgement	Weekday Morning	0.99	61%	39%	1	1	2
				Weekday Afternoon	16.43	66%	34%	21	12	33
	Grandstand Seats	600		Saturday	0.25	50%	50%	75	75	150
Weekday AM Peak Hour Total								27	26	53
Weekday PM Peak Hour Total								104	76	180
Saturday Peak Hour Total								215	214	429

From **TABLE 1**, the proposed multi-use development is forecasted to generate a total of 53 vehicle trips in the weekday AM peak hour (27 inbound, 26 outbound), 180 vehicle trips in the weekday PM peak hour (104 inbound, 76 outbound), and 429 vehicle trips in weekend MD peak hour (215 inbound, 214 outbound). This equates to on average one vehicle trip every 68 seconds during the weekday AM peak hour, one vehicle trip every 20 seconds during the weekday PM peak hour, and one vehicle trip every 8 seconds during the weekend MD peak hour. Please note that this trip generation does not take into account the current trips being generated by the existing golf course, and these trips would be removed from the background volumes during analysis.

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1.2 Key Assumptions

Not all land-uses for the proposed multi-use sports facility are captured within the ITE Trip Generation Manual, and some of the uses contained therein have a limited number of studies available for the study periods for this report. Therefore, the following assumptions have been used for the determination of the trip generation rates found in **TABLE 1**:

Public Park

- The size of the entire parcel was used to capture the use of the walkways, general green space, playground/splashpads, and community gardens.

Dog Park

- The size of this land use was estimated from the pdf site plan provided.
- There are a limited number of studies available for each study hour (ranging from 1-2 studies).
- The trip rate was reduced to half of the ITE trip rates after discussion with City staff as this dog park is not expected to be a destination park, and is likely to serve only the immediate area such that most visitors are anticipated to walk/cycle to the park.

Golf Course (Disk Golf)

- The trip generation for a golf course was used, and there was only one study available for the Saturday study period data.
- Traditional golf courses tend to have more amenities, and the clientele typically drive to courses as it is difficult to walk or cycle any distance with a golf bag full of clubs.
- There are other disk golf courses nearby and within the City of Maple Ridge, therefore, this facility will primarily serve those in the immediate area therefore the trip rate was reduced to half of the ITE trip rates after discussion with City staff.

Soccer Field

- ITE rates are reasonable for this project.

Pickleball Courts

- There is a moderately low number of studies available for the study periods (ranging from 3-5 per study period).
- Following discussion with City staff the rates provided by ITE to be reasonable for this project

Tennis Courts

- Similar comments to Pickleball Courts. Some periods were not available for tennis courts, therefore the pickleball courts rates were used. The trip generation rates are comparable between these two uses.
- Following discussion with City staff the rates provided by ITE to be reasonable for this project

Skatepark

- There are no trip generation rates available from ITE for this land use.
- The size of this land use was estimated from the pdf site plan provided.
- We expect many users to access the facility without using a car, and instead by walking or using other modes of active transportation that would be used at the skatepark.
- The rates were generated using engineering judgement from the above assumptions.
- Following discussion with City staff, the rates previously generated were reduced to one third.
- Post reduction, the rates shown are derived from an assumed total trips of 2 in the weekday morning peak hour, 7 in the weekday afternoon peak hour, and 10 in the weekend peak hour.

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Pumptrack

- There are no trip generation rates available from ITE for this land use.
- The size of this land use was estimated from the pdf site plan provided.
- The rates were generated using engineering judgement from the above assumptions.
- City staff indicated that the design of the pumptrack is intended to serve older children/teens, and adults. Therefore, younger children are not expected to use this facility.
- Based on discussions with City staff, the rates previously generated were reduced to one third
- Post reduction, the rates shown are derived from an assumed total trips of 2 in the weekday morning peak hour, 4 in the weekday afternoon peak hour, and 7 in the weekend peak hour.

Dirt Jump Track

- There are no trip generation rates available from ITE for this land use.
- The size of this land use was estimated from the pdf site plan provided.
- We expect many users to access the facility without using a car, by walking or using other modes of active transportation that would be used at the dirt jump track.
- Following discussion with City staff, the rates previously generated were reduced to one third.
- Post reduction, the rates shown are derived from an assumed total trips of 2 in the weekday morning peak hour, 4 in the weekday afternoon peak hour, and 7 in the weekend peak hour.

Basketball Courts

- As this facility will not typically be used for organized leagues and training, we have assumed approximately one sixth the amount of vehicle trips when compared to soccer fields. This was derived from first principles based on the number of players typically found on a basketball team verses a soccer team, as well as the expectation that users will be from the immediate area. This value is half of the trip rate used previously due to the expectation that many users will be local and access the facility by walking or biking.

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Baseball Diamonds with Grandstands

- The same trip rate on weekdays was used as soccer fields. This was chosen as there are a similar number of players on each sports team, and typically weekdays would be reserved for practices.
- City staff have confirmed that there will be an expected total of 600 seats in the grandstands between both baseball diamonds (split 400 and 200 for each diamond respectively). During the weekend, a rate of one vehicle trip per four seats was used as this is a typical rate for public assembly uses. We believe this to be a reasonable rate, as families will be traveling together to watch games, and as games last longer than an hour, spectators and players will stay at the facility for longer periods and reduce the number of trips in a single peak hour.

2.0 KEY CONCLUSIONS

1. The trip generation rates and total trips generated as illustrated in **TABLE 1** should be used for the transportation impact assessment.

Please call the undersigned should you have any questions or comments.

Yours truly,

CREATIVE TRANSPORTATION SOLUTIONS LTD.
CTS Permit to Practice: 1000697

Gary Vlieg, M.Sc., FEC, P.Eng.,
Vice President

gvlieg@cts-bc.com
250-404-9094

Maciej Wysocki, EIT
Junior Traffic Engineer

DRAFT

Appendix D
Intersection Capacity Analysis

HCS Two-Way Stop-Control Report

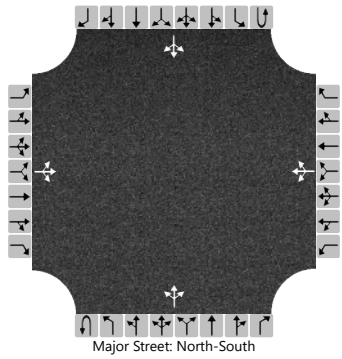
General Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2026
Time Analyzed	WD 2026 Base AM
Intersection Orientation	North-South
Project Description	Multi-Sport Facility

Site Information

Intersection	207 St & 114 Ave
Jurisdiction	City of Maple Ridge
East/West Street	114 Ave
North/South Street	207 St
Peak Hour Factor	0.77
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		14	0	0		1	0	6		0	169	0		2	212	22
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			18				9			0				3		
Capacity, c (veh/h)			462				741			1255				1350		
v/c Ratio			0.04				0.01			0.00				0.00		
95% Queue Length, Q_{95} (veh)			0.1				0.0			0.0				0.0		
95% Queue Length, Q_{95} (m)			0.77				0.00			0.00				0.00		
Control Delay (s/veh)			13.1				9.9			7.9	0.0	0.0		7.7	0.0	0.0
Level of Service (LOS)			B				A			A	A	A		A	A	A
Approach Delay (s/veh)	13.1				9.9				0.0				0.1			
Approach LOS	B				A				A				A			

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HCS Two-Way Stop-Control Report

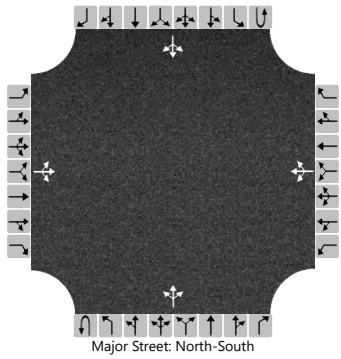
General Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2026
Time Analyzed	WD 2026 Base PM
Intersection Orientation	North-South
Project Description	Multi-Sport Facility

Site Information

Intersection	207 St & 114 Ave
Jurisdiction	City of Maple Ridge
East/West Street	114 Ave
North/South Street	207 St
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		12	0	1		3	1	3		0	454	4		5	184	7
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			15				8			0				6		
Capacity, c (veh/h)			338				400			1338				1046		
v/c Ratio			0.04				0.02			0.00				0.01		
95% Queue Length, Q_{95} (veh)			0.1				0.1			0.0				0.0		
95% Queue Length, Q_{95} (m)			0.77				0.77			0.00				0.00		
Control Delay (s/veh)			16.1				14.2			7.7	0.0	0.0		8.5	0.1	0.1
Level of Service (LOS)			C				B			A	A	A		A	A	A
Approach Delay (s/veh)	16.1				14.2				0.0				0.3			
Approach LOS	C				B				A				A			

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HCS Two-Way Stop-Control Report

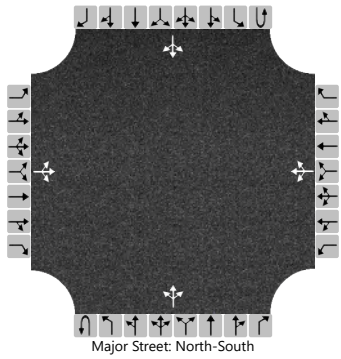
General Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2026
Time Analyzed	WE 2026 Base MD
Intersection Orientation	North-South
Project Description	Multi-Sport Facility

Site Information

Intersection	207 St & 114 Ave
Jurisdiction	City of Maple Ridge
East/West Street	114 Ave
North/South Street	207 St
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		3	0	2		2	0	4		1	240	3		2	171	3
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			6				7			1				2		
Capacity, c (veh/h)			580				630			1365				1264		
v/c Ratio			0.01				0.01			0.00				0.00		
95% Queue Length, Q_{95} (veh)			0.0				0.0			0.0				0.0		
95% Queue Length, Q_{95} (m)			0.00				0.00			0.00				0.00		
Control Delay (s/veh)			11.3				10.8			7.6	0.0	0.0		7.9	0.0	0.0
Level of Service (LOS)			B				B			A	A	A		A	A	A
Approach Delay (s/veh)		11.3				10.8				0.0				0.1		
Approach LOS		B				B				A				A		

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HCS Two-Way Stop-Control Report

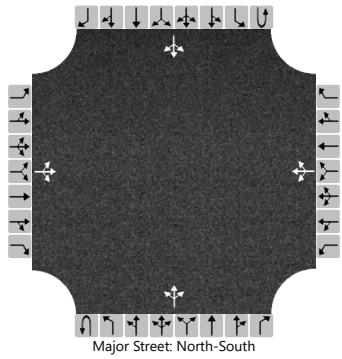
General Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2028
Time Analyzed	WD 2028 Base AM
Intersection Orientation	North-South
Project Description	Multi-Sport Facility

Site Information

Intersection	207 St & 114 Ave
Jurisdiction	City of Maple Ridge
East/West Street	114 Ave
North/South Street	207 St
Peak Hour Factor	0.77
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		15	0	0		1	0	6		0	176	0		2	220	23
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			19				9			0				3		
Capacity, c (veh/h)			448				729			1242				1340		
v/c Ratio			0.04				0.01			0.00				0.00		
95% Queue Length, Q_{95} (veh)			0.1				0.0			0.0				0.0		
95% Queue Length, Q_{95} (m)			0.77				0.00			0.00				0.00		
Control Delay (s/veh)			13.4				10.0			7.9	0.0	0.0		7.7	0.0	0.0
Level of Service (LOS)			B				A			A	A	A		A	A	A
Approach Delay (s/veh)		13.4				10.0				0.0				0.1		
Approach LOS		B				A				A				A		

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HCS Two-Way Stop-Control Report

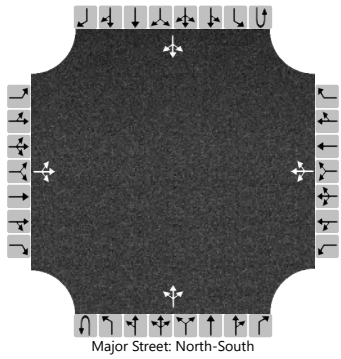
General Information

Analyst	MW
Agency/Co.	CTS
Date Performed	3/31/2026
Analysis Year	2028
Time Analyzed	WD 2028 Base+Site AM
Intersection Orientation	North-South
Project Description	Multi-Sport Facility

Site Information

Intersection	207 St & 114 Ave
Jurisdiction	City of Maple Ridge
East/West Street	114 Ave
North/South Street	207 St
Peak Hour Factor	0.77
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		15	0	0		1	0	8		0	176	0		3	220	23
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			19				12			0				4		
Capacity, c (veh/h)			443				745			1242				1340		
v/c Ratio			0.04				0.02			0.00				0.00		
95% Queue Length, Q_{95} (veh)			0.1				0.0			0.0				0.0		
95% Queue Length, Q_{95} (m)			0.77				0.00			0.00				0.00		
Control Delay (s/veh)			13.5				9.9			7.9	0.0	0.0		7.7	0.0	0.0
Level of Service (LOS)			B				A			A	A	A		A	A	A
Approach Delay (s/veh)		13.5				9.9				0.0				0.1		
Approach LOS		B				A				A				A		

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HCS Two-Way Stop-Control Report

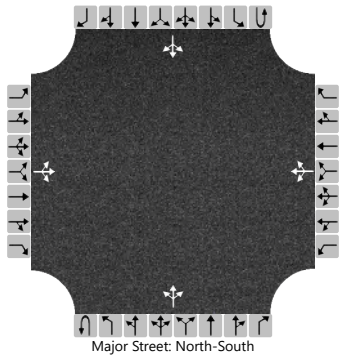
General Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2028
Time Analyzed	WD 2028 Base PM
Intersection Orientation	North-South
Project Description	Multi-Sport Facility

Site Information

Intersection	207 St & 114 Ave
Jurisdiction	City of Maple Ridge
East/West Street	114 Ave
North/South Street	207 St
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		12	0	1		3	1	3		0	472	4		5	191	7
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			15				8			0				6		
Capacity, c (veh/h)			323				385			1329				1028		
v/c Ratio			0.05				0.02			0.00				0.01		
95% Queue Length, Q_{95} (veh)			0.1				0.1			0.0				0.0		
95% Queue Length, Q_{95} (m)			0.77				0.77			0.00				0.00		
Control Delay (s/veh)			16.7				14.5			7.7	0.0	0.0		8.5	0.1	0.1
Level of Service (LOS)			C				B			A	A	A		A	A	A
Approach Delay (s/veh)	16.7				14.5				0.0				0.3			
Approach LOS	C				B				A				A			

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HCS Two-Way Stop-Control Report

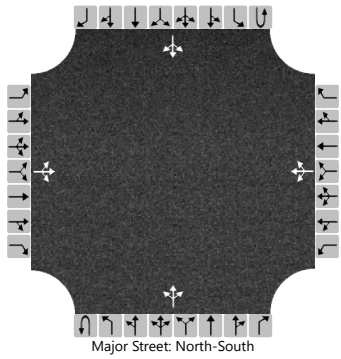
General Information

Analyst	MW
Agency/Co.	CTS
Date Performed	3/31/2026
Analysis Year	2028
Time Analyzed	WD 2028 Base+Site PM
Intersection Orientation	North-South
Project Description	Multi-Sport Facility

Site Information

Intersection	207 St & 114 Ave
Jurisdiction	City of Maple Ridge
East/West Street	114 Ave
North/South Street	207 St
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		12	0	1		3	1	11		0	472	4		22	191	7
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			15				17			0				25		
Capacity, c (veh/h)			292				442			1329				1028		
v/c Ratio			0.05				0.04			0.00				0.02		
95% Queue Length, Q_{95} (veh)			0.2				0.1			0.0				0.1		
95% Queue Length, Q_{95} (m)			1.55				0.77			0.00				0.76		
Control Delay (s/veh)			18.0				13.5			7.7	0.0	0.0		8.6	0.2	0.2
Level of Service (LOS)			C				B			A	A	A		A	A	A
Approach Delay (s/veh)		18.0				13.5				0.0				1.1		
Approach LOS		C				B				A				A		

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HCS Two-Way Stop-Control Report

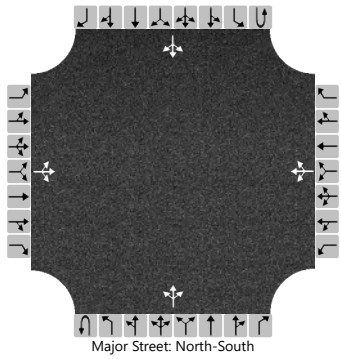
General Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2028
Time Analyzed	WE 2028 Base MD
Intersection Orientation	North-South
Project Description	Multi-Sport Facility

Site Information

Intersection	207 St & 114 Ave
Jurisdiction	City of Maple Ridge
East/West Street	114 Ave
North/South Street	207 St
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		3	0	2		2	0	4		1	250	3		2	178	3
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			6				7			1				2		
Capacity, c (veh/h)			566				616			1355				1251		
v/c Ratio			0.01				0.01			0.00				0.00		
95% Queue Length, Q_{95} (veh)			0.0				0.0			0.0				0.0		
95% Queue Length, Q_{95} (m)			0.00				0.00			0.00				0.00		
Control Delay (s/veh)			11.4				10.9			7.7	0.0	0.0		7.9	0.0	0.0
Level of Service (LOS)			B				B			A	A	A		A	A	A
Approach Delay (s/veh)		11.4				10.9				0.0				0.1		
Approach LOS		B				B				A				A		

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HCS Two-Way Stop-Control Report

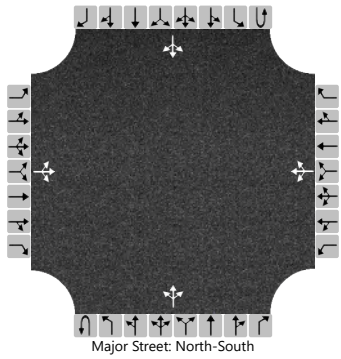
General Information

Analyst	MW
Agency/Co.	CTS
Date Performed	3/31/2026
Analysis Year	2028
Time Analyzed	WE 2028 Base+Site MD
Intersection Orientation	North-South
Project Description	Multi-Sport Facility

Site Information

Intersection	207 St & 114 Ave
Jurisdiction	City of Maple Ridge
East/West Street	114 Ave
North/South Street	207 St
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		3	0	2		2	0	56		1	250	3		58	178	3
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			6				67			1				67		
Capacity, c (veh/h)			419				710			1355				1251		
v/c Ratio			0.01				0.10			0.00				0.05		
95% Queue Length, Q_{95} (veh)			0.0				0.3			0.0				0.2		
95% Queue Length, Q_{95} (m)			0.00				2.32			0.00				1.52		
Control Delay (s/veh)			13.7				10.6			7.7	0.0	0.0		8.0	0.5	0.5
Level of Service (LOS)			B				B			A	A	A		A	A	A
Approach Delay (s/veh)		13.7				10.6				0.0				2.3		
Approach LOS		B				B				A				A		

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HCS Two-Way Stop-Control Report

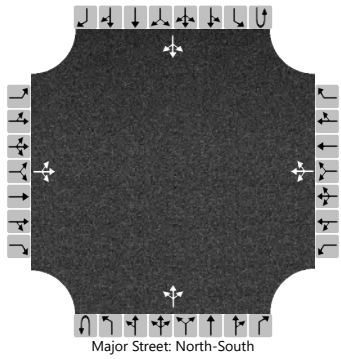
General Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2045
Time Analyzed	WD 2045 Base AM
Intersection Orientation	North-South
Project Description	Multi-Sport Facility

Site Information

Intersection	207 St & 114 Ave
Jurisdiction	City of Maple Ridge
East/West Street	114 Ave
North/South Street	207 St
Peak Hour Factor	0.77
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		19	0	0		1	0	8		0	233	0		3	293	30
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			25				12			0				4		
Capacity, c (veh/h)			339				655			1138				1258		
v/c Ratio			0.07				0.02			0.00				0.00		
95% Queue Length, Q_{95} (veh)			0.2				0.1			0.0				0.0		
95% Queue Length, Q_{95} (m)			1.55				0.77			0.00				0.00		
Control Delay (s/veh)			16.5				10.6			8.2	0.0	0.0		7.9	0.0	0.0
Level of Service (LOS)			C				B			A	A	A		A	A	A
Approach Delay (s/veh)		16.5				10.6				0.0				0.1		
Approach LOS		C				B				A				A		

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HCS Two-Way Stop-Control Report

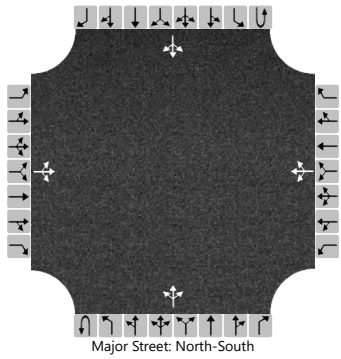
General Information

Analyst	MW
Agency/Co.	CTS
Date Performed	3/31/2026
Analysis Year	2045
Time Analyzed	WD 2045 Base+Site AM
Intersection Orientation	North-South
Project Description	Multi-Sport Facility

Site Information

Intersection	207 St & 114 Ave
Jurisdiction	City of Maple Ridge
East/West Street	114 Ave
North/South Street	207 St
Peak Hour Factor	0.77
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		19	0	0		1	0	17		0	233	0		10	293	30
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			25				23			0				13		
Capacity, c (veh/h)			318				691			1138				1258		
v/c Ratio			0.08				0.03			0.00				0.01		
95% Queue Length, Q_{95} (veh)			0.3				0.1			0.0				0.0		
95% Queue Length, Q_{95} (m)			2.32				0.77			0.00				0.00		
Control Delay (s/veh)			17.3				10.4			8.2	0.0	0.0		7.9	0.1	0.1
Level of Service (LOS)			C				B			A	A	A		A	A	A
Approach Delay (s/veh)		17.3				10.4				0.0				0.3		
Approach LOS		C				B				A				A		

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HCS Two-Way Stop-Control Report

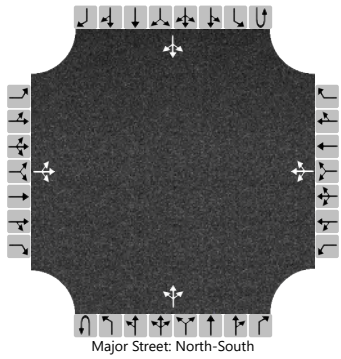
General Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2045
Time Analyzed	WD 2045 Base PM
Intersection Orientation	North-South
Project Description	Multi-Sport Facility

Site Information

Intersection	207 St & 114 Ave
Jurisdiction	City of Maple Ridge
East/West Street	114 Ave
North/South Street	207 St
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		17	0	1		4	1	4		0	627	6		7	254	10
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			20				10			0				8		
Capacity, c (veh/h)			213				275			1248				882		
v/c Ratio			0.10				0.04			0.00				0.01		
95% Queue Length, Q_{95} (veh)			0.3				0.1			0.0				0.0		
95% Queue Length, Q_{95} (m)			2.32				0.77			0.00				0.00		
Control Delay (s/veh)			23.7				18.6			7.9	0.0	0.0		9.1	0.1	0.1
Level of Service (LOS)			C				C			A	A	A		A	A	A
Approach Delay (s/veh)		23.7				18.6				0.0				0.3		
Approach LOS		C				C				A				A		

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HCS Two-Way Stop-Control Report

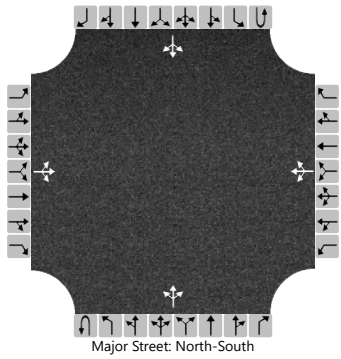
General Information

Analyst	MW
Agency/Co.	CTS
Date Performed	3/31/2026
Analysis Year	2045
Time Analyzed	WD 2045 Base+Site PM
Intersection Orientation	North-South
Project Description	Multi-Sport Facility

Site Information

Intersection	207 St & 114 Ave
Jurisdiction	City of Maple Ridge
East/West Street	114 Ave
North/South Street	207 St
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		17	0	1		4	1	34		0	627	6		61	254	10
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			20				44			0				69		
Capacity, c (veh/h)			145				355			1248				882		
v/c Ratio			0.14				0.12			0.00				0.08		
95% Queue Length, Q_{95} (veh)			0.5				0.4			0.0				0.3		
95% Queue Length, Q_{95} (m)			3.87				3.10			0.00				2.29		
Control Delay (s/veh)			33.9				16.6			7.9	0.0	0.0		9.4	0.9	0.9
Level of Service (LOS)			D				C			A	A	A		A	A	A
Approach Delay (s/veh)		33.9				16.6				0.0				2.5		
Approach LOS		D				C				A				A		

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HCS Two-Way Stop-Control Report

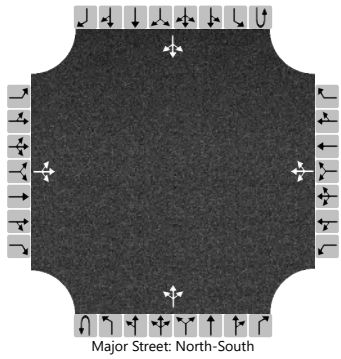
General Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2045
Time Analyzed	WE 2045 Base MD
Intersection Orientation	North-South
Project Description	Multi-Sport Facility

Site Information

Intersection	207 St & 114 Ave
Jurisdiction	City of Maple Ridge
East/West Street	114 Ave
North/South Street	207 St
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		4	0	3		3	0	6		1	331	4		3	236	4
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			8				10			1				3		
Capacity, c (veh/h)			464				513			1279				1154		
v/c Ratio			0.02				0.02			0.00				0.00		
95% Queue Length, Q_{95} (veh)			0.1				0.1			0.0				0.0		
95% Queue Length, Q_{95} (m)			0.77				0.77			0.00				0.00		
Control Delay (s/veh)			12.9				12.2			7.8	0.0	0.0		8.1	0.0	0.0
Level of Service (LOS)			B				B			A	A	A		A	A	A
Approach Delay (s/veh)	12.9				12.2				0.0				0.1			
Approach LOS	B				B				A				A			

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HCS Two-Way Stop-Control Report

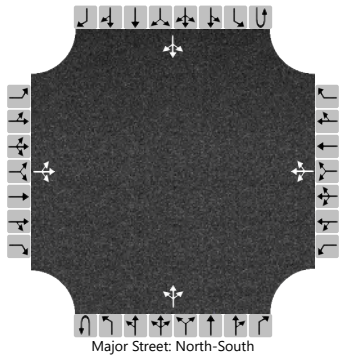
General Information

Analyst	MW
Agency/Co.	CTS
Date Performed	3/31/2026
Analysis Year	2045
Time Analyzed	WE 2045 Base+Site MD
Intersection Orientation	North-South
Project Description	Multi-Sport Facility

Site Information

Intersection	207 St & 114 Ave
Jurisdiction	City of Maple Ridge
East/West Street	114 Ave
North/South Street	207 St
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		4	0	3		3	0	119		1	331	4		124	236	4
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			8				142			1				144		
Capacity, c (veh/h)			219				616			1279				1154		
v/c Ratio			0.04				0.23			0.00				0.12		
95% Queue Length, Q_{95} (veh)			0.1				0.9			0.0				0.4		
95% Queue Length, Q_{95} (m)			0.77				6.97			0.00				3.05		
Control Delay (s/veh)			22.1				12.6			7.8	0.0	0.0		8.6	1.3	1.3
Level of Service (LOS)			C				B			A	A	A		A	A	A
Approach Delay (s/veh)		22.1				12.6				0.0				3.7		
Approach LOS		C				B				A				A		

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HCS Two-Way Stop-Control Report

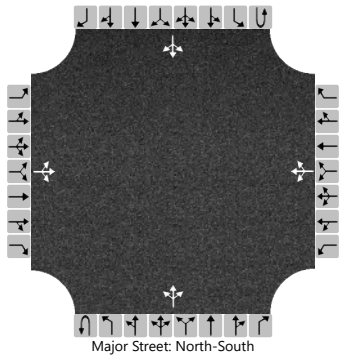
General Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2050
Time Analyzed	WD 2050 Base AM
Intersection Orientation	North-South
Project Description	Multi-Sport Facility

Site Information

Intersection	207 St & 114 Ave
Jurisdiction	City of Maple Ridge
East/West Street	114 Ave
North/South Street	207 St
Peak Hour Factor	0.77
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		21	0	0		2	0	9		0	251	0		3	314	33
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			27				14			0				4		
Capacity, c (veh/h)			311				584			1108				1234		
v/c Ratio			0.09				0.02			0.00				0.00		
95% Queue Length, Q_{95} (veh)			0.3				0.1			0.0				0.0		
95% Queue Length, Q_{95} (m)			2.32				0.77			0.00				0.00		
Control Delay (s/veh)			17.7				11.3			8.2	0.0	0.0		7.9	0.0	0.0
Level of Service (LOS)			C				B			A	A	A		A	A	A
Approach Delay (s/veh)	17.7				11.3				0.0				0.1			
Approach LOS	C				B				A				A			

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HCS Two-Way Stop-Control Report

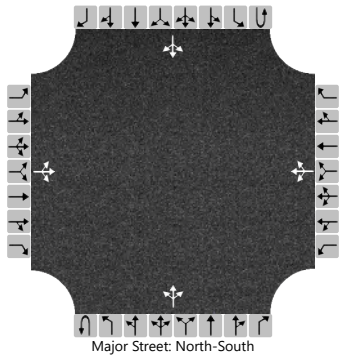
General Information

Analyst	MW
Agency/Co.	CTS
Date Performed	3/31/2026
Analysis Year	2050
Time Analyzed	WD 2050 Base+Site AM
Intersection Orientation	North-South
Project Description	Multi-Sport Facility

Site Information

Intersection	207 St & 114 Ave
Jurisdiction	City of Maple Ridge
East/West Street	114 Ave
North/South Street	207 St
Peak Hour Factor	0.77
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		21	0	0		2	0	18		0	251	0		10	314	33
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			27				26			0				13		
Capacity, c (veh/h)			292				632			1108				1234		
v/c Ratio			0.09				0.04			0.00				0.01		
95% Queue Length, Q_{95} (veh)			0.3				0.1			0.0				0.0		
95% Queue Length, Q_{95} (m)			2.32				0.77			0.00				0.00		
Control Delay (s/veh)			18.6				10.9			8.2	0.0	0.0		7.9	0.1	0.1
Level of Service (LOS)			C				B			A	A	A		A	A	A
Approach Delay (s/veh)		18.6				10.9				0.0				0.3		
Approach LOS		C				B				A				A		

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HCS Two-Way Stop-Control Report

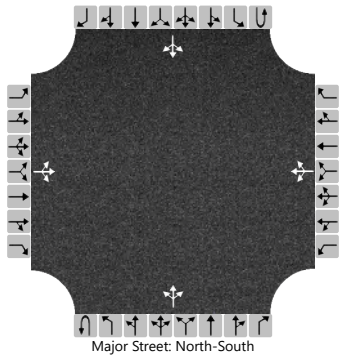
General Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2050
Time Analyzed	WD 2050 Base PM
Intersection Orientation	North-South
Project Description	Multi-Sport Facility

Site Information

Intersection	207 St & 114 Ave
Jurisdiction	City of Maple Ridge
East/West Street	114 Ave
North/South Street	207 St
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		18	0	2		5	2	5		0	672	6		8	273	11
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			23				14			0				9		
Capacity, c (veh/h)			194				244			1224				844		
v/c Ratio			0.12				0.06			0.00				0.01		
95% Queue Length, Q_{95} (veh)			0.4				0.2			0.0				0.0		
95% Queue Length, Q_{95} (m)			3.10				1.55			0.00				0.00		
Control Delay (s/veh)			26.0				20.6			7.9	0.0	0.0		9.3	0.1	0.1
Level of Service (LOS)			D				C			A	A	A		A	A	A
Approach Delay (s/veh)		26.0				20.6				0.0				0.4		
Approach LOS		D				C				A				A		

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HCS Two-Way Stop-Control Report

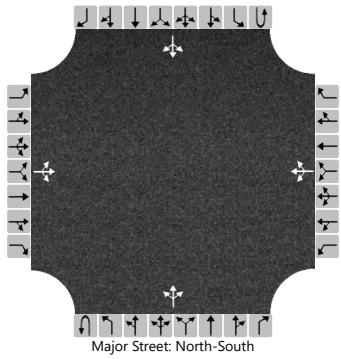
General Information

Analyst	MW
Agency/Co.	CTS
Date Performed	3/31/2026
Analysis Year	2050
Time Analyzed	WD 2050 Base+Site PM
Intersection Orientation	North-South
Project Description	Multi-Sport Facility

Site Information

Intersection	207 St & 114 Ave
Jurisdiction	City of Maple Ridge
East/West Street	114 Ave
North/South Street	207 St
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		18	0	2		5	2	35		0	672	6		62	273	11
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			23				48			0				70		
Capacity, c (veh/h)			130				310			1224				844		
v/c Ratio			0.17				0.15			0.00				0.08		
95% Queue Length, Q_{95} (veh)			0.6				0.5			0.0				0.3		
95% Queue Length, Q_{95} (m)			4.65				3.87			0.00				2.29		
Control Delay (s/veh)			38.4				18.7			7.9	0.0	0.0		9.7	1.0	1.0
Level of Service (LOS)			E				C			A	A	A		A	A	A
Approach Delay (s/veh)	38.4				18.7				0.0				2.5			
Approach LOS	E				C				A				A			

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HCS Two-Way Stop-Control Report

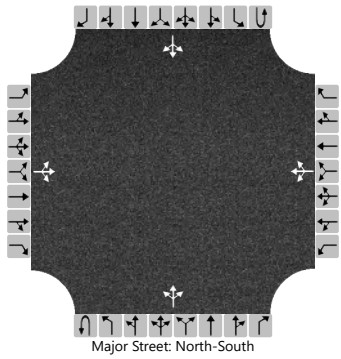
General Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2050
Time Analyzed	WE 2050 Base MD
Intersection Orientation	North-South
Project Description	Multi-Sport Facility

Site Information

Intersection	207 St & 114 Ave
Jurisdiction	City of Maple Ridge
East/West Street	114 Ave
North/South Street	207 St
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		5	0	3		3	0	6		2	356	5		3	254	5
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			9				10			2				3		
Capacity, c (veh/h)			417				483			1255				1125		
v/c Ratio			0.02				0.02			0.00				0.00		
95% Queue Length, Q_{95} (veh)			0.1				0.1			0.0				0.0		
95% Queue Length, Q_{95} (m)			0.77				0.77			0.00				0.00		
Control Delay (s/veh)			13.8				12.6			7.9	0.0	0.0		8.2	0.0	0.0
Level of Service (LOS)			B				B			A	A	A		A	A	A
Approach Delay (s/veh)		13.8				12.6				0.1				0.1		
Approach LOS		B				B				A				A		

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HCS Two-Way Stop-Control Report

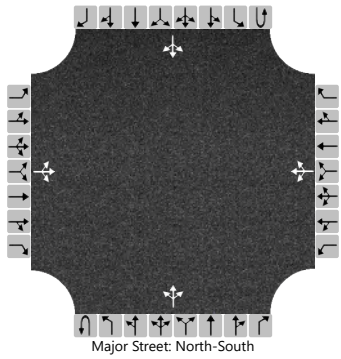
General Information

Analyst	MW
Agency/Co.	CTS
Date Performed	3/31/2026
Analysis Year	2050
Time Analyzed	WE 2050 Base+Site MD
Intersection Orientation	North-South
Project Description	Multi-Sport Facility

Site Information

Intersection	207 St & 114 Ave
Jurisdiction	City of Maple Ridge
East/West Street	114 Ave
North/South Street	207 St
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		5	0	3		3	0	119		2	356	5		124	254	5
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			9				142			2				144		
Capacity, c (veh/h)			187				590			1255				1125		
v/c Ratio			0.05				0.24			0.00				0.13		
95% Queue Length, Q_{95} (veh)			0.2				0.9			0.0				0.4		
95% Queue Length, Q_{95} (m)			1.55				6.97			0.00				3.05		
Control Delay (s/veh)			25.3				13.0			7.9	0.0	0.0		8.7	1.3	1.3
Level of Service (LOS)			D				B			A	A	A		A	A	A
Approach Delay (s/veh)		25.3				13.0				0.1				3.7		
Approach LOS		D				B				A				A		

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HCS Two-Way Stop-Control Report

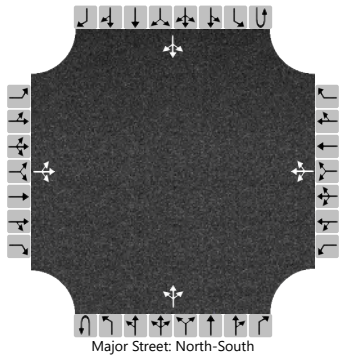
General Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2026
Time Analyzed	WD 2026 Base AM
Intersection Orientation	North-South
Project Description	Multi-Sport Facility

Site Information

Intersection	207 St & Golf Lane
Jurisdiction	City of Maple Ridge
East/West Street	Golf Lane
North/South Street	207 St
Peak Hour Factor	0.77
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		54	1	1		3	11	29		1	188	5		37	246	110
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			73				56			1				48		
Capacity, c (veh/h)			275				507			1082				1300		
v/c Ratio			0.26				0.11			0.00				0.04		
95% Queue Length, Q_{95} (veh)			1.0				0.4			0.0				0.1		
95% Queue Length, Q_{95} (m)			7.80				3.12			0.00				0.76		
Control Delay (s/veh)			22.7				13.0			8.3	0.0	0.0		7.9	0.4	0.4
Level of Service (LOS)			C				B			A	A	A		A	A	A
Approach Delay (s/veh)		22.7				13.0				0.1				1.1		
Approach LOS		C				B				A				A		

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HCS Two-Way Stop-Control Report

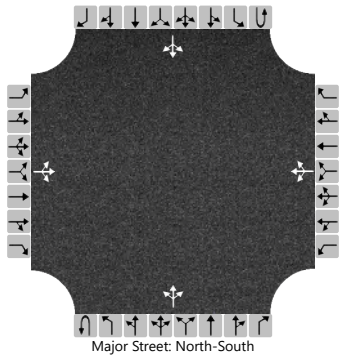
General Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2026
Time Analyzed	WD 2026 Base PM
Intersection Orientation	North-South
Project Description	Multi-Sport Facility

Site Information

Intersection	207 St & Golf Lane
Jurisdiction	City of Maple Ridge
East/West Street	Golf Lane
North/South Street	207 St
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		150	5	3		3	0	2		0	535	5		3	201	43
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			180				6			0				3		
Capacity, c (veh/h)			270				320			1279				961		
v/c Ratio			0.66				0.02			0.00				0.00		
95% Queue Length, Q_{95} (veh)			4.3				0.1			0.0				0.0		
95% Queue Length, Q_{95} (m)			33.29				0.77			0.00				0.00		
Control Delay (s/veh)			41.2				16.5			7.8	0.0	0.0		8.8	0.0	0.0
Level of Service (LOS)			E				C			A	A	A		A	A	A
Approach Delay (s/veh)		41.2				16.5				0.0				0.1		
Approach LOS		E				C				A				A		

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HCS Two-Way Stop-Control Report

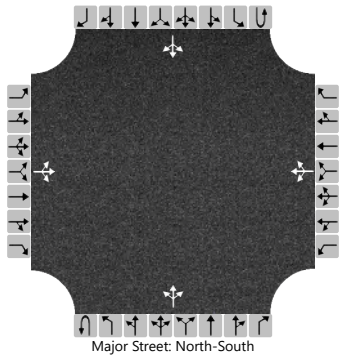
General Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2026
Time Analyzed	WE 2026 Base MD
Intersection Orientation	North-South
Project Description	Multi-Sport Facility

Site Information

Intersection	207 St & Golf Lane
Jurisdiction	City of Maple Ridge
East/West Street	Golf Lane
North/South Street	207 St
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		52	6	2		4	2	18		0	260	2		14	217	55
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			70				28			0				16		
Capacity, c (veh/h)			377				592			1228				1252		
v/c Ratio			0.19				0.05			0.00				0.01		
95% Queue Length, Q_{95} (veh)			0.7				0.1			0.0				0.0		
95% Queue Length, Q_{95} (m)			5.42				0.77			0.00				0.00		
Control Delay (s/veh)			16.7				11.4			7.9	0.0	0.0		7.9	0.1	0.1
Level of Service (LOS)			C				B			A	A	A		A	A	A
Approach Delay (s/veh)	16.7				11.4				0.0				0.5			
Approach LOS	C				B				A				A			

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HCS Two-Way Stop-Control Report

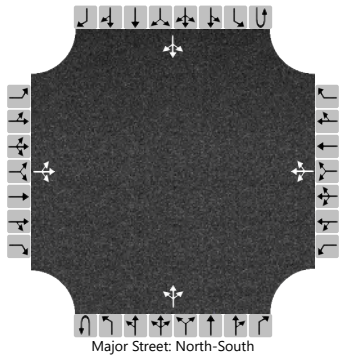
General Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2028
Time Analyzed	WD 2028 Base AM
Intersection Orientation	North-South
Project Description	Multi-Sport Facility

Site Information

Intersection	207 St & Golf Lane
Jurisdiction	City of Maple Ridge
East/West Street	Golf Lane
North/South Street	207 St
Peak Hour Factor	0.77
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		56	1	1		3	11	30		1	196	5		38	256	114
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			75				57			1				49		
Capacity, c (veh/h)			261				495			1065				1288		
v/c Ratio			0.29				0.12			0.00				0.04		
95% Queue Length, Q_{95} (veh)			1.2				0.4			0.0				0.1		
95% Queue Length, Q_{95} (m)			9.36				3.12			0.00				0.76		
Control Delay (s/veh)			24.3				13.2			8.4	0.0	0.0		7.9	0.4	0.4
Level of Service (LOS)			C				B			A	A	A		A	A	A
Approach Delay (s/veh)		24.3				13.2				0.1				1.1		
Approach LOS		C				B				A				A		

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HCS Two-Way Stop-Control Report

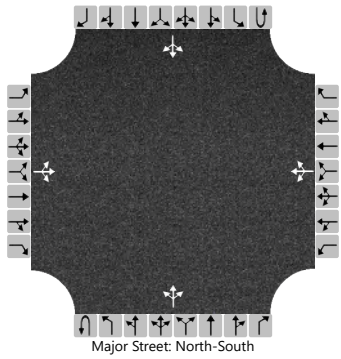
General Information

Analyst	MW
Agency/Co.	CTS
Date Performed	3/30/2026
Analysis Year	2028
Time Analyzed	WD 2028 Base+Site AM
Intersection Orientation	North-South
Project Description	Multi-Sport Facility

Site Information

Intersection	207 St & Golf Lane
Jurisdiction	City of Maple Ridge
East/West Street	Golf Lane
North/South Street	207 St
Peak Hour Factor	0.77
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		56	1	1		3	11	30		2	197	5		38	257	114
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			75				57			3				49		
Capacity, c (veh/h)			258				493			1064				1287		
v/c Ratio			0.29				0.12			0.00				0.04		
95% Queue Length, Q_{95} (veh)			1.2				0.4			0.0				0.1		
95% Queue Length, Q_{95} (m)			9.36				3.12			0.00				0.76		
Control Delay (s/veh)			24.6				13.3			8.4	0.0	0.0		7.9	0.4	0.4
Level of Service (LOS)			C				B			A	A	A		A	A	A
Approach Delay (s/veh)		24.6				13.3				0.1				1.1		
Approach LOS		C				B				A				A		

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HCS Two-Way Stop-Control Report

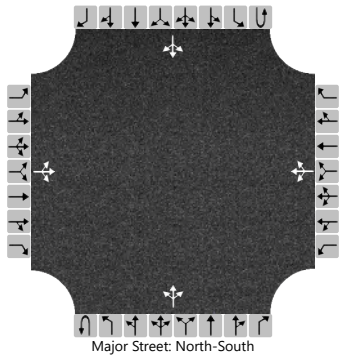
General Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2028
Time Analyzed	WD 2028 Base PM
Intersection Orientation	North-South
Project Description	Multi-Sport Facility

Site Information

Intersection	207 St & Golf Lane
Jurisdiction	City of Maple Ridge
East/West Street	Golf Lane
North/South Street	207 St
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		156	5	3		3	0	2		0	556	5		3	209	45
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			186				6			0				3		
Capacity, c (veh/h)			256				305			1266				941		
v/c Ratio			0.73				0.02			0.00				0.00		
95% Queue Length, Q_{95} (veh)			5.1				0.1			0.0				0.0		
95% Queue Length, Q_{95} (m)			39.48				0.77			0.00				0.00		
Control Delay (s/veh)			49.2				17.0			7.8	0.0	0.0		8.8	0.0	0.0
Level of Service (LOS)			E				C			A	A	A		A	A	A
Approach Delay (s/veh)		49.2				17.0				0.0				0.1		
Approach LOS		E				C				A				A		

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HCS Two-Way Stop-Control Report

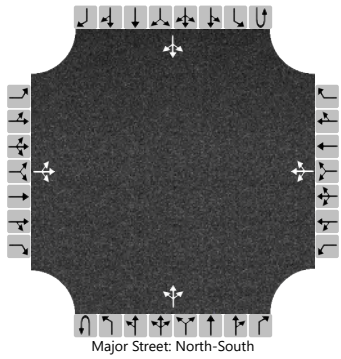
General Information

Analyst	MW
Agency/Co.	CTS
Date Performed	3/30/2026
Analysis Year	2028
Time Analyzed	WD 2028 Base+Site PM
Intersection Orientation	North-South
Project Description	Multi-Sport Facility

Site Information

Intersection	207 St & Golf Lane
Jurisdiction	City of Maple Ridge
East/West Street	Golf Lane
North/South Street	207 St
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		156	6	14		3	0	3		4	560	5		4	215	45
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			200				7			5				5		
Capacity, c (veh/h)			256				307			1259				937		
v/c Ratio			0.78				0.02			0.00				0.00		
95% Queue Length, Q_{95} (veh)			5.9				0.1			0.0				0.0		
95% Queue Length, Q_{95} (m)			45.68				0.77			0.00				0.00		
Control Delay (s/veh)			55.9				17.0			7.9	0.0	0.0		8.9	0.1	0.1
Level of Service (LOS)			F				C			A	A	A		A	A	A
Approach Delay (s/veh)	55.9				17.0				0.1				0.2			
Approach LOS	F				C				A				A			

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HCS Two-Way Stop-Control Report

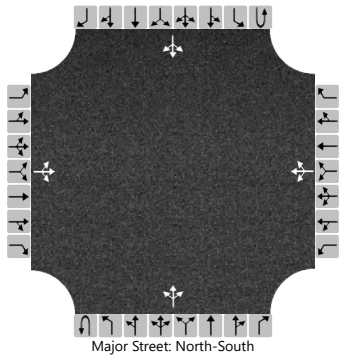
General Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2028
Time Analyzed	WE 2028 Base MD
Intersection Orientation	North-South
Project Description	Multi-Sport Facility

Site Information

Intersection	207 St & Golf Lane
Jurisdiction	City of Maple Ridge
East/West Street	Golf Lane
North/South Street	207 St
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		54	6	2		4	2	19		0	270	2		15	226	57
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			72				29			0				17		
Capacity, c (veh/h)			361				583			1215				1239		
v/c Ratio			0.20				0.05			0.00				0.01		
95% Queue Length, Q_{95} (veh)			0.7				0.2			0.0				0.0		
95% Queue Length, Q_{95} (m)			5.42				1.55			0.00				0.00		
Control Delay (s/veh)			17.5				11.5			8.0	0.0	0.0		7.9	0.1	0.1
Level of Service (LOS)			C				B			A	A	A		A	A	A
Approach Delay (s/veh)		17.5				11.5				0.0				0.5		
Approach LOS		C				B				A				A		

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HCS Two-Way Stop-Control Report

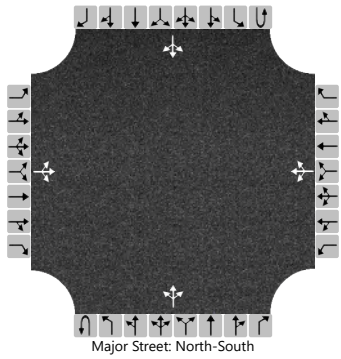
General Information

Analyst	MW
Agency/Co.	CTS
Date Performed	3/30/2026
Analysis Year	2028
Time Analyzed	WE 2028 Base+Site MD
Intersection Orientation	North-South
Project Description	Multi-Sport Facility

Site Information

Intersection	207 St & Golf Lane
Jurisdiction	City of Maple Ridge
East/West Street	Golf Lane
North/South Street	207 St
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		54	9	32		4	5	22		28	294	2		18	252	57
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			110				36			33				21		
Capacity, c (veh/h)			346				483			1184				1210		
v/c Ratio			0.32				0.07			0.03				0.02		
95% Queue Length, Q_{95} (veh)			1.3				0.2			0.1				0.1		
95% Queue Length, Q_{95} (m)			10.06				1.55			0.76				0.76		
Control Delay (s/veh)			20.2				13.1			8.1	0.3	0.3		8.0	0.2	0.2
Level of Service (LOS)			C				B			A	A	A		A	A	A
Approach Delay (s/veh)	20.2				13.1				1.0				0.6			
Approach LOS	C				B				A				A			

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HCS Two-Way Stop-Control Report

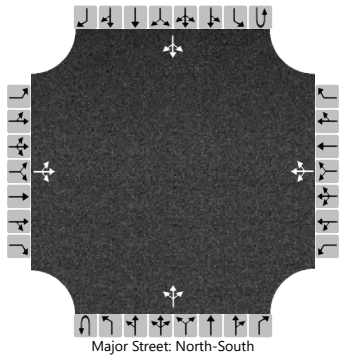
General Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2045
Time Analyzed	WD 2045 Base AM
Intersection Orientation	North-South
Project Description	Multi-Sport Facility

Site Information

Intersection	207 St & Golf Lane
Jurisdiction	City of Maple Ridge
East/West Street	Golf Lane
North/South Street	207 St
Peak Hour Factor	0.77
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		75	1	1		4	15	40		1	259	7		51	339	152
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			100				77			1				66		
Capacity, c (veh/h)			155				369			931				1199		
v/c Ratio			0.64				0.21			0.00				0.06		
95% Queue Length, Q_{95} (veh)			3.6				0.8			0.0				0.2		
95% Queue Length, Q_{95} (m)			28.09				6.24			0.00				1.52		
Control Delay (s/veh)			62.8				17.3			8.9	0.0	0.0		8.2	0.7	0.7
Level of Service (LOS)			F				C			A	A	A		A	A	A
Approach Delay (s/veh)		62.8				17.3				0.0				1.4		
Approach LOS		F				C				A				A		

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HCS Two-Way Stop-Control Report

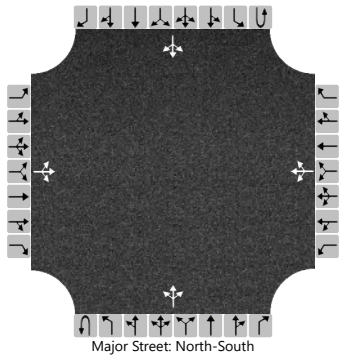
General Information

Analyst	MW
Agency/Co.	CTS
Date Performed	3/30/2026
Analysis Year	2045
Time Analyzed	WD 2045 Base+Site AM
Intersection Orientation	North-South
Project Description	Multi-Sport Facility

Site Information

Intersection	207 St & Golf Lane
Jurisdiction	City of Maple Ridge
East/West Street	Golf Lane
North/South Street	207 St
Peak Hour Factor	0.77
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		75	5	4		4	20	45		6	263	7		55	343	152
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			109				90			8				71		
Capacity, c (veh/h)			141				338			927				1194		
v/c Ratio			0.77				0.27			0.01				0.06		
95% Queue Length, Q_{95} (veh)			4.7				1.0			0.0				0.2		
95% Queue Length, Q_{95} (m)			36.67				7.80			0.00				1.52		
Control Delay (s/veh)			86.2				19.5			8.9	0.1	0.1		8.2	0.8	0.8
Level of Service (LOS)			F				C			A	A	A		A	A	A
Approach Delay (s/veh)		86.2				19.5				0.3				1.5		
Approach LOS		F				C				A				A		

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HCS Two-Way Stop-Control Report

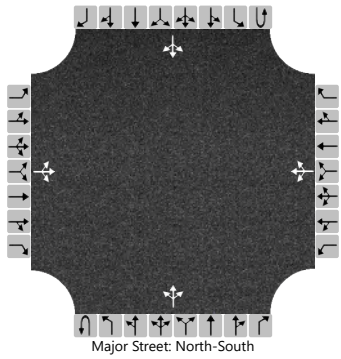
General Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2045
Time Analyzed	WD 2045 Base PM
Intersection Orientation	North-South
Project Description	Multi-Sport Facility

Site Information

Intersection	207 St & Golf Lane
Jurisdiction	City of Maple Ridge
East/West Street	Golf Lane
North/South Street	207 St
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		207	7	4		4	0	3		0	738	7		4	277	59
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			248				8			0				5		
Capacity, c (veh/h)			160				200			1170				786		
v/c Ratio			1.55				0.04			0.00				0.01		
95% Queue Length, Q_{95} (veh)			16.6				0.1			0.0				0.0		
95% Queue Length, Q_{95} (m)			128.52				0.77			0.00				0.00		
Control Delay (s/veh)			325.7				23.8			8.1	0.0	0.0		9.6	0.1	0.1
Level of Service (LOS)			F				C			A	A	A		A	A	A
Approach Delay (s/veh)		325.7				23.8				0.0				0.2		
Approach LOS		F				C				A				A		

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HCS Two-Way Stop-Control Report

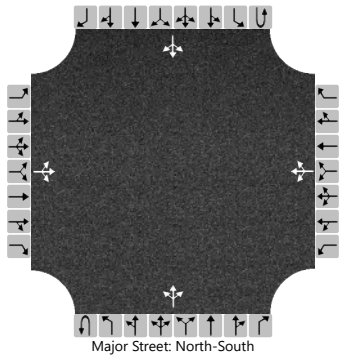
General Information

Analyst	MW
Agency/Co.	CTS
Date Performed	3/30/2026
Analysis Year	2045
Time Analyzed	WD 2045 Base+Site PM
Intersection Orientation	North-South
Project Description	Multi-Sport Facility

Site Information

Intersection	207 St & Golf Lane
Jurisdiction	City of Maple Ridge
East/West Street	Golf Lane
North/South Street	207 St
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		207	25	38		4	8	11		15	753	7		15	297	59
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			307				26			17				17		
Capacity, c (veh/h)			134				177			1148				775		
v/c Ratio			2.29				0.15			0.01				0.02		
95% Queue Length, Q_{95} (veh)			26.0				0.5			0.0				0.1		
95% Queue Length, Q_{95} (m)			201.29				3.87			0.00				0.76		
Control Delay (s/veh)			657.4				28.8			8.2	0.2	0.2		9.8	0.3	0.3
Level of Service (LOS)			F				D			A	A	A		A	A	A
Approach Delay (s/veh)	657.4				28.8				0.4				0.7			
Approach LOS	F				D				A				A			

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HCS Two-Way Stop-Control Report

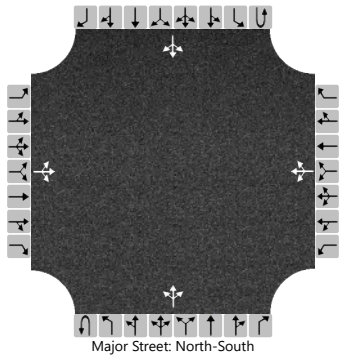
General Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2045
Time Analyzed	WE 2045 Base MD
Intersection Orientation	North-South
Project Description	Multi-Sport Facility

Site Information

Intersection	207 St & Golf Lane
Jurisdiction	City of Maple Ridge
East/West Street	Golf Lane
North/South Street	207 St
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		72	8	3		6	3	25		0	359	3		19	299	76
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			97				40			0				22		
Capacity, c (veh/h)			254				457			1110				1134		
v/c Ratio			0.38				0.09			0.00				0.02		
95% Queue Length, Q_{95} (veh)			1.7				0.3			0.0				0.1		
95% Queue Length, Q_{95} (m)			13.16				2.32			0.00				0.76		
Control Delay (s/veh)			27.6				13.6			8.2	0.0	0.0		8.2	0.2	0.2
Level of Service (LOS)			D				B			A	A	A		A	A	A
Approach Delay (s/veh)	27.6				13.6				0.0				0.6			
Approach LOS	D				B				A				A			

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HCS Two-Way Stop-Control Report

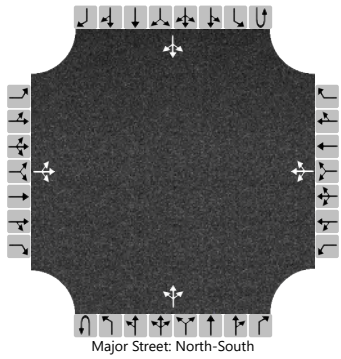
General Information

Analyst	MW
Agency/Co.	CTS
Date Performed	3/30/2026
Analysis Year	2045
Time Analyzed	WE 2045 Base+Site MD
Intersection Orientation	North-South
Project Description	Multi-Sport Facility

Site Information

Intersection	207 St & Golf Lane
Jurisdiction	City of Maple Ridge
East/West Street	Golf Lane
North/South Street	207 St
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		72	29	68		6	23	42		60	412	3		38	355	76
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			197				83			70				44		
Capacity, c (veh/h)			174				249			1050				1076		
v/c Ratio			1.13				0.33			0.07				0.04		
95% Queue Length, Q_{95} (veh)			10.1				1.4			0.2				0.1		
95% Queue Length, Q_{95} (m)			78.19				10.84			1.52				0.76		
Control Delay (s/veh)			162.4				26.5			8.7	0.8	0.8		8.5	0.5	0.5
Level of Service (LOS)			F				D			A	A	A		A	A	A
Approach Delay (s/veh)		162.4				26.5				1.8				1.1		
Approach LOS		F				D				A				A		

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HCS Two-Way Stop-Control Report

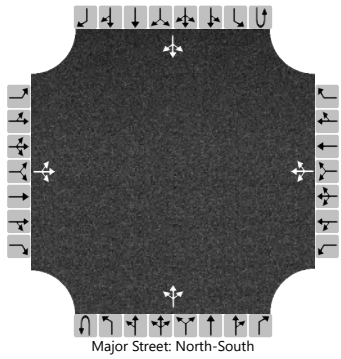
General Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2050
Time Analyzed	WD 2050 Base AM
Intersection Orientation	North-South
Project Description	Multi-Sport Facility

Site Information

Intersection	207 St & Golf Lane
Jurisdiction	City of Maple Ridge
East/West Street	Golf Lane
North/South Street	207 St
Peak Hour Factor	0.77
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		80	2	2		5	17	43		2	279	8		55	365	163
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			109				84			3				71		
Capacity, c (veh/h)			130				324			893				1172		
v/c Ratio			0.84				0.26			0.00				0.06		
95% Queue Length, Q_{95} (veh)			5.2				1.0			0.0				0.2		
95% Queue Length, Q_{95} (m)			40.57				7.80			0.00				1.52		
Control Delay (s/veh)			104.9				20.0			9.0	0.0	0.0		8.3	0.8	0.8
Level of Service (LOS)			F				C			A	A	A		A	A	A
Approach Delay (s/veh)		104.9				20.0				0.1				1.5		
Approach LOS		F				C				A				A		

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HCS Two-Way Stop-Control Report

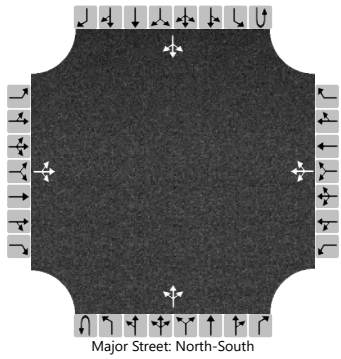
General Information

Analyst	MW
Agency/Co.	CTS
Date Performed	3/30/2026
Analysis Year	2050
Time Analyzed	WD 2050 Base+Site AM
Intersection Orientation	North-South
Project Description	Multi-Sport Facility

Site Information

Intersection	207 St & Golf Lane
Jurisdiction	City of Maple Ridge
East/West Street	Golf Lane
North/South Street	207 St
Peak Hour Factor	0.77
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		80	6	5		5	22	48		7	283	8		59	369	163
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			118				97			9				77		
Capacity, c (veh/h)			117				297			889				1167		
v/c Ratio			1.01				0.33			0.01				0.07		
95% Queue Length, Q_{95} (veh)			6.7				1.4			0.0				0.2		
95% Queue Length, Q_{95} (m)			52.28				10.92			0.00				1.52		
Control Delay (s/veh)			155.4				22.9			9.1	0.1	0.1		8.3	0.9	0.9
Level of Service (LOS)			F				C			A	A	A		A	A	A
Approach Delay (s/veh)		155.4				22.9				0.3				1.6		
Approach LOS		F				C				A				A		

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HCS Two-Way Stop-Control Report

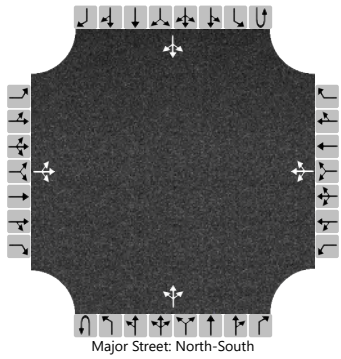
General Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2050
Time Analyzed	WD 2050 Base PM
Intersection Orientation	North-South
Project Description	Multi-Sport Facility

Site Information

Intersection	207 St & Golf Lane
Jurisdiction	City of Maple Ridge
East/West Street	Golf Lane
North/South Street	207 St
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		222	8	5		5	0	3		0	792	8		5	298	64
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			267				9			0				6		
Capacity, c (veh/h)			139				165			1141				745		
v/c Ratio			1.93				0.05			0.00				0.01		
95% Queue Length, Q_{95} (veh)			20.8				0.2			0.0				0.0		
95% Queue Length, Q_{95} (m)			161.03				1.55			0.00				0.00		
Control Delay (s/veh)			495.6				28.0			8.2	0.0	0.0		9.9	0.1	0.1
Level of Service (LOS)			F				D			A	A	A		A	A	A
Approach Delay (s/veh)	495.6				28.0				0.0				0.2			
Approach LOS	F				D				A				A			

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HCS Two-Way Stop-Control Report

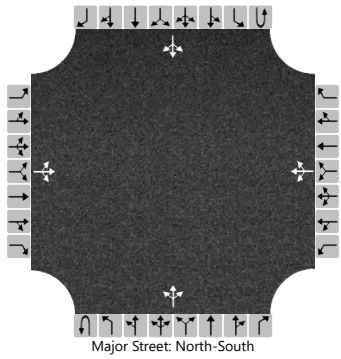
General Information

Analyst	MW
Agency/Co.	CTS
Date Performed	3/30/2026
Analysis Year	2050
Time Analyzed	WD 2050 Base+Site PM
Intersection Orientation	North-South
Project Description	Multi-Sport Facility

Site Information

Intersection	207 St & Golf Lane
Jurisdiction	City of Maple Ridge
East/West Street	Golf Lane
North/South Street	207 St
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		222	26	39		5	8	11		15	807	8		16	318	64
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			326				27			17				18		
Capacity, c (veh/h)			114				147			1119				734		
v/c Ratio			2.87				0.19			0.02				0.02		
95% Queue Length, Q_{95} (veh)			30.6				0.7			0.0				0.1		
95% Queue Length, Q_{95} (m)			236.90				5.42			0.00				0.76		
Control Delay (s/veh)			923.6				34.9			8.3	0.2	0.2		10.0	0.3	0.3
Level of Service (LOS)			F				D			A	A	A		B	A	A
Approach Delay (s/veh)	923.6				34.9				0.4				0.7			
Approach LOS	F				D				A				A			

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HCS Two-Way Stop-Control Report

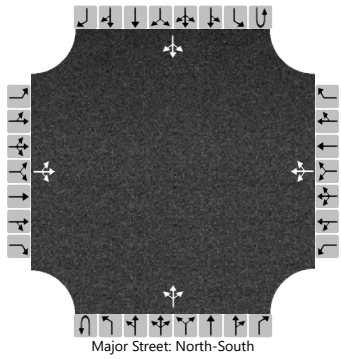
General Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2050
Time Analyzed	WE 2050 Base MD
Intersection Orientation	North-South
Project Description	Multi-Sport Facility

Site Information

Intersection	207 St & Golf Lane
Jurisdiction	City of Maple Ridge
East/West Street	Golf Lane
North/South Street	207 St
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		77	9	3		6	3	27		0	385	3		21	322	82
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			103				42			0				24		
Capacity, c (veh/h)			227				432			1078				1105		
v/c Ratio			0.46				0.10			0.00				0.02		
95% Queue Length, Q_{95} (veh)			2.2				0.3			0.0				0.1		
95% Queue Length, Q_{95} (m)			17.03				2.32			0.00				0.76		
Control Delay (s/veh)			33.5				14.2			8.3	0.0	0.0		8.3	0.2	0.2
Level of Service (LOS)			D				B			A	A	A		A	A	A
Approach Delay (s/veh)		33.5				14.2				0.0				0.6		
Approach LOS		D				B				A				A		

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HCS Two-Way Stop-Control Report

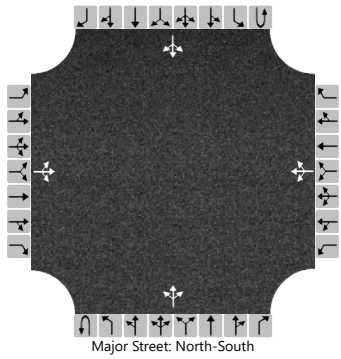
General Information

Analyst	MW
Agency/Co.	CTS
Date Performed	3/30/2026
Analysis Year	2050
Time Analyzed	WE 2050 Base+Site MD
Intersection Orientation	North-South
Project Description	Multi-Sport Facility

Site Information

Intersection	207 St & Golf Lane
Jurisdiction	City of Maple Ridge
East/West Street	Golf Lane
North/South Street	207 St
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		77	30	68		6	23	44		60	438	3		40	378	82
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			203				85			70				47		
Capacity, c (veh/h)			150				229			1020				1049		
v/c Ratio			1.35				0.37			0.07				0.04		
95% Queue Length, Q_{95} (veh)			12.7				1.6			0.2				0.1		
95% Queue Length, Q_{95} (m)			98.32				12.39			1.52				0.76		
Control Delay (s/veh)			253.0				29.8			8.8	0.8	0.8		8.6	0.5	0.5
Level of Service (LOS)			F				D			A	A	A		A	A	A
Approach Delay (s/veh)		253.0				29.8				1.8				1.2		
Approach LOS		F				D				A				A		

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HCS Two-Way Stop-Control Report

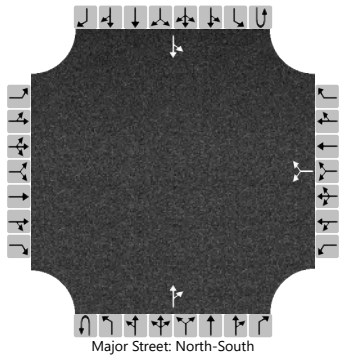
General Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2026
Time Analyzed	WD 2026 Base AM
Intersection Orientation	North-South
Project Description	Multi-Sport Facility

Site Information

Intersection	Maple Cres & Westfield Ave
Jurisdiction	City of Maple Ridge
East/West Street	Westfield Ave
North/South Street	Maple Cres
Peak Hour Factor	0.77
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						4		146			361	5		30	151	
Percent Heavy Vehicles (%)						7		7						7		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.47		6.27						4.17		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.56		3.36						2.26		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							195							39		
Capacity, c (veh/h)							539							1012		
v/c Ratio							0.36							0.04		
95% Queue Length, Q_{95} (veh)							1.6							0.1		
95% Queue Length, Q_{95} (m)							12.87							0.80		
Control Delay (s/veh)							15.4							8.7	0.4	
Level of Service (LOS)							C							A	A	
Approach Delay (s/veh)						15.4								1.8		
Approach LOS						C								A		

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HCS Two-Way Stop-Control Report

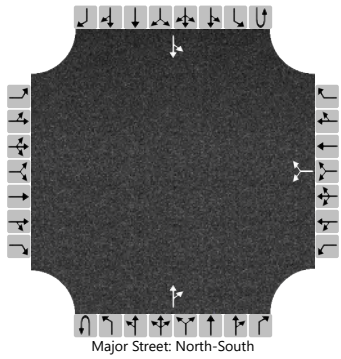
General Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2026
Time Analyzed	WD 2026 Base PM
Intersection Orientation	North-South
Project Description	Multi-Sport Facility

Site Information

Intersection	Maple Cres & Westfield Ave
Jurisdiction	City of Maple Ridge
East/West Street	Westfield Ave
North/South Street	Maple Cres
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						2		43			137	2		181	650	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							51							206		
Capacity, c (veh/h)							693							1396		
v/c Ratio							0.07							0.15		
95% Queue Length, Q_{95} (veh)							0.2							0.5		
95% Queue Length, Q_{95} (m)							1.55							3.87		
Control Delay (s/veh)							10.6							8.0	1.9	
Level of Service (LOS)							B							A	A	
Approach Delay (s/veh)						10.6								3.3		
Approach LOS						B								A		

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HCS Two-Way Stop-Control Report

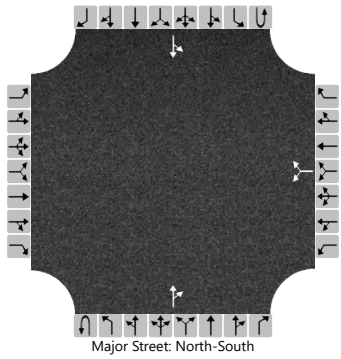
General Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2026
Time Analyzed	WE 2026 Base MD
Intersection Orientation	North-South
Project Description	Multi-Sport Facility

Site Information

Intersection	Maple Cres & Westfield Ave
Jurisdiction	City of Maple Ridge
East/West Street	Westfield Ave
North/South Street	Maple Cres
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						3		55			293	0		66	292	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							67							77		
Capacity, c (veh/h)							656							1214		
v/c Ratio							0.10							0.06		
95% Queue Length, Q_{95} (veh)							0.3							0.2		
95% Queue Length, Q_{95} (m)							2.32							1.55		
Control Delay (s/veh)							11.1							8.2	0.6	
Level of Service (LOS)							B							A	A	
Approach Delay (s/veh)						11.1								2.0		
Approach LOS						B								A		

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HCS Two-Way Stop-Control Report

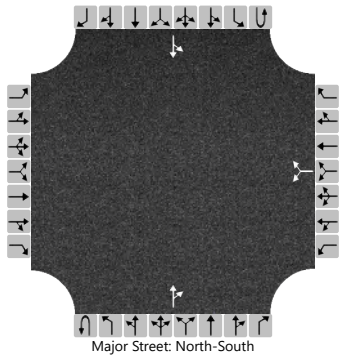
General Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2028
Time Analyzed	WD 2028 Base AM
Intersection Orientation	North-South
Project Description	Multi-Sport Facility

Site Information

Intersection	Maple Cres & Westfield Ave
Jurisdiction	City of Maple Ridge
East/West Street	Westfield Ave
North/South Street	Maple Cres
Peak Hour Factor	0.77
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						4		152			375	5		31	157	
Percent Heavy Vehicles (%)						7		7						7		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.47		6.27						4.17		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.56		3.36						2.26		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							203							40		
Capacity, c (veh/h)							527							996		
v/c Ratio							0.38							0.04		
95% Queue Length, Q_{95} (veh)							1.8							0.1		
95% Queue Length, Q_{95} (m)							14.48							0.80		
Control Delay (s/veh)							16.0							8.8	0.4	
Level of Service (LOS)							C							A	A	
Approach Delay (s/veh)						16.0								1.8		
Approach LOS						C								A		

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HCS Two-Way Stop-Control Report

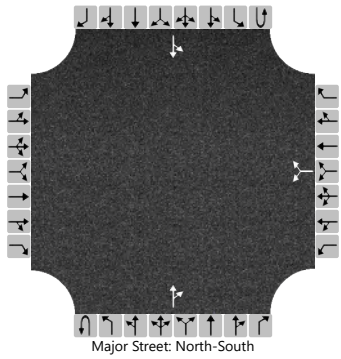
General Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2028
Time Analyzed	WD 2028 Base+Site AM
Intersection Orientation	North-South
Project Description	Multi-Sport Facility

Site Information

Intersection	Maple Cres & Westfield Ave
Jurisdiction	City of Maple Ridge
East/West Street	Westfield Ave
North/South Street	Maple Cres
Peak Hour Factor	0.77
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						4		153			375	5		31	157	
Percent Heavy Vehicles (%)						7		7						7		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.47		6.27						4.17		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.56		3.36						2.26		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							204							40		
Capacity, c (veh/h)							527							996		
v/c Ratio							0.39							0.04		
95% Queue Length, Q_{95} (veh)							1.8							0.1		
95% Queue Length, Q_{95} (m)							14.48							0.80		
Control Delay (s/veh)							16.1							8.8	0.4	
Level of Service (LOS)							C							A	A	
Approach Delay (s/veh)						16.1								1.8		
Approach LOS						C								A		

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HCS Two-Way Stop-Control Report

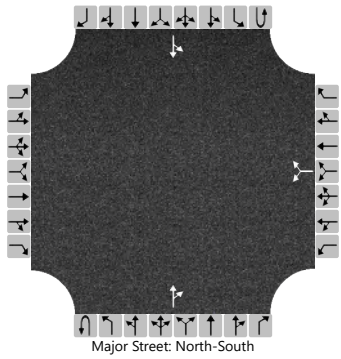
General Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2028
Time Analyzed	WD 2028 Base PM
Intersection Orientation	North-South
Project Description	Multi-Sport Facility

Site Information

Intersection	Maple Cres & Westfield Ave
Jurisdiction	City of Maple Ridge
East/West Street	Westfield Ave
North/South Street	Maple Cres
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						2		45			142	2		188	676	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							53							214		
Capacity, c (veh/h)							680							1390		
v/c Ratio							0.08							0.15		
95% Queue Length, Q_{95} (veh)							0.3							0.5		
95% Queue Length, Q_{95} (m)							2.32							3.87		
Control Delay (s/veh)							10.7							8.1	2.1	
Level of Service (LOS)							B							A	A	
Approach Delay (s/veh)						10.7								3.4		
Approach LOS						B								A		

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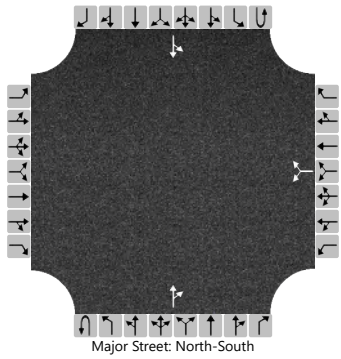
General Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2028
Time Analyzed	WD 2028 Base+Site PM
Intersection Orientation	North-South
Project Description	Multi-Sport Facility

Site Information

Intersection	Maple Cres & Westfield Ave
Jurisdiction	City of Maple Ridge
East/West Street	Westfield Ave
North/South Street	Maple Cres
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						2		49			142	2		200	676	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							58							227		
Capacity, c (veh/h)							681							1390		
v/c Ratio							0.09							0.16		
95% Queue Length, Q_{95} (veh)							0.3							0.6		
95% Queue Length, Q_{95} (m)							2.32							4.65		
Control Delay (s/veh)							10.8							8.1	2.2	
Level of Service (LOS)							B							A	A	
Approach Delay (s/veh)						10.8								3.6		
Approach LOS						B								A		

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HCS Two-Way Stop-Control Report

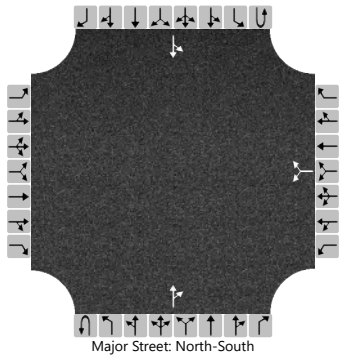
General Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2028
Time Analyzed	WE 2028 Base MD
Intersection Orientation	North-South
Project Description	Multi-Sport Facility

Site Information

Intersection	Maple Cres & Westfield Ave
Jurisdiction	City of Maple Ridge
East/West Street	Westfield Ave
North/South Street	Maple Cres
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						3		57			305	0		69	304	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							70							80		
Capacity, c (veh/h)							643							1200		
v/c Ratio							0.11							0.07		
95% Queue Length, Q_{95} (veh)							0.4							0.2		
95% Queue Length, Q_{95} (m)							3.10							1.55		
Control Delay (s/veh)							11.3							8.2	0.7	
Level of Service (LOS)							B							A	A	
Approach Delay (s/veh)						11.3								2.1		
Approach LOS						B								A		

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HCS Two-Way Stop-Control Report

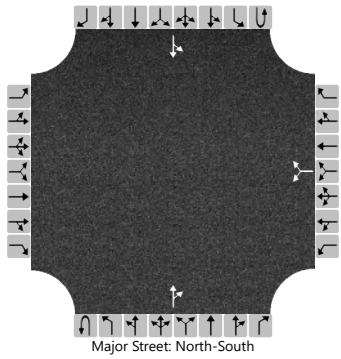
General Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2028
Time Analyzed	WE 2028 Base+Site MD
Intersection Orientation	North-South
Project Description	Multi-Sport Facility

Site Information

Intersection	Maple Cres & Westfield Ave
Jurisdiction	City of Maple Ridge
East/West Street	Westfield Ave
North/South Street	Maple Cres
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						3		88			305	0		102	304	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							106							119		
Capacity, c (veh/h)							650							1200		
v/c Ratio							0.16							0.10		
95% Queue Length, Q_{95} (veh)							0.6							0.3		
95% Queue Length, Q_{95} (m)							4.65							2.32		
Control Delay (s/veh)							11.6							8.3	1.0	
Level of Service (LOS)							B							A	A	
Approach Delay (s/veh)						11.6								2.9		
Approach LOS						B								A		

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HCS Two-Way Stop-Control Report

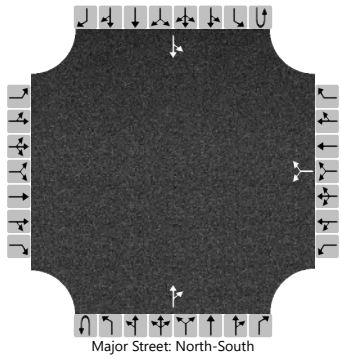
General Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2045
Time Analyzed	WD 2045 Base AM
Intersection Orientation	North-South
Project Description	Multi-Sport Facility

Site Information

Intersection	Maple Cres & Westfield Ave
Jurisdiction	City of Maple Ridge
East/West Street	Westfield Ave
North/South Street	Maple Cres
Peak Hour Factor	0.77
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						6		201			498	7		41	208	
Percent Heavy Vehicles (%)						7		7						7		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.47		6.27						4.17		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.56		3.36						2.26		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							269							53		
Capacity, c (veh/h)							421							866		
v/c Ratio							0.64							0.06		
95% Queue Length, Q_{95} (veh)							4.3							0.2		
95% Queue Length, Q_{95} (m)							34.60							1.61		
Control Delay (s/veh)							27.4							9.4	0.7	
Level of Service (LOS)							D							A	A	
Approach Delay (s/veh)						27.4								2.1		
Approach LOS						D								A		

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HCS Two-Way Stop-Control Report

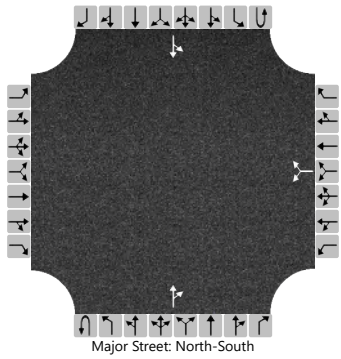
General Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2045
Time Analyzed	WD 2045 Base+Site AM
Intersection Orientation	North-South
Project Description	Multi-Sport Facility

Site Information

Intersection	Maple Cres & Westfield Ave
Jurisdiction	City of Maple Ridge
East/West Street	Westfield Ave
North/South Street	Maple Cres
Peak Hour Factor	0.77
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						6		211			498	7		48	208	
Percent Heavy Vehicles (%)						7		7						7		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.47		6.27						4.17		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.56		3.36						2.26		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							282							62		
Capacity, c (veh/h)							421							866		
v/c Ratio							0.67							0.07		
95% Queue Length, Q_{95} (veh)							4.8							0.2		
95% Queue Length, Q_{95} (m)							38.62							1.61		
Control Delay (s/veh)							29.2							9.5	0.8	
Level of Service (LOS)							D							A	A	
Approach Delay (s/veh)						29.2								2.4		
Approach LOS						D								A		

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HCS Two-Way Stop-Control Report

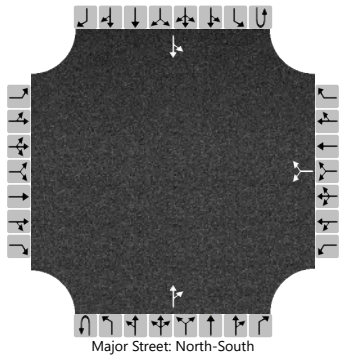
General Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2045
Time Analyzed	WD 2045 Base PM
Intersection Orientation	North-South
Project Description	Multi-Sport Facility

Site Information

Intersection	Maple Cres & Westfield Ave
Jurisdiction	City of Maple Ridge
East/West Street	Westfield Ave
North/South Street	Maple Cres
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						3		59			189	3		250	897	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							70							284		
Capacity, c (veh/h)							446							1327		
v/c Ratio							0.16							0.21		
95% Queue Length, Q_{95} (veh)							0.6							0.8		
95% Queue Length, Q_{95} (m)							4.65							6.19		
Control Delay (s/veh)							14.6							8.4	3.9	
Level of Service (LOS)							B							A	A	
Approach Delay (s/veh)						14.6								4.9		
Approach LOS						B								A		

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HCS Two-Way Stop-Control Report

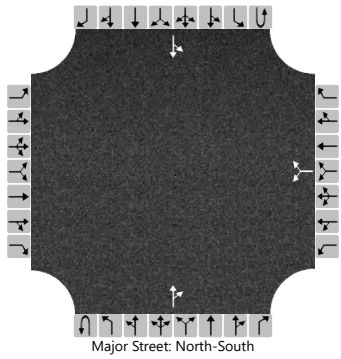
General Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2045
Time Analyzed	WD 2045 Base+Site PM
Intersection Orientation	North-South
Project Description	Multi-Sport Facility

Site Information

Intersection	Maple Cres & Westfield Ave
Jurisdiction	City of Maple Ridge
East/West Street	Westfield Ave
North/South Street	Maple Cres
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						3		82			189	3		302	897	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							97							343		
Capacity, c (veh/h)							432							1327		
v/c Ratio							0.22							0.26		
95% Queue Length, Q_{95} (veh)							0.8							1.0		
95% Queue Length, Q_{95} (m)							6.19							7.74		
Control Delay (s/veh)							15.7							8.7	4.8	
Level of Service (LOS)							C							A	A	
Approach Delay (s/veh)						15.7								5.8		
Approach LOS						C								A		

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HCS Two-Way Stop-Control Report

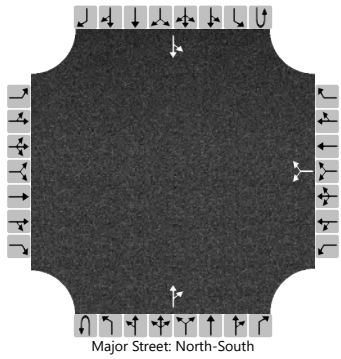
General Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2045
Time Analyzed	WE 2045 Base MD
Intersection Orientation	North-South
Project Description	Multi-Sport Facility

Site Information

Intersection	Maple Cres & Westfield Ave
Jurisdiction	City of Maple Ridge
East/West Street	Westfield Ave
North/South Street	Maple Cres
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						4		76			404	0		91	403	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							93							106		
Capacity, c (veh/h)							535							1088		
v/c Ratio							0.17							0.10		
95% Queue Length, Q_{95} (veh)							0.6							0.3		
95% Queue Length, Q_{95} (m)							4.65							2.32		
Control Delay (s/veh)							13.1							8.7	1.1	
Level of Service (LOS)							B							A	A	
Approach Delay (s/veh)						13.1								2.5		
Approach LOS						B								A		

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HCS Two-Way Stop-Control Report

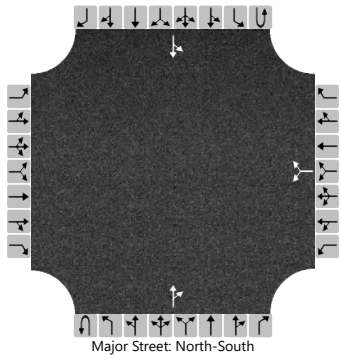
General Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2045
Time Analyzed	WE 2045 Base+Site MD
Intersection Orientation	North-South
Project Description	Multi-Sport Facility

Site Information

Intersection	Maple Cres & Westfield Ave
Jurisdiction	City of Maple Ridge
East/West Street	Westfield Ave
North/South Street	Maple Cres
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						4		156			404	0		177	403	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							186							206		
Capacity, c (veh/h)							540							1088		
v/c Ratio							0.34							0.19		
95% Queue Length, Q_{95} (veh)							1.5							0.7		
95% Queue Length, Q_{95} (m)							11.61							5.42		
Control Delay (s/veh)							15.1							9.1	2.3	
Level of Service (LOS)							C							A	A	
Approach Delay (s/veh)						15.1								4.4		
Approach LOS						C								A		

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HCS Two-Way Stop-Control Report

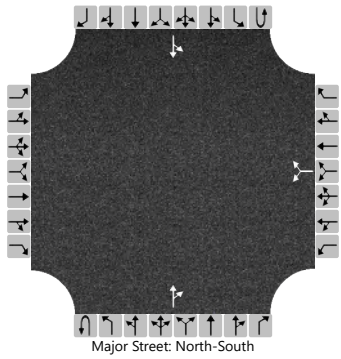
General Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2050
Time Analyzed	WD 2050 Base AM
Intersection Orientation	North-South
Project Description	Multi-Sport Facility

Site Information

Intersection	Maple Cres & Westfield Ave
Jurisdiction	City of Maple Ridge
East/West Street	Westfield Ave
North/South Street	Maple Cres
Peak Hour Factor	0.77
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						6		217			535	8		45	224	
Percent Heavy Vehicles (%)						7		7						7		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.47		6.27						4.17		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.56		3.36						2.26		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							290							58		
Capacity, c (veh/h)							395							830		
v/c Ratio							0.73							0.07		
95% Queue Length, Q_{95} (veh)							5.8							0.2		
95% Queue Length, Q_{95} (m)							46.67							1.61		
Control Delay (s/veh)							35.5							9.7	0.8	
Level of Service (LOS)							E							A	A	
Approach Delay (s/veh)						35.5								2.3		
Approach LOS						E								A		

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HCS Two-Way Stop-Control Report

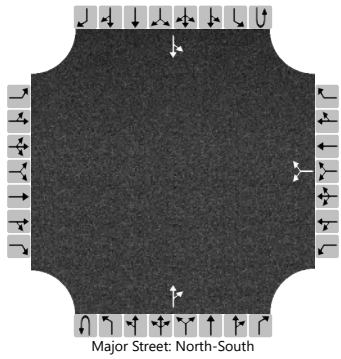
General Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2050
Time Analyzed	WD 2050 Base+Site AM
Intersection Orientation	North-South
Project Description	Multi-Sport Facility

Site Information

Intersection	Maple Cres & Westfield Ave
Jurisdiction	City of Maple Ridge
East/West Street	Westfield Ave
North/South Street	Maple Cres
Peak Hour Factor	0.77
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						6		227			535	8		52	224	
Percent Heavy Vehicles (%)						7		7						7		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.47		6.27						4.17		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.56		3.36						2.26		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							303							68		
Capacity, c (veh/h)							394							830		
v/c Ratio							0.77							0.08		
95% Queue Length, Q_{95} (veh)							6.4							0.3		
95% Queue Length, Q_{95} (m)							51.50							2.41		
Control Delay (s/veh)							38.6							9.7	0.9	
Level of Service (LOS)							E							A	A	
Approach Delay (s/veh)						38.6								2.6		
Approach LOS						E								A		

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HCS Two-Way Stop-Control Report

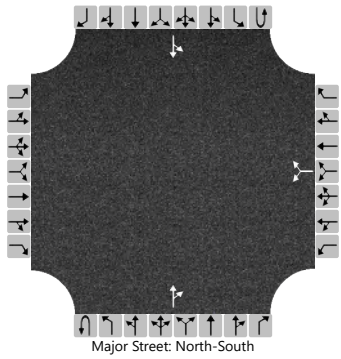
General Information

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Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2050
Time Analyzed	WD 2050 Base PM
Intersection Orientation	North-South
Project Description	Multi-Sport Facility

Site Information

Intersection	Maple Cres & Westfield Ave
Jurisdiction	City of Maple Ridge
East/West Street	Westfield Ave
North/South Street	Maple Cres
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						3		64			203	3		268	962	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							76							305		
Capacity, c (veh/h)							382							1310		
v/c Ratio							0.20							0.23		
95% Queue Length, Q_{95} (veh)							0.7							0.9		
95% Queue Length, Q_{95} (m)							5.42							6.97		
Control Delay (s/veh)							16.8							8.6	4.7	
Level of Service (LOS)							C							A	A	
Approach Delay (s/veh)						16.8								5.5		
Approach LOS						C								A		

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HCS Two-Way Stop-Control Report

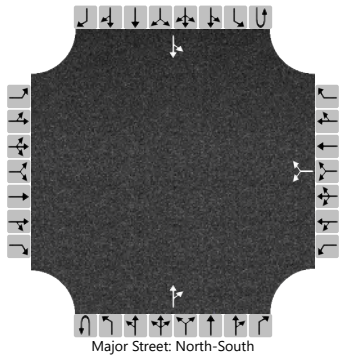
General Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2050
Time Analyzed	WD 2050 Base+Site PM
Intersection Orientation	North-South
Project Description	Multi-Sport Facility

Site Information

Intersection	Maple Cres & Westfield Ave
Jurisdiction	City of Maple Ridge
East/West Street	Westfield Ave
North/South Street	Maple Cres
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						3		87			203	3		320	962	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							102							364		
Capacity, c (veh/h)							351							1310		
v/c Ratio							0.29							0.28		
95% Queue Length, Q_{95} (veh)							1.2							1.1		
95% Queue Length, Q_{95} (m)							9.29							8.52		
Control Delay (s/veh)							19.4							8.8	5.8	
Level of Service (LOS)							C							A	A	
Approach Delay (s/veh)						19.4								6.5		
Approach LOS						C								A		

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HCS Two-Way Stop-Control Report

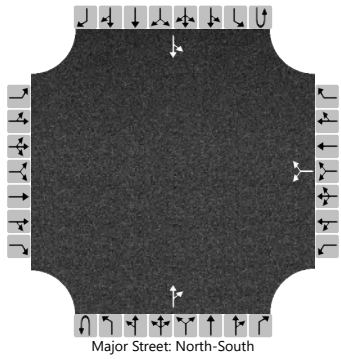
General Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2026
Time Analyzed	WE 2026 Base MD
Intersection Orientation	North-South
Project Description	Multi-Sport Facility

Site Information

Intersection	Maple Cres & Westfield Ave
Jurisdiction	City of Maple Ridge
East/West Street	Westfield Ave
North/South Street	Maple Cres
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						5		82			434	0		98	433	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							101							114		
Capacity, c (veh/h)							496							1056		
v/c Ratio							0.20							0.11		
95% Queue Length, Q_{95} (veh)							0.8							0.4		
95% Queue Length, Q_{95} (m)							6.19							3.10		
Control Delay (s/veh)							14.1							8.8	1.3	
Level of Service (LOS)							B							A	A	
Approach Delay (s/veh)						14.1								2.7		
Approach LOS						B								A		

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HCS Two-Way Stop-Control Report

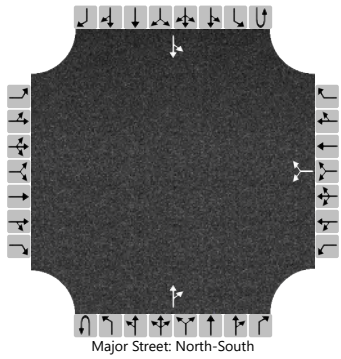
General Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2050
Time Analyzed	WE 2050 Base+Site MD
Intersection Orientation	North-South
Project Description	Multi-Sport Facility

Site Information

Intersection	Maple Cres & Westfield Ave
Jurisdiction	City of Maple Ridge
East/West Street	Westfield Ave
North/South Street	Maple Cres
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						5		162			434	0		184	433	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							194							214		
Capacity, c (veh/h)							500							1056		
v/c Ratio							0.39							0.20		
95% Queue Length, Q_{95} (veh)							1.8							0.8		
95% Queue Length, Q_{95} (m)							13.94							6.19		
Control Delay (s/veh)							16.7							9.3	2.6	
Level of Service (LOS)							C							A	A	
Approach Delay (s/veh)						16.7								4.6		
Approach LOS						C								A		

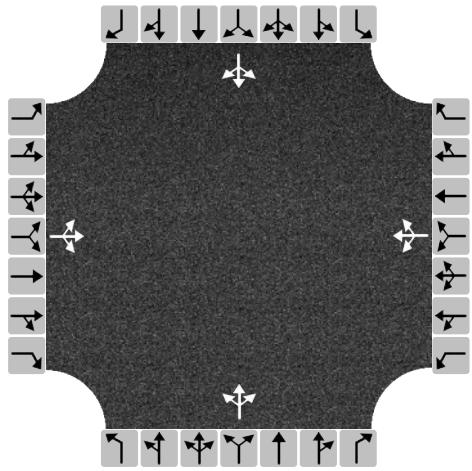
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HCS All-Way Stop Control Report

General and Site Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2026
Analysis Time Period (hrs)	0.25
Time Analyzed	WD 2026 Base AM
Project Description	Multi-Sport Facility
Intersection	Steeves St & River Rd
Jurisdiction	City of Maple Ridge
East/West Street	River Rd
North/South Street	Steeves St
Peak Hour Factor	0.77

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	55	187	2	4	403	20	4	2	7	13	2	16
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	317			555			17			40		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.282			0.493			0.015			0.036		
Final Departure Headway, h_d (s)	4.73			4.44			5.70			5.68		
Final Degree of Utilization, x	0.417			0.683			0.027			0.063		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.73			2.44			3.70			3.68		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	317			555			17			40		
Capacity (veh/h)	761			811			632			634		
95% Queue Length, Q_{95} (veh)	2.1			5.5			0.1			0.2		
95% Queue Length, Q_{95} (m)	16.26			42.58			0.77			1.55		
Control Delay (s/veh)	11.1			16.4			8.9			9.1		
Level of Service, LOS	B			C			A			A		
Approach Delay (s/veh) | LOS	11.1	B		16.4	C		8.9	A		9.1	A	
Intersection Delay (s/veh) | LOS	14.2						B					

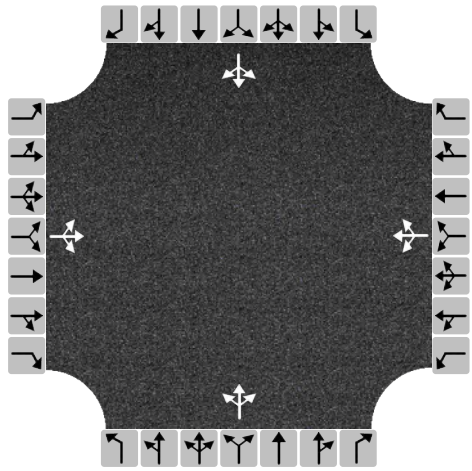
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HCS All-Way Stop Control Report

General and Site Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2026
Analysis Time Period (hrs)	0.25
Time Analyzed	WD 2026 Base PM
Project Description	Multi-Sport Facility
Intersection	Steeves St & River Rd
Jurisdiction	City of Maple Ridge
East/West Street	River Rd
North/South Street	Steeves St
Peak Hour Factor	0.88

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	3	624	10	3	219	9	4	1	5	7	4	6
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	724			263			11			19		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.643			0.233			0.010			0.017		
Final Departure Headway, h_d (s)	4.31			4.74			5.91			5.98		
Final Degree of Utilization, x	0.867			0.346			0.019			0.032		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.31			2.74			3.91			3.98		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	724			263			11			19		
Capacity (veh/h)	835			759			610			602		
95% Queue Length, Q_{95} (veh)	10.9			1.5			0.1			0.1		
95% Queue Length, Q_{95} (m)	84.39			11.61			0.77			0.77		
Control Delay (s/veh)	28.2			10.2			9.0			9.2		
Level of Service, LOS	D			B			A			A		
Approach Delay (s/veh) | LOS	28.2	D		10.2	B		9.0	A		9.2	A	
Intersection Delay (s/veh) | LOS	23.0						C					

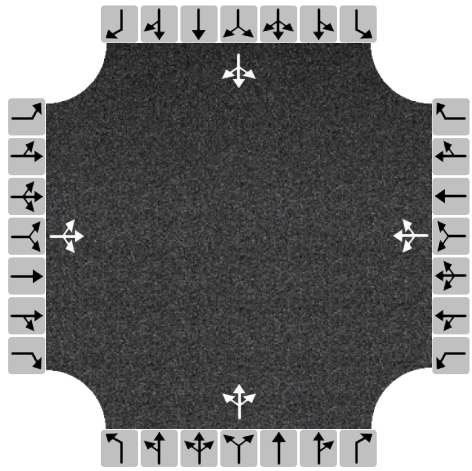
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HCS All-Way Stop Control Report

General and Site Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2026
Analysis Time Period (hrs)	0.25
Time Analyzed	WE 2026 Base MD
Project Description	Multi-Sport Facility
Intersection	Steeves St & River Rd
Jurisdiction	City of Maple Ridge
East/West Street	River Rd
North/South Street	Steeves St
Peak Hour Factor	0.86

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	5	283	2	5	286	10	2	2	3	8	2	7
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	337			350			8			20		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.300			0.311			0.007			0.018		
Final Departure Headway, h_d (s)	4.37			4.34			5.27			5.29		
Final Degree of Utilization, x	0.409			0.422			0.012			0.029		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.37			2.34			3.27			3.29		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	337			350			8			20		
Capacity (veh/h)	824			830			684			681		
95% Queue Length, Q_{95} (veh)	2.0			2.1			0.0			0.1		
95% Queue Length, Q_{95} (m)	15.48			16.26			0.00			0.77		
Control Delay (s/veh)	10.4			10.5			8.3			8.4		
Level of Service, LOS	B			B			A			A		
Approach Delay (s/veh) | LOS	10.4	B		10.5	B		8.3	A		8.4	A	
Intersection Delay (s/veh) | LOS	10.3						B					

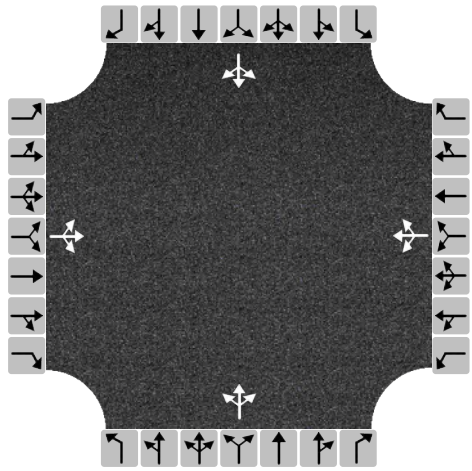
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HCS All-Way Stop Control Report

General and Site Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2028
Analysis Time Period (hrs)	0.25
Time Analyzed	WD 2028 Base AM
Project Description	Multi-Sport Facility
Intersection	Steeves St & River Rd
Jurisdiction	City of Maple Ridge
East/West Street	River Rd
North/South Street	Steeves St
Peak Hour Factor	0.77

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	57	194	2	4	419	21	4	2	7	14	2	17
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	329			577			17			43		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.292			0.513			0.015			0.038		
Final Departure Headway, h_d (s)	4.77			4.46			5.79			5.76		
Final Degree of Utilization, x	0.436			0.715			0.027			0.069		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.77			2.46			3.79			3.76		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	329			577			17			43		
Capacity (veh/h)	754			806			622			625		
95% Queue Length, Q_{95} (veh)	2.2			6.2			0.1			0.2		
95% Queue Length, Q_{95} (m)	17.03			48.00			0.77			1.55		
Control Delay (s/veh)	11.4			17.8			9.0			9.2		
Level of Service, LOS	B			C			A			A		
Approach Delay (s/veh) | LOS	11.4	B		17.8	C		9.0	A		9.2	A	
Intersection Delay (s/veh) | LOS	15.1						C					

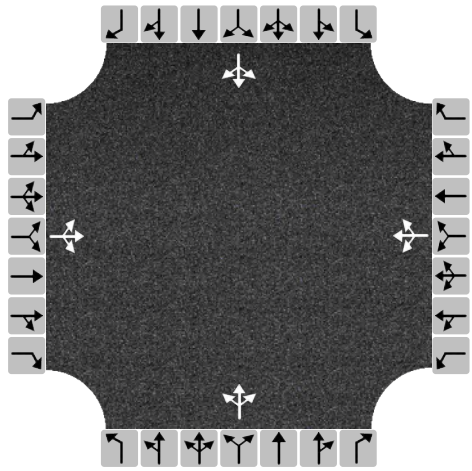
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HCS All-Way Stop Control Report

General and Site Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2028
Analysis Time Period (hrs)	0.25
Time Analyzed	WD 2028 Base+Site AM
Project Description	Multi-Sport Facility
Intersection	Steeves St & River Rd
Jurisdiction	City of Maple Ridge
East/West Street	River Rd
North/South Street	Steeves St
Peak Hour Factor	0.77

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	57	194	2	5	419	21	4	2	7	14	2	17
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	329			578			17			43		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.292			0.514			0.015			0.038		
Final Departure Headway, h_d (s)	4.77			4.46			5.79			5.76		
Final Degree of Utilization, x	0.436			0.717			0.027			0.069		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.77			2.46			3.79			3.76		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	329			578			17			43		
Capacity (veh/h)	754			806			622			625		
95% Queue Length, Q_{95} (veh)	2.2			6.2			0.1			0.2		
95% Queue Length, Q_{95} (m)	17.03			48.00			0.77			1.55		
Control Delay (s/veh)	11.4			17.9			9.0			9.2		
Level of Service, LOS	B			C			A			A		
Approach Delay (s/veh) | LOS	11.4	B		17.9	C		9.0	A		9.2	A	
Intersection Delay (s/veh) | LOS	15.2						C					

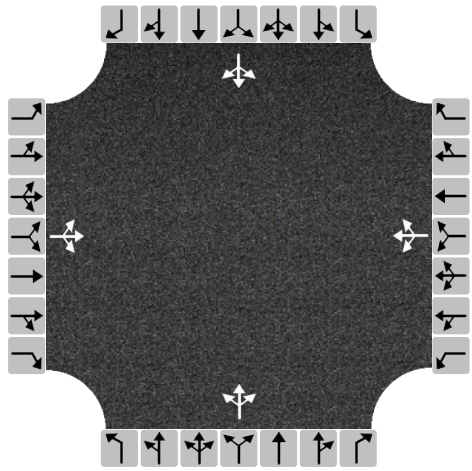
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HCS All-Way Stop Control Report

General and Site Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2028
Analysis Time Period (hrs)	0.25
Time Analyzed	WD 2028 Base PM
Project Description	Multi-Sport Facility
Intersection	Steeves St & River Rd
Jurisdiction	City of Maple Ridge
East/West Street	River Rd
North/South Street	Steeves St
Peak Hour Factor	0.88

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	3	649	10	3	228	9	4	1	5	7	4	6
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	752			273			11			19		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.669			0.242			0.010			0.017		
Final Departure Headway, h_d (s)	4.33			4.77			5.99			6.06		
Final Degree of Utilization, x	0.904			0.362			0.019			0.033		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.33			2.77			3.99			4.06		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	752			273			11			19		
Capacity (veh/h)	832			754			601			594		
95% Queue Length, Q_{95} (veh)	12.5			1.7			0.1			0.1		
95% Queue Length, Q_{95} (m)	96.77			13.16			0.77			0.77		
Control Delay (s/veh)	33.0			10.5			9.1			9.3		
Level of Service, LOS	D			B			A			A		
Approach Delay (s/veh) | LOS	33.0	D		10.5	B		9.1	A		9.3	A	
Intersection Delay (s/veh) | LOS	26.5						D					

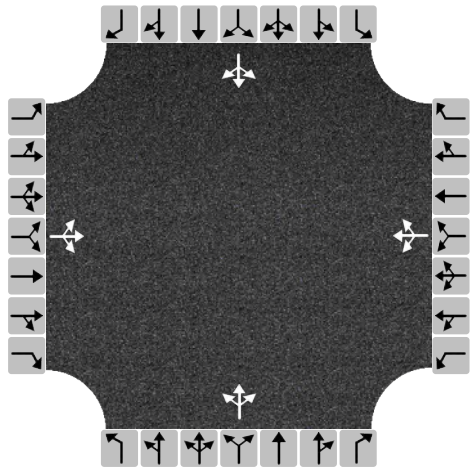
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HCS All-Way Stop Control Report

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Date Performed	2/12/2026
Analysis Year	2028
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Project Description	Multi-Sport Facility
Intersection	Steeves St & River Rd
Jurisdiction	City of Maple Ridge
East/West Street	River Rd
North/South Street	Steeves St
Peak Hour Factor	0.88

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	3	649	10	8	228	9	4	1	11	7	4	6
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	752			278			18			19		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.669			0.247			0.016			0.017		
Final Departure Headway, h_d (s)	4.36			4.81			5.87			6.10		
Final Degree of Utilization, x	0.911			0.372			0.030			0.033		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.36			2.81			3.87			4.10		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	752			278			18			19		
Capacity (veh/h)	826			749			613			590		
95% Queue Length, Q_{95} (veh)	12.8			1.7			0.1			0.1		
95% Queue Length, Q_{95} (m)	99.10			13.16			0.77			0.77		
Control Delay (s/veh)	34.1			10.6			9.0			9.3		
Level of Service, LOS	D			B			A			A		
Approach Delay (s/veh) | LOS	34.1	D		10.6	B		9.0	A		9.3	A	
Intersection Delay (s/veh) | LOS	27.1						D					

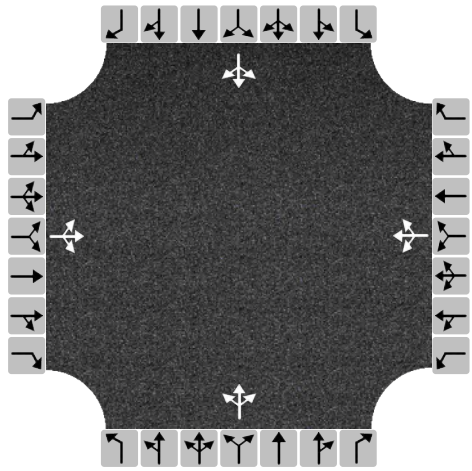
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Intersection	Steeves St & River Rd
Jurisdiction	City of Maple Ridge
East/West Street	River Rd
North/South Street	Steeves St
Peak Hour Factor	0.86

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	5	294	2	5	297	10	2	2	3	8	2	7
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	350			363			8			20		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.311			0.322			0.007			0.018		
Final Departure Headway, h_d (s)	4.38			4.35			5.32			5.34		
Final Degree of Utilization, x	0.426			0.439			0.012			0.029		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.38			2.35			3.32			3.34		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	350			363			8			20		
Capacity (veh/h)	822			827			677			674		
95% Queue Length, Q_{95} (veh)	2.1			2.3			0.0			0.1		
95% Queue Length, Q_{95} (m)	16.26			17.81			0.00			0.77		
Control Delay (s/veh)	10.6			10.7			8.4			8.5		
Level of Service, LOS	B			B			A			A		
Approach Delay (s/veh) | LOS	10.6	B		10.7	B		8.4	A		8.5	A	
Intersection Delay (s/veh) | LOS	10.6						B					

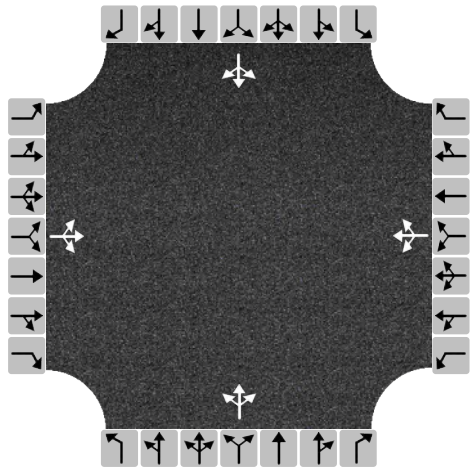
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HCS All-Way Stop Control Report

General and Site Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2028
Analysis Time Period (hrs)	0.25
Time Analyzed	WE 2028 Base+Site MD
Project Description	Multi-Sport Facility
Intersection	Steeves St & River Rd
Jurisdiction	City of Maple Ridge
East/West Street	River Rd
North/South Street	Steeves St
Peak Hour Factor	0.86

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	5	294	2	26	297	10	2	2	27	8	2	7
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	350			387			36			20		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.311			0.344			0.032			0.018		
Final Departure Headway, h_d (s)	4.50			4.46			5.09			5.48		
Final Degree of Utilization, x	0.437			0.480			0.051			0.030		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.50			2.46			3.09			3.48		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	350			387			36			20		
Capacity (veh/h)	800			807			707			657		
95% Queue Length, Q_{95} (veh)	2.2			2.6			0.2			0.1		
95% Queue Length, Q_{95} (m)	17.03			20.13			1.55			0.77		
Control Delay (s/veh)	10.9			11.5			8.4			8.7		
Level of Service, LOS	B			B			A			A		
Approach Delay (s/veh) | LOS	10.9	B		11.5	B		8.4	A		8.7	A	
Intersection Delay (s/veh) | LOS	11.0						B					

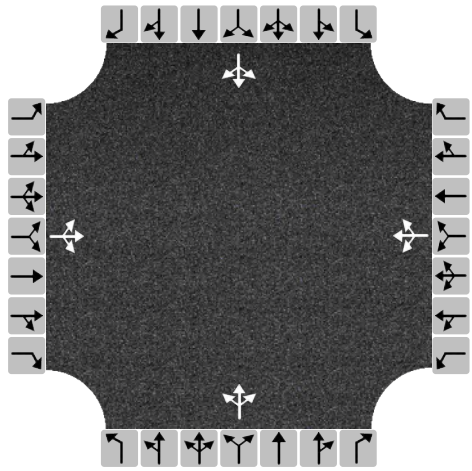
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HCS All-Way Stop Control Report

General and Site Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2035
Analysis Time Period (hrs)	0.25
Time Analyzed	WD 2035 Base AM
Project Description	Multi-Sport Facility
Intersection	Steeves St & River Rd
Jurisdiction	City of Maple Ridge
East/West Street	River Rd
North/South Street	Steeves St
Peak Hour Factor	0.77

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	65	221	2	5	476	24	5	2	8	15	2	19
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	374			656			19			47		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.332			0.583			0.017			0.042		
Final Departure Headway, h_d (s)	4.91			4.56			6.11			6.05		
Final Degree of Utilization, x	0.510			0.831			0.033			0.079		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.91			2.56			4.11			4.05		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	374			656			19			47		
Capacity (veh/h)	733			789			589			595		
95% Queue Length, Q_{95} (veh)	2.9			9.4			0.1			0.3		
95% Queue Length, Q_{95} (m)	22.45			72.77			0.77			2.32		
Control Delay (s/veh)	12.9			25.7			9.3			9.6		
Level of Service, LOS	B			D			A			A		
Approach Delay (s/veh) | LOS	12.9	B		25.7	D		9.3	A		9.6	A	
Intersection Delay (s/veh) | LOS	20.3						C					

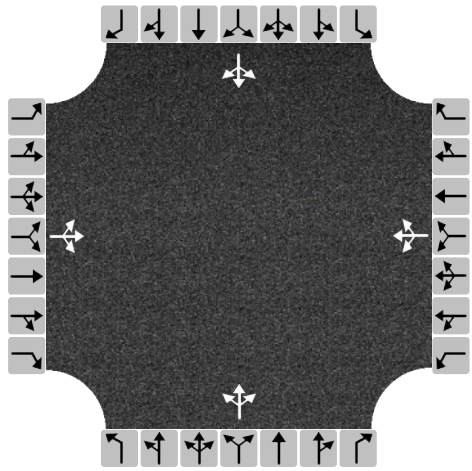
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HCS All-Way Stop Control Report

General and Site Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2035
Analysis Time Period (hrs)	0.25
Time Analyzed	WD 2035 Base+Site AM
Project Description	Multi-Sport Facility
Intersection	Steeves St & River Rd
Jurisdiction	City of Maple Ridge
East/West Street	River Rd
North/South Street	Steeves St
Peak Hour Factor	0.77

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	65	221	2	6	476	24	5	2	8	15	2	19
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	374			657			19			47		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.332			0.584			0.017			0.042		
Final Departure Headway, h_d (s)	4.91			4.56			6.12			6.06		
Final Degree of Utilization, x	0.510			0.833			0.033			0.079		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.91			2.56			4.12			4.06		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	374			657			19			47		
Capacity (veh/h)	733			789			589			594		
95% Queue Length, Q_{95} (veh)	2.9			9.5			0.1			0.3		
95% Queue Length, Q_{95} (m)	22.45			73.55			0.77			2.32		
Control Delay (s/veh)	12.9			25.8			9.3			9.6		
Level of Service, LOS	B			D			A			A		
Approach Delay (s/veh) | LOS	12.9	B		25.8	D		9.3	A		9.6	A	
Intersection Delay (s/veh) | LOS	20.4						C					

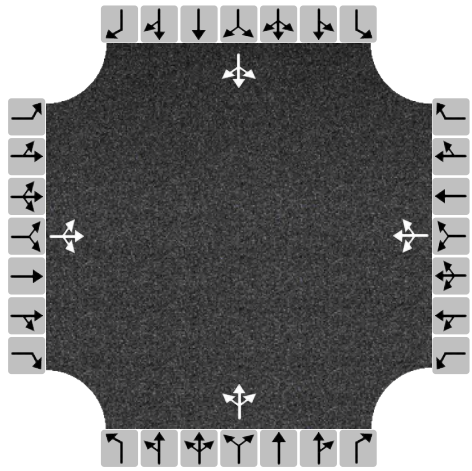
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HCS All-Way Stop Control Report

General and Site Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2035
Analysis Time Period (hrs)	0.25
Time Analyzed	WD 2035 Base PM
Project Description	Multi-Sport Facility
Intersection	Steeves St & River Rd
Jurisdiction	City of Maple Ridge
East/West Street	River Rd
North/South Street	Steeves St
Peak Hour Factor	0.88

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	4	736	12	4	258	11	5	1	6	8	5	7
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	855			310			14			23		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.760			0.276			0.012			0.020		
Final Departure Headway, h_d (s)	4.40			4.84			6.16			6.22		
Final Degree of Utilization, x	1.045			0.417			0.023			0.039		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.40			2.84			4.16			4.22		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	855			310			14			23		
Capacity (veh/h)	818			744			584			579		
95% Queue Length, Q_{95} (veh)	20.3			2.1			0.1			0.1		
95% Queue Length, Q_{95} (m)	157.16			16.26			0.77			0.77		
Control Delay (s/veh)	64.0			11.3			9.3			9.5		
Level of Service, LOS	F			B			A			A		
Approach Delay (s/veh) | LOS	64.0	F		11.3	B		9.3	A		9.5	A	
Intersection Delay (s/veh) | LOS	48.7						E					

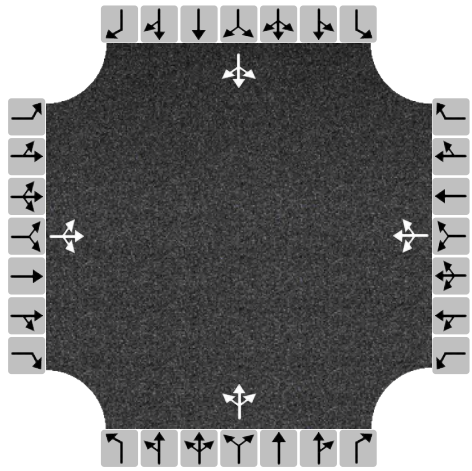
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HCS All-Way Stop Control Report

General and Site Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2035
Analysis Time Period (hrs)	0.25
Time Analyzed	WD 2035 Base+Site PM
Project Description	Multi-Sport Facility
Intersection	Steeves St & River Rd
Jurisdiction	City of Maple Ridge
East/West Street	River Rd
North/South Street	Steeves St
Peak Hour Factor	0.88

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	4	736	12	9	258	11	5	1	12	8	5	7
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	855			316			20			23		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.760			0.281			0.018			0.020		
Final Departure Headway, h_d (s)	4.43			4.87			6.05			6.25		
Final Degree of Utilization, x	1.052			0.427			0.034			0.039		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.43			2.87			4.05			4.25		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	855			316			20			23		
Capacity (veh/h)	812			739			595			576		
95% Queue Length, Q_{95} (veh)	20.7			2.2			0.1			0.1		
95% Queue Length, Q_{95} (m)	160.26			17.03			0.77			0.77		
Control Delay (s/veh)	66.5			11.5			9.3			9.5		
Level of Service, LOS	F			B			A			A		
Approach Delay (s/veh) | LOS	66.5	F		11.5	B		9.3	A		9.5	A	
Intersection Delay (s/veh) | LOS	50.1						F					

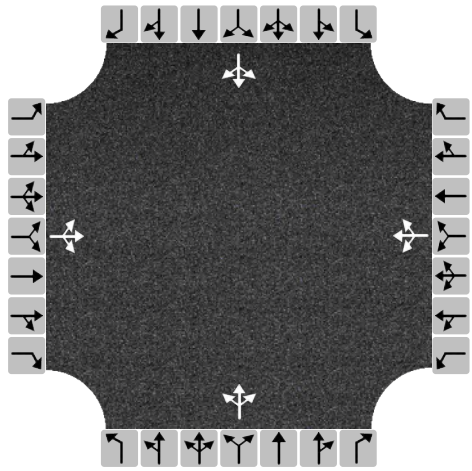
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HCS All-Way Stop Control Report

General and Site Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2035
Analysis Time Period (hrs)	0.25
Time Analyzed	WE 2035 Base MD
Project Description	Multi-Sport Facility
Intersection	Steeves St & River Rd
Jurisdiction	City of Maple Ridge
East/West Street	River Rd
North/South Street	Steeves St
Peak Hour Factor	0.86

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	6	334	2	6	337	12	2	2	4	9	2	8
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	398			413			9			22		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.353			0.367			0.008			0.020		
Final Departure Headway, h_d (s)	4.45			4.42			5.50			5.56		
Final Degree of Utilization, x	0.492			0.507			0.014			0.034		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.45			2.42			3.50			3.56		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	398			413			9			22		
Capacity (veh/h)	808			814			655			648		
95% Queue Length, Q_{95} (veh)	2.8			2.9			0.0			0.1		
95% Queue Length, Q_{95} (m)	21.68			22.45			0.00			0.77		
Control Delay (s/veh)	11.7			11.9			8.6			8.8		
Level of Service, LOS	B			B			A			A		
Approach Delay (s/veh) | LOS	11.7	B		11.9	B		8.6	A		8.8	A	
Intersection Delay (s/veh) | LOS	11.7						B					

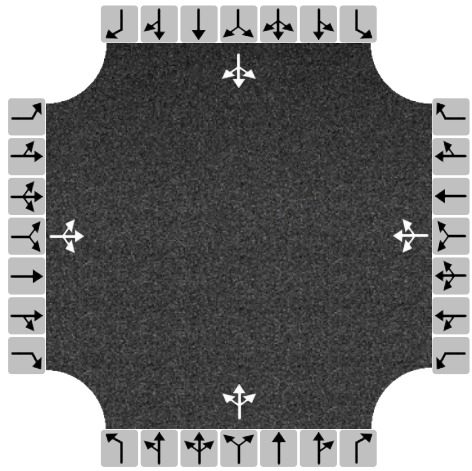
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HCS All-Way Stop Control Report

General and Site Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2035
Analysis Time Period (hrs)	0.25
Time Analyzed	WE 2035 Base+Site MD
Project Description	Multi-Sport Facility
Intersection	Steeves St & River Rd
Jurisdiction	City of Maple Ridge
East/West Street	River Rd
North/South Street	Steeves St
Peak Hour Factor	0.86

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	6	334	2	27	337	12	2	2	28	9	2	8
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	398			437			37			22		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.353			0.389			0.033			0.020		
Final Departure Headway, h_d (s)	4.58			4.53			5.32			5.71		
Final Degree of Utilization, x	0.506			0.551			0.055			0.035		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.58			2.53			3.32			3.71		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	398			437			37			22		
Capacity (veh/h)	786			794			677			630		
95% Queue Length, Q_{95} (veh)	2.9			3.4			0.2			0.1		
95% Queue Length, Q_{95} (m)	22.45			26.32			1.55			0.77		
Control Delay (s/veh)	12.2			12.9			8.6			8.9		
Level of Service, LOS	B			B			A			A		
Approach Delay (s/veh) | LOS	12.2	B		12.9	B		8.6	A		8.9	A	
Intersection Delay (s/veh) | LOS	12.3						B					

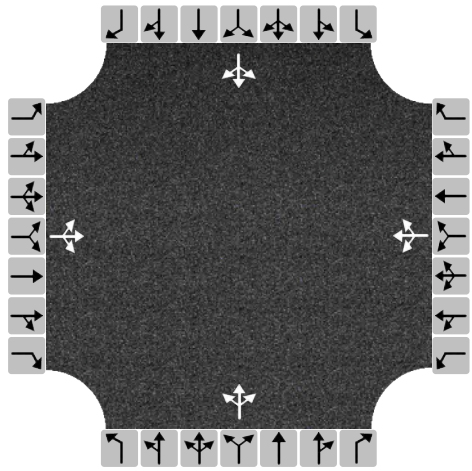
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HCS All-Way Stop Control Report

General and Site Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2045
Analysis Time Period (hrs)	0.25
Time Analyzed	WD 2045 Base AM
Project Description	Multi-Sport Facility
Intersection	Steeves St & River Rd
Jurisdiction	City of Maple Ridge
East/West Street	River Rd
North/South Street	Steeves St
Peak Hour Factor	0.77

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	76	258	3	6	556	28	6	3	10	18	3	22
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	438			766			25			56		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.389			0.681			0.022			0.050		
Final Departure Headway, h_d (s)	5.14			4.74			6.60			6.51		
Final Degree of Utilization, x	0.625			1.008			0.045			0.101		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	3.14			2.74			4.60			4.51		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	438			766			25			56		
Capacity (veh/h)	700			760			545			553		
95% Queue Length, Q_{95} (veh)	4.4			17.3			0.1			0.3		
95% Queue Length, Q_{95} (m)	34.06			133.94			0.77			2.32		
Control Delay (s/veh)	16.3			55.9			9.9			10.2		
Level of Service, LOS	C			F			A			B		
Approach Delay (s/veh) | LOS	16.3	C		55.9	F		9.9	A		10.2	B	
Intersection Delay (s/veh) | LOS	39.6						E					

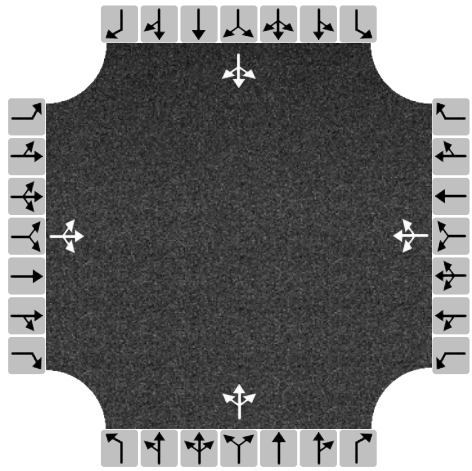
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HCS All-Way Stop Control Report

General and Site Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2045
Analysis Time Period (hrs)	0.25
Time Analyzed	WD 2045 Base+Site AM
Project Description	Multi-Sport Facility
Intersection	Steeves St & River Rd
Jurisdiction	City of Maple Ridge
East/West Street	River Rd
North/South Street	Steeves St
Peak Hour Factor	0.77

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	76	258	3	18	556	28	6	3	17	18	3	22
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	438			782			34			56		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.389			0.695			0.030			0.050		
Final Departure Headway, h_d (s)	5.13			4.78			6.41			6.45		
Final Degree of Utilization, x	0.623			1.037			0.060			0.100		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	3.13			2.78			4.41			4.45		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	438			782			34			56		
Capacity (veh/h)	702			754			561			558		
95% Queue Length, Q_{95} (veh)	4.4			19.0			0.2			0.3		
95% Queue Length, Q_{95} (m)	34.06			147.10			1.55			2.32		
Control Delay (s/veh)	16.2			64.1			9.8			10.2		
Level of Service, LOS	C			F			A			B		
Approach Delay (s/veh) | LOS	16.2	C		64.1	F		9.8	A		10.2	B	
Intersection Delay (s/veh) | LOS	44.4						E					

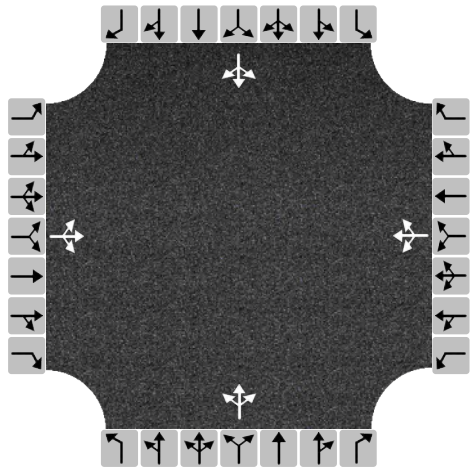
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HCS All-Way Stop Control Report

General and Site Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2045
Analysis Time Period (hrs)	0.25
Time Analyzed	WD 2045 Base PM
Project Description	Multi-Sport Facility
Intersection	Steeves St & River Rd
Jurisdiction	City of Maple Ridge
East/West Street	River Rd
North/South Street	Steeves St
Peak Hour Factor	0.88

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	4	861	14	4	302	12	6	1	7	10	6	8
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	999			361			16			27		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.888			0.321			0.014			0.024		
Final Departure Headway, h_d (s)	4.49			4.87			6.27			6.33		
Final Degree of Utilization, x	1.246			0.489			0.028			0.048		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.49			2.87			4.27			4.33		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	999			361			16			27		
Capacity (veh/h)	802			739			574			569		
95% Queue Length, Q_{95} (veh)	35.3			2.7			0.1			0.2		
95% Queue Length, Q_{95} (m)	273.29			20.90			0.77			1.55		
Control Delay (s/veh)	137.5			12.4			9.5			9.6		
Level of Service, LOS	F			B			A			A		
Approach Delay (s/veh) | LOS	137.5	F		12.4	B		9.5	A		9.6	A	
Intersection Delay (s/veh) | LOS	101.4						F					

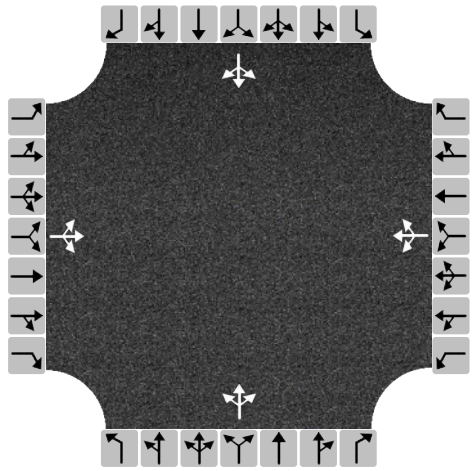
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HCS All-Way Stop Control Report

General and Site Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2045
Analysis Time Period (hrs)	0.25
Time Analyzed	WD 2045 Base+Site PM
Project Description	Multi-Sport Facility
Intersection	Steeves St & River Rd
Jurisdiction	City of Maple Ridge
East/West Street	River Rd
North/South Street	Steeves St
Peak Hour Factor	0.88

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	4	861	14	25	302	12	6	1	37	10	6	8
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	999			385			50			27		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.888			0.342			0.044			0.024		
Final Departure Headway, h_d (s)	4.66			5.02			6.07			6.50		
Final Degree of Utilization, x	1.292			0.537			0.084			0.049		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.66			3.02			4.07			4.50		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	999			385			50			27		
Capacity (veh/h)	773			717			593			554		
95% Queue Length, Q_{95} (veh)	38.0			3.2			0.3			0.2		
95% Queue Length, Q_{95} (m)	294.19			24.77			2.32			1.55		
Control Delay (s/veh)	157.1			13.7			9.6			9.8		
Level of Service, LOS	F			B			A			A		
Approach Delay (s/veh) | LOS	157.1	F		13.7	B		9.6	A		9.8	A	
Intersection Delay (s/veh) | LOS	111.5						F					

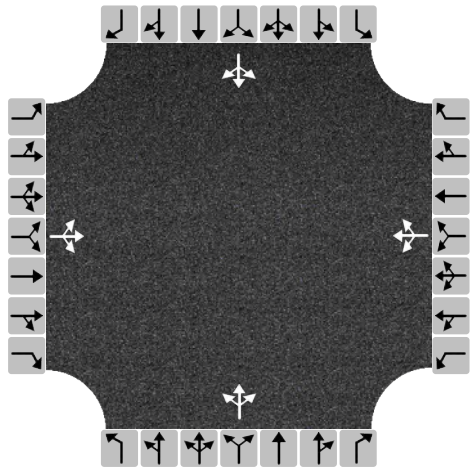
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HCS All-Way Stop Control Report

General and Site Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2045
Analysis Time Period (hrs)	0.25
Time Analyzed	WE 2045 Base MD
Project Description	Multi-Sport Facility
Intersection	Steeves St & River Rd
Jurisdiction	City of Maple Ridge
East/West Street	River Rd
North/South Street	Steeves St
Peak Hour Factor	0.86

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	7	391	3	7	395	14	3	3	4	11	3	10
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	466			484			12			28		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.414			0.430			0.010			0.025		
Final Departure Headway, h_d (s)	4.57			4.54			5.91			5.89		
Final Degree of Utilization, x	0.592			0.610			0.019			0.046		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.57			2.54			3.91			3.89		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	466			484			12			28		
Capacity (veh/h)	787			793			609			612		
95% Queue Length, Q_{95} (veh)	4.0			4.2			0.1			0.1		
95% Queue Length, Q_{95} (m)	30.97			32.52			0.77			0.77		
Control Delay (s/veh)	14.0			14.4			9.0			9.2		
Level of Service, LOS	B			B			A			A		
Approach Delay (s/veh) | LOS	14.0	B		14.4	B		9.0	A		9.2	A	
Intersection Delay (s/veh) | LOS	14.0						B					

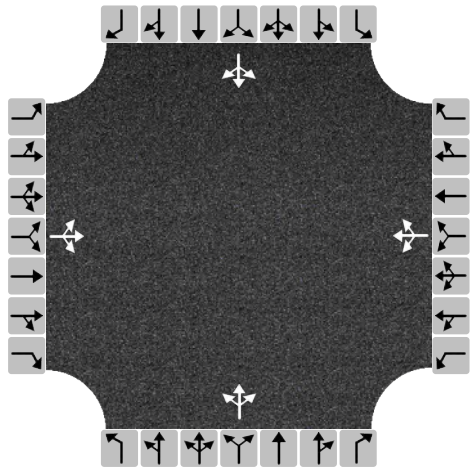
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HCS All-Way Stop Control Report

General and Site Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2045
Analysis Time Period (hrs)	0.25
Time Analyzed	WE 2045 Base+Site MD
Project Description	Multi-Sport Facility
Intersection	Steeves St & River Rd
Jurisdiction	City of Maple Ridge
East/West Street	River Rd
North/South Street	Steeves St
Peak Hour Factor	0.86

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	7	391	3	61	395	14	3	3	68	11	3	10
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	466			547			86			28		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.414			0.486			0.076			0.025		
Final Departure Headway, h_d (s)	4.96			4.88			5.80			6.36		
Final Degree of Utilization, x	0.642			0.741			0.139			0.049		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.96			2.88			3.80			4.36		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	466			547			86			28		
Capacity (veh/h)	726			738			621			566		
95% Queue Length, Q_{95} (veh)	4.7			6.7			0.5			0.2		
95% Queue Length, Q_{95} (m)	36.39			51.87			3.87			1.55		
Control Delay (s/veh)	16.4			20.5			9.7			9.7		
Level of Service, LOS	C			C			A			A		
Approach Delay (s/veh) | LOS	16.4	C		20.5	C		9.7	A		9.7	A	
Intersection Delay (s/veh) | LOS	17.7						C					

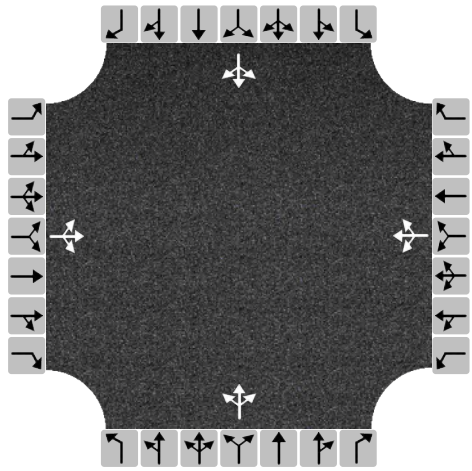
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HCS All-Way Stop Control Report

General and Site Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2050
Analysis Time Period (hrs)	0.25
Time Analyzed	WD 2050 Base AM
Project Description	Multi-Sport Facility
Intersection	Steeves St & River Rd
Jurisdiction	City of Maple Ridge
East/West Street	River Rd
North/South Street	Steeves St
Peak Hour Factor	0.77

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	82	277	3	6	597	30	6	3	11	20	3	24
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	470			822			26			61		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.418			0.731			0.023			0.054		
Final Departure Headway, h_d (s)	5.12			4.80			6.57			6.49		
Final Degree of Utilization, x	0.669			1.097			0.047			0.110		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	3.12			2.80			4.57			4.49		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	470			822			26			61		
Capacity (veh/h)	703			750			548			555		
95% Queue Length, Q_{95} (veh)	5.1			22.7			0.1			0.4		
95% Queue Length, Q_{95} (m)	39.48			175.74			0.77			3.10		
Control Delay (s/veh)	17.8			82.9			9.9			10.3		
Level of Service, LOS	C			F			A			B		
Approach Delay (s/veh) | LOS	17.8	C		82.9	F		9.9	A		10.3	B	
Intersection Delay (s/veh) | LOS	56.1						F					

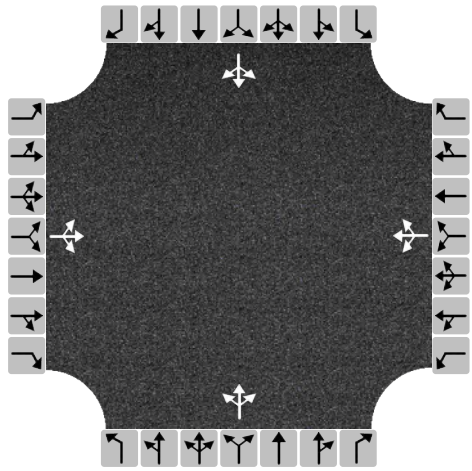
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HCS All-Way Stop Control Report

General and Site Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2050
Analysis Time Period (hrs)	0.25
Time Analyzed	WD 2050 Base+Site AM
Project Description	Multi-Sport Facility
Intersection	Steeves St & River Rd
Jurisdiction	City of Maple Ridge
East/West Street	River Rd
North/South Street	Steeves St
Peak Hour Factor	0.77

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	82	277	3	18	597	30	6	3	18	20	3	24
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	470			838			35			61		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.418			0.745			0.031			0.054		
Final Departure Headway, h_d (s)	5.16			4.85			6.49			6.53		
Final Degree of Utilization, x	0.674			1.128			0.063			0.111		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	3.16			2.85			4.49			4.53		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	470			838			35			61		
Capacity (veh/h)	698			743			555			552		
95% Queue Length, Q_{95} (veh)	5.2			24.6			0.2			0.4		
95% Queue Length, Q_{95} (m)	40.26			190.45			1.55			3.10		
Control Delay (s/veh)	18.1			94.0			9.9			10.3		
Level of Service, LOS	C			F			A			B		
Approach Delay (s/veh) | LOS	18.1	C		94.0	F		9.9	A		10.3	B	
Intersection Delay (s/veh) | LOS	62.8						F					

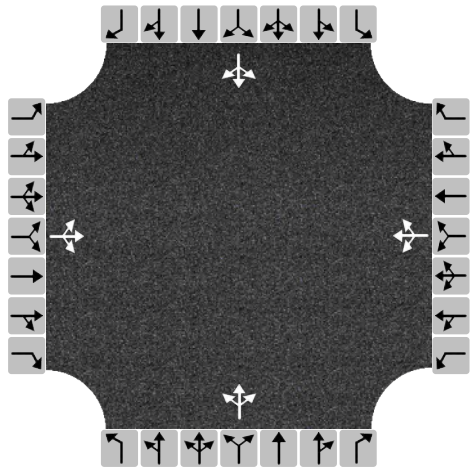
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HCS All-Way Stop Control Report

General and Site Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2050
Analysis Time Period (hrs)	0.25
Time Analyzed	WD 2050 Base PM
Project Description	Multi-Sport Facility
Intersection	Steeves St & River Rd
Jurisdiction	City of Maple Ridge
East/West Street	River Rd
North/South Street	Steeves St
Peak Hour Factor	0.88

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	5	924	15	5	325	14	6	2	8	11	6	9
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	1073			391			18			30		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.954			0.347			0.016			0.026		
Final Departure Headway, h_d (s)	4.54			4.89			6.31			6.37		
Final Degree of Utilization, x	1.352			0.531			0.032			0.052		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.54			2.89			4.31			4.37		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	1073			391			18			30		
Capacity (veh/h)	793			736			570			565		
95% Queue Length, Q_{95} (veh)	44.1			3.2			0.1			0.2		
95% Queue Length, Q_{95} (m)	341.42			24.77			0.77			1.55		
Control Delay (s/veh)	181.8			13.3			9.5			9.7		
Level of Service, LOS	F			B			A			A		
Approach Delay (s/veh) | LOS	181.8	F		13.3	B		9.5	A		9.7	A	
Intersection Delay (s/veh) | LOS	132.8						F					

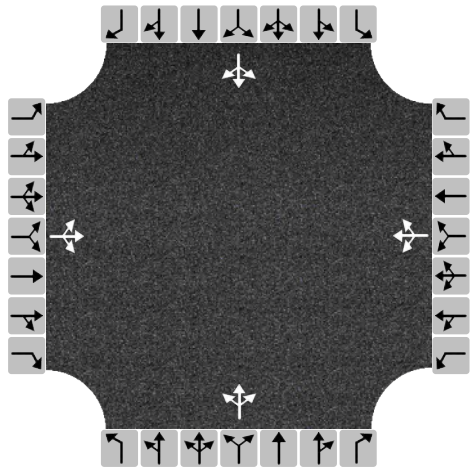
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HCS All-Way Stop Control Report

General and Site Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2050
Analysis Time Period (hrs)	0.25
Time Analyzed	WD 2050 Base+Site PM
Project Description	Multi-Sport Facility
Intersection	Steeves St & River Rd
Jurisdiction	City of Maple Ridge
East/West Street	River Rd
North/South Street	Steeves St
Peak Hour Factor	0.88

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	5	924	15	26	325	14	6	2	38	11	6	9
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	1073			415			52			30		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.954			0.369			0.046			0.026		
Final Departure Headway, h_d (s)	4.72			5.04			6.14			6.56		
Final Degree of Utilization, x	1.405			0.581			0.089			0.054		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.72			3.04			4.14			4.56		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	1073			415			52			30		
Capacity (veh/h)	763			714			586			549		
95% Queue Length, Q_{95} (veh)	47.2			3.8			0.3			0.2		
95% Queue Length, Q_{95} (m)	365.42			29.42			2.32			1.55		
Control Delay (s/veh)	205.2			14.8			9.7			9.9		
Level of Service, LOS	F			B			A			A		
Approach Delay (s/veh) | LOS	205.2	F		14.8	B		9.7	A		9.9	A	
Intersection Delay (s/veh) | LOS	144.7						F					

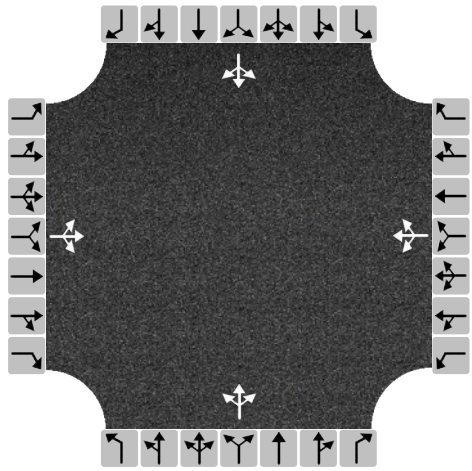
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HCS All-Way Stop Control Report

General and Site Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2050
Analysis Time Period (hrs)	0.25
Time Analyzed	WE 2050 Base MD
Project Description	Multi-Sport Facility
Intersection	Steeves St & River Rd
Jurisdiction	City of Maple Ridge
East/West Street	River Rd
North/South Street	Steeves St
Peak Hour Factor	0.86

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	8	419	3	8	424	15	3	3	5	12	3	11
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	500			520			13			30		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.444			0.462			0.011			0.027		
Final Departure Headway, h_d (s)	4.64			4.60			6.04			6.05		
Final Degree of Utilization, x	0.644			0.664			0.021			0.051		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.64			2.60			4.04			4.05		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	500			520			13			30		
Capacity (veh/h)	777			782			596			595		
95% Queue Length, Q_{95} (veh)	4.8			5.1			0.1			0.2		
95% Queue Length, Q_{95} (m)	37.16			39.48			0.77			1.55		
Control Delay (s/veh)	15.6			16.2			9.2			9.4		
Level of Service, LOS	C			C			A			A		
Approach Delay (s/veh) | LOS	15.6	C		16.2	C		9.2	A		9.4	A	
Intersection Delay (s/veh) | LOS	15.7						C					

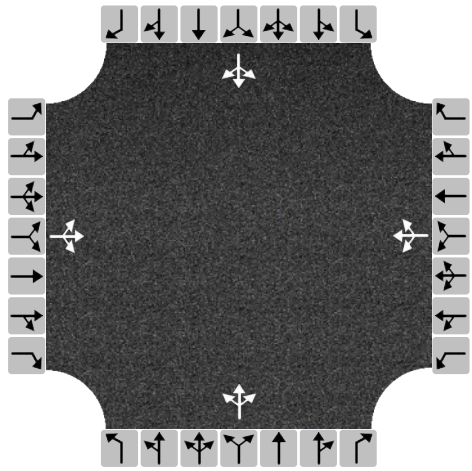
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HCS All-Way Stop Control Report

General and Site Information

Analyst	MW
Agency/Co.	CTS
Date Performed	2/12/2026
Analysis Year	2050
Analysis Time Period (hrs)	0.25
Time Analyzed	WE 2050 Base+Site MD
Project Description	Multi-Sport Facility
Intersection	Steeves St & River Rd
Jurisdiction	City of Maple Ridge
East/West Street	River Rd
North/South Street	Steeves St
Peak Hour Factor	0.86

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	8	419	3	62	424	15	3	3	69	12	3	11
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	500			583			87			30		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.444			0.518			0.078			0.027		
Final Departure Headway, h_d (s)	5.06			4.97			6.04			6.61		
Final Degree of Utilization, x	0.702			0.804			0.146			0.056		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	3.06			2.97			4.04			4.61		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	500			583			87			30		
Capacity (veh/h)	712			725			596			545		
95% Queue Length, Q_{95} (veh)	5.8			8.4			0.5			0.2		
95% Queue Length, Q_{95} (m)	44.90			65.03			3.87			1.55		
Control Delay (s/veh)	19.1			25.1			10.1			10.0		
Level of Service, LOS	C			D			B			A		
Approach Delay (s/veh) | LOS	19.1	C		25.1	D		10.1	B		10.0	A	
Intersection Delay (s/veh) | LOS	21.1						C					

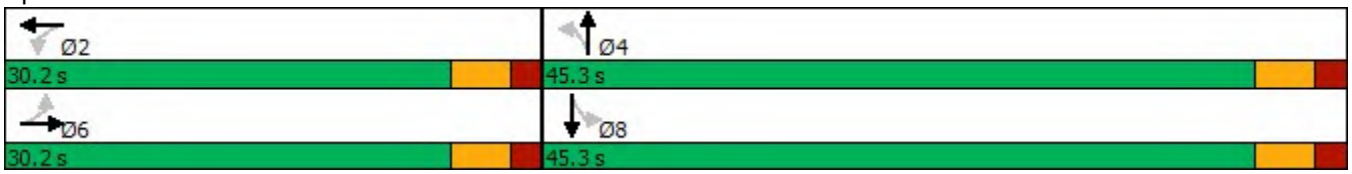
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	11	1	196	8	146	1	187	98	98	188	3
Future Volume (vph)	10	11	1	196	8	146	1	187	98	98	188	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	15.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99		0.91	0.90			0.95			0.99	
Frt		0.995			0.857			0.954			0.999	
Flt Protected		0.977		0.950							0.983	
Satd. Flow (prot)	0	1786	0	1752	1429	0	0	1674	0	0	1810	0
Flt Permitted		0.856		0.739				0.999			0.772	
Satd. Flow (perm)	0	1548	0	1246	1429	0	0	1672	0	0	1409	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			190			53			1	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		240.8			521.4			333.4			168.2	
Travel Time (s)		17.3			37.5			24.0			12.1	
Confl. Peds. (#/hr)	16		37	38		41	9		63	25		25
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	13	14	1	255	10	190	1	243	127	127	244	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	28	0	255	200	0	0	371	0	0	375	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	26.2	26.2		29.2	29.2		29.3	29.3		29.3	29.3	
Total Split (s)	30.2	30.2		30.2	30.2		45.3	45.3		45.3	45.3	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		60.0%	60.0%		60.0%	60.0%	
Yellow Time (s)	3.4	3.4		3.4	3.4		3.4	3.4		3.4	3.4	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.9	1.9		1.9	1.9	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)		5.2		5.2	5.2			5.3			5.3	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		14.6		14.6	14.6			17.9			17.9	
Actuated g/C Ratio		0.33		0.33	0.33			0.41			0.41	
v/c Ratio		0.05		0.62	0.33			0.52			0.65	
Control Delay		11.5		20.8	4.5			11.8			17.3	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		11.5		20.8	4.5			11.8			17.3	
LOS		B		C	A			B			B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		11.5			13.6			11.8			17.3	
Approach LOS		B			B			B			B	
Queue Length 50th (m)		1.3		15.3	0.5			15.9			20.6	
Queue Length 95th (m)		5.6		36.3	7.8			36.7			46.2	
Internal Link Dist (m)		216.8			497.4			309.4			144.2	
Turn Bay Length (m)				15.0								
Base Capacity (vph)		957		770	956			1473			1236	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.03		0.33	0.21			0.25			0.30	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75.5			
Actuated Cycle Length: 43.9			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay: 14.1		Intersection LOS: B	
Intersection Capacity Utilization 63.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: 207 St & River Rd

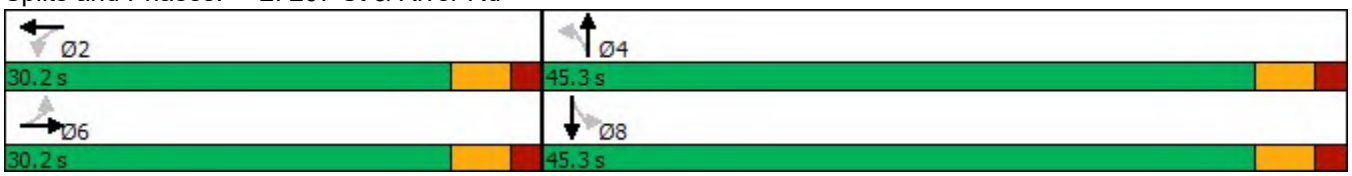


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	30	1	106	9	98	1	152	536	136	146	2
Future Volume (vph)	2	30	1	106	9	98	1	152	536	136	146	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	15.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		0.99	0.97			0.97			1.00	
Frt		0.996			0.862			0.895			0.999	
Flt Protected		0.997		0.950							0.977	
Satd. Flow (prot)	0	1847	0	1770	1557	0	0	1613	0	0	1818	0
Flt Permitted		0.979		0.733							0.566	
Satd. Flow (perm)	0	1814	0	1347	1557	0	0	1613	0	0	1052	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			111			355			1	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		240.8			521.4			333.4			168.2	
Travel Time (s)		17.3			37.5			24.0			12.1	
Confl. Peds. (#/hr)	1		13	6		6	7		11	5		8
Confl. Bikes (#/hr)						1						1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	2	34	1	120	10	111	1	173	609	155	166	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	37	0	120	121	0	0	783	0	0	323	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	26.2	26.2		29.2	29.2		29.3	29.3		29.3	29.3	
Total Split (s)	30.2	30.2		30.2	30.2		45.3	45.3		45.3	45.3	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		60.0%	60.0%		60.0%	60.0%	
Yellow Time (s)	3.4	3.4		3.4	3.4		3.4	3.4		3.4	3.4	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.9	1.9		1.9	1.9	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)		5.2		5.2	5.2			5.3			5.3	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		10.4		10.4	10.4			28.0			28.0	
Actuated g/C Ratio		0.23		0.23	0.23			0.63			0.63	
v/c Ratio		0.09		0.38	0.27			0.68			0.49	
Control Delay		17.0		21.3	7.3			8.0			10.2	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		17.0		21.3	7.3			8.0			10.2	
LOS		B		C	A			A			B	
Approach Delay		17.0			14.3			8.0			10.2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			B			A			B	
Queue Length 50th (m)		2.1		7.5	0.6			18.3			14.6	
Queue Length 95th (m)		10.2		26.4	12.1			61.0			38.8	
Internal Link Dist (m)		216.8			497.4			309.4			144.2	
Turn Bay Length (m)				15.0								
Base Capacity (vph)		1099		816	987			1452			917	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.03		0.15	0.12			0.54			0.35	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75.5			
Actuated Cycle Length: 44.6			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 9.9		Intersection LOS: A	
Intersection Capacity Utilization 83.7%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 2: 207 St & River Rd

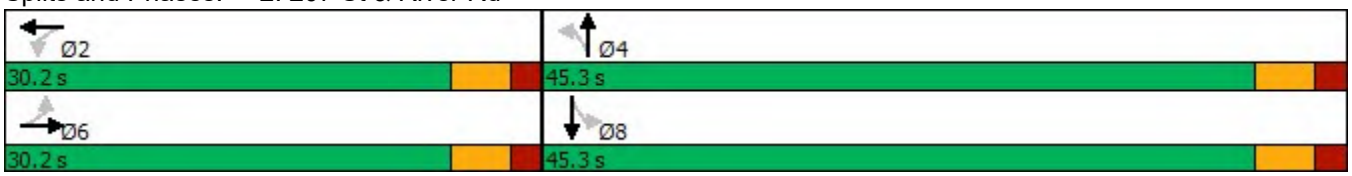


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	3	0	152	6	148	1	152	178	95	141	1
Future Volume (vph)	0	3	0	152	6	148	1	152	178	95	141	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	15.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor				1.00	0.96			0.98			1.00	
Frt					0.856			0.927				
Flt Protected				0.950							0.980	
Satd. Flow (prot)	0	1863	0	1770	1537	0	0	1694	0	0	1825	0
Flt Permitted				0.756				0.999			0.757	
Satd. Flow (perm)	0	1863	0	1402	1537	0	0	1692	0	0	1406	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					172			118				
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		240.8			521.4			333.4			168.2	
Travel Time (s)		17.3			37.5			24.0			12.1	
Confl. Peds. (#/hr)	2		16	2		8	14		8	6		16
Confl. Bikes (#/hr)						2						
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	0	3	0	177	7	172	1	177	207	110	164	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	177	179	0	0	385	0	0	275	0
Turn Type		NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	26.2	26.2		29.2	29.2		29.3	29.3		29.3	29.3	
Total Split (s)	30.2	30.2		30.2	30.2		45.3	45.3		45.3	45.3	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		60.0%	60.0%		60.0%	60.0%	
Yellow Time (s)	3.4	3.4		3.4	3.4		3.4	3.4		3.4	3.4	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.9	1.9		1.9	1.9	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)		5.2		5.2	5.2			5.3			5.3	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		10.0		10.0	10.0			14.1			14.1	
Actuated g/C Ratio		0.29		0.29	0.29			0.41			0.41	
v/c Ratio		0.01		0.44	0.32			0.51			0.48	
Control Delay		9.7		14.3	4.4			8.5			11.7	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		9.7		14.3	4.4			8.5			11.7	
LOS		A		B	A			A			B	
Approach Delay		9.7			9.3			8.5			11.7	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		A			A			A			B	
Queue Length 50th (m)		0.1		7.4	0.3			9.9			10.7	
Queue Length 95th (m)		1.4		22.4	9.0			27.9			28.0	
Internal Link Dist (m)		216.8			497.4			309.4			144.2	
Turn Bay Length (m)				15.0								
Base Capacity (vph)		1369		1030	1175			1658			1375	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.00		0.17	0.15			0.23			0.20	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75.5			
Actuated Cycle Length: 34.8			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay: 9.6		Intersection LOS: A	
Intersection Capacity Utilization 61.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: 207 St & River Rd

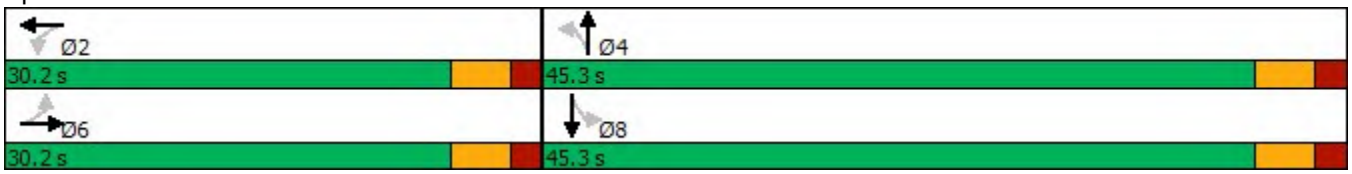


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	11	1	204	8	152	1	194	102	102	196	3
Future Volume (vph)	10	11	1	204	8	152	1	194	102	102	196	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	15.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99		0.91	0.90			0.95			0.99	
Frt		0.995			0.857			0.954			0.999	
Flt Protected		0.977		0.950							0.983	
Satd. Flow (prot)	0	1786	0	1752	1429	0	0	1674	0	0	1810	0
Flt Permitted		0.855		0.739				0.999			0.762	
Satd. Flow (perm)	0	1547	0	1246	1429	0	0	1672	0	0	1391	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			197			53			1	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		240.8			521.4			333.4			168.2	
Travel Time (s)		17.3			37.5			24.0			12.1	
Confl. Peds. (#/hr)	16		37	38		41	9		63	25		25
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	13	14	1	265	10	197	1	252	132	132	255	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	28	0	265	207	0	0	385	0	0	391	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	26.2	26.2		29.2	29.2		29.3	29.3		29.3	29.3	
Total Split (s)	30.2	30.2		30.2	30.2		45.3	45.3		45.3	45.3	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		60.0%	60.0%		60.0%	60.0%	
Yellow Time (s)	3.4	3.4		3.4	3.4		3.4	3.4		3.4	3.4	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.9	1.9		1.9	1.9	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)		5.2		5.2	5.2			5.3			5.3	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		15.1		15.1	15.1			18.9			18.9	
Actuated g/C Ratio		0.33		0.33	0.33			0.42			0.42	
v/c Ratio		0.05		0.64	0.34			0.53			0.68	
Control Delay		12.2		22.3	4.7			11.9			18.1	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		12.2		22.3	4.7			11.9			18.1	
LOS		B		C	A			B			B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		12.2			14.6			11.9			18.1	
Approach LOS		B			B			B			B	
Queue Length 50th (m)		1.4		17.0	0.5			17.5			22.9	
Queue Length 95th (m)		5.9		39.6	8.2			38.2			48.7	
Internal Link Dist (m)		216.8			497.4			309.4			144.2	
Turn Bay Length (m)				15.0								
Base Capacity (vph)		926		746	935			1439			1191	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.03		0.36	0.22			0.27			0.33	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75.5			
Actuated Cycle Length: 45.5			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 14.8		Intersection LOS: B	
Intersection Capacity Utilization 65.4%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 2: 207 St & River Rd

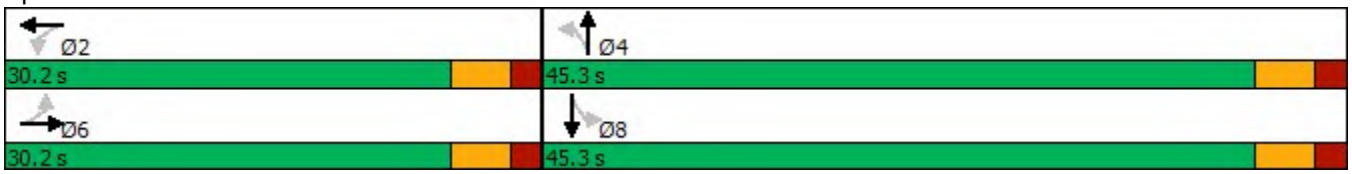


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	11	1	204	8	152	1	195	102	102	197	3
Future Volume (vph)	10	11	1	204	8	152	1	195	102	102	197	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	15.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99		0.91	0.90			0.95			0.99	
Frt		0.995			0.857			0.954			0.999	
Flt Protected		0.977		0.950							0.983	
Satd. Flow (prot)	0	1786	0	1752	1429	0	0	1674	0	0	1810	0
Flt Permitted		0.855		0.739				0.999			0.763	
Satd. Flow (perm)	0	1547	0	1246	1429	0	0	1672	0	0	1393	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			197			53			1	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		240.8			521.4			333.4			168.2	
Travel Time (s)		17.3			37.5			24.0			12.1	
Confl. Peds. (#/hr)	16		37	38		41	9		63	25		25
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	13	14	1	265	10	197	1	253	132	132	256	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	28	0	265	207	0	0	386	0	0	392	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	26.2	26.2		29.2	29.2		29.3	29.3		29.3	29.3	
Total Split (s)	30.2	30.2		30.2	30.2		45.3	45.3		45.3	45.3	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		60.0%	60.0%		60.0%	60.0%	
Yellow Time (s)	3.4	3.4		3.4	3.4		3.4	3.4		3.4	3.4	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.9	1.9		1.9	1.9	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)		5.2		5.2	5.2			5.3			5.3	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		15.1		15.1	15.1			19.0			19.0	
Actuated g/C Ratio		0.33		0.33	0.33			0.42			0.42	
v/c Ratio		0.05		0.64	0.34			0.53			0.67	
Control Delay		12.2		22.4	4.7			11.9			18.0	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		12.2		22.4	4.7			11.9			18.0	
LOS		B		C	A			B			B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		12.2			14.6			11.9			18.0	
Approach LOS		B			B			B			B	
Queue Length 50th (m)		1.4		17.0	0.5			17.5			22.9	
Queue Length 95th (m)		5.9		39.7	8.3			38.3			48.9	
Internal Link Dist (m)		216.8			497.4			309.4			144.2	
Turn Bay Length (m)				15.0								
Base Capacity (vph)		926		745	934			1438			1192	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.03		0.36	0.22			0.27			0.33	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75.5			
Actuated Cycle Length: 45.5			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 14.8		Intersection LOS: B	
Intersection Capacity Utilization 65.5%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 2: 207 St & River Rd

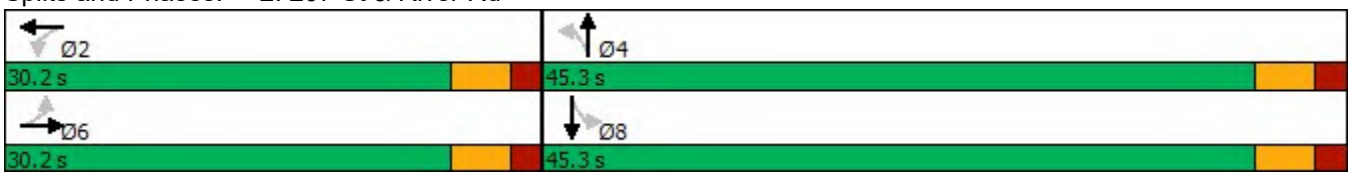


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	31	1	110	9	102	1	158	557	141	152	2
Future Volume (vph)	2	31	1	110	9	102	1	158	557	141	152	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	15.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		0.99	0.97			0.97			1.00	
Frt		0.996			0.862			0.895			0.999	
Flt Protected		0.997		0.950							0.977	
Satd. Flow (prot)	0	1847	0	1770	1557	0	0	1613	0	0	1818	0
Flt Permitted		0.980		0.732							0.553	
Satd. Flow (perm)	0	1816	0	1345	1557	0	0	1613	0	0	1028	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			116			355			1	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		240.8			521.4			333.4			168.2	
Travel Time (s)		17.3			37.5			24.0			12.1	
Confl. Peds. (#/hr)	1		13	6		6	7		11	5		8
Confl. Bikes (#/hr)						1						1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	2	35	1	125	10	116	1	180	633	160	173	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	38	0	125	126	0	0	814	0	0	335	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	26.2	26.2		29.2	29.2		29.3	29.3		29.3	29.3	
Total Split (s)	30.2	30.2		30.2	30.2		45.3	45.3		45.3	45.3	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		60.0%	60.0%		60.0%	60.0%	
Yellow Time (s)	3.4	3.4		3.4	3.4		3.4	3.4		3.4	3.4	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.9	1.9		1.9	1.9	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)		5.2		5.2	5.2			5.3			5.3	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		10.8		10.8	10.8			30.9			30.9	
Actuated g/C Ratio		0.23		0.23	0.23			0.65			0.65	
v/c Ratio		0.09		0.41	0.29			0.70			0.50	
Control Delay		18.0		23.2	7.6			8.4			10.4	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		18.0		23.2	7.6			8.4			10.4	
LOS		B		C	A			A			B	
Approach Delay		18.0			15.3			8.4			10.4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			B			A			B	
Queue Length 50th (m)		2.5		8.9	0.7			21.2			16.3	
Queue Length 95th (m)		10.3		27.3	12.3			69.9			42.6	
Internal Link Dist (m)		216.8			497.4			309.4			144.2	
Turn Bay Length (m)				15.0								
Base Capacity (vph)		1016		752	922			1408			861	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.04		0.17	0.14			0.58			0.39	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75.5			
Actuated Cycle Length: 47.8			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 10.4		Intersection LOS: B	
Intersection Capacity Utilization 86.0%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 2: 207 St & River Rd

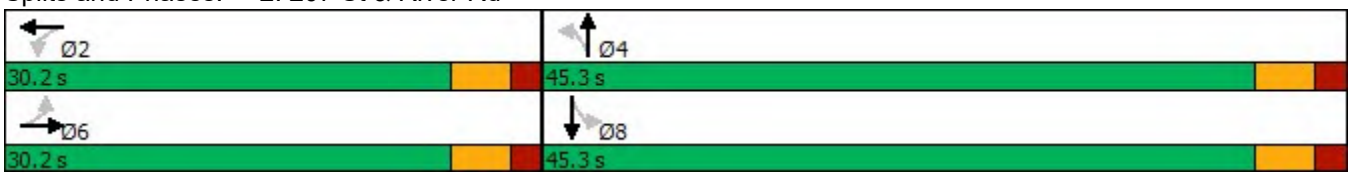


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	31	1	110	9	102	1	163	557	141	159	2
Future Volume (vph)	2	31	1	110	9	102	1	163	557	141	159	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	15.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		0.99	0.97			0.97			1.00	
Frt		0.996			0.862			0.896			0.999	
Flt Protected		0.997		0.950							0.977	
Satd. Flow (prot)	0	1847	0	1770	1557	0	0	1616	0	0	1818	0
Flt Permitted		0.980		0.732							0.558	
Satd. Flow (perm)	0	1816	0	1345	1557	0	0	1616	0	0	1037	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			116			345			1	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		240.8			521.4			333.4			168.2	
Travel Time (s)		17.3			37.5			24.0			12.1	
Confl. Peds. (#/hr)	1		13	6		6	7		11	5		8
Confl. Bikes (#/hr)						1						1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	2	35	1	125	10	116	1	185	633	160	181	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	38	0	125	126	0	0	819	0	0	343	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	26.2	26.2		29.2	29.2		29.3	29.3		29.3	29.3	
Total Split (s)	30.2	30.2		30.2	30.2		45.3	45.3		45.3	45.3	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		60.0%	60.0%		60.0%	60.0%	
Yellow Time (s)	3.4	3.4		3.4	3.4		3.4	3.4		3.4	3.4	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.9	1.9		1.9	1.9	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)		5.2		5.2	5.2			5.3			5.3	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		10.8		10.8	10.8			31.4			31.4	
Actuated g/C Ratio		0.22		0.22	0.22			0.65			0.65	
v/c Ratio		0.09		0.42	0.29			0.70			0.51	
Control Delay		18.3		23.6	7.6			8.6			10.4	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		18.3		23.6	7.6			8.6			10.4	
LOS		B		C	A			A			B	
Approach Delay		18.3			15.6			8.6			10.4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			B			A			B	
Queue Length 50th (m)		2.5		9.2	0.7			22.7			16.9	
Queue Length 95th (m)		10.3		27.3	12.3			72.3			43.8	
Internal Link Dist (m)		216.8			497.4			309.4			144.2	
Turn Bay Length (m)				15.0								
Base Capacity (vph)		1003		742	911			1401			862	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.04		0.17	0.14			0.58			0.40	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75.5			
Actuated Cycle Length: 48.3			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 10.5		Intersection LOS: B	
Intersection Capacity Utilization 86.6%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 2: 207 St & River Rd

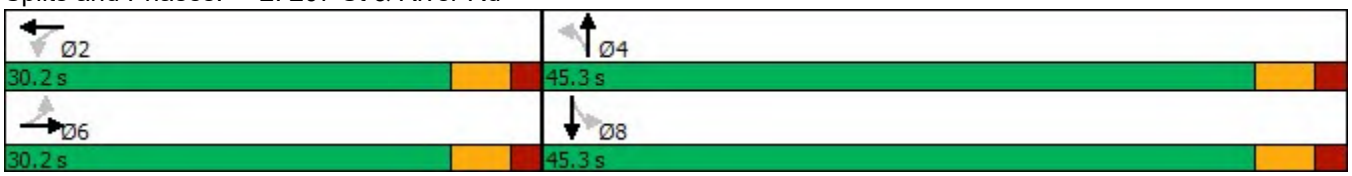


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	3	0	158	6	154	1	158	185	99	147	1
Future Volume (vph)	0	3	0	158	6	154	1	158	185	99	147	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	15.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor				1.00	0.96			0.98			1.00	
Frt					0.856			0.927				
Flt Protected				0.950							0.980	
Satd. Flow (prot)	0	1863	0	1770	1537	0	0	1694	0	0	1825	0
Flt Permitted				0.756				0.999			0.745	
Satd. Flow (perm)	0	1863	0	1402	1537	0	0	1692	0	0	1384	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					179			118				
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		240.8			521.4			333.4			168.2	
Travel Time (s)		17.3			37.5			24.0			12.1	
Confl. Peds. (#/hr)	2		16	2		8	14		8	6		16
Confl. Bikes (#/hr)						2						
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	0	3	0	184	7	179	1	184	215	115	171	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	184	186	0	0	400	0	0	287	0
Turn Type		NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	26.2	26.2		29.2	29.2		29.3	29.3		29.3	29.3	
Total Split (s)	30.2	30.2		30.2	30.2		45.3	45.3		45.3	45.3	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		60.0%	60.0%		60.0%	60.0%	
Yellow Time (s)	3.4	3.4		3.4	3.4		3.4	3.4		3.4	3.4	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.9	1.9		1.9	1.9	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)		5.2		5.2	5.2			5.3			5.3	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		10.3		10.3	10.3			14.3			14.3	
Actuated g/C Ratio		0.29		0.29	0.29			0.40			0.40	
v/c Ratio		0.01		0.45	0.33			0.53			0.51	
Control Delay		10.0		14.8	4.4			8.9			12.3	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		10.0		14.8	4.4			8.9			12.3	
LOS		A		B	A			A			B	
Approach Delay		10.0			9.6			8.9			12.3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		A			A			A			B	
Queue Length 50th (m)		0.2		8.0	0.3			10.8			11.5	
Queue Length 95th (m)		1.4		24.0	9.4			30.1			30.4	
Internal Link Dist (m)		216.8			497.4			309.4			144.2	
Turn Bay Length (m)				15.0								
Base Capacity (vph)		1353		1018	1165			1646			1343	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.00		0.18	0.16			0.24			0.21	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75.5			
Actuated Cycle Length: 35.4			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.53			
Intersection Signal Delay: 10.0		Intersection LOS: B	
Intersection Capacity Utilization 63.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: 207 St & River Rd

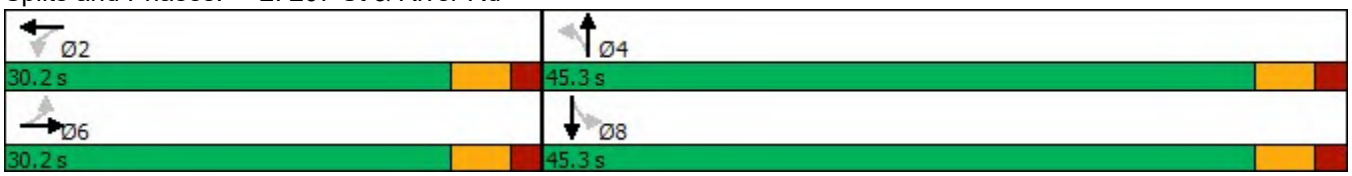


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	3	0	158	6	154	1	185	185	99	176	1
Future Volume (vph)	0	3	0	158	6	154	1	185	185	99	176	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	15.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor				1.00	0.96			0.98			1.00	
Frt					0.856			0.933				
Flt Protected				0.950							0.982	
Satd. Flow (prot)	0	1863	0	1770	1537	0	0	1707	0	0	1829	0
Flt Permitted				0.756				0.999			0.755	
Satd. Flow (perm)	0	1863	0	1402	1537	0	0	1705	0	0	1403	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					179			101				
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		240.8			521.4			333.4			168.2	
Travel Time (s)		17.3			37.5			24.0			12.1	
Confl. Peds. (#/hr)	2		16	2		8	14		8	6		16
Confl. Bikes (#/hr)						2						
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	0	3	0	184	7	179	1	215	215	115	205	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	184	186	0	0	431	0	0	321	0
Turn Type		NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	26.2	26.2		29.2	29.2		29.3	29.3		29.3	29.3	
Total Split (s)	30.2	30.2		30.2	30.2		45.3	45.3		45.3	45.3	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		60.0%	60.0%		60.0%	60.0%	
Yellow Time (s)	3.4	3.4		3.4	3.4		3.4	3.4		3.4	3.4	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.9	1.9		1.9	1.9	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)		5.2		5.2	5.2			5.3			5.3	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		10.5		10.5	10.5			15.3			15.3	
Actuated g/C Ratio		0.29		0.29	0.29			0.42			0.42	
v/c Ratio		0.01		0.46	0.33			0.56			0.55	
Control Delay		10.7		15.6	4.6			9.7			12.7	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		10.7		15.6	4.6			9.7			12.7	
LOS		B		B	A			A			B	
Approach Delay		10.7			10.1			9.7			12.7	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			B			A			B	
Queue Length 50th (m)		0.2		8.4	0.3			13.2			13.5	
Queue Length 95th (m)		1.4		25.6	9.8			35.4			34.7	
Internal Link Dist (m)		216.8			497.4			309.4			144.2	
Turn Bay Length (m)				15.0								
Base Capacity (vph)		1314		988	1136			1643			1349	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.00		0.19	0.16			0.26			0.24	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75.5			
Actuated Cycle Length: 36.7			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay: 10.7		Intersection LOS: B	
Intersection Capacity Utilization 65.4%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 2: 207 St & River Rd



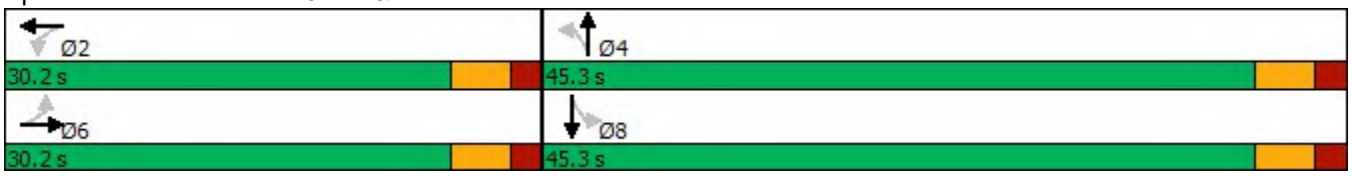
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	15	1	270	11	201	1	258	135	135	259	4
Future Volume (vph)	14	15	1	270	11	201	1	258	135	135	259	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	15.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99		0.91	0.90			0.95			0.99	
Frt		0.996			0.858			0.954			0.999	
Flt Protected		0.977		0.950							0.983	
Satd. Flow (prot)	0	1790	0	1752	1431	0	0	1674	0	0	1810	0
Flt Permitted		0.836		0.732				0.999			0.653	
Satd. Flow (perm)	0	1518	0	1235	1431	0	0	1672	0	0	1195	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			261			53			1	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		240.8			521.4			333.4			168.2	
Travel Time (s)		17.3			37.5			24.0			12.1	
Confl. Peds. (#/hr)	16		37	38		41	9		63	25		25
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	18	19	1	351	14	261	1	335	175	175	336	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	38	0	351	275	0	0	511	0	0	516	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	26.2	26.2		29.2	29.2		29.3	29.3		29.3	29.3	
Total Split (s)	30.2	30.2		30.2	30.2		45.3	45.3		45.3	45.3	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		60.0%	60.0%		60.0%	60.0%	
Yellow Time (s)	3.4	3.4		3.4	3.4		3.4	3.4		3.4	3.4	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.9	1.9		1.9	1.9	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)		5.2		5.2	5.2			5.3			5.3	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		22.0		22.0	22.0			32.0			32.0	
Actuated g/C Ratio		0.34		0.34	0.34			0.49			0.49	
v/c Ratio		0.07		0.84	0.42			0.60			0.88	
Control Delay		17.0		42.4	5.5			14.1			33.5	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		17.0		42.4	5.5			14.1			33.5	
LOS		B		D	A			B			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		17.0			26.2			14.1			33.5	
Approach LOS		B			C			B			C	
Queue Length 50th (m)		3.4		44.4	1.3			42.3			59.5	
Queue Length 95th (m)		8.6		#73.0	10.2			53.4			77.9	
Internal Link Dist (m)		216.8			497.4			309.4			144.2	
Turn Bay Length (m)				15.0								
Base Capacity (vph)		611		497	732			1095			770	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.06		0.71	0.38			0.47			0.67	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75.5			
Actuated Cycle Length: 65.1			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 24.6		Intersection LOS: C	
Intersection Capacity Utilization 79.6%		ICU Level of Service D	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: 207 St & River Rd



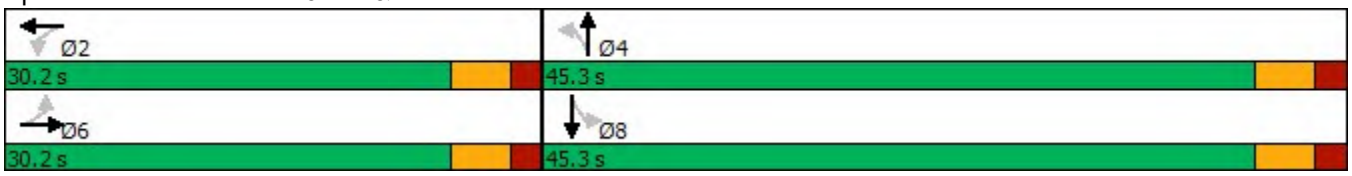
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	15	1	270	11	201	1	267	135	135	267	4
Future Volume (vph)	14	15	1	270	11	201	1	267	135	135	267	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	15.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99		0.91	0.90			0.95			0.99	
Frt		0.996			0.858			0.955			0.999	
Flt Protected		0.977		0.950							0.984	
Satd. Flow (prot)	0	1790	0	1752	1431	0	0	1678	0	0	1812	0
Flt Permitted		0.835		0.732				0.999			0.652	
Satd. Flow (perm)	0	1516	0	1235	1431	0	0	1676	0	0	1193	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			261			51			1	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		240.8			521.4			333.4			168.2	
Travel Time (s)		17.3			37.5			24.0			12.1	
Confl. Peds. (#/hr)	16		37	38		41	9		63	25		25
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	18	19	1	351	14	261	1	347	175	175	347	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	38	0	351	275	0	0	523	0	0	527	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	26.2	26.2		29.2	29.2		29.3	29.3		29.3	29.3	
Total Split (s)	30.2	30.2		30.2	30.2		45.3	45.3		45.3	45.3	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		60.0%	60.0%		60.0%	60.0%	
Yellow Time (s)	3.4	3.4		3.4	3.4		3.4	3.4		3.4	3.4	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.9	1.9		1.9	1.9	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)		5.2		5.2	5.2			5.3			5.3	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		22.2		22.2	22.2			32.9			32.9	
Actuated g/C Ratio		0.34		0.34	0.34			0.50			0.50	
v/c Ratio		0.07		0.85	0.42			0.61			0.89	
Control Delay		17.2		43.6	5.6			14.3			34.7	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		17.2		43.6	5.6			14.3			34.7	
LOS		B		D	A			B			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		17.2			26.9			14.3			34.7	
Approach LOS		B			C			B			C	
Queue Length 50th (m)		3.6		46.3	1.3			44.0			61.8	
Queue Length 95th (m)		8.6		#73.0	10.2			55.6			80.9	
Internal Link Dist (m)		216.8			497.4			309.4			144.2	
Turn Bay Length (m)				15.0								
Base Capacity (vph)		600		488	724			1080			756	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.06		0.72	0.38			0.48			0.70	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75.5			
Actuated Cycle Length: 66			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 25.2		Intersection LOS: C	
Intersection Capacity Utilization 80.5%		ICU Level of Service D	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: 207 St & River Rd



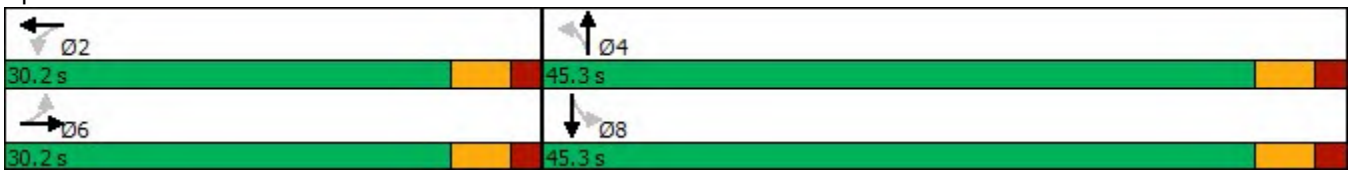
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	41	1	146	12	135	1	210	740	188	201	3
Future Volume (vph)	3	41	1	146	12	135	1	210	740	188	201	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	15.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		0.99	0.97			0.97			1.00	
Frt		0.997			0.863			0.895			0.999	
Flt Protected		0.997		0.950							0.977	
Satd. Flow (prot)	0	1850	0	1770	1559	0	0	1613	0	0	1818	0
Flt Permitted		0.981		0.724							0.388	
Satd. Flow (perm)	0	1820	0	1331	1559	0	0	1613	0	0	721	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			153			355			1	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		240.8			521.4			333.4			168.2	
Travel Time (s)		17.3			37.5			24.0			12.1	
Confl. Peds. (#/hr)	1		13	6		6	7		11	5		8
Confl. Bikes (#/hr)						1						1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	3	47	1	166	14	153	1	239	841	214	228	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	51	0	166	167	0	0	1081	0	0	445	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	26.2	26.2		29.2	29.2		29.3	29.3		29.3	29.3	
Total Split (s)	30.2	30.2		30.2	30.2		45.3	45.3		45.3	45.3	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		60.0%	60.0%		60.0%	60.0%	
Yellow Time (s)	3.4	3.4		3.4	3.4		3.4	3.4		3.4	3.4	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.9	1.9		1.9	1.9	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)		5.2		5.2	5.2			5.3			5.3	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		13.2		13.2	13.2			41.6			41.6	
Actuated g/C Ratio		0.20		0.20	0.20			0.64			0.64	
v/c Ratio		0.14		0.62	0.38			0.94			0.97	
Control Delay		20.5		33.3	7.6			25.7			53.0	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		20.5		33.3	7.6			25.7			53.0	
LOS		C		C	A			C			D	
Approach Delay		20.5			20.4			25.7			53.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			C			C			D	
Queue Length 50th (m)		5.1		18.8	1.4			71.7			45.2	
Queue Length 95th (m)		12.5		35.1	13.8			#200.6			#120.8	
Internal Link Dist (m)		216.8			497.4			309.4			144.2	
Turn Bay Length (m)				15.0								
Base Capacity (vph)		697		509	691			1155			459	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.07		0.33	0.24			0.94			0.97	

Intersection Summary

Area Type: Other
Cycle Length: 75.5
Actuated Cycle Length: 65.4
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.97
Intersection Signal Delay: 31.0 Intersection LOS: C
Intersection Capacity Utilization 106.8% ICU Level of Service G
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: 207 St & River Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	41	1	146	12	135	1	233	740	188	232	3
Future Volume (vph)	3	41	1	146	12	135	1	233	740	188	232	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	15.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		0.99	0.97			0.97			1.00	
Frt		0.997			0.863			0.897			0.999	
Flt Protected		0.997		0.950							0.978	
Satd. Flow (prot)	0	1850	0	1770	1559	0	0	1618	0	0	1820	0
Flt Permitted		0.981		0.724							0.398	
Satd. Flow (perm)	0	1820	0	1331	1559	0	0	1618	0	0	740	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			153			321			1	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		240.8			521.4			333.4			168.2	
Travel Time (s)		17.3			37.5			24.0			12.1	
Confl. Peds. (#/hr)	1		13	6		6	7		11	5		8
Confl. Bikes (#/hr)						1						1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	3	47	1	166	14	153	1	265	841	214	264	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	51	0	166	167	0	0	1107	0	0	481	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	26.2	26.2		29.2	29.2		29.3	29.3		29.3	29.3	
Total Split (s)	30.2	30.2		30.2	30.2		45.3	45.3		45.3	45.3	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		60.0%	60.0%		60.0%	60.0%	
Yellow Time (s)	3.4	3.4		3.4	3.4		3.4	3.4		3.4	3.4	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.9	1.9		1.9	1.9	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)		5.2		5.2	5.2			5.3			5.3	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		13.2		13.2	13.2			41.6			41.6	
Actuated g/C Ratio		0.20		0.20	0.20			0.64			0.64	
v/c Ratio		0.14		0.62	0.38			0.97			1.02	
Control Delay		20.5		33.3	7.6			31.4			65.5	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		20.5		33.3	7.6			31.4			65.5	
LOS		C		C	A			C			E	
Approach Delay		20.5			20.4			31.4			65.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			C			C			E	
Queue Length 50th (m)		5.1		18.8	1.4			83.5			~59.4	
Queue Length 95th (m)		12.5		35.1	13.8			#212.6			#131.2	
Internal Link Dist (m)		216.8			497.4			309.4			144.2	
Turn Bay Length (m)				15.0								
Base Capacity (vph)		697		509	691			1146			471	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.07		0.33	0.24			0.97			1.02	

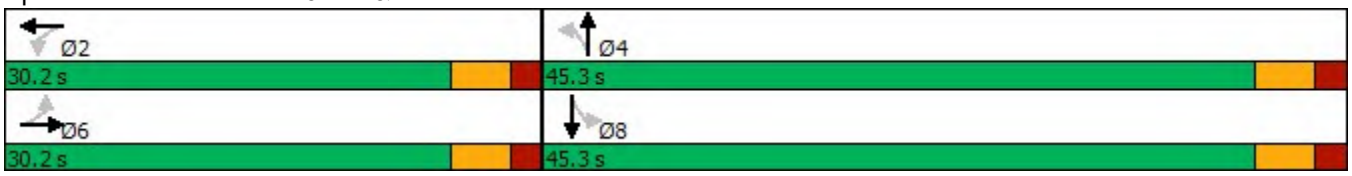
Intersection Summary

Area Type: Other
Cycle Length: 75.5
Actuated Cycle Length: 65.4
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.02
Intersection Signal Delay: 37.6 Intersection LOS: D
Intersection Capacity Utilization 109.6% ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: 207 St & River Rd

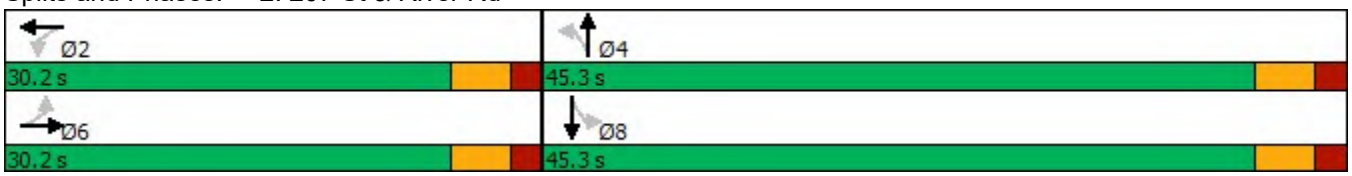


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	4	0	210	8	204	1	210	246	131	195	1
Future Volume (vph)	0	4	0	210	8	204	1	210	246	131	195	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	15.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor				1.00	0.96			0.98			1.00	
Frt					0.855			0.927				
Flt Protected				0.950							0.980	
Satd. Flow (prot)	0	1863	0	1770	1535	0	0	1694	0	0	1825	0
Flt Permitted				0.754				0.999			0.643	
Satd. Flow (perm)	0	1863	0	1398	1535	0	0	1692	0	0	1195	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					237			118				
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		240.8			521.4			333.4			168.2	
Travel Time (s)		17.3			37.5			24.0			12.1	
Confl. Peds. (#/hr)	2		16	2		8	14		8	6		16
Confl. Bikes (#/hr)						2						
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	0	5	0	244	9	237	1	244	286	152	227	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	5	0	244	246	0	0	531	0	0	380	0
Turn Type		NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	26.2	26.2		29.2	29.2		29.3	29.3		29.3	29.3	
Total Split (s)	30.2	30.2		30.2	30.2		45.3	45.3		45.3	45.3	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		60.0%	60.0%		60.0%	60.0%	
Yellow Time (s)	3.4	3.4		3.4	3.4		3.4	3.4		3.4	3.4	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.9	1.9		1.9	1.9	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)		5.2		5.2	5.2			5.3			5.3	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		14.3		14.3	14.3			21.2			21.2	
Actuated g/C Ratio		0.30		0.30	0.30			0.45			0.45	
v/c Ratio		0.01		0.58	0.39			0.64			0.71	
Control Delay		14.8		22.0	5.1			11.9			19.1	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		14.8		22.0	5.1			11.9			19.1	
LOS		B		C	A			B			B	
Approach Delay		14.8			13.5			11.9			19.1	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			B			B			B	
Queue Length 50th (m)		0.3		15.9	0.5			21.5			21.9	
Queue Length 95th (m)		2.7		47.7	13.7			59.5			59.9	
Internal Link Dist (m)		216.8			497.4			309.4			144.2	
Turn Bay Length (m)				15.0								
Base Capacity (vph)		1100		825	1003			1441			1004	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.00		0.30	0.25			0.37			0.38	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75.5			
Actuated Cycle Length: 47.2			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 14.4		Intersection LOS: B	
Intersection Capacity Utilization 75.7%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 2: 207 St & River Rd

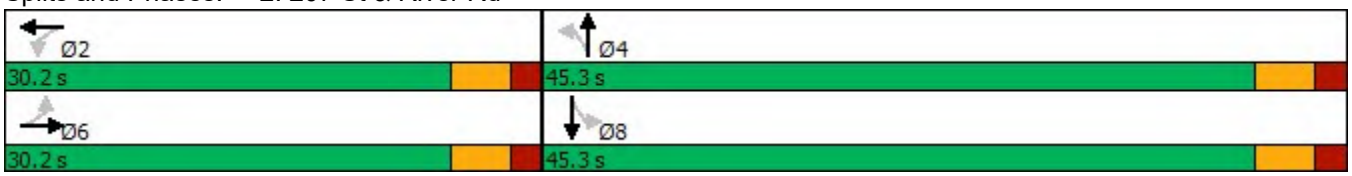


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	4	0	210	8	204	1	280	246	131	270	1
Future Volume (vph)	0	4	0	210	8	204	1	280	246	131	270	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	15.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor				1.00	0.96			0.98			1.00	
Frt					0.855			0.937				
Flt Protected				0.950							0.984	
Satd. Flow (prot)	0	1863	0	1770	1535	0	0	1716	0	0	1833	0
Flt Permitted				0.754				0.999			0.661	
Satd. Flow (perm)	0	1863	0	1398	1535	0	0	1715	0	0	1230	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					237			89				
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		240.8			521.4			333.4			168.2	
Travel Time (s)		17.3			37.5			24.0			12.1	
Confl. Peds. (#/hr)	2		16	2		8	14		8	6		16
Confl. Bikes (#/hr)						2						
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	0	5	0	244	9	237	1	326	286	152	314	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	5	0	244	246	0	0	613	0	0	467	0
Turn Type		NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	26.2	26.2		29.2	29.2		29.3	29.3		29.3	29.3	
Total Split (s)	30.2	30.2		30.2	30.2		45.3	45.3		45.3	45.3	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		60.0%	60.0%		60.0%	60.0%	
Yellow Time (s)	3.4	3.4		3.4	3.4		3.4	3.4		3.4	3.4	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.9	1.9		1.9	1.9	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)		5.2		5.2	5.2			5.3			5.3	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		15.4		15.4	15.4			26.0			26.0	
Actuated g/C Ratio		0.29		0.29	0.29			0.49			0.49	
v/c Ratio		0.01		0.60	0.40			0.69			0.77	
Control Delay		16.2		25.1	5.5			13.8			21.8	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		16.2		25.1	5.5			13.8			21.8	
LOS		B		C	A			B			C	
Approach Delay		16.3			15.2			13.8			21.8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			B			B			C	
Queue Length 50th (m)		0.4		20.0	0.6			33.2			32.3	
Queue Length 95th (m)		2.6		48.3	13.8			78.9			80.0	
Internal Link Dist (m)		216.8			497.4			309.4			144.2	
Turn Bay Length (m)				15.0								
Base Capacity (vph)		968		727	911			1355			958	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.01		0.34	0.27			0.45			0.49	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75.5			
Actuated Cycle Length: 52.9			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 16.6		Intersection LOS: B	
Intersection Capacity Utilization 83.2%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 2: 207 St & River Rd



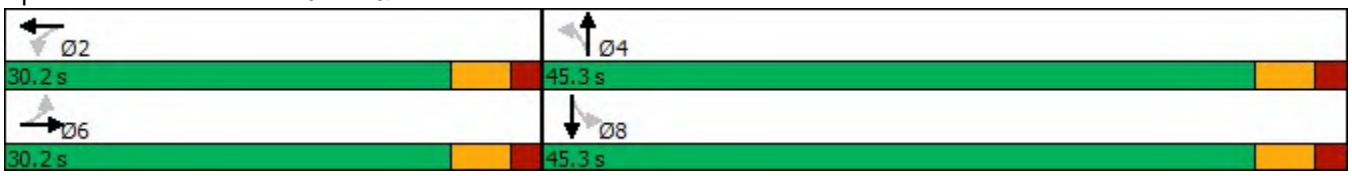
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	17	2	291	12	217	2	277	146	146	279	5
Future Volume (vph)	15	17	2	291	12	217	2	277	146	146	279	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	15.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.98		0.92	0.90			0.95			0.99	
Frt		0.991			0.858			0.954			0.999	
Flt Protected		0.979		0.950							0.983	
Satd. Flow (prot)	0	1777	0	1752	1432	0	0	1674	0	0	1810	0
Flt Permitted		0.838		0.728				0.998			0.624	
Satd. Flow (perm)	0	1509	0	1230	1432	0	0	1670	0	0	1142	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			282			53			1	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		240.8			521.4			333.4			168.2	
Travel Time (s)		17.3			37.5			24.0			12.1	
Confl. Peds. (#/hr)	16		37	38		41	9		63	25		25
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	19	22	3	378	16	282	3	360	190	190	362	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	44	0	378	298	0	0	553	0	0	558	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	26.2	26.2		29.2	29.2		29.3	29.3		29.3	29.3	
Total Split (s)	30.2	30.2		30.2	30.2		45.3	45.3		45.3	45.3	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		60.0%	60.0%		60.0%	60.0%	
Yellow Time (s)	3.4	3.4		3.4	3.4		3.4	3.4		3.4	3.4	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.9	1.9		1.9	1.9	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)		5.2		5.2	5.2			5.3			5.3	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		24.0		24.0	24.0			37.4			37.4	
Actuated g/C Ratio		0.33		0.33	0.33			0.52			0.52	
v/c Ratio		0.09		0.92	0.45			0.62			0.94	
Control Delay		17.2		56.0	5.6			14.7			43.9	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		17.2		56.0	5.6			14.7			43.9	
LOS		B		E	A			B			D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		17.2			33.8			14.7			43.9	
Approach LOS		B			C			B			D	
Queue Length 50th (m)		4.2		54.1	1.6			48.0			71.5	
Queue Length 95th (m)		9.4		#81.8	10.4			59.8			#106.2	
Internal Link Dist (m)		216.8			497.4			309.4			144.2	
Turn Bay Length (m)				15.0								
Base Capacity (vph)		531		431	685			960			641	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.08		0.88	0.44			0.58			0.87	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75.5			
Actuated Cycle Length: 72			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay: 30.7		Intersection LOS: C	
Intersection Capacity Utilization 84.2%		ICU Level of Service E	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: 207 St & River Rd



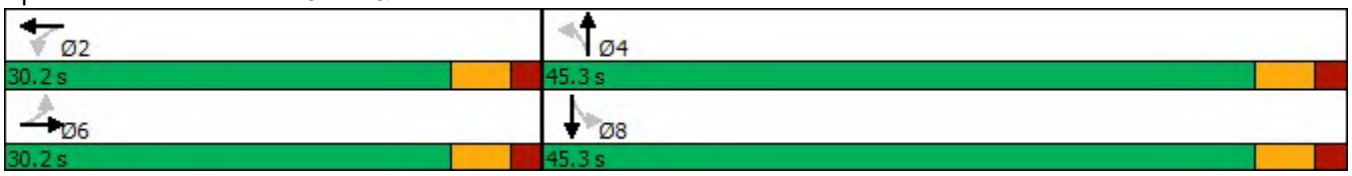
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	17	2	291	12	217	2	286	146	146	287	5
Future Volume (vph)	15	17	2	291	12	217	2	286	146	146	287	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	15.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.98		0.92	0.90			0.95			0.99	
Frt		0.991			0.858			0.955			0.999	
Flt Protected		0.979		0.950							0.984	
Satd. Flow (prot)	0	1777	0	1752	1432	0	0	1677	0	0	1812	0
Flt Permitted		0.837		0.728				0.998			0.624	
Satd. Flow (perm)	0	1507	0	1230	1432	0	0	1674	0	0	1143	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			282			52			1	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		240.8			521.4			333.4			168.2	
Travel Time (s)		17.3			37.5			24.0			12.1	
Confl. Peds. (#/hr)	16		37	38		41	9		63	25		25
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	19	22	3	378	16	282	3	371	190	190	373	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	44	0	378	298	0	0	564	0	0	569	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	26.2	26.2		29.2	29.2		29.3	29.3		29.3	29.3	
Total Split (s)	30.2	30.2		30.2	30.2		45.3	45.3		45.3	45.3	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		60.0%	60.0%		60.0%	60.0%	
Yellow Time (s)	3.4	3.4		3.4	3.4		3.4	3.4		3.4	3.4	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.9	1.9		1.9	1.9	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)		5.2		5.2	5.2			5.3			5.3	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		24.0		24.0	24.0			38.1			38.1	
Actuated g/C Ratio		0.33		0.33	0.33			0.52			0.52	
v/c Ratio		0.09		0.93	0.45			0.63			0.95	
Control Delay		17.2		57.2	5.6			14.9			45.7	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		17.2		57.2	5.6			14.9			45.7	
LOS		B		E	A			B			D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		17.2			34.4			14.9			45.7	
Approach LOS		B			C			B			D	
Queue Length 50th (m)		4.2		54.1	1.6			49.6			74.2	
Queue Length 95th (m)		9.4		#81.8	10.4			61.6			#109.7	
Internal Link Dist (m)		216.8			497.4			309.4			144.2	
Turn Bay Length (m)				15.0								
Base Capacity (vph)		524		426	680			951			634	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.08		0.89	0.44			0.59			0.90	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75.5			
Actuated Cycle Length: 72.7			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay: 31.5		Intersection LOS: C	
Intersection Capacity Utilization 85.1%		ICU Level of Service E	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: 207 St & River Rd



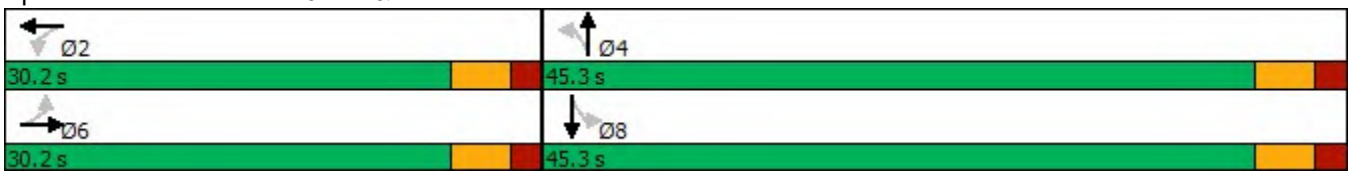
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	45	2	157	14	146	2	225	794	202	217	3
Future Volume (vph)	3	45	2	157	14	146	2	225	794	202	217	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	15.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		0.99	0.97			0.97			1.00	
Frt		0.995			0.863			0.895			0.999	
Flt Protected		0.997		0.950							0.977	
Satd. Flow (prot)	0	1845	0	1770	1559	0	0	1613	0	0	1818	0
Flt Permitted		0.983		0.720							0.355	
Satd. Flow (perm)	0	1819	0	1324	1559	0	0	1613	0	0	660	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			166			355			1	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		240.8			521.4			333.4			168.2	
Travel Time (s)		17.3			37.5			24.0			12.1	
Confl. Peds. (#/hr)	1		13	6		6	7		11	5		8
Confl. Bikes (#/hr)						1						1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	3	51	2	178	16	166	2	256	902	230	247	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	56	0	178	182	0	0	1160	0	0	480	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	26.2	26.2		29.2	29.2		29.3	29.3		29.3	29.3	
Total Split (s)	30.2	30.2		30.2	30.2		45.3	45.3		45.3	45.3	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		60.0%	60.0%		60.0%	60.0%	
Yellow Time (s)	3.4	3.4		3.4	3.4		3.4	3.4		3.4	3.4	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.9	1.9		1.9	1.9	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)		5.2		5.2	5.2			5.3			5.3	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		13.9		13.9	13.9			41.0			41.0	
Actuated g/C Ratio		0.21		0.21	0.21			0.63			0.63	
v/c Ratio		0.14		0.64	0.39			1.01			1.16	
Control Delay		20.0		33.6	7.5			43.1			114.9	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		20.0		33.6	7.5			43.1			114.9	
LOS		C		C	A			D			F	
Approach Delay		20.0			20.4			43.1			114.9	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			C			D			F	
Queue Length 50th (m)		5.5		20.4	1.6			~110.4			~74.0	
Queue Length 95th (m)		13.3		37.4	14.4			#229.2			#140.6	
Internal Link Dist (m)		216.8			497.4			309.4			144.2	
Turn Bay Length (m)				15.0								
Base Capacity (vph)		697		506	699			1143			414	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.08		0.35	0.26			1.01			1.16	

Intersection Summary

Area Type: Other
Cycle Length: 75.5
Actuated Cycle Length: 65.4
Natural Cycle: 120
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.16
Intersection Signal Delay: 55.3 Intersection LOS: E
Intersection Capacity Utilization 113.1% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: 207 St & River Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	45	2	157	14	146	2	248	794	202	248	3
Future Volume (vph)	3	45	2	157	14	146	2	248	794	202	248	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	15.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		0.99	0.97			0.97			1.00	
Frt		0.995			0.863			0.897			0.999	
Flt Protected		0.997		0.950							0.978	
Satd. Flow (prot)	0	1845	0	1770	1559	0	0	1618	0	0	1820	0
Flt Permitted		0.983		0.720				0.999			0.363	
Satd. Flow (perm)	0	1819	0	1324	1559	0	0	1617	0	0	675	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			166			322			1	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		240.8			521.4			333.4			168.2	
Travel Time (s)		17.3			37.5			24.0			12.1	
Confl. Peds. (#/hr)	1		13	6		6	7		11	5		8
Confl. Bikes (#/hr)						1						1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	3	51	2	178	16	166	2	282	902	230	282	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	56	0	178	182	0	0	1186	0	0	515	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	26.2	26.2		29.2	29.2		29.3	29.3		29.3	29.3	
Total Split (s)	30.2	30.2		30.2	30.2		45.3	45.3		45.3	45.3	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		60.0%	60.0%		60.0%	60.0%	
Yellow Time (s)	3.4	3.4		3.4	3.4		3.4	3.4		3.4	3.4	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.9	1.9		1.9	1.9	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)		5.2		5.2	5.2			5.3			5.3	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		13.9		13.9	13.9			41.0			41.0	
Actuated g/C Ratio		0.21		0.21	0.21			0.63			0.63	
v/c Ratio		0.14		0.64	0.39			1.05			1.22	
Control Delay		20.0		33.6	7.5			53.3			137.3	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		20.0		33.6	7.5			53.3			137.3	
LOS		C		C	A			D			F	
Approach Delay		20.0			20.4			53.3			137.3	

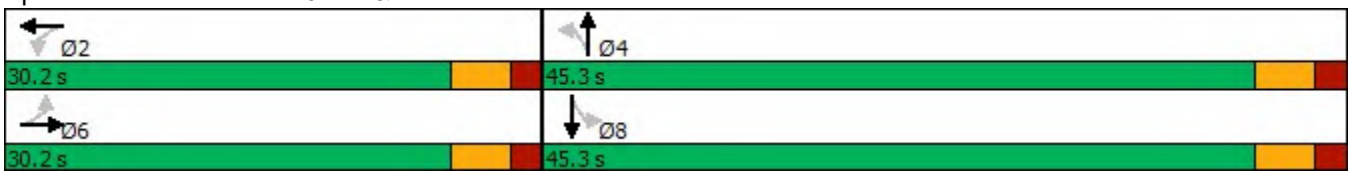
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			C			D			F	
Queue Length 50th (m)		5.5		20.4	1.6			~149.6			~82.3	
Queue Length 95th (m)		13.3		37.4	14.4			#241.7			#96.9	
Internal Link Dist (m)		216.8			497.4			309.4			144.2	
Turn Bay Length (m)				15.0								
Base Capacity (vph)		697		506	699			1133			423	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.08		0.35	0.26			1.05			1.22	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75.5			
Actuated Cycle Length: 65.4			
Natural Cycle: 140			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.22			
Intersection Signal Delay: 67.3		Intersection LOS: E	
Intersection Capacity Utilization 115.9%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: 207 St & River Rd

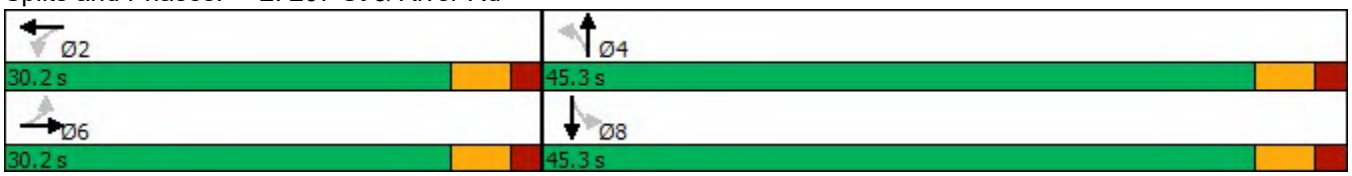


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	5	0	225	9	220	2	225	264	141	209	2
Future Volume (vph)	0	5	0	225	9	220	2	225	264	141	209	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	15.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor				1.00	0.96			0.98			1.00	
Frt					0.856			0.927			0.999	
Flt Protected				0.950							0.980	
Satd. Flow (prot)	0	1863	0	1770	1537	0	0	1694	0	0	1823	0
Flt Permitted				0.754				0.999			0.612	
Satd. Flow (perm)	0	1863	0	1398	1537	0	0	1692	0	0	1137	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					256			118				
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		240.8			521.4			333.4			168.2	
Travel Time (s)		17.3			37.5			24.0			12.1	
Confl. Peds. (#/hr)	2		16	2		8	14		8	6		16
Confl. Bikes (#/hr)						2						
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	0	6	0	262	10	256	2	262	307	164	243	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	0	262	266	0	0	571	0	0	409	0
Turn Type		NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	26.2	26.2		29.2	29.2		29.3	29.3		29.3	29.3	
Total Split (s)	30.2	30.2		30.2	30.2		45.3	45.3		45.3	45.3	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		60.0%	60.0%		60.0%	60.0%	
Yellow Time (s)	3.4	3.4		3.4	3.4		3.4	3.4		3.4	3.4	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.9	1.9		1.9	1.9	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)		5.2		5.2	5.2			5.3			5.3	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		15.5		15.5	15.5			24.1			24.1	
Actuated g/C Ratio		0.30		0.30	0.30			0.47			0.47	
v/c Ratio		0.01		0.62	0.41			0.67			0.76	
Control Delay		15.6		24.7	5.3			12.6			22.4	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		15.6		24.7	5.3			12.6			22.4	
LOS		B		C	A			B			C	
Approach Delay		15.6			14.9			12.6			22.4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			B			B			C	
Queue Length 50th (m)		0.4		20.1	0.6			27.2			27.6	
Queue Length 95th (m)		2.9		52.4	14.3			66.9			70.0	
Internal Link Dist (m)		216.8			497.4			309.4			144.2	
Turn Bay Length (m)				15.0								
Base Capacity (vph)		1073		805	993			1374			908	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.01		0.33	0.27			0.42			0.45	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75.5			
Actuated Cycle Length: 51.2			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 16.1		Intersection LOS: B	
Intersection Capacity Utilization 79.8%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 2: 207 St & River Rd



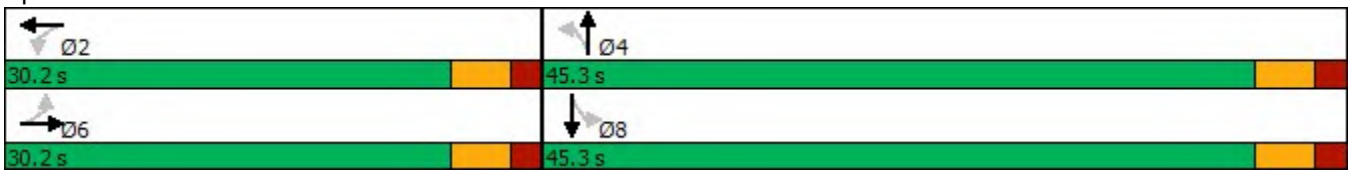
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	5	0	225	9	220	2	295	264	141	284	2
Future Volume (vph)	0	5	0	225	9	220	2	295	264	141	284	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	15.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor				1.00	0.96			0.98			1.00	
Frt					0.856			0.936			0.999	
Flt Protected				0.950							0.984	
Satd. Flow (prot)	0	1863	0	1770	1537	0	0	1714	0	0	1831	0
Flt Permitted				0.754				0.999			0.636	
Satd. Flow (perm)	0	1863	0	1398	1537	0	0	1713	0	0	1182	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					256			90				
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		240.8			521.4			333.4			168.2	
Travel Time (s)		17.3			37.5			24.0			12.1	
Confl. Peds. (#/hr)	2		16	2		8	14		8	6		16
Confl. Bikes (#/hr)						2						
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	0	6	0	262	10	256	2	343	307	164	330	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	0	262	266	0	0	652	0	0	496	0
Turn Type		NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	26.2	26.2		29.2	29.2		29.3	29.3		29.3	29.3	
Total Split (s)	30.2	30.2		30.2	30.2		45.3	45.3		45.3	45.3	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		60.0%	60.0%		60.0%	60.0%	
Yellow Time (s)	3.4	3.4		3.4	3.4		3.4	3.4		3.4	3.4	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.9	1.9		1.9	1.9	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)		5.2		5.2	5.2			5.3			5.3	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		16.7		16.7	16.7			31.0			31.0	
Actuated g/C Ratio		0.28		0.28	0.28			0.53			0.53	
v/c Ratio		0.01		0.66	0.43			0.69			0.80	
Control Delay		17.2		29.2	5.7			14.0			24.3	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		17.2		29.2	5.7			14.0			24.3	
LOS		B		C	A			B			C	
Approach Delay		17.2			17.4			14.0			24.3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			B			B			C	
Queue Length 50th (m)		0.5		27.8	0.9			43.0			42.2	
Queue Length 95th (m)		2.9		52.4	14.3			87.5			#98.8	
Internal Link Dist (m)		216.8			497.4			309.4			144.2	
Turn Bay Length (m)				15.0								
Base Capacity (vph)		848		637	839			1241			838	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.01		0.41	0.32			0.53			0.59	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75.5			
Actuated Cycle Length: 59			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 18.1		Intersection LOS: B	
Intersection Capacity Utilization 87.3%		ICU Level of Service E	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: 207 St & River Rd

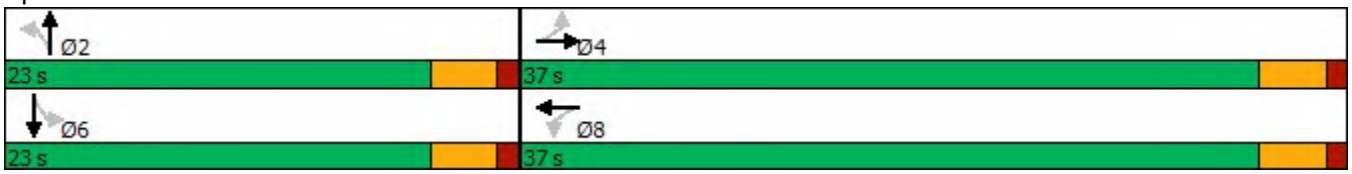


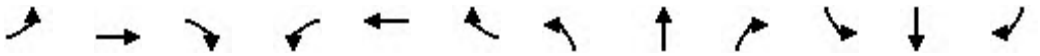
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	82	277	3	6	597	30	6	3	11	20	3	24
Future Volume (vph)	82	277	3	6	597	30	6	3	11	20	3	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.994			0.926			0.931	
Flt Protected		0.989			0.999			0.984			0.979	
Satd. Flow (prot)	0	1840	0	0	1850	0	0	1697	0	0	1698	0
Flt Permitted		0.798			0.997							
Satd. Flow (perm)	0	1485	0	0	1846	0	0	1725	0	0	1734	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			7			12			26	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		521.4			130.1			82.8			263.8	
Travel Time (s)		37.5			9.4			6.0			19.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	89	301	3	7	649	33	7	3	12	22	3	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	393	0	0	689	0	0	22	0	0	51	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	22.0	22.0		22.0	22.0		22.0	22.0		22.0	22.0	
Total Split (s)	37.0	37.0		37.0	37.0		23.0	23.0		23.0	23.0	
Total Split (%)	61.7%	61.7%		61.7%	61.7%		38.3%	38.3%		38.3%	38.3%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)		29.3			29.3			7.5			7.5	
Actuated g/C Ratio		0.85			0.85			0.22			0.22	
v/c Ratio		0.31			0.44			0.06			0.13	
Control Delay		3.4			4.0			10.8			10.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		3.4			4.0			10.8			10.2	
LOS		A			A			B			B	
Approach Delay		3.4			4.0			10.8			10.2	
Approach LOS		A			A			B			B	
Queue Length 50th (m)		0.0			0.0			0.4			1.0	
Queue Length 95th (m)		24.3			46.8			4.8			8.1	
Internal Link Dist (m)		497.4			106.1			58.8			239.8	
Turn Bay Length (m)												
Base Capacity (vph)		1358			1689			989			1000	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.29			0.41			0.02			0.05	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 34.4			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.44			
Intersection Signal Delay: 4.2		Intersection LOS: A	
Intersection Capacity Utilization 68.7%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 7: Steeves St & River Rd



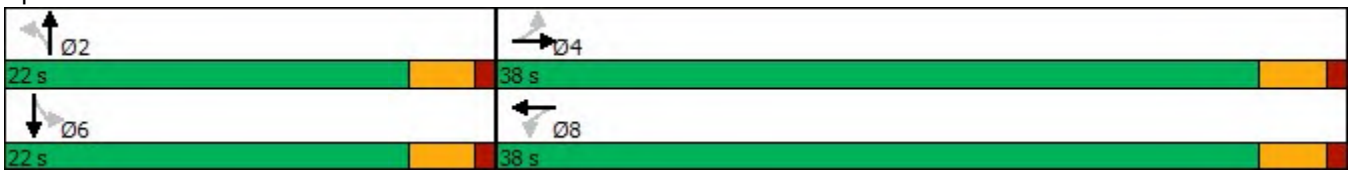


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	82	277	3	18	597	30	6	3	18	20	3	24
Future Volume (vph)	82	277	3	18	597	30	6	3	18	20	3	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.994			0.910			0.931	
Flt Protected		0.989			0.999			0.988			0.979	
Satd. Flow (prot)	0	1840	0	0	1850	0	0	1675	0	0	1698	0
Flt Permitted		0.795			0.988			0.987				
Satd. Flow (perm)	0	1479	0	0	1829	0	0	1673	0	0	1734	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			7			20			26	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		521.4			130.1			82.8			263.8	
Travel Time (s)		37.5			9.4			6.0			19.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	89	301	3	20	649	33	7	3	20	22	3	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	393	0	0	702	0	0	30	0	0	51	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	22.0	22.0		22.0	22.0		22.0	22.0		22.0	22.0	
Total Split (s)	38.0	38.0		38.0	38.0		22.0	22.0		22.0	22.0	
Total Split (%)	63.3%	63.3%		63.3%	63.3%		36.7%	36.7%		36.7%	36.7%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)		29.4			29.4			7.4			7.4	
Actuated g/C Ratio		0.85			0.85			0.21			0.21	
v/c Ratio		0.31			0.45			0.08			0.13	
Control Delay		3.4			4.1			9.8			10.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		3.4			4.1			9.8			10.3	
LOS		A			A			A			B	
Approach Delay		3.4			4.1			9.8			10.3	
Approach LOS		A			A			A			B	
Queue Length 50th (m)		0.0			0.0			0.4			1.0	
Queue Length 95th (m)		24.4			48.8			5.7			8.3	
Internal Link Dist (m)		497.4			106.1			58.8			239.8	
Turn Bay Length (m)												
Base Capacity (vph)		1366			1690			911			947	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.29			0.42			0.03			0.05	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 34.5			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.45			
Intersection Signal Delay: 4.3		Intersection LOS: A	
Intersection Capacity Utilization 69.4%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 7: Steeves St & River Rd

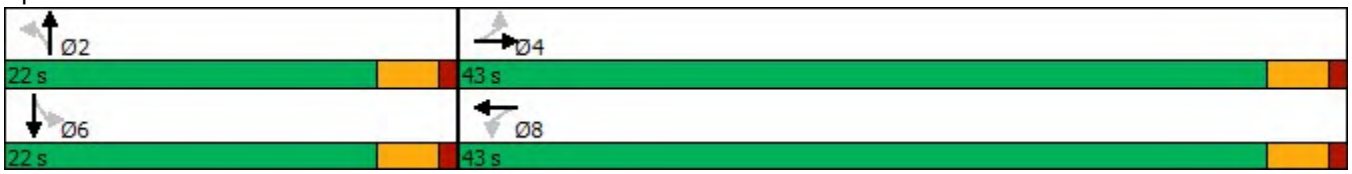


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	924	15	5	325	14	6	2	8	11	6	9
Future Volume (vph)	5	924	15	5	325	14	6	2	8	11	6	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.995			0.932			0.953	
Flt Protected					0.999			0.981			0.980	
Satd. Flow (prot)	0	1859	0	0	1852	0	0	1703	0	0	1740	0
Flt Permitted		0.999			0.991							
Satd. Flow (perm)	0	1857	0	0	1837	0	0	1736	0	0	1775	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			6			9			10	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		521.4			130.1			82.8			263.8	
Travel Time (s)		37.5			9.4			6.0			19.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	1004	16	5	353	15	7	2	9	12	7	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1025	0	0	373	0	0	18	0	0	29	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	22.0	22.0		22.0	22.0		22.0	22.0		22.0	22.0	
Total Split (s)	43.0	43.0		43.0	43.0		22.0	22.0		22.0	22.0	
Total Split (%)	66.2%	66.2%		66.2%	66.2%		33.8%	33.8%		33.8%	33.8%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)		40.7			40.7			7.4			7.4	
Actuated g/C Ratio		0.89			0.89			0.16			0.16	
v/c Ratio		0.62			0.23			0.06			0.10	
Control Delay		5.1			2.0			16.7			17.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		5.1			2.0			16.7			17.8	
LOS		A			A			B			B	
Approach Delay		5.1			2.0			16.7			17.8	
Approach LOS		A			A			B			B	
Queue Length 50th (m)		0.0			0.0			0.6			1.3	
Queue Length 95th (m)		93.7			17.3			5.8			8.1	
Internal Link Dist (m)		497.4			106.1			58.8			239.8	
Turn Bay Length (m)												
Base Capacity (vph)		1627			1610			717			733	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.63			0.23			0.03			0.04	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 45.7			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay: 4.7		Intersection LOS: A	
Intersection Capacity Utilization 64.8%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 7: Steeves St & River Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	45	2	157	14	146	2	248	794	202	248	3
Future Volume (vph)	3	45	2	157	14	146	2	248	794	202	248	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	15.0		0.0	0.0		50.0	50.0		0.0
Storage Lanes	0		0	1		0	0		1	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		0.99	0.97			1.00		0.99	1.00	
Frt		0.995			0.863				0.850		0.998	
Flt Protected		0.997		0.950						0.950		
Satd. Flow (prot)	0	1845	0	1770	1559	0	0	1863	1583	1770	1858	0
Flt Permitted		0.980		0.720				0.998		0.586		
Satd. Flow (perm)	0	1813	0	1324	1559	0	0	1859	1583	1085	1858	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			166				697		1	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		240.8			521.4			333.4			168.2	
Travel Time (s)		17.3			37.5			24.0			12.1	
Confl. Peds. (#/hr)	1		13	6		6	7		11	5		8
Confl. Bikes (#/hr)						1						1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	3	51	2	178	16	166	2	282	902	230	282	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	56	0	178	182	0	0	284	902	230	285	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	NA	Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	26.2	26.2		29.2	29.2		29.3	29.3		29.3	29.3	
Total Split (s)	30.2	30.2		30.2	30.2		45.3	45.3		45.3	45.3	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		60.0%	60.0%		60.0%	60.0%	
Yellow Time (s)	3.4	3.4		3.4	3.4		3.4	3.4		3.4	3.4	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.9	1.9		1.9	1.9	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)		5.2		5.2	5.2			5.3		5.3	5.3	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		10.7		10.7	10.7			15.5	0.0	15.5	15.5	
Actuated g/C Ratio		0.29		0.29	0.29			0.42	0.00	0.42	0.42	
v/c Ratio		0.11		0.47	0.32			0.37	1.29	0.51	0.37	
Control Delay		10.8		16.1	5.0			9.5	154.7	13.3	9.5	
Queue Delay		0.0		0.0	0.0			0.0	0.0	0.0	0.0	
Total Delay		10.8		16.1	5.0			9.5	154.7	13.3	9.5	
LOS		B		B	A			A	F	B	A	
Approach Delay		10.8			10.5			119.9			11.2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			B			F			B	
Queue Length 50th (m)		2.2		8.0	0.6			10.8	~26.9	9.4	10.8	
Queue Length 95th (m)		9.6		26.9	11.2			28.6	#97.6	28.4	28.6	
Internal Link Dist (m)		216.8			497.4			309.4			144.2	
Turn Bay Length (m)				15.0					50.0	50.0		
Base Capacity (vph)		1272		929	1143			1774	697	1035	1773	
Starvation Cap Reductn		0		0	0			0	0	0	0	
Spillback Cap Reductn		0		0	0			0	0	0	0	
Storage Cap Reductn		0		0	0			0	0	0	0	
Reduced v/c Ratio		0.04		0.19	0.16			0.16	1.29	0.22	0.16	

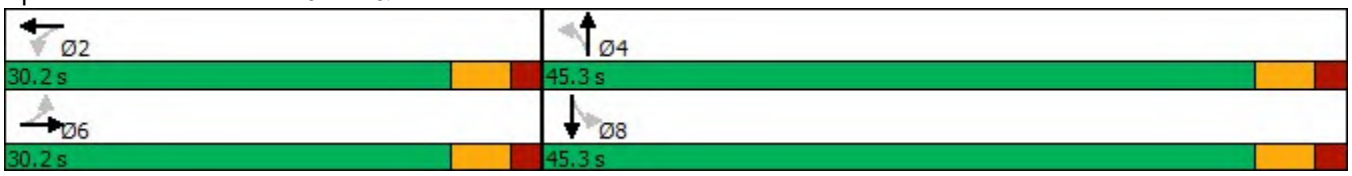
Intersection Summary

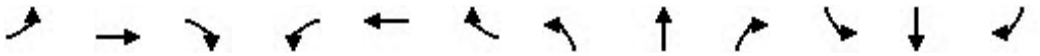
Area Type: Other
Cycle Length: 75.5
Actuated Cycle Length: 37.1
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.29
Intersection Signal Delay: 72.0 Intersection LOS: E
Intersection Capacity Utilization 84.7% ICU Level of Service E
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: 207 St & River Rd



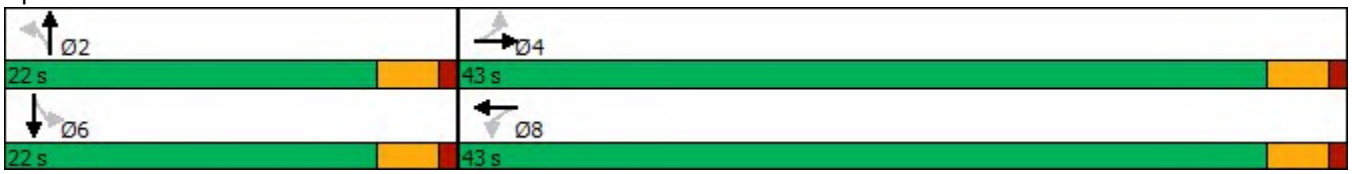


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	924	15	26	325	14	6	2	38	11	6	9
Future Volume (vph)	5	924	15	26	325	14	6	2	38	11	6	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.995			0.889			0.953	
Flt Protected					0.996			0.993			0.980	
Satd. Flow (prot)	0	1859	0	0	1846	0	0	1644	0	0	1740	0
Flt Permitted		0.999			0.920			0.945			0.843	
Satd. Flow (perm)	0	1857	0	0	1705	0	0	1565	0	0	1496	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			5			41			10	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		521.4			130.1			82.8			263.8	
Travel Time (s)		37.5			9.4			6.0			19.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	1004	16	28	353	15	7	2	41	12	7	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1025	0	0	396	0	0	50	0	0	29	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	22.0	22.0		22.0	22.0		22.0	22.0		22.0	22.0	
Total Split (s)	43.0	43.0		43.0	43.0		22.0	22.0		22.0	22.0	
Total Split (%)	66.2%	66.2%		66.2%	66.2%		33.8%	33.8%		33.8%	33.8%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)		40.0			40.0			7.5			7.5	
Actuated g/C Ratio		0.83			0.83			0.16			0.16	
v/c Ratio		0.66			0.28			0.18			0.12	
Control Delay		6.9			2.8			11.9			18.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		6.9			2.8			11.9			18.6	
LOS		A			A			B			B	
Approach Delay		6.9			2.8			11.9			18.6	
Approach LOS		A			A			B			B	
Queue Length 50th (m)		45.8			10.1			0.8			1.7	
Queue Length 95th (m)		98.2			20.1			8.6			7.8	
Internal Link Dist (m)		497.4			106.1			58.8			239.8	
Turn Bay Length (m)												
Base Capacity (vph)		1555			1428			638			592	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.66			0.28			0.08			0.05	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 48			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay: 6.2		Intersection LOS: A	
Intersection Capacity Utilization 63.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 7: Steeves St & River Rd

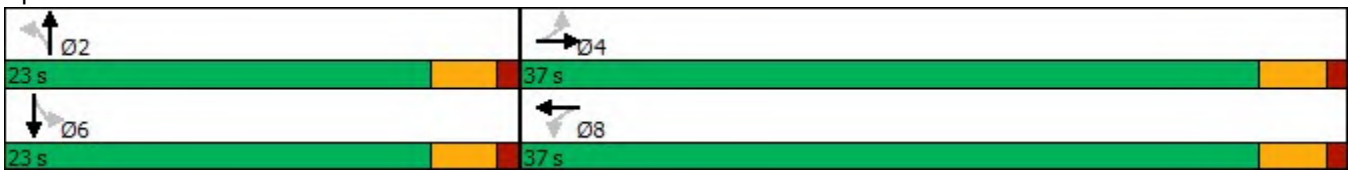


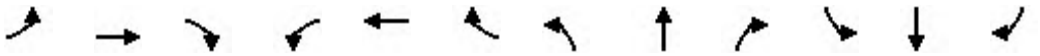
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	419	3	8	424	15	3	3	5	12	3	11
Future Volume (vph)	8	419	3	8	424	15	3	3	5	12	3	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.996			0.939			0.942	
Flt Protected		0.999			0.999			0.987			0.977	
Satd. Flow (prot)	0	1859	0	0	1853	0	0	1726	0	0	1714	0
Flt Permitted		0.992			0.993							
Satd. Flow (perm)	0	1846	0	0	1842	0	0	1749	0	0	1755	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			5			5			12	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		521.4			130.1			82.8			263.8	
Travel Time (s)		37.5			9.4			6.0			19.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	9	455	3	9	461	16	3	3	5	13	3	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	467	0	0	486	0	0	11	0	0	28	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	22.0	22.0		22.0	22.0		22.0	22.0		22.0	22.0	
Total Split (s)	37.0	37.0		37.0	37.0		23.0	23.0		23.0	23.0	
Total Split (%)	61.7%	61.7%		61.7%	61.7%		38.3%	38.3%		38.3%	38.3%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)		28.3			28.3			7.1			7.1	
Actuated g/C Ratio		0.92			0.92			0.23			0.23	
v/c Ratio		0.28			0.29			0.03			0.07	
Control Delay		2.0			2.0			9.3			9.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		2.0			2.0			9.3			9.0	
LOS		A			A			A			A	
Approach Delay		2.0			2.0			9.3			9.0	
Approach LOS		A			A			A			A	
Queue Length 50th (m)		0.0			0.0			0.3			0.6	
Queue Length 95th (m)		24.4			25.5			2.9			5.1	
Internal Link Dist (m)		497.4			106.1			58.8			239.8	
Turn Bay Length (m)												
Base Capacity (vph)		1799			1795			1094			1100	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.26			0.27			0.01			0.03	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 30.8			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.29			
Intersection Signal Delay: 2.3		Intersection LOS: A	
Intersection Capacity Utilization 39.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7: Steeves St & River Rd



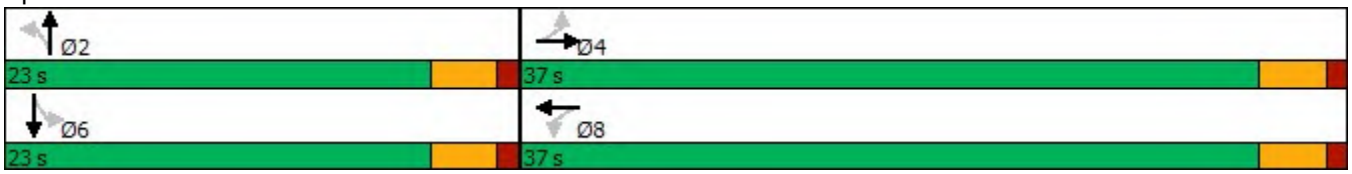


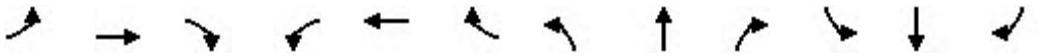
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	419	3	62	424	15	3	3	69	12	3	11
Future Volume (vph)	8	419	3	62	424	15	3	3	69	12	3	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.996			0.875			0.942	
Flt Protected		0.999			0.994			0.998			0.977	
Satd. Flow (prot)	0	1859	0	0	1844	0	0	1627	0	0	1714	0
Flt Permitted		0.991			0.914			0.985			0.812	
Satd. Flow (perm)	0	1844	0	0	1696	0	0	1605	0	0	1425	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			4			75			12	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		521.4			130.1			82.8			263.8	
Travel Time (s)		37.5			9.4			6.0			19.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	9	455	3	67	461	16	3	3	75	13	3	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	467	0	0	544	0	0	81	0	0	28	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	22.0	22.0		22.0	22.0		22.0	22.0		22.0	22.0	
Total Split (s)	37.0	37.0		37.0	37.0		23.0	23.0		23.0	23.0	
Total Split (%)	61.7%	61.7%		61.7%	61.7%		38.3%	38.3%		38.3%	38.3%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)		24.3			24.3			7.3			7.3	
Actuated g/C Ratio		0.74			0.74			0.22			0.22	
v/c Ratio		0.34			0.43			0.20			0.09	
Control Delay		4.5			5.4			5.8			9.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		4.5			5.4			5.8			9.7	
LOS		A			A			A			A	
Approach Delay		4.5			5.4			5.8			9.7	
Approach LOS		A			A			A			A	
Queue Length 50th (m)		12.5			15.9			0.3			0.9	
Queue Length 95th (m)		27.1			35.5			7.3			5.1	
Internal Link Dist (m)		497.4			106.1			58.8			239.8	
Turn Bay Length (m)												
Base Capacity (vph)		1751			1611			971			839	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.27			0.34			0.08			0.03	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 32.9			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.43			
Intersection Signal Delay: 5.2		Intersection LOS: A	
Intersection Capacity Utilization 66.4%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 7: Steeves St & River Rd



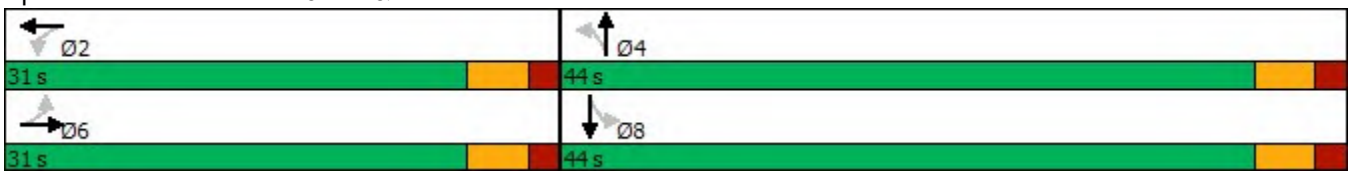


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	17	2	291	12	217	2	277	146	146	279	5
Future Volume (vph)	15	17	2	291	12	217	2	277	146	146	279	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	15.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.98		0.92	0.91			0.95			0.99	
Frt		0.991			0.858			0.954			0.999	
Flt Protected		0.979		0.950							0.983	
Satd. Flow (prot)	0	1777	0	1752	1433	0	0	1674	0	0	1810	0
Flt Permitted		0.839		0.728				0.998			0.622	
Satd. Flow (perm)	0	1511	0	1230	1433	0	0	1671	0	0	1139	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			282			52			1	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		240.8			521.4			333.4			168.2	
Travel Time (s)		17.3			37.5			24.0			12.1	
Confl. Peds. (#/hr)	16		37	38		41	9		63	25		25
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	19	22	3	378	16	282	3	360	190	190	362	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	44	0	378	298	0	0	553	0	0	558	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	26.2	26.2		29.2	29.2		29.3	29.3		29.3	29.3	
Total Split (s)	31.0	31.0		31.0	31.0		44.0	44.0		44.0	44.0	
Total Split (%)	41.3%	41.3%		41.3%	41.3%		58.7%	58.7%		58.7%	58.7%	
Yellow Time (s)	3.4	3.4		3.4	3.4		3.4	3.4		3.4	3.4	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.9	1.9		1.9	1.9	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)		5.2		5.2	5.2			5.3			5.3	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		24.3		24.3	24.3			37.0			37.0	
Actuated g/C Ratio		0.34		0.34	0.34			0.51			0.51	
v/c Ratio		0.09		0.91	0.44			0.62			0.95	
Control Delay		16.4		52.4	5.4			15.3			46.9	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		16.4		52.4	5.4			15.3			46.9	
LOS		B		D	A			B			D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		16.4			31.7			15.3			46.9	
Approach LOS		B			C			B			D	
Queue Length 50th (m)		4.1		52.5	1.6			49.5			73.5	
Queue Length 95th (m)		9.1		#79.1	10.2			61.8			#108.6	
Internal Link Dist (m)		216.8			497.4			309.4			144.2	
Turn Bay Length (m)				15.0								
Base Capacity (vph)		548		445	698			930			618	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.08		0.85	0.43			0.59			0.90	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 71.9			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay: 31.0		Intersection LOS: C	
Intersection Capacity Utilization 84.2%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 2: 207 St & River Rd



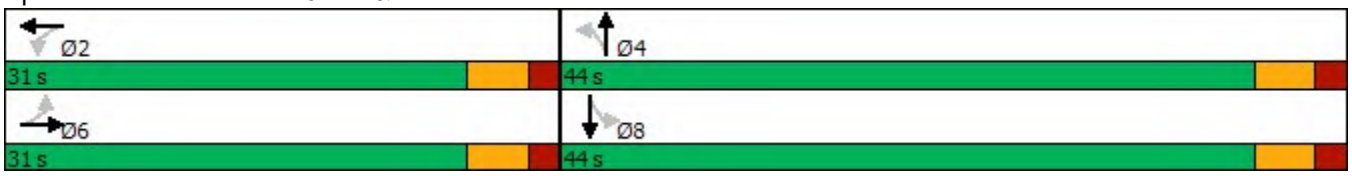
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	17	2	291	12	217	2	286	146	146	287	5
Future Volume (vph)	15	17	2	291	12	217	2	286	146	146	287	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	15.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.98		0.92	0.91			0.95			0.99	
Frt		0.991			0.858			0.955			0.999	
Flt Protected		0.979		0.950							0.984	
Satd. Flow (prot)	0	1777	0	1752	1433	0	0	1677	0	0	1812	0
Flt Permitted		0.838		0.728				0.998			0.622	
Satd. Flow (perm)	0	1509	0	1230	1433	0	0	1674	0	0	1139	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			282			50			1	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		240.8			521.4			333.4			168.2	
Travel Time (s)		17.3			37.5			24.0			12.1	
Confl. Peds. (#/hr)	16		37	38		41	9		63	25		25
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	19	22	3	378	16	282	3	371	190	190	373	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	44	0	378	298	0	0	564	0	0	569	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	26.2	26.2		29.2	29.2		29.3	29.3		29.3	29.3	
Total Split (s)	31.0	31.0		31.0	31.0		44.0	44.0		44.0	44.0	
Total Split (%)	41.3%	41.3%		41.3%	41.3%		58.7%	58.7%		58.7%	58.7%	
Yellow Time (s)	3.4	3.4		3.4	3.4		3.4	3.4		3.4	3.4	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.9	1.9		1.9	1.9	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)		5.2		5.2	5.2			5.3			5.3	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		24.5		24.5	24.5			38.2			38.2	
Actuated g/C Ratio		0.33		0.33	0.33			0.52			0.52	
v/c Ratio		0.09		0.92	0.45			0.63			0.96	
Control Delay		16.4		54.1	5.4			15.4			48.1	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		16.4		54.1	5.4			15.4			48.1	
LOS		B		D	A			B			D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		16.4			32.7			15.4			48.1	
Approach LOS		B			C			B			D	
Queue Length 50th (m)		4.1		52.5	1.6			51.3			76.5	
Queue Length 95th (m)		9.1		#79.1	10.2			63.8			#112.2	
Internal Link Dist (m)		216.8			497.4			309.4			144.2	
Turn Bay Length (m)				15.0								
Base Capacity (vph)		534		434	687			909			603	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.08		0.87	0.43			0.62			0.94	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 73.3			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay: 31.8		Intersection LOS: C	
Intersection Capacity Utilization 85.1%		ICU Level of Service E	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: 207 St & River Rd



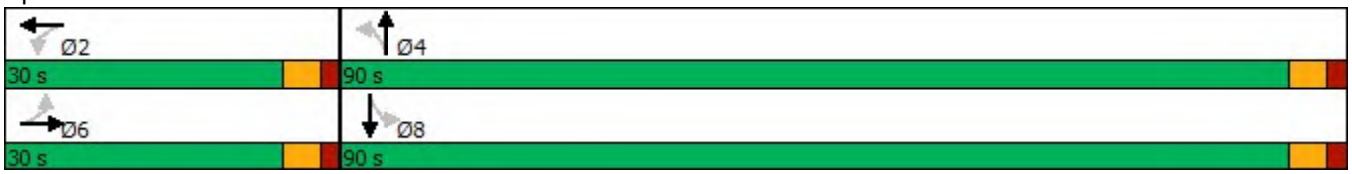
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	45	2	157	14	146	2	225	794	202	217	3
Future Volume (vph)	3	45	2	157	14	146	2	225	794	202	217	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	15.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		0.98	0.96			0.96			1.00	
Frt		0.995			0.863			0.895			0.999	
Flt Protected		0.997		0.950							0.977	
Satd. Flow (prot)	0	1843	0	1770	1548	0	0	1597	0	0	1818	0
Flt Permitted		0.984		0.782							0.368	
Satd. Flow (perm)	0	1819	0	1427	1548	0	0	1597	0	0	684	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			166			357			1	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		240.8			521.4			333.4			168.2	
Travel Time (s)		17.3			37.5			24.0			12.1	
Confl. Peds. (#/hr)	1		13	6		6	7		11	5		8
Confl. Bikes (#/hr)						1						1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	3	51	2	178	16	166	2	256	902	230	247	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	56	0	178	182	0	0	1160	0	0	480	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	26.2	26.2		29.2	29.2		29.3	29.3		29.3	29.3	
Total Split (s)	30.0	30.0		30.0	30.0		90.0	90.0		90.0	90.0	
Total Split (%)	25.0%	25.0%		25.0%	25.0%		75.0%	75.0%		75.0%	75.0%	
Yellow Time (s)	3.4	3.4		3.4	3.4		3.4	3.4		3.4	3.4	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.9	1.9		1.9	1.9	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)		5.2		5.2	5.2			5.3			5.3	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		19.0		19.0	19.0			84.8			84.8	
Actuated g/C Ratio		0.17		0.17	0.17			0.74			0.74	
v/c Ratio		0.19		0.75	0.46			0.91			0.95	
Control Delay		41.1		65.4	12.0			21.0			45.3	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		41.1		65.4	12.0			21.0			45.3	
LOS		D		E	B			C			D	
Approach Delay		41.1			38.4			21.0			45.3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		D			D			C			D	
Queue Length 50th (m)		11.2		40.3	3.2			140.2			86.1	
Queue Length 95th (m)		22.5		63.7	21.8			#320.6			#183.7	
Internal Link Dist (m)		216.8			497.4			309.4			144.2	
Turn Bay Length (m)				15.0								
Base Capacity (vph)		395		310	466			1277			507	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.14		0.57	0.39			0.91			0.95	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 114.3			
Natural Cycle: 120			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay: 30.3		Intersection LOS: C	
Intersection Capacity Utilization 113.1%		ICU Level of Service H	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: 207 St & River Rd



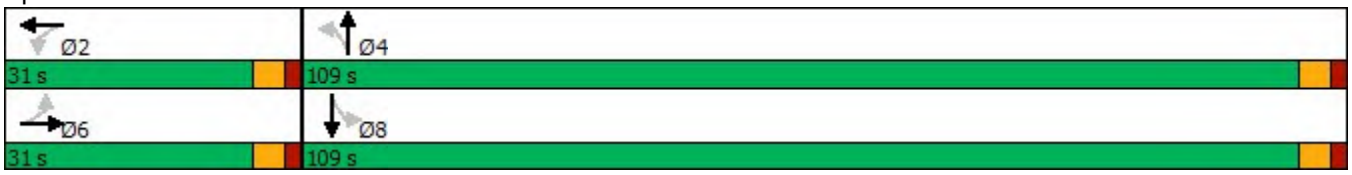
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	45	2	157	14	146	2	248	794	202	248	3
Future Volume (vph)	3	45	2	157	14	146	2	248	794	202	248	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	15.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		0.98	0.96			0.95			1.00	
Frt		0.995			0.863			0.897			0.999	
Flt Protected		0.997		0.950							0.978	
Satd. Flow (prot)	0	1843	0	1770	1544	0	0	1595	0	0	1819	0
Flt Permitted		0.985		0.744							0.377	
Satd. Flow (perm)	0	1820	0	1354	1544	0	0	1595	0	0	701	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			166			315			1	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		240.8			521.4			333.4			168.2	
Travel Time (s)		17.3			37.5			24.0			12.1	
Confl. Peds. (#/hr)	1		13	6		6	7		11	5		8
Confl. Bikes (#/hr)						1						1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	3	51	2	178	16	166	2	282	902	230	282	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	56	0	178	182	0	0	1186	0	0	515	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	26.2	26.2		29.2	29.2		29.3	29.3		29.3	29.3	
Total Split (s)	31.0	31.0		31.0	31.0		109.0	109.0		109.0	109.0	
Total Split (%)	22.1%	22.1%		22.1%	22.1%		77.9%	77.9%		77.9%	77.9%	
Yellow Time (s)	3.4	3.4		3.4	3.4		3.4	3.4		3.4	3.4	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.9	1.9		1.9	1.9	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)		5.2		5.2	5.2			5.3			5.3	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		21.7		21.7	21.7			103.8			103.8	
Actuated g/C Ratio		0.16		0.16	0.16			0.76			0.76	
v/c Ratio		0.19		0.82	0.47			0.92			0.96	
Control Delay		49.7		84.2	13.5			22.9			48.4	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		49.7		84.2	13.5			22.9			48.4	
LOS		D		F	B			C			D	
Approach Delay		49.7			48.5			22.9			48.4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		D			D			C			D	
Queue Length 50th (m)		13.6		49.3	3.9			197.1			121.5	
Queue Length 95th (m)		26.2		#78.1	24.5			#376.7			#218.7	
Internal Link Dist (m)		216.8			497.4			309.4			144.2	
Turn Bay Length (m)				15.0								
Base Capacity (vph)		346		257	427			1291			535	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.16		0.69	0.43			0.92			0.96	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 136.1
Natural Cycle: 140
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 34.2 Intersection LOS: C
Intersection Capacity Utilization 115.9% ICU Level of Service H
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: 207 St & River Rd



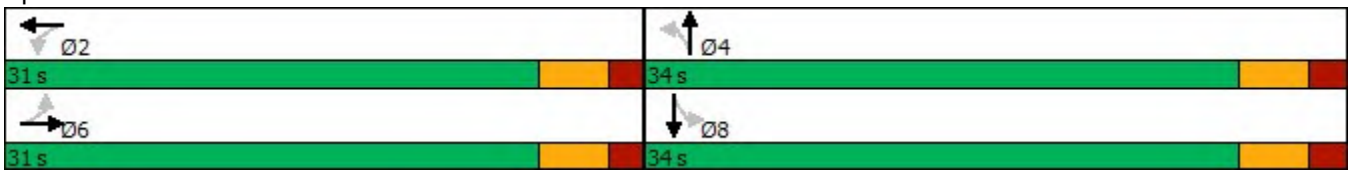
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	5	0	225	9	220	2	225	264	141	209	2
Future Volume (vph)	0	5	0	225	9	220	2	225	264	141	209	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	15.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor				1.00	0.97			0.98			1.00	
Frt					0.856			0.927			0.999	
Flt Protected				0.950							0.980	
Satd. Flow (prot)	0	1863	0	1770	1540	0	0	1696	0	0	1823	0
Flt Permitted				0.754				0.999			0.629	
Satd. Flow (perm)	0	1863	0	1399	1540	0	0	1694	0	0	1169	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					256			115				
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		240.8			521.4			333.4			168.2	
Travel Time (s)		17.3			37.5			24.0			12.1	
Confl. Peds. (#/hr)	2		16	2		8	14		8	6		16
Confl. Bikes (#/hr)						2						
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	0	6	0	262	10	256	2	262	307	164	243	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	0	262	266	0	0	571	0	0	409	0
Turn Type		NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	26.2	26.2		29.2	29.2		29.3	29.3		29.3	29.3	
Total Split (s)	31.0	31.0		31.0	31.0		34.0	34.0		34.0	34.0	
Total Split (%)	47.7%	47.7%		47.7%	47.7%		52.3%	52.3%		52.3%	52.3%	
Yellow Time (s)	3.4	3.4		3.4	3.4		3.4	3.4		3.4	3.4	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.9	1.9		1.9	1.9	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)		5.2		5.2	5.2			5.3			5.3	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		15.2		15.2	15.2			26.6			26.6	
Actuated g/C Ratio		0.29		0.29	0.29			0.51			0.51	
v/c Ratio		0.01		0.65	0.42			0.63			0.69	
Control Delay		13.0		24.8	4.9			12.1			20.0	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		13.0		24.8	4.9			12.1			20.0	
LOS		B		C	A			B			C	
Approach Delay		13.0			14.8			12.1			20.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			B			B			C	
Queue Length 50th (m)		0.5		23.8	0.8			27.7			27.4	
Queue Length 95th (m)		2.3		41.1	11.9			69.0			#79.9	
Internal Link Dist (m)		216.8			497.4			309.4			144.2	
Turn Bay Length (m)				15.0								
Base Capacity (vph)		942		707	905			1002			657	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.01		0.37	0.29			0.57			0.62	

Intersection Summary

Area Type: Other
Cycle Length: 65
Actuated Cycle Length: 52.6
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 15.2 Intersection LOS: B
Intersection Capacity Utilization 79.8% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: 207 St & River Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	5	0	225	9	220	2	295	264	141	284	2
Future Volume (vph)	0	5	0	225	9	220	2	295	264	141	284	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	15.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor				1.00	0.96			0.98			1.00	
Frt					0.856			0.936			0.999	
Flt Protected				0.950							0.984	
Satd. Flow (prot)	0	1863	0	1770	1537	0	0	1714	0	0	1831	0
Flt Permitted				0.754				0.999			0.635	
Satd. Flow (perm)	0	1863	0	1398	1537	0	0	1713	0	0	1180	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					256			91				
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		240.8			521.4			333.4			168.2	
Travel Time (s)		17.3			37.5			24.0			12.1	
Confl. Peds. (#/hr)	2		16	2		8	14		8	6		16
Confl. Bikes (#/hr)						2						
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	0	6	0	262	10	256	2	343	307	164	330	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	0	262	266	0	0	652	0	0	496	0
Turn Type		NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	26.2	26.2		29.2	29.2		29.3	29.3		29.3	29.3	
Total Split (s)	30.0	30.0		30.0	30.0		45.0	45.0		45.0	45.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		60.0%	60.0%		60.0%	60.0%	
Yellow Time (s)	3.4	3.4		3.4	3.4		3.4	3.4		3.4	3.4	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.9	1.9		1.9	1.9	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)		5.2		5.2	5.2			5.3			5.3	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		16.7		16.7	16.7			30.7			30.7	
Actuated g/C Ratio		0.28		0.28	0.28			0.52			0.52	
v/c Ratio		0.01		0.66	0.43			0.69			0.80	
Control Delay		17.2		29.0	5.7			14.0			24.6	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay		17.2		29.0	5.7			14.0			24.6	
LOS		B		C	A			B			C	
Approach Delay		17.2			17.3			14.0			24.6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			B			B			C	
Queue Length 50th (m)		0.5		27.6	0.9			42.7			42.1	
Queue Length 95th (m)		2.9		52.0	14.3			86.7			#105.1	
Internal Link Dist (m)		216.8			497.4			309.4			144.2	
Turn Bay Length (m)				15.0								
Base Capacity (vph)		847		635	838			1239			835	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.01		0.41	0.32			0.53			0.59	

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 58.7
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 18.2 Intersection LOS: B
Intersection Capacity Utilization 87.3% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: 207 St & River Rd

