



# CITY OF FORT SASKATCHEWAN AGENDA

## **Regular Council Meeting** **Tuesday, January 12, 2016 – 6:00 P.M.** **Council Chambers – City Hall**

- |                  |  |  |
|------------------|--|--|
| <b>6:00 P.M.</b> | <b>1. Call to Order</b>  | Mayor Katchur  |
|                  | <b>2. Approval of Minutes of December 8, 2015 Regular Council Meeting</b>  | (attachment)   |
|                  | <b>3. Delegations</b>  |  |
|                  | <i>Those individuals in attendance at the meeting will be provided with an opportunity to address Council regarding an item on the agenda, with the exception of those items for which a Public Hearing is required or has been held. Each individual will be allowed a maximum of five (5) minutes.</i> |  |
|                  | <b>4. Presentations</b>  |  |
| (10 min.)        | 4.1 Fort Saskatchewan Junior Rebels Lacrosse Update  | Dave McGarva,<br>Fort Sask. Junior<br>Rebels Lacrosse<br>(attachment)  |
| (10 min.)        | 4.2 Fort Saskatchewan Community Hospital Update  | Deb Gordon,<br>Vice-President and<br>Chief Health<br>Operations Officer,<br>Northern Alberta<br>(attachment) |
|                  | <b>5. Unfinished Business</b>  |  |
|                  | 5.1 Response to Motion – Multi-family Front-Load Waste Collection Rate Assessment  | Ian Gray<br>(attachment)   |
|                  | <b>6. New Business</b>   |  |
|                  | 6.1 Southfort Transportation Study Update  | Grant Schaffer<br>(attachment)   |
|                  | <b>7. Bylaws</b>   |  |
|                  | 7.1 Bylaw C1-16 – Council Meeting Procedures Bylaw – 3 readings  | Brenda Molter<br>(attachment)  |
|                  | <b>8. Notice of Motion</b>   |  |
|                  | <b>9. Adjournment</b>  |  |



**CITY OF FORT SASKATCHEWAN**  
**MINUTES**  
**REGULAR COUNCIL**  
**Tuesday, December 8, 2015 - 6:00 P.M.**  
**Council Chambers – City Hall**

**Present:**

Members of Council:

Mayor Gale Katchur  
Councillor Birgit Blizzard  
Councillor Sheldon Bossert  
Councillor Frank Garritsen  
Councillor Stew Hennig  
Councillor Arjun Randhawa  
Councillor Ed Sperling

Administration:

Kelly Kloss, City Manager  
Jeremy Emann, Chief Financial Officer  
Troy Fleming, General Manager, Infrastructure & Community Services  
Brenda Rauckman, General Manager, Corporate & Protective Services  
Brenda Molter, Director, Legislative Services  
Wendy Kinsella, Director, Corporate Communications  
Ian Gray, Director, Infrastructure Management  
Janel Smith-Duguid, Director, Planning & Development  
Matthew Siddons, Current Planner  
Shannon Andruchow, Senior Accountant, Budget & Reporting  
Reade Beaudoin, Digital Media Coordinator  
Marshall Wight, Finance Intern  
Barb Aitken, Legislative Officer  
Sheryl Exley, Recording Secretary

**1. Call to Order**

Mayor Katchur called the regular Council Meeting to order at 6:00 p.m.

**2. Approval of Minutes of November 17, 2015 Regular Council Meeting**

**R236-15**

MOVED BY Councillor Bossert that the minutes of the November 17, 2015 regular Council Meeting be adopted as presented.

In Favour:      Gale Katchur, Frank Garritsen, Stew Hennig, Arjun Randhawa,  
                         Birgit Blizzard, Sheldon Bossert, Ed Sperling

CARRIED UNANIMOUSLY



**3. Approval of Minutes of November 19, 2015 Regular Council Meeting**

**R237-15** MOVED BY Councillor Blizzard that the minutes of the November 19, 2015 regular Council Meeting be adopted as presented.

In Favour: Gale Katchur, Frank Garritsen, Stew Hennig, Arjun Randhawa,  
Birgit Blizzard, Sheldon Bossert, Ed Sperling

CARRIED UNANIMOUSLY

**4. Approval of Minutes of November 23, 2015 Regular Council Meeting**

**R238-15** MOVED BY Councillor Garritsen that the minutes of the November 23, 2015 regular Council Meeting be adopted as presented.

In Favour: Gale Katchur, Frank Garritsen, Stew Hennig, Arjun Randhawa,  
Birgit Blizzard, Sheldon Bossert, Ed Sperling

CARRIED UNANIMOUSLY

**5. Approval of Minutes of November 24, 2015 Regular Council Meeting**

**R239-15** MOVED BY Councillor Hennig that the minutes of the November 24, 2015 regular Council Meeting be adopted as presented.

In Favour: Gale Katchur, Frank Garritsen, Stew Hennig, Arjun Randhawa,  
Birgit Blizzard, Sheldon Bossert, Ed Sperling

CARRIED UNANIMOUSLY

**6. Delegations**

Mr. Ken French was in attendance to request Council to support Councillor Randhawa's Notice of Motion regarding the inequity in waste removal fees charged for the period July 1, 2012 to December 31, 2014 for the following Condominium Corporations: Parkview Manor, Hanford House, Valley Ridge, Fort Gardens, and Jubilee Manor. Mr. French advised that an alternate option to a refund would be to consider a fixed rate of \$14.00 per unit for the next two years commencing January 1, 2016 for the Condominium Corporations.

Mayor Katchur thanked Mr. French for his presentation.

**12. Notice of Motion**

**12.1 Condominium Waste Removal Charges**

**R240-15** MOVED BY Councillor Randhawa that Council having considered the presentation from Ken French on November 10, 2015 regarding condominium waste removal charges, hereby directs Administration to provide a report outlining the cost, impact, and next steps should Council approve Mr. French's request to refund a portion of condominium waste removal charges for the period July 1, 2012 to December 31, 2014, and further that this report is to be completed and presented to Council at the January 12, 2016 regular Council meeting.

In Favour: Stew Hennig, Arjun Randhawa, Birgit Blizzard, Sheldon Bossert,  
Ed Sperling

Against: Gale Katchur, Frank Garritsen

CARRIED

## **6. Delegations (Cont'd)**

The following were in attendance to speak in regard to the 2016 Budget Adoption, specifically to not removing the High Performance Sports Fields and Amenities from the budget:

- Peter Vandermeulen, Fort Sting Football General Manager
- Andrew Poholka, Fort Sting Football player
- Brent Kellington, on behalf of Fort Saskatchewan Minor Football

The following were in attendance to speak in regard to the 2016 Budget Adoption, specifically to the increase in City spending:

- Jim Martin, Fort Saskatchewan Chamber of Commerce
- Howard Johnson, business owner

Mayor Katchur called a short recess at 7:23 p.m.

The regular Council Meeting reconvened at 7:29 p.m.

## **9. Unfinished Business**

### **9.1 2016 Budget Adoption**

Presented by: Jeremy Emann, Chief Financial Officer

MOVE BY Councillor Garritsen that Council approve the 2016 Operating Budget dated December 8, 2015, establishing total operating revenues and expenditures at \$72,295,847.

Councillor Garritsen withdrew his motion.

### **R241-15**

MOVED BY Councillor Bossert that Council rescind resolution #219-15 that the High Performance Sports Field & Amenities in the amount of \$7,700,000.00 be removed from the 2016 Budget.

In Favour: Gale Katchur, Frank Garritsen, Stew Hennig, Arjun Randhawa,  
Sheldon Bossert, Ed Sperling

Against: Birgit Blizzard

CARRIED

**R242-15**

MOVED BY Councillor Hennig that the High Performance Sports Field & Amenities in the amount of \$7,700,000.00 be included in the 2016 budget, subject to a detailed analysis of the capital and operating costs to be presented to Council prior to final approval.

In Favour: Gale Katchur, Frank Garritsen, Stew Hennig, Arjun Randhawa, Sheldon Bossert, Ed Sperling

Against: Birgit Blizzard

CARRIED

Mayor Katchur called a short recess at 7:57 p.m.

The regular Council Meeting reconvened at 7:59 p.m.

**R243-15**

MOVED BY Councillor Sperling that Council rescind resolution #225-15 that Council agree that the tax split between residential and non-residential property tax payers be distributed by 40.5% residential and 59.5% non-residential.

In Favour: Gale Katchur, Frank Garritsen, Stew Hennig, Arjun Randhawa, Sheldon Bossert, Ed Sperling

Against: Birgit Blizzard

CARRIED

**R244-15**

MOVED BY Councillor Hennig that Council agree that the tax split between residential and non-residential property tax payers be distributed by 41% residential and 59% non-residential.

**R245-15**

MOVED BY Councillor Bossert that Resolution #244-15 be amended by replacing the residential property tax of 41% with 41.5% and replacing the non-residential property tax rate of 59% with 58.5%.

In Favour: Arjun Randhawa, Sheldon Bossert

Against: Gale Katchur, Frank Garritsen, Stew Hennig, Birgit Blizzard, Ed Sperling

DEFEATED

Resolution #244-15 was brought forward, and

CARRIED UNANIMOUSLY

In Favour: Gale Katchur, Frank Garritsen, Stew Hennig, Arjun Randhawa, Birgit Blizzard, Sheldon Bossert, Ed Sperling

**R246-15** MOVED BY Councillor Garritsen that Council approve the 2016 Operating Budget dated December 8, 2015, establishing total operating revenues and expenditures at \$72,295,847.

**R247-15** MOVED BY Councillor Randhawa that Council move in-camera at 8:30 p.m. to discuss a matter that falls within one of the exceptions to disclosure in Division 2 of Part 1 of the *Freedom of Information and Protection of Privacy Act* (FOIP).

In Favour: Gale Katchur, Frank Garritsen, Stew Hennig, Arjun Randhawa, Birgit Blizzard, Sheldon Bossert, Ed Sperling

CARRIED UNANIMOUSLY

**R248-15** MOVED BY Councillor Randhawa that Council move out of in-camera at 9:00 p.m.

In Favour: Gale Katchur, Frank Garritsen, Stew Hennig, Arjun Randhawa, Birgit Blizzard, Sheldon Bossert, Ed Sperling

CARRIED UNANIMOUSLY

Council Resolution #246-15 was brought forward, and

CARRIED

In Favour: Gale Katchur, Frank Garritsen, Stew Hennig, Birgit Blizzard

Against: Arjun Randhawa, Sheldon Bossert, Ed Sperling

**R249-15** MOVED BY Councillor Garritsen that Council adopt the 2016 Capital Budget dated December 8, 2015, establishing total capital revenues and expenditures at \$20,953,500.

In Favour: Gale Katchur, Frank Garritsen, Stew Hennig, Birgit Blizzard, Ed Sperling

Against: Arjun Randhawa, Sheldon Bossert

CARRIED

**R250-15** MOVED BY Councillor Garritsen that Council adopt the Fort Saskatchewan Public Library's 2016 Operating and Capital Budget, establishing total revenues and expenditures at \$1,250,195.

In Favour: Gale Katchur, Frank Garritsen, Stew Hennig, Arjun Randhawa, Birgit Blizzard, Sheldon Bossert, Ed Sperling

CARRIED UNANIMOUSLY

## **7. Public Hearing**

### **7.1 Bylaw C22-15 – Amend Land Use Bylaw C10-13 - Indoor and Outdoor Recreation Facilities in Commercial Districts**

Presented by: Matthew Siddons, Current Planner

Mayor Katchur opened the Public Hearing at 9:06 p.m.

A Public Hearing was held to hear any submissions for or against Bylaw C22-15. Bylaw C22-15 received first reading at the November 24, 2015 regular Council Meeting.

Mayor Katchur asked if anyone wished to speak in favour or against Bylaw C22-15.

Mr. Rob Fediuk, Haro Developments was in attendance to speak against Bylaw C22-15 due to the new parking requirements for this bylaw amendment.

Mayor Katchur closed the Public Hearing at 9:26 p.m.

## **8. Business Arising from Public Hearing**

### **8.1 Bylaw C22-15 – Amend Land Use Bylaw C10-13 - Indoor and Outdoor Recreation Facilities in Commercial Districts - 2nd & 3rd reading**

Presented by: Matthew Siddons, Current Planner

#### ***R251-15***

MOVED BY Councillor Blizzard that Council give second reading to C22-15 to amend Land Use Bylaw C10-13 by making revisions to indoor recreation facilities and outdoor recreation facilities in commercial land use districts.

In Favour: Gale Katchur, Frank Garritsen, Stew Hennig, Arjun Randhawa, Birgit Blizzard, Sheldon Bossert

Against: Ed Sperling

CARRIED

#### ***R252-15***

MOVED BY Councillor Blizzard that Council give third reading to C22-15 to amend Land Use Bylaw C10-13 by making revisions to indoor recreation facilities and outdoor recreation facilities in commercial land use districts.

In Favour: Gale Katchur, Frank Garritsen, Stew Hennig, Arjun Randhawa, Birgit Blizzard, Sheldon Bossert, Ed Sperling

CARRIED UNANIMOUSLY

## 10. New Business

### 10.1 Public-at-Large Appointments - City Boards and Committees

Presented by: Brenda Molter, Director, Legislative Services

**R253-15**

MOVED BY Councillor Bossert that Council approve the Public-at-Large appointments to the City's municipal Boards and Committees as noted below, and as recommended by the Application Review Committee for terms commencing on January 1, 2016:

1. Shyann Bachelet be appointed to the Family & Community Support Services Board for the balance of a two-year term expiring December 31, 2016.
2. Natasha Dunbar be appointed to the Family & Community Support Services Board for a two-year term expiring December 31, 2017.
3. Elaine Elmer be appointed to the Family & Community Support Services Board for a two-year term expiring December 31, 2017.
4. Clayton Northey be appointed to the Family & Community Support Services Board for a two-year term expiring December 31, 2017.
5. Ian Osbaldeston be re-appointed to the Family & Community Support Services Board for a two-year term expiring December 31, 2017.
6. Ian McDonell be re-appointed to the Fort Saskatchewan Policing Committee for a three-year term expiring December 31, 2018.
7. Terry Noble be re-appointed to the Fort Saskatchewan Policing Committee for a three-year term expiring December 31, 2018.
8. Bill Santo be re-appointed to the Fort Saskatchewan Policing Committee for a three-year term expiring December 31, 2018.
9. Lisa Berry be appointed to the Fort Saskatchewan Public Library Board for a three-year term expiring December 31, 2018.
10. Renetta Peddle be appointed to the Fort Saskatchewan Public Library Board for a three-year term expiring December 31, 2018.
11. Judy Raaschou be appointed to the Fort Saskatchewan Public Library Board for a three-year term expiring December 31, 2018.
12. Don Segberg be appointed to the Fort Saskatchewan Public Library Board for a three-year term expiring December 31, 2018.
13. James Cockburn be appointed to the River Valley Alliance Advisory Committee for a two-year term expiring December 31, 2017.
14. Gordon Harris be appointed to the River Valley Alliance Advisory Committee for the balance of a two-year term expiring December 31, 2016.

15. Dennis Dembicki be re-appointed to the Subdivision & Development Appeal Board for a two-year term expiring December 31, 2017.

16. John Kash be appointed to the Subdivision & Development Appeal Board for a two-year term expiring December 31, 2017.

In Favour: Gale Katchur, Frank Garritsen, Stew Hennig, Arjun Randhawa, Birgit Blizzard, Sheldon Bossert, Ed Sperling

CARRIED UNANIMOUSLY

## 11. Bylaws

### 11.1 Bylaw C23-15 – Establish 2016 Fees, Rates and Charges for Services – 3 readings

Presented by: Brenda Molter, Director, Legislative Services

#### **R254-15**

MOVED BY Councillor Garritsen that Council give first reading to Bylaw C23-15, which establishes fees, rates, and charges for services provided by the City of Fort Saskatchewan.

In Favour: Gale Katchur, Frank Garritsen, Stew Hennig, Arjun Randhawa, Birgit Blizzard, Sheldon Bossert, Ed Sperling

CARRIED UNANIMOUSLY

#### **R255-15**

MOVED BY Councillor Garritsen that Council give second reading to Bylaw C23-15, which establishes fees, rates, and charges for services provided by the City of Fort Saskatchewan.

In Favour: Gale Katchur, Frank Garritsen, Stew Hennig, Arjun Randhawa, Birgit Blizzard, Sheldon Bossert, Ed Sperling

CARRIED UNANIMOUSLY

#### **R256-15**

MOVED BY Councillor Garritsen that Council provide unanimous consent to proceed with third and final reading to Bylaw C23-15, which establishes fees, rates, and charges for services provided by the City of Fort Saskatchewan.

In Favour: Gale Katchur, Frank Garritsen, Stew Hennig, Arjun Randhawa, Birgit Blizzard, Sheldon Bossert, Ed Sperling

CARRIED UNANIMOUSLY

**R257-15**

MOVED BY Councillor Garritsen that Council give third reading to Bylaw C23-15, which establishes fees, rates, and charges for services provided by the City of Fort Saskatchewan.

In Favour: Gale Katchur, Frank Garritsen, Stew Hennig, Arjun Randhawa, Birgit Blizzard, Sheldon Bossert, Ed Sperling

CARRIED UNANIMOUSLY

**11.2 Bylaw C24-15 - Debenture Sewer Service Reline Construction – 1<sup>st</sup> reading**

Presented by: Marshall Wight, Finance Intern

**R258-15**

MOVED BY Councillor Hennig that Council give first reading to Bylaw C24-15 to incur indebtedness by the issuance of Debentures to the Alberta Capital Finance Authority for the purpose of sewer service reline construction, in an amount not to exceed \$1,200,000.

In Favour: Gale Katchur, Frank Garritsen, Stew Hennig, Arjun Randhawa, Birgit Blizzard, Sheldon Bossert, Ed Sperling

CARRIED UNANIMOUSLY

**13. Adjournment**

**R259-15**

MOVED BY Councillor Hennig that the regular Council Meeting of December 8, 2015 adjourn at 9:45 p.m.

In Favour: Gale Katchur, Frank Garritsen, Stew Hennig, Arjun Randhawa, Birgit Blizzard, Sheldon Bossert, Ed Sperling

CARRIED UNANIMOUSLY

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Mayor

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Director, Legislative Services



## CITY OF FORT SASKATCHEWAN

### Fort Saskatchewan Junior Rebels Lacrosse Update

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**Purpose:**

Mr. Dave McGarva, Fort Saskatchewan Junior Rebels Lacrosse will be in attendance to provide an update to members of Council and Administration on the Rebels and their Five Year Strategic Plan (2016 – 2020)

**Action Required:**

That Mr. Dave McGarva be thanked for his presentation.

**Attachment:**

Appendix A – Junior Rebels Lacrosse PowerPoint Presentation

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File No.:

Prepared by:	Sheryl Exley Legislative Officer	Date: January 5, 2016
Approved by:	Brenda Molter Director, Legislative Services	Date: January 5, 2016
Approved by:	Brenda Rauckman General Manager, Corporate & Protective Services	Date: January 5, 2016
Reviewed by:	Kelly Kloss City Manager	Date: January 5, 2016
Submitted to:	City Council	Date: January 12, 2016

# *FOR THE*

Fort Saskatchewan Junior Rebels Lacrosse  
Five Year Strategic Plan (2016-2020)  
Presentation to City Council – Jan 12, 2016



## *The History*




- Founded in 2006 by Trevor Gordon
- Played in Rocky Mountain Lacrosse League Junior B – Tier II
- In 8 seasons:
  - 4 Alberta Provincial Championships
  - 1 Alberta Provincials Runner Up
  - Overall record 120-23-1
    - highest overall record in the recorded history of RMLL





## *The Big News!*

- On November 22, 2015, the Rebels were promoted to Tier 1.
- Now a 12 team pan-prairie league (Saskatoon, Winnipeg)
- Player Draft
- Budget doubles
- Smallest community in Canada with Junior B – Tier 1 program.



## *Comparison to Hockey*

LACROSSE	HOCKEY
JUNIOR A	WESTERN HOCKEY LEAGUE
<ul style="list-style-type: none"> <li>• Only 4 in Alberta League</li> </ul>	<ul style="list-style-type: none"> <li>• Ex. Edmonton Oil Kings</li> </ul>
<b>JUNIOR B – TIER 1</b>	<b>ALBERTA JUNIOR HOCKEY LEAGUE</b>
<ul style="list-style-type: none"> <li>• New Ft. Sask Rebels</li> </ul>	<ul style="list-style-type: none"> <li>• Old Ft. Sask Traders</li> </ul>
JUNIOR B – TIER 2	CAPITAL JUNIOR HOCKEY LEAGUE
<ul style="list-style-type: none"> <li>• Old Ft. Sask Rebels</li> </ul>	<ul style="list-style-type: none"> <li>• Ft. Sask Hawks</li> </ul>
JUNIOR C	NORALTA JUNIOR HOCKEY LEAGUE
<ul style="list-style-type: none"> <li>• Southern Alberta League</li> </ul>	<ul style="list-style-type: none"> <li>• New Ft. Sask Traders</li> </ul>



## ***Our Mission***



***"Enabling Young Men for  
Excellence While Building  
Our Community"***



## ***Our Vision (2020)***



***"The Fort Saskatchewan  
Junior Rebels are committed  
to the City of Fort  
Saskatchewan. We will use  
our excellence in lacrosse to  
foster community spirit,  
broker partnerships among  
City businesses and bring  
awareness to those in need."***



# Our Plan



GOAL	TARGET (BY 2020)
<b>COMPETITIVENESS</b>	<ul style="list-style-type: none"> <li>ALBERTA CHAMPIONS (Founder's Cup)</li> </ul>
<b>FINANCIAL SUSTABILITY</b>	<ul style="list-style-type: none"> <li>NO PLAYER FEES</li> <li>PLAYER SCHOLARSHIPS</li> <li>LONG TERM SPONSORS</li> </ul>
<b>COMMUNITY AWARENESS</b>	<ul style="list-style-type: none"> <li>5 COBRAND PARTNERS</li> <li>ACTIVE BOOSTER CLUB</li> </ul>
<b>COMMUNITY INVOLVEMENT</b>	<ul style="list-style-type: none"> <li>GROW THE MINOR CLUB               <ul style="list-style-type: none"> <li>10 HOURS PER PLAYER TO MINOR CLUB</li> <li>INTEGRATED COACHING PLAN</li> </ul> </li> <li>RAISE AWARENESS (AND \$) FOR LOCAL CHARITIES</li> </ul>
<b>ORGANIZATIONAL EXCELLENCE</b>	<ul style="list-style-type: none"> <li>ACTIVE BOARD OF DIRECTORS</li> <li>SUCCESSION PLAN</li> <li>PRIME JRC TENANT (MAY 1 – AUG 1)</li> </ul>

# FOR THE





## CITY OF FORT SASKATCHEWAN

### Fort Saskatchewan Community Hospital Update

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**Purpose:**

Ms. Deb Gordon, Vice-President and Chief Health Operations Officer, Northern Alberta will be in attendance to provide an update to members of Council and Administration on the services offered at the Fort Saskatchewan Community Hospital.

**Action Required:**

That Ms. Deb Gordon be thanked for her presentation.

**Attachment:**

Appendix A – PowerPoint Presentation

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File No.:

Prepared by:	Sheryl Exley Legislative Officer	Date: January 6, 2016
Approved by:	Brenda Molter Director, Legislative Services	Date: January 6, 2016
Approved by:	Brenda Rauckman General Manager, Corporate & Protective Services	Date: January 6, 2016
Reviewed by:	Kelly Kloss City Manager	Date: January 6, 2016
Submitted to:	City Council	Date: January 12, 2016




# Fort Saskatchewan Community Hospital

PRESENTATION TO CITY OF FORT SASKATCHEWAN COUNCIL  
JANUARY 12, 2016

## Overview

- ▶ New Fort Saskatchewan Community Hospital opened in April of 2012
- ▶ Serving Fort Saskatchewan and the surrounding communities
- ▶ 300 employees
- ▶ 34 doctors



## Programs and Services



## Acute Inpatient Care

- ▶ 38 inpatient beds with average occupancy of 95%
- ▶ 730 admissions on 2014-15
- ▶ Family Medicine
- ▶ General Surgery
- ▶ Obstetrics
- ▶ Gynecology starting spring of 2016
- ▶ Palliative Care





## Emergency Care

- ▶ 6 stretchers with capacity to open to 14
- ▶ 17 753 visits in 2014-15
- ▶ 42% of ED patients have conditions that are moderately severe or worse
- ▶ Average length of stay among triaged patients is 2.1 hours
- ▶ Average time of arrival to seeing a doctor 1.2 hours



## Surgical Care

- ▶ 4 General Surgeons (1030 surgeries performed 14-15)
  - ▶ Bowel resection, appendix, gall bladder, hernia repair, colonoscopy, gastroscopy
- ▶ 4 Ophthalmologists (2009 surgeries performed 14-15)
  - ▶ Cataract Surgery, Strabismus Repair
- ▶ 1 Gastroenterologist
  - ▶ Endoscopy (2044 procedures performed 14-15)
- ▶ 1 General Practitioner with special interest in obstetrics and gynecology
  - ▶ C-sections ( 39 c-sections performed 14-15)



## Ambulatory Care

- ▶ Intravenous Therapy
  - ▶ Antibiotic therapy
  - ▶ Blood transfusions
  - ▶ Other medications
- ▶ Outpatients Clinics
  - ▶ Family medicine procedures
  - ▶ Surgical specialty clinics
  - ▶ Gastroenterology specialty clinics
  - ▶ Clinical Telehealth



## Women's Health Program Enhancement

- ▶ Spring of 2016 will see the launch of an enhanced Women's Health Program in Fort Saskatchewan.
- ▶ The new program will enhance the current maternity program and introduce gynecology services.
- ▶ Recruitment of a Chief of Obstetrics and Gynecology has occurred.
- ▶ There are over 400 babies delivered to Fort Saskatchewan and area families, our goal is to develop our program into a place where young families choose to deliver their babies close to home.



## Sherritt Health Services Centre

- ▶ Public Health
- ▶ Home Care
- ▶ Addiction and Mental Health
- ▶ Allied Health
  - ▶ Audiology, respiratory, dietician



## Support Services

- ▶ Laboratory 24/7
- ▶ Nutrition Food Services
- ▶ Pharmacy
- ▶ Physiotherapy
- ▶ Occupational Therapy
- ▶ Diagnostic Imaging 24/7
  - ▶ Ultrasound 8 hours / 5 days per week
  - ▶ CT scanner now operational 16 hours/7 days per week



## Heartland Primary Care Network

- ▶ All of the FSCH family physicians are members of the Heartland Primary Care Network
- ▶ The FSCH works closely with the PCN, currently focusing on frequent visitors to the Emergency Department, and how the PCN may be able to support those patients and decrease their need for emergency care
- ▶ The PCN is a key stakeholder in the development of the new Women's' Health Program, and will sit on the steering committee as the program is developed



## Fort Saskatchewan Community Hospital Foundation

- ▶ Volunteer board was established in 2008
- ▶ First campaign supporting the CT scanner was a major success
- ▶ Support staff education by providing annual scholarships to staff pursuing advanced education
- ▶ Surgical Equipment Campaign in 2015 saw \$ 250 000 of new equipment purchased for the OR
- ▶ Two exciting new proposals currently under review



## Hopes and Aspirations for the future...

- ▶ Repatriation of families giving birth in their own community
- ▶ Provision of Integrated Women's Health Program in partnership with our community partners
- ▶ Continued development of programs with the Heartland PCN to support Primary Care in our Community
- ▶ Development of a Practice Readiness Centre to support the professional development of our teams, and community partners
- ▶ Continued and improved integration across the healthcare spectrum to provide seamless care to our community



## Questions



## **CITY OF FORT SASKATCHEWAN**

### **Response to Motion - Multi-family Front-Load Waste Collection Rate Assessment**

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#### **Purpose:**

The purpose of this report is to address the motion approved on December 8, 2015 with respect to multi-family waste collection rates. A request was received by Council for a rebate or rate freeze with respect to multi-family waste collection rates for the period of July 1, 2012 to December 31, 2014

#### **Council Motion December 8, 2015:**

At the Council Meeting of December 8, 2015 the following motion was passed:

“That Council having considered the presentation from Ken French on November 10, 2015 regarding condominium waste removal charges, hereby directs Administration to provide a report outlining the cost, impact, and next steps should Council approve Mr. French’s request to refund a portion of condominium waste removal charges for the period July 1, 2012 to December 31, 2014, and further that this report is to be completed and presented to Council at the January 12, 2016 regular Council meeting.”

#### **Background:**

##### Rate Philosophy

Between 2003 and 2014 the monthly rate for residential waste collection was based on a postage stamp rate philosophy. All residences, whether a detached home, condominium or apartment, were charged the same rate. The rate was determined by dividing all waste collection program costs by the total number of residences. The philosophy was based on a flat rate per household principal and not the type of collection. This is similar to the practice of charging the same rate regardless of the volume of waste produced. Although volumes of waste generated between households can vary greatly, the cost is spread equally among all households.

From time to time the City reviews its rate philosophy to determine if changes may be needed going forward. This happened in 2014. From that review a revised rate structure with two residential customer classes was recommended to Council during the 2015 budget deliberations.

The cost of service model identifies common costs that are funded by all waste utility customers such as Household Hazardous Waste Roundup, Transfer Station operations, disposal charges and administrative costs. Those charges are assigned to all residential customers, regardless of the method of collection. It also identifies those costs that vary between the two customer classes. In this case, the cost to collect waste at multi-family facilities serviced by front-load collection vehicles, is less than those serviced by individual collection methods.

##### Meetings with Condominium Representatives

Meetings were held with a group of condominium representatives and Administration in 2015. The condominium representatives believed that a mistake had been made in the way the City had charged them for the cost of collecting waste for their facilities. All fees charged were based on the Council approved Fees and Charges Bylaw. No errors were made in the application of the

Bylaw. All fees collected were used to operate the waste system based on the annual budget approved. No additional money was collected.

The condominium representatives presented their request to Council on November 10, 2015 requesting re-imbursement for the difference in charges between curbside collection and front-load collection methods.

**Financial Impact:**

A calculation was completed for all multi-family complexes that received front-load collection between July 1, 2012 and December 31, 2014. The difference between what they paid under the postage stamp rate philosophy and the rate they would have paid under the cost of service model is approximately \$386,000 or \$200.00/multi-family household.

**Option 1: Support the solid waste rates previously approved in 2012-2014 Fees and Charges Bylaw**

This supports Council's authority to set rates in accordance with generally accepted rate making principles, including the postage stamp rate philosophy.

**Option 2: Rebate**

A rebate to those customers serviced by front-end collection would receive a rebate of approximately \$200.00 if service was provided through the entire period stated in the motion. There are several challenges with providing a rebate:

1. There are three types of multi-family customers: condominium board represented properties, privately owned apartment properties, and those that have individual accounts with the City. It will not be possible for the City to locate residents who may have moved during the period in question to provide them the rebate. The Condominium Boards and privately owned properties will also be challenged with the same task.
2. Should the rebate apply to the current occupant of the residence if the former resident has moved, or just forgo the rebate for that residence?
3. The perceived inequities that providing a rebate will create. As the cost of the rebate would be collected from the single family customer group, concerns from that customer group may arise as they are now actually being surcharged to fund the multi-family customers.
4. There were 249 new single family waste accounts opened in 2015. Many of those residents would not have lived in Fort Saskatchewan during the period of time in question. It could be argued that they will be paying for the rebate when they did not benefit from a postage stamp rate.
5. The precedent this would set is based on a difference of opinion as opposed to an actual error.

If Council decides to rebate the multi-family customers, ideally it would be funded from the Solid Waste Reserve. However, the December 31, 2015 Reserve balance is estimated at \$20,000 and an alternate reserve will have to be accessed and repaid over time.



### **Option 3: Freeze Rates**

A second option was presented by the condominium representatives at the December 8, 2015 Council meeting. Rather than rebate the front-load service multi-family customers, it was proposed that their rate be frozen at the 2015 rate for a period of 2.5 years. Based on current service levels, the impact would be approximately \$.27/mth for single family customers rising to an estimated \$.95/mth in 2018 based on estimated rates for a new waste management program. However, the challenges in freezing rates are:

1. It is difficult to measure the impact of freezing rates to the front-load multi-family customers and the corresponding impact on single family customers given that the residential waste management contract will be re-tendered in 2016 based on a service level that has not yet been determined.
2. Is the rate frozen for only those who were in the multi-family units July 1, 2012 to December 31, 2014? The tracking of this would be a challenge, however not to do so would mean many would receive special treatment who did not pay the previous rate;
3. The perceived inequities that providing a freeze will create. As the cost of the freeze would be collected from the single family customer group, concerns from that customer group may arise as they are now actually being surcharged to fund the condominium group;
4. The precedent this would set is based on a difference of opinion, as opposed to an actual error.
5. Approximately 90 new multi-family units were built in 2015 that would not qualify for a rate freeze thus creating a need to develop a special rate class in the billing system.

### **Alternatives:**

1. That Council support the solid waste rates previously approved in the 2012-2014 Fees and Charges Bylaw.
2. That Council approve a rebate for the multi-family customers serviced by front-load collection during the period July 1, 2012 to December 31, 2014:
  - a) that the rebate be drawn from reserves; and
  - b) that the 2016 Fees and Charges Bylaw be amended to reflect an increase in single family curbside collection rates based on a two-year payback to the reserve.
3. That Council freeze the waste collection rate for a period of 2.5 years for those multi-family customers serviced by front-load collection during the period July 1, 2012 to December 31, 2014, and that the 2016 Fees and Charges Bylaw be amended to reflect an increase in single family curbside collection rates to address the loss of revenue as a result of the rate freeze.

### **Recommendation:**

That Council support the solid waste rates previously approved in the 2012-2014 Fees and Charges Bylaw.



**Attachments:**

Appendix A - List of multi-family customers receiving front-load waste collection between July 1, 2012 and December 31, 2014.

---

File No.:

Prepared by: Ian Gray  
Director  
Infrastructure Management

Date: December 18, 2015

Approved by: Kelly Kloss  
City Manager

Date: January 6, 2016

Submitted to: City Council

Date: January 12, 2016

Multi-unit residential properties receiving front-load collection service from the City between 2012 and 2014.

<b>INDIVIDUAL ACCOUNT</b>		<b>COMMON ACCOUNT - PRIVATELY OWNED RENTAL APT BUILDING</b>	
<b>Property Name</b>	<b>Units</b>	<b>Property Name</b>	<b>Units</b>
Fort Townhouses	20	Avylyn Apartments	12
Langley Apartments	7	Birch Hills Landing	142
Sherridon Crossing	20	Charles Rutherford Apartments	9
Sherridon Green	10	Cortez Manor	36
	57	Cortez Terrace	36
		Dr TWE Henry House	32
		Fort Lions Haven	20
		Fort Plaza Apartments	15
		Glenridge Apartments	19
		Greenwood Apartments	5
		Karen Hall Apartments	23
		Laurier Manor	40
		Parkview Court Apartments	15
		Pioneer Apartments	27
		Sherridon Court Apartment	38
		South Rim Apartments	44
		Sunlight Apartments	12
		Thunderbird Apartments	37
		Valleyview Court Apartments	15
		West Apartments	18
		Woodsmere Close Apartments	96
			691
<b>COMMON ACCOUNT – CONDOMINIUM</b>			
<b>Property Name</b>	<b>Units</b>		
Countryside Condominiums	131		
Ferrari Lofts	26		
Fort Gardens	182		
Hanford House	40		
Jubilee Manor	30		
Parkview Manor	64		
Quadra Village	32		
Riverview Estates	87		
Sherridon View	60		
Southfort Bend Gardens	280		
Southfort Bend Manor	104		
Valley Ridge Condominiums	60		
Westwood Terrace	151		
	1247		

## **CITY OF FORT SASKATCHEWAN**

### **Southfort Transportation Study Update**

---

#### **Motion:**

That Council adopt the Southfort Transportation Study dated September 2015 for the Southfort Area Structure Plan.

#### **Purpose:**

The purpose of this report is to provide Council with the findings of the Southfort Transportation Plan Update.

#### **Background:**

In 2013 an update of the Southfort Area Structure Plan (SF-ASP) was approved. This Plan adjusted some of the proposed land uses and major road networks within the Southfort Development Area.

As a result of this SF-ASP update, a review of the Southfort Transportation Plan was undertaken in 2014 to determine expected traffic volumes, road classifications, and intersection treatments.

The resulting Study was conducted using traffic simulations of the Southfort area at 50% development and at full development of the Southfort area. The findings of these simulations resulted in the following recommendations:

1. Southfort Drive can be reclassified as a Collector Road south of Southfort Boulevard and should terminate at Southbridge Boulevard, rather than extending to the south boundary.
2. The 94 Street / Southridge Boulevard corridor can be reclassified as a Collector Road between Southfort Drive and Sienna Boulevard.
3. Six additional signalized intersections will be required in the Southfort ASP area.
4. Six single lane roundabouts should be installed at the intersections of major collectors, rather than signals as the moderate off-peak traffic volumes do not require signals.
5. An additional access to Highway 21 south of the SF-ASP area will be required at full development to relieve congestion at the Highway intersections.
6. The Highway 15 / 21 Corridor adjacent to the Study area will require six lanes within the 50% development horizon. This confirms the 2008 Road Right-of-Way Master Plan findings.

#### **Plans/Standards/Legislation:**

- Southfort Area Structure Plan.
- Institute of Traffic Engineers trip generation rates.
- Transportation Research Board of the National Academies of Science - Highway Capacity Manual (HCM).

#### **Financial Implications:**

The results of this Study will require an update to the Southfort Levy. This Levy will be updated in 2016 using internal staff capacity. Once complete, the Levy Bylaw will be brought to Council for approval and the projects will be staged within the 10 Year Capital Plan. As the projects will be levy-funded, there will be no tax impact on the City, other than operating.

**Internal Impacts:**

With the adoption of the Southfort Transportation Study, the SF-ASP will require an update to reflect the changes in the road classifications and the south linkages. As well, the Levy Bylaw will require an update. Both of these projects will be completed using existing internal resources.

**Recommendation:**

That Council adopt the Southfort Transportation Study dated September 2015 for the Southfort Area Structure Plan.

**Attachment:**

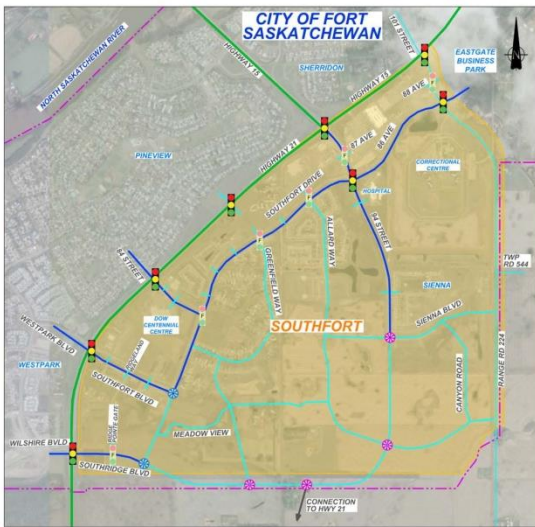
Southfort Transportation Study dated September 2015

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File No.:

Prepared by:	Grant Schaffer Director Project Management	Date: November 16, 2015
Approved by:	Troy Fleming General Manager, Infrastructure and Community Services	Date: December 2, 2015
Reviewed by:	Kelly Kloss City Manager	Date: January 5, 2016
Submitted to:	City Council	Date: January 12, 2016

# Transportation Study



## Southfort Area Structure Plan In the City of Fort Saskatchewan

## FINAL REPORT

September 2015

Prepared for:





5307 - 47 Street NW, Edmonton, Alberta T6B 3T4 • Phone 780-440-4411

[www.al-terra.com](http://www.al-terra.com) • [edm@al-terra.com](mailto:edm@al-terra.com)

September 15, 2015

File: 1412-03

**City of Fort Saskatchewan**

11121 - 88 Avenue  
Fort Saskatchewan, AB  
T8L 2S5

**Attention: Mr. Grant Schaffer**  
**Director, Project Management**

**Re: Southfort Transportation Study**

Please find enclosed five (5) hard copies and one (1) electronic copy of the Southfort Transportation Study for your records. We thank the City of Fort Saskatchewan for the opportunity to work on this project.

If you have any questions, please contact the undersigned.

Regards,  
**Al-Terra Engineering Ltd.**

A handwritten signature in black ink, appearing to read 'C. Broks', is written over a horizontal line.

Corry Broks, P.Eng.

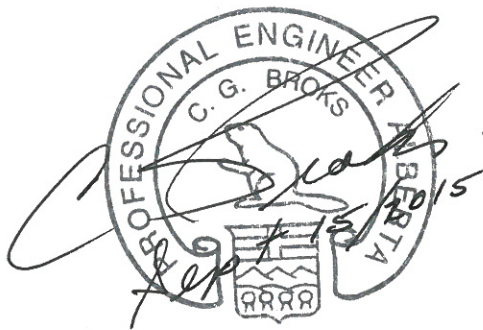
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Enclosures

## CORPORATE AUTHORIZATION

This report entitled **Southfort Transportation Study** was prepared by Al-Terra Engineering Ltd., under authorization and exclusive use of the City of Fort Saskatchewan.

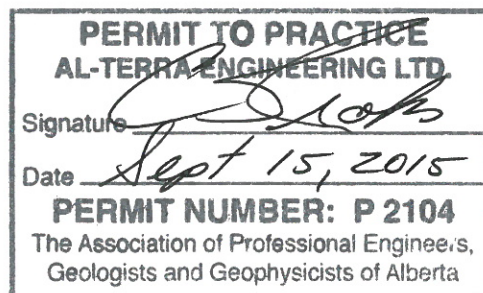
The designs and recommendations put forward reflect Al-Terra's best judgment with the information available. Any use of this information in a manner not intended or with the knowledge that situations have changed shall not be the responsibility of Al-Terra Engineering Ltd.



Corry Broks, P.Eng.



Bogusia Stapor, M.Eng., P.Eng., PTOE



Corporate Permit

## ACKNOWLEDGEMENT

Al-Terra Engineering Ltd. was fortunate to have worked with a highly qualified and dedicated City of Fort Saskatchewan staff to complete the **Southfort Transportation Study**.

In addition, we would like to acknowledge, with gratitude and appreciation, the assistance of City of Fort Saskatchewan for their input, assistance and cooperation during the study:

- ♦ Grant Schaffer, Director, Project Management
- ♦ Mark Procyk, P.Eng., Engineering Development Coordinator
- ♦ Chadwick Paddick, Manager, Transportation Services
- ♦ Janel Smith, Director, Planning & Development
- ♦ Claire Negrin, Long Range Planner



## EXECUTIVE SUMMARY

The City of Fort Saskatchewan retained Al-Terra Engineering to complete the Southfort Transportation Study, a supplementary document to the 2013 Southfort Area Structure Plan (ASP). This study includes an implementation plan for expansion and improvement of the roadway network in the Southfort development area within a multi-modal context to support new and existing development.

The Southfort ASP is located in the southeast corner of the City of Fort Saskatchewan, bounded on the west and north by Highway 21 and Highway 15, and on the south and east by the city boundary. The ASP plans for a population of between 18,300 and 21,000 people in a variety of housing types, multiple commercial sites, school sites, a community centre, a hospital, a correctional institution, and a variety of parks and open spaces.

The Southfort Transportation Study's objectives were to identify projected traffic impacts along the road network adjacent to and within the Southfort area and to identify roadway standards, intersection geometry, and traffic control to accommodate the projected traffic volumes at acceptable levels of service. The methodology included:

- ♦ Reviewing the Southfort ASP land use assumptions
- ♦ Reviewing the proposed road network including road alignments, classification, and cross-sections
- ♦ Reviewing and confirming background traffic volumes
- ♦ Projecting traffic on the proposed roadway network generated by the Southfort area based on trip generation, trip distribution, mode split, and trip assignment assumptions
- ♦ Evaluating intersection treatments (traffic control and intersection geometry) throughout the development and the external intersection connections to Highway 21, Strathcona County, and other areas of Fort Saskatchewan
- ♦ Reviewing pedestrian and bicycle routes to and through the Southfort area
- ♦ Reviewing transit opportunities in the community

Existing external arterial roadways include Highway 21 and Highway 15. Internal arterial roadways include Southfort Drive/86 Avenue, 94 Street, and connections between Highway 21 and Southfort Drive on Southridge Blvd, Southfort Blvd, and 84 Street.

Existing traffic volumes were available from counts completed in 2013. Additional traffic volumes from growth in the Southfort ASP were developed based on the ASP land use concept and trip generation rates developed by the Institute of Transportation Engineers (ITE) and studies completed locally in the City of Edmonton. Low, medium, and high density residential; school; and three commercial land use types were used to generate expected trips. The trips were distributed and assigned to the network using a combination of existing splits and data obtained from Alberta Transportation's Edmonton Regional Traffic Model (which includes Fort Saskatchewan). Two scenarios were reviewed – one at 50% development of the Southfort area, and one with full development of the Southfort Area.

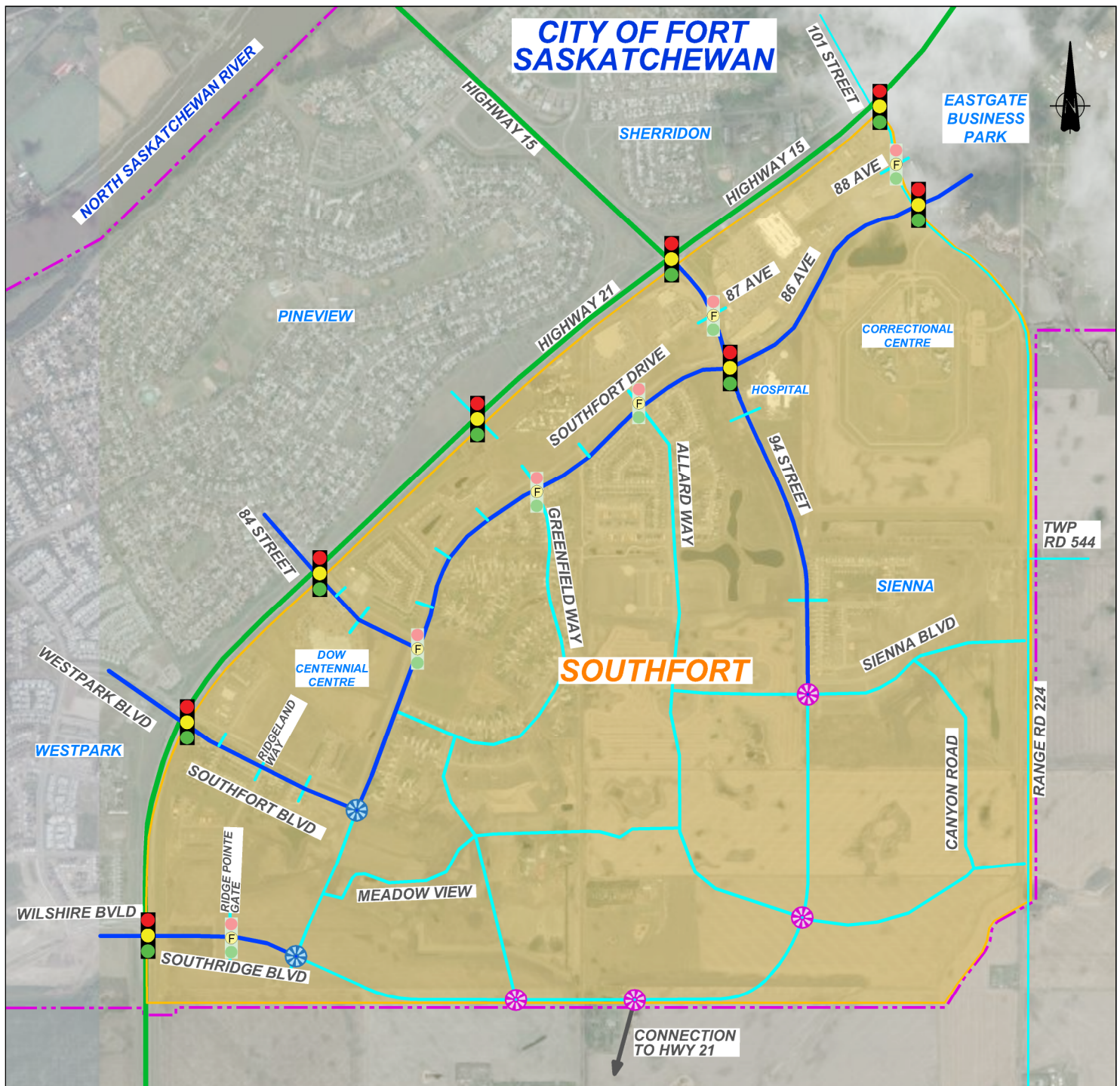
Major intersections were analyzed using Synchro Studio 9 utilizing the Highway Capacity Manual (HCM) methodology. Recommendations were made for additional through lanes, turn lanes, signalization, and/or roundabouts where required.

Arterial and collector roadway corridors were reviewed with respect to projected daily traffic volumes; some roads identified in the ASP as arterial roads are recommended to be reduced to collector status upon this analysis. Some of these collector roads do not require on-street parking, therefore a revised multi-modal roadway cross-section is recommended to provide separate space for pedestrians, cyclists, and drivers. A number of roundabouts are recommended along the collector road corridor to provide traffic calming and consistent intersection operations.

Final recommendations from the Southfort Transportation Study include:

- ♦ Southfort Drive will require four lanes from Southfort Blvd. to 94 Street within the 50% development horizon.
- ♦ Southfort Drive could be reclassified as a collector road south of Southfort Blvd.
- ♦ Southridge Drive east of Southfort Drive and 94 Street south of Sienna Blvd could be reclassified as collector roads, and provide multi-modal road corridors with auxiliary lanes.
- ♦ Six additional signalized intersections are identified along Southfort Drive, Southridge Blvd, 94 Street and 101 Street.
- ♦ Two intersections at the south end of Southfort Drive are identified as potential roundabout locations due to the moderate traffic volumes that do not require signals.
- ♦ Four roundabouts are proposed along the Southridge Blvd/94 Street extensions.
- ♦ An additional access to Highway 21, south of the Southfort ASP area, will be required at full development.
- ♦ Highway 21 and Highway 15 adjacent to the study area will require 6 basic lanes within the 50% development horizon.

**Exhibit ES.1** illustrates the road network recommendations at full buildout of the Southfort ASP.



- |  |                 |  |                      |
|--|-----------------|--|----------------------|
|  | CITY BOUNDARY   |  | PROPOSED ROUNDABOUT  |
|  | STUDY AREA      |  | POTENTIAL ROUNDABOUT |
|  | ALBERTA HIGHWAY |  | EXISTING SIGNAL      |
|  | ARTERIAL ROAD   |  | PROPOSED SIGNAL      |
|  | COLLECTOR ROAD  |  |                      |

**CITY OF FORT SASKATCHEWAN  
SOUTHFORT TRANSPORTATION STUDY  
INTERSECTION CONTROLS -  
FULL DEVELOPMENT OF SOUTHFORT**

N.T.S.

DATE: AUGUST, 2015

EXHIBIT ES 1

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## 1.0 Introduction

In the spring of 2014, Al-Terra Engineering was commissioned by the City of Fort Saskatchewan to undertake the Southfort Transportation Study, a supplementary document to the 2013 Southfort Area Structure Plan. The study was to include an implementation plan for expansion and improvement of the roadway network in the Southfort development area within a multi-modal context.

### 1.1 Background

The Southfort Area Structure Plan (ASP) was approved by the City in June 2013 – Bylaw C7-13. The document provides land uses, access and servicing, and policy direction for an area on the southeast side of Fort Saskatchewan that will ultimately accommodate a population of 18,300 – 21,000.

The ASP is a guide for the location, intensity and character of land uses. The Southfort ASP land uses include:

- ♦ A variety of residential housing types and densities with 7,300 - 8,400 dwelling units
- ♦ Commercial sites located between Highway 21 and Southfort Drive
- ♦ School sites to potentially accommodate 5 schools
- ♦ Community Hospital – completed in 2012
- ♦ DOW Centennial Centre, a major recreational/cultural facility - completed in 2003
- ♦ The Fort Saskatchewan Correctional facility
- ♦ The future site of the Royal Canadian Mounted Police detachment
- ♦ Open spaces with interconnecting walkways and City's trail systems
- ♦ General water, sanitary and storm servicing facilities for the area

### 1.2 Study Objectives

The objective of this study was to identify the projected traffic impacts along the roadway network adjacent to and within the Southfort area and to identify required roadway standards, intersection geometry, and traffic control to accommodate the projected traffic volumes at acceptable levels of service.

### 1.3 Study Methodology

The Southfort Transportation Study methodology included the following components:

- ♦ A review of the Southfort ASP land use assumptions
- ♦ Examination of the proposed road network including road alignments, classification, and cross-sections
- ♦ Review and confirmation of background traffic volumes associated with the study area
- ♦ Projecting traffic on the proposed roadway network that is anticipated to be generated by the Southfort area based on trip generation, trip distribution, mode split, and trip assignment assumptions
- ♦ Evaluating intersection treatments (traffic control and intersection geometry) throughout the development and the external intersection connections to Highway 21, Strathcona County, and other areas of Fort Saskatchewan
- ♦ Review of pedestrian and bicycle routes to and through the Southfort area
- ♦ Review of transit opportunities in the community

## 2.0 Site Context

### 2.1 Site Location

The Southfort ASP includes approximately 700 hectares (1700 acres) of land located in the southeast part of the City of Fort Saskatchewan. The area is bounded by Highway 21/Highway 15 to the northwest, 101<sup>st</sup> Street to the northeast and by the east and south city boundary to the east and south, respectively. **Exhibit 2.1 – Key Map** illustrates the location of Southfort within the City of Fort Saskatchewan and surrounding municipalities.

### 2.2 Existing Area Characteristics

#### 2.2.1 Existing Land Uses

The existing Southfort area is partially developed and the existing developments are mainly located in the west and north. The area is continuously developing and progressing to the south and east.

Initial development of the Southfort ASP was concentrated east of Highway 21/Highway 15 and on the north side of Southfort Drive, which included commercial land uses. Residential developments followed along Southfort Drive and 94<sup>th</sup> Street. The majority of the residential areas east of Southfort Drive are low density developments.

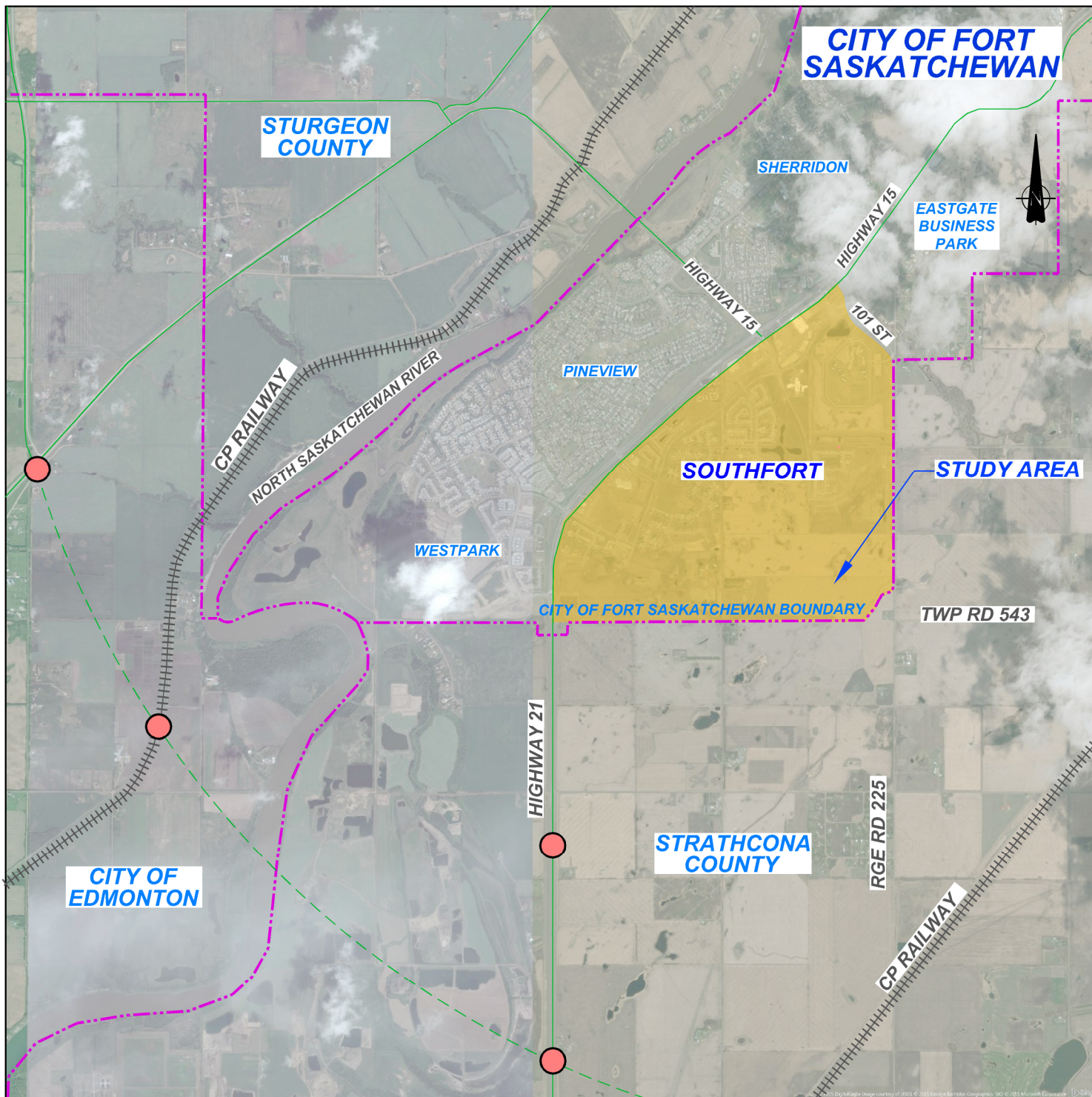
The completed institutional developments include a community hospital, correctional institution and the Dow Centennial Recreation Centre. They are located in the northeast part of the Southfort area, west of Highway 21.

#### 2.2.2 Existing Road Network

Existing major roadways in the area include Highway 21 and Highway 15, which are classified as expressways. The basic cross-section of these roadways is a divided four lane rural roadway with widening through major intersections to accommodate turning movements. Five major signalized intersections provide primary access to Southfort and to developed areas to the west. In addition, there are right-in/right-out intersections with auxiliary lanes, which provide additional access to Southfort commercial developments.

Internal roadways in Southfort include:

- ♦ Southfort Drive/86 Avenue, which is designated as an arterial roadway between Southridge Boulevard and 101 Street, runs parallel to Highway 21 and Highway 15. In the longer term Southfort Drive is planned as a conventional four lane divided roadway south of 94 Street. Currently Southfort Drive is completed to the ultimate four lane section for only a short distance south of 94 Street. Other sections are constructed with two initial lanes and some widening at intersections. 86 Avenue, north of 94 Street is constructed as 4 lane undivided roadway.
- ♦ 94 Street is a southeast extension of Highway 15, southeast of the Highway 21/Highway 15 intersection. The roadway is constructed as a four lane cross-section which transitions to two lanes east of Southfort Drive. Currently 94 Street extends south and terminates at Sienna Boulevard. Eventually, 94 Street will extend south and west to connect to Southridge Boulevard.
- ♦ Southridge Boulevard, Southfort Boulevard, and 84 Street provide arterial standard road connections between Highway 21 and Southfort Drive, and are constructed as either 4 or 2 lane cross-sections.



CITY OF  
FORT SASKATCHEWAN



- MUNICIPAL BOUNDARY
- ALBERTA HIGHWAY
- CONCEPTUAL CORRIDOR
- TENTATIVE GRADE SEPARATION

**CITY OF FORT SASKATCHEWAN**  
**SOUTHFORT TRANSPORTATION STUDY**  
**KEY MAP**

N.T.S.

DATE: AUGUST, 2015

EXHIBIT 2.1



- ♦ 101 Street, at the north boundary of Southfort ASP, is constructed to an urban arterial standard with a 4 lane divided cross-section. East of 86 Avenue, the roadway transitions to 2 lane rural cross-section.
- ♦ Collector roadways which include Allard Way and Greenfield Way provide access to developed Southfort Neighborhoods east of Southfort Drive.

### 2.2.3 Existing Traffic

Existing (2013) intersection traffic counts at the Highway 21/Highway 15 intersection, and link volumes at some internal Southfort locations were provided by the City. In addition, permanent counter information was used to determine the peak hour relationship to daily traffic volumes on the road network.

No intersection traffic information was provided within the existing internal roadways, but it was estimated based on methodology used for new developments and then iteratively balanced between available link volumes

Estimated traffic volumes representing year 2013 conditions, which include the road network and development that existed at that time, are illustrated in **Appendix A**. 2013 is considered the base year for future traffic estimates throughout the study.

## 3.0 Development and Traffic Characteristics

### 3.1 Proposed Development

The Southfort ASP is bounded by Highway 21 and Highway 15 to the west, 101 Street to the north, Range Road 225 (east city boundary) and section line 525 (south city boundary).

The area includes commercial developments between Highway 21/15 and Southfort Drive, which are mostly developed; the remaining lots (approximately 7.0ha [17 acres]) are being developed and will be completed in the near future.

The existing to date developed dwelling unit numbers in Southfort were based on 2013 census data and are presented in **Table 3.1**.

**Table 3.1: Existing Residential Units**

	<b>Existing Number of Units (2013)</b>
Low Density Residential	1045
Medium Density Residential	210
High Density Residential	195
<b>Total</b>	<b>1450 DU</b>

The number of dwelling units (DU) for full buildout of Southfort was estimated based on existing and future preliminary development plans using the lot counts. The areas where plans were not yet available and for the high density development, the following assumptions were used to estimate number of dwelling units:

- ♦ Low Density Residential (LD) – 28 DU/hectare
- ♦ Medium Density Residential (MD) – 35 DU/hectare
- ♦ High Density (HD) – 55 DU/hectare

Estimated total number of dwelling units based on full development of Southfort area is summarized in **Table 3.2**.

**Table 3.2: Full Development Residential Units**

	<b>Number of Units @ Full Development</b>
Low Density Residential	5210
Medium Density Residential	730
High Density Residential	630
<b>Total</b>	<b>6570 DU</b>

Additional developments indicated on the Southfort ASP include five potential school sites. For the purpose of this traffic assessment, one school was included in the analyses – a High School with 900 Students.

Another K to 9 school in Southpointe for 600 students was not included considering that the lower grades' schools peak of operation occurs outside the typical peak hours (after am peak and before pm peak).

### 3.2 Growth Trends and Analysis Horizon

There are two residential areas developing concurrently in the City of Fort Saskatchewan. These areas include the Southfort and Westpark areas. Based on historical development intensity and local contractors' workforce potential, it is assumed that approximately 500 residential lots could be developed in one year. Further, it is assumed that half of these lots would be developed in Westpark and the other half in Southfort. It is estimated that Westpark would be fully developed within 6 years and then the full development effort will be directed into Southfort.

Based on the above assumptions it is estimated that 50% development level of Southfort could occur within 10 years and the area could be fully developed in 15 years. **Exhibit 3.1** illustrates the land use at full development of Southfort. Existing Southfort development trends indicate that areas along Southfort Drive and 94 Street (north) would be developed first. The 50% development level is illustrated in **Exhibit 3.2**, indicating that southeast area of Southfort will be developed last.

The two future horizons were established for this study are:

1. Full development of the Southfort Area with possible timeline - 15 years
2. 50% development level with estimated possible timeline - 10 years

### 3.3 Background Traffic

Alberta Transportation's Regional Transportation Traffic Model for 2044 includes the City of Fort Saskatchewan with the main road network. The model inputs include future industrial developments in the north part of the City and developments north of the City in addition to the residential areas such as Southfort and Westpark.

The future model traffic estimates indicate Highway 21 and Highway 15 volumes lower than existing (2012) volumes, which suggests that external to the City through traffic will not grow, especially if another higher speed road corridor is provided, such as new river crossing south of the City.

It is assumed that future Highway 21 and Highway 15 growth will be the result of pending development in the City.

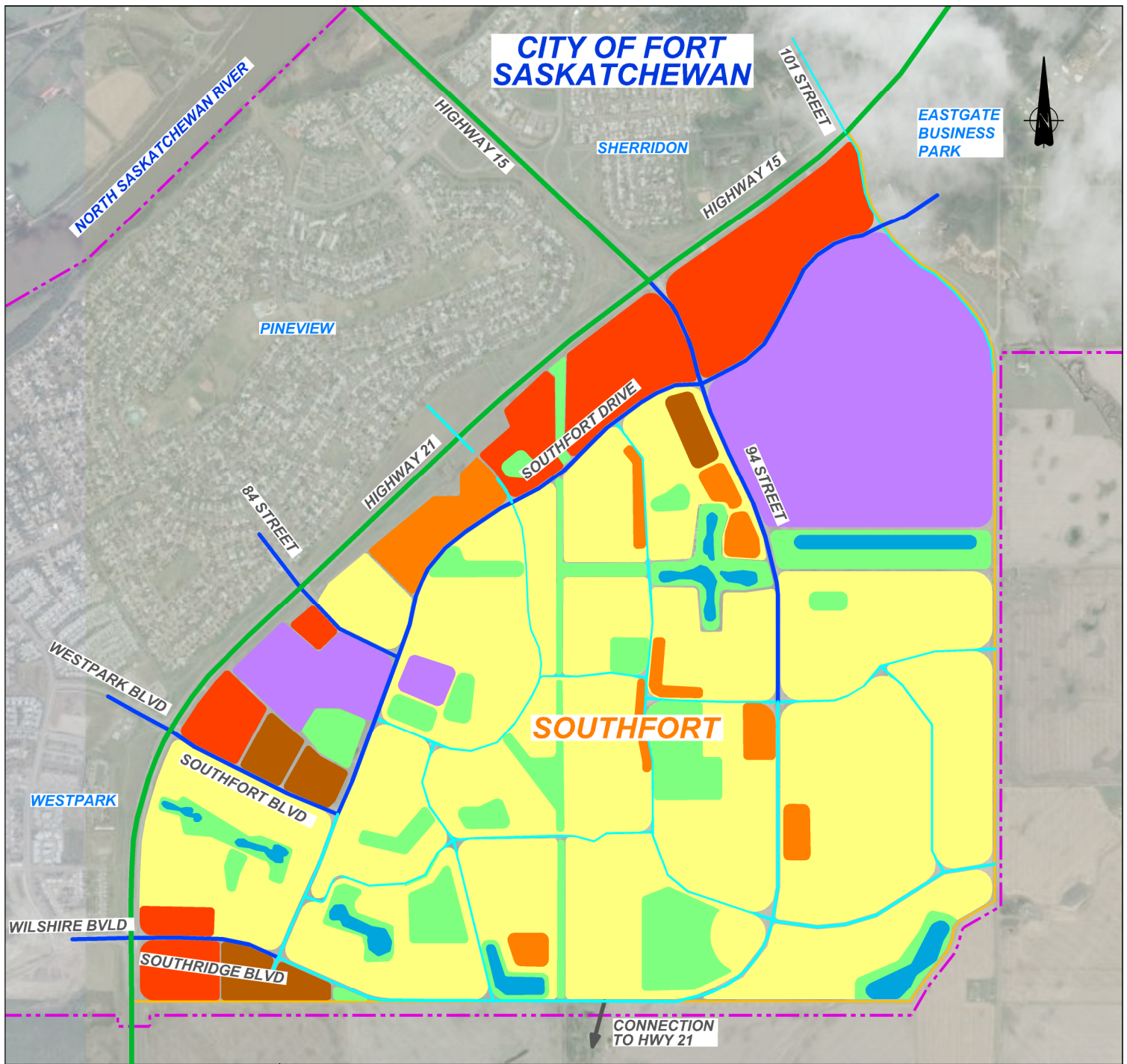
### 3.4 Transportation Study Methodology and Assumptions

A traditional four step traffic model was used to estimate future traffic volumes on the road network. Requirements for transportation infrastructure, which includes road laning and intersection control requirements, were developed based on the model.

The model includes following steps:

1. Trip Generation – estimates of number of trips generated within each land use
2. Trip Distribution – determination of origin and destination of the trips
3. Modal Split – vehicles, transit and other transportation modes' share of the trip generation
4. Trip Assignment – assumption of which roads would be used to execute the trips

PTV Vistro modelling software was used to estimate traffic on the road links and the turning movements at intersections. The estimated future traffic was analyzed using Synchro 9 software, in which the Highway Capacity Manual (HCM) methodology was utilized. The analysis determined Level of Service (LOS) which



CITY OF  
FORT SASKATCHEWAN



	CITY BOUNDARY		RESIDENTIAL-HIGH DENSITY
	ALBERTA HIGHWAY		PARK
	ARTERIAL ROAD		STORM WATER MANAGEMENT POND
	COLLECTOR ROAD		COMMERCIAL
	RESIDENTIAL- LOW DENSITY		INSTITUTIONAL
	RESIDENTIAL-MEDIUM DENSITY		

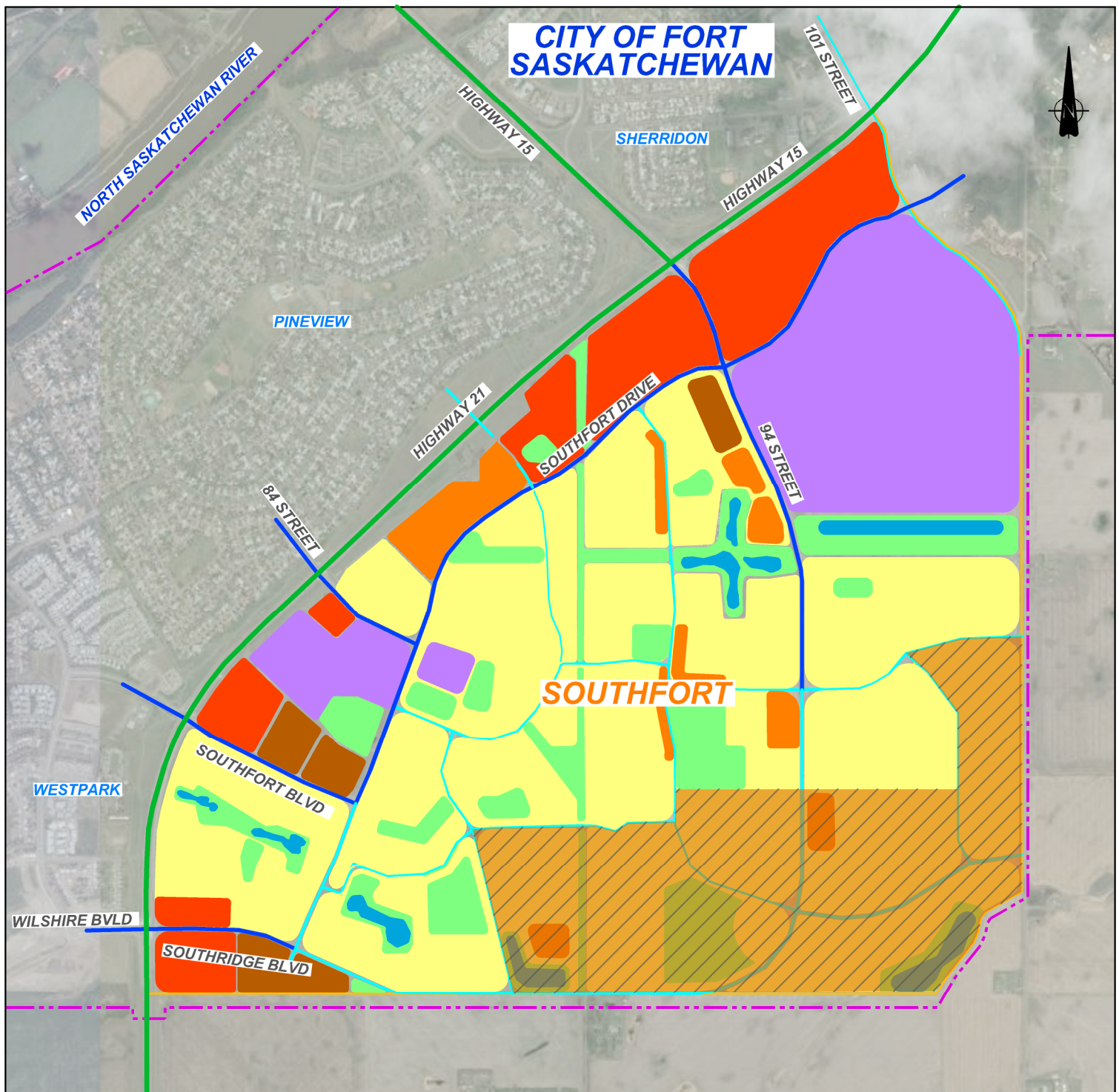
**CITY OF FORT SASKATCHEWAN  
SOUTHFORT TRANSPORTATION STUDY  
LAND USE MAP  
AT FULL DEVELOPMENT OF SOUTHFORT**

N.T.S.

DATE: AUGUST, 2015

EXHIBIT 3.1





CITY OF  
FORT SASKATCHEWAN



	CITY BOUNDARY		RESIDENTIAL-MEDIUM DENSITY
	UNDEVELOPED LANDS		RESIDENTIAL-HIGH DENSITY
	ALBERTA HIGHWAY		PARK
	ARTERIAL ROAD		STORM WATER MANAGEMENT POND
	COLLECTOR ROAD		COMMERCIAL
	RESIDENTIAL- LOW DENSITY		INSTITUTIONAL

**CITY OF FORT SASKATCHEWAN  
SOUTHFORT TRANSPORTATION STUDY  
LAND USE MAP  
AT 50% DEVELOPMENT OF SOUTHFORT**

N.T.S.

DATE: AUGUST, 2015

EXHIBIT 3.2

is based on average vehicle delay. In addition, Volume to Capacity (v/c) ratios and queues at intersections were determined to indicate effectiveness of the transportation system.

Future traffic within the area and at external intersections was estimated by adding new trips generated by new developments to the existing traffic.

### 3.4.1 Zone Structure

The Southfort area was divided into homogeneous zones, representing specific land uses (residential, commercial, etc.) for which trips were estimated. **Exhibit 3.3** shows the zone map developed for the model. The zones included existing developments as well as future ones. All Southfort zones are considered internal.

The external zones are accessible via entry/exit points identified in **Exhibit 3.3**, and are often referred to as gates.

The gates are located outside the Southfort area and treat other city locations such as Westpark, Pine View, Sherridon, and East Gate Business Park as external zones. Other external zones include the City of Edmonton, Strathcona County, and Sturgeon County – all which are accessible via Highway 21, Highway 15 and various Township and Range Roads.

Two additional zones were added to the structure to account for the Westpark development and a possible commercial development west of Highway 21 between 84 Street and Highway 15, which would impact Highway 21 traffic.

### 3.4.2 Trip Generation

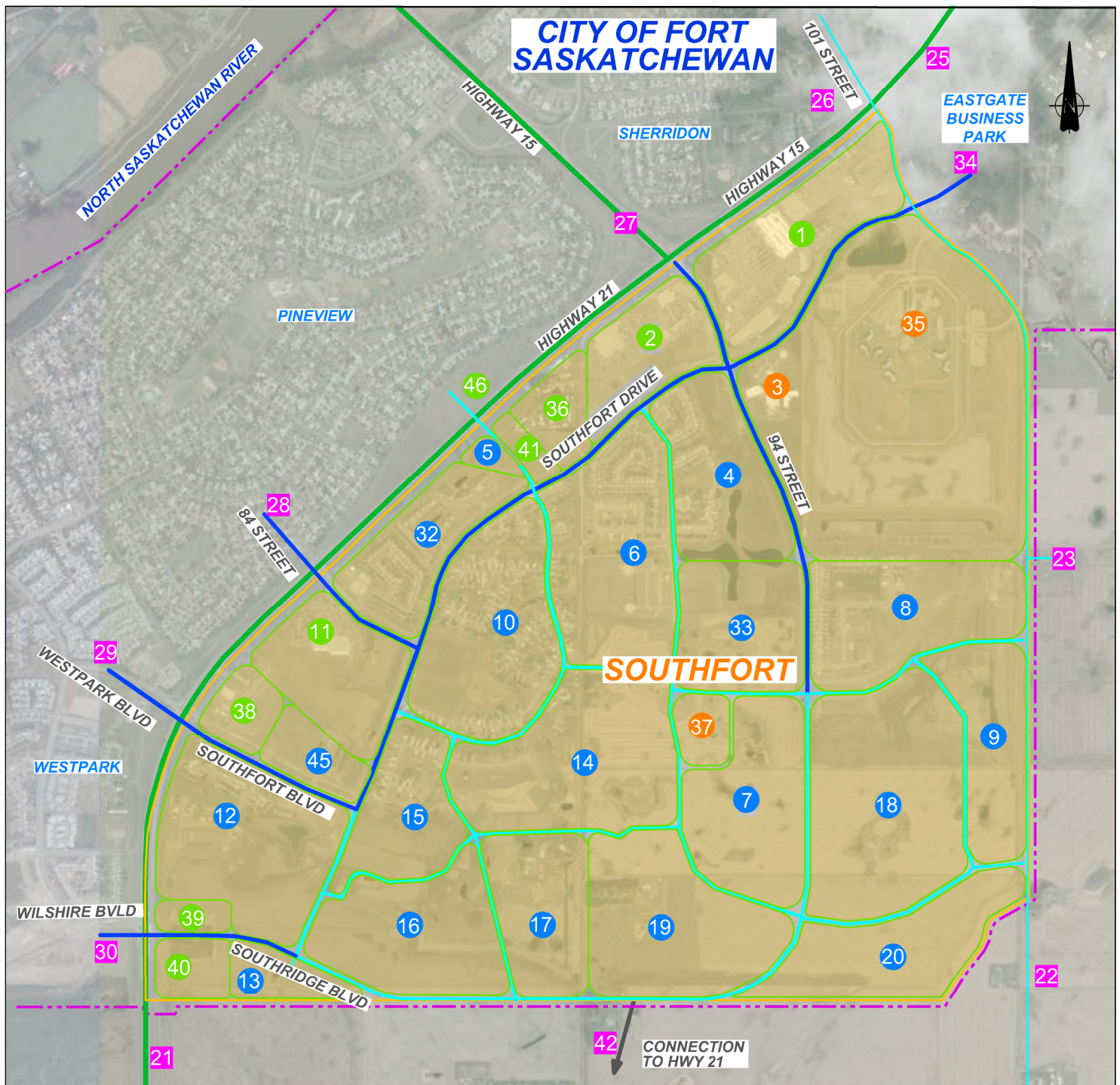
Trip generation was assigned to the different housing types, school, and commercial development. Residential, school and commercial trip generation rates used in the traffic estimation are based on studies conducted locally by the City of Edmonton and the Institute of Transportation Engineers (ITE). **Appendix B** includes a summary of trip generation rates and fitted curve formulas for the lane uses in the model.

The Trip Generation Rates and Directional Splits are presented in **Table 3.3**:

**Table 3.3: Trip Generation Rates and Directional Splits**

Land Use	Land Use Code	Variable	Trip Generation Rates						
			Weekday	AM Peak	% In	% Out	PM Peak	% In	% Out
Low Density Residential	210	DU	7.92	0.69	19%	81%	0.79	67%	33%
Medium Density Residential	RA5	DU	6.59	0.46	21%	79%	0.58	65%	35%
High Density Residential	RA7&RA8	DU	5.81	0.34	17%	83%	0.4	63%	37%
School	520	Students		0.2	55%	45%	0.05	49%	51%
Commercial (Floor Area 22,000-50,000sq.ft)	820	1,000 sq.ft.		5.62	55%	45%	*Based on fitted Curve	48%	52%
Commercial (Floor Area 50,000-108,000sq.ft)	820	1,000 sq.ft.		4.02	53%	47%	*Based on fitted Curve	48%	52%
Commercial (Floor Area <22,000 and >108,000sq.ft)	820	1,000 sq.ft.		*Based on fitted Curve	67%	33%	*Based on fitted Curve	50%	50%





CITY OF  
FORT SASKATCHEWAN



- CITY BOUNDARY
- ZONE AREAS
- ALBERTA HIGHWAY
- ARTERIAL ROAD
- COLLECTOR ROAD

- INTERNAL ZONE - COMMERCIAL
- INTERNAL ZONE - RESIDENTIAL
- INSTITUTIONAL
- EXTERNAL ZONE

### CITY OF FORT SASKATCHEWAN SOUTHFORT TRANSPORTATION STUDY ZONE MAP OF SOUTHFORT

N.T.S.

DATE: AUGUST, 2015

EXHIBIT 3.3

A summary of trips generated within the Southfort Area, excluding existing developments, is presented in **Table 3.4**.

**Table 3.4: Summary of New Trips Generated in Southfort**

Land Use	Size	Units	Trips Generated					
			AM Peak	In	Out	PM Peak	In	Out
Low Density Residential	4,042	DU	2,789	530	2,259	3,193	2,139	1,054
Medium Density Residential	518	DU	238	50	188	300	195	105
High Density Residential	405	DU	138	23	114	162	102	60
School	900	students	72	40	32	45	22	23
Commercial Areas Combined	727	1,000 sq.ft.	1,416	836	580	4,271	2,100	2,172

For the purpose of this study the residential trip generation has been reduced by 7% to reflect anticipated use of transit, ride sharing, walking, cycling, and work at home as an alternative to using a vehicle.

### 3.4.3 Trip Distribution and Assignment

Residential vehicle trips to and from the Southfort area were distributed assuming 93% and 90% of trips would be between an external and internal zone during the am and pm peak, respectively. The remaining residential trips would be internal trips.

The trip distribution origin and destination for the study area uses the regional traffic model developed by Alberta Transportation. The model includes inputs pertaining to trip production and trip attraction for traffic analysis zones in the Edmonton region including the City of Fort Saskatchewan.

A detailed review of the regional model provided the basis for determining peak hour trip distribution percentages between Southfort and the external zones in the longer term, when Southfort reaches full development.

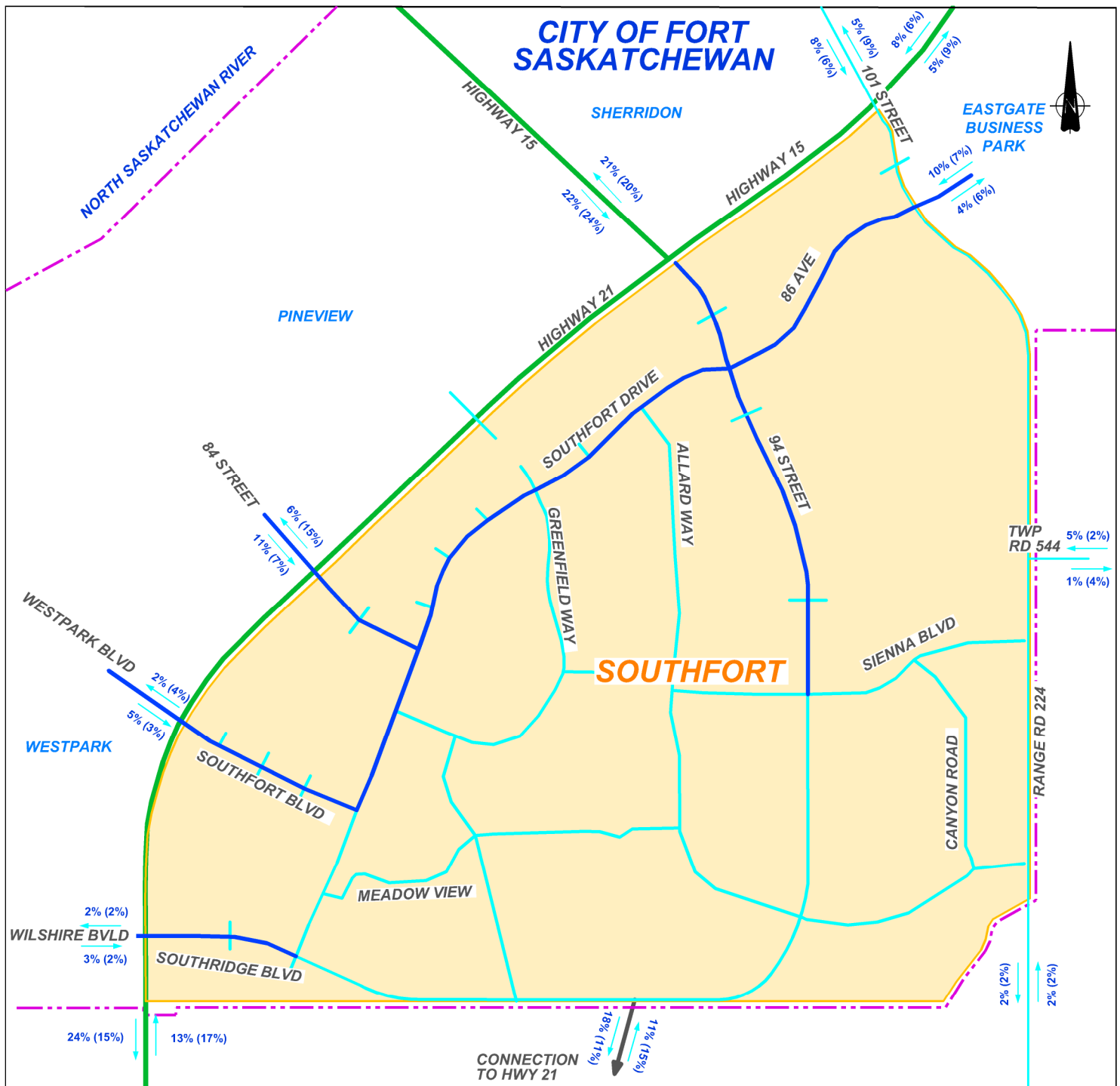
**Exhibit 3.4** presents the traffic distribution during the AM and PM Peak hours for the road network in the study area road network.

Internal trips are assumed to occur between residential and other land uses, such as residential and commercial, residential and the DOW Centennial Centre, and residential and the hospital. These trips were distributed proportionately to the size of the zone. School trips, because of the minor impact on the road network during peak hours were distributed in similar manner as residential trips.

Trip assignment has been carried out based on the shortest and fastest way between the origin and destination using available road network.

New commercial trips generated by the Southfort ASP and the commercial west of Highway 21 have been broken into two types of trips: primary and pass-by.





- CITY BOUNDARY
- ZONE AREAS
- ALBERTA HIGHWAY
- ARTERIAL ROAD
- COLLECTOR ROAD

AM (PM) PERCENTAGE PEAK  
TRAFFIC DISTRIBUTION

**CITY OF FORT SASKATCHEWAN  
SOUTHFORT TRANSPORTATION STUDY  
ROAD NETWORK - TRAFFIC DISTRIBUTION  
PEAK PERCENTAGE**

N.T.S.

DATE: AUGUST, 2015

EXHIBIT 3.4

- ♦ **Primary trips** are trips solely between an origin and destination: for example between home and the commercial development. Primary trips are assumed to represent 70% of all commercial trips.
- ♦ **Pass-by trips** are the secondary stops that are made at the commercial development when driving from another origin to destination (for example, from work to home via the commercial site). It is assumed that 30% of trips to the commercial site(s) would be by-pass trips.

Diverted trips are a result of vehicles travelling outside of the study area (origin and destination outside the study boundary) that makes a pass-by stop within the study area. No diverted trips were assumed for the study because these trips are accounted in the primary trip totals.

#### 3.4.4 Design Traffic Volumes

Traffic volumes for full development of the Southfort areas, which represent combined existing and development traffic, are presented in **Exhibit 3.5** (AM peak) and **Exhibit 3.6** (PM peak).

The road network and the design traffic volumes at 50% development of the Southfort ASP are presented in **Exhibit 3.7** (AM peak) and **Exhibit 3.8** (PM Peak).

#### 3.4.5 Daily Volumes

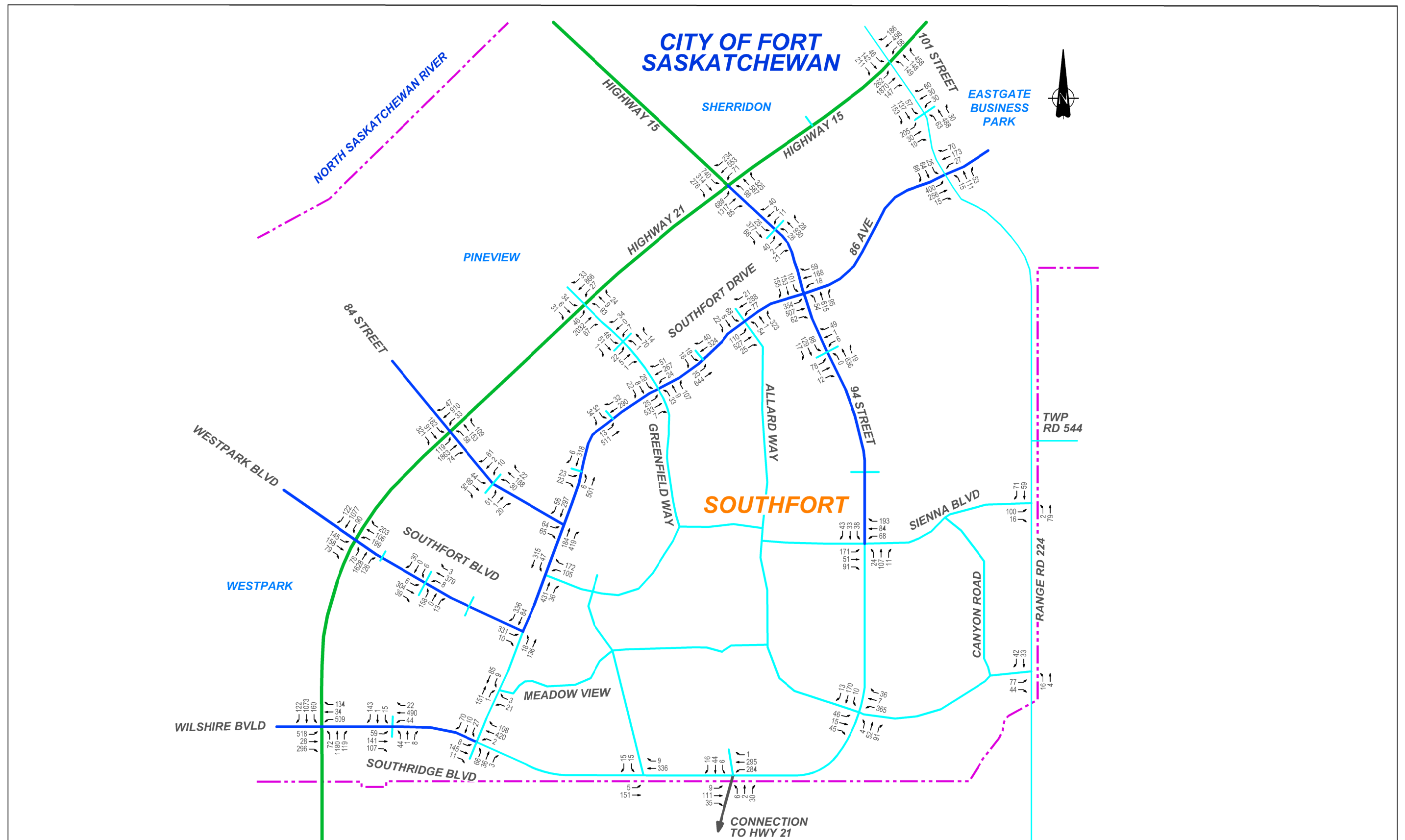
Review of the existing AM and PM peak volumes and their proportion at various locations in the city indicates that AM peak represents about 8% and the PM peak represents about 10% of the daily volumes.

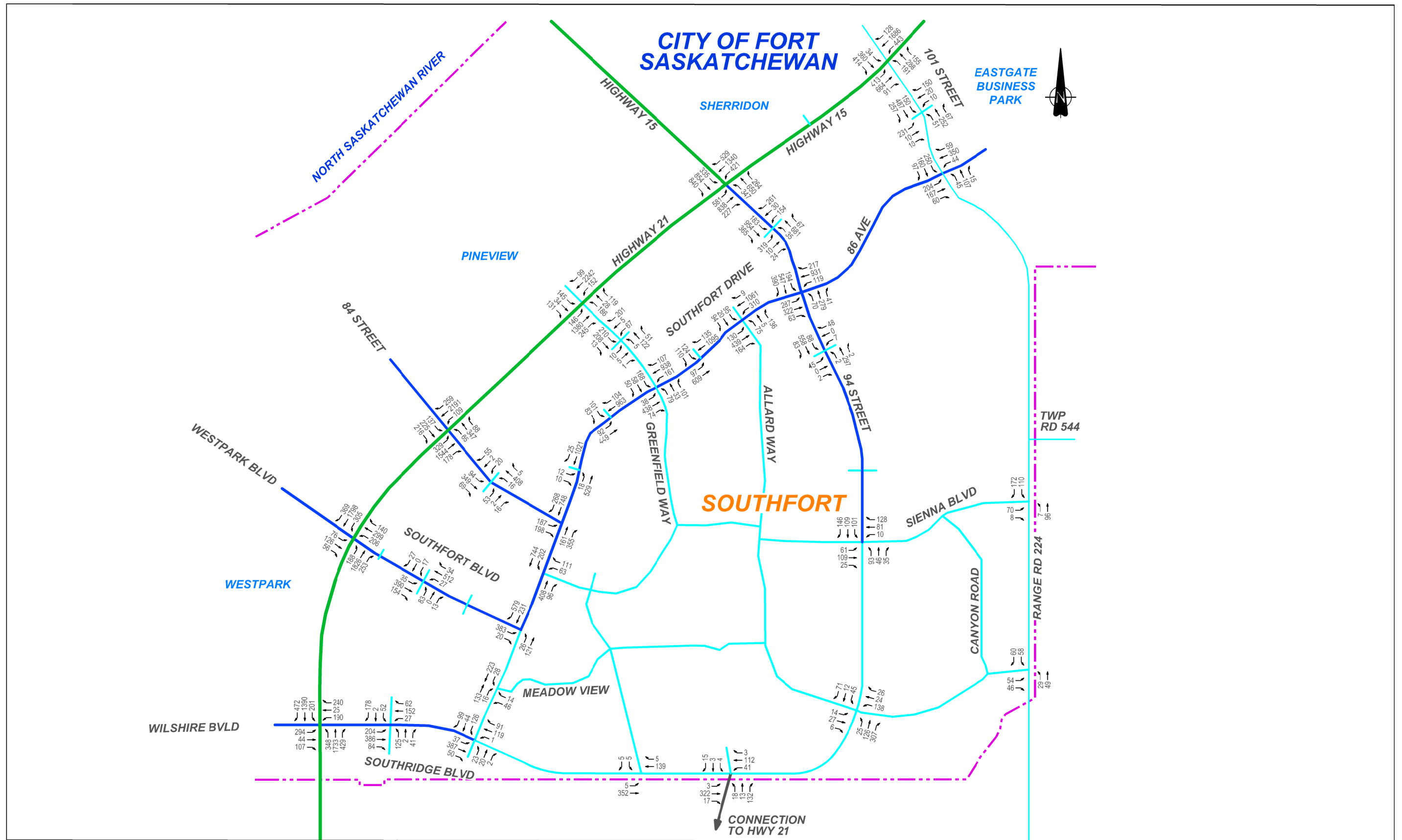
It was assumed that future traffic patterns will remain similar and the above percentages were used to estimate daily traffic volumes for the both full development and the 50% development scenarios.

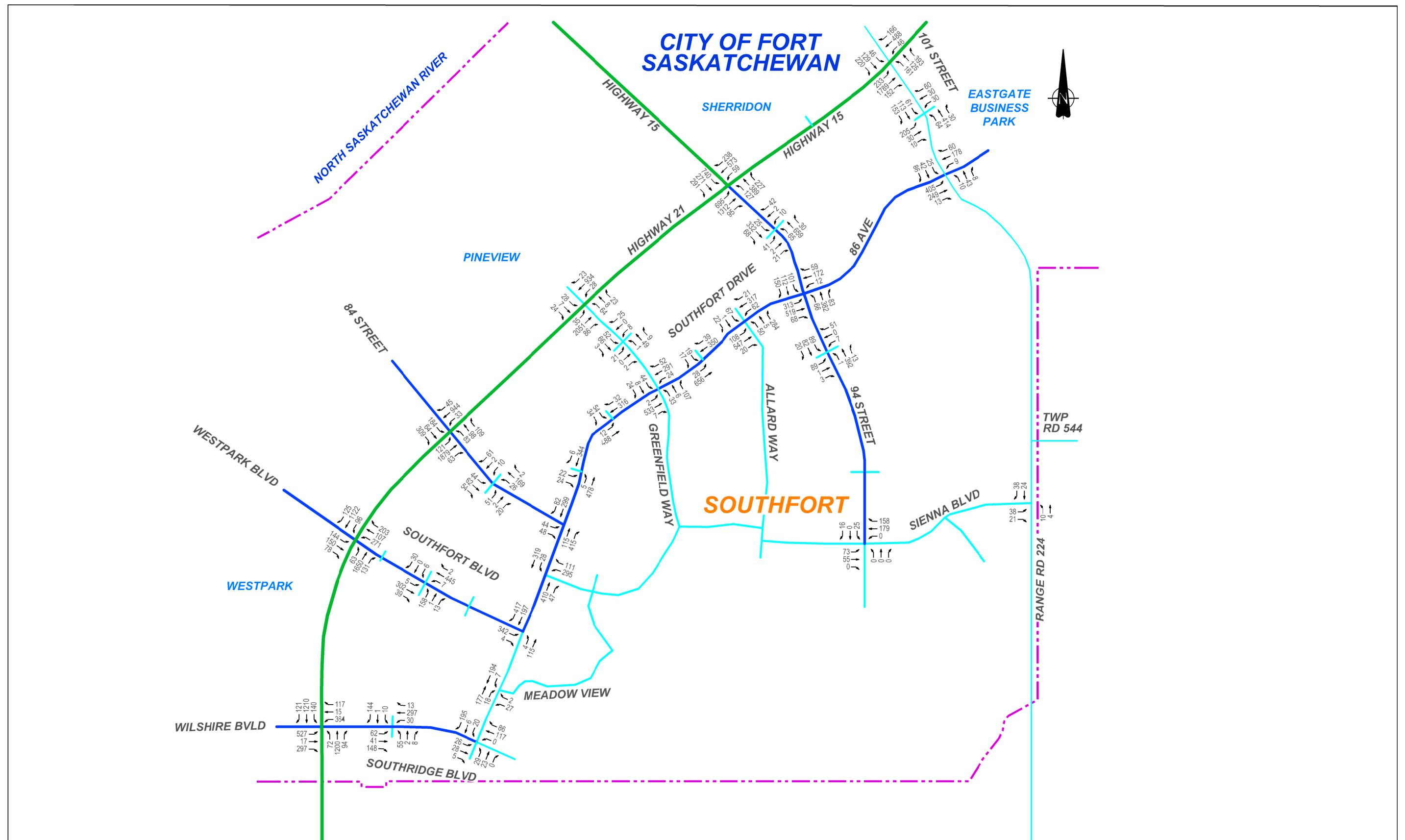
Estimated future traffic volumes in the Southfort area are presented in **Exhibit 3.9** (full development) and **Exhibit 3.10** (50% development).

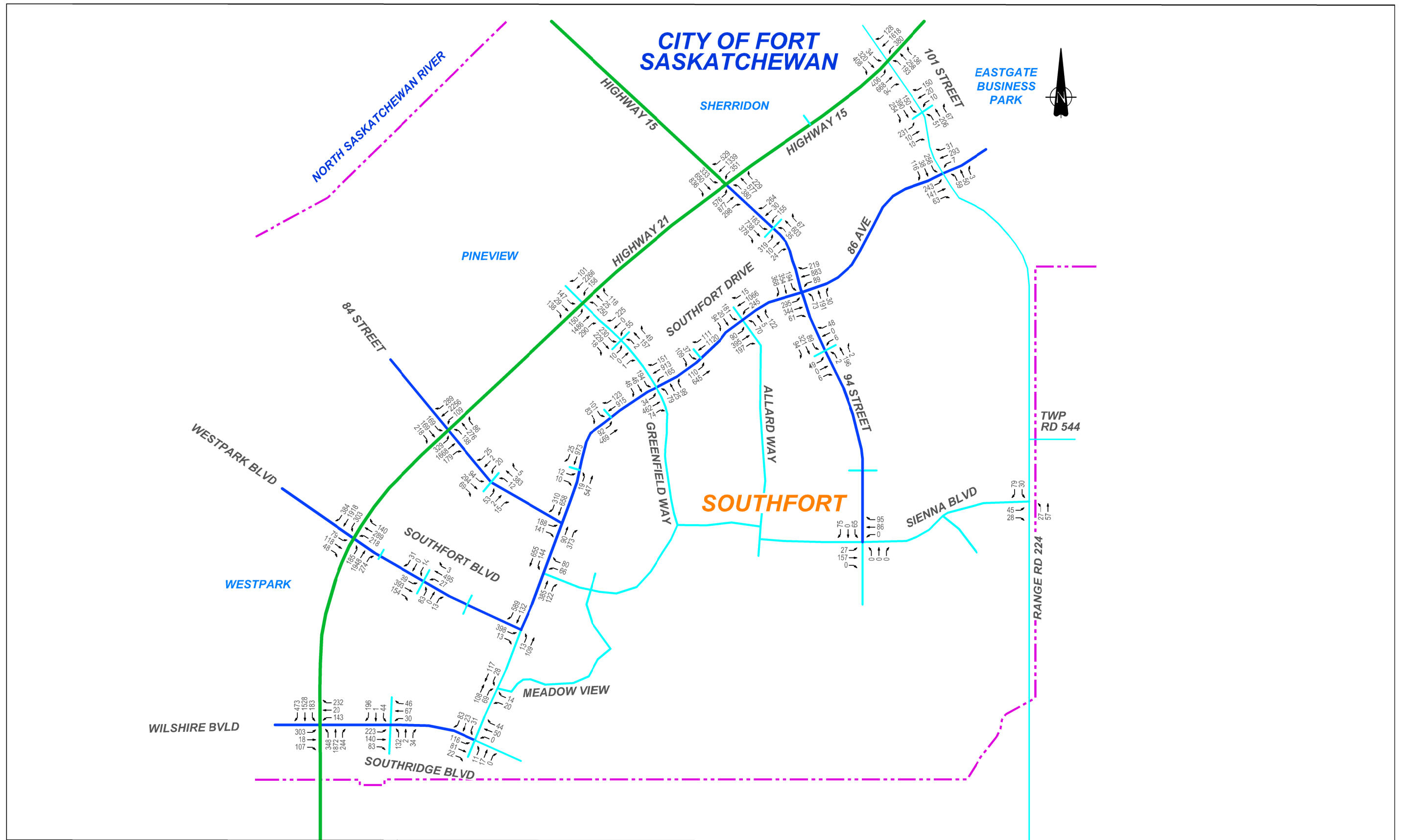
Based on the daily traffic volume estimates, not all the roads identified as arterials in the ASP reach traffic volumes expected for arterial roadways (5,000-20,000vpd) where the major function is traffic mobility. Roads with lower volumes may be accommodated with a collector road standard (less than 8,000vpd) where mobility and access to adjacent residential areas is of equal importance.

Collector roadways could be accommodated with a two lane undivided road within the standard collector right-of-way. Traffic control at intersections was determined based on the projected traffic during peak hours.

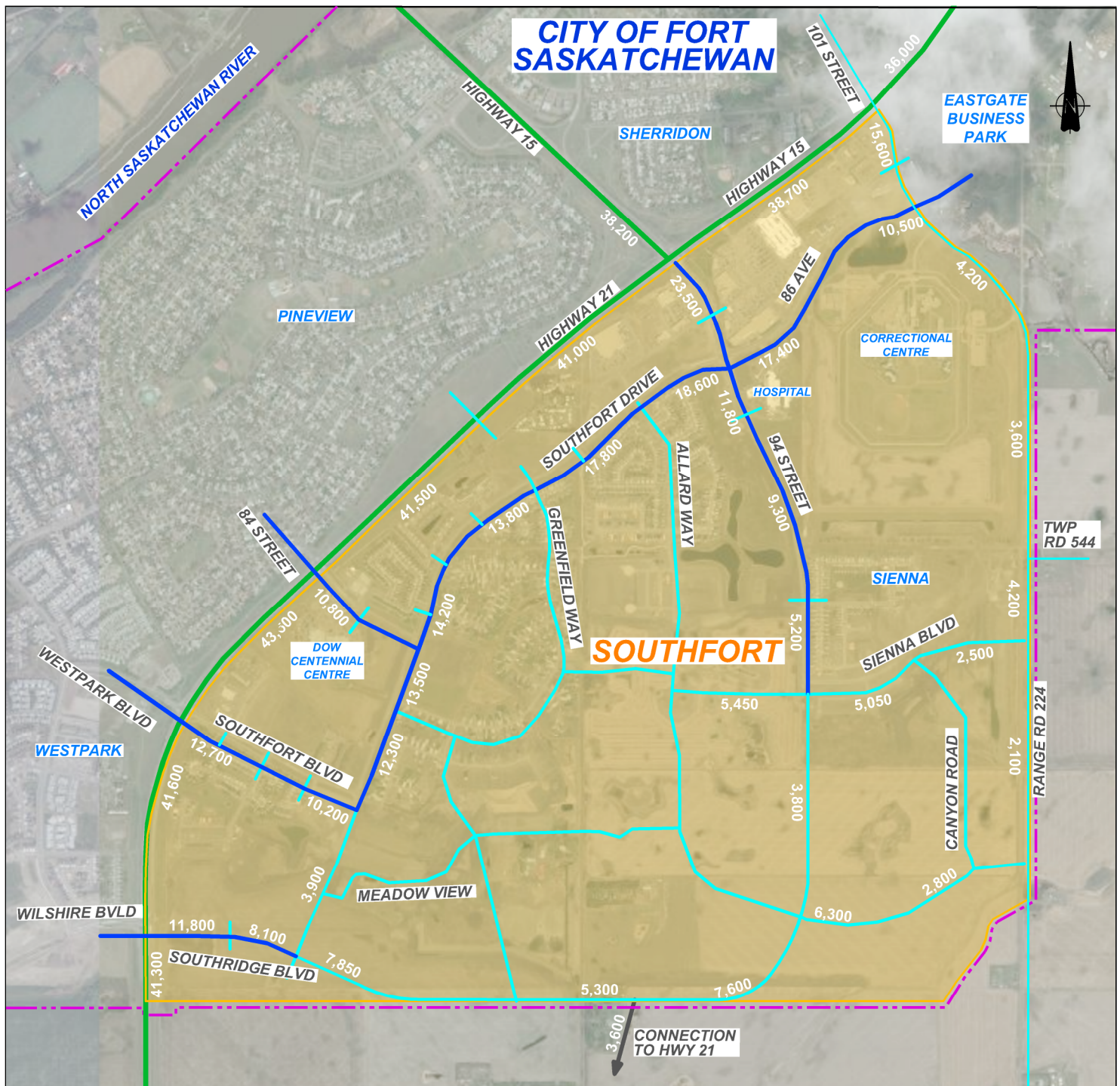












CITY OF  
FORT SASKATCHEWAN



- CITY BOUNDARY
- ZONE AREAS
- ALBERTA HIGHWAY
- ARTERIAL ROAD
- COLLECTOR ROAD

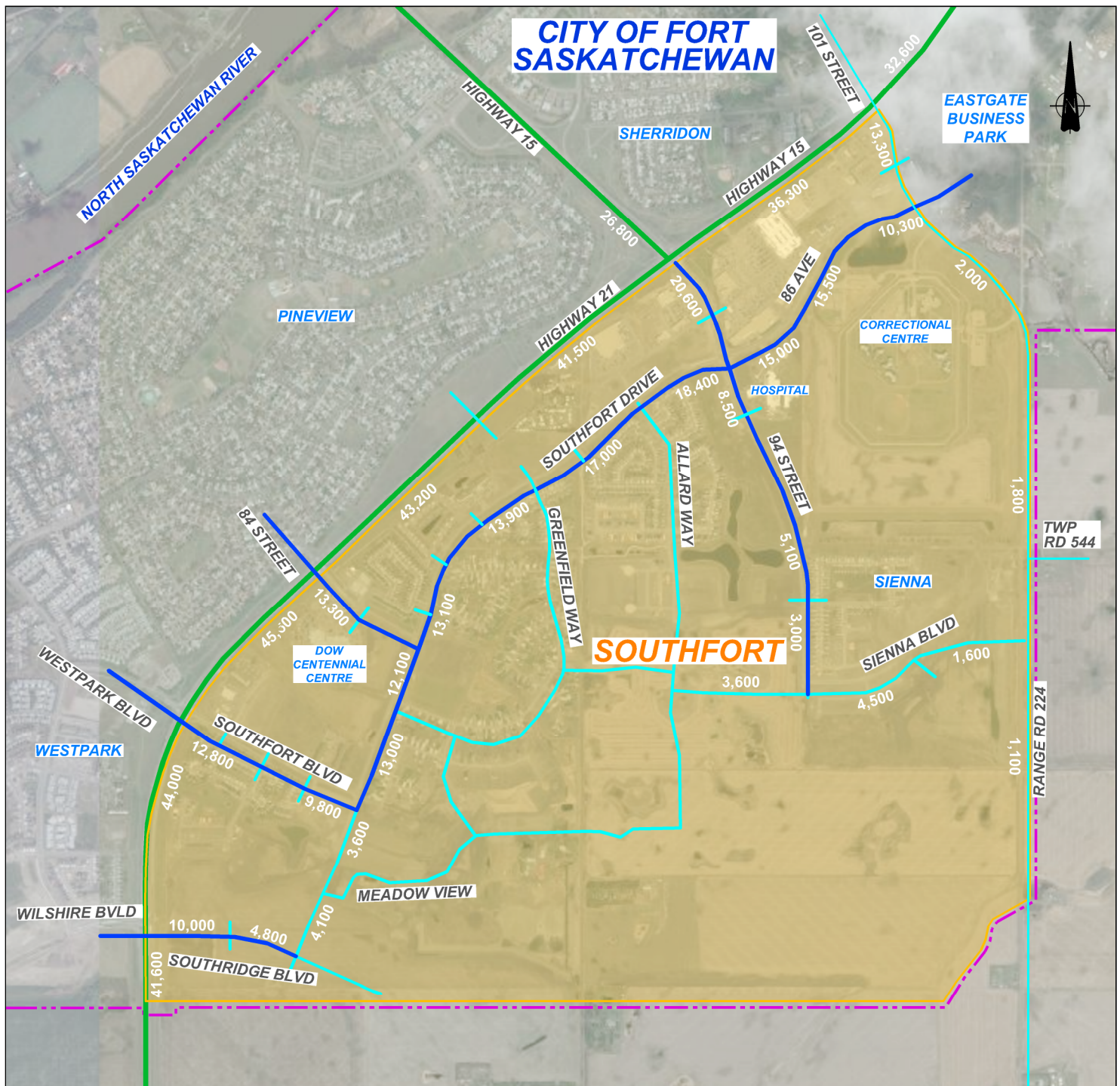
**CITY OF FORT SASKATCHEWAN  
SOUTHFORT TRANSPORTATION STUDY  
ROAD NETWORK - ESTIMATED DAILY VOLUMES AT FULL  
DEVELOPMENT OF SOUTHFORT**

N.T.S.

DATE: AUGUST, 2015

EXHIBIT 3.9





CITY OF  
FORT SASKATCHEWAN



- CITY BOUNDARY
- ZONE AREAS
- ALBERTA HIGHWAY
- ARTERIAL ROAD
- COLLECTOR ROAD

**CITY OF FORT SASKATCHEWAN  
SOUTHFORT TRANSPORTATION STUDY  
ROAD NETWORK - ESTIMATED DAILY VOLUMES  
AT 50% DEVELOPMENT OF SOUTHFORT**

N.T.S.

DATE: AUGUST, 2015

EXHIBIT 3.10



## 4.0 Transportation Assessment

### 4.1 Capacity Analysis

Using projected traffic, operations within the road network during AM and PM peak were determined using Synchro Studio 9 and Sidra 6.1 software suites. Level of Service (LOS) at intersections in the Southfort road network were determined using 2000 and 2010 Highway Capacity Manual (HCM) methods. The software determines the LOS, which is defined by the HCM as average vehicle delay at an intersection. In addition, volume to capacity ratio (v/c) and the length of the queues were determined, which provided information used during intersection and turning lanes design.

The objective of the traffic operations at intersections is to provide an acceptable LOS which in the long term is considered:

- ◆ LOS D - delays less than 55 sec./veh. at signalized intersections and less than 35 sec./veh. at unsignalized intersections
- ◆ v/c less than 0.9

The intersection operations were analyzed utilizing the following inputs for the signalized intersections:

- ◆ Ideal saturation flow: 1850 veh./hr./ln.
- ◆ Peak Hour Factor (PHF):
  - 1.0, at all Highway 21 and Highway 15 intersections where conditions approach saturation,
  - 0.92 (default), for the internal intersections
- ◆ 5% heavy vehicles
- ◆ 5 pedestrian calls/hr.
- ◆ Actuated pedestrian phase provided for all approaches

All Southfort internal and external intersections were modelled during peak hours and at the two future horizons. Major intersections at Highway 21/Highway 15 and the Southfort Drive corridors were modeled in detail and the results are included in this report. The internal intersections with low and moderate traffic volumes can operate satisfactorily with unsignalized controls.

In addition, existing non-signalized major intersections on Southfort Drive and other internal intersections were analyzed using the Transportation Association of Canada (TAC) signals warrant procedure. The analyses take into consideration intersection lanes, geometry, spacing to upstream signalized intersections, traffic volumes, traffic composition, main roadway speed, pedestrian presence, bus routes, demographics in the area, and size of the community. The analyses produce a score, which if higher than 100, indicates that significant controls such as signals or a roundabout are likely required to provide satisfactory operations. Signal Warrants worksheets are included in **Appendix D**.

The following signalized intersections require some improvements to satisfactorily accommodate the future traffic:

- ◆ Highway 21 – Wilshire Blvd./Southridge Blvd.
- ◆ Highway 21 – Westpark Blvd./Southfort Blvd.
- ◆ Highway 21 – 84 Street

- ♦ Highway 21 – Commercial Access west, south of Highway 15
- ♦ Highway 21/ Highway 15 – Highway 15/94 Street
- ♦ Highway 15 – 101 Street
- ♦ 88 Avenue – 101 Street
- ♦ 86 Avenue – 101 Street
- ♦ 86 Avenue/Southfort Blvd. – 94 Street
- ♦ 94 Street – 87 Avenue
- ♦ Southfort Drive – Allard Way
- ♦ Southfort Drive – Greenview Way North
- ♦ Southfort Drive – 84 Street
- ♦ Southridge Blvd. – Ridge Pointe Gate

In addition, warrant analyses were completed for intersections at:

- ♦ 94 Street – South Pointe/Hospital Access
- ♦ 84 Street – DOW Centre Access
- ♦ Southfort Drive – Greenview Way South
- ♦ Southfort Drive – Southfort Boulevard
- ♦ Southridge Blvd. – Southfort Drive

#### 4.1.1 Southfort Full Development

Initially, the traffic was assigned to Highway 21 south, utilizing existing Highway 21 intersections. This resulted in the Highway 21 and Southridge Boulevard intersection failing during the AM peak due to excessive left turning volumes (>850 vph) in addition to other traffic at the intersection. Based on this preliminary analysis, an additional Highway 21 connection was proposed, which would be used by traffic originating in southeast area of Southfort. The connection to Highway 21 would be provided at an intersection located south of Southridge Boulevard, possibly in conjunction with possible developments along Highway 21 and south of the existing city boundary. **Exhibits 3.5 and 3.6** illustrate traffic for which the additional connection to Highway 21 would be provided to assure that the proposed roadway system provides acceptable traffic operations at full development of the Southfort ASP.

The following tables summarize the AM and PM peak hour capacity analysis results for the above noted signalized intersections.

The abbreviations below apply to the following tables, also used in Synchro Reports:

- ♦ m – Volume for 95<sup>th</sup> percentile queues is metered by upstream signal
- ♦ # – 95<sup>th</sup> percentile volume exceeds capacity, queue may be longer
- ♦ Phases:
  - Prot – Protected
  - Pm+pt – Permissive and protected
  - Perm – Permissive

Detailed Synchro Reports are included in **Appendix C**.

**Table 4.1 – Highway 21 & Wilshire Blvd/Southeridge Blvd Intersection Analysis**

Highway 21 – Wilshire Blvd./Southridge Blvd.												
AM Peak												
Coordinated/Actuated 140 sec. Cycle	Easbound			Westbound			Northbound			Southbound		
Movement	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Phase	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Lanes	2	2	1	2	2	1	2	3	1	2	3	1
Volume (vph)	518	28	296	509	34	134	72	1180	119	160	1073	122
v/c	0.84	0.08	0.21	0.75	0.1	0.09	0.39	0.52	0.15	0.61	0.45	0.15
Delay(s)	65.7	53.3	0.3	58.4	54.4	0.1	69.0	28	6.6	66.4	29.4	11.7
LOS	E	D	A	E	D	A	E	C	A	E	C	B
95 <sup>th</sup> Queue (m)	96.3	8	0	95.5	9.3	0	19.7	139.1	16.8	38.5	103.1	21.3
Intersection Average Delay(s)			35.2			Intersection LOS				D		
PM Peak												
Coordinated/Actuated 140 sec. Cycle	Easbound			Westbound			Northbound			Southbound		
Movement	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Phase	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Lanes	2	2	1	2	2	1	2	3	1	2	3	1
Volume (vph)	294	44	107	190	25	240	348	1733	429	201	1390	472
v/c	0.69	0.12	0.07	0.59	0.07	0.16	0.78	0.61	0.6	0.67	0.53	0.47
Delay(s)	67.5	53.5	0.1	64.1	59.3	0.2	71.4	22.8	9.5	88.3	13.2	8.4
LOS	E	D	A	E	E	A	E	C	A	F	B	A
95 <sup>th</sup> Queue (m)	#61.4	10.7	0	39.5	8.3	0	68.2	181	64.3	m36.0	156.3	121.4
Intersection Average Delay(s)			26.4			Intersection LOS				C		

**Table 4.1** presents the intersection analysis for Highway 21 at Wilshire Blvd/Southeridge Blvd. It is assumed that Highway 21 would be improved to six lanes with double left turn lanes for north and southbound approaches. The Wilshire Boulevard and Southridge Boulevard approaches configuration would provide adequate operations in the long term.

The improved intersection would operate at marginally acceptable LOS, which for the whole intersection would provide LOS D and C during AM and PM peak hours with some movements operating at LOS E. The results indicate v/c values within the set objective of less than 0.9.

**Table 4.2 – Highway 21 & Westpark Blvd/Southfort Blvd Intersection Analysis**

Highway 21 – Westpark Blvd./Southfort Blvd.												
AM Peak												
Coordinated/Actuated 140 sec. Cycle	Easbound			Westbound			Northbound			Southbound		
Movement	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Phase	pm+pt		Perm	pm+pt		Perm	Prot		Perm	Prot		Perm
Lanes	1	2	1	2	1	1	1	3	1	2	3	1
Volume (vph)	145	158	79	199	106	203	78	1628	126	90	1077	122
v/c	0.53	0.44	0.33	0.4	0.61	0.6	0.56	0.61	0.13	0.43	0.42	0.12
Delay(s)	48.6	61	9.4	44	74	31	61.2	22.9	3.9	67.3	23.1	2.3
LOS	D	E	A	D	E	C	E	C	A	E	C	A
95 <sup>th</sup> Queue (m)	53.5	34.9	10.8	34.1	50.3	51	m38.6	156	m13.2	24.4	77.3	8.2
Intersection Average Delay(s)			28.4			Intersection LOS				C		
PM Peak												
Coordinated/Actuated 140 sec. Cycle	Eastbound			Westbound			Northbound			Southbound		
Movement	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Phase	pm+pt		Perm	pm+pt		Perm	Prot		Perm	Prot		Perm
Lanes	1	1	1	2	1	1	1	3	1	2	3	1
Volume (vph)	76	126	56	206	299	140	188	1826	253	305	1798	369
v/c	0.57	0.21	0.14	0.36	0.84	0.34	0.8	0.76	0.29	0.77	0.78	0.44
Delay(s)	57.4	48.3	0.8	40.7	73.5	7.7	72.4	26.3	4	73.0	33.6	11.4
LOS	E	D	A	D	E	A	E	C	A	E	C	A
95 <sup>th</sup> Queue (m)	28.6	24.8	0	32.5	112.3	15.3	#114.4	181	2.4	#63.6	174.7	53.5
Intersection Average Delay(s)			33.6			Intersection LOS				C		

**Table 4.2** presents the intersection analysis for Highway 21 at Westpark Blvd/Southfort Blvd. The Westpark Boulevard/Southfort Boulevard and Highway 21 intersection would perform adequately in long term providing that Highway 21 is upgraded to six lanes.

**Table 4.3 – Highway 21 & 84 Street Intersection Analysis**

Highway 21 – 84 Street												
AM Peak												
Coordinated/Actuated 140 sec. Cycle	Easbound			Westbound			Northbound			Southbound		
Movement	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Phase	pm+pt		Free	Perm		Free	Prot		Perm	Prot		Perm
Lanes	1	2	1	1	2	1	2	3	1	2	3	1
Volume (vph)	182	91	321	58	153	109	119	1863	74	33	910	47
v/c	0.63	0.11	0.23	0.47	0.45	0.08	0.52	0.68	0.08	0.35	0.35	0.06
Delay(s)	52.6	39.4	0.4	75.4	67.4	0.1	59.7	16.8	3.1	71.8	15.2	0.1
LOS	D	D	A	E	E	A	E	B	A	E	B	A
95 <sup>th</sup> Queue (m)	62.5	16.8	0	31.5	34.8	0	28.1	91.7	m3.1	21.9	61.1	0.2
Intersection Average Delay(s)			20.9			Intersection LOS				C		
PM Peak												
Coordinated/Actuated 140 sec. Cycle	Easbound			Westbound			Northbound			Southbound		
Movement	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Phase	pm+pt		Free	Perm		Free	Prot		Perm	Prot		Perm
Lanes	1	2	1	1	2	1	2	3	1	2	3	1
Volume (vph)	137	225	216	65	347	88	329	1544	178	109	2191	259
v/c	0.74	0.28	0.14	0.41	0.71	0.06	0.85	0.55	0.19	0.52	0.86	0.29
Delay(s)	66.7	41.9	0.2	59.2	61.8	0.1	77.2	18.7	3.8	69.8	32.3	6.1
LOS	A	D	A	E	E	A	E	B	A	E	C	A
95 <sup>th</sup> Queue (m)	#53.4	38.1	0	31.4	64.5	0	#75.2	120.2	14.8	26.3	232.5	24.6
Intersection Average Delay(s)			31.4			Intersection LOS				C		

**Table 4.3** presents the intersection analysis for Highway 21 at 84 Street. The highest Highway 21 and Highway 15 traffic volumes occur in the area adjacent to the commercial centers between 84 Street and 101 Street. The heaviest traffic occurs during the PM peak where the commercial traffic mixes with commuter traffic to create high volume demands. The intersections suffer significant congestion even with Highway 21 and Highway 15 upgraded to 6 lanes.

To provide additional capacity it is proposed to provide 2 through lanes eastbound and westbound at 84 Street approaches (there is currently one lane on each approach).

Assuming that the intersection would be improved, the overall operations in the long term would be acceptable even though some of the movements would operate at LOS E.

**Table 4.4 – Highway 21 & Future Commercial Access Intersection Analysis**

Highway 21 – Future Commercial Access												
AM Peak												
Coordinated/Actuated 140 sec. Cycle	Easbound			Westbound			Northbound			Southbound		
Movement	Left	Through/Right		Left	Through/Right		Left	Through	Right	Left	Through	Right
Phase	Per			Per			Prot		Perm	Prot		Perm
Lanes	1	1		1	1		2	3	1	1	3	1
Volume (vph)	34	6	31	93	9	24	46	2032	67	27	866	33
v/c	0.12	0.11		0.15	0.07		0.26	0.68	0.64	0.57	0.57	0.57
Delay(s)	45.2	17.4		32.9	22.9		54.4	21.8	8.2	52.7	17	0.1
LOS	D	B		C	C		D	C	A	D	B	A
95 <sup>th</sup> Queue (m)	18.5	11.4		15.1	11.2		m11.2	172.1	m13.0	#22.2	62.6	0
Intersection Average Delay(s)			21.2			Intersection LOS				C		
PM Peak												
Coordinated/Actuated 140 sec. Cycle	Easbound			Westbound			Northbound			Southbound		
Movement	Left	Through/Right		Left	Through/Right		Left	Through	Right	Left	Through	Right
Phase	Per			Per			Prot		Perm	Prot		Perm
Lanes	1	1		1	1		2	3	1	1	3	1
Volume (vph)	145	34	131	186	28	119	146	1380	245	152	2242	99
v/c	0.76	0.46		0.47	0.32		0.52	0.5	0.26	0.59	0.83	0.11
Delay(s)	76.1	17.5		44.2	12.3		64.2	18.7	3.4	68.8	28.2	4.1
LOS	E	B		D	B		E	B	A	E	C	A
95 <sup>th</sup> Queue (m)	61.4	29.7		30.9	23.2		32.1	108.4	16.5	34.4	241.7	10.5
Intersection Average Delay(s)			27.3			Intersection LOS				C		

**Table 4.4** presents the intersection analysis for Highway 21 at the Future Commercial Access. This all-direction intersection to the future commercial area located both west and east of Highway 21, south of Highway 15, should operate satisfactory in the long term. Highway 21 requires widening to a 6 basic lane cross-section and additional auxiliary lanes are required to accommodate turning commercial traffic.

**Table 4.5 – Highway 21/Highway 15 & Highway 15/94 Street Intersection Analysis**

Highway 21/Highway 15 – Highway 15/94 Street												
AM Peak												
Coordinated/Actuated 140 sec. Cycle	Easbound			Westbound			Northbound			Southbound		
Movement	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Phase	Prot		Free	Prot		Free	Prot		Free	Prot		Free
Lanes	2	2	1	2	2	1	2	3	1	2	3	1
Volume (vph)	740	314	278	98	587	325	688	1317	85	71	553	234
v/c	0.9	0.23	0.19	0.44	0.79	0.22	0.87	0.71	0.06	0.33	0.65	0.16
Delay(s)	62.6	27.8	0.3	64.7	57.04	0.3	60.8	39.7	0.1	62.9	55.1	0.2
LOS	E	C	A	E	E	A	E	D	A	E	E	A
95 <sup>th</sup> Queue (m)	#136.3	41.4	0	22.6	#100.6	0	114	121.6	0	17.6	60.3	0
Intersection Average Delay(s)			42.4			Intersection LOS				D		
PM Peak												
Coordinated/Actuated 140 sec. Cycle	Easbound			Westbound			Northbound			Southbound		
Movement	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Phase	Prot		Free	Prot		Free	Prot		Free	Prot		Free
Lanes	2	2	1	2	2	1	2	3	1	2	3	1
Volume (vph)	335	854	840	347	650	264	581	838	227	421	1340	529
v/c	0.84	0.96	0.56	0.81	0.7	0.15	0.91	0.5	0.15	0.79	0.89	0.35
Delay(s)	79	72.7	1.5	78.4	39.7	0.2	75.3	40.7	0.2	51.5	48.9	0.4
LOS	E	E	A	E	D	A	E	D	A	D	D	A
95 <sup>th</sup> Queue (m)	#69.7	#165.8	0	69.1	91.5	0	#112.7	80.7	0	67	151	0
Intersection Average Delay(s)			42.7			Intersection LOS				D		

**Table 4.5** presents the intersection analysis for Highway 21/Highway 15 at Highway 15/94 Street. Based on the estimated long term traffic, this intersection will experience congestion. The overall intersection delay is acceptable, operating at a LOS D during AM and PM peaks, and v/c values for all movements are less than 1. Some of the movements show LOS E (delay 55-80 sec./veh), and the westbound left turn operates at a LOS F (delay > 80 sec./veh.). Similar to intersections to the south, Highway 21 requires improvements to a 6 lane cross-section with double left turn lanes for all four approaches.

There is no further widening considered due to physical constraints of Highway 15 to the west.

**Table 4.6 – Highway 15 & 101 Street Intersection Analysis**

Highway 15 – 101 Street												
AM Peak												
Coordinated/Actuated 140 sec. Cycle	Easbound			Westbound			Northbound			Southbound		
Movement	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Phase	Perm		Perm	pm+pt		Perm	Prot		Perm	Prot		Perm
Lanes	1	2	1	2	2	1	2	3	1	2	3	1
Volume (vph)	46	142	211	149	148	458	262	1870	147	58	498	186
v/c	0.48	0.5	0.15	0.34	0.25	0.32	0.65	0.63	0.15	0.32	0.19	0.21
Delay(s)	75.4	66.4	0.2	50.3	47.9	0.6	66.1	16.3	4.4	67.2	14.7	2.5
LOS	E	E	B	D	D	A	E	B	A	E	B	A
95 <sup>th</sup> Queue (m)	26.7	32.5	25.3	29.5	29.9	144.8	55.3	195.7	9.1	14.4	35.2	11.9
Intersection Average Delay(s)			21.0			Intersection LOS				C		
PM Peak												
Coordinated/Actuated 140 sec. Cycle	Easbound			Westbound			Northbound			Southbound		
Movement	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Phase	Perm		Perm	pm+pt		Perm	Prot		Perm	Prot		Perm
Lanes	1	2	1	2	1	1	2	3	1	2	3	1
Volume (vph)	34	360	414	191	288	155	413	664	91	443	1686	128
v/c	0.26	0.75	0.23	0.24	0.45	0.1	0.74	0.43	0.13	0.7	0.73	0.17
Delay(s)	56.3	66.7	0.3	45.4	49.5	0.1	62.2	13.4	0.5	59.3	32.1	6.7
LOS	E	E	A	D	D	A	E	B	A	E	C	A
95 <sup>th</sup> Queue (m)	18.3	64.3	61.8	34.5	54.8	0	m81.8	52.2	m0.0	81.1	165.3	16.5
Intersection Average Delay(s)			33.9			Intersection LOS				C		

**Table 4.6** presents the intersection analysis for Highway 15 at 101 Street. This intersection will operate satisfactory in the long term providing that the Highway 15 is upgraded to 6 lanes and double left turn lanes are provided as indicated in the table above.



**Table 4.7 – 88 Avenue & 101 Street Intersection Analysis**

86 Avenue - 101 Street												
AM Peak												
Coordinated/Actuated 70 sec. Cycle	South/Easbound			North/Westbound			North/Eastbound			South/Westbound		
Movement	Left	Through	Right	Left	Through	Through /Right	Left/ Through	Through	Through /Right	Left/ Through	Through	Through /Right
Phase	Perm		Perm	Perm			Through		/Right	Through		/Right
Lanes	1	1	1	1	1	1	1		1	1		1
Volume (vph)	25	64	88	15	111	53	400	256	15	27	173	70
v/c	0.06	0.11	0.15	0.04	0.15		0.82	0.32		0.19	0.19	
Delay(s)	17.7	16.8	5.2	19.3	13.1		27.8	10		6.2	6.2	
LOS	B	B	A	B	B		C	A		A	A	
95 <sup>th</sup> Queue (m)	7.6	14.7	0	6	13.6		68.7	27.3		10.4	10.4	
Intersection Average Delay(s)			15.3				Intersection LOS				B	
PM Peak												
Coordinated/Actuated 70 sec. Cycle	South/Easbound			North/Westbound			North/Eastbound			South/Westbound		
Movement	Left	Through	Right	Left	Through	Through /Right	Left/ Through	Through	Through /Right	Left/ Through	Through	Through /Right
Phase	Perm		Perm	Perm			Through		/Right	Through		/Right
Lanes	1	1	1	1	1	1	1		1	1		1
Volume (vph)	250	160	97	45	107	15	204	167	60	44	350	59
v/c	0.39	0.17	0.11	0.07	0.07		0.82	0.4		0.46	0.46	
Delay(s)	8.2	6.9	2.2	11.6	9.4		45.2	15.6		17.8	17.8	
LOS	A	A	A	B	A		D	B		B	B	
95 <sup>th</sup> Queue (m)	60.8	30.2	m6.9	10	9.6		40	27.9		27.1	27.1	
Intersection Average Delay(s)			16.6				Intersection LOS				B	

**Table 4.7** presents the intersection analysis for 88 Avenue at 101 Street. This existing unsignalized intersection will require signals in the future. The TAC warrant indicates a score of 138, further confirming the capacity analysis. The intersection configuration currently constructed, with signals added, would provide good LOS in the long term. Separation between the Highway 15 intersection and 88 Avenue is approximately 150m and may create signals coordination issues. The proposed (most effective) signal cycle is 70 seconds long, which is half of the Highway 15 intersection cycle. The detailed signals timing plans should be reviewed at the time of signal design and reconfirmed during operations.

**Table 4.8 – 86 Avenue & 101 Street Intersection Analysis**

86 Avenue - 101 Street												
AM Peak												
Coordinated/Actuated 70 sec. Cycle	South/Easbound			North/Westbound			North/Eastbound			South/Westbound		
Movement	Left	Through	Right	Left	Through	Through /Right	Left/ Through	Through	Through /Right	Left/ Through	Through	Through /Right
Phase	Perm		Perm	Perm			Through			Through		
Lanes	1	1	1	1	1	1	1		1	1		1
Volume (vph)	25	64	88	15	111	53	400	256	15	27	173	70
v/c	0.06	0.09	0.14	0.03	0.13		0.82	0.32		0.19	0.19	
Delay(s)	15.2	14.8	3.4	19.3	13.1		27.8	10		6.2	6.2	
LOS	B	B	A	B	B		C	A		A	A	
95 <sup>th</sup> Queue (m)	5.8	11.9	0	6	13.6		68.7	27.3		10.4	48.8	
Intersection Average Delay(s)			15.1				Intersection LOS				B	
PM Peak												
Coordinated/Actuated 70 sec. Cycle	South/Easbound			North/Westbound			North/Eastbound			South/Westbound		
Movement	Left	Through	Right	Left	Through	Through /Right	Left/ Through	Through	Through /Right	Left/ Through	Through	Through /Right
Phase	Perm		Perm	Perm			Through			Through		
Lanes	1	1	1	1	1	1	1		1	1		1
Volume (vph)	250	160	97	45	107	15	204	167	60	44	350	59
v/c	0.39	0.17	0.11	0.07	0.07		0.82	0.4		0.46	0.46	
Delay(s)	8.5	6	1.9	11.6	9.4		45.2	15.6		17.8	17.8	
LOS	A	A	A	B	A		D	B		B	B	
95 <sup>th</sup> Queue (m)	60.8	30.2	m6.9	10	9.6		40	27.9		27.1	27.1	
Intersection Average Delay(s)			16.6				Intersection LOS				B	

**Table 4.8** presents the intersection analysis for 86 Avenue at 101 Street. The existing 86 Avenue and 101 Street signalized intersection will perform well in the long term with acceptable LOS and v/c ratios.

**Table 4.9 – 86 Avenue/Southfort Drive & 94 Street Intersection Analysis**

86 Avenue/Southfort Drive - 94 Street												
AM Peak												
Coordinated/Actuated 140 sec. Cycle	North/Easbound			South/Westbound			Northbound			Southbound		
	Movement	Left	Through	Through	Left	Through	Right	Left	Through	Right	Left	Through
Phase	pm+pt		/Right	Perm		Perm	Perm		Perm	Perm		Perm
Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Volume (vph)	354	507	62	18	168	59	54	615	62	101	153	155
v/c	0.55	0.35		0.13	0.26	0.17	0.12	0.47	0.15	0.47	0.12	0.23
Delay(s)	24.6	20.1		48.6	48.5	9.4	26.9	31.8	5.2	37.1	24.6.4.8	5.4
LOS	C	C		D	D	A	C	C	A	D	C	A
95 <sup>th</sup> Queue (m)	87.3	63.7		12.5	34.3	10.8	20.1	89	11.5	38.4	22.7	16.3
Intersection Average Delay(s)			25.4			Intersection LOS				C		
PM Peak												
Coordinated/Actuated 140 sec. Cycle	North/Easbound			South/Westbound			Northbound			Southbound		
	Movement	Left	Through	Through	Left	Through	Right	Left	Through	Right	Left	Through
Phase	pm+pt		/Right	Perm		Perm	Perm		Perm	Perm		Perm
Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Volume (vph)	287	322	63	119	931	217	70	279	41	194	547	390
v/c	0.78	0.2		0.32	0.68	6.9	0.37	0.26	0.08	0.62	0.5	0.52
Delay(s)	37	10.1		33.4	38.5	6.9	43.9	35.9	2.3	42.3	36.3	7.1
LOS	D	B		C	D	A	D	D	A	D	D	A
95 <sup>th</sup> Queue (m)	81	24.6		44.2	153	23.3	31.4	43.4	3	m46.4	52.8	m26.3
Intersection Average Delay(s)			28.9			Intersection LOS				C		

**Table 4.9** presents the intersection analysis for 86 Avenue/Southfort Drive at 94 Street. The existing signalized intersection will operate satisfactorily in the long term horizon.

It is assumed that Southfort Drive, currently 2 lane roadway south of 94 Street, will be widened to 4 lanes progressively with the increasing traffic due to development within the Southfort area.

**Table 4.10 – 87 Avenue & 94 Street Intersection Analysis**

87 Avenue - 94 Street												
AM Peak												
Coordinated/Actuated 70 sec. Cycle	Easbound			Westbound			Northbound			Southbound		
Movement	Left	Through	Through /Right	Left	Through	Through /Right	Left	Through	Through /Right	Left	Through	Through /Right
Phase	Perm			Perm			Perm			Perm		
Lanes	1	1		1	1		1	1	1	1	1	1
Volume (vph)	40	2	21	11	2	40	70	930	28	25	377	68
v/c	0.2	0.09		0.06	0.15		0.11	0.37		0.07	0.18	
Delay(s)	26.2	11.3		23.3	9.7		8.3	9.8		5	3.3	
LOS	C	B		C	A		A	A		A	A	
95 <sup>th</sup> Queue (m)	11.7	5.5		5	7.2		20	105.6		4.4	18.7	
Intersection Average Delay(s)			8.0			Intersection LOS			A			
PM Peak												
Coordinated/Actuated 140 sec. Cycle	Easbound			Westbound			Northbound			Southbound		
Movement	Left	Through	Right	Left	Through	Through /Right	Left	Through	Through /Right	Left	Through	Through /Right
Phase	pm+pt		Perm	Perm			Perm			Perm		
Lanes	1	1		1	1		1	1	1	1	1	1
Volume (vph)	319	10	24	154	30	261	35	681	67	183	954	365
v/c	0.8	0.05		0.76	0.78		0.39	0.44		0.68	0.79	
Delay(s)	50.9	10.2		78.6	38.7		47.3	28.1		35.9	29.2	
LOS	D	B		E	D		D	C		D	C	
95 <sup>th</sup> Queue (m)	99.5	7.7		64.2	67		m19.9	123.8		m31.6	#m105.8	
Intersection Average Delay(s)			35.0			Intersection LOS			D			

**Table 4.10** presents the intersection analysis for 87 Avenue at 94 Street. This intersection provides access to commercial areas north and south of 94 Street. This intersection will fail with its current unsignalized configuration. Signals will be required at this intersection, which result in acceptable levels of service and v/c ratios.

**Table 4.11 – Southfort Drive & Allard Way Intersection Analysis**

Southfort Drive - Allard Way												
AM Peak												
Coordinated/Actuated 70 sec. Cycle	Easbound			Westbound			Northbound			Southbound		
Movement	Left	Through	Through /Right	Left	Through	Through /Right	Left	Through	Right	Left	Through	Right
Phase	Perm			Perm			Perm		Perm	Perm	Perm	
Lanes	1		1	1		1	1	2	1	1	2	1
Volume (vph)	68	5	22	54	1	323	110	527	25	77	288	21
v/c	0.71	0.09		0.23	0.76		0.17	0.25	0.03	0.15	0.13	0.02
Delay(s)	59.7	10.1		23.3	21.7		7.9	7	3.7	5.3	4.1	0.9
LOS	E	B		C	C		A	A	A	A	A	A
95 <sup>th</sup> Queue (m)	20	5.5		13.4	37.7		13.7	26.3	2.5	13.1	18.6	1.4
Intersection Average Delay(s)			12.4				Intersection LOS				B	
PM Peak												
Coordinated/Actuated 70 sec. Cycle	Easbound			Westbound			Northbound			Southbound		
Movement	Left	Through	Through /Right	Left	Through	Through /Right	Left	Through	Right	Left	Through	Right
Phase	Perm			Perm			Perm		Perm	Perm	Perm	
Lanes	1		1	1		1	1	2	1	1	2	1
Volume (vph)	95	20	94	75	5	136	130	439	164	310	1061	9
v/c	0.52	0.35		0.4	0.4		0.39	0.17	0.14	0.47	0.42	0.01
Delay(s)	36.4	11.2		31.5	9		12.4	6	3.4	6.9	3.1	0
LOS	D	B		C	A		B	A	A	A	A	A
95 <sup>th</sup> Queue (m)	23.7	13.9		19.3	13.4		22.9	20.3	9.8	26.4	17.5	0
Intersection Average Delay(s)			7.3				Intersection LOS				A	

**Table 4.11** presents the intersection analysis for Southfort Drive at Allard Way. The existing Southfort Drive and Allard Way intersection will require signal control to accommodate future traffic. The TAC signal warrant indicates score of 195 in the long term. The intersection is currently constructed to first stage configuration with single through/right and left turn lanes on Southfort Drive would experience significant congestion under long term traffic demand, even if signalized. To provide adequate operation it is assumed that by full development of the Southfort area, Southfort Drive will be already upgraded to 4 lanes; analysis of operations under these conditions are summarized in the above table.

**Table 4.12 – Southfort Drive & Greenview Way North Intersection Analysis**

Southfort Drive - Greenview Way North												
AM Peak												
Coordinated/Actuated 70 sec. Cycle	Easbound			Westbound			Northbound			Southbound		
Movement	Left	Through	Through /Right	Left	Through	Through /Right	Left	Through	Right	Left	Through	Right
Phase	Perm			Perm			Perm		Perm	Perm	Perm	
Lanes	1		1	1		1	1	2	1	1	2	1
Volume (vph)	29	8	22	33	9	107	25	533	7	24	267	51
v/c	0.24	0.16		0.25	0.46		0.03	0.21	0.01	0.04	0.1	0.04
Delay(s)	38	20.1		31.9	13.3		1.8	1.7	0	2.9	2.6	1.5
LOS	D	C		C	B		A	A	A	A	A	A
95 <sup>th</sup> Queue (m)	m10.1	m7.1		12	14.4		m1.4	9.7	m0	4.3	17.6	4.7
Intersection Average Delay(s)			5.5			Intersection LOS				A		
PM Peak												
Coordinated/Actuated 70 sec. Cycle	Easbound			Westbound			Northbound			Southbound		
Movement	Left	Through	Through /Right	Left	Through	Through /Right	Left	Through	Right	Left	Through	Right
Phase	Perm			Perm			Perm		Perm	Perm	Perm	
Lanes	1		1	1		1	1	2	1	1	2	1
Volume (vph)	168	58	50	79	33	101	38	438	74	161	938	107
v/c	0.45	0.35		0.4	0.39		0.11	0.19	0.07	0.26	0.4	0.1
Delay(s)	30.2	18.4		32.2	12.6		6.3	5.6	3	3	2.9	0.3
LOS	C	B		C	B		A	A	A	A	A	A
95 <sup>th</sup> Queue (m)	18.5	19		20.9	17.1		m6.3	20.9	6.4	2.1	12	0.1
Intersection Average Delay(s)			7.8			Intersection LOS				A		

**Table 4.12** presents the intersection analysis for Southfort Drive at Greenview Way North. This intersection will require signals, and Southfort Drive will require widening to 4 lanes to accommodate the long term traffic. The TAC signal warrant score indicates value 141. As shown in the table above, the upgraded intersection will provide very good level of service at full development of the Southfort area.

**Table 4.13 – Southfort Drive & 84 Street Intersection Analysis**

<b>Southfort Drive - 84 Street</b>						
<b>AM Peak</b>						
Coordinated/Actuated 70 sec. Cycle	Easbound		Northbound		Southbound	
Movement	Left	Right	Left	Through	Through	Right
Phase	Prot	Free	Perm			Perm
Lanes	1	1	1	1	1	1
Volume (vph)	64	65	184	419	297	56
v/c	0.13	0.13	0.38	0.48	0.34	0.04
Delay(s)	23.1	11.2	13.1	13.2	9.9	0.1
LOS	C	B	B	B	A	A
95 <sup>th</sup> Queue (m)	17.8	11.1	29.5	58.4	49	0
<b>Intersection Average Delay(s)</b>			<b>12.1</b>	<b>Intersection LOS B</b>		
<b>Southfort Drive - 84 Street</b>						
<b>PM Peak</b>						
Coordinated/Actuated 70 sec. Cycle	Easbound		Northbound		Southbound	
Movement	Left	Right	Left	Through	Through	Right
Phase	Prot	Free	Perm			Perm
Lanes	1	1	1	1	1	1
Volume (vph)	187	198	161	355	748	268
v/c	0.43	0.37	0.61	0.33	0.7	0.18
Delay(s)	25.4	5.8	22.0	8.1	14.9	0.2
LOS	C	A	C	A	B	A
95 <sup>th</sup> Queue (m)	38.8	14.4	#43.1	35.5	124	0
<b>Intersection Average Delay(s)</b>			<b>12.3</b>	<b>Intersection LOS B</b>		

**Table 4.13** presents the intersection analysis for Southfort Drive at 84 Street. Signals will be required at this intersection in the long term. With the existing two lanes on Southfort Drive, the TAC signal warrant score is expected to be 140 with long term traffic volumes; with a future four lane cross-section on Southfort Drive, the TAC signal warrant score is 126 with long term traffic.

The results presented in the above table show the intersection analyzed with signal control utilizing a possible first stage intersection configuration, which includes a single lane northbound and southbound through movements and turning lanes for the three approaches.

South of 84 Street, Southfort Drive traffic volumes drop significantly and could be accommodated with a two lane roadway in the long term rather than four lanes which will be required north of 84 Street.

When the existing unsignalized intersection operates at poor service levels, two options should be considered: signal control or a roundabout. Roundabouts, especially single lane, are considered superior to signals. They are safer for vehicles, cyclist, and pedestrians; they are easy to navigate and provide better operation for all movements during off peak hours when the vehicles do not need to stop at the intersection.



Roundabouts are safer than comparable signalized intersections in part because the roundabout geometry acts as calming feature and significantly reduces severity of collisions.

**Table 4.14 – Southfort Drive & Greenfield Way South Intersection Analysis**

Southfort Drive - Greenfiled Way South						
AM Peak						
Stop Controlled	Westbound		Northbound		Southbound	
Movement	Left	Right	Through	Right	Left	Through
Lanes	1	1	1	1	1	1
Volume (vph)	105	172	431	36	47	315
v/c	0.38	0.3	0.27	0.02	0.05	0.2
Delay(s)	24.4	13.6	0.0	0	8.6	0
LOS	C	B	A	A	A	A
95 <sup>th</sup> Queue (m)	13.3	10	0	0	1.2	0
Intersection Average Delay(s)			4.8	Intersection LOS A		

Southfort Drive - Greenfiled Way South						
PM Peak						
Stop Controlled	Westbound		Northbound		Southbound	
Movement	Left	Right	Through	Right	Left	Through
Lanes	1	1	1	1	1	1
Volume (vph)	63	111	408	96	202	744
v/c	0.32	0.17	0.24	0.06	0.19	0.44
Delay(s)	32.1	11.8	0.0	0	9.3	0
LOS	D	B	A	A	A	A
95 <sup>th</sup> Queue (m)	10.5	5	0	0	5.6	0
Intersection Average Delay(s)			3.2	Intersection LOS A		

**Table 4.14** presents the intersection analysis for Southfort Drive at Greenfield Way South. The existing Southfort Drive is currently a two lane road with turning lanes at the Greenfield Way intersection. Greenfield Way is also a two lane roadway and at the approach to Southfort Drive has one shared lane to accommodate left and right turning movement.

The existing intersection in the long term does not warrant signals with a TAC warrant score of 95 but the Greenfield approach would experience long delays especially during pm peak. The delays may be reduced with an additional lane provided to separately accommodate the right and left turn movements.

The analysis in the above table show results assuming that right and left turn lanes are provided, and indicate that intersection would operate satisfactorily in the long term. The delays experienced by left turning vehicles would likely result in drivers choosing either a right turn at the intersection to travel to the south via 84 Street or use the nearby signalized intersection at Greenfield Way North.

**Table 4.15 – Southfort Drive & Southridge Boulevard Intersection Analysis (Stop Control)**

Southfort Drive and Southridge Boulevard												
AM Peak												
Stop Controlled	Easbound			Westbound			Northbound			Southbound		
Movement	Left	Through/Right		Left	Through/Right		Left/Through/Right			Left	Through/Right	
Control	Perm	Free		Perm	Free		Stop			Stop	Stop	
Lanes	1	1		1	1		1			1	1	
Volume (vph)	8	145	11	20	420	108	66	36	3	27	10	70
v/c	0.01	0.1		0.02	0.33		0.37			0.09	0.16	
Delay(s)	8.6	0		7.6	0		24.4			18.4	13.2	
LOS	A	A		A	A		C			C	B	
95 <sup>th</sup> Queue (m)	0.2	0		0.4	0		13.2			2.4	4.6	
Intersection Average Delay(s)			4.7			Intersection LOS					A	
PM Peak												
Stop Controlled	Easbound			Westbound			Northbound			Southbound		
Movement	Left	Through/Right		Left	Through/Right		Left/Through/Right			Left	Through/Right	
Control	Perm	Free		Perm	Free		Stop			Stop	Stop	
Lanes	1	1		1	1		1			1	1	
Volume (vph)	37	387	50	1	119	91	23	20	2	126	44	99
v/c	0.028	0		0.001	0		0.147			0.365	0.236	
Delay(s)	7.75	0		8.26	0		18.8			21.3	12.8	
LOS	A	A		A	A		C			C	B	
95 <sup>th</sup> Queue (m)	0.9	0		0	0		4.5			13.9	7.8	
Intersection Average Delay(s)			5.7			Intersection LOS					A	

**Table 4.15** presents the intersection analysis for Southfort Drive at Southridge Boulevard. The TAC signal warrant analysis indicates that intersection does not require signals in the long term (score of 57), assuming an undivided 2 lane standard of approaching roads. The analysis shows that turn lanes are required and some movements operate at LOS C and D.

An alternative intersection control, a roundabout, was also considered at this location. **Table 4.16** presents the intersection analysis for Southfort Drive at Southridge Boulevard with a roundabout control.

Table 4.16 – Southfort Drive &amp; Southridge Boulevard Intersection Analysis (Roundabout)

Southfort Drive and Southridge Boulevard												
AM Peak												
Single Lane Roundabout	Easbound			Westbound			Northbound			Southbound		
Movement	Left/Through/Right Yield			Left/Through/Right Yield			Left/Through/Right Yield			Left/Through/Right Yield		
Control												
Lanes	1			1			1			1		
Volume (vph)	8	145	11	20	420	108	66	36	3	27	10	70
v/c	0.172			0.614			0.126			0.175		
Delay(s)	5.1			12.5			5.2			7.9		
LOS	A			B			A			A		
95 <sup>th</sup> Queue (m)	5.2			32.8			3.5			4.7		
Intersection Average Delay(s)			9.8			Intersection LOS				A		
PM Peak												
Single Lane Roundabout	Easbound			Westbound			Northbound			Southbound		
Movement	Left/Through/Right Yield			Left/Through/Right Yield			Left/Through/Right Yield			Left/Through/Right Yield		
Control												
Lanes	1			1			1			1		
Volume (vph)	37	387	50	1	119	91	23	20	2	126	44	99
v/c	0.569			0.229			0.084			0.313		
Delay(s)	11.9			5.8			7.1			7.2		
LOS	B			A			A			A		
95 <sup>th</sup> Queue (m)	27			7.3			2.1			10.6		
Intersection Average Delay(s)			9.1			Intersection LOS				A		

Both intersection controls provide very good traffic operations. The roundabout control would require fewer approach lanes to the intersection, and provides a more consistent level of service for all approaches.

Table 4.17 – Southridge Boulevard and Ridge Pointe Gate Intersection Analysis

Southridge Blvd. and Ridge Pointe Gate												
AM Peak												
Coordinated/Actuated 70 sec. Cycle	Eastbound			Westbound			Northbound			Southbound		
Movement	Left	Through	Right	Left	Through	Through /Right	Left	Through/Right		Left	Through/Right	
Phase	Perm		Perm	Perm			Perm			Perm		
Lanes	1	2	1	1	1	1	1		1	1		1
Volume (vph)	59	141	107	4	490	22	44	1	8	15	1	143
v/c	0.11	0.06	0.1	0.06	0.23		0.21	0.03		0.06	0.37	
Delay(s)	4.9	4.1	1.4	4.3	4.4		20.1	11.3		17.5	7	
LOS	A	A	A	A	A		C	B		B	A	
95 <sup>th</sup> Queue (m)	5.9	5	4.1	4.4	16		10.9	2.9		5.2	11.8	
Intersection Average Delay(s)			5.3				Intersection LOS				A	
PM Peak												
Coordinated/Actuated 70 sec. Cycle	Eastbound			Westbound			Northbound			Southbound		
Movement	Left	Through	Right	Left	Through	Through /Right	Left	Through/Right		Left	Through/Right	
Phase	Perm		Perm	Perm			Perm			Perm		
Lanes	1	2	1	1	1	1	1		1	1		1
Volume (vph)	204	386	84	27	152	62	125	2	41	52	2	178
v/c	0.28	0.17	0.08	0.04	0.1		0.59	0.13		0.2	0.4	
Delay(s)	7.6	5.9	1.9	6.3	4.1		35.6	8		22.9	6.5	
LOS	A	A	A	A	A		D	A		C	A	
95 <sup>th</sup> Queue (m)	22.8	18.6	m4.1	5	9.4		27.3	6.5		12.6	12.7	
Intersection Average Delay(s)			9.3				Intersection LOS				A	

This intersection will require upgraded controls based on the TAC Signal Warrant. The Existing Southridge Drive is already constructed as conventional divided arterial roadway, with a raised median and turning lanes. Therefore, a signalized intersection is proposed rather than multilane roundabout.

The internal roadways south and east of Southfort Drive were analyzed assuming two lane roadways (collector standard) with widening at the intersections to provide left turning lanes. The analysis indicate that the LOS at the intersections during AM and PM peaks are LOS A or B (average delays less than 15 sec./veh.). Some selected left turn movements from minor roads would operate at LOS D (average delays no more than 35 sec./veh.), which is considered acceptable in the long term. None of the internal intersections reach the warrant for signals.

#### 4.1.2 Southfort 50% Development Level

For the scenario with 50% development of the Southfort ASP, Highway 21 and Highway 15 intersections initially were analyzed assuming the existing four lane roadway. The analysis indicated that the intersections providing access to the Southfort area would fail during peak hours with only four lanes on the highway. Therefore, all analysis relating to the 50% Southfort development scenario assumes six through lanes on the Highway 15 and Highway 21 corridor adjacent to the Southfort area.

**Table 4.18 – Highway 21 & Wilshire Blvd/Southridge Blvd Intersection Analysis, 50% Development**

Highway 21 – Wilshire Blvd./Southridge Blvd.												
AM Peak												
Coordinated/Actuated 140 sec. Cycle	Easbound			Westbound			Northbound			Southbound		
Movement	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Phase	pm+pt		Free	pm+pt		Perm	Prot		Perm	Prot		Perm
Lanes	2	2	1	2	2	1	2	3	1	2	3	1
Volume (vph)	526	13	526	346	13	75	72	1202	57	84	1192	125
v/c	0.88	0.03	0.2	0.62	0.04	0.05	0.37	0.42	0.06	0.42	0.4	0.13
Delay(s)	65.8	45.9	0.3	53.3	52.3	0.1	68.7	18.6	0.1	58.8	19.9	7.8
LOS	E	D	A	D	D	A	E	B	A	E	B	A
95 <sup>th</sup> Queue (m)	69.9	4.2	0	42.9	4.6	0	18.9	116.2	0	M21.4	97	15.1
Intersection Average Delay(s)			27.7			Intersection LOS				C		
PM Peak												
Coordinated/Actuated 140 sec. Cycle	Easbound			Westbound			Northbound			Southbound		
Movement	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Phase	pm+pt		Free	pm+pt		Perm	Prot		Perm	Prot		Perm
Lanes	2	2	1	2	2	1	2	3	1	2	3	1
Volume (vph)	308	23	192	197	21	309	212	1701	265	295	1412	473
v/c	0.77	0.06	0.13	0.53	0.06	0.2	0.67	0.6	0.4	0.74	0.47	0.43
Delay(s)	66.4	51.8	0.2	56	53.2	0.3	72.1	22.3	7.5	51.8	27.9	12.7
LOS	E	D	A	E	D	A	E	C	A	D	C	B
95 <sup>th</sup> Queue (m)	46.4	6.7	0	30.8	6.4	57.2	44.7	181	36.1	m58.4	130.9	81.1
Intersection Average Delay(s)			27.7			Intersection LOS				C		

**Table 4.18** presents the intersection analysis for Highway 21 at Wilshire Blvd/Southridge Blvd at 50% Southfort development. This intersection will operate at an overall acceptable LOS with the lane configuration identified in the table.

**Table 4.19 – Highway 21 & Westpark Blvd/Southfort Blvd Intersection Analysis, 50% Development**

Highway 21 – Westpark Blvd./Southfort Blvd.												
AM Peak												
Coordinated/Actuated 140 sec. Cycle	Easbound			Westbound			Northbound			Southbound		
Movement	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Phase	pm+pt		Perm	pm+pt		Perm	Prot		Perm	Prot		Perm
Lanes	1	2	1	2	1	1	1	3	1	2	3	1
Volume (vph)	144	151	71	271	107	203	58	1614	131	90	1077	130
v/c	0.65	0.41	0.23	0.69	0.6	0.68	0.45	0.54	0.13	0.52	0.36	0.14
Delay(s)	62.9	61	1.8	60.4	73.4	26.3	64.9	16.8	4.9	66.0	14.9	4.4
LOS	E	E	A	E	E	C	E	B	A	E	B	A
95 <sup>th</sup> Queue (m)	55.3	32.2	0	46.9	48.6	36.8	m26.8	142.5	m14.5	25.4	56.7	4.4
Intersection Average Delay(s)			25.4			Intersection LOS				C		
PM Peak												
Coordinated/Actuated 140 sec. Cycle	Eastbound			Westbound			Northbound			Southbound		
Movement	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Phase	pm+pt		Perm	pm+pt		Perm	Prot		Perm	Prot		Perm
Lanes	1	2	1	2	1	1	1	3	1	2	3	1
Volume (vph)	79	118	48	218	289	140	188	1858	272	303	1918	384
v/c	0.49	0.19	0.12	0.37	0.84	0.34	0.81	0.79	0.34	0.81	0.85	0.48
Delay(s)	48.2	48.1	0.6	41.2	74.6	6.8	79.8	42	20.5	65.8	34	14.5
LOS	D	D	A	D	E	A	E	D	C	E	C	B
95 <sup>th</sup> Queue (m)	29.4	23.6	0	34.4	110	13.6	#90.0	222.3	m78.3	m50.4	#177.8	m40.8
Intersection Average Delay(s)			39.6			Intersection LOS				D		

**Table 4.19** presents the intersection analysis for Highway 21 at Westpark Blvd/Southfort Blvd at 50% Southfort development. The intersection will operate at an overall acceptable LOS.

**Table 4.20 – Highway 21 & 84 Street Intersection Analysis, 50% Development**

Highway 21 – 84 Street												
AM Peak												
Coordinated/Actuated 140 sec. Cycle	Easbound			Westbound			Northbound			Southbound		
Movement	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Phase	pm+pt		Free	Perm		Free	Prot		Perm	Prot		Perm
Lanes	1	2	1	1	2	1	2	3	1	2	3	1
Volume (vph)	184	72	300	83	98	109	119	1847	74	33	927	32
v/c	0.68	0.27	0.7	0.13	0.51	0.41	0.5	0.61	0.07	0.19	0.34	0.04
Delay(s)	58.8	55.3	22.1	41.1	66.5	11.8	78.1	12.4	1.2	50.3	23.5	3.7
LOS	E	E	C	D	E	B	E	B	A	E	C	A
95 <sup>th</sup> Queue (m)	62	32	42.1	11.9	42.1	14.4	m28.4	83.7	m2.6	20.9	81.7	3.8
Intersection Average Delay(s)			22.8			Intersection LOS				C		
PM Peak												
Coordinated/Actuated 140 sec. Cycle	Easbound			Westbound			Northbound			Southbound		
Movement	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Phase	pm+pt		Free	Perm		Free	Prot		Perm	Prot		Perm
Lanes	1	2	1	1	2	1	2	3	1	2	3	1
Volume (vph)	136	169	218	138	276	86	345	1704	178	109	2256	289
v/c	0.76	0.56	0.5	0.28	0.85	0.21	0.98	0.66	0.21	0.53	0.95	0.36
Delay(s)	66.7	60.2	10.2	39.1	78.7	1.2	79.2	7.8	0.6	88.6	23.9	7.6
LOS	E	E	B	D	E	A	E	A	A	F	C	A
95 <sup>th</sup> Queue (m)	#54.0	67.9	22.8	23.6	#111.0	0	m#79.8	37.5	m0.2	m20.0	#268.2	m30.6
Intersection Average Delay(s)			26.3			Intersection LOS				C		

**Table 4.** presents the intersection analysis for Highway 21 at 84 Street at 50% Southfort development. Overall the intersection would provide acceptable operations with some movements experiencing longer delays during pm peak.

Considering that this analysis is at a planning stage, actual volumes may be slightly different and signals timing and coordination could be adjusted and improved during implementation and service to reflect actual traffic conditions.



**Table 4.20 – Highway 21 & Future Commercial Access Intersection Analysis, 50% Development**

Highway 21 – Future Commercial Access												
AM Peak												
Coordinated/Actuated 140 sec. Cycle	Easbound			Westbound			Northbound			Southbound		
Movement	Left	Through/Right		Left	Through/Right		Left	Through	Right	Left	Through	Right
Phase	Per			Per			Prot		Perm	Prot		Perm
Lanes	2	1		2	1		2	3	1	1	3	1
Volume (vph)	34	6	31	102	9	16	46	2039	69	30	830	34
v/c	0.06	0.1		0.18	0.07		0.25	0.59	0.06	0.34	0.27	0.03
Delay(s)	43.5	17.6		45.3	24.1		58.2	10.8	3.4	31	9.2	0.5
LOS	D	B		D	C		E	B	A	C	A	A
95 <sup>th</sup> Queue (m)	9	11.2		20.8	10.2		m11.2	113.1	m7.6	11.2	30.3	0.2
Intersection Average Delay(s)			12.6			Intersection LOS				B		
PM Peak												
Coordinated/Actuated 140 sec. Cycle	Easbound			Westbound			Northbound			Southbound		
Movement	Left	Through/Right		Left	Through/Right		Left	Through	Right	Left	Through	Right
Phase	Per			Per			Prot		Perm	Prot		Perm
Lanes	1	1		1	1		2	3	1	1	3	1
Volume (vph)	147	29	138	250	25	118	150	1486	290	158	2266	101
v/c	0.45	0.59		0.85	0.53		0.3	0.54	0.31	0.74	0.85	0.12
Delay(s)	50.3	21.6		74.6	21.1		66.4	33.3	17.5	52.9	47.4	14.1
LOS	D	C		E	C		E	C	B	D	D	B
95 <sup>th</sup> Queue (m)	24.3	27.4		39.1	24.8		m27.6	141.7	m61.1	m56.8	m#298.0	m18.5
Intersection Average Delay(s)			41.6			Intersection LOS				D		

**Table 4.20** presents the intersection analysis for Highway 21 at the future commercial access at 50% Southfort development. The intersection operates at an overall acceptable LOS, with some longer delays occurring for some movements.

**Table 4.21 – Highway 21/Highway 15 & Highway 15/94 Street Intersection Analysis, 50% Development**

Highway 21/Highway 15 – Highway 15/94 Street												
AM Peak												
Coordinated/Actuated 140 sec. Cycle	Easbound			Westbound			Northbound			Southbound		
Movement	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Phase	pm+pt		Free	pm+pt		Free	Prot		Free	Prot		Free
Lanes	2	2	1	2	2	1	2	33	1	2	3	1
Volume (vph)	740	276	262	101	401	195	660	1317	85	53	554	238
v/c	0.91	0.25	0.18	0.18	0.61	0.13	0.91	0.65	0.13	0.32	0.48	0.16
Delay(s)	48	35.9	0.3	27.8	56.2	0.2	59.3	41.4	3.9	69.7	47.9	0.2
LOS	D	D	A	C	E	A	E	D	A	E	D	A
95 <sup>th</sup> Queue (m)	#105.8	43.2	0	15.1	74.3	0	#130.3	143.1	M7.6	15.2	64.2	0
Intersection Average Delay(s)			39.9			Intersection LOS				D		
PM Peak												
Coordinated/Actuated 140 sec. Cycle	Easbound			Westbound			Northbound			Southbound		
Movement	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Phase	pm+pt		Free	pm+pt		Free	Prot		Free	Prot		Free
Lanes	2	2	1	2	2	1	2	33	1	2	3	1
Volume (vph)	333	650	836	380	577	229	576	877	298	351	1339	529
v/c	0.7	0.87	0.56	0.86	0.74	0.2	0.91	0.5	0.43	0.75	0.88	0.35
Delay(s)	40.8	65.5	1.5	51	45.3	0.2	70.4	40.9	21.2	82.9	32.8	0.5
LOS	D	E	A	D	D	A	E	D	C	E	C	A
95 <sup>th</sup> Queue (m)	47.3	#126.4	0	m#62.8	m93.4	m0	#115.6	113.2	84.9	66.3	147	0
Intersection Average Delay(s)			37.1			Intersection LOS				D		

**Table 4.21** presents the intersection analysis for Highway 21/Highway 15 at Highway 15/94 Street at 50% Southfort Development. Overall the intersection operates within acceptable LOS but there will be congestion during peak hours.

**Table 4.23 – Highway 15 & 101 Street Intersection Analysis, 50% Development**

Highway 15 – 101 Street												
AM Peak												
Coordinated/Actuated 140 sec. Cycle	South/Easbound			North/Westbound			Northbound			Southbound		
Movement	Left	Through	Right	Left	Through	Rt/Th	Left	Through	Right	Left	Through	Right
Phase	Perm		Perm	pm+pt		Perm	Prot		Perm	Prot		Perm
Lanes	1	2	1	2	1		2	3	1	2	3	1
Volume (vph)	46	131	209	159	130	407	221	1770	150	49	478	166
v/c	0.49	0.33	0.59	0.33	0.55		0.58	0.65	0.17	0.22	0.2	0.23
Delay(s)	64.3	47.1	13.2	35.9	13.9		52.9	19.6	4.7	52.4	17.2	3.5
LOS	E	D	B	D	B		D	B	A	D	B	A
95 <sup>th</sup> Queue (m)	22.7	24.6	22	24.6	34.8		38.8	136	14.8	12.3	33.6	13.1
Intersection Average Delay(s)			21.2				Intersection LOS				C	
PM Peak												
Coordinated/Actuated 140 sec. Cycle	South/Easbound			North/Westbound			Northbound			Southbound		
Movement	Left	Through	Right	Left	Through	Rt/Th	Left	Through	Right	Left	Through	Right
Phase	Perm		Perm	pm+pt		Perm	Prot		Perm	Prot		Perm
Lanes	1	2	1	2	1		2	3	1	2	3	1
Volume (vph)	34	320	408	193	258	136	406	668	94	380	1618	128
v/c	0.23	0.74	0.81	0.48	0.45		0.82	0.57	0.21	0.31	0.73	0.17
Delay(s)	52.2	65.7	24.6	42.5	33.9		79.2	39.9	m17.4	33	34.4	6
LOS	D	E	C	D	C		E	D	A	C	C	A
95 <sup>th</sup> Queue (m)	18.4	64.4	61.5	m28.7	47		80.4	76.2	m17.4	56.9	174.9	15.2
Intersection Average Delay(s)			39.3				Intersection LOS				D	

**Table 4.** presents the intersection analysis for Highway 15 at 101 Street at 50% Southfort development. This intersection will operate satisfactorily within the 50% development level horizon.

Traffic estimates at the 50% development level indicate volumes that are lower than at the full development level, so intersections along Southfort Drive should operate satisfactory. The improvement implementation would be dependent on actual development progress within the Southfort area.

Signal warrant analyses were conducted for intersections along Southfort Drive and the connectors between the Highway 21 and Highway 15 for the 50% development level. The analysis indicate that at the 50% development level the following intersections would reach the warrant for signals:

- 101 Street and 88 Avenue (TAC Warrant Score 106)
- Southfort Drive and Allard Road (TAC Warrant Score 186)
- Southfort Drive and Greenfield Way North (TAC Warrant Score 141)
- Southfort Drive and 84 Street (TAC Warrant Score 126)
- 94 Street and 87 Avenue (TAC Warrant Score 215)

## 4.2 Road Standards

The projected daily traffic volumes are illustrated in **Exhibits 3.9** (full development) and **Exhibit 3.10** (50% development).

The land use concept for the Southfort ASP indicates Southridge Boulevard, Southfort Boulevard, 84 Street, 94 Street, and Southfort Drive with arterial standard road designation and typical four lane cross-sections.

Typically, roads with volumes less than 8,000 vehicle per day in residential areas may be accommodated with a collector roadway standard. Based on the traffic estimates, not all the roads designated as arterials in the ASP reach arterial roadway volumes. This applies to 94 Street, south of the Sienna neighborhood and the Southridge Boulevard extension east of Southfort Drive.

It is proposed to designate these roadways as collectors, with road width of 11.5 m (lip to lip of gutter) with widening at intersections to accommodate turning movements as appropriate.

It is estimated that the south section of the Southfort Drive, south of Southfort Boulevard, will experience daily volumes around 4,000 vehicles at full Southfort development. This section could be accommodated with a two lane roadway (the arterial four lane road is not required). However, the first stage of Southfort Drive (two lanes of the ultimate four lanes) were constructed in 2015. Considering that the first two lanes are considered a temporary measure, the City may wish to have Southfort Drive a four-lane arterial for its entire length for consistency along the corridor.

Southfort Drive terminates at Southridge Boulevard and the south leg of the intersection will provide access to high density development.

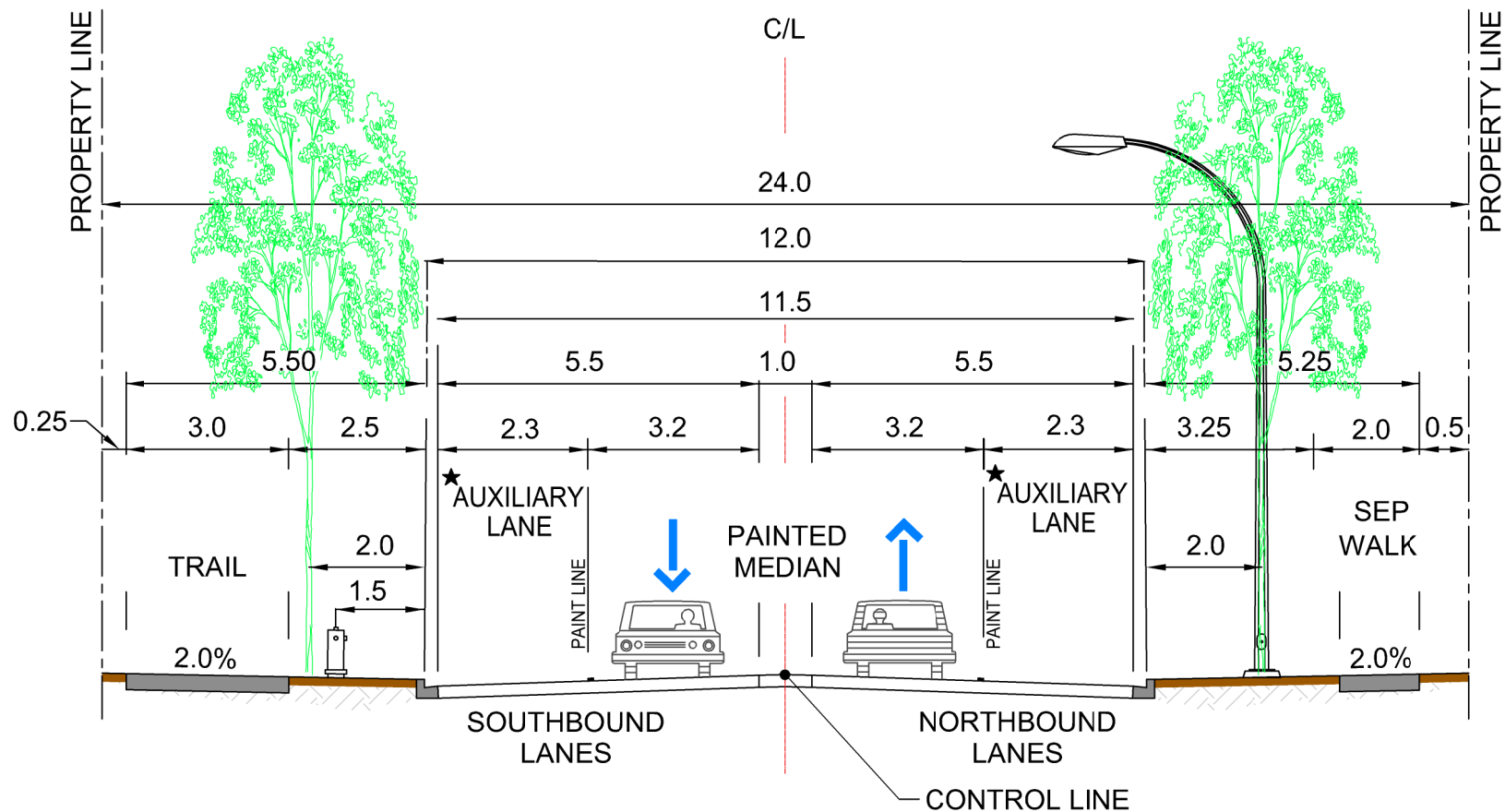
As was indicated, there would be a capacity constraint at the Highway 21 and Southridge Boulevard intersection at full development of Southfort. This necessitates an additional connection to Highway 21 to the south. The connection is shown on the exhibits, for which a location is approximate and should be determined in conjunction with development plans for the area south of Southfort. Based on the current traffic assessment the connection to the south could be accommodated with a collector road standard.

### 4.2.1 Collector Road Cross-Section

Sections of 94 Street and Southridge Boulevard which are to be constructed using the collector standard are 11.5m wide and due to a lack of active or passive traffic calming, these roads may inadvertently encourage speeding – especially with no front facing lots and no demand for parking along these corridors. A cross-section illustrated in **Exhibit 3.11** identifies painted lines to visually narrow the roadway, influencing drivers to travel at slower speeds while providing auxiliary lane for transit, cyclists, and refuge. The proposed cross-section is a variation of complete-street (multi-modal) context sensitive street design, which is very appropriate in residential and park areas.

## 4.3 Intersection Treatment Options

Traffic and signal warrant analysis indicate which intersections in the Southfort area would require upgraded intersection control. The Southfort Drive intersections at Southfort Boulevard and Southridge Boulevard will operate satisfactory during peak hours with a stop control at full development of the Southfort area. The stop controlled movements will experience acceptable (less than 35 sec./veh.) – LOS D



★ AUXILIARY LANE: TRANSIT, CYCLISTS, REFUGE LANE

delays. However, if there are public complaints regarding delays at these intersections, a roundabout option should be considered to improve these intersections (rather than unwarranted signals).

Estimated traffic at the above noted intersections can be well accommodated with single lane roundabouts. The roundabouts would provide superior operation for all movements. Roundabouts operate at slower speeds, provide traffic calming for the road network, and are safer than stop controlled or signalized intersections.

If a number of roundabouts were introduced in the Southfort area, the overall network would be safer for all users – drivers, cyclists, and pedestrians – because drivers would have to slow down to negotiate the geometry at the intersections.

Benefits of roundabouts as compared to traffic signals or stop control:

- ◆ Improves traffic flow and safety
- ◆ Traffic moves through intersection at reduced speeds
- ◆ There are fewer conflict points between vehicles and pedestrians
- ◆ Reduces or eliminates head-on high speed and right angle collisions
- ◆ Vehicles are not forced to stop, so traffic flows continuously
- ◆ Improves the character of the roadway

Benefits of Roundabouts versus Traffic Signals:

- ◆ Potentially roadway right-of-way width may be reduced due to narrower median and fewer approach lanes
- ◆ Lower operational and maintenance costs
- ◆ Continues to function normally if damaged or during a power failure
- ◆ Signalization will not be required in long term
- ◆ Cost of construction is similar

Research indicates that due to a reduction in operating speed and conflicts, roundabouts are safer as compared to signals and stop control and experience a:

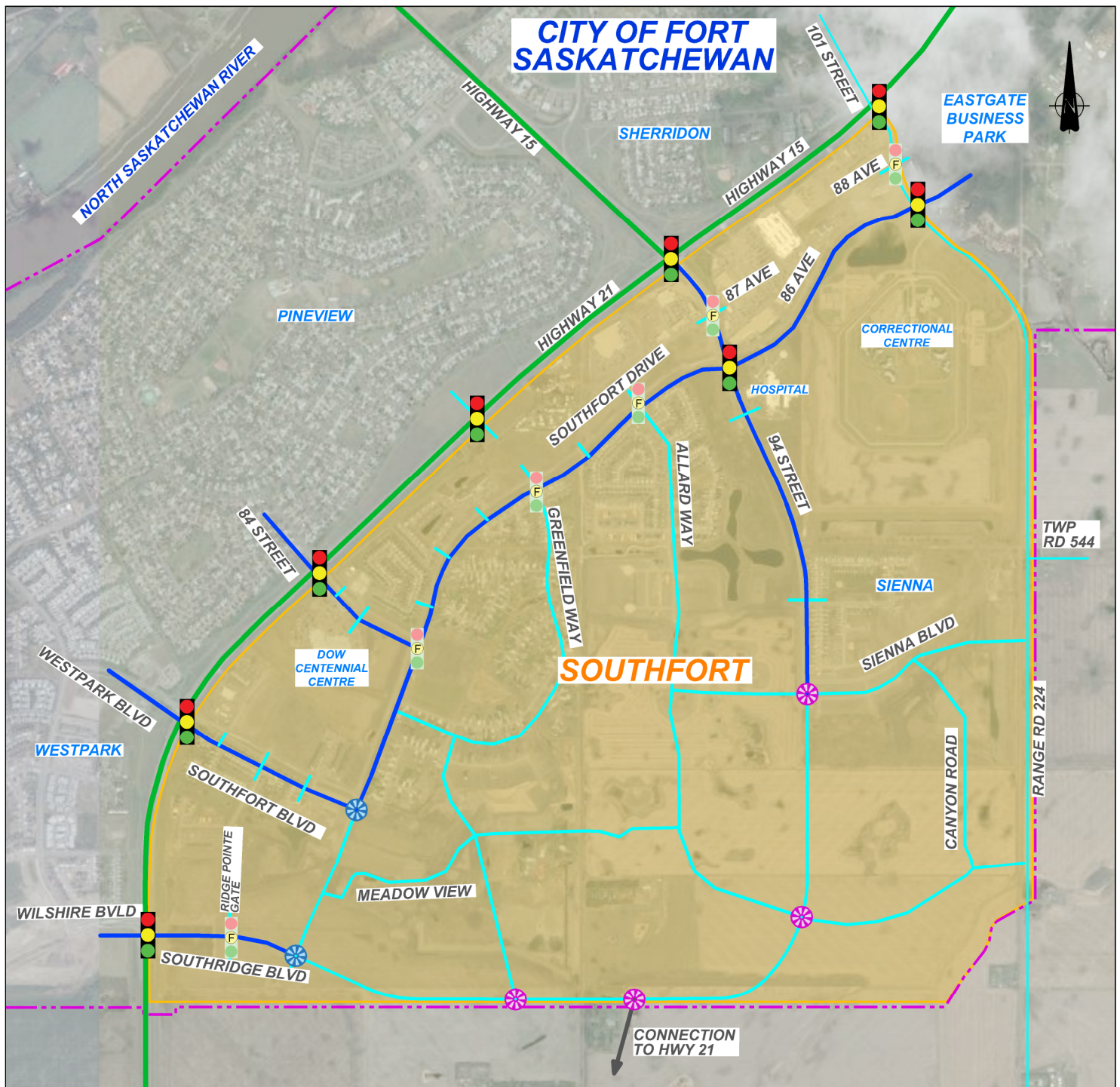
- ◆ 90% reduction in fatalities
- ◆ 75% reduction in injuries
- ◆ 37% reduction in total number of collisions
- ◆ 40% reduction in pedestrian collisions

The above safety statistics are based on "Safety Effect of Roundabout Conversions in the United States: Empirical Bayes Observational Before-After Study." Transportation Research Record No. 1751, Transportation Research Board, National Academy of Sciences (NAS), Washington, D.C. 2001.

**Exhibit 3.12** indicates the proposed road network and intersection traffic controls at full development of the Southfort area. Existing and future signals shown on the exhibit are required based on traffic demand. Locations of potential and recommended roundabout locations are also shown on map.

Roundabout intersections are good solutions for the Southfort area because the main roads, which include 94 Street and Southridge Boulevard, are adjacent to residential developments and parks. The roundabouts would promote slower speeds and would create a friendlier environment for pedestrians and cyclists. The





**CITY OF FORT SASKATCHEWAN  
SOUTHFORT TRANSPORTATION STUDY  
INTERSECTION CONTROLS -  
FULL DEVELOPMENT OF SOUTHFORT**

N.T.S.

DATE: AUGUST, 2015

EXHIBIT 3.12



roundabouts will accommodate long term traffic for all movements without the need for signals and vehicles would experience less delays than at signals.

The proposed roundabouts would be designed to slow down traffic so the approaching and circulating traffic speeds are similar. The central island would have an apron to accommodate large trucks. The geometry of roundabout would accommodate cars, transit, school busses, and fire trucks within the paved roadway without using the apron.

The proposed roundabouts would be single lane roundabouts with outside diameter 40-45m. The circulating speed of the roundabout would be approximately 30km/h and have similar entrance and exit speeds. The low speeds and the geometry make the roundabouts safer and easy to navigate. The roundabouts would have splitter islands on the approaches which would provide safe and easy pedestrian crossing.

Based on the foregoing traffic projections and analysis, during further development of the Southfort area and road construction, the roundabout intersection control is proposed to provide a friendly and lower speed environment for all users in this residential neighborhood.

Some roundabouts identified on Southfort Drive in **Exhibit 3.12** are shown as potential. The signal warrants are not met for those intersections but minor movements may experience somewhat longer delays, which may be perceived as unacceptable by local residences. In this case roundabout control should be an option considered rather than signals.

#### 4.4 Public Transportation and Pedestrian/Cyclist Network

##### 4.4.1 Public Transportation

Currently public transportation doesn't have any significant share of the travel market in the City of Fort Saskatchewan. If in the future there is a demand for public transportation in the Southfort ASP, the City should review the arterial, collector, and a walkway/multi-use trail system to provide a desired maximum 400m walking distance between any residence and a potential bus stop located on collector or arterial roadways.

##### 4.4.2 Pedestrian/Cyclist Network

Active transportation is considered a high priority and effective pedestrian linkages between residential, commercial and institutional area are considered essential. Based on the Southfort ASP, a series of multi-use trail linkages along the highway corridor and through greenbelts connects the Southfort area with surrounding communities. The Recreational, Culture, and Parks Facilities Master Plan defines regional, primary, and secondary trails and should be used as a guide in further development of the Southfort area to provide an active transportation network.

If the proposed collector cross-section is adopted, the trail system should incorporate the proposed auxiliary lanes into the system.

## 5.0 Conclusions and Recommendations

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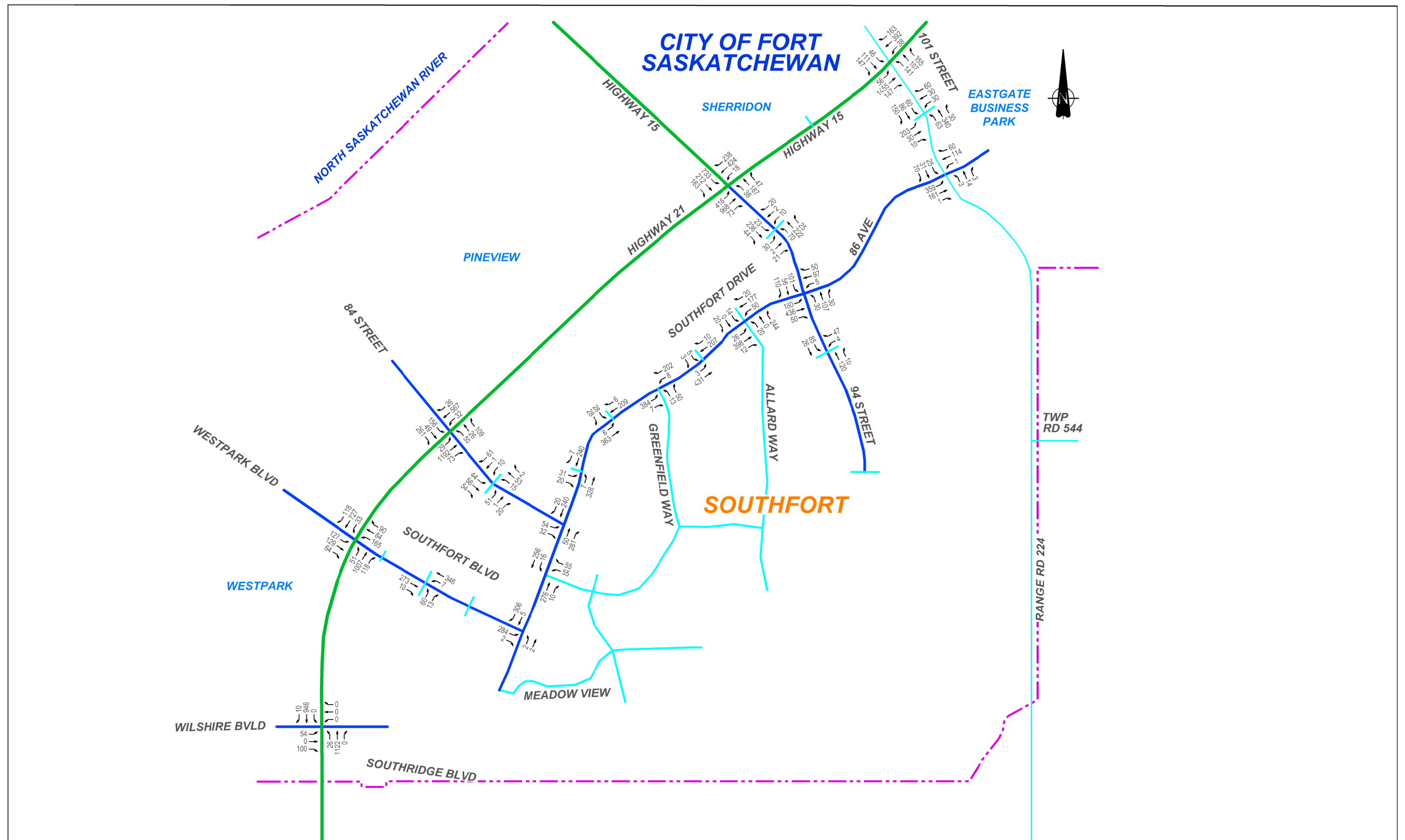
Based on the analysis:

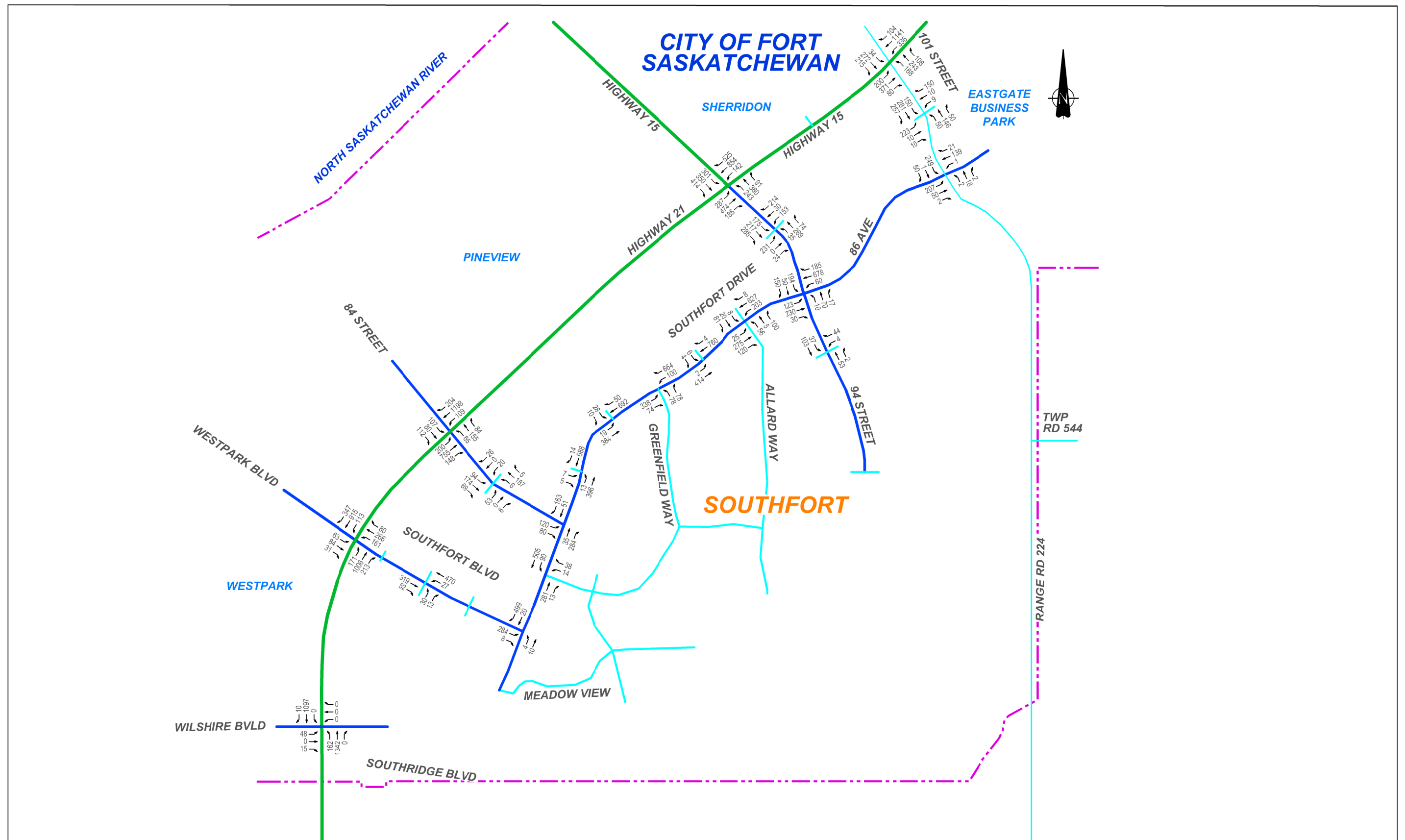
1. With full development of the Southfort ASP, an additional connection to Highway 21, south of Southridge Boulevard will be required to accommodate traffic travelling to/from Edmonton and Strathcona via Highway 21. The location and the alignment of the Highway 21 connection should be incorporated into development plans for the area south of Southfort.
2. Southfort Drive will require four lanes from Southfort Boulevard to 94 Street to accommodate 50% development and full development levels.
3. Not all the roads designated as arterials in the ASP reach arterial roadway volumes, therefore it is proposed to construct collector standard roadway on 94 Street south of the Sienna neighbourhood, and Southridge Boulevard east of Southfort Drive, rather than a conventional divided arterial. A context sensitive cross-section is suggested to influence speeds on those roads, while encouraging active transportation in the area.
4. To build on the multi-modal alternative approach, a number of single lane roundabouts are proposed which will provide superior traffic control at the intersections as well as act as traffic calming features desired in residential and parks environments.
5. While the Southfort Drive intersections at Southfort Boulevard and Southridge Boulevard do not reach the warrant for signals they may experience somewhat longer delays for minor turning movements. The intersections could be converted to single lane roundabouts to provide continuous flow, as well as safer operations for all movements and users.
6. The Southfort Drive arterial roadway should terminate at Southridge Boulevard.
7. Highway 21 and Highway 15 will require widening to 6 basic lanes within the 50% development level horizon to provide satisfactory operations at intersections which provide access to Southfort area. Traffic volumes and operations at the intersections should be monitored to ensure optimal timing of improvements.

# Appendix A

**Existing Traffic (2013)  
Estimated and Balanced**







# Appendix B

## Trip Generations Rates Used in Edmonton Capital Regions

## 2013 RECOMMENDED TRIP GENERATION RATES

### RESIDENTIAL LAND USES

Land Use	Time Period	Rate	In/Out Split	Notes
Low Density Residential	AM Peak Hour	0.69 trips/du	19%/81%	Measured
	PM Peak Hour	0.79 trips/du	67%/33%	Measured
	Daily	7.92 trips/du	50%/50%	Measured
RF5 – Row Housing	AM Peak Hour	0.46 trips/du	21%/79%	ITE LUC 221
	PM Peak Hour	0.58 trips/du	65%/35%	ITE LUC 221
	Daily	6.59 trips/du	50%/50%	ITE LUC 221
RA7 & RA8 – Apartment Housing	AM Peak Hour	0.34 trips/du	17%/83%	Measured
	PM Peak Hour	0.40 trips/du	63%/37%	Measured
	Daily	5.81 trips/du	50%/50%	ITE LUC 230
Non-specific Medium Density Residential	AM Peak Hour	0.44 trips/du	17%/83%	ITE LUC 230
	PM Peak Hour	0.62 trips/du	65%/35%	ITE LUC 220
	Daily	5.81 trips/du	50%/50%	ITE LUC 230

The low density residential rates summarized above should be used as base rates, which may be adjusted to better reflect the specific scenario being analyzed including the potential changes in traffic generation during the life cycle of neighbourhoods and potential changes in private vehicle usage with global improvements to transit and active modes infrastructure.

### COMMERICAL LAND USES

Land Use	Time Period	Rate	In/Out Split	Notes
CNC Sites 22,000 SF to 50,000 SF	AM Peak Hour	5.62 trips/1,000 SF	55%/45%	CNC Weighted Avg.
	PM Peak Hour	$Y = [425.54 \ln(x) - 1140.3] / (x)$ trips/1,000 SF	48%/52%	CNC & CSC Fitted Curve
CSC Sites 50,000 SF to 108,000 SF	AM Peak Hour	4.02 trips/1,000 SF	53%/47%	CSC Weighted Avg. > 50,000 SF
	PM Peak Hour	$Y = [425.54 \ln(x) - 1140.3] / (x)$ trips/1,000 SF	48%/52%	CNC & CSC Fitted Curve
	Saturday Peak Hour	$Y = \exp[0.65 \cdot \ln(x) + 3.76] / (x)$ trips/1,000 SF	50%/50%	ITE Fitted Curve
Commercial Sites < 22,000 SF and > 108,000 SF	AM Peak Hour	$Y = \exp[0.59 \cdot \ln(x) + 2.32] / (x)$ trips/1,000 SF	67%/33%	ITE Fitted Curve
	PM Peak Hour	$Y = \exp[0.67 \cdot \ln(x) + 3.37] / (x)$ trips/1,000 SF	50%/50%	
	Saturday Peak Hour	$Y = \exp[0.65 \cdot \ln(x) + 3.76] / (x)$ trips/1,000 SF	51%/49%	



## 2013 RECOMMENDED TRIP GENERATION RATES

### COMMERICAL LAND USES (con't)

Land Use	Time Period	Rate	In/Out Split	Notes
Gas Bar with Convenience Store	AM Peak Hour	12.36 trips/FP	51%/49%	Weighted Avg.
	PM Peak Hour	17.23 trips/FP	49%/51%	
Gas Bar with Convenience Store & Tim Hortons	AM Peak Hour	51.43 trips/1,000 SF	51%/49%	Weighted Avg.
	PM Peak Hour	27.10 trips/1,000 SF	48%/52%	
Bank with Drive-Through	AM Peak Hour	5.25 trips/1,000 SF	62%/38%	Weighted Avg.
	PM Peak Hour	10.68 trips/1,000 SF	46%/54%	
Fast Food with Drive-Through	AM Peak Hour	20.27 trips/1,000 SF	51%/49%	Weighted Avg.
	PM Peak Hour	13.89 trips/1,000 SF	45%/55%	
Tim Hortons	AM Peak Hour	137.64 trips/1,000 SF	49%/51%	Weighted Avg.
	PM Peak Hour	51.86 trips/1,000 SF	50%/50%	

The Commercial trip generation rates summarized in these tables meet the standards for the establishment of trip generation rates as outlined in ITE Trip Generation, and are recommended for use in the Edmonton context.

Questions or comments on the rates or their application should be directed to the City of Edmonton's Transportation Planning Branch.

# Appendix C

## Traffic Operation Reports

Synchro Reports at Southfort – *Full Development*

Synchro Reports at Southfort – *50% Development*







































## Synchro Reports at Southfort

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*Full Development*



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	518	28	296	509	34	134	72	1180	119	160	1073	122
Future Volume (vph)	518	28	296	509	34	134	72	1180	119	160	1073	122
Ideal Flow (vphpl)	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Storage Length (m)	60.0		60.0	80.0		60.0	79.9		79.9	79.9		79.9
Storage Lanes	1		1	1		1	2		1	2		1
Taper Length (m)	29.9			29.9			29.9			29.9		
Satd. Flow (prot)	3283	3385	1514	3283	3385	1514	3283	4863	1514	3283	4863	1514
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3283	3385	1514	3283	3385	1514	3283	4863	1514	3283	4863	1514
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			312			141			115			128
Link Speed (k/h)		69			69			69			69	
Link Distance (m)		258.4			273.8			345.0			780.4	
Travel Time (s)		13.5			14.3			18.0			40.7	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	545	29	312	536	36	141	76	1242	125	168	1129	128
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			2			6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	10.0		7.0	10.0		7.0	20.0	20.0	7.0	20.0	20.0
Minimum Split (s)	15.0	37.0		13.0	37.0		13.0	33.0	33.0	13.5	33.0	33.0
Total Split (s)	36.0	38.0		35.0	37.0		13.0	50.3	50.3	16.7	54.0	54.0
Total Split (%)	25.7%	27.1%		25.0%	26.4%		9.3%	35.9%	35.9%	11.9%	38.6%	38.6%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	2.0	2.0	0.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0		4.0	6.0		4.0	6.0	6.0	4.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	27.8	14.6	140.0	30.6	14.2	140.0	8.4	69.4	69.4	11.8	72.8	72.8
Actuated g/C Ratio	0.20	0.10	1.00	0.22	0.10	1.00	0.06	0.50	0.50	0.08	0.52	0.52
v/c Ratio	0.84	0.08	0.21	0.75	0.10	0.09	0.39	0.52	0.15	0.61	0.45	0.15
Control Delay	65.7	53.3	0.3	58.4	54.4	0.1	69.0	28.0	6.6	66.4	29.4	11.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.7	53.3	0.3	58.4	54.4	0.1	69.0	28.0	6.6	66.4	29.4	11.7
LOS	E	D	A	E	D	A	E	C	A	E	C	B

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		42.3			46.6			28.3			32.2	
Approach LOS		D			D			C			C	
Queue Length 50th (m)	78.0	4.1	0.0	76.8	5.2	0.0	11.0	87.1	1.5	23.3	66.0	4.3
Queue Length 95th (m)	96.3	8.0	0.0	95.5	9.3	0.0	19.7	139.1	16.8	38.5	103.1	21.3
Internal Link Dist (m)		234.4			249.8			321.0			756.4	
Turn Bay Length (m)	60.0		60.0	80.0		60.0	79.9		79.9	79.9		79.9
Base Capacity (vph)	750	773	1514	777	749	1514	214	2409	808	303	2528	848
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.04	0.21	0.69	0.05	0.09	0.36	0.52	0.15	0.55	0.45	0.15

## Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 35.2









Intersection LOS: D

























Intersection Capacity Utilization 64.4%













ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 107: Highway 21 &amp; Wilshire Blvd./Southridge Blvd.

 ø1	 ø2 (R)	 ø3	 ø4
16.7 s	50.3 s	35 s	38 s
 ø5	 ø6 (R)	 ø7	 ø8
13 s	54 s	36 s	37 s

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	294	44	107	190	25	240	348	1733	429	201	1390	472
Future Volume (vph)	294	44	107	190	25	240	348	1733	429	201	1390	472
Ideal Flow (vphpl)	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Storage Length (m)	60.0		60.0	60.0		60.0	79.9		79.9	79.9		79.9
Storage Lanes	1		1	1		1	2		1	2		1
Taper Length (m)	29.9			29.9			29.9			29.9		
Satd. Flow (prot)	3283	3385	1514	3283	3385	1514	3283	4863	1514	3283	4863	1514
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3283	3385	1514	3283	3385	1514	2855	4863	979	3283	4863	1514
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			160			240			338			426
Link Speed (k/h)		69			69			69			69	
Link Distance (m)		258.4			273.8			345.0			780.4	
Travel Time (s)		13.5			14.3			18.0			40.7	
Confl. Peds. (#/hr)							1733		348			
Peak Hour 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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	294	44	107	190	25	240	348	1733	429	201	1390	472
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			2			6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	10.0		7.0	10.0		7.0	20.0	20.0	7.0	20.0	20.0
Minimum Split (s)	15.0	37.5		13.0	37.5		13.0	33.5	33.5	13.0	33.5	33.5
Total Split (s)	20.0	38.5		19.0	37.5		23.0	66.5	66.5	16.0	59.5	59.5
Total Split (%)	14.3%	27.5%		13.6%	26.8%		16.4%	47.5%	47.5%	11.4%	42.5%	42.5%
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5	4.5	3.5	4.5	4.5
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	2.0	2.0	0.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	6.5		3.5	6.5		3.5	6.5	6.5	3.5	6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	18.2	15.3	140.0	13.8	14.2	140.0	19.0	81.4	81.4	12.8	75.2	75.2
Actuated g/C Ratio	0.13	0.11	1.00	0.10	0.10	1.00	0.14	0.58	0.58	0.09	0.54	0.54
v/c Ratio	0.69	0.12	0.07	0.59	0.07	0.16	0.78	0.61	0.60	0.67	0.53	0.47
Control Delay	67.5	53.5	0.1	64.1	59.3	0.2	71.4	22.8	9.5	88.3	13.2	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.5	53.5	0.1	64.1	59.3	0.2	71.4	22.8	9.5	88.3	13.2	8.4
LOS	E	D	A	E	E	A	E	C	A	F	B	A
Approach Delay		49.9			30.1			27.3			19.4	
Approach LOS		D			C			C			B	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (m)	42.9	6.2	0.0	27.8	3.6	0.0	50.1	117.5	12.0	26.8	115.0	53.8
Queue Length 95th (m)	#61.4	10.7	0.0	39.5	8.3	0.0	68.2	181.0	64.3	m36.0	156.3	121.4
Internal Link Dist (m)	234.4			249.8			321.0			756.4		
Turn Bay Length (m)	60.0		60.0	60.0		60.0	79.9		79.9	79.9		79.9
Base Capacity (vph)	441	773	1514	363	749	1514	472	2826	710	313	2612	1010
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.06	0.07	0.52	0.03	0.16	0.74	0.61	0.60	0.64	0.53	0.47

### Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 80 (57%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 26.4

Intersection LOS: C

Intersection Capacity Utilization 69.7%

ICU Level of Service C

Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

























Queue shown is maximum after two cycles.













m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 107: Highway 21 & Wilshire Blvd./Southridge Blvd.

			
ø1	ø2 (R)	ø3	ø4
16 s	66.5 s	19 s	38.5 s
			
ø5	ø6 (R)	ø7	ø8
23 s	59.5 s	20 s	37.5 s



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	145	158	79	199	106	203	78	1628	126	90	1077	122
Future Volume (vph)	145	158	79	199	106	203	78	1628	126	90	1077	122
Ideal Flow (vphpl)	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Storage Length (m)	60.0		0.0	60.0		60.0	100.0		60.0	100.0		60.0
Storage Lanes	1		1	1		1	1		1	2		1
Taper Length (m)	29.9			29.9			29.9			29.9		
Satd. Flow (prot)	1692	3385	1514	3283	1781	1514	1692	4863	1514	3283	4863	1514
Flt Permitted	0.530			0.647			0.950			0.950		
Satd. Flow (perm)	939	3385	1486	2224	1781	1486	1690	4863	1485	3279	4863	1485
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			101			103			101			128
Link Speed (k/h)		69			69			69			69	
Link Distance (m)		489.0			168.0			780.4			144.9	
Travel Time (s)		25.5			8.8			40.7			7.6	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	153	166	83	209	112	214	82	1714	133	95	1134	128
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2	3	1	6	7
Permitted Phases	4		4	8		8			2			6
Detector Phase	7	4	4	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	4.0	7.0	7.0	7.0	10.0	7.0	7.0	20.0	7.0	7.0	7.0	4.0
Minimum Split (s)	9.0	37.5	37.5	13.5	37.0	13.5	13.5	33.0	13.5	13.5	33.0	9.0
Total Split (s)	22.0	38.0	38.0	22.0	38.0	15.0	18.0	65.0	22.0	15.0	62.0	22.0
Total Split (%)	15.7%	27.1%	27.1%	15.7%	27.1%	10.7%	12.9%	46.4%	15.7%	10.7%	44.3%	15.7%
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0	4.0	4.0	4.0	3.5	4.0	4.0	3.5
All-Red Time (s)	1.5	2.0	2.0	2.5	2.0	0.0	0.0	2.0	2.5	0.0	2.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	6.0	6.0	4.0	4.0	6.0	6.0	4.0	6.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes				Yes	Yes		Yes		Yes		Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	31.6	15.6	15.6	27.1	14.4	25.8	12.1	80.2	92.9	9.4	77.6	93.5
Actuated g/C Ratio	0.23	0.11	0.11	0.19	0.10	0.18	0.09	0.57	0.66	0.07	0.55	0.67
v/c Ratio	0.53	0.44	0.33	0.40	0.61	0.60	0.56	0.61	0.13	0.43	0.42	0.12
Control Delay	48.6	61.0	9.4	44.0	74.0	31.0	61.2	22.9	3.9	67.3	23.1	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.6	61.0	9.4	44.0	74.0	31.0	61.2	22.9	3.9	67.3	23.1	2.3

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	E	A	D	E	C	E	C	A	E	C	A
Approach Delay		45.6			45.1			23.2			24.2	
Approach LOS		D			D			C			C	
Queue Length 50th (m)	36.1	23.6	0.0	24.9	31.4	28.1	21.9	88.1	5.3	14.8	60.3	0.0
Queue Length 95th (m)	53.5	34.9	10.8	34.1	50.3	51.0	m37.9	156.0	m13.2	24.4	77.3	8.2
Internal Link Dist (m)		465.0			144.0			756.4			120.9	
Turn Bay Length (m)	60.0			60.0		60.0	100.0		60.0	100.0		60.0
Base Capacity (vph)	314	773	417	602	407	377	176	2787	1055	262	2694	1057
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.21	0.20	0.35	0.28	0.57	0.47	0.61	0.13	0.36	0.42	0.12

## Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.61

Intersection Signal Delay: 28.4

Intersection LOS: C









Intersection Capacity Utilization 74.9%

ICU Level of Service D

Analysis Period (min) 15
























m Volume for 95th percentile queue is metered by upstream signal.













Splits and Phases: 14: Highway 21 &amp; Westpark Boulevard/Southfort Blvd.

 ø1	 ø2 (R)	 ø3	 ø4
15 s	65 s	22 s	38 s
 ø5	 ø6 (R)	 ø7	 ø8
18 s	62 s	22 s	38 s

Lanes, Volumes, Timings  
14: Highway 21 & Westpark Boulevard/Southfort Blvd.

PM Peak  
Southfort Full Development

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	126	56	206	299	140	188	1826	253	305	1798	369
Future Volume (vph)	76	126	56	206	299	140	188	1826	253	305	1798	369
Ideal Flow (vphpl)	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Storage Length (m)	60.0		0.0	60.0		60.0	100.0		60.0	100.0		60.0
Storage Lanes	1		0	1		1	1		1	2		1
Taper Length (m)	29.9			29.9			29.9			29.9		
Satd. Flow (prot)	1692	3211	0	3283	1781	1514	1692	4863	1514	3283	4863	1514
Flt Permitted	0.272			0.559			0.950			0.950		
Satd. Flow (perm)	483	3211	0	1922	1781	1486	1691	4863	1485	3280	4863	1485
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		46				148			166			168
Link Speed (k/h)		69			69			69			69	
Link Distance (m)		489.0			168.0			780.4			144.9	
Travel Time (s)		25.5			8.8			40.7			7.6	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Peak Hour 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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	76	182	0	206	299	140	188	1826	253	305	1798	369
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2	3	1	6	7
Permitted Phases	4			8		8			2			6
Detector Phase	7	4		3	8	8	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	4.0	7.0		7.0	10.0	10.0	7.0	20.0	7.0	7.0	7.0	4.0
Minimum Split (s)	10.0	37.5		13.0	37.0	37.0	13.0	33.0	13.0	13.0	33.0	10.0
Total Split (s)	10.0	37.5		13.0	40.5	40.5	17.0	68.5	13.0	21.0	72.5	10.0
Total Split (%)	7.1%	26.8%		9.3%	28.9%	28.9%	12.1%	48.9%	9.3%	15.0%	51.8%	7.1%
Yellow Time (s)	4.0	4.0		3.5	4.0	4.0	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.5	2.0	2.0	0.0	2.0	2.5	0.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?								Yes		Yes		
Recall Mode	None	None		None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	29.1	25.1		35.1	28.1	28.1	19.4	68.9	75.9	17.0	66.5	70.5
Actuated g/C Ratio	0.21	0.18		0.25	0.20	0.20	0.14	0.49	0.54	0.12	0.48	0.50
v/c Ratio	0.57	0.30		0.38	0.84	0.34	0.80	0.76	0.29	0.77	0.78	0.44
Control Delay	57.4	36.9		40.9	73.5	7.7	74.0	24.6	4.7	73.0	33.6	11.4
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.4	36.9		40.9	73.5	7.7	74.0	24.6	4.7	73.0	33.6	11.4
LOS	E	D		D	E	A	E	C	A	E	C	B
Approach Delay		43.0			48.8			26.5			35.1	
Approach LOS		D			D			C			D	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (m)	16.6	17.7		23.7	83.0	0.0	53.3	164.8	22.1	44.4	154.8	30.7
Queue Length 95th (m)	28.6	28.1		32.5	112.3	15.3	#114.3	193.6	5.4	#63.6	174.7	53.5
Internal Link Dist (m)		465.0			144.0			756.4			120.9	
Turn Bay Length (m)	60.0			60.0		60.0	100.0		60.0	100.0		60.0
Base Capacity (vph)	134	758		549	438	477	234	2393	882	398	2309	832
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.24		0.38	0.68	0.29	0.80	0.76	0.29	0.77	0.78	0.44

## Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 33.6

Intersection LOS: C

Intersection Capacity Utilization 86.7%









ICU Level of Service E

























Analysis Period (min) 15













# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 14: Highway 21 &amp; Westpark Boulevard/Southfort Blvd.

 Ø2 (R)	 Ø1	 Ø3	 Ø4
68.5 s	21 s	13 s	37.5 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
17 s	72.5 s	10 s	40.5 s

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	182	91	321	58	153	109	119	1863	74	33	910	47
Future Volume (vph)	182	91	321	58	153	109	119	1863	74	33	910	47
Ideal Flow (vphpl)	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Storage Length (m)	0.0		60.0	60.0		0.0	60.0		60.0	100.0		60.0
Storage Lanes	1		1	1		1	2		1	1		1
Taper Length (m)	29.9			29.9			29.9			29.9		
Satd. Flow (prot)	1692	3385	1514	1692	3385	1514	3283	4863	1514	1692	4863	1514
Flt Permitted	0.481			0.692			0.950			0.950		
Satd. Flow (perm)	849	3385	1494	1233	3385	1514	3273	4863	1514	1692	4863	1486
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			338			187			94			109
Link Speed (k/h)		69			69			69			69	
Link Distance (m)		277.7			132.0			480.8			814.6	
Travel Time (s)		14.5			6.9			25.1			42.5	
Confl. Peds. (#/hr)	5		5				5					5
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	192	96	338	61	161	115	125	1961	78	35	958	49
Turn Type	pm+pt	NA	Free	Perm	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4		Free	8		Free			2			6
Detector Phase	7	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	10.0		10.0	10.0		7.0	20.0	20.0	7.0	20.0	20.0
Minimum Split (s)	9.0	33.0		33.0	33.0		13.5	37.0	37.0	13.5	37.0	37.0
Total Split (s)	20.0	53.0		33.0	33.0		14.2	73.5	73.5	13.5	72.8	72.8
Total Split (%)	14.3%	37.9%		23.6%	23.6%		10.1%	52.5%	52.5%	9.6%	52.0%	52.0%
Yellow Time (s)	3.5	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	2.0		2.0	2.0		0.0	2.0	2.0	0.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0		6.0	6.0		4.0	6.0	6.0	4.0	6.0	6.0
Lead/Lag	Lead			Lag	Lag		Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes			Yes	Yes		Yes				Yes	Yes
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	35.6	34.6	140.0	14.9	14.9	140.0	10.2	83.3	83.3	8.3	79.2	79.2
Actuated g/C Ratio	0.25	0.25	1.00	0.11	0.11	1.00	0.07	0.60	0.60	0.06	0.57	0.57
v/c Ratio	0.63	0.11	0.23	0.47	0.45	0.08	0.52	0.68	0.08	0.35	0.35	0.06
Control Delay	52.6	39.4	0.4	75.4	67.4	0.1	59.7	16.8	3.1	71.8	15.2	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.6	39.4	0.4	75.4	67.4	0.1	59.7	16.8	3.1	71.8	15.2	0.1

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
LOS	D	D	A	E	E	A	E	B	A	E	B	A
Approach Delay		22.4			45.9			18.8			16.4	
Approach LOS		C			D			B			B	
Queue Length 50th (m)	47.9	11.5	0.0	17.8	24.7	0.0	16.3	88.2	0.9	10.3	43.9	0.0
Queue Length 95th (m)	62.5	16.8	0.0	31.5	34.8	0.0	28.1	91.7	m3.1	21.9	61.1	0.2
Internal Link Dist (m)		253.7			108.0			456.8			790.6	
Turn Bay Length (m)			60.0	60.0			60.0		60.0	100.0		60.0
Base Capacity (vph)	306	1136	1494	237	652	1514	239	2892	938	114	2749	887
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.08	0.23	0.26	0.25	0.08	0.52	0.68	0.08	0.31	0.35	0.06

### Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 0 (0%), Referenced to phase 2:NET and 6:SWT, Start of Green

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 20.9

Intersection LOS: C








Intersection Capacity Utilization 80.0%

























ICU Level of Service D

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 32: Highway 21 & 84 Street













		
ø1	ø2 (R)	ø4
13.5 s	73.5 s	53 s
		
ø6 (R)	ø5	ø7
72.8 s	14.2 s	20 s
		
		ø8
		33 s

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	137	225	216	65	347	88	329	1544	178	109	2191	259
Future Volume (vph)	137	225	216	65	347	88	329	1544	178	109	2191	259
Ideal Flow (vphpl)	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Storage Length (m)	60.0		30.0	60.0		0.0	60.0		60.0	100.0		60.0
Storage Lanes	1		1	1		1	2		1	2		1
Taper Length (m)	29.9			29.9			29.9			29.9		
Satd. Flow (prot)	1692	3385	1514	1692	3385	1514	3283	4863	1514	3283	4863	1514
Flt Permitted	0.280			0.611			0.950			0.950		
Satd. Flow (perm)	497	3385	1494	1088	3385	1514	3282	4863	1514	3283	4863	1486
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			216			187			152			72
Link Speed (k/h)		69			69			69			69	
Link Distance (m)		251.0			132.0			479.5			214.2	
Travel Time (s)		13.1			6.9			25.0			11.2	
Confl. Peds. (#/hr)	5		5				5					5
Peak Hour 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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	137	225	216	65	347	88	329	1544	178	109	2191	259
Turn Type	pm+pt	NA	Free	Perm	NA	Free	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4			8		5	2		1	6	7
Permitted Phases	4		Free	8		Free			2			6
Detector Phase	7	4		8	8		5	2	2	1	6	7
Switch Phase												
Minimum Initial (s)	4.0	10.0		10.0	10.0		7.0	20.0	20.0	7.0	20.0	4.0
Minimum Split (s)	9.0	33.0		33.0	33.0		13.0	37.0	37.0	13.0	37.0	9.0
Total Split (s)	12.0	45.0		33.0	33.0		20.0	82.0	82.0	13.0	75.0	12.0
Total Split (%)	8.6%	32.1%		23.6%	23.6%		14.3%	58.6%	58.6%	9.3%	53.6%	8.6%
Yellow Time (s)	3.5	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	3.5
All-Red Time (s)	1.5	2.0		2.0	2.0		0.0	2.0	2.0	0.0	2.0	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0		6.0	6.0		4.0	6.0	6.0	4.0	6.0	5.0
Lead/Lag	Lead			Lag	Lag		Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes			Yes	Yes		Yes				Yes	Yes
Recall Mode	None	None		None	None		None	Max	Max	None	Max	None
Act Effct Green (s)	32.2	31.2	132.0	19.2	19.2	132.0	15.7	76.3	76.3	8.5	69.1	77.1
Actuated g/C Ratio	0.24	0.24	1.00	0.15	0.15	1.00	0.12	0.58	0.58	0.06	0.52	0.58
v/c Ratio	0.74	0.28	0.14	0.41	0.71	0.06	0.85	0.55	0.19	0.52	0.86	0.29
Control Delay	66.7	41.9	0.2	59.2	61.8	0.1	77.2	18.7	3.8	69.8	32.3	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.7	41.9	0.2	59.2	61.8	0.1	77.2	18.7	3.8	69.8	32.3	6.1
LOS	E	D	A	E	E	A	E	B	A	E	C	A
Approach Delay		32.2			50.6			26.8			31.3	
Approach LOS		C			D			C			C	



Lanes, Volumes, Timings  
32: 84 Street & Highway 21

PM Peak  
Southfort Full Development

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Queue Length 50th (m)	30.8	26.4	0.0	16.2	47.7	0.0	45.3	90.1	2.9	14.8	181.5	11.1
Queue Length 95th (m)	#53.4	38.1	0.0	31.4	64.5	0.0	#75.2	120.2	14.8	26.3	232.5	24.6
Internal Link Dist (m)	227.0				108.0				455.5		190.2	
Turn Bay Length (m)	60.0		30.0	60.0			60.0		60.0	100.0		60.0
Base Capacity (vph)	184	1001	1494	222	693	1514	398	2809	938	224	2545	899
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.22	0.14	0.29	0.50	0.06	0.83	0.55	0.19	0.49	0.86	0.29

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 132

Natural Cycle: 105

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 31.4

Intersection LOS: C

Intersection Capacity Utilization 90.3%








ICU Level of Service E





























Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.













Splits and Phases: 32: 84 Street & Highway 21

 Ø1	 Ø2	 Ø4
13 s	82 s	45 s
 Ø6	 Ø5	 Ø7
75 s	20 s	12 s
		 Ø8
		33 s

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				 			 	  			  	
Traffic Volume (vph)	34	6	31	93	9	24	46	2032	67	27	866	33
Future Volume (vph)	34	6	31	93	9	24	46	2032	67	27	866	33
Ideal Flow (vphpl)	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Storage Length (m)	50.0		0.0	60.0		0.0	60.0		60.0	60.0		0.0
Storage Lanes	1		0	2		0	2		3	1		1
Taper Length (m)	30.0			30.0			30.0			30.0		
Satd. Flow (prot)	1692	1555	0	3283	1586	0	3283	4863	1514	1692	4863	1514
Flt Permitted	0.735			0.630			0.950			0.058		
Satd. Flow (perm)	1309	1555	0	2177	1586	0	3283	4863	1514	103	4863	1514
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33			11				56			94
Link Speed (k/h)		69			69			69			69	
Link Distance (m)		122.7			156.7			814.6			419.8	
Travel Time (s)		6.4			8.2			42.5			21.9	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	36	39	0	98	34	0	48	2139	71	28	912	35
Turn Type	Perm	NA		pm+pt	NA		Prot	NA	Perm	Perm	NA	Perm
Protected Phases		4		3	8		1	6			2	
Permitted Phases	4			8					6	2		2
Detector Phase	4	4		3	8		1	6	6	2	2	2
Switch Phase												
Minimum Initial (s)	10.0	10.0		4.0	10.0		7.0	20.0	20.0	20.0	20.0	20.0
Minimum Split (s)	36.0	36.0		9.0	36.0		25.0	32.0	32.0	32.0	32.0	32.0
Total Split (s)	36.0	36.0		9.0	45.0		25.0	95.0	95.0	70.0	70.0	70.0
Total Split (%)	25.7%	25.7%		6.4%	32.1%		17.9%	67.9%	67.9%	50.0%	50.0%	50.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lag	Lag		Lead			Lead			Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes			Yes			Yes	Yes	Yes
Recall Mode	Max	Max		None	Max		None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	31.0	31.0		40.0	40.0		7.8	90.0	90.0	79.6	79.6	79.6
Actuated g/C Ratio	0.22	0.22		0.29	0.29		0.06	0.64	0.64	0.57	0.57	0.57
v/c Ratio	0.12	0.11		0.15	0.07		0.26	0.68	0.07	0.48	0.33	0.04
Control Delay	45.2	17.4		32.9	22.9		54.4	21.8	8.2	52.7	17.0	0.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.2	17.4		32.9	22.9		54.4	21.8	8.2	52.7	17.0	0.1
LOS	D	B		C	C		D	C	A	D	B	A

Lanes, Volumes, Timings  
91: Highway 21 & Future Commercial Access

AM Peak  
Southfort Full Development

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		30.7			30.3			22.1			17.4	
Approach LOS		C			C			C			B	
Queue Length 50th (m)	8.4	1.4		9.1	3.8		7.3	123.1	2.9	4.8	50.9	0.0
Queue Length 95th (m)	18.5	11.4		15.1	11.2		m11.0	172.1	m13.0	#22.2	62.6	0.0
Internal Link Dist (m)		98.7			132.7			790.6			395.8	
Turn Bay Length (m)	50.0			60.0			60.0		60.0	60.0		
Base Capacity (vph)	289	370		653	461		469	3126	993	58	2765	901
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.11		0.15	0.07		0.10	0.68	0.07	0.48	0.33	0.04

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBT, Start of Green

Natural Cycle: 105

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 21.2

Intersection LOS: C

Intersection Capacity Utilization 58.0%

ICU Level of Service B







Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.























m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 91: Highway 21 & Future Commercial Access

 Ø1	 Ø2 (R)	 Ø3	 Ø4
25 s	70 s	9 s	36 s
 Ø6 (R)		 Ø8	
95 s		45 s	













Lanes, Volumes, Timings  
91: Highway 21 & Future Commercial Access

PM Peak  
Southfort Full Development

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	145	34	131	186	28	119	146	1380	245	152	2242	99
Future Volume (vph)	145	34	131	186	28	119	146	1380	245	152	2242	99
Ideal Flow (vphpl)	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Storage Length (m)	50.0		0.0	60.0		0.0	60.0		60.0	60.0		0.0
Storage Lanes	1		0	2		0	2		1	2		1
Taper Length (m)	30.0			30.0			30.0			30.0		
Satd. Flow (prot)	1692	1569	0	3283	1566	0	3283	4863	1514	3283	4863	1514
Flt Permitted	0.663			0.403			0.950			0.950		
Satd. Flow (perm)	1181	1569	0	1393	1566	0	3152	4863	1514	3283	4863	1514
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		127			119				224			94
Link Speed (k/h)		69			69			69			69	
Link Distance (m)		122.7			156.7			600.4			419.8	
Travel Time (s)		6.4			8.2			31.3			21.9	
Confl. Peds. (#/hr)							1413					
Peak Hour 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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	145	165	0	186	147	0	146	1380	245	152	2242	99
Turn Type	Perm	NA		pm+pt	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4		3	8		1	6		5	2	
Permitted Phases	4			8					6			2
Detector Phase	4	4		3	8		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	10.0	10.0		4.0	10.0		7.0	20.0	20.0	4.0	20.0	20.0
Minimum Split (s)	37.0	37.0		9.0	37.0		25.0	33.0	33.0	9.0	33.0	33.0
Total Split (s)	37.0	37.0		9.0	46.0		25.0	79.0	79.0	15.0	69.0	69.0
Total Split (%)	26.4%	26.4%		6.4%	32.9%		17.9%	56.4%	56.4%	10.7%	49.3%	49.3%
Yellow Time (s)	4.0	4.0		3.5	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		1.5	2.0		0.0	2.0	2.0	0.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		5.0	6.0		4.0	6.0	6.0	4.0	6.0	6.0
Lead/Lag	Lag	Lag		Lead			Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	Max	Max	None	Max	Max
Act Effct Green (s)	21.0	21.0		31.0	30.0		11.1	73.3	73.3	10.2	72.3	72.3
Actuated g/C Ratio	0.16	0.16		0.24	0.23		0.09	0.57	0.57	0.08	0.56	0.56
v/c Ratio	0.76	0.46		0.47	0.32		0.52	0.50	0.26	0.59	0.83	0.11
Control Delay	76.1	17.5		44.2	12.3		64.2	18.7	3.4	68.8	28.2	4.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.1	17.5		44.2	12.3		64.2	18.7	3.4	68.8	28.2	4.1
LOS	E	B		D	B		E	B	A	E	C	A
Approach Delay		44.9			30.1			20.3			29.7	
Approach LOS		D			C			C			C	

Lanes, Volumes, Timings  
91: Highway 21 & Future Commercial Access

PM Peak  
Southfort Full Development

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Queue Length 50th (m)	37.4	8.8		20.7	5.9		19.5	79.2	2.4	20.4	171.2	0.6
Queue Length 95th (m)	61.4	29.7		30.9	23.2		32.1	108.4	16.5	34.4	241.7	10.5
Internal Link Dist (m)		98.7			132.7			576.4			395.8	
Turn Bay Length (m)	50.0			60.0			60.0		60.0	60.0		
Base Capacity (vph)	283	473		392	567		534	2751	953	279	2715	886
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.35		0.47	0.26		0.27	0.50	0.26	0.54	0.83	0.11

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 129.5

Natural Cycle: 135

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 27.3








Intersection LOS: C

























Intersection Capacity Utilization 86.0%













ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 91: Highway 21 & Future Commercial Access

 Ø1	 Ø2	 Ø3	 Ø4
25 s	69 s	9 s	37 s
 Ø6	 Ø5	 Ø8	
79 s	15 s	46 s	

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	740	314	278	98	587	325	688	1317	85	71	553	234
Future Volume (vph)	740	314	278	98	587	325	688	1317	85	71	553	234
Ideal Flow (vphpl)	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Storage Length (m)	100.0		60.0	60.0		0.0	100.0		60.0	100.0		60.0
Storage Lanes	1		1	2		1	2		1	2		1
Taper Length (m)	29.9			29.9			29.9			29.9		
Satd. Flow (prot)	3385	3563	1514	3385	3563	1514	3385	5344	1514	3385	5344	1514
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3373	3563	1494	3370	3563	1494	3374	5344	1494	3381	5344	1494
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			278			313			226			234
Link Speed (k/h)		69			69			69			69	
Link Distance (m)		154.9			224.0			233.3			229.7	
Travel Time (s)		8.1			11.7			12.2			12.0	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Peak Hour 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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	740	314	278	98	587	325	688	1317	85	71	553	234
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			Free			Free			Free			Free
Detector Phase	3	8		7	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	10.0		7.0	10.0		7.0	20.0		7.0	20.0	
Minimum Split (s)	13.5	37.0		13.5	33.0		13.5	37.0		13.5	37.0	
Total Split (s)	36.0	55.5		13.5	33.0		33.5	57.5		13.5	37.5	
Total Split (%)	25.7%	39.6%		9.6%	23.6%		23.9%	41.1%		9.6%	26.8%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0		4.0	6.0		4.0	6.0		4.0	6.0	
Lead/Lag	Lag	Lag		Lead	Lead		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	Max		None	None		None	None	
Act Effct Green (s)	31.4	49.8	129.2	8.6	27.0	129.2	30.1	44.9	129.2	8.1	20.6	129.2
Actuated g/C Ratio	0.24	0.39	1.00	0.07	0.21	1.00	0.23	0.35	1.00	0.06	0.16	1.00
v/c Ratio	0.90	0.23	0.19	0.44	0.79	0.22	0.87	0.71	0.06	0.33	0.65	0.16
Control Delay	62.6	27.8	0.3	64.7	57.4	0.3	60.8	39.7	0.1	62.9	55.1	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.6	27.8	0.3	64.7	57.4	0.3	60.8	39.7	0.1	62.9	55.1	0.2

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
LOS	E	C	A	E	E	A	E	D	A	E	E	A
Approach Delay		41.4			39.7			45.1			40.8	
Approach LOS		D			D			D			D	
Queue Length 50th (m)	94.0	27.4	0.0	12.5	73.6	0.0	88.1	103.7	0.0	9.1	46.2	0.0
Queue Length 95th (m) #136.3		41.4	0.0	22.6	#100.6	0.0	114.0	121.6	0.0	17.6	60.3	0.0
Internal Link Dist (m)		130.9			200.0			209.3			205.7	
Turn Bay Length (m)	100.0		60.0	60.0			100.0		60.0	100.0		60.0
Base Capacity (vph)	839	1376	1494	249	745	1494	799	2134	1494	249	1304	1494
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.88	0.23	0.19	0.39	0.79	0.22	0.86	0.62	0.06	0.29	0.42	0.16

### Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 129.2

Natural Cycle: 135

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 42.4

Intersection LOS: D

Intersection Capacity Utilization 99.1%









ICU Level of Service F

Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

























Splits and Phases: 8: Highway 21 & 94 Street/Highway 15

 Ø2	 Ø1	 Ø4	 Ø3
37.5 s	33.5 s	33 s	36 s
 Ø5	 Ø6	 Ø7	 Ø8
13.5 s	57.5 s	13.5 s	55.5 s















Lanes, Volumes, Timings  
8: Highway 21 & 94 Street & Highway 15

PM Peak  
Southfort Full Development

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	335	854	840	347	650	264	581	838	227	421	1340	529
Future Volume (vph)	335	854	840	347	650	264	581	838	227	421	1340	529
Ideal Flow (vphpl)	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Storage Length (m)	100.0		60.0	60.0		0.0	100.0		60.0	100.0		60.0
Storage Lanes	1		1	2		1	2		1	2		1
Taper Length (m)	29.9			29.9			29.9			29.9		
Satd. Flow (prot)	3385	3563	1514	3385	3563	1514	3385	5344	1514	3385	5344	1514
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3374	3563	1494	3378	3563	1494	3381	5344	1494	3373	5344	1494
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			435			230			180			262
Link Speed (k/h)		69			69			69			69	
Link Distance (m)		154.9			245.8			233.3			229.7	
Travel Time (s)		8.1			12.8			12.2			12.0	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Peak Hour 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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	335	854	840	347	650	264	581	838	227	421	1340	529
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			Free			Free			Free			Free
Detector Phase	3	8		7	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	10.0		7.0	10.0		7.0	20.0		7.0	20.0	
Minimum Split (s)	13.0	37.0		13.0	33.0		13.0	37.0		13.0	37.0	
Total Split (s)	22.0	40.0		24.0	42.0		31.0	47.0		29.0	45.0	
Total Split (%)	15.7%	28.6%		17.1%	30.0%		22.1%	33.6%		20.7%	32.1%	
Yellow Time (s)	3.5	4.0		3.5	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.5	2.0		1.5	2.0		0.0	2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	6.0		5.0	6.0		4.0	6.0		4.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	Max		None	C-Max		None	C-Max	
Act Effct Green (s)	16.5	35.1	140.0	17.9	36.5	140.0	26.4	44.0	140.0	22.0	39.6	140.0
Actuated g/C Ratio	0.12	0.25	1.00	0.13	0.26	1.00	0.19	0.31	1.00	0.16	0.28	1.00
v/c Ratio	0.84	0.96	0.56	0.81	0.70	0.18	0.91	0.50	0.15	0.79	0.89	0.35
Control Delay	79.0	72.7	1.5	78.4	39.7	0.2	75.3	40.7	0.2	51.5	48.9	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.0	72.7	1.5	78.4	39.7	0.2	75.3	40.7	0.2	51.5	48.9	0.4
LOS	E	E	A	E	D	A	E	D	A	D	D	A
Approach Delay		44.3			42.1			47.3			38.2	
Approach LOS		D			D			D			D	

Lanes, Volumes, Timings  
8: Highway 21 & 94 Street & Highway 15

PM Peak  
Southfort Full Development

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Queue Length 50th (m)	47.7	123.2	0.0	46.0	94.4	0.0	82.4	65.8	0.0	48.5	135.8	0.0
Queue Length 95th (m)	#69.7	#165.8	0.0	69.1	91.5	m0.0	#112.7	80.7	0.0	67.0	151.0	0.0
Internal Link Dist (m)		130.9			221.8			209.3			205.7	
Turn Bay Length (m)	100.0		60.0	60.0			100.0		60.0	100.0		60.0
Base Capacity (vph)	411	894	1494	459	928	1494	652	1681	1494	604	1512	1494
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.82	0.96	0.56	0.76	0.70	0.18	0.89	0.50	0.15	0.70	0.89	0.35

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 86 (61%), Referenced to phase 2:SWT and 6:NET, Start of Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.96

Intersection Signal Delay: 42.7

Intersection LOS: D

Intersection Capacity Utilization 95.8%

ICU Level of Service F









Analysis Period (min) 15

























# 95th percentile volume exceeds capacity, queue may be longer.













Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: Highway 21 & 94 Street & Highway 15

 ø1	 ø2 (R)	 ø3	 ø4
31 s	45 s	22 s	42 s
 ø5	 ø6 (R)	 ø7	 ø8
29 s	47 s	24 s	40 s

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	46	142	211	149	148	458	262	1870	147	58	498	186
Future Volume (vph)	46	142	211	149	148	458	262	1870	147	58	498	186
Ideal Flow (vphpl)	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Storage Length (m)	60.0		60.0	60.0		30.0	100.0		60.0	100.0		60.0
Storage Lanes	1		1	2		1	2		1	2		1
Taper Length (m)	29.9			29.9			29.9			29.9		
Satd. Flow (prot)	1692	3385	1514	3283	3385	1514	3283	4863	1514	3283	4863	1514
Flt Permitted	0.653			0.658			0.950			0.950		
Satd. Flow (perm)	1157	3385	1494	2262	3385	1494	3263	4863	1485	3281	4863	1485
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			222			375			101			196
Link Speed (k/h)		69			69			69			69	
Link Distance (m)		158.4			159.5			120.6			241.3	
Travel Time (s)		8.3			8.3			6.3			12.6	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	48	149	222	157	156	482	276	1968	155	61	524	196
Turn Type	Perm	NA	Free	pm+pt	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4		3	8		1	6		5	2	
Permitted Phases	4	4	Free	8		Free			6			2
Detector Phase	4	4		3	8		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	10.0	10.0		7.0	10.0		7.0	20.0	20.0	7.0	20.0	20.0
Minimum Split (s)	37.0	37.0		13.0	37.0		13.0	33.0	33.0	13.0	33.0	33.0
Total Split (s)	37.0	37.0		13.0	50.0		22.0	77.0	77.0	13.0	68.0	68.0
Total Split (%)	26.4%	26.4%		9.3%	35.7%		15.7%	55.0%	55.0%	9.3%	48.6%	48.6%
Yellow Time (s)	4.0	4.0		3.5	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.5	2.0		0.0	2.0	2.0	0.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		4.0	6.0	6.0	4.0	6.0	6.0
Lead/Lag	Lead	Lead		Lag			Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		Max	C-Max	C-Max	Min	C-Max	C-Max
Act Effct Green (s)	12.3	12.3	140.0	25.3	25.3	140.0	18.0	90.5	90.5	8.2	80.7	80.7
Actuated g/C Ratio	0.09	0.09	1.00	0.18	0.18	1.00	0.13	0.65	0.65	0.06	0.58	0.58
v/c Ratio	0.48	0.50	0.15	0.34	0.25	0.32	0.65	0.63	0.16	0.32	0.19	0.21
Control Delay	75.4	66.4	0.2	50.6	48.1	0.6	66.1	16.3	4.4	67.2	14.6	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.4	66.4	0.2	50.6	48.1	0.6	66.1	16.3	4.4	67.2	14.6	2.5

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
LOS	E	E	A	D	D	A	E	B	A	E	B	A
Approach Delay		32.4			19.8			21.2			15.6	
Approach LOS		C			B			C			B	
Queue Length 50th (m)	13.5	22.0	0.0	20.6	20.8	0.0	39.5	113.0	5.3	8.8	24.7	0.0
Queue Length 95th (m)	26.7	32.8	0.0	28.8	28.9	0.0	55.3	148.2	15.8	16.3	34.3	11.6
Internal Link Dist (m)		134.4			135.5			96.6			217.3	
Turn Bay Length (m)	60.0		60.0	60.0		30.0	100.0		60.0	100.0		60.0
Base Capacity (vph)	256	749	1494	459	1063	1494	422	3142	995	216	2802	938
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.20	0.15	0.34	0.15	0.32	0.65	0.63	0.16	0.28	0.19	0.21

### Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 0 (0%), Referenced to phase 2:SWT and 6:NET, Start of Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay: 21.0








Intersection LOS: C

Intersection Capacity Utilization 80.6%

ICU Level of Service D

























Analysis Period (min) 15

### Splits and Phases: 3: Highway 15 & 101 Street

 Ø2 (R)	 Ø1	 Ø4	 Ø3
68 s	22 s	37 s	13 s
 Ø5	 Ø6 (R)	 Ø8	
13 s	77 s	50 s	













Lanes, Volumes, Timings  
3: Highway 15 & 101 Street

PM Peak  
Southfort Full Development

												
Lane Group	WBL2	WBL	WBR	NWL	NWR	NWR2	NET	NER	NER2	SWL2	SWL	SWT
Lane Configurations												
Traffic Volume (vph)	443	1686	128	191	288	155	413	664	91	34	360	414
Future Volume (vph)	443	1686	128	191	288	155	413	664	91	34	360	414
Ideal Flow (vphpl)	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Storage Length (m)		100.0	60.0	60.0	30.0			60.0			60.0	
Storage Lanes		5	0	2	2			4			2	
Taper Length (m)		29.9		29.9							29.9	
Satd. Flow (prot)	3283	4773	1514	3283	2665	1514	3385	3453	1514	1692	3283	1781
Flt Permitted	0.950	0.950		0.950						0.510	0.950	
Satd. Flow (perm)	3266	4748	1485	3261	2665	1494	3385	3453	1485	905	3262	1781
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			102			148			101			
Link Speed (k/h)		69		69			69					69
Link Distance (m)		241.3		159.3			120.6					172.8
Travel Time (s)		12.6		8.3			6.3					9.0
Confl. Peds. (#/hr)	5	5	5	5	5	5		5	5	5	5	
Peak Hour 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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	443	1686	128	191	288	155	413	664	91	34	360	414
Turn Type	Prot	Prot	Perm	pm+pt	Prot	Free	NA	custom	custom	custom	custom	NA
Protected Phases	5	2		3	8!		1	6			4!	
Permitted Phases			2	8!		Free			6	4!	4!	Free
Detector Phase	5	2	2	3	8		1	6	6	4	4	
Switch Phase												
Minimum Initial (s)	7.0	20.0	20.0	7.0	10.0		7.0	20.0	20.0	10.0	10.0	
Minimum Split (s)	13.5	33.0	33.0	13.0	37.0		13.5	33.0	33.0	37.0	37.0	
Total Split (s)	31.1	63.0	63.0	13.0	50.0		27.0	58.9	58.9	37.0	37.0	
Total Split (%)	22.2%	45.0%	45.0%	9.3%	35.7%		19.3%	42.1%	42.1%	26.4%	26.4%	
Yellow Time (s)	4.0	4.0	4.0	3.5	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	0.0	2.0	2.0	2.5	2.0		0.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	6.0	6.0	6.0	6.0		4.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lag	Lead	Lead	Lead			Lag	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes				Yes	Yes	Yes			
Recall Mode	Max	C-Max	C-Max	None	None		Max	C-Max	C-Max	None	None	
Act Effct Green (s)	27.1	67.4	67.4	33.6	33.6	140.0	23.0	63.3	63.3	20.6	20.6	140.0
Actuated g/C Ratio	0.19	0.48	0.48	0.24	0.24	1.00	0.16	0.45	0.45	0.15	0.15	1.00
v/c Ratio	0.70	0.73	0.17	0.24	0.45	0.10	0.74	0.43	0.13	0.26	0.75	0.23
Control Delay	59.3	32.1	6.7	45.4	49.5	0.1	62.2	13.4	0.5	56.3	66.7	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.3	32.1	6.7	45.4	49.5	0.1	62.2	13.4	0.5	56.3	66.7	0.3
LOS	E	C	A	D	D	A	E	B	A	E	E	A
Approach Delay		36.0		36.2			29.7					32.3
Approach LOS		D		D			C					C

Lanes, Volumes, Timings  
3: Highway 15 & 101 Street

PM Peak  
Southfort Full Development

												
Lane Group	WBL2	WBL	WBR	NWL	NWR	NWR2	NET	NER	NER2	SWL2	SWL	SWT
Queue Length 50th (m)	61.9	135.2	3.9	24.4	41.3	0.0	64.5	19.5	0.1	8.8	51.9	0.0
Queue Length 95th (m)	81.1	165.3	16.5	34.5	54.8	0.0	m81.8	52.2	m0.0	19.4	66.4	0.0
Internal Link Dist (m)		217.3		135.3			96.6					148.8
Turn Bay Length (m)	100.0	100.0	60.0	60.0	30.0	30.0		60.0	60.0	60.0	60.0	
Base Capacity (vph)	635	2297	767	783	837	1494	556	1560	726	200	726	1781
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.73	0.17	0.24	0.34	0.10	0.74	0.43	0.13	0.17	0.50	0.23

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 0 (0%), Referenced to phase 2:WBL and 6:NER, Start of Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 33.9

Intersection LOS: C

Intersection Capacity Utilization 79.4%








ICU Level of Service D






















Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.













! Phase conflict between lane groups.

Splits and Phases: 3: Highway 15 & 101 Street

 ø2 (R)	 ø1	 ø3	 ø4
63 s	27 s	13 s	37 s
 ø6 (R)	 ø5	 ø8	
58.9 s	31.1 s	50 s	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	205	30	10	30	30	60	63	488	30	57	137	153
Future Volume (vph)	205	30	10	30	30	60	63	488	30	57	137	153
Ideal Flow (vphpl)	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Storage Length (m)	0.0		0.0	0.0		0.0	0.0		0.0	29.9		0.0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (m)	29.9			29.9			29.9			29.9		
Satd. Flow (prot)	1692	1714	0	1692	1605	0	0	3341	0	1692	3117	0
Flt Permitted	0.695			0.729				0.882		0.410		
Satd. Flow (perm)	1238	1714	0	1299	1605	0	0	2962	0	730	3117	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			63			10			161	
Link Speed (k/h)		69			69			69			69	
Link Distance (m)		105.5			92.3			240.1			159.5	
Travel Time (s)		5.5			4.8			12.5			8.3	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	216	43	0	32	95	0	0	612	0	60	305	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	23.0	23.0		23.0	23.0		23.0	23.0		23.0	23.0	
Total Split (s)	35.0	35.0		35.0	35.0		35.0	35.0		35.0	35.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)	17.7	17.7		17.7	17.7			42.3		42.3	42.3	
Actuated g/C Ratio	0.25	0.25		0.25	0.25			0.60		0.60	0.60	
v/c Ratio	0.69	0.10		0.10	0.21			0.34		0.14	0.16	
Control Delay	34.5	14.2		17.9	9.0			4.4		5.5	2.1	
Queue Delay	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Delay	34.5	14.2		17.9	9.0			4.4		5.5	2.1	
LOS	C	B		B	A			A		A	A	



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		31.1			11.2			4.4			2.6	
Approach LOS		C			B			A			A	
Queue Length 50th (m)	26.6	3.3		3.3	3.3			7.7		4.0	0.0	
Queue Length 95th (m)	41.5	8.7		8.1	11.6			24.0		7.6	0.4	
Internal Link Dist (m)		81.5			68.3			216.1			135.5	
Turn Bay Length (m)										29.9		
Base Capacity (vph)	530	740		556	723			1795		441	1949	
Starvation Cap Reductn	0	0		0	0			0		0	0	
Spillback Cap Reductn	0	0		0	0			0		0	0	
Storage Cap Reductn	0	0		0	0			0		0	0	
Reduced v/c Ratio	0.41	0.06		0.06	0.13			0.34		0.14	0.16	

### Intersection Summary

Area Type: Other

Cycle Length: 70

Actuated Cycle Length: 70

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.69

Intersection Signal Delay: 9.7





Intersection LOS: A

Intersection Capacity Utilization 56.5%

ICU Level of Service B






















Analysis Period (min) 15

Splits and Phases: 100: 101 Street & 88 Avenue

 ø2 (R)	 ø4
35 s	35 s
 ø6 (R)	 ø8
35 s	35 s













Lanes, Volumes, Timings  
100: 101 Street & 88 Avenue

PM Peak  
Southfort Full Development

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	231	10	10	10	20	150	51	252	67	150	487	257
Future Volume (vph)	231	10	10	10	20	150	51	252	67	150	487	257
Ideal Flow (vphpl)	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Storage Length (m)	0.0		0.0	0.0		0.0	0.0		0.0	29.9		0.0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (m)	29.9			29.9			29.9			29.9		
Satd. Flow (prot)	1692	1648	0	1692	1546	0	0	3270	0	1692	3209	0
Flt Permitted	0.640			0.744				0.807		0.532		
Satd. Flow (perm)	1140	1648	0	1325	1546	0	0	2658	0	948	3209	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			150			50			180	
Link Speed (k/h)		69			69			69			69	
Link Distance (m)		105.5			92.3			238.2			159.3	
Travel Time (s)		5.5			4.8			12.4			8.3	
Peak Hour 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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	231	20	0	10	170	0	0	370	0	150	744	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	23.0	23.0		23.0	23.0		23.0	23.0		23.0	23.0	
Total Split (s)	33.0	33.0		33.0	33.0		37.0	37.0		37.0	37.0	
Total Split (%)	47.1%	47.1%		47.1%	47.1%		52.9%	52.9%		52.9%	52.9%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)	19.2	19.2		19.2	19.2			40.8		40.8	40.8	
Actuated g/C Ratio	0.27	0.27		0.27	0.27			0.58		0.58	0.58	
v/c Ratio	0.74	0.04		0.03	0.32			0.24		0.27	0.38	
Control Delay	36.6	11.0		15.1	5.8			10.5		9.3	7.8	
Queue Delay	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Delay	36.6	11.0		15.1	5.8			10.5		9.3	7.8	
LOS	D	B		B	A			B		A	A	
Approach Delay		34.5			6.3			10.5			8.0	
Approach LOS		C			A			B			A	
Queue Length 50th (m)	28.4	1.0		1.0	2.0			19.5		19.0	45.3	

Lanes, Volumes, Timings  
100: 101 Street & 88 Avenue

PM Peak  
Southfort Full Development

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (m)	44.1	4.7		3.5	12.6			28.9		m28.8	54.0	
Internal Link Dist (m)		81.5			68.3			214.2			135.3	
Turn Bay Length (m)										29.9		
Base Capacity (vph)	456	665		530	708			1569		552	1944	
Starvation Cap Reductn	0	0		0	0			0		0	0	
Spillback Cap Reductn	0	0		0	0			0		0	0	
Storage Cap Reductn	0	0		0	0			0		0	0	
Reduced v/c Ratio	0.51	0.03		0.02	0.24			0.24		0.27	0.38	

Intersection Summary

Area Type: Other

Cycle Length: 70

Actuated Cycle Length: 70

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 12.3

Intersection LOS: B





Intersection Capacity Utilization 73.5%





















ICU Level of Service D













Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 100: 101 Street & 88 Avenue

 ø2 (R)	 ø4
37 s	33 s
 ø6 (R)	 ø8
37 s	33 s

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	25	64	88	15	111	53	400	256	15	27	173	70
Future Volume (vph)	25	64	88	15	111	53	400	256	15	27	173	70
Ideal Flow (vphpl)	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Storage Length (m)	60.0		0.0	60.0		60.0	0.0		0.0	0.0		0.0
Storage Lanes	1		1	2		0	1		0	0		0
Taper Length (m)	29.9			29.9			29.9			29.9		
Satd. Flow (prot)	1692	1781	1514	1692	3219	0	1692	1767	0	0	3237	0
Flt Permitted	0.643			0.713			0.578				0.910	
Satd. Flow (perm)	1145	1781	1514	1270	3219	0	1030	1767	0	0	2960	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			93		56			8			74	
Link Speed (k/h)		69			69			69			69	
Link Distance (m)		240.1			574.3			216.2			250.8	
Travel Time (s)		12.5			30.0			11.3			13.1	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	26	67	93	16	173	0	421	285	0	0	284	0
Turn Type	custom	NA	custom	Perm	NA		Perm	NA		Perm	NA	
Protected Phases					2			4			8	
Permitted Phases	6	6	6	2			4			8		
Detector Phase	6	6	6	2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0		23.0	23.0		23.0	23.0	
Total Split (s)	23.0	23.0	23.0	23.0	23.0		47.0	47.0		23.0	23.0	
Total Split (%)	32.9%	32.9%	32.9%	32.9%	32.9%		67.1%	67.1%		32.9%	32.9%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max		None	None		None	None	
Act Effct Green (s)	25.1	25.1	25.1	25.1	25.1		34.9	34.9			34.9	
Actuated g/C Ratio	0.36	0.36	0.36	0.36	0.36		0.50	0.50			0.50	
v/c Ratio	0.06	0.11	0.15	0.04	0.15		0.82	0.32			0.19	
Control Delay	17.7	16.8	5.2	19.3	13.1		27.8	10.0			6.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	17.7	16.8	5.2	19.3	13.1		27.8	10.0			6.2	
LOS	B	B	A	B	B		C	A			A	

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Approach Delay		11.1			13.6			20.6			6.2	
Approach LOS		B			B			C			A	
Queue Length 50th (m)	2.9	7.4	0.0	1.5	5.7		41.9	19.4			7.0	
Queue Length 95th (m)	7.6	14.7	0.0	6.0	13.6		68.7	27.3			10.4	
Internal Link Dist (m)		216.1			550.3			192.2			226.8	
Turn Bay Length (m)	60.0			60.0								
Base Capacity (vph)	410	638	602	454	1189		618	1063			1805	
Starvation Cap Reductn	0	0	0	0	0		0	0			0	
Spillback Cap Reductn	0	0	0	0	0		0	0			0	
Storage Cap Reductn	0	0	0	0	0		0	0			0	
Reduced v/c Ratio	0.06	0.11	0.15	0.04	0.15		0.68	0.27			0.16	

#### Intersection Summary

Area Type: Other

Cycle Length: 70

Actuated Cycle Length: 70

Offset: 23.1 (33%), Referenced to phase 2:NWTL and 6:SETL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 15.3





Intersection LOS: B






















Intersection Capacity Utilization 56.0%

ICU Level of Service B

Analysis Period (min) 15













#### Splits and Phases: 1: 86 Avenue & 101 Street

 ø2 (R)	 ø4
23 s	47 s
 ø6 (R)	 ø8
23 s	23 s

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	204	167	60	44	350	59	250	160	97	45	107	15
Future Volume (vph)	204	167	60	44	350	59	250	160	97	45	107	15
Ideal Flow (vphpl)	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Storage Length (m)	0.0		0.0	0.0		0.0	60.0		0.0	60.0		60.0
Storage Lanes	1		0	0		0	1		1	2		0
Taper Length (m)	29.9			29.9			29.9			29.9		
Satd. Flow (prot)	1692	1710	0	0	3301	0	1692	1781	1514	1692	3312	0
Flt Permitted	0.440				0.903		0.675			0.656		
Satd. Flow (perm)	784	1710	0	0	2995	0	1202	1781	1514	1163	3312	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		37			34				97		15	
Link Speed (k/h)		69			69			69			69	
Link Distance (m)		144.8			213.3			238.2			228.7	
Travel Time (s)		7.6			11.1			12.4			11.9	
Confl. Peds. (#/hr)										5		5
Peak Hour 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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	204	227	0	0	453	0	250	160	97	45	122	0
Turn Type	Perm	NA	custom	NA	custom	NA	custom	NA	custom	Perm	NA	NA
Protected Phases		4									2	
Permitted Phases	4			8	8		6	6	6	2		
Detector Phase	4	4		8	8		6	6	6	2	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	23.0	23.0		23.0	23.0		23.0	23.0	23.0	23.0	23.0	
Total Split (s)	40.0	40.0		27.0	27.0		30.0	30.0	30.0	30.0	30.0	
Total Split (%)	57.1%	57.1%		38.6%	38.6%		42.9%	42.9%	42.9%	42.9%	42.9%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0			5.0		5.0	5.0	5.0	5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	None	None	C-Max	C-Max	
Act Effct Green (s)	22.3	22.3			22.3		37.7	37.7	37.7	37.7	37.7	
Actuated g/C Ratio	0.32	0.32			0.32		0.54	0.54	0.54	0.54	0.54	
v/c Ratio	0.82	0.40			0.46		0.39	0.17	0.11	0.07	0.07	
Control Delay	45.2	15.6			17.8		8.2	6.9	2.2	11.6	9.4	
Queue Delay	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	45.2	15.6			17.8		8.2	6.9	2.2	11.6	9.4	
LOS	D	B			B		A	A	A	B	A	
Approach Delay		29.6			17.8			6.6			10.0	
Approach LOS		C			B			A			A	

Lanes, Volumes, Timings  
1: 86 Avenue & 101 Street

PM Peak  
Southfort Full Development

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Queue Length 50th (m)	25.0	19.4			23.3		8.6	5.4	0.3	2.8	3.4	
Queue Length 95th (m)	40.0	27.9			27.1		24.4	16.5	3.0	10.0	9.6	
Internal Link Dist (m)		120.8			189.3			214.2			204.7	
Turn Bay Length (m)							60.0			60.0		
Base Capacity (vph)	392	873			1514		646	958	859	625	1789	
Starvation Cap Reductn	0	0			0		0	0	0	0	0	
Spillback Cap Reductn	0	0			0		0	0	0	0	0	
Storage Cap Reductn	0	0			0		0	0	0	0	0	
Reduced v/c Ratio	0.52	0.26			0.30		0.39	0.17	0.11	0.07	0.07	

Intersection Summary

Area Type: Other

Cycle Length: 70

Actuated Cycle Length: 70

Offset: 0 (0%), Referenced to phase 2:NWTL, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 16.6





Intersection LOS: B

Intersection Capacity Utilization 71.8%





















ICU Level of Service C













Analysis Period (min) 15

Splits and Phases: 1: 86 Avenue & 101 Street

 ø2 (R)	 ø4
30 s	40 s
 ø6	 ø8
30 s	27 s



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	2	21	11	2	40	70	930	28	25	377	68
Future Volume (vph)	40	2	21	11	2	40	70	930	28	25	377	68
Ideal Flow (vphpl)	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Storage Length (m)	0.0		0.0	0.0		0.0	60.0		0.0	0.0		0.0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (m)	29.9			29.9			29.9			29.9		
Satd. Flow (prot)	1692	1536	0	1692	1527	0	1692	3371	0	1692	3307	0
Flt Permitted	0.728			0.742			0.483			0.272		
Satd. Flow (perm)	1297	1536	0	1322	1527	0	860	3371	0	485	3307	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			42			7			49	
Link Speed (k/h)		69			69			69			69	
Link Distance (m)		116.5			104.9			173.6			224.0	
Travel Time (s)		6.1			5.5			9.1			11.7	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	42	24	0	12	44	0	74	1008	0	26	469	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6	6	
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	23.0	23.0		23.0	23.0		30.0	30.0		30.0	30.0	
Total Split (s)	25.0	25.0		25.0	25.0		45.0	45.0		45.0	45.0	
Total Split (%)	35.7%	35.7%		35.7%	35.7%		64.3%	64.3%		64.3%	64.3%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)	11.6	11.6		11.6	11.6		56.4	56.4		56.4	56.4	
Actuated g/C Ratio	0.17	0.17		0.17	0.17		0.81	0.81		0.81	0.81	
v/c Ratio	0.20	0.09		0.06	0.15		0.11	0.37		0.07	0.18	
Control Delay	26.2	11.3		23.3	9.7		7.6	9.2		5.0	3.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	26.2	11.3		23.3	9.7		7.6	9.2		5.0	3.3	
LOS	C	B		C	A		A	A		A	A	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		20.8			12.6			9.0			3.4	
Approach LOS		C			B			A			A	
Queue Length 50th (m)	5.2	0.3		1.4	0.3		7.8	82.3		0.9	7.7	
Queue Length 95th (m)	11.7	5.5		5.0	7.2		19.6	103.9		4.4	18.7	
Internal Link Dist (m)		92.5			80.9			149.6			200.0	
Turn Bay Length (m)							60.0					
Base Capacity (vph)	370	454		377	466		693	2717		391	2674	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.11	0.05		0.03	0.09		0.11	0.37		0.07	0.18	

### Intersection Summary

Area Type: Other

Cycle Length: 70

Actuated Cycle Length: 70

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.37

Intersection Signal Delay: 8.0

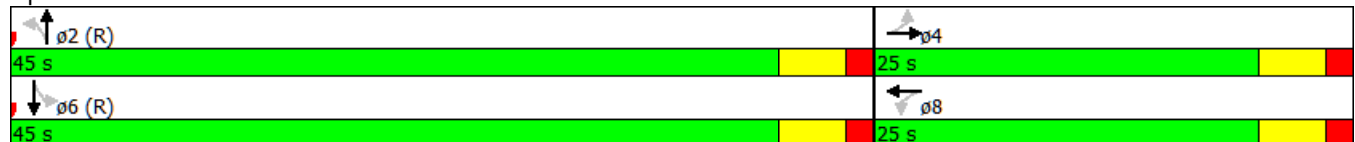
Intersection LOS: A





















Intersection Capacity Utilization 61.3%

ICU Level of Service B

Analysis Period (min) 15













Splits and Phases: 45: 94 Street & 87 Avenue



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	319	10	24	154	30	261	35	681	67	183	954	365
Future Volume (vph)	319	10	24	154	30	261	35	681	67	183	954	365
Ideal Flow (vphpl)	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Storage Length (m)	0.0		0.0	0.0		0.0	60.0		0.0	60.0		0.0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (m)	29.9			29.9			29.9			29.9		
Satd. Flow (prot)	1692	1593	0	1692	1541	0	1692	3341	0	1692	3243	0
Flt Permitted	0.144			0.735			0.100			0.299		
Satd. Flow (perm)	257	1593	0	1309	1541	0	178	3341	0	533	3243	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24			161			9			49	
Link Speed (k/h)		69			69			69			69	
Link Distance (m)		104.5			113.7			140.0			245.8	
Travel Time (s)		5.5			5.9			7.3			12.8	
Peak Hour 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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	319	34	0	154	291	0	35	748	0	183	1319	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	7.0	10.0		10.0	10.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	13.0	24.0		24.0	24.0		31.0	31.0		31.0	31.0	
Total Split (s)	37.0	75.0		38.0	38.0		65.0	65.0		65.0	65.0	
Total Split (%)	26.4%	53.6%		27.1%	27.1%		46.4%	46.4%		46.4%	46.4%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)	56.7	56.7		21.7	21.7		71.3	71.3		71.3	71.3	
Actuated g/C Ratio	0.40	0.40		0.16	0.16		0.51	0.51		0.51	0.51	
v/c Ratio	0.80	0.05		0.76	0.78		0.39	0.44		0.68	0.79	
Control Delay	50.9	10.2		78.6	38.7		47.3	28.1		35.9	29.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.5		0.0	0.0	
Total Delay	50.9	10.2		78.6	38.7		47.3	28.5		35.9	29.2	
LOS	D	B		E	D		D	C		D	C	
Approach Delay		47.0			52.5			29.4			30.0	
Approach LOS		D			D			C			C	
Queue Length 50th (m)	69.6	1.7		43.0	36.8		5.6	62.8		23.2	87.8	

Lanes, Volumes, Timings  
45: 94 Street & 87 Avenue

PM Peak  
Southfort Full Development

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (m)	99.5	7.7		64.2	67.0		m19.9	123.8		m31.6	m105.8	
Internal Link Dist (m)		80.5			89.7			116.0			221.8	
Turn Bay Length (m)							60.0			60.0		
Base Capacity (vph)	421	797		299	476		90	1705		271	1675	
Starvation Cap Reductn	0	0		0	0		0	488		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.76	0.04		0.52	0.61		0.39	0.61		0.68	0.79	

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 35.0

Intersection LOS: D

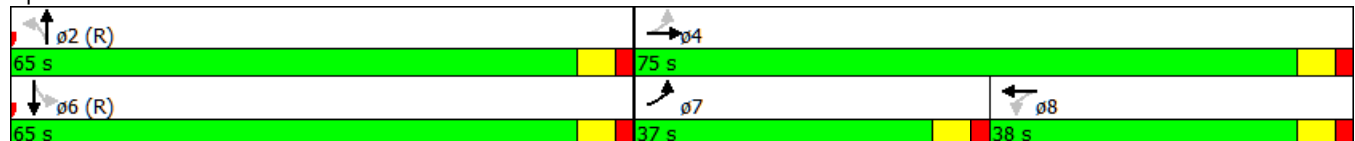
Intersection Capacity Utilization 107.9%
























ICU Level of Service G













Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 45: 94 Street & 87 Avenue



												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	354	507	62	18	168	59	101	153	155	54	615	95
Future Volume (vph)	354	507	62	18	168	59	101	153	155	54	615	95
Ideal Flow (vphpl)	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Storage Length (m)	60.0		60.0	60.0		60.0	60.0		60.0	60.0		60.0
Storage Lanes	1		0	1		0	1		1	1		2
Taper Length (m)	29.9			29.9			29.9			29.9		
Satd. Flow (prot)	1692	3331	0	1692	3385	1514	1692	3385	1514	1692	3385	1514
Flt Permitted	0.525			0.426			0.311			0.650		
Satd. Flow (perm)	935	3331	0	759	3385	1514	554	3385	1514	1158	3385	1514
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14				70			163			100
Link Speed (k/h)		69			69			69			69	
Link Distance (m)		148.9			124.9			173.6			108.0	
Travel Time (s)		7.8			6.5			9.1			5.6	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	373	599	0	19	177	62	106	161	163	57	647	100
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	7	4			8			6			2	
Permitted Phases	4			8		8	6		6	2		2
Detector Phase	7	4		8	8	8	6	6	6	2	2	2
Switch Phase												
Minimum Initial (s)	7.0	20.0		20.0	20.0	20.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	13.0	30.0		30.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0
Total Split (s)	43.0	77.0		34.0	34.0	34.0	63.0	63.0	63.0	63.0	63.0	63.0
Total Split (%)	30.7%	55.0%		24.3%	24.3%	24.3%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%
Yellow Time (s)	3.5	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.5	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	Max	C-Max		C-Max	C-Max	C-Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	71.0	71.0		28.0	28.0	28.0	57.0	57.0	57.0	57.0	57.0	57.0
Actuated g/C Ratio	0.51	0.51		0.20	0.20	0.20	0.41	0.41	0.41	0.41	0.41	0.41
v/c Ratio	0.55	0.35		0.13	0.26	0.17	0.47	0.12	0.23	0.12	0.47	0.15
Control Delay	24.6	20.1		48.6	48.5	9.4	37.1	24.6	4.8	26.9	31.8	5.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.6	20.1		48.6	48.5	9.4	37.1	24.6	4.8	26.9	31.8	5.2
LOS	C	C		D	D	A	D	C	A	C	C	A

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Approach Delay		21.8			39.1			20.2			28.2	
Approach LOS		C			D			C			C	
Queue Length 50th (m)	62.4	50.0		4.5	22.8	0.0	21.9	15.0	0.0	10.1	71.1	0.0
Queue Length 95th (m)	87.3	63.7		12.5	34.3	10.8	38.4	22.7	16.3	20.1	89.0	11.5
Internal Link Dist (m)		124.9			100.9			149.6			84.0	
Turn Bay Length (m)	60.0			60.0		60.0	60.0		60.0	60.0		60.0
Base Capacity (vph)	674	1696		151	677	358	225	1378	713	471	1378	675
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.35		0.13	0.26	0.17	0.47	0.12	0.23	0.12	0.47	0.15

### Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 0 (0%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.55

Intersection Signal Delay: 25.4

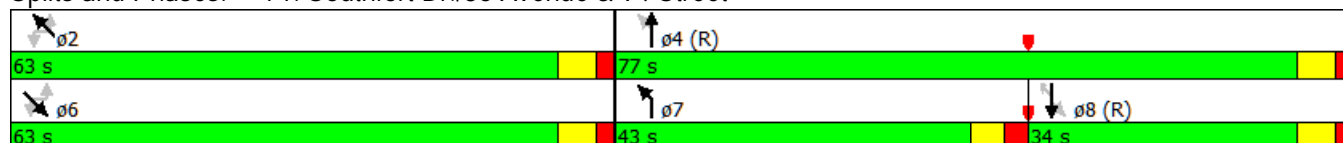
Intersection LOS: C

Intersection Capacity Utilization 82.6%

ICU Level of Service E
























Analysis Period (min) 15

Splits and Phases: 71: Southfort Dr./86 Avenue & 94 Street



Lanes, Volumes, Timings  
71: Southfort Dr./86 Avenue & 94 Street













PM Peak  
Southfort Full Development

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	70	279	41	194	547	390	287	322	63	119	931	217
Future Volume (vph)	70	279	41	194	547	390	287	322	63	119	931	217
Ideal Flow (vphpl)	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Storage Length (m)	60.0		60.0	60.0		60.0	60.0		60.0	60.0		60.0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (m)	29.9			29.9			29.9			29.9		
Satd. Flow (prot)	1692	3385	1514	1692	3385	1514	1692	3300	0	1692	3385	1514
Flt Permitted	0.327			0.549			0.154			0.524		
Satd. Flow (perm)	583	3385	1514	978	3385	1514	274	3300	0	933	3385	1514
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			70			390		28				193
Link Speed (k/h)		69			69			69			69	
Link Distance (m)		118.0			140.0			148.9			124.9	
Travel Time (s)		6.2			7.3			7.8			6.5	
Peak Hour 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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	70	279	41	194	547	390	287	385	0	119	931	217
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		Perm	NA	Perm
Protected Phases		2			6		7	4			8	
Permitted Phases	2		2	6		6	4			8		8
Detector Phase	2	2	2	6	6	6	7	4		8	8	8
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	7.0	20.0		20.0	20.0	20.0
Minimum Split (s)	30.0	30.0	30.0	30.0	30.0	30.0	13.0	30.0		30.0	30.0	30.0
Total Split (s)	51.0	51.0	51.0	51.0	51.0	51.0	34.0	89.0		55.0	55.0	55.0
Total Split (%)	36.4%	36.4%	36.4%	36.4%	36.4%	36.4%	24.3%	63.6%		39.3%	39.3%	39.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.5	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.5	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	Max	Max	Max	Max	Max	Max	None	C-Max		C-Max	C-Max	C-Max
Act Effct Green (s)	45.0	45.0	45.0	45.0	45.0	45.0	83.0	83.0		56.5	56.5	56.5
Actuated g/C Ratio	0.32	0.32	0.32	0.32	0.32	0.32	0.59	0.59		0.40	0.40	0.40
v/c Ratio	0.37	0.26	0.08	0.62	0.50	0.52	0.78	0.20		0.32	0.68	0.30
Control Delay	43.9	35.9	2.3	42.3	35.7	5.9	37.0	10.1		33.4	38.5	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.6	1.2	0.0	0.0		0.0	0.0	0.0
Total Delay	43.9	36.0	2.3	42.3	36.3	7.1	37.0	10.1		33.4	38.5	6.9
LOS	D	D	A	D	D	A	D	B		C	D	A
Approach Delay		33.8			27.3			21.6			32.6	
Approach LOS		C			C			C			C	
Queue Length 50th (m)	15.5	31.2	0.0	44.5	58.3	19.8	49.7	17.5		23.3	115.4	4.2



Lanes, Volumes, Timings  
71: Southfort Dr./86 Avenue & 94 Street

PM Peak  
Southfort Full Development

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Queue Length 95th (m)	31.4	43.4	3.0	m46.4	52.8	m26.3	81.0	24.6		44.2	153.0	23.3
Internal Link Dist (m)		94.0			116.0			124.9			100.9	
Turn Bay Length (m)	60.0		60.0	60.0		60.0	60.0			60.0		60.0
Base Capacity (vph)	187	1088	534	314	1088	751	446	1967		376	1366	726
Starvation Cap Reductn	0	0	0	0	240	174	0	0		0	0	0
Spillback Cap Reductn	0	97	0	0	0	0	0	0		0	0	5
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.37	0.28	0.08	0.62	0.65	0.68	0.64	0.20		0.32	0.68	0.30

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 85 (61%), Referenced to phase 4:NETL and 8:SWTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 28.9

Intersection LOS: C


Intersection Capacity Utilization 86.6%

ICU Level of Service E

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.





















Splits and Phases: 71: Southfort Dr./86 Avenue & 94 Street

 ø2		 ø4 (R)	
51 s		89 s	
 ø6		 ø7	 ø8 (R)
51 s		34 s	55 s

# HCM Unsignalized Intersection Capacity Analysis

9: South Pointe/Hospital Access & 94 Street

AM Peak  
Southfort Full Development

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	1	12	6	1	49	1	636	19	88	129	17
Future Volume (Veh/h)	78	1	12	6	1	49	1	636	19	88	129	17
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)	82	1	13	6	1	52	1	669	20	93	136	18
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage veh												
Upstream signal (m)												235
pX, platoon unblocked	0.99	0.99	0.99	0.99	0.99		0.99					
vC, conflicting volume	1046	1013	136	1006	1011	669	154				689	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1039	1006	117	1000	1004	669	135				689	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	50	100	99	97	100	89	100				90	
cM capacity (veh/h)	165	210	914	195	211	452	1411				891	
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	96	59	1	669	20	93	136	18				
Volume Left	82	6	1	0	0	93	0	0				
Volume Right	13	52	0	0	20	0	0	18				
cSH	186	392	1411	1700	1700	891	1700	1700				
Volume to Capacity	0.52	0.15	0.00	0.39	0.01	0.10	0.08	0.01				
Queue Length 95th (m)	20.6	4.1	0.0	0.0	0.0	2.8	0.0	0.0				
Control Delay (s)	43.4	15.8	7.6	0.0	0.0	9.5	0.0	0.0				
Lane LOS	E	C	A					A				
Approach Delay (s)	43.4	15.8	0.0					3.6				
Approach LOS	E	C										





















## Intersection Summary

Average Delay	5.5											
Intersection Capacity Utilization	61.3%			ICU Level of Service				B				

# HCM Unsignalized Intersection Capacity Analysis























9: South Pointe/Hospital Access & 94 Street













PM Peak  
Southfort Full Development

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	0	2	7	0	48	2	297	2	88	558	83
Future Volume (Veh/h)	45	0	2	7	0	48	2	297	2	88	558	83
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour 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
Hourly flow rate (vph)	45	0	2	7	0	48	2	297	2	88	558	83
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked	0.84	0.84	0.84	0.84	0.84		0.84					
vC, conflicting volume	1083	1037	558	1037	1118	297	641			299		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1005	950	382	950	1046	297	480			299		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	72	100	100	96	100	93	100			93		
cM capacity (veh/h)	162	201	555	188	176	735	899			1245		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	47	55	2	297	2	88	558	83				
Volume Left	45	7	2	0	0	88	0	0				
Volume Right	2	48	0	0	2	0	0	83				
cSH	167	536	899	1700	1700	1245	1700	1700				
Volume to Capacity	0.28	0.10	0.00	0.17	0.00	0.07	0.33	0.05				
Queue Length 95th (m)	8.7	2.7	0.1	0.0	0.0	1.8	0.0	0.0				
Control Delay (s)	34.9	12.5	9.0	0.0	0.0	8.1	0.0	0.0				
Lane LOS	D	B	A			A						
Approach Delay (s)	34.9	12.5	0.1			1.0						
Approach LOS	D	B										
Intersection Summary												
Average Delay												
Intersection Capacity Utilization												
Analysis Period (min)												
ICU Level of Service												
A												

Lanes, Volumes, Timings  
55: Allard Way & Southfort Drive

AM Peak  
Southfort Full Development

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	5	22	54	1	323	110	527	25	77	288	21
Future Volume (vph)	68	5	22	54	1	323	110	527	25	77	288	21
Ideal Flow (vphpl)	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Storage Length (m)	20.0		0.0	20.0		0.0	60.0		60.0	60.0		60.0
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (m)	29.9			29.9			29.9			29.9		
Satd. Flow (prot)	1692	1562	0	1692	1514	0	1692	3385	1514	1692	3385	1514
Flt Permitted	0.301			0.739			0.567			0.444		
Satd. Flow (perm)	536	1562	0	1317	1514	0	1010	3385	1514	791	3385	1514
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			200				31			31
Link Speed (k/h)		69			69			69			69	
Link Distance (m)		110.5			188.6			221.4			222.3	
Travel Time (s)		5.8			9.8			11.6			11.6	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	72	28	0	57	341	0	116	555	26	81	303	22
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	23.0	23.0		23.0	23.0		23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	35.0	35.0		35.0	35.0		35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	13.3	13.3		13.3	13.3		46.7	46.7	46.7	46.7	46.7	46.7
Actuated g/C Ratio	0.19	0.19		0.19	0.19		0.67	0.67	0.67	0.67	0.67	0.67
v/c Ratio	0.71	0.09		0.23	0.76		0.17	0.25	0.03	0.15	0.13	0.02
Control Delay	59.7	10.1		23.3	21.7		7.9	7.0	3.7	5.3	4.1	0.9
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.7	10.1		23.3	21.7		7.9	7.0	3.7	5.3	4.1	0.9
LOS	E	B		C	C		A	A	A	A	A	A

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		45.8			21.9			7.0			4.2	
Approach LOS		D			C			A			A	
Queue Length 50th (m)	9.3	0.6		6.7	17.4		5.6	14.7	0.2	2.9	5.5	0.0
Queue Length 95th (m)	20.0	5.5		13.4	37.7		13.7	26.3	2.5	13.1	18.6	1.4
Internal Link Dist (m)		86.5			164.6			197.4			198.3	
Turn Bay Length (m)	20.0			20.0			60.0		60.0	60.0		60.0
Base Capacity (vph)	229	682		564	763		674	2259	1020	528	2259	1020
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.04		0.10	0.45		0.17	0.25	0.03	0.15	0.13	0.02

#### Intersection Summary

Area Type: Other

Cycle Length: 70

Actuated Cycle Length: 70

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 12.4





Intersection LOS: B

Intersection Capacity Utilization 60.5%

ICU Level of Service B























Analysis Period (min) 15

#### Splits and Phases: 55: Allard Way & Southfort Drive

 ø2 (R)	 ø4
35 s	35 s
 ø6 (R)	 ø8
35 s	35 s













Lanes, Volumes, Timings  
55: Allard Way & Southfort Drive

PM Peak  
Southfort Full Development

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	20	94	75	5	136	130	439	164	310	1061	9
Future Volume (vph)	95	20	94	75	5	136	130	439	164	310	1061	9
Ideal Flow (vphpl)	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Storage Length (m)	20.0		0.0	20.0		0.0	60.0		60.0	60.0		60.0
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (m)	29.9			29.9			29.9			29.9		
Satd. Flow (prot)	1692	1561	0	1692	1523	0	1692	3385	1514	1692	3385	1514
Flt Permitted	0.658			0.684			0.249			0.497		
Satd. Flow (perm)	1172	1561	0	1219	1523	0	444	3385	1514	885	3385	1514
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		94			136				164			31
Link Speed (k/h)		69			69			69			69	
Link Distance (m)		110.5			188.6			221.4			222.3	
Travel Time (s)		5.8			9.8			11.6			11.6	
Peak Hour 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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	95	114	0	75	141	0	130	439	164	310	1061	9
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	23.0	23.0		23.0	23.0		23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	23.0	23.0		23.0	23.0		47.0	47.0	47.0	47.0	47.0	47.0
Total Split (%)	32.9%	32.9%		32.9%	32.9%		67.1%	67.1%	67.1%	67.1%	67.1%	67.1%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	10.9	10.9		10.8	10.8		52.3	52.3	52.3	52.3	52.3	52.3
Actuated g/C Ratio	0.16	0.16		0.15	0.15		0.75	0.75	0.75	0.75	0.75	0.75
v/c Ratio	0.52	0.35		0.40	0.40		0.39	0.17	0.14	0.47	0.42	0.01
Control Delay	36.4	11.2		31.5	9.0		12.4	6.0	3.4	6.9	3.1	0.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.4	11.2		31.5	9.0		12.4	6.0	3.4	6.9	3.1	0.0
LOS	D	B		C	A		B	A	A	A	A	A
Approach Delay		22.7			16.8			6.6			3.9	
Approach LOS		C			B			A			A	
Queue Length 50th (m)	12.1	2.4		9.3	0.6		8.1	12.7	0.0	10.3	17.5	0.0

Lanes, Volumes, Timings  
55: Allard Way & Southfort Drive

PM Peak  
Southfort Full Development

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (m)	23.7	13.9		19.3	13.4		22.9	20.3	9.8	26.4	17.5	m0.0
Internal Link Dist (m)		86.5			164.6			197.4			198.3	
Turn Bay Length (m)	20.0			20.0			60.0		60.0	60.0		60.0
Base Capacity (vph)	301	471		313	492		331	2527	1171	660	2527	1138
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.24		0.24	0.29		0.39	0.17	0.14	0.47	0.42	0.01

Intersection Summary

Area Type: Other

Cycle Length: 70

Actuated Cycle Length: 70

Offset: 38 (54%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.52

Intersection Signal Delay: 7.3

Intersection LOS: A



Intersection Capacity Utilization 68.5%

ICU Level of Service C























Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 55: Allard Way & Southfort Drive













 ø2 (R)	 ø4
47 s	23 s
 ø6 (R)	 ø8
47 s	23 s



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	8	22	33	9	107	25	533	7	24	267	51
Future Volume (vph)	29	8	22	33	9	107	25	533	7	24	267	51
Ideal Flow (vphpl)	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Storage Length (m)	60.0		0.0	60.0		0.0	60.0		50.0	60.0		60.0
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (m)	30.0			29.9			29.9			29.9		
Satd. Flow (prot)	1692	1584	0	1692	1534	0	1692	3385	1514	1692	3385	1514
Flt Permitted	0.679			0.737			0.579			0.442		
Satd. Flow (perm)	1210	1584	0	1313	1534	0	1031	3385	1514	787	3385	1514
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			113				31			54
Link Speed (k/h)		69			69			69			69	
Link Distance (m)		138.6			93.4			198.8			262.5	
Travel Time (s)		7.2			4.9			10.4			13.7	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	31	31	0	35	122	0	26	561	7	25	281	54
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm custom		NA custom	
Protected Phases		4			8			6				
Permitted Phases	4	4		8			6		6	2	2	2
Detector Phase	4	4		8	8		6	6	6	2	2	2
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	23.0	23.0		23.0	23.0		23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	30.0	30.0		30.0	30.0		40.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	42.9%	42.9%		42.9%	42.9%		57.1%	57.1%	57.1%	57.1%	57.1%	57.1%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	7.6	7.6		7.6	7.6		55.5	55.5	55.5	55.5	55.5	55.5
Actuated g/C Ratio	0.11	0.11		0.11	0.11		0.79	0.79	0.79	0.79	0.79	0.79
v/c Ratio	0.24	0.16		0.25	0.46		0.03	0.21	0.01	0.04	0.10	0.04
Control Delay	38.0	20.1		31.9	13.3		1.8	1.7	0.0	2.9	2.6	1.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.0	20.1		31.9	13.3		1.8	1.7	0.0	2.9	2.6	1.5
LOS	D	C		C	B		A	A	A	A	A	A

Lanes, Volumes, Timings  
51: Greenview Way N & Southfort Drive

AM Peak  
Southfort Full Development

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		29.1			17.4			1.7			2.5	
Approach LOS		C			B			A			A	
Queue Length 50th (m)	4.2	0.9		4.5	1.1		0.7	8.2	0.0	0.9	8.3	0.4
Queue Length 95th (m)	m10.1	m7.1		12.0	14.4		m1.4	9.7	m0.0	4.3	17.6	4.7
Internal Link Dist (m)		114.6			69.4			174.8			238.5	
Turn Bay Length (m)	60.0			60.0			60.0		50.0	60.0		60.0
Base Capacity (vph)	432	580		468	620		817	2684	1206	624	2684	1211
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.05		0.07	0.20		0.03	0.21	0.01	0.04	0.10	0.04

Intersection Summary

Area Type: Other

Cycle Length: 70

Actuated Cycle Length: 70

Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.46

Intersection Signal Delay: 5.5

Intersection LOS: A



Intersection Capacity Utilization 38.2%

ICU Level of Service A

Analysis Period (min) 15























m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 51: Greenview Way N & Southfort Drive

 ø2 (R)	 ø4
40 s	30 s
 ø6 (R)	 ø8
40 s	30 s













Lanes, Volumes, Timings  
51: Greenview Way N & Southfort Drive

PM Peak  
Southfort Full Development

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	168	58	50	79	33	101	38	438	74	161	938	107
Future Volume (vph)	168	58	50	79	33	101	38	438	74	161	938	107
Ideal Flow (vphpl)	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Storage Length (m)	60.0		0.0	60.0		0.0	60.0		50.0	60.0		60.0
Storage Lanes	2		0	1		0	1		1	1		0
Taper Length (m)	30.0			29.9			29.9			29.9		
Satd. Flow (prot)	3283	1659	0	1692	1580	0	1692	3385	1514	1692	3385	1514
Flt Permitted	0.671			0.687			0.286			0.498		
Satd. Flow (perm)	2319	1659	0	1224	1580	0	510	3385	1514	887	3385	1514
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		50			101				74			107
Link Speed (k/h)		69			69			69			69	
Link Distance (m)		138.6			112.3			200.5			262.5	
Travel Time (s)		7.2			5.9			10.5			13.7	
Peak Hour 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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	168	108	0	79	134	0	38	438	74	161	938	107
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	custom	NA	custom
Protected Phases		4			8			6				
Permitted Phases	4	4		8			6		6	2	2	2
Detector Phase	4	4		8	8		6	6	6	2	2	2
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		15.0	15.0	15.0	15.0	15.0	15.0
Minimum Split (s)	23.0	23.0		23.0	23.0		23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	28.0	28.0		28.0	28.0		42.0	42.0	42.0	42.0	42.0	42.0
Total Split (%)	40.0%	40.0%		40.0%	40.0%		60.0%	60.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	11.3	11.3		11.3	11.3		48.7	48.7	48.7	48.7	48.7	48.7
Actuated g/C Ratio	0.16	0.16		0.16	0.16		0.70	0.70	0.70	0.70	0.70	0.70
v/c Ratio	0.45	0.35		0.40	0.39		0.11	0.19	0.07	0.26	0.40	0.10
Control Delay	30.2	18.4		32.2	12.6		6.3	5.6	3.0	3.0	2.9	0.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.2	18.4		32.2	12.6		6.3	5.6	3.0	3.0	2.9	0.3
LOS	C	B		C	B		A	A	A	A	A	A
Approach Delay		25.6			19.9			5.3			2.7	
Approach LOS		C			B			A			A	
Queue Length 50th (m)	10.9	7.1		10.0	4.0		2.0	12.5	0.3	2.6	8.0	0.2

Lanes, Volumes, Timings  
51: Greenview Way N & Southfort Drive

PM Peak  
Southfort Full Development

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (m)	18.5	19.0		20.9	17.1		6.3	20.9	6.4	5.1	12.0	0.1
Internal Link Dist (m)		114.6			88.3			176.5			238.5	
Turn Bay Length (m)	60.0			60.0			60.0		50.0	60.0		60.0
Base Capacity (vph)	761	578		402	586		354	2353	1075	616	2353	1085
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.19		0.20	0.23		0.11	0.19	0.07	0.26	0.40	0.10

Intersection Summary

Area Type: Other

Cycle Length: 70

Actuated Cycle Length: 70

Offset: 68 (97%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.45

Intersection Signal Delay: 7.8

Intersection LOS: A




Intersection Capacity Utilization 72.5%













ICU Level of Service C







Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 51: Greenview Way N & Southfort Drive

 Ø2 (R)	 Ø4
42 s	28 s
 Ø6 (R)	 Ø8
42 s	28 s

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	64	65	184	419	297	56
Future Volume (vph)	64	65	184	419	297	56
Ideal Flow (vphpl)	1850	1850	1850	1850	1850	1850
Storage Length (m)	60.0	0.0	60.0			0.0
Storage Lanes	0	1	1			1
Taper Length (m)	29.9		29.9			
Satd. Flow (prot)	1692	1514	1692	1781	1781	1514
Flt Permitted	0.950		0.552			
Satd. Flow (perm)	1692	1514	983	1781	1781	1514
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		68				59
Link Speed (k/h)	69			69	69	
Link Distance (m)	237.4			98.9	110.1	
Travel Time (s)	12.4			5.2	5.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Lane Group Flow (vph)	67	68	194	441	313	59
Turn Type	Prot	Perm	Perm	NA	NA	Free
Protected Phases	4			2	6	
Permitted Phases		4	2			Free
Detector Phase	4	4	2	2	6	
Switch Phase						
Minimum Initial (s)	10.0	10.0	15.0	15.0	15.0	
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	
Total Split (s)	28.0	28.0	42.0	42.0	42.0	
Total Split (%)	40.0%	40.0%	60.0%	60.0%	60.0%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Max	C-Max	Max	Max	Max	
Act Effct Green (s)	22.0	22.0	36.0	36.0	36.0	70.0
Actuated g/C Ratio	0.31	0.31	0.51	0.51	0.51	1.00
v/c Ratio	0.13	0.13	0.38	0.48	0.34	0.04
Control Delay	23.1	11.2	13.1	13.2	9.9	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.1	11.2	13.1	13.2	9.9	0.1
LOS	C	B	B	B	A	A

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Approach Delay	17.1			13.2	8.4	
Approach LOS	B			B	A	
Queue Length 50th (m)	12.1	0.0	14.9	36.0	37.0	0.0
Queue Length 95th (m)	17.8	11.1	29.5	58.4	49.0	0.0
Internal Link Dist (m)	213.4			74.9	86.1	
Turn Bay Length (m)	60.0		60.0			
Base Capacity (vph)	531	522	505	915	915	1514
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.13	0.38	0.48	0.34	0.04

#### Intersection Summary

Area Type: Other

Cycle Length: 70

Actuated Cycle Length: 70

Offset: 0 (0%), Referenced to phase 4:EBL, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.48

Intersection Signal Delay: 12.1

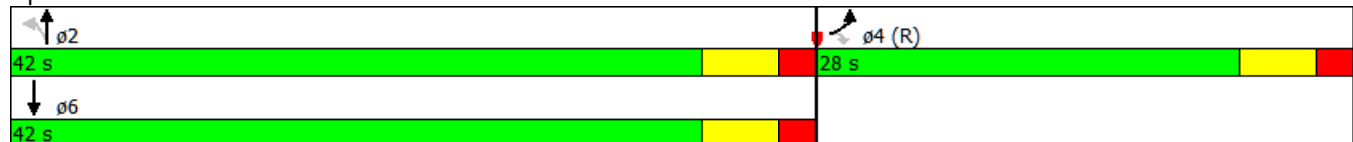
Intersection LOS: B













Intersection Capacity Utilization 51.9%







ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 12: Southfort Drive & 84 Street



						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	187	198	161	355	748	268
Future Volume (vph)	187	198	161	355	748	268
Ideal Flow (vphpl)	1850	1850	1850	1850	1850	1850
Storage Length (m)	60.0	0.0	60.0			0.0
Storage Lanes	0	1	1			1
Taper Length (m)	29.9		29.9			
Satd. Flow (prot)	1692	1514	1692	1781	1781	1514
Flt Permitted	0.950		0.246			
Satd. Flow (perm)	1692	1514	438	1781	1781	1514
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		198				203
Link Speed (k/h)	69			69	69	
Link Distance (m)	235.2			240.5	132.3	
Travel Time (s)	12.3			12.5	6.9	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Shared Lane Traffic (%)						
Lane Group Flow (vph)	187	198	161	355	748	268
Turn Type	Prot	Perm	Perm	NA	NA	Free
Protected Phases	4			2	6	
Permitted Phases		4	2			Free
Detector Phase	4	4	2	2	6	
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	
Total Split (s)	23.0	23.0	47.0	47.0	47.0	
Total Split (%)	32.9%	32.9%	67.1%	67.1%	67.1%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Max	C-Max	Max	Max	Max	
Act Effct Green (s)	18.0	18.0	42.0	42.0	42.0	70.0
Actuated g/C Ratio	0.26	0.26	0.60	0.60	0.60	1.00
v/c Ratio	0.43	0.37	0.61	0.33	0.70	0.18
Control Delay	25.4	5.8	22.0	8.1	14.9	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.4	5.8	22.0	8.1	14.9	0.2
LOS	C	A	C	A	B	A
Approach Delay	15.3			12.4	11.1	
Approach LOS	B			B	B	
Queue Length 50th (m)	21.2	0.0	12.3	21.4	71.9	0.0

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Length 95th (m)	38.8	14.4	#43.1	35.5	124.0	0.0
Internal Link Dist (m)	211.2			216.5	108.3	
Turn Bay Length (m)	60.0		60.0			
Base Capacity (vph)	435	536	262	1068	1068	1514
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.37	0.61	0.33	0.70	0.18

#### Intersection Summary

Area Type: Other

Cycle Length: 70

Actuated Cycle Length: 70

Offset: 47 (67%), Referenced to phase 4:EBL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay: 12.3

Intersection LOS: B

Intersection Capacity Utilization 72.7%

ICU Level of Service C

Analysis Period (min) 15













# 95th percentile volume exceeds capacity, queue may be longer.













Queue shown is maximum after two cycles.






















Splits and Phases: 12: Southfort Drive & 84 Street













 Ø2	 Ø4 (R)
47 s	23 s
 Ø6	
47 s	



						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	105	172	431	36	47	315
Future Volume (Veh/h)	105	172	431	36	47	315
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	111	181	454	38	49	332
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (m)						262
pX, platoon unblocked	0.94					
vC, conflicting volume	884	454	492			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	846	454	492			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	62	70	95			
cM capacity (veh/h)	295	600	1056			
Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	111	181	454	38	49	332
Volume Left	111	0	0	0	49	0
Volume Right	0	181	0	38	0	0
cSH	295	600	1700	1700	1056	1700
Volume to Capacity	0.38	0.30	0.27	0.02	0.05	0.20
Queue Length 95th (m)	13.3	10.0	0.0	0.0	1.2	0.0
Control Delay (s)	24.4	13.6	0.0	0.0	8.6	0.0
Lane LOS	C	B	A			
Approach Delay (s)	17.7	0.0		1.1		
Approach LOS	C					
Intersection Summary						
Average Delay			4.8			
Intersection Capacity Utilization		42.6%	ICU Level of Service		A	

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	63	111	408	96	202	744
Future Volume (Veh/h)	63	111	408	96	202	744
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	63	111	408	96	202	744
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		TWLT	TL
Median storage (veh)						2
Upstream signal (m)						240
pX, platoon unblocked	0.74					
vC, conflicting volume	1556	408			504	
vC1, stage 1 conf vol	408					
vC2, stage 2 conf vol	1148					
vCu, unblocked vol	1575	408			504	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3			2.2	
p0 queue free %	68	83			81	
cM capacity (veh/h)	195	637			1045	
Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	63	111	408	96	202	744
Volume Left	63	0	0	0	202	0
Volume Right	0	111	0	96	0	0
cSH	195	637	1700	1700	1045	1700
Volume to Capacity	0.32	0.17	0.24	0.06	0.19	0.44
Queue Length 95th (m)	10.5	5.0	0.0	0.0	5.6	0.0
Control Delay (s)	32.1	11.8	0.0	0.0	9.3	0.0
Lane LOS	D	B			A	
Approach Delay (s)	19.2		0.0		2.0	
Approach LOS	C					
Intersection Summary						
Average Delay			3.2			
Intersection Capacity Utilization			50.5%		ICU Level of Service	A
Analysis Period (min)			15			

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	59	141	107	44	490	22	44	1	8	15	1	143
Future Volume (vph)	59	141	107	44	490	22	44	1	8	15	1	143
Ideal Flow (vphpl)	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Storage Length (m)	50.0		0.0	60.0		60.0	30.0		0.0	30.0		0.0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (m)	30.0			30.0			30.0			30.0		
Satd. Flow (prot)	1692	3385	1514	1692	3365	0	1692	1545	0	1692	1516	0
Flt Permitted	0.451			0.658			0.660			0.752		
Satd. Flow (perm)	803	3385	1514	1172	3365	0	1176	1545	0	1340	1516	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			113		8			8			151	
Link Speed (k/h)		69			69			69			69	
Link Distance (m)		273.8			120.9			69.4			106.1	
Travel Time (s)		14.3			6.3			3.6			5.5	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	148	113	46	539	0	46	9	0	16	152	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2		2	6			4			8		
Detector Phase	2	2	2	6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0		27.0	27.0		27.0	27.0	
Total Split (s)	36.0	36.0	36.0	36.0	36.0		34.0	34.0		34.0	34.0	
Total Split (%)	51.4%	51.4%	51.4%	51.4%	51.4%		48.6%	48.6%		48.6%	48.6%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max	Max	Max	Max		None	None		None	None	
Act Effct Green (s)	36.5	36.5	36.5	36.5	36.5		10.0	10.0		10.0	10.0	
Actuated g/C Ratio	0.70	0.70	0.70	0.70	0.70		0.19	0.19		0.19	0.19	
v/c Ratio	0.11	0.06	0.10	0.06	0.23		0.21	0.03		0.06	0.37	
Control Delay	4.9	4.1	1.4	4.3	4.4		20.1	11.3		17.5	7.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	4.9	4.1	1.4	4.3	4.4		20.1	11.3		17.5	7.0	
LOS	A	A	A	A	A		C	B		B	A	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		3.3			4.4			18.7			8.0	
Approach LOS		A			A			B			A	
Queue Length 50th (m)	2.1	2.5	0.0	1.5	10.2		3.7	0.1		1.3	0.1	
Queue Length 95th (m)	5.9	5.0	4.1	4.4	16.0		10.9	2.9		5.2	11.8	
Internal Link Dist (m)		249.8			96.9			45.4			82.1	
Turn Bay Length (m)	50.0			60.0			30.0			30.0		
Base Capacity (vph)	559	2355	1087	815	2344		652	860		742	908	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.11	0.06	0.10	0.06	0.23		0.07	0.01		0.02	0.17	

#### Intersection Summary

Area Type: Other

Cycle Length: 70

Actuated Cycle Length: 52.4

Natural Cycle: 50

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.37

Intersection Signal Delay: 5.3





Intersection LOS: A

Intersection Capacity Utilization 61.3%

ICU Level of Service B






















Analysis Period (min) 15

Splits and Phases: 206: Ridge Point Gate & Southridge Blvd.

 Ø2	 Ø4
36 s	34 s
 Ø6	 Ø8
36 s	34 s













Lanes, Volumes, Timings  
206: Ridge Point Gate & Southridge Blvd.

PM Peak  
Southfort Full Development

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	204	386	84	27	152	62	125	2	41	52	2	178
Future Volume (vph)	204	386	84	27	152	62	125	2	41	52	2	178
Ideal Flow (vphpl)	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Storage Length (m)	50.0		0.0	60.0		60.0	30.0		0.0	30.0		0.0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (m)	30.0			30.0			30.0			30.0		
Satd. Flow (prot)	1692	3385	1514	1692	3239	0	1692	1527	0	1692	1518	0
Flt Permitted	0.618			0.523			0.589			0.729		
Satd. Flow (perm)	1101	3385	1514	932	3239	0	1049	1527	0	1299	1518	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			84		62			41			178	
Link Speed (k/h)		69			69			69			69	
Link Distance (m)		273.8			140.5			69.4			106.1	
Travel Time (s)		14.3			7.3			3.6			5.5	
Peak Hour 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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	204	386	84	27	214	0	125	43	0	52	180	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2		2	6			4			8		
Detector Phase	2	2	2	6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0		27.0	27.0		27.0	27.0	
Total Split (s)	38.0	38.0	38.0	38.0	38.0		32.0	32.0		32.0	32.0	
Total Split (%)	54.3%	54.3%	54.3%	54.3%	54.3%		45.7%	45.7%		45.7%	45.7%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max		None	None		None	None	
Act Effct Green (s)	45.8	45.8	45.8	45.8	45.8		14.2	14.2		14.2	14.2	
Actuated g/C Ratio	0.65	0.65	0.65	0.65	0.65		0.20	0.20		0.20	0.20	
v/c Ratio	0.28	0.17	0.08	0.04	0.10		0.59	0.13		0.20	0.40	
Control Delay	7.6	5.9	1.9	6.3	4.1		35.8	8.0		22.9	6.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	7.6	5.9	1.9	6.3	4.1		35.8	8.0		22.9	6.5	
LOS	A	A	A	A	A		D	A		C	A	
Approach Delay		5.9			4.3			28.7			10.2	
Approach LOS		A			A			C			B	
Queue Length 50th (m)	23.8	9.1	0.0	1.0	3.1		15.9	0.3		6.1	0.3	

Lanes, Volumes, Timings  
206: Ridge Point Gate & Southridge Blvd.

PM Peak  
Southfort Full Development

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (m)	22.8	18.6	m4.1	5.0	9.4		27.3	6.5		12.6	12.7	
Internal Link Dist (m)		249.8			116.5			45.4			82.1	
Turn Bay Length (m)	50.0			60.0			30.0			30.0		
Base Capacity (vph)	720	2215	1020	609	2141		404	614		501	694	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.28	0.17	0.08	0.04	0.10		0.31	0.07		0.10	0.26	

Intersection Summary

Area Type: Other

Cycle Length: 70

Actuated Cycle Length: 70

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.59

Intersection Signal Delay: 9.3

Intersection LOS: A

Intersection Capacity Utilization 61.4%

ICU Level of Service B

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.




















Splits and Phases: 206: Ridge Point Gate & Southridge Blvd.

 Ø2 (R)	 Ø4
38 s	32 s
 Ø6 (R)	 Ø8
38 s	32 s

# HCM Unsignalized Intersection Capacity Analysis

120: Southridge Blvd. & Southfort Drive

AM Peak  
Southfort Full Development

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	145	11	20	420	108	66	36	3	27	10	70
Future Volume (Veh/h)	8	145	11	20	420	108	66	36	3	27	10	70
Sign Control	Free			Free			Stop			Stop		
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)	8	153	12	21	442	114	69	38	3	28	11	74
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	556			165			738	773	159	732	722	499
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	556			165			738	773	159	732	722	499
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			98			75	88	100	91	97	87
cM capacity (veh/h)	1000			1395			275	319	878	296	341	566
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1	SB 2					
Volume Total	8	165	21	556	110	28	85					
Volume Left	8	0	21	0	69	28	0					
Volume Right	0	12	0	114	3	0	74					
cSH	1000	1700	1395	1700	294	296	521					
Volume to Capacity	0.01	0.10	0.02	0.33	0.37	0.09	0.16					
Queue Length 95th (m)	0.2	0.0	0.4	0.0	13.2	2.4	4.6					
Control Delay (s)	8.6	0.0	7.6	0.0	24.4	18.4	13.2					
Lane LOS	A		A		C	C	B					
Approach Delay (s)	0.4		0.3		24.4	14.5						
Approach LOS					C	B						

## Intersection Summary




















Average Delay	4.7											
Intersection Capacity Utilization	48.7%	ICU Level of Service			A							

# HCM Unsignalized Intersection Capacity Analysis

163: Southridge Blvd. & Southfort Drive

PM Peak

Southfort Full Development

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	387	50	27	152	62	23	20	2	126	44	99
Future Volume (Veh/h)	37	387	50	27	152	62	23	20	2	126	44	99
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour 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
Hourly flow rate (vph)	37	387	50	27	152	62	23	20	2	126	44	99
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	214			437			813	754	412	710	748	183
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	214			437			813	754	412	710	748	183
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			98			90	94	100	60	86	88
cM capacity (veh/h)	1338			1107			223	318	633	314	320	852
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1	SB 2					
Volume Total	37	437	27	214	45	126	143					
Volume Left	37	0	27	0	23	126	0					
Volume Right	0	50	0	62	2	0	99					
cSH	1338	1700	1107	1700	266	314	564					
Volume to Capacity	0.03	0.26	0.02	0.13	0.17	0.40	0.25					
Queue Length 95th (m)	0.7	0.0	0.6	0.0	4.7	14.7	7.9					
Control Delay (s)	7.8	0.0	8.3	0.0	21.3	23.9	13.5					
Lane LOS	A		A		C	C	B					
Approach Delay (s)	0.6		0.9		21.3	18.4						
Approach LOS												
Intersection Summary												
Average Delay												
Intersection Capacity Utilization												
ICU Level of Service												
Analysis Period (min)												



Intersection

Intersection Delay, s/veh 9.4

Intersection LOS A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	173	558	110	113
Demand Flow Rate, veh/h	182	586	115	119
Vehicles Circulating, veh/h	43	120	198	538
Vehicles Exiting, veh/h	614	193	27	168
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	108	0
Ped Cap Adj	1.000	1.000	0.984	1.000
Approach Delay, s/veh	5.0	11.9	5.3	7.9
Approach LOS	A	B	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	182	586	115	119
Cap Entry Lane, veh/h	1082	1002	927	660
Entry HV Adj Factor	0.952	0.952	0.957	0.953
Flow Entry, veh/h	173	558	110	113
Cap Entry, veh/h	1031	954	873	629
V/C Ratio	0.168	0.585	0.126	0.180
Control Delay, s/veh	5.0	11.9	5.3	7.9
LOS	A	B	A	A
95th %tile Queue, veh	1	4	0	1

Intersection				
Intersection Delay, s/veh	8.6			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	474	211	45	269
Demand Flow Rate, veh/h	497	222	47	282
Vehicles Circulating, veh/h	179	84	577	150
Vehicles Exiting, veh/h	253	540	99	156
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	137	0
Ped Cap Adj	1.000	1.000	0.979	1.000
Approach Delay, s/veh	11.0	5.7	6.9	6.9
Approach LOS	B	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	497	222	47	282
Cap Entry Lane, veh/h	945	1039	635	973
Entry HV Adj Factor	0.953	0.951	0.957	0.953
Flow Entry, veh/h	474	211	45	269
Cap Entry, veh/h	900	988	595	927
V/C Ratio	0.526	0.214	0.076	0.290
Control Delay, s/veh	11.0	5.7	6.9	6.9
LOS	B	A	A	A
95th %tile Queue, veh	3	1	0	1

## Synchro Reports at Southfort

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






















*50% Development*



Lanes, Volumes, Timings  
107: Highway 21 & Wilshire Blvd./Southridge Blvd.













AM Peak Roundabout Option

50% Development Level

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	526	13	297	326	13	75	72	1202	57	84	1192	125
Future Volume (vph)	526	13	297	326	13	75	72	1202	57	84	1192	125
Ideal Flow (vphpl)	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Storage Length (m)	60.0		60.0	60.0		60.0	79.9		79.9	79.9		79.9
Storage Lanes	1		1	1		1	2		1	2		1
Taper Length (m)	29.9			29.9			29.9			29.9		
Satd. Flow (prot)	3283	3385	1514	3283	3385	1514	3283	4863	1514	3283	4863	1514
Flt Permitted	0.503			0.749			0.950			0.950		
Satd. Flow (perm)	1738	3385	1514	2589	3385	1514	3283	4863	1514	3283	4863	1514
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			235			210			164			164
Link Speed (k/h)		69			69			69			69	
Link Distance (m)		258.4			273.8			345.0			780.4	
Travel Time (s)		13.5			14.3			18.0			40.7	
Peak Hour 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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	526	13	297	326	13	75	72	1202	57	84	1192	125
Turn Type	pm+pt	NA	Free	pm+pt	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		Free	8		Free			2			6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	10.0		7.0	10.0		7.0	20.0	20.0	7.0	20.0	20.0
Minimum Split (s)	15.0	37.0		13.0	37.0		13.0	33.0	33.0	13.0	33.0	33.0
Total Split (s)	26.0	47.0		16.0	37.0		15.0	62.0	62.0	15.0	62.0	62.0
Total Split (%)	18.6%	33.6%		11.4%	26.4%		10.7%	44.3%	44.3%	10.7%	44.3%	44.3%
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	2.5	2.0		2.5	2.0		2.5	2.0	2.0	2.5	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max
Act Effect Green (s)	30.6	18.2	140.0	24.2	14.2	140.0	8.3	82.8	82.8	8.6	85.7	85.7
Actuated g/C Ratio	0.22	0.13	1.00	0.17	0.10	1.00	0.06	0.59	0.59	0.06	0.61	0.61
v/c Ratio	0.88	0.03	0.20	0.62	0.04	0.05	0.37	0.42	0.06	0.42	0.40	0.13
Control Delay	65.8	45.9	0.3	53.3	52.3	0.1	68.7	18.6	0.1	63.8	21.7	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.8	45.9	0.3	53.3	52.3	0.1	68.7	18.6	0.1	63.8	21.7	7.4
LOS	E	D	A	D	D	A	E	B	A	E	C	A
Approach Delay		42.2			43.6			20.5			22.9	
Approach LOS		D			D			C			C	
Queue Length 50th (m)	-89.7	1.8	0.0	46.6	1.8	0.0	10.4	52.7	0.0	13.0	61.0	6.5
Queue Length 95th (m)	69.9	4.2	0.0	42.9	4.6	0.0	18.9	116.2	0.0	m21.1	96.8	m14.6
Internal Link Dist (m)		234.4			249.8			321.0			756.4	
Turn Bay Length (m)	60.0		60.0	60.0		60.0	79.9		79.9	79.9		79.9
Base Capacity (vph)	600	991	1514	527	749	1514	213	2876	962	216	2977	990
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0

Lanes, Volumes, Timings  
107: Highway 21 & Wilshire Blvd./Southridge Blvd.

AM Peak Roundabout Option  
50% Development Level

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.88	0.01	0.20	0.62	0.02	0.05	0.34	0.42	0.06	0.39	0.40	0.13

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.88

Intersection Signal Delay: 28.3

Intersection LOS: C

Intersection Capacity Utilization 66.8%

ICU Level of Service C

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

























m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 107: Highway 21 & Wilshire Blvd./Southridge Blvd.

 ø1	 ø2 (R)	 ø3	 ø4
15 s	62 s	16 s	47 s
 ø5	 ø6 (R)	 ø7	 ø8
15 s	62 s	26 s	37 s

Lanes, Volumes, Timings  
107: Highway 21 & Wilshire Blvd./Southridge Blvd.













PM Peak Roundabout Option  
50% Development Level

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	308	23	192	197	21	309	212	1701	265	295	1412	473
Future Volume (vph)	308	23	192	197	21	309	212	1701	265	295	1412	473
Ideal Flow (vphpl)	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Storage Length (m)	60.0		60.0	60.0		60.0	79.9		79.9	79.9		79.9
Storage Lanes	1		1	2		1	2		1	2		1
Taper Length (m)	29.9			29.9			29.9			29.9		
Satd. Flow (prot)	3283	3385	1514	3283	3385	1514	3283	4863	1514	3283	4863	1514
Flt Permitted	0.665			0.742			0.950			0.950		
Satd. Flow (perm)	2298	3385	1514	2564	3385	1514	2868	4863	979	3283	4863	1514
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			192			242			208			469
Link Speed (k/h)		69			69			69			69	
Link Distance (m)		258.4			273.8			345.0			780.4	
Travel Time (s)		13.5			14.3			18.0			40.7	
Confl. Peds. (#/hr)							1733		348			
Peak Hour 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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	308	23	192	197	21	309	212	1701	265	295	1412	473
Turn Type	pm+pt	NA	Free	pm+pt	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		Free	8		Free			2			6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	10.0		7.0	10.0		7.0	20.0	20.0	7.0	20.0	20.0
Minimum Split (s)	15.0	37.0		13.0	37.0		13.0	33.0	33.0	13.0	33.0	33.0
Total Split (s)	15.0	39.0		13.0	37.0		20.0	64.0	64.0	24.0	68.0	68.0
Total Split (%)	10.7%	27.9%		9.3%	26.4%		14.3%	45.7%	45.7%	17.1%	48.6%	48.6%
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	2.5	2.0		2.5	2.0		2.5	2.0	2.0	2.5	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	20.4	15.4	140.0	18.0	14.2	140.0	13.4	82.3	82.3	16.9	85.8	85.8
Actuated g/C Ratio	0.15	0.11	1.00	0.13	0.10	1.00	0.10	0.59	0.59	0.12	0.61	0.61
v/c Ratio	0.77	0.06	0.13	0.53	0.06	0.20	0.67	0.60	0.40	0.74	0.47	0.43
Control Delay	66.4	51.8	0.2	56.0	53.2	0.3	72.1	22.3	7.5	51.8	27.9	12.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.4	51.8	0.2	56.0	53.2	0.3	72.1	22.3	7.5	51.8	27.9	12.7
LOS	E	D	A	E	D	A	E	C	A	D	C	B
Approach Delay		41.4			23.2			25.3			27.8	
Approach LOS		D			C			C			C	
Queue Length 50th (m)	41.9	3.2	0.0	25.8	3.0	0.0	30.6	115.3	7.3	43.5	100.5	32.0
Queue Length 95th (m)	46.4	6.7	0.0	30.8	6.4	0.0	44.7	181.0	36.1	m58.4	130.9	81.1
Internal Link Dist (m)		234.4			249.8			321.0			756.4	
Turn Bay Length (m)	60.0		60.0	60.0		60.0	79.9		79.9	79.9		79.9
Base Capacity (vph)	398	797	1514	369	749	1514	338	2858	661	430	2978	1109

Lanes, Volumes, Timings  
107: Highway 21 & Wilshire Blvd./Southridge Blvd.

PM Peak Roundabout Option

50% Development Level

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.03	0.13	0.53	0.03	0.20	0.63	0.60	0.40	0.69	0.47	0.43

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 27.7

Intersection LOS: C









Intersection Capacity Utilization 73.1%

ICU Level of Service D

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 107: Highway 21 & Wilshire Blvd./Southridge Blvd.

























 ø1	 ø2 (R)	 ø3	 ø4
24 s	64 s	13 s	39 s
 ø5	 ø6 (R)	 ø7	 ø8
20 s	68 s	15 s	37 s

# Lanes, Volumes, Timings

# AM Peak Roundabout Option

## 14: Highway 21 & Westpark Boulevard/Southfort Blvd.

50% Development Level

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	144	151	71	270	107	203	58	1614	126	97	1060	130
Future Volume (vph)	144	151	71	270	107	203	58	1614	126	97	1060	130
Ideal Flow (vphpl)	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Storage Length (m)	60.0		60.0	60.0		60.0	100.0		60.0	100.0		60.0
Storage Lanes	1		1	1		1	1		1	2		1
Taper Length (m)	29.9			29.9			29.9			29.9		
Satd. Flow (prot)	1692	3385	1514	3283	1781	1514	1692	4863	1514	3283	4863	1514
Flt Permitted	0.553			0.656			0.950			0.950		
Satd. Flow (perm)	980	3385	1486	2255	1781	1486	1689	4863	1485	3279	4863	1485
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			164			164			117			130
Link Speed (k/h)		69			69			69			69	
Link Distance (m)		489.0			168.0			780.4			144.9	
Travel Time (s)		25.5			8.8			40.7			7.6	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Peak Hour 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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	144	151	71	270	107	203	58	1614	126	97	1060	130
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	7.0	7.0	7.0	10.0	10.0	7.0	20.0	20.0	7.0	7.0	7.0
Minimum Split (s)	9.0	37.0	37.0	13.0	37.0	37.0	13.0	33.0	33.0	13.0	33.0	33.0
Total Split (s)	14.0	39.0	39.0	13.0	38.0	38.0	13.0	74.0	74.0	14.0	75.0	75.0
Total Split (%)	10.0%	27.9%	27.9%	9.3%	27.1%	27.1%	9.3%	52.9%	52.9%	10.0%	53.6%	53.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	4.0	4.0	3.5	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	1.5	2.5	2.5	2.5	2.0	2.0	2.5	2.0	2.0	2.5	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes				Yes	Yes		Yes	Yes	Yes		
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	25.1	15.1	15.1	21.1	14.1	14.1	10.6	85.9	85.9	8.0	85.9	85.9
Actuated g/C Ratio	0.18	0.11	0.11	0.15	0.10	0.10	0.08	0.61	0.61	0.06	0.61	0.61
v/c Ratio	0.65	0.41	0.23	0.69	0.60	0.68	0.45	0.54	0.13	0.52	0.36	0.14
Control Delay	62.9	61.0	1.8	60.4	73.4	26.3	64.9	16.8	4.9	68.1	14.7	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.9	61.0	1.8	60.4	73.4	26.3	64.9	16.8	4.9	68.1	14.7	4.1
LOS	E	E	A	E	E	C	E	B	A	E	B	A
Approach Delay		50.3			50.9			17.6			17.6	
Approach LOS		D			D			B			B	
Queue Length 50th (m)	36.4	21.7	0.0	35.3	30.0	10.6	14.4	92.9	0.1	14.9	46.3	0.6
Queue Length 95th (m)	55.3	32.2	0.0	46.9	48.6	36.8	m26.8	142.5	m14.5	25.4	57.9	4.3
Internal Link Dist (m)		465.0			144.0			756.4			120.9	
Turn Bay Length (m)	60.0		60.0	60.0		60.0	100.0		60.0	100.0		60.0
Base Capacity (vph)	221	797	475	391	407	466	128	2983	956	187	2982	961















# Lanes, Volumes, Timings

## AM Peak Roundabout Option

### 14: Highway 21 & Westpark Boulevard/Southfort Blvd.

50% Development Level

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.19	0.15	0.69	0.26	0.44	0.45	0.54	0.13	0.52	0.36	0.14

#### Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.69

Intersection Signal Delay: 25.4

Intersection LOS: C









Intersection Capacity Utilization 76.2%

ICU Level of Service D

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 14: Highway 21 & Westpark Boulevard/Southfort Blvd.

























 ø2 (R)	 ø1	 ø3	 ø4
74 s	14 s	13 s	39 s
 ø5	 ø6 (R)	 ø7	 ø8
13 s	75 s	14 s	38 s

# Lanes, Volumes, Timings

# PM Peak Roundabout Option

## 14: Highway 21 & Westpark Boulevard/Southfort Blvd.













50% Development Level

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	118	48	218	289	140	188	1858	272	303	1918	384
Future Volume (vph)	79	118	48	218	289	140	188	1858	272	303	1918	384
Ideal Flow (vphpl)	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Storage Length (m)	60.0		60.0	60.0		60.0	100.0		60.0	100.0		60.0
Storage Lanes	1		1	1		1	1		1	2		1
Taper Length (m)	29.9			29.9			29.9			29.9		
Satd. Flow (prot)	1692	3385	1514	3283	1781	1514	1692	4863	1514	3283	4863	1514
Flt Permitted	0.269			0.627			0.950			0.950		
Satd. Flow (perm)	477	3385	1486	2155	1781	1486	1691	4863	1485	3280	4863	1485
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			156			156			158			206
Link Speed (k/h)		69			69			69			69	
Link Distance (m)		489.0			168.0			780.4			144.9	
Travel Time (s)		25.5			8.8			40.7			7.6	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Peak Hour 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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	79	118	48	218	289	140	188	1858	272	303	1918	384
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	7.0	7.0	7.0	10.0	10.0	7.0	20.0	20.0	7.0	7.0	7.0
Minimum Split (s)	9.0	37.0	37.0	13.0	37.0	37.0	13.0	33.0	33.0	13.0	33.0	33.0
Total Split (s)	11.0	37.0	37.0	13.0	39.0	39.0	26.0	68.0	68.0	22.0	64.0	64.0
Total Split (%)	7.9%	26.4%	26.4%	9.3%	27.9%	27.9%	18.6%	48.6%	48.6%	15.7%	45.7%	45.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	4.0	4.0	3.5	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	1.5	2.5	2.5	2.5	2.0	2.0	2.5	2.0	2.0	2.5	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes				Yes	Yes		Yes	Yes	Yes		
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	32.2	25.2	25.2	34.2	27.2	27.2	19.1	67.8	67.8	16.0	64.7	64.7
Actuated g/C Ratio	0.23	0.18	0.18	0.24	0.19	0.19	0.14	0.48	0.48	0.11	0.46	0.46
v/c Ratio	0.49	0.19	0.12	0.37	0.84	0.34	0.81	0.79	0.34	0.81	0.85	0.48
Control Delay	48.2	48.1	0.6	41.2	74.6	6.8	79.8	42.0	20.5	65.8	34.0	14.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.2	48.1	0.6	41.2	74.6	6.8	79.8	42.0	20.5	65.8	34.0	14.5
LOS	D	D	A	D	E	A	E	D	C	E	C	B
Approach Delay		38.8			48.7			42.5			34.8	
Approach LOS		D			D			D			C	
Queue Length 50th (m)	17.1	15.2	0.0	25.1	80.3	0.0	54.7	150.5	26.9	41.6	149.8	27.4
Queue Length 95th (m)	29.4	23.6	0.0	34.4	110.0	13.6	m#90.0	222.3	m78.3	m50.4	#177.8	m40.8
Internal Link Dist (m)		465.0			144.0			756.4			120.9	
Turn Bay Length (m)	60.0		60.0	60.0		60.0	100.0		60.0	100.0		60.0
Base Capacity (vph)	161	749	450	582	419	469	249	2354	800	375	2246	796

Lanes, Volumes, Timings  
14: Highway 21 & Westpark Boulevard/Southfort Blvd.

PM Peak Roundabout Option

50% Development Level

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.16	0.11	0.37	0.69	0.30	0.76	0.79	0.34	0.81	0.85	0.48

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay: 39.6

Intersection LOS: D

Intersection Capacity Utilization 89.6%

ICU Level of Service E

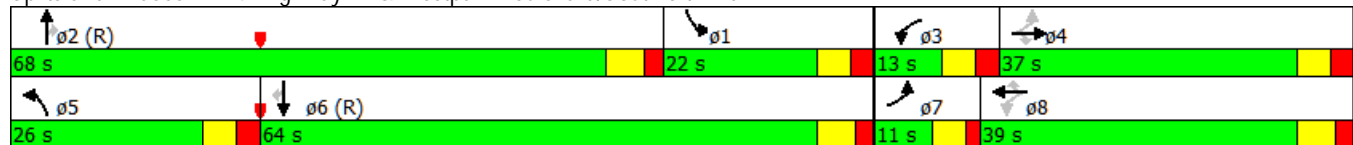
Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

























Splits and Phases: 14: Highway 21 & Westpark Boulevard/Southfort Blvd.



Lanes, Volumes, Timings  
32: Highway 21 & 84 Street

AM Peak Roundabout Option













50% Development Level

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	184	72	300	60	98	109	119	1849	74	33	927	32
Future Volume (vph)	184	72	300	60	98	109	119	1849	74	33	927	32
Ideal Flow (vphpl)	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Storage Length (m)	0.0		60.0	60.0		0.0	60.0		60.0	100.0		60.0
Storage Lanes	1		1	2		1	2		1	2		1
Taper Length (m)	29.9			29.9			29.9			29.9		
Satd. Flow (prot)	1692	1781	1514	3283	1781	1514	3283	4863	1514	3283	4863	1514
Flt Permitted	0.502			0.710			0.950			0.950		
Satd. Flow (perm)	889	1781	1485	2454	1781	1514	3273	4863	1514	3283	4863	1486
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			240			117			117			117
Link Speed (k/h)		69			69			69			69	
Link Distance (m)		277.7			132.0			480.8			814.6	
Travel Time (s)		14.5			6.9			25.1			42.5	
Confl. Peds. (#/hr)	5		5				5					5
Peak Hour 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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	184	72	300	60	98	109	119	1849	74	33	927	32
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	10.0	10.0	7.0	10.0	10.0	7.0	20.0	20.0	7.0	20.0	20.0
Minimum Split (s)	9.0	33.0	33.0	15.0	33.0	33.0	13.0	37.0	37.0	13.0	37.0	37.0
Total Split (s)	17.0	37.0	37.0	15.0	35.0	35.0	16.0	75.0	75.0	13.0	72.0	72.0
Total Split (%)	12.1%	26.4%	26.4%	10.7%	25.0%	25.0%	11.4%	53.6%	53.6%	9.3%	51.4%	51.4%
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0	4.0	3.5	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	1.5	2.0	2.0	2.5	2.0	2.0	2.5	2.0	2.0	2.5	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes				Yes	Yes	Yes				Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	31.7	21.1	21.1	22.9	15.2	15.2	10.1	87.6	87.6	7.4	79.6	79.6
Actuated g/C Ratio	0.23	0.15	0.15	0.16	0.11	0.11	0.07	0.63	0.63	0.05	0.57	0.57
v/c Ratio	0.68	0.27	0.70	0.13	0.51	0.41	0.50	0.61	0.07	0.19	0.34	0.04
Control Delay	58.8	55.3	22.1	41.1	66.5	11.8	78.1	12.5	1.2	50.3	23.5	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.8	55.3	22.1	41.1	66.5	11.8	78.1	12.5	1.2	50.3	23.5	3.7
LOS	E	E	C	D	E	B	E	B	A	D	C	A
Approach Delay		38.5			38.5			15.9			23.8	
Approach LOS		D			D			B			C	
Queue Length 50th (m)	46.7	19.4	16.1	7.2	27.5	0.0	17.9	47.4	0.0	4.8	68.6	0.5
Queue Length 95th (m)	62.0	32.0	46.1	11.9	42.1	14.4	m28.4	83.6	m2.6	10.7	81.7	3.8
Internal Link Dist (m)		253.7			108.0			456.8			790.6	
Turn Bay Length (m)			60.0	60.0			60.0		60.0	100.0		60.0
Base Capacity (vph)	270	394	515	477	368	406	253	3042	991	173	2766	895

Lanes, Volumes, Timings  
32: Highway 21 & 84 Street

AM Peak Roundabout Option

50% Development Level

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.18	0.58	0.13	0.27	0.27	0.47	0.61	0.07	0.19	0.34	0.04

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 0 (0%), Referenced to phase 2:NET and 6:SWT, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay: 22.8

Intersection LOS: C







Intersection Capacity Utilization 75.5%

ICU Level of Service D

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

























Splits and Phases: 32: Highway 21 & 84 Street

 ø1	 ø2 (R)	 ø3	 ø4
13 s	75 s	15 s	37 s
 ø5	 ø6 (R)	 ø7	 ø8
16 s	72 s	17 s	35 s

Lanes, Volumes, Timings  
32: Highway 21 & 84 Street

PM Peak Roundabout Option













50% Development Level

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	136	169	218	138	276	86	345	1704	178	109	2256	289
Future Volume (vph)	136	169	218	138	276	86	345	1704	178	109	2256	289
Ideal Flow (vphpl)	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Storage Length (m)	0.0		60.0	60.0		0.0	60.0		60.0	100.0		60.0
Storage Lanes	1		1	2		1	2		1	2		1
Taper Length (m)	29.9			29.9			29.9			29.9		
Satd. Flow (prot)	1692	1781	1514	3283	1781	1514	3283	4863	1514	3283	4863	1514
Flt Permitted	0.267			0.453			0.950			0.950		
Satd. Flow (perm)	474	1781	1485	1566	1781	1514	3282	4863	1514	3283	4863	1486
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			218			156			128			144
Link Speed (k/h)		69			69			69			69	
Link Distance (m)		277.7			132.0			480.8			814.6	
Travel Time (s)		14.5			6.9			25.1			42.5	
Confl. Peds. (#/hr)	5		5				5					5
Peak Hour 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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	136	169	218	138	276	86	345	1704	178	109	2256	289
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	10.0	10.0	7.0	10.0	10.0	7.0	20.0	20.0	7.0	20.0	20.0
Minimum Split (s)	9.0	33.0	33.0	15.0	33.0	33.0	13.0	37.0	37.0	13.0	37.0	37.0
Total Split (s)	13.0	33.0	33.0	15.0	35.0	35.0	21.0	77.0	77.0	15.0	71.0	71.0
Total Split (%)	9.3%	23.6%	23.6%	10.7%	25.0%	25.0%	15.0%	55.0%	55.0%	10.7%	50.7%	50.7%
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0	4.0	3.5	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	1.5	2.0	2.0	2.5	2.0	2.0	2.5	2.0	2.0	2.5	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes				Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	32.8	23.8	23.8	34.2	25.5	25.5	15.0	74.7	74.7	8.8	68.5	68.5
Actuated g/C Ratio	0.23	0.17	0.17	0.24	0.18	0.18	0.11	0.53	0.53	0.06	0.49	0.49
v/c Ratio	0.76	0.56	0.50	0.28	0.85	0.21	0.98	0.66	0.21	0.53	0.95	0.36
Control Delay	66.7	60.2	10.2	39.1	78.7	1.2	79.2	7.8	0.6	88.6	23.9	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.7	60.2	10.2	39.1	78.7	1.2	79.2	7.8	0.6	88.6	23.9	7.6
LOS	E	E	B	D	E	A	E	A	A	F	C	A
Approach Delay		41.0			54.4			18.3			24.8	
Approach LOS		D			D			B			C	
Queue Length 50th (m)	30.2	44.6	0.0	15.3	76.7	0.0	48.7	33.9	0.0	16.9	65.2	1.2
Queue Length 95th (m)	#54.0	67.9	22.8	23.6	#111.0	0.0	m#79.8	37.5	m0.2	m20.0	#268.2	m30.6
Internal Link Dist (m)		253.7			108.0			456.8			790.6	
Turn Bay Length (m)			60.0	60.0			60.0		60.0	100.0		60.0
Base Capacity (vph)	180	343	462	496	368	437	351	2594	867	216	2378	800

Lanes, Volumes, Timings  
32: Highway 21 & 84 Street

PM Peak Roundabout Option

50% Development Level

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.49	0.47	0.28	0.75	0.20	0.98	0.66	0.21	0.50	0.95	0.36

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 0 (0%), Referenced to phase 2:NET and 6:SWT, Start of Green

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.98

Intersection Signal Delay: 26.3

Intersection LOS: C

Intersection Capacity Utilization 96.7%

ICU Level of Service F









Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.























Splits and Phases: 32: Highway 21 & 84 Street

 ø1	 ø2 (R)	 ø3	 ø4
15 s	77 s	15 s	33 s
 ø6 (R)	 ø5	 ø7	 ø8
71 s	21 s	13 s	35 s

Lanes, Volumes, Timings  
91: Commercial Access & Highway 21

AM Peak Roundabout Option

50% Development Level













												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	34	6	31	102	9	16	46	2039	69	30	830	34
Future Volume (vph)	34	6	31	102	9	16	46	2039	69	30	830	34
Ideal Flow (vphpl)	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Storage Length (m)	50.0		0.0	60.0		0.0	60.0		60.0	60.0		0.0
Storage Lanes	2		0	2		0	2		1	1		1
Taper Length (m)	30.0			30.0			30.0			30.0		
Satd. Flow (prot)	3283	1557	0	3283	1610	0	3283	4863	1514	1692	4863	1514
Flt Permitted	0.741			0.733			0.950			0.078		
Satd. Flow (perm)	2561	1557	0	2533	1610	0	3283	4863	1514	139	4863	1514
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		31			16				69			55
Link Speed (k/h)		69			69			69			69	
Link Distance (m)		122.7			156.7			814.6			419.8	
Travel Time (s)		6.4			8.2			42.5			21.9	
Peak Hour 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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	34	37	0	102	25	0	46	2039	69	30	830	34
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Perm	NA	Perm
Protected Phases		4			8		1	6			2	
Permitted Phases	4			8					6	2		2
Detector Phase	4	4		8	8		1	6	6	2	2	2
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		7.0	20.0	20.0	20.0	20.0	20.0
Minimum Split (s)	36.0	36.0		36.0	36.0		25.0	32.0	32.0	32.0	32.0	32.0
Total Split (s)	36.0	36.0		36.0	36.0		25.0	104.0	104.0	79.0	79.0	79.0
Total Split (%)	25.7%	25.7%		25.7%	25.7%		17.9%	74.3%	74.3%	56.4%	56.4%	56.4%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Recall Mode	Max	Max		Max	Max		None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effect Green (s)	31.0	31.0		31.0	31.0		7.7	99.0	99.0	88.7	88.7	88.7
Actuated g/C Ratio	0.22	0.22		0.22	0.22		0.06	0.71	0.71	0.63	0.63	0.63
v/c Ratio	0.06	0.10		0.18	0.07		0.25	0.59	0.06	0.34	0.27	0.03
Control Delay	43.5	17.6		45.3	24.1		58.2	10.8	3.4	31.0	9.2	0.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.5	17.6		45.3	24.1		58.2	10.8	3.4	31.0	9.2	0.5
LOS	D	B		D	C		E	B	A	C	A	A
Approach Delay		30.0			41.1			11.6			9.6	
Approach LOS		C			D			B			A	
Queue Length 50th (m)	4.0	1.4		12.3	2.1		6.8	81.1	1.4	2.6	25.4	0.0
Queue Length 95th (m)	9.0	11.2		20.8	10.2		m11.7	113.1	m7.6	11.2	30.3	0.2
Internal Link Dist (m)		98.7			132.7			790.6			395.8	
Turn Bay Length (m)	50.0			60.0			60.0		60.0	60.0		
Base Capacity (vph)	567	368		560	368		469	3438	1090	88	3079	978
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0



Lanes, Volumes, Timings  
 91: Commercial Access & Highway 21

AM Peak Roundabout Option

50% Development Level

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.10		0.18	0.07		0.10	0.59	0.06	0.34	0.27	0.03

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 0 (0%), Referenced to phase 2:SWTL and 6:NET, Start of Green

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.59

Intersection Signal Delay: 12.6

Intersection LOS: B






Intersection Capacity Utilization 58.4%

ICU Level of Service B

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.























Splits and Phases: 91: Commercial Access & Highway 21

 ø1	 ø2 (R)	 ø4
25 s	79 s	36 s
 ø6 (R)		 ø8
104 s		36 s

Lanes, Volumes, Timings  
91: Highway 21 & 118/ Future Commercial Access













PM Peak Roundabout Option

50% Development Level

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	147	29	138	250	25	118	150	1486	290	158	2266	101
Future Volume (vph)	147	29	138	250	25	118	150	1486	290	158	2266	101
Ideal Flow (vphpl)	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Storage Length (m)	50.0		0.0	60.0		0.0	60.0		60.0	60.0		0.0
Storage Lanes	2		0	2		0	2		1	1		1
Taper Length (m)	30.0			30.0			30.0			30.0		
Satd. Flow (prot)	3283	1561	0	3283	1561	0	3283	4863	1514	1692	4863	1514
Flt Permitted	0.398			0.299			0.950			0.950		
Satd. Flow (perm)	1376	1561	0	1033	1561	0	3283	4863	1514	1692	4863	1514
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		138			118				204			94
Link Speed (k/h)		69			69			69			69	
Link Distance (m)		122.7			156.7			814.6			419.8	
Travel Time (s)		6.4			8.2			42.5			21.9	
Peak Hour 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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	147	167	0	250	143	0	150	1486	290	158	2266	101
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8					6			2
Detector Phase	7	4		3	8		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.0	10.0		7.0	10.0		7.0	20.0	20.0	7.0	20.0	20.0
Minimum Split (s)	12.0	36.0		12.0	36.0		25.0	32.0	32.0	12.0	32.0	32.0
Total Split (s)	13.0	36.0		13.0	36.0		26.0	64.0	64.0	27.0	65.0	65.0
Total Split (%)	9.3%	25.7%		9.3%	25.7%		18.6%	45.7%	45.7%	19.3%	46.4%	46.4%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max
Act Effect Green (s)	22.5	14.5		22.5	14.5		21.0	79.8	79.8	17.7	76.5	76.5
Actuated g/C Ratio	0.16	0.10		0.16	0.10		0.15	0.57	0.57	0.13	0.55	0.55
v/c Ratio	0.45	0.59		0.85	0.53		0.30	0.54	0.31	0.74	0.85	0.12
Control Delay	50.3	21.6		74.6	21.1		66.4	33.3	17.5	52.9	47.4	14.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.3	21.6		74.6	21.1		66.4	33.3	17.5	52.9	47.4	14.1
LOS	D	C		E	C		E	C	B	D	D	B
Approach Delay		35.0			55.1			33.5			46.4	
Approach LOS		D			E			C			D	
Queue Length 50th (m)	19.3	8.1		33.9	6.9		16.8	113.5	30.4	41.6	239.7	10.1
Queue Length 95th (m)	24.3	27.4		39.1	24.8		m27.6	141.7	m61.1	m56.8	m#298.0	m18.5
Internal Link Dist (m)		98.7			132.7			790.6			395.8	
Turn Bay Length (m)	50.0			60.0			60.0		60.0	60.0		
Base Capacity (vph)	330	453		295	437		492	2772	950	265	2656	869
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0

Lanes, Volumes, Timings  
91: Highway 21 & 118/ Future Commercial Access

PM Peak Roundabout Option  
50% Development Level

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.37		0.85	0.33		0.30	0.54	0.31	0.60	0.85	0.12

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 0 (0%), Referenced to phase 2:SWT and 6:NET, Start of Green

Natural Cycle: 135

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay: 41.6

Intersection LOS: D

Intersection Capacity Utilization 85.1%

ICU Level of Service E









Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

























Splits and Phases: 91: Highway 21 & 118/ Future Commercial Access

 ø2 (R)	 ø1	 ø3	 ø4
65 s	26 s	13 s	36 s
 ø5	 ø6 (R)	 ø7	 ø8
27 s	64 s	13 s	36 s

Lanes, Volumes, Timings  
8: Highway 21 & 94 Street & Highway 15

AM Peak Roundabout Option













50% Development Level

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	740	276	262	101	401	195	660	1339	91	53	554	237
Future Volume (vph)	740	276	262	101	401	195	660	1339	91	53	554	237
Ideal Flow (vphpl)	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Storage Length (m)	100.0		60.0	60.0		0.0	100.0		60.0	100.0		60.0
Storage Lanes	1		1	2		1	2		1	2		1
Taper Length (m)	29.9			29.9			29.9			29.9		
Satd. Flow (prot)	3283	3385	1514	3283	3385	1514	3283	4863	1514	3283	4863	1514
Flt Permitted	0.283			0.582			0.950			0.950		
Satd. Flow (perm)	975	3385	1494	2002	3385	1494	3273	4863	1486	3280	4863	1494
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			262			257			164			257
Link Speed (k/h)		69			69			69			69	
Link Distance (m)		154.9			245.8			233.3			229.7	
Travel Time (s)		8.1			12.8			12.2			12.0	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Peak Hour 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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	740	276	262	101	401	195	660	1339	91	53	554	237
Turn Type	pm+pt	NA	Free	pm+pt	NA	Free	Prot	NA	Perm	Prot	NA	Free
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		Free	4		Free			6			Free
Detector Phase	3	8		7	4		1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	7.0	10.0		7.0	10.0		7.0	20.0	20.0	7.0	20.0	
Minimum Split (s)	13.0	37.0		13.0	33.0		13.0	37.0	37.0	13.0	37.0	
Total Split (s)	31.0	51.0		13.0	33.0		38.0	63.0	63.0	13.0	38.0	
Total Split (%)	22.1%	36.4%		9.3%	23.6%		27.1%	45.0%	45.0%	9.3%	27.1%	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0	4.0	3.5	4.0	
All-Red Time (s)	2.5	2.0		2.5	2.0		2.5	2.0	2.0	2.5	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?					Yes							
Recall Mode	None	None		None	Max		None	C-Max	C-Max	None	C-Max	
Act Effct Green (s)	58.0	45.0	140.0	34.2	27.2	140.0	30.8	59.6	59.6	7.0	33.2	140.0
Actuated g/C Ratio	0.41	0.32	1.00	0.24	0.19	1.00	0.22	0.43	0.43	0.05	0.24	1.00
v/c Ratio	0.91	0.25	0.18	0.18	0.61	0.13	0.91	0.65	0.13	0.32	0.48	0.16
Control Delay	48.0	35.9	0.3	27.8	56.2	0.2	59.3	41.4	3.9	69.7	47.9	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.0	35.9	0.3	27.8	56.2	0.2	59.3	41.4	3.9	69.7	47.9	0.2
LOS	D	D	A	C	E	A	E	D	A	E	D	A
Approach Delay		35.6			36.4			45.4			35.9	
Approach LOS		D			D			D			D	
Queue Length 50th (m)	82.1	30.8	0.0	8.9	56.2	0.0	102.9	126.4	0.8	7.7	51.2	0.0
Queue Length 95th (m)	#105.8	43.2	0.0	15.1	74.3	0.0	#130.3	143.1	m7.6	15.2	64.2	0.0
Internal Link Dist (m)		130.9			221.8			209.3			205.7	
Turn Bay Length (m)	100.0		60.0	60.0			100.0		60.0	100.0		60.0
Base Capacity (vph)	816	1088	1494	552	656	1494	750	2069	727	164	1153	1494

Lanes, Volumes, Timings  
8: Highway 21 & 94 Street & Highway 15

AM Peak Roundabout Option

50% Development Level

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.91	0.25	0.18	0.18	0.61	0.13	0.88	0.65	0.13	0.32	0.48	0.16

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 0 (0%), Referenced to phase 2:SWT and 6:NET, Start of Green

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.91

Intersection Signal Delay: 39.9

Intersection LOS: D

Intersection Capacity Utilization 109.4%

ICU Level of Service H









Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

























Splits and Phases: 8: Highway 21 & 94 Street & Highway 15

 ø1	 ø2 (R)	 ø3	 ø4
38 s	38 s	31 s	33 s
 ø5	 ø6 (R)	 ø7	 ø8
13 s	63 s	13 s	51 s

Lanes, Volumes, Timings  
8: Highway 21 & 94 Street & Highway 15

PM Peak Roundabout Option













50% Development Level

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	333	650	836	380	577	229	576	877	298	351	1339	529
Future Volume (vph)	333	650	836	380	577	229	576	877	298	351	1339	529
Ideal Flow (vphpl)	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Storage Length (m)	100.0		60.0	60.0		50.0	100.0		60.0	100.0		60.0
Storage Lanes	1		1	2		1	2		1	2		1
Taper Length (m)	29.9			29.9			29.9			29.9		
Satd. Flow (prot)	3283	3385	1514	3283	3385	1514	3283	4863	1514	3283	4863	1514
Flt Permitted	0.230			0.145			0.950			0.950		
Satd. Flow (perm)	793	3385	1494	500	3385	1494	3280	4863	1486	3272	4863	1494
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			421			164			241			239
Link Speed (k/h)		69			69			69			69	
Link Distance (m)		154.9			245.8			233.3			229.7	
Travel Time (s)		8.1			12.8			12.2			12.0	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Peak Hour 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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	333	650	836	380	577	229	576	877	298	351	1339	529
Turn Type	pm+pt	NA	Free	pm+pt	NA	Free	Prot	NA	Perm	Prot	NA	Free
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		Free	4		Free			6			Free
Detector Phase	3	8		7	4		1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	7.0	10.0		7.0	10.0		7.0	20.0	20.0	7.0	20.0	
Minimum Split (s)	13.0	37.0		13.0	33.0		13.0	37.0	37.0	13.0	37.0	
Total Split (s)	19.0	37.0		20.0	38.0		34.0	52.0	52.0	31.0	49.0	
Total Split (%)	13.6%	26.4%		14.3%	27.1%		24.3%	37.1%	37.1%	22.1%	35.0%	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0	4.0	3.5	4.0	
All-Red Time (s)	2.5	2.0		2.5	2.0		2.5	2.0	2.0	2.5	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?					Yes							
Recall Mode	None	None		None	Max		None	C-Max	C-Max	None	C-Max	
Act Effct Green (s)	43.8	31.1	140.0	46.2	32.3	140.0	27.1	50.9	50.9	20.1	43.9	140.0
Actuated g/C Ratio	0.31	0.22	1.00	0.33	0.23	1.00	0.19	0.36	0.36	0.14	0.31	1.00
v/c Ratio	0.70	0.87	0.56	0.86	0.74	0.15	0.91	0.50	0.43	0.75	0.88	0.35
Control Delay	40.8	65.5	1.5	51.0	45.3	0.2	70.4	41.7	21.6	79.9	32.8	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.8	65.5	1.5	51.0	45.3	0.2	70.4	41.7	21.6	79.9	32.8	0.5
LOS	D	E	A	D	D	A	E	D	C	E	C	A
Approach Delay		31.6			38.4			47.7			32.5	
Approach LOS		C			D			D			C	
Queue Length 50th (m)	34.7	95.7	0.0	41.9	68.7	0.0	89.0	57.4	13.1	46.7	139.3	0.0
Queue Length 95th (m)	47.3	#126.4	0.0	m#62.8	m93.4	m0.0	#115.6	113.2	84.9	66.3	147.0	0.0
Internal Link Dist (m)		130.9			221.8			209.3			205.7	
Turn Bay Length (m)	100.0		60.0	60.0		50.0	100.0		60.0	100.0		60.0
Base Capacity (vph)	480	750	1494	443	779	1494	656	1767	693	586	1524	1494

Lanes, Volumes, Timings  
8: Highway 21 & 94 Street & Highway 15

PM Peak Roundabout Option

50% Development Level

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.87	0.56	0.86	0.74	0.15	0.88	0.50	0.43	0.60	0.88	0.35

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 0 (0%), Referenced to phase 2:SWT and 6:NET, Start of Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.91

Intersection Signal Delay: 37.1

Intersection LOS: D

Intersection Capacity Utilization 95.7%

ICU Level of Service F

Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: Highway 21 & 94 Street & Highway 15
























 ø1	 ø2 (R)	 ø3	 ø4
34 s	49 s	19 s	38 s
 ø5	 ø6 (R)	 ø7	 ø8
31 s	52 s	20 s	37 s

# Lanes, Volumes, Timings

## 3: Highway 15 & 101 Street

# AM Peak Roundabout Option













50% Development Level

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	46	131	209	159	130	407	221	1770	150	49	476	186
Future Volume (vph)	46	131	209	159	130	407	221	1770	150	49	476	186
Ideal Flow (vphpl)	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Storage Length (m)	60.0		60.0	60.0		60.0	100.0		60.0	100.0		60.0
Storage Lanes	1		0	2		0	2		1	2		1
Taper Length (m)	29.9			29.9			29.9			29.9		
Satd. Flow (prot)	1692	3385	1514	3283	2957	0	3283	4863	1514	3283	4863	1514
Flt Permitted	0.452			0.455			0.950			0.950		
Satd. Flow (perm)	803	3385	1486	1564	2957	0	3261	4863	1485	3280	4863	1485
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			209		360				117			186
Link Speed (k/h)		69			69			69			69	
Link Distance (m)		161.2			159.5			120.6			241.3	
Travel Time (s)		8.4			8.3			6.3			12.6	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Peak Hour 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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	46	131	209	159	537	0	221	1770	150	49	476	186
Turn Type	Perm	NA	Perm	pm+pt	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4		3	8		1	6		5	2	
Permitted Phases	4	4	4	8					6			2
Detector Phase	4	4	4	3	8		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	7.0	10.0		7.0	20.0	20.0	7.0	20.0	20.0
Minimum Split (s)	37.0	37.0	37.0	13.0	37.0		13.0	33.0	33.0	13.0	33.0	33.0
Total Split (s)	37.0	37.0	37.0	13.0	50.0		31.0	57.0	57.0	33.0	59.0	59.0
Total Split (%)	26.4%	26.4%	26.4%	9.3%	35.7%		22.1%	40.7%	40.7%	23.6%	42.1%	42.1%
Yellow Time (s)	4.0	4.0	4.0	3.5	4.0		3.5	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.5	2.0		2.5	2.0	2.0	2.5	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lag	Lead			Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	None	None	None	Max	Max
Act Effct Green (s)	12.8	12.8	12.8	25.8	25.8		12.7	61.1	61.1	7.5	53.1	53.1
Actuated g/C Ratio	0.12	0.12	0.12	0.24	0.24		0.12	0.56	0.56	0.07	0.48	0.48
v/c Ratio	0.49	0.33	0.59	0.33	0.55		0.58	0.65	0.17	0.22	0.20	0.23
Control Delay	64.3	47.1	13.2	35.9	13.9		52.9	19.5	4.7	52.4	17.2	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.3	47.1	13.2	35.9	13.9		52.9	19.5	4.7	52.4	17.2	3.5
LOS	E	D	B	D	B		D	B	A	D	B	A
Approach Delay		30.8			18.9			21.9			16.0	
Approach LOS		C			B			C			B	
Queue Length 50th (m)	9.7	14.2	0.0	14.6	16.8		24.0	97.5	3.2	5.3	20.8	0.0
Queue Length 95th (m)	22.7	24.6	22.0	24.6	34.8		38.8	136.0	14.8	12.3	33.6	13.1
Internal Link Dist (m)		137.2			135.5			96.6			217.3	
Turn Bay Length (m)	60.0		60.0	60.0			100.0		60.0	100.0		60.0
Base Capacity (vph)	227	959	570	478	1404		750	2707	878	810	2356	815



Lanes, Volumes, Timings  
3: Highway 15 & 101 Street

AM Peak Roundabout Option  
50% Development Level

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.14	0.37	0.33	0.38		0.29	0.65	0.17	0.06	0.20	0.23

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 109.7

Natural Cycle: 100

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.65

Intersection Signal Delay: 21.2

Intersection LOS: C

Intersection Capacity Utilization 88.2%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 3: Highway 15 & 101 Street
























 ø1	 ø2	 ø3	 ø4
31 s	59 s	13 s	37 s
 ø5	 ø6	 ø8	
33 s	57 s	50 s	

# Lanes, Volumes, Timings

## 3: 101 Street & Highway 15

# PM Peak Roundabout Option













50% Development Level

												
Lane Group	NBL2	NBL	NBR	SEL	SER	SER2	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	193	258	136	34	320	408	406	668	94	380	1618	128
Future Volume (vph)	193	258	136	34	320	408	406	668	94	380	1618	128
Ideal Flow (vphpl)	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850	1850
Storage Length (m)		60.0	60.0	60.0	60.0		100.0		60.0	100.0		60.0
Storage Lanes		2	0	1	0		2		1	2		1
Taper Length (m)		29.9		29.9			29.9			29.9		
Satd. Flow (prot)	3283	3151	0	1692	2665	1514	3283	4863	1514	3283	4863	1514
Flt Permitted	0.297	0.968		0.523			0.950			0.950		
Satd. Flow (perm)	1023	3136	0	928	2582	1486	3158	4863	1485	3266	4863	1485
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		76				322			117			117
Link Speed (k/h)		69		69				69			69	
Link Distance (m)		158.8		161.2				120.6			241.3	
Travel Time (s)		8.3		8.4				6.3			12.6	
Confl. Peds. (#/hr)	5	5	5	5	5	5	139		5	5		5
Peak Hour 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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	193	394	0	34	320	408	406	668	94	380	1618	128
Turn Type	pm+pt	Prot		Perm	Prot	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8			4		1	6		5	2	
Permitted Phases	8			4	4	4			6			2
Detector Phase	3	8		4	4	4	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.0	10.0		10.0	10.0	10.0	7.0	20.0	20.0	7.0	20.0	20.0
Minimum Split (s)	13.0	37.0		37.0	37.0	37.0	13.0	33.0	33.0	13.0	33.0	33.0
Total Split (s)	13.0	50.0		37.0	37.0	37.0	29.0	57.0	57.0	33.0	61.0	61.0
Total Split (%)	9.3%	35.7%		26.4%	26.4%	26.4%	20.7%	40.7%	40.7%	23.6%	43.6%	43.6%
Yellow Time (s)	3.5	4.0		4.0	4.0	4.0	3.5	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	2.5	2.0		2.0	2.0	2.0	2.5	2.0	2.0	2.5	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead			Lag	Lag	Lag	Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	None	None	None	C-Max	C-Max
Act Effect Green (s)	36.9	36.9		22.8	22.8	22.8	21.1	33.7	33.7	51.5	64.0	64.0
Actuated g/C Ratio	0.26	0.26		0.16	0.16	0.16	0.15	0.24	0.24	0.37	0.46	0.46
v/c Ratio	0.48	0.45		0.23	0.74	0.80	0.82	0.57	0.21	0.31	0.73	0.17
Control Delay	42.5	33.9		52.2	65.7	24.6	79.2	39.9	5.5	33.0	34.4	6.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.5	33.9		52.2	65.7	24.6	79.2	39.9	5.5	33.0	34.4	6.0
LOS	D	C		D	E	C	E	D	A	C	C	A
Approach Delay		36.8		43.1				50.8			32.4	
Approach LOS		D		D				D			C	
Queue Length 50th (m)	22.0	37.5		8.7	50.7	23.3	62.6	55.3	3.3	39.2	136.6	1.7
Queue Length 95th (m)	m28.7	47.0		18.4	64.4	61.5	80.4	76.2	m17.4	56.9	174.9	15.2
Internal Link Dist (m)		134.8		137.2				96.6			217.3	
Turn Bay Length (m)	60.0	60.0		60.0	60.0	60.0	100.0		60.0	100.0		60.0
Base Capacity (vph)	399	1042		205	590	579	539	1771	615	1207	2223	742

Lanes, Volumes, Timings  
3: 101 Street & Highway 15

PM Peak Roundabout Option

50% Development Level

												
Lane Group	NBL2	NBL	NBR	SEL	SER	SER2	NEL	NET	NER	SWL	SWT	SWR
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.38		0.17	0.54	0.70	0.75	0.38	0.15	0.31	0.73	0.17

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 77 (55%), Referenced to phase 2:SWT, Start of Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 39.3

Intersection LOS: D








Intersection Capacity Utilization 89.3%

ICU Level of Service E

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: 101 Street & Highway 15

 ø2 (R)	 ø1	 ø3	 ø4
61 s	29 s	13 s	37 s
 ø6	 ø5	 ø8	
57 s	33 s	50 s	

# Appendix D

## Signal Warrants Worksheets

Signal Warrant at Southfort – *Full Development*

Signal Warrant at Southfort – *50% Development*



## Signal Warrants at Southfort

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*Full Development*



# Southfort ASP - Transportation Study Long Term Signal Warrant (TAC Procedure)



## City of Fort Saskatchewan - Traffic Signal Warrant Analysis

Main Street (name)	Southridge Blvd.	Direction (EW or NS)	EW
Side Street (name)	Ridge Point Gate	Direction (EW or NS)	NS
Quadrant / Int #		Comments	AM and PM Peak represent long term traffic. Remaining hours estimates are based on existing 6 highest hours.
for Warrant Calculation Results, please hit 'Page Down'		CHECK SHEET	

Road Authority:	City of Fort Saskatchewan
City:	City of Fort Saskatchewan
Analysis Date:	2015 Jul 27, Mon
Count Date:	2025 Jul 27, Sun
Date Entry Format:	(yyyy-mm-dd)

Lane Configuration		Excl LT	Th & LT	Through	Th-RT+LT	Th & RT	Excl RT	UpStream Signal (m)	# of Thru Lanes
Southridge Blvd.	WB	1		1		1			2
Southridge Blvd.	EB	1		2			1		2
Ridge Point Gate	NB	1				1			
Ridge Point Gate	SB	1				1			

Are the Ridge Point Gate NB right turns significantly impeded by through movements? (y/n) n  
Are the Ridge Point Gate SB right turns significantly impeded by through movements? (y/n) n

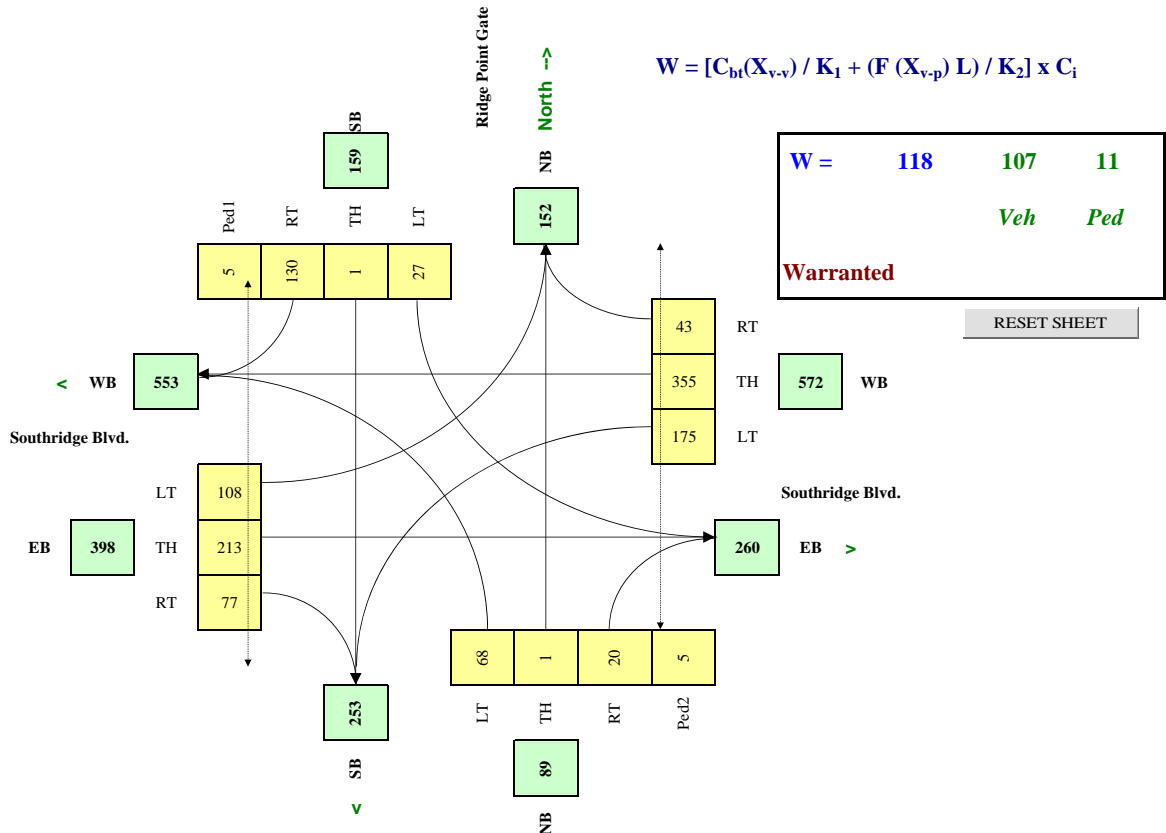
Demographics		
Elem. School/Mobility Challenged	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	y
Metro Area Population	(#)	25,000
Central Business District	(y/n)	n

Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
Southridge Blvd.	EW	60	5.0%	n	0.0
Ridge Point Gate	NS		2.0%	n	

Set Peak Hours													Ped1 NS	Ped2 NS	Ped3 EW	Ped4 EW
Traffic Input													W Side	E Side	N Side	S Side
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT				
7:30 - 8:30	44	1	8	15	1	143	44	490	22	59	141	107	30	30	30	30
8:30 - 9:30	60	1	17	24	1	115	200	313	38	95	188	68				
12:00 - 13:00	60	1	17	24	1	115	200	313	38	95	188	68				
13:00 - 14:00	60	1	17	24	1	115	200	313	38	95	188	68				
16:00 - 17:00	125	2	41	52	2	178	204	386	84	207	386	84				
17:00 - 18:00	60	1	17	24	1	115	200	313	38	95	188	68				
Total (6-hour peak)	409	7	117	163	7	781	1,048	2,128	258	646	1,279	463	30	30	30	30
Average (6-hour peak)	68	1	20	27	1	130	175	355	43	108	213	77	5	5	5	5

### Average 6-hour Peak Turning Movements

$$W = [C_{bt}(X_{v-v}) / K_1 + (F(X_{v-p}) L) / K_2] \times C_i$$



# Southfort ASP - Transportation Study Long Term Signal Warrant (TAC Procedure)



## City of Fort Saskatchewan - Traffic Signal Warrant Analysis

Main Street (name)	Southridge Blvd.	Direction (EW or NS)	EW
Side Street (name)	Southfort Drive	Direction (EW or NS)	NS
Quadrant / Int #		Comments	AM and PM Peak represent long term traffic. Remaining hours estimates are based on existing 6 highest hours.
for Warrant Calculation Results, please hit 'Page Down'		CHECK SHEET	

Road Authority:	City of Fort Saskatchewan
City:	City of Fort Saskatchewan
Analysis Date:	2015 Jul 27, Mon
Count Date:	2025 Jul 27, Sun
Date Entry Format:	(yyyy-mm-dd)

Lane Configuration		Excl LT	Th & LT	Through	Th-RT+LT	Th & RT	Excl RT	UpStream Signal (m)	# of Thru Lanes
Southridge Blvd. WB	WB		1				1		1
Southridge Blvd. EB	EB	1				1			
Southfort Drive NB	NB				1				
Southfort Drive SB	SB	1				1			

Are the Southfort Drive NB right turns significantly impeded by through movements? (y/n) n  
Are the Southfort Drive SB right turns significantly impeded by through movements? (y/n) n

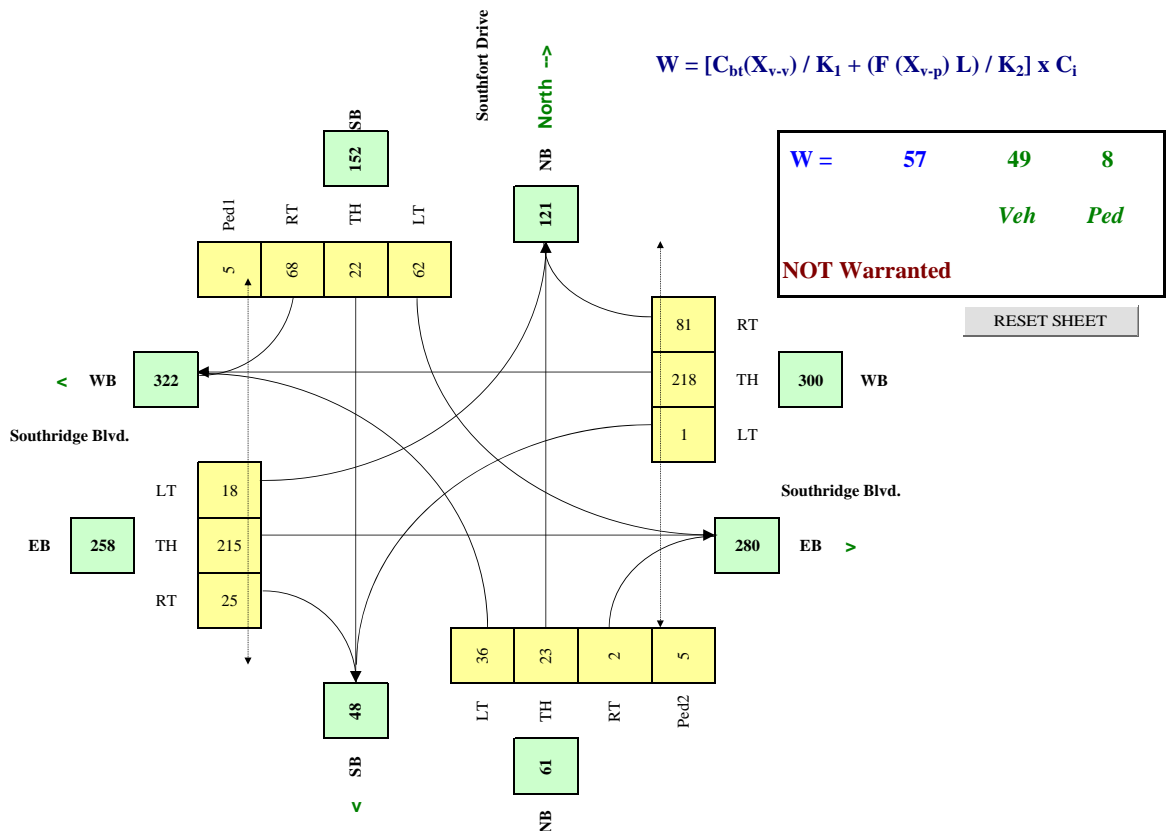
Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
Southridge Blvd. EW	EW	60	5.0%	n	0.0
Southfort Drive NS	NS		2.0%	n	

Demographics		
Elem. School/Mobility Challenged	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	y
Metro Area Population	(#)	25,000
Central Business District	(y/n)	n

Set Peak Hours													Ped1	Ped2	Ped3	Ped4
Traffic Input	NB			SB			WB			EB			NS	NS	EW	EW
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	W Side	E Side	N Side	S Side
7:30 - 8:30	66	36	3	27	10	70	2	420	108	8	145	11	30	30	30	30
8:30 - 9:30	32	20	2	55	19	60	1	192	71	16	190	22				
12:00 - 13:00	32	20	2	55	19	60	1	192	71	16	190	22				
13:00 - 14:00	32	20	2	55	19	60	1	192	71	16	190	22				
16:00 - 17:00	23	20	2	126	44	99	1	119	91	37	387	50				
17:00 - 18:00	32	20	2	55	19	60	1	192	71	16	190	22				
Total (6-hour peak)	217	136	13	373	130	409	7	1,307	483	109	1,292	149	30	30	30	30
Average (6-hour peak)	36	23	2	62	22	68	1	218	81	18	215	25	5	5	5	5

### Average 6-hour Peak Turning Movements

$$W = [C_{bt}(X_{v-v}) / K_1 + (F(X_{v-p}) L) / K_2] \times C_i$$



# Southfort ASP - Transportation Study Long Term Signal Warrant (TAC Procedure)



## City of Fort Saskatchewan - Traffic Signal Warrant Analysis

Main Street (name)	Southfort Blvd.	Direction (EW or NS)	EW
Side Street (name)	Ridgeland Way	Direction (EW or NS)	NS
Quadrant / Int #		Comments	AM and PM Peak represent long term traffic. Remaining hours estimates are based on existing 6 highest hours.
for Warrant Calculation Results, please hit 'Page Down'		CHECK SHEET	

Road Authority:	City of Fort Saskatchewan
City:	City of Fort Saskatchewan
Analysis Date:	2015 Jul 27, Mon
Count Date:	2025 Jul 27, Sun
Date Entry Format:	(yyyy-mm-dd)

Lane Configuration		Excl LT	Th & LT	Through	Th-RT+LT	Th & RT	Excl RT	UpStream Signal (m)	# of Thru Lanes
Southfort Blvd.	WB	1				1			1
Southfort Blvd.	EB	1				1			1
Ridgeland Way	NB				1				
Ridgeland Way	SB				1				

Are the Ridgeland Way NB right turns significantly impeded by through movements? (y/n) n  
Are the Ridgeland Way SB right turns significantly impeded by through movements? (y/n) n

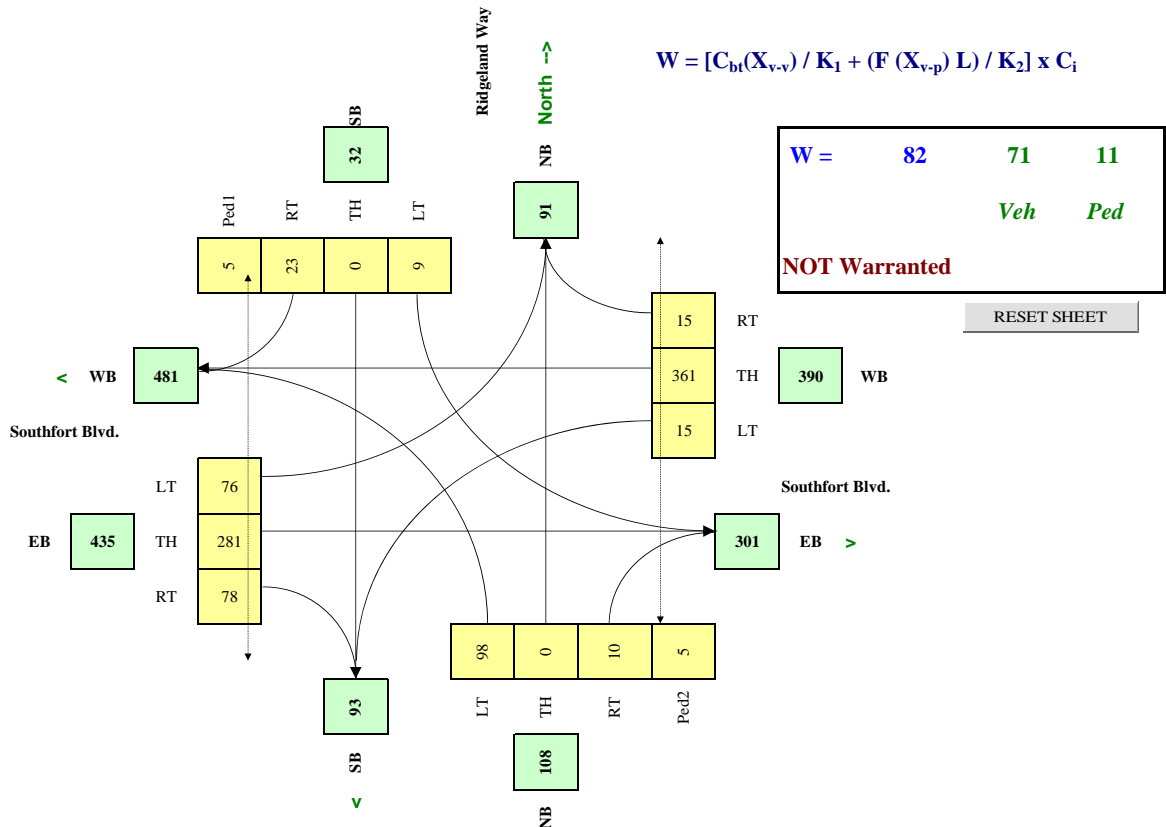
Demographics		
Elem. School/Mobility Challenged	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	y
Metro Area Population	(#)	25,000
Central Business District	(y/n)	n

Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
Southfort Blvd.	EW	60	5.0%	n	0.0
Ridgeland Way	NS		2.0%	n	

Set Peak Hours													Ped1 NS	Ped2 NS	Ped3 EW	Ped4 EW
Traffic Input													W Side	E Side	N Side	S Side
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT				
7:30 - 8:30	158	1	13	6	1	30	8	379	3	6	304	39	30	30	30	30
8:30 - 9:30	86	0	9	8	0	20	13	318	13	103	248	69				
12:00 - 13:00	86	0	9	8	0	20	13	318	13	103	248	69				
13:00 - 14:00	86	0	9	8	0	20	13	318	13	103	248	69				
16:00 - 17:00	83	1	13	17	1	27	27	512	34	35	390	154				
17:00 - 18:00	86	0	9	8	0	20	13	318	13	103	248	69				
Total (6-hour peak)	585	2	62	55	2	137	87	2,163	89	453	1,686	469	30	30	30	30
Average (6-hour peak)	98	0	10	9	0	23	15	361	15	76	281	78	5	5	5	5

### Average 6-hour Peak Turning Movements

$$W = [C_{bt}(X_{v-v}) / K_1 + (F(X_{v-p}) L) / K_2] \times C_i$$





# Southfort ASP - Transportation Study Long Term Signal Warrant (TAC Procedure)



## City of Fort Saskatchewan - Traffic Signal Warrant Analysis

Main Street (name)	Southfort Drive	Direction (EW or NS)	NS
Side Street (name)	Southfort Blvd.	Direction (EW or NS)	EW
Quadrant / Int #		Comments	AM and PM Peak represent long term traffic. Remaining hours estimates are based on existing 6 highest hours.
for Warrant Calculation Results, please hit 'Page Down'	CHECK SHEET		

Road Authority:	City of Fort Saskatchewan
City:	City of Fort Saskatchewan
Analysis Date:	2015 Jul 27, Mon
Count Date:	2025 Jul 27, Sun
Date Entry Format:	(yyyy-mm-dd)

Lane Configuration		Excl LT	Th & LT	Through	Th-RT+LT	Th & RT	Excl RT	UpStream Signal (m)	# of Thru Lanes
Southfort Drive	NB	1				1			1
Southfort Drive	SB	1				1			1
Southfort Blvd.	WB								
Southfort Blvd.	EB	1					1		

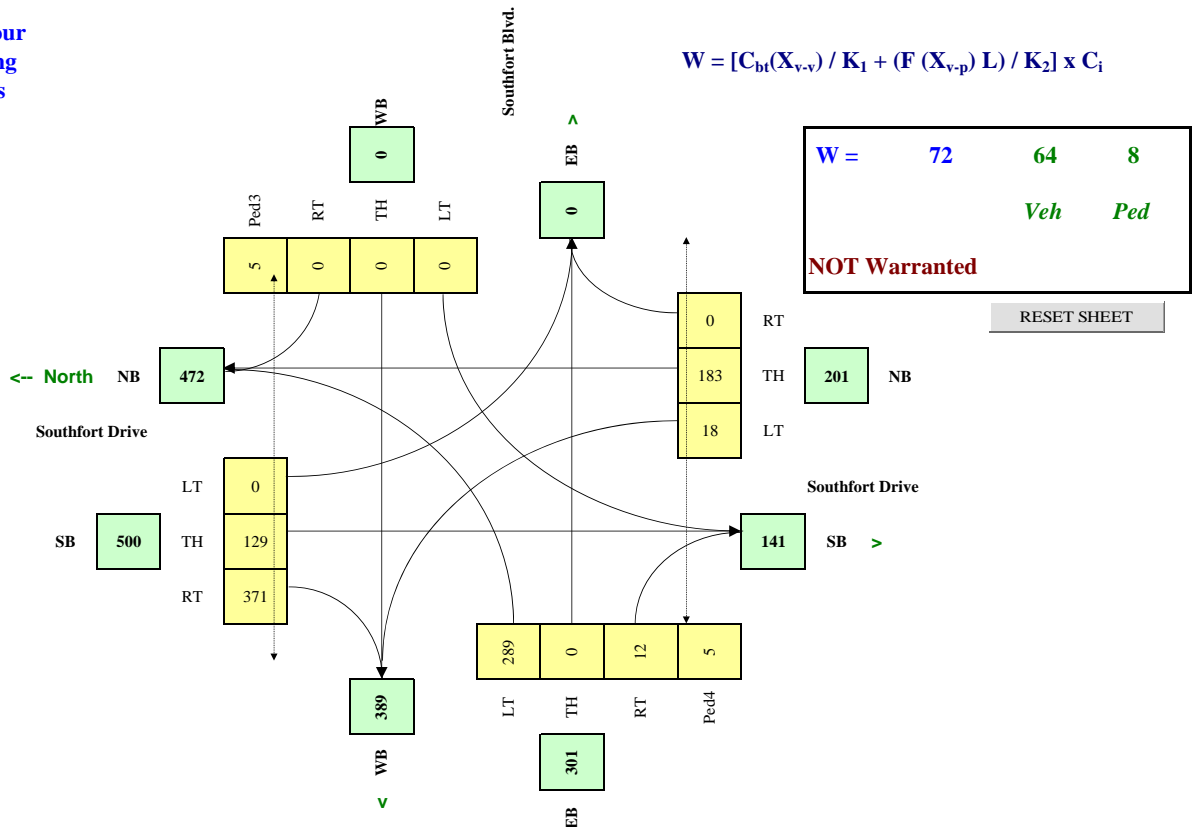
Demographics		
Elem. School/Mobility Challenged	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	y
Metro Area Population	(#)	25,000
Central Business District	(y/n)	n

Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
Southfort Drive	NS	60	5.0%	n	0.0
Southfort Blvd.	EW		2.0%	n	

Set Peak Hours													Ped1 NS	Ped2 NS	Ped3 EW	Ped4 EW
Traffic Input													W Side	E Side	N Side	S Side
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT				
7:30 - 8:30	18	331			84	336				331		10	30	30	30	30
8:30 - 9:30	16	161			114	327				255		11				
12:00 - 13:00	16	161			114	327				255		11				
13:00 - 14:00	16	161			114	327				255		11				
16:00 - 17:00	26	121			234	579				383		20				
17:00 - 18:00	16	161			114	327				255		11				
Total (6-hour peak)	108	1,096	0	0	774	2,223	0	0	0	1,734	0	74	30	30	30	30
Average (6-hour peak)	18	183	0	0	129	371	0	0	0	289	0	12	5	5	5	5

Average 6-hour  
Peak Turning  
Movements

$$W = [C_{bt}(X_{v-v}) / K_1 + (F(X_{v-p}) L) / K_2] \times C_i$$



# Southfort ASP - Transportation Study Long Term Signal Warrant (TAC Procedure)



## City of Fort Saskatchewan - Traffic Signal Warrant Analysis

Main Street (name)	Southfort Drive	Direction (EW or NS)	NS
Side Street (name)	Greenfield Way (S)	Direction (EW or NS)	EW
Quadrant / Int #		Comments	AM and PM Peak represent long term traffic. Remaining hours estimates are based on existing 6 highest hours.
for Warrant Calculation Results, please hit 'Page Down'		CHECK SHEET	

Road Authority:	City of Fort Saskatchewan
City:	City of Fort Saskatchewan
Analysis Date:	2015 Jul 27, Mon
Count Date:	2025 Jul 27, Sun
Date Entry Format:	(yyyy-mm-dd)

Lane Configuration		Excl LT	Th & LT	Through	Th-RT+LT	Th & RT	Excl RT	UpStream Signal (m)	# of Thru Lanes
Southfort Drive NB	NB			1			1		1
Southfort Drive SB	SB	1		1					1
Greenfield Way (S) WB	WB				1				
Greenfield Way (S) EB	EB								

Are the Greenfield Way (S) WB right turns significantly impeded by through movements? (y/n)

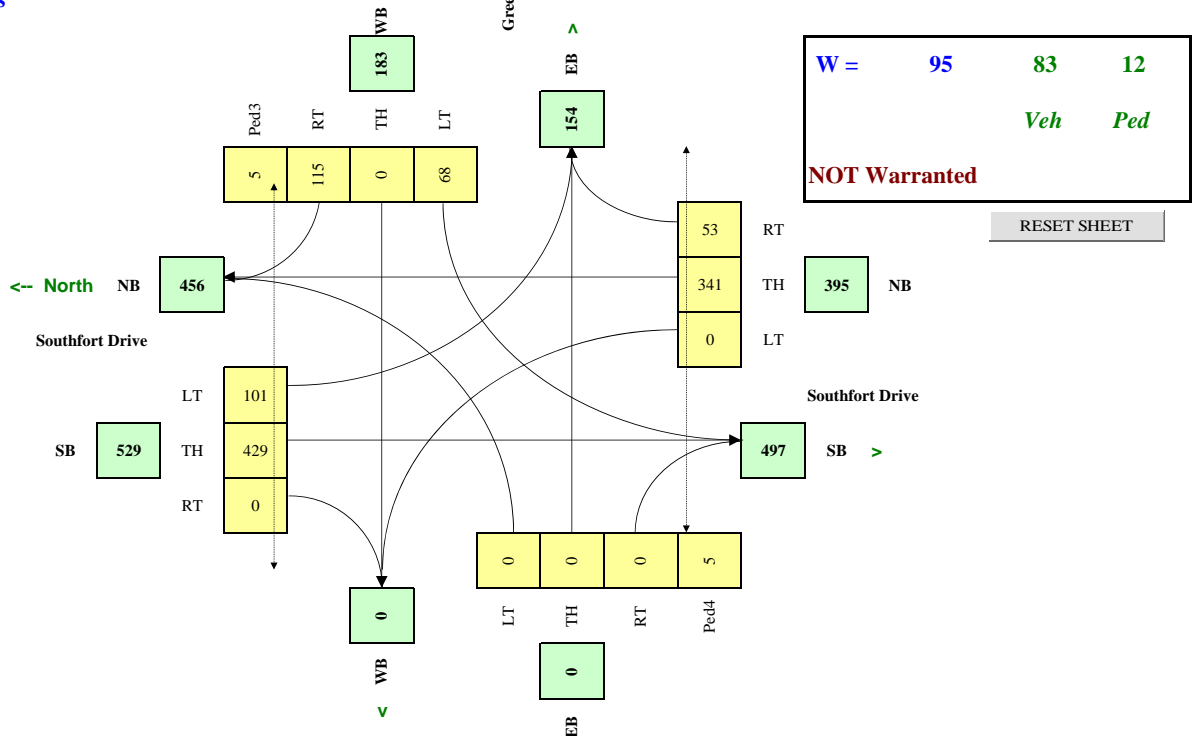
Demographics		
Elem. School/Mobility Challenged	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	y
Metro Area Population	(#)	25,000
Central Business District	(y/n)	n

Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
Southfort Drive	NS	60	2.0%	n	0.0
Greenfield Way (S)	EW		2.0%	n	

Traffic Input	NB			SB			WB			EB			Ped1 NS	Ped2 NS	Ped3 EW	Ped4 EW
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	W Side	E Side	N Side	S Side
7:30 - 8:30		431	36	47	315		105		172				30	30	30	30
8:30 - 9:30		302	47	89	378		60		101							
12:00 - 13:00		302	47	89	378		60		101							
13:00 - 14:00		302	47	89	378		60		101							
16:00 - 17:00		408	96	202	744		63		111							
17:00 - 18:00		302	47	89	378		60		101							
Total (6-hour peak)	0	2,047	320	605	2,571	0	408	0	687	0	0	0	30	30	30	30
Average (6-hour peak)	0	341	53	101	429	0	68	0	115	0	0	0	5	5	5	5

Average 6-hour  
Peak Turning  
Movements

$$W = [C_{bt}(X_{v-v}) / K_1 + (F(X_{v-p}) L) / K_2] \times C_i$$



Southfort ASP - Transportation Study  
Long Term Signal Warrant (TAC Procedure)



City of Fort Saskatchewan - Traffic Signal Warrant Analysis

Main Street (name)	84 Street	Direction (EW or NS)	EW	Comments <b>AM and PM Peak represent long term traffic. Remaining hours estimates are based on existing 6 highest hours.</b>
Side Street (name)	Galloway Wynd	Direction (EW or NS)	NS	
Quadrant / Int #				
CHECK SHEET				

for Warrant Calculation Results, please hit 'Page Down'

Road Authority:	City of Fort Saskatchewan
City:	City of Fort Saskatchewan
Analysis Date:	2015 Jul 27, Mon
Count Date:	2025 Jul 27, Sun
Date Entry Format:	(yyyy-mm-dd)

Lane Configuration	WB	Excl LT	Th & LT	Through	Th+RT+LT	Th & RT	Excl RT	UpStream Signal (m)	# of Thru Lanes
84 Street	WB	1		2					
84 Street	EB	1		2					2
Galloway Wynd	NB				1				
Galloway Wynd	SB	1					1		

Are the Galloway Wynd NB right turns significantly impeded by through movements? (y/n) n

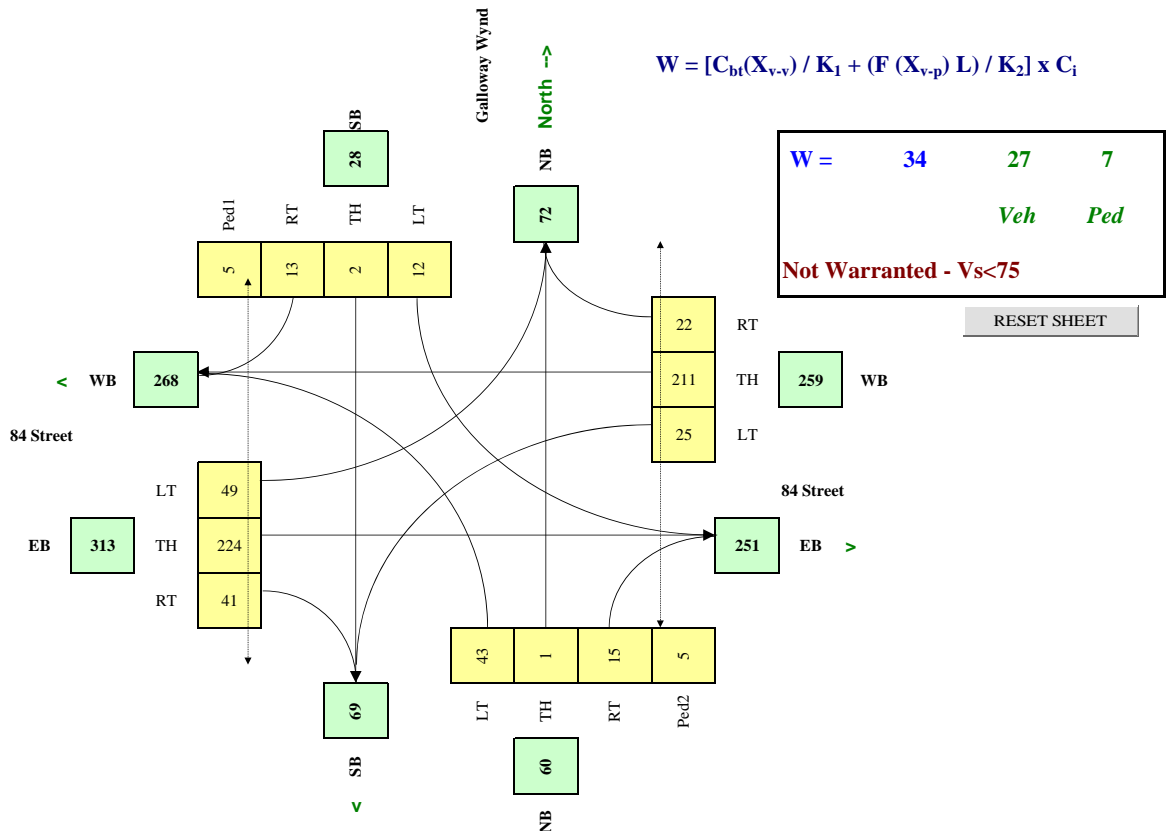
Demographics	(y/n)	n
Elem. School/Mobility Challenged	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	y
Metro Area Population	(#)	25,000
Central Business District	(y/n)	n

Other input	Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
84 Street	EW	60	2.0%	n
Galloway Wynd	NS		2.0%	n

Set Peak Hours													Ped1 NS	Ped2 NS	Ped3 EW	Ped4 EW
Traffic Input	NB			SB			WB			EB			W Side	E Side	N Side	S Side
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT				
7:30 - 8:30	51	1	20	10	2	6	44	99	51	22	188	30	30	30	30	30
8:30 - 9:30	39	1	14	11	2	12	23	190	19	44	201	37				
12:00 - 13:00	39	1	14	11	2	12	23	190	19	44	201	37				
13:00 - 14:00	39	1	14	11	2	12	23	190	19	44	201	37				
16:00 - 17:00	53	2	16	20	2	26	16	408	5	94	349	69				
17:00 - 18:00	39	1	14	11	2	12	23	190	19	44	201	37				
Total (6-hour peak)	260	7	92	74	12	80	152	1,267	132	292	1,341	247	30	30	30	30
Average (6-hour peak)	43	1	15	12	2	13	25	211	22	49	224	41	5	5	5	5

Average 6-hour  
Peak Turning  
Movements

$$W = [C_{bt}(X_{v-v}) / K_1 + (F(X_{v-p}) L) / K_2] \times C_i$$



# Southfort ASP - Transportation Study Long Term Signal Warrant (TAC Procedure)



## City of Fort Saskatchewan - Traffic Signal Warrant Analysis

Main Street (name)	Southfort Drive	Direction (EW or NS)	NS
Side Street (name)	84 Street	Direction (EW or NS)	EW
Quadrant / Int #		Comments	AM and PM Peak represent long term traffic. Remaining hours estimates are based on existing 6 highest hours.
for Warrant Calculation Results, please hit 'Page Down'		CHECK SHEET	

Road Authority:	City of Fort Saskatchewan
City:	City of Fort Saskatchewan
Analysis Date:	2015 Jul 27, Mon
Count Date:	2025 Jul 27, Sun
Date Entry Format:	(yyyy-mm-dd)

Lane Configuration		Excl LT	Th & LT	Through	Th+RT+LT	Th & RT	Excl RT	UpStream Signal (m)	# of Thru Lanes
Southfort Drive	NB	1		2					2
Southfort Drive	SB			2			1		2
84 Street	WB								
84 Street	EB	1					1		

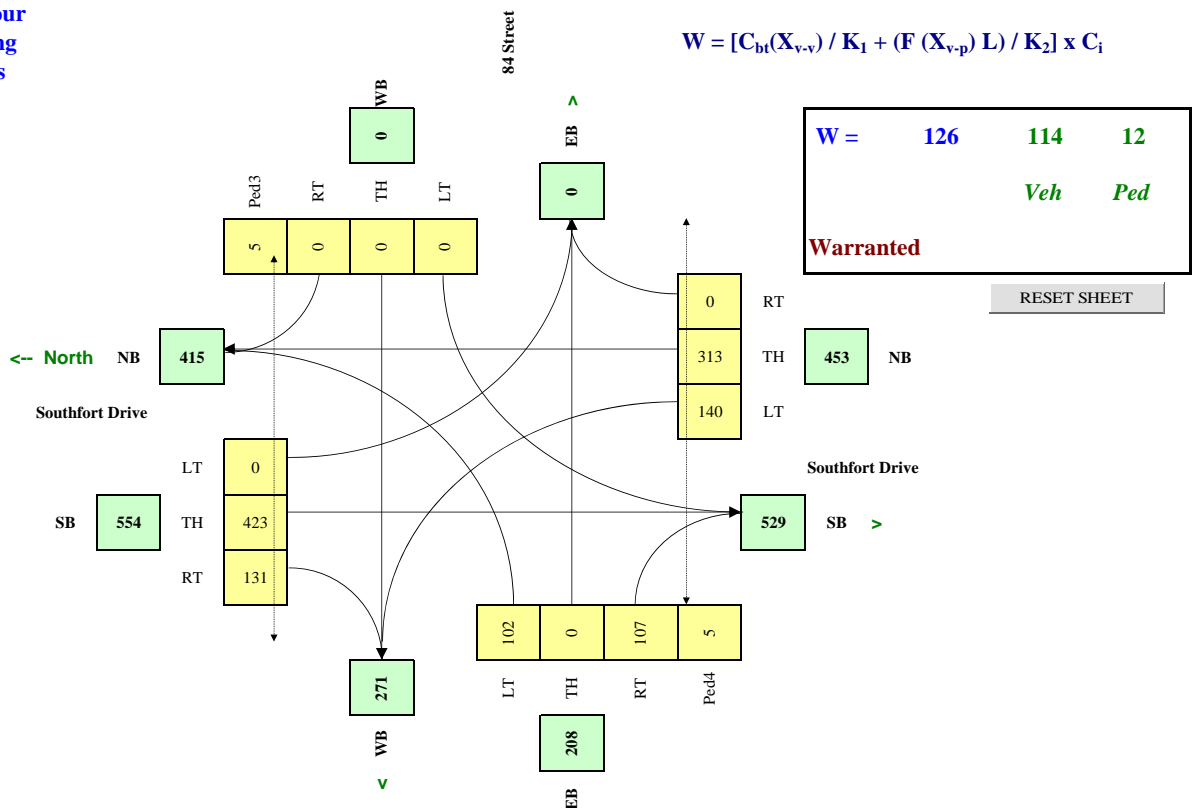
Demographics		
Elem. School/Mobility Challenged	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	y
Metro Area Population	(#)	25,000
Central Business District	(y/n)	n

Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
Southfort Drive	NS	60	2.0%	n	0.0
84 Street	EW		2.0%	n	

Set Peak Hours													Ped1 NS	Ped2 NS	Ped3 EW	Ped4 EW
Traffic Input													W Side	E Side	N Side	S Side
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT				
7:30 - 8:30	184	419			297	56				64		65	30	30	30	30
8:30 - 9:30	123	276			373	116				90		94				
12:00 - 13:00	123	276			373	116				90		94				
13:00 - 14:00	123	276			373	116				90		94				
16:00 - 17:00	161	355			748	268				187		198				
17:00 - 18:00	123	276			373	116				90		94				
Total (6-hour peak)	837	1,878	0	0	2,537	788	0	0	0	611	0	639	30	30	30	30
Average (6-hour peak)	140	313	0	0	423	131	0	0	0	102	0	107	5	5	5	5

### Average 6-hour Peak Turning Movements

$$W = [C_{bt}(X_{v-v}) / K_1 + (F(X_{v-p}) L) / K_2] \times C_i$$



# Southfort ASP - Transportation Study Long Term Signal Warrant (TAC Procedure)



## City of Fort Saskatchewan - Traffic Signal Warrant Analysis

Main Street (name)	Southfort Drive	Direction (EW or NS)	NS
Side Street (name)	Greenfield Way (N)	Direction (EW or NS)	EW
Quadrant / Int #		Comments	AM and PM Peak represent long term traffic. Remaining hours estimates are based on existing 6 highest hours.
for Warrant Calculation Results, please hit 'Page Down'	CHECK SHEET		

Road Authority:	City of Fort Saskatchewan
City:	City of Fort Saskatchewan
Analysis Date:	2015 Jul 27, Mon
Count Date:	2025 Jul 27, Sun
Date Entry Format:	(yyyy-mm-dd)

Lane Configuration		Excl LT	Th & LT	Through	Th-RT+LT	Th & RT	Excl RT	UpStream Signal (m)	# of Thru Lanes
Southfort Drive	NB	1		2			1		2
Southfort Drive	SB	1		2			1		2
Greenfield Way (N)	WB	1					1		
Greenfield Way (N)	EB	1					1		

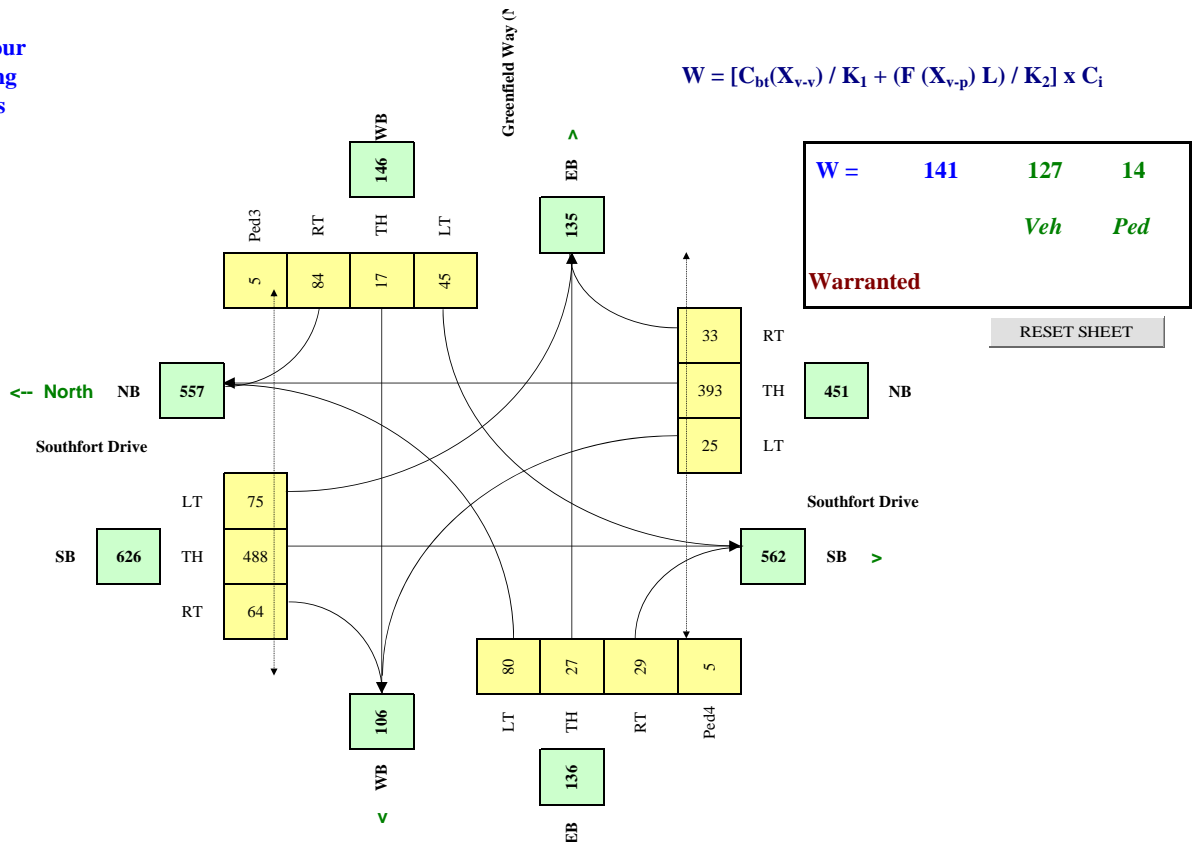
Demographics		
Elem. School/Mobility Challenged	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	y
Metro Area Population	(#)	25,000
Central Business District	(y/n)	n

Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
Southfort Drive	NS	60	5.0%	n	0.0
Greenfield Way (N)	EW		2.0%	n	

Set Peak Hours													Ped1 NS	Ped2 NS	Ped3 EW	Ped4 EW
Traffic Input													W Side	E Side	N Side	S Side
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT				
7:30 - 8:30	25	533	7	24	267	51	33	9	107	29	8	22	30	30	30	30
8:30 - 9:30	22	347	29	66	430	56	40	15	74	70	24	26				
12:00 - 13:00	22	347	29	66	430	56	40	15	74	70	24	26				
13:00 - 14:00	22	347	29	66	430	56	40	15	74	70	24	26				
16:00 - 17:00	38	438	74	161	938	107	79	33	101	168	58	50				
17:00 - 18:00	22	347	29	66	430	56	40	15	74	70	24	26				
Total (6-hour peak)	151	2,359	197	449	2,925	382	272	102	504	477	162	176	30	30	30	30
Average (6-hour peak)	25	393	33	75	488	64	45	17	84	80	27	29	5	5	5	5

Average 6-hour  
Peak Turning  
Movements

$$W = [C_{bt}(X_{v-v}) / K_1 + (F(X_{v-p}) L) / K_2] \times C_i$$



# Southfort ASP - Transportation Study Long Term Signal Warrant (TAC Procedure)



## City of Fort Saskatchewan - Traffic Signal Warrant Analysis

Main Street (name)	Southfort Drive	Direction (EW or NS)	NS
Side Street (name)	Allard Way	Direction (EW or NS)	EW
Quadrant / Int #		Comments	AM and PM Peak represent long term traffic. Remaining hours estimates are based on existing 6 highest hours.
for Warrant Calculation Results, please hit 'Page Down'		CHECK SHEET	

Road Authority:	City of Fort Saskatchewan
City:	City of Fort Saskatchewan
Analysis Date:	2015 Jul 27, Mon
Count Date:	2025 Jul 27, Sun
Date Entry Format:	(yyyy-mm-dd)

Lane Configuration		Excl LT	Th & LT	Through	Th-RT+LT	Th & RT	Excl RT	UpStream Signal (m)	# of Thru Lanes
Southfort Drive NB	NB	1		2			1		
Southfort Drive SB	SB	1		2			1		
Allard Way WB	WB					1			
Allard Way EB	EB	1					1		
Are the Allard Way WB right turns significantly impeded by through movements? (y/n)								n	
Are the Allard Way EB right turns significantly impeded by through movements? (y/n)								n	

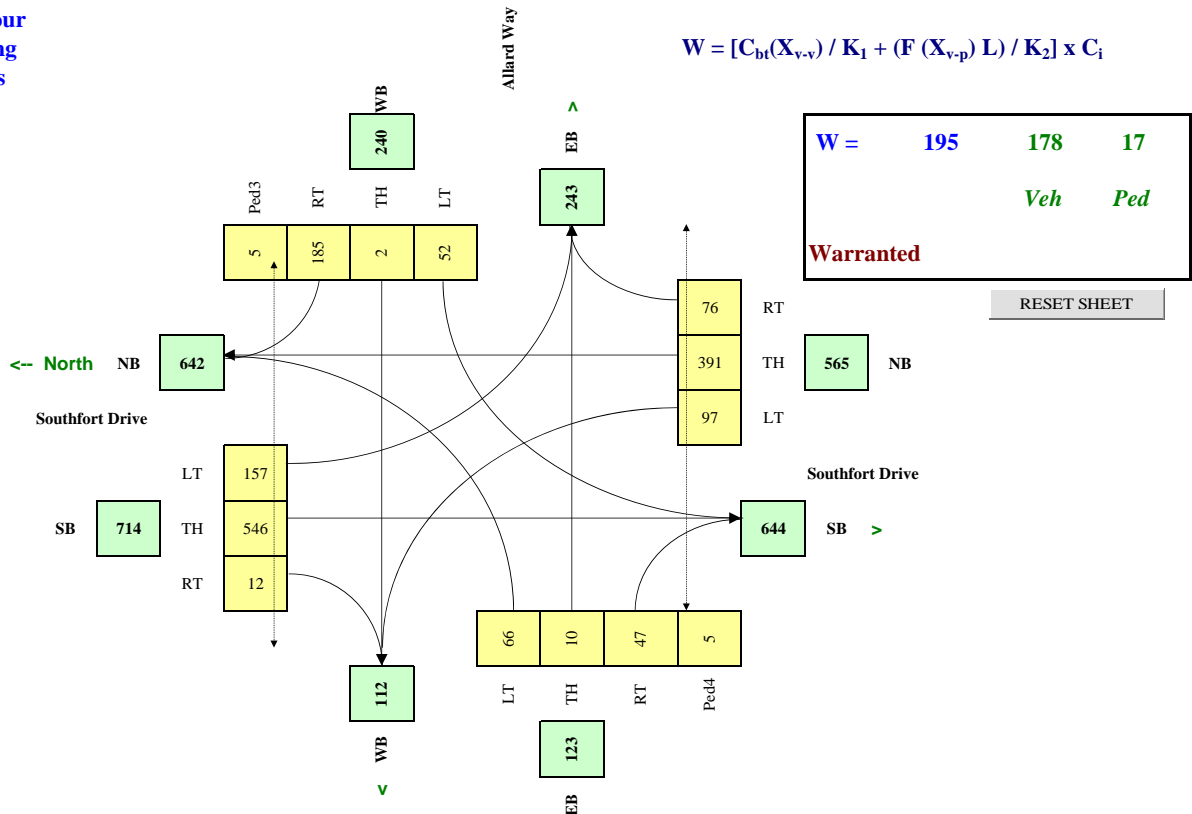
Demographics		
Elem. School/Mobility Challenged	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	y
Metro Area Population	(#)	25,000
Central Business District	(y/n)	n

Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
Southfort Drive	NS	60	2.0%	n	0.0
Allard Way	EW		2.0%	n	

Set Peak Hours													Ped1 NS	Ped2 NS	Ped3 EW	Ped4 EW
Traffic Input													W Side	E Side	N Side	S Side
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT				
7:30 - 8:30	110	527	25	77	288	21	54	1	323	68	5	22	30	30	30	30
8:30 - 9:30	86	345	67	138	481	11	46	2	163	58	9	41				
12:00 - 13:00	86	345	67	138	481	11	46	2	163	58	9	41				
13:00 - 14:00	86	345	67	138	481	11	46	2	163	58	9	41				
16:00 - 17:00	130	439	164	310	1061	9	75	5	136	95	20	94				
17:00 - 18:00	86	345	67	138	481	11	46	2	163	58	9	41				
Total (6-hour peak)	584	2,346	457	939	3,273	74	313	14	1,111	395	61	280	30	30	30	30
Average (6-hour peak)	97	391	76	157	546	12	52	2	185	66	10	47	5	5	5	5

### Average 6-hour Peak Turning Movements

$$W = [C_{bt}(X_{v-v}) / K_1 + (F(X_{v-p}) L) / K_2] \times C_i$$



# Southfort ASP - Transportation Study Long Term Signal Warrant (TAC Procedure)



## City of Fort Saskatchewan - Traffic Signal Warrant Analysis

Main Street (name)	94 Street	Direction (EW or NS)	NS
Side Street (name)	87 Avenue	Direction (EW or NS)	EW
Quadrant / Int #		Comments	AM and PM Peak represent long term traffic. Remaining hours estimates are based on existing 6 highest hours.
for Warrant Calculation Results, please hit 'Page Down'		CHECK SHEET	

Road Authority:	City of Fort Saskatchewan
City:	City of Fort Saskatchewan
Analysis Date:	2015 Jul 27, Mon
Count Date:	2025 Jul 27, Sun
Date Entry Format:	(yyyy-mm-dd)

Lane Configuration		Excl LT	Th & LT	Through	Th+RT+LT	Th & RT	Excl RT	UpStream Signal (m)	# of Thru Lanes
94 Street	NB	1		1		1			2
94 Street	SB	1		1		1			2
87 Avenue	WB				1				
87 Avenue	EB	1				1			

Are the 87 Avenue WB right turns significantly impeded by through movements? (y/n) n  
Are the 87 Avenue EB right turns significantly impeded by through movements? (y/n) n

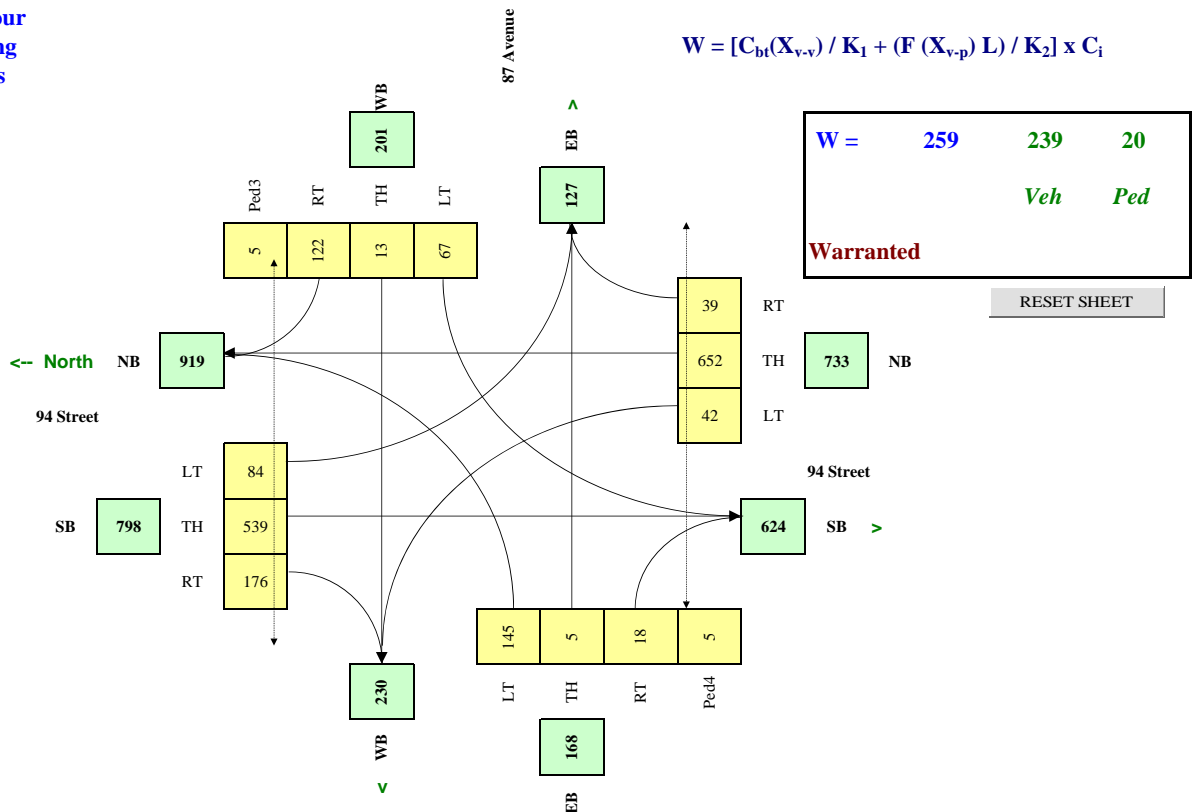
Demographics		
Elem. School/Mobility Challenged	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	y
Metro Area Population	(#)	25,000
Central Business District	(y/n)	n

Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
94 Street	NS	60	2.0%	n	0.0
87 Avenue	EW		2.0%	n	

Set Peak Hours													Ped1 NS	Ped2 NS	Ped3 EW	Ped4 EW
Traffic Input													W Side	E Side	N Side	S Side
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT				
7:30 - 8:30	70	930	28	25	377	68	11	2	40	40	2	21	30	30	30	30
8:30 - 9:30	37	575	34	74	475	155	59	11	107	128	4	16				
12:00 - 13:00	37	575	34	74	475	155	59	11	107	128	4	16				
13:00 - 14:00	37	575	34	74	475	155	59	11	107	128	4	16				
16:00 - 17:00	35	681	67	183	954	365	154	30	261	319	10	24				
17:00 - 18:00	37	575	34	74	475	155	59	11	107	128	4	16				
Total (6-hour peak)	253	3,911	231	504	3,231	1,053	401	76	729	871	28	109	30	30	30	30
Average (6-hour peak)	42	652	39	84	539	176	67	13	122	145	5	18	5	5	5	5

### Average 6-hour Peak Turning Movements

$$W = [C_{bt}(X_{v-v}) / K_1 + (F(X_{v-p}) L) / K_2] \times C_i$$



Southfort ASP - Transportation Study  
Long Term Signal Warrant (TAC Procedure)



City of Fort Saskatchewan - Traffic Signal Warrant Analysis

Main Street (name)	94 Street	Direction (EW or NS)	NS
Side Street (name)	Hospital Access	Direction (EW or NS)	EW
Quadrant / Int #		Comments	AM and PM Peak represent long term traffic. Remaining hours estimates are based on existing 6 highest hours.
for Warrant Calculation Results, please hit 'Page Down'	CHECK SHEET		

Road Authority:	City of Fort Saskatchewan
City:	City of Fort Saskatchewan
Analysis Date:	2015 Jul 27, Mon
Count Date:	2025 Jul 27, Sun
Date Entry Format:	(yyyy-mm-dd)

Lane Configuration		Excl LT	Th & LT	Through	Th+RT+LT	Th & RT	Excl RT	UpStream Signal (m)	# of Thru Lanes
94 Street	NB	1		1			1		1
94 Street	SB	1		1			1		1
Hospital Access	WB				1				
Hospital Access	EB				1				

Are the Hospital Access WB right turns significantly impeded by through movements? (y/n) n  
Are the Hospital Access EB right turns significantly impeded by through movements? (y/n) n

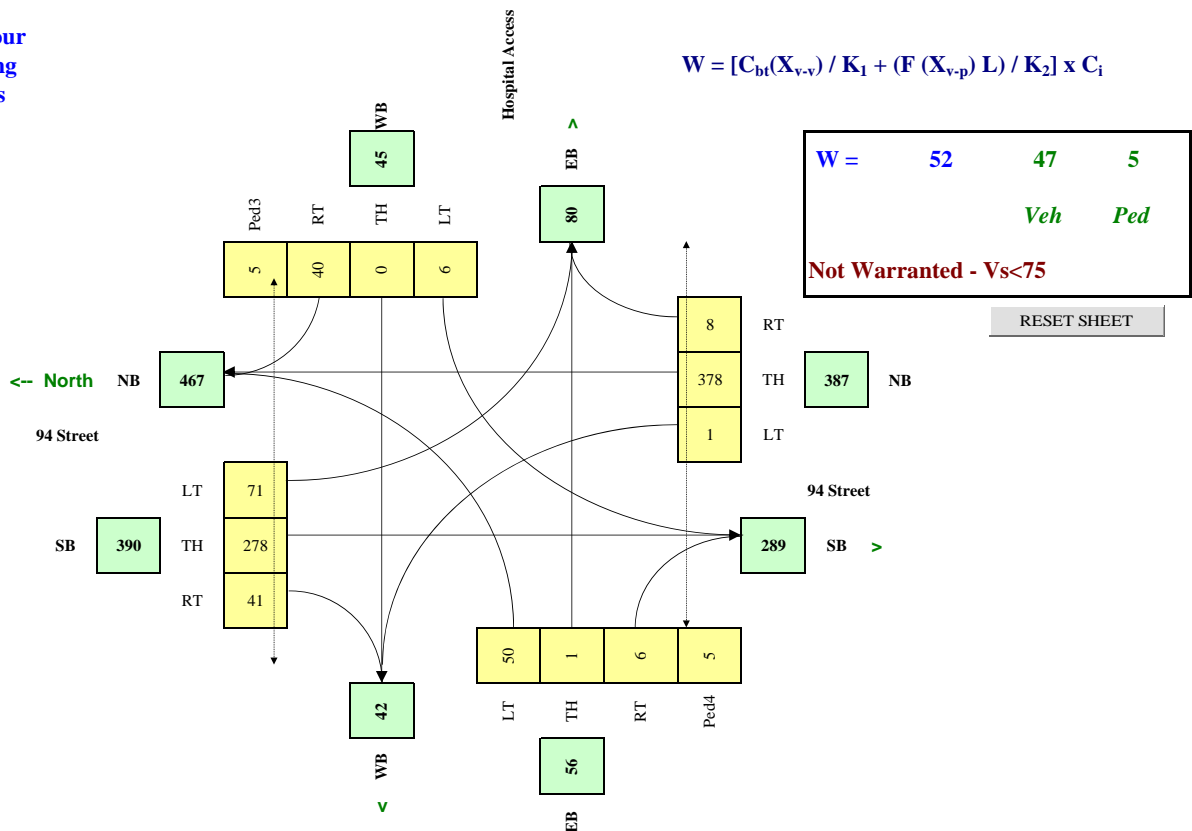
Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
94 Street	NS	60	5.0%	n	5.5
Hospital Access	EW		2.0%	n	

Demographics		
Elem. School/Mobility Challenged	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	y
Metro Area Population	(#)	25,000
Central Business District	(y/n)	n

Traffic Input	NB			SB			WB			EB			Ped1 NS	Ped2 NS	Ped3 EW	Ped4 EW
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	W Side	E Side	N Side	S Side
7:30 - 8:30	1	636	19	88	129	17	6	1	49	78	1	12	30	30	30	30
8:30 - 9:30	1	333	7	63	245	36	5	0	35	44	1	5				
12:00 - 13:00	1	333	7	63	245	36	5	0	35	44	1	5				
13:00 - 14:00	1	333	7	63	245	36	5	0	35	44	1	5				
16:00 - 17:00	2	297	2	88	558	83	7	0	48	45	0	2				
17:00 - 18:00	1	333	7	63	245	36	5	0	35	44	1	5				
Total (6-hour peak)	7	2,265	49	428	1,667	244	33	1	237	299	5	34	30	30	30	30
Average (6-hour peak)	1	378	8	71	278	41	6	0	40	50	1	6	5	5	5	5

Average 6-hour  
Peak Turning  
Movements

$$W = [C_{bt}(X_{v-v}) / K_1 + (F(X_{v-p}) L) / K_2] \times C_i$$





# Southfort ASP - Transportation Study Long Term Signal Warrant (TAC Procedure)



## City of Fort Saskatchewan - Traffic Signal Warrant Analysis

Main Street (name)	101 Street	Direction (EW or NS)	NS
Side Street (name)	88 Avenue	Direction (EW or NS)	EW
Quadrant / Int #		Comments	AM and PM Peak represent long term traffic. Remaining hours estimates are based on existing 6 highest hours.
for Warrant Calculation Results, please hit 'Page Down'		CHECK SHEET	

Road Authority:	City of Fort Saskatchewan
City:	City of Fort Saskatchewan
Analysis Date:	2015 Jul 27, Mon
Count Date:	2025 Jul 27, Sun
Date Entry Format:	(yyyy-mm-dd)

Lane Configuration		Excl LT	Th & LT	Through	Th-RT+LT	Th & RT	Excl RT	UpStream Signal (m)	# of Thru Lanes
101 Street	NB		1			1			2
101 Street	SB	1		1		1			2
88 Avenue	WB				1				
88 Avenue	EB				1				

Are the 88 Avenue WB right turns significantly impeded by through movements? (y/n) n

Are the 88 Avenue EB right turns significantly impeded by through movements? (y/n) n

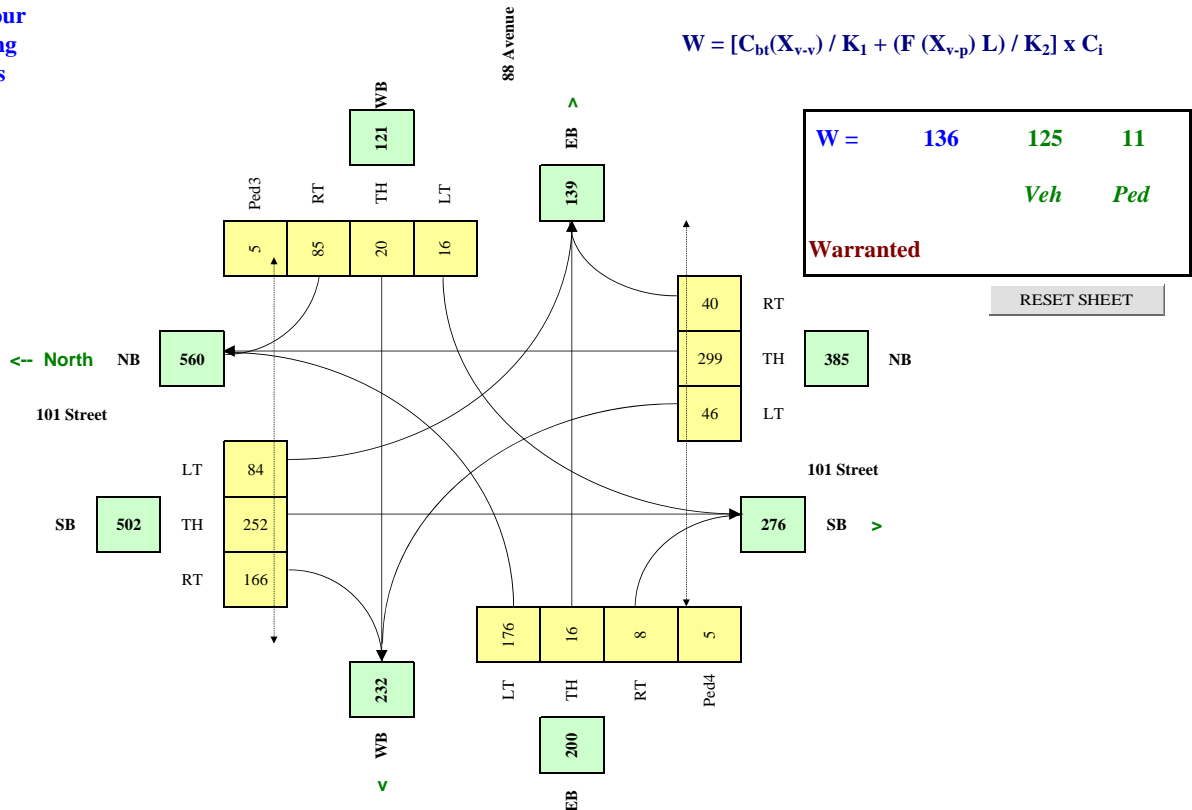
Demographics		
Elem. School/Mobility Challenged	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	y
Metro Area Population	(#)	25,000
Central Business District	(y/n)	n

Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
101 Street	NS	60	5.0%	n	0.0
88 Avenue	EW		2.0%	n	

Set Peak Hours													Ped1 NS	Ped2 NS	Ped3 EW	Ped4 EW
Traffic Input													W Side	E Side	N Side	S Side
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT				
7:30 - 8:30	63	488	30	57	137	153	30	30	60	205	30	10	30	30	30	30
8:30 - 9:30	41	264	35	74	222	146	14	18	75	155	14	7				
12:00 - 13:00	41	264	35	74	222	146	14	18	75	155	14	7				
13:00 - 14:00	41	264	35	74	222	146	14	18	75	155	14	7				
16:00 - 17:00	51	252	67	150	487	257	10	20	150	231	10	10				
17:00 - 18:00	41	264	35	74	222	146	14	18	75	155	14	7				
Total (6-hour peak)	278	1,796	237	503	1,512	994	96	122	510	1,056	96	48	30	30	30	30
Average (6-hour peak)	46	299	40	84	252	166	16	20	85	176	16	8	5	5	5	5

### Average 6-hour Peak Turning Movements

$$W = [C_{bt}(X_{v-v}) / K_1 + (F(X_{v-p}) L) / K_2] \times C_i$$



## Signal Warrants at Southfort

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*50% Development*



# Southfort ASP - Transportation Study Long Term Signal Warrant (TAC Procedure)



## City of Fort Saskatchewan - Traffic Signal Warrant Analysis

Main Street (name)	101 Street	Direction (EW or NS)	NS
Side Street (name)	87 Avenue	Direction (EW or NS)	EW
Quadrant / Int #		Comments	AM and PM Peak Traffic at 50% Development Level. Remaining hours estimates are based on existing 6 highest hours.
for Warrant Calculation Results, please hit 'Page Down'		CHECK SHEET	

Road Authority:	City of Fort Saskatchewan
City:	City of Fort Saskatchewan
Analysis Date:	2015 Sep 14, Mon
Count Date:	2025 Jul 27, Sun
Date Entry Format:	(yyyy-mm-dd)

Lane Configuration		Excl LT	Th & LT	Through	Th+RT+LT	Th & RT	Excl RT	UpStream Signal (m)	# of Thru Lanes
101 Street NB	NB		1			1			2
101 Street SB	SB	1		1		1			2
87 Avenue WB	WB				1				
87 Avenue EB	EB				1				

Are the 87 Avenue WB right turns significantly impeded by through movements? (y/n) n  
Are the 87 Avenue EB right turns significantly impeded by through movements? (y/n) n

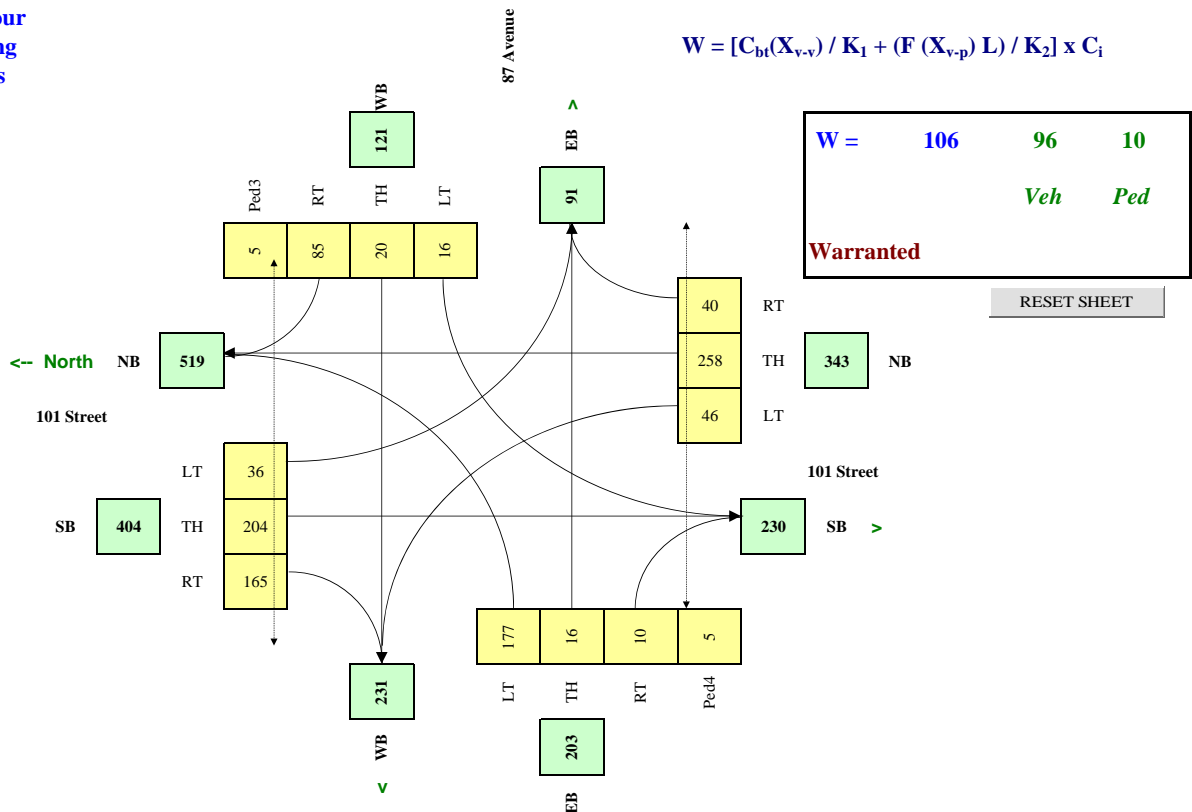
Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
101 Street	NS	60	5.0%	n	0.0
87 Avenue	EW		2.0%	n	

Demographics		
Elem. School/Mobility Challenged	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	y
Metro Area Population	(#)	25,000
Central Business District	(y/n)	n

Set Peak Hours													Ped1	Ped2	Ped3	Ped4
Traffic Input	NB			SB			WB			EB			NS	NS	EW	EW
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	W Side	E Side	N Side	S Side
7:30 - 8:30	63	431	30	63	114	153	30	30	60	205	30	16	30	30	30	30
8:30 - 9:30	40	227	35	0	180	145	14	18	75	156	14	9				
12:00 - 13:00	40	227	35	0	180	145	14	18	75	156	14	9				
13:00 - 14:00	40	227	35	0	180	145	14	18	75	156	14	9				
16:00 - 17:00	51	206	67	150	390	254	10	20	150	231	10	10				
17:00 - 18:00	40	227	35	0	180	145	14	18	75	156	14	9				
Total (6-hour peak)	274	1,545	237	213	1,224	987	96	122	510	1,060	96	62	30	30	30	30
Average (6-hour peak)	46	258	40	36	204	165	16	20	85	177	16	10	5	5	5	5

### Average 6-hour Peak Turning Movements

$$W = [C_{bt}(X_{v-v}) / K_1 + (F(X_{v-p}) L) / K_2] \times C_i$$



# Southfort ASP - Transportation Study Long Term Signal Warrant (TAC Procedure)



## City of Fort Saskatchewan - Traffic Signal Warrant Analysis

Main Street (name)	101 Street	Direction (EW or NS)	NS
Side Street (name)	88 Avenue	Direction (EW or NS)	EW
Quadrant / Int #		Comments	AM and PM Peak Traffic at 50% Development Level. Remaining hours estimates are based on existing 6 highest hours.
for Warrant Calculation Results, please hit 'Page Down'		CHECK SHEET	

Road Authority:	City of Fort Saskatchewan
City:	City of Fort Saskatchewan
Analysis Date:	2015 Sep 14, Mon
Count Date:	2025 Jul 27, Sun
Date Entry Format:	(yyyy-mm-dd)

Lane Configuration		Excl LT	Th & LT	Through	Th-RT+LT	Th & RT	Excl RT	UpStream Signal (m)	# of Thru Lanes
101 Street	NB		1			1			2
101 Street	SB	1		1		1			2
88 Avenue	WB				1				
88 Avenue	EB				1				

Are the 88 Avenue WB right turns significantly impeded by through movements? (y/n) n  
Are the 88 Avenue EB right turns significantly impeded by through movements? (y/n) n

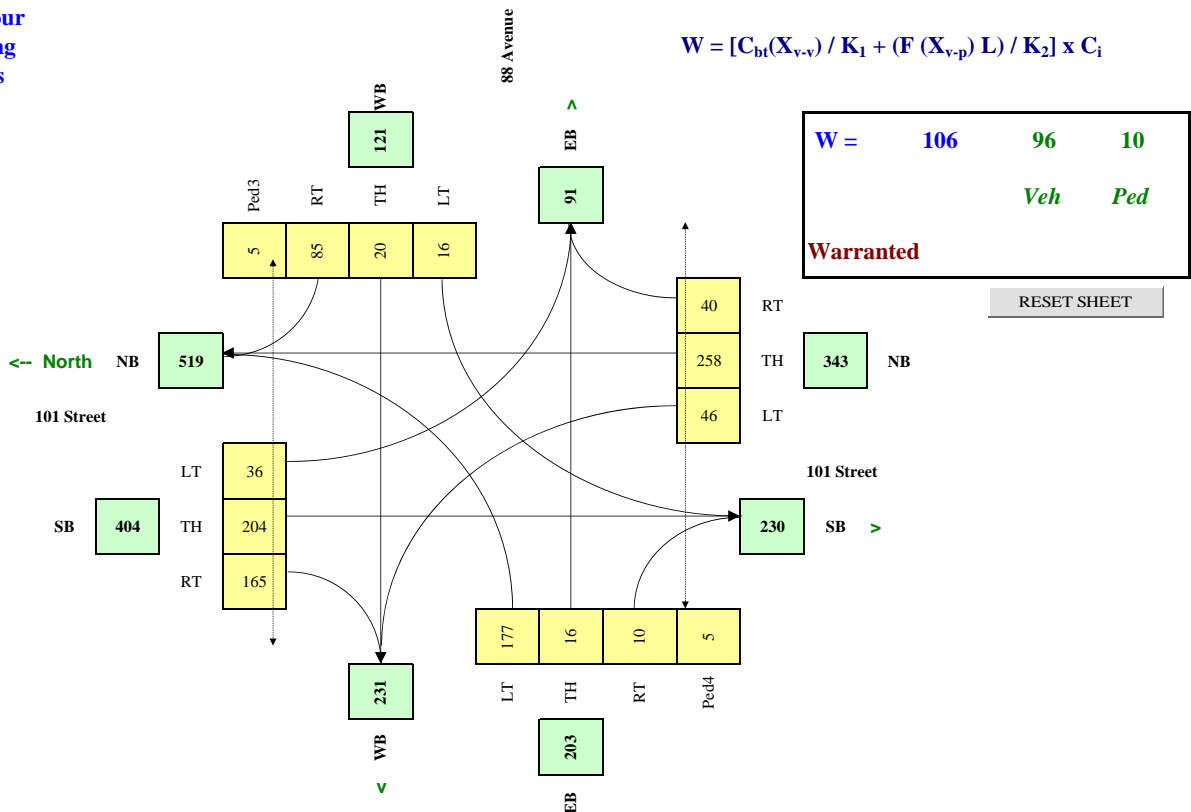
Demographics		
Elem. School/Mobility Challenged	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	y
Metro Area Population	(#)	25,000
Central Business District	(y/n)	n

Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
101 Street	NS	60	5.0%	n	0.0
88 Avenue	EW		2.0%	n	

Set Peak Hours													Ped1	Ped2	Ped3	Ped4
Traffic Input	NB			SB			WB			EB			NS	NS	EW	EW
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	W Side	E Side	N Side	S Side
7:30 - 8:30	63	431	30	63	114	153	30	30	60	205	30	16	30	30		30
8:30 - 9:30	40	227	35	0	180	145	14	18	75	156	14	9				
12:00 - 13:00	40	227	35	0	180	145	14	18	75	156	14	9				
13:00 - 14:00	40	227	35	0	180	145	14	18	75	156	14	9				
16:00 - 17:00	51	206	67	150	390	254	10	20	150	231	10	10				
17:00 - 18:00	40	227	35	0	180	145	14	18	75	156	14	9				
Total (6-hour peak)	274	1,545	237	213	1,224	987	96	122	510	1,060	96	62	30	30	30	30
Average (6-hour peak)	46	258	40	36	204	165	16	20	85	177	16	10	5	5	5	5

### Average 6-hour Peak Turning Movements

$$W = [C_{bt}(X_{v-v}) / K_1 + (F(X_{v-p}) L) / K_2] \times C_i$$



Southfort ASP - Transportation Study  
Long Term Signal Warrant (TAC Procedure)



City of Fort Saskatchewan - Traffic Signal Warrant Analysis

Main Street (name)	94 Street	Direction (EW or NS)	NS
Side Street (name)	87 Avenue	Direction (EW or NS)	EW
Quadrant / Int #		Comments	AM and PM Peak Traffic at 50% Development Level. Remaining hours estimates are based on existing 6 highest hours.
for Warrant Calculation Results, please hit 'Page Down'		CHECK SHEET	

Road Authority:	City of Fort Saskatchewan
City:	City of Fort Saskatchewan
Analysis Date:	2015 Jul 27, Mon
Count Date:	2025 Jul 27, Sun
Date Entry Format:	(yyyy-mm-dd)

Lane Configuration		Excl LT	Th & LT	Through	Th+RT+LT	Th & RT	Excl RT	UpStream Signal (m)	# of Thru Lanes
94 Street	NB	1		1		1			2
94 Street	SB	1		1		1			2
87 Avenue	WB				1				
87 Avenue	EB	1				1			

Are the 87 Avenue WB right turns significantly impeded by through movements? (y/n) n  
Are the 87 Avenue EB right turns significantly impeded by through movements? (y/n) n

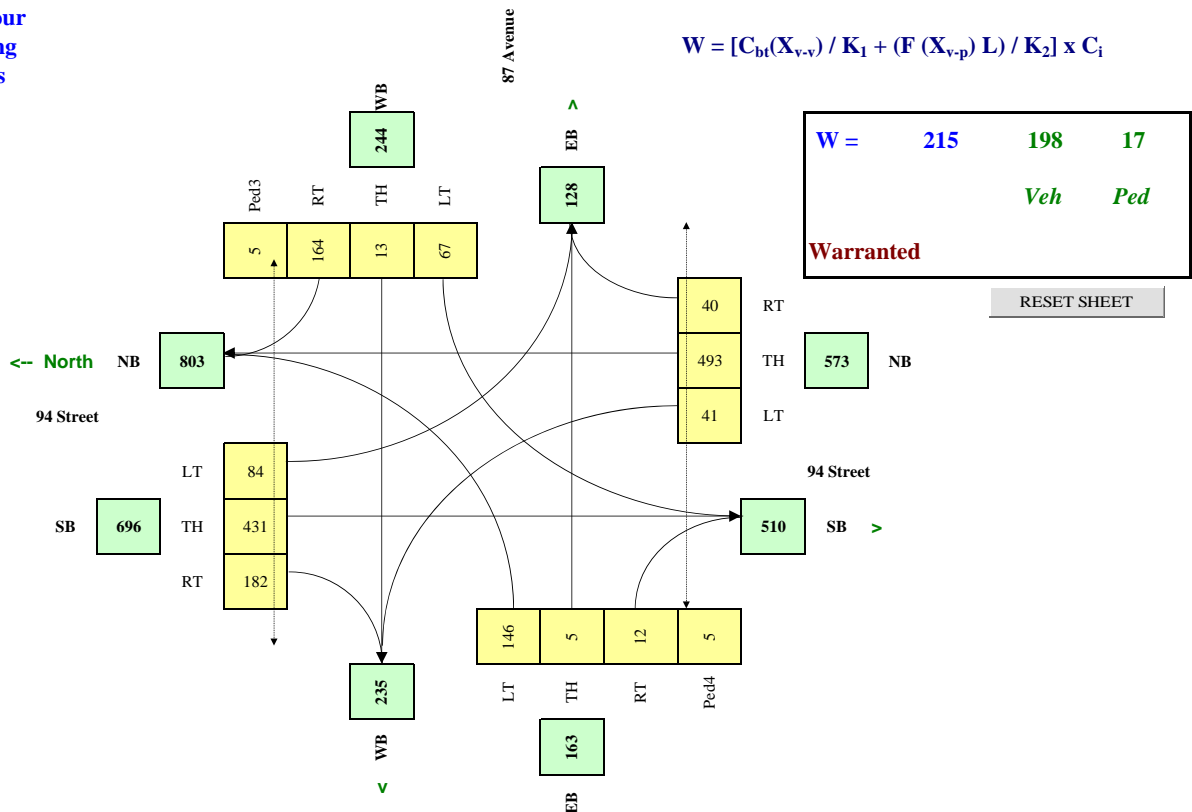
Demographics		
Elem. School/Mobility Challenged	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	y
Metro Area Population	(#)	25,000
Central Business District	(y/n)	n

Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
94 Street	NS	60	2.0%	n	0.0
87 Avenue	EW		2.0%	n	

Set Peak Hours													Ped1 NS	Ped2 NS	Ped3 EW	Ped4 EW
Traffic Input													W Side	E Side	N Side	S Side
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT				
7:30 - 8:30	65	615	31	25	327	71	10	2	41	41	2	21	30	30	30	30
8:30 - 9:30	36	435	35	74	380	160	59	11	145	129	4	7				
12:00 - 13:00	36	435	35	74	380	160	59	11	145	129	4	7				
13:00 - 14:00	36	435	35	74	380	160	59	11	145	129	4	7				
16:00 - 17:00	35	603	67	183	738	378	155	30	364	319	10	24				
17:00 - 18:00	36	435	35	74	380	160	59	11	145	129	4	7				
Total (6-hour peak)	244	2,958	238	504	2,585	1,089	401	76	985	876	28	73	30	30	30	30
Average (6-hour peak)	41	493	40	84	431	182	67	13	164	146	5	12	5	5	5	5

Average 6-hour  
Peak Turning  
Movements

$$W = [C_{bt}(X_{v-v}) / K_1 + (F(X_{v-p}) L) / K_2] \times C_i$$



# Southfort ASP - Transportation Study Long Term Signal Warrant (TAC Procedure)



## City of Fort Saskatchewan - Traffic Signal Warrant Analysis

Main Street (name)	Southfort Drive	Direction (EW or NS)	NS
Side Street (name)	Allard Way	Direction (EW or NS)	EW
Quadrant / Int #		Comments	AM and PM Peak Traffic at 50% Development Level. Remaining hours estimates are based on existing 6 highest hours.
for Warrant Calculation Results, please hit 'Page Down'		CHECK SHEET	

Road Authority:	City of Fort Saskatchewan
City:	City of Fort Saskatchewan
Analysis Date:	2015 Jul 27, Mon
Count Date:	2025 Jul 27, Sun
Date Entry Format:	(yyyy-mm-dd)

Lane Configuration		Excl LT	Th & LT	Through	Th+RT+LT	Th & RT	Excl RT	UpStream Signal (m)	# of Thru Lanes
Southfort Drive NB	NB	1		2			1		
Southfort Drive SB	SB	1		2			1		
Allard Way WB	WB					1			
Allard Way EB	EB	1					1		
Are the Allard Way WB right turns significantly impeded by through movements? (y/n)								n	
Are the Allard Way EB right turns significantly impeded by through movements? (y/n)								n	

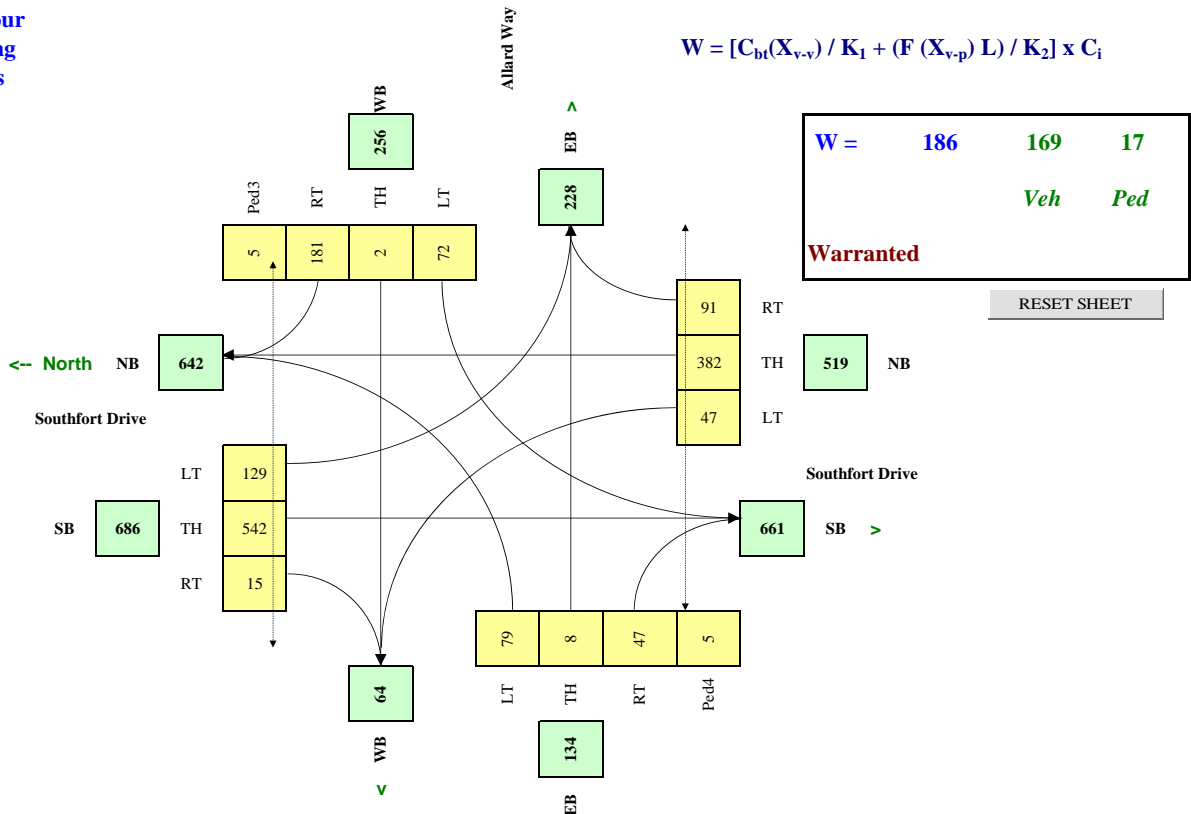
Demographics		
Elem. School/Mobility Challenged	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	y
Metro Area Population	(#)	25,000
Central Business District	(y/n)	n

Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
Southfort Drive	NS	60	2.0%	n	0.0
Allard Way	EW		2.0%	n	

Set Peak Hours													Ped1 NS	Ped2 NS	Ped3 EW	Ped4 EW
Traffic Input													W Side	E Side	N Side	S Side
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT				
7:30 - 8:30	26	549	27	73	274	21	108	1	325	14	1	22	30	30	30	30
8:30 - 9:30	41	337	80	114	478	13	64	2	160	70	7	41				
12:00 - 13:00	41	337	80	114	478	13	64	2	160	70	7	41				
13:00 - 14:00	41	337	80	114	478	13	64	2	160	70	7	41				
16:00 - 17:00	90	395	197	245	1066	15	70	5	122	181	20	94				
17:00 - 18:00	41	337	80	114	478	13	64	2	160	70	7	41				
Total (6-hour peak)	280	2,292	544	774	3,252	88	434	14	1,087	475	49	280	30	30	30	30
Average (6-hour peak)	47	382	91	129	542	15	72	2	181	79	8	47	5	5	5	5

### Average 6-hour Peak Turning Movements

$$W = [C_{bt}(X_{v-v}) / K_1 + (F(X_{v-p}) L) / K_2] \times C_i$$



# Southfort ASP - Transportation Study Long Term Signal Warrant (TAC Procedure)



## City of Fort Saskatchewan - Traffic Signal Warrant Analysis

Main Street (name)	Southfort Drive	Direction (EW or NS)	NS
Side Street (name)	84 Street	Direction (EW or NS)	EW
Quadrant / Int #		Comments	AM and PM Peak Traffic at 50% Development Level. Remaining hours estimates are based on existing 6 highest hours.
for Warrant Calculation Results, please hit 'Page Down'		CHECK SHEET	

Road Authority:	City of Fort Saskatchewan
City:	City of Fort Saskatchewan
Analysis Date:	2015 Jul 27, Mon
Count Date:	2025 Jul 27, Sun
Date Entry Format:	(yyyy-mm-dd)

Lane Configuration		Excl LT	Th & LT	Through	Th-RT+LT	Th & RT	Excl RT	UpStream Signal (m)	# of Thru Lanes
Southfort Drive NB	NB	1		2					2
Southfort Drive SB	SB			2			1		2
84 Street WB	WB								
84 Street EB	EB	1					1		

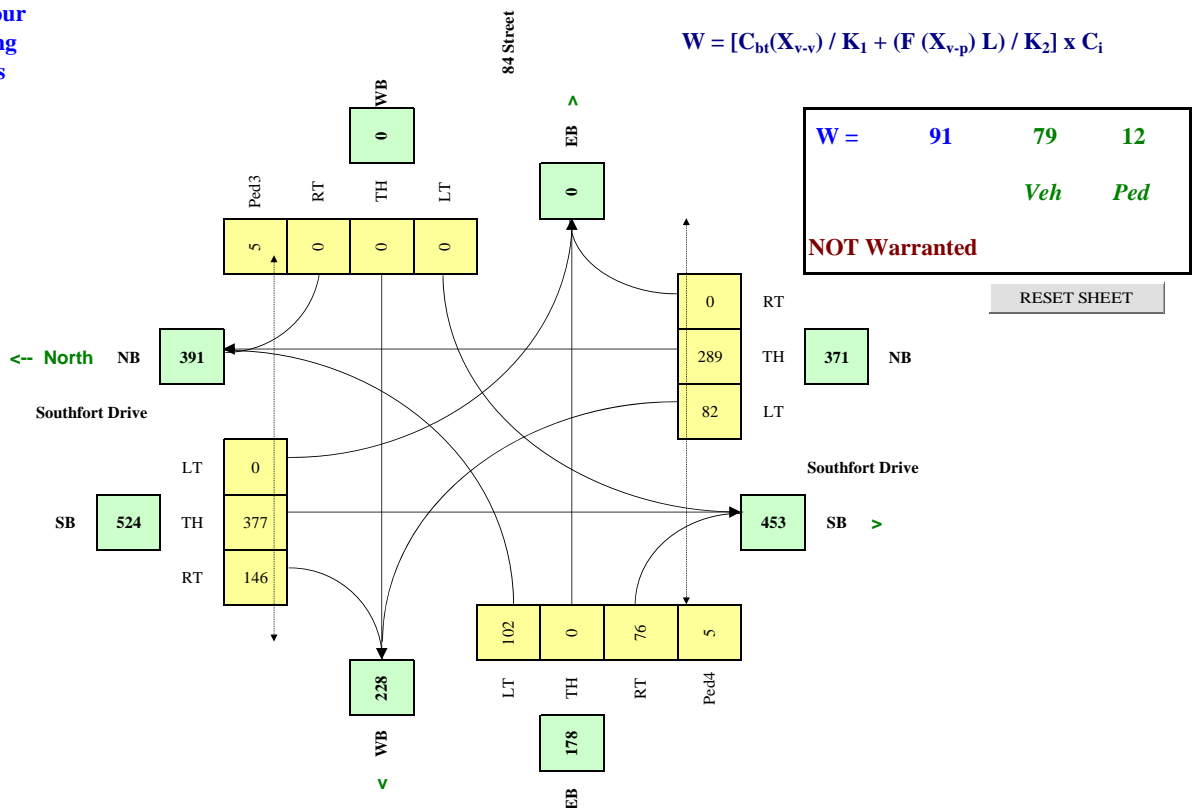
Demographics		
Elem. School/Mobility Challenged	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	y
Metro Area Population	(#)	25,000
Central Business District	(y/n)	n

Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
Southfort Drive	NS	60	2.0%	n	0.0
84 Street	EW		2.0%	n	

Set Peak Hours													Ped1 NS	Ped2 NS	Ped3 EW	Ped4 EW
Traffic Input													W Side	E Side	N Side	S Side
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT				
7:30 - 8:30	111	341			274	52				64		46	30	30	30	30
8:30 - 9:30	72	255			333	129				90		67				
12:00 - 13:00	72	255			333	129				90		67				
13:00 - 14:00	72	255			333	129				90		67				
16:00 - 17:00	90	373			658	310				188		141				
17:00 - 18:00	72	255			333	129				90		67				
Total (6-hour peak)	489	1,734	0	0	2,264	878	0	0	0	612	0	455	30	30	30	30
Average (6-hour peak)	82	289	0	0	377	146	0	0	0	102	0	76	5	5	5	5

### Average 6-hour Peak Turning Movements

$$W = [C_{bt}(X_{v-v}) / K_1 + (F(X_{v-p}) L) / K_2] \times C_i$$



# Southfort ASP - Transportation Study Long Term Signal Warrant (TAC Procedure)



## City of Fort Saskatchewan - Traffic Signal Warrant Analysis

Main Street (name)	Southfort Drive	Direction (EW or NS)	NS
Side Street (name)	Greenfield Way (N)	Direction (EW or NS)	EW
Quadrant / Int #		Comments	AM and PM Peak Traffic at 50% Development Level. Remaining hours estimates are based on existing 6 highest hours.
for Warrant Calculation Results, please hit 'Page Down'		CHECK SHEET	

Road Authority:	City of Fort Saskatchewan
City:	City of Fort Saskatchewan
Analysis Date:	2015 Jul 27, Mon
Count Date:	2025 Jul 27, Sun
Date Entry Format:	(yyyy-mm-dd)

Lane Configuration		Excl LT	Th & LT	Through	Th+RT+LT	Th & RT	Excl RT	UpStream Signal (m)	# of Thru Lanes
Southfort Drive	NB	1		2			1		2
Southfort Drive	SB	1		2			1		2
Greenfield Way (N)	WB	1					1		
Greenfield Way (N)	EB	1					1		

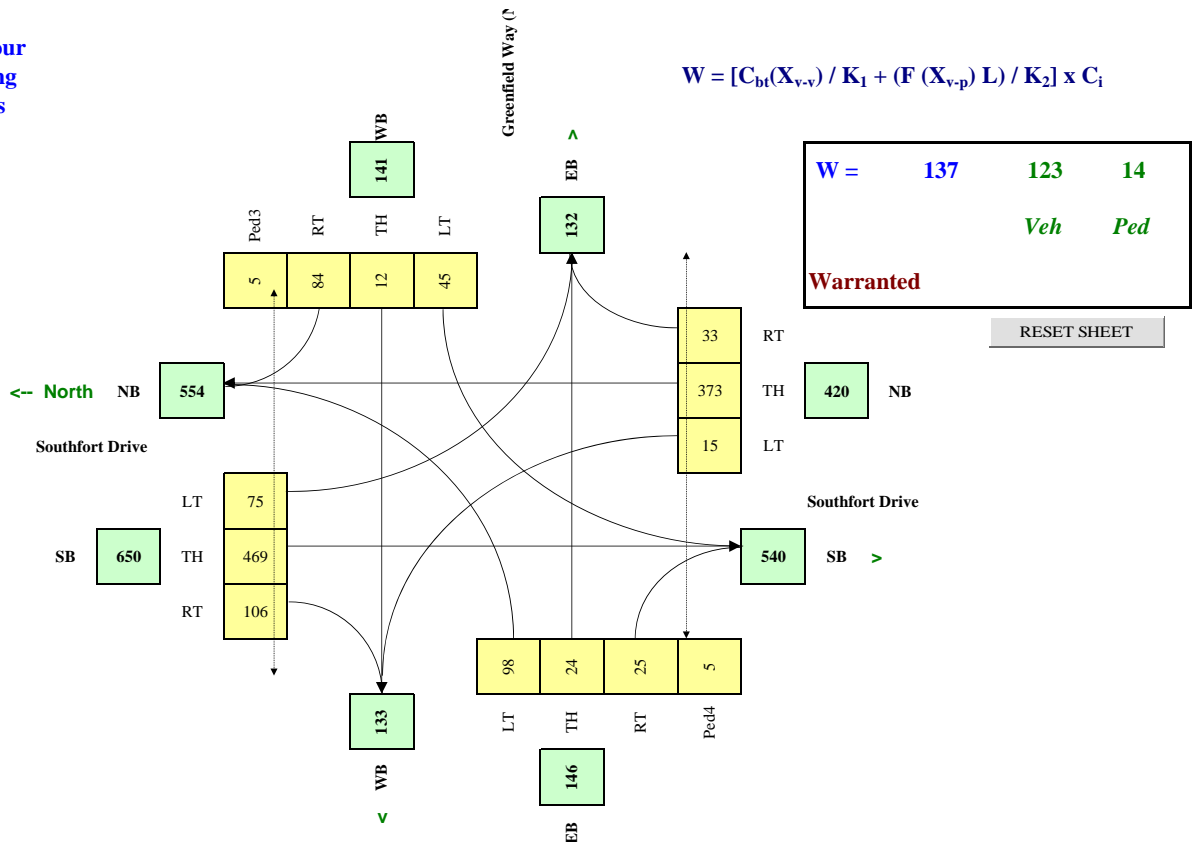
Demographics		
Elem. School/Mobility Challenged	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	y
Metro Area Population	(#)	25,000
Central Business District	(y/n)	n

Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
Southfort Drive	NS	60	5.0%	n	0.0
Greenfield Way (N)	EW		2.0%	n	

Set Peak Hours													Ped1 NS	Ped2 NS	Ped3 EW	Ped4 EW
Traffic Input													W Side	E Side	N Side	S Side
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT				
7:30 - 8:30	2	459	7	21	247	110	33	5	107	47	12	15	30	30	30	30
8:30 - 9:30	13	329	29	66	414	93	40	11	74	86	21	22				
12:00 - 13:00	13	329	29	66	414	93	40	11	74	86	21	22				
13:00 - 14:00	13	329	29	66	414	93	40	11	74	86	21	22				
16:00 - 17:00	34	462	74	165	913	151	79	25	99	194	46	46				
17:00 - 18:00	13	329	29	66	414	93	40	11	74	86	21	22				
Total (6-hour peak)	88	2,237	197	450	2,816	633	272	74	502	585	142	149	30	30	30	30
Average (6-hour peak)	15	373	33	75	469	106	45	12	84	98	24	25	5	5	5	5

Average 6-hour  
Peak Turning  
Movements

$$W = [C_{bt}(X_{v-v}) / K_1 + (F(X_{v-p}) L) / K_2] \times C_i$$







# **CITY OF FORT SASKATCHEWAN**

## **Council Meeting Procedures Bylaw C1-16**

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### **Motions:**

1. That Council give first reading to Procedures Bylaw C1-16.
2. That Council give second reading to Procedures Bylaw C1-16.
3. That Council provide unanimous consent to proceed with third and final reading of Procedures Bylaw C1-16.
4. That Council give third reading to Procedures Bylaw C1-16.

### **Purpose:**

To present Council with an updated Procedures Bylaw for information and approval.

### **Background:**

The current Meeting Procedures Bylaw was adopted in 1998. It has been quite some time since the Bylaw was approved by Council, and it is now in need of a refresh. Conducting a review of the Procedures Bylaw provides an opportunity to respond to the changing needs of Council members by tailoring the Bylaw. Additionally, procedural information was updated throughout as required, to better align with parliamentary processes and best practices.

### **Highlights:**

Key changes to the Bylaw have been noted below:

1. Where possible, plain language has been used to provide the reader with a better understanding for the provisions of the Bylaw.
2. The Definitions Section has been reviewed and expanded accordingly to provide additional clarity for the user.
3. Procedural changes have been made throughout to align with parliamentary processes, as well as the current practices of Council.
4. Section 12 Communications to Council - has been added to clearly define the process for the public to communicate with Council.
5. Further clarification has been added to Section 14 relating to the role of the Chair during meetings.
6. Section 31 Councillor Inquiry - has been added to the Bylaw to provide an overview of the procedures for making a Councillor inquiry.
7. Section 9 Meetings Through Electronic Communication – This section has been added to outline the procedures for use of electronic communication during Council meetings. Of note, members will be permitted to attend Council meetings two times per calendar year via electronic communications, unless otherwise approved by Council.

Bylaw C1-16 incorporates many changes to better reflect the current needs and wishes of Council, and provides additional clarity from that of Bylaw C7-98. Once the Bylaw has been approved, a quick reference guide relating to procedural matters will be drafted to assist Council members for use of the Bylaw.

**Recommendation:**

That Council give three readings to Procedures Bylaw C1-16.

**Enclosures:**

1. Appendix A – Procedures Bylaw C1-16
  2. Appendix B – Meeting Procedures Bylaw C7-98
- 

Prepared by:	Brenda Molter Director, Legislative Services	Date: January 6, 2016
Approved by:	Brenda Rauckman General Manager, Corporate & Protective Services	Date: January 6, 2016
Reviewed by:	Kelly Kloss City Manager	Date: January 7, 2016
Submitted to:	City Council	Date: January 12, 2016



## CITY OF FORT SASKATCHEWAN

### A BYLAW OF THE CITY OF FORT SASKATCHEWAN, IN THE PROVINCE OF ALBERTA, TO REGULATE COUNCIL MEETING PROCEDURES

#### BYLAW C1-16

**NOW THEREFORE**, the Council of the City of Fort Saskatchewan in the Province of Alberta, enacts as follows:

1. **SHORT TITLE**

1.1 This Bylaw is called the “Procedure Bylaw”.

2. **DEFINITIONS**

2.1 “Act” shall mean the *Municipal Government Act*.

2.2 “Acting Mayor” shall mean the member of Council who is appointed by resolution of Council from time to time to act as Mayor in the absence or incapacity of the Mayor and Deputy Mayor.

2.3 “Administration” shall mean the City Manager for the City of Fort Saskatchewan.

2.4 “Agenda” shall mean the list of items and order of business for any meeting.

2.5 “Bylaw” shall mean an enactment made by Council in accordance with the Act.

2.6 “Chair” shall mean the Mayor, Deputy Mayor, or other Member who has the authority to direct the conduct of a meeting.

2.7 “Challenge” shall mean an appeal of a ruling of the Chair.

2.8 “City” shall mean the City of Fort Saskatchewan.

2.9 “City Manager” shall mean the Chief Administrative Officer (CAO) pursuant to the Act.

2.10 “Committee of the Whole” shall mean a meeting of all Members in which formal decisions are not made and which can be held with or without the public and media present.

- 2.11 "Conflict of Interest" shall mean a Member:
- 2.11.1 who has a personal interest which would conflict with his or her obligation as a member of Council to fairly consider a matter before Council; or
  - 2.11.2 whose ethical integrity may be in doubt if that Member was to participate in the consideration of a matter before Council.
- 2.12 "Council" shall mean the municipal Council of the City of Fort Saskatchewan.
- 2.13 "Council Committee" shall mean any committee, board or other body established by Council by bylaw or motion.
- 2.14 "Councillor" shall mean a Member of Council duly elected and continues to hold office.
- 2.15 "Councillor Inquiry" shall mean a request from a Member of Council to the City Manager for the future provision of information.
- 2.16 "Deputy Mayor" shall mean the Member who is appointed pursuant to the Act to act as Mayor in the absence or incapacity of the Mayor.
- 2.17 "Director, Legislative Services" shall mean the person appointed to the position by the City Manager.
- 2.18 "Electronic Communications" shall mean the alternate method Members may use to be deemed present at a Council meeting providing that method is compatible with the premises in which the actual meeting is taking place.
- 2.19 "Group" shall mean two or more persons gathered together by a common interest in any matter, one of whom shall be appointed as spokesperson to be solely responsible for presenting the points of view or positions of the persons he or she represents.
- 2.20 "In Camera" shall mean a Council meeting which is held in private under the provisions of the *Freedom of Information & Protection of Privacy Act* (FOIP), and may include others invited to attend by Council.
- 2.21 "Inaugural Meeting" shall mean the organizational meeting immediately following the general election.
- 2.22 "Mayor" shall mean the Chief Elected Official for the City and is a Member of Council.
- 2.23 "Member" shall mean a Member of Council.
- 2.24 "Minutes" shall mean the record of decisions of a meeting.
- 2.25 "Motion" shall mean an action that is brought forward for Council's vote.

- 2.26 “Non-Statutory Public Hearing” shall mean the portion of a Council meeting where the public may be invited to make submissions to Council, but which is not a statutory public hearing.
- 2.27 “Organizational Meeting” shall mean the meeting held as described in Section 7 and includes the Inaugural Meeting.
- 2.28 “Pecuniary Interest” shall mean a matter that could monetarily affect a Member or a Member’s family, in accordance with the Act.
- 2.29 “Person” shall mean an individual, partnership, association, body corporate, trustee, executor, administrator, or legal representative.
- 2.30 “Point of Information” shall mean a question made by a Member to obtain information on the procedures of a Council meeting.
- 2.31 “Point of Interest” shall mean a request by a Member to share a comment, information, or commendation about an individual, group, organization or event.
- 2.32 “Point of Order” shall mean a request that the Chair enforce the rules of procedure.
- 2.33 “Point of Privilege” shall mean a request by a Member that is not related to the business on the floor and enables a member to interrupt business on the floor to state an urgent request relating to the comfort, dignity, safety, or reputation of the organization or any individual Member.
- 2.34 “Postpone” shall mean to delay the consideration of any matter to a specific time.
- 2.35 “Prevailing” shall mean the Members voting in favour of a motion.
- 2.36 “Public Hearing” shall mean the portion of a Council meeting held for statutory public hearings.
- 2.37 “Quorum” shall mean the minimum number of Members that must be present at a meeting for business to be legally transacted.
- 2.38 “Recess” shall mean an intermission or break within a meeting at the call of the Chair, that does not end the meeting, and after which proceedings are immediately resumed at the point where they were interrupted.
- 2.39 “Refer” shall mean to delay the consideration of any matter so additional information can be obtained by Administration or other body as directed by Council.
- 2.40 “Reconsider” shall mean to bring forward for consideration by Members a motion which has already been passed in the same meeting. A motion to reconsider may be made at the same meeting, or at a subsequent meeting following provisions of Section 22.9.1(iii) of this Bylaw.

- 2.41 "Rescind" shall mean to revoke or repeal a motion which had previously been passed by Council.
- 2.42 "Resolution" shall mean a motion that has been passed by Council.
- 2.43 "Table" shall mean to delay consideration of any matter for an unspecified time until a motion is made by Council to lift it from the table.
- 2.44 "Two-Thirds Vote" shall mean a vote by at least two-thirds of Members present at the meeting, and entitled to vote on the motion.

### 3. **APPLICATION**

- 3.1 This Bylaw shall govern the proceedings of all Council meetings, unless other provisions have been approved by Council.
- 3.2 When any matter relating to the procedures for Council meetings are not answered by this Bylaw, the most recent revision of Robert's Rules of Order shall apply.
- 3.3 In the event of conflict between the provisions of this Bylaw and Robert's Rules of Order, the provisions of this Bylaw shall apply.
- 3.4 In the absence of any statutory obligation, any provision of this Bylaw may be waived by resolution of Council, if two-thirds of all Members present vote in favour of dealing with the matter under consideration.
- 3.5 A resolution waiving any portion of this Bylaw as provided for in Section 3.4 shall only be in effect for the meeting during which it is passed.
- 3.6 In the absence or inability of the Mayor and Deputy Mayor to carry out their duties, Council shall appoint another Member by resolution as Acting Mayor.

### 4. **QUORUM**

- 4.1 A quorum of Council is a majority of the Members.
- 4.2 As soon as there is a quorum of Council and after at scheduled time of the meeting, the Chair shall call the meeting to order.
- 4.3 If quorum is not present within 30 minutes after the scheduled time for the meeting, the City Manager shall record the names of the Members present and the meeting shall adjourn to the next regular meeting, or scheduled special meeting. Agenda items not addressed shall be included on the agenda for the next meeting of Council.
- 4.4 Minutes shall reflect that the meeting was called to order and adjourned due to lack of quorum.

- 4.5 In the event that quorum is lost once the meeting has been called to order, the meeting shall be suspended until quorum is obtained. If quorum is not obtained within 30 minutes, the meeting shall be adjourned.

5. **REGULAR COUNCIL MEETING**

- 5.1 The regular meetings of Council shall be established by resolution at the annual organizational meeting, or at a regular meeting of Council following the organizational meeting as required.
- 5.2 Notice of regular meetings of Council is not required.
- 5.3 If Council changes the date, time or place of a regularly scheduled meeting, the City Manager shall give at least 24 hours' notice of the change, in accordance with Section 5.4:
  - 5.3.1 to any Member not present at the meeting at which the change was made, and
  - 5.3.2 to the public.
- 5.4 Notification of a change in time, date or location of any meeting of Council, or the establishment of a special meeting of Council shall be provided:
  - to a Member by:
    - 5.4.1 e-mail; and/or
    - 5.4.2 telephone.
  - to the public by:
    - 5.4.3 posting a notice on the City's website; and/or
    - 5.4.4 newspaper advertisement.

6. **SPECIAL MEETINGS**

- 6.1 The Mayor may call a special meeting of Council at any time, and must do so if a majority of Members so request in writing, including a statement of purpose for the meeting.
- 6.2 A special meeting requested by Members must be held within 14 days after the request is received.



- 6.3 No less than 24 hours' notice of a special meeting shall be provided to each Member and to the public, stating the time, date, and place at which the meeting is to be held, as well as the general nature of business to be transacted. Notification to the Members and the public shall be in accordance with Section 5.4.
- 6.4 Notwithstanding Section 6.3, the Mayor may call a special meeting without 24 hours' notice, if at least two-thirds of the Members provide written consent, before the meeting begins.
- 6.5 No business other than those items stated in the notice shall be conducted at any special meeting of Council, unless all Members are present and provide unanimous consent to add other items of business to the agenda.

7. **ORGANIZATIONAL MEETING**

- 7.1 An organizational meeting of Council shall be held annually, as required by the Act.
- 7.2 The agenda for the organizational meeting shall include:
  - 7.2.1 the administration of the oath and introduction of new Members of Council for the Inaugural Meeting only;
  - 7.2.2 selection of the Deputy Mayor rotation;
  - 7.2.3 the establishment of the regular meeting dates for Council;
  - 7.2.4 the establishment of Council appointments to Boards, Committees and Commissions; and
  - 7.2.5 other business as required by the Act.

8. **IN-CAMERA SESSIONS**

- 8.1 Matters to be discussed at an in-camera meeting or portion of a meeting, must follow the requirements of the Act, as well as the FOIP Act.
- 8.2 Council has no power at an in-camera session to make decisions or pass motions, apart from the motion to revert back to an open meeting.

9. **MEETINGS THROUGH ELECTRONIC COMMUNICATIONS**

- 9.1 In accordance with the Act, a meeting may be conducted by electronic or other communication methods if:
  - 9.1.1 notice of the meeting is provided to the public in accordance with Section 5.4, including the method used for electronic communication; and
  - 9.1.2 the facilities enable the public and meeting participants to watch and hear the contents of the meeting at the place specified in the notice.

- 9.2 Members participating in a meeting using an alternate means of electronic communication are deemed to be present at the meeting.
- 9.3 Members are permitted to attend Council meetings via electronic communications a maximum of two times per calendar year, unless Council approves otherwise.

10. **AGENDA**

- 10.1 The agenda for each Council meeting is established by the City Manager in consultation with the Mayor and Director, Legislative Services.
- 10.2 Agendas shall be delivered to Members by the Director, Legislative Services at least five days before each meeting.
- 10.3 The Director, Legislative Services shall make copies of the agenda available to the public after distribution to Members.
- 10.4 The order of business for each meeting shall be determined by the Chair.
- 10.5 The addition or deletion of agenda items at a Council meeting requires a motion by Council.

11. **MINUTES OF COUNCIL MEETINGS**

- 11.1 The preparation and distribution of Council meeting minutes shall be the responsibility of the Director, Legislative Services.
- 11.2 The written record of all Council meetings shall include:
  - 11.2.1 the names of Members present or absent from the meeting;
  - 11.2.2 a brief description of the subject matter;
  - 11.2.3 the names of public members who speak to an item;
  - 11.2.4 the names of Members voting for or against a motion, and those who are absent for the vote;
  - 11.2.5 any Member abstentions as per the Act, and the reason for the abstention; and
  - 11.2.6 the signatures of the Chair and Director, Legislative Services.

12. **COMMUNICATIONS TO COUNCIL**

- 12.1 Any communications intended for Council shall be forwarded to the Director, Legislative Services in writing and must:
  - 12.1.1 be legible, coherent, and respectful; and
  - 12.1.2 be able to identify the writer and the writer's contact information.
- 12.2 If the standards set out in Section 12.1 are met and the City Manager determines the communication is within the governance authority of Council, the City Manager shall:
  - 12.2.1 if it relates to an item already on the agenda, deliver a copy of the communication or a summary of it to Council prior to or at the meeting at which the agenda is being considered; or
  - 12.2.2 acquire all information necessary for the matter to be included on a future Council agenda for consideration.
- 12.3 If the standards set out in Section 12.1 are met and the City Manager determines the communication is not within the governance authority of Council, the City Manager shall:
  - 12.3.1 refer the communication to Administration for a report or a direct response and provide a copy of the original correspondence and the referral to Council; and
  - 12.3.2 take any other appropriate action on the communication.
- 12.4 If a Member objects to the process determined by the City Manager, a Member may introduce a notice of motion requesting the item be included for consideration on a Council agenda.
- 12.5 If the standards set out in Section 12.1 are not met, the City Manager may file the communication.
- 12.6 The Director, Legislative Services shall respond to the person sending the communication and advise that person of the process to be followed and any action taken on the subject of the communication.
- 12.7 During a Council meeting, the Chair shall invite members of the public to speak to any matter that appears on that meeting's agenda. The speaker shall be granted a maximum of five minutes to speak to the item, followed by clarifying questions of Council. Dialogue that pertains to a public hearing shall only be heard during the public hearing portion of the Council meeting.

13. **ELECTRONIC VOTING**

13.1 Electronic voting technology displaying the result of the vote on motions shall be used during Council meetings. When the electronic voting technology is in operation:

13.1.1 all Members shall vote using the electronic voting technology, unless excused from voting; and

13.1.2 all vote results shall be recorded and publicly displayed.

13.2 When electronic voting technology is unavailable, Council shall vote on motions by raising their hands upon the call of the Chair for all those in favour or opposed.

13.3 The Chair shall announce the result of all votes at a meeting by stating whether the motion was carried or defeated.

14. **CHAIR**

14.1 The Chair shall preside over the conduct of the meeting, including the preservation of good order and decorum, ruling on points of order, replying to points of procedure and deciding all questions relating to the orderly procedure of the meeting. Any Member may appeal the decision of the Chair on a point of order or privilege, as noted in the "Appeal Ruling" Section 21 of this Bylaw.

14.2 The Chair shall make reasonable efforts, including the calling of a recess, to ensure all Members in attendance at a meeting are present while a vote is being taken, unless a Member abstains from voting, in accordance with the Act or this Bylaw.

14.3 The Chair shall ensure that each Member who wishes to speak on a debatable motion is granted the opportunity to do so, and determines the speaking order when two or more Members wish to speak.

14.4 The Chair may briefly comment on any matter before Council without relinquishing the chair, however must relinquish the chair if the Chair wishes to enter into debate on the matter.

14.5 The Chair may make a motion on any matter on the agenda, however before doing so shall relinquish the chair to the Deputy Mayor until the vote on the motion has been taken.

15. **RULES GOVERNING DEBATE AT COUNCIL MEETINGS**

15.1 A motion shall be made by a Member before it can be debated.

15.2 All discussion at a Council meeting shall be directed through the Chair.

15.3 A Member may only speak once on any motion and once on any amendment to a motion, until each Member wishing to speak has had an opportunity to do so.

15.4 Notwithstanding Section 15.3:

15.4.1 a Member may ask clarifying questions of Administration or other Members on any motion or amendment to a motion;

15.4.2 a Member may speak to respond to questions or provide clarification to other Members; and

15.4.3 a Member who has made a motion shall have the opportunity to speak to close the debate.

16. **PROHIBITIONS**

16.1 Members shall:

16.1.1 be respectful of others in the meeting;

16.1.2 obey the rules of the meeting, decision of the Chair or Members on questions of order or practice, or upon interpretation of this Bylaw;

16.1.3 remain in their seat and refrain from creating a disturbance while a vote is being taken, and until such time as the result is declared; and

16.1.4 not interrupt a Member while speaking, except to raise a point of order or question of privilege;

16.2 Members who persists in a breach of Section 16.1 after having been called to order by the Chair, may at the discretion of the Chair, be ordered to leave the meeting and Council Chambers for the duration of the meeting.

16.3 At the discretion of the Chair, a Member may resume their seat following an apology.

16.4 A Member who wishes to leave the meeting prior to adjournment shall advise the Chair, and the time of departure shall be recorded in the minutes.

16.5 Members of the public:

16.5.1 shall use the podium to address Council when wishing to speak, following permission of the Chair;

16.5.2 shall not cause a disturbance, interrupt a speaker, or interfere with the actions of Council, or they may be expelled from the Council Chambers; and

16.5.3 shall leave Council Chambers upon the order of the Chair.

17. **POINT OF INFORMATION**

17.1 A point of information may be made when raised by any Member who wishes to obtain information on the procedures of Council to assist a Member to:

17.1.1 make an appropriate motion;

17.1.2 raise a point of order;

17.1.3 understand a procedure; or

17.1.4 understand the effect of a motion.

18. **POINT OF INTEREST**

18.1 A point of interest may be made by any Member who wishes to share a comment, information, or commendation about an individual, group, organization or event but which is not recorded in the minutes of that meeting.

19. **POINT OF PRIVILEGE**

19.1 A point of privilege may be made by any Member who wishes to note a matter concerning the rights or privileges for any Member.

19.2 A point of privilege shall take precedence over other matters, and while the Chair is ruling on the point of privilege, no other Member shall be considered to be in possession of the floor.

20. **POINT OF ORDER**

20.1 A Member who wishes to challenge the rules of procedure shall:

20.1.1 raise a point of order to the Chair; and

20.1.2 upon the Chair's acknowledgement, provide an explanation for the point of order.

20.2 The Chair shall rule on the point of order.

20.3 The Chair's ruling shall not be put to a vote, unless it is appealed by a Member, as noted in the "Appeal Ruling" Section 21 of this Bylaw.

20.4 The Member in possession of the floor when the point of order is raised shall have the right to the floor once debate resumes.

21. **APPEAL RULING**

- 21.1 The decision of the Chair shall be final, subject to an immediate appeal by a Member.
- 21.2 If a Member puts forward a motion to appeal the decision of the Chair:
  - 21.2.1 the Chair shall give reasons for the ruling;
  - 21.2.2 Members shall, without debate, vote on the motion; and
  - 21.2.3 the ruling of Council shall be final.
- 21.3 The Chair may seek advice from the Director, Legislative Services on points of order or privilege, or to determine whether a matter is within jurisdiction of the Council.

22. **MOTIONS**

- 22.1 Any Member may make a motion on any matter on the agenda. If the Chair wishes to make a motion, the chair shall be relinquished to the Deputy Mayor or Acting Mayor until a vote on the motion has been taken. A Member may read the motion or indicate "as presented within the agenda".
- 22.2 A motion shall be made by a Member before it can be debated.
- 22.3 Council shall consider only one motion at a time.
- 22.4 When a motion is before the Council and the mover wishes to withdraw, modify, or substitute a different motion in its place:
  - 22.4.1 and no debate has occurred, the Chair may grant permission with the consensus of Council;
  - 22.4.2 if an objection is made, the mover shall be required to make a motion to withdraw, which cannot be debated or amended, and requires a majority vote of Council; and
  - 22.4.3 once the motion is withdrawn, the effect is the same as if the motion had never been made.
- 22.5 The following motions are not debatable:
  - 22.5.1 a motion to table or to lift from the table;
  - 22.5.2 a motion to withdraw; and
  - 22.5.3 a motion to appeal a decision of the Chair.

22.6 When a motion has been made and is being considered, no Member may make another motion except:

22.6.1 to amend a motion;

22.6.2 to postpone consideration of a motion;

22.6.3 to refer a motion;

22.6.4 to table a motion; or

22.6.5 for a Member to withdraw their motion.

**22.7 Motion to Amend:**

22.7.1 A motion to amend may be made by any Member, including the Member who moved the original motion.

22.7.2 The Chair shall allow only:

i) one amendment to the main motion; and

ii) one amendment to the amendment

to be considered at a time.

22.7.3 Council must vote:

i) on an amendment to the amendment, if any, before voting on the amendment; and

ii) on any amendment before voting on the main motion.

22.7.4 When an amendment is on the floor, Council may debate only the merits of the amendment and shall not debate the merits of the motion to which it is applied.

22.7.5 Once any amendments to the main motion have been voted on, the Chair shall call for a vote on the main motion, incorporating the amendments that have been passed by Council.

22.7.6 A “friendly amendment”:

i) shall not extend beyond the scope of the original motion;

ii) shall only apply if unanimous consent of Members to accept the friendly amendment is received; or

iii) if unanimous consent is not granted, the friendly amendment shall be voted on and requires a majority vote to pass.

**22.8 Motion to Postpone:**



22.8.1 A motion to postpone:

- i) may be made by any Member to enable Members to deal with other more pressing matters;
- ii) may be made to a specific time and/or date, and used if Council would prefer to consider the motion at a later time (either at the same meeting or at another meeting);
- iii) is debatable, and requires a majority vote to pass; and
- iv) includes the motion being postponed and any amendments, and takes precedence over any other motion connected with the motion being postponed.

22.8.2 If a motion to postpone is defeated, it may only be made again after Council has addressed another matter of business.

22.8.3 If a motion has been postponed to a specific time and/or date, the motion is automatically placed on an agenda at that time for consideration.

22.8.4 A postponed motion is brought back with all motions connected with it, exactly as it was when postponed.

22.9 **Motion to Reconsider:**

22.9.1 A motion to reconsider:

- i) shall be moved by a Member of the prevailing side, and the Member shall state the reason for making a motion to reconsider;
- ii) shall be made at the same meeting or during any continuation of the meeting, at which it was decided;
- iii) if made at a subsequent meeting:
  - 1. shall be preceded by a notice of motion; and
  - 2. shall wait six months from the date the motion to be reconsidered was passed, unless a general election has been held, or unless otherwise determined by Council.
- iv) is debatable and shall require a majority vote to pass;
- v) if adopted by a majority vote, it shall become the next item of business; and
- vi) the motion shall be on the floor, as made by the original mover.

22.9.2 If the original mover is not present at the meeting, another Member may move the motion.

22.9.3 Motions or actions which cannot be reconsidered include:

- i) a motion to suspend the rules;
- ii) a motion to table, if adopted;
- iii) a motion to lift from the table, if adopted; or
- iv) an action that has previously been reconsidered.

**22.10 Motion to Refer:**

22.10.1 A motion to refer:

- i) may be made by any Member, for a Council Committee or Administration to investigate and report;
- ii) is debatable and requires a majority vote to pass;
- iii) does not allow any further amendment to the main motion until the motion to refer has been addressed by Council;
- iv) shall include instructions indicating what the receiving body is to do and the date by which Council requires a response; and
- v) may be amended only as to the body to which the motion is referred and the instructions on the referral.

22.10.2 When a response to a referral is before Council, the motion under consideration shall be the motion which was referred, including any amendments made prior to the referral.

**22.11 Motion to Rescind:**

22.11.1 A motion to rescind may be made by any Member at any time subsequent to the meeting at which the original motion was passed.

22.11.2 A motion to rescind is debatable, and requires:

- i) a two-thirds vote to pass with no notice; or
- ii) a majority vote to pass if notice has been given.

22.11.3 A motion to rescind cannot be made when the vote would cause an irrevocable action, i.e., for a contractual liability or obligation.

**22.12 Splitting a Motion:**

- 22.12.1 A Member may request that a motion be split into separate parts. The separate parts may be reworded so that the integrity of each part is maintained, but shall not change the intent of each part.
- 22.12.2 When a motion is split into parts, the same mover would be applicable for each part.

**22.13 Motion to Table:**

- 22.13.1 A motion to table:
  - i) may be made by any Member;
  - ii) may be used to enable Council to address other more pressing matters on the agenda, or when Council wishes to set aside discussion on a matter at that time;
  - iii) is not debatable or amendable, and takes precedence over all other motions associated with the motion being tabled, which are also tabled;
  - iv) requires a majority vote to pass; and
  - v) may be lifted from the table at any time by a majority vote of Council.
- 22.13.2 When a motion is lifted from the table, it is brought back with all amendments connected with it, exactly as it was when laid on the table.
- 22.13.3 If a motion to lift from the table is not brought back prior to the next general election, the motion is deemed to be rescinded.

**23. NOTICE OF MOTION**

- 23.1 Notice of motion shall be used when a Member wishes to bring a matter forward to a future meeting for discussion, providing sufficient notice for consideration of the subject.
- 23.2 In accordance with Section 23.1, a notice of motion shall be received by the Director, Legislative Services prior to the close of the meeting.
- 23.3 The Member shall read the notice of motion, which shall be recorded in the minutes and shall form part of the agenda at the following meeting, or to an alternate date.
- 23.4 A Member who submits a written notice of motion, is not required to be present during the reading of the notice of motion.

**24. VOTING - PECUNIARY INTEREST (CONFLICT)**

- 24.1 Members who believe that they have a pecuniary interest in any matter before Council, or any Committee or Board to which they are appointed as a representative of Council, shall:
  - 24.1.1 declare and disclose the general nature of the pecuniary interest prior to any discussion of the matter;
  - 24.1.2 abstain from discussions or voting on any question relating to the matter; and
  - 24.1.3 remove themselves from the room until the matter is concluded.
- 24.2 The minutes shall indicate the Member's declaration, the nature of the pecuniary interest, the time at which the Member left the room, and the time which the Member returned.

25. **REQUIREMENT TO VOTE**

- 25.1 Every Member present, including the Mayor, shall vote on every matter, unless:
  - 25.1.1 the Member is required to abstain from voting under this or any other bylaw or enactment; or
  - 25.1.2 the Member is permitted to abstain from voting under this or any other bylaw or enactment.
- 25.2 Any Member present at a meeting may request leave of the Chair to grant a recess, if they will be away from Council Chambers when a vote is imminent, unless that Member is excused from voting pursuant to this section.

26. **TIE VOTE**

- 26.1 If there are an equal number of votes for and against a motion, the motion is defeated.

27. **ADJOURNMENT TIME**

- 27.1 A meeting of Council shall be adjourned:
  - 27.1.1 at the conclusion of the Council agenda; or
  - 27.1.2 at 10:00 p.m. if the Council meeting is in session at that hour.
- 27.2 Notwithstanding the provisions of Section 27.1.2, Council may with a majority vote, agree to an extension of time beyond 10:00 p.m.
- 27.3 Unless there has been a motion passed for a time extension, all matters of business which appear on the agenda and have not been addressed, shall be included as Unfinished Business on the agenda for the next regular meeting of Council.

28. **BYLAWS**

- 28.1 The City Manager shall include the number, short title and brief description of any bylaw that appears on a Council agenda.
- 28.2 The following shall apply to the passage of all bylaws:
  - 28.2.1 every proposed bylaw must have three distinct and separate readings, and shall specifying the bylaw number and purpose;
  - 28.2.2 after each reading of a bylaw, Members may debate the substance of the bylaw and shall propose and consider amendments;
  - 28.2.3 any proposed amendments shall be put to a vote and if carried, shall be considered as being incorporated into the bylaw;
  - 28.2.4 when a bylaw is subject to a statutory public hearing, the date and time of the public hearing shall be established prior to second reading; and
  - 28.2.5 a bylaw shall be passed when a majority of the Members vote in favour of third reading.
- 28.3 Granting three readings of a bylaw at the same meeting shall not be permitted, unless Members in attendance provide unanimous consent to proceed with third and final reading.
- 28.4 Once a bylaw has been given three readings, it shall be signed by the Mayor and Director, Legislative Services, and impressed with the corporate seal. The bylaw is considered an enactment of the City, and effective immediately, unless otherwise noted by the bylaw or any applicable provincial legislation.
- 28.5 Previous readings of a proposed bylaw are repealed if the proposed bylaw:
  - 28.5.1 does not receive third reading within two years of first reading; or
  - 28.5.2 is defeated on second or third reading.

29. **STATUTORY PUBLIC HEARINGS**

- 29.1 The conduct of any statutory public hearing shall be governed by this Bylaw.
- 29.2 Public hearings shall be held in conjunction with a Council meeting, and every effort shall be given to commence the public hearing as close as possible to the advertised time.
- 29.3 Council may change the date, time, and place of a public hearing by resolution. If any of the date, time, or place is changed, the public hearing must be re-advertised.

- 29.4 Wherever possible, it is recommended that anyone interested in speaking at a public hearing should register with the Director, Legislative Services prior to the public hearing.
- 29.5 The Chair shall open the public hearing and outline the procedures to be followed.
- 29.6 Administration shall introduce the item and briefly state the intended purpose.
- 29.7 The Chair shall request those who wish to speak on the matter to state their name prior to their presentation. The Chair shall then open the floor to public presentations.
- 29.8 The Chair shall call upon those who have registered to speak first, followed by others in attendance at the meeting who wish to speak to the item. Anyone who does not identify themselves shall not be given the opportunity to speak.
- 29.9 Presentations by the public may be made verbally, in writing, or both. Written submissions shall be collected by the Director, Legislative Services and retained as part of the agenda.
- 29.10 Verbal presentations shall be limited to five minutes, unless there is consent by a majority of Council to extend the allotted time.
- 29.11 When there are no further requests for presentation, the Chair shall close the public hearing.
- 29.12 After the close of the public hearing, Administration shall be available for clarifying questions by the Members.
- 29.13 Members may debate matters which have arisen at the public hearing, and may:
  - 29.13.1 pass a motion or bylaw; or
  - 29.13.2 make any necessary amendments to the motion or bylaw, and pass it without further advertisement or hearing.
- 29.14 When a public hearing on a proposed motion or bylaw is held, a Member:
  - 29.14.1 shall abstain from voting on the motion or bylaw if the Member was absent for the entire public hearing, or
  - 29.14.2 may abstain from voting on the motion or bylaw if the Member was absent for a portion of the public hearing.

30. **NON-STATUTORY PUBLIC HEARINGS**

- 30.1 Council may determine when to hold a non-statutory public hearing. Unless otherwise directed by Council, notification shall be in accordance with Section 5.4.
- 30.2 The procedures for the conduct of a non-statutory public hearing shall be the same as those for a statutory public hearing.

31. **COUNCILLOR INQUIRIES**

31.1 Any Member may make a councillor inquiry through the Chair to the City Manager at any regular Council meeting. The inquiry may be verbal or in writing.

31.1.1 The City Manager may verbally answer a councillor inquiry at the Council meeting at which it is made or advise that a response shall be provided to all Members in writing subsequent to the Council meeting.

31.1.2 If the City Manager believes responding to the inquiry shall require substantial financial or other resources, Council may direct that the inquiry be abandoned.

31.2 Councillor inquiries can be made outside of a Council meeting and shall be directed to the City Manager for response. The City Manager may seek a decision of Council if the financial or other resources required to answer the inquiry are substantial.

31.2.1 The City Manager may determine if the information acquired in response to a councillor inquiry is of benefit to all Members, and may direct the Director, Legislative Services to distribute the information to all Members.

31.3 The Member who requested a councillor inquiry may request that inquiry be abandoned.

32. **PRIOR BYLAWS**

32.1 This Bylaw supersedes and takes precedence over all previously passed bylaws which refer to meeting procedures, as well as any previously passed resolutions which may be in conflict with this Bylaw.

33. **INTERPRETATION**

33.1 References to provisions of statutes, rules or regulations shall be deemed to include references to such provisions as amended, modified or re-enacted from time to time.

33.2 Nothing in this Bylaw relieves any person from compliance with any other bylaw or applicable federal or provincial law, regulation or enactment.

34. **SEVERABILITY**

34.1 If any portion of this Bylaw is declared invalid by a court of competent jurisdiction, then the invalid portion must be severed and the remainder of the Bylaw is deemed valid.

35. **MEMBER AND GENDER REFERENCES**

35.1 All references in this Bylaw shall be read with such changes in number and gender as may be appropriate according to whether the references are to a male or female person, or a corporation or partnership.

36. **EFFECTIVE DATE**

36.1 This Bylaw comes into effect upon the third and final reading.

37. **REPEAL OF BYLAWS**

37.1 Upon third reading of Bylaw C1-16, Bylaw C7-98 and any amendments thereto are hereby repealed.

Read a first time this \_\_\_\_\_ day of \_\_\_\_\_, 2016.

Read a second time this \_\_\_\_\_ day of \_\_\_\_\_, 2016.

Read a third time and passed this \_\_\_\_\_ day of \_\_\_\_\_, 2016.

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
DIRECTOR, LEGISLATIVE SERVICES

Date Signed: \_\_\_\_\_



## BYLAW C 7-98

### A BYLAW OF THE CITY OF FORT SASKATCHEWAN, IN THE PROVINCE OF ALBERTA, TO REGULATE MEETING PROCEDURES.

The Council of the City of Fort Saskatchewan, in the Province of Alberta, hereby enacts as follows:

#### 1. SHORT TITLE

- 1.1. This Bylaw is called "The Meeting Procedures Bylaw".

#### 2. DEFINITIONS

- 2.1. "Act" means the Municipal Government Act, S.A. 1994, c. M-26.1 as amended or replaced from time to time;
- 2.2. "Acting Mayor" is the Member of Council who is appointed by resolution of Council from time to time to act as Mayor in the absence or incapacity of the Mayor and Deputy Mayor;
- 2.3. "Agenda" is the list of items and order of business for any meeting;
- 2.4. "Bylaw" is a Bylaw of the City;
- 2.5. "Chairman" is the person presiding at meetings, and when in attendance at a Council meeting, shall mean the Mayor;
- 2.6. "City" means the City of Fort Saskatchewan;
- 2.7. "City Manager" is the person appointed by Council as the Chief Administrative Officer pursuant to the Municipal Government Act;
- 2.8. "Clear Days" as set out in the Interpretation Act, R.S.A. 1980, c. I-7, as amended, means, in calculating the number of days, that the days on which the events happen shall be excluded;
- 2.9. "Committee of the Whole" is a committee consisting of all Members of Council. A meeting of "Committee of the Whole" may be held in camera (in private) or in public session depending on the issue being discussed;
- 2.10. "Council" is the Mayor and Members of Council of the City of Fort Saskatchewan elected pursuant to the provisions of the Local Authorities Election Act;
- 2.11. "Council Recording Secretary" shall mean the Recording Secretary for the City of Fort Saskatchewan.
- 2.12. "Deputy Mayor" is the Member of Council who is appointed pursuant to the Municipal Government Act to act as Mayor in the absence or incapacity of the Mayor;
- 2.13. "Group" means 2 or more Persons gathered together by a common interest in any matter, one of whom shall be appointed as spokesperson to be solely responsible for presenting the points of view or positions of the Persons he or she represents;
- 2.14. "In camera" is a Committee session which is held in private and may include any person or persons invited to attend by Council;
- 2.15. "Mayor" is the Chief Elected Official for the City;
- 2.16. "Member at Large" means a member of the public appointed by Council to a Committee of Council;

- 2.17. "Questions of any Member of Council or Administration" is that period of time set aside on the Agenda when Notices of Motion, specific questions and/or concerns may be raised by Members of Council;
- 2.18. "Person" shall include an individual, partnership, association, body corporate, trustee, executor, administrator, or legal representative;
- 2.19. "Point of Information" is a request directed through the Chair to another member or to staff for information relevant to the business at hand but not related to a Point of Procedure;
- 2.20. "Point of Order" is the raising of a question by a member to call attention to any departure from The Meeting Procedures Bylaw;
- 2.21. "Point of Procedure" is a question directed to the Chair to obtain information of a matter of parliamentary law or the rules of the City bearing on the business at hand in order to assist a member to make an appropriate motion, raise a point of order, or understand the parliamentary situation or the effect of a motion;
- 2.22. "Question of Privilege" refers to all matters affecting the rights and privileges of Council collectively or any of its members individually;
- 2.23. "Quorum" is a majority of those members elected and serving on Council, except where special Committee policies have been passed;
- 2.24. "Recorded Vote" is the call, by a member, prior to the vote on a motion, for a record to be kept of the members voting for and against a motion.

### **3. APPLICATION**

- 3.1. This Bylaw shall govern the proceedings of Council and Committees established by Council and shall be binding upon all Committee members whether Members of Council or Members-at-Large.
- 3.2. When any matter relating to the meeting procedures is not addressed in this Bylaw, Robert's Rules of Order, if applicable, shall apply.
- 3.3. In the event of conflict between the provisions of this Bylaw and Robert's Rules of Order, the provisions of this Bylaw shall apply.
- 3.4. In the absence of any statutory obligation, any provision of this Bylaw may be waived by resolution of Council if 2/3 of all members of Council present vote in favour of dealing with the matter under consideration.
- 3.5. A resolution waiving any portion of this Bylaw as provided for in Section 3.4 shall only be effective for the meeting during which it is passed.
- 3.6. In the absence or inability of the Mayor and Deputy Mayor to act, Council shall appoint any other Member of Council as Acting Mayor, as provided by the Act.

### **4. QUORUM**

- 4.1. As soon as there is a Quorum of Members of Council after the hour fixed for the meeting, the Chairman shall take the Chair and call the meeting to order;
- 4.2. Unless a Quorum is present within thirty (30) minutes after the time appointed for the meeting, the meeting may, at the discretion of the Chairman, stand adjourned until the next regular meeting date or until a



Special Meeting is called to deal with the matters intended to be dealt with at the adjourned meeting. The Council Recording Secretary shall record the names of the Members of Council present at the expiration of the 30-minute time limit and such record shall be appended to the next Agenda. The only action that can legally be taken in the absence of Quorum is to fix the time to which to adjourn (if more than 30 minutes is being allowed), adjourn, recess or to take measures to obtain a Quorum.

- 4.3. In the event that Quorum is lost after the meeting is called to order, the meeting shall be suspended upon Quorum is obtained. If Quorum is not obtained within 30 minutes, the meeting shall stand adjourned.

## **5. REGULAR COUNCIL MEETING**

- 5.1. The regular meetings of Council shall be established by resolution at the annual Organizational Meeting or at a regular meeting of Council following the Organization Meeting, as may be appropriate.
- 5.2. Notice of regularly scheduled meetings need not be given.
- 5.3. If Council changes the date, time or place of a regularly scheduled meeting, the municipality must given at least 24 hours' notice of the change
  - 5.3.1. to any Member of Council not present at the meeting at which the change was made, and
  - 5.3.2. to the public.
- 5.4. The following applies to the preparation of the regular meeting Agenda:
  - 5.4.1. Items initiated by Members of Council are submitted to the office of the City Manager;
  - 5.4.2. Items initiated by or referred to Administration shall be delivered to the office of the City Manager in accordance with the guidelines established for submission;
  - 5.4.3. An Agenda listing the order of business for the use of Members of Council shall be prepared by the City Manager and shall be reviewed with the Mayor prior to the meeting;
  - 5.4.4. The Agenda preparation, reviews, distribution and meeting follow-up will be coordinated through the office of the Council Recording Secretary in accordance with timing policies or resolutions approved by Council;
  - 5.4.5. Addition of items to the Agenda after the Agenda has been set shall require the approval of the Mayor and the City Manager.

## **6. SPECIAL MEETINGS**

- 6.1. The Council Recording Secretary shall schedule a Special Meeting when required to do so by the Mayor or a majority of Council.
- 6.2. Where a Special Meeting is required by a majority of Council, the Mayor shall call such meeting within 14 days of the date on which the request was made.
- 6.3. No less than twenty four (24) hours notice of a Special Meeting stating the time, date and place at which it is to be held and stating in general terms the nature of the business to be transacted at the meeting shall be provided to each member of Council and to the public.

- 6.4. A Special Meeting may be held with less than twenty four (24) hours notice to all members of Council and without notice to the public if at least 2/3 of the whole Council agrees to this in writing before the beginning of the meeting.
- 6.5. No business other than that stated in the notice shall be conducted at any Special Meeting of Council unless all the Members of Council are present, in which case, by unanimous consent, any other business may be transacted.

## **7. ORGANIZATIONAL MEETING**

- 7.1. An Organizational Meeting of Council shall be held annually as required by the Municipal Government Act.
- 7.2. The Agenda for the Organizational Meeting shall be restricted to:
  - 7.2.1. the administration of the oath and the introduction of new Members of Council should the meeting follow the general municipal election;
  - 7.2.2. selection of the Deputy Mayor by rotation;
  - 7.2.3. the establishment of the regular meeting dates for Council and its Standing Committees;
  - 7.2.4. establishment of membership on Committees, Boards and Commissions;
  - 7.2.5. any such other business as is required by the Municipal Government Act.

## **8. IN-CAMERA SESSIONS**

- 8.1. Matters to be discussed which are within one of the categories of information referred to in Section 217 of the Act, as amended or replaced from time to time, may be considered at an In-Camera Meeting or portion of a meeting.
- 8.2. Council or Committee has no power at an In-Camera session to pass any Bylaw or resolution apart from the resolution necessary to revert back to an open meeting.

## **9. MINUTES OF COUNCIL MEETINGS**

- 9.1. The preparation and distribution of minutes of Council meetings shall be the responsibility of the Council Recording Secretary.

## **10. PUBLIC PRESENTATIONS TO COUNCIL**

- 10.1. Where a Person or Group requests an opportunity to speak to Council at a Council Meeting and Council or the Mayor deems it to be appropriate then such permission may be granted.
- 10.2. Requests to speak to Council together with the subject matter of the presentation and the amount of presentation time required shall be made to the Council Recording Secretary at least 12 days prior to a regular meeting of Council. Requests received less than 12 days before a regular meeting of Council shall be included on the Agenda for the next regular meeting immediately following. Exceptions may be made at the discretion of the City Manager or Mayor.
- 10.3. Matters of a confidential nature as described in Section 8 of this Bylaw shall not be discussed during Public Presentations to Council.



- 10.4. Verbal presentations shall be limited to the amount of time allocated on the Agenda unless there is consent by Council to extend the allotted time.
- 10.5. Debate concerning matters raised during public presentations shall take place at the discretion of Council.
- 10.6. Information presented by a Person or Group shall relate only to the subject matter for which the presentation was originally requested.
- 10.7. Each Person or Group will be given an opportunity to make a public presentation only once in respect of a given issue. Council may waive this restriction if it is of the view there have been significant new developments in respect of the issue or if sufficient time has elapsed such that Council is prepared to consider the issue again.

**11. EXTENSION OF TIME LIMITS**

- 11.1. Extensions of time limits for any verbal presentations during Public Presentations to Council may be granted by consent of Council, based on any one or more of the following:
  - 11.1.1. The issue or Bylaw under discussion is deemed by Council to be contentious or complex and the allotted time is not sufficient, in the opinion of Council, to give the matter due consideration;
  - 11.1.2. The granting of an extension of time will not prejudice the rights of other presenters to their allotted presentation time as prescribed by this Bylaw.

**12. CHAIRMAN**

- 12.1. The Chairman shall preside over the conduct of the meeting, including the preservation of good order and decorum, ruling on points of order, replying to Points of Procedure and deciding all questions relating to the orderly procedure of the meeting, subject to an appeal by any Member of Council from any ruling of the Chair.
- 12.2. The Chairman shall make reasonable efforts, including the calling of a recess, to ensure all members of Council in attendance at a meeting are present while a vote is being taken, unless a Member of Council is excused from voting in accordance with the Act or this Bylaw.
- 12.3. When the Chairman wishes to participate in the debate on a question or motion properly before the meeting, he shall vacate the Chair and request the Member of Council responsible to act in the absence of the Chairman to assume the Chair.
- 12.4. The Chairman may invite Persons forward from the audience to speak with the permission of Council if it is deemed to be within the best interests of the issue being discussed, the public, and the conduct of good business.

**13. MEMBERS OF COUNCIL DEBATING**

- 13.1. Members of Council wishing to speak on a matter before the meeting should indicate their intention by raising their hand and being recognized by the Chair and should not speak more than once until every Member of Council has had the opportunity to speak except:
  - 13.1.1. in the explanation of a material part of the speech which may have been misunderstood; or

13.1.2. in reply, to close debate, after everyone else wishing to speak has spoken, provided that the Member of Council presented the motion to the meeting.

13.2. Supplementary questions or a series of questions relating to the matter before the meeting may be raised by a Member of Council, but each such question requires the consent of the Chair.

13.3. Through the Chairman, a Member of Council may ask:

13.3.1. questions of another Member of Council or staff on a Point of Information relevant to the business at hand.

13.3.2. questions to obtain information relating to the minutes presented to the meeting, or to any clause contained therein, at the commencement of the debate on the minute or clause.

13.4. All questions or debate shall be directed through the Chair.

#### **14. PROHIBITIONS**

14.1. Members of Council shall not:

14.1.1. use offensive words or unparliamentary language in the meeting;

14.1.2. disobey the rules of the meeting or decision of the Chairman or of Members of Council on questions of order or practice; or upon the interpretation of the rules of the meeting;

14.1.3. leave their seat or make any noise or disturbance while a vote is being taken and the result is declared;

14.1.4. interrupt a Member of Council while speaking, except to raise a Point of Order or Question of Privilege;

14.1.5. pass between a Member of Council who is speaking and the Chair.

14.2. Members of Council who persist in a breach of the foregoing section, after having been called to order by the Chairman, may, at the discretion of the Chair, be ordered to leave their seat for the duration of the meeting.

14.3. At the discretion of the Chair, a Member of Council may resume their seat following an apology.

14.4. A Member of Council who wishes to leave the meeting prior to adjournment shall so advise the Chairman and the time of departure shall be noted in the minutes.

#### **15. QUESTIONS OF PRIVILEGE**

15.1. A Member of Council who desires to address the meeting upon a matter which concerns the rights or privileges of the Members of Council collectively, or of himself/herself as a Member of Council thereof, shall be permitted to raise such Question of Privilege.

15.2. A Question of Privilege shall take precedence over other matters and while the Chairman is ruling on the Question of Privilege, no one shall be considered to be in possession of the floor.

#### **16. POINTS OF ORDER**

16.1. A Member of Council who desires to call attention to a violation of the rules of procedure shall ask leave of the Chairman to raise a Point of Order.



When leave is granted, the Member of Council shall state the Point of Order with a concise explanation and shall attend the decision of the Chairman upon the Point of Order. The speaker in possession of the floor when the Point of Order was raised shall have the right to the floor when debates resumes.

- 16.2. A Member of Council called to order by the Chairman shall immediately vacate the floor until the Point of Order is dealt with, and shall not speak again without the permission of the Chairman unless to appeal the ruling of the Chair.

## **17. APPEAL RULING**

- 17.1. The decision of the Chairman shall be final, subject to an immediate appeal by a Member of Council of the meeting.
- 17.2. If the decision is appealed, the Chairman shall give concise reasons for his ruling and the Members of Council, without debate, shall decide the question. The ruling of the Members of Council shall be final.

## **18. MOTIONS**

- 18.1. When a motion is before the meeting and the mover wishes to withdraw or modify it, or substitute a different one in its place, and if no one objects, the Chairman shall grant permission; however, if any objection is made, it is necessary to obtain leave by Motion to Withdrawn and this motion cannot be debated or amended. Once a motion is withdrawn, the effect is the same as if it had never been made.
- 18.2. Any Member of Council may require the motion under discussion to be read at any time during the debate, except when a Member of Council is speaking.
- 18.3. The mover of a motion must be present when the vote on the motion is taken.
- 18.4. When a matter is under debate, no motion shall be received other than a Motion to:
  - 18.4.1. Fix the Time for Adjournment;
  - 18.4.2. Adjourn;
  - 18.4.3. Withdraw;
  - 18.4.4. Table;
  - 18.4.5. Call the Question (that the vote must now be taken);
  - 18.4.6. Postpone to a certain time or date;
  - 18.4.7. Refer;
  - 18.4.8. Amend;
  - 18.4.9. Postpone indefinitely;which shall be the order of precedence.
- 18.5. A motion relating to a matter not within the jurisdiction of the Council shall not be in order.

- 18.6. A Motion to Table may be made when a Member of Council wishes Council to decline to take a position on the main question. The motion is not debatable and, when passed, may only be resurrected by a Motion to Raise from the Table.
- 18.7. A Motion to Refer shall require direction as to the Person or Group to which it is being referred and is debatable. A Motion to Refer is generally used to send a pending question to a committee, department or selected persons so that the question may be carefully investigated and put into better condition for Council to consider.
- 18.8. A Motion to Postpone to a Certain Time or Date is debatable. Debate on the motion must be confined to its merits only, and cannot go into the main question except as necessary for debate of the immediately pending question. A Motion to Postpone to a Certain Time and Date is generally used if Council would prefer to consider the main motion later in the same meeting or at another meeting.
- 18.9. A Motion to Postpone Indefinitely must include a reason for postponement and is debatable. Debate can go into the main question. A Motion to Postpone Indefinitely is generally used as a method to dispose of a question without bringing it to a direct vote.
- 18.10. Motion to Amend
  - 18.10.1. Only one amendment at a time shall be presented to the main motion. When the amendment has been disposed of, another may be introduced. All amendments must relate to the matter being discussed in the main motion and shall not so substantially alter the motion as to change the basic intent or meaning of the main motion. The Chairman shall rule on disputes arising from amendment.
  - 18.10.2. The amendment shall be voted upon and, if any amendment is carried, the main motion, as amended, shall be put to the vote, unless a further amendment is proposed.
  - 18.10.3. Nothing in this section shall prevent other proposed amendments being read for the information of the Members of Council.
  - 18.10.4. When the motion under consideration contains distinct propositions, the vote upon each proposition shall, at the request of any Member of Council, be taken separately.
- 18.11. Motion to Reconsider
  - 18.11.1. After a motion has been voted upon, and before moving to the next item on the Agenda or at any time before the Chair declares the meeting adjourned, any Member of Council who voted with the prevailing side may make a motion to Reconsider and shall state the reason for making a Motion to Reconsider.
  - 18.11.2. Debate on a Motion to Reconsider must be confined to reasons for or against reconsideration.
  - 18.11.3. If a Motion to Reconsider is carried, the question on which the vote is to be reconsidered becomes the next order of business in the exact position it occupied the moment before it was voted on originally.
  - 18.11.4. Reconsideration of the question shall be open to debate, voted upon, and shall require the votes of a majority of Members of Council present to carry it, unless otherwise required by this Bylaw.



18.11.5.If a Motion to Reconsider is moved at a subsequent meeting by a Member of Council who voted with the prevailing side, it shall be preceded by a Notice of Motion and shall require a majority vote of the Members of Council present to carry it, unless otherwise required by this Bylaw.

18.11.6.A Notice of Motion to Reconsider any decided matter shall not operate to stop or delay action on the decided matter unless the Council may a majority vote of the Members of Council present shall so direct.

18.11.7.A Motion to Rescind a previous motion may be accepted by the Chair; and if passed by a majority vote of the Members of Council present, the previous motion referred to would be declared null and void.

## **19. NOTICE OF MOTION**

19.1. Notice of Motion should be used to give notice when an extended period of time is advisable prior to considering a subject.

19.2. In accordance with Section ~~20.1~~<sup>19.1</sup>, a Notice of Motion may be received by the Council Recording Secretary prior to the closing of the meeting. In this event, the Member of Council shall read the Notice of Motion which shall be recorded in the minutes and shall form part of the Agenda for the subsequent meeting.

19.3. A Member of Council may present and describe a Notice of Motion for consideration at the next meeting or other meeting date as specified by the mover.

19.4. A Member of Council who hands a written Notice of Motion to the Council Recording Secretary to be read at any regular meeting need not necessarily be present during the reading of the Motion.

19.5. A motion, notice of which has been given, if not moved on the day and at the meeting for which notice has been given, cannot be moved at any subsequent meeting without notice being given on the Agenda for such meeting.

## **20. VOTING - QUESTION**

20.1. When a Motion that a Vote be Taken (Question) is presented, it shall be put to a vote without debate and, if carried by a majority vote of the Members of Council present, the motion and any amendments thereto shall be submitted to a vote immediately without further debate.

20.2. When the Chairman, having ascertained that no further information is required, commences to take a vote, no Member of Council shall speak to or present another motion until the vote has been taken on such motion or amendment.

20.3. A Member of Council who disagrees with the announcement made of the result of a vote may immediately object to the declaration and the vote shall be retaken.

## **21. VOTING - PECUNIARY INTEREST (CONFLICT)**

21.1. Members of Council who have a reasonable belief that they have a pecuniary interest (as defined in the Act) in any matter before Council, any committee of Council or any board, commission, committee or agency to which they are appointed as a representative of Council, shall, if present, declare and disclose the general nature of the pecuniary interest prior to

any discussion of the matter, abstain from discussions or voting on any question relating to the matter and shall remove themselves from the room until the matter is concluded. The minutes shall indicate the declaration of disclosure, the time at which the Member of Council left the room and the time the Member of Council returned.

**22. REQUIREMENT TO VOTE**

- 22.1. Every Member of Council present, including the Mayor, shall vote on every matter, unless:
  - 22.1.1. the Member of Council is required to abstain from voting under this or any other bylaw or enactment; or
  - 22.1.2. the Member of Council is permitted to abstain from voting under this or any other bylaw or enactment.
- 22.2. A Member of Council present at a meeting shall make a request for a recess if for any reason they may be away from Council Chambers during a time when a vote on a matter is imminent, unless that Member of Council is excused from voting pursuant to this section.
- 22.3. Votes shall be made by the raising of hands as the Chairman calls for those in favour or against.

**23. RECORDED VOTE**

- 23.1. Before Council takes a vote, a Member of Council may request that the vote be recorded.
- 23.2. When a Member of Council requests a Recorded Vote, all Members of Council present, unless required to permitted to abstain from voting, shall vote as the Chairman calls for those in favour and against.
- 23.3. The Council Recording Secretary shall, whenever a Recorded Vote is requested by a Member of Council, record in the minutes the names of each Member of Council present and whether the Member of Council voted for or against the matter and the Chairman shall announce the results of the vote.

**24. TIE VOTE**

- 24.1. If there is an equal number of votes for and against a resolution or Bylaw, the resolution or bylaw is defeated.

**25. ADJOURNMENT**

- 25.1. A Motion to Adjourn the meeting shall be in order except:
  - 25.1.1. when a Member of Council is in possession of the floor, or
  - 25.1.2. when it has been decided that the vote now be taken, or
  - 25.1.3. during the taking of a vote.

**26. ADJOURNMENT TIME**

- 26.1. Unless otherwise determined pursuant to the provisions of this Bylaw, adjournment time is:
  - 26.1.1. at the conclusion of the Agenda as adopted by Council or when a Motion to Adjourn has been passed;



26.1.2. At ten o'clock in the afternoon (10:00 PM) if a Meeting is in session at that hour.

26.2. Notwithstanding the provisions of Section 26.1, Council may, by a two-thirds majority vote of Members of Council present, agree to an extension of time. A vote to extend the time of such Meeting beyond ten o'clock in the afternoon must be taken not later than ten o'clock in the afternoon.

26.3. Unless there has been a motion passed by the required majority within the prescribed time extending the Council Meeting beyond ten o'clock in the afternoon, all matters of business which appear on the Agenda for a Meeting and which have not been dealt with by that time shall be deemed to be tabled until the next Regular Meeting of Council.

## **27. BYLAWS**

27.1. Where a Bylaw is presented to a meeting for enactment, the City Manager or his designate shall cause the number, short title and brief description of the Bylaw to appear on the Agenda.

27.2. The following shall apply to the passage of all Bylaws:

27.2.1. A Bylaw shall be introduced for first reading by a Motion that it be Read a First Time specifying the number of the Bylaw;

27.2.2. After a Motion for First Reading of the Bylaw has been presented, Members of Council may debate the substance of the Bylaw and propose and consider amendments to the Bylaw;

27.2.3. Any proposed amendments shall be put to a vote if required, and if carried, shall be considered as having been incorporated into the Bylaw at first reading.

27.2.4. When all amendments have been accepted or rejected, the Chairman shall call the Question on the Motion for First Reading of the Bylaw.

27.2.5. When a Bylaw is subject to a statutory Public Hearing, a Public Hearing date and time shall be established following first reading.

27.2.6. All aspects of the passage of a Bylaw at first reading shall apply to second and third readings of any Bylaw.

27.3. Three Readings

27.3.1. A Bylaw shall not be given more than two readings at one meeting unless the Members of Council present at the meeting unanimously agree that the Bylaw may be presented for third reading at the same meeting at which it received two readings.

27.3.2. A Bylaw shall be passed when a majority of the Members of Council present vote in favour of third reading, provided that any applicable Provincial Statute does not require a greater majority.

27.4. When a Bylaw has been given three readings and is signed in accordance with the Act, it is considered an enactment of the City and is effective immediately, unless the Bylaw or an applicable provincial statute provides otherwise.

27.5. The previous readings of a proposed Bylaw are rescinded if the proposed Bylaw

27.5.1. does not receive third reading within two years of first reading or

27.5.2. is defeated on second or third reading.

27.6. After passage, a Bylaw shall be signed by the Mayor or Mayor's designate and by the City Manager or his designate and shall be impressed with the corporate seal of the City.

**28. PUBLIC HEARINGS**

28.1. The conduct of any statutory Public Hearing shall be governed by this Bylaw.

28.2. Wherever possible, persons interested in speaking at a Public Hearing should register with the Council Recording Secretary prior to the Public Hearing.

28.3. The Chairman shall declare the Public Hearing in session and shall outline Public Hearing Procedures.

28.4. The City Manager shall introduce the resolution or bylaw and shall briefly state the intended purpose. Department presentations shall follow the introduction of the bylaw or resolution.

28.5. The Chairman shall request those who wish to make presentations to identify themselves. The Chairman shall then open the floor to public presentations.

28.6. The Chairman shall call upon those persons who have registered with the Council Recording Secretary to speak first, followed by other persons at the meeting who have not registered to speak but who wish to address Council. A person who does not identify himself or herself will not be given the opportunity to speak.

28.7. Presentations by the public may be made verbally, in writing, or both. Written submissions shall be collected by the Council Recording Secretary and retained for information purposes.

28.8. Verbal presentations shall be limited to five minutes unless there is consent by Council to extend the allotted time.

28.9. Following public presentations, the Chairman shall close the Public Hearing.

28.10. If no one is present to speak to a proposed bylaw which requires a Public Hearing, Council may hear an introduction of the matter from the administration, ask relevant questions, and then must vote to close the Public Hearing.

28.11. After the close of the Public Hearing, Council may debate matters raised at the Public Hearing during the regular Council meeting following the Public Hearing and may:

28.11.1. pass the bylaw or resolution, or

28.11.2. make any necessary amendments to the bylaw or resolution and pass it without further advertisement or hearing.

28.12. When a Public Hearing on a proposed Bylaw or resolution is held, a Member:

28.12.1. must abstain from voting on the Bylaw or resolution if the Member was absent from all of the Public Hearing, and

28.12.2. may abstain from voting on the Bylaw or resolution if the Member was only absent from a part of the Public Hearing.

**29. PRIOR BYLAWS**

29.1. This Bylaw supersedes and takes precedence over all previously passed Bylaws that refer to meeting procedures, as well as any previously passed resolutions that may be in conflict with this Bylaw.

**30. EFFECTIVE DATE**

30.1. This Bylaw comes into effect upon the final passing and proper signature thereof.


**31. REPEAL OF BYLAWS**


31.1. Bylaws #1857, C34-86 and C20-90 are hereby repealed.

READ A FIRST TIME this 23RD day of MARCH, 1998



READ A SECOND TIME this 27TH day of APRIL, 1998

READ A THIRD TIME AND FINALLY PASSED this 27TH day of APRIL, 1998

  
MAYOR

  
DIRECTOR, LEGISLATIVE SERVICES

Date Signed: APRIL 28, 1998

CITY OF FORT SASKATCHEWAN			
APPROVED		DATE	INT.
Dir. Leg. Svcs.	Legal & Form	28/4	
Dep't.	Content	28/4	TA
City Mgr.	Principle	28/4/98	



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