



TRAFFIC BRIEF

Crescent Acres Residential Development

Town of Fort Erie, Ontario

Prepared for: Mountainview Homes Inc.

Prepared by: SLBC Inc.

2023-03-08

Executive Summary

SLBC Inc. was retained by Mountainview Homes Inc. to complete a Traffic Brief for the proposed Crescent Acres Residential Development, located on the east side of Crescent Road, opposite Orchard Avenue and Evelyn Street, in the Town of Fort Erie. The primary objectives of the Traffic Brief include: estimation of peak hour traffic generation from the proposed development, intersection capacity analyses for the study area intersections under existing and future conditions, the recommendation of intersections improvements where required, and an evaluation of the proposed public roadway connections to Crescent Road based on applicable design guidelines.

The proposed residential subdivision development will consist of 220 dwelling units (67 single-family dwelling units, 8 semi-detached dwelling units, 145 townhouses dwelling units) and two proposed public roadway connections to Crescent Road (one opposite Orchard Avenue and one just south of Evelyn Street).

Intersection capacity analysis was completed for the following study intersections:

- Crescent Road at Garrison Road
- Crescent Road at Orchard Avenue / proposed Street B
- Crescent Road at Evelyn Street
- Crescent Road at the proposed Street A

The analysis adopted future planning horizons of 2025 (representing the assumed build-out year of the subject development) and 2030 representing five years post build-out, and an annual growth rate of 2% per annum for Garrison Road and Crescent Road.

The proposed residential development is projected to generate approximately 124 two-way trips during the weekday a.m. peak hour (30 inbound and 94 outbound), and 156 two-way trips during the weekday p.m. peak hour (98 inbound and 58 outbound).

The industry standard Synchro macroscopic traffic analysis software was utilized to analyse the study intersections, and key performance measures such as Level of Service (LOS), volume-to-capacity ratio (v/c ratio), and 95th percentile queuing was reported. As per the results of the intersection analysis, there are no traffic operational concerns expected to be generated from the proposed development.

Auxiliary left-turn lanes and all-way stop controls are also not warranted at the future road connections to Crescent Road, as per applicable warrant guidelines.

Therefore, there are no improvements recommended at the study intersections in response to the subject development.

It is recommended both the future Street A and Street B intersections on Crescent Road be full movement accesses (no turn restrictions) with stop control for the minor street approaches (free flow for Crescent Road), and no auxiliary turn lanes.

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1 Introduction

1.1 Study Objectives

SLBC Inc. was retained by Mountainview Homes Inc. to complete a Traffic Brief for the proposed Crescent Acres Residential Development, located on the east side of Crescent Road, opposite Orchard Avenue and Evelyn Street, in the Town of Fort Erie.

The primary objectives of the Traffic Brief include:

- Estimation of peak hour traffic generation from the proposed development;
- Intersection capacity analyses for the study area intersections under existing and future conditions;
- Recommendation of intersections improvements, where required, in order to maintain an acceptable level of service; and
- An evaluation of proposed site access intersection locations on Crescent Road based on applicable design guidelines.

1.2 Proposed Development

The proposed residential subdivision development will consist of 220 dwelling units (67 single-family dwelling units, 8 semi-detached dwelling units, 145 townhouses dwelling units), driveway and garage parking for each unit, and site access points off Crescent Road (one opposite Orchard Avenue, and one south of Evelyn Street).

1.3 Development Location

The proposed development will be located on the east side of Crescent Road, opposite Orchard Avenue and Evelyn Street. Lands on the opposite side (west side) of Crescent Road consist of generally low-density residential development. Lands just north of the site consist of a variety of commercial and retail uses and there are existing Greenfields (vacant parcels) and forested lands east of the site.

Crescent Road is a north-south collector road providing access to the Garrison Road corridor (Regional Road 3), which is a major east-west arterial road servicing the surrounding area and providing access to the Queen Elizabeth Way (QEW), the Town of Fort Erie core, the Peace Bridge crossing, the City of Port Colborne, and other communities to the west. The location of the proposed development and its relation to the surrounding road network is shown in **Figure 1**.

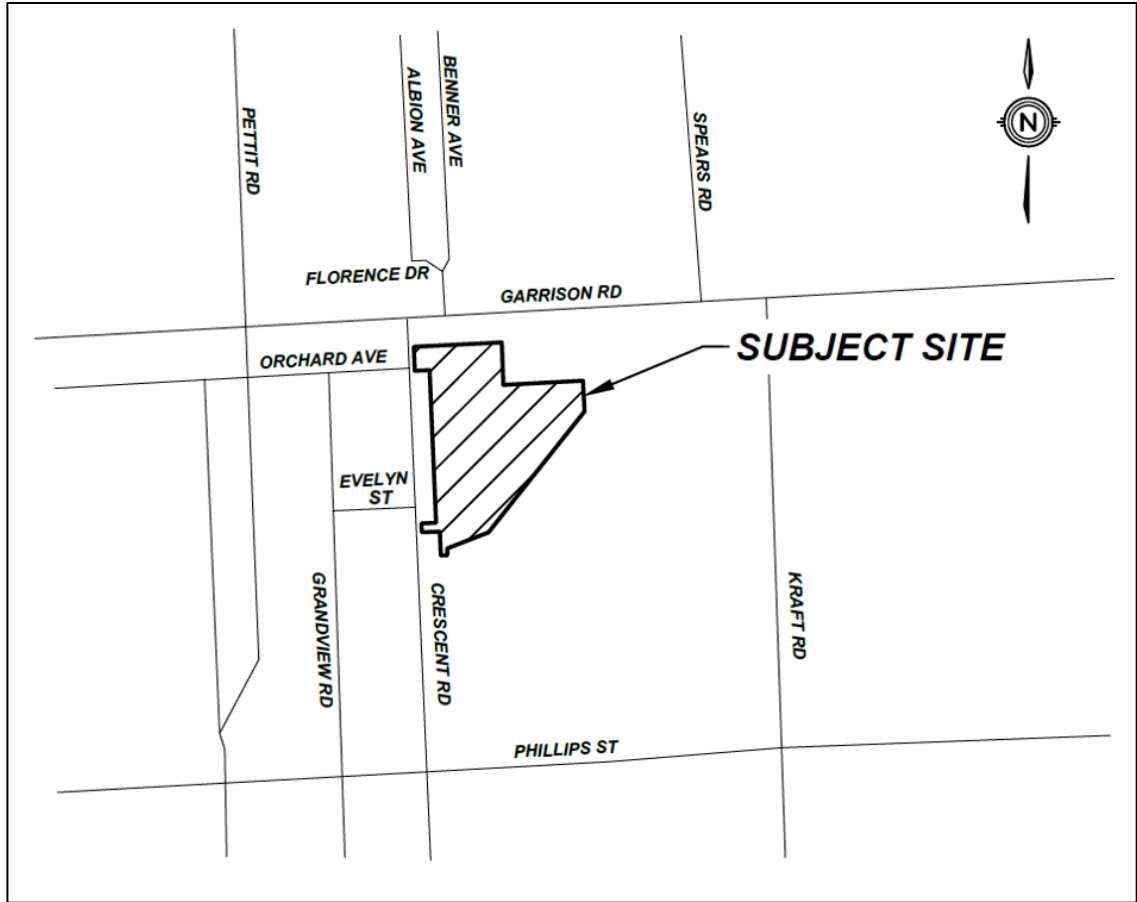


Figure 1: Site Area

1.4 Study Intersections

Capacity analysis was completed for the following study intersections:

- Crescent Road at Garrison Road (Regional Road 3)
- Crescent Road at Orchard Avenue / proposed Street B access
- Crescent Road at Evelyn Street
- Crescent Road at proposed Street A access

2 Exiting Conditions

2.1 Existing Road Network

Garrison Road (Regional Road 3) is an east-west arterial roadway under the jurisdiction of Niagara Region with a five-lane urban cross-section and a posted speed limit of 60km/h. In the vicinity of the site, there are no identifiable horizontal or vertical curves in the road's alignment requiring review. At its stop-controlled T-intersection with Crescent Road (stop-controlled for Crescent Road, free flow for Garrison Road) it has a two-way left turn lane.

Crescent Road within the study area is a north-south collector roadway under the jurisdiction of the Town of Fort Erie, with a two-lane urban cross-section and a posted speed limit of 50km/h. In the vicinity of the site, there are no identifiable horizontal or vertical curves in the road's alignment requiring review. At its stop-controlled T-intersection with Garrison Road (stop-controlled for Crescent Road, free flow for Garrison Road), it has no auxiliary turn lanes. At its stop-controlled T-intersections with Orchard Avenue and with Evelyn Street (stop-controlled for Orchard Avenue and Evelyn Street, free flow for Crescent Road), it has no auxiliary turn lanes..

Orchard Avenue is an east-west local roadway under the jurisdiction of the Town of Fort Erie, with a two-lane rural cross-section and an assumed speed limit of 50km/h. In the vicinity of the site, there are no identifiable horizontal or vertical curves in the road's alignment requiring review. At its stop-controlled T-intersection with Crescent Road (stop-controlled for Orchard Avenue, free flow for Crescent Road), it has no auxiliary turn lanes.

Evelyn Street is an east-west local roadway under the jurisdiction of the Town of Fort Erie, with a two-lane rural cross-section and an assumed speed limit of 50km/h. In the vicinity of the site, there are no identifiable horizontal or vertical curves in the road's alignment requiring review. At its stop-controlled T-intersection with Crescent Road (stop-controlled for Evelyn Street, free flow for Crescent Road), it has no auxiliary turn lanes.

2.2 Existing Traffic Volumes

Intersection traffic volume counts were collected at the study area intersections in February 2023. The a.m. peak hour for the study area road network commenced at approximately 8:00 a.m., and the p.m. peak hour commenced at approximately 4:00 p.m. to 4:45 p.m. The traffic volume data is provided in **Appendix A**. The existing peak hour traffic volumes are shown in **Figure 2**.

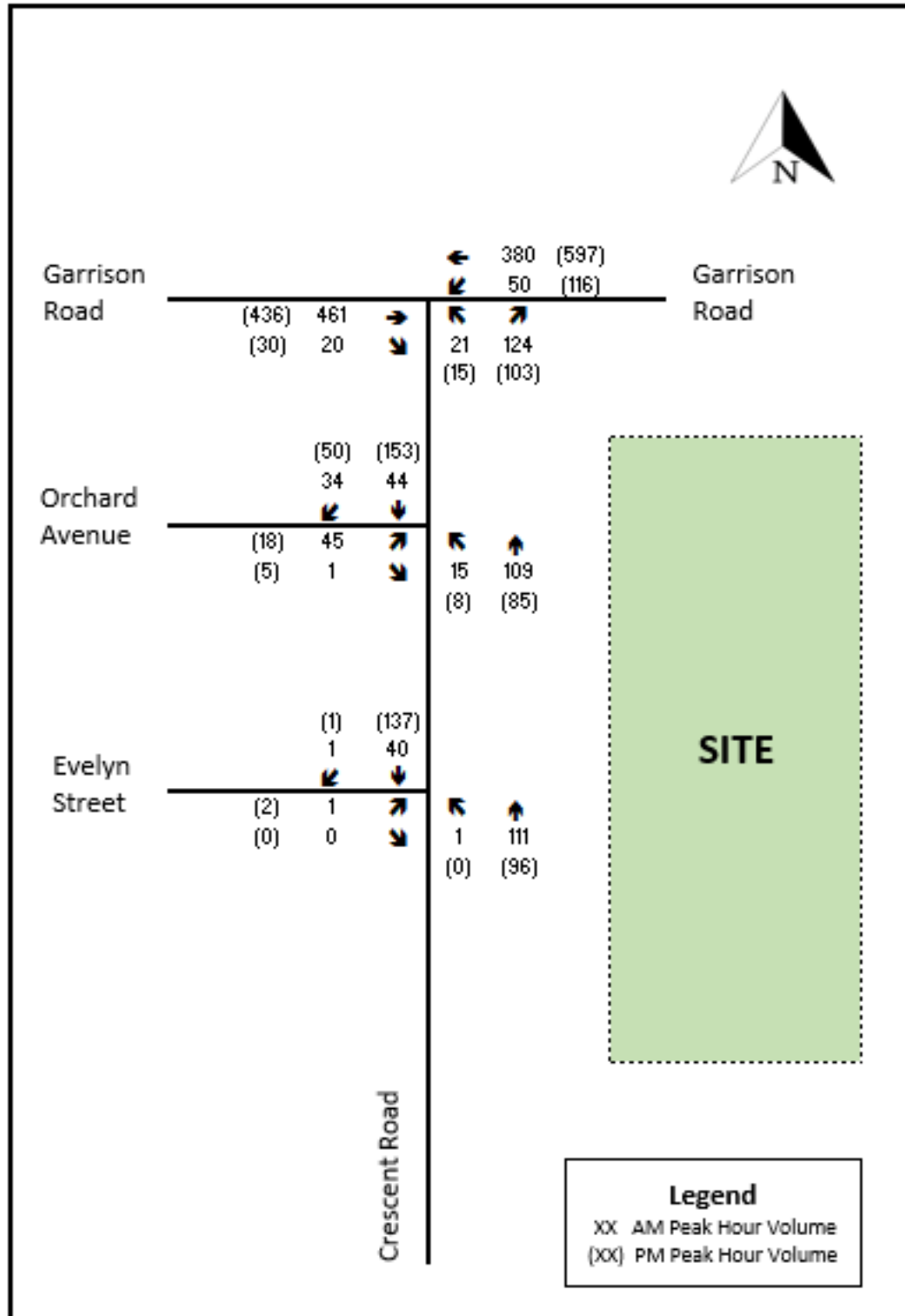


Figure 2: 2023 Existing Traffic Volumes

3 Future Background Conditions

3.1 Study Horizon Years

The analysis adopted future planning horizons of 2025 (representing the assumed build-out year of the subject development) and 2030 representing five years post build-out.

3.2 Future Background Growth

An annual growth rate of 2% per annum was assumed for Garrison Road and Crescent Road. This is expected to be a conservative (aggressive) annual growth rate for Crescent Road given the mature nature of the residential neighbourhood that it serves.

The 2025 and 2030 future background growth traffic volumes are shown in **Figure 3** and **Figure 4**, respectively.

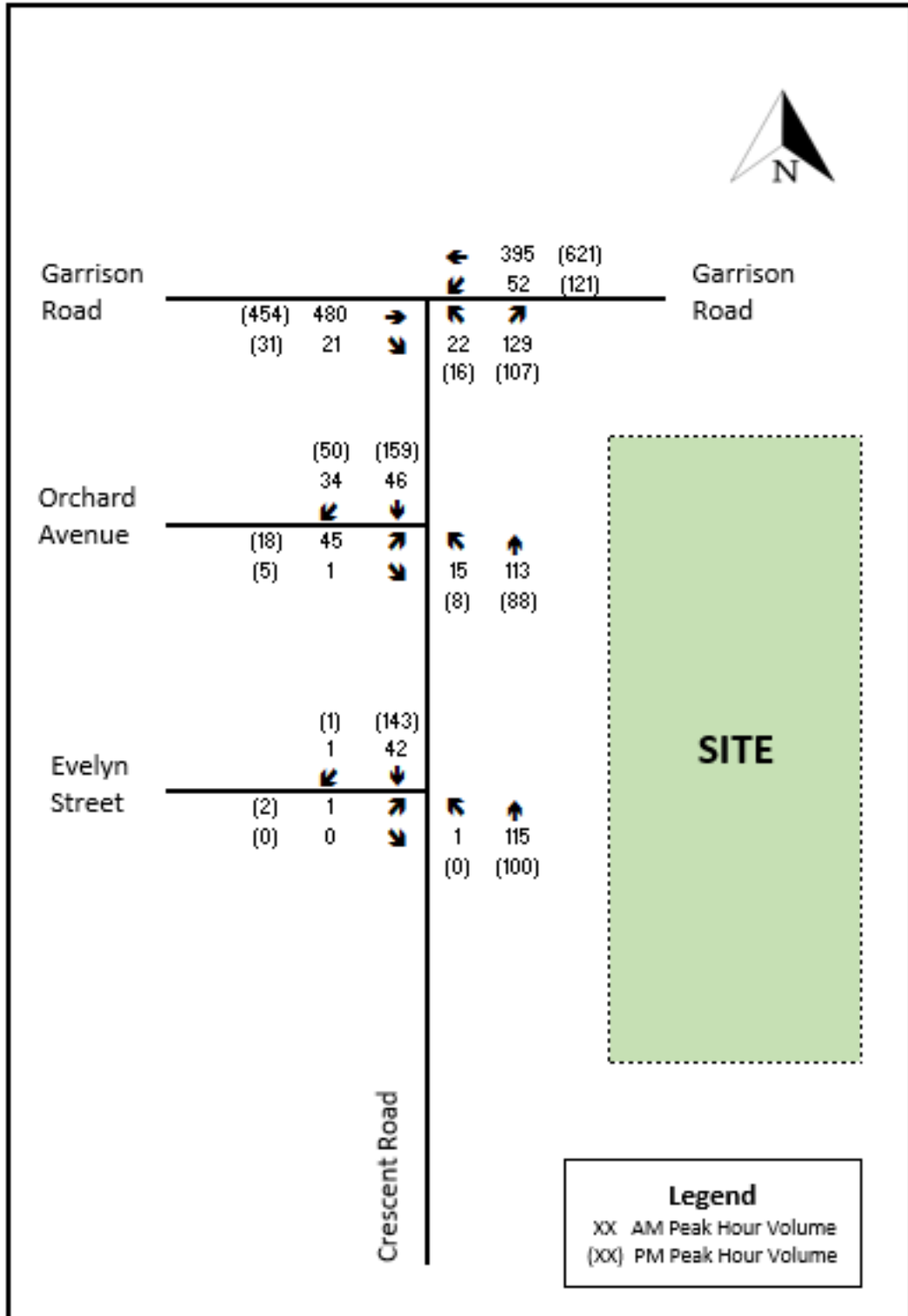


Figure 3: 2025 Background Growth

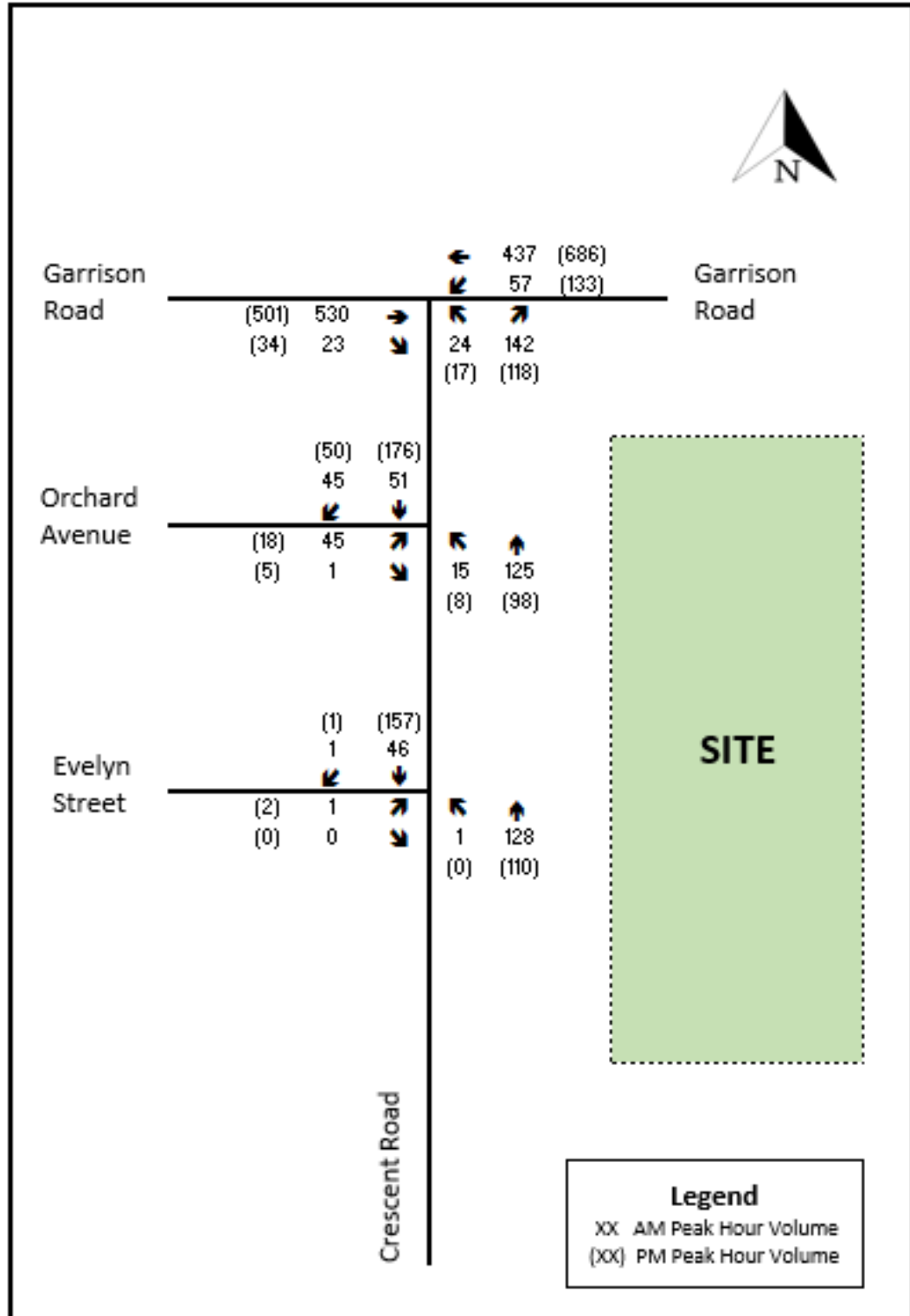


Figure 4: 2030 Background Growth

4 Proposed Development

4.1 Site Description

The proposed residential subdivision development consists of 220 dwelling units (67 single-family dwelling units, 8 semi-detached dwelling units, 145 townhouses dwelling units), and two vehicular access points (future public road connections) off Crescent Road. The draft plan is shown in **Appendix B**.

4.2 Access Configuration

Both proposed future roadway connections to the site on Crescent Road are planned to be full movement accesses (no turn restrictions) with stop control for the new local road approaches to Crescent Road, and no auxiliary turn lanes. Confirmation that auxiliary left-turn lanes are not needed are demonstrated in the results of the intersection capacity analysis and left-turn lane warrants as presented in this report. The horizontal and vertical alignments of Crescent Road in the vicinity of the site are generally straight and flat; therefore, no sightline concerns exist. As per the results of the intersection capacity analysis for the proposed driveways (Section 6.2.4), the intersections of both driveways and Crescent Road are expected to operate acceptably in the proposed configuration, with no operational issues requiring mitigation.

4.3 Vehicle Speed Considerations

Given the proximity of the northernmost site access point (Street B) on Crescent Road to the intersection at Garrison Road (measured approximately 80 metres stop-to-stop), it is expected that most vehicles travelling from Street B to Garrison Road (and vice versa) will not reach top operating speeds over the posted speed limit of 50 km/h. Therefore, with the majority of site generated traffic expected to be using the Street B access point rather than Street A, it is expected the traffic generated by the site will likely not be a noticeable contributor to speeding issues on Crescent Road. If the Town does confirm an existing speeding issue on Crescent Road (as typically confirmed by a speed study), the Town may work with local residents in identifying feasible and effective countermeasures. However, the matter is considered unrelated to the subject development.

4.4 Left-Turn Storage Lane Warrant

Left-turn Storage Lane warrants were completed for left-turn movements on Crescent Road turning into the site at both Street A and Street B using the MTO methodology. The results of the warrants are illustrated in **Appendix C** and confirm that auxiliary left-turn lanes are not warranted on Crescent Road at the proposed access locations up to the ultimate 2030 horizon year, due to insufficient traffic volumes. Although, the southbound left-turn movement into Street B is shown to be nearing warranting an auxiliary left-turn lane by 2030, the capacity analysis indicates the intersection will operate without operational concerns and with negligible queuing without a left-turn lane. Furthermore, 2030 volume projections on Crescent Road were based on an assumed 2% per annum growth rate, which is conservative given the area is a generally mature residential neighbourhood.

4.5 All-way Stop Minimum Volume Warrant

All-way Stop Minimum Volume Warrants was completed at Orchard Avenue at Crescent Road, Evelyn Street at Crescent Road, and Street A at Crescent Road using the OTM Book 5 methodology and projected volumes for the ultimate 2030 horizon year. As per the warrant guidelines, all-way stop control may be considered where the following conditions are met:

- **Warrant 1:** The total vehicle volume on all intersection approaches exceeds 375 vehicles per hour for each of the highest eight hours of the day; and,
- **Warrant 2:** The combined vehicle and pedestrian volume on the minor street exceeds 150 units per hour (all vehicles plus pedestrians wishing to enter the intersection) for each of the same eight hours as the total volume; OR the combined vehicle and pedestrian volume on the minor street exceeds 120 units per hour (all vehicles plus pedestrians wishing to enter the intersection) for each of the same eight hours as the total volume, with an average delay to all minor street traffic (vehicles and pedestrians) of greater than 30 seconds for the entire eight hour period; and,
- **Warrant 3:** The volume split does not exceed 70/30 (that is the minor street must not be less than 30% of the total volume entering the intersection) as measured over the entire eight-hour count period. Volume on the major street is defined as vehicles only. Volume on the minor street includes all vehicles plus any pedestrians wishing to cross the major roadway. For three-legged intersections a volume split of 75/25 is permissible.

The results of the warrants are shown in **Table 1**, indicating that all-way stop controls are not warranted at Orchard Avenue at Crescent Road, Evelyn Street at Crescent Road, and Street A at Crescent Road up to the ultimate 2030 horizon year.

Table 1: All-Way Stop Warrant Results

Intersection	Warrant Requirements		
	Warrant 1	Warrant 2	Warrant 3
Crescent Road at Orchard Avenue / Street B	Warrant met	Warrant not met	Warrant not met
Crescent Road at Evelyn Street	Warrant not met	Warrant not met	Warrant not met
Crescent Road at Street A	Warrant not met	Warrant not met	Warrant not met

4.6 Trip Generation

Automobile trip generation for the proposed development during the peak periods of the adjacent street traffic was estimated by using the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th edition) methodology for a Single-family Detached Housing (Land Use Code #210), Single-family Attached Housing (Land Use Code #215), Multi-family Housing Low-rise (Land Use Code #220). Trip Generation datasheets are provided in **Appendix D**. As presented in **Table 2**, the proposed residential development is projected to generate approximately 124 two-way trips during the weekday a.m. peak hour (30 inbound and 94 outbound), and 156 two-way trips during the weekday p.m. peak hour (98 inbound and 58 outbound).

These trip estimates are expected to be conservative given they don't account for the widely known traffic reducing impacts Covid-19 has had on commuter patterns (e.g., increase in telecommuting).

Table 2: Trip Generation Calculations

ITE Land Use	# of Units	Peak Hours	Total Site Trips	Directional Distribution		Directional Site Trips	
				In	Out	In	Out
Single-family Detached Housing (210)	67	AM	52	25%	75%	13	39
		PM	68	63%	37%	43	25
Single-family Attached Housing (215)	8	AM	4	25%	75%	1	3
		PM	5	59%	41%	3	2
Multi-family Housing Low-Rise (220)	145	AM	68	24%	76%	16	52
		PM	83	63%	37%	52	31
Total	220	AM	124	-	-	30	94
		PM	156	-	-	98	58

4.7 Trip Distribution

Given the majority of trips generated by the site during the weekday a.m. and p.m. peak hours will primarily be commuter trips, and given the residential nature of the development, 2016 Transportation Tomorrow Survey (TTS) commuter data was reviewed to estimate the distribution of the site generated traffic to the surrounding road network. **Table 3** outlines the estimated trip distribution assumptions for the site generated trips, which is based on the analyzed TTS data provided in **Appendix E**.

Table 3: Trip Distribution Assumptions

Direction	Proportion of Site Trips
Garrison Road (travelling to/from west of Crescent Road)	20%
Garrison Road (travelling to/from east of Crescent Road)	80%
TOTAL	100%

4.8 Trip Assignment

The site generated traffic has been assigned to individual turning movements at the study area intersections based on the aforementioned trip generation estimates and trip distribution assumptions. The assignment of the estimated peak hour site generated traffic for the proposed residential development is shown in **Figure 5**.

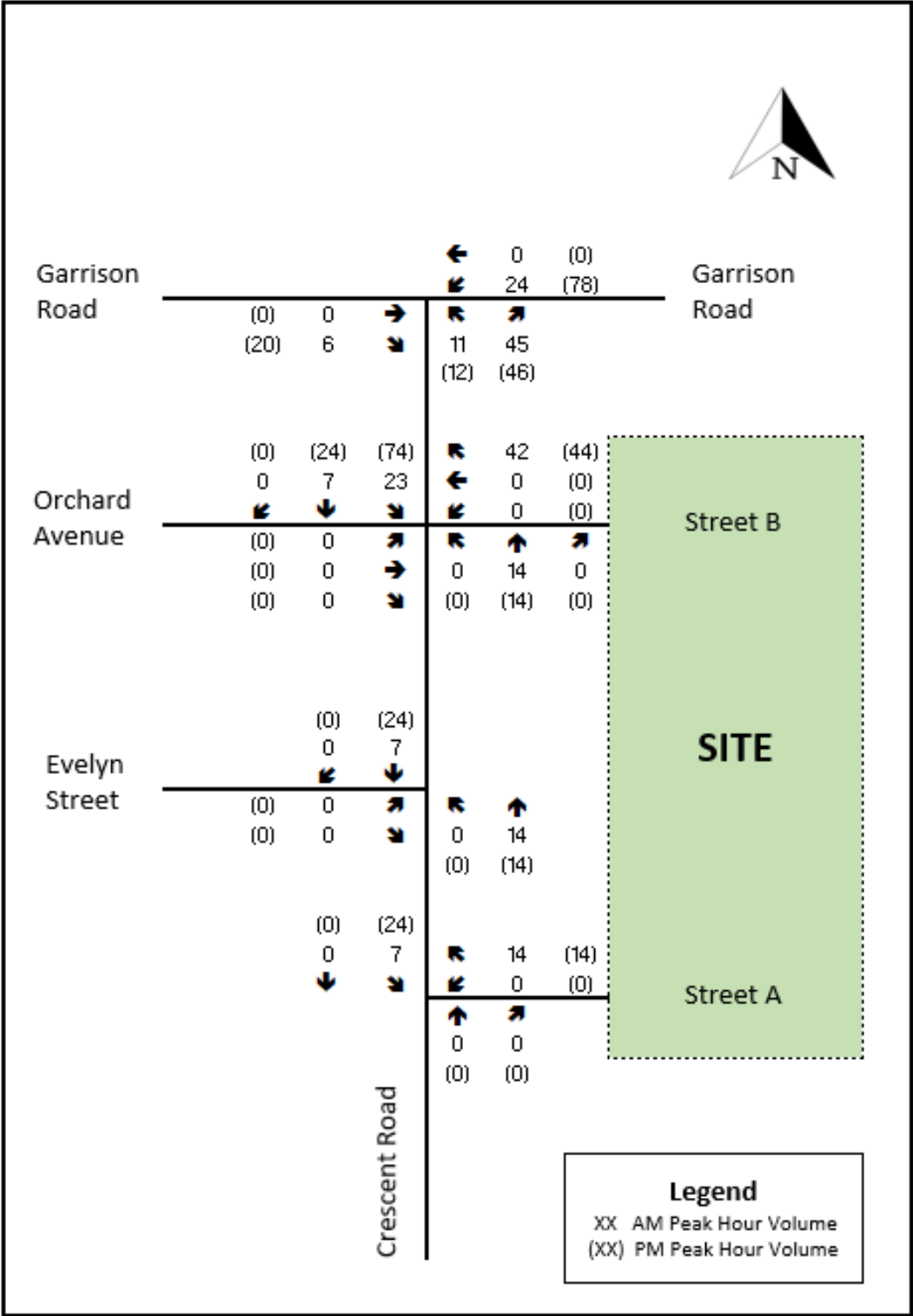


Figure 5: Site Trip Assignment

5 Future Total Conditions

5.1 Future Total Traffic Volumes

The future total traffic volumes for the 2025 and 2030 horizon years were developed by combining the estimated site generated traffic from the residential development with the future background traffic at each horizon year. The resulting 2025 and 2030 future total intersection volumes are shown in **Figure 6** and **Figure 7**, respectively.

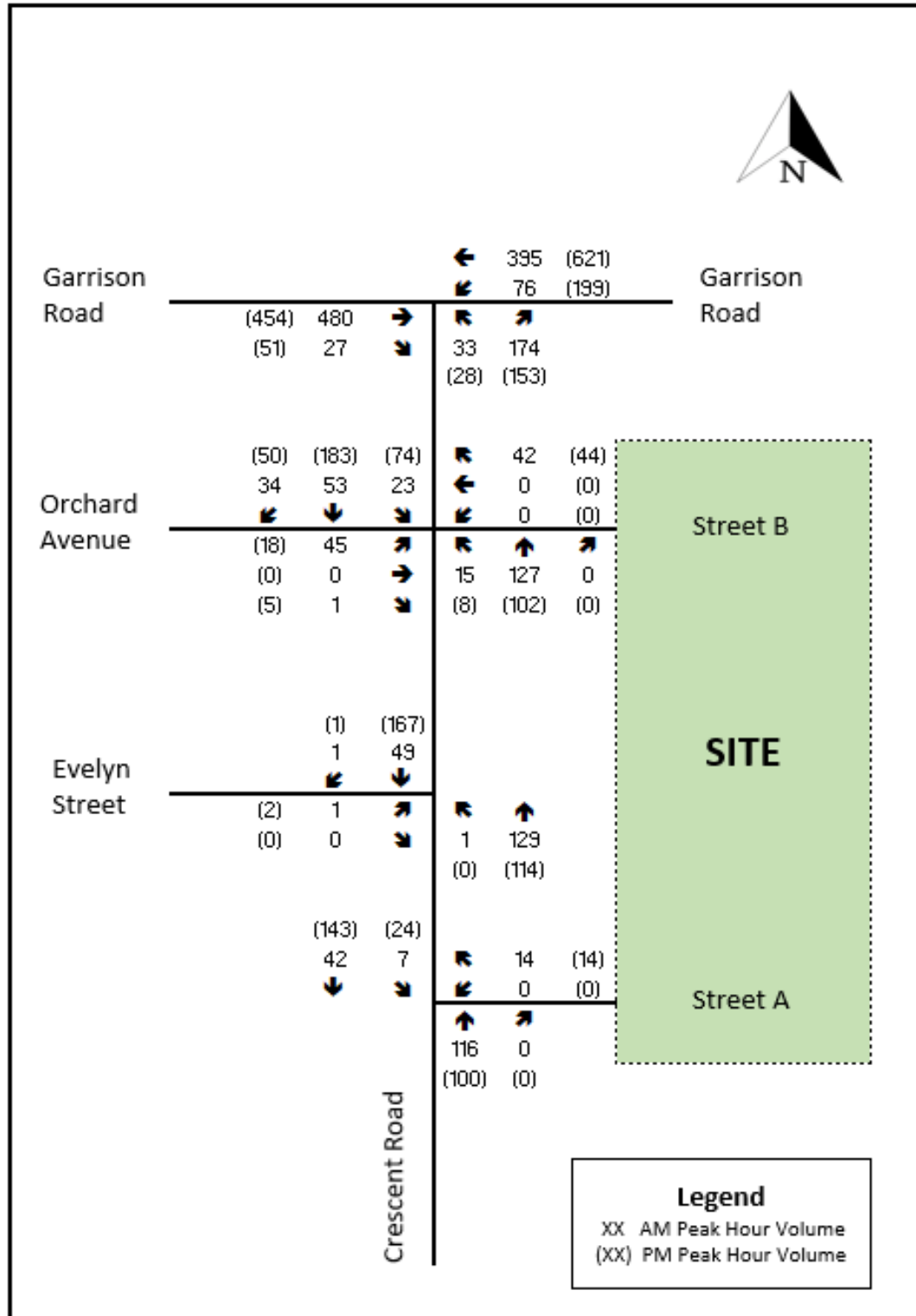


Figure 6: 2025 Future Total Traffic

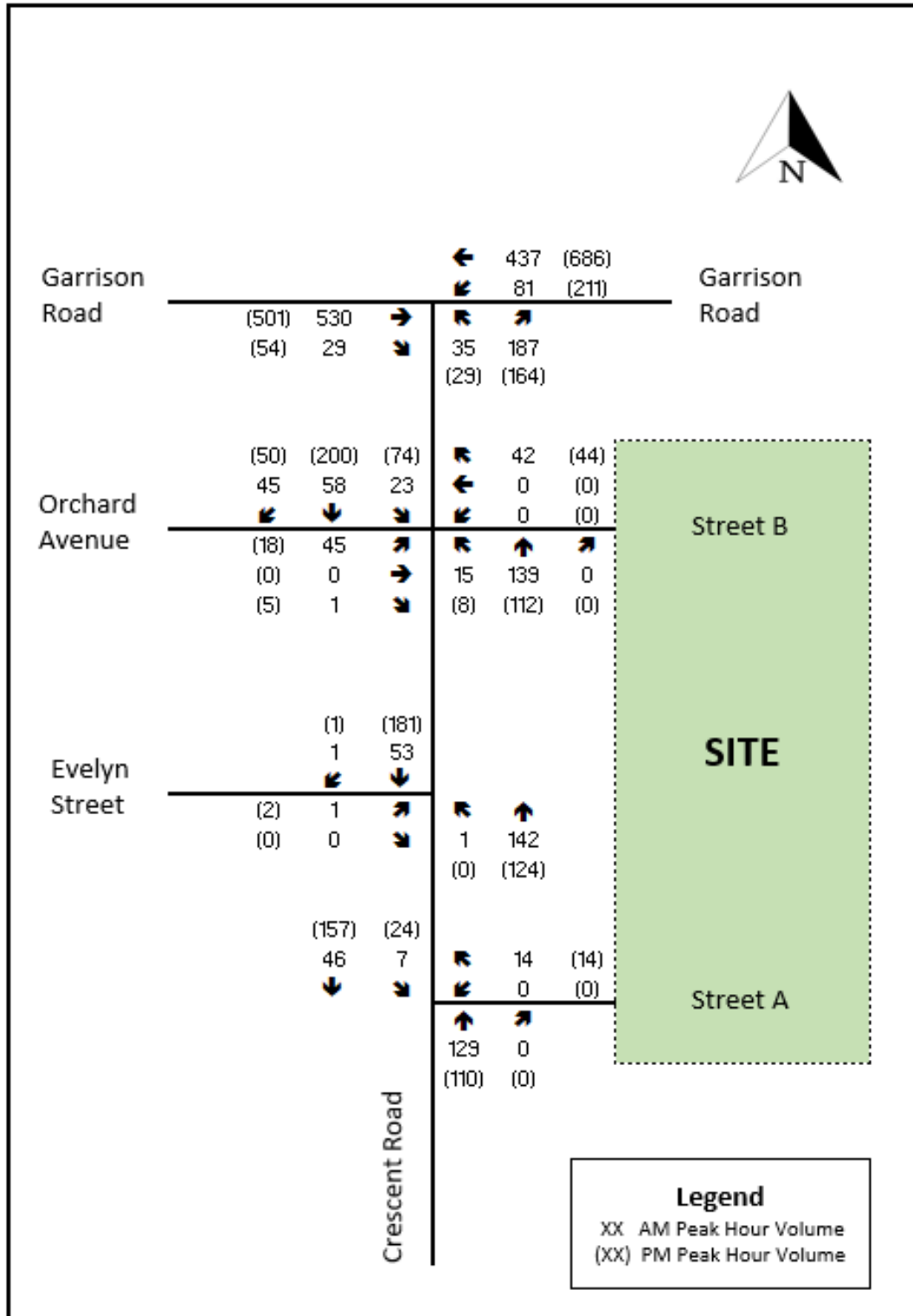


Figure 7: 2030 Future Total Traffic

6 Intersection Capacity Analysis

6.1 Methodology

The industry standard Synchro macroscopic traffic analysis software was utilized to analyse the intersections. Key performance measures such as Level of Service (LOS), volume-to-capacity ratio (v/c ratio), and 95th percentile queuing was reported, and are defined below:

- Average vehicle control delay is used to characterize LOS for the entire intersection, an approach, or movement. Delay quantifies the variations in travel time and is also a surrogate measure of driver discomfort and fuel consumption.
- V/c ratio quantifies the degree to which the capacity of a movement is utilized by traffic.
- 95th percentile queue is the queue length which is expected to be exceeded only 5% of the time.

Table 4 identifies the control delay thresholds (seconds of delay per vehicle) for each LOS based on Highway Capacity Manual (HCM) methodology.

Table 4: Characteristics of Level of Service at Unsignalized Intersections

Level of Service (LOS)	Control Delay (average seconds of delays / vehicle)
A	≤ 10 seconds
B	> 10 to 15 seconds
C	> 15 to 25 seconds
D	> 25 to 35 seconds
E	> 35 to 50 seconds
F	> 50 seconds

6.2 Capacity Analysis Results

The following sections present the findings from the capacity analysis for the study area intersections. Detailed output reports from the Synchro software are provided in **Appendix F**.

6.2.1 Crescent Road at Garrison Road

Table 5 presents the results from the capacity analysis for the intersection of Crescent Road at Garrison Road. There are no operational concerns to report, with LOS not exceeding “B” and 95% queuing not exceeding 1-2 vehicles for the northbound approach in 2030. There are no improvements recommended at this intersection in response to the subject development.

Table 5: Capacity Analysis Results for Crescent Road at Garrison Road

Scenario	Movement	Weekday AM Peak Hour			Weekday PM Peak Hour		
		v/c	LOS	95%Q	v/c	LOS	95%Q
2023 Existing	WBL	0.05	A	<1 veh	0.12	A	<1 veh
	NBLR	0.22	B	<1 veh	0.19	B	<1 veh
2025 Future Background	WBL	0.05	A	<1 veh	0.12	A	<1 veh
	NBLR	0.23	B	<1 veh	0.20	B	<1 veh
2025 Future Total	WBL	0.08	A	<1 veh	0.21	A	<1 veh
	NBLR	0.33	B	11m	0.33	B	11m
2030 Future Total	WBL	0.09	A	<1 veh	0.23	A	<1 veh
	NBLR	0.37	B	13m	0.47	B	13m

6.2.2 Crescent Road at Orchard Avenue / Street B

Table 6 presents the results from the capacity analysis for the intersection Crescent Road at Orchard Avenue. There are no operational concerns to report. Based on the results of the capacity analysis, it is expected any impact to operations associated with the subject development will not be identifiable from the driver’s perspective. There are no improvements recommended at this intersection in response to the subject development.

Table 6: Capacity Analysis Results for Crescent Road at Orchard Avenue / Street B

Scenario	Movement	Weekday AM Peak Hour			Weekday AM Peak Hour		
		v/c	LOS	95%Q	v/c	LOS	95%Q
2023 Existing	EBLR	0.07	B	<1 veh	0.04	B	<1 veh
	WBLT	0.07	A	<1 veh	0.07	A	<1 veh
	NBLR	0.01	A	<1 veh	0.01	A	<1 veh
2025 Future Background	EBLR	0.07	B	<1 veh	0.04	B	<1 veh
	WBLT	0.07	A	<1 veh	0.07	A	<1 veh
	NBLR	0.01	A	<1 veh	0.01	A	<1 veh
2025 Future Total	EBLR	0.09	B	<1 veh	0.06	B	<1 veh
	WBLTR	0.05	A	<1 veh	0.05	A	<1 veh
	NBLR	0.01	A	<1 veh	0.01	A	<1 veh
	SBLTR	0.02	A	<1 veh	0.05	A	<1 veh
2030 Future Total	EBLR	0.09	B	<1 veh	0.06	B	<1 veh
	WBLTR	0.05	A	<1 veh	0.05	A	<1 veh
	NBLR	0.01	A	<1 veh	0.01	A	<1 veh
	SBLTR	0.02	A	<1 veh	0.05	A	<1 veh

6.2.3 Crescent Road at Evelyn Street

Table 7 presents the results from the capacity analysis for the intersection of Crescent Road at Evelyn Street. There are no operational concerns to report. Based on the results of the capacity analysis, it is expected any impact to operations associated with the subject development will not be identifiable from the driver’s perspective. There are no improvements recommended at this intersection in response to the subject development.

Table 7: Capacity Analysis Results for Crescent Road at Evelyn Street

Scenario	Movement	Weekday AM Peak Hour			Weekday AM Peak Hour		
		v/c	LOS	95%Q	v/c	LOS	95%Q
2023 Existing	EBLR	0.00	A	<1 veh	0.00	A	<1 veh
	NBLT	0.00	A	<1 veh	-	-	-
2025 Future Background	EBLR	0.00	A	<1 veh	0.00	A	<1 veh
	NBLT	0.00	A	<1 veh	-	-	-
2025 Future Total	EBLR	0.00	A	<1 veh	0.00	B	<1 veh
	NBLT	0.00	A	<1 veh	-	-	-
2030 Future Total	EBLR	0.00	A	<1 veh	0.00	B	<1 veh
	NBLT	0.00	A	<1 veh	-	-	-

6.2.4 Crescent Road at Street A

Table 8 presents the results from the capacity analysis for the proposed Street A intersection on Crescent Road. There are no operational concerns to report at the proposed Street A public roadway connection to Crescent Road and it is expected to operate with no capacity or delay concerns.

Table 8: Capacity Analysis Results for Crescent Road at Street A

Scenario	Movement	Weekday AM Peak Hour			Weekday AM Peak Hour		
		v/c	LOS	95%Q	v/c	LOS	95%Q
2025 Future Total	WBLR	0.02	A	<1 veh	0.02	A	<1 veh
	SBLT	0.01	A	<1 veh	0.02	A	<1 veh
2030 Future Total	WBLR	0.02	A	<1 veh	0.02	A	<1 veh
	SBLT	0.01	A	<1 veh	0.02	A	<1 veh

7 Summary of Findings and Recommendations

7.1 Summary of Findings

The key findings from this study can be summarized as follows:

- The proposed residential development is projected to generate approximately 124 two-way trips during the weekday a.m. peak hour (30 inbound and 94 outbound), and 156 two-way trips during the weekday p.m. peak hour (98 inbound and 58 outbound).
- Both proposed vehicular accesses on Crescent Road (new public road connections) are planned to be full movement accesses (no turn restrictions) with stop control for Street A and Street B approaches, and no auxiliary turn lanes;
- As per the results of the intersection capacity analysis and MTO left-turn lane warrants, auxiliary left-turn lanes are not warranted on Crescent Road at the proposed Street A and Street B accesses up to the ultimate 2030 horizon year;
- As per the results of the intersection capacity analysis and OTM all-way stop minimum volume warrant, all-way stop controls are not warranted on Crescent Road at the proposed Street A and Street B accesses up to the ultimate 2030 horizon year;
- The study intersections are currently operating without operational concerns as per the results of the intersection capacity analysis, and the traffic generated from the subject development during peak hours is not expected to result in any new operational concerns at the study intersections up to the study's ultimate 2030 horizon year.

7.2 Recommendations

Based on the results of the capacity analysis, there are no improvements recommended at the study intersections in response to the subject development.


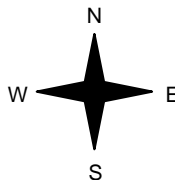



It is recommended the proposed Street A and Street B public roadway connections to Crescent Road be full movement accesses (no turn restrictions) with stop control for the minor street approaches (free flow for Crescent Road), and no auxiliary turn lanes.


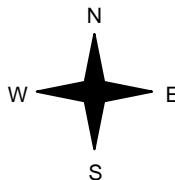




Prepared by,

SLBC Inc.

Appendix A

Traffic Data

<h2>Morning Peak Diagram</h2>	Specified Period From: 7:00:00 To: 9:00:00	One Hour Peak From: 8:00:00 To: 9:00:00																																			
Municipality: Fort Erie Site #: 2303300001 Intersection: Garrison Rd & Crescent Rd TFR File #: 1 Count date: 16-Feb-23	Weather conditions: Person counted: Person prepared: Person checked:																																				
** Non-Signalized Intersection **	Major Road: Garrison Rd runs W/E																																				
		East Leg Total: 1015 East Entering: 430 East Peds: 0 Peds Cross: 8																																			
<table style="width:100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Heavys</th> <th style="text-align: left;">Trucks</th> <th style="text-align: left;">Cars</th> <th style="text-align: left;">Totals</th> </tr> </thead> <tbody> <tr> <td>20</td> <td>2</td> <td>379</td> <td>401</td> </tr> </tbody> </table> <div style="text-align: center; margin-top: 10px;">  Garrison Rd </div>	Heavys	Trucks	Cars	Totals	20	2	379	401		<table style="width:100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Cars</th> <th style="text-align: left;">Trucks</th> <th style="text-align: left;">Heavys</th> <th style="text-align: left;">Totals</th> </tr> </thead> <tbody> <tr> <td>360</td> <td>2</td> <td>18</td> <td>380</td> </tr> <tr> <td>45</td> <td>2</td> <td>3</td> <td>50</td> </tr> <tr> <td style="border-top: 1px solid black;">405</td> <td style="border-top: 1px solid black;">4</td> <td style="border-top: 1px solid black;">21</td> <td></td> </tr> </tbody> </table> <div style="text-align: center; margin-top: 10px;">  Garrison Rd </div>	Cars	Trucks	Heavys	Totals	360	2	18	380	45	2	3	50	405	4	21												
Heavys	Trucks	Cars	Totals																																		
20	2	379	401																																		
Cars	Trucks	Heavys	Totals																																		
360	2	18	380																																		
45	2	3	50																																		
405	4	21																																			
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Total Count Diagram

Municipality: Fort Erie
Site #: 2303300001
Intersection: Garrison Rd & Crescent Rd
TFR File #: 1
Count date: 16-Feb-23

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Garrison Rd runs W/E

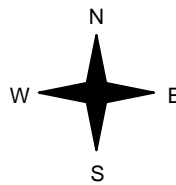
East Leg Total: 4047
 East Entering: 2061
 East Peds: 0
 Peds Cross: 8

Heavys	Trucks	Cars	Totals
52	13	1748	1813



Garrison Rd

Heavys	Trucks	Cars	Totals
56	12	1529	1597
2	5	83	90
58	17	1612	



Crescent Rd

Cars	Trucks	Heavys	Totals
1676	12	48	1736
319	2	4	325
1995	14	52	



Garrison Rd



Cars	Trucks	Heavys	Totals
1917	12	57	1986

Peds Cross: 8
 West Peds: 1
 West Entering: 1687
 West Leg Total: 3500

Cars	402
Trucks	7
Heavys	6
Totals	415



Cars	72	388	460
Trucks	1	0	1
Heavys	4	1	5
Totals	77	389	

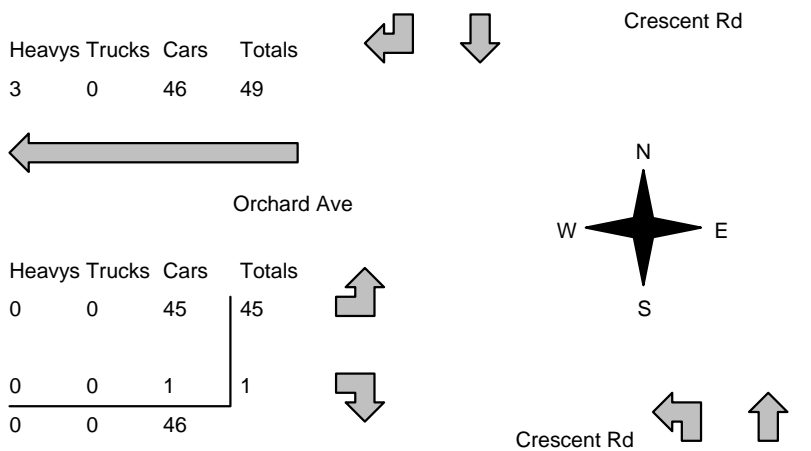
Peds Cross: 8
 South Peds: 3
 South Entering: 466
 South Leg Total: 881


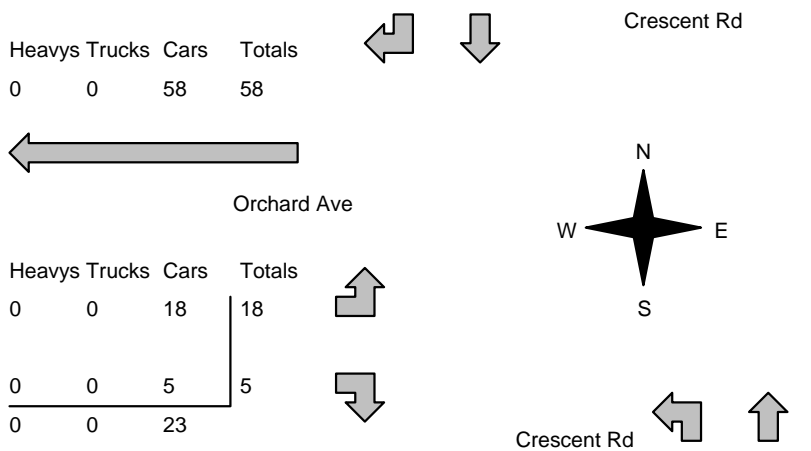


Comments

Traffic Count Summary

Intersection: Garrison Rd & Crescent Rd Count Date: 16-Feb-23 Municipality: Fort Erie

North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	0	0	0	0	0	101	8:00:00	20	0	81	101	0
9:00:00	0	0	0	0	0	145	9:00:00	21	0	124	145	1
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0
17:00:00	0	0	0	0	0	118	17:00:00	15	0	103	118	2
18:00:00	0	0	0	0	0	102	18:00:00	21	0	81	102	0
Totals:	0	0	0	0	0	466	S Totals:	77	0	389	466	3
East Approach Totals						East/West Total Approaches	West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	22	218	0	240	0	508	8:00:00	0	267	1	268	1
9:00:00	50	380	0	430	0	911	9:00:00	0	461	20	481	0
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0
17:00:00	116	597	0	713	0	1179	17:00:00	0	436	30	466	0
18:00:00	137	541	0	678	0	1150	18:00:00	0	433	39	472	0
Totals:	325	1736	0	2061	0	3748	W Totals:	0	1597	90	1687	1
Calculated Values for Traffic Crossing Major Street												
Hours Ending:	7:00	8:00	9:00	16:00		17:00	18:00	0:00	0:00			
Crossing Values:	0	21	21	0		15	21	0	0			

Morning Peak Diagram		Specified Period From: 7:00:00 To: 9:00:00	One Hour Peak From: 8:00:00 To: 9:00:00																									
Municipality: Fort Erie Site #: 2303300002 Intersection: Crescent Rd & Orchard Ave TFR File #: 1 Count date: 16-Feb-23		Weather conditions: Person counted: Person prepared: Person checked:																										
** Non-Signalized Intersection **		Major Road: Crescent Rd runs N/S																										
North Leg Total: 232 North Entering: 78 North Peds: 0 Peds Cross: <input checked="" type="checkbox"/>	<table style="width:100%; border-collapse: collapse;"> <tr><td>Heavys</td><td>2</td><td>4</td><td>6</td></tr> <tr><td>Trucks</td><td>0</td><td>3</td><td>3</td></tr> <tr><td>Cars</td><td>32</td><td>37</td><td>69</td></tr> <tr><td>Totals</td><td>34</td><td>44</td><td></td></tr> </table>	Heavys	2	4	6	Trucks	0	3	3	Cars	32	37	69	Totals	34	44		<table style="width:100%; border-collapse: collapse;"> <tr><td>Heavys</td><td>2</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Cars</td><td>152</td></tr> <tr><td>Totals</td><td>154</td></tr> </table>	Heavys	2	Trucks	0	Cars	152	Totals	154		
Heavys	2	4	6																									
Trucks	0	3	3																									
Cars	32	37	69																									
Totals	34	44																										
Heavys	2																											
Trucks	0																											
Cars	152																											
Totals	154																											
																												
<table style="width:100%; border-collapse: collapse;"> <tr><td>Heavys</td><td>Trucks</td><td>Cars</td><td>Totals</td></tr> <tr><td>3</td><td>0</td><td>46</td><td>49</td></tr> </table>		Heavys	Trucks	Cars	Totals	3	0	46	49	<table style="width:100%; border-collapse: collapse;"> <tr><td>Heavys</td><td>Trucks</td><td>Cars</td><td>Totals</td></tr> <tr><td>0</td><td>0</td><td>45</td><td>45</td></tr> <tr><td>0</td><td>0</td><td>1</td><td>1</td></tr> <tr><td>0</td><td>0</td><td>46</td><td></td></tr> </table>		Heavys	Trucks	Cars	Totals	0	0	45	45	0	0	1	1	0	0	46		
Heavys	Trucks	Cars	Totals																									
3	0	46	49																									
Heavys	Trucks	Cars	Totals																									
0	0	45	45																									
0	0	1	1																									
0	0	46																										
Peds Cross: <input checked="" type="checkbox"/> West Peds: 5 West Entering: 46 West Leg Total: 95		<table style="width:100%; border-collapse: collapse;"> <tr><td>Cars</td><td>38</td><td>Cars</td><td>14</td><td>107</td><td>121</td></tr> <tr><td>Trucks</td><td>3</td><td>Trucks</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Heavys</td><td>4</td><td>Heavys</td><td>1</td><td>2</td><td>3</td></tr> <tr><td>Totals</td><td>45</td><td>Totals</td><td>15</td><td>109</td><td></td></tr> </table>		Cars	38	Cars	14	107	121	Trucks	3	Trucks	0	0	0	Heavys	4	Heavys	1	2	3	Totals	45	Totals	15	109		Peds Cross: <input checked="" type="checkbox"/> South Peds: 0 South Entering: 124 South Leg Total: 169
Cars	38	Cars	14	107	121																							
Trucks	3	Trucks	0	0	0																							
Heavys	4	Heavys	1	2	3																							
Totals	45	Totals	15	109																								
Comments																												

Afternoon Peak Diagram		Specified Period From: 16:00:00 To: 18:00:00	One Hour Peak From: 16:45:00 To: 17:45:00																												
Municipality: Fort Erie Site #: 2303300002 Intersection: Crescent Rd & Orchard Ave TFR File #: 1 Count date: 16-Feb-23		Weather conditions: Person counted: Person prepared: Person checked:																													
** Non-Signalized Intersection **		Major Road: Crescent Rd runs N/S																													
North Leg Total: 306 North Entering: 203 North Peds: 0 Peds Cross: 	<table style="width:100%; border-collapse: collapse;"> <tr><td>Heavys</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Cars</td><td>50</td><td>153</td><td>203</td></tr> <tr><td>Totals</td><td>50</td><td>153</td><td></td></tr> </table>	Heavys	0	0	0	Trucks	0	0	0	Cars	50	153	203	Totals	50	153		<table style="width:100%; border-collapse: collapse;"> <tr><td>Heavys</td><td>0</td></tr> <tr><td>Trucks</td><td>1</td></tr> <tr><td>Cars</td><td>102</td></tr> <tr><td>Totals</td><td>103</td></tr> </table>	Heavys	0	Trucks	1	Cars	102	Totals	103					
Heavys	0	0	0																												
Trucks	0	0	0																												
Cars	50	153	203																												
Totals	50	153																													
Heavys	0																														
Trucks	1																														
Cars	102																														
Totals	103																														
																															
Heavys Trucks Cars Totals 0 0 58 58 0 0 5 5 0 0 23																															
Peds Cross:  West Peds: 2 West Entering: 23 West Leg Total: 81	<table style="width:100%; border-collapse: collapse;"> <tr><td>Cars</td><td>158</td><td></td></tr> <tr><td>Trucks</td><td>0</td><td></td></tr> <tr><td>Heavys</td><td>0</td><td></td></tr> <tr><td>Totals</td><td>158</td><td></td></tr> </table>	Cars	158		Trucks	0		Heavys	0		Totals	158		<table style="width:100%; border-collapse: collapse;"> <tr><td>Cars</td><td>8</td><td>84</td><td>92</td></tr> <tr><td>Trucks</td><td>0</td><td>1</td><td>1</td></tr> <tr><td>Heavys</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Totals</td><td>8</td><td>85</td><td></td></tr> </table>	Cars	8	84	92	Trucks	0	1	1	Heavys	0	0	0	Totals	8	85		Peds Cross:  South Peds: 0 South Entering: 93 South Leg Total: 251
Cars	158																														
Trucks	0																														
Heavys	0																														
Totals	158																														
Cars	8	84	92																												
Trucks	0	1	1																												
Heavys	0	0	0																												
Totals	8	85																													
Comments																															

Total Count Diagram

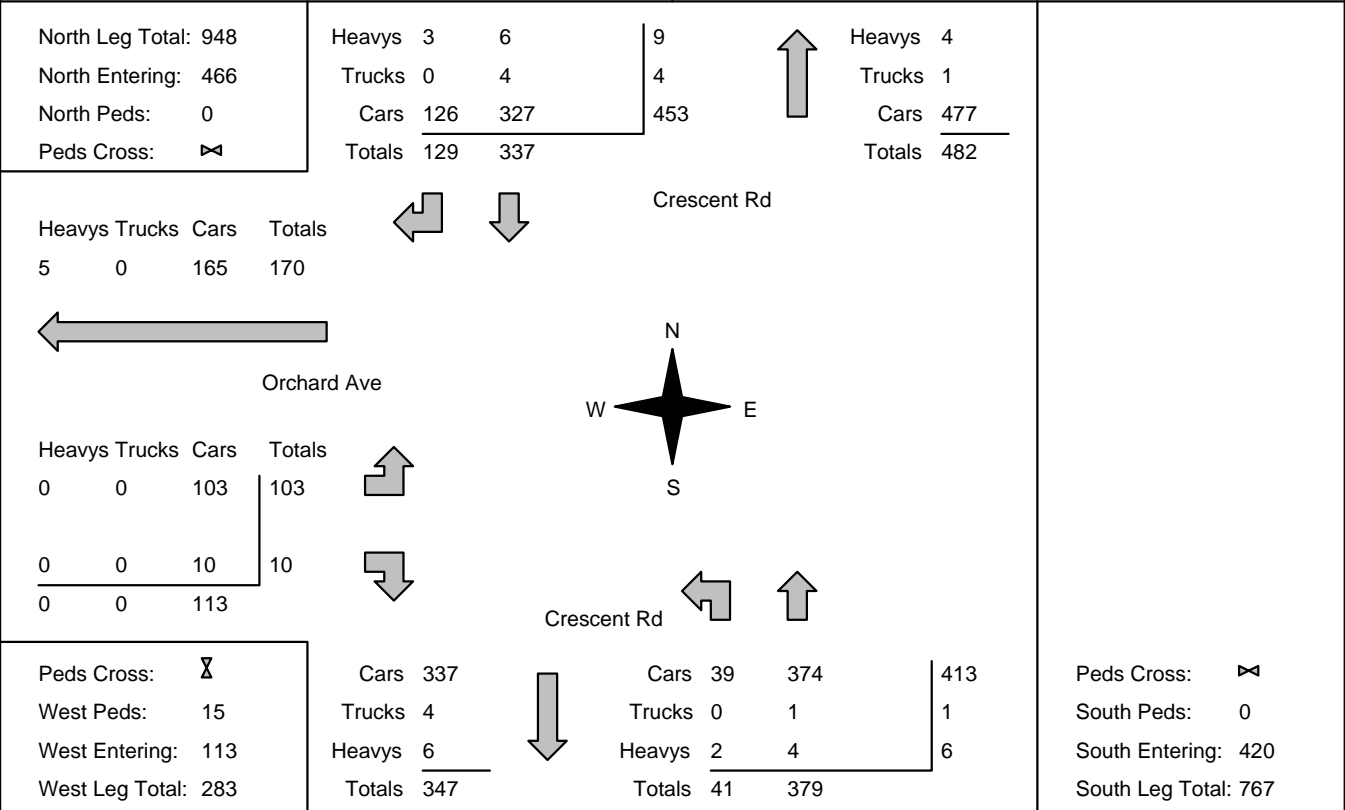
Municipality: Fort Erie
Site #: 2303300002
Intersection: Crescent Rd & Orchard Ave
TFR File #: 1
Count date: 16-Feb-23

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Crescent Rd runs N/S

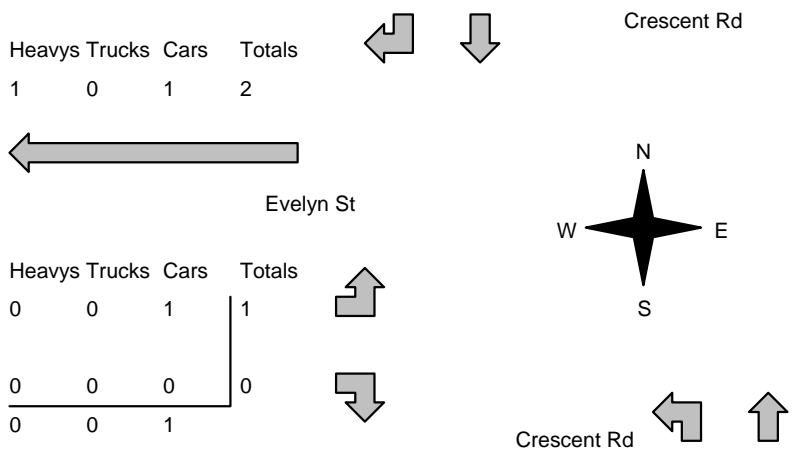


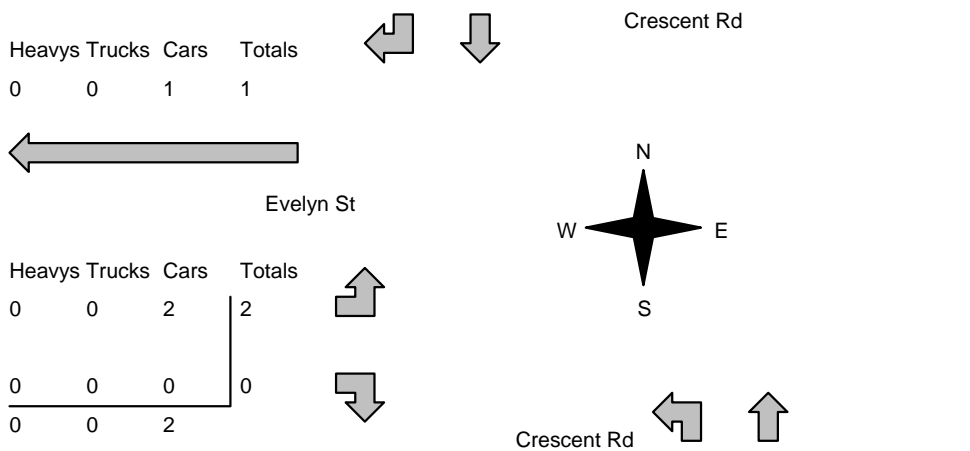
Comments

Traffic Count Summary

Intersection: Crescent Rd & Orchard Ave Count Date: 16-Feb-23 Municipality: Fort Erie

North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	0	27	8	35	0	142	8:00:00	11	96	0	107	0
9:00:00	0	44	34	78	0	202	9:00:00	15	109	0	124	0
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0
17:00:00	0	120	36	156	0	255	17:00:00	9	90	0	99	0
18:00:00	0	146	51	197	0	287	18:00:00	6	84	0	90	0
Totals:	0	337	129	466	0	886	S Totals:	41	379	0	420	0
East Approach Totals						East/West Total Approaches	West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	0	0	0	0	0	19	8:00:00	18	0	1	19	5
9:00:00	0	0	0	0	0	46	9:00:00	45	0	1	46	5
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0
17:00:00	0	0	0	0	0	25	17:00:00	21	0	4	25	3
18:00:00	0	0	0	0	0	23	18:00:00	19	0	4	23	2
Totals:	0	0	0	0	0	113	W Totals:	103	0	10	113	15
Calculated Values for Traffic Crossing Major Street												
Hours Ending:	7:00	8:00	9:00	16:00			17:00	18:00	0:00	0:00		
Crossing Values:	0	18	45	0			21	19	0	0		

Morning Peak Diagram		Specified Period From: 7:00:00 To: 9:00:00	One Hour Peak From: 8:00:00 To: 9:00:00																								
Municipality: Fort Erie Site #: 2303300003 Intersection: Crescent Rd & Evelyn St TFR File #: 1 Count date: 16-Feb-23		Weather conditions: Person counted: Person prepared: Person checked:																									
** Non-Signalized Intersection **		Major Road: Crescent Rd runs N/S																									
North Leg Total: 153 North Entering: 41 North Peds: 1 Peds Cross: <input checked="" type="checkbox"/>	<table style="width:100%; border-collapse: collapse;"> <tr><td>Heavys</td><td>1</td><td>3</td><td style="border-left: 1px solid black;">4</td></tr> <tr><td>Trucks</td><td>0</td><td>1</td><td style="border-left: 1px solid black;">1</td></tr> <tr><td>Cars</td><td>0</td><td>36</td><td style="border-left: 1px solid black;">36</td></tr> <tr><td>Totals</td><td>1</td><td>40</td><td style="border-left: 1px solid black;"></td></tr> </table>	Heavys	1	3	4	Trucks	0	1	1	Cars	0	36	36	Totals	1	40		<table style="width:100%; border-collapse: collapse;"> <tr><td>Heavys</td><td>3</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Cars</td><td style="border-bottom: 1px solid black;">109</td></tr> <tr><td>Totals</td><td>112</td></tr> </table>	Heavys	3	Trucks	0	Cars	109	Totals	112	
Heavys	1	3	4																								
Trucks	0	1	1																								
Cars	0	36	36																								
Totals	1	40																									
Heavys	3																										
Trucks	0																										
Cars	109																										
Totals	112																										
<table style="width:100%; border-collapse: collapse;"> <tr><td>Heavys</td><td>Trucks</td><td>Cars</td><td>Totals</td></tr> <tr><td>1</td><td>0</td><td>1</td><td>2</td></tr> </table>	Heavys	Trucks	Cars	Totals	1	0	1	2	 <p style="text-align: center;">Crescent Rd</p> <p style="text-align: center;">Evelyn St</p> <p style="text-align: center;">Crescent Rd</p>																		
Heavys	Trucks	Cars	Totals																								
1	0	1	2																								
Peds Cross: <input checked="" type="checkbox"/> West Peds: 2 West Entering: 1 West Leg Total: 3	<table style="width:100%; border-collapse: collapse;"> <tr><td>Cars</td><td>36</td></tr> <tr><td>Trucks</td><td>1</td></tr> <tr><td>Heavys</td><td style="border-bottom: 1px solid black;">3</td></tr> <tr><td>Totals</td><td>40</td></tr> </table>	Cars	36	Trucks	1	Heavys	3	Totals	40	<table style="width:100%; border-collapse: collapse;"> <tr><td>Cars</td><td>1</td><td>108</td><td style="border-left: 1px solid black;">109</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">0</td></tr> <tr><td>Heavys</td><td>0</td><td>3</td><td style="border-left: 1px solid black;">3</td></tr> <tr><td>Totals</td><td>1</td><td>111</td><td style="border-left: 1px solid black;"></td></tr> </table>	Cars	1	108	109	Trucks	0	0	0	Heavys	0	3	3	Totals	1	111		Peds Cross: <input checked="" type="checkbox"/> South Peds: 0 South Entering: 112 South Leg Total: 152
Cars	36																										
Trucks	1																										
Heavys	3																										
Totals	40																										
Cars	1	108	109																								
Trucks	0	0	0																								
Heavys	0	3	3																								
Totals	1	111																									
Comments																											

Afternoon Peak Diagram		Specified Period From: 16:00:00 To: 18:00:00	One Hour Peak From: 16:15:00 To: 17:15:00																												
Municipality: Fort Erie Site #: 2303300003 Intersection: Crescent Rd & Evelyn St TFR File #: 1 Count date: 16-Feb-23		Weather conditions: Person counted: Person prepared: Person checked:																													
** Non-Signalized Intersection **		Major Road: Crescent Rd runs N/S																													
North Leg Total: 236 North Entering: 138 North Peds: 0 Peds Cross: ☒	<table style="width:100%; border-collapse: collapse;"> <tr><td>Heavys</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">0</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">0</td></tr> <tr><td>Cars</td><td>1</td><td>137</td><td style="border-left: 1px solid black;">138</td></tr> <tr><td>Totals</td><td>1</td><td>137</td><td style="border-left: 1px solid black;"></td></tr> </table>	Heavys	0	0	0	Trucks	0	0	0	Cars	1	137	138	Totals	1	137		<table style="width:100%; border-collapse: collapse;"> <tr><td>Heavys</td><td>0</td></tr> <tr><td>Trucks</td><td>1</td></tr> <tr><td>Cars</td><td>97</td></tr> <tr><td>Totals</td><td>98</td></tr> </table>	Heavys	0	Trucks	1	Cars	97	Totals	98					
Heavys	0	0	0																												
Trucks	0	0	0																												
Cars	1	137	138																												
Totals	1	137																													
Heavys	0																														
Trucks	1																														
Cars	97																														
Totals	98																														
 <p style="text-align: center;">Crescent Rd</p> <p style="text-align: center;">Evelyn St</p> <p style="text-align: center;">Crescent Rd</p>																															
Peds Cross: ☒ West Peds: 3 West Entering: 2 West Leg Total: 3	<table style="width:100%; border-collapse: collapse;"> <tr><td>Cars</td><td>137</td><td style="border-left: 1px solid black;">137</td></tr> <tr><td>Trucks</td><td>0</td><td style="border-left: 1px solid black;">0</td></tr> <tr><td>Heavys</td><td>0</td><td style="border-left: 1px solid black;">0</td></tr> <tr><td>Totals</td><td>137</td><td style="border-left: 1px solid black;"></td></tr> </table>	Cars	137	137	Trucks	0	0	Heavys	0	0	Totals	137		<table style="width:100%; border-collapse: collapse;"> <tr><td>Cars</td><td>0</td><td>95</td><td style="border-left: 1px solid black;">95</td></tr> <tr><td>Trucks</td><td>0</td><td>1</td><td style="border-left: 1px solid black;">1</td></tr> <tr><td>Heavys</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">0</td></tr> <tr><td>Totals</td><td>0</td><td>96</td><td style="border-left: 1px solid black;"></td></tr> </table>	Cars	0	95	95	Trucks	0	1	1	Heavys	0	0	0	Totals	0	96		Peds Cross: ☒ South Peds: 0 South Entering: 96 South Leg Total: 233
Cars	137	137																													
Trucks	0	0																													
Heavys	0	0																													
Totals	137																														
Cars	0	95	95																												
Trucks	0	1	1																												
Heavys	0	0	0																												
Totals	0	96																													
Comments																															

Total Count Diagram

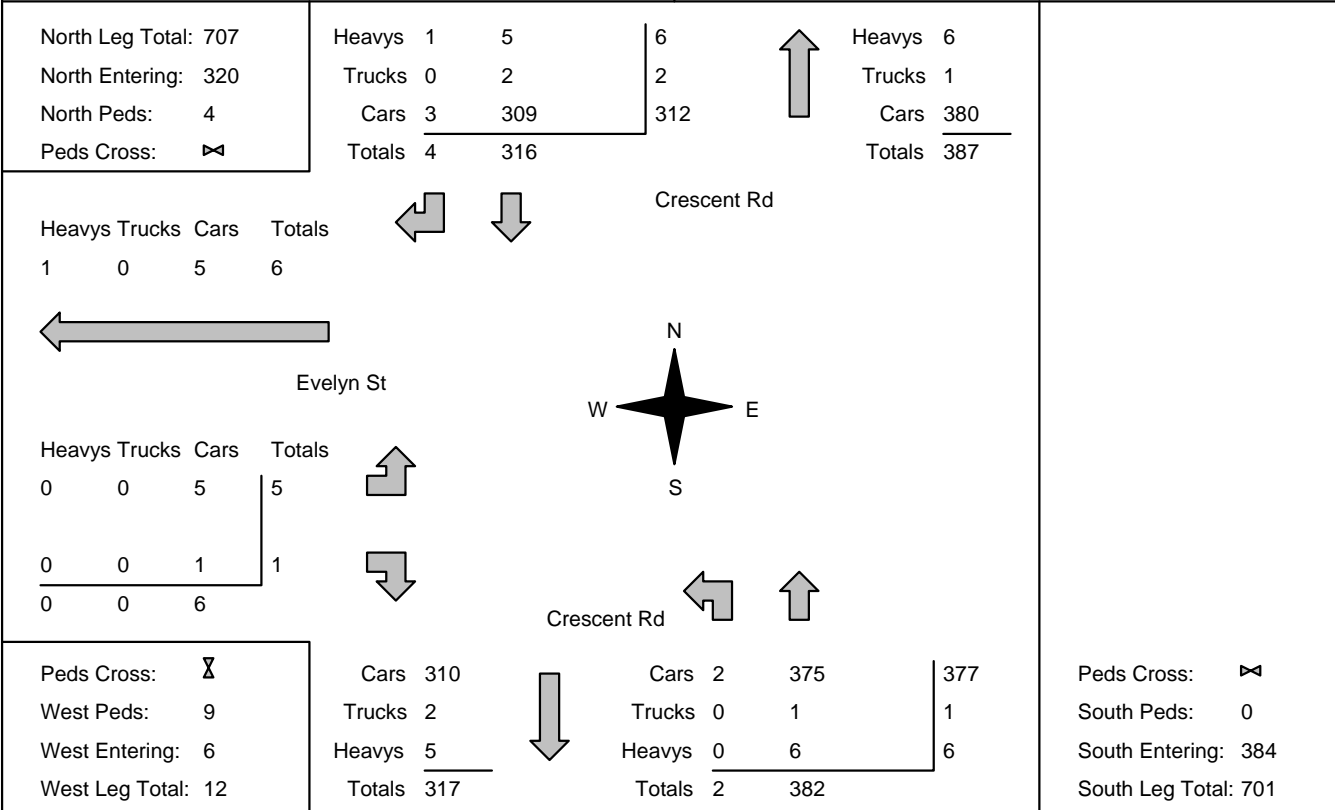
Municipality: Fort Erie
Site #: 2303300003
Intersection: Crescent Rd & Evelyn St
TFR File #: 1
Count date: 16-Feb-23

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Crescent Rd runs N/S



Comments

Traffic Count Summary

Intersection: Crescent Rd & Evelyn St

Count Date: 16-Feb-23

Municipality: Fort Erie

North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	0	26	0	26	2	125	8:00:00	0	99	0	99	0
9:00:00	0	40	1	41	1	153	9:00:00	1	111	0	112	0
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0
17:00:00	0	115	0	115	1	210	17:00:00	0	95	0	95	0
18:00:00	0	135	3	138	0	216	18:00:00	1	77	0	78	0
Totals:	0	316	4	320	4	704	S Totals:	2	382	0	384	0
East Approach Totals						East/West Total Approaches	West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	0	0	0	0	0	2	8:00:00	2	0	0	2	2
9:00:00	0	0	0	0	0	1	9:00:00	1	0	0	1	2
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0
17:00:00	0	0	0	0	0	2	17:00:00	2	0	0	2	2
18:00:00	0	0	0	0	0	1	18:00:00	0	0	1	1	3
Totals:	0	0	0	0	0	6	W Totals:	5	0	1	6	9
Calculated Values for Traffic Crossing Major Street												
Hours Ending:	7:00	8:00	9:00	16:00		17:00	18:00	0:00	0:00			
Crossing Values:	0	4	2	0		3	0	0	0			

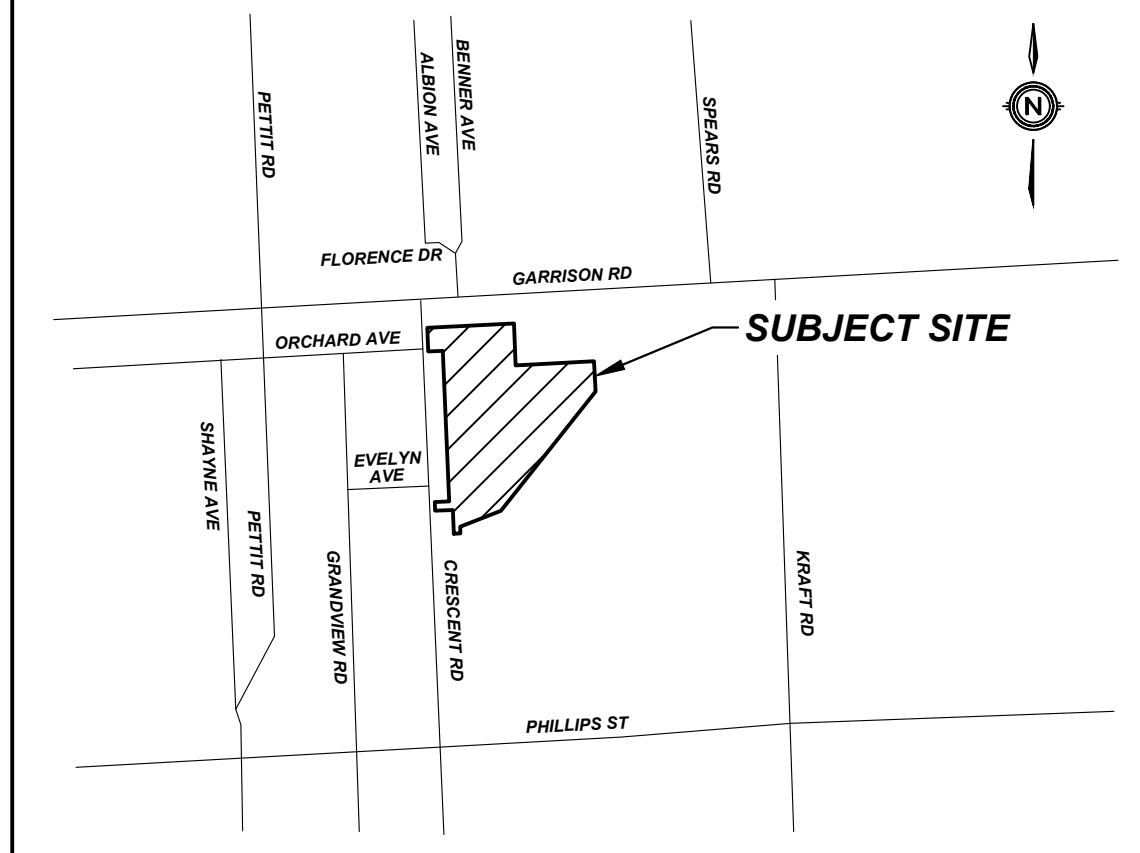
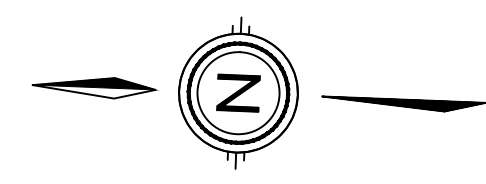
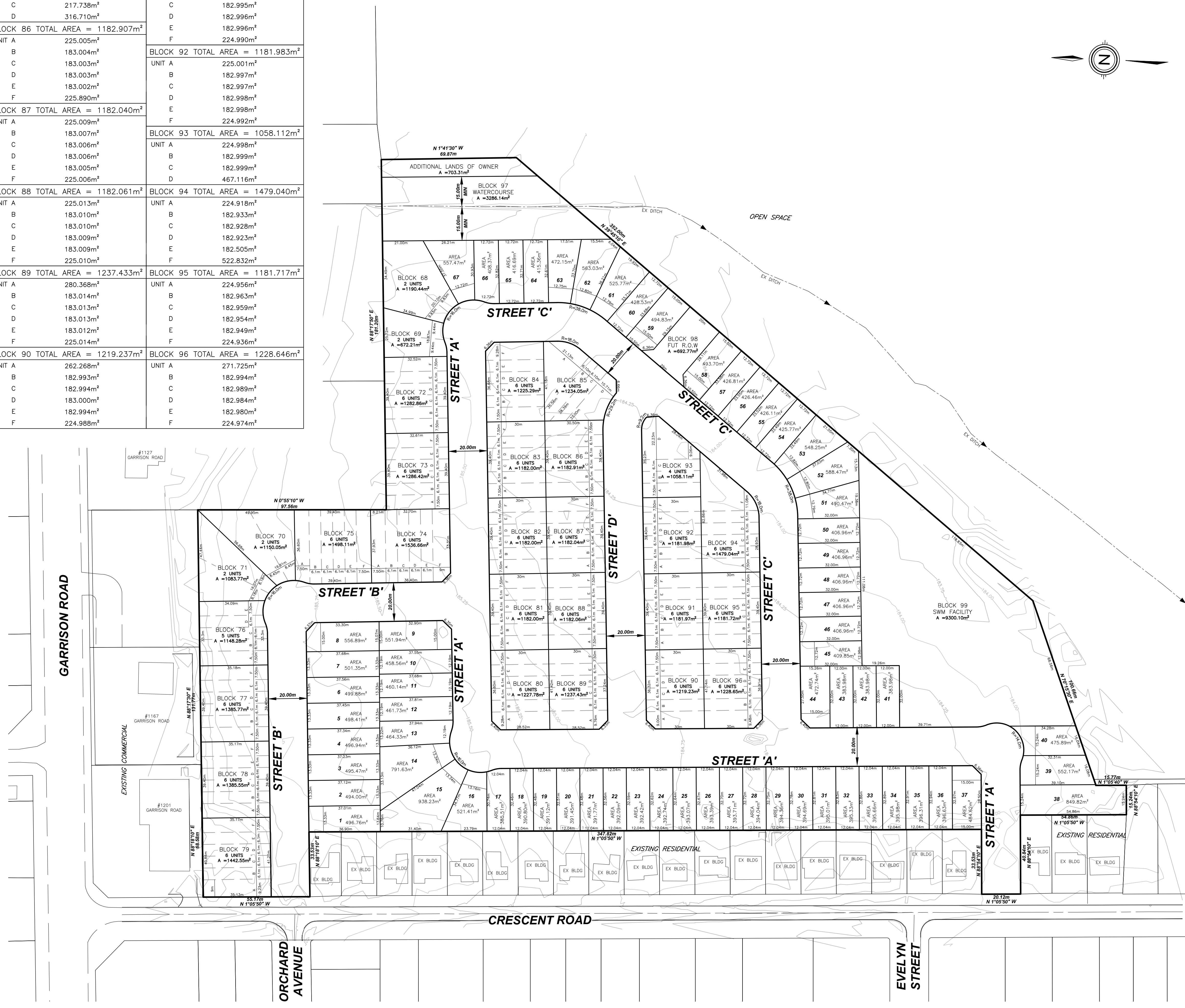
Appendix B

Draft Site Plan

**STREET TOWNHOUSE
BLOCK UNIT AREA**

BLOCK 72 TOTAL AREA = 1282.862m²	BLOCK 85 TOTAL AREA = 1234.052m²	BLOCK 91 TOTAL AREA = 1181.972m²
UNIT A 244.474m ² B 198.744m ² C 198.658m ² D 198.573m ² E 198.488m ² F 243.926m ²	UNIT A 465.755m ² B 233.849m ² C 217.738m ² D 316.710m ²	UNIT A 224.999m ² B 182.995m ² C 182.995m ² D 182.996m ² E 182.996m ² F 224.990m ²
BLOCK 73 TOTAL AREA = 1286.417m²	BLOCK 86 TOTAL AREA = 1182.907m²	BLOCK 92 TOTAL AREA = 1181.983m²
UNIT A 245.150m ² B 199.294m ² C 199.209m ² D 199.123m ² E 199.038m ² F 244.602m ²	UNIT A 225.005m ² B 183.004m ² C 183.003m ² D 183.003m ² E 183.002m ² F 225.890m ²	UNIT A 225.001m ² B 182.997m ² C 182.997m ² D 182.998m ² E 182.998m ² F 224.992m ²
BLOCK 74 TOTAL AREA = 1536.658m²	BLOCK 87 TOTAL AREA = 1182.040m²	BLOCK 93 TOTAL AREA = 1058.112m²
UNIT A 284.049m ² B 230.602m ² C 230.602m ² D 230.607m ² E 230.611m ² F 330.187m ²	UNIT A 225.009m ² B 183.007m ² C 183.006m ² D 183.006m ² E 183.005m ² F 225.006m ²	UNIT A 224.998m ² B 182.999m ² C 182.999m ² D 230.611m ² E 230.611m ² F 224.992m ²
BLOCK 75 TOTAL AREA = 1498.111m²	BLOCK 88 TOTAL AREA = 1182.061m²	BLOCK 94 TOTAL AREA = 1479.040m²
UNIT A 279.995m ² B 234.089m ² C 233.626m ² D 233.026m ² E 232.427m ² F 284.949m ²	UNIT A 225.013m ² B 183.010m ² C 183.010m ² D 183.009m ² E 183.009m ² F 225.010m ²	UNIT A 224.918m ² B 182.933m ² C 182.928m ² D 182.923m ² E 182.505m ² F 522.832m ²
BLOCK 76 TOTAL AREA = 1148.283m²	BLOCK 89 TOTAL AREA = 1237.433m²	BLOCK 95 TOTAL AREA = 1181.717m²
UNIT A 263.823m ² B 214.584m ² C 214.100m ² D 206.178m ² E 249.598m ² F 263.812m ²	UNIT A 280.368m ² B 183.014m ² C 183.013m ² D 183.012m ² E 225.014m ²	UNIT A 224.956m ² B 182.963m ² C 182.959m ² D 182.954m ² E 182.949m ² F 224.936m ²
BLOCK 77 TOTAL AREA = 1385.771m²	BLOCK 90 TOTAL AREA = 1219.237m²	BLOCK 96 TOTAL AREA = 1228.646m²
UNIT A 263.766m ² B 214.537m ² C 214.545m ² D 214.552m ² E 214.559m ² F 263.812m ²	UNIT A 262.268m ² B 182.993m ² C 182.994m ² D 183.000m ² E 182.994m ² F 224.988m ²	UNIT A 271.725m ² B 182.994m ² C 182.989m ² D 182.984m ² E 182.980m ² F 224.974m ²
BLOCK 78 TOTAL AREA = 1385.545m²	BLOCK 97 WATERCOURSE A = 3286.14m²	
UNIT A 263.743m ² B 214.511m ² C 214.511m ² D 214.511m ² E 214.513m ² F 263.755m ²		
BLOCK 79 TOTAL AREA = 1442.546m²	BLOCK 98 FUT. R.O.W. A = 692.77m²	
UNIT A 320.758m ² B 214.511m ² C 214.511m ² D 214.511m ² E 214.511m ² F 263.743m ²		
BLOCK 80 TOTAL AREA = 1227.776m²	BLOCK 99 SWM FACILITY A = 900.10m²	
UNIT A 270.776m ² B 183.000m ² C 183.000m ² D 183.000m ² E 183.000m ² F 225.000m ²		
BLOCK 81 TOTAL AREA = 1182.000m²		
UNIT A 225.000m ² B 183.000m ² C 183.000m ² D 183.000m ² E 183.000m ² F 225.000m ²		
BLOCK 82 TOTAL AREA = 1182.000m²		
UNIT A 225.000m ² B 183.000m ² C 183.000m ² D 183.000m ² E 183.000m ² F 225.000m ²		
BLOCK 83 TOTAL AREA = 1182.000m²		
UNIT A 225.000m ² B 183.000m ² C 183.000m ² D 183.000m ² E 183.000m ² F 225.000m ²		
BLOCK 84 TOTAL AREA = 1225.293m²		
UNIT A 225.000m ² B 183.000m ² C 183.000m ² D 183.000m ² E 183.000m ² F 268.293m ²		

CRESCENT ACRES TOWN OF FORT ERIE



DRAFT PLAN OF SUBDIVISION

LEGAL DESCRIPTION

PART OF LOT 4, CONCESSION 3 LAKE ERIE,
TOWN OF FORT ERIE
REGIONAL MUNICIPALITY OF NIAGARA

OWNER'S CERTIFICATE

BEING THE REGISTERED OWNER, I HEREBY
AUTHORIZE UPPER CANADA CONSULTANTS TO
PREPARE AND SUBMIT THIS DRAFT PLAN OF
SUBDIVISION TO THE TOWN OF FORT ERIE
FOR APPROVAL.

CRESCENT ACRES LTD. DATE
NOVEMBER 3, 2022

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF
THE LANDS TO BE SUBDIVIDED ARE
CORRECTLY SHOWN.

DASHA PAGE, HON. B.Sc., O.L.S. DATE
NOVEMBER 4, 2022

**REQUIREMENTS OF SECTION 51(17)
OF THE PLANNING ACT**

- a) SEE PLAN
- b) SEE PLAN
- c) SEE PLAN
- d) SEE PLAN
- e) SEE PLAN
- f) SEE PLAN
- g) SEE PLAN
- h) MUNICIPAL WATER
- i) SILTY CLAY
- j) SEE PLAN
- k) FULL SERVICE
- l) SEE PLAN

LAND USE SCHEDULE

LAND USE	LOT/BLOCK	# OF UNITS	AREA(ha)	AREA(%)
SINGLE FAMILY RESIDENTIAL	LOT 1-67	67	3.116	29.17
SEMI DETACHED RESIDENTIAL	BLOCK 68-71	8	0.410	3.84
STREET TOWNS	BLOCK 72-96	145	3.151	29.50
WATERCOURSE	BLOCK 97		0.328	3.07
FUTURE R.O.W.	BLOCK 98		0.069	0.65
STORMWATER MGMT FACILITY	BLOCK 99		0.930	8.71
ROADWAY			2.607	24.41
ADDITIONAL LANDS OF OWNER			0.070	0.65
TOTAL		220	10.681	100.00

DEVELOPABLE AREA = 10.378 ha
DEVELOPABLE DENSITY = 21.20 units/ha

#	ISSUED FOR APPROVAL	DATE	INIT
0	ISSUED FOR APPROVAL	2022-11-03	M.K
	REVISION		

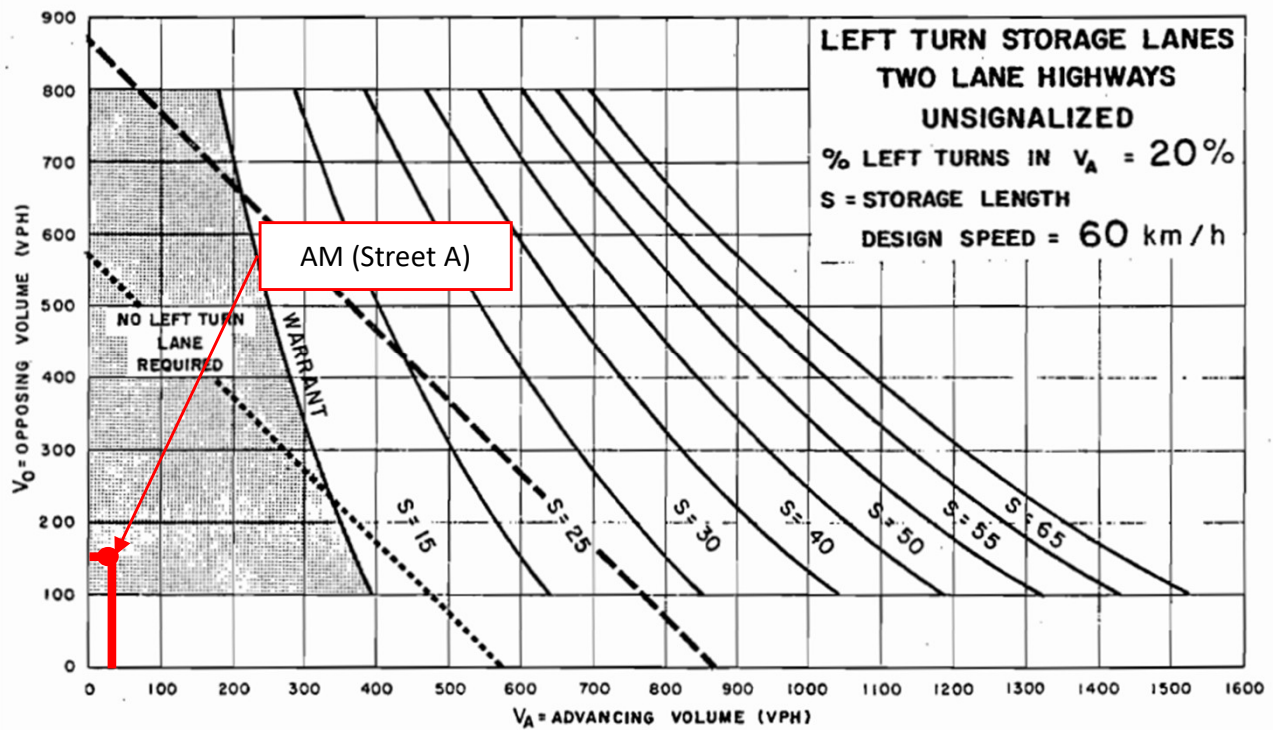
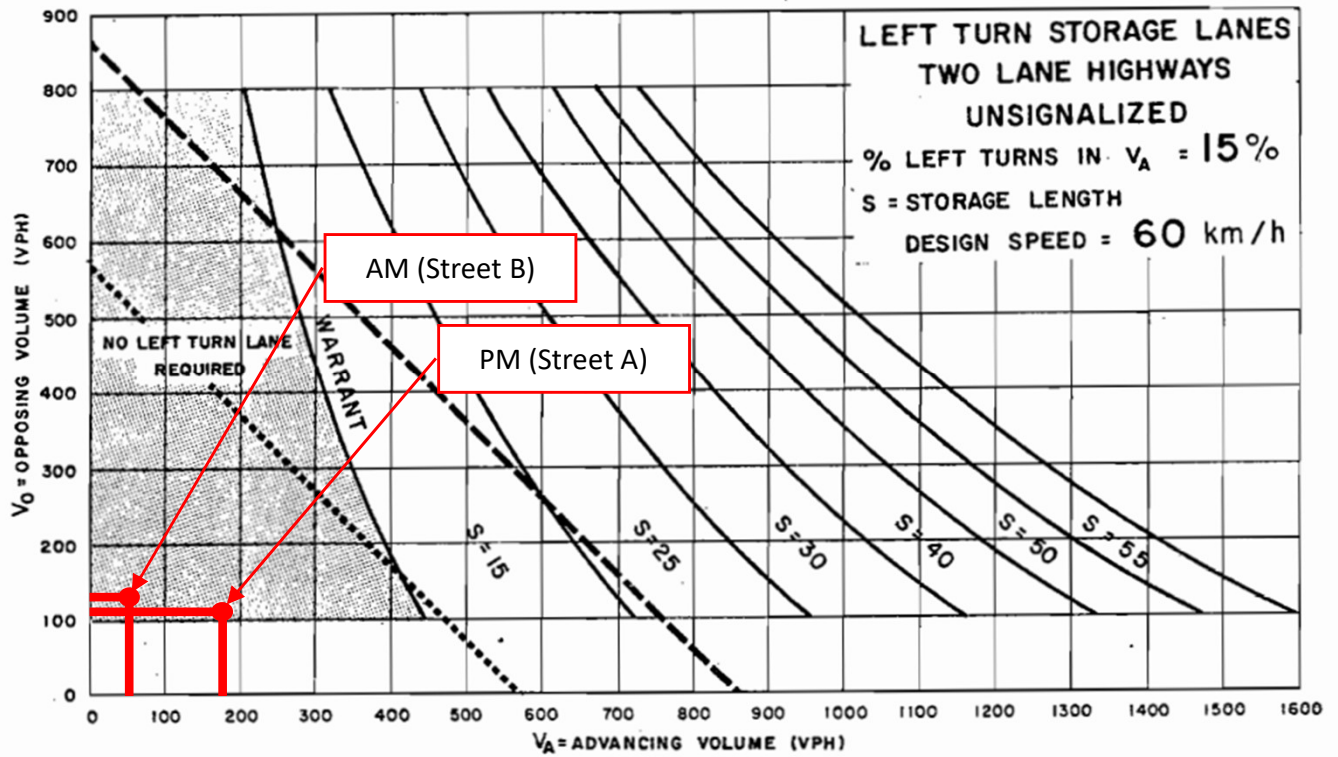
UPPER CANADA CONSULTANTS
ENGINEERS / PLANNERS

30 Hanover Drive Unit 3
St. Catharines, Ontario
L2W 1A3
Phone: (905)688-9400
Fax: (905)688-5274

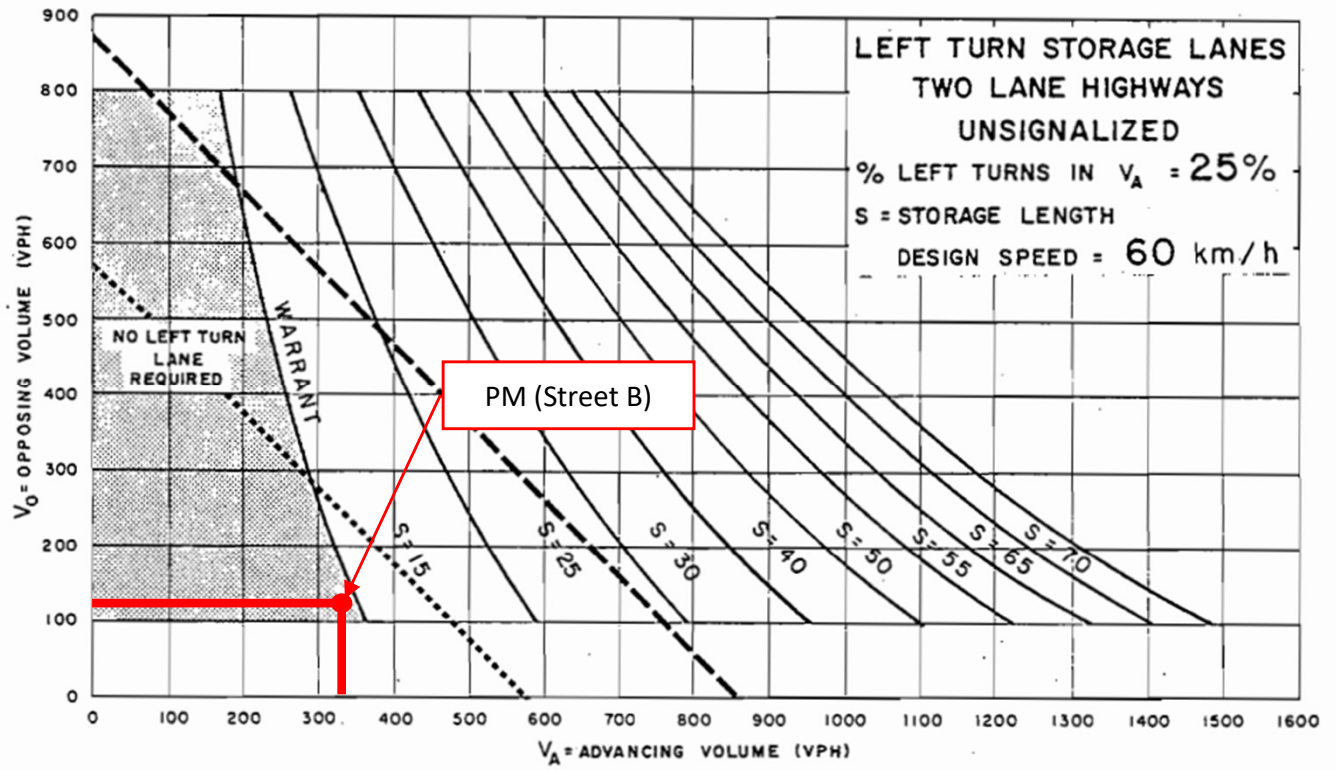
DRAWING TITLE	DRAFTING	G.S./M.C./M.K
DRAFT PLAN OF SUBDIVISION CRESCENT ACRES	DATE	SEPTEMBER 20, 2022
	PRINTED	NOVEMBER 4, 2022
	SCALE	1:1000
	DWG No.	19106-DP
	REV	0

Appendix C

MTO Left-Turn Lane Warrants



- TRAFFIC SIGNALS MAY BE WARRANTED IN RURAL AREAS OR URBAN AREAS WITH RESTRICTED FLOW
- TRAFFIC SIGNALS MAY BE WARRANTED IN "FREE FLOW" URBAN AREAS



- TRAFFIC SIGNALS MAY BE WARRANTED IN RURAL AREAS OR URBAN AREAS WITH RESTRICTED FLOW
- TRAFFIC SIGNALS MAY BE WARRANTED IN "FREE FLOW" URBAN AREAS

Appendix D

Trip Generation Sheets

Query Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
210

LAND USE GROUP:
(200-299) Residential

LAND USE:
210 - Single-Family Detached Housing

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

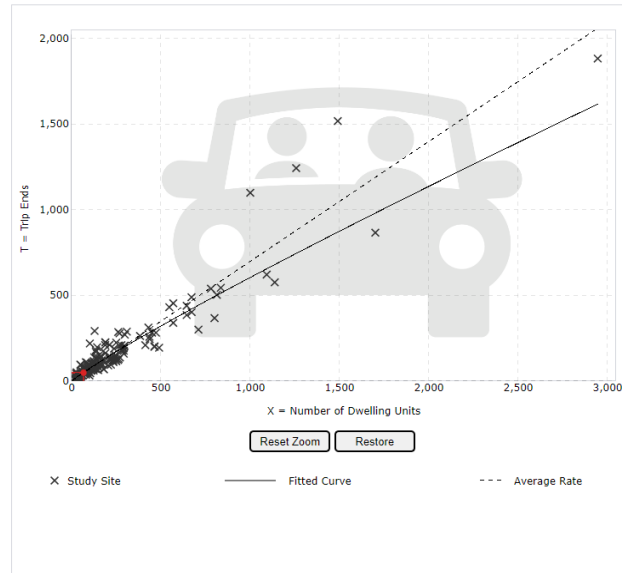
INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
Weekday, Peak Hour of Adjacent Street Traffic

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
67 Calculate

Data Plot and Equation



DATA STATISTICS	
Land Use:	Single-Family Detached Housing (210) Click for Description and Data Plots
Independent Variable:	Dwelling Units
Time Period:	Weekday Peak Hour of Adjacent Street Traffic One Hour Between 7 and 9 a.m.
Setting/Location:	General Urban/Suburban
Trip Type:	Vehicle
Number of Studies:	192
Avg. Num. of Dwelling Units:	226
Average Rate:	0.70
Range of Rates:	0.27 - 2.27
Standard Deviation:	0.24
Fitted Curve Equation:	$\ln(T) = 0.91 \ln(X) + 0.12$
R ² :	0.90
Directional Distribution:	25% entering, 75% exiting
Calculated Trip Ends:	Average Rate: 47 (Total), 12 (Entry), 35 (Exit) Fitted Curve: 52 (Total), 13 (Entry), 39 (Exit)

Query Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
210

LAND USE GROUP:
(200-299) Residential

LAND USE:
210 - Single-Family Detached Housing

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

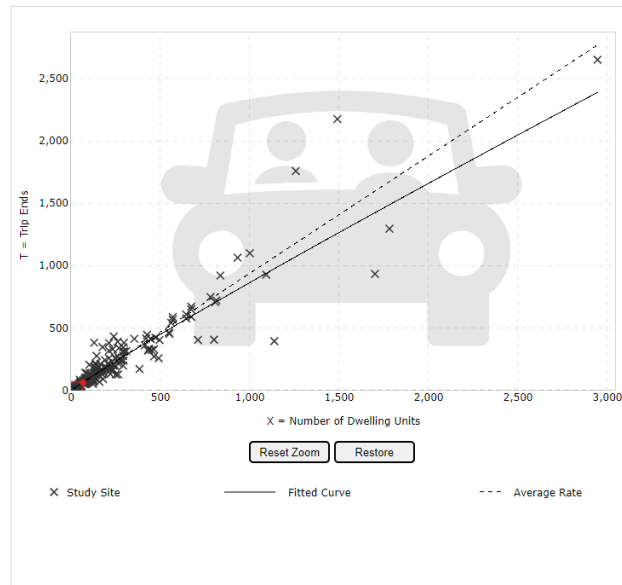
INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
Weekday, Peak Hour of Adjacent Street Traffic

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
67 Calculate

Data Plot and Equation



DATA STATISTICS	
Land Use:	Single-Family Detached Housing (210) Click for Description and Data Plots
Independent Variable:	Dwelling Units
Time Period:	Weekday Peak Hour of Adjacent Street Traffic One Hour Between 4 and 6 p.m.
Setting/Location:	General Urban/Suburban
Trip Type:	Vehicle
Number of Studies:	208
Avg. Num. of Dwelling Units:	248
Average Rate:	0.94
Range of Rates:	0.35 - 2.98
Standard Deviation:	0.31
Fitted Curve Equation:	$\ln(T) = 0.94 \ln(X) + 0.27$
R ² :	0.92
Directional Distribution:	63% entering, 37% exiting
Calculated Trip Ends:	Average Rate: 63 (Total), 40 (Entry), 23 (Exit) Fitted Curve: 68 (Total), 43 (Entry), 25 (Exit)

Query Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
215

LAND USE GROUP:
(200-299) Residential

LAND USE:
215 - Single-Family Attached Housing

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

INDEPENDENT VARIABLE (IV):
Dwelling Units

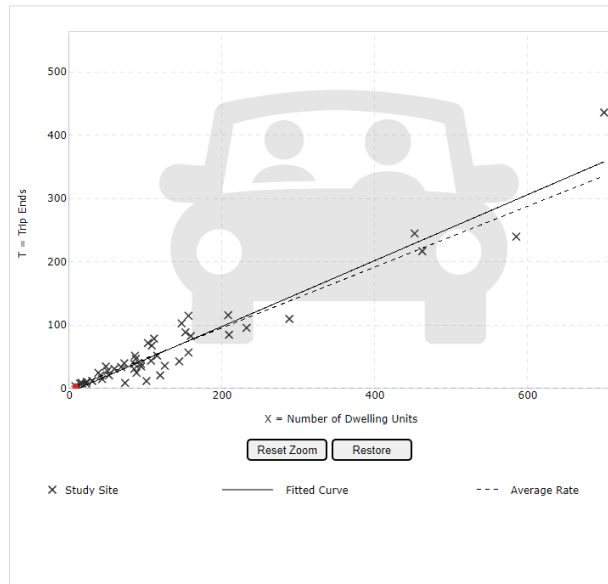
TIME PERIOD:
Weekday, Peak Hour of Adjacent Street Traffic

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
8 Calculate

Trip ends are not estimated for some methods as it yields negative values

Data Plot and Equation



DATA STATISTICS	
Land Use:	Single-Family Attached Housing (215) Click for Description and Data Plots
Independent Variable:	Dwelling Units
Time Period:	Weekday Peak Hour of Adjacent Street Traffic One Hour Between 7 and 9 a.m.
Setting/Location:	General Urban/Suburban
Trip Type:	Vehicle
Number of Studies:	46
Avg. Num. of Dwelling Units:	135
Average Rate:	0.48
Range of Rates:	0.12 - 0.74
Standard Deviation:	0.14
Fitted Curve Equation:	$T = 0.52(X) - 5.70$
R ² :	0.92
Directional Distribution:	25% entering, 75% exiting
Calculated Trip Ends:	Average Rate: 4 (Total), 1 (Entry), 3 (Exit) Fitted Curve: Not Available

Query Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
215

LAND USE GROUP:
(200-299) Residential

LAND USE:
215 - Single-Family Attached Housing

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

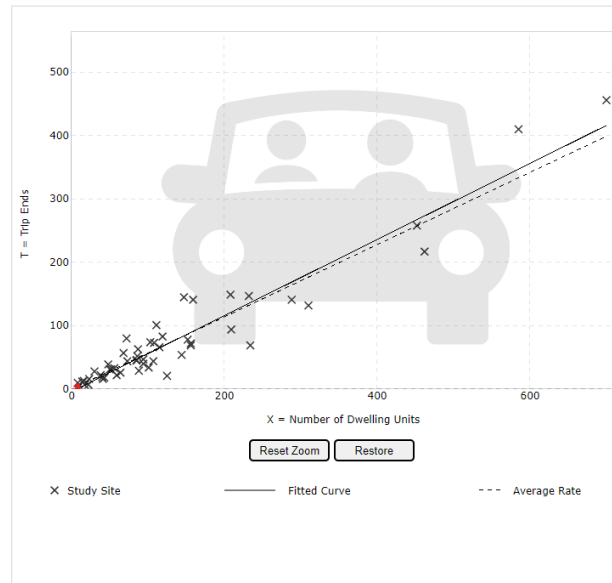
INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
Weekday, Peak Hour of Adjacent Street Traffic

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
8 Calculate

Data Plot and Equation



DATA STATISTICS	
Land Use:	Single-Family Attached Housing (215) Click for Description and Data Plots
Independent Variable:	Dwelling Units
Time Period:	Weekday Peak Hour of Adjacent Street Traffic One Hour Between 4 and 6 p.m.
Setting/Location:	General Urban/Suburban
Trip Type:	Vehicle
Number of Studies:	51
Avg. Num. of Dwelling Units:	136
Average Rate:	0.57
Range of Rates:	0.17 - 1.25
Standard Deviation:	0.18
Fitted Curve Equation:	$T = 0.60(X) - 3.93$
R ² :	0.91
Directional Distribution:	59% entering, 41% exiting
Calculated Trip Ends:	Average Rate: 5 (Total), 3 (Entry), 2 (Exit) Fitted Curve: 1 (Total), 1 (Entry), 0 (Exit)

Query Filter

DATA SOURCE:
 Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:

LAND USE GROUP:
 (200-299) Residential

LAND USE:
 220 - Multifamily Housing (Low-Rise)

LAND USE SUBCATEGORY:
 Not Close to Rail Transit

SETTING/LOCATION:
 General Urban/Suburban

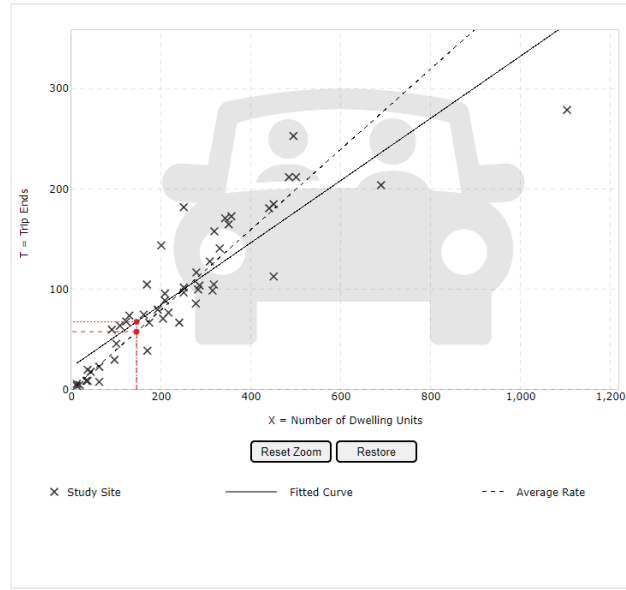
INDEPENDENT VARIABLE (IV):
 Dwelling Units

TIME PERIOD:
 Weekday, Peak Hour of Adjacent Street Traffic

TRIP TYPE:
 Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:

Data Plot and Equation



DATA STATISTICS	
Land Use:	Multifamily Housing (Low-Rise) - Not Close to Rail Transit (220) Click for Description and Data Plots
Independent Variable:	Dwelling Units
Time Period:	Weekday Peak Hour of Adjacent Street Traffic One Hour Between 7 and 9 a.m.
Setting/Location:	General Urban/Suburban
Trip Type:	Vehicle
Number of Studies:	49
Avg. Num. of Dwelling Units:	249
Average Rate:	0.40
Range of Rates:	0.13 - 0.73
Standard Deviation:	0.12
Fitted Curve Equation:	$T = 0.31(X) + 22.85$
R ² :	0.79
Directional Distribution:	24% entering, 76% exiting
Calculated Trip Ends:	Average Rate: 58 (Total), 14 (Entry), 44 (Exit) Fitted Curve: 68 (Total), 16 (Entry), 52 (Exit)

Query Filter

DATA SOURCE:
 Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:

LAND USE GROUP:
 (200-299) Residential

LAND USE:
 220 - Multifamily Housing (Low-Rise)

LAND USE SUBCATEGORY:
 Not Close to Rail Transit

SETTING/LOCATION:
 General Urban/Suburban

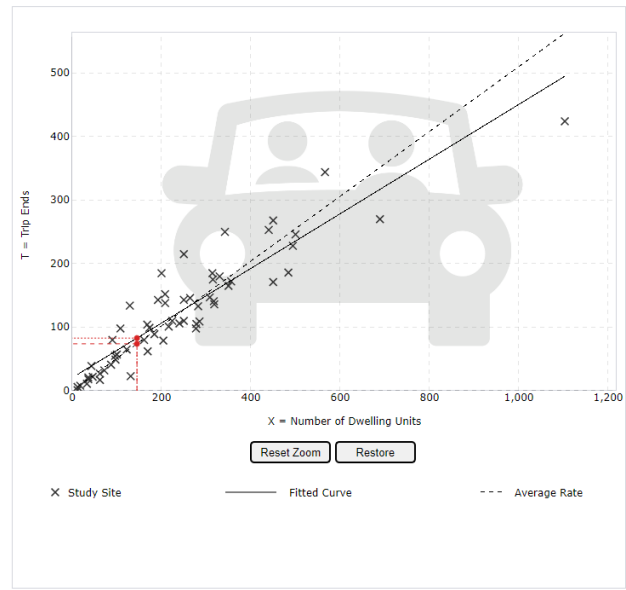
INDEPENDENT VARIABLE (IV):
 Dwelling Units

TIME PERIOD:
 Weekday, Peak Hour of Adjacent Street Traffic

TRIP TYPE:
 Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:

Data Plot and Equation



DATA STATISTICS	
Land Use:	Multifamily Housing (Low-Rise) - Not Close to Rail Transit (220) Click for Description and Data Plots
Independent Variable:	Dwelling Units
Time Period:	Weekday Peak Hour of Adjacent Street Traffic One Hour Between 4 and 6 p.m.
Setting/Location:	General Urban/Suburban
Trip Type:	Vehicle
Number of Studies:	59
Avg. Num. of Dwelling Units:	241
Average Rate:	0.51
Range of Rates:	0.08 - 1.04
Standard Deviation:	0.15
Fitted Curve Equation:	$T = 0.43(X) + 20.55$
R ² :	0.84
Directional Distribution:	63% entering, 37% exiting
Calculated Trip Ends:	Average Rate: 74 (Total), 47 (Entry), 27 (Exit) Fitted Curve: 83 (Total), 52 (Entry), 31 (Exit)

Appendix E

Transportation Tomorrow Survey Data

Cross Tabulation Query Form - Trip - 2016 v1.1

Row: Planning district of origin - pd_orig

Column: Planning district of employment - pd_emp

RowG:(60)

ColG:

TblG:

Filters:

(2006 GTA zone of household - gta06_hhld In 6340)

Trip 2016

Table:

,Not employed,Burlington	Burlington	St. Catharines	Thorold	Niagara Falls	Welland	Fort Erie	West Lincoln	Wainfleet	Haldimand-Norfolk	
20	202	16	293	25	2595	74	12	45	3282	
1%	6%	0%	9%	1%	79%	2%	0%	1%	100%	

	IN(T)	OUT(T)	Total
AM	30	94	124
PM	98	58	156

Site Total			AM		PM	
ROUTES	TRIP PROP.	IN	OUT	IN	OUT	
A	Garrison E	80%	24	75	78	46
B	Garrison W	20%	6	19	20	12
TOTAL		100%	30	94	98	58
Check			30	94	98	58

Appendix F

Capacity Analysis Reports

HCM Unsignalized Intersection Capacity Analysis
 1: Crescent Rd & Garrison Rd

2023 Existing Conditions
 AM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↙	↑↑	↘	
Traffic Volume (veh/h)	461	20	50	380	21	124
Future Volume (Veh/h)	461	20	50	380	21	124
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	485	21	53	400	22	131
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL			None		
Median storage veh	2					
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			506			802 253
vC1, stage 1 conf vol						496
vC2, stage 2 conf vol						306
vCu, unblocked vol			506			802 253
tC, single (s)			4.2			7.0 6.9
tC, 2 stage (s)						6.0
tF (s)			2.2			3.6 3.3
p0 queue free %			95			95 83
cM capacity (veh/h)			1041			483 753
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	323	183	53	200	200	153
Volume Left	0	0	53	0	0	22
Volume Right	0	21	0	0	0	131
cSH	1700	1700	1041	1700	1700	697
Volume to Capacity	0.19	0.11	0.05	0.12	0.12	0.22
Queue Length 95th (m)	0.0	0.0	1.2	0.0	0.0	6.3
Control Delay (s)	0.0	0.0	8.6	0.0	0.0	11.6
Lane LOS	A			B		
Approach Delay (s)	0.0		1.0			11.6
Approach LOS						B
Intersection Summary						
Average Delay			2.0			
Intersection Capacity Utilization			35.5%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
3: Evelyn St

2023 Existing Conditions
AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	0	1	111	40	1
Future Volume (Veh/h)	1	0	1	111	40	1
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	1	0	1	139	50	1
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	192	50	51			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	192	50	51			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	802	1023	1568			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	1	140	51			
Volume Left	1	1	0			
Volume Right	0	0	1			
cSH	802	1568	1700			
Volume to Capacity	0.00	0.00	0.03			
Queue Length 95th (m)	0.0	0.0	0.0			
Control Delay (s)	9.5	0.1	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.5	0.1	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			16.6%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 1: Crescent Rd & Garrison Rd

2023 Existing Conditions
 PM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵	↑↑	↵↵	
Traffic Volume (veh/h)	436	30	116	597	15	103
Future Volume (Veh/h)	436	30	116	597	15	103
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	469	32	125	642	16	111
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL			None		
Median storage veh	2					
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			501	1056	250	
vC1, stage 1 conf vol				485		
vC2, stage 2 conf vol				571		
vCu, unblocked vol			501	1056	250	
tC, single (s)			4.1	6.8	6.9	
tC, 2 stage (s)				5.8		
tF (s)			2.2	3.5	3.3	
p0 queue free %			88	96	85	
cM capacity (veh/h)			1074	401	752	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	313	188	125	321	321	127
Volume Left	0	0	125	0	0	16
Volume Right	0	32	0	0	0	111
cSH	1700	1700	1074	1700	1700	678
Volume to Capacity	0.18	0.11	0.12	0.19	0.19	0.19
Queue Length 95th (m)	0.0	0.0	3.0	0.0	0.0	5.2
Control Delay (s)	0.0	0.0	8.8	0.0	0.0	11.5
Lane LOS	A			B		
Approach Delay (s)	0.0		1.4			11.5
Approach LOS				B		
Intersection Summary						
Average Delay			1.8			
Intersection Capacity Utilization			36.6%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
3: Evelyn St

2023 Existing Conditions
PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	2	0	0	96	137	1
Future Volume (Veh/h)	2	0	0	96	137	1
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	0	0	104	149	1
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	254	150	150			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	254	150	150			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	739	902	1444			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	2	104	150			
Volume Left	2	0	0			
Volume Right	0	0	1			
cSH	739	1444	1700			
Volume to Capacity	0.00	0.00	0.09			
Queue Length 95th (m)	0.1	0.0	0.0			
Control Delay (s)	9.9	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	9.9	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			17.3%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
1: Crescent Rd & Garrison Rd

2025 Future Background
AM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↙	↑↑	↘	
Traffic Volume (veh/h)	480	21	52	395	22	129
Future Volume (Veh/h)	480	21	52	395	22	129
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	505	22	55	416	23	136
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL			None		
Median storage veh	2					
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			527		834	264
vC1, stage 1 conf vol					516	
vC2, stage 2 conf vol					318	
vCu, unblocked vol			527		834	264
tC, single (s)			4.2		7.0	6.9
tC, 2 stage (s)					6.0	
tF (s)			2.2		3.6	3.3
p0 queue free %			95		95	82
cM capacity (veh/h)			1029		470	741
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	337	190	55	208	208	159
Volume Left	0	0	55	0	0	23
Volume Right	0	22	0	0	0	136
cSH	1700	1700	1029	1700	1700	684
Volume to Capacity	0.20	0.11	0.05	0.12	0.12	0.23
Queue Length 95th (m)	0.0	0.0	1.3	0.0	0.0	6.8
Control Delay (s)	0.0	0.0	8.7	0.0	0.0	11.9
Lane LOS	A			B		
Approach Delay (s)	0.0		1.0			11.9
Approach LOS						B
Intersection Summary						
Average Delay			2.0			
Intersection Capacity Utilization			36.5%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

3: Evelyn St

2025 Future Background
AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	0	1	115	42	1
Future Volume (Veh/h)	1	0	1	115	42	1
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	1	0	1	144	52	1
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	198	52	53			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	198	52	53			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	794	1021	1553			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	1	145	53			
Volume Left	1	1	0			
Volume Right	0	0	1			
cSH	794	1553	1700			
Volume to Capacity	0.00	0.00	0.03			
Queue Length 95th (m)	0.0	0.0	0.0			
Control Delay (s)	9.5	0.1	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.5	0.1	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			16.8%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 1: Crescent Rd & Garrison Rd

2025 Future Background
 PM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↙	↑↑	↘	
Traffic Volume (veh/h)	454	31	121	621	16	107
Future Volume (Veh/h)	454	31	121	621	16	107
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	488	33	130	668	17	115
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL			None		
Median storage veh	2					
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			521	1098		260
vC1, stage 1 conf vol				504		
vC2, stage 2 conf vol				594		
vCu, unblocked vol			521	1098		260
tC, single (s)			4.1	6.8		6.9
tC, 2 stage (s)				5.8		
tF (s)			2.2	3.5		3.3
p0 queue free %			88	96		84
cM capacity (veh/h)			1056	387		741
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	325	196	130	334	334	132
Volume Left	0	0	130	0	0	17
Volume Right	0	33	0	0	0	115
cSH	1700	1700	1056	1700	1700	663
Volume to Capacity	0.19	0.12	0.12	0.20	0.20	0.20
Queue Length 95th (m)	0.0	0.0	3.2	0.0	0.0	5.6
Control Delay (s)	0.0	0.0	8.9	0.0	0.0	11.8
Lane LOS	A			B		
Approach Delay (s)	0.0		1.4		11.8	
Approach LOS				B		
Intersection Summary						
Average Delay			1.9			
Intersection Capacity Utilization			37.7%		ICU Level of Service	
Analysis Period (min)			15			
A						

HCM Unsignalized Intersection Capacity Analysis

3: Evelyn St

2025 Future Background
PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	2	0	0	100	143	1
Future Volume (Veh/h)	2	0	0	100	143	1
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	0	0	109	155	1
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	264	156	156			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	264	156	156			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	729	896	1436			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	2	109	156			
Volume Left	2	0	0			
Volume Right	0	0	1			
cSH	729	1436	1700			
Volume to Capacity	0.00	0.00	0.09			
Queue Length 95th (m)	0.1	0.0	0.0			
Control Delay (s)	10.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	10.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			17.6%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 1: Crescent Rd & Garrison Rd

2025 Future Total
 AM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↙	↑↑	↘	
Traffic Volume (veh/h)	480	27	76	395	33	174
Future Volume (Veh/h)	480	27	76	395	33	174
Sign Control	Free		Free		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	505	28	80	416	35	183
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL		None			
Median storage veh	2					
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			533		887	266
vC1, stage 1 conf vol					519	
vC2, stage 2 conf vol					368	
vCu, unblocked vol			533		887	266
tC, single (s)			4.2		7.0	6.9
tC, 2 stage (s)					6.0	
tF (s)			2.2		3.6	3.3
p0 queue free %			92		92	75
cM capacity (veh/h)			1024		448	738
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	337	196	80	208	208	218
Volume Left	0	0	80	0	0	35
Volume Right	0	28	0	0	0	183
cSH	1700	1700	1024	1700	1700	668
Volume to Capacity	0.20	0.12	0.08	0.12	0.12	0.33
Queue Length 95th (m)	0.0	0.0	1.9	0.0	0.0	10.8
Control Delay (s)	0.0	0.0	8.8	0.0	0.0	13.0
Lane LOS			A			B
Approach Delay (s)	0.0		1.4			13.0
Approach LOS						B
Intersection Summary						
Average Delay			2.8			
Intersection Capacity Utilization			40.9%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

3: Evelyn St

2025 Future Total
AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	0	1	129	49	1
Future Volume (Veh/h)	1	0	1	129	49	1
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	1	0	1	161	61	1
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	224	62	62			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	224	62	62			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	768	1009	1554			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	1	162	62			
Volume Left	1	1	0			
Volume Right	0	0	1			
cSH	768	1554	1700			
Volume to Capacity	0.00	0.00	0.04			
Queue Length 95th (m)	0.0	0.0	0.0			
Control Delay (s)	9.7	0.1	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.7	0.1	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			17.6%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

2025 Future Total

4: Street A

AM Peak Hour



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	14	116	0	7	42
Future Volume (Veh/h)	0	14	116	0	7	42
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	15	126	0	8	46
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	188	126			126	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	188	126			126	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	98			99	
cM capacity (veh/h)	797	924			1460	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	15	126	54			
Volume Left	0	0	8			
Volume Right	15	0	0			
cSH	924	1700	1460			
Volume to Capacity	0.02	0.07	0.01			
Queue Length 95th (m)	0.4	0.0	0.1			
Control Delay (s)	9.0	0.0	1.1			
Lane LOS	A		A			
Approach Delay (s)	9.0	0.0	1.1			
Approach LOS	A					
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization			18.2%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 1: Crescent Rd & Garrison Rd

2025 Future Total
 PM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↙	↑↑	↘	
Traffic Volume (veh/h)	454	51	199	621	28	153
Future Volume (Veh/h)	454	51	199	621	28	153
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	488	55	214	668	30	165
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL			None		
Median storage veh	2					
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			543		1278	272
vC1, stage 1 conf vol					516	
vC2, stage 2 conf vol					762	
vCu, unblocked vol			543		1278	272
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)			2.2		3.5	3.3
p0 queue free %			79		90	77
cM capacity (veh/h)			1036		303	729
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	325	218	214	334	334	195
Volume Left	0	0	214	0	0	30
Volume Right	0	55	0	0	0	165
cSH	1700	1700	1036	1700	1700	600
Volume to Capacity	0.19	0.13	0.21	0.20	0.20	0.33
Queue Length 95th (m)	0.0	0.0	5.9	0.0	0.0	10.7
Control Delay (s)	0.0	0.0	9.4	0.0	0.0	13.9
Lane LOS	A			B		
Approach Delay (s)	0.0		2.3			13.9
Approach LOS						B
Intersection Summary						
Average Delay			2.9			
Intersection Capacity Utilization			46.2%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
3: Evelyn St

2025 Future Total
PM Peak Hour












Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	2	0	0	114	167	1
Future Volume (Veh/h)	2	0	0	114	167	1
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	0	0	124	182	1
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	306	182	183			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	306	182	183			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	690	865	1404			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	2	124	183			
Volume Left	2	0	0			
Volume Right	0	0	1			
cSH	690	1404	1700			
Volume to Capacity	0.00	0.00	0.11			
Queue Length 95th (m)	0.1	0.0	0.0			
Control Delay (s)	10.2	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	10.2	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay	0.1					
Intersection Capacity Utilization	18.9%			ICU Level of Service	A	
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

2025 Future Total

PM Peak Hour

4: Street A

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	14	100	0	24	143
Future Volume (Veh/h)	0	14	100	0	24	143
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	15	109	0	26	155
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	316	109			109	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	316	109			109	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	98			98	
cM capacity (veh/h)	665	945			1481	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	15	109	181			
Volume Left	0	0	26			
Volume Right	15	0	0			
cSH	945	1700	1481			
Volume to Capacity	0.02	0.06	0.02			
Queue Length 95th (m)	0.4	0.0	0.4			
Control Delay (s)	8.9	0.0	1.2			
Lane LOS	A		A			
Approach Delay (s)	8.9	0.0	1.2			
Approach LOS	A					
Intersection Summary						
Average Delay			1.1			
Intersection Capacity Utilization			25.5%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 1: Crescent Rd & Garrison Rd

2030 Future Total
 AM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↙	↑↑	↘	
Traffic Volume (veh/h)	530	29	81	437	35	187
Future Volume (Veh/h)	530	29	81	437	35	187
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	558	31	85	460	37	197
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL			None		
Median storage veh	2					
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			589		974	294
vC1, stage 1 conf vol					574	
vC2, stage 2 conf vol					400	
vCu, unblocked vol			589		974	294
tC, single (s)			4.2		7.0	6.9
tC, 2 stage (s)					6.0	
tF (s)			2.2		3.6	3.3
p0 queue free %			91		91	72
cM capacity (veh/h)			976		417	708
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	372	217	85	230	230	234
Volume Left	0	0	85	0	0	37
Volume Right	0	31	0	0	0	197
cSH	1700	1700	976	1700	1700	637
Volume to Capacity	0.22	0.13	0.09	0.14	0.14	0.37
Queue Length 95th (m)	0.0	0.0	2.2	0.0	0.0	12.8
Control Delay (s)	0.0	0.0	9.0	0.0	0.0	13.9
Lane LOS	A			B		
Approach Delay (s)	0.0		1.4			13.9
Approach LOS				B		
Intersection Summary						
Average Delay			2.9			
Intersection Capacity Utilization			43.5%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

3: Evelyn St

2030 Future Total
AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	0	1	142	53	1
Future Volume (Veh/h)	1	0	1	142	53	1
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	1	0	1	178	66	1
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	246	66	67			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	246	66	67			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	746	1003	1547			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	1	179	67			
Volume Left	1	1	0			
Volume Right	0	0	1			
cSH	746	1547	1700			
Volume to Capacity	0.00	0.00	0.04			
Queue Length 95th (m)	0.0	0.0	0.0			
Control Delay (s)	9.8	0.0	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.8	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			18.3%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

2030 Future Total

AM Peak Hour

4: Street A



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	14	129	0	7	46
Future Volume (Veh/h)	0	14	129	0	7	46
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	15	140	0	8	50
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	206	140			140	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	206	140			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 %	100	98			99	
cM capacity (veh/h)	778	908			1443	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	15	140	58			
Volume Left	0	0	8			
Volume Right	15	0	0			
cSH	908	1700	1443			
Volume to Capacity	0.02	0.08	0.01			
Queue Length 95th (m)	0.4	0.0	0.1			
Control Delay (s)	9.0	0.0	1.1			
Lane LOS	A		A			
Approach Delay (s)	9.0	0.0	1.1			
Approach LOS	A					
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization			18.3%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 1: Crescent Rd & Garrison Rd

2030 Future Total
 PM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↙	↑↑	↘	
Traffic Volume (veh/h)	501	54	211	686	29	164
Future Volume (Veh/h)	501	54	211	686	29	164
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	539	58	227	738	31	176
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL			None		
Median storage veh	2					
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			597	1391		298
vC1, stage 1 conf vol				568		
vC2, stage 2 conf vol				823		
vCu, unblocked vol			597	1391		298
tC, single (s)			4.1	6.8		6.9
tC, 2 stage (s)				5.8		
tF (s)			2.2	3.5		3.3
p0 queue free %			77	89		75
cM capacity (veh/h)			989	273		701
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	359	238	227	369	369	207
Volume Left	0	0	227	0	0	31
Volume Right	0	58	0	0	0	176
cSH	1700	1700	989	1700	1700	568
Volume to Capacity	0.21	0.14	0.23	0.22	0.22	0.36
Queue Length 95th (m)	0.0	0.0	6.7	0.0	0.0	12.6
Control Delay (s)	0.0	0.0	9.7	0.0	0.0	14.9
Lane LOS	A			B		
Approach Delay (s)	0.0		2.3		14.9	
Approach LOS				B		
Intersection Summary						
Average Delay			3.0			
Intersection Capacity Utilization			49.0%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

3: Evelyn St

2030 Future Total
PM Peak Hour












Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	2	0	0	129	190	1
Future Volume (Veh/h)	2	0	0	129	190	1
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	0	0	140	207	1
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	348	208	208			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	348	208	208			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	653	838	1369			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	2	140	208			
Volume Left	2	0	0			
Volume Right	0	0	1			
cSH	653	1369	1700			
Volume to Capacity	0.00	0.00	0.12			
Queue Length 95th (m)	0.1	0.0	0.0			
Control Delay (s)	10.5	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	10.5	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			20.1%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

2030 Future Total

PM Peak Hour

4: Street A

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	19	0	0	33	0
Future Volume (Veh/h)	0	19	0	0	33	0
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	21	0	0	36	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	72	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	72	0			0	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	98			98	
cM capacity (veh/h)	911	1085			1623	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	21	0	36			
Volume Left	0	0	36			
Volume Right	21	0	0			
cSH	1085	1700	1623			
Volume to Capacity	0.02	0.08	0.02			
Queue Length 95th (m)	0.4	0.0	0.5			
Control Delay (s)	8.4	0.0	7.3			
Lane LOS	A		A			
Approach Delay (s)	8.4	0.0	7.3			
Approach LOS	A					
Intersection Summary						
Average Delay			7.7			
Intersection Capacity Utilization			13.3%		ICU Level of Service	A
Analysis Period (min)			15			