



BHARJ INC.

PROPOSED COLLEGIATE, 279 ST VINCENT STREET, MEAFORD TRAFFIC IMPACT STUDY

March 25, 2026

FINAL





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EXECUTIVE SUMMARY

Development Proposal

Repurposing of the existing building on site as a collegiate, the construction of 79 new residential stacked townhouse units to the south and east of the existing building for students and teachers and a formalized surface parking lot providing 120 spaces, including four accessible spaces. The existing driveways are proposed to remain. The proposed collegiate will provide in the order of 15 classrooms with a target enrolment of up to 200 students.

Study Area Network

1. St Vincent St at Aiken St and Edwin St E
2. St Vincent St at Eliza St
3. St Vincent St at Margaret St
4. S Sykes St at Edwin St and Margaret St
5. Aiken St at site driveway
6. Eliza St at east site driveway
7. Eliza St at east site driveway

Existing Traffic Volumes

Classified TMCs were surveyed on Thursday, October 3, 2024.

Existing Traffic Operations

The study area network operates with minimal delay and queuing with the lowest LOS of C experienced at any one movement.

Corridor Growth

A conservative 2.5% annual corridor growth rate was applied to the through volumes along Highway 26 and St Vincent Street.

Future Background Traffic Operations

The study area network operates with minimal delay and queuing with the lowest LOS of C experienced at any one movement amongst the unsignalized intersections.

Site Trip Generation

ITE Land Use code 550 for a University/College was used to estimate the number of trips generated the site during the weekday morning and afternoon peak hours.

The proposed site is forecast to generate **156** and **167** two-way vehicle trips during the weekday morning and afternoon peak hours, respectively, with 36 vehicles departing the site during the morning peak hour (drop-offs) and 53 vehicles entering the site during the afternoon peak hour (pick-ups). Trip generation forecasts that 84 vehicles will travel to the site and park during the morning peak hour and 61 parked vehicles will depart the site during the afternoon peak hour.

Site Trip Distribution

TO/FROM	ROUTE	AM IN	AM OUT	PM IN	PM OUT
Northwest	S Sykes Street (Hwy 26)	42%	35%	36%	43%
Southeast	S Sykes Street (Hwy 26)	27%	36%	44%	35%
North	St Vincent Street	6%	6%	6%	6%
South	St Vincent Street/County Road 7	18%	19%	10%	9%
West	Edwin Street	7%	4%	4%	7%

Future Total Traffic Operations

The study area network operates with minimal delay and queuing with the inclusion of site related traffic volumes, with the lowest LOS of D experienced at any one movement amongst the unsignalized intersections.

Parking and Loading

There are no vehicle parking standards in the prevailing Zoning By-Law 60-2009 that can be applied to the redevelopment proposal. The proposed on-site parking supply is **120 spaces**, including the four barrier-free spaces. This supply adequately accommodates the vehicle trip generation for the site, which is forecast to generate 84 inbound and 61 outbound parked vehicles during the weekday morning and afternoon peak periods, respectively.

A parking occupancy survey was carried out at Muskoka campus of Georgian College located in the town of Bracebridge on Wednesday, October 16, 2024, between the hours of 9:00am and 5:30pm. The site provides 114 vehicle parking spaces and serves approximately 300 post-secondary students. The supply rate is 0.38 spaces per student. The results of the survey show that the maximum occupancy during the 8.5-hour survey period was 60 vehicles between 9:30 and 10:00. This represents 53% of the total supply on site. It also represents a maximum parking occupancy rate of 0.20 spaces per student (60 spaces / 300 students). When applied to the subject site with a projected enrolment of 200 students, this results in a requirement of approximately 40 spaces.

The existing building is served by two loading spaces that will be retained. Each space will be a minimum of 9.0m in length, 3.5m in width and have a vertical clearance of at least 4.0 metres.

Transportation Demand Management (TDM)

A total of 20 secure and weather protected bicycle parking spaces are proposed on site for the use of students, staff members and visitors to encourage greater bicycle trips to/from the site.

The Collegiate will further explore the following opportunities as part of its commitment towards TDM:

- Provision of a shuttle bus service to/from the site based upon a census carried out by the Collegiate as to where non-resident students reside.
- Provision of secure spaces on site for micromobility users. If demand for micromobility is deemed to be high enough, the Collegiate will also look into providing spaces that also allow users to charge their devices.
- Ongoing discussions with Grey County to see if GTR 3 and 4 can be reinstated and to see if Grey County would consider having the Collegiate as a new stop on either of these transit bus routes if they were to return in the future.
- Provision of designated, signed carpool spaces on site for staff and students who travel to/from the site using private vehicles but with multiple occupants. Users would require a parking pass to park in these designated spaces and would be enforced by site maintenance staff.

1 INTRODUCTION

Transitech Consulting is retained by Bharj Inc. (the Client) to prepare a Traffic Impact Study (TIS) report in support of a Site Plan application to the Municipality of Meaford (the Municipality) for the repurposing and redevelopment of a 6.87-acre site at 279 St Vincent Street in Meaford, Grey County (the site). The site is bounded by Eliza Street to the north, private residential properties to the east, Aiken Street to the south and St Vincent Street to the west. The site, which is the former location of the Georgian Bay Secondary School, is currently unoccupied with the exception of Meaford Community Gardens at the southern end of the site. The site has two existing driveways via Eliza Street and one via Aiken Street. The site is currently zoned as Urban Institutional (UI) and is subject to Zoning By-law 60-2009 dated July 2019.

Figure 1-1 illustrates the site location.

This report is based on the response to our study Terms of Reference (TOR) received from Municipal Staff via e-mail correspondence on June 4, 2024. The TOR to Municipal Staff, and their response, is attached as **Appendix A**.

1.1 REDEVELOPMENT PROPOSAL

Based upon the Proposed Site Plan (Dwg #A0.2) prepared by Mechways Inc. dated January 9, 2024, the redevelopment proposal involves the repurposing of the existing 107,500 square feet (ft²) building on site as a collegiate, the construction of 79 new residential stacked townhouse units to the south and east of the existing building for students and teachers and a formalized surface parking lot providing 120 spaces, including four accessible spaces. The existing driveways are proposed to remain. The proposed collegiate will provide in the order of 15 classrooms, a gymnasium and a cafeteria with a target enrolment of approximately 200 students. It is anticipated that most if not all students will travel from within Meaford and from other lakefront towns such as Thornbury and Clarksburg. It is not anticipated that many, if any, students will be travelling from higher density areas such as Owen Sound and Collingwood, since these areas are already served by Georgian College.

Approximately 20 of the stacked townhouse units will be allocated to teachers. The provision of free onsite accommodation for staff will be a way of incentivizing qualified individuals to join the collegiate for teaching purposes and to offset any salary limitations. The remaining 59 units will be allocated to students, with a capacity of up to four students per unit, with no parking allocation for student residence. Up to 236 students can reside on-site if needed. Again, the provision of onsite paid student accommodation is a way of incentivizing students to enrol in the collegiate and live on site. This would negate the need for travel to/from the site for a large portion of the student enrolment.

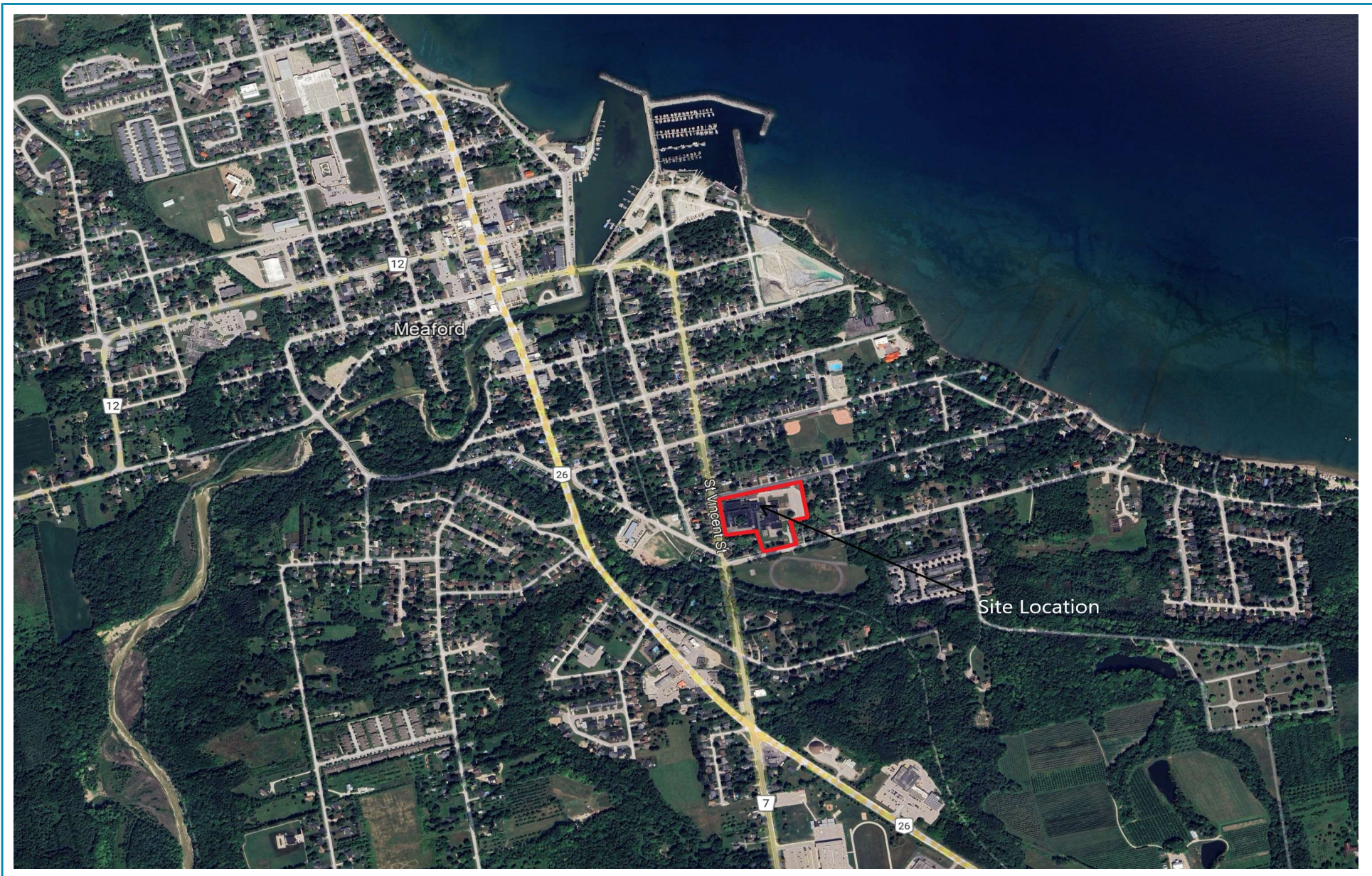
Figure 1-2 illustrates the proposed site plan.

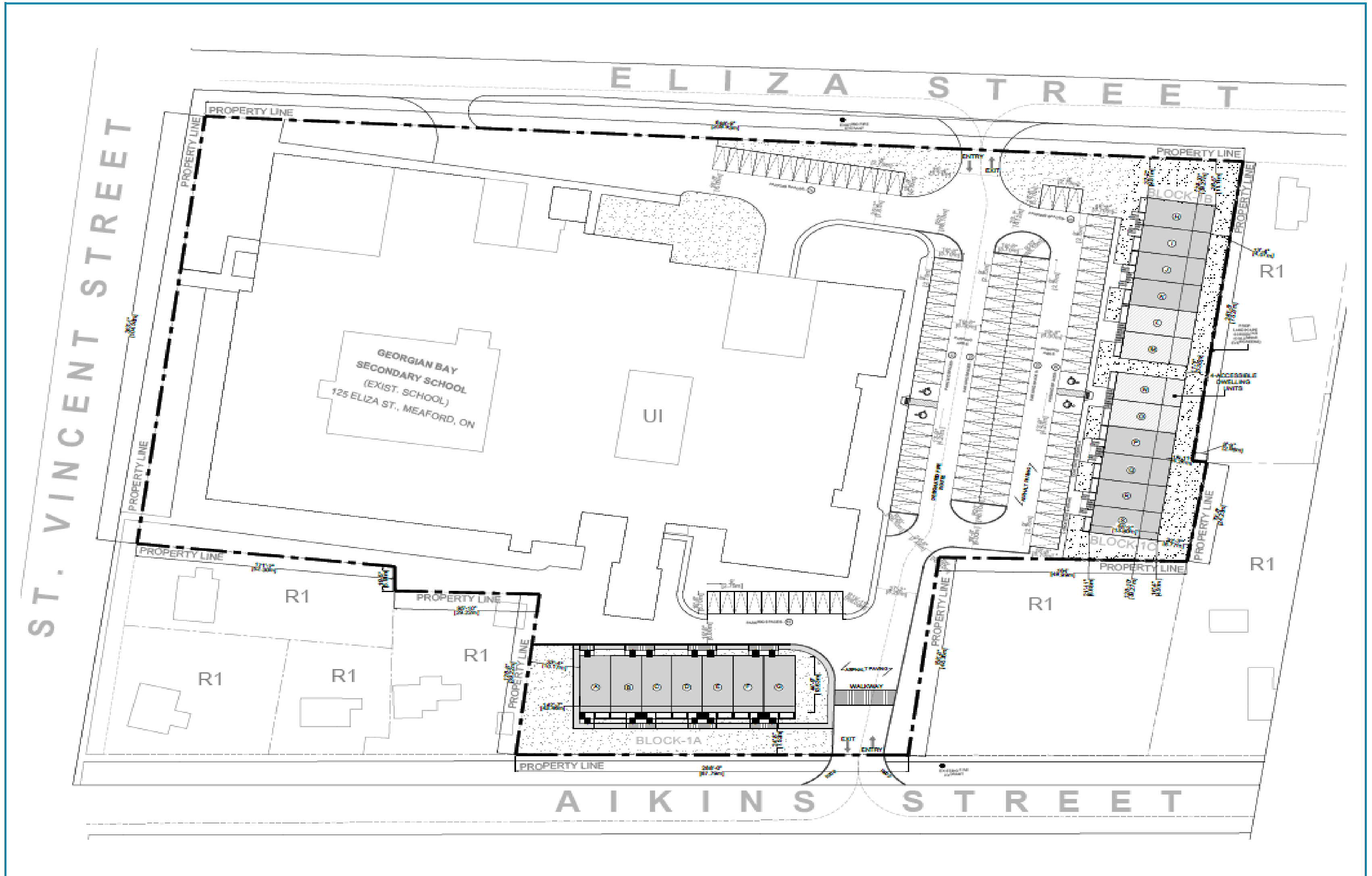
1.2 STUDY SCOPE

This report includes the following:

1. Review of existing traffic volumes at the boundary roads;
2. Evaluation of existing transportation facilities;
3. Review of future background developments and proposed roadway improvements;
4. Trip generation, distribution and assignment of site trips at the site access and study intersections;
5. Assessment of future total traffic conditions at the site access and study intersections to determine necessary roadway improvements, if necessary;
6. Recommended road network improvements to accommodate the proposed development, if necessary;
7. Review of parking requirements based upon the ITE Parking Manual and proxy site survey data; and
8. A review of the Transportation Demand Management (TDM) strategy for the site.

The primary objective of this study is to evaluate the operational impacts on the local road network and vehicle parking requirements of the development proposal. The study approach and findings are documented herein.





2 EXISTING CONDITIONS

2.1 ROAD NETWORK

The following roadways are located within the study area and are listed by classification:

- **S Sykes Street (Highway 26)** is a primary transportation route between Central Ontario and Owen Sound as well as northern Bruce and Grey Counties. It extends between Highway 6 in Owen Sound and Highway 400 in Barrie at distance of approximately 115km. Although Highway 26 is generally under the jurisdiction of the Ontario Ministry of Transportation (MTO), the section through the urban area of Meaford is designated as a “Connecting Link” and is under the jurisdiction of the Municipality. This Connecting Link extends between Ford Avenue and the location of the MTO Meaford Yard, at a distance of approximately 3.4km.

A Connecting Link is defined by the MTO as a class of roadway that links two segments of provincial highway under the jurisdiction of the Municipality. S Sykes Street generally functions as an arterial road, though it also fulfills the function of a main street in the urban area, where access is more important than vehicular throughput.

Within the study area, S Sykes Street has a three-lane cross-section, intersects with St Vincent Street, Edwin Street and Margaret Street and has a posted speed limit of 50km/h. Sidewalks are present along both sides.

- **St Vincent Street** is a Municipal Urban Collector Road extending between Highway 26 and Trowbridge Street at distance of approximately 1.6km. To the south of Highway 26, St Vincent Street becomes Count Road 7, which is under the jurisdiction of Grey County.

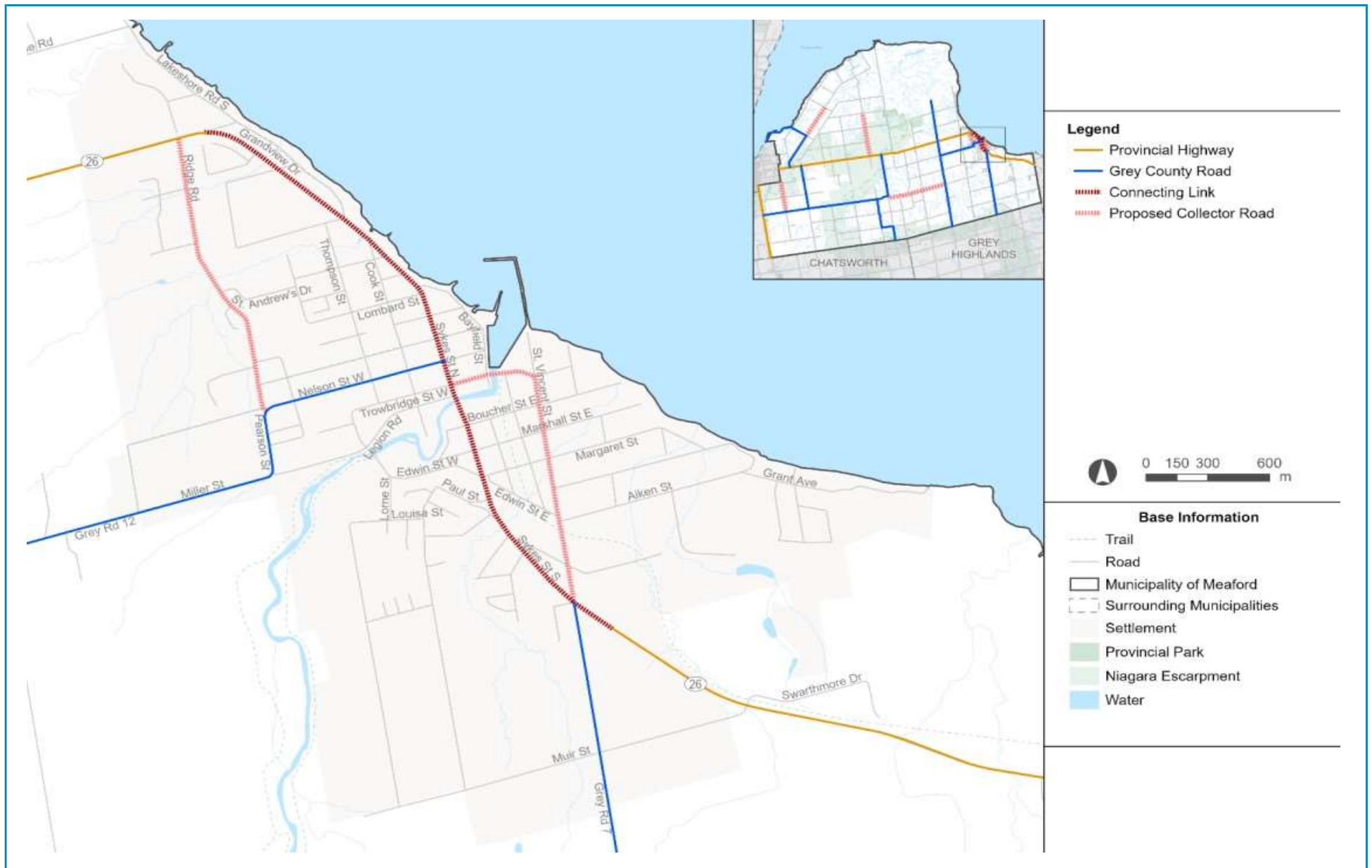
Within the study area, St Vincent Street has a two-lane cross-section, intersects with Highway 26, Aiken Street, Edwin Street E, Eliza Street and Margaret Street and has a posted speed limit of 40km/h. A sidewalk is present along the east side of St Vincent Street and on-street parking is permitted in the vicinity of the subject site. There is “No Stopping” on the east side of St Vincent Street and “No Parking” sign on the west side, just south of Aiken Street.

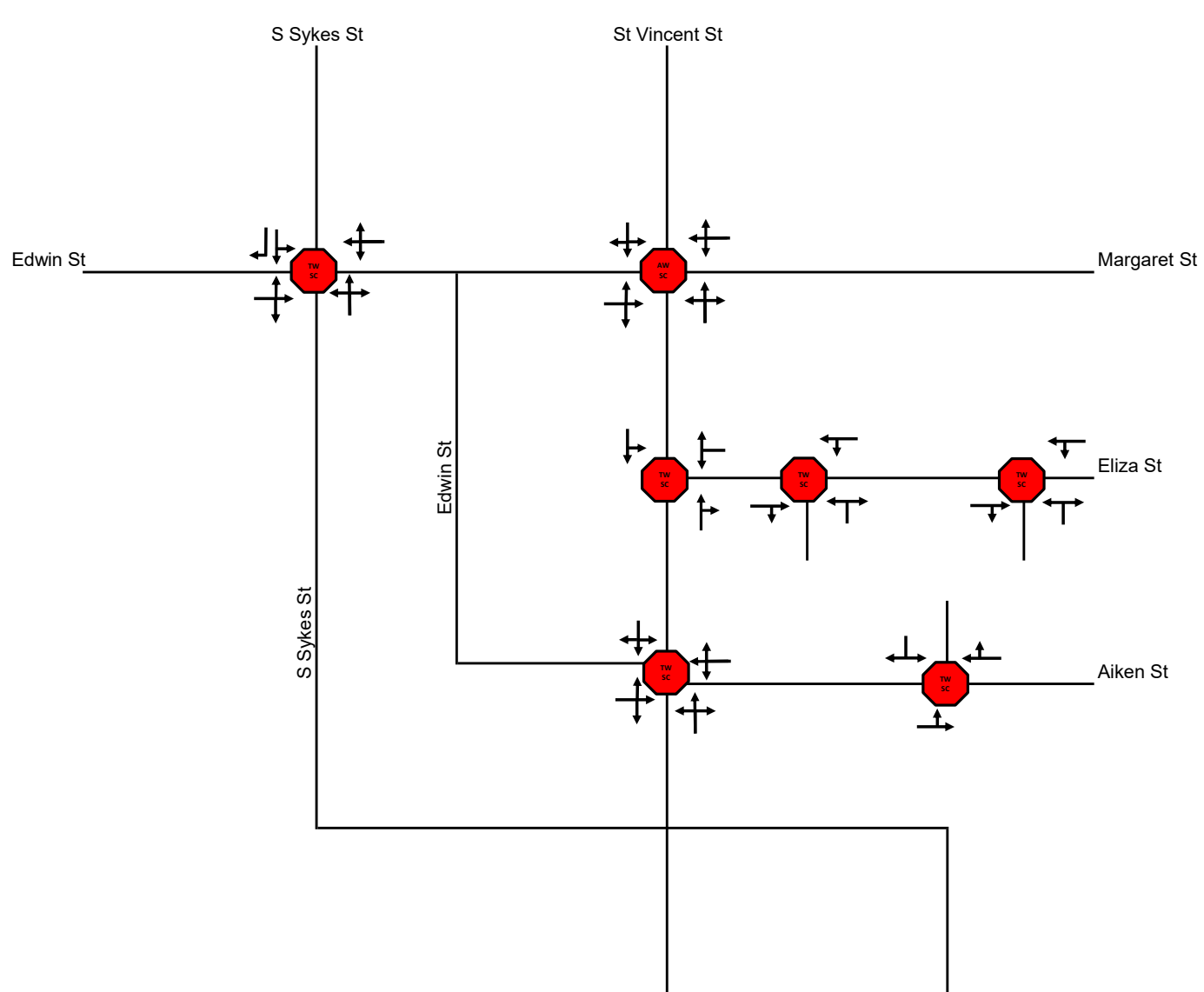
- **Aiken Street, Edwin Street E, Eliza Street and Margaret Street** are all Municipal Local Roads with a two-lane cross-section, a sidewalk along one side and a posted speed limit of 40km/h. On-street parking is available along all these roads except from 2:00am to 6:00am between November 15 to April 1. All vehicles must park three metres away from fire hydrants and nine meters away from a road intersection.

Figure 2-1 illustrates the Road Classification Map from the Municipality’s Transportation Master Plan. **Figure 2-2** illustrates the existing lane configurations and traffic control at the study intersections.

2.2 TRANSIT

Historically, Routes 3 and 4 of the Grey Transit Route (GTR), operated by Grey County, served the urban area of Meaford where the site is located. However, these routes discontinued on March 31, 2025, due to the expiration of provincial funding. Therefore, there is currently no transit serving Meaford.





signalized intersection



stop-control intersection



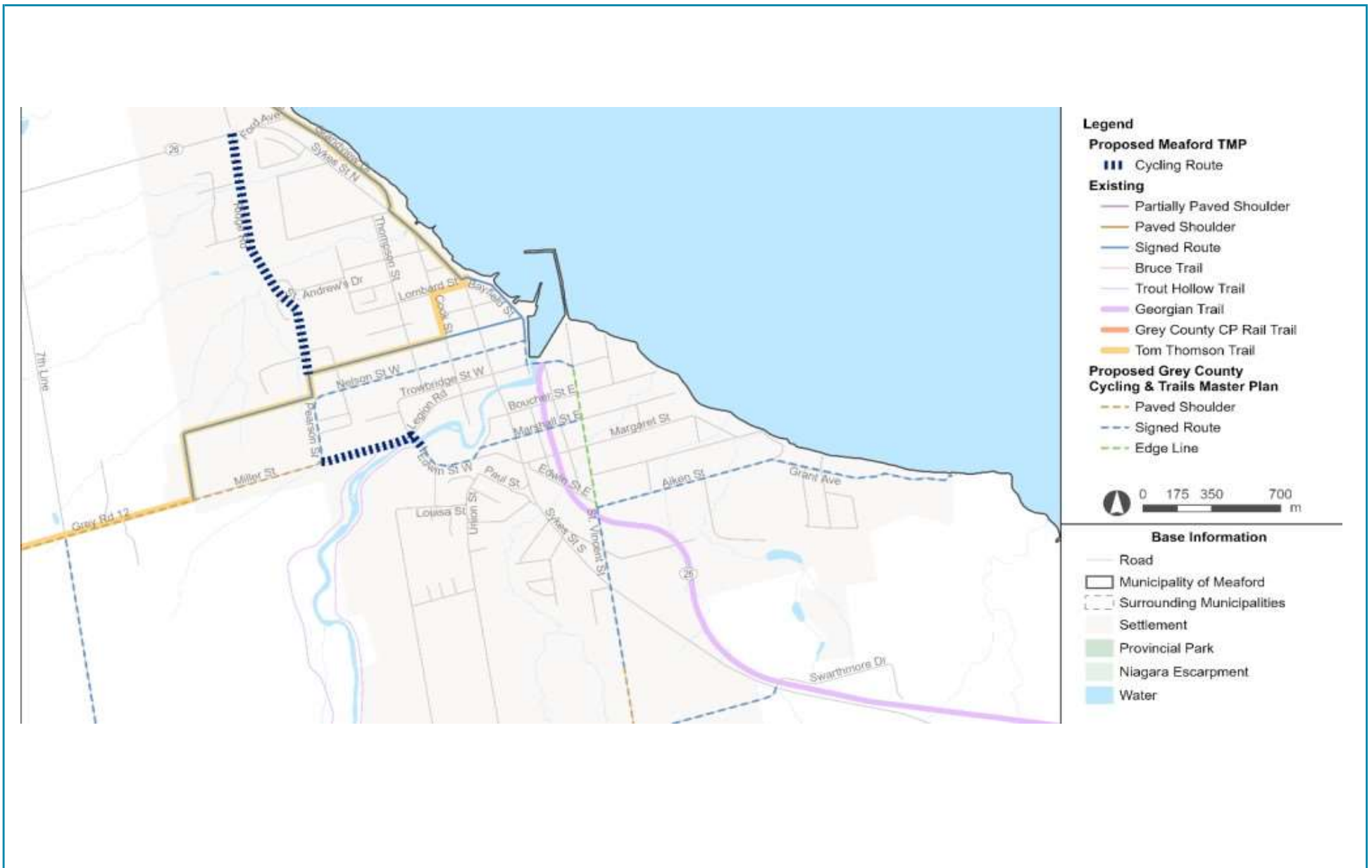
lane direction

2.3 ACTIVE TRANSPORTATION

Figure 2-3 illustrates the existing and proposed cycle routes in the urban area of Meaford taken from the Municipality's TMP. St Vincent Street is designated to have painted edge lines for cyclists between Aiken Street and Bridge Street and signed bike routes are designated along Aiken Street, Grant Avenue, St Vincent Street south of Aiken Street, Marshall Street E, Bridge Street and Bayfield Street.

The Georgian Trail is a 34-kilometre Active Transportation (AT) trail that extends between Collingwood and Meaford along the south coast of Georgian Bay. It extends through both Edwin Street E and St Vincent Street in the vicinity of the site.

The provision of sidewalks within the study area network has been described in Section 2.1 above.



2.4 TRAFFIC VOLUMES

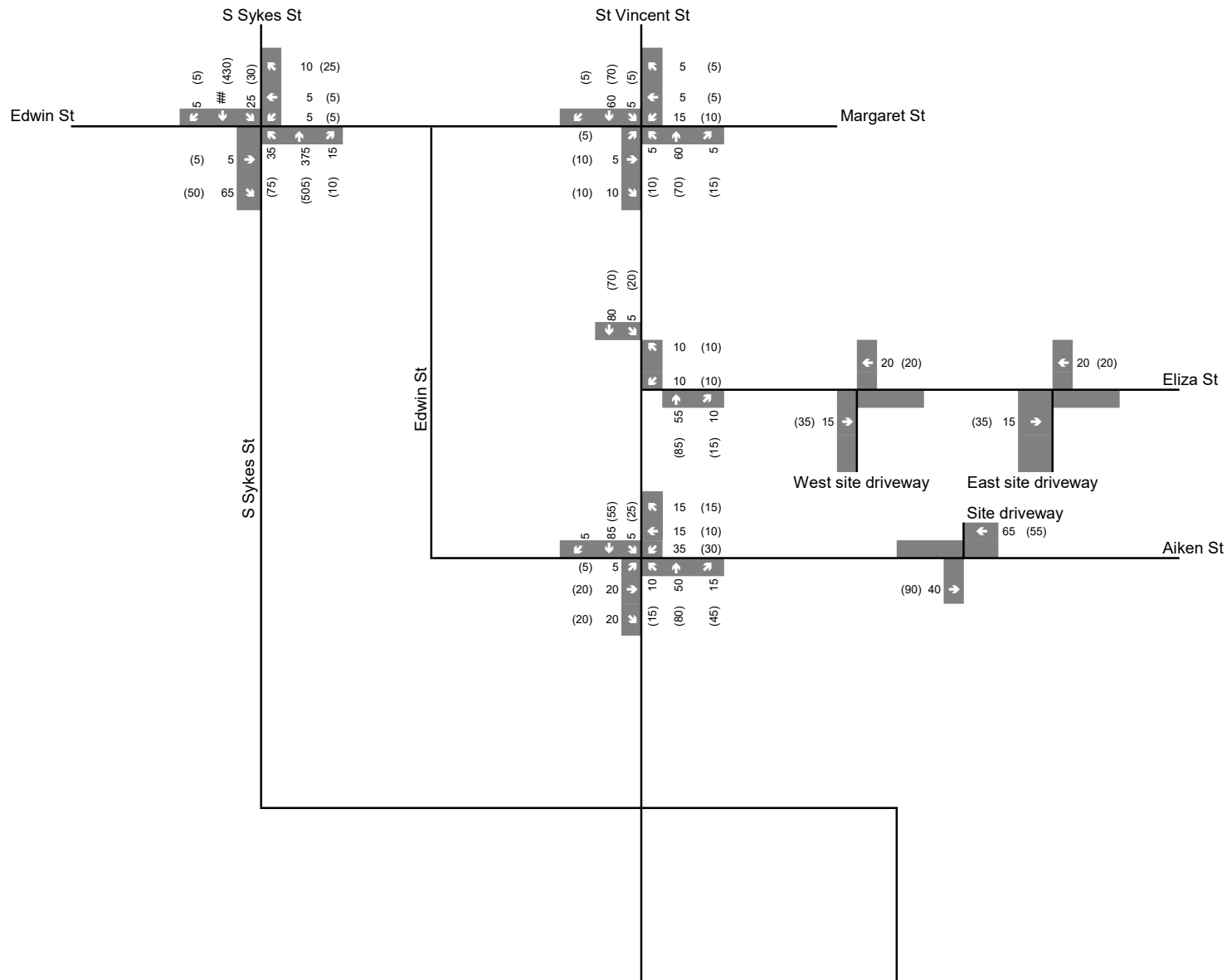
Horizon Data Services was retained to undertake Classified Turning Movement Counts (TMCs) at the study area intersections from 7:00am to 9:00am and again from 4:00pm to 6:00pm on Thursday, October 3, 2024.

Table 2.1 summarizes the data collection date for each study intersection. The raw turning movement count data is attached as **Appendix B**.

Table 2.1 **Existing Turning Movement Count Summary**

NO.	INTERSECTION/DRIVEWAY	SIGNAL CONTROL	COUNT DATE
2	St Vincent St at Aiken St and Edwin St E	Unsignalized	October 3, 2024
3	St Vincent St at Eliza St		
4	St Vincent St at Margaret St		
5	S Sykes St at Edwin St and Margaret St		
6	Aiken St at site driveway		
7	Eliza St at east site driveway		
8	Eliza St at west site driveway		

Figure 2-4 illustrates the existing traffic volumes.



2.5 EXISTING TRAFFIC OPERATIONS

2.5.1 ANALYSIS METHODOLOGY

Capacity analyses were undertaken using the Synchro 11 traffic analysis software to analyze existing traffic conditions in the study area. This software incorporates the methodology outlined in the Highway Capacity Manual (HCM), Transportation Research Board, 2000.

An intersection capacity analysis provides an indication of traffic operations based on calculations of volume-to-capacity (v/c) and delays for individual movements at an intersection. Level of Service (LOS) denoted by letters 'A' through 'D', represent satisfactory traffic operations. LOS denoted by the letters 'E' and 'F' represent congested traffic operations. LOS definitions for unsignalized intersections are included in **Appendix C**.

2.5.2 ANALYSIS PARAMETERS

The following parameters have been utilized in the assessment:

- Existing lane configurations
- Observed overall intersection Peak Hour Factor (PHF)
- Heavy vehicle percentages and conflicting pedestrian and cyclist volumes as extracted from the TMCs
- Synchro default values for all other inputs

Existing traffic volume data and traffic signal phasing were inputted into the Synchro 11 traffic analysis model to determine existing levels of service and critical movements at the intersections in the study area.

2.5.3 ANALYSIS RESULTS

Table 2.2 summarizes the existing traffic operations. The results of the analyses indicate the study area intersections are operating well within capacity and with generally acceptable levels of service. The Synchro analysis reports for existing conditions are attached as **Appendix D**.

Table 2.2 Synchro Analysis Results Summary – Existing Conditions

INTERSECTION	CONTROL TYPE ¹	AM PEAK HOUR			PM PEAK HOUR		
		LOS (Delay in Seconds) ²	V/C	95 th Percentile Queue (m)	LOS (Delay in Seconds) ²	V/C	95 th Percentile Queue (m)
S Sykes St at Edwin St and Margaret St	TWSC	EB – B (13) WB – C (17)	0.13 0.06	4 2	EB – B (13) WB – C (19)	0.12 0.12	3 3
St Vincent St at Margaret St	AWSC	NB – A (8) SB – A (8) EB – A (7) WB – A (7)	n/a	n/a	NB – A (8) SB – A (8) EB – A (7) WB – A (7)	n/a	n/a
St Vincent St at Eliza St	TWSC	WB – A (10)	0.03	1	WB – A (9)	0.03	1
St Vincent St at Edwin St and Aiken St	TWSC	EB – A (9) WB – A (10)	0.06 0.10	1 3	EB – A (9) WB – B (10)	0.06 0.09	1 2

Notes: 1. TWSC – Two-Way Stop Control / AWSC – All-Way Stop Control.
2. Delay rounded to the nearest whole number.

The results demonstrate that, under existing conditions, the study area network has significant capacity with minimal delay and queuing at all movements. The highest vehicle delay within the study area network takes place at the westbound approach of the S Sykes Street, Edwin Street and Margaret Street intersection, with an LOS of C during both weekday peak hours.

3 FUTURE BACKGROUND CONDITIONS

3.1 HORIZON YEARS

The following horizon years were selected for assessment:

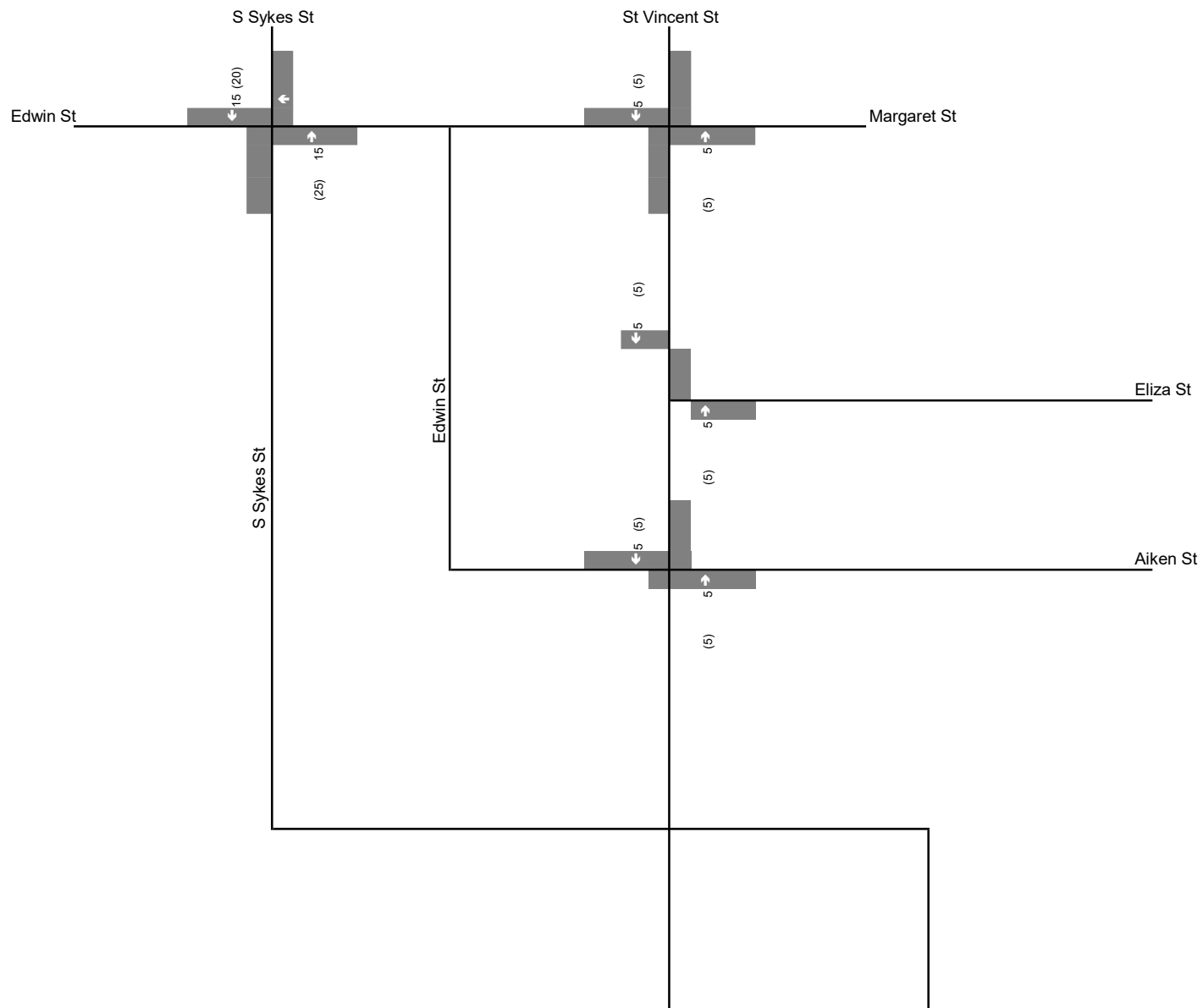
- 2026 – opening year
 - 2031 – five years post opening year
 - 2036 – ten years post opening year
-

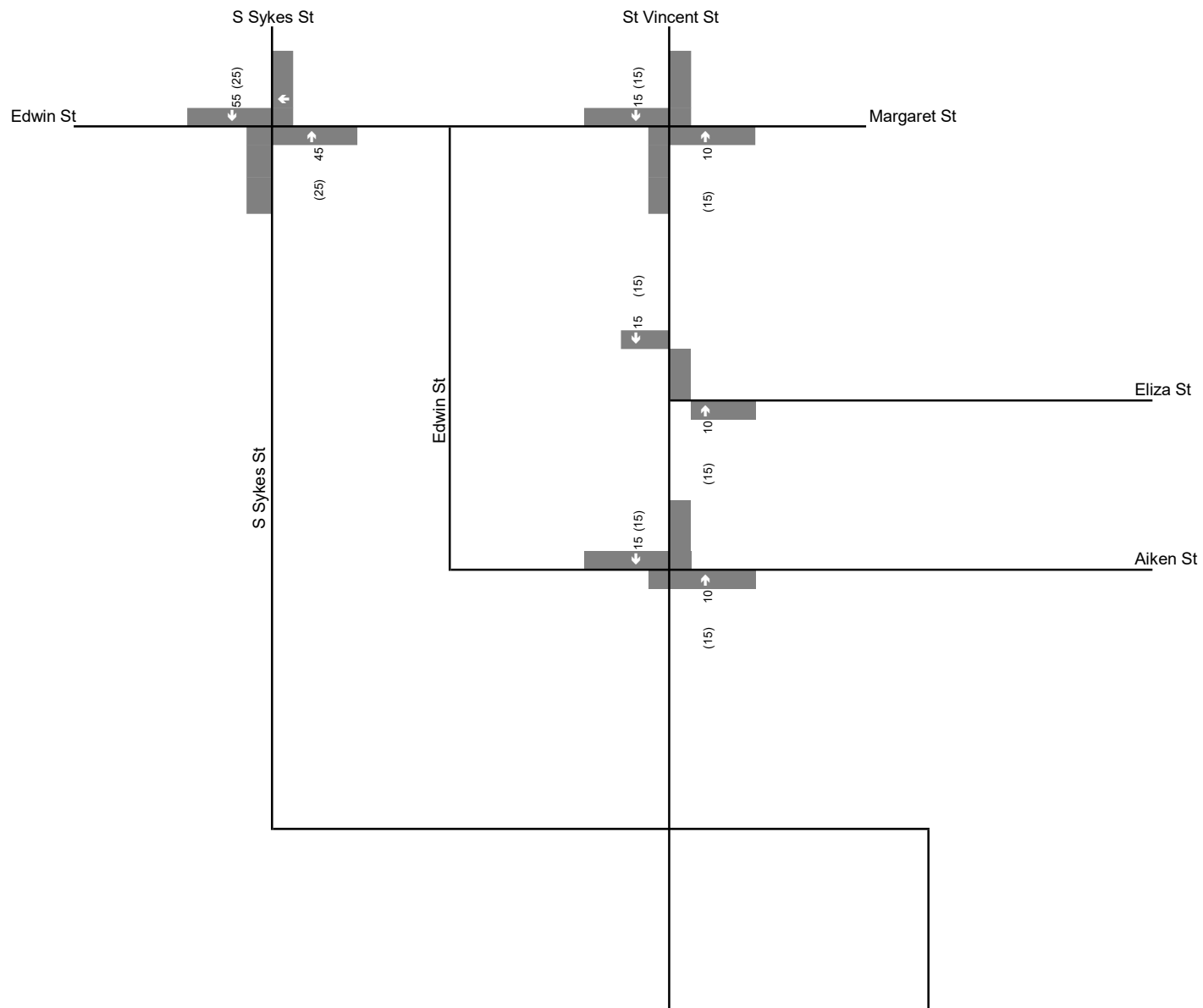
3.2 CORRIDOR GROWTH

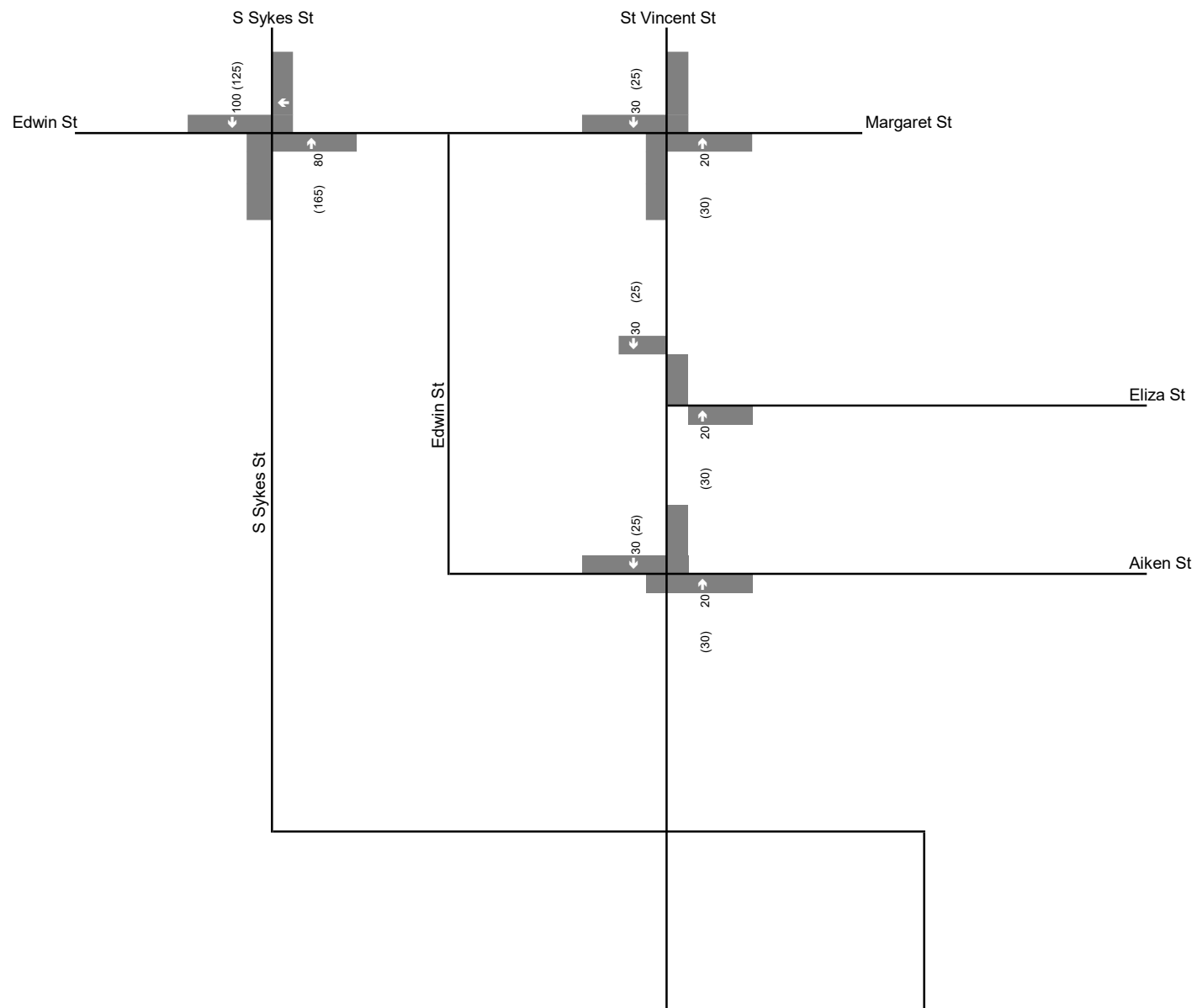
To adopt a robust approach to the traffic analyses of the study area network under future conditions, a 2.5% annual corridor growth rate was applied to the through volumes along St Vincent Street and S Sykes Street (Highway 26). Corridor growth volumes for the 2026, 2031 and 2036 horizon years are illustrated in **Figure 3-1**, **Figure 3-2** and **Figure 3-3**.

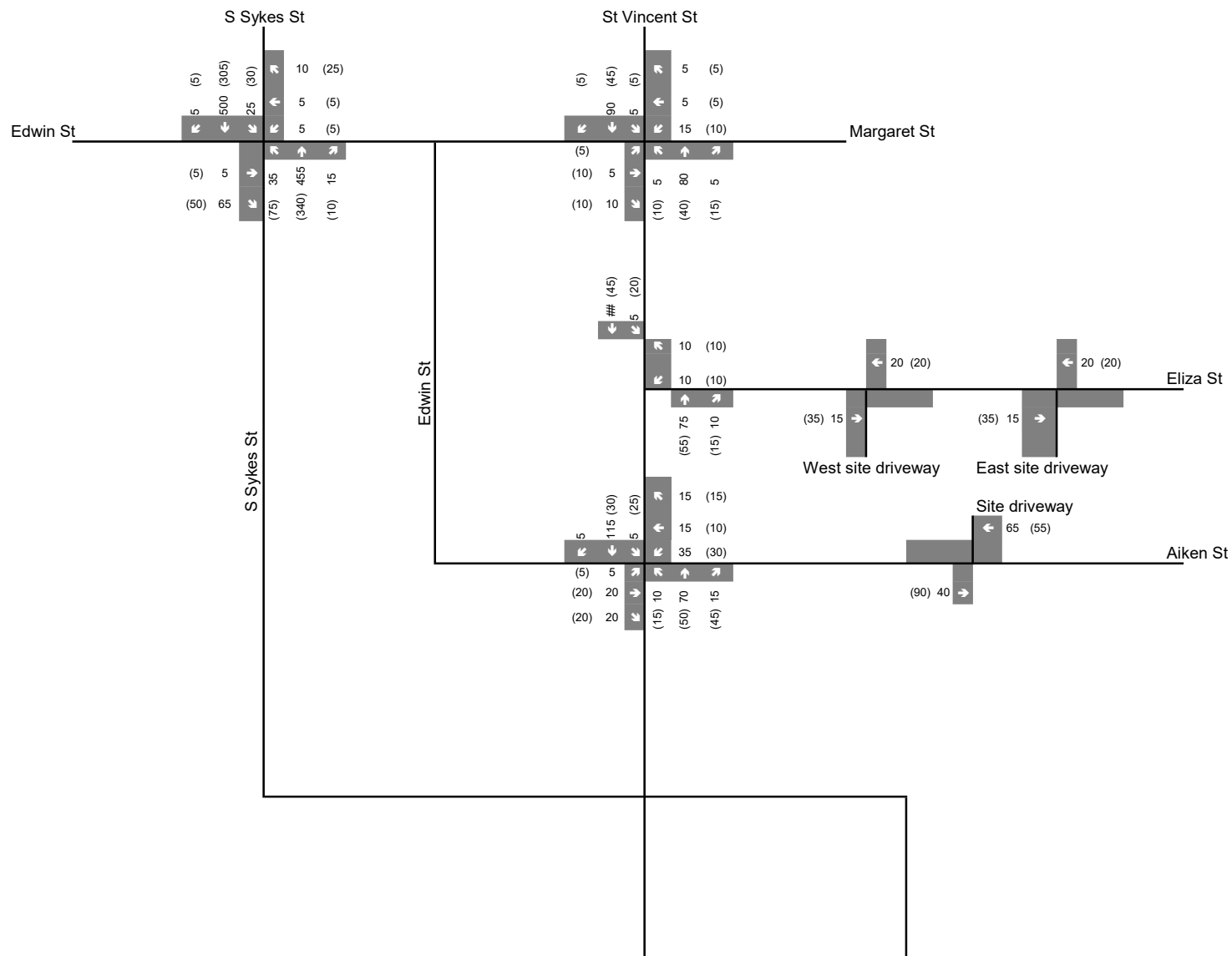
3.3 FUTURE BACKGROUND VOLUMES

Future background traffic volumes were generated by combining existing and annual corridor growth volumes. Future background volumes for the 2026, 2031 and 2036 horizon years are illustrated in **Figure 3-4**, **Figure 3-5** and **Figure 3-6**.









3.4 FUTURE BACKGROUND TRAFFIC OPERATIONS

3.4.1 2026 OPENING YEAR

Table 3.1 summarizes future background traffic operations for the 2026 opening year and indicates the study area intersections are forecast to generally operate with acceptable levels of service and within capacity.

The Synchro analysis reports for 2026 future background conditions are attached as **Appendix E**.

Table 3.1 Synchro Analysis Results Summary – 2026 Future Background Conditions

INTERSECTION	CONTROL TYPE ¹	AM PEAK HOUR			PM PEAK HOUR		
		LOS (Delay in Seconds) ²	V/C	95 th Percentile Queue (m)	LOS (Delay in Seconds) ²	V/C	95 th Percentile Queue (m)
S Sykes St at Edwin St and Margaret St	TWSC	EB – B (13) WB – C (18)	0.13 0.07	4 2	EB – B (14) WB – C (20)	0.12 0.13	3 4
St Vincent St at Margaret St	AWSC	NB – A (8) SB – A (8) EB – A (7) WB – A (8)	n/a	n/a	NB – A (8) SB – A (8) EB – A (7) WB – A (7)	n/a	n/a
St Vincent St at Eliza St	TWSC	WB – A (10)	0.03	1	WB – A (9)	0.03	1
St Vincent St at Edwin St and Aiken St	TWSC	EB – A (10) WB – A (10)	0.07 0.10	2 3	EB – A (9) WB – B (10)	0.06 0.09	1 2

Notes: 1. TWSC – Two-Way Stop Control / AWSC – All-Way Stop Control.
2. Delay rounded to the nearest whole number.

The results demonstrate that, under 2026 future background conditions, all unsignalized intersections generally operate the same as under existing conditions with little to no difference in delay and queuing at all movements.

3.4.2 2031 – FIVE YEARS POST OPENING YEAR

Table 3.2 summarizes future background traffic operations for the 2031 five years post opening year and indicates the study area intersections are forecast to generally operate with acceptable levels of service and within capacity.

The Synchro analysis reports for 2031 future background conditions are attached as **Appendix F**.

Table 3.2 Synchro Analysis Results Summary – 2031 Future Background Conditions

INTERSECTION	CONTROL TYPE ¹	AM PEAK HOUR			PM PEAK HOUR		
		LOS (Delay in Seconds) ²	V/C	95 th Percentile Queue (m)	LOS (Delay in Seconds) ²	V/C	95 th Percentile Queue (m)
S Sykes St at Edwin St and Margaret St	TWSC	EB – B (14) WB – C (20)	0.15 0.08	4 2	EB – B (15) WB – C (23)	0.14 0.15	4 4
St Vincent St at Margaret St	AWSC	NB – A (8) SB – A (8) EB – A (7) WB – A (8)	n/a	n/a	NB – A (8) SB – A (8) EB – A (7) WB – A (8)	n/a	n/a
St Vincent St at Eliza St	TWSC	WB – A (10)	0.03	1	WB – A (10)	0.03	1
St Vincent St at Edwin St and Aiken St	TWSC	EB – A (10) WB – B (10)	0.07 0.10	2 3	EB – A (9) WB – B (11)	0.06 0.09	1 2

Notes: 1. TWSC – Two-Way Stop Control / AWSC – All-Way Stop Control.
2. Delay rounded to the nearest whole number.

The results demonstrate that, under 2031 future background conditions, all unsignalized intersections generally operate the same as under 2026 future background conditions with little to no difference in delay and queuing at all movements.

3.4.3 2036 – TEN YEARS POST OPENING YEAR

Table 3.3 summarizes future background traffic operations for the 2036 ten years post opening year and indicates the study area intersections are forecast to generally operate with acceptable levels of service and within capacity.

The Synchro analysis reports for 2036 future background conditions are attached as **Appendix G**.

Table 3.3 Synchro Analysis Results Summary – 2036 Future Background Conditions

INTERSECTION	CONTROL TYPE ¹	AM PEAK HOUR			PM PEAK HOUR		
		LOS (Delay in Seconds) ²	V/C	95 th Percentile Queue (m)	LOS (Delay in Seconds) ²	V/C	95 th Percentile Queue (m)
S Sykes St at Edwin St and Margaret St	TWSC	EB – B (15) WB – C (24)	0.16 0.09	5 3	EB – C (17) WB – D (28)	0.16 0.19	4 5
St Vincent St at Margaret St	AWSC	NB – A (8) SB – A (8) EB – A (7) WB – A (8)	n/a	n/a	NB – A (8) SB – A (8) EB – A (7) WB – A (8)	n/a	n/a
St Vincent St at Eliza St	TWSC	WB – A (10)	0.03	1	WB – A (10)	0.03	1
St Vincent St at Edwin St and Aiken St	TWSC	EB – B (11) WB – B (10)	0.12 0.12	3 3	EB – A (9) WB – B (11)	0.06 0.10	2 3

Notes: 1. TWSC – Two-Way Stop Control / AWSC – All-Way Stop Control.
2. Delay rounded to the nearest whole number.

The results demonstrate that, under 2036 future background conditions, all unsignalized intersections generally operate the same as under 2031 future background conditions with little to no difference in delay and queuing at all movements.

4 SITE GENERATED TRAFFIC

4.1 TRIP GENERATION

Site trip generation was calculated using the 11th Edition of the Trip Generation Manual published by the Institute of Transportation Engineers (ITE Manual). ITE Land Use code 550 for a University/College using the 'Students' Independent Variable was selected to estimate the number of trips generated the site during the weekday morning and afternoon peak hours. This land use was selected from the ITE Manual since it best reflects the land use nature of the redevelopment proposal.

Since there are minimal transit routes operating in the study area, and with the traffic counts indicating a very low volume of pedestrians and cyclists, it is assumed that all trips will be completed via automobile. **Table 4.1** summarizes the site trip generation.

Table 4.1 Site Trip Generation

LAND USE	AM PEAK HOUR			PM PEAK HOUR		
University/College (LUC 550)	Inbound	Outbound	2-Way	Inbound	Outbound	2-Way
Trip Rate Per Student (200 students)	0.60	0.18	0.78	0.27	0.57	0.84
Trip Generation	120	36	156	53	114	167

The proposed site is forecast to generate **156** and **167** two-way vehicle trips during the weekday morning and afternoon peak hours, respectively. The 36 vehicles departing the site during the morning peak hour can be categorized as vehicles dropping off students/staff. Similarly, the 53 vehicles entering the site during the afternoon peak hour can be categorized as vehicles picking up students/staff. This means that 84 vehicles will travel to the site and park during the morning peak hour and 61 parked vehicles will depart the site during the afternoon peak hour. This is based upon the assumption that classes will begin at 9:00am and final classes will end at 5:00pm. However, the schedule/timetable of the proposed collegiate has not yet been determined.

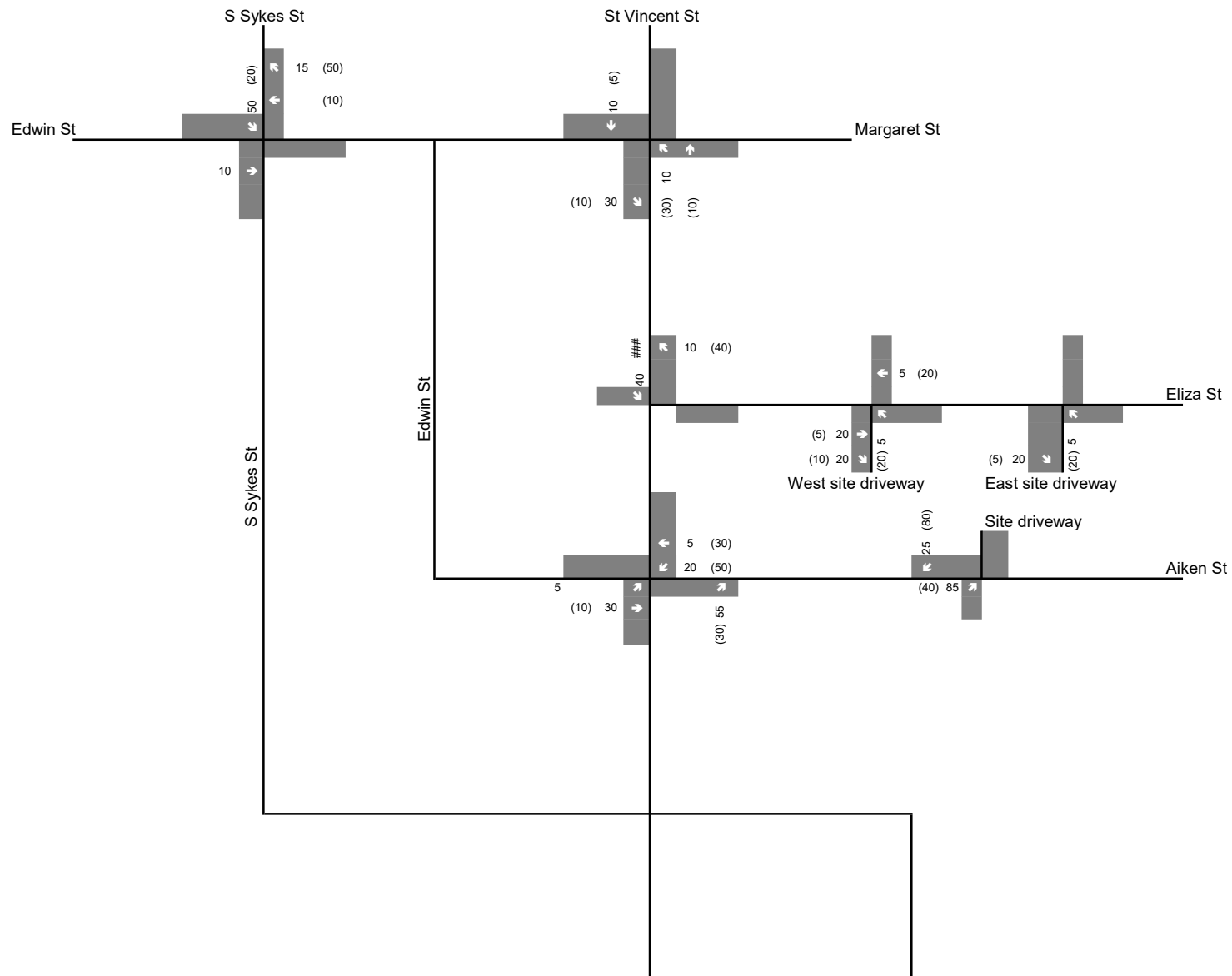
4.2 TRIP DISTRIBUTION AND ROUTE ASSIGNMENT

Trip distribution was calculated using the percentages of inbound and outbound movements at the five gateway locations of the study area network, that is, S Sykes Street (northeast/southeast), St Vincent Street/County Road 7 (north/south) and Edwin Street (east/west). Route assignment was based on driver route logic, that is, ease of turning movements, shortest distances and quickest travel times. **Table 4.2** sets out the trip distribution and route assignment of site traffic.

Table 4.2 Site Trip Distribution

TO/FROM	ROUTE	AM IN	AM OUT	PM IN	PM OUT
Northwest	S Sykes Street (Hwy 26)	42%	35%	36%	43%
Southeast	S Sykes Street (Hwy 26)	27%	36%	44%	35%
North	St Vincent Street	6%	6%	6%	6%
South	St Vincent Street/County Road 7	18%	19%	10%	9%
West	Edwin Street	7%	4%	4%	7%
Total		100%	100%	100%	100%

Figure 4-1 illustrates the resulting assignment of the site-generated auto trips to the study road network during the morning and afternoon peak hours.



5 FUTURE TOTAL CONDITIONS

5.1 FUTURE TOTAL TRAFFIC VOLUMES

Future total traffic volumes for the 2026, 2031 and 2036 horizon year, which are a combination of future background and development site volumes, are illustrated in [Figure 5-1](#), [Figure 5-2](#) and [Figure 5-3](#).

5.2 FUTURE TOTAL TRAFFIC OPERATIONS

5.2.1 2026 OPENING YEAR

Table 5.1 summarizes future total traffic operations for the 2026 opening year and indicates the study area intersections are forecast to generally operate with acceptable levels of service and within capacity.

The Synchro analysis reports for 2026 future total conditions are attached as **Appendix H**.

Table 5.1 Synchro Analysis Results Summary – 2026 Future Total Conditions

INTERSECTION	CONTROL TYPE ¹	AM PEAK HOUR			PM PEAK HOUR		
		LOS (Delay in Seconds) ²	V/C	95 th Percentile Queue (m)	LOS (Delay in Seconds) ²	V/C	95 th Percentile Queue (m)
S Sykes St at Edwin St and Margaret St	TWSC	EB – C (16) WB – C (17)	0.20 0.11	6 3	EB – C (16) WB – C (22)	0.17 0.32	5 11
St Vincent St at Margaret St	AWSC	NB – A (8) SB – A (8) EB – A (7) WB – A (8)	n/a	n/a	NB – A (8) SB – A (8) EB – A (8) WB – A (8)	n/a	n/a
St Vincent St at Eliza St	TWSC	WB – A (10)	0.05	1	WB – A (9)	0.07	2
St Vincent St at Edwin St and Aiken St	TWSC	EB – A (10) WB – B (12)	0.11 0.19	3 6	EB – A (9) WB – B (12)	0.07 0.25	2 8

Notes: 1. TWSC – Two-Way Stop Control / AWSC – All-Way Stop Control.
2. Delay rounded to the nearest whole number.

The results demonstrate that, under 2026 future total conditions with the inclusion of site related traffic, all unsignalized intersections generally operate the same as under 2026 future background conditions with little to no difference in delay and queuing at all movements.

5.2.2 2031 – FIVE YEARS POST OPENING YEAR

Table 5.2 summarizes future total traffic operations for the 2031 horizon year and indicates the study area intersections are forecast to generally operate with acceptable levels of service and within capacity.

The Synchro analysis reports for 2031 future total conditions are attached as **Appendix I**.

Table 5.2 Synchro Analysis Results Summary – 2031 Future Total Conditions

INTERSECTION	CONTROL TYPE ¹	AM PEAK HOUR			PM PEAK HOUR		
		LOS (Delay in Seconds) ²	V/C	95 th Percentile Queue (m)	LOS (Delay in Seconds) ²	V/C	95 th Percentile Queue (m)
S Sykes St at Edwin St and Margaret St	TWSC	EB – C (17) WB – C (21)	0.22 0.16	7 4	EB – C (18) WB – D (26)	0.19 0.37	6 13
St Vincent St at Margaret St	AWSC	NB – A (8) SB – A (8) EB – A (7) WB – A (8)	n/a	n/a	NB – A (8) SB – A (8) EB – A (7) WB – A (8)	n/a	n/a
St Vincent St at Eliza St	TWSC	WB – A (10)	0.05	1	WB – A (10)	0.07	2
St Vincent St at Edwin St and Aiken St	TWSC	EB – A (10) WB – B (12)	0.11 0.19	3 6	EB – A (9) WB – B (13)	0.07 0.25	2 8

Notes: 1. TWSC – Two-Way Stop Control / AWSC – All-Way Stop Control.
2. Delay rounded to the nearest whole number.

The results demonstrate that, under 2031 future total conditions, all unsignalized intersections generally operate the same as under 2031 future background conditions with little to no difference in delay and queuing at all movements.

5.2.3 2036 – TEN YEARS POST OPENING YEAR

Table 5.3 summarizes future total traffic operations for the 2036 horizon year and indicates the study area intersections are forecast to generally operate with acceptable levels of service and within capacity.

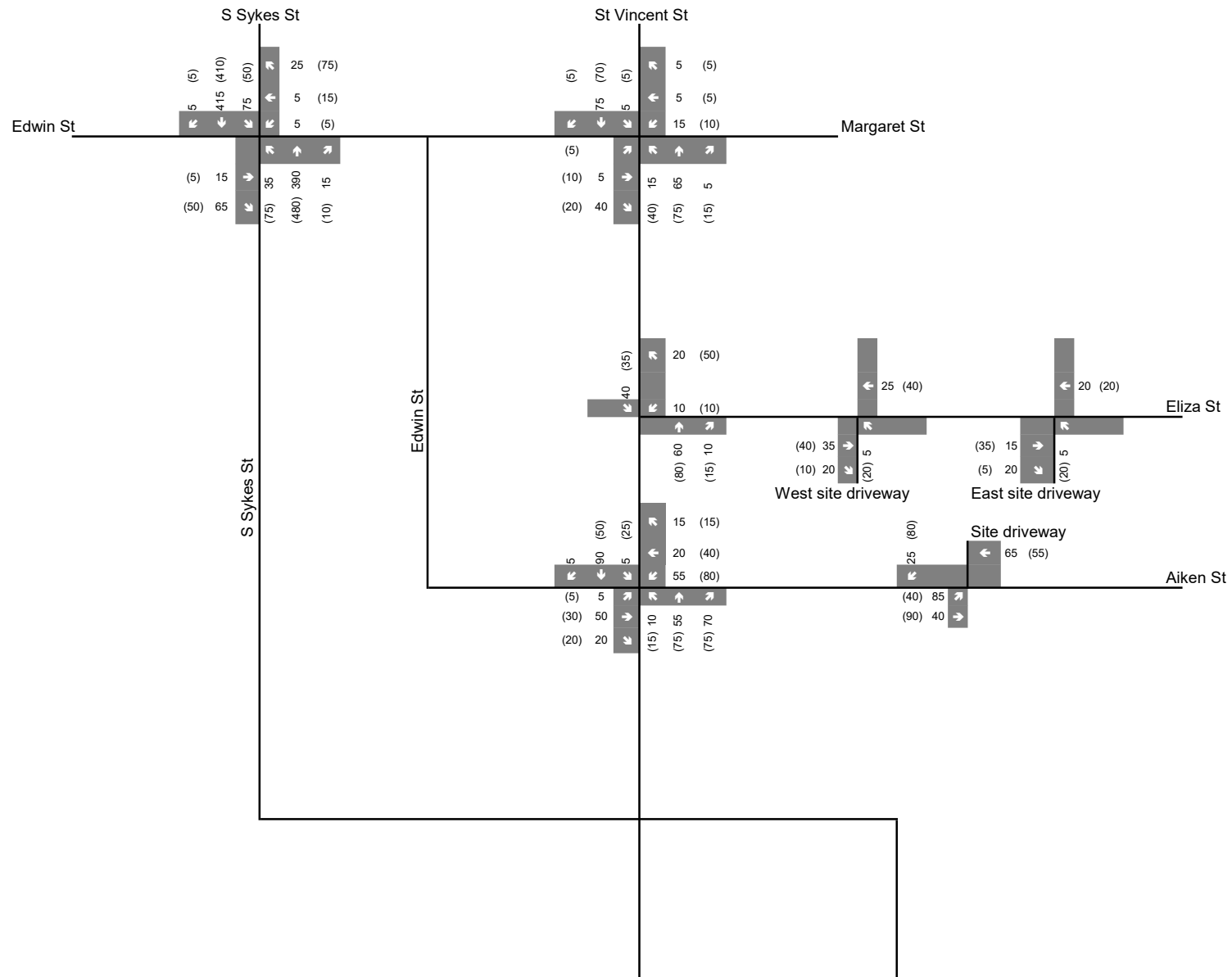
The Synchro analysis reports for 2036 future total conditions are attached as **Appendix J**.

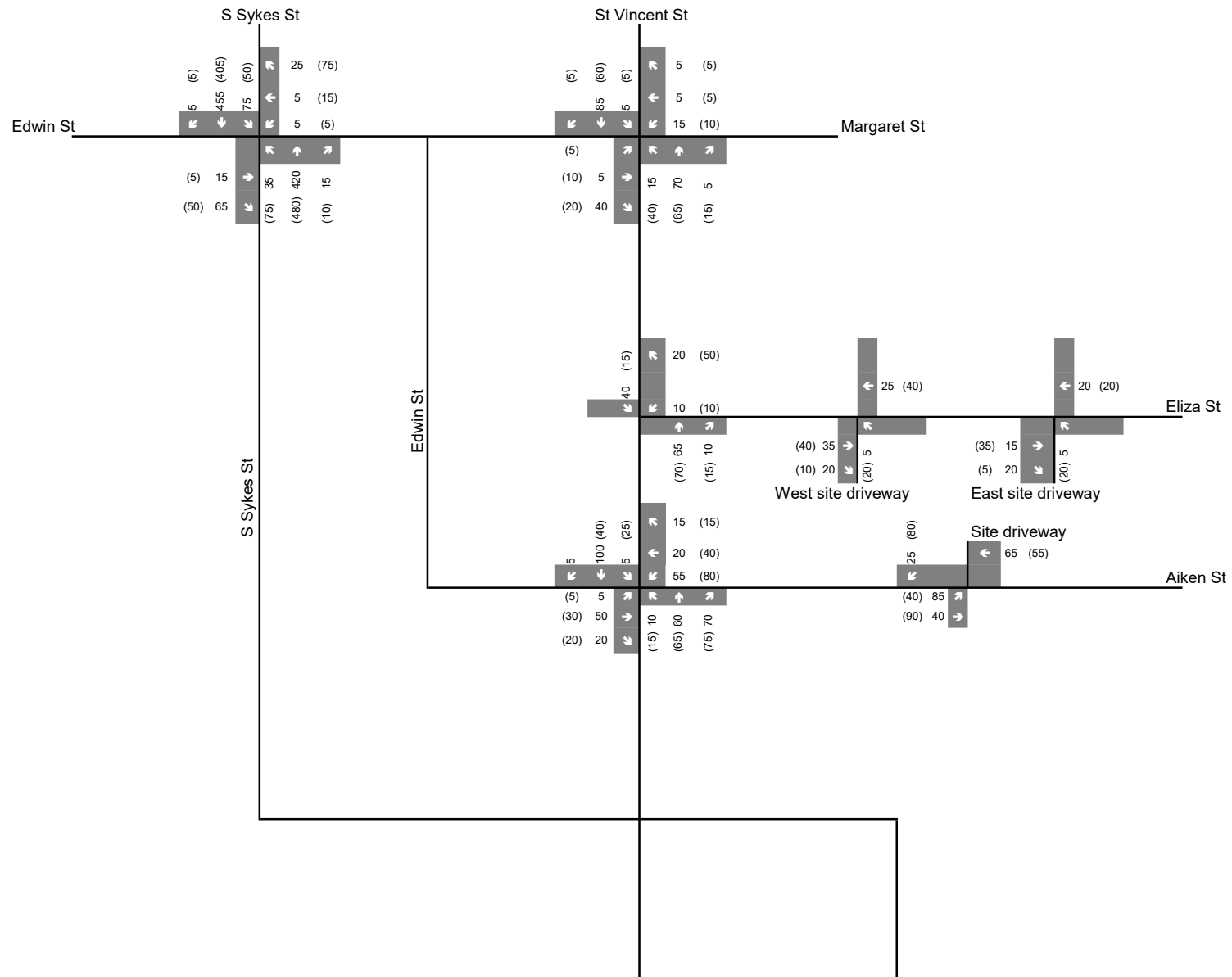
Table 5.3 Synchro Analysis Results Summary – 2036 Future Total Conditions

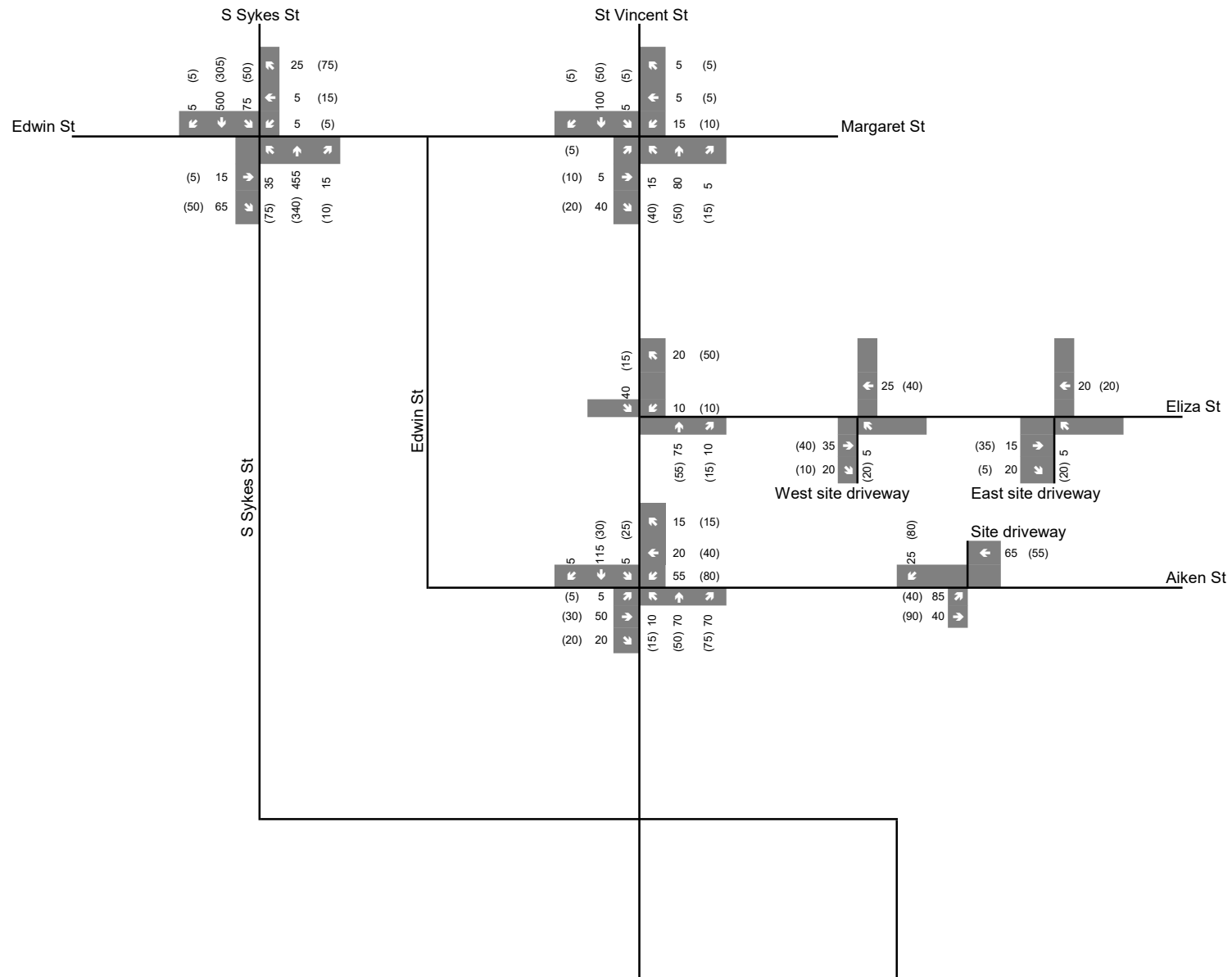
INTERSECTION	CONTROL TYPE ¹	AM PEAK HOUR			PM PEAK HOUR		
		LOS (Delay in Seconds) ²	V/C	95 th Percentile Queue (m)	LOS (Delay in Seconds) ²	V/C	95 th Percentile Queue (m)
S Sykes St at Edwin St and Margaret St	TWSC	EB – C (20) WB – C (25)	0.25 0.19	8 5	EB – C (21) WB – D (34)	0.23 0.45	7 17
St Vincent St at Margaret St	AWSC	NB – A (8) SB – A (8) EB – A (7) WB – A (8)	n/a	n/a	NB – A (8) SB – A (8) EB – A (8) WB – A (8)	n/a	n/a
St Vincent St at Eliza St	TWSC	WB – B (10)	0.05	1	WB – A (10)	0.07	2
St Vincent St at Edwin St and Aiken St	TWSC	EB – B (10) WB – B (12)	0.12 0.20	3 6	EB – A (9) WB – B (13)	0.08 0.26	2 8

Notes: 1. TWSC – Two-Way Stop Control / AWSC – All-Way Stop Control.
2. Delay rounded to the nearest whole number.

The results demonstrate that, under 2036 future total conditions, all unsignalized intersections generally operate the same as under 2036 future background conditions with little to no difference in delay and queuing at all movements.







6 PARKING & LOADING

6.1 MUNICIPAL ZONING BY-LAW REQUIREMENTS

There are no vehicle parking standards in the prevailing Zoning By-Law 60-2009 that can be applied to the redevelopment proposal. Table 5.3 of the By-law outlines non-residential parking requirements which includes elementary and secondary schools but does not include universities or colleges. The highest vehicle parking rate for an educational institution is one space per 9m² of a gymnasium's GFA. Since the proposal includes a gymnasium with a GFA of 675m², this would result in a minimum on-site parking requirement of 75 spaces.

Table 5.4 of By-Law 60-2009 sets out site barrier-free parking requirements. For developments supplying between 101 and 200 vehicle parking spaces, the barrier-free parking standard is one space plus 3% of required parking spaces. If applied to the site, this would require four barrier-free parking spaces.

Table 5.5 of By-Law 60-2009 sets out site loading space requirements. For developments with a GFA of 2,751m² or higher, the standard is two spaces plus one additional space for each additional 9,290m². If applied to the site, this would technically require three loading spaces.

6.2 VEHICLE PARKING

6.2.1 PROXY SITE SURVEY DATA

To determine the parking needs for the site, a parking occupancy survey was carried out at Muskoka campus of Georgian College located in the town of Bracebridge. Based on correspondence from campus staff, the building has a Gross Floor Area (GFA) of 16,646 ft², provides 114 vehicle parking spaces and serves approximately 300 post-secondary students per year, 25% of which are full-time and 75% are part-time. The campus also has three full-time staff members and approximately 20 part-time staff. Therefore, the current supply rate is 0.38 spaces per student.

The parking survey took place on Wednesday, October 16, 2024, between the hours of 9:00am and 5:30pm, at intervals of 30 minutes. **Table 6.1** summarizes the results of the parking survey. **Appendix K** contains the raw survey data.

Table 6.1 Proxy Site Parking Occupancy Survey Data Summary

TIME		REGULAR	ACCESSIBLE	TOTAL	% OF SUPPLY
From	To				
09:00	9:30	58	1	59	52%
9:30	10:00	59	1	60	53%
10:00	10:30	58	1	59	52%
10:30	11:00	58	1	59	52%
11:00	11:30	58	1	59	52%
11:30	12:00	53	1	54	47%
12:00	12:30	46	0	46	40%
12:30	13:00	42	0	42	37%
13:00	13:30	46	0	46	40%
13:30	14:00	47	0	47	41%
14:00	14:30	44	0	44	39%
14:30	15:00	44	0	44	39%
15:00	15:30	43	0	43	38%

15:30	16:00	26	0	26	23%
16:00	16:30	8	0	8	7%
16:30	17:00	1	0	1	1%
17:00	17:30	1	0	1	1%
Max		59	1	60	53%
Min		1	1	1	1%
Avg		41	1	42	4%

The results of the survey show that the maximum occupancy during the 8.5-hour survey period was 60 vehicles between 9:30 and 10:00. This represents 53% of the total supply on site. It also represents a maximum parking occupancy rate of 0.20 spaces per student (60 spaces / 300 students). When applied to the subject site with a projected enrolment of 200 students, this results in a requirement of approximately 40 spaces.

6.2.2 PROPOSED PARKING SUPPLY

Since the proposed parking supply on site is **120 spaces**, including the required four barrier-free spaces, this exceeds the highest minimum By-law requirement by 45 spaces. This supply also adequately accommodates the vehicle trip generation for the site, discussed in section 4.1 above, which is forecast to generate 84 inbound and 61 outbound parked vehicles during the weekday morning and afternoon peak periods, respectively. Finally, this supply far exceeds both parking supply and demand rate per student observed at the Muskoka campus of Georgian College proxy site.

If parking needs increase in the event that there is an increased enrolment of students and recruitment of staff over a period of time, the collegiate will likely look to construct more parking on site around the building where possible through a Site Plan Amendment application to the Municipality. In addition, the collegiate will look to purchase nearby land for the purposes of constructing additional parking is deemed essential. However, the Transportation Demand Management (TDM) strategy on site will seek to limit the need for parking by strengthening other travel modes such a private bus system and secure and sheltered bike parking, including parking for e-scooters and e-bikes.

6.3 LOADING

The existing building is served by two loading spaces that will be retained. As per By-law 60-2009, each space will be a minimum of 9.0m in length, 3.5m in width and have a vertical clearance of at least 4.0 metres.

7 TRANSPORTATION DEMAND MANAGEMENT

7.1 PRIVATE BUS SERVICE

The Collegiate will explore opportunities to provide a shuttle bus service to/from the site based upon a census carried out by the Collegiate as to where non-resident students reside. The census would be undertaken using a survey asking newly enrolled students whether they require transportation to/from the Collegiate. This survey will determine the route, the size of vehicle required as well as the number of buses required. Offering a site-specific bus service will reduce the vehicle traffic impact of the site as well as reducing the need for parking on-site.

7.2 BICYCLE PARKING

There are no By-law requirements for bicycle parking on site. However, given the educational nature of the land use, it is proposed to provide 20 secure and weather protected bicycle parking spaces on site for the use of students, staff members and visitors to encourage greater bicycle trips to/from the site.

7.3 MICROMOBILITY

The Collegiate will explore opportunities for providing secure spaces on site for micromobility users, that is, e-bikes and e-scooters. If demand for micromobility is deemed to be high enough, the Collegiate will also look into providing spaces that also allow users to charge their devices.

7.4 GREY TRANSIT ROUTES

The Collegiate plans to be in regular communications with Grey County to see if GTR 3 and 4 can be reinstated and to see if Grey County would consider having the Collegiate as a new stop on either of these transit bus routes. Both these factors would induce an increase in bus ridership and provide site users travelling within and outside of Meaford with more travel options, thus reducing the reliance on private vehicles.

7.5 CARPOOLING

The Collegiate will explore opportunities for providing designated, signed carpool spaces on site for staff and students who travel to/from the site using private vehicles but with multiple occupants. Users would require a parking pass to park in these designated spaces and would be enforced by site maintenance staff to ensure users have at least two occupants in their vehicles.

8 SUMMARY AND CONCLUSION

8.1 SUMMARY

Transitech Consulting is retained to prepare a Traffic Impact Study report in support of a Site Plan application to the Municipality of Meaford for the repurposing and redevelopment of 279 St Vincent Street, which is the former site of Georgian Bay Secondary School. The site has two existing driveways via Eliza Street and one via Aiken Street. The site is currently zoned as Urban Institutional (UI) and is subject to Zoning By-law 60-2009.

The redevelopment proposal involves the repurposing of the existing building on site as a collegiate, the construction of 79 new residential stacked townhouse units to the south and east of the existing building for students and teachers and a formalized surface parking lot providing 120 spaces, including four accessible spaces. The existing driveways are proposed to remain. The proposed collegiate will provide in the order of 15 classrooms with a target enrolment of around 200 students.

Approximately 20 of the stacked townhouse units will be allocated to teachers with one parking space allocated to each unit. The remaining 59 units will be allocated to students, with a capacity of up to four students per unit, with no parking allocation for student residence. Up to 236 students can reside on-site.

Historically, Routes 3 and 4 of the Grey Transit Route (GTR), operated by Grey County, serve the urban area of Meaford where the site is located. However, these routes discontinued on March 31, 2025, due to the expiration of provincial funding. Therefore, there is currently no transit serving Meaford.

Within the Municipality's TMP, St Vincent Street is designated to have painted edge lines for cyclists between Aiken Street and Bridge Street and signed bike routes are designated along Aiken Street, Grant Avenue, St Vincent Street south of Aiken Street, Marshall Street E, Bridge Street and Bayfield Street. The Georgian Trail extends through both Edwin Street E and St Vincent Street in the vicinity of the site.

Horizon Data Services was retained to survey traffic counts at the study area intersections from 7:00am to 9:00am and again from 4:00pm to 6:00pm on Thursday, October 3, 2024.

Under 2036 future background conditions, the study area network has significant capacity with minimal delay and queuing at all movements. The highest vehicle delay takes place at the westbound approach of the S Sykes Street, Edwin Street and Margaret Street intersection, with an LOS of D during both weekday peak hours.

Site trip generation during the weekday morning and afternoon peak hours was calculated using the 11th Edition of the ITE Trip Generation Manual using Land Use code 550 (University/College). The proposed site is forecast to generate 156 and 167 two-way vehicle trips during the weekday morning and afternoon peak hours, respectively.

Trip distribution was calculated using the percentages of inbound and outbound movements at the five gateway locations of the study area network, that is, S Sykes Street (northeast/southeast), St Vincent Street/County Road 7 (north/south) and Edwin Street (east/west). Route assignment was based on driver route logic, that is, ease of turning movements, shortest distances and quickest travel times.

Under future total conditions with site generated traffic, the study area network generally operates the same as under future background conditions with minimal difference in delay and queuing at all unsignalized intersections. The study area network has sufficient capacity to accommodate the traffic forecast to be generated by the redevelopment proposal under future total conditions.

A parking occupancy survey was carried out at Muskoka campus of Georgian College located in the town of Bracebridge on Wednesday, October 16, 2024, between the hours of 9:00am and 5:30pm, at intervals of 30 minutes. The site provides 114 vehicle parking spaces and serves approximately 300 post-secondary students. The current supply rate is 0.38 spaces per student and the maximum parking occupancy rate is 0.20 spaces per student (60 spaces / 300 students). When applied to the subject site with a projected enrolment of 200 students, this results in a requirement of approximately 40 spaces.

There are no vehicle parking standards in the prevailing Zoning By-Law 60-2009 that can be applied to the redevelopment proposal. The proposed on-site parking supply is 120 spaces, including the required four barrier-free spaces. This supply adequately accommodates the vehicle trip generation for the site, which is forecast to generate 84 inbound and 61 outbound parked vehicles during the weekday morning and afternoon peak periods, respectively. The existing building is served by two loading spaces that will be retained. Each space will be a minimum of 9.0m in length, 3.5m in width and have a vertical clearance of at least 4.0 metres.

There are no By-law requirements for bicycle parking on site. However, given the educational nature of the land use, it is proposed to provide 20 secure and weather protected bicycle parking spaces on site for all site users.

The Collegiate will explore opportunities to provide a shuttle bus service based upon a census as to where non-resident students reside. The census would be undertaken using a survey asking newly enrolled students whether they require transportation to/from the site. The Collegiate will explore opportunities for providing secure spaces on site for micromobility users, that is, e-bikes and e-scooters. The Collegiate will also explore opportunities for providing designated, signed carpool spaces on site for staff and students who travel to/from the site using private vehicles but with multiple occupants.

The Collegiate plans to be in regular communications with Grey County to see if GTR 3 and 4 can be reinstated and to see if Grey County would consider having the Collegiate as a new stop on either of these transit bus routes if these routes were to ever return.

8.2 CONCLUSION

It is Transitech's professional opinion that traffic volumes associated with the proposed redevelopment can be more than sufficiently accommodated by the existing study area network without any mitigation requirements.

APPENDIX

A STUDY TERMS OF REFERENCE CORRESPONDENCE

From: [Denise McCarl](#)
To: [Irfan Akram](#)
Subject: RE: Proposed Residential Collegiate, 279 St Vincent Street, Meaford -Terms of Reference for Parking Study and TDM Plan
Date: Tuesday, June 4, 2024 3:54:43 PM
Attachments: [image002.png](#)
[image003.png](#)
[image008.png](#)
[image009.png](#)
[image001.png](#)

Good afternoon,

Our engineer provided me with the following:

This is based on the Parking Demand estimated in the Proposed Site Plan, the Concept Site Plan, reviewing the site in Google Maps. We provide the following Terms of Reference for consideration:

1. Parking Review

Parking supply based on the parking rates in the ITE *Parking Generation Manual* should also be reviewed.

2. Parking Survey

Given that Owen Sound's population is twice of the population of Meaford, we would suggest the Midland site and Bracebridge site be included as proxy sites, although both sites may not have students living on-site and both communities' sizes are also larger than the size of Meaford in terms of population.

3. Transportation Demand Management (TDM) Plan

For any TDM initiatives to be suggested for the site, successful examples utilized by communities in similar nature are required.

4. A traffic impact study should also be included for review. The TIS should include:

- The intersections of Sykes St / St Vincent St, S Sykes St / Margaret St, Margaret St / St Vincent St, St Vincent St / Eliza St, St Vincent St / Aiken St., and the three site access intersections
- Future horizon years should include the build out year of the site, five and 10 years after build out
- The TIS should be in accordance the latest MTO TIS guidelines and Meaford TIS guidelines.

Kind Regards,

Denise McCarl, MSc RPP MCIP (*she/her*)
Manager, Planning Services
Municipality of Meaford

parking justification perspective. Given the amount of time that has passed, we would really appreciate it if you could get back to us by the end of business today with either comments on our TOR from engineering staff or municipal staff availability for a meeting next week. Thank you in advance.

Kind regards,

Irfan T. Mirza, PTP

Director

Tel: 437-244-9155

E-mail: irfan@transitech-consulting.com



From: Denise McCarl <dmccarl@meaford.ca>

Sent: Tuesday, April 30, 2024 1:52 PM

To: Irfan Akram <irfan@transitech-consulting.com>

Cc: Amaninder Bharj <amaninder.bharj@gmail.com>; AJ Bharj <AJ.bharj@travelshield.ca>; Shams Syed <shams.mechways@gmail.com>

Subject: RE: Proposed Residential Collegiate, 279 St Vincent Street, Meaford -Terms of Reference for Parking Study and TDM Plan

Good Afternoon,

Sorry for the delay in responding. I've been advised through our engineer that our transportation person is away on vacation, but will review the TOR as soon as possible when they return. We've been given a date of May 6, which I understand is not what your client was likely expecting.

At this point, I don't have any mitigation for this as I am not able to provide clear direction on the TOR, except where Meaford staff identified specific questions relating to the parking demands of the school, for examples:

- The TOR should include expected parking needs, number of students, staff, residents etc.
- An analysis of how the property meets those needs.
- How would overflow parking be handled.

The municipality does not have parking standard for this particular use in the zoning by-law and are looking to the developer to provide a rationale.

It should be noted that the use cannot rely on street parking and municipality does not permit parking on the street overnight for half the year during the snow season (Nov to mid-Apr).

Kind Regards,

Denise McCarl, MSc RPP MCIP (*she/her*)

Manager, Planning Services

Municipality of Meaford

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519 538-1060 ext.1120 | dmccarl@meaford.ca

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From: Irfan Akram <irfan@transitech-consulting.com>

Sent: Tuesday, April 23, 2024 11:44 PM

To: Denise McCarl <dmccarl@meaford.ca>

Cc: Amaninder Bharj <amaninder.bharj@gmail.com>; AJ Bharj <AJ.bharj@travelshield.ca>; Shams Syed <shams.mechways@gmail.com>

Subject: RE: Proposed Residential Collegiate, 279 St Vincent Street, Meaford -Terms of Reference for Parking Study and TDM Plan

You don't often get email from irfan@transitech-consulting.com. [Learn why this is important](#)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Denise,

I am following up on your feedback on our proposed TOR for 279 St Vincent Street. Please advise at your earliest convenience as our client is eager to get their application submitted. Thank you.

From: Irfan Akram <irfan@transitech-consulting.com>

Sent: Monday, April 8, 2024 7:31 PM

To: Denise McCarl <dmccarl@meaford.ca>

Subject: Proposed Residential Collegiate, 279 St Vincent Street, Meaford -Terms of Reference for Parking Study and TDM Plan

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CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Ms. McCarl,

Transitech Consulting has been retained by our client to prepare a Parking Study and Transportation Demand Management (TDM) Plan in support of the repurposing and redevelopment of a 6.87-acre site at 279 St Vincent Street in the Municipality of Meaford (the site). Please see proposed Site Plan attached. The site is bounded by Eliza Street to the north, private residential properties to the east, Aiken Street to the south and St Vincent Street to the west. The site, which is the former location of the Georgian Bay Secondary School, is currently unoccupied with the exception of Meaford Community Gardens at the southern end. The site has two existing driveways via Eliza Street and one via Aiken Street. The site is currently zoned as Urban Institutional (UI) and is subject to Zoning By-law 60-2009.

The development proposal involves the repurposing of the existing building on site as a collegiate, the construction of 79 new residential stacked townhouse units to the south and east of the existing building for students and teachers and a formalized surface parking lot providing 103 spaces, including four accessible spaces. The existing driveways are proposed to remain. The proposed collegiate will provide in the order of 18 classrooms with a capacity of up to 540 students. Approximately 20 of the stacked townhouse units will be allocated to teachers with one parking space allocated to each unit. The remaining 59 units will be allocated to students, with a capacity of up to four students per unit, with no parking allocation for student residence. Up to 236 students can reside on-site.

Please see our proposed Terms of Reference (TOR) below:

1. Parking Review

We will review the proposed vehicle and bicycle parking supply in the context of the minimum requirements in Zoning By-law 60-2009 using the most relevant land use available in the by-law. Given the very specific nature of the proposed land use, we will select the most appropriate land use in the By-law. We will also calculate the required supply of accessible spaces.

2. Parking Survey

We will retain a traffic data collection company to conduct a parking occupancy survey at an appropriate proxy site for the purposes of developing a site-specific parking demand rate that will then be applied to the subject site. This survey will take place on a typical operating day between the hours of 9:00am and 5:00pm at 30-minute intervals. The survey will not

take place during the week leading up to or following a long weekend. We would like to suggest the Owen Sound Campus of Georgian College since this site is a higher learning institution that provides on-site accommodation for students. This is of course contingent on Georgian College allowing the traffic data collection company permission to enter their premises for the purposes of carrying out the survey. We will inform you of whether we are successful in securing permission. In the interim, please let us know if this proxy site is acceptable.

3. **Transportation Demand Management (TDM) Plan**

We will prepare a comprehensive Transportation Demand Management (TDM) plan that will seek to reduce the use of single-occupant vehicles generated by the proposed site and promote alternative modes of transportation. This TDM Plan will include a comprehensive review of the existing public transit options available for students, staff and visitors to the site as well as potential private transit bus services. The Plan will also present various TDM initiatives to offset the proposed on-site parking supply. The purpose of the TDM plan will be to identify a range of initiatives that should be considered to offset the reduction in parking on-site. These initiatives will also seek to minimize automobile use, particularly discretionary and non-essential commuting by single-occupant vehicles.

Please let us know if you have any questions or comments on the above TOR. We look forward to hearing from you.

Yours sincerely,

Irfan T. Mirza, PTP

Director

Tel: 437-244-9155

E-mail: irfan@transitech-consulting.com



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APPENDIX

B

TURNING
MOVEMENT COUNT
DATA

Horizon Data Services Ltd

(416) 840-6619

Your Traffic Count Specialist

File Name : S Sykes Street at Margaret Street

Site Code : 00000000

Start Date : 2024-10-03

Page No : 1

Groups Printed- Cars - Trucks - Heavys - Cyclists

	S Sykes St From North					Margaret St From East					S Sykes St From South					Edwin St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	73	4	0	77	4	1	1	0	6	1	60	2	0	63	7	0	0	1	8	154
07:15 AM	1	65	6	0	72	10	0	1	0	11	1	58	1	0	60	14	2	0	2	18	161
07:30 AM	0	81	4	0	85	8	1	0	0	9	1	78	5	0	84	17	0	0	0	17	195
07:45 AM	0	96	3	1	100	10	1	1	0	12	1	96	3	0	100	17	0	0	0	17	229
Total	1	315	17	1	334	32	3	3	0	38	4	292	11	0	307	55	2	0	3	60	739
08:00 AM	0	111	5	0	116	3	1	2	0	6	3	82	8	0	93	15	0	0	0	15	230
08:15 AM	0	116	3	1	120	1	1	3	0	5	5	79	2	1	87	20	1	0	1	22	234
08:30 AM	3	99	8	1	111	2	2	1	0	5	1	102	9	0	112	13	1	0	3	17	245
08:45 AM	0	72	7	0	79	6	1	1	0	8	5	114	15	0	134	18	1	1	2	22	243
Total	3	398	23	2	426	12	5	7	0	24	14	377	34	1	426	66	3	1	6	76	952
04:00 PM	1	97	11	0	109	3	0	0	0	3	1	131	22	1	155	15	1	0	0	16	283
04:15 PM	0	121	9	0	130	6	2	0	0	8	5	110	10	0	125	9	0	0	1	10	273
04:30 PM	0	105	10	1	116	4	2	2	0	8	2	112	16	0	130	10	3	1	1	15	269
04:45 PM	0	109	7	0	116	5	1	3	0	9	2	130	17	0	149	12	2	0	0	14	288
Total	1	432	37	1	471	18	5	5	0	28	10	483	65	1	559	46	6	1	2	55	1113
05:00 PM	1	117	4	0	122	7	2	2	0	11	4	123	17	0	144	9	0	0	1	10	287
05:15 PM	1	111	7	0	119	7	3	1	2	13	3	130	22	0	155	15	2	1	0	18	305
05:30 PM	1	93	13	0	107	7	0	1	0	8	3	121	21	0	145	12	3	0	0	15	275
05:45 PM	0	79	2	0	81	3	3	0	0	6	3	95	15	0	113	12	3	0	4	19	219
Total	3	400	26	0	429	24	8	4	2	38	13	469	75	0	557	48	8	1	5	62	1086
Grand Total	8	1545	103	4	1660	86	21	19	2	128	41	1621	185	2	1849	215	19	3	16	253	3890
Apprch %	0.5	93.1	6.2	0.2		67.2	16.4	14.8	1.6		2.2	87.7	10	0.1		85	7.5	1.2	6.3		
Total %	0.2	39.7	2.6	0.1	42.7	2.2	0.5	0.5	0.1	3.3	1.1	41.7	4.8	0.1	47.5	5.5	0.5	0.1	0.4	6.5	
Cars	8	1486	96	4	1594	84	19	19	2	124	41	1541	183	2	1767	215	19	3	16	253	3738
% Cars	100	96.2	93.2	100	96	97.7	90.5	100	100	96.9	100	95.1	98.9	100	95.6	100	100	100	100	100	96.1
Trucks	0	21	2	0	23	1	0	0	0	1	0	34	1	0	35	0	0	0	0	0	59
% Trucks	0	1.4	1.9	0	1.4	1.2	0	0	0	0.8	0	2.1	0.5	0	1.9	0	0	0	0	0	1.5
Heavys	0	36	5	0	41	1	1	0	0	2	0	45	1	0	46	0	0	0	0	0	89
% Heavys	0	2.3	4.9	0	2.5	1.2	4.8	0	0	1.6	0	2.8	0.5	0	2.5	0	0	0	0	0	2.3
Cyclists	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	4
% Cyclists	0	0.1	0	0	0.1	0	4.8	0	0	0.8	0	0.1	0	0	0.1	0	0	0	0	0	0.1

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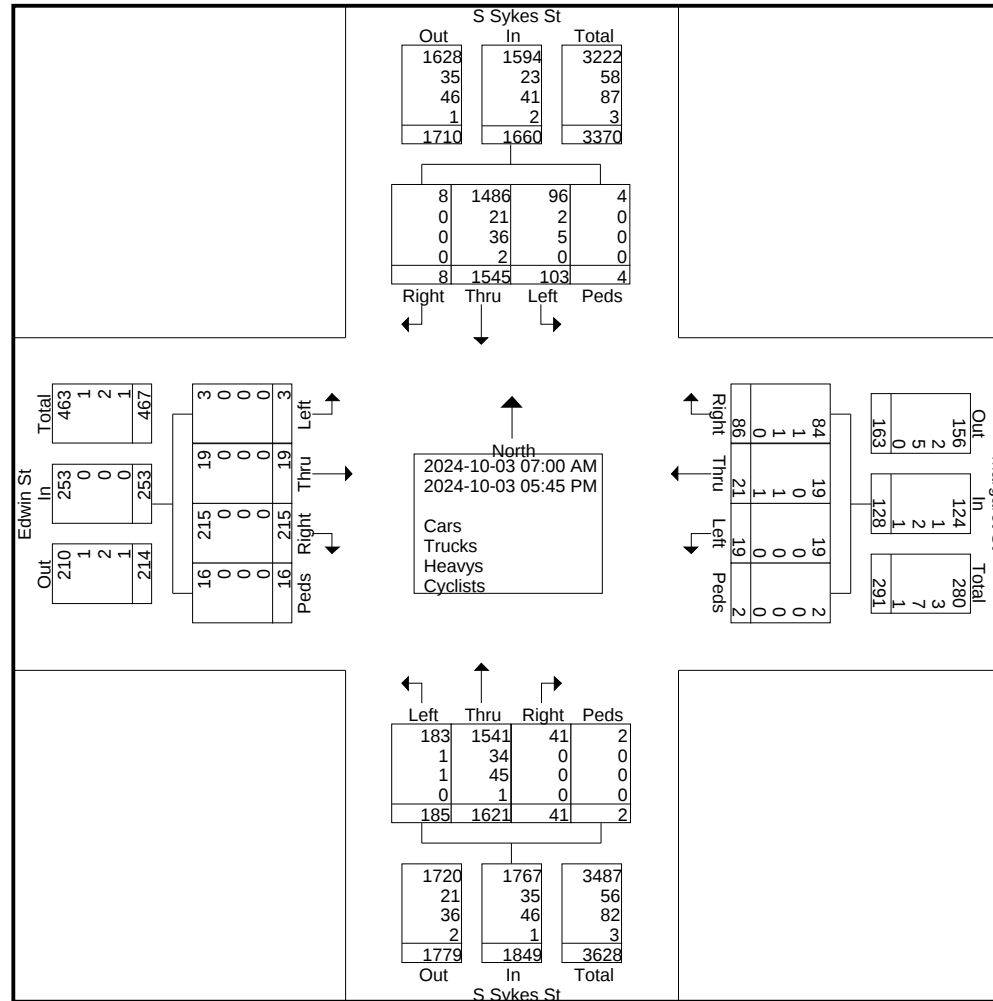
Your Traffic Count Specialist

File Name : S Sykes Street at Margaret Street

Site Code : 00000000

Start Date : 2024-10-03

Page No : 2



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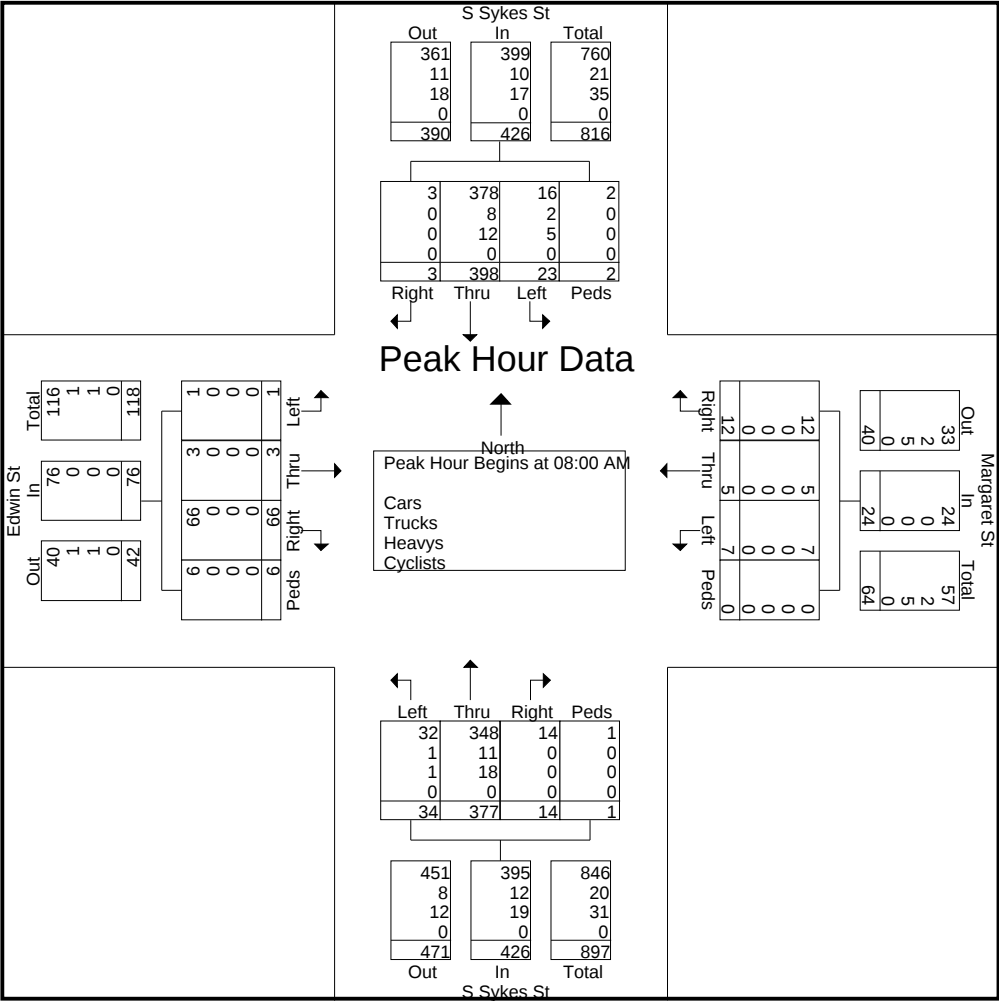
Your Traffic Count Specialist

File Name : S Sykes Street at Margaret Street

Site Code : 00000000

Start Date : 2024-10-03

Page No : 4



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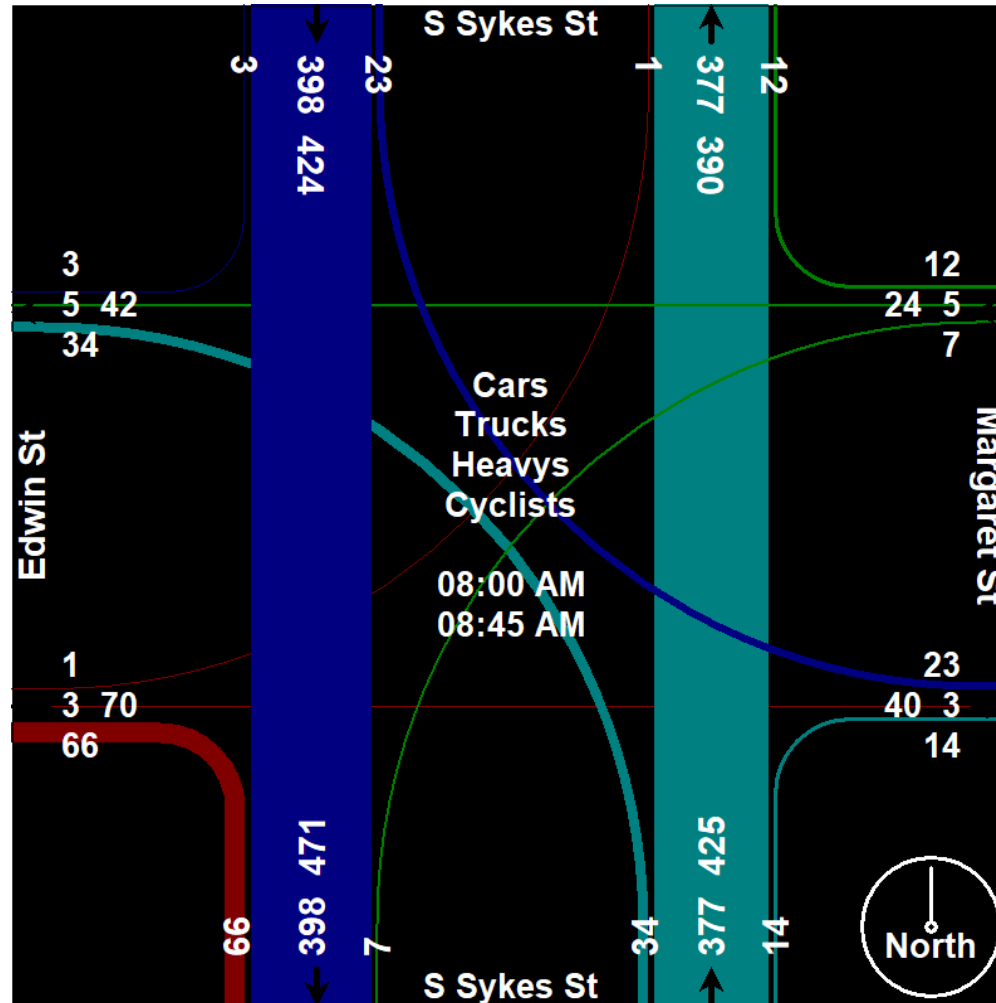
Your Traffic Count Specialist

File Name : S Sykes Street at Margaret Street

Site Code : 00000000

Start Date : 2024-10-03

Page No : 5



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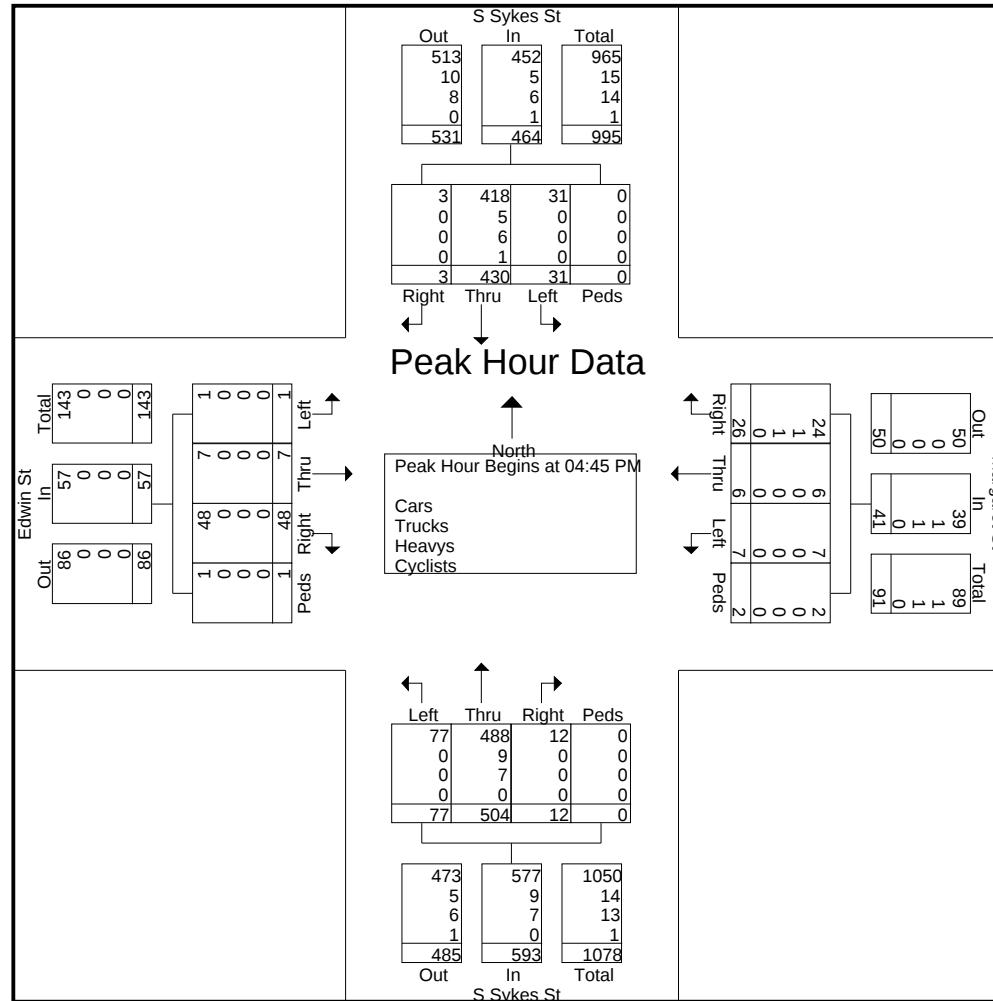
Your Traffic Count Specialist

File Name : S Sykes Street at Margaret Street

Site Code : 00000000

Start Date : 2024-10-03

Page No : 7



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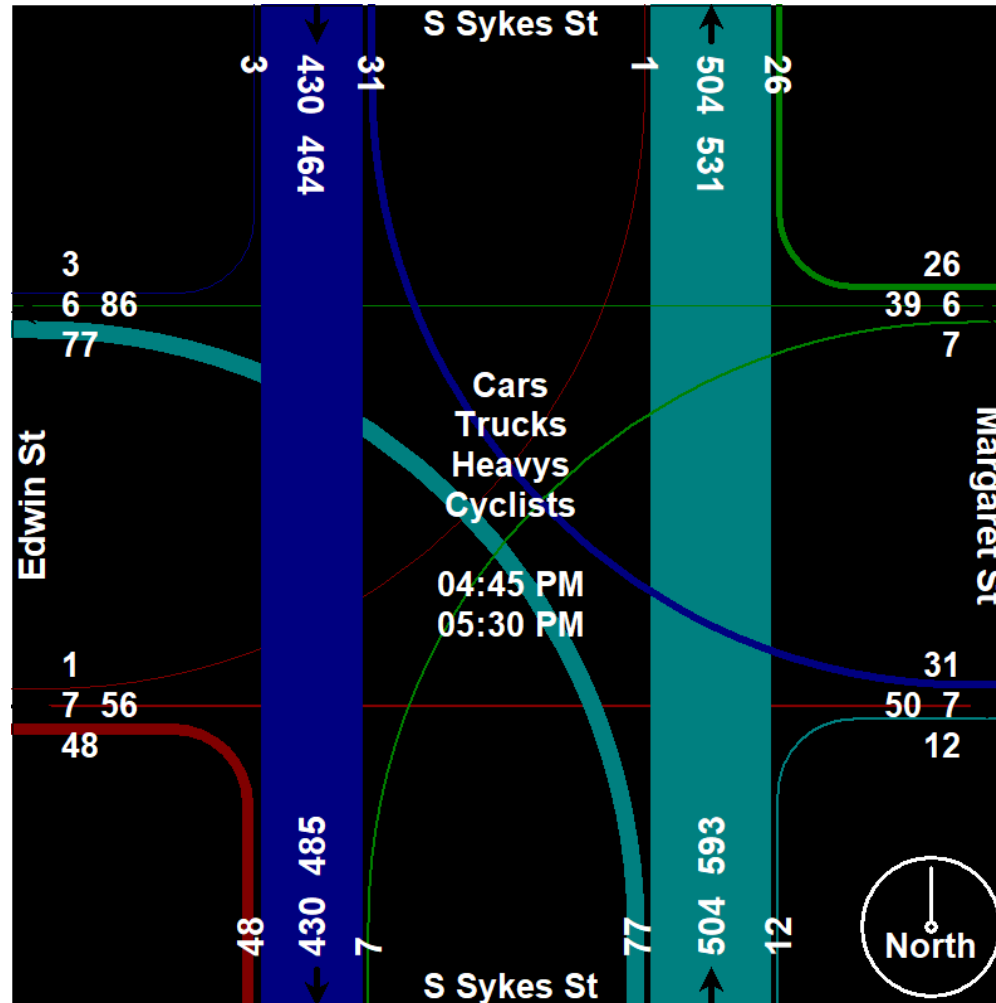
Your Traffic Count Specialist

File Name : S Sykes Street at Margaret Street

Site Code : 00000000

Start Date : 2024-10-03

Page No : 8



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Your Traffic Count Specialist

File Name : St. Vincent Street and Margaret Street

Site Code : 00000000

Start Date : 2024-10-03

Page No : 1

Groups Printed- Cars - Trucks - Heavys - Cyclists																						
	St Vincent St From North					Margaret St From East					St Vincent St From South					Margaret St From West						
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total	
07:00 AM	0	1	0	1	2	1	1	2	1	5	0	4	1	0	5	1	1	0	1	3	15	
07:15 AM	0	11	0	0	11	1	1	2	1	5	0	6	1	0	7	1	2	0	0	3	26	
07:30 AM	0	13	0	0	13	2	1	1	0	4	1	12	3	0	16	1	2	0	0	3	36	
07:45 AM	1	14	0	2	17	2	1	0	3	6	1	3	0	0	4	0	2	0	0	2	29	
Total	1	39	0	3	43	6	4	5	5	20	2	25	5	0	32	3	7	0	1	11	106	
08:00 AM	0	11	0	3	14	2	0	5	4	11	0	8	0	0	8	0	3	0	0	3	36	
08:15 AM	1	14	0	4	19	0	1	0	9	10	2	14	0	0	16	2	1	0	0	3	48	
08:30 AM	0	20	1	1	22	0	1	4	3	8	1	17	0	0	18	5	1	0	0	6	54	
08:45 AM	0	13	2	0	15	2	2	5	1	10	2	20	4	2	28	5	1	0	0	6	59	
Total	1	58	3	8	70	4	4	14	17	39	5	59	4	2	70	12	6	0	0	18	197	
04:00 PM	0	21	1	1	23	1	2	3	1	7	6	22	0	0	28	1	3	0	0	4	62	
04:15 PM	0	22	1	2	25	2	1	2	1	6	4	18	3	0	25	1	3	2	0	6	62	
04:30 PM	1	16	4	2	23	1	0	2	0	3	4	14	2	0	20	3	1	1	1	6	52	
04:45 PM	2	12	0	1	15	2	1	2	0	5	3	14	4	0	21	3	2	0	0	5	46	
Total	3	71	6	6	86	6	4	9	2	21	17	68	9	0	94	8	9	3	1	21	222	
05:00 PM	0	13	2	0	15	2	2	1	1	6	1	16	5	0	22	2	1	0	0	3	46	
05:15 PM	0	11	1	1	13	2	2	0	2	6	2	14	2	0	18	2	2	0	0	4	41	
05:30 PM	1	16	1	0	18	2	3	3	2	10	4	15	0	0	19	5	3	2	0	10	57	
05:45 PM	0	10	0	0	10	0	2	2	0	4	3	14	2	0	19	4	1	1	0	6	39	
Total	1	50	4	1	56	6	9	6	5	26	10	59	9	0	78	13	7	3	0	23	183	
Grand Total	6	218	13	18	255	22	21	34	29	106	34	211	27	2	274	36	29	6	2	73	708	
Apprch %	2.4	85.5	5.1	7.1		20.8	19.8	32.1	27.4		12.4	77	9.9	0.7		49.3	39.7	8.2	2.7			
Total %	0.8	30.8	1.8	2.5	36	3.1	3	4.8	4.1	15	4.8	29.8	3.8	0.3	38.7	5.1	4.1	0.8	0.3	10.3		
Cars	6	199	11	18	234	22	21	34	29	106	30	195	27	2	254	34	26	6	2	68	662	
% Cars	100	91.3	84.6	100	91.8	100	100	100	100	100	88.2	92.4	100	100	92.7	94.4	89.7	100	100	93.2	93.5	
Trucks	0	4	0	0	4	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	8	
% Trucks	0	1.8	0	0	1.6	0	0	0	0	0	2.9	1.4	0	0	1.5	0	0	0	0	0	1.1	
Heavys	0	13	0	0	13	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	23	
% Heavys	0	6	0	0	5.1	0	0	0	0	0	0	4.7	0	0	3.6	0	0	0	0	0	3.2	
Cyclists	0	2	2	0	4	0	0	0	0	0	3	3	0	0	6	2	3	0	0	5	15	
% Cyclists	0	0.9	15.4	0	1.6	0	0	0	0	0	8.8	1.4	0	0	2.2	5.6	10.3	0	0	6.8	2.1	

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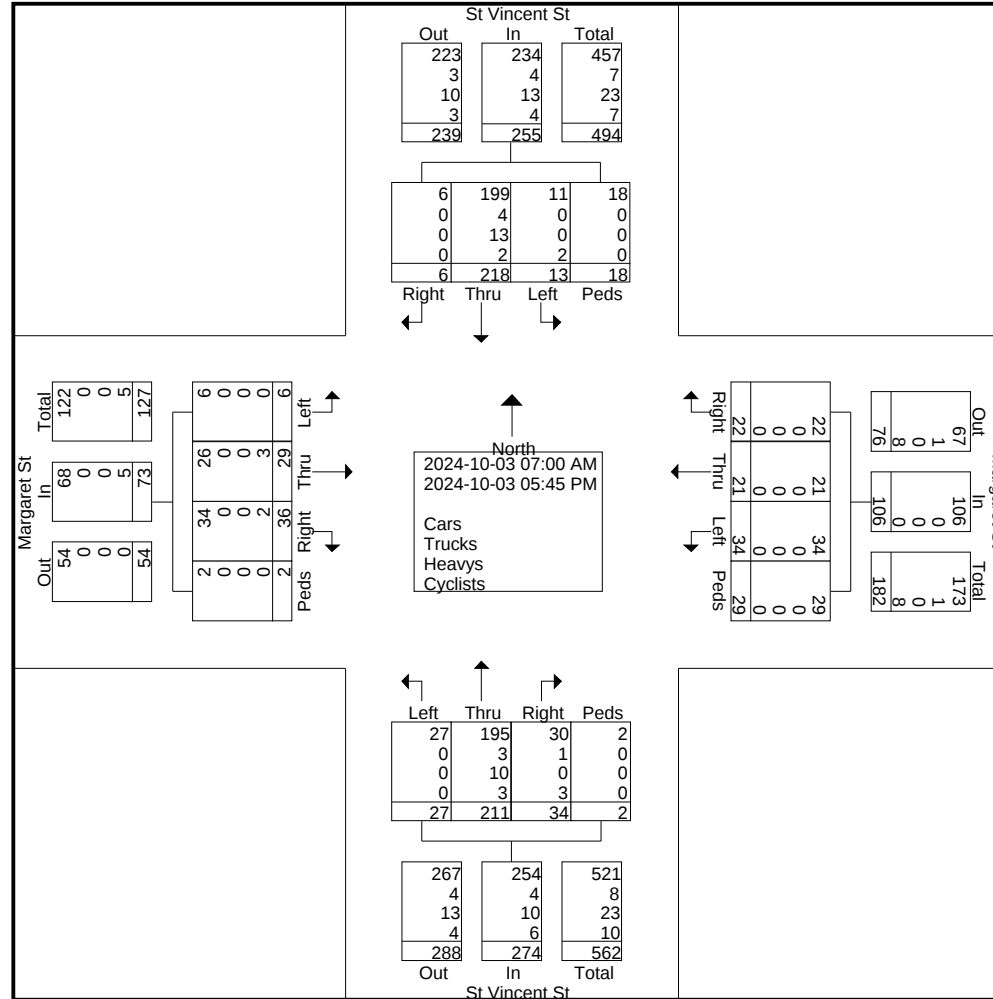
Your Traffic Count Specialist

File Name : St. Vincent Street and Margaret Street

Site Code : 00000000

Start Date : 2024-10-03

Page No : 2



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Your Traffic Count Specialist

File Name : St. Vincent Street and Margaret Street

Site Code : 00000000

Start Date : 2024-10-03

Page No : 3

	St Vincent St From North					Margaret St From East					St Vincent St From South					Margaret St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	11	0	3	14	2	0	5	4	11	0	8	0	0	8	0	3	0	0	3	36
08:15 AM	1	14	0	4	19	0	1	0	9	10	2	14	0	0	16	2	1	0	0	3	48
08:30 AM	0	20	1	1	22	0	1	4	3	8	1	17	0	0	18	5	1	0	0	6	54
08:45 AM	0	13	2	0	15	2	2	5	1	10	2	20	4	2	28	5	1	0	0	6	59
Total Volume	1	58	3	8	70	4	4	14	17	39	5	59	4	2	70	12	6	0	0	18	197
% App. Total	1.4	82.9	4.3	11.4		10.3	10.3	35.9	43.6		7.1	84.3	5.7	2.9		66.7	33.3	0	0		
PHF	.250	.725	.375	.500	.795	.500	.500	.700	.472	.886	.625	.738	.250	.250	.625	.600	.500	.000	.000	.750	.835
Cars	1	50	3	8	62	4	4	14	17	39	5	55	4	2	66	10	5	0	0	15	182
% Cars	100	86.2	100	100	88.6	100	100	100	100	100	100	93.2	100	100	94.3	83.3	83.3	0	0	83.3	92.4
Trucks	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
% Trucks	0	5.2	0	0	4.3	0	0	0	0	0	0	1.7	0	0	1.4	0	0	0	0	0	2.0
Heavys	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
% Heavys	0	5.2	0	0	4.3	0	0	0	0	0	0	5.1	0	0	4.3	0	0	0	0	0	3.0
Cyclists	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	5
% Cyclists	0	3.4	0	0	2.9	0	0	0	0	0	0	0	0	0	0	16.7	16.7	0	0	16.7	2.5

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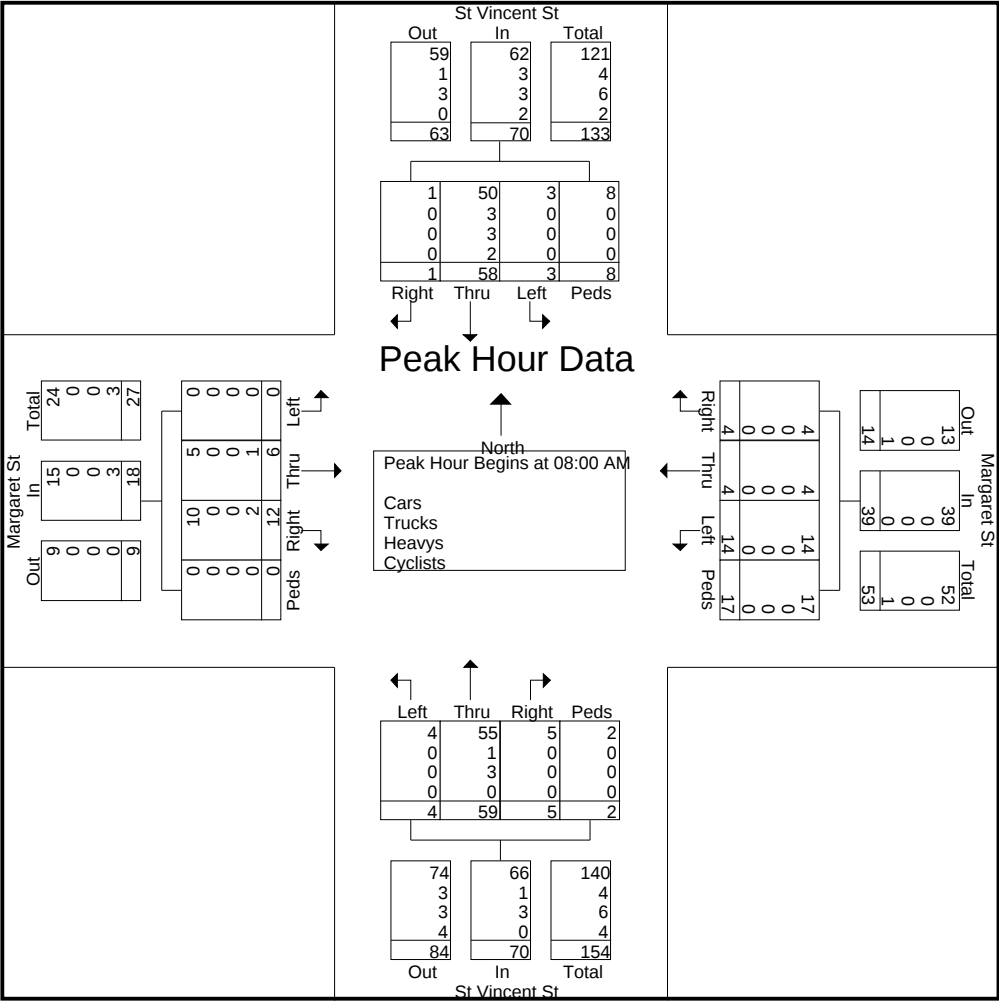
Your Traffic Count Specialist

File Name : St. Vincent Street and Margaret Street

Site Code : 00000000

Start Date : 2024-10-03

Page No : 4



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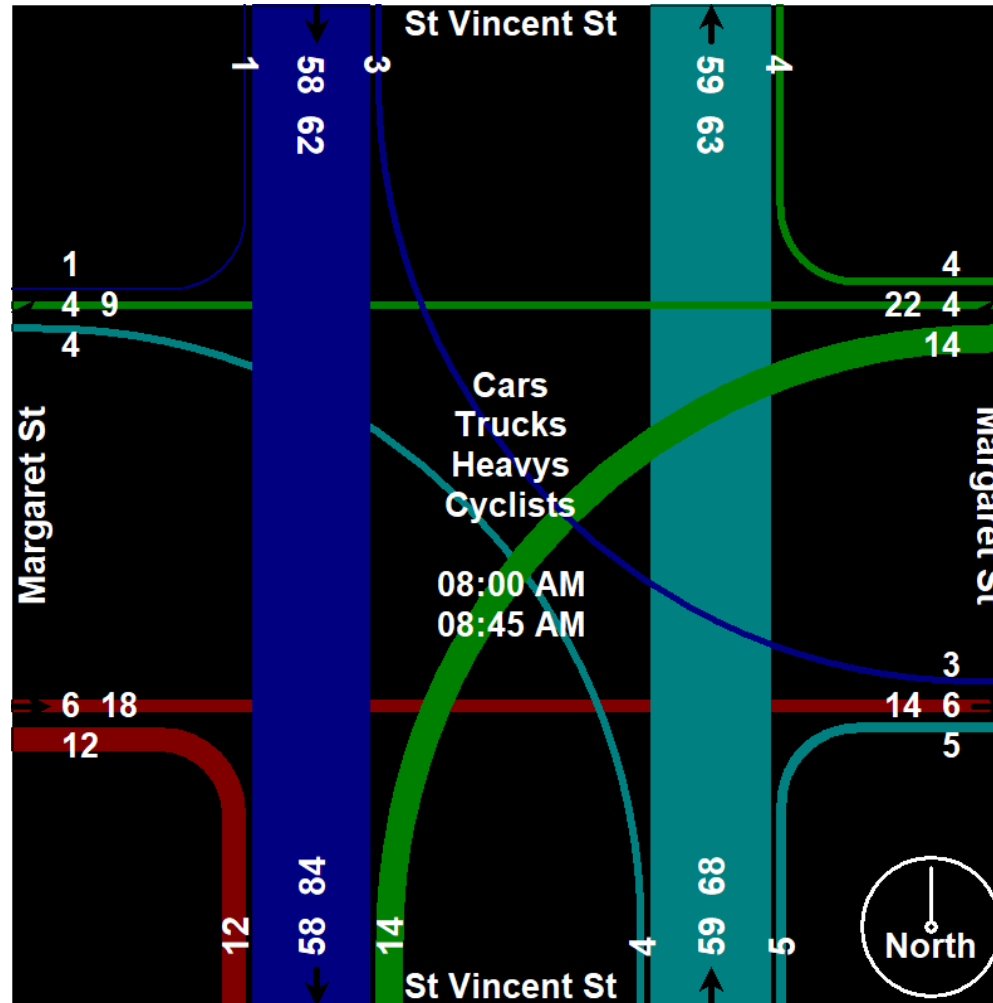
Your Traffic Count Specialist

File Name : St. Vincent Street and Margaret Street

Site Code : 00000000

Start Date : 2024-10-03

Page No : 5



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(416) 840-6619

Your Traffic Count Specialist

File Name : St. Vincent Street and Margaret Street

Site Code : 00000000

Start Date : 2024-10-03

Page No : 6

	St Vincent St From North					Margaret St From East					St Vincent St From South					Margaret St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	21	1	1	23	1	2	3	1	7	6	22	0	0	28	1	3	0	0	4	62
04:15 PM	0	22	1	2	25	2	1	2	1	6	4	18	3	0	25	1	3	2	0	6	62
04:30 PM	1	16	4	2	23	1	0	2	0	3	4	14	2	0	20	3	1	1	1	6	52
04:45 PM	2	12	0	1	15	2	1	2	0	5	3	14	4	0	21	3	2	0	0	5	46
Total Volume	3	71	6	6	86	6	4	9	2	21	17	68	9	0	94	8	9	3	1	21	222
% App. Total	3.5	82.6	7	7		28.6	19	42.9	9.5		18.1	72.3	9.6	0		38.1	42.9	14.3	4.8		
PHF	.375	.807	.375	.750	.860	.750	.500	.750	.500	.750	.708	.773	.563	.000	.839	.667	.750	.375	.250	.875	.895
Cars	3	70	4	6	83	6	4	9	2	21	13	64	9	0	86	8	7	3	1	19	209
% Cars	100	98.6	66.7	100	96.5	100	100	100	100	100	76.5	94.1	100	0	91.5	100	77.8	100	100	90.5	94.1
Trucks	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
% Trucks	0	0	0	0	0	0	0	0	0	0	5.9	1.5	0	0	2.1	0	0	0	0	0	0.9
Heavys	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Heavys	0	1.4	0	0	1.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5
Cyclists	0	0	2	0	2	0	0	0	0	0	3	3	0	0	6	0	2	0	0	2	10
% Cyclists	0	0	33.3	0	2.3	0	0	0	0	0	17.6	4.4	0	0	6.4	0	22.2	0	0	9.5	4.5

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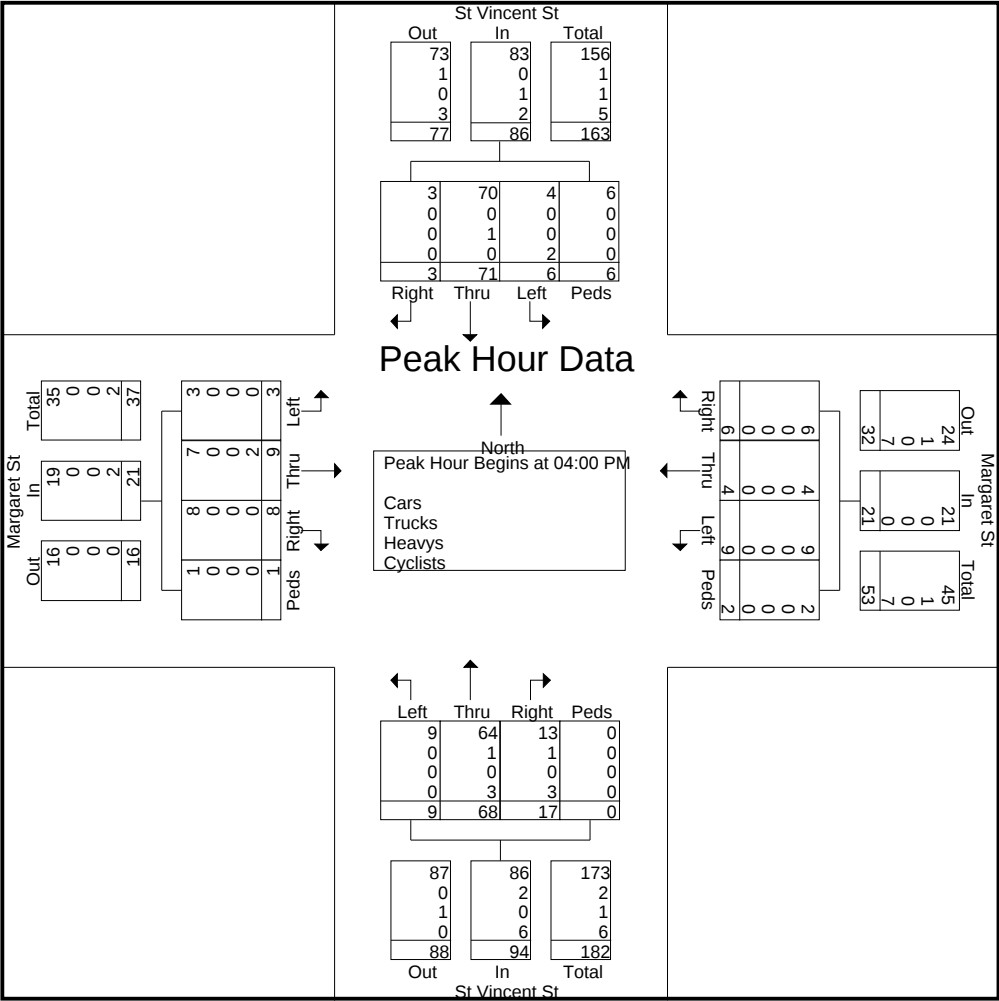
Your Traffic Count Specialist

File Name : St. Vincent Street and Margaret Street

Site Code : 00000000

Start Date : 2024-10-03

Page No : 7



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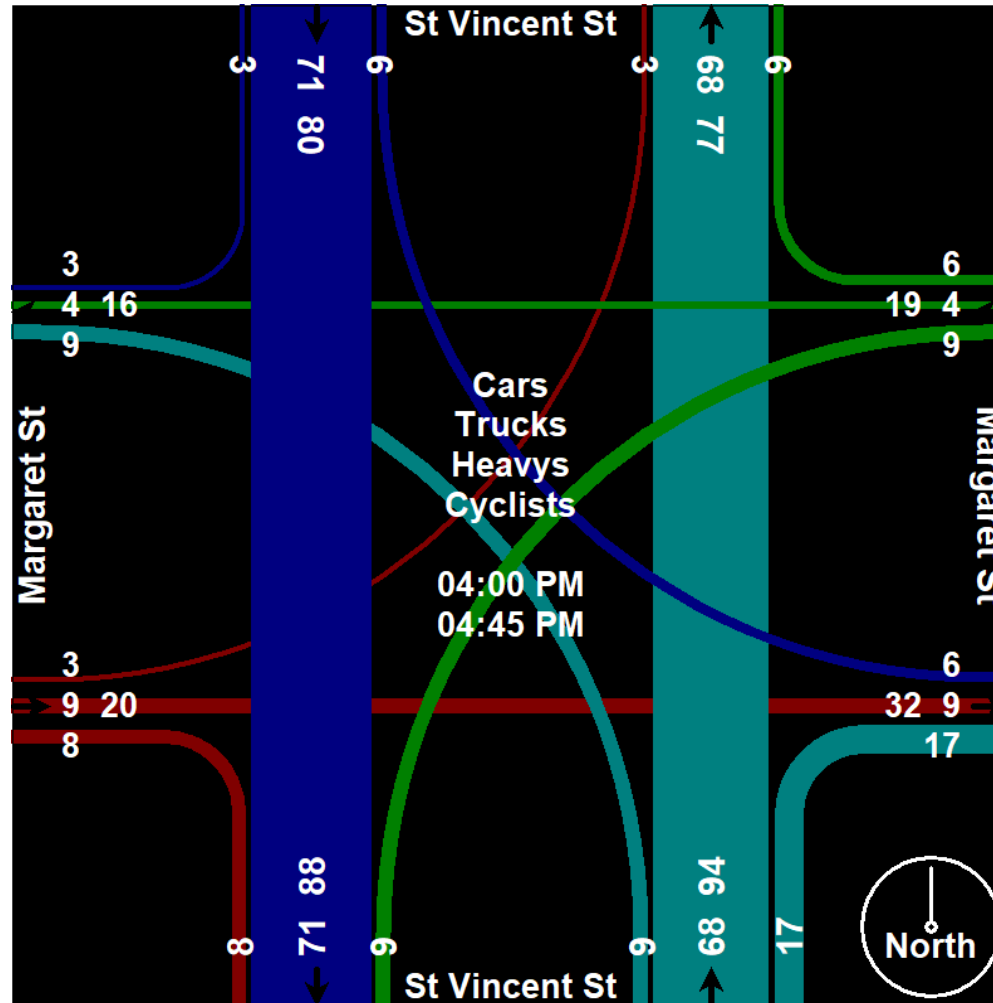
Your Traffic Count Specialist

File Name : St. Vincent Street and Margaret Street

Site Code : 00000000

Start Date : 2024-10-03

Page No : 8



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Your Traffic Count Specialist

File Name : St Vincent Street at Aiken Street

Site Code : 00000000

Start Date : 2024-10-03

Page No : 1

Groups Printed- Cars - Trucks - Heavys - Cyclists																						
	St Vincent St From North					Aiken St From East					St Vincent St From South					Edwin St E From West						
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total	
07:00 AM	0	6	0	0	6	1	0	3	1	5	3	5	3	0	11	3	1	0	0	4	26	
07:15 AM	0	20	0	0	20	0	10	8	0	18	8	9	2	0	19	3	4	0	0	7	64	
07:30 AM	0	18	2	0	20	7	4	8	1	20	6	3	0	0	9	6	1	0	0	7	56	
07:45 AM	0	14	2	0	16	3	9	10	0	22	3	2	2	0	7	1	1	0	0	2	47	
Total	0	58	4	0	62	11	23	29	2	65	20	19	7	0	46	13	7	0	0	20	193	
08:00 AM	0	14	2	2	18	3	4	13	4	24	2	4	0	0	6	5	5	0	0	10	58	
08:15 AM	3	14	0	1	18	6	2	5	17	30	6	9	1	0	16	5	2	0	0	7	71	
08:30 AM	0	33	2	9	44	2	3	8	10	23	2	18	2	0	22	7	6	0	0	13	102	
08:45 AM	0	22	2	1	25	3	4	10	2	19	4	21	7	0	32	4	5	0	0	9	85	
Total	3	83	6	13	105	14	13	36	33	96	14	52	10	0	76	21	18	0	0	39	316	
04:00 PM	0	14	7	0	21	4	3	11	0	18	14	22	5	0	41	7	7	1	0	15	95	
04:15 PM	1	17	3	0	21	3	3	4	0	10	10	19	5	0	34	2	4	0	0	6	71	
04:30 PM	0	14	8	0	22	4	0	7	0	11	12	18	3	0	33	7	6	0	0	13	79	
04:45 PM	0	8	5	2	15	4	2	7	4	17	7	21	0	0	28	5	5	1	0	11	71	
Total	1	53	23	2	79	15	8	29	4	56	43	80	13	0	136	21	22	2	0	45	316	
05:00 PM	0	11	3	0	14	3	8	5	2	18	8	16	5	0	29	2	7	0	0	9	70	
05:15 PM	0	9	1	0	10	1	5	2	1	9	12	21	3	0	36	0	5	0	0	5	60	
05:30 PM	0	12	11	0	23	3	6	12	1	22	14	18	4	0	36	1	7	0	0	8	89	
05:45 PM	0	13	3	0	16	3	4	5	0	12	10	20	3	0	33	0	3	0	0	3	64	
Total	0	45	18	0	63	10	23	24	4	61	44	75	15	0	134	3	22	0	0	25	283	
Grand Total	4	239	51	15	309	50	67	118	43	278	121	226	45	0	392	58	69	2	0	129	1108	
Apprch %	1.3	77.3	16.5	4.9		18	24.1	42.4	15.5		30.9	57.7	11.5	0		45	53.5	1.6	0			
Total %	0.4	21.6	4.6	1.4	27.9	4.5	6	10.6	3.9	25.1	10.9	20.4	4.1	0	35.4	5.2	6.2	0.2	0	11.6		
Cars	3	223	51	15	292	46	63	117	43	269	113	210	45	0	368	51	62	2	0	115	1044	
% Cars	75	93.3	100	100	94.5	92	94	99.2	100	96.8	93.4	92.9	100	0	93.9	87.9	89.9	100	0	89.1	94.2	
Trucks	1	3	0	0	4	1	1	0	0	2	0	2	0	0	2	2	2	0	0	4	12	
% Trucks	25	1.3	0	0	1.3	2	1.5	0	0	0.7	0	0.9	0	0	0.5	3.4	2.9	0	0	3.1	1.1	
Heavys	0	13	0	0	13	2	2	1	0	5	4	9	0	0	13	1	2	0	0	3	34	
% Heavys	0	5.4	0	0	4.2	4	3	0.8	0	1.8	3.3	4	0	0	3.3	1.7	2.9	0	0	2.3	3.1	
Cyclists	0	0	0	0	0	1	1	0	0	2	4	5	0	0	9	4	3	0	0	7	18	
% Cyclists	0	0	0	0	0	2	1.5	0	0	0.7	3.3	2.2	0	0	2.3	6.9	4.3	0	0	5.4	1.6	

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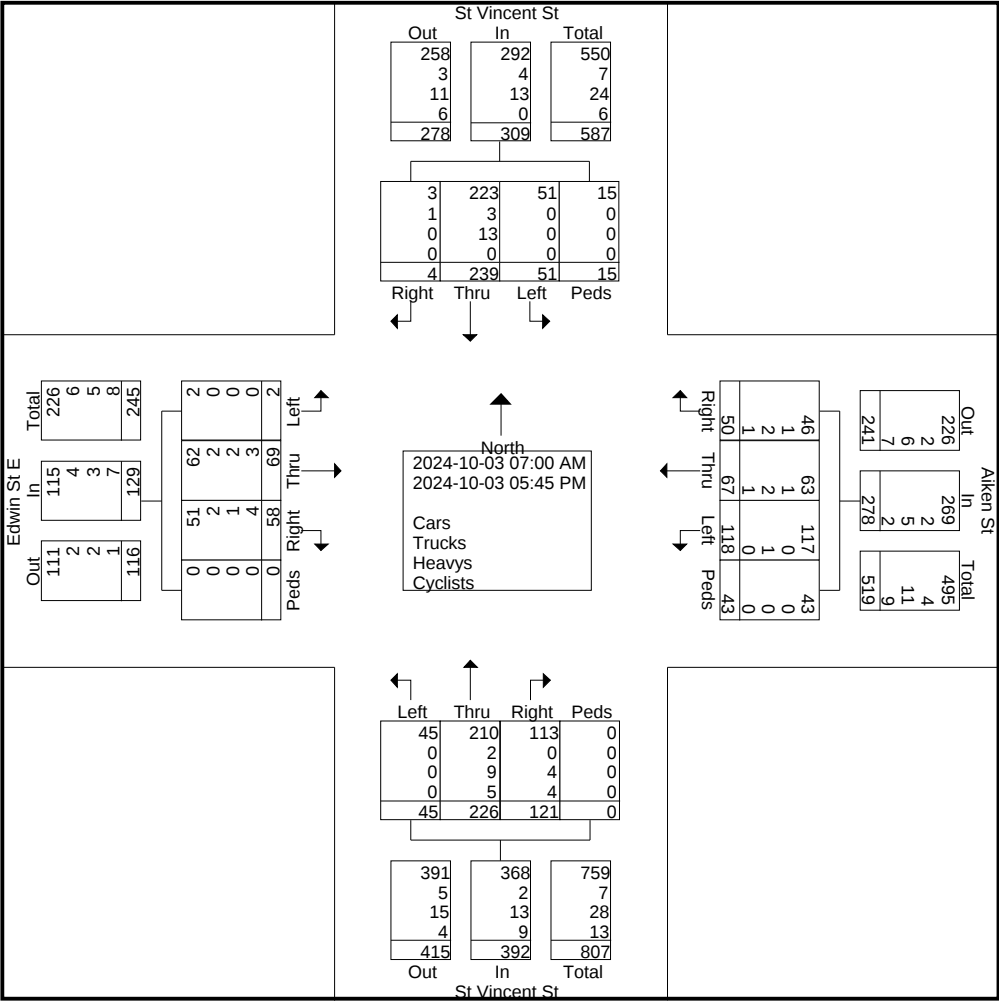
Your Traffic Count Specialist

File Name : St Vincent Street at Aiken Street

Site Code : 00000000

Start Date : 2024-10-03

Page No : 2



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Your Traffic Count Specialist

File Name : St Vincent Street at Aiken Street

Site Code : 00000000

Start Date : 2024-10-03

Page No : 3

	St Vincent St From North					Aiken St From East					St Vincent St From South					Edwin St E From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	14	2	2	18	3	4	13	4	24	2	4	0	0	6	5	5	0	0	10	58
08:15 AM	3	14	0	1	18	6	2	5	17	30	6	9	1	0	16	5	2	0	0	7	71
08:30 AM	0	33	2	9	44	2	3	8	10	23	2	18	2	0	22	7	6	0	0	13	102
08:45 AM	0	22	2	1	25	3	4	10	2	19	4	21	7	0	32	4	5	0	0	9	85
Total Volume	3	83	6	13	105	14	13	36	33	96	14	52	10	0	76	21	18	0	0	39	316
% App. Total	2.9	79	5.7	12.4		14.6	13.5	37.5	34.4		18.4	68.4	13.2	0		53.8	46.2	0	0		
PHF	.250	.629	.750	.361	.597	.583	.813	.692	.485	.800	.583	.619	.357	.000	.594	.750	.750	.000	.000	.750	.775
Cars	2	77	6	13	98	12	13	36	33	94	12	48	10	0	70	18	14	0	0	32	294
% Cars	66.7	92.8	100	100	93.3	85.7	100	100	100	97.9	85.7	92.3	100	0	92.1	85.7	77.8	0	0	82.1	93.0
Trucks	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	2	2	0	0	4	7
% Trucks	33.3	2.4	0	0	2.9	0	0	0	0	0	0	0	0	0	0	9.5	11.1	0	0	10.3	2.2
Heavys	0	4	0	0	4	1	0	0	0	1	1	4	0	0	5	1	2	0	0	3	13
% Heavys	0	4.8	0	0	3.8	7.1	0	0	0	1.0	7.1	7.7	0	0	6.6	4.8	11.1	0	0	7.7	4.1
Cyclists	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2
% Cyclists	0	0	0	0	0	7.1	0	0	0	1.0	7.1	0	0	0	1.3	0	0	0	0	0	0.6

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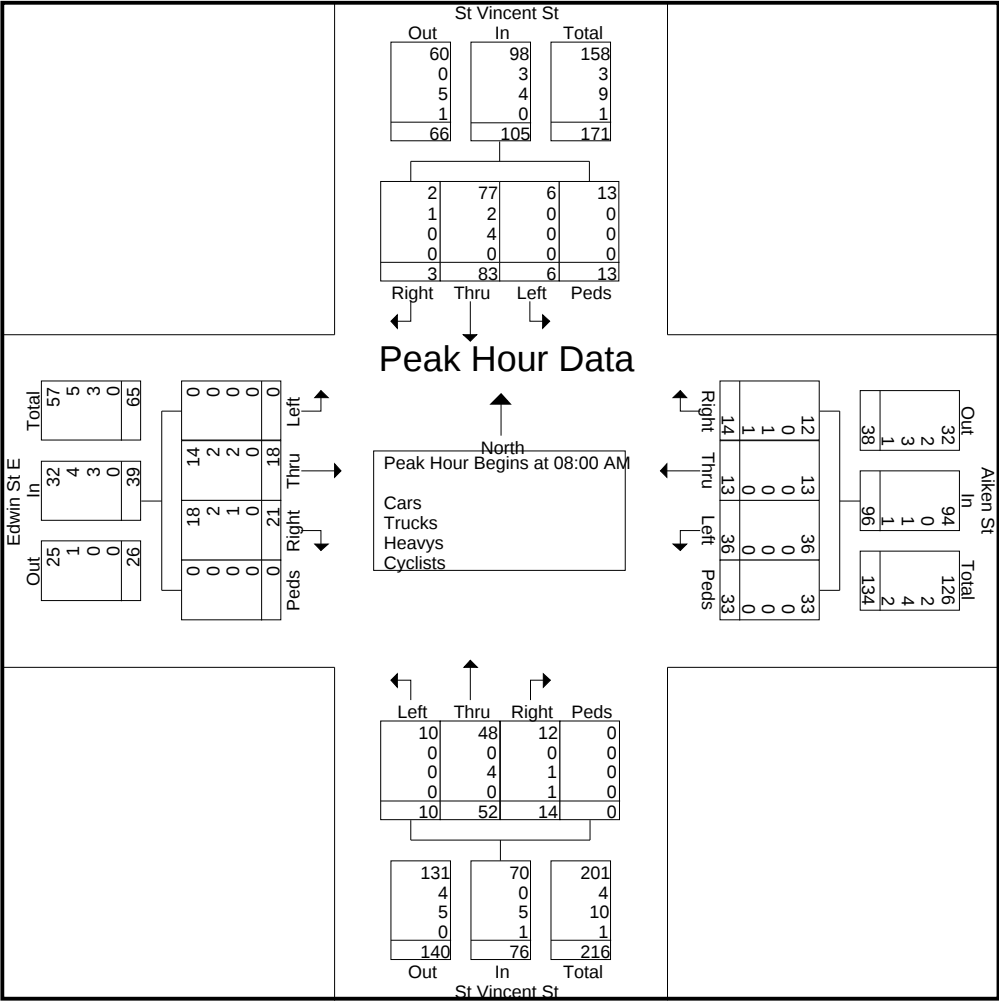
Your Traffic Count Specialist

File Name : St Vincent Street at Aiken Street

Site Code : 00000000

Start Date : 2024-10-03

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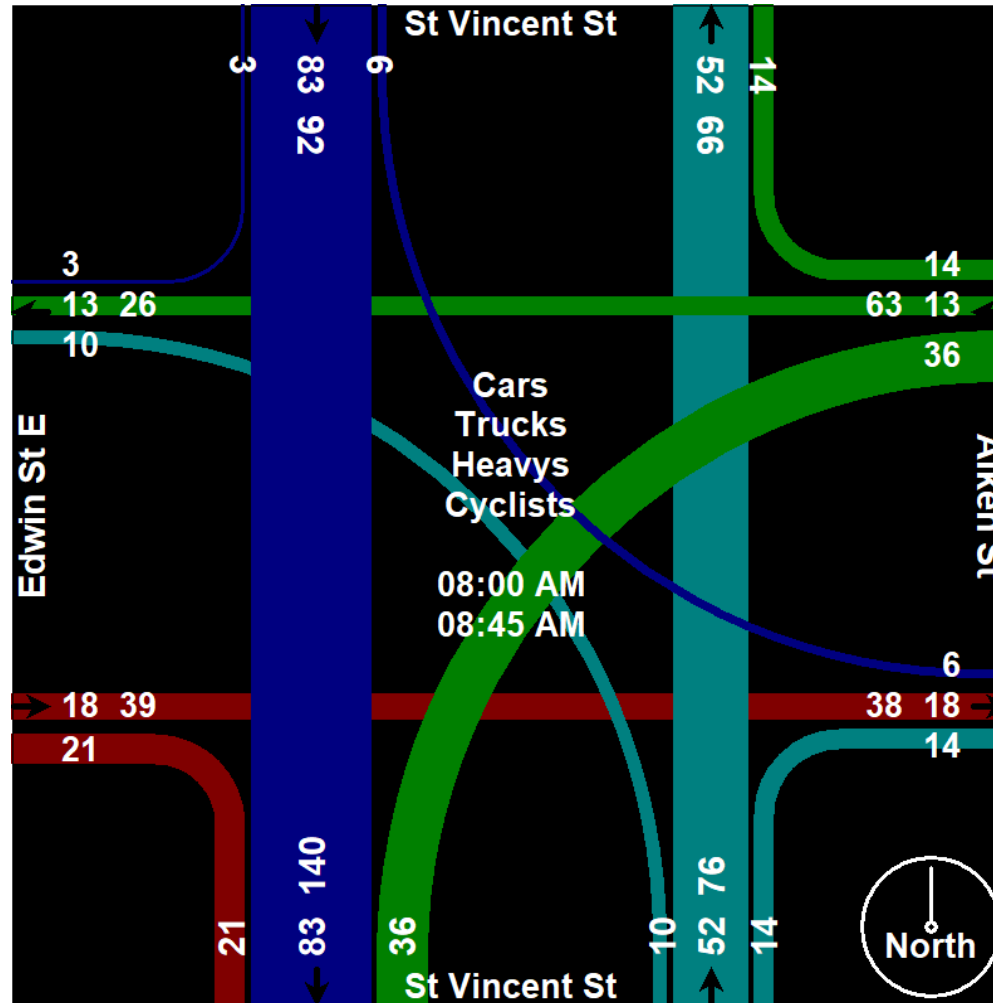
Your Traffic Count Specialist

File Name : St Vincent Street at Aiken Street

Site Code : 00000000

Start Date : 2024-10-03

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Your Traffic Count Specialist

File Name : St Vincent Street at Aiken Street

Site Code : 00000000

Start Date : 2024-10-03

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	St Vincent St From North					Aiken St From East					St Vincent St From South					Edwin St E From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	14	7	0	21	4	3	11	0	18	14	22	5	0	41	7	7	1	0	15	95
04:15 PM	1	17	3	0	21	3	3	4	0	10	10	19	5	0	34	2	4	0	0	6	71
04:30 PM	0	14	8	0	22	4	0	7	0	11	12	18	3	0	33	7	6	0	0	13	79
04:45 PM	0	8	5	2	15	4	2	7	4	17	7	21	0	0	28	5	5	1	0	11	71
Total Volume	1	53	23	2	79	15	8	29	4	56	43	80	13	0	136	21	22	2	0	45	316
% App. Total	1.3	67.1	29.1	2.5		26.8	14.3	51.8	7.1		31.6	58.8	9.6	0		46.7	48.9	4.4	0		
PHF	.250	.779	.719	.250	.898	.938	.667	.659	.250	.778	.768	.909	.650	.000	.829	.750	.786	.500	.000	.750	.832
Cars	1	53	23	2	79	14	7	29	4	54	41	74	13	0	128	18	21	2	0	41	302
% Cars	100	100	100	100	100	93.3	87.5	100	100	96.4	95.3	92.5	100	0	94.1	85.7	95.5	100	0	91.1	95.6
Trucks	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
% Trucks	0	0	0	0	0	6.7	0	0	0	1.8	0	1.3	0	0	0.7	0	0	0	0	0	0.6
Heavyys	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2
% Heavyys	0	0	0	0	0	0	12.5	0	0	1.8	2.3	0	0	0	0.7	0	0	0	0	0	0.6
Cyclists	0	0	0	0	0	0	0	0	0	0	1	5	0	0	6	3	1	0	0	4	10
% Cyclists	0	0	0	0	0	0	0	0	0	0	2.3	6.3	0	0	4.4	14.3	4.5	0	0	8.9	3.2

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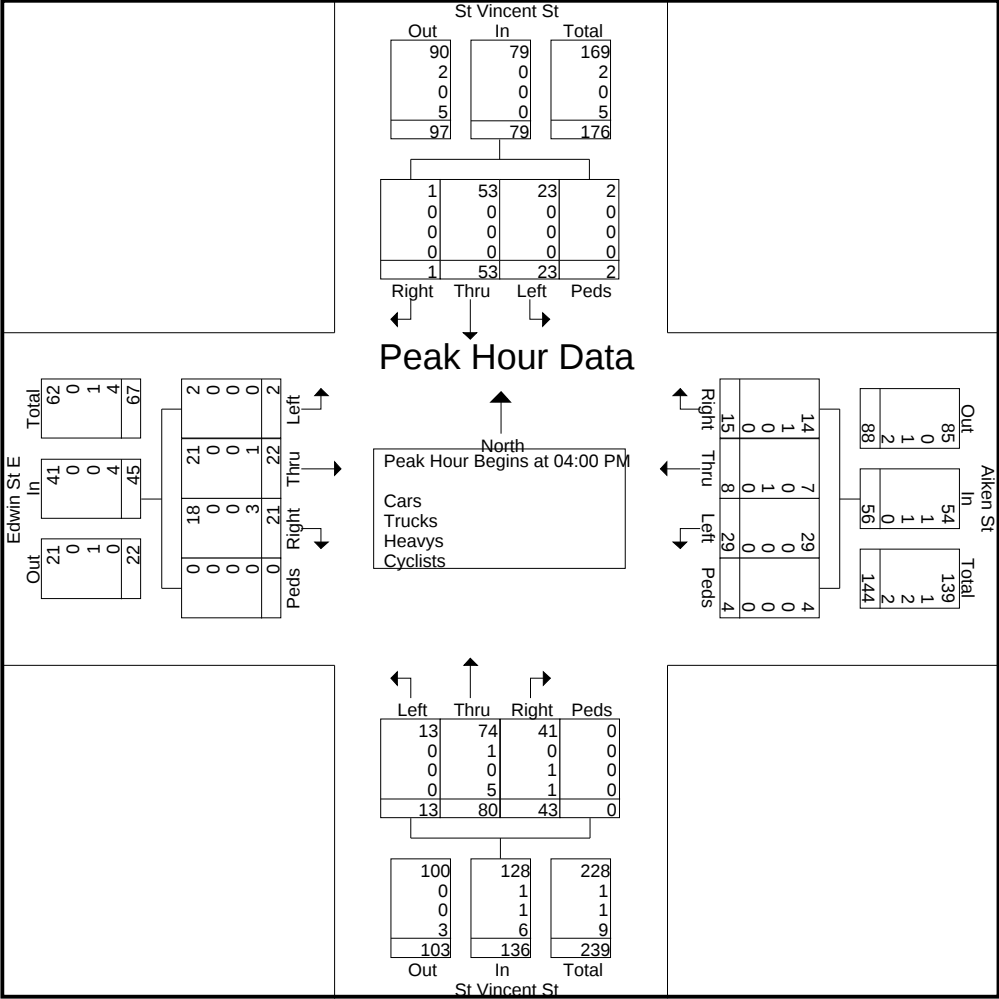
Your Traffic Count Specialist

File Name : St Vincent Street at Aiken Street

Site Code : 00000000

Start Date : 2024-10-03

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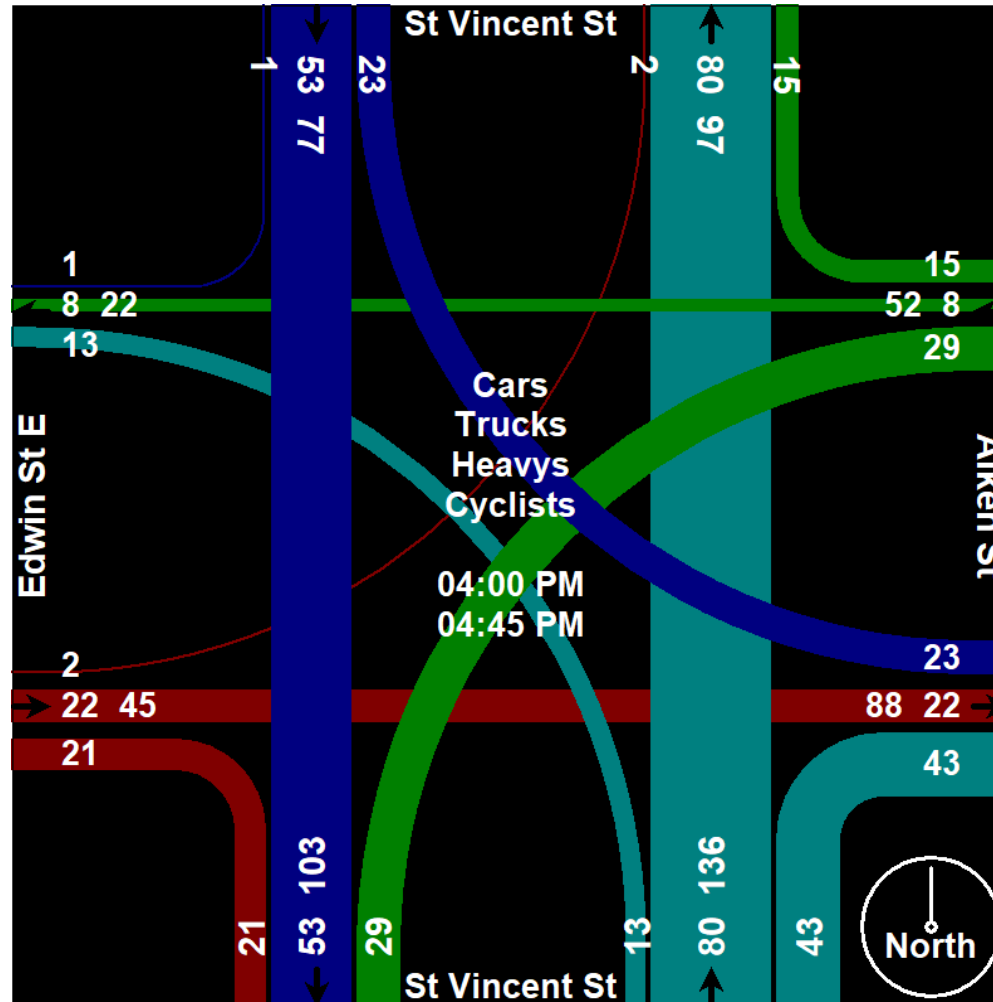
Your Traffic Count Specialist

File Name : St Vincent Street at Aiken Street

Site Code : 00000000

Start Date : 2024-10-03

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Your Traffic Count Specialist

File Name : St. Vincent Street and Eliza Street

Site Code : 00000000

Start Date : 2024-10-03

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Groups Printed- Cars - Trucks - Heavys - Cyclists																						
	St Vincent St From North					Eliza St From East					St Vincent St From South					From West						
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total	
07:00 AM	0	4	1	0	5	1	0	1	1	3	0	5	0	0	5	0	0	0	0	0	13	
07:15 AM	0	13	1	0	14	1	0	7	1	9	1	7	0	0	8	0	0	0	0	0	31	
07:30 AM	0	16	0	0	16	3	0	2	0	5	1	11	0	0	12	0	0	0	0	0	33	
07:45 AM	0	14	1	0	15	0	0	2	1	3	0	5	0	0	5	0	0	0	0	0	23	
Total	0	47	3	0	50	5	0	12	3	20	2	28	0	0	30	0	0	0	0	0	100	
08:00 AM	0	15	0	0	15	1	0	2	3	6	1	5	0	1	7	0	0	0	0	0	28	
08:15 AM	0	14	1	1	16	3	0	3	15	21	2	14	0	1	17	0	0	0	0	0	54	
08:30 AM	0	29	2	0	31	3	0	6	4	13	5	15	0	0	20	0	0	0	0	0	64	
08:45 AM	0	20	0	0	20	3	0	0	2	5	0	22	0	0	22	0	0	0	0	0	47	
Total	0	78	3	1	82	10	0	11	24	45	8	56	0	2	66	0	0	0	0	0	193	
04:00 PM	0	19	5	0	24	2	0	1	1	4	4	23	0	0	27	0	0	0	0	0	55	
04:15 PM	0	20	5	0	25	5	0	2	0	7	4	19	0	0	23	0	0	0	0	0	55	
04:30 PM	0	17	4	0	21	1	0	5	0	6	4	22	0	0	26	0	0	0	0	0	53	
04:45 PM	0	12	5	0	17	1	0	1	1	3	1	21	0	0	22	0	0	0	0	0	42	
Total	0	68	19	0	87	9	0	9	2	20	13	85	0	0	98	0	0	0	0	0	205	
05:00 PM	0	12	4	0	16	3	0	3	0	6	4	18	0	0	22	0	0	0	0	0	44	
05:15 PM	0	10	5	1	16	1	0	1	1	3	2	17	0	0	19	0	0	0	0	0	38	
05:30 PM	0	20	3	0	23	2	0	1	0	3	1	19	0	0	20	0	0	0	0	0	46	
05:45 PM	0	12	7	0	19	2	0	4	1	7	6	17	0	0	23	0	0	0	0	0	49	
Total	0	54	19	1	74	8	0	9	2	19	13	71	0	0	84	0	0	0	0	0	177	
Grand Total	0	247	44	2	293	32	0	41	31	104	36	240	0	2	278	0	0	0	0	0	675	
Apprch %	0	84.3	15	0.7		30.8	0	39.4	29.8		12.9	86.3	0	0.7		0	0	0	0			
Total %	0	36.6	6.5	0.3	43.4	4.7	0	6.1	4.6	15.4	5.3	35.6	0	0.3	41.2	0	0	0	0	0		
Cars	0	232	42	2	276	31	0	39	31	101	34	221	0	2	257	0	0	0	0	0	634	
% Cars	0	93.9	95.5	100	94.2	96.9	0	95.1	100	97.1	94.4	92.1	0	100	92.4	0	0	0	0	0	93.9	
Trucks	0	3	1	0	4	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	8	
% Trucks	0	1.2	2.3	0	1.4	0	0	2.4	0	1	0	1.2	0	0	1.1	0	0	0	0	0	1.2	
Heavys	0	12	1	0	13	1	0	1	0	2	0	10	0	0	10	0	0	0	0	0	25	
% Heavys	0	4.9	2.3	0	4.4	3.1	0	2.4	0	1.9	0	4.2	0	0	3.6	0	0	0	0	0	3.7	
Cyclists	0	0	0	0	0	0	0	0	0	0	2	6	0	0	8	0	0	0	0	0	8	
% Cyclists	0	0	0	0	0	0	0	0	0	0	5.6	2.5	0	0	2.9	0	0	0	0	0	1.2	

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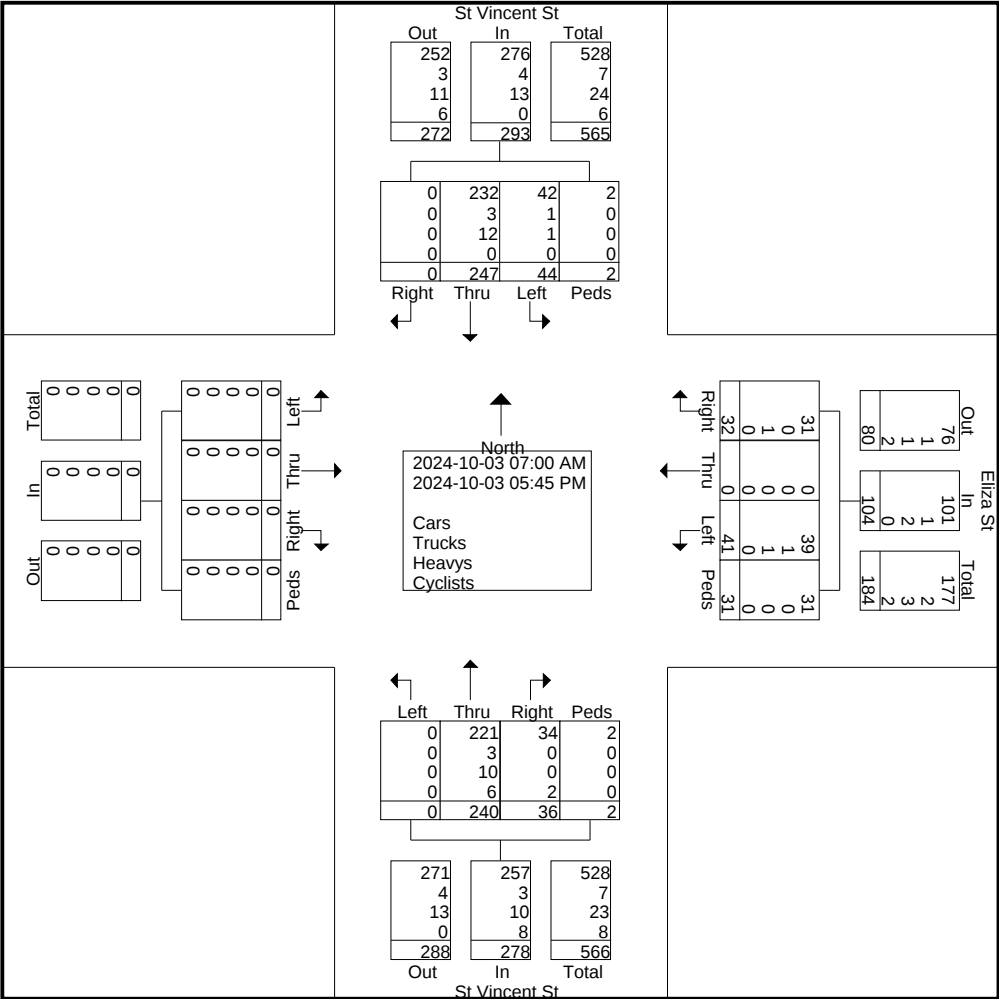
Your Traffic Count Specialist

File Name : St. Vincent Street and Eliza Street

Site Code : 00000000

Start Date : 2024-10-03

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Your Traffic Count Specialist

File Name : St. Vincent Street and Eliza Street

Site Code : 00000000

Start Date : 2024-10-03

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	St Vincent St From North					Eliza St From East					St Vincent St From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	15	0	0	15	1	0	2	3	6	1	5	0	1	7	0	0	0	0	0	28
08:15 AM	0	14	1	1	16	3	0	3	15	21	2	14	0	1	17	0	0	0	0	0	54
08:30 AM	0	29	2	0	31	3	0	6	4	13	5	15	0	0	20	0	0	0	0	0	64
08:45 AM	0	20	0	0	20	3	0	0	2	5	0	22	0	0	22	0	0	0	0	0	47
Total Volume	0	78	3	1	82	10	0	11	24	45	8	56	0	2	66	0	0	0	0	0	193
% App. Total	0	95.1	3.7	1.2		22.2	0	24.4	53.3		12.1	84.8	0	3		0	0	0	0		
PHF	.000	.672	.375	.250	.661	.833	.000	.458	.400	.536	.400	.636	.000	.500	.750	.000	.000	.000	.000	.000	.754
Cars	0	73	2	1	76	10	0	9	24	43	7	52	0	2	61	0	0	0	0	0	180
% Cars	0	93.6	66.7	100	92.7	100	0	81.8	100	95.6	87.5	92.9	0	100	92.4	0	0	0	0	0	93.3
Trucks	0	2	1	0	3	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	4
% Trucks	0	2.6	33.3	0	3.7	0	0	9.1	0	2.2	0	0	0	0	0	0	0	0	0	0	2.1
Heavys	0	3	0	0	3	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	8
% Heavys	0	3.8	0	0	3.7	0	0	9.1	0	2.2	0	7.1	0	0	6.1	0	0	0	0	0	4.1
Cyclists	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
% Cyclists	0	0	0	0	0	0	0	0	0	0	12.5	0	0	0	1.5	0	0	0	0	0	0.5

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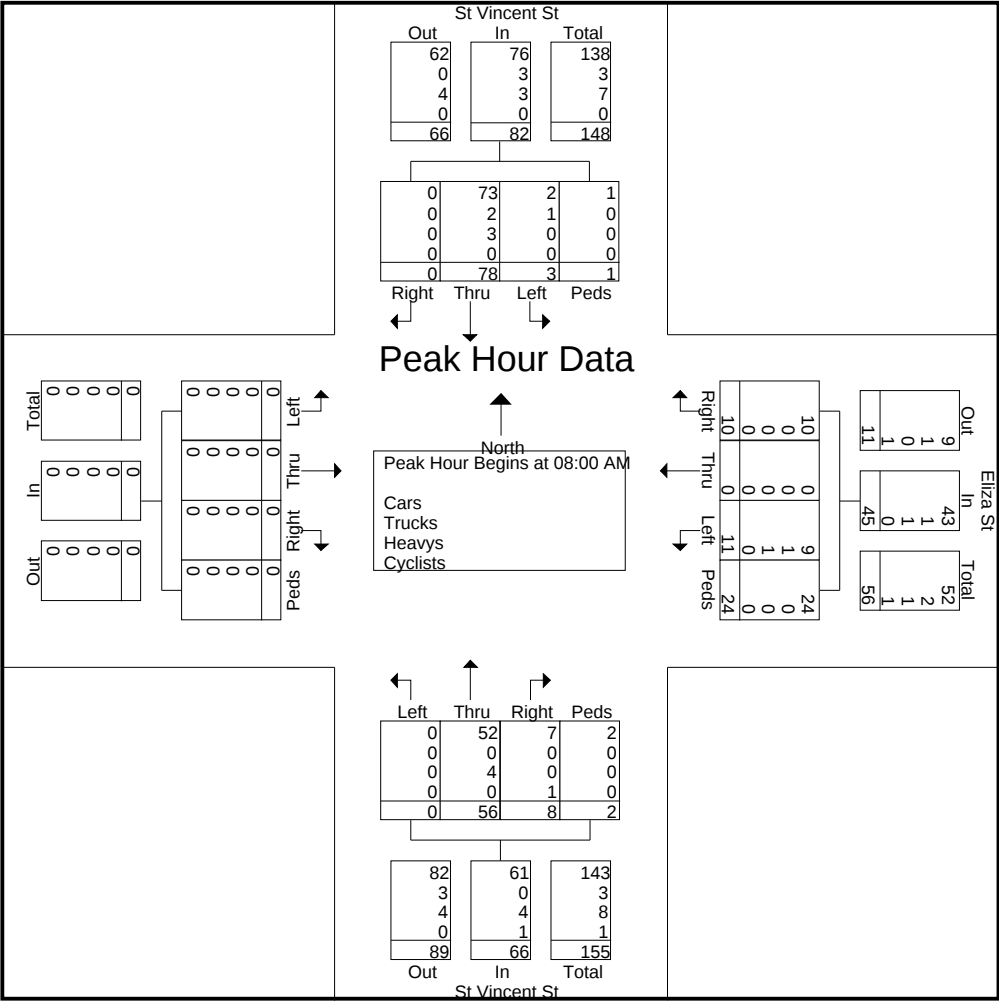
Your Traffic Count Specialist

File Name : St. Vincent Street and Eliza Street

Site Code : 00000000

Start Date : 2024-10-03

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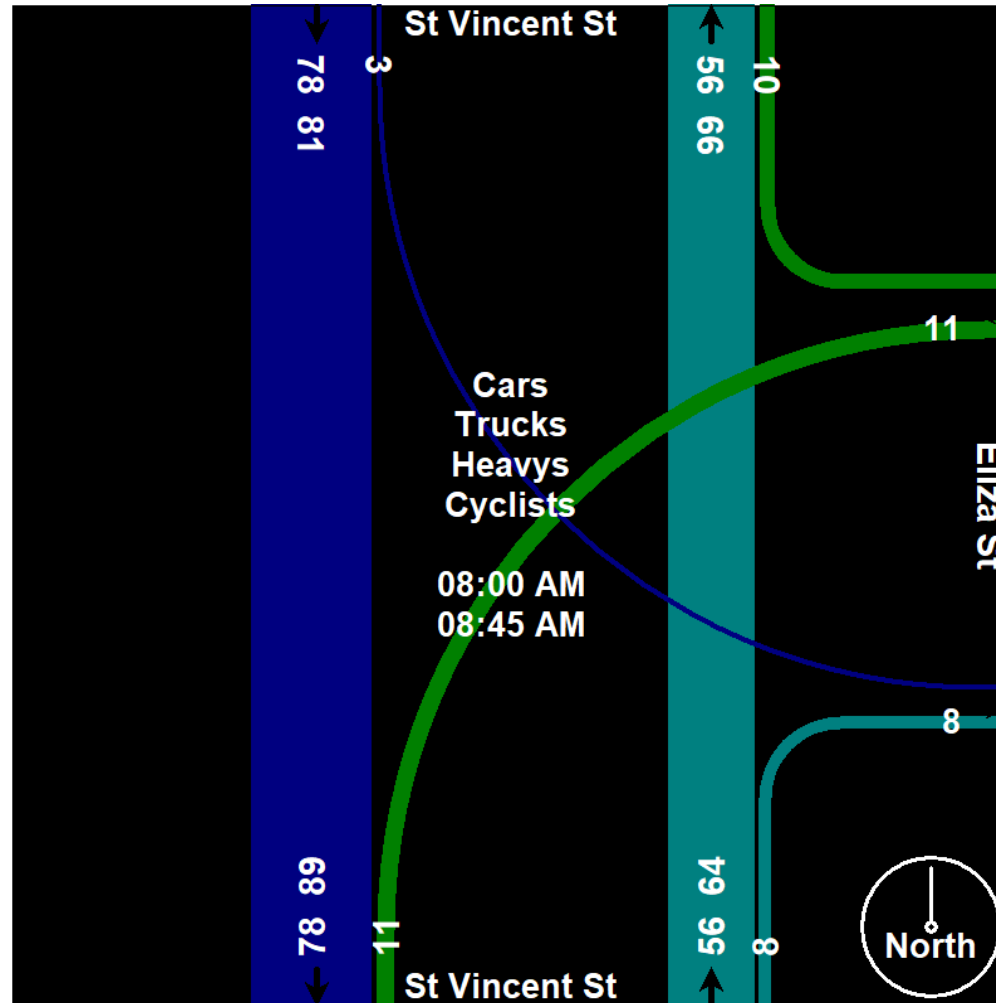
Your Traffic Count Specialist

File Name : St. Vincent Street and Eliza Street

Site Code : 00000000

Start Date : 2024-10-03

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Your Traffic Count Specialist

File Name : St. Vincent Street and Eliza Street

Site Code : 00000000

Start Date : 2024-10-03

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	St Vincent St From North					Eliza St From East					St Vincent St From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	19	5	0	24	2	0	1	1	4	4	23	0	0	27	0	0	0	0	0	55
04:15 PM	0	20	5	0	25	5	0	2	0	7	4	19	0	0	23	0	0	0	0	0	55
04:30 PM	0	17	4	0	21	1	0	5	0	6	4	22	0	0	26	0	0	0	0	0	53
04:45 PM	0	12	5	0	17	1	0	1	1	3	1	21	0	0	22	0	0	0	0	0	42
Total Volume	0	68	19	0	87	9	0	9	2	20	13	85	0	0	98	0	0	0	0	0	205
% App. Total	0	78.2	21.8	0		45	0	45	10		13.3	86.7	0	0		0	0	0	0		
PHF	.000	.850	.950	.000	.870	.450	.000	.450	.500	.714	.813	.924	.000	.000	.907	.000	.000	.000	.000	.000	.932
Cars	0	68	18	0	86	9	0	9	2	20	13	77	0	0	90	0	0	0	0	0	196
% Cars	0	100	94.7	0	98.9	100	0	100	100	100	100	90.6	0	0	91.8	0	0	0	0	0	95.6
Trucks	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
% Trucks	0	0	0	0	0	0	0	0	0	0	0	2.4	0	0	2.0	0	0	0	0	0	1.0
Heavys	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Heavys	0	0	5.3	0	1.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5
Cyclists	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	6
% Cyclists	0	0	0	0	0	0	0	0	0	0	0	7.1	0	0	6.1	0	0	0	0	0	2.9

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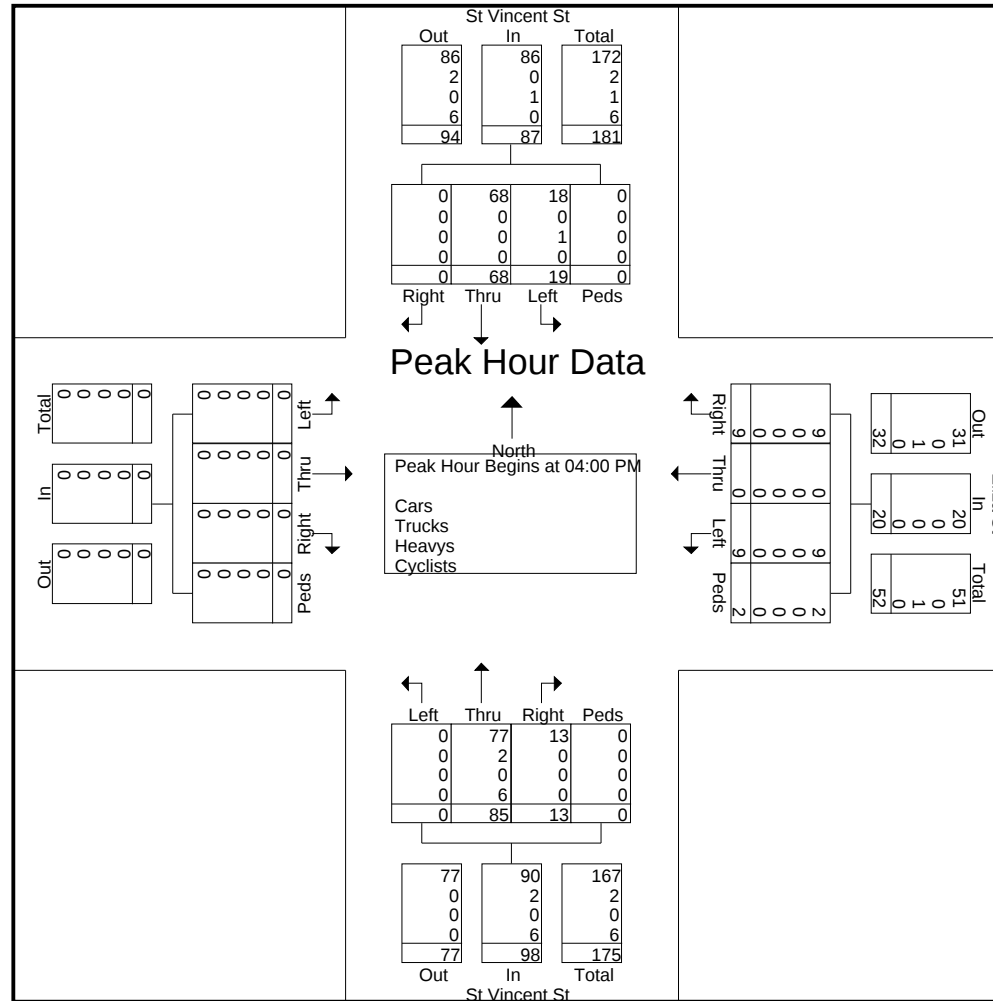
Your Traffic Count Specialist

File Name : St. Vincent Street and Eliza Street

Site Code : 00000000

Start Date : 2024-10-03

Page No : 7

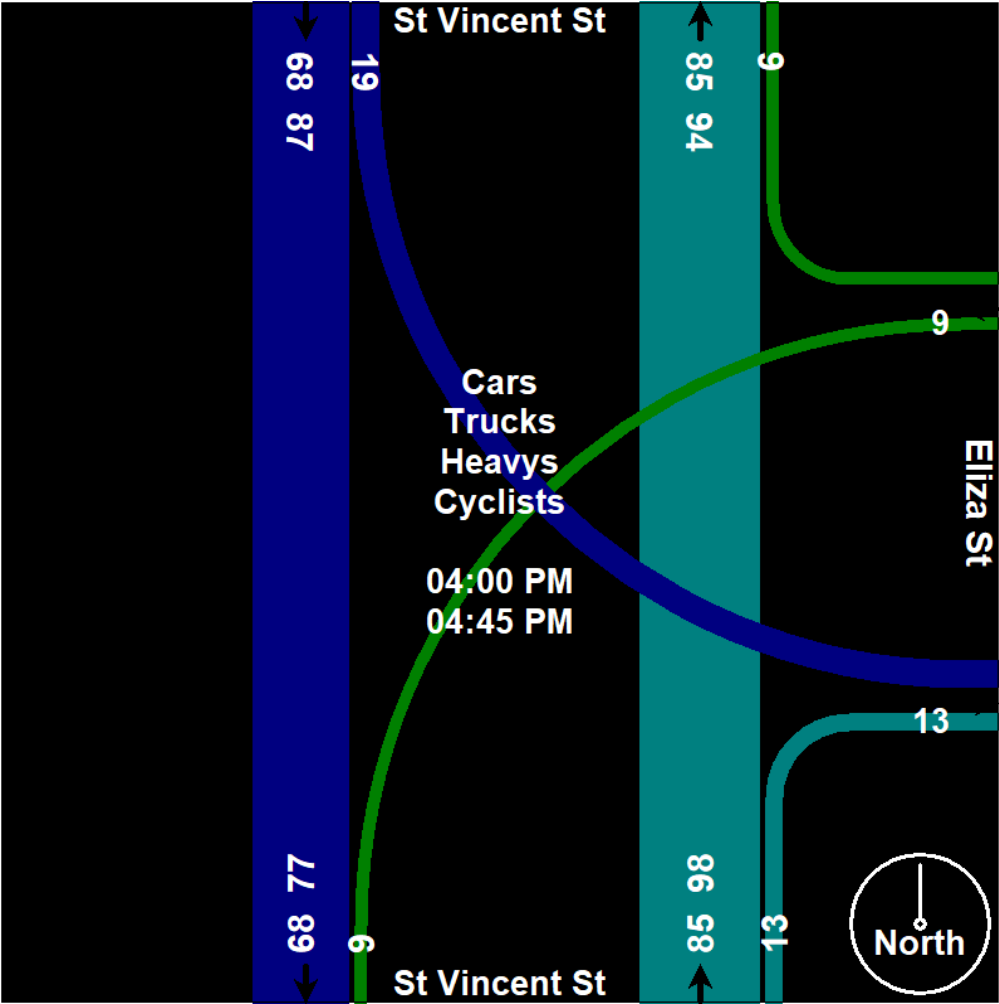


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Your Traffic Count Specialist

File Name : St. Vincent Street and Eliza Street
Site Code : 00000000
Start Date : 2024-10-03
Page No : 8



	From North					Eliza St From East					E Site Access From South					Eliza St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	1	1	0	0	0	0	0	3
07:15 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	8
07:30 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	7
07:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
Total	0	0	0	0	0	0	16	0	0	16	0	0	0	1	1	0	4	0	0	4	21
08:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	1	0	0	2	5
08:30 AM	0	0	0	0	0	0	9	0	0	9	1	0	0	0	1	0	3	0	0	3	13
08:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6
Total	0	0	0	0	0	0	18	0	0	18	1	0	0	0	1	1	6	0	0	7	26
04:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	8
04:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	2	0	2	1	11	0	0	12	18
04:30 PM	0	0	0	0	0	0	5	0	1	6	0	0	1	1	2	0	7	0	0	7	15
04:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	5	0	0	6	8
Total	0	0	0	0	0	0	14	0	1	15	0	0	3	1	4	2	28	0	0	30	49
05:00 PM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	5	0	0	5	14
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	9
05:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	2	2	0	0	4	7
05:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	6	3	0	0	9	13
Total	0	0	0	0	0	0	14	0	0	14	0	0	2	0	2	8	19	0	0	27	43
Grand Total	0	0	0	0	0	0	62	0	1	63	1	0	5	2	8	11	57	0	0	68	139
Apprch %	0	0	0	0		0	98.4	0	1.6		12.5	0	62.5	25		16.2	83.8	0	0		
Total %	0	0	0	0	0	0	44.6	0	0.7	45.3	0.7	0	3.6	1.4	5.8	7.9	41	0	0	48.9	
Cars	0	0	0	0	0	0	58	0	1	59	0	0	5	2	7	11	55	0	0	66	132
% Cars	0	0	0	0	0	0	93.5	0	100	93.7	0	0	100	100	87.5	100	96.5	0	0	97.1	95
Trucks	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	3
% Trucks	0	0	0	0	0	0	1.6	0	0	1.6	100	0	0	0	12.5	0	1.8	0	0	1.5	2.2
Heavys	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
% Heavys	0	0	0	0	0	0	4.8	0	0	4.8	0	0	0	0	0	0	1.8	0	0	1.5	2.9
Cyclists	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Cyclists	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[illegible]

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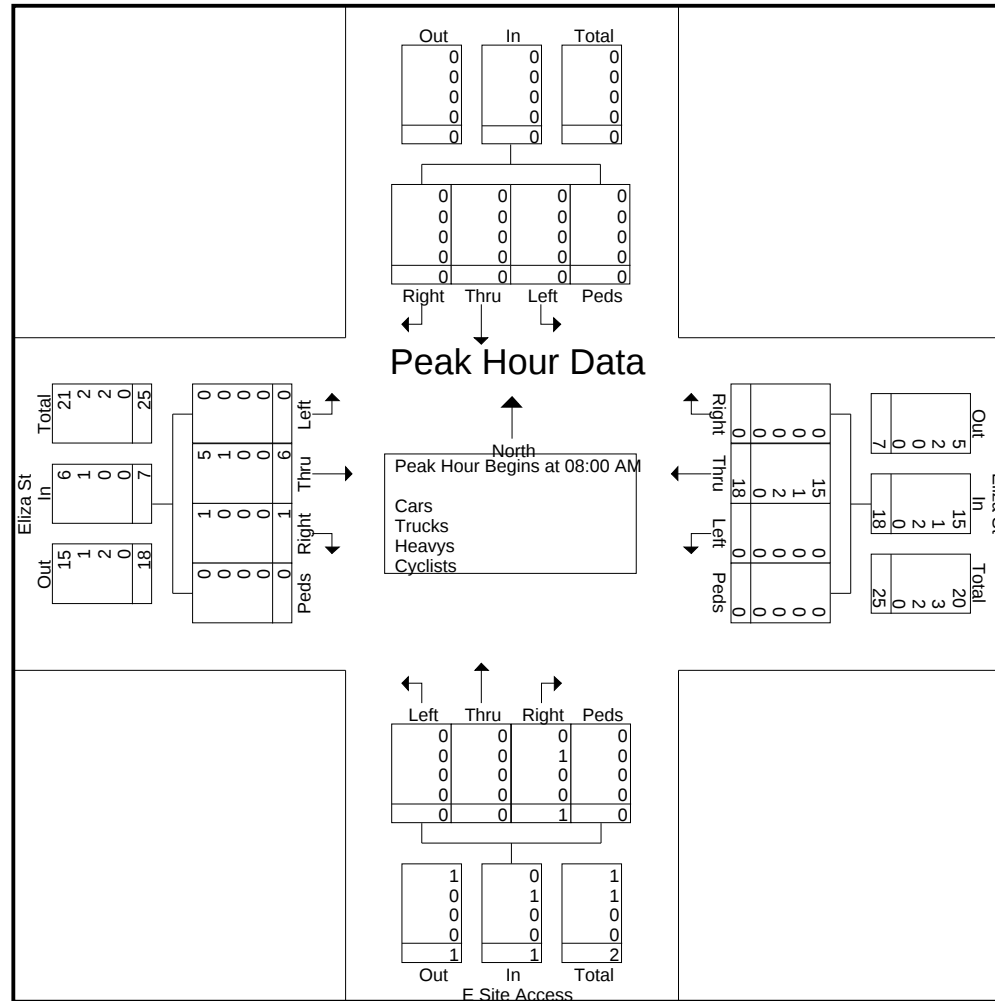
Your Traffic Count Specialist

File Name : East site access and Eliza Street

Site Code : 00000000

Start Date : 2024-10-03

Page No : 4

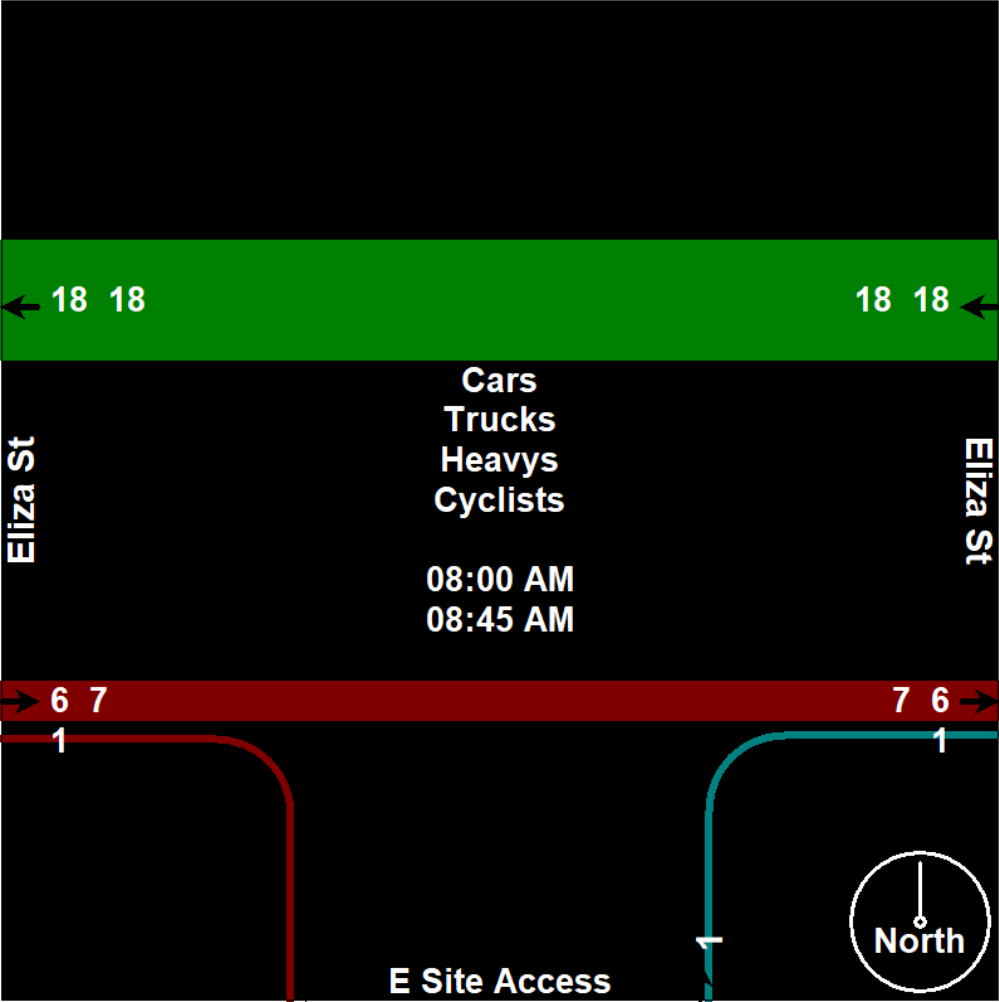


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Your Traffic Count Specialist

File Name : East site access and Eliza Street
Site Code : 00000000
Start Date : 2024-10-03
Page No : 5



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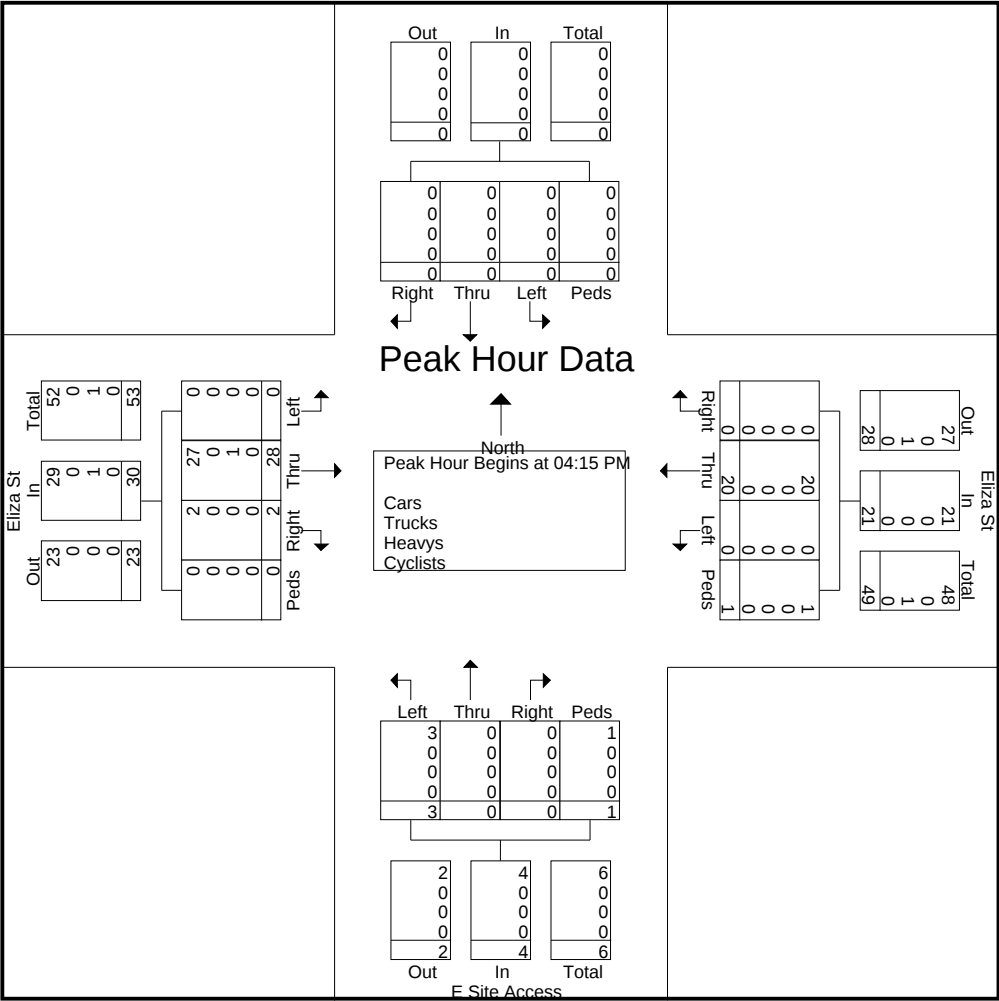
Your Traffic Count Specialist

File Name : East site access and Eliza Street

Site Code : 00000000

Start Date : 2024-10-03

Page No : 7



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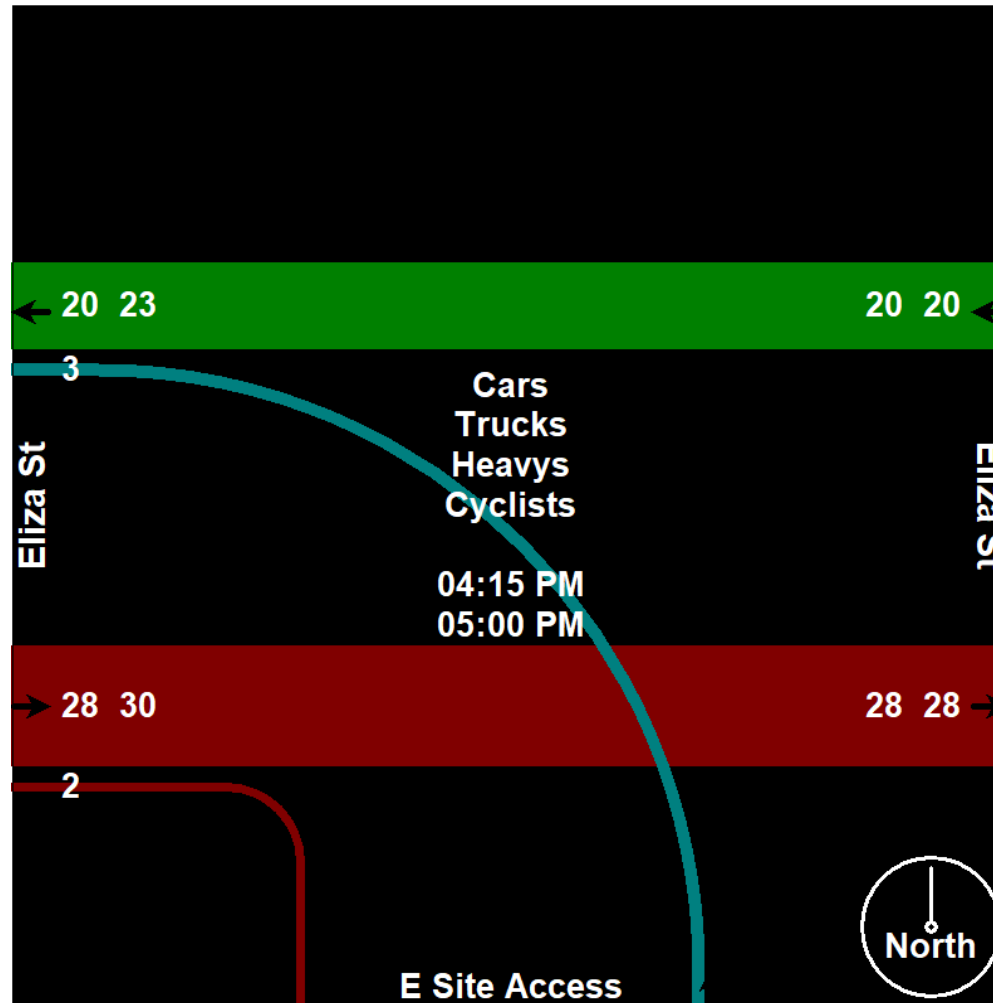
Your Traffic Count Specialist

File Name : East site access and Eliza Street

Site Code : 00000000

Start Date : 2024-10-03

Page No : 8



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Your Traffic Count Specialist

File Name : West site access and Eliza Street

Site Code : 00000000

Start Date : 2024-10-03

Page No : 1

Groups Printed- Cars - Trucks - Heavys - Cyclists																						
	From North					Eliza St From East					W Site Access From South					Eliza St From West						
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total	
07:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4	
07:15 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	2	0	0	2	9	
07:30 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	7	
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	
Total	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	5	0	0	5	22	
08:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4	
08:15 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	3	0	1	4	10	
08:30 AM	0	0	0	0	0	0	9	1	0	10	0	0	0	0	0	0	7	0	0	7	17	
08:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	
Total	0	0	0	0	0	0	21	1	0	22	0	0	0	0	0	0	11	0	1	12	34	
04:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	1	1	0	9	0	0	9	13	
04:15 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	9	0	0	9	16	
04:30 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	8	0	0	8	14	
04:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	8	
Total	0	0	0	0	0	0	18	0	0	18	0	0	0	1	1	0	32	0	0	32	51	
05:00 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	8	0	0	8	14	
05:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	9	
05:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	4	0	0	4	7	
05:45 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	13	0	0	13	19	
Total	0	0	0	0	0	0	16	0	0	16	0	0	1	0	1	0	32	0	0	32	49	
Grand Total	0	0	0	0	0	0	72	1	0	73	0	0	1	1	2	0	80	0	1	81	156	
Apprch %	0	0	0	0		0	98.6	1.4	0		0	0	50	50		0	98.8	0	1.2			
Total %	0	0	0	0	0	0	46.2	0.6	0	46.8	0	0	0.6	0.6	1.3	0	51.3	0	0.6	51.9		
Cars	0	0	0	0	0	0	69	0	0	69	0	0	1	1	2	0	76	0	1	77	148	
% Cars	0	0	0	0	0	0	95.8	0	0	94.5	0	0	100	100	100	0	95	0	100	95.1	94.9	
Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	
% Trucks	0	0	0	0	0	0	1.4	0	0	1.4	0	0	0	0	0	0	1.2	0	0	1.2	1.3	
Heavys	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	4	
% Heavys	0	0	0	0	0	0	2.8	100	0	4.1	0	0	0	0	0	0	1.2	0	0	1.2	2.6	
Cyclists	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	
% Cyclists	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.5	0	0	2.5	1.3	

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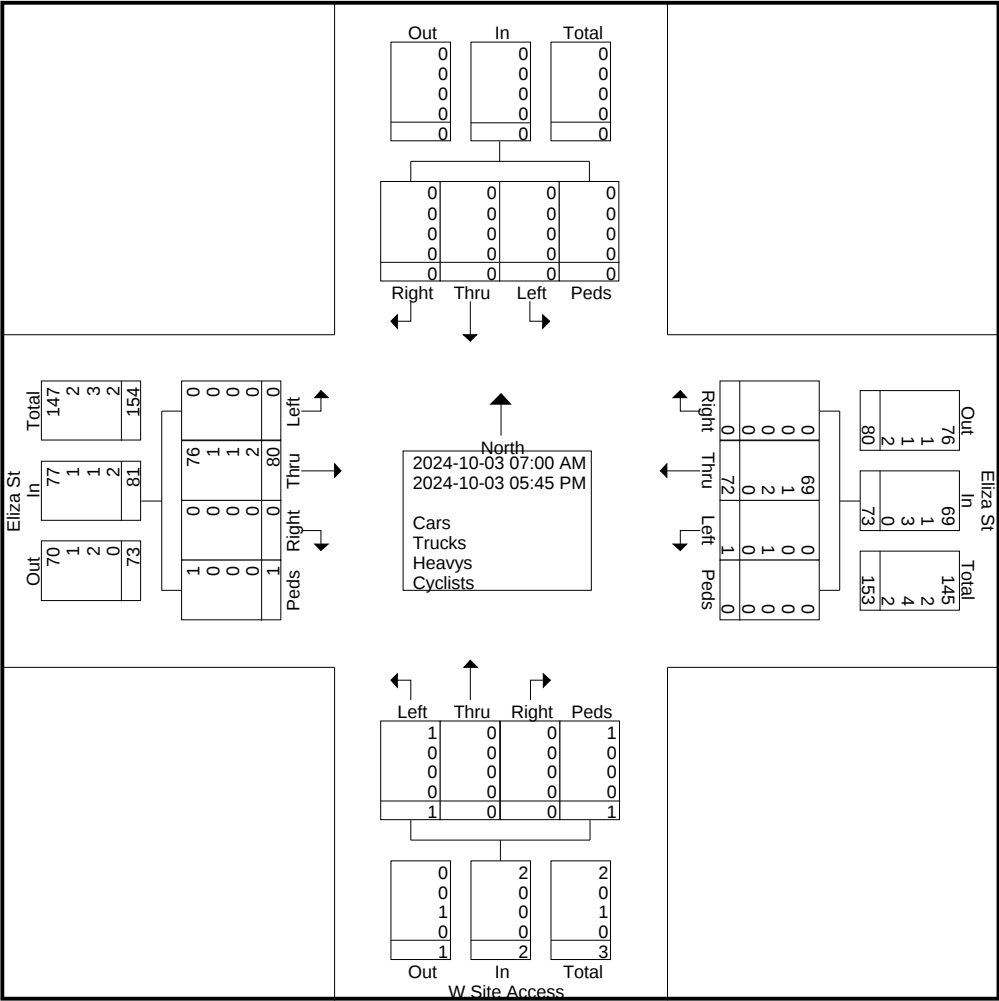
Your Traffic Count Specialist

File Name : West site access and Eliza Street

Site Code : 00000000

Start Date : 2024-10-03

Page No : 2



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Your Traffic Count Specialist

File Name : West site access and Eliza Street

Site Code : 00000000

Start Date : 2024-10-03

Page No : 3

	From North					Eliza St From East					W Site Access From South					Eliza St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
08:15 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	3	0	1	4	10
08:30 AM	0	0	0	0	0	0	9	1	0	10	0	0	0	0	0	0	7	0	0	7	17
08:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Total Volume	0	0	0	0	0	0	21	1	0	22	0	0	0	0	0	0	11	0	1	12	34
% App. Total	0	0	0	0		0	95.5	4.5	0		0	0	0	0		0	91.7	0	8.3		
PHF	.000	.000	.000	.000	.000	.000	.583	.250	.000	.550	.000	.000	.000	.000	.000	.000	.393	.000	.250	.429	.500
Cars	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	0	9	0	1	10	29
% Cars	0	0	0	0	0	0	90.5	0	0	86.4	0	0	0	0	0	0	81.8	0	100	83.3	85.3
Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
% Trucks	0	0	0	0	0	0	4.8	0	0	4.5	0	0	0	0	0	0	9.1	0	0	8.3	5.9
Heavys	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2
% Heavys	0	0	0	0	0	0	4.8	100	0	9.1	0	0	0	0	0	0	0	0	0	0	5.9
Cyclists	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Cyclists	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.1	0	0	8.3	2.9

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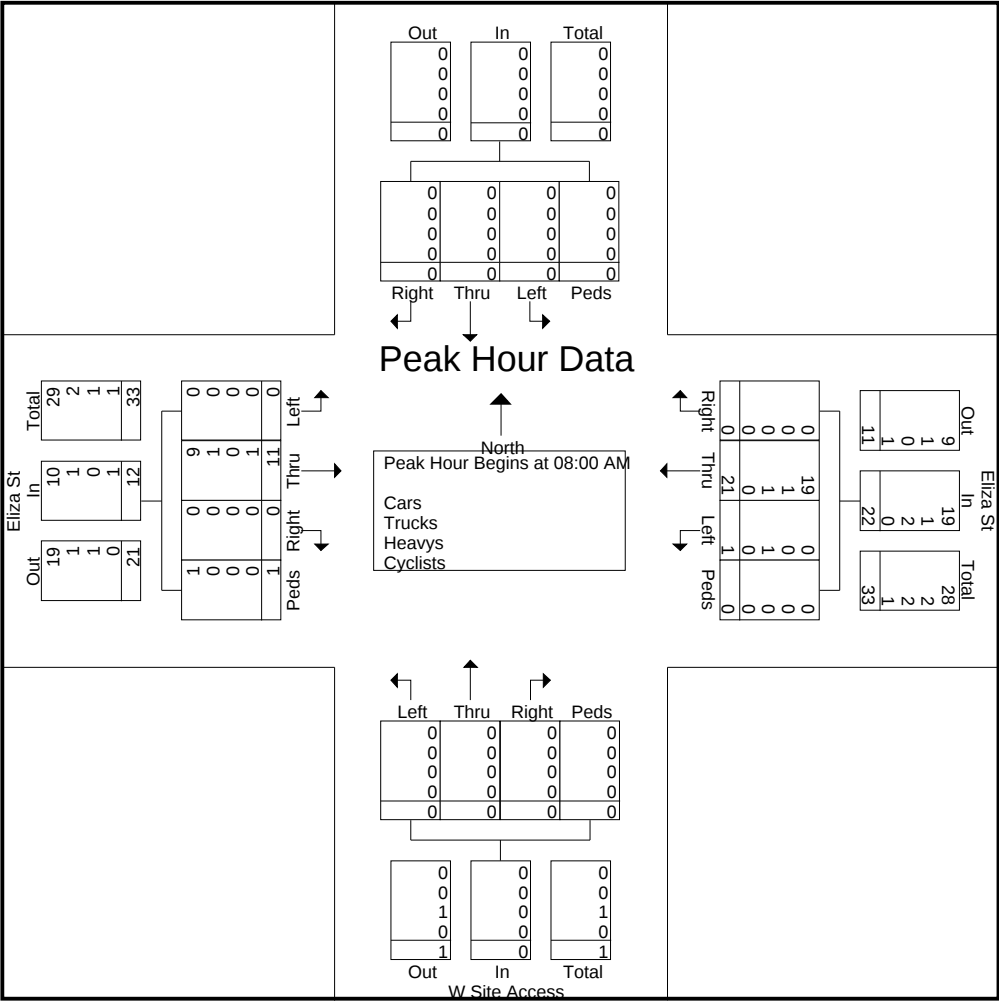
Your Traffic Count Specialist

File Name : West site access and Eliza Street

Site Code : 00000000

Start Date : 2024-10-03

Page No : 4

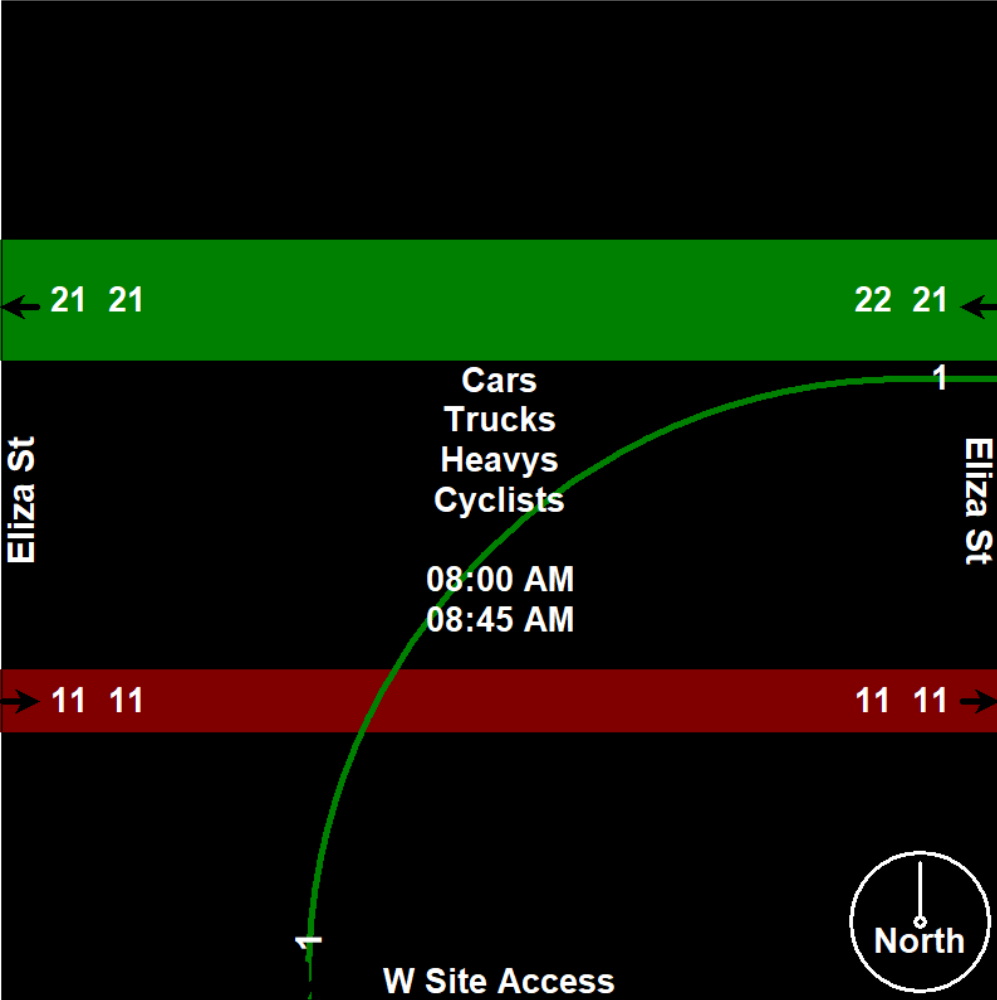


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Your Traffic Count Specialist

File Name : West site access and Eliza Street
Site Code : 00000000
Start Date : 2024-10-03
Page No : 5



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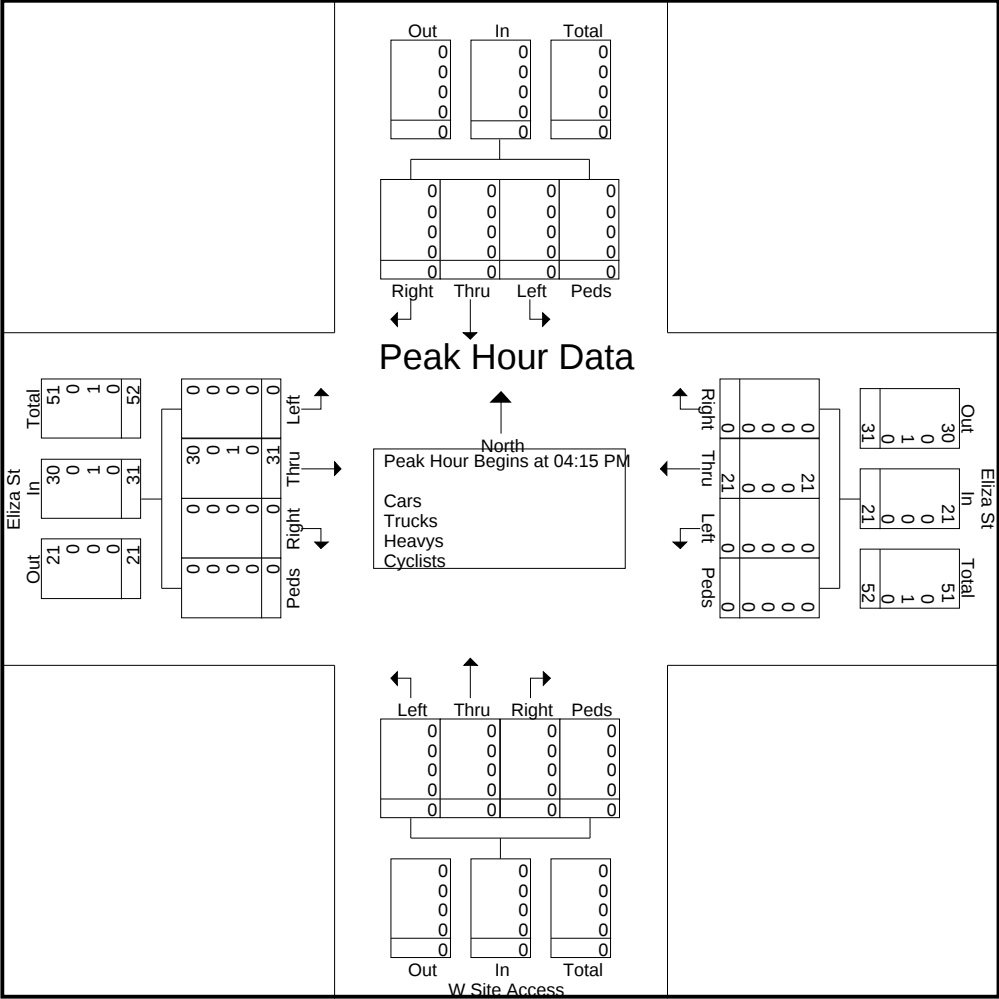
Your Traffic Count Specialist

File Name : West site access and Eliza Street

Site Code : 00000000

Start Date : 2024-10-03

Page No : 7

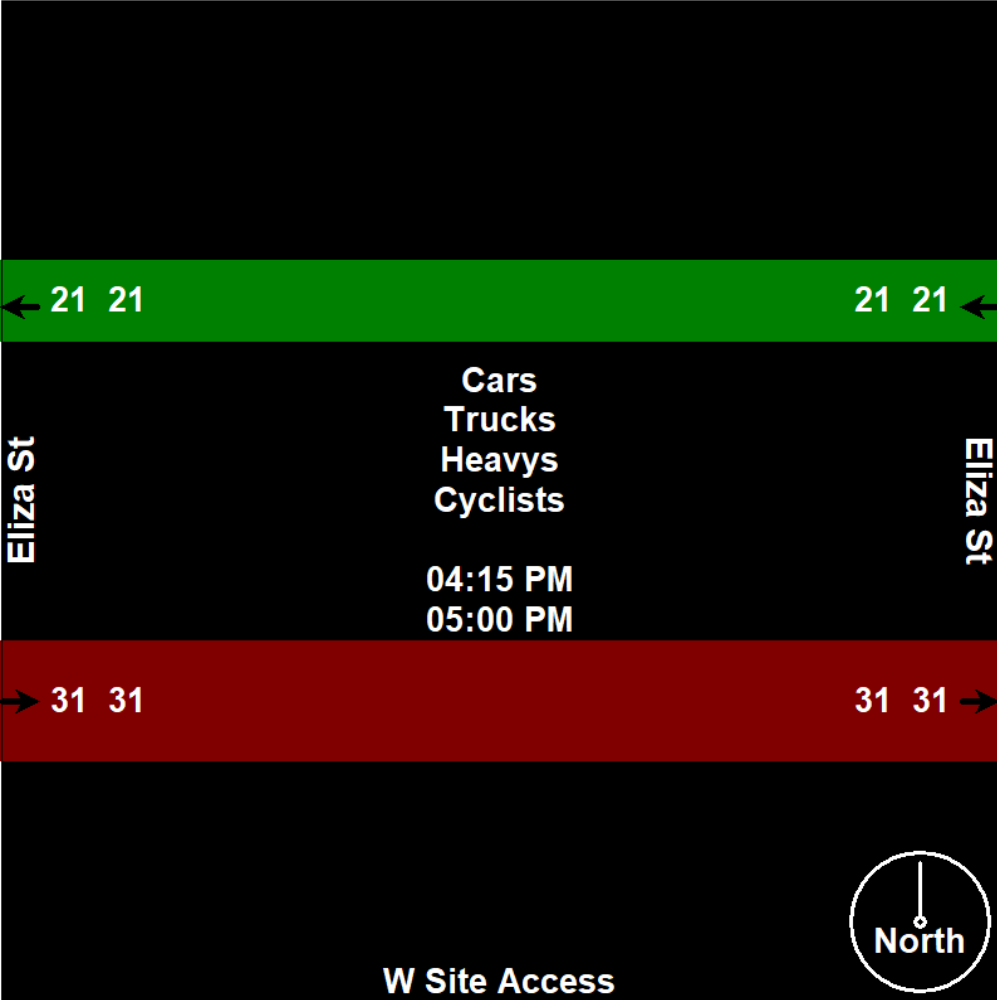


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Your Traffic Count Specialist

File Name : West site access and Eliza Street
Site Code : 00000000
Start Date : 2024-10-03
Page No : 8



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Your Traffic Count Specialist

File Name : Site access and Aiken Street

Site Code : 00000000

Start Date : 2024-10-03

Page No : 1

Groups Printed- Cars - Trucks - Heavys - Cyclists																						
	Site Access From North					Aiken St From East					Access From South					Aiken St From West						
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total	
07:00 AM	0	0	0	1	1	0	4	0	0	4	0	0	0	0	0	0	3	0	0	0	3	8
07:15 AM	0	0	0	0	0	0	15	0	1	16	0	0	0	0	0	0	6	0	0	0	6	22
07:30 AM	0	0	0	0	0	0	17	0	16	33	0	0	0	0	0	0	5	0	0	0	5	38
07:45 AM	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	0	4	0	0	0	4	25
Total	0	0	0	1	1	0	57	0	17	74	0	0	0	0	0	0	18	0	0	0	18	93
08:00 AM	0	0	0	1	1	0	15	0	2	17	0	0	0	0	0	0	9	0	0	0	9	27
08:15 AM	0	0	0	2	2	0	14	0	1	15	0	0	0	1	1	0	7	0	0	0	7	25
08:30 AM	0	0	0	10	10	0	13	0	0	13	0	0	0	0	0	0	10	0	0	0	10	33
08:45 AM	0	0	0	1	1	0	16	0	0	16	0	0	0	0	0	0	11	0	0	0	11	28
Total	0	0	0	14	14	0	58	0	3	61	0	0	0	1	1	0	37	0	0	0	37	113
04:00 PM	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	0	24	0	0	0	24	43
04:15 PM	0	0	0	3	3	0	9	1	0	10	0	0	0	0	0	1	22	0	0	0	23	36
04:30 PM	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	24	0	0	0	24	36
04:45 PM	0	0	0	1	1	0	12	0	0	12	0	0	2	0	2	0	18	0	0	0	18	33
Total	0	0	0	4	4	0	52	1	0	53	0	0	2	0	2	1	88	0	0	0	89	148
05:00 PM	0	0	0	1	1	0	16	0	0	16	0	0	0	0	0	0	19	0	0	0	19	36
05:15 PM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	18	0	0	0	18	27
05:30 PM	0	0	0	0	0	0	20	0	1	21	0	0	0	1	1	0	28	0	0	0	28	50
05:45 PM	0	0	0	1	1	0	10	0	0	10	0	0	0	0	0	0	19	0	0	0	19	30
Total	0	0	0	2	2	0	55	0	1	56	0	0	0	1	1	0	84	0	0	0	84	143
Grand Total	0	0	0	21	21	0	222	1	21	244	0	0	2	2	4	1	227	0	0	0	228	497
Apprch %	0	0	0	100		0	91	0.4	8.6		0	0	50	50		0.4	99.6	0	0	0		
Total %	0	0	0	4.2	4.2	0	44.7	0.2	4.2	49.1	0	0	0.4	0.4	0.8	0.2	45.7	0	0	0	45.9	
Cars	0	0	0	21	21	0	215	0	21	236	0	0	0	2	2	0	216	0	0	0	216	475
% Cars	0	0	0	100	100	0	96.8	0	100	96.7	0	0	0	100	50	0	95.2	0	0	0	94.7	95.6
Trucks	0	0	0	0	0	0	2	1	0	3	0	0	2	0	2	1	3	0	0	0	4	9
% Trucks	0	0	0	0	0	0	0.9	100	0	1.2	0	0	100	0	50	100	1.3	0	0	0	1.8	1.8
Heavys	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	6	0	0	0	6	11
% Heavys	0	0	0	0	0	0	2.3	0	0	2	0	0	0	0	0	0	2.6	0	0	0	2.6	2.2
Cyclists	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
% Cyclists	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.9	0	0	0	0.9	0.4

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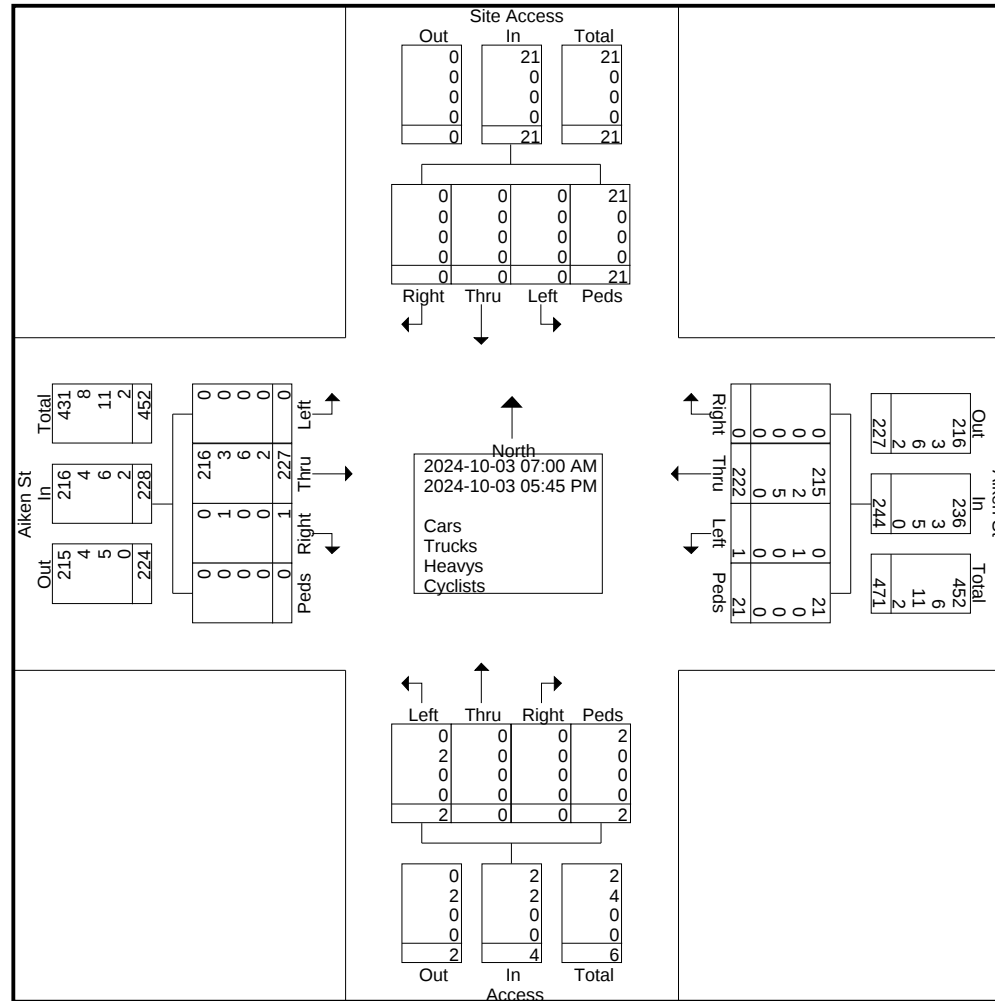
Your Traffic Count Specialist

File Name : Site access and Aiken Street

Site Code : 00000000

Start Date : 2024-10-03

Page No : 2



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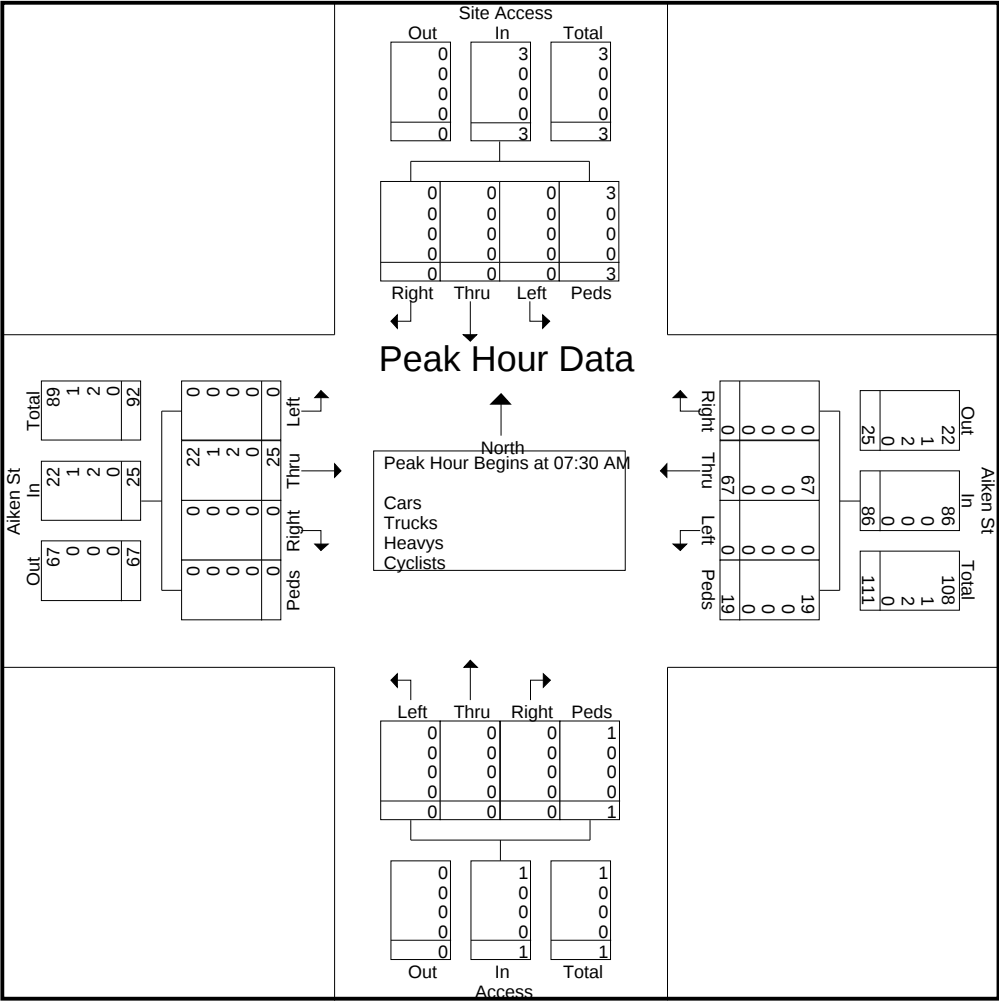
Your Traffic Count Specialist

File Name : Site access and Aiken Street

Site Code : 00000000

Start Date : 2024-10-03

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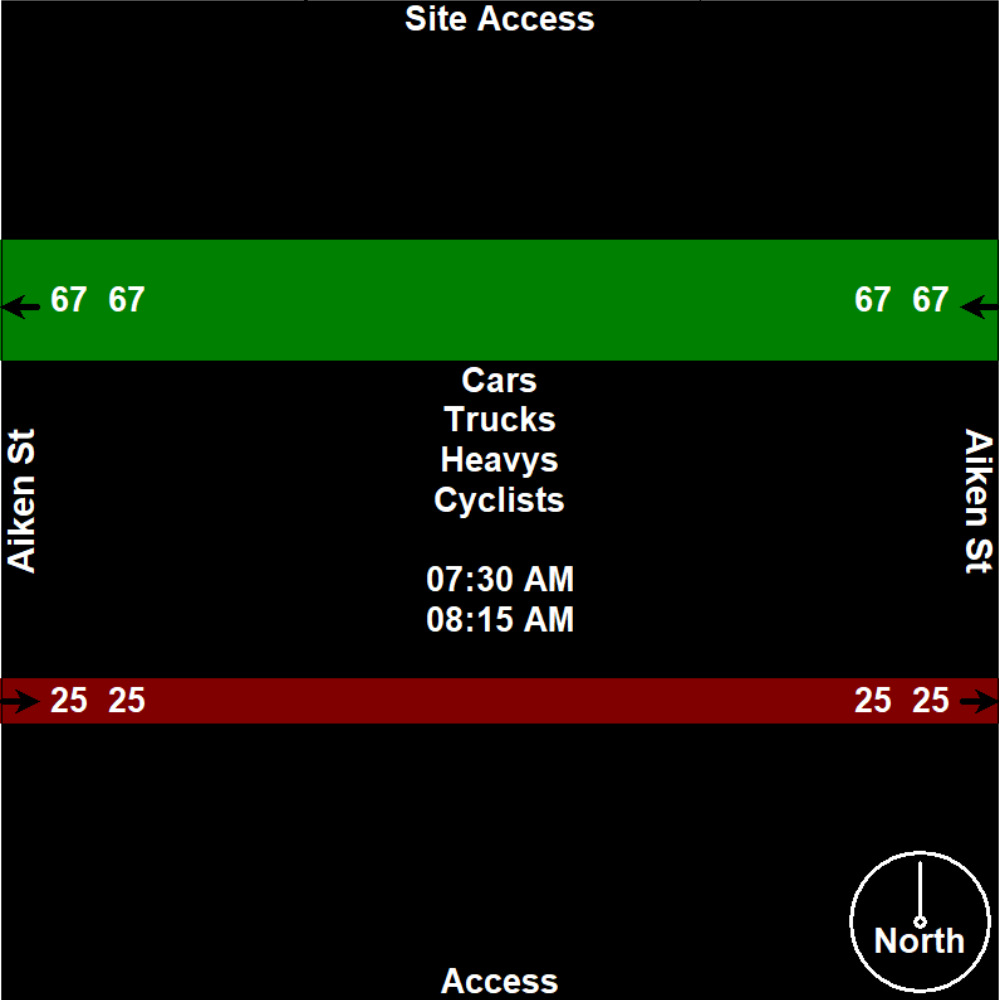


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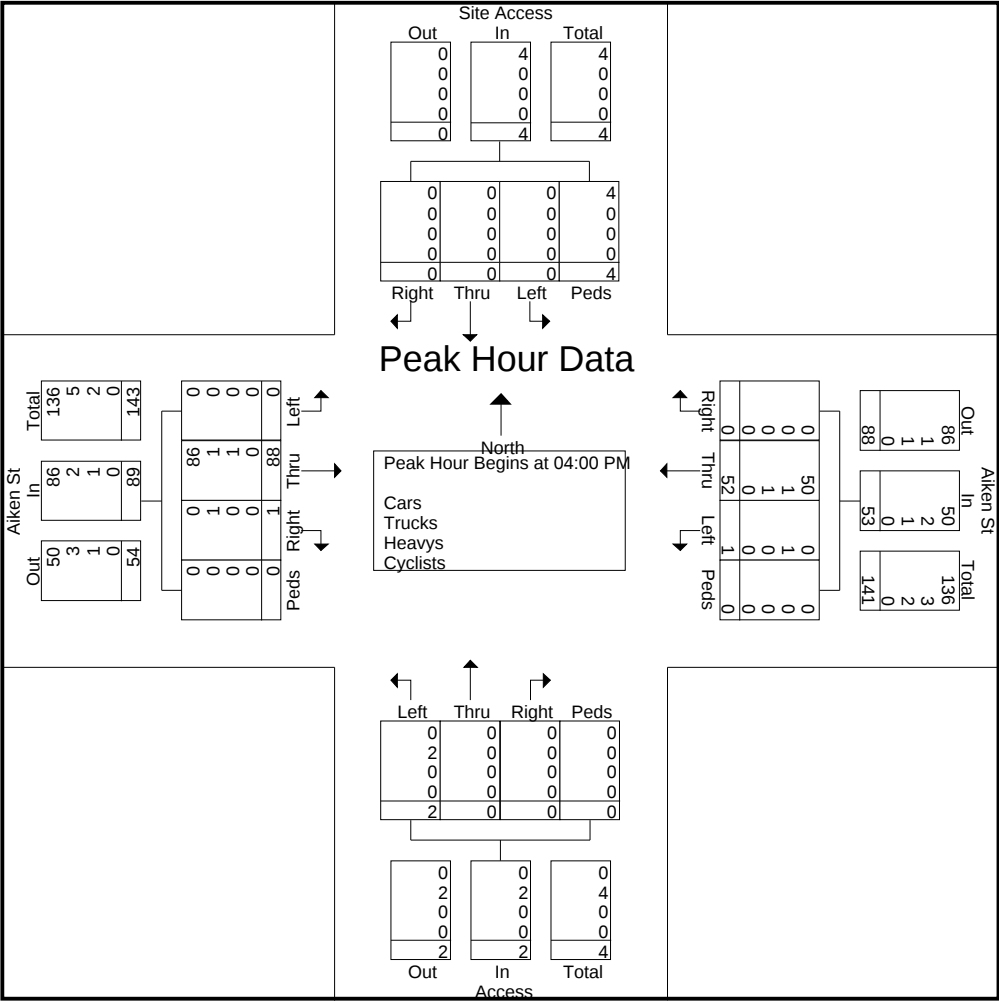
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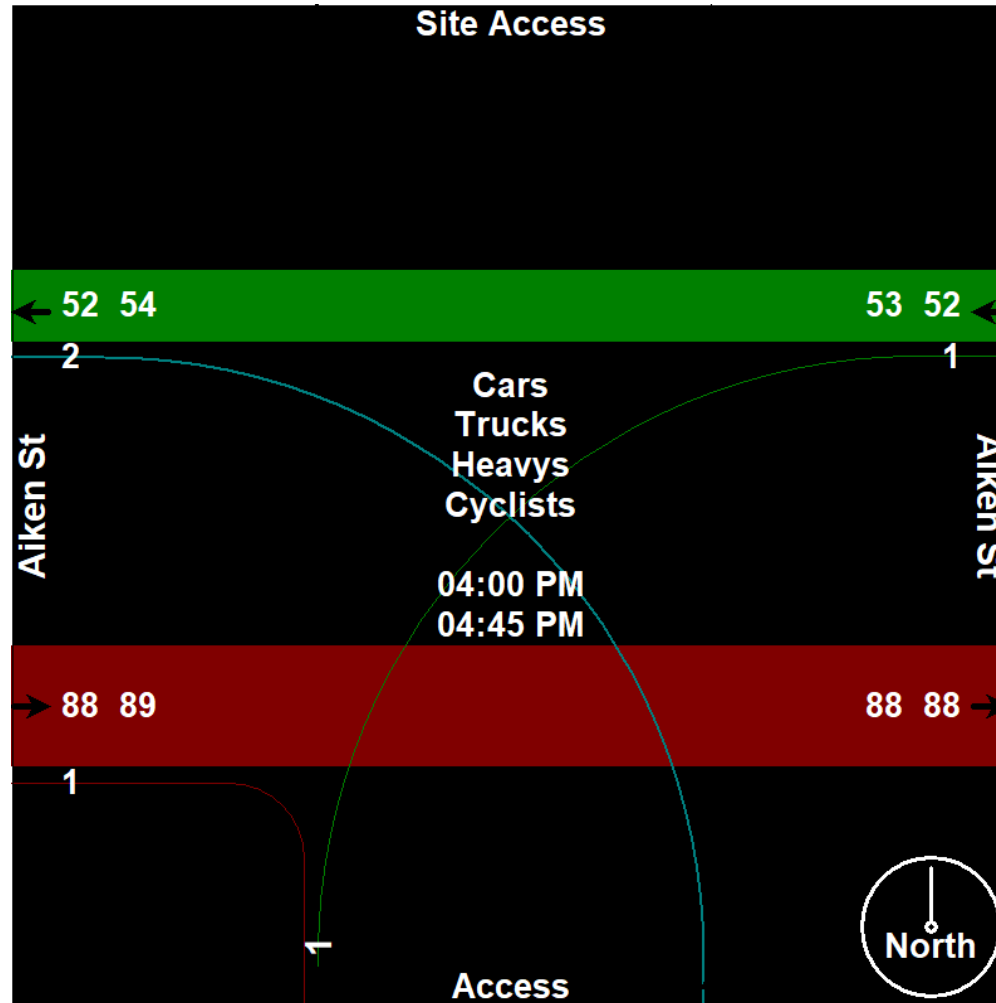
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APPENDIX

C

LEVEL OF SERVICE DEFINITIONS

LEVEL OF SERVICE DEFINITIONS AT SIGNALIZED INTERSECTIONS⁽¹⁾

Level of service for signalized intersections is defined in terms of delay, which is a measure of driver discomfort and frustration, fuel consumption, and lost travel time. Specifically, level-of-service (LOS) criteria are stated in terms of the average control delay per vehicle, typically for a 15-min analysis period. The criteria are given in the table below. Delay may be measured in the field or estimated using software such as Highway Capacity Software. Delay is a complex measure and is dependent upon a number of variables, including quality of progression, the cycle length, the green ratio, and the v/c ratio for the lane group in question.

Level of Service	Features	Control Delay per vehicle (sec)
A	LOS A describes operations with very low delay, up to 10 sec per vehicle. This level of service occurs when progression is extremely favourable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.	≤ 10
B	LOS B describes operations with delay greater than 10 and up to 20 sec per vehicle. This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of average delay.	$> 10 \text{ and } \leq 20$
C	LOS C describes operations with delay greater than 20 and up to 35 sec per vehicle. These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.	$> 20 \text{ and } \leq 35$
D	LOS D describes operations with delay greater than 35 and up to 55 sec per vehicle. At level D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavourable progression, long cycle lengths, of high v/c ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	$> 35 \text{ and } \leq 55$
E	LOS E describes operations with delay greater than 55 and up to 80 sec per vehicle. This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent occurrences.	$> 55 \text{ and } \leq 80$
F	LOS F describes operations with delay in excess of 80 sec per vehicle. This level, considered to be unacceptable to most drivers, often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. It may also occur at high v/c ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.	> 80

(1) Highway Capacity Manual 2000

LEVEL OF SERVICE DEFINITIONS AT UNSIGNALIZED INTERSECTIONS⁽¹⁾

The level of service criteria for unsignalized intersections are given in the table below. As used here, total delay is defined as the total elapsed time from when a vehicle stops at the end of the queue until the vehicle departs from the stop line; this time includes the time required for the vehicle to travel from the last-in-queue position to the first-in-queue position. The average total delay for any particular minor movement is a function of the service rate or capacity of the approach and the degree of saturation.

Level of Service	Features	Average Total Delay (sec/veh)
A	Little or no traffic delay occurs. Approaches appear open, turning movements are easily made, and drivers have freedom of operation.	≤ 10
B	Short traffic delays occur. Many drivers begin to feel somewhat restricted in terms of freedom of operation.	> 10 and ≤ 15
C	Average traffic delays occur. Operations are generally stable, but drivers emerging from the minor street may experience difficulty in completing their movement. This may occasionally impact on the stability of flow on the major street.	> 15 and ≤ 25
D	Long traffic delays occur. Motorists emerging from the minor street experience significant restriction and frustration. Drivers on the major street will experience congestion and delay as drivers emerging from the minor street interfere with the major through movements.	> 25 and ≤ 35
E	Very long traffic delays occur. Operations approach the capacity of the intersection.	> 35 and ≤ 50
F	Saturation occurs, with vehicle demand exceeding the available capacity. Very long traffic delays occur.	> 50

(1) Highway Capacity Manual 2000.

LEVEL OF SERVICE DEFINITIONS AT UNSIGNALIZED INTERSECTIONS⁽¹⁾

The level of service criteria for unsignalized intersections are given in the table below. As used here, total delay is defined as the total elapsed time from when a vehicle stops at the end of the queue until the vehicle departs from the stop line; this time includes the time required for the vehicle to travel from the last-in-queue position to the first-in-queue position. The average total delay for any particular minor movement is a function of the service rate or capacity of the approach and the degree of saturation.

Level of Service	Features	Average Total Delay (sec/veh)
A	Little or no traffic delay occurs. Approaches appear open, turning movements are easily made, and drivers have freedom of operation.	≤ 10
B	Short traffic delays occur. Many drivers begin to feel somewhat restricted in terms of freedom of operation.	> 10 and ≤ 15
C	Average traffic delays occur. Operations are generally stable, but drivers emerging from the minor street may experience difficulty in completing their movement. This may occasionally impact on the stability of flow on the major street.	> 15 and ≤ 25
D	Long traffic delays occur. Motorists emerging from the minor street experience significant restriction and frustration. Drivers on the major street will experience congestion and delay as drivers emerging from the minor street interfere with the major through movements.	> 25 and ≤ 35
E	Very long traffic delays occur. Operations approach the capacity of the intersection.	> 35 and ≤ 50
F	Saturation occurs, with vehicle demand exceeding the available capacity. Very long traffic delays occur.	> 50

(1) Highway Capacity Manual 2000.

APPENDIX

D

EXISTING SYNCHRO
ANALYSIS REPORTS

Lanes, Volumes, Timings

1: S Sykes St/S Skyes St & Edwin St/Margaret St

Existing Conditions

Weekday AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	5	65	5	5	10	35	375	15	25	400	5
Future Volume (vph)	0	5	65	5	5	10	35	375	15	25	400	5
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
Ped Bike Factor												
Frt		0.874			0.932			0.995				0.850
Flt Protected					0.988			0.996			0.997	
Satd. Flow (prot)	0	1661	0	0	1750	0	0	1751	0	0	1781	1615
Flt Permitted					0.988			0.996			0.997	
Satd. Flow (perm)	0	1661	0	0	1750	0	0	1751	0	0	1781	1615
Link Speed (k/h)		40			40			40			40	
Link Distance (m)		136.2			336.5			229.2			185.5	
Travel Time (s)		12.3			30.3			20.6			16.7	
Confl. Peds. (#/hr)	5		5	5		5	20		5	5		20
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	6%	8%	0%	28%	5%	0%
Adj. Flow (vph)	0	5	67	5	5	10	36	387	15	26	412	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	72	0	0	20	0	0	438	0	0	438	5
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway 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
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	62.0%						ICU Level of Service B					
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis

1: S Sykes St/S Skyes St & Edwin St/Margaret St

Existing Conditions
Weekday AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	5	65	5	5	10	35	375	15	25	400	5
Future Volume (Veh/h)	0	5	65	5	5	10	35	375	15	25	400	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	0	5	67	5	5	10	36	387	15	26	412	5
Pedestrians		20			5			5			5	
Lane Width (m)		3.6			3.6			3.6			3.6	
Walking Speed (m/s)		1.2			1.2			1.2			1.2	
Percent Blockage		2			0			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	968	963	437	1010	956	404	432			407		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	968	963	437	1010	956	404	432			407		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.2			4.4		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.5		
p0 queue free %	100	98	89	97	98	98	97			97		
cM capacity (veh/h)	210	238	611	180	240	645	1088			1020		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2							
Volume Total	72	20	438	438	5							
Volume Left	0	5	36	26	0							
Volume Right	67	10	15	0	5							
cSH	551	312	1088	1020	1700							
Volume to Capacity	0.13	0.06	0.03	0.03	0.00							
Queue Length 95th (m)	3.6	1.6	0.8	0.6	0.0							
Control Delay (s)	12.5	17.3	1.0	0.8	0.0							
Lane LOS	B	C	A	A								
Approach Delay (s)	12.5	17.3	1.0	0.8								
Approach LOS	B	C										
Intersection Summary												
Average Delay			2.1									
Intersection Capacity Utilization			62.0%			ICU Level of Service			B			
Analysis Period (min)			15									

Lanes, Volumes, Timings
2: St. Vincent St & Margaret St

Existing Conditions
Weekday AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	5	10	15	5	5	5	60	5	5	60	0
Future Volume (vph)	0	5	10	15	5	5	5	60	5	5	60	0
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
Ped Bike Factor												
Frt	0.910				0.973				0.990			
Flt Protected					0.971				0.996		0.996	
Satd. Flow (prot)	0	1729	0	0	1795	0	0	1740	0	0	1747	0
Flt Permitted					0.971				0.996		0.996	
Satd. Flow (perm)	0	1729	0	0	1795	0	0	1740	0	0	1747	0
Link Speed (k/h)	40				40				40		40	
Link Distance (m)	336.5				264.4				159.5		191.0	
Travel Time (s)	30.3				23.8				14.4		17.2	
Confl. Peds. (#/hr)	10	5		5	10		20		20			
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	9%	0%	0%	9%	0%
Adj. Flow (vph)	0	6	12	18	6	6	6	71	6	6	71	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	18	0	0	30	0	0	83	0	0	77	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)	0.0				0.0				0.0		0.0	
Link Offset(m)	0.0				0.0				0.0		0.0	
Crosswalk Width(m)	4.8				4.8				4.8		4.8	
Two way Left Turn Lane												
Headway 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
Turning Speed (k/h)	25	15		25	15		25	15		25	15	
Sign Control	Stop				Stop				Stop		Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	25.4%											
Analysis Period (min)	15											
ICU Level of Service A												

HCM Unsignalized Intersection Capacity Analysis

2: St. Vincent St & Margaret St

Existing Conditions
Weekday AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Stop			Stop			Stop			Stop		
Traffic Volume (vph)	0	5	10	15	5	5	5	60	5	5	60	0
Future Volume (vph)	0	5	10	15	5	5	5	60	5	5	60	0
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	0	6	12	18	6	6	6	71	6	6	71	0
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	18	30	83	77								
Volume Left (vph)	0	18	6	6								
Volume Right (vph)	12	6	6	0								
Hadj (s)	-0.40	0.00	0.10	0.16								
Departure Headway (s)	3.9	4.3	4.2	4.2								
Degree Utilization, x	0.02	0.04	0.10	0.09								
Capacity (veh/h)	882	808	838	832								
Control Delay (s)	7.0	7.4	7.6	7.7								
Approach Delay (s)	7.0	7.4	7.6	7.7								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay				7.6								
Level of Service				A								
Intersection Capacity Utilization				25.4%	ICU Level of Service	A						
Analysis Period (min)				15								

Lanes, Volumes, Timings
3: St. Vincent St & Eliza St

Existing Conditions
Weekday AM Peak

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	10	55	10	5	80
Future Volume (vph)	10	10	55	10	5	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932		0.980			
Flt Protected	0.976					0.997
Satd. Flow (prot)	1728	0	1716	0	0	1757
Flt Permitted	0.976					0.997
Satd. Flow (perm)	1728	0	1716	0	0	1757
Link Speed (k/h)	40		40			40
Link Distance (m)	54.3		155.7			159.5
Travel Time (s)	4.9		14.0			14.4
Confl. Peds. (#/hr)	5	5		25	25	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	0%	0%	10%	0%	20%	7%
Adj. Flow (vph)	13	13	73	13	7	107
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	0	86	0	0	114
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.6		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	4.8		4.8			4.8
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25	15		15	25	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	20.8%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

3: St. Vincent St & Eliza St

Existing Conditions
Weekday AM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	10	10	55	10	5	80
Future Volume (Veh/h)	10	10	55	10	5	80
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	13	13	73	13	7	107
Pedestrians	25		5			5
Lane Width (m)	3.6		3.6			3.6
Walking Speed (m/s)	1.2		1.2			1.2
Percent Blockage	2		0			0
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	230	110			111	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	230	110			111	
tC, single (s)	6.4	6.2			4.3	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.4	
p0 queue free %	98	99			99	
cM capacity (veh/h)	739	926			1345	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	26	86	114			
Volume Left	13	0	7			
Volume Right	13	13	0			
cSH	822	1700	1345			
Volume to Capacity	0.03	0.05	0.01			
Queue Length 95th (m)	0.8	0.0	0.1			
Control Delay (s)	9.5	0.0	0.5			
Lane LOS	A		A			
Approach Delay (s)	9.5	0.0	0.5			
Approach LOS	A					
Intersection Summary						
Average Delay			1.4			
Intersection Capacity Utilization			20.8%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings
4: St. Vincent St & Edwin St E

Existing Conditions
Weekday AM Peak

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	40	10	50	15	5
Future Volume (vph)	5	40	10	50	15	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.879				0.968	
Flt Protected	0.995			0.992		
Satd. Flow (prot)	1410	0	0	1767	1734	0
Flt Permitted	0.995			0.992		
Satd. Flow (perm)	1410	0	0	1767	1734	0
Link Speed (k/h)	40			40	40	
Link Distance (m)	236.2			24.7	155.7	
Travel Time (s)	21.3			2.2	14.0	
Confl. Peds. (#/hr)	15					
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	0%	20%	0%	8%	8%	0%
Adj. Flow (vph)	6	51	13	64	19	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	57	0	0	77	25	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.6			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25	15	25			15
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	19.9%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

4: St. Vincent St & Edwin St E

Existing Conditions
Weekday AM Peak

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	40	10	50	15	5
Future Volume (Veh/h)	5	40	10	50	15	5
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Hourly flow rate (vph)	6	51	13	64	19	6
Pedestrians					15	
Lane Width (m)					3.6	
Walking Speed (m/s)					1.2	
Percent Blockage					1	
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	127	22	25			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	127	22	25			
tC, single (s)	6.4	6.4	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.5	2.2			
p0 queue free %	99	95	99			
cM capacity (veh/h)	855	1005	1603			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	57	77	25			
Volume Left	6	13	0			
Volume Right	51	0	6			
cSH	987	1603	1700			
Volume to Capacity	0.06	0.01	0.01			
Queue Length 95th (m)	1.5	0.2	0.0			
Control Delay (s)	8.9	1.3	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.9	1.3	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		3.8				
Intersection Capacity Utilization		19.9%		ICU Level of Service		A
Analysis Period (min)		15				

Lanes, Volumes, Timings
5: St. Vincent St & Aiken St

Existing Conditions
Weekday AM Peak

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	35	30	60	15	5	85
Future Volume (vph)	35	30	60	15	5	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.938		0.973			
Flt Protected	0.974					0.997
Satd. Flow (prot)	1682	0	1715	0	0	1743
Flt Permitted	0.974					0.997
Satd. Flow (perm)	1682	0	1715	0	0	1743
Link Speed (k/h)	40		40			40
Link Distance (m)	161.8		435.2			24.7
Travel Time (s)	14.6		39.2			2.2
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Heavy Vehicles (%)	0%	7%	8%	7%	20%	8%
Adj. Flow (vph)	46	39	79	20	7	112
Shared Lane Traffic (%)						
Lane Group Flow (vph)	85	0	99	0	0	119
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.6		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	4.8		4.8			4.8
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25	15		15	25	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	19.0%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

5: St. Vincent St & Aiken St

Existing Conditions
Weekday AM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	35	30	60	15	5	85
Future Volume (Veh/h)	35	30	60	15	5	85
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	46	39	79	20	7	112
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	215	89			99	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	215	89			99	
tC, single (s)	6.4	6.3			4.3	
tC, 2 stage (s)						
tF (s)	3.5	3.4			2.4	
p0 queue free %	94	96			99	
cM capacity (veh/h)	774	955			1388	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	85	99	119			
Volume Left	46	0	7			
Volume Right	39	20	0			
cSH	848	1700	1388			
Volume to Capacity	0.10	0.06	0.01			
Queue Length 95th (m)	2.7	0.0	0.1			
Control Delay (s)	9.7	0.0	0.5			
Lane LOS	A		A			
Approach Delay (s)	9.7	0.0	0.5			
Approach LOS	A					
Intersection Summary						
Average Delay			2.9			
Intersection Capacity Utilization			19.0%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings
7: Aiken St & Site Access

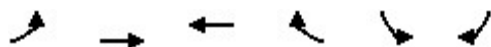
Existing Conditions
Weekday AM Peak

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frnt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	1863	0
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	1863	0
Link Speed (k/h)		50	50		50	
Link Distance (m)		161.8	73.6		112.6	
Travel Time (s)		11.6	5.3		8.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		3.6	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		4.8	4.8		4.8	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 0.0%	ICU Level of Service A					
Analysis Period (min) 15						

HCM Unsignalized Intersection Capacity Analysis

7: Aiken St & Site Access

Existing Conditions
Weekday AM Peak



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	0				0	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				0	0
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1623				1023	1085
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (m)	0.0	0.0	0.0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%		ICU Level of Service	
Analysis Period (min)			15			
			A			

Lanes, Volumes, Timings
8: W Site Access & Eliza St

Existing Conditions
Weekday AM Peak

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰			↱	↘↙	
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frnt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (k/h)	40			40	40	
Link Distance (m)	54.3			130.0	153.7	
Travel Time (s)	4.9			11.7	13.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	3.6	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)		15	25		25	15
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 0.0%	ICU Level of Service A					
Analysis Period (min) 15						

HCM Unsignalized Intersection Capacity Analysis 8: W Site Access & Eliza St

Existing Conditions
Weekday AM Peak

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			0		0	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		0	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1623		1023	1085
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (m)	0.0	0.0	0.0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes, Volumes, Timings
9: E Site Access & Eliza St

Existing Conditions
Weekday AM Peak

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr't						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (k/h)	40			40	40	
Link Distance (m)	130.0			56.2	135.1	
Travel Time (s)	11.7			5.1	12.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	3.6	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)		15	25		25	15
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 0.0%	ICU Level of Service A					
Analysis Period (min) 15						

HCM Unsignalized Intersection Capacity Analysis

9: E Site Access & Eliza St

Existing Conditions
Weekday AM Peak

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			0		0	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		0	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1623		1023	1085
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (m)	0.0	0.0	0.0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings

1: S Sykes St/S Skyes St & Edwin St/Margaret St

Existing Conditions

Weekday PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	5	50	5	5	25	75	505	10	30	430	5
Future Volume (vph)	0	5	50	5	5	25	75	505	10	30	430	5
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	0.877				0.902				0.998			
Flt Protected					0.993				0.994		0.997	
Satd. Flow (prot)	0	1666	0	0	1609	0	0	1822	0	0	1843	1615
Flt Permitted					0.993				0.994		0.997	
Satd. Flow (perm)	0	1666	0	0	1609	0	0	1822	0	0	1843	1615
Link Speed (k/h)	40				40				40		40	
Link Distance (m)	136.2				336.5				229.2		185.5	
Travel Time (s)	12.3				30.3				20.6		16.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	8%	0%	4%	0%	0%	3%	0%
Adj. Flow (vph)	0	5	53	5	5	26	79	532	11	32	453	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	58	0	0	36	0	0	622	0	0	485	5
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)	0.0				0.0				0.0		0.0	
Link Offset(m)	0.0				0.0				0.0		0.0	
Crosswalk Width(m)	4.8				4.8				4.8		4.8	
Two way Left Turn Lane												
Headway 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
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Sign Control	Stop				Stop				Free		Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	72.1%				ICU Level of Service C							
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis

1: S Sykes St/S Skyes St & Edwin St/Margaret St

Existing Conditions
Weekday PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	5	50	5	5	25	75	505	10	30	430	5
Future Volume (Veh/h)	0	5	50	5	5	25	75	505	10	30	430	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	5	53	5	5	26	79	532	11	32	453	5
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None								None			
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	1241	1218	453	1268	1212	538	453	543				
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1241	1218	453	1268	1212	538	453	543				
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.3	4.1	4.1				
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.4	2.2	2.2				
p0 queue free %	100	97	91	96	97	95	93	97				
cM capacity (veh/h)	132	164	611	121	165	532	1118	1036				
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2							
Volume Total	58	36	622	485	5							
Volume Left	0	5	79	32	0							
Volume Right	53	26	11	0	5							
cSH	495	299	1118	1036	1700							
Volume to Capacity	0.12	0.12	0.07	0.03	0.00							
Queue Length 95th (m)	3.2	3.2	1.8	0.8	0.0							
Control Delay (s)	13.2	18.7	1.8	0.9	0.0							
Lane LOS	B	C	A	A								
Approach Delay (s)	13.2	18.7	1.8	0.9								
Approach LOS	B	C										
Intersection Summary												
Average Delay	2.5											
Intersection Capacity Utilization	72.1%			ICU Level of Service					C			
Analysis Period (min)	15											

Lanes, Volumes, Timings
2: St. Vincent St & Margaret St

Existing Conditions
Weekday PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	10	10	10	5	5	10	70	15	5	70	5
Future Volume (vph)	5	10	10	10	5	5	10	70	15	5	70	5
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
Ped Bike Factor												
Frt		0.947			0.965			0.978			0.991	
Flt Protected		0.989			0.977			0.995			0.997	
Satd. Flow (prot)	0	1780	0	0	1791	0	0	1822	0	0	1845	0
Flt Permitted		0.989			0.977			0.995			0.997	
Satd. Flow (perm)	0	1780	0	0	1791	0	0	1822	0	0	1845	0
Link Speed (k/h)		40			40			40			40	
Link Distance (m)		336.5			264.4			159.5			191.0	
Travel Time (s)		30.3			23.8			14.4			17.2	
Confl. Peds. (#/hr)	5					5						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Adj. Flow (vph)	6	11	11	11	6	6	11	78	17	6	78	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	28	0	0	23	0	0	106	0	0	90	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway 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
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	19.3%											
Analysis Period (min)	15											
ICU Level of Service A												

HCM Unsignalized Intersection Capacity Analysis

2: St. Vincent St & Margaret St

Existing Conditions

Weekday PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	5	10	10	10	5	5	10	70	15	5	70	5
Future Volume (vph)	5	10	10	10	5	5	10	70	15	5	70	5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	6	11	11	11	6	6	11	78	17	6	78	6
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	28	23	106	90								
Volume Left (vph)	6	11	11	6								
Volume Right (vph)	11	6	17	6								
Hadj (s)	-0.19	-0.06	-0.05	0.00								
Departure Headway (s)	4.1	4.3	4.0	4.1								
Degree Utilization, x	0.03	0.03	0.12	0.10								
Capacity (veh/h)	822	797	865	856								
Control Delay (s)	7.3	7.4	7.6	7.6								
Approach Delay (s)	7.3	7.4	7.6	7.6								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay				7.5								
Level of Service				A								
Intersection Capacity Utilization				19.3%	ICU Level of Service	A						
Analysis Period (min)				15								

Lanes, Volumes, Timings
3: St. Vincent St & Eliza St

Existing Conditions
Weekday PM Peak

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	10	85	15	20	70
Future Volume (vph)	10	10	85	15	20	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932		0.980			
Flt Protected	0.976					0.989
Satd. Flow (prot)	1728	0	1816	0	0	1858
Flt Permitted	0.976					0.989
Satd. Flow (perm)	1728	0	1816	0	0	1858
Link Speed (k/h)	40		40			40
Link Distance (m)	54.3		155.7			159.5
Travel Time (s)	4.9		14.0			14.4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	3%	0%	5%	0%
Adj. Flow (vph)	11	11	91	16	22	75
Shared Lane Traffic (%)						
Lane Group Flow (vph)	22	0	107	0	0	97
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.6		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	4.8		4.8			4.8
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25	15		15	25	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	21.5%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

3: St. Vincent St & Eliza St

Existing Conditions
Weekday PM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	10	10	85	15	20	70
Future Volume (Veh/h)	10	10	85	15	20	70
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	11	11	91	16	22	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)						
pX, platoon unblocked						
vC, conflicting volume	218	99			107	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	218	99			107	
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	99			98	
cM capacity (veh/h)	763	962			1465	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	22	107	97			
Volume Left	11	0	22			
Volume Right	11	16	0			
cSH	851	1700	1465			
Volume to Capacity	0.03	0.06	0.02			
Queue Length 95th (m)	0.6	0.0	0.4			
Control Delay (s)	9.3	0.0	1.8			
Lane LOS	A		A			
Approach Delay (s)	9.3	0.0	1.8			
Approach LOS	A					
Intersection Summary						
Average Delay			1.7			
Intersection Capacity Utilization			21.5%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings
4: St. Vincent St & Edwin St E

Existing Conditions
Weekday PM Peak

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	40	25	80	80	5
Future Volume (vph)	5	40	25	80	80	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.880				0.992	
Flt Protected	0.994			0.988		
Satd. Flow (prot)	1662	0	0	1817	1816	0
Flt Permitted	0.994			0.988		
Satd. Flow (perm)	1662	0	0	1817	1816	0
Link Speed (k/h)	40			40	40	
Link Distance (m)	236.2			24.7	155.7	
Travel Time (s)	21.3			2.2	14.0	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	0%	14%	0%	4%	0%
Adj. Flow (vph)	6	48	30	96	96	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	54	0	0	126	102	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.6			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25	15	25			15
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	22.3%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

4: St. Vincent St & Edwin St E

Existing Conditions
Weekday PM Peak

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	40	25	80	80	5
Future Volume (Veh/h)	5	40	25	80	80	5
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	6	48	30	96	96	6
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	255	99	102			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	255	99	102			
tC, single (s)	6.4	6.2	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.3			
p0 queue free %	99	95	98			
cM capacity (veh/h)	722	962	1418			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	54	126	102			
Volume Left	6	30	0			
Volume Right	48	0	6			
cSH	928	1418	1700			
Volume to Capacity	0.06	0.02	0.06			
Queue Length 95th (m)	1.5	0.5	0.0			
Control Delay (s)	9.1	1.9	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.1	1.9	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		2.6				
Intersection Capacity Utilization		22.3%		ICU Level of Service		A
Analysis Period (min)		15				

Lanes, Volumes, Timings
5: St. Vincent St & Aiken St

Existing Conditions
Weekday PM Peak

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	30	25	95	45	25	75
Future Volume (vph)	30	25	95	45	25	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.939		0.957			
Flt Protected	0.973					0.988
Satd. Flow (prot)	1576	0	1790	0	0	1823
Flt Permitted	0.973					0.988
Satd. Flow (perm)	1576	0	1790	0	0	1823
Link Speed (k/h)	40		40			40
Link Distance (m)	161.8		435.2			24.7
Travel Time (s)	14.6		39.2			2.2
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	7%	14%	0%	5%	0%	4%
Adj. Flow (vph)	36	30	114	54	30	90
Shared Lane Traffic (%)						
Lane Group Flow (vph)	66	0	168	0	0	120
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.6		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	4.8		4.8			4.8
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25	15		15	25	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	26.4%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

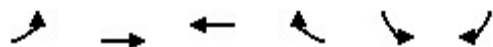
5: St. Vincent St & Aiken St

Existing Conditions
Weekday PM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	30	25	95	45	25	75
Future Volume (Veh/h)	30	25	95	45	25	75
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	36	30	114	54	30	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)						
pX, platoon unblocked						
vC, conflicting volume	291	141			168	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	291	141			168	
tC, single (s)	6.5	6.3			4.1	
tC, 2 stage (s)						
tF (s)	3.6	3.4			2.2	
p0 queue free %	95	97			98	
cM capacity (veh/h)	675	876			1422	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	66	168	120			
Volume Left	36	0	30			
Volume Right	30	54	0			
cSH	753	1700	1422			
Volume to Capacity	0.09	0.10	0.02			
Queue Length 95th (m)	2.3	0.0	0.5			
Control Delay (s)	10.2	0.0	2.0			
Lane LOS	B		A			
Approach Delay (s)	10.2	0.0	2.0			
Approach LOS	B					
Intersection Summary						
Average Delay		2.6				
Intersection Capacity Utilization		26.4%		ICU Level of Service		A
Analysis Period (min)		15				

Lanes, Volumes, Timings
7: Aiken St & Site Access

Existing Conditions
Weekday PM Peak

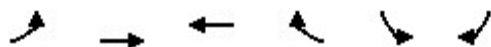


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	1863	0
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	1863	0
Link Speed (k/h)		50	50		50	
Link Distance (m)		161.8	73.6		112.6	
Travel Time (s)		11.6	5.3		8.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		3.6	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		4.8	4.8		4.8	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 0.0%				ICU Level of Service A		
Analysis Period (min) 15						

HCM Unsignalized Intersection Capacity Analysis

7: Aiken St & Site Access

Existing Conditions
Weekday PM Peak



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	0				0	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				0	0
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1623				1023	1085
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (m)	0.0	0.0	0.0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%		ICU Level of Service	
Analysis Period (min)			15		A	

Lanes, Volumes, Timings
8: W Site Access & Eliza St

Existing Conditions
Weekday PM Peak

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frnt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (k/h)	40			40	40	
Link Distance (m)	54.3			130.0	153.7	
Travel Time (s)	4.9			11.7	13.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	3.6	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)		15	25		25	15
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 0.0%	ICU Level of Service A					
Analysis Period (min) 15						

HCM Unsignalized Intersection Capacity Analysis8: W Site Access & Eliza St

Existing Conditions
Weekday PM Peak

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱			↱	↘↙	
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			0		0	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		0	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1623		1023	1085
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (m)	0.0	0.0	0.0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings
9: E Site Access & Eliza St

Existing Conditions
Weekday PM Peak

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr't						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (k/h)	40			40	40	
Link Distance (m)	130.0			56.2	135.1	
Travel Time (s)	11.7			5.1	12.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	3.6	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)		15	25		25	15
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 0.0%	ICU Level of Service A					
Analysis Period (min) 15						

HCM Unsignalized Intersection Capacity Analysis

9: E Site Access & Eliza St

Existing Conditions
Weekday PM Peak

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			0		0	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		0	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1623		1023	1085
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (m)	0.0	0.0	0.0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service	A	
Analysis Period (min)			15			

APPENDIX

E

2026 FUTURE
BACKGROUND
SYNCHRO REPORTS

Lanes, Volumes, Timings

2026 Future Background Conditions

1: S Sykes St/S Skyes St & Edwin St/Margaret St

Weekday AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	5	65	5	5	10	35	395	15	25	420	5
Future Volume (vph)	0	5	65	5	5	10	35	395	15	25	420	5
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
Ped Bike Factor												
Frt		0.874			0.932			0.996				0.850
Flt Protected					0.988			0.996			0.997	
Satd. Flow (prot)	0	1661	0	0	1750	0	0	1752	0	0	1782	1615
Flt Permitted					0.988			0.996			0.997	
Satd. Flow (perm)	0	1661	0	0	1750	0	0	1752	0	0	1782	1615
Link Speed (k/h)		40			40			40			40	
Link Distance (m)		136.2			336.5			229.2			185.5	
Travel Time (s)		12.3			30.3			20.6			16.7	
Confl. Peds. (#/hr)	5		5	5		5	20		5	5		20
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	6%	8%	0%	28%	5%	0%
Adj. Flow (vph)	0	5	67	5	5	10	36	407	15	26	433	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	72	0	0	20	0	0	458	0	0	459	5
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway 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
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	64.1%						ICU Level of Service C					
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis

1: S Sykes St/S Skyes St & Edwin St/Margaret St

2026 Future Background Conditions

Weekday AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	5	65	5	5	10	35	395	15	25	420	5
Future Volume (Veh/h)	0	5	65	5	5	10	35	395	15	25	420	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	0	5	67	5	5	10	36	407	15	26	433	5
Pedestrians		20			5			5			5	
Lane Width (m)		3.6			3.6			3.6			3.6	
Walking Speed (m/s)		1.2			1.2			1.2			1.2	
Percent Blockage		2			0			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	1009	1004	458	1051	996	424	453			427		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1009	1004	458	1051	996	424	453			427		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.2			4.4		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.5		
p0 queue free %	100	98	89	97	98	98	97			97		
cM capacity (veh/h)	197	225	594	168	227	629	1069			1002		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2							
Volume Total	72	20	458	459	5							
Volume Left	0	5	36	26	0							
Volume Right	67	10	15	0	5							
cSH	533	295	1069	1002	1700							
Volume to Capacity	0.13	0.07	0.03	0.03	0.00							
Queue Length 95th (m)	3.7	1.7	0.8	0.6	0.0							
Control Delay (s)	12.8	18.1	1.0	0.8	0.0							
Lane LOS	B	C	A	A								
Approach Delay (s)	12.8	18.1	1.0	0.8								
Approach LOS	B	C										
Intersection Summary												
Average Delay			2.1									
Intersection Capacity Utilization			64.1%			ICU Level of Service				C		
Analysis Period (min)			15									

Lanes, Volumes, Timings
2: St. Vincent St & Margaret St

2026 Future Background Conditions

Weekday AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	5	10	15	5	5	5	65	5	5	65	0
Future Volume (vph)	0	5	10	15	5	5	5	65	5	5	65	0
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
Ped Bike Factor												
Frt	0.910				0.973		0.991					
Flt Protected					0.971		0.997				0.996	
Satd. Flow (prot)	0	1729	0	0	1795	0	0	1742	0	0	1747	0
Flt Permitted					0.971		0.997				0.996	
Satd. Flow (perm)	0	1729	0	0	1795	0	0	1742	0	0	1747	0
Link Speed (k/h)	40				40				40			
Link Distance (m)	336.5				264.4				159.5			
Travel Time (s)	30.3				23.8				14.4			
Confl. Peds. (#/hr)	10	5		5	10		20		20			
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	9%	0%	0%	9%	0%
Adj. Flow (vph)	0	6	12	18	6	6	6	77	6	6	77	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	18	0	0	30	0	0	89	0	0	83	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)	0.0				0.0				0.0			
Link Offset(m)	0.0				0.0				0.0			
Crosswalk Width(m)	4.8				4.8				4.8			
Two way Left Turn Lane												
Headway 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
Turning Speed (k/h)	25	15		25	15		25	15		25	15	
Sign Control	Stop				Stop				Stop			
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	25.6%											
Analysis Period (min)	15											
ICU Level of Service A												

HCM Unsignalized Intersection Capacity Analysis 2: St. Vincent St & Margaret St

2026 Future Background Conditions
Weekday AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	5	10	15	5	5	5	65	5	5	65	0
Future Volume (vph)	0	5	10	15	5	5	5	65	5	5	65	0
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	0	6	12	18	6	6	6	77	6	6	77	0
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	18	30	89	83								
Volume Left (vph)	0	18	6	6								
Volume Right (vph)	12	6	6	0								
Hadj (s)	-0.40	0.00	0.11	0.16								
Departure Headway (s)	3.9	4.3	4.2	4.2								
Degree Utilization, x	0.02	0.04	0.10	0.10								
Capacity (veh/h)	874	800	836	831								
Control Delay (s)	7.0	7.5	7.7	7.7								
Approach Delay (s)	7.0	7.5	7.7	7.7								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay				7.6								
Level of Service				A								
Intersection Capacity Utilization				25.6%	ICU Level of Service	A						
Analysis Period (min)				15								

Lanes, Volumes, Timings
3: St. Vincent St & Eliza St

2026 Future Background Conditions

Weekday AM Peak

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	10	60	10	5	85
Future Volume (vph)	10	10	60	10	5	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932		0.981			
Flt Protected	0.976					0.997
Satd. Flow (prot)	1728	0	1716	0	0	1758
Flt Permitted	0.976					0.997
Satd. Flow (perm)	1728	0	1716	0	0	1758
Link Speed (k/h)	40		40			40
Link Distance (m)	54.3		155.7			159.5
Travel Time (s)	4.9		14.0			14.4
Confl. Peds. (#/hr)	5	5		25	25	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	0%	0%	10%	0%	20%	7%
Adj. Flow (vph)	13	13	80	13	7	113
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	0	93	0	0	120
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.6		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	4.8		4.8			4.8
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25	15		15	25	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	20.9%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

3: St. Vincent St & Eliza St

2026 Future Background Conditions

Weekday AM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	10	10	60	10	5	85
Future Volume (Veh/h)	10	10	60	10	5	85
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	13	13	80	13	7	113
Pedestrians	25		5			5
Lane Width (m)	3.6		3.6			3.6
Walking Speed (m/s)	1.2		1.2			1.2
Percent Blockage	2		0			0
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	244	116			118	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	244	116			118	
tC, single (s)	6.4	6.2			4.3	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.4	
p0 queue free %	98	99			99	
cM capacity (veh/h)	727	918			1337	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	26	93	120			
Volume Left	13	0	7			
Volume Right	13	13	0			
cSH	811	1700	1337			
Volume to Capacity	0.03	0.05	0.01			
Queue Length 95th (m)	0.8	0.0	0.1			
Control Delay (s)	9.6	0.0	0.5			
Lane LOS	A		A			
Approach Delay (s)	9.6	0.0	0.5			
Approach LOS	A					
Intersection Summary						
Average Delay		1.3				
Intersection Capacity Utilization		20.9%		ICU Level of Service		A
Analysis Period (min)		15				

Lanes, Volumes, Timings
4: St. Vincent St & Edwin St E

2026 Future Background Conditions

Weekday AM Peak

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	40	10	55	95	5
Future Volume (vph)	5	40	10	55	95	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.879				0.994	
Flt Protected	0.995			0.992		
Satd. Flow (prot)	1410	0	0	1765	1755	0
Flt Permitted	0.995			0.992		
Satd. Flow (perm)	1410	0	0	1765	1755	0
Link Speed (k/h)	40			40	40	
Link Distance (m)	236.2			24.7	155.7	
Travel Time (s)	21.3			2.2	14.0	
Confl. Peds. (#/hr)	15					
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	0%	20%	0%	8%	8%	0%
Adj. Flow (vph)	6	51	13	71	122	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	57	0	0	84	128	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.6			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25	15	25			15
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	20.1%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

4: St. Vincent St & Edwin St E

2026 Future Background Conditions

Weekday AM Peak

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	40	10	55	95	5
Future Volume (Veh/h)	5	40	10	55	95	5
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Hourly flow rate (vph)	6	51	13	71	122	6
Pedestrians					15	
Lane Width (m)					3.6	
Walking Speed (m/s)					1.2	
Percent Blockage					1	
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	237	125	128			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	237	125	128			
tC, single (s)	6.4	6.4	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.5	2.2			
p0 queue free %	99	94	99			
cM capacity (veh/h)	740	879	1470			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	57	84	128			
Volume Left	6	13	0			
Volume Right	51	0	6			
cSH	862	1470	1700			
Volume to Capacity	0.07	0.01	0.08			
Queue Length 95th (m)	1.7	0.2	0.0			
Control Delay (s)	9.5	1.2	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.5	1.2	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		2.4				
Intersection Capacity Utilization		20.1%		ICU Level of Service		A
Analysis Period (min)		15				

Lanes, Volumes, Timings
5: St. Vincent St & Aiken St

2026 Future Background Conditions

Weekday AM Peak

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	35	30	65	15	5	90
Future Volume (vph)	35	30	65	15	5	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.938		0.975			
Flt Protected	0.974					0.997
Satd. Flow (prot)	1682	0	1718	0	0	1743
Flt Permitted	0.974					0.997
Satd. Flow (perm)	1682	0	1718	0	0	1743
Link Speed (k/h)	40		40			40
Link Distance (m)	161.8		435.2			24.7
Travel Time (s)	14.6		39.2			2.2
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Heavy Vehicles (%)	0%	7%	8%	7%	20%	8%
Adj. Flow (vph)	46	39	86	20	7	118
Shared Lane Traffic (%)						
Lane Group Flow (vph)	85	0	106	0	0	125
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.6		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	4.8		4.8			4.8
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25	15		15	25	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	19.3%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

5: St. Vincent St & Aiken St

2026 Future Background Conditions

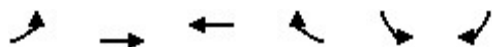
Weekday AM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	35	30	65	15	5	90
Future Volume (Veh/h)	35	30	65	15	5	90
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	46	39	86	20	7	118
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	228	96			106	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	228	96			106	
tC, single (s)	6.4	6.3			4.3	
tC, 2 stage (s)						
tF (s)	3.5	3.4			2.4	
p0 queue free %	94	96			99	
cM capacity (veh/h)	761	947			1380	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	85	106	125			
Volume Left	46	0	7			
Volume Right	39	20	0			
cSH	836	1700	1380			
Volume to Capacity	0.10	0.06	0.01			
Queue Length 95th (m)	2.7	0.0	0.1			
Control Delay (s)	9.8	0.0	0.5			
Lane LOS	A		A			
Approach Delay (s)	9.8	0.0	0.5			
Approach LOS	A					
Intersection Summary						
Average Delay		2.8				
Intersection Capacity Utilization		19.3%		ICU Level of Service		A
Analysis Period (min)		15				

Lanes, Volumes, Timings
7: Aiken St & Site Access

2026 Future Background Conditions

Weekday AM Peak



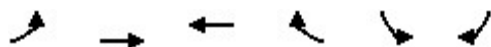
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	1863	0
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	1863	0
Link Speed (k/h)		50	50		50	
Link Distance (m)		161.8	73.6		112.6	
Travel Time (s)		11.6	5.3		8.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		3.6	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		4.8	4.8		4.8	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 0.0%				ICU Level of Service A		
Analysis Period (min) 15						

HCM Unsignalized Intersection Capacity Analysis

7: Aiken St & Site Access

2026 Future Background Conditions

Weekday AM Peak



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	0				0	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				0	0
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1623				1023	1085
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (m)	0.0	0.0	0.0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%		ICU Level of Service	
Analysis Period (min)			15			
A						

Lanes, Volumes, Timings
8: W Site Access & Eliza St

2026 Future Background Conditions
Weekday AM Peak

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frnt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (k/h)	40			40	40	
Link Distance (m)	54.3			130.0	153.7	
Travel Time (s)	4.9			11.7	13.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	3.6	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)		15	25		25	15
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 0.0%	ICU Level of Service A					
Analysis Period (min) 15						

HCM Unsignalized Intersection Capacity Analysis 8: W Site Access & Eliza St

2026 Future Background Conditions
Weekday AM Peak

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱			↱	↘↗	
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			0		0	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		0	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1623		1023	1085
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (m)	0.0	0.0	0.0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings
9: E Site Access & Eliza St

2026 Future Background Conditions

Weekday AM Peak

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frnt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (k/h)	40			40	40	
Link Distance (m)	130.0			56.2	135.1	
Travel Time (s)	11.7			5.1	12.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	3.6	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)		15	25		25	15
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 0.0%	ICU Level of Service A					
Analysis Period (min) 15						

HCM Unsignalized Intersection Capacity Analysis 9: E Site Access & Eliza St

2026 Future Background Conditions
Weekday AM Peak

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱			↱	↘↙	
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			0		0	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		0	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1623		1023	1085
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (m)	0.0	0.0	0.0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings

2026 Future Background Conditions

1: S Sykes St/S Skyes St & Edwin St/Margaret St

Weekday PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	5	50	5	5	25	75	530	10	30	455	5
Future Volume (vph)	0	5	50	5	5	25	75	530	10	30	455	5
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	0.877				0.902				0.998			
Flt Protected					0.993				0.994		0.997	
Satd. Flow (prot)	0	1666	0	0	1609	0	0	1822	0	0	1842	1615
Flt Permitted					0.993				0.994		0.997	
Satd. Flow (perm)	0	1666	0	0	1609	0	0	1822	0	0	1842	1615
Link Speed (k/h)	40				40				40		40	
Link Distance (m)	136.2				336.5				229.2		185.5	
Travel Time (s)	12.3				30.3				20.6		16.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	8%	0%	4%	0%	0%	3%	0%
Adj. Flow (vph)	0	5	53	5	5	26	79	558	11	32	479	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	58	0	0	36	0	0	648	0	0	511	5
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)	0.0				0.0				0.0		0.0	
Link Offset(m)	0.0				0.0				0.0		0.0	
Crosswalk Width(m)	4.8				4.8				4.8		4.8	
Two way Left Turn Lane												
Headway 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
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Sign Control	Stop				Stop				Free		Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	74.8%											
Analysis Period (min)	15											
ICU Level of Service D												

HCM Unsignalized Intersection Capacity Analysis

1: S Sykes St/S Skyes St & Edwin St/Margaret St

2026 Future Background Conditions

Weekday PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	5	50	5	5	25	75	530	10	30	455	5
Future Volume (Veh/h)	0	5	50	5	5	25	75	530	10	30	455	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	5	53	5	5	26	79	558	11	32	479	5
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	1293	1270	479	1320	1264	564	479			569		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1293	1270	479	1320	1264	564	479			569		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.3	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.4	2.2			2.2		
p0 queue free %	100	97	91	95	97	95	93			97		
cM capacity (veh/h)	121	152	591	111	154	514	1094			1013		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2							
Volume Total	58	36	648	511	5							
Volume Left	0	5	79	32	0							
Volume Right	53	26	11	0	5							
cSH	473	281	1094	1013	1700							
Volume to Capacity	0.12	0.13	0.07	0.03	0.00							
Queue Length 95th (m)	3.3	3.5	1.9	0.8	0.0							
Control Delay (s)	13.7	19.7	1.9	0.9	0.0							
Lane LOS	B	C	A	A								
Approach Delay (s)	13.7	19.7	1.9	0.9								
Approach LOS	B	C										
Intersection Summary												
Average Delay			2.5									
Intersection Capacity Utilization			74.8%			ICU Level of Service				D		
Analysis Period (min)			15									

Lanes, Volumes, Timings
2: St. Vincent St & Margaret St

2026 Future Background Conditions

Weekday PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	10	10	10	5	5	10	75	15	5	75	5
Future Volume (vph)	5	10	10	10	5	5	10	75	15	5	75	5
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
Ped Bike Factor												
Frt		0.947			0.965			0.979			0.991	
Flt Protected		0.989			0.977			0.995			0.997	
Satd. Flow (prot)	0	1780	0	0	1791	0	0	1824	0	0	1845	0
Flt Permitted		0.989			0.977			0.995			0.997	
Satd. Flow (perm)	0	1780	0	0	1791	0	0	1824	0	0	1845	0
Link Speed (k/h)		40			40			40			40	
Link Distance (m)		336.5			264.4			159.5			191.0	
Travel Time (s)		30.3			23.8			14.4			17.2	
Confl. Peds. (#/hr)	5					5						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Adj. Flow (vph)	6	11	11	11	6	6	11	83	17	6	83	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	28	0	0	23	0	0	111	0	0	95	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway 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
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	19.7%						ICU Level of Service A					
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis 2: St. Vincent St & Margaret St

2026 Future Background Conditions

Weekday PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	5	10	10	10	5	5	10	75	15	5	75	5
Future Volume (vph)	5	10	10	10	5	5	10	75	15	5	75	5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	6	11	11	11	6	6	11	83	17	6	83	6
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	28	23	111	95								
Volume Left (vph)	6	11	11	6								
Volume Right (vph)	11	6	17	6								
Hadj (s)	-0.19	-0.06	-0.05	0.00								
Departure Headway (s)	4.2	4.3	4.1	4.1								
Degree Utilization, x	0.03	0.03	0.13	0.11								
Capacity (veh/h)	816	792	863	855								
Control Delay (s)	7.3	7.4	7.6	7.6								
Approach Delay (s)	7.3	7.4	7.6	7.6								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay				7.6								
Level of Service				A								
Intersection Capacity Utilization				19.7%	ICU Level of Service	A						
Analysis Period (min)				15								

Lanes, Volumes, Timings
3: St. Vincent St & Eliza St

2026 Future Background Conditions

Weekday PM Peak

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	10	90	15	20	75
Future Volume (vph)	10	10	90	15	20	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932		0.981			
Flt Protected	0.976					0.989
Satd. Flow (prot)	1728	0	1817	0	0	1859
Flt Permitted	0.976					0.989
Satd. Flow (perm)	1728	0	1817	0	0	1859
Link Speed (k/h)	40		40			40
Link Distance (m)	54.3		155.7			159.5
Travel Time (s)	4.9		14.0			14.4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	3%	0%	5%	0%
Adj. Flow (vph)	11	11	97	16	22	81
Shared Lane Traffic (%)						
Lane Group Flow (vph)	22	0	113	0	0	103
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.6		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	4.8		4.8			4.8
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25	15		15	25	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	21.7%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

3: St. Vincent St & Eliza St

2026 Future Background Conditions

Weekday PM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	10	10	90	15	20	75
Future Volume (Veh/h)	10	10	90	15	20	75
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	11	11	97	16	22	81
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	230	105			113	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	230	105			113	
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	99			98	
cM capacity (veh/h)	751	955			1458	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	22	113	103			
Volume Left	11	0	22			
Volume Right	11	16	0			
cSH	841	1700	1458			
Volume to Capacity	0.03	0.07	0.02			
Queue Length 95th (m)	0.6	0.0	0.4			
Control Delay (s)	9.4	0.0	1.7			
Lane LOS	A		A			
Approach Delay (s)	9.4	0.0	1.7			
Approach LOS	A					
Intersection Summary						
Average Delay			1.6			
Intersection Capacity Utilization			21.7%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings
4: St. Vincent St & Edwin St E

2026 Future Background Conditions

Weekday PM Peak

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	40	25	85	65	5
Future Volume (vph)	5	40	25	85	65	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.880	0.990				
Flt Protected	0.994	0.989				
Satd. Flow (prot)	1662	0	0	1821	1814	0
Flt Permitted	0.994	0.989				
Satd. Flow (perm)	1662	0	0	1821	1814	0
Link Speed (k/h)	40	40				
Link Distance (m)	236.2	24.7				
Travel Time (s)	21.3	14.0				
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	0%	14%	0%	4%	0%
Adj. Flow (vph)	6	48	30	102	78	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	54	0	0	132	84	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.6	0.0				
Link Offset(m)	0.0	0.0				
Crosswalk Width(m)	4.8	4.8				
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25	15	25			15
Sign Control	Stop	Free			Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	22.5%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

4: St. Vincent St & Edwin St E

2026 Future Background Conditions

Weekday PM Peak

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	40	25	85	65	5
Future Volume (Veh/h)	5	40	25	85	65	5
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	6	48	30	102	78	6
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	243	81	84			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	243	81	84			
tC, single (s)	6.4	6.2	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.3			
p0 queue free %	99	95	98			
cM capacity (veh/h)	734	985	1440			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	54	132	84			
Volume Left	6	30	0			
Volume Right	48	0	6			
cSH	949	1440	1700			
Volume to Capacity	0.06	0.02	0.05			
Queue Length 95th (m)	1.4	0.5	0.0			
Control Delay (s)	9.0	1.8	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.0	1.8	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		2.7				
Intersection Capacity Utilization		22.5%		ICU Level of Service		A
Analysis Period (min)		15				

Lanes, Volumes, Timings
5: St. Vincent St & Aiken St

2026 Future Background Conditions

Weekday PM Peak

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	30	25	100	45	25	80
Future Volume (vph)	30	25	100	45	25	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.939		0.958			
Flt Protected	0.973					0.988
Satd. Flow (prot)	1576	0	1792	0	0	1822
Flt Permitted	0.973					0.988
Satd. Flow (perm)	1576	0	1792	0	0	1822
Link Speed (k/h)	40		40			40
Link Distance (m)	161.8		435.2			24.7
Travel Time (s)	14.6		39.2			2.2
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	7%	14%	0%	5%	0%	4%
Adj. Flow (vph)	36	30	120	54	30	96
Shared Lane Traffic (%)						
Lane Group Flow (vph)	66	0	174	0	0	126
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.6		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	4.8		4.8			4.8
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25	15		15	25	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	26.9%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis5: St. Vincent St & Aiken St

2026 Future Background Conditions
Weekday PM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	30	25	100	45	25	80
Future Volume (Veh/h)	30	25	100	45	25	80
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	36	30	120	54	30	96
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	303	147			174	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	303	147			174	
tC, single (s)	6.5	6.3			4.1	
tC, 2 stage (s)						
tF (s)	3.6	3.4			2.2	
p0 queue free %	95	97			98	
cM capacity (veh/h)	664	869			1415	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	66	174	126			
Volume Left	36	0	30			
Volume Right	30	54	0			
cSH	744	1700	1415			
Volume to Capacity	0.09	0.10	0.02			
Queue Length 95th (m)	2.3	0.0	0.5			
Control Delay (s)	10.3	0.0	1.9			
Lane LOS	B		A			
Approach Delay (s)	10.3	0.0	1.9			
Approach LOS	B					
Intersection Summary						
Average Delay		2.5				
Intersection Capacity Utilization		26.9%	ICU Level of Service	A		
Analysis Period (min)		15				

Lanes, Volumes, Timings
7: Aiken St & Site Access

2026 Future Background Conditions

Weekday PM Peak

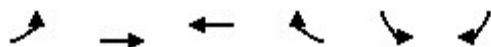
						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr t						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	1863	0
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	1863	0
Link Speed (k/h)		50	50		50	
Link Distance (m)		161.8	73.6		112.6	
Travel Time (s)		11.6	5.3		8.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		3.6	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		4.8	4.8		4.8	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 0.0%	ICU Level of Service A					
Analysis Period (min) 15						

HCM Unsignalized Intersection Capacity Analysis

7: Aiken St & Site Access

2026 Future Background Conditions

Weekday PM Peak



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	0				0	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				0	0
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1623				1023	1085
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (m)	0.0	0.0	0.0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%		ICU Level of Service	
Analysis Period (min)			15			
A						

Lanes, Volumes, Timings
8: W Site Access & Eliza St

2026 Future Background Conditions

Weekday PM Peak

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (k/h)	40			40	40	
Link Distance (m)	54.3			130.0	153.7	
Travel Time (s)	4.9			11.7	13.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	3.6	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)		15	25		25	15
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 0.0%			ICU Level of Service A			
Analysis Period (min) 15						

HCM Unsignalized Intersection Capacity Analysis 8: W Site Access & Eliza St

2026 Future Background Conditions
Weekday PM Peak

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰			↱	↰	↱
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			0		0	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		0	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1623		1023	1085
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (m)	0.0	0.0	0.0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings
9: E Site Access & Eliza St

2026 Future Background Conditions

Weekday PM Peak

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frnt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (k/h)	40			40	40	
Link Distance (m)	130.0			56.2	135.1	
Travel Time (s)	11.7			5.1	12.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	3.6	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)		15	25		25	15
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 0.0%	ICU Level of Service A					
Analysis Period (min) 15						

HCM Unsignalized Intersection Capacity Analysis

9: E Site Access & Eliza St

2026 Future Background Conditions

Weekday PM Peak

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			0		0	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		0	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1623		1023	1085
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (m)	0.0	0.0	0.0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service	A	
Analysis Period (min)			15			

APPENDIX

F

2031 FUTURE
BACKGROUND
SYNCHRO REPORTS

Lanes, Volumes, Timings

2031 Future Background Conditions

1: S Sykes St/S Skyes St & Edwin St/Margaret St

Weekday AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	5	65	5	5	10	35	450	15	25	475	5
Future Volume (vph)	0	5	65	5	5	10	35	450	15	25	475	5
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
Ped Bike Factor												
Frt		0.874			0.932			0.996				0.850
Flt Protected					0.988			0.997			0.997	
Satd. Flow (prot)	0	1661	0	0	1750	0	0	1753	0	0	1784	1615
Flt Permitted					0.988			0.997			0.997	
Satd. Flow (perm)	0	1661	0	0	1750	0	0	1753	0	0	1784	1615
Link Speed (k/h)		40			40			40			40	
Link Distance (m)		136.2			336.5			229.2			185.5	
Travel Time (s)		12.3			30.3			20.6			16.7	
Confl. Peds. (#/hr)	5		5	5		5	20		5	5		20
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	6%	8%	0%	28%	5%	0%
Adj. Flow (vph)	0	5	67	5	5	10	36	464	15	26	490	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	72	0	0	20	0	0	515	0	0	516	5
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway 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
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	67.2%						ICU Level of Service C					
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis

1: S Sykes St/S Skyes St & Edwin St/Margaret St

2031 Future Background Conditions

Weekday AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	5	65	5	5	10	35	450	15	25	475	5
Future Volume (Veh/h)	0	5	65	5	5	10	35	450	15	25	475	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	0	5	67	5	5	10	36	464	15	26	490	5
Pedestrians		20			5			5			5	
Lane Width (m)		3.6			3.6			3.6			3.6	
Walking Speed (m/s)		1.2			1.2			1.2			1.2	
Percent Blockage		2			0			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	1123	1118	515	1165	1110	482	510			484		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1123	1118	515	1165	1110	482	510			484		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.2			4.4		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.5		
p0 queue free %	100	97	88	96	97	98	96			97		
cM capacity (veh/h)	163	192	552	138	194	584	1018			952		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2							
Volume Total	72	20	515	516	5							
Volume Left	0	5	36	26	0							
Volume Right	67	10	15	0	5							
cSH	488	253	1018	952	1700							
Volume to Capacity	0.15	0.08	0.04	0.03	0.00							
Queue Length 95th (m)	4.1	2.0	0.9	0.7	0.0							
Control Delay (s)	13.6	20.4	1.0	0.8	0.0							
Lane LOS	B	C	A	A								
Approach Delay (s)	13.6	20.4	1.0	0.8								
Approach LOS	B	C										
Intersection Summary												
Average Delay			2.0									
Intersection Capacity Utilization			67.2%			ICU Level of Service				C		
Analysis Period (min)			15									

Lanes, Volumes, Timings
2: St. Vincent St & Margaret St

2031 Future Background Conditions

Weekday AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	5	10	15	5	5	5	75	5	5	75	0
Future Volume (vph)	0	5	10	15	5	5	5	75	5	5	75	0
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
Ped Bike Factor												
Frt	0.910				0.973		0.992					
Flt Protected					0.971		0.997				0.997	
Satd. Flow (prot)	0	1729	0	0	1795	0	0	1741	0	0	1747	0
Flt Permitted					0.971		0.997				0.997	
Satd. Flow (perm)	0	1729	0	0	1795	0	0	1741	0	0	1747	0
Link Speed (k/h)	40				40				40			
Link Distance (m)	336.5				264.4				159.5			
Travel Time (s)	30.3				23.8				14.4			
Confl. Peds. (#/hr)	10	5		5	10		20		20			
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	9%	0%	0%	9%	0%
Adj. Flow (vph)	0	6	12	18	6	6	6	89	6	6	89	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	18	0	0	30	0	0	101	0	0	95	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)	0.0				0.0				0.0			
Link Offset(m)	0.0				0.0				0.0			
Crosswalk Width(m)	4.8				4.8				4.8			
Two way Left Turn Lane												
Headway 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
Turning Speed (k/h)	25	15		25	15		25	15		25	15	
Sign Control	Stop				Stop				Stop			
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	25.9%				ICU Level of Service A							
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis 2: St. Vincent St & Margaret St

2031 Future Background Conditions
Weekday AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	5	10	15	5	5	5	75	5	5	75	0
Future Volume (vph)	0	5	10	15	5	5	5	75	5	5	75	0
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	0	6	12	18	6	6	6	89	6	6	89	0
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	18	30	101	95								
Volume Left (vph)	0	18	6	6								
Volume Right (vph)	12	6	6	0								
Hadj (s)	-0.40	0.00	0.11	0.16								
Departure Headway (s)	4.0	4.4	4.2	4.3								
Degree Utilization, x	0.02	0.04	0.12	0.11								
Capacity (veh/h)	858	787	832	828								
Control Delay (s)	7.1	7.5	7.8	7.8								
Approach Delay (s)	7.1	7.5	7.8	7.8								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay				7.7								
Level of Service				A								
Intersection Capacity Utilization				25.9%	ICU Level of Service	A						
Analysis Period (min)				15								

Lanes, Volumes, Timings
3: St. Vincent St & Eliza St

2031 Future Background Conditions

Weekday AM Peak

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	10	70	10	5	95
Future Volume (vph)	10	10	70	10	5	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932		0.983			
Flt Protected	0.976					0.997
Satd. Flow (prot)	1728	0	1717	0	0	1759
Flt Permitted	0.976					0.997
Satd. Flow (perm)	1728	0	1717	0	0	1759
Link Speed (k/h)	40		40			40
Link Distance (m)	54.3		155.7			159.5
Travel Time (s)	4.9		14.0			14.4
Confl. Peds. (#/hr)	5	5		25	25	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	0%	0%	10%	0%	20%	7%
Adj. Flow (vph)	13	13	93	13	7	127
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	0	106	0	0	134
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.6		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	4.8		4.8			4.8
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25	15		15	25	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	21.1%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

3: St. Vincent St & Eliza St

2031 Future Background Conditions

Weekday AM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	10	10	70	10	5	95
Future Volume (Veh/h)	10	10	70	10	5	95
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	13	13	93	13	7	127
Pedestrians	25		5			5
Lane Width (m)	3.6		3.6			3.6
Walking Speed (m/s)	1.2		1.2			1.2
Percent Blockage	2		0			0
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	270	130			131	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	270	130			131	
tC, single (s)	6.4	6.2			4.3	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.4	
p0 queue free %	98	99			99	
cM capacity (veh/h)	701	903			1322	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	26	106	134			
Volume Left	13	0	7			
Volume Right	13	13	0			
cSH	789	1700	1322			
Volume to Capacity	0.03	0.06	0.01			
Queue Length 95th (m)	0.8	0.0	0.1			
Control Delay (s)	9.7	0.0	0.4			
Lane LOS	A		A			
Approach Delay (s)	9.7	0.0	0.4			
Approach LOS	A					
Intersection Summary						
Average Delay		1.2				
Intersection Capacity Utilization		21.1%		ICU Level of Service		A
Analysis Period (min)		15				

Lanes, Volumes, Timings
4: St. Vincent St & Edwin St E

2031 Future Background Conditions

Weekday AM Peak

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	40	10	90	105	5
Future Volume (vph)	5	40	10	90	105	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.879				0.994	
Flt Protected	0.995			0.995		
Satd. Flow (prot)	1410	0	0	1764	1754	0
Flt Permitted	0.995			0.995		
Satd. Flow (perm)	1410	0	0	1764	1754	0
Link Speed (k/h)	40			40	40	
Link Distance (m)	236.2			24.7	155.7	
Travel Time (s)	21.3			2.2	14.0	
Confl. Peds. (#/hr)	15					
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	0%	20%	0%	8%	8%	0%
Adj. Flow (vph)	6	51	13	115	135	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	57	0	0	128	141	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.6			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25	15	25			15
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	22.0%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

4: St. Vincent St & Edwin St E

2031 Future Background Conditions

Weekday AM Peak

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	40	10	90	105	5
Future Volume (Veh/h)	5	40	10	90	105	5
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Hourly flow rate (vph)	6	51	13	115	135	6
Pedestrians					15	
Lane Width (m)					3.6	
Walking Speed (m/s)					1.2	
Percent Blockage					1	
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	294	138	141			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	294	138	141			
tC, single (s)	6.4	6.4	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.5	2.2			
p0 queue free %	99	94	99			
cM capacity (veh/h)	686	865	1455			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	57	128	141			
Volume Left	6	13	0			
Volume Right	51	0	6			
cSH	842	1455	1700			
Volume to Capacity	0.07	0.01	0.08			
Queue Length 95th (m)	1.7	0.2	0.0			
Control Delay (s)	9.6	0.8	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.6	0.8	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		2.0				
Intersection Capacity Utilization		22.0%		ICU Level of Service		A
Analysis Period (min)		15				

Lanes, Volumes, Timings
5: St. Vincent St & Aiken St

2031 Future Background Conditions

Weekday AM Peak

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	35	30	70	15	5	140
Future Volume (vph)	35	30	70	15	5	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.938		0.976			
Flt Protected	0.974					0.998
Satd. Flow (prot)	1682	0	1720	0	0	1749
Flt Permitted	0.974					0.998
Satd. Flow (perm)	1682	0	1720	0	0	1749
Link Speed (k/h)	40		40			40
Link Distance (m)	161.8		435.2			24.7
Travel Time (s)	14.6		39.2			2.2
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Heavy Vehicles (%)	0%	7%	8%	7%	20%	8%
Adj. Flow (vph)	46	39	92	20	7	184
Shared Lane Traffic (%)						
Lane Group Flow (vph)	85	0	112	0	0	191
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.6		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	4.8		4.8			4.8
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25	15		15	25	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	21.9%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis 5: St. Vincent St & Aiken St

2031 Future Background Conditions
Weekday AM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	35	30	70	15	5	140
Future Volume (Veh/h)	35	30	70	15	5	140
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	46	39	92	20	7	184
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	300	102			112	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	300	102			112	
tC, single (s)	6.4	6.3			4.3	
tC, 2 stage (s)						
tF (s)	3.5	3.4			2.4	
p0 queue free %	93	96			99	
cM capacity (veh/h)	692	940			1373	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	85	112	191			
Volume Left	46	0	7			
Volume Right	39	20	0			
cSH	787	1700	1373			
Volume to Capacity	0.11	0.07	0.01			
Queue Length 95th (m)	2.9	0.0	0.1			
Control Delay (s)	10.1	0.0	0.3			
Lane LOS	B		A			
Approach Delay (s)	10.1	0.0	0.3			
Approach LOS	B					
Intersection Summary						
Average Delay			2.4			
Intersection Capacity Utilization			21.9%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings
7: Aiken St & Site Access

2031 Future Background Conditions

Weekday AM Peak

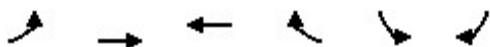
						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frts						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	1863	0
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	1863	0
Link Speed (k/h)		50	50		50	
Link Distance (m)		161.8	73.6		112.6	
Travel Time (s)		11.6	5.3		8.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		3.6	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		4.8	4.8		4.8	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 0.0%	ICU Level of Service A					
Analysis Period (min) 15						

HCM Unsignalized Intersection Capacity Analysis

7: Aiken St & Site Access

2031 Future Background Conditions

Weekday AM Peak



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	0				0	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				0	0
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1623				1023	1085
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (m)	0.0	0.0	0.0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%		ICU Level of Service	
Analysis Period (min)			15			
			A			

Lanes, Volumes, Timings
8: W Site Access & Eliza St

2031 Future Background Conditions

Weekday AM Peak

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frnt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (k/h)	40			40	40	
Link Distance (m)	54.3			130.0	153.7	
Travel Time (s)	4.9			11.7	13.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	3.6	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)		15	25		25	15
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 0.0%	ICU Level of Service A					
Analysis Period (min) 15						

HCM Unsignalized Intersection Capacity Analysis 8: W Site Access & Eliza St

2031 Future Background Conditions
 Weekday AM Peak

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱			↱	↘↙	
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			0		0	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		0	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1623		1023	1085
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (m)	0.0	0.0	0.0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings
9: E Site Access & Eliza St

2031 Future Background Conditions
Weekday AM Peak

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr't						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (k/h)	40			40	40	
Link Distance (m)	130.0			56.2	135.1	
Travel Time (s)	11.7			5.1	12.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	3.6	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)		15	25		25	15
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 0.0%	ICU Level of Service A					
Analysis Period (min) 15						

HCM Unsignalized Intersection Capacity Analysis 9: E Site Access & Eliza St

2031 Future Background Conditions
 Weekday AM Peak

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱			↱	↘↗	
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			0		0	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		0	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1623		1023	1085
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (m)	0.0	0.0	0.0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings

2031 Future Background Conditions

1: S Sykes St/S Skyes St & Edwin St/Margaret St

Weekday PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	5	50	5	5	25	75	600	10	30	510	5
Future Volume (vph)	0	5	50	5	5	25	75	600	10	30	510	5
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		0.877			0.902			0.998				0.850
Flt Protected					0.993			0.995			0.997	
Satd. Flow (prot)	0	1666	0	0	1609	0	0	1823	0	0	1842	1615
Flt Permitted					0.993			0.995			0.997	
Satd. Flow (perm)	0	1666	0	0	1609	0	0	1823	0	0	1842	1615
Link Speed (k/h)		40			40			40			40	
Link Distance (m)		136.2			336.5			229.2			185.5	
Travel Time (s)		12.3			30.3			20.6			16.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	8%	0%	4%	0%	0%	3%	0%
Adj. Flow (vph)	0	5	53	5	5	26	79	632	11	32	537	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	58	0	0	36	0	0	722	0	0	569	5
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway 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
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	81.4%											
Analysis Period (min)	15											
	ICU Level of Service D											

HCM Unsignalized Intersection Capacity Analysis

1: S Sykes St/S Skyes St & Edwin St/Margaret St

2031 Future Background Conditions

Weekday PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	5	50	5	5	25	75	600	10	30	510	5
Future Volume (Veh/h)	0	5	50	5	5	25	75	600	10	30	510	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	5	53	5	5	26	79	632	11	32	537	5
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	1425	1402	537	1452	1396	638	537			643		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1425	1402	537	1452	1396	638	537			643		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.3	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.4	2.2			2.2		
p0 queue free %	100	96	90	94	96	94	92			97		
cM capacity (veh/h)	96	126	548	88	127	466	1041			951		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2							
Volume Total	58	36	722	569	5							
Volume Left	0	5	79	32	0							
Volume Right	53	26	11	0	5							
cSH	425	237	1041	951	1700							
Volume to Capacity	0.14	0.15	0.08	0.03	0.00							
Queue Length 95th (m)	3.8	4.2	2.0	0.8	0.0							
Control Delay (s)	14.8	22.9	1.9	0.9	0.0							
Lane LOS	B	C	A	A								
Approach Delay (s)	14.8	22.9	1.9	0.9								
Approach LOS	B	C										
Intersection Summary												
Average Delay			2.6									
Intersection Capacity Utilization			81.4%			ICU Level of Service				D		
Analysis Period (min)			15									

Lanes, Volumes, Timings
2: St. Vincent St & Margaret St

2031 Future Background Conditions

Weekday PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	10	10	10	5	5	10	90	15	5	85	5
Future Volume (vph)	5	10	10	10	5	5	10	90	15	5	85	5
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
Ped Bike Factor												
Frt		0.947			0.965			0.982			0.992	
Flt Protected		0.989			0.977			0.996			0.997	
Satd. Flow (prot)	0	1780	0	0	1791	0	0	1830	0	0	1846	0
Flt Permitted		0.989			0.977			0.996			0.997	
Satd. Flow (perm)	0	1780	0	0	1791	0	0	1830	0	0	1846	0
Link Speed (k/h)		40			40			40			40	
Link Distance (m)		336.5			264.4			159.5			191.0	
Travel Time (s)		30.3			23.8			14.4			17.2	
Confl. Peds. (#/hr)	5					5						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Adj. Flow (vph)	6	11	11	11	6	6	11	100	17	6	94	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	28	0	0	23	0	0	128	0	0	106	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway 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
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	20.6%											
Analysis Period (min)	15											
ICU Level of Service A												

HCM Unsignalized Intersection Capacity Analysis 2: St. Vincent St & Margaret St

2031 Future Background Conditions
Weekday PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	5	10	10	10	5	5	10	90	15	5	85	5
Future Volume (vph)	5	10	10	10	5	5	10	90	15	5	85	5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	6	11	11	11	6	6	11	100	17	6	94	6
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	28	23	128	106								
Volume Left (vph)	6	11	11	6								
Volume Right (vph)	11	6	17	6								
Hadj (s)	-0.19	-0.06	-0.04	0.01								
Departure Headway (s)	4.2	4.4	4.1	4.1								
Degree Utilization, x	0.03	0.03	0.15	0.12								
Capacity (veh/h)	800	766	858	850								
Control Delay (s)	7.4	7.5	7.8	7.7								
Approach Delay (s)	7.4	7.5	7.8	7.7								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay				7.7								
Level of Service				A								
Intersection Capacity Utilization				20.6%	ICU Level of Service	A						
Analysis Period (min)				15								

Lanes, Volumes, Timings
3: St. Vincent St & Eliza St

2031 Future Background Conditions

Weekday PM Peak

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	10	105	15	20	85
Future Volume (vph)	10	10	105	15	20	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932		0.983			
Flt Protected	0.976					0.990
Satd. Flow (prot)	1728	0	1820	0	0	1863
Flt Permitted	0.976					0.990
Satd. Flow (perm)	1728	0	1820	0	0	1863
Link Speed (k/h)	40		40			40
Link Distance (m)	54.3		155.7			159.5
Travel Time (s)	4.9		14.0			14.4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	3%	0%	5%	0%
Adj. Flow (vph)	11	11	113	16	22	91
Shared Lane Traffic (%)						
Lane Group Flow (vph)	22	0	129	0	0	113
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.6		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	4.8		4.8			4.8
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25	15		15	25	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	22.2%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

3: St. Vincent St & Eliza St

2031 Future Background Conditions

Weekday PM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	10	10	105	15	20	85
Future Volume (Veh/h)	10	10	105	15	20	85
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	11	11	113	16	22	91
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	256	121			129	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	256	121			129	
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	99			98	
cM capacity (veh/h)	726	936			1438	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	22	129	113			
Volume Left	11	0	22			
Volume Right	11	16	0			
cSH	817	1700	1438			
Volume to Capacity	0.03	0.08	0.02			
Queue Length 95th (m)	0.7	0.0	0.4			
Control Delay (s)	9.5	0.0	1.6			
Lane LOS	A		A			
Approach Delay (s)	9.5	0.0	1.6			
Approach LOS	A					
Intersection Summary						
Average Delay			1.5			
Intersection Capacity Utilization			22.2%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings
4: St. Vincent St & Edwin St E

2031 Future Background Conditions

Weekday PM Peak

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	40	25	100	95	5
Future Volume (vph)	5	40	25	100	95	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.880	0.993				
Flt Protected	0.994	0.990				
Satd. Flow (prot)	1662	0	0	1830	1818	0
Flt Permitted	0.994	0.990				
Satd. Flow (perm)	1662	0	0	1830	1818	0
Link Speed (k/h)	40	40				
Link Distance (m)	236.2	24.7				
Travel Time (s)	21.3	14.0				
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	0%	14%	0%	4%	0%
Adj. Flow (vph)	6	48	30	120	114	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	54	0	0	150	120	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.6	0.0				
Link Offset(m)	0.0	0.0				
Crosswalk Width(m)	4.8	4.8				
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25	15	25			15
Sign Control	Stop	Free			Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	23.3%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

4: St. Vincent St & Edwin St E

2031 Future Background Conditions

Weekday PM Peak

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	40	25	100	95	5
Future Volume (Veh/h)	5	40	25	100	95	5
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	6	48	30	120	114	6
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	297	117	120			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	297	117	120			
tC, single (s)	6.4	6.2	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.3			
p0 queue free %	99	95	98			
cM capacity (veh/h)	683	941	1396			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	54	150	120			
Volume Left	6	30	0			
Volume Right	48	0	6			
cSH	903	1396	1700			
Volume to Capacity	0.06	0.02	0.07			
Queue Length 95th (m)	1.5	0.5	0.0			
Control Delay (s)	9.2	1.7	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.2	1.7	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		2.3				
Intersection Capacity Utilization		23.3%		ICU Level of Service		A
Analysis Period (min)		15				

Lanes, Volumes, Timings
5: St. Vincent St & Aiken St

2031 Future Background Conditions

Weekday PM Peak

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	30	25	100	45	25	110
Future Volume (vph)	30	25	100	45	25	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.939		0.958			
Flt Protected	0.973					0.991
Satd. Flow (prot)	1576	0	1792	0	0	1823
Flt Permitted	0.973					0.991
Satd. Flow (perm)	1576	0	1792	0	0	1823
Link Speed (k/h)	40		40			40
Link Distance (m)	161.8		435.2			24.7
Travel Time (s)	14.6		39.2			2.2
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	7%	14%	0%	5%	0%	4%
Adj. Flow (vph)	36	30	120	54	30	133
Shared Lane Traffic (%)						
Lane Group Flow (vph)	66	0	174	0	0	163
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.6		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	4.8		4.8			4.8
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25	15		15	25	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	28.5%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis5: St. Vincent St & Aiken St

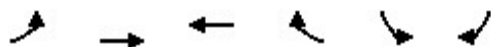
2031 Future Background Conditions
Weekday PM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	30	25	100	45	25	110
Future Volume (Veh/h)	30	25	100	45	25	110
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	36	30	120	54	30	133
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	340	147			174	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	340	147			174	
tC, single (s)	6.5	6.3			4.1	
tC, 2 stage (s)						
tF (s)	3.6	3.4			2.2	
p0 queue free %	94	97			98	
cM capacity (veh/h)	632	869			1415	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	66	174	163			
Volume Left	36	0	30			
Volume Right	30	54	0			
cSH	722	1700	1415			
Volume to Capacity	0.09	0.10	0.02			
Queue Length 95th (m)	2.4	0.0	0.5			
Control Delay (s)	10.5	0.0	1.5			
Lane LOS	B		A			
Approach Delay (s)	10.5	0.0	1.5			
Approach LOS	B					
Intersection Summary						
Average Delay		2.3				
Intersection Capacity Utilization		28.5%		ICU Level of Service		A
Analysis Period (min)		15				

Lanes, Volumes, Timings
7: Aiken St & Site Access

2031 Future Background Conditions

Weekday PM Peak



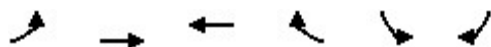
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	1863	0
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	1863	0
Link Speed (k/h)		50	50		50	
Link Distance (m)		161.8	73.6		112.6	
Travel Time (s)		11.6	5.3		8.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		3.6	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		4.8	4.8		4.8	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 0.0%				ICU Level of Service A		
Analysis Period (min) 15						

HCM Unsignalized Intersection Capacity Analysis

7: Aiken St & Site Access

2031 Future Background Conditions

Weekday PM Peak



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	0				0	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				0	0
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1623				1023	1085
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (m)	0.0	0.0	0.0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%		ICU Level of Service	
Analysis Period (min)			15			
			A			

Lanes, Volumes, Timings
8: W Site Access & Eliza St

2031 Future Background Conditions

Weekday PM Peak

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frnt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (k/h)	40			40	40	
Link Distance (m)	54.3			130.0	153.7	
Travel Time (s)	4.9			11.7	13.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	3.6	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)		15	25		25	15
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 0.0%	ICU Level of Service A					
Analysis Period (min) 15						

HCM Unsignalized Intersection Capacity Analysis 8: W Site Access & Eliza St

2031 Future Background Conditions
 Weekday PM Peak

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱			↰	↘↙	
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			0		0	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		0	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1623		1023	1085
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (m)	0.0	0.0	0.0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings
9: E Site Access & Eliza St

2031 Future Background Conditions
Weekday PM Peak

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frnt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (k/h)	40			40	40	
Link Distance (m)	130.0			56.2	135.1	
Travel Time (s)	11.7			5.1	12.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	3.6	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)		15	25		25	15
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 0.0%	ICU Level of Service A					
Analysis Period (min) 15						

HCM Unsignalized Intersection Capacity Analysis 9: E Site Access & Eliza St

2031 Future Background Conditions
Weekday PM Peak

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			0		0	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		0	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1623		1023	1085
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (m)	0.0	0.0	0.0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			

APPENDIX

G

2036 FUTURE
BACKGROUND
SYNCHRO REPORTS

Lanes, Volumes, Timings

2036 Future Background Conditions

1: S Sykes St/S Skyes St & Edwin St/Margaret St

Weekday AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	5	65	5	5	10	35	505	15	25	540	5
Future Volume (vph)	0	5	65	5	5	10	35	505	15	25	540	5
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
Ped Bike Factor												
Frt		0.874			0.932			0.996				0.850
Flt Protected					0.988			0.997			0.998	
Satd. Flow (prot)	0	1661	0	0	1750	0	0	1752	0	0	1788	1615
Flt Permitted					0.988			0.997			0.998	
Satd. Flow (perm)	0	1661	0	0	1750	0	0	1752	0	0	1788	1615
Link Speed (k/h)		40			40			40			40	
Link Distance (m)		136.2			336.5			229.2			185.5	
Travel Time (s)		12.3			30.3			20.6			16.7	
Confl. Peds. (#/hr)	5		5	5		5	20		5	5		20
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	6%	8%	0%	28%	5%	0%
Adj. Flow (vph)	0	5	67	5	5	10	36	521	15	26	557	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	72	0	0	20	0	0	572	0	0	583	5
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway 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
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	70.0%						ICU Level of Service C					
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis

1: S Sykes St/S Skyes St & Edwin St/Margaret St

2036 Future Background Conditions

Weekday AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	5	65	5	5	10	35	505	15	25	540	5
Future Volume (Veh/h)	0	5	65	5	5	10	35	505	15	25	540	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	0	5	67	5	5	10	36	521	15	26	557	5
Pedestrians		20			5			5			5	
Lane Width (m)		3.6			3.6			3.6			3.6	
Walking Speed (m/s)		1.2			1.2			1.2			1.2	
Percent Blockage		2			0			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	1247	1242	582	1289	1234	538	577			541		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1247	1242	582	1289	1234	538	577			541		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.2			4.4		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.5		
p0 queue free %	100	97	87	96	97	98	96			97		
cM capacity (veh/h)	133	161	506	112	163	542	961			905		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2							
Volume Total	72	20	572	583	5							
Volume Left	0	5	36	26	0							
Volume Right	67	10	15	0	5							
cSH	441	213	961	905	1700							
Volume to Capacity	0.16	0.09	0.04	0.03	0.00							
Queue Length 95th (m)	4.6	2.5	0.9	0.7	0.0							
Control Delay (s)	14.8	23.7	1.0	0.8	0.0							
Lane LOS	B	C	A	A								
Approach Delay (s)	14.8	23.7	1.0	0.8								
Approach LOS	B	C										
Intersection Summary												
Average Delay			2.1									
Intersection Capacity Utilization			70.0%			ICU Level of Service				C		
Analysis Period (min)			15									

Lanes, Volumes, Timings
2: St. Vincent St & Margaret St

2036 Future Background Conditions

Weekday AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	5	10	15	5	5	5	85	5	5	90	0
Future Volume (vph)	0	5	10	15	5	5	5	85	5	5	90	0
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
Ped Bike Factor												
Frt	0.910				0.973		0.993					
Flt Protected					0.971		0.997				0.997	
Satd. Flow (prot)	0	1729	0	0	1795	0	0	1741	0	0	1746	0
Flt Permitted					0.971		0.997				0.997	
Satd. Flow (perm)	0	1729	0	0	1795	0	0	1741	0	0	1746	0
Link Speed (k/h)	40				40		40				40	
Link Distance (m)	336.5				264.4		159.5				191.0	
Travel Time (s)	30.3				23.8		14.4				17.2	
Confl. Peds. (#/hr)	10	5		5	10		20		20			
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	9%	0%	0%	9%	0%
Adj. Flow (vph)	0	6	12	18	6	6	6	101	6	6	107	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	18	0	0	30	0	0	113	0	0	113	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)	0.0				0.0		0.0				0.0	
Link Offset(m)	0.0				0.0		0.0				0.0	
Crosswalk Width(m)	4.8				4.8		4.8				4.8	
Two way Left Turn Lane												
Headway 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
Turning Speed (k/h)	25	15		25	15		25	15		25	15	
Sign Control	Stop				Stop		Stop				Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	26.2%											
Analysis Period (min)	15											
ICU Level of Service A												

HCM Unsignalized Intersection Capacity Analysis 2: St. Vincent St & Margaret St

2036 Future Background Conditions
Weekday AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	5	10	15	5	5	5	85	5	5	90	0
Future Volume (vph)	0	5	10	15	5	5	5	85	5	5	90	0
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	0	6	12	18	6	6	6	101	6	6	107	0
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	18	30	113	113								
Volume Left (vph)	0	18	6	6								
Volume Right (vph)	12	6	6	0								
Hadj (s)	-0.40	0.00	0.12	0.16								
Departure Headway (s)	4.0	4.4	4.2	4.3								
Degree Utilization, x	0.02	0.04	0.13	0.13								
Capacity (veh/h)	838	760	827	826								
Control Delay (s)	7.1	7.6	7.9	7.9								
Approach Delay (s)	7.1	7.6	7.9	7.9								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			7.8									
Level of Service			A									
Intersection Capacity Utilization			26.2%	ICU Level of Service		A						
Analysis Period (min)			15									

Lanes, Volumes, Timings
3: St. Vincent St & Eliza St

2036 Future Background Conditions

Weekday AM Peak

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	10	80	10	5	110
Future Volume (vph)	10	10	80	10	5	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932		0.985			
Flt Protected	0.976					0.998
Satd. Flow (prot)	1728	0	1718	0	0	1762
Flt Permitted	0.976					0.998
Satd. Flow (perm)	1728	0	1718	0	0	1762
Link Speed (k/h)	40		40			40
Link Distance (m)	54.3		155.7			159.5
Travel Time (s)	4.9		14.0			14.4
Confl. Peds. (#/hr)	5	5		25	25	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	0%	0%	10%	0%	20%	7%
Adj. Flow (vph)	13	13	107	13	7	147
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	0	120	0	0	154
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.6		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	4.8		4.8			4.8
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25	15		15	25	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	21.4%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

3: St. Vincent St & Eliza St

2036 Future Background Conditions

Weekday AM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	10	10	80	10	5	110
Future Volume (Veh/h)	10	10	80	10	5	110
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	13	13	107	13	7	147
Pedestrians	25		5			5
Lane Width (m)	3.6		3.6			3.6
Walking Speed (m/s)	1.2		1.2			1.2
Percent Blockage	2		0			0
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	304	144			145	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	304	144			145	
tC, single (s)	6.4	6.2			4.3	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.4	
p0 queue free %	98	99			99	
cM capacity (veh/h)	671	887			1306	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	26	120	154			
Volume Left	13	0	7			
Volume Right	13	13	0			
cSH	764	1700	1306			
Volume to Capacity	0.03	0.07	0.01			
Queue Length 95th (m)	0.8	0.0	0.1			
Control Delay (s)	9.9	0.0	0.4			
Lane LOS	A		A			
Approach Delay (s)	9.9	0.0	0.4			
Approach LOS	A					
Intersection Summary						
Average Delay		1.1				
Intersection Capacity Utilization		21.4%		ICU Level of Service		A
Analysis Period (min)		15				

Lanes, Volumes, Timings
4: St. Vincent St & Edwin St E

2036 Future Background Conditions

Weekday AM Peak

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	40	25	90	120	5
Future Volume (vph)	5	40	25	90	120	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.879				0.995	
Flt Protected	0.995			0.989		
Satd. Flow (prot)	1410	0	0	1768	1755	0
Flt Permitted	0.995			0.989		
Satd. Flow (perm)	1410	0	0	1768	1755	0
Link Speed (k/h)	40			40	40	
Link Distance (m)	236.2			24.7	155.7	
Travel Time (s)	21.3			2.2	14.0	
Confl. Peds. (#/hr)	15					
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	0%	20%	0%	8%	8%	0%
Adj. Flow (vph)	6	51	32	115	154	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	57	0	0	147	160	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.6			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25	15	25			15
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	26.1%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

4: St. Vincent St & Edwin St E

2036 Future Background Conditions

Weekday AM Peak

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	40	25	90	120	5
Future Volume (Veh/h)	5	40	25	90	120	5
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Hourly flow rate (vph)	6	51	32	115	154	6
Pedestrians					15	
Lane Width (m)					3.6	
Walking Speed (m/s)					1.2	
Percent Blockage					1	
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	351	157	160			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	351	157	160			
tC, single (s)	6.4	6.4	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.5	2.2			
p0 queue free %	99	94	98			
cM capacity (veh/h)	628	843	1432			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	57	147	160			
Volume Left	6	32	0			
Volume Right	51	0	6			
cSH	814	1432	1700			
Volume to Capacity	0.07	0.02	0.09			
Queue Length 95th (m)	1.8	0.5	0.0			
Control Delay (s)	9.8	1.8	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.8	1.8	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		2.3				
Intersection Capacity Utilization		26.1%		ICU Level of Service		A
Analysis Period (min)		15				

Lanes, Volumes, Timings
5: St. Vincent St & Aiken St

2036 Future Background Conditions

Weekday AM Peak

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	35	30	85	15	25	135
Future Volume (vph)	35	30	85	15	25	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.938		0.980			
Flt Protected	0.974					0.992
Satd. Flow (prot)	1682	0	1726	0	0	1715
Flt Permitted	0.974					0.992
Satd. Flow (perm)	1682	0	1726	0	0	1715
Link Speed (k/h)	40		40			40
Link Distance (m)	161.8		435.2			24.7
Travel Time (s)	14.6		39.2			2.2
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Heavy Vehicles (%)	0%	7%	8%	7%	20%	8%
Adj. Flow (vph)	46	39	112	20	33	178
Shared Lane Traffic (%)						
Lane Group Flow (vph)	85	0	132	0	0	211
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.6		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	4.8		4.8			4.8
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25	15		15	25	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	25.6%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis 5: St. Vincent St & Aiken St

2036 Future Background Conditions
Weekday AM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	35	30	85	15	25	135
Future Volume (Veh/h)	35	30	85	15	25	135
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	46	39	112	20	33	178
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	366	122			132	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	366	122			132	
tC, single (s)	6.4	6.3			4.3	
tC, 2 stage (s)						
tF (s)	3.5	3.4			2.4	
p0 queue free %	93	96			98	
cM capacity (veh/h)	622	916			1349	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	85	132	211			
Volume Left	46	0	33			
Volume Right	39	20	0			
cSH	729	1700	1349			
Volume to Capacity	0.12	0.08	0.02			
Queue Length 95th (m)	3.2	0.0	0.6			
Control Delay (s)	10.6	0.0	1.4			
Lane LOS	B		A			
Approach Delay (s)	10.6	0.0	1.4			
Approach LOS	B					
Intersection Summary						
Average Delay			2.8			
Intersection Capacity Utilization			25.6%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings
7: Aiken St & Site Access

2036 Future Background Conditions

Weekday AM Peak

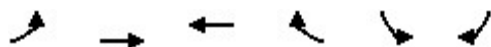
						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	1863	0
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	1863	0
Link Speed (k/h)		50	50		50	
Link Distance (m)		161.8	73.6		112.6	
Travel Time (s)		11.6	5.3		8.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		3.6	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		4.8	4.8		4.8	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 0.0%	ICU Level of Service A					
Analysis Period (min) 15						

HCM Unsignalized Intersection Capacity Analysis

7: Aiken St & Site Access

2036 Future Background Conditions

Weekday AM Peak



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	0				0	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				0	0
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1623				1023	1085
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (m)	0.0	0.0	0.0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%		ICU Level of Service	
Analysis Period (min)			15			
			A			

Lanes, Volumes, Timings
8: W Site Access & Eliza St

2036 Future Background Conditions

Weekday AM Peak

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frnt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (k/h)	40			40	40	
Link Distance (m)	54.3			130.0	153.7	
Travel Time (s)	4.9			11.7	13.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	3.6	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)		15	25		25	15
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 0.0%	ICU Level of Service A					
Analysis Period (min) 15						

HCM Unsignalized Intersection Capacity Analysis 8: W Site Access & Eliza St

2036 Future Background Conditions
Weekday AM Peak

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			0		0	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		0	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1623		1023	1085
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (m)	0.0	0.0	0.0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes, Volumes, Timings
9: E Site Access & Eliza St

2036 Future Background Conditions

Weekday AM Peak

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frts						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (k/h)	40			40	40	
Link Distance (m)	130.0			56.2	135.1	
Travel Time (s)	11.7			5.1	12.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	3.6	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)		15	25		25	15
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 0.0%	ICU Level of Service A					
Analysis Period (min) 15						

HCM Unsignalized Intersection Capacity Analysis

9: E Site Access & Eliza St

2036 Future Background Conditions

Weekday AM Peak

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			0		0	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		0	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1623		1023	1085
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (m)	0.0	0.0	0.0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings

2036 Future Background Conditions

1: S Sykes St/S Skyes St & Edwin St/Margaret St

Weekday PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	5	50	5	5	25	75	680	10	30	580	5
Future Volume (vph)	0	5	50	5	5	25	75	680	10	30	580	5
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		0.877			0.902			0.998				0.850
Flt Protected					0.993			0.995			0.998	
Satd. Flow (prot)	0	1666	0	0	1609	0	0	1822	0	0	1844	1615
Flt Permitted					0.993			0.995			0.998	
Satd. Flow (perm)	0	1666	0	0	1609	0	0	1822	0	0	1844	1615
Link Speed (k/h)		40			40			40			40	
Link Distance (m)		136.2			336.5			229.2			185.5	
Travel Time (s)		12.3			30.3			20.6			16.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	8%	0%	4%	0%	0%	3%	0%
Adj. Flow (vph)	0	5	53	5	5	26	79	716	11	32	611	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	58	0	0	36	0	0	806	0	0	643	5
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway 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
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	89.2%											
Analysis Period (min)	15											
	ICU Level of Service E											

HCM Unsignalized Intersection Capacity Analysis

1: S Sykes St/S Skyes St & Edwin St/Margaret St

2036 Future Background Conditions

Weekday PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	5	50	5	5	25	75	680	10	30	580	5
Future Volume (Veh/h)	0	5	50	5	5	25	75	680	10	30	580	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	5	53	5	5	26	79	716	11	32	611	5
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	1583	1560	611	1610	1554	722	611			727		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1583	1560	611	1610	1554	722	611			727		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.3	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.4	2.2			2.2		
p0 queue free %	100	95	89	93	95	94	92			96		
cM capacity (veh/h)	73	100	497	67	101	417	978			886		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2							
Volume Total	58	36	806	643	5							
Volume Left	0	5	79	32	0							
Volume Right	53	26	11	0	5							
cSH	371	193	978	886	1700							
Volume to Capacity	0.16	0.19	0.08	0.04	0.00							
Queue Length 95th (m)	4.4	5.3	2.1	0.9	0.0							
Control Delay (s)	16.5	27.9	2.0	1.0	0.0							
Lane LOS	C	D	A	A								
Approach Delay (s)	16.5	27.9	2.0	0.9								
Approach LOS	C	D										
Intersection Summary												
Average Delay			2.7									
Intersection Capacity Utilization			89.2%			ICU Level of Service			E			
Analysis Period (min)			15									

Lanes, Volumes, Timings
2: St. Vincent St & Margaret St

2036 Future Background Conditions

Weekday PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	10	10	10	5	5	10	100	15	5	95	5
Future Volume (vph)	5	10	10	10	5	5	10	100	15	5	95	5
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
Ped Bike Factor												
Frt		0.947			0.965			0.983			0.993	
Flt Protected		0.989			0.977			0.996			0.997	
Satd. Flow (prot)	0	1780	0	0	1791	0	0	1831	0	0	1848	0
Flt Permitted		0.989			0.977			0.996			0.997	
Satd. Flow (perm)	0	1780	0	0	1791	0	0	1831	0	0	1848	0
Link Speed (k/h)		40			40			40			40	
Link Distance (m)		336.5			264.4			159.5			191.0	
Travel Time (s)		30.3			23.8			14.4			17.2	
Confl. Peds. (#/hr)	5					5						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Adj. Flow (vph)	6	11	11	11	6	6	11	111	17	6	106	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	28	0	0	23	0	0	139	0	0	118	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway 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
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	21.3%											
Analysis Period (min)	15											
ICU Level of Service A												

HCM Unsignalized Intersection Capacity Analysis 2: St. Vincent St & Margaret St

2036 Future Background Conditions
Weekday PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	5	10	10	10	5	5	10	100	15	5	95	5
Future Volume (vph)	5	10	10	10	5	5	10	100	15	5	95	5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	6	11	11	11	6	6	11	111	17	6	106	6
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	28	23	139	118								
Volume Left (vph)	6	11	11	6								
Volume Right (vph)	11	6	17	6								
Hadj (s)	-0.19	-0.06	-0.03	0.01								
Departure Headway (s)	4.3	4.4	4.1	4.2								
Degree Utilization, x	0.03	0.03	0.16	0.14								
Capacity (veh/h)	787	754	854	847								
Control Delay (s)	7.4	7.6	7.9	7.8								
Approach Delay (s)	7.4	7.6	7.9	7.8								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay				7.8								
Level of Service				A								
Intersection Capacity Utilization				21.3%	ICU Level of Service	A						
Analysis Period (min)				15								

Lanes, Volumes, Timings
3: St. Vincent St & Eliza St

2036 Future Background Conditions

Weekday PM Peak

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	10	115	15	20	95
Future Volume (vph)	10	10	115	15	20	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932		0.985			
Flt Protected	0.976					0.991
Satd. Flow (prot)	1728	0	1823	0	0	1866
Flt Permitted	0.976					0.991
Satd. Flow (perm)	1728	0	1823	0	0	1866
Link Speed (k/h)	40		40			40
Link Distance (m)	54.3		155.7			159.5
Travel Time (s)	4.9		14.0			14.4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	3%	0%	5%	0%
Adj. Flow (vph)	11	11	124	16	22	102
Shared Lane Traffic (%)						
Lane Group Flow (vph)	22	0	140	0	0	124
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.6		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	4.8		4.8			4.8
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25	15		15	25	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	26.4%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

3: St. Vincent St & Eliza St

2036 Future Background Conditions

Weekday PM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	10	10	115	15	20	95
Future Volume (Veh/h)	10	10	115	15	20	95
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	11	11	124	16	22	102
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	278	132			140	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	278	132			140	
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	99			98	
cM capacity (veh/h)	705	923			1425	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	22	140	124			
Volume Left	11	0	22			
Volume Right	11	16	0			
cSH	799	1700	1425			
Volume to Capacity	0.03	0.08	0.02			
Queue Length 95th (m)	0.7	0.0	0.4			
Control Delay (s)	9.6	0.0	1.4			
Lane LOS	A		A			
Approach Delay (s)	9.6	0.0	1.4			
Approach LOS	A					
Intersection Summary						
Average Delay			1.4			
Intersection Capacity Utilization			26.4%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings
4: St. Vincent St & Edwin St E

2036 Future Background Conditions

Weekday PM Peak

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	40	25	125	115	5
Future Volume (vph)	5	40	25	125	115	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.880	0.994				
Flt Protected	0.994	0.992				
Satd. Flow (prot)	1662	0	0	1842	1819	0
Flt Permitted	0.994	0.992				
Satd. Flow (perm)	1662	0	0	1842	1819	0
Link Speed (k/h)	40	40				
Link Distance (m)	236.2	24.7				
Travel Time (s)	21.3	14.0				
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	0%	14%	0%	4%	0%
Adj. Flow (vph)	6	48	30	151	139	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	54	0	0	181	145	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.6	0.0				
Link Offset(m)	0.0	0.0				
Crosswalk Width(m)	4.8	4.8				
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25	15	25			15
Sign Control	Stop	Free			Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	24.6%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

4: St. Vincent St & Edwin St E

2036 Future Background Conditions

Weekday PM Peak

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	40	25	125	115	5
Future Volume (Veh/h)	5	40	25	125	115	5
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	6	48	30	151	139	6
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	353	142	145			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	353	142	145			
tC, single (s)	6.4	6.2	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.3			
p0 queue free %	99	95	98			
cM capacity (veh/h)	635	911	1367			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	54	181	145			
Volume Left	6	30	0			
Volume Right	48	0	6			
cSH	869	1367	1700			
Volume to Capacity	0.06	0.02	0.09			
Queue Length 95th (m)	1.6	0.5	0.0			
Control Delay (s)	9.4	1.4	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.4	1.4	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		2.0				
Intersection Capacity Utilization		24.6%		ICU Level of Service		A
Analysis Period (min)		15				

Lanes, Volumes, Timings
5: St. Vincent St & Aiken St

2036 Future Background Conditions

Weekday PM Peak

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	30	25	125	45	25	130
Future Volume (vph)	30	25	125	45	25	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.939		0.964			
Flt Protected	0.973					0.992
Satd. Flow (prot)	1576	0	1808	0	0	1824
Flt Permitted	0.973					0.992
Satd. Flow (perm)	1576	0	1808	0	0	1824
Link Speed (k/h)	40		40			40
Link Distance (m)	161.8		435.2			24.7
Travel Time (s)	14.6		39.2			2.2
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	7%	14%	0%	5%	0%	4%
Adj. Flow (vph)	36	30	151	54	30	157
Shared Lane Traffic (%)						
Lane Group Flow (vph)	66	0	205	0	0	187
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.6		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	4.8		4.8			4.8
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25	15		15	25	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	30.9%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

5: St. Vincent St & Aiken St

2036 Future Background Conditions

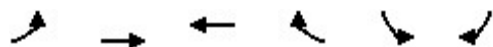
Weekday PM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	30	25	125	45	25	130
Future Volume (Veh/h)	30	25	125	45	25	130
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	36	30	151	54	30	157
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	395	178			205	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	395	178			205	
tC, single (s)	6.5	6.3			4.1	
tC, 2 stage (s)						
tF (s)	3.6	3.4			2.2	
p0 queue free %	94	96			98	
cM capacity (veh/h)	587	835			1378	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	66	205	187			
Volume Left	36	0	30			
Volume Right	30	54	0			
cSH	679	1700	1378			
Volume to Capacity	0.10	0.12	0.02			
Queue Length 95th (m)	2.6	0.0	0.5			
Control Delay (s)	10.9	0.0	1.4			
Lane LOS	B		A			
Approach Delay (s)	10.9	0.0	1.4			
Approach LOS	B					
Intersection Summary						
Average Delay			2.1			
Intersection Capacity Utilization			30.9%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings
7: Aiken St & Site Access

2036 Future Background Conditions

Weekday PM Peak



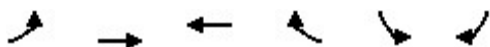
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	1863	0
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	1863	0
Link Speed (k/h)		50	50		50	
Link Distance (m)		161.8	73.6		112.6	
Travel Time (s)		11.6	5.3		8.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		3.6	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		4.8	4.8		4.8	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 0.0%				ICU Level of Service A		
Analysis Period (min) 15						

HCM Unsignalized Intersection Capacity Analysis

7: Aiken St & Site Access

2036 Future Background Conditions

Weekday PM Peak



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	0				0	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				0	0
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1623				1023	1085
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (m)	0.0	0.0	0.0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%		ICU Level of Service	
Analysis Period (min)			15			
			A			

Lanes, Volumes, Timings
8: W Site Access & Eliza St

2036 Future Background Conditions
Weekday PM Peak

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (k/h)	40			40	40	
Link Distance (m)	54.3			130.0	153.7	
Travel Time (s)	4.9			11.7	13.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	3.6	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)		15	25		25	15
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 0.0%	ICU Level of Service A					
Analysis Period (min) 15						

HCM Unsignalized Intersection Capacity Analysis8: W Site Access & Eliza St

2036 Future Background Conditions
Weekday PM Peak

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱			↱	↘↗	
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			0		0	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		0	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1623		1023	1085
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (m)	0.0	0.0	0.0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings
9: E Site Access & Eliza St

2036 Future Background Conditions
Weekday PM Peak

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frst						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (k/h)	40			40	40	
Link Distance (m)	130.0			56.2	135.1	
Travel Time (s)	11.7			5.1	12.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	3.6	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)		15	25		25	15
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 0.0%	ICU Level of Service A					
Analysis Period (min) 15						

HCM Unsignalized Intersection Capacity Analysis

9: E Site Access & Eliza St

2036 Future Background Conditions

Weekday PM Peak

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			0		0	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		0	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1623		1023	1085
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (m)	0.0	0.0	0.0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service	A	
Analysis Period (min)			15			

APPENDIX

A large, bold, blue capital letter 'H' is positioned on the left side of the page. A thick white diagonal stripe runs from the bottom-left corner of the 'H' towards the bottom-right corner of the page, partially overlapping the text area.

2026 FUTURE TOTAL SYNCHRO ANALYSIS REPORTS

Lanes, Volumes, Timings

2026 Future Total Conditions

1: S Sykes St/S Skyes St & Edwin St/Margaret St

Weekday AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	15	65	5	5	25	35	395	15	80	420	5
Future Volume (vph)	0	15	65	5	5	25	35	395	15	80	420	5
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
Ped Bike Factor												
Frt		0.890			0.902			0.996				0.850
Flt Protected					0.993			0.996			0.992	
Satd. Flow (prot)	0	1691	0	0	1702	0	0	1752	0	0	1735	1615
Flt Permitted					0.993			0.996			0.992	
Satd. Flow (perm)	0	1691	0	0	1702	0	0	1752	0	0	1735	1615
Link Speed (k/h)		40			40			40			40	
Link Distance (m)		136.2			336.5			229.2			185.5	
Travel Time (s)		12.3			30.3			20.6			16.7	
Confl. Peds. (#/hr)	5		5	5		5	20		5	5		20
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	6%	8%	0%	28%	5%	0%
Adj. Flow (vph)	0	15	67	5	5	26	36	407	15	82	433	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	82	0	0	36	0	0	458	0	0	515	5
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway 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
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	65.4%						ICU Level of Service C					
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis

1: S Sykes St/S Skyes St & Edwin St/Margaret St

2026 Future Total Conditions

Weekday AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	15	65	5	5	25	35	395	15	80	420	5
Future Volume (Veh/h)	0	15	65	5	5	25	35	395	15	80	420	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	0	15	67	5	5	26	36	407	15	82	433	5
Pedestrians		20			5			5			5	
Lane Width (m)		3.6			3.6			3.6			3.6	
Walking Speed (m/s)		1.2			1.2			1.2			1.2	
Percent Blockage		2			0			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	1137	1116	458	1168	1108	424	453			427		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1137	1116	458	1168	1108	424	453			427		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.2			4.4		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.5		
p0 queue free %	100	92	89	96	97	96	97			92		
cM capacity (veh/h)	149	182	594	128	184	629	1069			1002		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2							
Volume Total	82	36	458	515	5							
Volume Left	0	5	36	82	0							
Volume Right	67	26	15	0	5							
cSH	420	334	1069	1002	1700							
Volume to Capacity	0.20	0.11	0.03	0.08	0.00							
Queue Length 95th (m)	5.7	2.9	0.8	2.1	0.0							
Control Delay (s)	15.6	17.1	1.0	2.2	0.0							
Lane LOS	C	C	A	A								
Approach Delay (s)	15.6	17.1	1.0	2.2								
Approach LOS	C	C										
Intersection Summary												
Average Delay			3.2									
Intersection Capacity Utilization			65.4%			ICU Level of Service				C		
Analysis Period (min)			15									

Lanes, Volumes, Timings
2: St. Vincent St & Margaret St

2026 Future Total Conditions

Weekday AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	5	40	15	5	5	15	65	5	5	75	0
Future Volume (vph)	0	5	40	15	5	5	15	65	5	5	75	0
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
Ped Bike Factor												
Frt		0.880			0.973			0.992				
Flt Protected					0.971			0.991			0.997	
Satd. Flow (prot)	0	1672	0	0	1795	0	0	1748	0	0	1747	0
Flt Permitted					0.971			0.991			0.997	
Satd. Flow (perm)	0	1672	0	0	1795	0	0	1748	0	0	1747	0
Link Speed (k/h)		40			40			40			40	
Link Distance (m)		336.5			264.4			159.5			191.0	
Travel Time (s)		30.3			23.8			14.4			17.2	
Confl. Peds. (#/hr)	10		5	5		10			20	20		
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	9%	0%	0%	9%	0%
Adj. Flow (vph)	0	6	48	18	6	6	18	77	6	6	89	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	54	0	0	30	0	0	101	0	0	95	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway 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
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	27.4%											
Analysis Period (min)	15											
ICU Level of Service A												

HCM Unsignalized Intersection Capacity Analysis 2: St. Vincent St & Margaret St

2026 Future Total Conditions
Weekday AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	5	40	15	5	5	15	65	5	5	75	0
Future Volume (vph)	0	5	40	15	5	5	15	65	5	5	75	0
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	0	6	48	18	6	6	18	77	6	6	89	0
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	54	30	101	95								
Volume Left (vph)	0	18	18	6								
Volume Right (vph)	48	6	6	0								
Hadj (s)	-0.53	0.00	0.12	0.16								
Departure Headway (s)	3.8	4.4	4.3	4.3								
Degree Utilization, x	0.06	0.04	0.12	0.11								
Capacity (veh/h)	886	767	811	808								
Control Delay (s)	7.1	7.6	7.9	7.9								
Approach Delay (s)	7.1	7.6	7.9	7.9								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay				7.7								
Level of Service				A								
Intersection Capacity Utilization				27.4%	ICU Level of Service	A						
Analysis Period (min)				15								

Lanes, Volumes, Timings
3: St. Vincent St & Eliza St

2026 Future Total Conditions

Weekday AM Peak

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	20	60	10	45	85
Future Volume (vph)	10	20	60	10	45	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.909		0.981			
Flt Protected	0.984					0.983
Satd. Flow (prot)	1699	0	1716	0	0	1675
Flt Permitted	0.984					0.983
Satd. Flow (perm)	1699	0	1716	0	0	1675
Link Speed (k/h)	40		40			40
Link Distance (m)	54.3		155.7			159.5
Travel Time (s)	4.9		14.0			14.4
Confl. Peds. (#/hr)	5	5		25	25	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	0%	0%	10%	0%	20%	7%
Adj. Flow (vph)	13	27	80	13	60	113
Shared Lane Traffic (%)						
Lane Group Flow (vph)	40	0	93	0	0	173
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.6		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	4.8		4.8			4.8
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25	15		15	25	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	25.2%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

3: St. Vincent St & Eliza St

2026 Future Total Conditions
Weekday AM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	10	20	60	10	45	85
Future Volume (Veh/h)	10	20	60	10	45	85
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	13	27	80	13	60	113
Pedestrians	25		5			5
Lane Width (m)	3.6		3.6			3.6
Walking Speed (m/s)	1.2		1.2			1.2
Percent Blockage	2		0			0
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	350	116			118	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	350	116			118	
tC, single (s)	6.4	6.2			4.3	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.4	
p0 queue free %	98	97			96	
cM capacity (veh/h)	607	918			1337	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	40	93	173			
Volume Left	13	0	60			
Volume Right	27	13	0			
cSH	787	1700	1337			
Volume to Capacity	0.05	0.05	0.04			
Queue Length 95th (m)	1.3	0.0	1.1			
Control Delay (s)	9.8	0.0	3.0			
Lane LOS	A		A			
Approach Delay (s)	9.8	0.0	3.0			
Approach LOS	A					
Intersection Summary						
Average Delay			3.0			
Intersection Capacity Utilization			25.2%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings
4: St. Vincent St & Edwin St E

2026 Future Total Conditions
Weekday AM Peak

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	70	35	70	95	5
Future Volume (vph)	5	70	35	70	95	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.873				0.994	
Flt Protected	0.997			0.984		
Satd. Flow (prot)	1393	0	0	1775	1755	0
Flt Permitted	0.997			0.984		
Satd. Flow (perm)	1393	0	0	1775	1755	0
Link Speed (k/h)	40			40	40	
Link Distance (m)	236.2			24.7	155.7	
Travel Time (s)	21.3			2.2	14.0	
Confl. Peds. (#/hr)	15					
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	0%	20%	0%	8%	8%	0%
Adj. Flow (vph)	6	90	45	90	122	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	96	0	0	135	128	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.6			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25	15	25			15
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	23.6%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

4: St. Vincent St & Edwin St E

2026 Future Total Conditions
Weekday AM Peak

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	70	35	70	95	5
Future Volume (Veh/h)	5	70	35	70	95	5
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Hourly flow rate (vph)	6	90	45	90	122	6
Pedestrians					15	
Lane Width (m)					3.6	
Walking Speed (m/s)					1.2	
Percent Blockage					1	
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	320	125	128			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	320	125	128			
tC, single (s)	6.4	6.4	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.5	2.2			
p0 queue free %	99	90	97			
cM capacity (veh/h)	649	879	1470			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	96	135	128			
Volume Left	6	45	0			
Volume Right	90	0	6			
cSH	860	1470	1700			
Volume to Capacity	0.11	0.03	0.08			
Queue Length 95th (m)	3.0	0.8	0.0			
Control Delay (s)	9.7	2.7	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.7	2.7	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		3.6				
Intersection Capacity Utilization		23.6%		ICU Level of Service		A
Analysis Period (min)		15				

Lanes, Volumes, Timings
5: St. Vincent St & Aiken St

2026 Future Total Conditions

Weekday AM Peak

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	55	40	65	70	55	110
Future Volume (vph)	55	40	65	70	55	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.943		0.930			
Flt Protected	0.972					0.984
Satd. Flow (prot)	1691	0	1644	0	0	1670
Flt Permitted	0.972					0.984
Satd. Flow (perm)	1691	0	1644	0	0	1670
Link Speed (k/h)	40		40			40
Link Distance (m)	161.8		435.2			24.7
Travel Time (s)	14.6		39.2			2.2
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Heavy Vehicles (%)	0%	7%	8%	7%	20%	8%
Adj. Flow (vph)	72	53	86	92	72	145
Shared Lane Traffic (%)						
Lane Group Flow (vph)	125	0	178	0	0	217
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.6		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	4.8		4.8			4.8
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25	15		15	25	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	32.0%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis 5: St. Vincent St & Aiken St

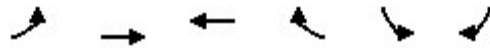
2026 Future Total Conditions
Weekday AM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	55	40	65	70	55	110
Future Volume (Veh/h)	55	40	65	70	55	110
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	72	53	86	92	72	145
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	421	132			178	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	421	132			178	
tC, single (s)	6.4	6.3			4.3	
tC, 2 stage (s)						
tF (s)	3.5	3.4			2.4	
p0 queue free %	87	94			94	
cM capacity (veh/h)	560	904			1296	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	125	178	217			
Volume Left	72	0	72			
Volume Right	53	92	0			
cSH	668	1700	1296			
Volume to Capacity	0.19	0.10	0.06			
Queue Length 95th (m)	5.5	0.0	1.4			
Control Delay (s)	11.6	0.0	3.0			
Lane LOS	B		A			
Approach Delay (s)	11.6	0.0	3.0			
Approach LOS	B					
Intersection Summary						
Average Delay		4.0				
Intersection Capacity Utilization		32.0%		ICU Level of Service		A
Analysis Period (min)		15				

Lanes, Volumes, Timings
7: Aiken St & Site Access

2026 Future Total Conditions

Weekday AM Peak

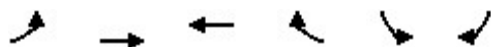


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	85	40	65	0	0	30
Future Volume (vph)	85	40	65	0	0	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.865					
Flt Protected	0.967					
Satd. Flow (prot)	0	1837	1900	0	1644	0
Flt Permitted	0.967					
Satd. Flow (perm)	0	1837	1900	0	1644	0
Link Speed (k/h)	50		50	50		
Link Distance (m)	161.8		73.6	112.6		
Travel Time (s)	11.6		5.3	8.1		
Confl. Peds. (#/hr)	10			10	10	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	92	43	71	0	0	33
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	135	71	0	33	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)	0.0		0.0	3.6		
Link Offset(m)	0.0		0.0	0.0		
Crosswalk Width(m)	4.8		4.8	4.8		
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25			15	25	15
Sign Control	Free		Free	Stop		
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	26.3%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

7: Aiken St & Site Access

2026 Future Total Conditions
Weekday AM Peak



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	85	40	65	0	0	30
Future Volume (Veh/h)	85	40	65	0	0	30
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	92	43	71	0	0	33
Pedestrians		10	10		10	
Lane Width (m)		3.6	3.6		3.6	
Walking Speed (m/s)		1.2	1.2		1.2	
Percent Blockage		1	1		1	
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	81				318	91
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	81				318	91
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	94				100	97
cM capacity (veh/h)	1517				628	956
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	135	71	33			
Volume Left	92	0	0			
Volume Right	0	0	33			
cSH	1517	1700	956			
Volume to Capacity	0.06	0.04	0.03			
Queue Length 95th (m)	1.5	0.0	0.9			
Control Delay (s)	5.3	0.0	8.9			
Lane LOS	A		A			
Approach Delay (s)	5.3	0.0	8.9			
Approach LOS			A			
Intersection Summary						
Average Delay			4.2			
Intersection Capacity Utilization			26.3%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings
8: W Site Access & Eliza St

2026 Future Total Conditions

Weekday AM Peak

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	35	20	0	25	5	0
Future Volume (vph)	35	20	0	25	5	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.950					
Flt Protected					0.950	
Satd. Flow (prot)	1805	0	0	1900	1805	0
Flt Permitted					0.950	
Satd. Flow (perm)	1805	0	0	1900	1805	0
Link Speed (k/h)	40		40		40	
Link Distance (m)	54.3		130.0		153.7	
Travel Time (s)	4.9		11.7		13.8	
Confl. Peds. (#/hr)	5		5		5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	38	22	0	27	5	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	60	0	0	27	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0		0.0		3.6	
Link Offset(m)	0.0		0.0		0.0	
Crosswalk Width(m)	4.8		4.8		4.8	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	15		25		25	
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 16.4%				ICU Level of Service A		
Analysis Period (min) 15						

HCM Unsignalized Intersection Capacity Analysis

8: W Site Access & Eliza St

2026 Future Total Conditions
Weekday AM Peak

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱			↱	↘↗	
Traffic Volume (veh/h)	35	20	0	25	5	0
Future Volume (Veh/h)	35	20	0	25	5	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	38	22	0	27	5	0
Pedestrians	5			5	5	
Lane Width (m)	3.6			3.6	3.6	
Walking Speed (m/s)	1.2			1.2	1.2	
Percent Blockage	0			0	0	
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			65		86	59
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			65		86	59
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	100
cM capacity (veh/h)			1544		913	1004
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	60	27	5			
Volume Left	0	0	5			
Volume Right	22	0	0			
cSH	1700	1544	913			
Volume to Capacity	0.04	0.00	0.01			
Queue Length 95th (m)	0.0	0.0	0.1			
Control Delay (s)	0.0	0.0	9.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	9.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			16.4%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings
9: E Site Access & Eliza St

2026 Future Total Conditions
Weekday AM Peak

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰			↱	↘↙	
Traffic Volume (vph)	15	20	0	20	5	0
Future Volume (vph)	15	20	0	20	5	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.922					
Flt Protected					0.950	
Satd. Flow (prot)	1752	0	0	1900	1805	0
Flt Permitted					0.950	
Satd. Flow (perm)	1752	0	0	1900	1805	0
Link Speed (k/h)	40			40	40	
Link Distance (m)	130.0			56.2	135.1	
Travel Time (s)	11.7			5.1	12.2	
Confl. Peds. (#/hr)		5	5		5	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	16	22	0	22	5	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	38	0	0	22	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	3.6	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)		15	25		25	15
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	16.4%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

9: E Site Access & Eliza St

2026 Future Total Conditions
Weekday AM Peak

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	15	20	0	20	5	0
Future Volume (Veh/h)	15	20	0	20	5	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	16	22	0	22	5	0
Pedestrians	5			5	5	
Lane Width (m)	3.6			3.6	3.6	
Walking Speed (m/s)	1.2			1.2	1.2	
Percent Blockage	0			0	0	
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			43		59	37
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			43		59	37
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	100
cM capacity (veh/h)			1572		945	1032
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	38	22	5			
Volume Left	0	0	5			
Volume Right	22	0	0			
cSH	1700	1572	945			
Volume to Capacity	0.02	0.00	0.01			
Queue Length 95th (m)	0.0	0.0	0.1			
Control Delay (s)	0.0	0.0	8.8			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	8.8			
Approach LOS			A			
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			16.4%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes, Volumes, Timings

2026 Future Total Conditions

1: S Sykes St/S Skyes St & Edwin St/Margaret St

Weekday PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	10	50	5	15	75	75	535	10	50	455	5
Future Volume (vph)	0	10	50	5	15	75	75	535	10	50	455	5
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		0.888			0.893			0.998				0.850
Flt Protected					0.998			0.994			0.995	
Satd. Flow (prot)	0	1687	0	0	1593	0	0	1822	0	0	1841	1615
Flt Permitted					0.998			0.994			0.995	
Satd. Flow (perm)	0	1687	0	0	1593	0	0	1822	0	0	1841	1615
Link Speed (k/h)		40			40			40			40	
Link Distance (m)		136.2			336.5			229.2			185.5	
Travel Time (s)		12.3			30.3			20.6			16.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	8%	0%	4%	0%	0%	3%	0%
Adj. Flow (vph)	0	11	53	5	16	79	79	563	11	53	479	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	64	0	0	100	0	0	653	0	0	532	5
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway 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
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	79.6%											
Analysis Period (min)	15											
	ICU Level of Service D											

HCM Unsignalized Intersection Capacity Analysis

1: S Sykes St/S Skyes St & Edwin St/Margaret St

2026 Future Total Conditions

Weekday PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	10	50	5	15	75	75	535	10	50	455	5
Future Volume (Veh/h)	0	10	50	5	15	75	75	535	10	50	455	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	11	53	5	16	79	79	563	11	53	479	5
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None								None			
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	1398	1317	479	1370	1312	568	479	574				
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1398	1317	479	1370	1312	568	479	574				
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.3	4.1	4.1				
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.4	2.2	2.2				
p0 queue free %	100	92	91	95	89	85	93	95				
cM capacity (veh/h)	84	140	591	97	141	511	1094	1009				
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2							
Volume Total	64	100	653	532	5							
Volume Left	0	5	79	53	0							
Volume Right	53	79	11	0	5							
cSH	380	313	1094	1009	1700							
Volume to Capacity	0.17	0.32	0.07	0.05	0.00							
Queue Length 95th (m)	4.8	10.7	1.9	1.3	0.0							
Control Delay (s)	16.4	21.8	1.9	1.5	0.0							
Lane LOS	C	C	A	A								
Approach Delay (s)	16.4	21.8	1.9	1.4								
Approach LOS	C	C										
Intersection Summary												
Average Delay			3.9									
Intersection Capacity Utilization			79.6%	ICU Level of Service					D			
Analysis Period (min)			15									

Lanes, Volumes, Timings
2: St. Vincent St & Margaret St

2026 Future Total Conditions

Weekday PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	10	25	10	5	5	40	85	15	5	80	5
Future Volume (vph)	5	10	25	10	5	5	40	85	15	5	80	5
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
Ped Bike Factor												
Frt		0.916			0.965			0.985			0.992	
Flt Protected		0.993			0.977			0.986			0.997	
Satd. Flow (prot)	0	1728	0	0	1791	0	0	1823	0	0	1847	0
Flt Permitted		0.993			0.977			0.986			0.997	
Satd. Flow (perm)	0	1728	0	0	1791	0	0	1823	0	0	1847	0
Link Speed (k/h)		40			40			40			40	
Link Distance (m)		336.5			264.4			159.5			191.0	
Travel Time (s)		30.3			23.8			14.4			17.2	
Confl. Peds. (#/hr)	5					5						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Adj. Flow (vph)	6	11	28	11	6	6	44	94	17	6	89	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	45	0	0	23	0	0	155	0	0	101	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway 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
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	25.8%						ICU Level of Service A					
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis 2: St. Vincent St & Margaret St

2026 Future Total Conditions
Weekday PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Stop			Stop			Stop			Stop		
Traffic Volume (vph)	5	10	25	10	5	5	40	85	15	5	80	5
Future Volume (vph)	5	10	25	10	5	5	40	85	15	5	80	5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	6	11	28	11	6	6	44	94	17	6	89	6
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	45	23	155	101								
Volume Left (vph)	6	11	44	6								
Volume Right (vph)	28	6	17	6								
Hadj (s)	-0.35	-0.06	0.01	0.01								
Departure Headway (s)	4.1	4.5	4.2	4.2								
Degree Utilization, x	0.05	0.03	0.18	0.12								
Capacity (veh/h)	815	750	840	833								
Control Delay (s)	7.4	7.6	8.1	7.8								
Approach Delay (s)	7.4	7.6	8.1	7.8								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay				7.8								
Level of Service				A								
Intersection Capacity Utilization				25.8%	ICU Level of Service	A						
Analysis Period (min)				15								

Lanes, Volumes, Timings
3: St. Vincent St & Eliza St

2026 Future Total Conditions
Weekday PM Peak

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	50	90	15	35	75
Future Volume (vph)	10	50	90	15	35	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.888		0.981			
Flt Protected	0.992					0.984
Satd. Flow (prot)	1674	0	1817	0	0	1840
Flt Permitted	0.992					0.984
Satd. Flow (perm)	1674	0	1817	0	0	1840
Link Speed (k/h)	40		40			40
Link Distance (m)	54.3		155.7			159.5
Travel Time (s)	4.9		14.0			14.4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	3%	0%	5%	0%
Adj. Flow (vph)	11	54	97	16	38	81
Shared Lane Traffic (%)						
Lane Group Flow (vph)	65	0	113	0	0	119
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.6		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	4.8		4.8			4.8
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25	15		15	25	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	22.9%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

3: St. Vincent St & Eliza St

2026 Future Total Conditions
Weekday PM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	10	50	90	15	35	75
Future Volume (Veh/h)	10	50	90	15	35	75
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	11	54	97	16	38	81
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	262	105			113	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	262	105			113	
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			97	
cM capacity (veh/h)	712	955			1458	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	65	113	119			
Volume Left	11	0	38			
Volume Right	54	16	0			
cSH	903	1700	1458			
Volume to Capacity	0.07	0.07	0.03			
Queue Length 95th (m)	1.9	0.0	0.6			
Control Delay (s)	9.3	0.0	2.5			
Lane LOS	A		A			
Approach Delay (s)	9.3	0.0	2.5			
Approach LOS	A					
Intersection Summary						
Average Delay			3.1			
Intersection Capacity Utilization			22.9%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes, Volumes, Timings
4: St. Vincent St & Edwin St E

2026 Future Total Conditions
Weekday PM Peak

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	50	55	100	85	5
Future Volume (vph)	5	50	55	100	85	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.877				0.992	
Flt Protected	0.995			0.983		
Satd. Flow (prot)	1658	0	0	1779	1816	0
Flt Permitted	0.995			0.983		
Satd. Flow (perm)	1658	0	0	1779	1816	0
Link Speed (k/h)	40			40	40	
Link Distance (m)	236.2			24.7	155.7	
Travel Time (s)	21.3			2.2	14.0	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	0%	14%	0%	4%	0%
Adj. Flow (vph)	6	60	66	120	102	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	66	0	0	186	108	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.6			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25	15	25			15
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	25.0%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis 4: St. Vincent St & Edwin St E

2026 Future Total Conditions
Weekday PM Peak

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	50	55	100	85	5
Future Volume (Veh/h)	5	50	55	100	85	5
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	6	60	66	120	102	6
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	357	105	108			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	357	105	108			
tC, single (s)	6.4	6.2	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.3			
p0 queue free %	99	94	95			
cM capacity (veh/h)	615	955	1411			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	66	186	108			
Volume Left	6	66	0			
Volume Right	60	0	6			
cSH	909	1411	1700			
Volume to Capacity	0.07	0.05	0.06			
Queue Length 95th (m)	1.9	1.2	0.0			
Control Delay (s)	9.3	3.0	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.3	3.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		3.2				
Intersection Capacity Utilization		25.0%		ICU Level of Service		A
Analysis Period (min)		15				

Lanes, Volumes, Timings
5: St. Vincent St & Aiken St

2026 Future Total Conditions
Weekday PM Peak

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	80	55	100	75	55	80
Future Volume (vph)	80	55	100	75	55	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.945		0.942			
Flt Protected	0.971					0.980
Satd. Flow (prot)	1587	0	1752	0	0	1819
Flt Permitted	0.971					0.980
Satd. Flow (perm)	1587	0	1752	0	0	1819
Link Speed (k/h)	40		40			40
Link Distance (m)	161.8		435.2			24.7
Travel Time (s)	14.6		39.2			2.2
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	7%	14%	0%	5%	0%	4%
Adj. Flow (vph)	96	66	120	90	66	96
Shared Lane Traffic (%)						
Lane Group Flow (vph)	162	0	210	0	0	162
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.6		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	4.8		4.8			4.8
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25	15		15	25	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	34.9%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

5: St. Vincent St & Aiken St

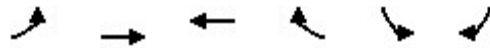
2026 Future Total Conditions
Weekday PM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	80	55	100	75	55	80
Future Volume (Veh/h)	80	55	100	75	55	80
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	96	66	120	90	66	96
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	393	165			210	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	393	165			210	
tC, single (s)	6.5	6.3			4.1	
tC, 2 stage (s)						
tF (s)	3.6	3.4			2.2	
p0 queue free %	83	92			95	
cM capacity (veh/h)	573	849			1373	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	162	210	162			
Volume Left	96	0	66			
Volume Right	66	90	0			
cSH	660	1700	1373			
Volume to Capacity	0.25	0.12	0.05			
Queue Length 95th (m)	7.7	0.0	1.2			
Control Delay (s)	12.2	0.0	3.4			
Lane LOS	B		A			
Approach Delay (s)	12.2	0.0	3.4			
Approach LOS	B					
Intersection Summary						
Average Delay			4.7			
Intersection Capacity Utilization			34.9%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings
7: Aiken St & Site Access

2026 Future Total Conditions

Weekday PM Peak

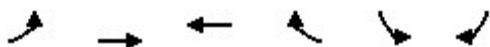


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	40	90	55	0	0	80
Future Volume (vph)	40	90	55	0	0	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.865	
Flt Protected		0.985				
Satd. Flow (prot)	0	1872	1900	0	1644	0
Flt Permitted		0.985				
Satd. Flow (perm)	0	1872	1900	0	1644	0
Link Speed (k/h)		50	50		50	
Link Distance (m)		161.8	73.6		112.6	
Travel Time (s)		11.6	5.3		8.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	43	98	60	0	0	87
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	141	60	0	87	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		3.6	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		4.8	4.8		4.8	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	25.2%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

7: Aiken St & Site Access

2026 Future Total Conditions
Weekday PM Peak



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	40	90	55	0	0	80
Future Volume (Veh/h)	40	90	55	0	0	80
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	43	98	60	0	0	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)						
pX, platoon unblocked						
vC, conflicting volume	60				244	60
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	60				244	60
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	97				100	91
cM capacity (veh/h)	1556				728	1011
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	141	60	87			
Volume Left	43	0	0			
Volume Right	0	0	87			
cSH	1556	1700	1011			
Volume to Capacity	0.03	0.04	0.09			
Queue Length 95th (m)	0.7	0.0	2.3			
Control Delay (s)	2.4	0.0	8.9			
Lane LOS	A		A			
Approach Delay (s)	2.4	0.0	8.9			
Approach LOS			A			
Intersection Summary						
Average Delay			3.9			
Intersection Capacity Utilization		25.2%		ICU Level of Service		A
Analysis Period (min)		15				

Lanes, Volumes, Timings
8: W Site Access & Eliza St

2026 Future Total Conditions

Weekday PM Peak

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰			↱	↘↙	
Traffic Volume (vph)	45	10	0	40	20	0
Future Volume (vph)	45	10	0	40	20	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.975					
Flt Protected					0.950	
Satd. Flow (prot)	1852	0	0	1900	1805	0
Flt Permitted					0.950	
Satd. Flow (perm)	1852	0	0	1900	1805	0
Link Speed (k/h)	40			40	40	
Link Distance (m)	54.3			130.0	153.7	
Travel Time (s)	4.9			11.7	13.8	
Confl. Peds. (#/hr)	10		10	10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	49	11	0	43	22	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	60	0	0	43	22	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	3.6	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	15		25	25		15
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 19.0%				ICU Level of Service A		
Analysis Period (min) 15						

HCM Unsignalized Intersection Capacity Analysis 8: W Site Access & Eliza St

2026 Future Total Conditions
Weekday PM Peak

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	45	10	0	40	20	0
Future Volume (Veh/h)	45	10	0	40	20	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	49	11	0	43	22	0
Pedestrians	10			10	10	
Lane Width (m)	3.6			3.6	3.6	
Walking Speed (m/s)	1.2			1.2	1.2	
Percent Blockage	1			1	1	
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			70		118	74
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			70		118	74
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		97	100
cM capacity (veh/h)			1531		869	976
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	60	43	22			
Volume Left	0	0	22			
Volume Right	11	0	0			
cSH	1700	1531	869			
Volume to Capacity	0.04	0.00	0.03			
Queue Length 95th (m)	0.0	0.0	0.6			
Control Delay (s)	0.0	0.0	9.3			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	9.3			
Approach LOS			A			
Intersection Summary						
Average Delay			1.6			
Intersection Capacity Utilization			19.0%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes, Volumes, Timings
9: E Site Access & Eliza St

2026 Future Total Conditions

Weekday PM Peak

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	35	10	0	20	20	0
Future Volume (vph)	35	10	0	20	20	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.970					
Flt Protected					0.950	
Satd. Flow (prot)	1843	0	0	1900	1805	0
Flt Permitted					0.950	
Satd. Flow (perm)	1843	0	0	1900	1805	0
Link Speed (k/h)	40			40		
Link Distance (m)	130.0			56.2 135.1		
Travel Time (s)	11.7			5.1 12.2		
Confl. Peds. (#/hr)	10		10	10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	38	11	0	22	22	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	49	0	0	22	22	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0 3.6		
Link Offset(m)	0.0			0.0		
Crosswalk Width(m)	4.8			4.8 4.8		
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	15		25	25		15
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 19.0%				ICU Level of Service A		
Analysis Period (min) 15						

HCM Unsignalized Intersection Capacity Analysis 9: E Site Access & Eliza St

2026 Future Total Conditions
Weekday PM Peak

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱			↱	↘↗	
Traffic Volume (veh/h)	35	10	0	20	20	0
Future Volume (Veh/h)	35	10	0	20	20	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	38	11	0	22	22	0
Pedestrians	10			10	10	
Lane Width (m)	3.6			3.6	3.6	
Walking Speed (m/s)	1.2			1.2	1.2	
Percent Blockage	1			1	1	
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			59		86	64
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			59		86	64
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		98	100
cM capacity (veh/h)			1545		905	990
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	49	22	22			
Volume Left	0	0	22			
Volume Right	11	0	0			
cSH	1700	1545	905			
Volume to Capacity	0.03	0.00	0.02			
Queue Length 95th (m)	0.0	0.0	0.6			
Control Delay (s)	0.0	0.0	9.1			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	9.1			
Approach LOS			A			
Intersection Summary						
Average Delay			2.1			
Intersection Capacity Utilization			19.0%	ICU Level of Service		A
Analysis Period (min)			15			

APPENDIX



2031 FUTURE TOTAL SYNCHRO ANALYSIS REPORTS

Lanes, Volumes, Timings

2031 Future Total Conditions

1: S Sykes St/S Skyes St & Edwin St/Margaret St

Weekday AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	15	65	5	10	25	35	450	15	80	475	5
Future Volume (vph)	0	15	65	5	10	25	35	450	15	80	475	5
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
Ped Bike Factor												
Frt		0.890			0.914			0.996				0.850
Flt Protected					0.994			0.997			0.993	
Satd. Flow (prot)	0	1691	0	0	1726	0	0	1753	0	0	1742	1615
Flt Permitted					0.994			0.997			0.993	
Satd. Flow (perm)	0	1691	0	0	1726	0	0	1753	0	0	1742	1615
Link Speed (k/h)		40			40			40			40	
Link Distance (m)		136.2			336.5			229.2			185.5	
Travel Time (s)		12.3			30.3			20.6			16.7	
Confl. Peds. (#/hr)	5		5	5		5	20		5	5		20
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	6%	8%	0%	28%	5%	0%
Adj. Flow (vph)	0	15	67	5	10	26	36	464	15	82	490	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	82	0	0	41	0	0	515	0	0	572	5
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway 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
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	68.2%						ICU Level of Service C					
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis

1: S Sykes St/S Skyes St & Edwin St/Margaret St

2031 Future Total Conditions

Weekday AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	15	65	5	10	25	35	450	15	80	475	5
Future Volume (Veh/h)	0	15	65	5	10	25	35	450	15	80	475	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	0	15	67	5	10	26	36	464	15	82	490	5
Pedestrians		20			5			5			5	
Lane Width (m)		3.6			3.6			3.6			3.6	
Walking Speed (m/s)		1.2			1.2			1.2			1.2	
Percent Blockage		2			0			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	1254	1230	515	1282	1222	482	510			484		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1254	1230	515	1282	1222	482	510			484		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.2			4.4		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.5		
p0 queue free %	100	90	88	95	94	96	96			91		
cM capacity (veh/h)	120	155	552	104	156	584	1018			952		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2							
Volume Total	82	41	515	572	5							
Volume Left	0	5	36	82	0							
Volume Right	67	26	15	0	5							
cSH	376	262	1018	952	1700							
Volume to Capacity	0.22	0.16	0.04	0.09	0.00							
Queue Length 95th (m)	6.6	4.4	0.9	2.3	0.0							
Control Delay (s)	17.2	21.3	1.0	2.3	0.0							
Lane LOS	C	C	A	A								
Approach Delay (s)	17.2	21.3	1.0	2.2								
Approach LOS	C	C										
Intersection Summary												
Average Delay			3.4									
Intersection Capacity Utilization			68.2%			ICU Level of Service				C		
Analysis Period (min)			15									

Lanes, Volumes, Timings
2: St. Vincent St & Margaret St

2031 Future Total Conditions
Weekday AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	5	40	15	5	5	15	75	5	5	85	0
Future Volume (vph)	0	5	40	15	5	5	15	75	5	5	85	0
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
Ped Bike Factor												
Frt		0.880			0.973			0.993				
Flt Protected					0.971			0.992			0.997	
Satd. Flow (prot)	0	1672	0	0	1795	0	0	1748	0	0	1746	0
Flt Permitted					0.971			0.992			0.997	
Satd. Flow (perm)	0	1672	0	0	1795	0	0	1748	0	0	1746	0
Link Speed (k/h)		40			40			40			40	
Link Distance (m)		336.5			264.4			159.5			191.0	
Travel Time (s)		30.3			23.8			14.4			17.2	
Confl. Peds. (#/hr)	10		5	5		10			20	20		
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	9%	0%	0%	9%	0%
Adj. Flow (vph)	0	6	48	18	6	6	18	89	6	6	101	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	54	0	0	30	0	0	113	0	0	107	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway 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
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization 27.8%	ICU Level of Service A											
Analysis Period (min) 15												

HCM Unsignalized Intersection Capacity Analysis 2: St. Vincent St & Margaret St

2031 Future Total Conditions
Weekday AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	5	40	15	5	5	15	75	5	5	85	0
Future Volume (vph)	0	5	40	15	5	5	15	75	5	5	85	0
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	0	6	48	18	6	6	18	89	6	6	101	0
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	54	30	113	107								
Volume Left (vph)	0	18	18	6								
Volume Right (vph)	48	6	6	0								
Hadj (s)	-0.53	0.00	0.12	0.16								
Departure Headway (s)	3.9	4.5	4.3	4.4								
Degree Utilization, x	0.06	0.04	0.14	0.13								
Capacity (veh/h)	869	754	808	805								
Control Delay (s)	7.1	7.6	8.0	8.0								
Approach Delay (s)	7.1	7.6	8.0	8.0								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay				7.8								
Level of Service				A								
Intersection Capacity Utilization				27.8%	ICU Level of Service	A						
Analysis Period (min)				15								

Lanes, Volumes, Timings
3: St. Vincent St & Eliza St

2031 Future Total Conditions
Weekday AM Peak

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	20	70	10	45	95
Future Volume (vph)	10	20	70	10	45	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.909		0.983			
Flt Protected	0.984					0.984
Satd. Flow (prot)	1699	0	1717	0	0	1682
Flt Permitted	0.984					0.984
Satd. Flow (perm)	1699	0	1717	0	0	1682
Link Speed (k/h)	40		40			40
Link Distance (m)	54.3		155.7			159.5
Travel Time (s)	4.9		14.0			14.4
Confl. Peds. (#/hr)	5	5		25	25	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	0%	0%	10%	0%	20%	7%
Adj. Flow (vph)	13	27	93	13	60	127
Shared Lane Traffic (%)						
Lane Group Flow (vph)	40	0	106	0	0	187
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.6		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	4.8		4.8			4.8
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25	15		15	25	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	25.7%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

3: St. Vincent St & Eliza St

2031 Future Total Conditions
Weekday AM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	10	20	70	10	45	95
Future Volume (Veh/h)	10	20	70	10	45	95
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	13	27	93	13	60	127
Pedestrians	25		5			5
Lane Width (m)	3.6		3.6			3.6
Walking Speed (m/s)	1.2		1.2			1.2
Percent Blockage	2		0			0
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	376	130			131	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	376	130			131	
tC, single (s)	6.4	6.2			4.3	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.4	
p0 queue free %	98	97			95	
cM capacity (veh/h)	585	903			1322	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	40	106	187			
Volume Left	13	0	60			
Volume Right	27	13	0			
cSH	767	1700	1322			
Volume to Capacity	0.05	0.06	0.05			
Queue Length 95th (m)	1.3	0.0	1.1			
Control Delay (s)	9.9	0.0	2.8			
Lane LOS	A		A			
Approach Delay (s)	9.9	0.0	2.8			
Approach LOS	A					
Intersection Summary						
Average Delay			2.8			
Intersection Capacity Utilization			25.7%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings
4: St. Vincent St & Edwin St E

2031 Future Total Conditions
Weekday AM Peak

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	70	35	75	105	5
Future Volume (vph)	5	70	35	75	105	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.873				0.994	
Flt Protected	0.997			0.984		
Satd. Flow (prot)	1393	0	0	1773	1754	0
Flt Permitted	0.997			0.984		
Satd. Flow (perm)	1393	0	0	1773	1754	0
Link Speed (k/h)	40			40	40	
Link Distance (m)	236.2			24.7	155.7	
Travel Time (s)	21.3			2.2	14.0	
Confl. Peds. (#/hr)	15					
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	0%	20%	0%	8%	8%	0%
Adj. Flow (vph)	6	90	45	96	135	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	96	0	0	141	141	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.6			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25	15	25			15
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	23.8%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

4: St. Vincent St & Edwin St E

2031 Future Total Conditions
Weekday AM Peak

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	70	35	75	105	5
Future Volume (Veh/h)	5	70	35	75	105	5
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Hourly flow rate (vph)	6	90	45	96	135	6
Pedestrians					15	
Lane Width (m)					3.6	
Walking Speed (m/s)					1.2	
Percent Blockage					1	
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	339	138	141			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	339	138	141			
tC, single (s)	6.4	6.4	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.5	2.2			
p0 queue free %	99	90	97			
cM capacity (veh/h)	632	865	1455			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	96	141	141			
Volume Left	6	45	0			
Volume Right	90	0	6			
cSH	845	1455	1700			
Volume to Capacity	0.11	0.03	0.08			
Queue Length 95th (m)	3.1	0.8	0.0			
Control Delay (s)	9.8	2.6	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.8	2.6	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		3.5				
Intersection Capacity Utilization		23.8%		ICU Level of Service	A	
Analysis Period (min)		15				

Lanes, Volumes, Timings
5: St. Vincent St & Aiken St

2031 Future Total Conditions

Weekday AM Peak

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	55	40	70	70	55	120
Future Volume (vph)	55	40	70	70	55	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.943		0.932			
Flt Protected	0.972					0.985
Satd. Flow (prot)	1691	0	1647	0	0	1675
Flt Permitted	0.972					0.985
Satd. Flow (perm)	1691	0	1647	0	0	1675
Link Speed (k/h)	40		40			40
Link Distance (m)	161.8		435.2			24.7
Travel Time (s)	14.6		39.2			2.2
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Heavy Vehicles (%)	0%	7%	8%	7%	20%	8%
Adj. Flow (vph)	72	53	92	92	72	158
Shared Lane Traffic (%)						
Lane Group Flow (vph)	125	0	184	0	0	230
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.6		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	4.8		4.8			4.8
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25	15		15	25	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	32.8%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis 5: St. Vincent St & Aiken St

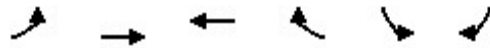
2031 Future Total Conditions
Weekday AM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	55	40	70	70	55	120
Future Volume (Veh/h)	55	40	70	70	55	120
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	72	53	92	92	72	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)						
pX, platoon unblocked						
vC, conflicting volume	440	138			184	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	440	138			184	
tC, single (s)	6.4	6.3			4.3	
tC, 2 stage (s)						
tF (s)	3.5	3.4			2.4	
p0 queue free %	87	94			94	
cM capacity (veh/h)	546	897			1290	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	125	184	230			
Volume Left	72	0	72			
Volume Right	53	92	0			
cSH	655	1700	1290			
Volume to Capacity	0.19	0.11	0.06			
Queue Length 95th (m)	5.6	0.0	1.4			
Control Delay (s)	11.8	0.0	2.8			
Lane LOS	B		A			
Approach Delay (s)	11.8	0.0	2.8			
Approach LOS	B					
Intersection Summary						
Average Delay		3.9				
Intersection Capacity Utilization		32.8%		ICU Level of Service		A
Analysis Period (min)		15				

Lanes, Volumes, Timings
7: Aiken St & Site Access

2031 Future Total Conditions

Weekday AM Peak

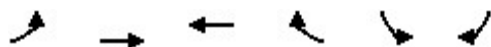


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	85	40	65	0	0	30
Future Volume (vph)	85	40	65	0	0	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.865					
Flt Protected	0.967					
Satd. Flow (prot)	0	1837	1900	0	1644	0
Flt Permitted	0.967					
Satd. Flow (perm)	0	1837	1900	0	1644	0
Link Speed (k/h)	50		50	50		
Link Distance (m)	161.8		73.6	112.6		
Travel Time (s)	11.6		5.3	8.1		
Confl. Peds. (#/hr)	10			10	10	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	92	43	71	0	0	33
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	135	71	0	33	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)	0.0		0.0	3.6		
Link Offset(m)	0.0		0.0	0.0		
Crosswalk Width(m)	4.8		4.8	4.8		
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25			15	25	15
Sign Control	Free		Free	Stop		
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	26.3%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

7: Aiken St & Site Access

2031 Future Total Conditions
Weekday AM Peak



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	85	40	65	0	0	30
Future Volume (Veh/h)	85	40	65	0	0	30
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	92	43	71	0	0	33
Pedestrians		10	10		10	
Lane Width (m)		3.6	3.6		3.6	
Walking Speed (m/s)		1.2	1.2		1.2	
Percent Blockage		1	1		1	
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	81				318	91
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	81				318	91
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	94				100	97
cM capacity (veh/h)	1517				628	956
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	135	71	33			
Volume Left	92	0	0			
Volume Right	0	0	33			
cSH	1517	1700	956			
Volume to Capacity	0.06	0.04	0.03			
Queue Length 95th (m)	1.5	0.0	0.9			
Control Delay (s)	5.3	0.0	8.9			
Lane LOS	A		A			
Approach Delay (s)	5.3	0.0	8.9			
Approach LOS			A			
Intersection Summary						
Average Delay			4.2			
Intersection Capacity Utilization			26.3%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings
8: W Site Access & Eliza St

2031 Future Total Conditions

Weekday AM Peak

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	35	20	0	25	5	0
Future Volume (vph)	35	20	0	25	5	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.950					
Flt Protected					0.950	
Satd. Flow (prot)	1805	0	0	1900	1805	0
Flt Permitted					0.950	
Satd. Flow (perm)	1805	0	0	1900	1805	0
Link Speed (k/h)	40		40		40	
Link Distance (m)	54.3		130.0		153.7	
Travel Time (s)	4.9		11.7		13.8	
Confl. Peds. (#/hr)	10		10		10	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	38	22	0	27	5	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	60	0	0	27	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0		0.0		3.6	
Link Offset(m)	0.0		0.0		0.0	
Crosswalk Width(m)	4.8		4.8		4.8	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	15		25		25	
Sign Control	Free		Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	19.1%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis 8: W Site Access & Eliza St

2031 Future Total Conditions
Weekday AM Peak

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	35	20	0	25	5	0
Future Volume (Veh/h)	35	20	0	25	5	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	38	22	0	27	5	0
Pedestrians	10			10	10	
Lane Width (m)	3.6			3.6	3.6	
Walking Speed (m/s)	1.2			1.2	1.2	
Percent Blockage	1			1	1	
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			70		96	69
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			70		96	69
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	100
cM capacity (veh/h)			1531		893	983
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	60	27	5			
Volume Left	0	0	5			
Volume Right	22	0	0			
cSH	1700	1531	893			
Volume to Capacity	0.04	0.00	0.01			
Queue Length 95th (m)	0.0	0.0	0.1			
Control Delay (s)	0.0	0.0	9.1			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	9.1			
Approach LOS			A			
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			19.1%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes, Volumes, Timings
9: E Site Access & Eliza St

2031 Future Total Conditions
Weekday AM Peak

								
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations								
Traffic Volume (vph)	15	20	0	20	5	0		
Future Volume (vph)	15	20	0	20	5	0		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Ped Bike Factor								
Frt	0.922							
Flt Protected					0.950			
Satd. Flow (prot)	1752	0	0	1900	1805	0		
Flt Permitted					0.950			
Satd. Flow (perm)	1752	0	0	1900	1805	0		
Link Speed (k/h)	40			40	40			
Link Distance (m)	130.0			56.2	135.1			
Travel Time (s)	11.7			5.1	12.2			
Confl. Peds. (#/hr)	10		10	10		10		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%		
Adj. Flow (vph)	16	22	0	22	5	0		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	38	0	0	22	5	0		
Enter Blocked Intersection	No	No	No	No	No	No		
Lane Alignment	Left	Right	Left	Left	Left	Right		
Median Width(m)	0.0			0.0	3.6			
Link Offset(m)	0.0			0.0	0.0			
Crosswalk Width(m)	4.8			4.8	4.8			
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Turning Speed (k/h)	15		25	25		15		
Sign Control	Free			Free	Stop			
Intersection Summary								
Area Type:	Other							
Control Type:	Unsignalized							
Intersection Capacity Utilization	19.0%			ICU Level of Service A				
Analysis Period (min)	15							

HCM Unsignalized Intersection Capacity Analysis

9: E Site Access & Eliza St

2031 Future Total Conditions
Weekday AM Peak

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	15	20	0	20	5	0
Future Volume (Veh/h)	15	20	0	20	5	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	16	22	0	22	5	0
Pedestrians	10			10	10	
Lane Width (m)	3.6			3.6	3.6	
Walking Speed (m/s)	1.2			1.2	1.2	
Percent Blockage	1			1	1	
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			48		69	47
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			48		69	47
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	100
cM capacity (veh/h)			1559		925	1011
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	38	22	5			
Volume Left	0	0	5			
Volume Right	22	0	0			
cSH	1700	1559	925			
Volume to Capacity	0.02	0.00	0.01			
Queue Length 95th (m)	0.0	0.0	0.1			
Control Delay (s)	0.0	0.0	8.9			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	8.9			
Approach LOS			A			
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			19.0%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings

2031 Future Total Conditions

1: S Sykes St/S Skyes St & Edwin St/Margaret St

Weekday PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	10	50	5	15	75	75	600	10	50	515	5
Future Volume (vph)	0	10	50	5	15	75	75	600	10	50	515	5
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		0.888			0.893			0.998				0.850
Flt Protected					0.998			0.995			0.996	
Satd. Flow (prot)	0	1687	0	0	1593	0	0	1823	0	0	1842	1615
Flt Permitted					0.998			0.995			0.996	
Satd. Flow (perm)	0	1687	0	0	1593	0	0	1823	0	0	1842	1615
Link Speed (k/h)		40			40			40			40	
Link Distance (m)		136.2			336.5			229.2			185.5	
Travel Time (s)		12.3			30.3			20.6			16.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	8%	0%	4%	0%	0%	3%	0%
Adj. Flow (vph)	0	11	53	5	16	79	79	632	11	53	542	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	64	0	0	100	0	0	722	0	0	595	5
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway 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
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	86.2%											
Analysis Period (min)	15											
	ICU Level of Service E											

HCM Unsignalized Intersection Capacity Analysis

1: S Sykes St/S Skyes St & Edwin St/Margaret St

2031 Future Total Conditions

Weekday PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	10	50	5	15	75	75	600	10	50	515	5
Future Volume (Veh/h)	0	10	50	5	15	75	75	600	10	50	515	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	11	53	5	16	79	79	632	11	53	542	5
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	1530	1449	542	1502	1444	638	542			643		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1530	1449	542	1502	1444	638	542			643		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.3	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.4	2.2			2.2		
p0 queue free %	100	90	90	93	86	83	92			94		
cM capacity (veh/h)	65	115	544	76	116	466	1037			951		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2							
Volume Total	64	100	722	595	5							
Volume Left	0	5	79	53	0							
Volume Right	53	79	11	0	5							
cSH	332	269	1037	951	1700							
Volume to Capacity	0.19	0.37	0.08	0.06	0.00							
Queue Length 95th (m)	5.6	13.2	2.0	1.4	0.0							
Control Delay (s)	18.4	26.1	1.9	1.5	0.0							
Lane LOS	C	D	A	A								
Approach Delay (s)	18.4	26.1	1.9	1.5								
Approach LOS	C	D										
Intersection Summary												
Average Delay			4.1									
Intersection Capacity Utilization			86.2%			ICU Level of Service			E			
Analysis Period (min)			15									

Lanes, Volumes, Timings
2: St. Vincent St & Margaret St

2031 Future Total Conditions

Weekday PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	10	25	10	5	5	40	95	15	5	90	5
Future Volume (vph)	5	10	25	10	5	5	40	95	15	5	90	5
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
Ped Bike Factor												
Frt		0.916			0.965			0.986			0.993	
Flt Protected		0.993			0.977			0.987			0.997	
Satd. Flow (prot)	0	1728	0	0	1791	0	0	1826	0	0	1848	0
Flt Permitted		0.993			0.977			0.987			0.997	
Satd. Flow (perm)	0	1728	0	0	1791	0	0	1826	0	0	1848	0
Link Speed (k/h)		40			40			40			40	
Link Distance (m)		336.5			264.4			159.5			191.0	
Travel Time (s)		30.3			23.8			14.4			17.2	
Confl. Peds. (#/hr)	5					5						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Adj. Flow (vph)	6	11	28	11	6	6	44	106	17	6	100	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	45	0	0	23	0	0	167	0	0	112	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway 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
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	26.3%											
Analysis Period (min)	15											
ICU Level of Service A												

HCM Unsignalized Intersection Capacity Analysis 2: St. Vincent St & Margaret St

2031 Future Total Conditions
Weekday PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	5	10	25	10	5	5	40	95	15	5	90	5
Future Volume (vph)	5	10	25	10	5	5	40	95	15	5	90	5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	6	11	28	11	6	6	44	106	17	6	100	6
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	45	23	167	112								
Volume Left (vph)	6	11	44	6								
Volume Right (vph)	28	6	17	6								
Hadj (s)	-0.35	-0.06	0.01	0.01								
Departure Headway (s)	4.2	4.5	4.2	4.2								
Degree Utilization, x	0.05	0.03	0.19	0.13								
Capacity (veh/h)	792	738	837	830								
Control Delay (s)	7.4	7.6	8.2	7.9								
Approach Delay (s)	7.4	7.6	8.2	7.9								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			7.9									
Level of Service			A									
Intersection Capacity Utilization			26.3%	ICU Level of Service		A						
Analysis Period (min)			15									

Lanes, Volumes, Timings
3: St. Vincent St & Eliza St

2031 Future Total Conditions

Weekday PM Peak

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	50	105	15	35	85
Future Volume (vph)	10	50	105	15	35	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.888		0.983			
Flt Protected	0.992					0.985
Satd. Flow (prot)	1674	0	1820	0	0	1844
Flt Permitted	0.992					0.985
Satd. Flow (perm)	1674	0	1820	0	0	1844
Link Speed (k/h)	40		40			40
Link Distance (m)	54.3		155.7			159.5
Travel Time (s)	4.9		14.0			14.4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	3%	0%	5%	0%
Adj. Flow (vph)	11	54	113	16	38	91
Shared Lane Traffic (%)						
Lane Group Flow (vph)	65	0	129	0	0	129
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.6		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	4.8		4.8			4.8
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25	15		15	25	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	23.4%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

3: St. Vincent St & Eliza St

2031 Future Total Conditions
Weekday PM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	10	50	105	15	35	85
Future Volume (Veh/h)	10	50	105	15	35	85
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	11	54	113	16	38	91
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	288	121			129	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	288	121			129	
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			97	
cM capacity (veh/h)	688	936			1438	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	65	129	129			
Volume Left	11	0	38			
Volume Right	54	16	0			
cSH	882	1700	1438			
Volume to Capacity	0.07	0.08	0.03			
Queue Length 95th (m)	1.9	0.0	0.7			
Control Delay (s)	9.4	0.0	2.4			
Lane LOS	A		A			
Approach Delay (s)	9.4	0.0	2.4			
Approach LOS	A					
Intersection Summary						
Average Delay			2.8			
Intersection Capacity Utilization			23.4%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings
4: St. Vincent St & Edwin St E

2031 Future Total Conditions
Weekday PM Peak

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	50	55	110	95	5
Future Volume (vph)	5	50	55	110	95	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.877	0.993				
Flt Protected	0.995	0.984				
Satd. Flow (prot)	1658	0	0	1787	1818	0
Flt Permitted	0.995	0.984				
Satd. Flow (perm)	1658	0	0	1787	1818	0
Link Speed (k/h)	40	40				
Link Distance (m)	236.2	24.7				
Travel Time (s)	21.3	14.0				
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	0%	14%	0%	4%	0%
Adj. Flow (vph)	6	60	66	133	114	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	66	0	0	199	120	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.6	0.0				
Link Offset(m)	0.0	0.0				
Crosswalk Width(m)	4.8	4.8				
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25	15	25			15
Sign Control	Stop	Free			Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	25.5%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

4: St. Vincent St & Edwin St E

2031 Future Total Conditions

Weekday PM Peak

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	50	55	110	95	5
Future Volume (Veh/h)	5	50	55	110	95	5
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	6	60	66	133	114	6
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	382	117	120			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	382	117	120			
tC, single (s)	6.4	6.2	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.3			
p0 queue free %	99	94	95			
cM capacity (veh/h)	595	941	1396			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	66	199	120			
Volume Left	6	66	0			
Volume Right	60	0	6			
cSH	893	1396	1700			
Volume to Capacity	0.07	0.05	0.07			
Queue Length 95th (m)	1.9	1.2	0.0			
Control Delay (s)	9.4	2.8	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.4	2.8	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			3.1			
Intersection Capacity Utilization		25.5%		ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings
5: St. Vincent St & Aiken St

2031 Future Total Conditions

Weekday PM Peak

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	80	55	110	75	55	90
Future Volume (vph)	80	55	110	75	55	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.945		0.946			
Flt Protected	0.971					0.981
Satd. Flow (prot)	1587	0	1762	0	0	1819
Flt Permitted	0.971					0.981
Satd. Flow (perm)	1587	0	1762	0	0	1819
Link Speed (k/h)	40		40			40
Link Distance (m)	161.8		435.2			24.7
Travel Time (s)	14.6		39.2			2.2
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	7%	14%	0%	5%	0%	4%
Adj. Flow (vph)	96	66	133	90	66	108
Shared Lane Traffic (%)						
Lane Group Flow (vph)	162	0	223	0	0	174
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.6		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	4.8		4.8			4.8
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25	15		15	25	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	35.9%			ICU Level of Service A		
Analysis Period (min)	15					

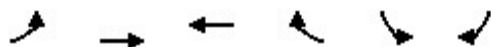
HCM Unsignalized Intersection Capacity Analysis 5: St. Vincent St & Aiken St

2031 Future Total Conditions
Weekday PM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	80	55	110	75	55	90
Future Volume (Veh/h)	80	55	110	75	55	90
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	96	66	133	90	66	108
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	418	178			223	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	418	178			223	
tC, single (s)	6.5	6.3			4.1	
tC, 2 stage (s)						
tF (s)	3.6	3.4			2.2	
p0 queue free %	83	92			95	
cM capacity (veh/h)	554	835			1358	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	162	223	174			
Volume Left	96	0	66			
Volume Right	66	90	0			
cSH	642	1700	1358			
Volume to Capacity	0.25	0.13	0.05			
Queue Length 95th (m)	8.0	0.0	1.2			
Control Delay (s)	12.5	0.0	3.2			
Lane LOS	B		A			
Approach Delay (s)	12.5	0.0	3.2			
Approach LOS	B					
Intersection Summary						
Average Delay		4.6				
Intersection Capacity Utilization		35.9%		ICU Level of Service		A
Analysis Period (min)		15				

Lanes, Volumes, Timings
7: Aiken St & Site Access

2031 Future Total Conditions
Weekday PM Peak

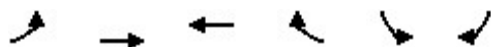


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	40	90	55	0	0	80
Future Volume (vph)	40	90	55	0	0	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.865					
Flt Protected	0.985					
Satd. Flow (prot)	0	1872	1900	0	1644	0
Flt Permitted	0.985					
Satd. Flow (perm)	0	1872	1900	0	1644	0
Link Speed (k/h)	50		50	50		
Link Distance (m)	161.8		73.6	112.6		
Travel Time (s)	11.6		5.3	8.1		
Confl. Peds. (#/hr)	10			10	10	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	43	98	60	0	0	87
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	141	60	0	87	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)	0.0		0.0	3.6		
Link Offset(m)	0.0		0.0	0.0		
Crosswalk Width(m)	4.8		4.8	4.8		
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25			15	25	15
Sign Control	Free		Free	Stop		
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	28.4%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

7: Aiken St & Site Access

2031 Future Total Conditions
Weekday PM Peak



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	40	90	55	0	0	80
Future Volume (Veh/h)	40	90	55	0	0	80
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	43	98	60	0	0	87
Pedestrians		10	10		10	
Lane Width (m)		3.6	3.6		3.6	
Walking Speed (m/s)		1.2	1.2		1.2	
Percent Blockage		1	1		1	
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	70				264	80
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	70				264	80
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	97				100	91
cM capacity (veh/h)	1531				697	969
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	141	60	87			
Volume Left	43	0	0			
Volume Right	0	0	87			
cSH	1531	1700	969			
Volume to Capacity	0.03	0.04	0.09			
Queue Length 95th (m)	0.7	0.0	2.4			
Control Delay (s)	2.4	0.0	9.1			
Lane LOS	A		A			
Approach Delay (s)	2.4	0.0	9.1			
Approach LOS			A			
Intersection Summary						
Average Delay			3.9			
Intersection Capacity Utilization			28.4%		ICU Level of Service	
Analysis Period (min)			15			
			A			

Lanes, Volumes, Timings
8: W Site Access & Eliza St

2031 Future Total Conditions
Weekday PM Peak

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	45	10	0	40	20	0
Future Volume (vph)	45	10	0	40	20	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.975					
Flt Protected					0.950	
Satd. Flow (prot)	1852	0	0	1900	1805	0
Flt Permitted					0.950	
Satd. Flow (perm)	1852	0	0	1900	1805	0
Link Speed (k/h)	40			40	40	
Link Distance (m)	54.3			130.0	153.7	
Travel Time (s)	4.9			11.7	13.8	
Confl. Peds. (#/hr)	10		10	10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	49	11	0	43	22	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	60	0	0	43	22	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	3.6	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	15		25	25		15
Sign Control	Free		Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	19.0%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis 8: W Site Access & Eliza St

2031 Future Total Conditions
Weekday PM Peak

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱			↱	↘	
Traffic Volume (veh/h)	45	10	0	40	20	0
Future Volume (Veh/h)	45	10	0	40	20	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	49	11	0	43	22	0
Pedestrians	10			10	10	
Lane Width (m)	3.6			3.6	3.6	
Walking Speed (m/s)	1.2			1.2	1.2	
Percent Blockage	1			1	1	
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			70		118	74
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			70		118	74
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		97	100
cM capacity (veh/h)			1531		869	976
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	60	43	22			
Volume Left	0	0	22			
Volume Right	11	0	0			
cSH	1700	1531	869			
Volume to Capacity	0.04	0.00	0.03			
Queue Length 95th (m)	0.0	0.0	0.6			
Control Delay (s)	0.0	0.0	9.3			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	9.3			
Approach LOS			A			
Intersection Summary						
Average Delay			1.6			
Intersection Capacity Utilization			19.0%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings
9: E Site Access & Eliza St

2031 Future Total Conditions
Weekday PM Peak

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	35	10	0	20	20	0
Future Volume (vph)	35	10	0	20	20	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.970					
Flt Protected					0.950	
Satd. Flow (prot)	1843	0	0	1900	1805	0
Flt Permitted					0.950	
Satd. Flow (perm)	1843	0	0	1900	1805	0
Link Speed (k/h)	40			40	40	
Link Distance (m)	130.0			56.2	135.1	
Travel Time (s)	11.7			5.1	12.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	38	11	0	22	22	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	49	0	0	22	22	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	3.6	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	15		25	25		15
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	13.3%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

9: E Site Access & Eliza St

2031 Future Total Conditions
Weekday PM Peak

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱			↱	↘↗	
Traffic Volume (veh/h)	35	10	0	20	20	0
Future Volume (Veh/h)	35	10	0	20	20	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	38	11	0	22	22	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			49		66	44
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			49		66	44
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		98	100
cM capacity (veh/h)			1571		945	1032
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	49	22	22			
Volume Left	0	0	22			
Volume Right	11	0	0			
cSH	1700	1571	945			
Volume to Capacity	0.03	0.00	0.02			
Queue Length 95th (m)	0.0	0.0	0.6			
Control Delay (s)	0.0	0.0	8.9			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	8.9			
Approach LOS			A			
Intersection Summary						
Average Delay			2.1			
Intersection Capacity Utilization			13.3%	ICU Level of Service		A
Analysis Period (min)			15			

APPENDIX

J

2036 FUTURE TOTAL
SYNCHRO ANALYSIS
REPORTS

Lanes, Volumes, Timings

2036 Future Total Conditions

1: S Sykes St/S Skyes St & Edwin St/Margaret St

Weekday AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	15	65	5	10	25	35	505	15	80	540	5
Future Volume (vph)	0	15	65	5	10	25	35	505	15	80	540	5
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
Ped Bike Factor												
Frt	0.890				0.914				0.996			
Flt Protected					0.994				0.997		0.994	
Satd. Flow (prot)	0	1691	0	0	1726	0	0	1752	0	0	1749	1615
Flt Permitted					0.994				0.997		0.994	
Satd. Flow (perm)	0	1691	0	0	1726	0	0	1752	0	0	1749	1615
Link Speed (k/h)	40				40				40		40	
Link Distance (m)	136.2				336.5				229.2		185.5	
Travel Time (s)	12.3				30.3				20.6		16.7	
Confl. Peds. (#/hr)	5	5		5	5		20	5		5	20	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	6%	8%	0%	28%	5%	0%
Adj. Flow (vph)	0	15	67	5	10	26	36	521	15	82	557	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	82	0	0	41	0	0	572	0	0	639	5
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)	0.0				0.0				0.0		0.0	
Link Offset(m)	0.0				0.0				0.0		0.0	
Crosswalk Width(m)	4.8				4.8				4.8		4.8	
Two way Left Turn Lane												
Headway 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
Turning Speed (k/h)	25	15		25	15		25	15		25	15	
Sign Control	Stop				Stop				Free		Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	71.0%											
Analysis Period (min)	15											
ICU Level of Service C												

HCM Unsignalized Intersection Capacity Analysis

1: S Sykes St/S Skyes St & Edwin St/Margaret St

2036 Future Total Conditions

Weekday AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	15	65	5	10	25	35	505	15	80	540	5
Future Volume (Veh/h)	0	15	65	5	10	25	35	505	15	80	540	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	0	15	67	5	10	26	36	521	15	82	557	5
Pedestrians		20			5			5			5	
Lane Width (m)		3.6			3.6			3.6			3.6	
Walking Speed (m/s)		1.2			1.2			1.2			1.2	
Percent Blockage		2			0			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	1378	1354	582	1406	1346	538	577			541		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1378	1354	582	1406	1346	538	577			541		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.2			4.4		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.5		
p0 queue free %	100	88	87	94	92	95	96			91		
cM capacity (veh/h)	97	129	506	82	131	542	961			905		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2							
Volume Total	82	41	572	639	5							
Volume Left	0	5	36	82	0							
Volume Right	67	26	15	0	5							
cSH	330	222	961	905	1700							
Volume to Capacity	0.25	0.19	0.04	0.09	0.00							
Queue Length 95th (m)	7.7	5.3	0.9	2.4	0.0							
Control Delay (s)	19.5	24.9	1.0	2.3	0.0							
Lane LOS	C	C	A	A								
Approach Delay (s)	19.5	24.9	1.0	2.3								
Approach LOS	C	C										
Intersection Summary												
Average Delay			3.5									
Intersection Capacity Utilization			71.0%			ICU Level of Service				C		
Analysis Period (min)			15									

Lanes, Volumes, Timings
2: St. Vincent St & Margaret St

2036 Future Total Conditions

Weekday AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	5	40	15	5	5	15	85	5	5	95	0
Future Volume (vph)	0	5	40	15	5	5	15	85	5	5	95	0
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
Ped Bike Factor												
Frt	0.880				0.973				0.994			
Flt Protected					0.971				0.993		0.997	
Satd. Flow (prot)	0	1672	0	0	1795	0	0	1748	0	0	1745	0
Flt Permitted					0.971				0.993		0.997	
Satd. Flow (perm)	0	1672	0	0	1795	0	0	1748	0	0	1745	0
Link Speed (k/h)	40				40				40			
Link Distance (m)	336.5				264.4				159.5		191.0	
Travel Time (s)	30.3				23.8				14.4		17.2	
Confl. Peds. (#/hr)	10	5		5	10				20	20		
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	9%	0%	0%	9%	0%
Adj. Flow (vph)	0	6	48	18	6	6	18	101	6	6	113	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	54	0	0	30	0	0	125	0	0	119	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)	0.0				0.0				0.0		0.0	
Link Offset(m)	0.0				0.0				0.0		0.0	
Crosswalk Width(m)	4.8				4.8				4.8		4.8	
Two way Left Turn Lane												
Headway 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
Turning Speed (k/h)	25	15		25	15		25	15		25	15	
Sign Control	Stop				Stop				Stop		Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	28.2%				ICU Level of Service A							
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis 2: St. Vincent St & Margaret St

2036 Future Total Conditions
Weekday AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	5	40	15	5	5	15	85	5	5	95	0
Future Volume (vph)	0	5	40	15	5	5	15	85	5	5	95	0
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	0	6	48	18	6	6	18	101	6	6	113	0
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	54	30	125	119								
Volume Left (vph)	0	18	18	6								
Volume Right (vph)	48	6	6	0								
Hadj (s)	-0.53	0.00	0.12	0.16								
Departure Headway (s)	4.0	4.5	4.3	4.4								
Degree Utilization, x	0.06	0.04	0.15	0.14								
Capacity (veh/h)	853	742	804	802								
Control Delay (s)	7.2	7.7	8.1	8.1								
Approach Delay (s)	7.2	7.7	8.1	8.1								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay				7.9								
Level of Service				A								
Intersection Capacity Utilization				28.2%	ICU Level of Service	A						
Analysis Period (min)				15								

Lanes, Volumes, Timings
3: St. Vincent St & Eliza St

2036 Future Total Conditions

Weekday AM Peak

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	20	80	10	45	110
Future Volume (vph)	10	20	80	10	45	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.909		0.985			
Flt Protected	0.984					0.986
Satd. Flow (prot)	1699	0	1718	0	0	1691
Flt Permitted	0.984					0.986
Satd. Flow (perm)	1699	0	1718	0	0	1691
Link Speed (k/h)	40		40			40
Link Distance (m)	54.3		155.7			159.5
Travel Time (s)	4.9		14.0			14.4
Confl. Peds. (#/hr)	5	5		25	25	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	0%	0%	10%	0%	20%	7%
Adj. Flow (vph)	13	27	107	13	60	147
Shared Lane Traffic (%)						
Lane Group Flow (vph)	40	0	120	0	0	207
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.6		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	4.8		4.8			4.8
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25	15		15	25	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	26.5%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

3: St. Vincent St & Eliza St

2036 Future Total Conditions
Weekday AM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	10	20	80	10	45	110
Future Volume (Veh/h)	10	20	80	10	45	110
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	13	27	107	13	60	147
Pedestrians	25		5			5
Lane Width (m)	3.6		3.6			3.6
Walking Speed (m/s)	1.2		1.2			1.2
Percent Blockage	2		0			0
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	410	144			145	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	410	144			145	
tC, single (s)	6.4	6.2			4.3	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.4	
p0 queue free %	98	97			95	
cM capacity (veh/h)	559	887			1306	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	40	120	207			
Volume Left	13	0	60			
Volume Right	27	13	0			
cSH	745	1700	1306			
Volume to Capacity	0.05	0.07	0.05			
Queue Length 95th (m)	1.4	0.0	1.2			
Control Delay (s)	10.1	0.0	2.6			
Lane LOS	B		A			
Approach Delay (s)	10.1	0.0	2.6			
Approach LOS	B					
Intersection Summary						
Average Delay		2.6				
Intersection Capacity Utilization		26.5%		ICU Level of Service		A
Analysis Period (min)		15				

Lanes, Volumes, Timings
4: St. Vincent St & Edwin St E

2036 Future Total Conditions
Weekday AM Peak

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	70	35	90	120	5
Future Volume (vph)	5	70	35	90	120	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.873				0.995	
Flt Protected	0.997			0.986		
Satd. Flow (prot)	1393	0	0	1772	1755	0
Flt Permitted	0.997			0.986		
Satd. Flow (perm)	1393	0	0	1772	1755	0
Link Speed (k/h)	40			40	40	
Link Distance (m)	236.2			24.7	155.7	
Travel Time (s)	21.3			2.2	14.0	
Confl. Peds. (#/hr)	15					
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	0%	20%	0%	8%	8%	0%
Adj. Flow (vph)	6	90	45	115	154	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	96	0	0	160	160	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.6			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25	15	25			15
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	27.9%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

4: St. Vincent St & Edwin St E

2036 Future Total Conditions
Weekday AM Peak

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	70	35	90	120	5
Future Volume (Veh/h)	5	70	35	90	120	5
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Hourly flow rate (vph)	6	90	45	115	154	6
Pedestrians					15	
Lane Width (m)					3.6	
Walking Speed (m/s)					1.2	
Percent Blockage					1	
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	377	157	160			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	377	157	160			
tC, single (s)	6.4	6.4	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.5	2.2			
p0 queue free %	99	89	97			
cM capacity (veh/h)	601	843	1432			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	96	160	160			
Volume Left	6	45	0			
Volume Right	90	0	6			
cSH	823	1432	1700			
Volume to Capacity	0.12	0.03	0.09			
Queue Length 95th (m)	3.2	0.8	0.0			
Control Delay (s)	10.0	2.3	0.0			
Lane LOS	A	A				
Approach Delay (s)	10.0	2.3	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		3.2				
Intersection Capacity Utilization		27.9%		ICU Level of Service	A	
Analysis Period (min)		15				

Lanes, Volumes, Timings
5: St. Vincent St & Aiken St

2036 Future Total Conditions
Weekday AM Peak

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	55	40	85	70	55	135
Future Volume (vph)	55	40	85	70	55	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.943		0.939			
Flt Protected	0.972					0.986
Satd. Flow (prot)	1691	0	1659	0	0	1681
Flt Permitted	0.972					0.986
Satd. Flow (perm)	1691	0	1659	0	0	1681
Link Speed (k/h)	40		40			40
Link Distance (m)	161.8		435.2			24.7
Travel Time (s)	14.6		39.2			2.2
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Heavy Vehicles (%)	0%	7%	8%	7%	20%	8%
Adj. Flow (vph)	72	53	112	92	72	178
Shared Lane Traffic (%)						
Lane Group Flow (vph)	125	0	204	0	0	250
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.6		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	4.8		4.8			4.8
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25	15		15	25	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	34.4%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis 5: St. Vincent St & Aiken St

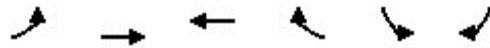
2036 Future Total Conditions
Weekday AM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	55	40	85	70	55	135
Future Volume (Veh/h)	55	40	85	70	55	135
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	72	53	112	92	72	178
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	480	158			204	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	480	158			204	
tC, single (s)	6.4	6.3			4.3	
tC, 2 stage (s)						
tF (s)	3.5	3.4			2.4	
p0 queue free %	86	94			94	
cM capacity (veh/h)	517	874			1267	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	125	204	250			
Volume Left	72	0	72			
Volume Right	53	92	0			
cSH	626	1700	1267			
Volume to Capacity	0.20	0.12	0.06			
Queue Length 95th (m)	5.9	0.0	1.4			
Control Delay (s)	12.2	0.0	2.7			
Lane LOS	B		A			
Approach Delay (s)	12.2	0.0	2.7			
Approach LOS	B					
Intersection Summary						
Average Delay		3.8				
Intersection Capacity Utilization		34.4%		ICU Level of Service		A
Analysis Period (min)		15				

Lanes, Volumes, Timings
7: Aiken St & Site Access

2036 Future Total Conditions

Weekday AM Peak

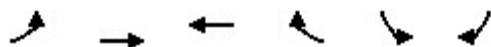


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	85	40	65	0	0	30
Future Volume (vph)	85	40	65	0	0	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.865					
Flt Protected	0.967					
Satd. Flow (prot)	0	1837	1900	0	1644	0
Flt Permitted	0.967					
Satd. Flow (perm)	0	1837	1900	0	1644	0
Link Speed (k/h)	50		50	50		
Link Distance (m)	161.8		73.6	112.6		
Travel Time (s)	11.6		5.3	8.1		
Confl. Peds. (#/hr)	20			20	20	20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	92	43	71	0	0	33
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	135	71	0	33	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)	0.0		0.0	3.6		
Link Offset(m)	0.0		0.0	0.0		
Crosswalk Width(m)	4.8		4.8	4.8		
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25			15	25	15
Sign Control	Free		Free	Stop		
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	28.6%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

7: Aiken St & Site Access

2036 Future Total Conditions
Weekday AM Peak



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	85	40	65	0	0	30
Future Volume (Veh/h)	85	40	65	0	0	30
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	92	43	71	0	0	33
Pedestrians		20	20		20	
Lane Width (m)		3.6	3.6		3.6	
Walking Speed (m/s)		1.2	1.2		1.2	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	91				338	111
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	91				338	111
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	94				100	96
cM capacity (veh/h)	1491				600	916
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	135	71	33			
Volume Left	92	0	0			
Volume Right	0	0	33			
cSH	1491	1700	916			
Volume to Capacity	0.06	0.04	0.04			
Queue Length 95th (m)	1.6	0.0	0.9			
Control Delay (s)	5.3	0.0	9.1			
Lane LOS	A		A			
Approach Delay (s)	5.3	0.0	9.1			
Approach LOS			A			
Intersection Summary						
Average Delay			4.3			
Intersection Capacity Utilization			28.6%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings
8: W Site Access & Eliza St

2036 Future Total Conditions

Weekday AM Peak

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	35	20	0	25	5	0
Future Volume (vph)	35	20	0	25	5	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.950					
Flt Protected					0.950	
Satd. Flow (prot)	1805	0	0	1900	1805	0
Flt Permitted					0.950	
Satd. Flow (perm)	1805	0	0	1900	1805	0
Link Speed (k/h)	40		40		40	
Link Distance (m)	54.3		130.0		153.7	
Travel Time (s)	4.9		11.7		13.8	
Confl. Peds. (#/hr)	20		20		20	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	38	22	0	27	5	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	60	0	0	27	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0		0.0		3.6	
Link Offset(m)	0.0		0.0		0.0	
Crosswalk Width(m)	4.8		4.8		4.8	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	15		25		25	
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	23.3%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis 8: W Site Access & Eliza St

2036 Future Total Conditions
Weekday AM Peak

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	35	20	0	25	5	0
Future Volume (Veh/h)	35	20	0	25	5	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	38	22	0	27	5	0
Pedestrians	20			20	20	
Lane Width (m)	3.6			3.6	3.6	
Walking Speed (m/s)	1.2			1.2	1.2	
Percent Blockage	2			2	2	
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			80		116	89
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			80		116	89
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	100
cM capacity (veh/h)			1505		856	942
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	60	27	5			
Volume Left	0	0	5			
Volume Right	22	0	0			
cSH	1700	1505	856			
Volume to Capacity	0.04	0.00	0.01			
Queue Length 95th (m)	0.0	0.0	0.1			
Control Delay (s)	0.0	0.0	9.2			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	9.2			
Approach LOS			A			
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			23.3%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes, Volumes, Timings
9: E Site Access & Eliza St

2036 Future Total Conditions

Weekday AM Peak

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	15	20	0	20	5	0
Future Volume (vph)	15	20	0	20	5	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.922					
Flt Protected					0.950	
Satd. Flow (prot)	1752	0	0	1900	1805	0
Flt Permitted					0.950	
Satd. Flow (perm)	1752	0	0	1900	1805	0
Link Speed (k/h)	40			40	40	
Link Distance (m)	130.0			56.2	135.1	
Travel Time (s)	11.7			5.1	12.2	
Confl. Peds. (#/hr)	20		20	20		20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	16	22	0	22	5	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	38	0	0	22	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	3.6	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	15		25	25		15
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 23.1%				ICU Level of Service A		
Analysis Period (min) 15						

HCM Unsignalized Intersection Capacity Analysis

9: E Site Access & Eliza St

2036 Future Total Conditions
Weekday AM Peak

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	15	20	0	20	5	0
Future Volume (Veh/h)	15	20	0	20	5	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	16	22	0	22	5	0
Pedestrians	20			20	20	
Lane Width (m)	3.6			3.6	3.6	
Walking Speed (m/s)	1.2			1.2	1.2	
Percent Blockage	2			2	2	
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			58		89	67
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			58		89	67
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	100
cM capacity (veh/h)			1533		886	969
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	38	22	5			
Volume Left	0	0	5			
Volume Right	22	0	0			
cSH	1700	1533	886			
Volume to Capacity	0.02	0.00	0.01			
Queue Length 95th (m)	0.0	0.0	0.1			
Control Delay (s)	0.0	0.0	9.1			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	9.1			
Approach LOS			A			
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			23.1%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes, Volumes, Timings

2036 Future Total Conditions

1: S Sykes St/S Skyes St & Edwin St/Margaret St

Weekday PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	10	50	5	15	75	75	680	10	50	580	5
Future Volume (vph)	0	10	50	5	15	75	75	680	10	50	580	5
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		0.888			0.893			0.998				0.850
Flt Protected					0.998			0.995			0.996	
Satd. Flow (prot)	0	1687	0	0	1593	0	0	1822	0	0	1842	1615
Flt Permitted					0.998			0.995			0.996	
Satd. Flow (perm)	0	1687	0	0	1593	0	0	1822	0	0	1842	1615
Link Speed (k/h)		40			40			40			40	
Link Distance (m)		136.2			336.5			229.2			185.5	
Travel Time (s)		12.3			30.3			20.6			16.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	8%	0%	4%	0%	0%	3%	0%
Adj. Flow (vph)	0	11	53	5	16	79	79	716	11	53	611	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	64	0	0	100	0	0	806	0	0	664	5
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway 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
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	93.8%											
Analysis Period (min)	15											
	ICU Level of Service F											

HCM Unsignalized Intersection Capacity Analysis

1: S Sykes St/S Skyes St & Edwin St/Margaret St

2036 Future Total Conditions

Weekday PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	10	50	5	15	75	75	680	10	50	580	5
Future Volume (Veh/h)	0	10	50	5	15	75	75	680	10	50	580	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	11	53	5	16	79	79	716	11	53	611	5
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	1684	1602	611	1655	1596	722	611			727		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1684	1602	611	1655	1596	722	611			727		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.3	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.4	2.2			2.2		
p0 queue free %	100	88	89	91	83	81	92			94		
cM capacity (veh/h)	48	92	497	58	93	417	978			886		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2							
Volume Total	64	100	806	664	5							
Volume Left	0	5	79	53	0							
Volume Right	53	79	11	0	5							
cSH	284	223	978	886	1700							
Volume to Capacity	0.23	0.45	0.08	0.06	0.00							
Queue Length 95th (m)	6.8	17.1	2.1	1.5	0.0							
Control Delay (s)	21.4	33.6	2.0	1.5	0.0							
Lane LOS	C	D	A	A								
Approach Delay (s)	21.4	33.6	2.0	1.5								
Approach LOS	C	D										
Intersection Summary												
Average Delay			4.5									
Intersection Capacity Utilization			93.8%			ICU Level of Service			F			
Analysis Period (min)			15									

Lanes, Volumes, Timings
2: St. Vincent St & Margaret St

2036 Future Total Conditions

Weekday PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	10	25	10	5	5	40	110	15	5	100	5
Future Volume (vph)	5	10	25	10	5	5	40	110	15	5	100	5
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
Ped Bike Factor												
Frt		0.916			0.965			0.987			0.993	
Flt Protected		0.993			0.977			0.988			0.998	
Satd. Flow (prot)	0	1728	0	0	1791	0	0	1828	0	0	1850	0
Flt Permitted		0.993			0.977			0.988			0.998	
Satd. Flow (perm)	0	1728	0	0	1791	0	0	1828	0	0	1850	0
Link Speed (k/h)		40			40			40			40	
Link Distance (m)		336.5			264.4			159.5			191.0	
Travel Time (s)		30.3			23.8			14.4			17.2	
Confl. Peds. (#/hr)	5					5						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Adj. Flow (vph)	6	11	28	11	6	6	44	122	17	6	111	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	45	0	0	23	0	0	183	0	0	123	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway 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
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	27.1%											
Analysis Period (min)	15											
ICU Level of Service A												

HCM Unsignalized Intersection Capacity Analysis 2: St. Vincent St & Margaret St

2036 Future Total Conditions
Weekday PM Peak

																				
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR								
Lane Configurations																				
Sign Control		Stop			Stop			Stop			Stop									
Traffic Volume (vph)	5	10	25	10	5	5	40	110	15	5	100	5								
Future Volume (vph)	5	10	25	10	5	5	40	110	15	5	100	5								
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90								
Hourly flow rate (vph)	6	11	28	11	6	6	44	122	17	6	111	6								
Direction, Lane #	EB 1	WB 1	NB 1	SB 1																
Volume Total (vph)	45	23	183	123																
Volume Left (vph)	6	11	44	6																
Volume Right (vph)	28	6	17	6																
Hadj (s)	-0.35	-0.06	0.02	0.01																
Departure Headway (s)	4.3	4.6	4.2	4.3																
Degree Utilization, x	0.05	0.03	0.21	0.15																
Capacity (veh/h)	777	725	834	825																
Control Delay (s)	7.5	7.7	8.3	8.0																
Approach Delay (s)	7.5	7.7	8.3	8.0																
Approach LOS	A	A	A	A																
Intersection Summary																				
Delay			8.1																	
Level of Service			A																	
Intersection Capacity Utilization			27.1%	ICU Level of Service					A											
Analysis Period (min)			15																	

Lanes, Volumes, Timings
3: St. Vincent St & Eliza St

2036 Future Total Conditions

Weekday PM Peak

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	50	115	15	35	95
Future Volume (vph)	10	50	115	15	35	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.888		0.985			
Flt Protected	0.992					0.987
Satd. Flow (prot)	1674	0	1823	0	0	1850
Flt Permitted	0.992					0.987
Satd. Flow (perm)	1674	0	1823	0	0	1850
Link Speed (k/h)	40		40			40
Link Distance (m)	54.3		155.7			159.5
Travel Time (s)	4.9		14.0			14.4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	3%	0%	5%	0%
Adj. Flow (vph)	11	54	124	16	38	102
Shared Lane Traffic (%)						
Lane Group Flow (vph)	65	0	140	0	0	140
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.6		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	4.8		4.8			4.8
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25	15		15	25	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	27.5%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

3: St. Vincent St & Eliza St

2036 Future Total Conditions
Weekday PM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	10	50	115	15	35	95
Future Volume (Veh/h)	10	50	115	15	35	95
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	11	54	124	16	38	102
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	310	132			140	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	310	132			140	
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			97	
cM capacity (veh/h)	668	923			1425	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	65	140	140			
Volume Left	11	0	38			
Volume Right	54	16	0			
cSH	867	1700	1425			
Volume to Capacity	0.07	0.08	0.03			
Queue Length 95th (m)	1.9	0.0	0.7			
Control Delay (s)	9.5	0.0	2.2			
Lane LOS	A		A			
Approach Delay (s)	9.5	0.0	2.2			
Approach LOS	A					
Intersection Summary						
Average Delay			2.7			
Intersection Capacity Utilization			27.5%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings
4: St. Vincent St & Edwin St E

2036 Future Total Conditions
Weekday PM Peak

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	50	55	125	105	5
Future Volume (vph)	5	50	55	125	105	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.877				0.994	
Flt Protected	0.995			0.985		
Satd. Flow (prot)	1658	0	0	1795	1819	0
Flt Permitted	0.995			0.985		
Satd. Flow (perm)	1658	0	0	1795	1819	0
Link Speed (k/h)	40			40	40	
Link Distance (m)	236.2			24.7	155.7	
Travel Time (s)	21.3			2.2	14.0	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	0%	14%	0%	4%	0%
Adj. Flow (vph)	6	60	66	151	127	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	66	0	0	217	133	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.6			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25	15	25			15
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	26.3%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

4: St. Vincent St & Edwin St E

2036 Future Total Conditions
Weekday PM Peak

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	50	55	125	105	5
Future Volume (Veh/h)	5	50	55	125	105	5
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	6	60	66	151	127	6
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	413	130	133			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	413	130	133			
tC, single (s)	6.4	6.2	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.3			
p0 queue free %	99	94	95			
cM capacity (veh/h)	571	925	1381			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	66	217	133			
Volume Left	6	66	0			
Volume Right	60	0	6			
cSH	876	1381	1700			
Volume to Capacity	0.08	0.05	0.08			
Queue Length 95th (m)	2.0	1.2	0.0			
Control Delay (s)	9.4	2.6	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.4	2.6	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		2.9				
Intersection Capacity Utilization		26.3%		ICU Level of Service		A
Analysis Period (min)		15				

Lanes, Volumes, Timings
5: St. Vincent St & Aiken St

2036 Future Total Conditions
Weekday PM Peak

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	80	55	125	75	55	100
Future Volume (vph)	80	55	125	75	55	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.945		0.950			
Flt Protected	0.971					0.983
Satd. Flow (prot)	1587	0	1772	0	0	1821
Flt Permitted	0.971					0.983
Satd. Flow (perm)	1587	0	1772	0	0	1821
Link Speed (k/h)	40		40			40
Link Distance (m)	161.8		435.2			24.7
Travel Time (s)	14.6		39.2			2.2
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	7%	14%	0%	5%	0%	4%
Adj. Flow (vph)	96	66	151	90	66	120
Shared Lane Traffic (%)						
Lane Group Flow (vph)	162	0	241	0	0	186
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.6		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	4.8		4.8			4.8
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25	15		15	25	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	37.3%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

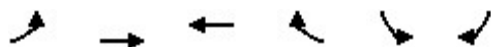
5: St. Vincent St & Aiken St

2036 Future Total Conditions
Weekday PM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	80	55	125	75	55	100
Future Volume (Veh/h)	80	55	125	75	55	100
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	96	66	151	90	66	120
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	448	196			241	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	448	196			241	
tC, single (s)	6.5	6.3			4.1	
tC, 2 stage (s)						
tF (s)	3.6	3.4			2.2	
p0 queue free %	82	92			95	
cM capacity (veh/h)	532	816			1337	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	162	241	186			
Volume Left	96	0	66			
Volume Right	66	90	0			
cSH	619	1700	1337			
Volume to Capacity	0.26	0.14	0.05			
Queue Length 95th (m)	8.3	0.0	1.2			
Control Delay (s)	12.9	0.0	3.0			
Lane LOS	B		A			
Approach Delay (s)	12.9	0.0	3.0			
Approach LOS	B					
Intersection Summary						
Average Delay			4.5			
Intersection Capacity Utilization			37.3%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings
7: Aiken St & Site Access

2036 Future Total Conditions
Weekday PM Peak

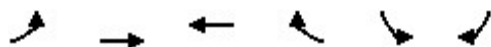


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	40	90	55	0	0	80
Future Volume (vph)	40	90	55	0	0	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.865					
Flt Protected	0.985					
Satd. Flow (prot)	0	1872	1900	0	1644	0
Flt Permitted	0.985					
Satd. Flow (perm)	0	1872	1900	0	1644	0
Link Speed (k/h)	50		50	50		
Link Distance (m)	161.8		73.6	112.6		
Travel Time (s)	11.6		5.3	8.1		
Confl. Peds. (#/hr)	20			20	20	20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	43	98	60	0	0	87
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	141	60	0	87	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)	0.0		0.0	3.6		
Link Offset(m)	0.0		0.0	0.0		
Crosswalk Width(m)	4.8		4.8	4.8		
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25			15	25	15
Sign Control	Free		Free	Stop		
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	30.3%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

7: Aiken St & Site Access

2036 Future Total Conditions
Weekday PM Peak



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	40	90	55	0	0	80
Future Volume (Veh/h)	40	90	55	0	0	80
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	43	98	60	0	0	87
Pedestrians		20	20		20	
Lane Width (m)		3.6	3.6		3.6	
Walking Speed (m/s)		1.2	1.2		1.2	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	80				284	100
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	80				284	100
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	97				100	91
cM capacity (veh/h)	1505				667	929
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	141	60	87			
Volume Left	43	0	0			
Volume Right	0	0	87			
cSH	1505	1700	929			
Volume to Capacity	0.03	0.04	0.09			
Queue Length 95th (m)	0.7	0.0	2.5			
Control Delay (s)	2.4	0.0	9.3			
Lane LOS	A		A			
Approach Delay (s)	2.4	0.0	9.3			
Approach LOS			A			
Intersection Summary						
Average Delay			4.0			
Intersection Capacity Utilization			30.3%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes, Volumes, Timings
8: W Site Access & Eliza St

2036 Future Total Conditions
Weekday PM Peak

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰			↱	↗	
Traffic Volume (vph)	45	10	0	40	20	0
Future Volume (vph)	45	10	0	40	20	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.975					
Flt Protected					0.950	
Satd. Flow (prot)	1852	0	0	1900	1805	0
Flt Permitted					0.950	
Satd. Flow (perm)	1852	0	0	1900	1805	0
Link Speed (k/h)	40			40	40	
Link Distance (m)	54.3			130.0	153.7	
Travel Time (s)	4.9			11.7	13.8	
Confl. Peds. (#/hr)		20	20		20	20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	49	11	0	43	22	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	60	0	0	43	22	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	3.6	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)		15	25		25	15
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	23.1%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis 8: W Site Access & Eliza St

2036 Future Total Conditions
Weekday PM Peak

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	45	10	0	40	20	0
Future Volume (Veh/h)	45	10	0	40	20	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	49	11	0	43	22	0
Pedestrians	20			20	20	
Lane Width (m)	3.6			3.6	3.6	
Walking Speed (m/s)	1.2			1.2	1.2	
Percent Blockage	2			2	2	
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			80		138	94
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			80		138	94
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		97	100
cM capacity (veh/h)			1505		832	936
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	60	43	22			
Volume Left	0	0	22			
Volume Right	11	0	0			
cSH	1700	1505	832			
Volume to Capacity	0.04	0.00	0.03			
Queue Length 95th (m)	0.0	0.0	0.7			
Control Delay (s)	0.0	0.0	9.4			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	9.4			
Approach LOS			A			
Intersection Summary						
Average Delay			1.7			
Intersection Capacity Utilization			23.1%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes, Volumes, Timings
9: E Site Access & Eliza St

2036 Future Total Conditions
Weekday PM Peak

								
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations								
Traffic Volume (vph)	35	10	0	20	20	0		
Future Volume (vph)	35	10	0	20	20	0		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Ped Bike Factor								
Frt	0.970							
Flt Protected					0.950			
Satd. Flow (prot)	1843	0	0	1900	1805	0		
Flt Permitted					0.950			
Satd. Flow (perm)	1843	0	0	1900	1805	0		
Link Speed (k/h)	40			40	40			
Link Distance (m)	130.0			56.2	135.1			
Travel Time (s)	11.7			5.1	12.2			
Confl. Peds. (#/hr)	20		20	20		20		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%		
Adj. Flow (vph)	38	11	0	22	22	0		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	49	0	0	22	22	0		
Enter Blocked Intersection	No	No	No	No	No	No		
Lane Alignment	Left	Right	Left	Left	Left	Right		
Median Width(m)	0.0			0.0	3.6			
Link Offset(m)	0.0			0.0	0.0			
Crosswalk Width(m)	4.8			4.8	4.8			
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Turning Speed (k/h)	15		25	25		15		
Sign Control	Free			Free	Stop			
Intersection Summary								
Area Type:	Other							
Control Type:	Unsignalized							
Intersection Capacity Utilization	23.1%			ICU Level of Service A				
Analysis Period (min)	15							

HCM Unsignalized Intersection Capacity Analysis

9: E Site Access & Eliza St

2036 Future Total Conditions
Weekday PM Peak

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	35	10	0	20	20	0
Future Volume (Veh/h)	35	10	0	20	20	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	38	11	0	22	22	0
Pedestrians	20			20	20	
Lane Width (m)	3.6			3.6	3.6	
Walking Speed (m/s)	1.2			1.2	1.2	
Percent Blockage	2			2	2	
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			69		106	84
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			69		106	84
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		97	100
cM capacity (veh/h)			1519		867	949
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	49	22	22			
Volume Left	0	0	22			
Volume Right	11	0	0			
cSH	1700	1519	867			
Volume to Capacity	0.03	0.00	0.03			
Queue Length 95th (m)	0.0	0.0	0.6			
Control Delay (s)	0.0	0.0	9.3			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	9.3			
Approach LOS			A			
Intersection Summary						
Average Delay			2.2			
Intersection Capacity Utilization			23.1%	ICU Level of Service		A
Analysis Period (min)			15			

APPENDIX

K

PROXY SITE SURVEY
DATA

Transitech Consulting

Georgian College - Parking Survey

111 Welington Street, Bracebridge

Wednesday-Oct-16th, 2024 (900 to 1700)

Time			REGULAR	ACCESSIBLE	TOTAL	% of Supply
9:00	-	9:30	58	1	59	52%
9:30	-	10:00	59	1	60	53%
10:00	-	10:30	58	1	59	52%
10:30	-	11:00	58	1	59	52%
11:00	-	11:30	58	1	59	52%
11:30	-	12:00	53	1	54	47%
12:00	-	12:30	46		46	40%
12:30	-	13:00	42		42	37%
13:00	-	13:30	46		46	40%
13:30	-	14:00	47		47	41%
14:00	-	14:30	44		44	39%
14:30	-	15:00	44		44	39%
15:00	-	15:30	43		43	38%
15:30	-	16:00	26		26	23%
16:00	-	16:30	8		8	7%
16:30	-	17:00	1		1	1%
17:00	-	17:30	1		1	1%
Max			59	1	60	53%
Min			1	1	1	1%
Avg			40.7	1.0	41.1	0.4

Parking supply

Regular	112
Accessible	2
Total	114