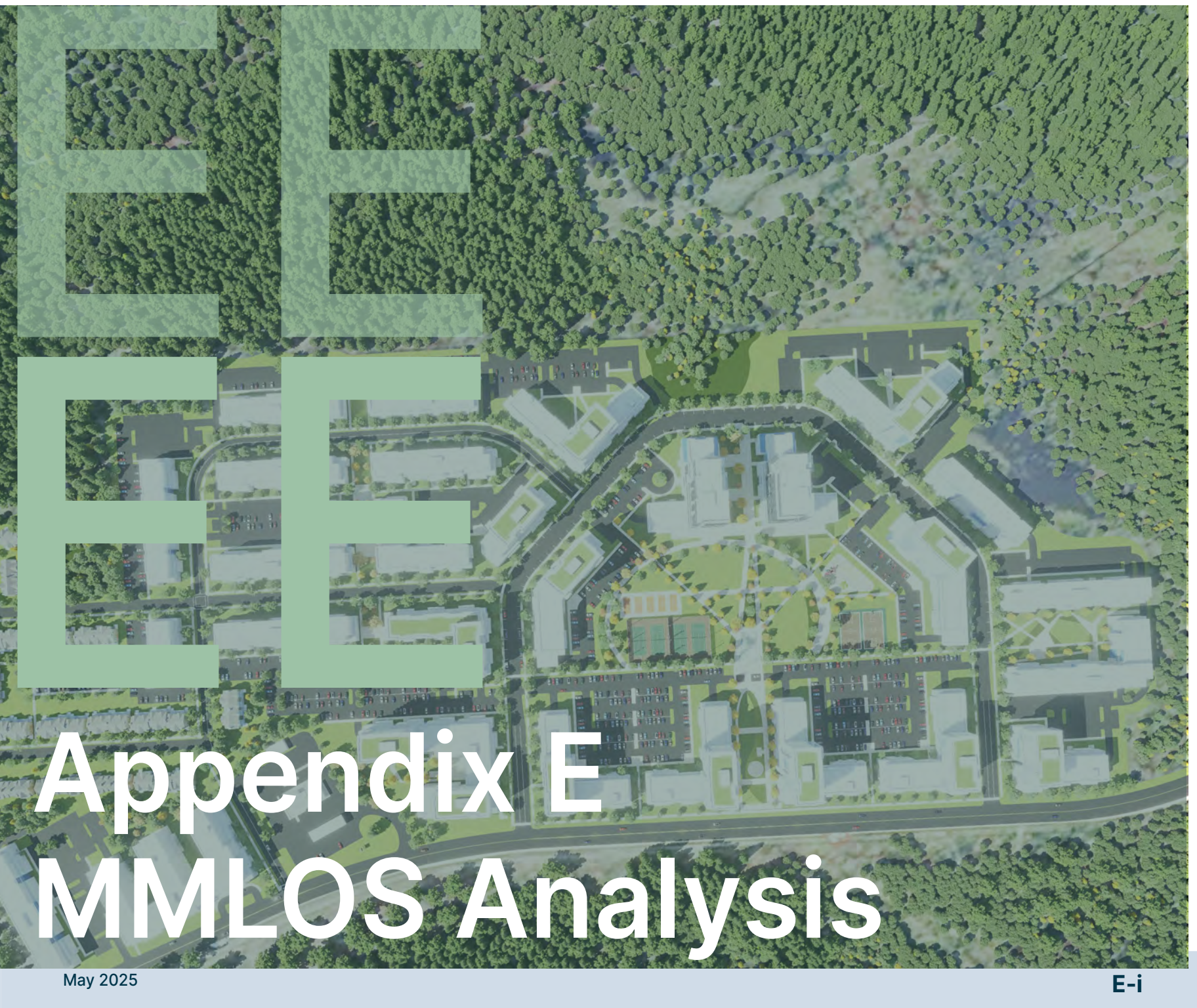




Appendix E

MMLOS Analysis

INTERSECTIONS - AM

SCENARIO: Exhibition Park - Existing Conditions - AM Peak Hour					
Area Type: Rural					
MODE					
Dunbrack / Albert Walker - Signalized 4-Way					
Target	D	D	D	C	C
Actual	D	E	D	A	A
Priority Corridor	No	No	No	Yes	Yes
Space	Number of Uncontrolled Conflicts	Number of Uncontrolled Conflicts	% of Transit Priority Measures (of Ideal)	Avg. Curb Lane Width (m)	% of movements with exclusive turn lanes
	8-10	> 13	< 30%	>= 4.00	85 - 100%
Environment	Avg. Crossing Width (m)	Priority Treatments	Transit Movement V/C Ratio	Avg. Effective Curb Radius (m)	Turn prohibitions
	> 21	< 30%	< 0.60	> 18	0
Time	Cycle Length (sec)	Cycle Length (sec)	Transit Movement Delay (sec)	Truck Intersection Delay (sec)	Car Intersection Delay (sec)
	76 - 90	76 - 90	21 - 35	11 - 20	11 - 20
St. Margarets Bay (Route 3) / Hwy 103 East Ramps - Signalized 3-Way					
Target	D	D	D	C	C
Actual	C	D	D	A	B
Priority Corridor	No	No	No	Yes	Yes
Space	Number of Uncontrolled Conflicts	Number of Uncontrolled Conflicts	% of Transit Priority Measures (of Ideal)	Avg. Curb Lane Width (m)	% of movements with exclusive turn lanes
	< 6	< 6	< 30%	>= 4.00	60 - 85%
Environment	Avg. Crossing Width (m)	Priority Treatments	Transit Movement V/C Ratio	Avg. Effective Curb Radius (m)	Turn prohibitions
	14 - 17.5	30 - 49%	< 0.60	> 18	0
Time	Cycle Length (sec)	Cycle Length (sec)	Transit Movement Delay (sec)	Truck Intersection Delay (sec)	Car Intersection Delay (sec)
	91 - 105	91 - 105	11 - 20	11 - 20	11 - 20
St. Margarets Bay (Route 3) / Prospect (Hwy 333) - Signalized 3-Way					
Target	D	D	D	C	C
Actual	B	D	D	B	A
Priority Corridor	No	No	No	Yes	Yes
Space	Number of Uncontrolled Conflicts	Number of Uncontrolled Conflicts	% of Transit Priority Measures (of Ideal)	Avg. Curb Lane Width (m)	% of movements with exclusive turn lanes
	< 6	6-7	< 30%	3.60 - 3.79	85 - 100%
Environment	Avg. Crossing Width (m)	Priority Treatments	Transit Movement V/C Ratio	Avg. Effective Curb Radius (m)	Turn prohibitions
	14 - 17.5	< 30%	< 0.60	> 18	0
Time	Cycle Length (sec)	Cycle Length (sec)	Transit Movement Delay (sec)	Truck Intersection Delay (sec)	Car Intersection Delay (sec)
	61 - 75	61 - 75	11 - 20	11 - 20	11 - 20
St. Margarets Bay (Route 3) / Albert Walker - Signalized 3-Way					
Target	D	D	D	C	C
Actual	C	C	D	A	A
Priority Corridor	No	No	No	Yes	Yes
Space	Number of Uncontrolled Conflicts	Number of Uncontrolled Conflicts	% of Transit Priority Measures (of Ideal)	Avg. Curb Lane Width (m)	% of movements with exclusive turn lanes
	< 6	< 6	< 30%	>= 4.00	85 - 100%
Environment	Avg. Crossing Width (m)	Priority Treatments	Transit Movement V/C Ratio	Avg. Effective Curb Radius (m)	Turn prohibitions
	> 21	30 - 49%	0.70 - 0.79	> 18	0
Time	Cycle Length (sec)	Cycle Length (sec)	Transit Movement Delay (sec)	Truck Intersection Delay (sec)	Car Intersection Delay (sec)
	76 - 90	76 - 90	21 - 35	11 - 20	11 - 20

SCENARIO: Exhibition Park - Existing Conditions - AM Peak Hour					
Area Type: Rural					
MODE					
Dunbrack / Albert Walker - Signalized 4-Way					
Target	D	D	D	C	C
Actual	D	E	D	A	A
Priority Corridor	No	No	No	Yes	Yes
Space	Number of Uncontrolled Conflicts	Number of Uncontrolled Conflicts	% of Transit Priority Measures (of Ideal)	Avg. Curb Lane Width (m)	% of movements with exclusive turn lanes
	C	F	F	A	A
Environment	Avg. Crossing Width (m)	Priority Treatments	Transit Movement V/C Ratio	Avg. Effective Curb Radius (m)	Turn prohibitions
	F	F	A	A	A
Time	Cycle Length (sec)	Cycle Length (sec)	Transit Movement Delay (sec)	Truck Intersection Delay (sec)	Car Intersection Delay (sec)
	C	C	C	B	B
St. Margarets Bay (Route 3) / Hwy 103 East Ramps - Signalized 3-Way					
Target	D	D	D	C	C
Actual	C	D	D	A	B
Priority Corridor	No	No	No	Yes	Yes
Space	Number of Uncontrolled Conflicts	Number of Uncontrolled Conflicts	% of Transit Priority Measures (of Ideal)	Avg. Curb Lane Width (m)	% of movements with exclusive turn lanes
	A	A	F	A	B
Environment	Avg. Crossing Width (m)	Priority Treatments	Transit Movement V/C Ratio	Avg. Effective Curb Radius (m)	Turn prohibitions
	D	E	A	A	A
Time	Cycle Length (sec)	Cycle Length (sec)	Transit Movement Delay (sec)	Truck Intersection Delay (sec)	Car Intersection Delay (sec)
	D	D	B	B	B
St. Margarets Bay (Route 3) / Prospect (Hwy 333) - Signalized 3-Way					
Target	D	D	D	C	C
Actual	B	D	D	B	A
Priority Corridor	No	No	No	Yes	Yes
Space	Number of Uncontrolled Conflicts	Number of Uncontrolled Conflicts	% of Transit Priority Measures (of Ideal)	Avg. Curb Lane Width (m)	% of movements with exclusive turn lanes
	A	B	F	C	A
Environment	Avg. Crossing Width (m)	Priority Treatments	Transit Movement V/C Ratio	Avg. Effective Curb Radius (m)	Turn prohibitions
	D	F	A	A	A
Time	Cycle Length (sec)	Cycle Length (sec)	Transit Movement Delay (sec)	Truck Intersection Delay (sec)	Car Intersection Delay (sec)
	B	B	B	B	B
St. Margarets Bay (Route 3) / Albert Walker - Signalized 3-Way					
Target	D	D	D	C	C
Actual	C	C	D	A	A
Priority Corridor	No	No	No	Yes	Yes
Space	Number of Uncontrolled Conflicts	Number of Uncontrolled Conflicts	% of Transit Priority Measures (of Ideal)	Avg. Curb Lane Width (m)	% of movements with exclusive turn lanes
	A	A	F	A	A
Environment	Avg. Crossing Width (m)	Priority Treatments	Transit Movement V/C Ratio	Avg. Effective Curb Radius (m)	Turn prohibitions
	F	E	C	A	A
Time	Cycle Length (sec)	Cycle Length (sec)	Transit Movement Delay (sec)	Truck Intersection Delay (sec)	Car Intersection Delay (sec)
	C	C	C	B	B

INTERSECTIONS - AM

SCENARIO: Exhibition Park - Existing Conditions - AM Peak Hour					
Area Type: Rural					
MODE					
St. Margarets Bay (Route 3) / Lakelands - Signalized 3-Way					
Target	D	D	D	C	C
Actual	C	D	C	A	A
Priority Corridor	No	No	No	Yes	Yes
Space	Number of Uncontrolled Conflicts	Number of Uncontrolled Conflicts	% of Transit Priority Measures (of Ideal)	Avg. Curb Lane Width (m)	% of movements with exclusive turn lanes
	< 6	8-10	< 30%	>= 4.00	85 - 100%
Environment	Avg. Crossing Width (m)	Priority Treatments	Transit Movement V/C Ratio	Avg. Effective Curb Radius (m)	Turn prohibitions
	> 21	30 - 49%	< 0.60	> 18	0
Time	Cycle Length (sec)	Cycle Length (sec)	Transit Movement Delay (sec)	Truck Intersection Delay (sec)	Car Intersection Delay (sec)
	61 - 75	61 - 75	0 - 10	11 - 20	11 - 20
Prospect (Hwy 333) / Ragged Lake - One-way Stop Control					
Target	D	D	D	C	C
Actual	D	D	D	A	B
Priority Corridor	No	No	No	Yes	Yes
Space	Number of Uncontrolled Conflicts	Number of Uncontrolled Conflicts	% of Transit Priority Measures (of Ideal)	Avg. Curb Lane Width (m)	% of movements with exclusive turn lanes
	< 6	< 6	< 30%	>= 4.00	35 - 60%
Environment	Avg. Crossing Width (m)	Priority Treatments	Transit Movement V/C Ratio	Avg. Effective Curb Radius (m)	Turn prohibitions
	> 21	< 30%	< 0.60	> 18	0
Time	Cycle Length (sec)	Cycle Length (sec)	Transit Movement Delay (sec)	Truck Intersection Delay (sec)	Car Intersection Delay (sec)
	> 120	76 - 90	11 - 20	0 - 10	0 - 10
Prospect Road (Hwy 333) / Exhibition Park - One-way Stop Control					
Target	D	D	D	C	C
Actual	C	D		C	B
Priority Corridor	No	No	No	Yes	Yes
Space	Number of Uncontrolled Conflicts	Number of Uncontrolled Conflicts	% of Transit Priority Measures (of Ideal)	Avg. Curb Lane Width (m)	% of movements with exclusive turn lanes
	< 6	< 6	N/A	3.80 - 3.99	60 - 85%
Environment	Avg. Crossing Width (m)	Priority Treatments	Transit Movement V/C Ratio	Avg. Effective Curb Radius (m)	Turn prohibitions
	10.5 - 14	< 30%	N/A	11 - 12	0
Time	Cycle Length (sec)	Cycle Length (sec)	Transit Movement Delay (sec)	Truck Intersection Delay (sec)	Car Intersection Delay (sec)
	> 120	76 - 90	N/A	11 - 20	11 - 20

SCENARIO: Exhibition Park - Existing Conditions - AM Peak Hour					
Area Type: Rural					
MODE					
St. Margarets Bay (Route 3) / Lakelands - Signalized 3-Way					
Target	D	D	D	C	C
Actual	C	D	C	A	A
Priority Corridor	No	No	No	Yes	Yes
Space	Number of Uncontrolled Conflicts	Number of Uncontrolled Conflicts	% of Transit Priority Measures (of Ideal)	Avg. Curb Lane Width (m)	% of movements with exclusive turn lanes
	A	C	F	A	A
Environment	Avg. Crossing Width (m)	Priority Treatments	Transit Movement V/C Ratio	Avg. Effective Curb Radius (m)	Turn prohibitions
	F	E	A	A	A
Time	Cycle Length (sec)	Cycle Length (sec)	Transit Movement Delay (sec)	Truck Intersection Delay (sec)	Car Intersection Delay (sec)
	B	B	A	B	B
Prospect (Hwy 333) / Ragged Lake - One-way Stop Control					
Target	D	D	D	C	C
Actual	D	D	D	A	B
Priority Corridor	No	No	No	Yes	Yes
Space	Number of Uncontrolled Conflicts	Number of Uncontrolled Conflicts	% of Transit Priority Measures (of Ideal)	Avg. Curb Lane Width (m)	% of movements with exclusive turn lanes
	A	A	F	A	C
Environment	Avg. Crossing Width (m)	Priority Treatments	Transit Movement V/C Ratio	Avg. Effective Curb Radius (m)	Turn prohibitions
	F	F	A	A	A
Time	Cycle Length (sec)	Cycle Length (sec)	Transit Movement Delay (sec)	Truck Intersection Delay (sec)	Car Intersection Delay (sec)
	F	C	B	A	A
Prospect Road (Hwy 333) / Exhibition Park - One-way Stop Control					
Target	D	D	D	C	C
Actual	C	D		C	B
Priority Corridor	No	No	No	Yes	Yes
Space	Number of Uncontrolled Conflicts	Number of Uncontrolled Conflicts	% of Transit Priority Measures (of Ideal)	Avg. Curb Lane Width (m)	% of movements with exclusive turn lanes
	A	A	N/A	B	B
Environment	Avg. Crossing Width (m)	Priority Treatments	Transit Movement V/C Ratio	Avg. Effective Curb Radius (m)	Turn prohibitions
	C	F	N/A	E	A
Time	Cycle Length (sec)	Cycle Length (sec)	Transit Movement Delay (sec)	Truck Intersection Delay (sec)	Car Intersection Delay (sec)
	F	C	N/A	B	B

INTERSECTIONS - PM

SCENARIO: Exhibition Park - Existing Conditions - PM Peak Hour					
Area Type: Rural					
MODE					
Dunbrack / Albert Walker - Signalized 4-Way					
Target	D	D	D	C	C
Actual	D	E	D	A	A
Priority Corridor	No	No	No	Yes	Yes
Space	Number of Uncontrolled Conflicts	Number of Uncontrolled Conflicts	% of Transit Priority Measures (of Ideal)	Avg. Curb Lane Width (m)	% of movements with exclusive turn lanes
	8-10	> 13	< 30%	>= 4.00	85 - 100%
Environment	Avg. Crossing Width (m)	Priority Treatments	Transit Movement V/C Ratio	Avg. Effective Curb Radius (m)	Turn prohibitions
	> 21	< 30%	< 0.60	> 18	0
Time	Cycle Length (sec)	Cycle Length (sec)	Transit Movement Delay (sec)	Truck Intersection Delay (sec)	Car Intersection Delay (sec)
	76 - 90	76 - 90	21 - 35	11 - 20	11 - 20
St. Margarets Bay (Route 3) / Hwy 103 East Ramps - Signalized 3-Way					
Target	D	D	D	C	C
Actual	C	D	D	B	B
Priority Corridor	No	No	No	Yes	Yes
Space	Number of Uncontrolled Conflicts	Number of Uncontrolled Conflicts	% of Transit Priority Measures (of Ideal)	Avg. Curb Lane Width (m)	% of movements with exclusive turn lanes
	< 6	< 6	< 30%	>= 4.00	60 - 85%
Environment	Avg. Crossing Width (m)	Priority Treatments	Transit Movement V/C Ratio	Avg. Effective Curb Radius (m)	Turn prohibitions
	14 - 17.5	30 - 49%	0.60 - 0.69	> 18	0
Time	Cycle Length (sec)	Cycle Length (sec)	Transit Movement Delay (sec)	Truck Intersection Delay (sec)	Car Intersection Delay (sec)
	91 - 105	91 - 105	21 - 35	21 - 35	21 - 35
St. Margarets Bay (Route 3) / Prospect (Hwy 333) - Signalized 3-Way					
Target	D	D	D	C	C
Actual	B	D	D	C	B
Priority Corridor	No	No	No	Yes	Yes
Space	Number of Uncontrolled Conflicts	Number of Uncontrolled Conflicts	% of Transit Priority Measures (of Ideal)	Avg. Curb Lane Width (m)	% of movements with exclusive turn lanes
	< 6	6-7	< 30%	3.60 - 3.79	85 - 100%
Environment	Avg. Crossing Width (m)	Priority Treatments	Transit Movement V/C Ratio	Avg. Effective Curb Radius (m)	Turn prohibitions
	14 - 17.5	< 30%	0.60 - 0.69	> 18	0
Time	Cycle Length (sec)	Cycle Length (sec)	Transit Movement Delay (sec)	Truck Intersection Delay (sec)	Car Intersection Delay (sec)
	61 - 75	61 - 75	21 - 35	21 - 35	21 - 35
St. Margarets Bay (Route 3) / Albert Walker - Signalized 3-Way					
Target	D	D	D	C	C
Actual	C	C	E	B	B
Priority Corridor	No	No	No	Yes	Yes
Space	Number of Uncontrolled Conflicts	Number of Uncontrolled Conflicts	% of Transit Priority Measures (of Ideal)	Avg. Curb Lane Width (m)	% of movements with exclusive turn lanes
	< 6	< 6	< 30%	>= 4.00	85 - 100%
Environment	Avg. Crossing Width (m)	Priority Treatments	Transit Movement V/C Ratio	Avg. Effective Curb Radius (m)	Turn prohibitions
	> 21	30 - 49%	0.90 - 0.99	> 18	0
Time	Cycle Length (sec)	Cycle Length (sec)	Transit Movement Delay (sec)	Truck Intersection Delay (sec)	Car Intersection Delay (sec)
	76 - 90	76 - 90	36 - 55	36 - 55	36 - 55

SCENARIO: Exhibition Park - Existing Conditions - PM Peak Hour					
Area Type: Rural					
MODE					
Dunbrack / Albert Walker - Signalized 4-Way					
Target	D	D	D	C	C
Actual	D	E	D	A	A
Priority Corridor	No	No	No	Yes	Yes
Space	Number of Uncontrolled Conflicts	Number of Uncontrolled Conflicts	% of Transit Priority Measures (of Ideal)	Avg. Curb Lane Width (m)	% of movements with exclusive turn lanes
	C	F	F	A	A
Environment	Avg. Crossing Width (m)	Priority Treatments	Transit Movement V/C Ratio	Avg. Effective Curb Radius (m)	Turn prohibitions
	F	F	A	A	A
Time	Cycle Length (sec)	Cycle Length (sec)	Transit Movement Delay (sec)	Truck Intersection Delay (sec)	Car Intersection Delay (sec)
	C	C	C	B	B
St. Margarets Bay (Route 3) / Hwy 103 East Ramps - Signalized 3-Way					
Target	D	D	D	C	C
Actual	C	D	D	B	B
Priority Corridor	No	No	No	Yes	Yes
Space	Number of Uncontrolled Conflicts	Number of Uncontrolled Conflicts	% of Transit Priority Measures (of Ideal)	Avg. Curb Lane Width (m)	% of movements with exclusive turn lanes
	A	A	F	A	B
Environment	Avg. Crossing Width (m)	Priority Treatments	Transit Movement V/C Ratio	Avg. Effective Curb Radius (m)	Turn prohibitions
	D	E	B	A	A
Time	Cycle Length (sec)	Cycle Length (sec)	Transit Movement Delay (sec)	Truck Intersection Delay (sec)	Car Intersection Delay (sec)
	D	D	C	C	C
St. Margarets Bay (Route 3) / Prospect (Hwy 333) - Signalized 3-Way					
Target	D	D	D	C	C
Actual	B	D	D	C	B
Priority Corridor	No	No	No	Yes	Yes
Space	Number of Uncontrolled Conflicts	Number of Uncontrolled Conflicts	% of Transit Priority Measures (of Ideal)	Avg. Curb Lane Width (m)	% of movements with exclusive turn lanes
	A	B	F	C	A
Environment	Avg. Crossing Width (m)	Priority Treatments	Transit Movement V/C Ratio	Avg. Effective Curb Radius (m)	Turn prohibitions
	D	F	B	A	A
Time	Cycle Length (sec)	Cycle Length (sec)	Transit Movement Delay (sec)	Truck Intersection Delay (sec)	Car Intersection Delay (sec)
	B	B	C	C	C
St. Margarets Bay (Route 3) / Albert Walker - Signalized 3-Way					
Target	D	D	D	C	C
Actual	C	C	E	B	B
Priority Corridor	No	No	No	Yes	Yes
Space	Number of Uncontrolled Conflicts	Number of Uncontrolled Conflicts	% of Transit Priority Measures (of Ideal)	Avg. Curb Lane Width (m)	% of movements with exclusive turn lanes
	A	A	F	A	A
Environment	Avg. Crossing Width (m)	Priority Treatments	Transit Movement V/C Ratio	Avg. Effective Curb Radius (m)	Turn prohibitions
	F	E	E	A	A
Time	Cycle Length (sec)	Cycle Length (sec)	Transit Movement Delay (sec)	Truck Intersection Delay (sec)	Car Intersection Delay (sec)
	C	C	D	D	D

INTERSECTIONS - PM

SCENARIO: Exhibition Park - Existing Conditions - PM Peak Hour					
Area Type: Rural					
MODE					
St. Margarets Bay (Route 3) / Lakelands - Signalized 3-Way					
Target	D	D	D	C	C
Actual	C	D	D	B	B
Priority Corridor	No	No	No	Yes	Yes
Space	Number of Uncontrolled Conflicts	Number of Uncontrolled Conflicts	% of Transit Priority Measures (of Ideal)	Avg. Curb Lane Width (m)	% of movements with exclusive turn lanes
	< 6	8-10	< 30%	>= 4.00	85 - 100%
Environment	Avg. Crossing Width (m)	Priority Treatments	Transit Movement V/C Ratio	Avg. Effective Curb Radius (m)	Turn prohibitions
	> 21	30 - 49%	< 0.60	> 18	0
Time	Cycle Length (sec)	Cycle Length (sec)	Transit Movement Delay (sec)	Truck Intersection Delay (sec)	Car Intersection Delay (sec)
	61 - 75	61 - 75	11 - 20	21 - 35	21 - 35
Prospect (Hwy 333) / Ragged Lake - One-way Stop Control					
Target	D	D	D	C	C
Actual	D	D	D	A	B
Priority Corridor	No	No	No	Yes	Yes
Space	Number of Uncontrolled Conflicts	Number of Uncontrolled Conflicts	% of Transit Priority Measures (of Ideal)	Avg. Curb Lane Width (m)	% of movements with exclusive turn lanes
	< 6	< 6	< 30%	>= 4.00	35 - 60%
Environment	Avg. Crossing Width (m)	Priority Treatments	Transit Movement V/C Ratio	Avg. Effective Curb Radius (m)	Turn prohibitions
	> 21	< 30%	0.60 - 0.69	> 18	0
Time	Cycle Length (sec)	Cycle Length (sec)	Transit Movement Delay (sec)	Truck Intersection Delay (sec)	Car Intersection Delay (sec)
	> 120	76 - 90	36 - 55	11 - 20	11 - 20
Prospect Road (Hwy 333) / Exhibition Park - One-way Stop Control					
Target	D	D	D	C	C
Actual	C	D		C	B
Priority Corridor	No	No	No	Yes	Yes
Space	Number of Uncontrolled Conflicts	Number of Uncontrolled Conflicts	% of Transit Priority Measures (of Ideal)	Avg. Curb Lane Width (m)	% of movements with exclusive turn lanes
	< 6	< 6	N/A	3.80 - 3.99	60 - 85%
Environment	Avg. Crossing Width (m)	Priority Treatments	Transit Movement V/C Ratio	Avg. Effective Curb Radius (m)	Turn prohibitions
	10.5 - 14	< 30%	N/A	11 - 12	0
Time	Cycle Length (sec)	Cycle Length (sec)	Transit Movement Delay (sec)	Truck Intersection Delay (sec)	Car Intersection Delay (sec)
	> 120	76 - 90	N/A	11 - 20	11 - 20

SCENARIO: Exhibition Park - Existing Conditions - PM Peak Hour					
Area Type: Rural					
MODE					
St. Margarets Bay (Route 3) / Lakelands - Signalized 3-Way					
Target	D	D	D	C	C
Actual	C	D	D	B	B
Priority Corridor	No	No	No	Yes	Yes
Space	Number of Uncontrolled Conflicts	Number of Uncontrolled Conflicts	% of Transit Priority Measures (of Ideal)	Avg. Curb Lane Width (m)	% of movements with exclusive turn lanes
	A	C	F	A	A
Environment	Avg. Crossing Width (m)	Priority Treatments	Transit Movement V/C Ratio	Avg. Effective Curb Radius (m)	Turn prohibitions
	F	E	A	A	A
Time	Cycle Length (sec)	Cycle Length (sec)	Transit Movement Delay (sec)	Truck Intersection Delay (sec)	Car Intersection Delay (sec)
	B	B	B	C	C
Prospect (Hwy 333) / Ragged Lake - One-way Stop Control					
Target	D	D	D	C	C
Actual	D	D	D	A	B
Priority Corridor	No	No	No	Yes	Yes
Space	Number of Uncontrolled Conflicts	Number of Uncontrolled Conflicts	% of Transit Priority Measures (of Ideal)	Avg. Curb Lane Width (m)	% of movements with exclusive turn lanes
	A	A	F	A	C
Environment	Avg. Crossing Width (m)	Priority Treatments	Transit Movement V/C Ratio	Avg. Effective Curb Radius (m)	Turn prohibitions
	F	F	B	A	A
Time	Cycle Length (sec)	Cycle Length (sec)	Transit Movement Delay (sec)	Truck Intersection Delay (sec)	Car Intersection Delay (sec)
	F	C	D	B	B
Prospect Road (Hwy 333) / Exhibition Park - One-way Stop Control					
Target	D	D	D	C	C
Actual	C	D		C	B
Priority Corridor	No	No	No	Yes	Yes
Space	Number of Uncontrolled Conflicts	Number of Uncontrolled Conflicts	% of Transit Priority Measures (of Ideal)	Avg. Curb Lane Width (m)	% of movements with exclusive turn lanes
	A	A	N/A	B	B
Environment	Avg. Crossing Width (m)	Priority Treatments	Transit Movement V/C Ratio	Avg. Effective Curb Radius (m)	Turn prohibitions
	C	F	N/A	E	A
Time	Cycle Length (sec)	Cycle Length (sec)	Transit Movement Delay (sec)	Truck Intersection Delay (sec)	Car Intersection Delay (sec)
	F	C	N/A	B	B

SEGMENTS - AM

SCENARIO: Exhibition Park - Existing Conditions - AM Peak Hour											SCENARIO: Exhibition Park - Existing Conditions - AM Peak Hour											SCENARIO: Exhibition Park - Existing Conditions - AM Peak Hour																					
MODE						Area Type: Rural						MODE						Area Type: Rural						MODE						Area Type: Rural													
St. Margarets Bay Road (Route 3)						Exhibition Park (Tim Hortons)						St. Margarets Bay Road (Route 3)						Exhibition Park (Tim Hortons)						St. Margarets Bay Road (Route 3)						Exhibition Park (Tim Hortons)													
Target						C D D D C C						Target						C D D D C C						Target						C D D D C C													
Actual						C D C A C						Actual						C D C A C						Actual						C D C A C													
Priority Corridor						No No No No Yes Yes						Priority Corridor						No No No No Yes Yes						Priority Corridor						No No No No Yes Yes													
Space						Pedestrian Facility Width (m) Driveway Density Transit Facility Type Width of Curb Lane (m) Midblock V/C Ratio						Space						Pedestrian Facility Width (m) Driveway Density Transit Facility Type Width of Curb Lane (m) Midblock V/C Ratio						Space						Pedestrian Facility Width (m) Driveway Density Transit Facility Type Width of Curb Lane (m) Midblock V/C Ratio													
						>=2.00 0 - 8 Mixed traffic with 1 lane >= 4.00 < 0.60												>=2.00 0 - 8 Mixed traffic with 1 lane >= 4.00 < 0.60												>=2.00 0 - 8 Mixed traffic with 1 lane >= 4.00 < 0.60													
Environment						Pedestrian Zone Width (m) Speed x Volume % of Stops with Bus Lay-bys % No Stopping / No Loading On-street Parking Availability (%)						Environment						Pedestrian Zone Width (m) Speed x Volume % of Stops with Bus Lay-bys % No Stopping / No Loading On-street Parking Availability (%)						Environment						Pedestrian Zone Width (m) Speed x Volume % of Stops with Bus Lay-bys % No Stopping / No Loading On-street Parking Availability (%)													
						>= 3.50 E 0 < 10% 0% - 19%												>= 3.50 E 0 < 10% 0% - 19%												>= 3.50 E 0 < 10% 0% - 19%													
Time						Distance Between Marked Crossings (m) Block Length Travel Speed / Ideal Speed Travel Speed / Ideal Speed Travel Speed / Ideal Speed						Time						Distance Between Marked Crossings (m) Block Length Travel Speed / Ideal Speed Travel Speed / Ideal Speed Travel Speed / Ideal Speed						Time						Distance Between Marked Crossings (m) Block Length Travel Speed / Ideal Speed Travel Speed / Ideal Speed Travel Speed / Ideal Speed													
						> 300 > 300 0.91 - 1.00 0.91 - 1.00 0.91 - 1.00												> 300 > 300 0.91 - 1.00 0.91 - 1.00 0.91 - 1.00												> 300 > 300 0.91 - 1.00 0.91 - 1.00 0.91 - 1.00													
Albert Walker Drive											Prospect Road (Hwy 333)											Albert Walker Drive											Prospect Road (Hwy 333)										
Target						C D D D C C						Target						C D D D C C						Target						C D D D C C													
Actual						C D C A C						Actual						C D C A C						Target						C D D D C C													
Priority Corridor						No No No No Yes Yes						Priority Corridor						No No No No Yes Yes						Priority Corridor						No No No No Yes Yes													
Space						Pedestrian Facility Width (m) Driveway Density Transit Facility Type Width of Curb Lane (m) Midblock V/C Ratio						Space						Pedestrian Facility Width (m) Driveway Density Transit Facility Type Width of Curb Lane (m) Midblock V/C Ratio						Space						Pedestrian Facility Width (m) Driveway Density Transit Facility Type Width of Curb Lane (m) Midblock V/C Ratio													
						>=2.00 0 - 8 Mixed traffic with 1 lane >= 4.00 < 0.60												>=2.00 0 - 8 Mixed traffic with 1 lane >= 4.00 < 0.60												>=2.00 0 - 8 Mixed traffic with 1 lane >= 4.00 < 0.60													
Environment						Pedestrian Zone Width (m) Speed x Volume % of Stops with Bus Lay-bys % No Stopping / No Loading On-street Parking Availability (%)						Environment						Pedestrian Zone Width (m) Speed x Volume % of Stops with Bus Lay-bys % No Stopping / No Loading On-street Parking Availability (%)						Environment						Pedestrian Zone Width (m) Speed x Volume % of Stops with Bus Lay-bys % No Stopping / No Loading On-street Parking Availability (%)													
						3.00 - 3.49 E 0 < 10% 0% - 19%												3.00 - 3.49 E 0 < 10% 0% - 19%												3.00 - 3.49 E 0 < 10% 0% - 19%													
Time						Distance Between Marked Crossings (m) Block Length Travel Speed / Ideal Speed Travel Speed / Ideal Speed Travel Speed / Ideal Speed						Time						Distance Between Marked Crossings (m) Block Length Travel Speed / Ideal Speed Travel Speed / Ideal Speed Travel Speed / Ideal Speed						Time						Distance Between Marked Crossings (m) Block Length Travel Speed / Ideal Speed Travel Speed / Ideal Speed Travel Speed / Ideal Speed													
						> 300 > 300 0.81 - 0.90 0.81 - 0.90 0.81 - 0.90												> 300 > 300 0.81 - 0.90 0.81 - 0.90 0.81 - 0.90												> 300 > 300 0.81 - 0.90 0.81 - 0.90 0.81 - 0.90													
Dunbrack Street											St. Margarets Bay Road (Route 3)											Dunbrack Street											St. Margarets Bay Road (Route 3)										
Target						C C D D D D						Target						C C D D D D						Target						C C D D D D													
Actual						B D D D C C						Actual						B D D D C C						Target						C C D D D D													
Priority Corridor						No No No No Yes Yes						Priority Corridor						No No No No Yes Yes						Priority Corridor						No No No No Yes Yes													
Space						Pedestrian Facility Width (m) Driveway Density Transit Facility Type Width of Curb Lane (m) Midblock V/C Ratio						Space						Pedestrian Facility Width (m) Driveway Density Transit Facility Type Width of Curb Lane (m) Midblock V/C Ratio						Space						Pedestrian Facility Width (m) Driveway Density Transit Facility Type Width of Curb Lane (m) Midblock V/C Ratio													
						>=2.00 0 - 8 Mixed traffic with 1 lane < 3.40 0.80 - 0.89												>=2.00 0 - 8 Mixed traffic with 1 lane < 3.40 0.80 - 0.89												>=2.00 0 - 8 Mixed traffic with 1 lane < 3.40 0.80 - 0.89													
Environment						Pedestrian Zone Width (m) Speed x Volume % of Stops with Bus Lay-bys % No Stopping / No Loading On-street Parking Availability (%)						Environment						Pedestrian Zone Width (m) Speed x Volume % of Stops with Bus Lay-bys % No Stopping / No Loading On-street Parking Availability (%)						Environment						Pedestrian Zone Width (m) Speed x Volume % of Stops with Bus Lay-bys % No Stopping / No Loading On-street Parking Availability (%)													
						>= 3.50 E 0 < 10% 1												>= 3.50 E 0 < 10% 1												>= 3.50 E 0 < 10% 1													
Time						Distance Between Marked Crossings (m) Block Length Travel Speed / Ideal Speed Travel Speed / Ideal Speed Travel Speed / Ideal Speed						Time						Distance Between Marked Crossings (m) Block Length Travel Speed / Ideal Speed Travel Speed / Ideal Speed Travel Speed / Ideal Speed						Time						Distance Between Marked Crossings (m) Block Length Travel Speed / Ideal Speed Travel Speed / Ideal Speed Travel Speed / Ideal Speed													
						249-300 249 - 300 N/A N/A N/A												249-300 249-300 N/A N/A N/A												249-300 249-300 N/A N/A N/A													
Prospect Road (Hwy 333)											Lakelands Boulevard											Prospect Road (Hwy 333)											Lakelands Boulevard										
Target						C C D D D C C						Target						C C D D D C C						Target						C C D D D C C													
Actual						C E D B E E						Actual						C E D B E E						Target						C B D E C													
Priority Corridor						No No No No Yes Yes						Priority Corridor						No No No No Yes Yes						Priority Corridor						No No No No Yes Yes													
Space						Pedestrian Facility Width (m) Driveway Density Transit Facility Type Width of Curb Lane (m) Midblock V/C Ratio						Space						Pedestrian Facility Width (m) Driveway Density Transit Facility Type Width of Curb Lane (m) Midblock V/C Ratio						Space						Pedestrian Facility Width (m) Driveway Density Transit Facility Type Width of Curb Lane (m) Midblock V/C Ratio													
						>=2.00 0 - 8 Mixed traffic with 1 lane 3.60 - 3.79 0.90 - 0.99												>=2.00 0 - 8 Mixed traffic with 1 lane 3.60 - 3.79 0.90 - 0.99												>=2.00 0 - 8 Mixed traffic with 1 lane 3.60 - 3.79 0.90 - 0.99													
Environment						Pedestrian Zone Width (m) Speed x Volume % of Stops with Bus Lay-bys % No Stopping / No Loading On-street Parking Availability (%)						Environment						Pedestrian Zone Width (m) Speed x Volume % of Stops with Bus Lay-bys % No Stopping / No Loading On-street Parking Availability (%)						Environment						Pedestrian Zone Width (m) Speed x Volume % of Stops with Bus Lay-bys % No Stopping / No Loading On-street Parking Availability (%)													
						>= 3.50 F 0 < 10% 0% - 19%												>= 3.50 F 0 < 10% 0% - 19%												>= 3.50 F 0 < 10% 0% - 19%													
Time						Distance Between Marked Crossings (m) Block Length Travel Speed / Ideal Speed Travel Speed / Ideal Speed Travel Speed / Ideal Speed						Time						Distance Between Marked Crossings (m) Block Length Travel Speed / Ideal Speed Travel Speed / Ideal Speed Travel Speed / Ideal Speed						Time						Distance Between Marked Crossings (m) Block Length Travel Speed / Ideal Speed Travel Speed / Ideal Speed Travel Speed / Ideal Speed													
						> 300 > 300 N/A N/A N/A												> 300 > 300 N/A N/A N/A												> 300 > 300 N/A N/A N/A													

SEGMENTS - PM

SCENARIO: Exhibition Park - Existing Conditions - PM Peak Hour										Area Type: Rural						SCENARIO: Exhibition Park - Existing Conditions - PM Peak Hour																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
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BICYCLE INTERSECTION ENVIRONMENT SCORE

The unique nature of providing cycling infrastructure requires a simple, but specialised, calculation related to the infrastructure

Follow these steps to complete the calculation:

- 1 Clear any information from previous analyses from the white cells in the tables below
- 2 Type in the intersection name in the blue header area
- 3 Type in the name for the intersection approaches under the Name column
- 4 Select the corridor type (Basic or Priority) for each approach. Consult the Integrated Mobility Plan or HRM staff to confirm.
- 5 Select the appropriate treatment - existing or planned - for each approach
- 6 Note the resulting percentage grade for the intersection
- 7 Select the appropriate percentage range for your intersection on the INTERSECTIONS tab
- 8 Repeat as necessary for all intersections in your study area. Leave the calculations on this tab for future reference.

Dunbrack / Albert Walker - Signalized 4-Way

Approach	Name	Corridor Type	Max Score	Treatment	Score
1	Dunbrack St NB	Basic	5	Curb Lane >4m	2
2	Dunbrack St SB	Basic	5	Curb Lane >4m	2
3	Albert Walker WB	Basic	5	Horizontally Separated	5
4	Albert Walker EB	Basic	5	Horizontally Separated	5
5					
6					
Max Score			20	Approach Score	14
			Grade		70%

St. Margarets Bay (Route 3) / Hwy 103 East Ramps - Signalized 3-Way

Approach	Name	Corridor Type	Max Score	Treatment	Score
1	Hwy 3 NWB	Basic	5	Curb Lane >4m	2
2	103 East off Ramp	Basic	5	Curb Lane >4m	2
3	Hwy 3 SEB	Basic	5	Curb Lane >4m	2
4	103 East On Ramp	Basic	5	Curb Lane >4m	2
5					
6					
Max Score			20	Approach Score	8
			Grade		40%

St. Margarets Bay (Route 3) / Prospect (Hwy 333) - Signalized 3-Way

Approach	Name	Corridor Type	Max Score	Treatment	Score
1	Hwy 3 NWB	Basic	5	Horizontally Separated	5
2	Hwy 333 NEB	Basic	5	Horizontally Separated	5
3	Hwy 3 SEB	Basic	5	Horizontally Separated	5
4					
5					
6					
Max Score			15	Approach Score	15
			Grade		100%

St. Margarets Bay (Route 3) / Albert Walker - Signalized 3-Way

Approach	Name	Corridor Type	Max Score	Treatment	Score
1	St Margarets WB	Basic	5	Horizontally Separated	5
2	Albert Walker Dr NB	Basic	5	Curb Lane <4m	0
3	St Margarets EB	Basic	5	Horizontally Separated	5
4	Albert Walker Dr SB	Basic	5	Curb Lane <4m	0
5					
6					
		Max Score	20	Approach Score	10
				Grade	50%

St. Margarets Bay (Route 3) / Lakelands - Signalized 3-Way

Approach	Name	Corridor Type	Max Score	Treatment	Score
1	St Margarets NEB	Basic	5	Curb Lane >4m	2
2	Lake Lands NWB	Basic	5	Curb Lane >4m	2
3	St Margarets SWB	Basic	5	Curb Lane <4m	0
4	Lake Lands SB	Basic	5	Curb Lane >4m	2
5					
6					
		Max Score	20	Approach Score	6
				Grade	30%

Prospect (Hwy 333) / Ragged Lake - One-way Stop Control

Approach	Name	Corridor Type	Max Score	Treatment	Score
1	Hwy 333 NB	Basic	5	Horizontally Separated	5
2	Ragged Lake WB	Basic	5	Curb Lane >4m	2
3	Hwy 333 SB	Basic	5	Horizontally Separated	5
4	Ragged Lake EB	Basic	5	Curb Lane >4m	2
5					
6					
		Max Score	20	Approach Score	14
				Grade	70%

Prospect Road (Hwy 333) / Exhibition Park - One-way Stop Control

Approach	Name	Corridor Type	Max Score	Treatment	Score
1	Hwy 333 NB	Basic	5	Horizontally Separated	5
2	Hwy 333 SB	Basic	5	Horizontally Separated	5
3	Exhibition Park	Basic	5	Curb Lane >4m	2
4					
5					
6					
Max Score			15	Approach Score	12
			Grade		80%

Intersection 8

Approach	Name	Corridor Type	Max Score	Treatment	Score
1					
2					
3					
4					
5					
6					
Max Score			0	Approach Score	0
			Grade		

Intersection 9

Approach	Name	Corridor Type	Max Score	Treatment	Score
1					
2					
3					
4					
5					
6					
Max Score			0	Approach Score	0
			Grade		

Intersection 10

Approach	Name	Corridor Type	Max Score	Treatment	Score
1					
2					
3					
4					
5					
6					
Max Score			0	Approach Score	0
			Grade		



be present on each of the intersection approaches.

SCORING		
<i>Treatment</i>	<i>Priority</i>	<i>Basic</i>
Maximum Score	10	5
Physically Separated	10	5
Horizontally Separated	6	5
Curb Lane >4m	2	2
Curb Lane <4m	0	0
Right Turn Lane	-2	-1

Intersection Calculations

Intersection Location	Label
Dunbrack / Albert Walker - Signalized 4-Way	INT A
St. Margarets Bay (Route 3) / Hwy 103 East Ramps - Signalized 3-Way	INT B
St. Margarets Bay (Route 3) / Prospect (Hwy 333) - Signalized 3-Way	INT C
St. Margarets Bay (Route 3) / Albert Walker - Signalized 3-Way	INT D
St. Margarets Bay (Route 3) / Lakelands - Signalized 3-Way	INT E
Prospect (Hwy 333) / Ragged Lake - One-way Stop Control	INT F
Prospect Road (Hwy 333) / Exhibition Park - One-way Stop Control	INT G

Highlight: INT G

Pedestrians

	Intersection Location						
Number of Uncontrolled Conflicts	INT A	INT B	INT C	INT D	INT E	INT F	INT G
Permitted Left Turns	4	2	1	2	0	2	2
Right turn on red	0	1	0	0	0	1	1
Right Turn on green	0	0	0	0	0	0	0
Right turn channels	4	1	2	2	3	1	0
Total	8	4	3	4	3	4	3

	Intersection Location						
Average Crossing Width	INT A	INT B	INT C	INT D	INT E	INT F	INT G
Northern Crossing	43.7	0.0	0.0	0.0	80.0	25.5	11
Westerning Crossing	48.5	16.2	15.2	25.2	45.7	39.8	
Southern Crossing	57.0	22.3	14.0	41.4	40.0	7.8	11
Eastern Crossing	32.7	10.2	0.0	28.5	56.8	0	16
Total	181.8	48.7	29.2	95.2	222.5	73.1	38.0
Average	45.5	16.2	14.6	31.7	55.6	24.4	12.7

Cyclists

	Intersection Location						
Number of Uncontrolled Conflicts	INT A	INT B	INT C	INT D	INT E	INT F	INT G
Permitted Left Turns for vehicles	4	1	1	2	0	2	2
Exclusive right turn lanes for vehicles	0	0	0	0	0	0	1
Right Turn Channels for vehicles	4	1	2	2	3	1	0
# of lane changes required for a cyclist to make a left turn	6	3	3	1	6	1	2
Total	14	5	6	5	9	4	5

Goods Movement

Average Curb Width	Intersection Location						
	INT A	INT B	INT C	INT D	INT E	INT F	INT G
North 1	3.8	3.4	3.8	0.0	4.2	3.57	3.79
North 2	0.0	3.9	3.6	0.0	3.4	5.09	3.94
West 1	4.0	8.0	3.7	4.4	5.0	6.96	0
West 2	0.0	0.0	3.5	4.0	4.6	7.55	0
south 1	5.6	3.5	3.7	3.4	3.5	3.82	3.93
south 2	0.0	3.9	3.7	3.7	4.6	3.51	3.53
east 1	6.9	4.9	0.0	4.2	5.8	0	3.96
east 2	0.0	4.8	0.0	4.3	0.0	0	3.35
Total	20.3	32.4	21.9	24.1	31.1	30.5	22.5
Average	5.1	4.6	3.6	4.0	4.4	5.1	3.8

Average Curb Radius	Intersection Location						
	INT A	INT B	INT C	INT D	INT E	INT F	INT G
Northbound	21.9	19.6	24.4	25.5		20.15	
Westbound	23.8	20.3	19.8	39.0	20.8		10.45
southbound	31.3	29.2		14.7	38.2	33.57	14.07
eastbound	32.8		117.3		31.4	22.42	
Average	27.5	23.0	53.8	26.4	30.1	25.4	12.3

Automobiles

% of Turns with Exclusive Turning Lanes	Intersection Location						
	INT A	INT B	INT C	INT D	INT E	INT F	INT G
Exclusive Left Turns	4	1	2	2	5	1	1
Exclusive Right Turns	0	1	1	0	0	0	1
Right turn channels	4	1	1	2	3	1	0
Total Exclusive Turns	7	3	4	4	8	2	2
Total Turns	8	4	4	4	9	4	4
% of Turns with Exclusive Turning Lanes	88%	75%	100%	100%	89%	50%	50%

Traffic Related Software - AM

Pedestrians

	Intersection Location						
	INT A	INT B	INT C	INT D	INT E	INT F	INT G
Cycle Length	90	100	70	80	70	F	F

Cyclists

	Intersection Location						
	INT A	INT B	INT C	INT D	INT E	INT F	INT G
Cycle Length	90	100	70	80	70	C	C

Transit

	Intersection Location						
Transit V/C Ratio	INT A	INT B	INT C	INT D	INT E	INT F	INT G
Northbound - Left			0.83	0.65			
Northbound - Through							0.37
Northbound - Right							
Westbound - Left			0.28				
Westbound - Through	0.16	0.47	0.27	0.77	0.67		0.00
Westbound - Right							
southbound - Left							
southbound - Through							
southbound - Right					0.26	0.05	
eastbound - Left					0.46	0.13	
eastbound - Through	0.25	0.22	0.43	0.77	0.25		0.00
eastbound - Right			0.75				
Average	0.21	0.35	0.51	0.73	0.41	0.09	0.12

	Intersection Location						
Transit Movement Delay	INT A	INT B	INT C	INT D	INT E	INT F	INT G
Northbound - Left			27.7	29.1			
Northbound - Through							
Northbound - Right							
Westbound - Left			12.1				
Westbound - Through	14.9	27.9	10.2	17.4	7.1		
Westbound - Right							
southbound - Left							
southbound - Through							
southbound - Right					5.1	0.0	
eastbound - Left					9.3	25.4	
eastbound - Through	31.1	8.9	12.5	17.0	12.8		
eastbound - Right			14.2				
Average	23.0	18.4	15.3	21.2	8.6	12.7	#DIV/0!

Goods Movement

	Intersection Location						
Truck Intersection Delay	INT A	INT B	INT C	INT D	INT E	INT F	INT G
Northbound - Left	7.9	29.1	27.7	29.1		0.3	
Northbound - Through	14.7	7.3					0.0
Northbound - Right	0.0						
Westbound - Left	27.0		12.1	11.7	7.2		48.6
Westbound - Through	14.9	27.9	10.2	17.4	7.1		
Westbound - Right		5.3					
southbound - Left	6.8				21.5	0.0	1.5
southbound - Through	18.8				21.5	0.0	
southbound - Right					5.1		
eastbound - Left		13.4			9.3	25.4	
eastbound - Through	31.1	8.9	12.5	17.0	12.8		
eastbound - Right	7.0		14.2				
Average	14.2	15.3	15.3	18.8	12.1	6.4	16.7

Automobiles

	Intersection Location						
Car Intersection Delay	INT A	INT B	INT C	INT D	INT E	INT F	INT G
Left Northbound - Left	7.9	29.1	27.7	29.1		0.3	
Right Northbound - Through	14.7	7.3					0.0
Through Northbound - Right	0.0						
Left Westbound - Left	27.0		12.1	11.7	7.2		48.6
Right Westbound - Through	14.9	27.9	10.2	17.4	7.1		
Through Westbound - Right		5.3					
Left southbound - Left	6.8				21.5	0.0	1.5
Right southbound - Through	18.8				21.5	0.0	
Through southbound - Right					5.1		
Left eastbound - Left		13.4			9.3	25.4	
Right eastbound - Through	31.1	8.9	12.5	17.0	12.8		
Through eastbound - Right	7.0		14.2				
Average	14.2	15.3	15.3	18.8	12.1	6.4	16.7

Traffic Related Software - PM

Pedestrians

	Intersection Location						
	INT A	INT B	INT C	INT D	INT E	INT F	INT G
Cycle Length	90	100	70	80	70	F	F

Cyclists

	Intersection Location						
	INT A	INT B	INT C	INT D	INT E	INT F	INT G
Cycle Length	90	100	70	80	70	C	C

Transit

	Intersection Location						
Transit V/C Ratio	INT A	INT B	INT C	INT D	INT E	INT F	INT G
Northbound - Left			0.73	0.94			
Northbound - Through							
Northbound - Right							
Westbound - Left			0.67				
Westbound - Through	0.17	0.92	0.36	0.82	0.93		
Westbound - Right							
southbound - Left							
southbound - Through							
southbound - Right					0.48	0.54	
eastbound - Left					0.52	0.71	
eastbound - Through	0.53	0.42	0.49	0.97	0.37		
eastbound - Right			1.00				
Average	0.35	0.67	0.65	0.91	0.58	0.63	#DIV/0!

	Intersection Location						
Transit Movement Delay	INT A	INT B	INT C	INT D	INT E	INT F	INT G
Northbound - Left			28.4	48.0			
Northbound - Through							
Northbound - Right							
Westbound - Left			18.9				
Westbound - Through	13.8	46.4	7.5	21.8	29.7		
Westbound - Right							
southbound - Left							
southbound - Through							
southbound - Right					6.9	0.0	
eastbound - Left					15.2	80.7	
eastbound - Through	39.7	6.8	9.5	47.4	19.3		
eastbound - Right			41.0				
Average	26.8	26.6	21.1	39.1	17.8	40.4	#DIV/0!

Goods Movement

	Intersection Location						
Truck Intersection Delay	INT A	INT B	INT C	INT D	INT E	INT F	INT G
Northbound - Left	27.3	36.1	28.4	48.0		0.2	
Northbound - Through	12.2	20.8					0.0
Northbound - Right	0.0						
Westbound - Left	29.3		18.9	35.4	12.4		48.6
Westbound - Through	13.8	46.4	7.5	21.8	29.7		
Westbound - Right		5.0					
southbound - Left	6.8				32.2	0.0	1.5
southbound - Through	23.8				31.7	0.0	
southbound - Right					6.9		
eastbound - Left		46.7			15.2	80.7	
eastbound - Through	39.7	6.8	9.5	47.4	19.3		
eastbound - Right	18.7		41.0				
Average	19.1	27.0	21.1	38.2	21.1	20.2	16.7

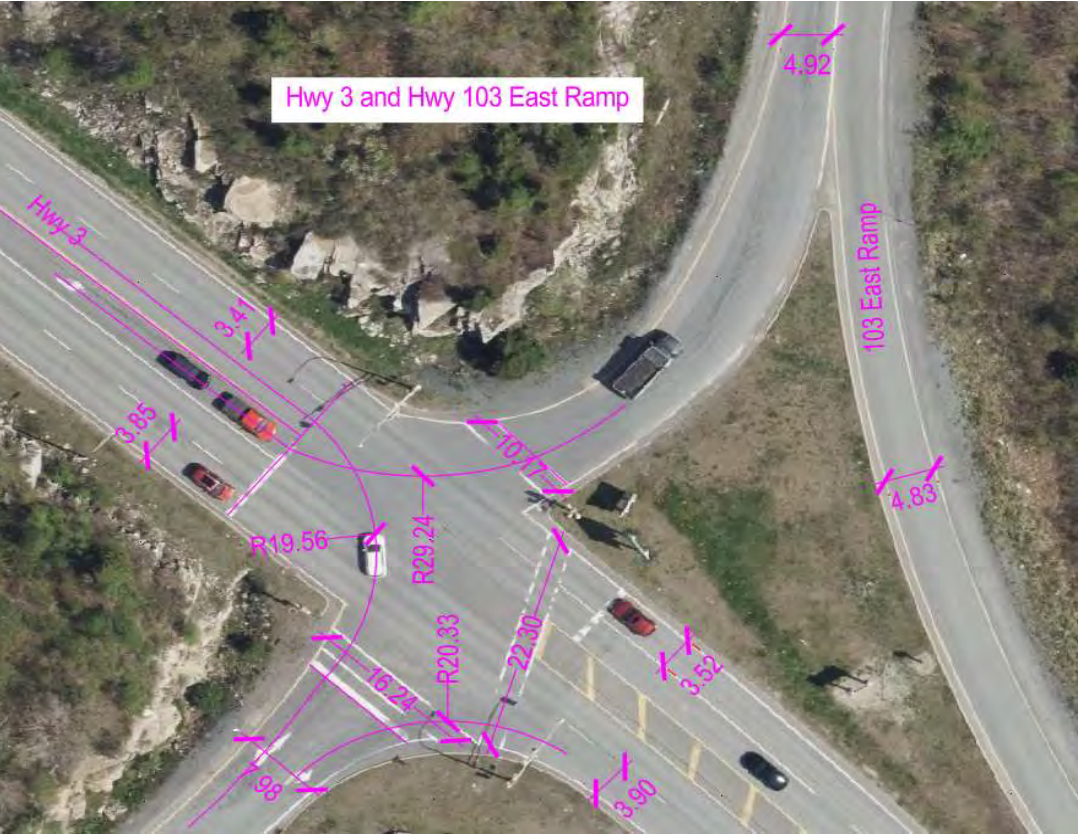
Automobiles

	Intersection Location						
Car Intersection Delay	INT A	INT B	INT C	INT D	INT E	INT F	INT G
Northbound - Left	27.3	36.1	28.4	48.0		0.2	
Northbound - Through	12.2	20.8					0.0
Northbound - Right	0.0						
Westbound - Left	29.3		18.9	35.4	12.4		48.6
Westbound - Through	13.8	46.4	7.5	21.8	29.7		
Westbound - Right		5.0					
southbound - Left	6.8				32.2	0.0	1.5
southbound - Through	23.8				31.7	0.0	
southbound - Right					6.9		
eastbound - Left		46.7			15.2	80.7	
eastbound - Through	39.7	6.8	9.5	47.4	19.3		
eastbound - Right	18.7		41.0				
Average	19.1	27.0	21.1	38.2	21.1	20.2	16.7

[illegible]

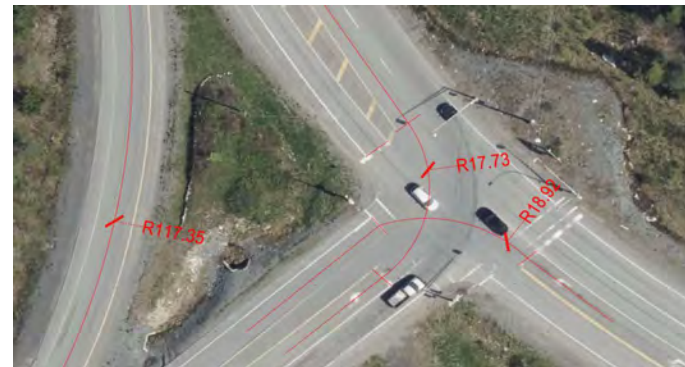
curb radius			
NB (L)	18.66	NB	21.89
NB (r)	25.12	WB	23.79
WB (L)	21.01	SB	31.32
WB (r)	26.57	EB	32.845
SB (L)	21.56		
SB (R)	41.08		
EB (L)	24.77		
EB (r)	<u>40.92</u>		
27.46125			

Location: St. Margarets Bay (Route 3) / Hwy 103 East Ramps - Signalized 3-Way



curb radius	
NB (L)	19.56
NB (R)	20.33
WB	29.24
SB	
EB	
	23.04333

NB	24.39
WB	19.77
SB	
EB	117.25



[illegible]

curb radius		
NB (L)	16.33	
NB (r)	34.67	25.5
WB (L)		39.03
WB (r)	39.03	14.73
SB (L)		
SB (R)		
EB (L)	14.73	
EB (r)		
	26.19	

St Margarets and Lakeland

St Margarets

Lakeland

4.95

5.38

5.29

4.76

5.82

5.72

4.62

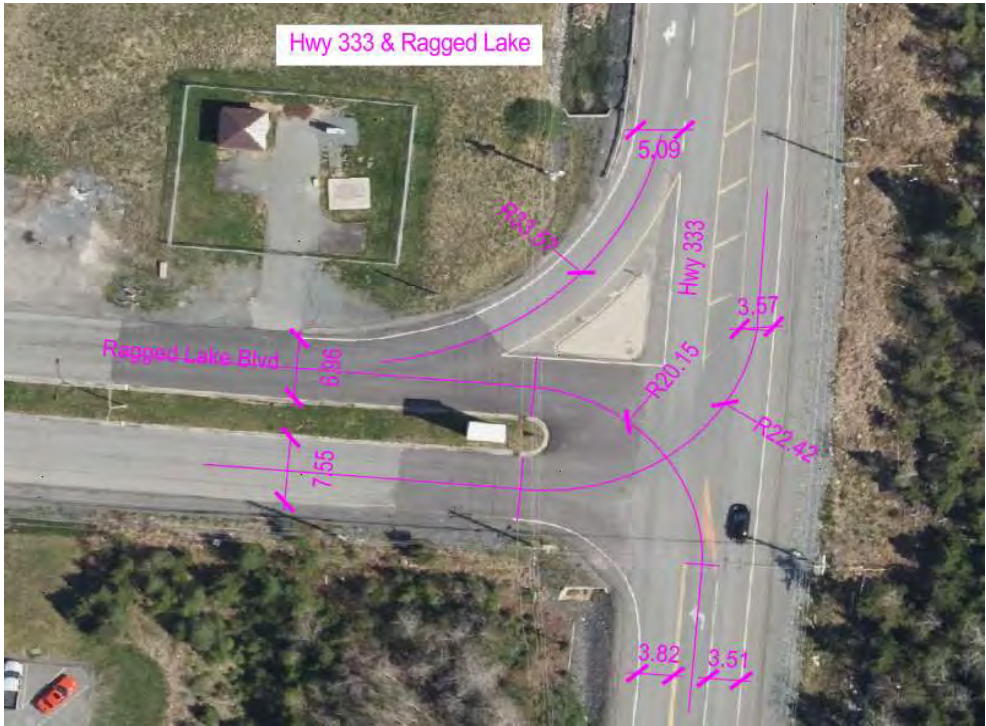
4.13

R41.03

R53.69

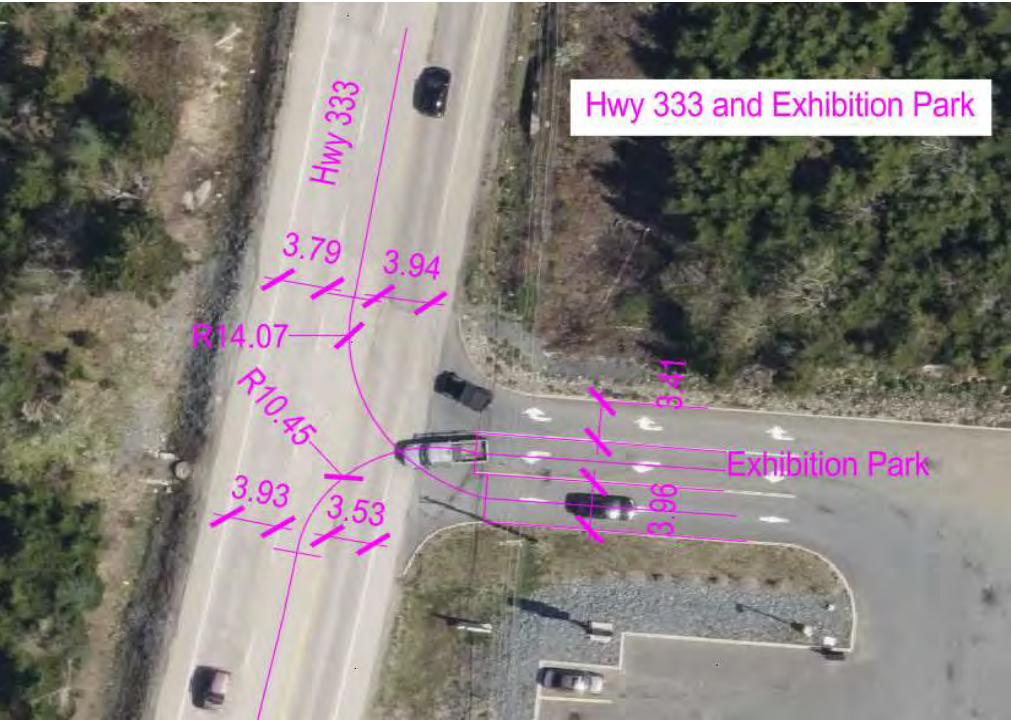
Crossing Width		curb radius		
N	80	WB (L)	23.69	
W	45.7	WB (r)	17.93	20.81
S	40	SB (L)	29.88	38.15
E	56.8	SB (R)	46.42	31.375
		EB (L)	41.03	
		EB (r)	21.72	
			30.11167	

Location: Prospect (Hwy 333) / Ragged Lake - One-way Stop Control



Crossing Width		curb Radius	
N	25.5	N	20.15
W	39.8	W	
S	7.8	S	33.57
E		E	22.42

Location: Prospect Road (Hwy 333) / Exhibition Park - One-way Stop Control



Crossing Width		Curb Radius	
N	11	N	
W		W	10.45
S	11	S	14.07
E	16	E	

INTERSECTIONS - AM

SCENARIO: Exhibition Park - Existing Conditions - AM Peak Hour					
Area Type: Rural					
MODE					
Dunbrack / Albert Walker - Signalized 4-Way					
Target	D	D	D	C	C
Actual	D	E	D	A	A
Priority Corridor	No	No	No	Yes	Yes
Space	Number of Uncontrolled Conflicts	Number of Uncontrolled Conflicts	% of Transit Priority Measures (of Ideal)	Avg. Curb Lane Width (m)	% of movements with exclusive turn lanes
	8-10	> 13	< 30%	>= 4.00	85 - 100%
Environment	Avg. Crossing Width (m)	Priority Treatments	Transit Movement V/C Ratio	Avg. Effective Curb Radius (m)	Turn prohibitions
	> 21	< 30%	< 0.60	> 18	0
Time	Cycle Length (sec)	Cycle Length (sec)	Transit Movement Delay (sec)	Truck Intersection Delay (sec)	Car Intersection Delay (sec)
	76 - 90	76 - 90	21 - 35	11 - 20	11 - 20
St. Margarets Bay (Route 3) / Hwy 103 East Ramps - Signalized 3-Way					
Target	D	D	D	C	C
Actual	C	D	D	A	B
Priority Corridor	No	No	No	Yes	Yes
Space	Number of Uncontrolled Conflicts	Number of Uncontrolled Conflicts	% of Transit Priority Measures (of Ideal)	Avg. Curb Lane Width (m)	% of movements with exclusive turn lanes
	< 6	< 6	< 30%	>= 4.00	60 - 85%
Environment	Avg. Crossing Width (m)	Priority Treatments	Transit Movement V/C Ratio	Avg. Effective Curb Radius (m)	Turn prohibitions
	14 - 17.5	30 - 49%	< 0.60	> 18	0
Time	Cycle Length (sec)	Cycle Length (sec)	Transit Movement Delay (sec)	Truck Intersection Delay (sec)	Car Intersection Delay (sec)
	91 - 105	91 - 105	11 - 20	11 - 20	11 - 20
St. Margarets Bay (Route 3) / Prospect (Hwy 333) - Signalized 3-Way					
Target	D	D	D	C	C
Actual	B	D	D	B	A
Priority Corridor	No	No	No	Yes	Yes
Space	Number of Uncontrolled Conflicts	Number of Uncontrolled Conflicts	% of Transit Priority Measures (of Ideal)	Avg. Curb Lane Width (m)	% of movements with exclusive turn lanes
	< 6	6-7	< 30%	3.60 - 3.79	85 - 100%
Environment	Avg. Crossing Width (m)	Priority Treatments	Transit Movement V/C Ratio	Avg. Effective Curb Radius (m)	Turn prohibitions
	14 - 17.5	< 30%	< 0.60	> 18	0
Time	Cycle Length (sec)	Cycle Length (sec)	Transit Movement Delay (sec)	Truck Intersection Delay (sec)	Car Intersection Delay (sec)
	61 - 75	61 - 75	11 - 20	11 - 20	11 - 20
St. Margarets Bay (Route 3) / Albert Walker - Signalized 3-Way					
Target	D	D	D	C	C
Actual	C	C	D	A	A
Priority Corridor	No	No	No	Yes	Yes
Space	Number of Uncontrolled Conflicts	Number of Uncontrolled Conflicts	% of Transit Priority Measures (of Ideal)	Avg. Curb Lane Width (m)	% of movements with exclusive turn lanes
	< 6	< 6	< 30%	>= 4.00	85 - 100%
Environment	Avg. Crossing Width (m)	Priority Treatments	Transit Movement V/C Ratio	Avg. Effective Curb Radius (m)	Turn prohibitions
	> 21	30 - 49%	0.70 - 0.79	> 18	0
Time	Cycle Length (sec)	Cycle Length (sec)	Transit Movement Delay (sec)	Truck Intersection Delay (sec)	Car Intersection Delay (sec)
	76 - 90	76 - 90	21 - 35	11 - 20	11 - 20

SCENARIO: Exhibition Park - Existing Conditions - AM Peak Hour					
Area Type: Rural					
MODE					
Dunbrack / Albert Walker - Signalized 4-Way					
Target	D	D	D	C	C
Actual	D	E	D	A	A
Priority Corridor	No	No	No	Yes	Yes
Space	Number of Uncontrolled Conflicts	Number of Uncontrolled Conflicts	% of Transit Priority Measures (of Ideal)	Avg. Curb Lane Width (m)	% of movements with exclusive turn lanes
	C	F	F	A	A
Environment	Avg. Crossing Width (m)	Priority Treatments	Transit Movement V/C Ratio	Avg. Effective Curb Radius (m)	Turn prohibitions
	F	F	A	A	A
Time	Cycle Length (sec)	Cycle Length (sec)	Transit Movement Delay (sec)	Truck Intersection Delay (sec)	Car Intersection Delay (sec)
	C	C	C	B	B
St. Margarets Bay (Route 3) / Hwy 103 East Ramps - Signalized 3-Way					
Target	D	D	D	C	C
Actual	C	D	D	A	B
Priority Corridor	No	No	No	Yes	Yes
Space	Number of Uncontrolled Conflicts	Number of Uncontrolled Conflicts	% of Transit Priority Measures (of Ideal)	Avg. Curb Lane Width (m)	% of movements with exclusive turn lanes
	A	A	F	A	B
Environment	Avg. Crossing Width (m)	Priority Treatments	Transit Movement V/C Ratio	Avg. Effective Curb Radius (m)	Turn prohibitions
	D	E	A	A	A
Time	Cycle Length (sec)	Cycle Length (sec)	Transit Movement Delay (sec)	Truck Intersection Delay (sec)	Car Intersection Delay (sec)
	D	D	B	B	B
St. Margarets Bay (Route 3) / Prospect (Hwy 333) - Signalized 3-Way					
Target	D	D	D	C	C
Actual	B	D	D	B	A
Priority Corridor	No	No	No	Yes	Yes
Space	Number of Uncontrolled Conflicts	Number of Uncontrolled Conflicts	% of Transit Priority Measures (of Ideal)	Avg. Curb Lane Width (m)	% of movements with exclusive turn lanes
	A	B	F	C	A
Environment	Avg. Crossing Width (m)	Priority Treatments	Transit Movement V/C Ratio	Avg. Effective Curb Radius (m)	Turn prohibitions
	D	F	A	A	A
Time	Cycle Length (sec)	Cycle Length (sec)	Transit Movement Delay (sec)	Truck Intersection Delay (sec)	Car Intersection Delay (sec)
	B	B	B	B	B
St. Margarets Bay (Route 3) / Albert Walker - Signalized 3-Way					
Target	D	D	D	C	C
Actual	C	C	D	A	A
Priority Corridor	No	No	No	Yes	Yes
Space	Number of Uncontrolled Conflicts	Number of Uncontrolled Conflicts	% of Transit Priority Measures (of Ideal)	Avg. Curb Lane Width (m)	% of movements with exclusive turn lanes
	A	A	F	A	A
Environment	Avg. Crossing Width (m)	Priority Treatments	Transit Movement V/C Ratio	Avg. Effective Curb Radius (m)	Turn prohibitions
	F	E	C	A	A
Time	Cycle Length (sec)	Cycle Length (sec)	Transit Movement Delay (sec)	Truck Intersection Delay (sec)	Car Intersection Delay (sec)
	C	C	C	B	B

INTERSECTIONS - AM

SCENARIO: Exhibition Park - Existing Conditions - AM Peak Hour					
Area Type: Rural					
MODE					
St. Margarets Bay (Route 3) / Lakelands - Signalized 3-Way					
Target	D	D	D	C	C
Actual	C	D	C	A	A
Priority Corridor	No	No	No	Yes	Yes
Space	Number of Uncontrolled Conflicts	Number of Uncontrolled Conflicts	% of Transit Priority Measures (of Ideal)	Avg. Curb Lane Width (m)	% of movements with exclusive turn lanes
	< 6	8-10	< 30%	>= 4.00	85 - 100%
Environment	Avg. Crossing Width (m)	Priority Treatments	Transit Movement V/C Ratio	Avg. Effective Curb Radius (m)	Turn prohibitions
	> 21	30 - 49%	< 0.60	> 18	0
Time	Cycle Length (sec)	Cycle Length (sec)	Transit Movement Delay (sec)	Truck Intersection Delay (sec)	Car Intersection Delay (sec)
	61 - 75	61 - 75	0 - 10	11 - 20	11 - 20
Prospect (Hwy 333) / Ragged Lake - One-way Stop Control					
Target	D	D	D	C	C
Actual	D	D	D	A	B
Priority Corridor	No	No	No	Yes	Yes
Space	Number of Uncontrolled Conflicts	Number of Uncontrolled Conflicts	% of Transit Priority Measures (of Ideal)	Avg. Curb Lane Width (m)	% of movements with exclusive turn lanes
	< 6	< 6	< 30%	>= 4.00	35 - 60%
Environment	Avg. Crossing Width (m)	Priority Treatments	Transit Movement V/C Ratio	Avg. Effective Curb Radius (m)	Turn prohibitions
	> 21	< 30%	< 0.60	> 18	0
Time	Cycle Length (sec)	Cycle Length (sec)	Transit Movement Delay (sec)	Truck Intersection Delay (sec)	Car Intersection Delay (sec)
	> 120	76 - 90	11 - 20	0 - 10	0 - 10
Prospect Road (Hwy 333) / Exhibition Park - One-way Stop Control					
Target	D	D	D	C	C
Actual	C	D		C	B
Priority Corridor	No	No	No	Yes	Yes
Space	Number of Uncontrolled Conflicts	Number of Uncontrolled Conflicts	% of Transit Priority Measures (of Ideal)	Avg. Curb Lane Width (m)	% of movements with exclusive turn lanes
	< 6	< 6	N/A	3.80 - 3.99	60 - 85%
Environment	Avg. Crossing Width (m)	Priority Treatments	Transit Movement V/C Ratio	Avg. Effective Curb Radius (m)	Turn prohibitions
	10.5 - 14	< 30%	N/A	11 - 12	0
Time	Cycle Length (sec)	Cycle Length (sec)	Transit Movement Delay (sec)	Truck Intersection Delay (sec)	Car Intersection Delay (sec)
	> 120	76 - 90	N/A	11 - 20	11 - 20

SCENARIO: Exhibition Park - Existing Conditions - AM Peak Hour					
Area Type: Rural					
MODE					
St. Margarets Bay (Route 3) / Lakelands - Signalized 3-Way					
Target	D	D	D	C	C
Actual	C	D	C	A	A
Priority Corridor	No	No	No	Yes	Yes
Space	Number of Uncontrolled Conflicts	Number of Uncontrolled Conflicts	% of Transit Priority Measures (of Ideal)	Avg. Curb Lane Width (m)	% of movements with exclusive turn lanes
	A	C	F	A	A
Environment	Avg. Crossing Width (m)	Priority Treatments	Transit Movement V/C Ratio	Avg. Effective Curb Radius (m)	Turn prohibitions
	F	E	A	A	A
Time	Cycle Length (sec)	Cycle Length (sec)	Transit Movement Delay (sec)	Truck Intersection Delay (sec)	Car Intersection Delay (sec)
	B	B	A	B	B
Prospect (Hwy 333) / Ragged Lake - One-way Stop Control					
Target	D	D	D	C	C
Actual	D	D	D	A	B
Priority Corridor	No	No	No	Yes	Yes
Space	Number of Uncontrolled Conflicts	Number of Uncontrolled Conflicts	% of Transit Priority Measures (of Ideal)	Avg. Curb Lane Width (m)	% of movements with exclusive turn lanes
	A	A	F	A	C
Environment	Avg. Crossing Width (m)	Priority Treatments	Transit Movement V/C Ratio	Avg. Effective Curb Radius (m)	Turn prohibitions
	F	F	A	A	A
Time	Cycle Length (sec)	Cycle Length (sec)	Transit Movement Delay (sec)	Truck Intersection Delay (sec)	Car Intersection Delay (sec)
	F	C	B	A	A
Prospect Road (Hwy 333) / Exhibition Park - One-way Stop Control					
Target	D	D	D	C	C
Actual	C	D		C	B
Priority Corridor	No	No	No	Yes	Yes
Space	Number of Uncontrolled Conflicts	Number of Uncontrolled Conflicts	% of Transit Priority Measures (of Ideal)	Avg. Curb Lane Width (m)	% of movements with exclusive turn lanes
	A	A	N/A	B	B
Environment	Avg. Crossing Width (m)	Priority Treatments	Transit Movement V/C Ratio	Avg. Effective Curb Radius (m)	Turn prohibitions
	C	F	N/A	E	A
Time	Cycle Length (sec)	Cycle Length (sec)	Transit Movement Delay (sec)	Truck Intersection Delay (sec)	Car Intersection Delay (sec)
	F	C	N/A	B	B

INTERSECTIONS - PM

SCENARIO: Exhibition Park - Existing Conditions - PM Peak Hour					
Area Type: Rural					
MODE					
Dunbrack / Albert Walker - Signalized 4-Way					
Target	D	D	D	C	C
Actual	D	E	D	A	A
Priority Corridor	No	No	No	Yes	Yes
Space	Number of Uncontrolled Conflicts	Number of Uncontrolled Conflicts	% of Transit Priority Measures (of Ideal)	Avg. Curb Lane Width (m)	% of movements with exclusive turn lanes
	8-10	> 13	< 30%	>= 4.00	85 - 100%
Environment	Avg. Crossing Width (m)	Priority Treatments	Transit Movement V/C Ratio	Avg. Effective Curb Radius (m)	Turn prohibitions
	> 21	< 30%	< 0.60	> 18	0
Time	Cycle Length (sec)	Cycle Length (sec)	Transit Movement Delay (sec)	Truck Intersection Delay (sec)	Car Intersection Delay (sec)
	76 - 90	76 - 90	21 - 35	11 - 20	11 - 20
St. Margarets Bay (Route 3) / Hwy 103 East Ramps - Signalized 3-Way					
Target	D	D	D	C	C
Actual	C	D	D	B	B
Priority Corridor	No	No	No	Yes	Yes
Space	Number of Uncontrolled Conflicts	Number of Uncontrolled Conflicts	% of Transit Priority Measures (of Ideal)	Avg. Curb Lane Width (m)	% of movements with exclusive turn lanes
	< 6	< 6	< 30%	>= 4.00	60 - 85%
Environment	Avg. Crossing Width (m)	Priority Treatments	Transit Movement V/C Ratio	Avg. Effective Curb Radius (m)	Turn prohibitions
	14 - 17.5	30 - 49%	0.60 - 0.69	> 18	0
Time	Cycle Length (sec)	Cycle Length (sec)	Transit Movement Delay (sec)	Truck Intersection Delay (sec)	Car Intersection Delay (sec)
	91 - 105	91 - 105	21 - 35	21 - 35	21 - 35
St. Margarets Bay (Route 3) / Prospect (Hwy 333) - Signalized 3-Way					
Target	D	D	D	C	C
Actual	B	D	D	C	B
Priority Corridor	No	No	No	Yes	Yes
Space	Number of Uncontrolled Conflicts	Number of Uncontrolled Conflicts	% of Transit Priority Measures (of Ideal)	Avg. Curb Lane Width (m)	% of movements with exclusive turn lanes
	< 6	6-7	< 30%	3.60 - 3.79	85 - 100%
Environment	Avg. Crossing Width (m)	Priority Treatments	Transit Movement V/C Ratio	Avg. Effective Curb Radius (m)	Turn prohibitions
	14 - 17.5	< 30%	0.60 - 0.69	> 18	0
Time	Cycle Length (sec)	Cycle Length (sec)	Transit Movement Delay (sec)	Truck Intersection Delay (sec)	Car Intersection Delay (sec)
	61 - 75	61 - 75	21 - 35	21 - 35	21 - 35
St. Margarets Bay (Route 3) / Albert Walker - Signalized 3-Way					
Target	D	D	D	C	C
Actual	C	C	E	B	B
Priority Corridor	No	No	No	Yes	Yes
Space	Number of Uncontrolled Conflicts	Number of Uncontrolled Conflicts	% of Transit Priority Measures (of Ideal)	Avg. Curb Lane Width (m)	% of movements with exclusive turn lanes
	< 6	< 6	< 30%	>= 4.00	85 - 100%
Environment	Avg. Crossing Width (m)	Priority Treatments	Transit Movement V/C Ratio	Avg. Effective Curb Radius (m)	Turn prohibitions
	> 21	30 - 49%	0.90 - 0.99	> 18	0
Time	Cycle Length (sec)	Cycle Length (sec)	Transit Movement Delay (sec)	Truck Intersection Delay (sec)	Car Intersection Delay (sec)
	76 - 90	76 - 90	36 - 55	36 - 55	36 - 55

SCENARIO: Exhibition Park - Existing Conditions - PM Peak Hour					
Area Type: Rural					
MODE					
Dunbrack / Albert Walker - Signalized 4-Way					
Target	D	D	D	C	C
Actual	D	E	D	A	A
Priority Corridor	No	No	No	Yes	Yes
Space	Number of Uncontrolled Conflicts	Number of Uncontrolled Conflicts	% of Transit Priority Measures (of Ideal)	Avg. Curb Lane Width (m)	% of movements with exclusive turn lanes
	C	F	F	A	A
Environment	Avg. Crossing Width (m)	Priority Treatments	Transit Movement V/C Ratio	Avg. Effective Curb Radius (m)	Turn prohibitions
	F	F	A	A	A
Time	Cycle Length (sec)	Cycle Length (sec)	Transit Movement Delay (sec)	Truck Intersection Delay (sec)	Car Intersection Delay (sec)
	C	C	C	B	B
St. Margarets Bay (Route 3) / Hwy 103 East Ramps - Signalized 3-Way					
Target	D	D	D	C	C
Actual	C	D	D	B	B
Priority Corridor	No	No	No	Yes	Yes
Space	Number of Uncontrolled Conflicts	Number of Uncontrolled Conflicts	% of Transit Priority Measures (of Ideal)	Avg. Curb Lane Width (m)	% of movements with exclusive turn lanes
	A	A	F	A	B
Environment	Avg. Crossing Width (m)	Priority Treatments	Transit Movement V/C Ratio	Avg. Effective Curb Radius (m)	Turn prohibitions
	D	E	B	A	A
Time	Cycle Length (sec)	Cycle Length (sec)	Transit Movement Delay (sec)	Truck Intersection Delay (sec)	Car Intersection Delay (sec)
	D	D	C	C	C
St. Margarets Bay (Route 3) / Prospect (Hwy 333) - Signalized 3-Way					
Target	D	D	D	C	C
Actual	B	D	D	C	B
Priority Corridor	No	No	No	Yes	Yes
Space	Number of Uncontrolled Conflicts	Number of Uncontrolled Conflicts	% of Transit Priority Measures (of Ideal)	Avg. Curb Lane Width (m)	% of movements with exclusive turn lanes
	A	B	F	C	A
Environment	Avg. Crossing Width (m)	Priority Treatments	Transit Movement V/C Ratio	Avg. Effective Curb Radius (m)	Turn prohibitions
	D	F	B	A	A
Time	Cycle Length (sec)	Cycle Length (sec)	Transit Movement Delay (sec)	Truck Intersection Delay (sec)	Car Intersection Delay (sec)
	B	B	C	C	C
St. Margarets Bay (Route 3) / Albert Walker - Signalized 3-Way					
Target	D	D	D	C	C
Actual	C	C	E	B	B
Priority Corridor	No	No	No	Yes	Yes
Space	Number of Uncontrolled Conflicts	Number of Uncontrolled Conflicts	% of Transit Priority Measures (of Ideal)	Avg. Curb Lane Width (m)	% of movements with exclusive turn lanes
	A	A	F	A	A
Environment	Avg. Crossing Width (m)	Priority Treatments	Transit Movement V/C Ratio	Avg. Effective Curb Radius (m)	Turn prohibitions
	F	E	E	A	A
Time	Cycle Length (sec)	Cycle Length (sec)	Transit Movement Delay (sec)	Truck Intersection Delay (sec)	Car Intersection Delay (sec)
	C	C	D	D	D

INTERSECTIONS - PM

SCENARIO: Exhibition Park - Existing Conditions - PM Peak Hour					
Area Type: Rural					
MODE					
St. Margarets Bay (Route 3) / Lakelands - Signalized 3-Way					
Target	D	D	D	C	C
Actual	C	D	D	B	B
Priority Corridor	No	No	No	Yes	Yes
Space	Number of Uncontrolled Conflicts	Number of Uncontrolled Conflicts	% of Transit Priority Measures (of Ideal)	Avg. Curb Lane Width (m)	% of movements with exclusive turn lanes
	< 6	8-10	< 30%	>= 4.00	85 - 100%
Environment	Avg. Crossing Width (m)	Priority Treatments	Transit Movement V/C Ratio	Avg. Effective Curb Radius (m)	Turn prohibitions
	> 21	30 - 49%	< 0.60	> 18	0
Time	Cycle Length (sec)	Cycle Length (sec)	Transit Movement Delay (sec)	Truck Intersection Delay (sec)	Car Intersection Delay (sec)
	61 - 75	61 - 75	11 - 20	21 - 35	21 - 35
Prospect (Hwy 333) / Ragged Lake - One-way Stop Control					
Target	D	D	D	C	C
Actual	D	D	D	A	B
Priority Corridor	No	No	No	Yes	Yes
Space	Number of Uncontrolled Conflicts	Number of Uncontrolled Conflicts	% of Transit Priority Measures (of Ideal)	Avg. Curb Lane Width (m)	% of movements with exclusive turn lanes
	< 6	< 6	< 30%	>= 4.00	35 - 60%
Environment	Avg. Crossing Width (m)	Priority Treatments	Transit Movement V/C Ratio	Avg. Effective Curb Radius (m)	Turn prohibitions
	> 21	< 30%	0.60 - 0.69	> 18	0
Time	Cycle Length (sec)	Cycle Length (sec)	Transit Movement Delay (sec)	Truck Intersection Delay (sec)	Car Intersection Delay (sec)
	> 120	76 - 90	36 - 55	11 - 20	11 - 20
Prospect Road (Hwy 333) / Exhibition Park - One-way Stop Control					
Target	D	D	D	C	C
Actual	C	D		C	B
Priority Corridor	No	No	No	Yes	Yes
Space	Number of Uncontrolled Conflicts	Number of Uncontrolled Conflicts	% of Transit Priority Measures (of Ideal)	Avg. Curb Lane Width (m)	% of movements with exclusive turn lanes
	< 6	< 6	N/A	3.80 - 3.99	60 - 85%
Environment	Avg. Crossing Width (m)	Priority Treatments	Transit Movement V/C Ratio	Avg. Effective Curb Radius (m)	Turn prohibitions
	10.5 - 14	< 30%	N/A	11 - 12	0
Time	Cycle Length (sec)	Cycle Length (sec)	Transit Movement Delay (sec)	Truck Intersection Delay (sec)	Car Intersection Delay (sec)
	> 120	76 - 90	N/A	11 - 20	11 - 20

SCENARIO: Exhibition Park - Existing Conditions - PM Peak Hour					
Area Type: Rural					
MODE					
St. Margarets Bay (Route 3) / Lakelands - Signalized 3-Way					
Target	D	D	D	C	C
Actual	C	D	D	B	B
Priority Corridor	No	No	No	Yes	Yes
Space	Number of Uncontrolled Conflicts	Number of Uncontrolled Conflicts	% of Transit Priority Measures (of Ideal)	Avg. Curb Lane Width (m)	% of movements with exclusive turn lanes
	A	C	F	A	A
Environment	Avg. Crossing Width (m)	Priority Treatments	Transit Movement V/C Ratio	Avg. Effective Curb Radius (m)	Turn prohibitions
	F	E	A	A	A
Time	Cycle Length (sec)	Cycle Length (sec)	Transit Movement Delay (sec)	Truck Intersection Delay (sec)	Car Intersection Delay (sec)
	B	B	B	C	C
Prospect (Hwy 333) / Ragged Lake - One-way Stop Control					
Target	D	D	D	C	C
Actual	D	D	D	A	B
Priority Corridor	No	No	No	Yes	Yes
Space	Number of Uncontrolled Conflicts	Number of Uncontrolled Conflicts	% of Transit Priority Measures (of Ideal)	Avg. Curb Lane Width (m)	% of movements with exclusive turn lanes
	A	A	F	A	C
Environment	Avg. Crossing Width (m)	Priority Treatments	Transit Movement V/C Ratio	Avg. Effective Curb Radius (m)	Turn prohibitions
	F	F	B	A	A
Time	Cycle Length (sec)	Cycle Length (sec)	Transit Movement Delay (sec)	Truck Intersection Delay (sec)	Car Intersection Delay (sec)
	F	C	D	B	B
Prospect Road (Hwy 333) / Exhibition Park - One-way Stop Control					
Target	D	D	D	C	C
Actual	C	D		C	B
Priority Corridor	No	No	No	Yes	Yes
Space	Number of Uncontrolled Conflicts	Number of Uncontrolled Conflicts	% of Transit Priority Measures (of Ideal)	Avg. Curb Lane Width (m)	% of movements with exclusive turn lanes
	A	A	N/A	B	B
Environment	Avg. Crossing Width (m)	Priority Treatments	Transit Movement V/C Ratio	Avg. Effective Curb Radius (m)	Turn prohibitions
	C	F	N/A	E	A
Time	Cycle Length (sec)	Cycle Length (sec)	Transit Movement Delay (sec)	Truck Intersection Delay (sec)	Car Intersection Delay (sec)
	F	C	N/A	B	B

Segment Calculations

(Only Edit fields in "red")

Highlight: SEG A

Segment Location	Label	Speed Limit		Corrdor Dist (m)	AM Approach delay (Analysis Software)		PM Approach delay (Analysis Software)	
		WB/SB	EB/NB		WB/SB	EB/NB	WB/SB	EB/NB
St. Margarets Bay Road (Route 3)	SEG A	80	80	3020.6	10.6	13.3	10.5	26.6
Albert Walker Drive	SEG B	70	70	1698.1	17.1	17	21.8	47.4
Dunbrack Street	SEG C	70	70	290.5	15.1	15.3	15.6	25.5
Prospect Road (Hwy 333)	SEG D	70	70	530.2	1.5	0	1.5	0
-	SEG E	0	0	0	0	0	0	0
-	SEG F	0	0	0	0	0	0	0
-	SEG G	0	0	0	0	0	0	0
-	-	-	-	-				

Pedestrians

WB/SB Segment Location							
Pedestrian Facility Width	SEG A	SEG B	SEG C	SEG D	SEG E	SEG F	SEG G
1	2.0	0.0	0.0	0.0	0.0	0	0
2	2.2	0.0	0.0	0.0	0.0	0	0
3	2.6	0.0	0.0	0.0	0.0	0	0
Total	6.9	0.0	0.0	0.0	0.0	0.0	0.0
Average	2.3	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

WB/SB Segment Location							
Pedestrian Zone Width	SEG A	SEG B	SEG C	SEG D	SEG E	SEG F	SEG G
1	3.4	1.4	4.74	3.9	0.0	0	0
2	4.3	3.2	3.44	3.3	0.0	0	0
3	5.6	0.9	3.44	3.4	0.0	0	0
Total	13.2	5.5	11.62	10.6	0.0	0.0	0.0
Average	4.4	2.3	3.9	3.5	#DIV/0!	#DIV/0!	#DIV/0!

Transit - AM

WB/SB Segment Location							
Travel Speed/Ideal Speed	SEG A	SEG B	SEG C	SEG D	SEG E	SEG F	SEG G
Posted Speed Limit (km/h)	80	70	70	70	0	0	0
overall corridor distance (m)	3021	1698	291	530	0	0	0
Freeflow time (s)	136	87	15	27	#DIV/0!	#DIV/0!	#DIV/0!
Approach delay (s) - from software	11	17	15	2	0	0	0
Congested Time (s)	147	104	30	29	#DIV/0!	#DIV/0!	#DIV/0!
Congested speed (km/h)	74	59	35	66	#DIV/0!	#DIV/0!	#DIV/0!
Calculated Ratio	0.93	0.84	0.50	0.95	#DIV/0!	#DIV/0!	#DIV/0!

Goods Movement - AM

	WB/SB Segment Location						
Width of Curb Lane	SEG A	SEG B	SEG C	SEG D	SEG E	SEG F	SEG G
1	3.9	4.8	3.2	3.9	0.0	0	0
2	4.1	3.7	3.4	3.5	0.0	0	0
3	4.3	3.7	3.3	3.5	0.0	0	0
Total	12.3	12.2	9.8	11.0	0.0	0.0	0.0
Average	4.1	4.1	3.3	3.7	#DIV/0!	#DIV/0!	#DIV/0!

	WB/SB Segment Location						
Travel Speed/Ideal Speed	SEG A	SEG B	SEG C	SEG D	SEG E	SEG F	SEG G
Posted Speed Limit (km/h)	80	70	70	70	0	0	0
overall corridor distance (m)	3021	1698	291	530	0	0	0
Freeflow time (s)	136	87	15	27	#DIV/0!	#DIV/0!	#DIV/0!
Approach delay (s) - from software	11	17	15	2	0	0	0
Congested Time (s)	147	104	30	29	#DIV/0!	#DIV/0!	#DIV/0!
Congested speed (km/h)	74	59	35	66	#DIV/0!	#DIV/0!	#DIV/0!
Calculated Ratio	0.93	0.84	0.50	0.95	#DIV/0!	#DIV/0!	#DIV/0!

Automobiles - AM

	WB/SB Segment Location						
On-Street Parking Availability	SEG A	SEG B	SEG C	SEG D	SEG E	SEG F	SEG G
Total length of all on-street parking along segment	0	0	0	0	0	0	0
Total length of segment	3021	1698	291	530	0	0	0
Percent of on-street parking availability (%)	0%	0%	0%	0%	#DIV/0!	#DIV/0!	#DIV/0!

*** Note: In environments where on-street parking is generally not necessary (e.g. suburban or rural, big box business park with large parking lots) this measure c

	WB/SB Segment Location						
Travel Speed/Ideal Speed	SEG A	SEG B	SEG C	SEG D	SEG E	SEG F	SEG G
Posted Speed Limit (km/h)	80	70	70	70	0	0	0
overall corridor distance (m)	3021	1698	291	530	0	0	0
Freeflow time (s)	136	87	15	27	#DIV/0!	#DIV/0!	#DIV/0!
Approach delay (s) - from software	11	17	15	2	0	0	0
Congested Time (s)	147	104	30	29	#DIV/0!	#DIV/0!	#DIV/0!
Congested speed (km/h)	74	59	35	66	#DIV/0!	#DIV/0!	#DIV/0!
Calculated Ratio	0.93	0.84	0.50	0.95	#DIV/0!	#DIV/0!	#DIV/0!

	EB/NB Segment Location						
Pedestrian Facility Width	SEG A	SEG B	SEG C	SEG D	SEG E	SEG F	SEG G
1	2.2	0.0	0.0	0.0	0.0	0	0
2	2.2	0.0	0.0	0.0	0.0	0	0
3	1.6	0.0	0.0	0.0	0.0	0	0
Total	6.0	0.0	0.0	0.0	0.0	0.0	0.0
Average	2.0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

	EB/NB Segment Location						
Pedestrian Zone Width	SEG A	SEG B	SEG C	SEG D	SEG E	SEG F	SEG G
1	4.1	4.6	3.4	2.8	0.0	0	0
2	4.2	2.7	3.1	3.6	0.0	0	0
3	3.3	1.8	3.0	2.6	0.0	0	0
Total	11.6	9.0	9.6	9.1	0.0	0.0	0.0
Average	3.9	3.0	3.2	3.0	#DIV/0!	#DIV/0!	#DIV/0!

	EB/NB Segment Location						
Travel Speed/Ideal Speed	SEG A	SEG B	SEG C	SEG D	SEG E	SEG F	SEG G
Posted Speed Limit (km/h)	80	70	70	70	0	0	0
overall corridor distance (m)	3021	1698	291	530	0	0	0
Freeflow time (s)	136	87	15	27	#DIV/0!	#DIV/0!	#DIV/0!
Approach delay (s) - from software	13	17	15	0	0	0	0
Congested Time (s)	149	104	30	27	#DIV/0!	#DIV/0!	#DIV/0!
Congested speed (km/h)	73	59	35	70	#DIV/0!	#DIV/0!	#DIV/0!
Calculated Ratio	0.91	0.84	0.49	1.00	#DIV/0!	#DIV/0!	#DIV/0!

	EB/NB Segment Location						
Width of Curb Lane	SEG A	SEG B	SEG C	SEG D	SEG E	SEG F	SEG G
1	3.9	5.1	3.6	4.2	0.0	0	0
2	3.6	3.8	3.8	3.6	0.0	0	0
3	3.5	3.7	3.9	3.8	0.0	0	0
Total	11.0	12.6	11.3	11.6	0.0	0.0	0.0
Average	3.7	4.2	3.8	3.9	#DIV/0!	#DIV/0!	#DIV/0!

	EB/NB Segment Location						
Travel Speed/Ideal Speed	SEG A	SEG B	SEG C	SEG D	SEG E	SEG F	SEG G
Posted Speed Limit (km/h)	80	70	70	70	0	0	0
overall corridor distance (m)	3021	1698	291	530	0	0	0
Freeflow time (s)	136	87	15	27	#DIV/0!	#DIV/0!	#DIV/0!
Approach delay (s) - from software	13	17	15	0	0	0	0
Congested Time (s)	149	104	30	27	#DIV/0!	#DIV/0!	#DIV/0!
Congested speed (km/h)	73	59	35	70	#DIV/0!	#DIV/0!	#DIV/0!
Calculated Ratio	0.91	0.84	0.49	1.00	#DIV/0!	#DIV/0!	#DIV/0!

	EB/NB Segment Location						
On-Street Parking Availability	SEG A	SEG B	SEG C	SEG D	SEG E	SEG F	SEG G
Total length of all on-street parking along segment	0	0	0	0	0	0	0
Total length of segment	3021	1698	291	530	0	0	0
Percent of on-street parking availability (%)	0%	0%	0%	0%	#DIV/0!	#DIV/0!	#DIV/0!

can be omitted.

	EB/NB Segment Location						
Travel Speed/Ideal Speed	SEG A	SEG B	SEG C	SEG D	SEG E	SEG F	SEG G
Posted Speed Limit (km/h)	80	70	70	70	0	0	0
overall corridor distance (m)	3021	1698	291	530	0	0	0
Freeflow time (s)	136	87	15	27	#DIV/0!	#DIV/0!	#DIV/0!
Approach delay (s) - from software	13	17	15	0	0	0	0
Congested Time (s)	149	104	30	27	#DIV/0!	#DIV/0!	#DIV/0!
Congested speed (km/h)	73	59	35	70	#DIV/0!	#DIV/0!	#DIV/0!
Calculated Ratio	0.91	0.84	0.49	1.00	#DIV/0!	#DIV/0!	#DIV/0!

Transit - PM

	WB/SB Segment Location						
Travel Speed/Ideal Speed	SEG A	SEG B	SEG C	SEG D	SEG E	SEG F	SEG G
Posted Speed Limit (km/h)	80	70	70	70	0	0	0
overall corridor distance (m)	3021	1698	291	530	0	0	0
Freeflow time (s)	136	87	15	27	#DIV/0!	#DIV/0!	#DIV/0!
Approach delay (s) - from software	11	22	16	2	0	0	0
Congested Time (s)	146	109	31	29	#DIV/0!	#DIV/0!	#DIV/0!
Congested speed (km/h)	74	56	34	66	#DIV/0!	#DIV/0!	#DIV/0!
Calculated Ratio	0.93	0.80	0.49	0.95	#DIV/0!	#DIV/0!	#DIV/0!

Goods Movement - PM

	WB/SB Segment Location						
Width of Curb Lane	SEG A	SEG B	SEG C	SEG D	SEG E	SEG F	SEG G
1	3.9	4.8	3.2	3.9	0.0	0	0
2	4.1	3.7	3.4	3.5	0.0	0	0
3	4.3	3.7	3.3	3.5	0.0	0	0
Total	12.3	12.2	9.8	11.0	0.0	0.0	0.0
Average	4.1	4.1	3.3	3.7	#DIV/0!	#DIV/0!	#DIV/0!

	WB/SB Segment Location						
Travel Speed/Ideal Speed	SEG A	SEG B	SEG C	SEG D	SEG E	SEG F	SEG G
Posted Speed Limit (km/h)	80	70	70	70	0	0	0
overall corridor distance (m)	3021	1698	291	530	0	0	0
Freeflow time (s)	136	87	15	27	#DIV/0!	#DIV/0!	#DIV/0!
Approach delay (s) - from software	11	22	16	2	0	0	0
Congested Time (s)	146	109	31	29	#DIV/0!	#DIV/0!	#DIV/0!
Congested speed (km/h)	74	56	34	66	#DIV/0!	#DIV/0!	#DIV/0!
Calculated Ratio	0.93	0.80	0.49	0.95	#DIV/0!	#DIV/0!	#DIV/0!

Automobiles - PM

	WB/SB Segment Location						
On-Street Parking Availability	SEG A	SEG B	SEG C	SEG D	SEG E	SEG F	SEG G
Total length of all on-street parking along segment	0	0	0	0	0	0	0
Total length of segment	0	0	0	0	0	0	0
Percent of on-street parking availability (%)	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

*** Note: In environments where on-street parking is generally not necessary (e.g. suburban or rural, big box business park with large parking lots) this measu

	WB/SB Segment Location						
Travel Speed/Ideal Speed	SEG A	SEG B	SEG C	SEG D	SEG E	SEG F	SEG G
Posted Speed Limit (km/h)	80	70	70	70	0	0	0
overall corridor distance (m)	3021	1698	291	530	0	0	0
Freeflow time (s)	136	87	15	27	#DIV/0!	#DIV/0!	#DIV/0!
Approach delay (s) - from software	11	22	16	2	0	0	0
Congested Time (s)	146	109	31	29	#DIV/0!	#DIV/0!	#DIV/0!
Congested speed (km/h)	74	56	34	66	#DIV/0!	#DIV/0!	#DIV/0!
Calculated Ratio	0.93	0.80	0.49	0.95	#DIV/0!	#DIV/0!	#DIV/0!

	EB/NB Segment Location						
Travel Spe	SEG A	SEG B	SEG C	SEG D	SEG E	SEG F	SEG G
Posted Spe	80	70	70	70	0	0	0
overall corr	3021	1698	291	530	0	0	0
Freeflow ti	136	87	15	27	#DIV/0!	#DIV/0!	#DIV/0!
Approach c	27	47	26	0	0	0	0
Congested	163	135	40	27	#DIV/0!	#DIV/0!	#DIV/0!
Congested	67	45	26	70	#DIV/0!	#DIV/0!	#DIV/0!
Calculated	0.84	0.65	0.37	1.00	#DIV/0!	#DIV/0!	#DIV/0!

EB/NB Segment Location							
Width of C	SEG A	SEG B	SEG C	SEG D	SEG E	SEG F	SEG G
1	3.9	5.1	3.6	4.2	0.0	0	0
2	3.6	3.8	3.8	3.6	0.0	0	0
3	3.5	3.7	3.9	3.8	0.0	0	0
Total	11.0	12.6	11.3	11.6	0.0	0.0	0.0
Average	3.7	4.2	3.8	3.9	#DIV/0!	#DIV/0!	#DIV/0!

EB/NB Segment Location							
Travel Spe	SEG A	SEG B	SEG C	SEG D	SEG E	SEG F	SEG G
Posted Spe	80	70	70	70	0	0	0
overall cor	3021	1698	291	530	0	0	0
Freeflow ti	136	87	15	27	#DIV/0!	#DIV/0!	#DIV/0!
Approach c	27	47	26	0	0	0	0
Congested	163	135	40	27	#DIV/0!	#DIV/0!	#DIV/0!
Congested	67	45	26	70	#DIV/0!	#DIV/0!	#DIV/0!
Calculated	0.84	0.65	0.37	1.00	#DIV/0!	#DIV/0!	#DIV/0!

EB/NB Segment Location							
On-Street	SEG A	SEG B	SEG C	SEG D	SEG E	SEG F	SEG G
Total lengt	0	0	0	0	0	0	0
Total lengt	0	0	0	0	0	0	0
Percent of	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

ire can be omitted.

EB/NB Segment Location							
Travel Spe	SEG A	SEG B	SEG C	SEG D	SEG E	SEG F	SEG G
Posted Spe	80	70	70	70	0	0	0
overall cor	3021	1698	291	530	0	0	0
Freeflow ti	136	87	15	27	#DIV/0!	#DIV/0!	#DIV/0!
Approach c	27	47	26	0	0	0	0
Congested	163	135	40	27	#DIV/0!	#DIV/0!	#DIV/0!
Congested	67	45	26	70	#DIV/0!	#DIV/0!	#DIV/0!
Calculated	0.84	0.65	0.37	1.00	#DIV/0!	#DIV/0!	#DIV/0!

SEGMENTS - AM

SCENARIO: Exhibition Park - Existing Conditions - AM Peak Hour										Area Type: Rural						SCENARIO: Exhibition Park - Existing Conditions - AM Peak Hour																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
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DIR	St. Margarets Bay Road (Route 3)						Exhibition Park (Tim Hortons)						DIR	St. Margarets Bay Road (Route 3)						Exhibition Park (Tim Hortons)						DIR																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
SB ↓	Target	D	D	D	C	C							Target	NB ↓	Actual	C	D	D	C	A	C																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
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Prospect Road (Hwy 333)	Priority Corridor	No	No	No	No	Yes	Yes	Yes	No	No	No	Priority Corridor	No	No	No	No	Yes	Yes	Yes	No	No	No																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
	Space	Pedestrian Facility Width (m)	Driveway Density	Transit Facility Type	Width of Curb Lane (m)	Midblock V/C Ratio						Space	Pedestrian Facility Width (m)	Driveway Density	Transit Facility Type	Width of Curb Lane (m)	Midblock V/C Ratio																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
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0.90	0.81 - 0.90	0.81 - 0.90						Dunbrack Street										Dunbrack Street										WB ↓	Target	D	D	D	C	C						Target	EB ↓	Actual	B	D	D	C	A	C						Actual	B	D	C	A	C						Actual	B	D	C	A	C						Prospect Road (Hwy 333)	Priority Corridor	No	No	No	No	Yes	Yes	Yes	No	No	No	Priority Corridor	No	No	No	No	Yes	Yes	Yes	No	No	No	Space	Pedestrian Facility Width (m)	Driveway Density	Transit Facility Type	Width of Curb Lane (m)	Midblock V/C Ratio						Space	Pedestrian Facility Width (m)	Driveway Density	Transit Facility Type	Width of Curb Lane (m)	Midblock V/C Ratio							>=2.00	0 - 8	Mixed traffic with 1 lane	< 3.40	0.80 - 0.89							A	A	E	F	D						Environment	Pedestrian Zone Width (m)	Speed x Volume	% of Stops with Bus Lay-bys	% No Stopping / No Loading	On-street Parking Availability (%)						Environment	Pedestrian Zone Width (m)	Speed x Volume	% of Stops with Bus Lay-bys	% No Stopping / No Loading	On-street Parking Availability (%)							>= 3.50	E	0	< 10%	1							A	E	A	A	F						Time	Distance Between Marked Crossings (m)	Block Length	Travel Speed / Ideal Speed	Travel Speed / Ideal Speed	Travel Speed / Ideal Speed						Time	Distance Between Marked Crossings (m)	Block Length	Travel Speed / Ideal Speed	Travel Speed / Ideal Speed	Travel Speed / Ideal Speed						249-300	249 - 300	N/A	N/A	N/A						Prospect Road (Hwy 333)										Prospect Road (Hwy 333)										SB ↓	Target	D	D	D	C	C						Target	NB ↓	Actual	C	E	D	B	E	C						Actual	C	E	D	B	E						Actual	C	E	D	B	E						St. Margarets Bay Road (Route 3)	Priority Corridor	No	No	No	No	Yes	Yes	Yes	No	No	No	Priority Corridor	No	No	No	No	Yes	Yes	Yes	No	No	No	Space	Pedestrian Facility Width (m)	Driveway Density	Transit Facility Type	Width of Curb Lane (m)	Midblock V/C Ratio						Space	Pedestrian Facility Width (m)	Driveway Density	Transit Facility Type	Width of Curb Lane (m)	Midblock V/C Ratio							>=2.00	0 - 8	Mixed traffic with 1 lane	3.60 - 3.79	0.90 - 0.99							A	A	E	C	E						Environment	Pedestrian Zone Width (m)	Speed x Volume	% of Stops with Bus Lay-bys	% No Stopping / No Loading	On-street Parking Availability (%)						Environment	Pedestrian Zone Width (m)	Speed x Volume	% of Stops with Bus Lay-bys	% No Stopping / No Loading	On-street Parking Availability (%)							>= 3.50	F	0	< 10%	0% - 19%							A	F	A	A	F						Time	Distance Between Marked Crossings (m)	Block Length	Travel Speed / Ideal Speed	Travel Speed / Ideal Speed	Travel Speed / Ideal Speed						Time	Distance Between Marked Crossings (m)	Block Length	Travel Speed / Ideal Speed	Travel Speed / Ideal Speed	Travel Speed / Ideal Speed						> 300	> 300	N/A	N/A	N/A						Prospect Road (Hwy 333)										Prospect Road (Hwy 333)										SB ↓	Target	D	D	D	C	C						Target	NB ↓	Actual	C	E	D	B	E	C						Actual	C	E	D	B	E						Actual	C	E	D	B	E						St. Margarets Bay Road (Route 3)	Priority Corridor	No	No	No	No	Yes	Yes	Yes	No	No	No	Priority Corridor	No	No	No	No	Yes	Yes	Yes	No	No	No	Space	Pedestrian Facility Width (m)	Driveway Density	Transit Facility Type	Width of Curb Lane (m)	Midblock V/C Ratio						Space	Pedestrian Facility Width (m)	Driveway Density	Transit Facility Type	Width of Curb Lane (m)	Midblock V/C Ratio							>=2.00	0 - 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		Time											Time											
		Prospect Road (Hwy 333)											Prospect Road (Hwy 333)											
		Lakelands Boulevard											Lakelands Boulevard											
SB	WB	Target	D	D	D	C	C			Target	NB	SB	Target	D	D	D	C	C						
		Actual	C	E	D	B	E						Actual	C	E	D	B	E						
		Priority Corridor											Priority Corridor											
		Space											Space											
		Environment											Environment											
		Time											Time											
		St. Margarets Bay Road (Route 3)											St. Margarets Bay Road (Route 3)											
		Albert Walker Drive											Albert Walker Drive											
WB	WB	Target	D	D	D	C	C			Target	EB	WB	Target	D	D	D	C	C						
		Actual	C	D	C	A	C						Actual	C	D	C	A	C						
		Priority Corridor											Priority Corridor											
		Space											Space											
		Environment											Environment											
		Time											Time											
		St. Margarets Bay Road (Route 3)											St. Margarets Bay Road (Route 3)											
		Dunbrack Street											Dunbrack Street											

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