

Appendix F
MMLOS Results for Bedford Highway

Multi-Modal Level of Service

(Based on IBI Group Memorandum, Approved by Halifax Regional Municipality on November 19, 2018)

Halifax - Bedford Highway Functional Plan

Scenario: Existing Conditions

A few notes about the evaluation of specific scenarios:

General

- Driveways at intersections were included in the evaluation as a leg of the intersection when operating under intersection control (i.e. has signal heads)

Pedestrian Level of Service

- The level of service is only evaluated along Bedford (and not along side streets)
- Where channelized right turns are provided, these are evaluated as median refuge islands. The lane associated with the crossing of the channelized right turn is included in the total number of lanes to be crossed, but excluded from the delay calculation.
- Delay calculation is based on the PM Peak Period

Cyclist Level of Service

- The level of service is only evaluated along Bedford (and not along side streets)
- Where a channelized right turn is provided and there are no cycling facilities (i.e. cyclists operate in mixed traffic), the channelized right turn lane is assumed to operate similarly to a shared right-through lane (which has no impact on level of service under the methodology)
- Where a channelized right turn is provided and there are bike lanes, the bike lane is treated as a pocket bike lane with a dedicated right turn lane

Transit Level of Service

- The level of service is only evaluated along Bedford Highway for segments. At intersections, level of service is also evaluated for the side streets with transit service.
- Where a channelized right turn is provided and there are no cycling facilities (i.e. cyclists operate in mixed traffic), the channelized right turn lane is assumed to operate similarly to a shared right-through lane (which has no impact on level of service under the methodology)
- Where a channelized right turn is provided and there are bike lanes, the bike lane is treated as a pocket bike lane with a dedicated right turn lane
- Delay calculation is based on the PM Peak Period
- Intersection overall scores are weighted based on the number of buses on a given approach

Truck Level of Service

- The level of service is only evaluated along Bedford for segments. At intersections, level of service is also evaluated for the side streets along truck routes.
- Where a centre two-way left turn lane is provided, this is assumed to provide additional operating and maneuvering space for trucks (i.e. this lane is included in the total number of lanes in the segment evaluation)

INTERSECTIONS		Windsor Street*				Bayview Road				Flamingo Drive				Kearney Lake Road			
Pedestrian	Lanes	NORTH leg	SOUTH leg	EAST leg	WEST leg	NORTH leg	SOUTH leg	EAST leg	WEST leg	NORTH leg	SOUTH leg	EAST leg	WEST leg	NORTH leg	SOUTH leg	EAST leg	WEST leg
	Median	N/A	N/A	N/A	8	5	5	N/A	4	2	3	N/A	3	3	4	N/A	4
	Island Refuge	N/A	N/A	N/A	No Median	No Median	No Median	N/A	No Median	Median (>2.4m)	No Median	N/A	No Median	Median (>2.4m)	No Median	N/A	No Median
	Conflicting Left Turns (from street to right)	N/A	N/A	N/A	Yes	Yes	Yes	N/A	Yes	No	No	N/A	No	Yes	No	N/A	Yes
	Conflicting Right Turns (from street to left)	N/A	N/A	N/A	Protected	Protected/ permissive	N/A	N/A	Protected/ permissive	Permissive	N/A	N/A	Permissive	Permissive	N/A	N/A	Protected/ permissive
	RTOR? (from street to left)	N/A	N/A	N/A	Permissive or yield control	N/A	Permissive or yield control	N/A	Permissive or yield control	N/A	Permissive or yield control	N/A	Permissive or yield control	N/A	Permissive or yield control	N/A	Permissive or yield control
	Ped Leading Interval? (on cross street)	N/A	N/A	N/A	RTOR allowed	N/A	RTOR allowed	N/A	RTOR allowed	N/A	RTOR allowed	N/A	RTOR allowed	N/A	RTOR allowed	N/A	RTOR allowed
	Corner Radius	N/A	N/A	N/A	No	No	No	N/A	No	No	No	N/A	No	No	No	N/A	No
	Crosswalk Type	N/A	N/A	N/A	Right turn channel with receiving lane	Right turn channel with receiving lane	N/A	N/A	Right turn channel with receiving lane	> 5m to 10m	N/A	N/A	> 5m to 10m	Right turn channel with receiving lane	N/A	N/A	Right turn channel with receiving lane
	LOS (PETS/I)	N/A	N/A	N/A	Standard transverse markings	Standard transverse markings	Standard transverse markings	N/A	Standard transverse markings	Standard transverse markings	Standard transverse markings	N/A	Standard transverse markings	Standard transverse markings	Standard transverse markings	N/A	Standard transverse markings
Cyclist	Cycle Length	N/A	N/A	N/A	3	52	55	N/A	60	94	84	N/A	71	85	67	N/A	60
	Pedestrian Crossing Distance (m)	N/A	N/A	N/A	F	D	D	N/A	C	A	B	N/A	C	B	C	N/A	C
	LOS (Delay,seconds)	N/A	N/A	N/A	120	110	110	N/A	110	120	120	N/A	120	75.8	75.8	N/A	75.8
	Overall Level of Service	N/A	N/A	N/A	28	16	16	N/A	11	13	13	N/A	19	12	13	N/A	13
	LOS (Delay,seconds)	N/A	N/A	N/A	35	40	40	N/A	45	48	48	N/A	43	27	26	N/A	26
	Overall Level of Service	N/A	N/A	N/A	D	E	E	N/A	E	E	E	N/A	E	C	C	N/A	C
	Overall Level of Service	F				E				E				C			
	Type of Bikeway	Mixed Traffic	Mixed Traffic	N/A	N/A	Mixed Traffic	Mixed Traffic	N/A	N/A	Mixed Traffic	Mixed Traffic	N/A	N/A	Bike Lanes/ Cycle Track	Mixed Traffic	N/A	N/A
	Right-Turn Speed (based on corner radius & angle)	N/A	N/A	N/A	N/A	Fast	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Fast	N/A	N/A	N/A
	Right Turn Storage Length	N/A	N/A	N/A	N/A	≤ 50m	N/A	N/A	N/A	N/A	N/A	N/A	N/A	> 50m	N/A	N/A	N/A
Transit	Dual Right Turn?	N/A	N/A	N/A	N/A	No	N/A	N/A	N/A	N/A	N/A	N/A	N/A	No	N/A	N/A	N/A
	Shared Through-Right?	Yes	N/A	N/A	N/A	No	N/A	N/A	N/A	Yes	N/A	N/A	N/A	No	N/A	N/A	N/A
	Bike Box?	N/A	No	N/A	N/A	No	No	N/A	N/A	No	No	N/A	N/A	No	No	N/A	N/A
	Number of Lanes Crossed for Left Turns	N/A	2+ Lanes Crossed	N/A	N/A	N/A	1 Lane Crossed	N/A	N/A	N/A	1 Lane Crossed	N/A	N/A	N/A	1 Lane Crossed	N/A	N/A
	Operating Speed on Approach	N/A	≥ 60km/h	N/A	N/A	≥ 60km/h	≥ 60km/h	N/A	N/A	50km/h	50km/h	N/A	N/A	≥ 60km/h	≥ 60km/h	N/A	N/A
	Dual Left Turn Lanes?	N/A	No	N/A	N/A	N/A	No	N/A	N/A	N/A	No	N/A	N/A	N/A	N/A	N/A	N/A
	Level of Service	N/A	F	N/A	N/A	E	F	N/A	N/A	N/A	D	N/A	N/A	D	F	N/A	N/A
	Level of Service	F				F				D				F			
	Average Signal Delay	>40 sec	>40 sec	>40 sec	>40 sec	≤10 sec	>40 sec	N/A	N/A	≤10 sec	≤10 sec	N/A	>40 sec	≤30 sec	≤20 sec	≤30 sec	N/A
	Level of Service	F	F	F	F	B	F	N/A	N/A	B	B	N/A	F	D	C	D	N/A
Truck	Turning Radius (Right-Turn)	F				F				C				C			
	Number of Receiving Lanes	> 15m	< 10m	< 10m	> 15m	> 15m	N/A	N/A	> 15m	N/A	N/A	N/A	N/A	> 15m	N/A	N/A	> 15m
	Level of Service	2+	2+	2+	2+	1	N/A	N/A	2+	N/A	N/A	N/A	N/A	2+	N/A	N/A	2+
	Level of Service	A	D	D	A	C	N/A	N/A	A	N/A	N/A	N/A	N/A	A	N/A	N/A	A
	Level of Service	D				C				N/A				A			
	Level of Service	D				F				B				B			
	Level of Service	D				F				B				B			
	Level of Service	D				F				B				B			
	Level of Service	D				F				B				B			
	Level of Service	D				F				B				B			

*At this intersection Bedford Highway / Lady Hammond Street is assumed to be the North-South street for consistency with the Synchro evaluation

INTERSECTIONS		Larry Uteck Boulevard				Southgate Drive				Moirs Mill Road				Hammonds Plains Road			
Pedestrian	Lanes	NORTH leg	SOUTH leg	EAST leg	WEST leg	NORTH leg	SOUTH leg	EAST leg	WEST leg	NORTH leg	SOUTH leg	EAST leg	WEST leg	NORTH leg	SOUTH leg	EAST leg	WEST leg
	Median	3	4	2	4	3	3	N/A	3	N/A	5	N/A	3	6	5	4	5
	Island Refuge	No Median	No Median	No Median	Median (>2.4m)	Median (>2.4m)	No Median	N/A	No Median	N/A	No Median	N/A	No Median	No Median	No Median	No Median	No Median
	Conflicting Left Turns (from street to right)	Yes	Yes	No	Yes	Yes	Yes	N/A	Yes	N/A	Yes	N/A	Yes	Yes	Yes	Yes	Yes
	Conflicting Right Turns (from street to left)	Permissive	Permissive	Permissive	Protected/ permissive	Permissive	N/A	N/A	Permissive	N/A	N/A	N/A	Permissive	Protected/ permissive	Protected/ permissive	Protected/ permissive	Protected/ permissive
	RTOR? (from street to left)	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	N/A	Permissive or yield control	N/A	Permissive or yield control	N/A	Permissive or yield control	N/A	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control
	Ped Leading Interval? (on cross street)	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	N/A	RTOR allowed	N/A	RTOR allowed	N/A	RTOR allowed	N/A	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed
	Corner Radius	No	No	No	No	No	No	N/A	No	N/A	No	N/A	No	No	No	No	No
	Crosswalk Type	Right turn channel with receiving lane	> 5m to 10m	> 5m to 10m	Right turn channel with receiving lane	Right turn channel with receiving lane	N/A	N/A	> 5m to 10m	N/A	N/A	N/A	Right turn channel with receiving lane	Right turn channel with receiving lane	> 5m to 10m	Right turn channel with receiving lane	Right turn channel with receiving lane
	LOS (PETS/I)	No crosswalk	Standard transverse markings	No crosswalk	Standard transverse markings	Standard transverse markings	No crosswalk	N/A	Standard transverse markings	N/A	Standard transverse markings	N/A	Standard transverse markings	Standard transverse markings	Standard transverse markings	Standard transverse markings	Standard transverse markings
Cyclist	Cycle Length	75	58	84	62	85	82	N/A	75	N/A	55	N/A	77	27	42	60	44
	Pedestrian Crossing Distance (m)	B	D	B	C	B	B	N/A	B	N/A	D	N/A	B	F	E	C	E
	LOS (Delay,seconds)	62.6	62.6	62.6	62.6	73.8	73.8	N/A	73.8	N/A	110	N/A	110	110	110	110	110
	Overall Level of Service	13	13	12	12	13	13	N/A	13	N/A	16	N/A	9	17	17	16	13
	LOS (Delay,seconds)	20	20	20.5	21	25	25	N/A	25	N/A	40	N/A	46	39	39	40.2	43
	Overall Level of Service	B	B	C	C	C	C	N/A	C	N/A	E	N/A	E	D	D	E	E
	Overall Level of Service	D				C				E				F			
	Type of Bikeway	Bike Lanes/ Cycle Track	Bike Lanes/ Cycle Track	N/A	N/A	Bike Lanes/ Cycle Track	Bike Lanes/ Cycle Track	N/A	N/A	Mixed Traffic	Bike Lanes/ Cycle Track	N/A	N/A	Mixed Traffic	Mixed Traffic	N/A	N/A
	Right-Turn Speed (based on corner radius & angle)	Fast	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Right Turn Storage Length	> 50m	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Transit	Dual Right Turn?	No	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Shared Through-Right?	No	Yes	N/A	N/A	Yes	N/A	N/A	N/A	Yes	N/A	N/A	N/A	No	Yes	N/A	N/A
	Bike Box?	N/A	No	N/A	N/A	N/A	No	N/A	N/A	No	No	N/A	N/A	No	No	N/A	N/A
	Number of Lanes Crossed for Left Turns	N/A	1 Lane Crossed	N/A	N/A	N/A	1 Lane Crossed	N/A	N/A	N/A	1 Lane Crossed	N/A	N/A	2+ Lanes Crossed	1 Lane Crossed	N/A	N/A
	Operating Speed on Approach	≥ 60km/h	≥ 60km/h	N/A	N/A	N/A	≥ 60km/h	N/A	N/A	N/A	50km/h	N/A	N/A	50km/h	50km/h	N/A	N/A
	Dual Left Turn Lanes?	N/A	No	N/A	N/A	N/A	No	N/A	N/A	N/A	No	N/A	N/A	No	No	N/A	N/A
	Level of Service	D	E	N/A	N/A	N/A	F	N/A	N/A	N/A	C	N/A	N/A	F	F	N/A	N/A
	Level of Service	E				F				C				F			
	Average Signal Delay	≤10 sec	≤30 sec	N/A	≤30 sec	≤10 sec	≤10 sec	N/A	N/A	≤10 sec	≤10 sec	N/A	N/A	≤30 sec	≤30 sec	N/A	>40 sec
	Level of Service	B	D	N/A	D	B	B	N/A	N/A	B	B	N/A	N/A	D	D	N/A	F
Truck	Turning Radius (Right-Turn)	C				B				B				E			
	Number of Receiving Lanes	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	> 15m	< 10m	> 15m	> 15m
	Level of Service	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2+	1	2+	2+
	Level of Service	N/A				N/A				N/A				A	F	A	A
	Level of Service	N/A				N/A				N/A				F			
	Level of Service	N/A				N/A				N/A				F			
	Level of Service	N/A				N/A				N/A				F			
	Level of Service	N/A				N/A				N/A				F			
	Level of Service	N/A				N/A				N/A				F			
	Level of Service	N/A				N/A				N/A				F			

Auto	Level of Service
	B

INTERSECTIONS		Convoy Run/ Holland Avenue				Meadowbrook Drive				Hatchery Lane				Union Street				Dartmouth Road			
		NORTH leg	SOUTH leg	EAST leg	WEST leg	NORTH leg	SOUTH leg	EAST leg	WEST leg	NORTH leg	SOUTH leg	EAST leg	WEST leg	NORTH leg	SOUTH leg	EAST leg	WEST leg	NORTH leg	SOUTH leg	EAST leg	WEST leg
Pedestrian	Lanes	3	5	4	3	3	3	2	3	3	2	3	N/A	2	3	N/A	3	7	6	6	3
	Median	No Median	No Median	No Median	No Median	No Median	No Median	No Median	No Median	No Median	No Median	No Median	N/A	Median (>2.4m)	No Median	N/A	No Median	No Median	No Median	No Median	No Median
	Island Refuge	No	Yes	Yes	Yes	No	No	No	No	No	No	No	N/A	No	No	N/A	Yes	Yes	Yes	Protected/ permissive	No
	Conflicting Left Turns (from street to right)	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive	N/A	Permissive	Permissive	N/A	Permissive	N/A	N/A	Permissive	Permissive	Permissive	Protected/ permissive	Permissive
	Conflicting Right Turns (from street to left)	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	N/A	Permissive or yield control	N/A	N/A	Permissive or yield control	N/A	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control
	RTOR? (from street to left)	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	N/A	RTOR allowed	N/A	N/A	RTOR allowed	N/A	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed
	Ped Leading Interval? (on cross street)	No	No	No	No	No	No	No	No	No	No	No	N/A	No	No	N/A	No	No	No	No	No
	Corner Radius	> 5m to 10m	Right turn channel with receiving lane	> 5m to 10m	Right turn channel with receiving lane	> 5m to 10m	> 5m to 10m	> 5m to 10m	> 5m to 10m	N/A	> 5m to 10m	> 10m to 15m	N/A	> 3m to 5m	N/A	N/A	Right turn channel with receiving lane	> 5m to 10m	Right turn channel with receiving lane	Right turn channel with receiving lane	> 5m to 10m
	Crosswalk Type	Standard transverse markings	Standard transverse markings	Standard transverse markings	Standard transverse markings	Standard transverse markings	Standard transverse markings	Textured/ coloured pavement	Standard transverse markings	Standard transverse markings	No crosswalk	Standard transverse markings	N/A	No crosswalk	Standard transverse markings	N/A	Standard transverse markings	Standard transverse markings	Standard transverse markings	Standard transverse markings	Standard transverse markings
	LOS (PETS/I)	71 C	44 E	58 D	77 B	71 C	71 C	89 B	71 C	84 B	92 A	70 C	N/A N/A	93 A	84 B	N/A N/A	77 B	9 F	27 F	27 F	71 C
Cyclist	Cycle Length	89.7	89.7	89.7	89.7	89.1	89.1	89.1	89.1	100	100	100	N/A	100	100	N/A	100	120	120	120	120
	Pedestrian Crossing Distance (m)	17	15	14	10	17	16	12	13	12	17	12	N/A	14	12	N/A	11	23	22	17	21
	LOS (Delay,seconds)	30 C	31 D	32 D	35 D	29 C	30 C	33 D	33 D	39 D	34 D	38.7 D	N/A N/A	37 D	39 D	N/A N/A	40 D	39 D	40 D	44 E	41 E
	Overall Level of Service	E				D				D				D				F			
	Type of Bikeway	Bike Lanes/ Cycle Track	Bike Lanes/ Cycle Track	N/A	N/A	Bike Lanes/ Cycle Track	Bike Lanes/ Cycle Track	N/A	N/A	Mixed Traffic	Mixed Traffic	N/A	N/A	Mixed Traffic	Mixed Traffic	N/A	N/A	Mixed Traffic	Mixed Traffic	N/A	N/A
	Right-Turn Speed (based on corner radius & angle)	N/A	Slow	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Right Turn Storage Length	N/A	≤ 50m	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Dual Right Turn?	N/A	No	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Shared Through-Right?	Yes	No	N/A	N/A	Yes	Yes	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Yes	N/A	N/A	N/A
	Bike Box?	No	No	N/A	N/A	No	No	N/A	N/A	No	N/A	N/A	N/A	No	No	N/A	N/A	No	No	N/A	N/A
Truck	Number of Lanes Crossed for Left Turns	1 Lane Crossed	1 Lane Crossed	N/A	N/A	1 Lane Crossed	1 Lane Crossed	N/A	N/A	1 Lane Crossed	N/A	N/A	N/A	N/A	1 Lane Crossed	N/A	N/A	2+ Lanes Crossed	2+ Lanes Crossed	N/A	N/A
	Operating Speed on Approach	50km/h	50km/h	N/A	N/A	50km/h	50km/h	N/A	N/A	50km/h	50km/h	N/A	N/A	50km/h	50km/h	N/A	N/A	50km/h	50km/h	N/A	N/A
	Dual Left Turn Lanes?	No	No	N/A	N/A	No	No	N/A	N/A	N/A	N/A	N/A	N/A	N/A	No	N/A	N/A	No	No	N/A	N/A
	Level of Service	C	C	N/A	N/A	C	C	N/A	N/A	E	N/A	N/A	N/A	N/A	D	N/A	N/A	F	F	N/A	N/A
	Average Signal Delay	≤10 sec	≤10 sec	N/A	N/A	≤20 sec	≤10 sec	N/A	≤40 sec	≤10 sec	≤10 sec	N/A	N/A	≤10 sec	≤10 sec	N/A	N/A	≤30 sec	≤30 sec	N/A	≤30 sec
	Level of Service	B	B	N/A	N/A	C	B	N/A	E	B	B	N/A	N/A	B	B	N/A	N/A	D	D	N/A	D
	Turning Radius (Right-Turn)	< 10m	> 15m	10 to 15m	> 15m	< 10m	N/A	N/A	< 10m	N/A	< 10m	10 to 15m	N/A	< 10m	N/A	N/A	N/A	< 10m	> 15m	< 10m	> 15m
	Number of Receiving Lanes	1	1	1	1	1	N/A	N/A	1	N/A	1	1	N/A	1	N/A	N/A	N/A	1	2+	2+	2+
	Level of Service	F	C	E	C	F	N/A	N/A	F	N/A	F	E	N/A	F	N/A	N/A	N/A	F	A	D	A
	Overall Level of Service	F				F				F				F				F			
Auto	Level of Service	B				B				B				A				C			

INTERSECTIONS		Sunnyside Mall				Rocky Lake Drive				Bedford Place				River Lane			
		NORTH leg	SOUTH leg	EAST leg	WEST leg	NORTH leg	SOUTH leg	EAST leg	WEST leg	NORTH leg	SOUTH leg	EAST leg	WEST leg	NORTH leg	SOUTH leg	EAST leg	WEST leg
Pedestrian	Lanes	5	5	3	3	6	5	3	3	5	5	N/A	2	5	5	N/A	2
	Median	No Median	No Median	No Median	No Median	No Median	Median (>2.4m)	No Median	No Median	Median (>2.4m)	No Median	N/A	No Median	Median (>2.4m)	No Median	N/A	No Median
	Island Refuge	No	No	No	No	No	No	No	No	No	No	N/A	No	No	No	N/A	No
	Conflicting Left Turns (from street to right)	Permissive	Permissive	Permissive	Protected/ permissive	Protected/ permissive	Protected/ permissive	Protected	Permissive	Permissive	N/A	N/A	Permissive	Permissive	N/A	N/A	Protected
	Conflicting Right Turns (from street to left)	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	N/A	Permissive or yield control	N/A	Permissive or yield control	N/A	Permissive or yield control	N/A	Permissive or yield control
	RTOR? (from street to left)	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	N/A	RTOR allowed	N/A	RTOR allowed	N/A	RTOR allowed	N/A	RTOR allowed
	Ped Leading Interval? (on cross street)	No	No	No	No	No	No	No	No	No	No	N/A	No	No	No	N/A	No
	Corner Radius	> 5m to 10m	> 5m to 10m	> 10m to 15m	> 5m to 10m	> 10m to 15m	> 3m to 5m	> 10m to 15m	> 5m to 10m	> 10m to 15m	N/A	N/A	> 5m to 10m	> 10m to 15m	N/A	N/A	> 10m to 15m
	Crosswalk Type	Standard transverse markings	Standard transverse markings	Standard transverse markings	Standard transverse markings	Standard transverse markings	Standard transverse markings	Standard transverse markings	Standard transverse markings	No crosswalk	Standard transverse markings	N/A	Standard transverse markings	No crosswalk	Standard transverse markings	N/A	Standard transverse markings
	LOS (PETS/I)	38 E	38 E	70 C	71 C	20 F	42 E	78 B	71 C	46 D	51 D	N/A N/A	86 B	46 D	51 D	N/A N/A	93 A
Cyclist	Cycle Length	120	120	120	120	120	120	120	120	120	120	N/A	120	120	120	N/A	120
	Pedestrian Crossing Distance (m)	21	21	20	21	27	23	16	20	23	23	N/A	15	23	22	N/A	20
	LOS (Delay,seconds)	41 E	41 E	41.7 E	41 E	36 D	39 D	45.1 E	42 E	39 D	39 D	N/A N/A	46 E	39 D	40 D	N/A N/A	42 E
	Overall Level of Service	E				F				E				E			
	Type of Bikeway	Mixed Traffic	Mixed Traffic	N/A	N/A	Mixed Traffic	Mixed Traffic	N/A	N/A	Mixed Traffic	Mixed Traffic	N/A	N/A	Mixed Traffic	Mixed Traffic	N/A	N/A
	Right-Turn Speed (based on corner radius & angle)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Slow	N/A	N/A	N/A	Slow	N/A	N/A	N/A
	Right Turn Storage Length	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	≤ 50m	N/A	N/A	N/A	≤ 50m	N/A	N/A	N/A
	Dual Right Turn?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	No	N/A	N/A	N/A	No	N/A	N/A	N/A
	Shared Through-Right?	Yes	Yes	N/A	N/A	Yes	Yes	N/A	N/A	No	N/A	N/A	N/A	No	N/A	N/A	N/A
	Bike Box?	No	No	N/A	N/A	No	No	N/A	N/A	No	No	N/A	N/A	No	No	N/A	N/A
Truck	Number of Lanes Crossed for Left Turns	2+ Lanes Crossed	2+ Lanes Crossed	N/A	N/A	2+ Lanes Crossed	2+ Lanes Crossed	N/A	N/A	N/A	2+ Lanes Crossed	N/A	N/A	N/A	2+ Lanes Crossed	N/A	N/A
	Operating Speed on Approach	50km/h	50km/h	N/A	N/A	50km/h	50km/h	N/A	N/A	50km/h	50km/h	N/A	N/A	50km/h	50km/h	N/A	N/A
	Dual Left Turn Lanes?	No	No	N/A	N/A	No	No	N/A	N/A	N/A	N/A	N/A	N/A	No	No	N/A	N/A
	Level of Service	F	F	N/A	N/A	F	F	N/A	N/A	D	F	N/A	N/A	D	F	N/A	N/A
	Average Signal Delay	≤10 sec	≤10 sec	N/A	N/A	≤20 sec	≤40 sec	N/A	N/A	≤10 sec	≤10 sec	N/A	N/A	≤10 sec	≤10 sec	N/A	N/A
	Level of Service	B	B	N/A	N/A	C	E	N/A	N/A	B	B	N/A	N/A	B	B	N/A	N/A
	Turning Radius (Right-Turn)	< 10m	< 10m	10 to 15m	10 to 15m	10 to 15m	< 10m	10 to 15m	< 10m	10 to 15m	N/A	N/A	< 10m	10 to 15m	N/A	N/A	10 to 15m
	Number of Receiving Lanes	2+	1	2+	2+	1	1	2+	2+	1	N/A	N/A	2+	1	N/A	N/A	2+
	Level of Service	D	F	B	B	E	F	B	D	E	N/A	N/A	D	E	N/A	N/A	B
	Overall Level of Service	F				F				E				E			
Auto	Level of Service	B				D				A				A			

SEGMENTS		Moirs Mill Road	Moirs Mill Road to Hammonds Plains Road		Hammonds Plains Road	Hammonds Plains Road to Convo y Run/ Holland Avenue		Convo y Run/ Holland Avenue	Convo y Run/ Holland Avenue to Locke Street		Locke Street to Lindsay Hill		Lindsay Hill to Sullivans Hill		Sullivans Hill to Meadowbrook Drive	
			NB	SB		NB	SB		NB	SB	NB	SB	NB	SB	NB	SB
Pedestrian	Sidewalk Width		1.5	1.5		1.5	1.5		1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
	Boulevard Width		> 2	> 2		> 2	> 2		> 2	> 2	0.5 to 2	> 2	0.5 to 2	> 2	0.5 to 2	0.5 to 2
	AADT		> 3000	> 3000		> 3000	> 3000		> 3000	> 3000	> 3000	> 3000	> 3000	> 3000	> 3000	> 3000
	On-Street Parking		No	No		No	No		No	No	Yes	No	No	No	No	No
	Operating Speed		51 to 60 km/h	51 to 60 km/h		51 to 60 km/h	51 to 60 km/h		51 to 60 km/h	51 to 60 km/h	51 to 60 km/h	51 to 60 km/h	51 to 60 km/h	51 to 60 km/h	51 to 60 km/h	51 to 60 km/h
Level of Service			D	D		D	D		D	D	D	D	D	D	D	D
Cyclist	Type of Bikeway		Mixed Traffic	Mixed Traffic		Bike Lanes Not Adjacent Parking Lane	Bike Lanes Not Adjacent Parking Lane		Bike Lanes Not Adjacent Parking Lane	Bike Lanes Not Adjacent Parking Lane	Bike Lanes Adjacent to Curbside Parking Lane	Bike Lanes Not Adjacent Parking Lane	Bike Lanes Not Adjacent Parking Lane	Bike Lanes Not Adjacent Parking Lane	Bike Lanes Not Adjacent Parking Lane	Bike Lanes Not Adjacent Parking Lane
	Number of Travel Lanes (per direction)		2 Travel Lanes Per Direction	2 Travel Lanes Per Direction		1 Travel Lane Per Direction	1 Travel Lane Per Direction		1 Travel Lane Per Direction	1 Travel Lane Per Direction	1 Travel Lane Per Direction	1 Travel Lane Per Direction	1 Travel Lane Per Direction	1 Travel Lane Per Direction	1 Travel Lane Per Direction	1 Travel Lane Per Direction
	Raised Median?		No	No		No	No		No	No	No	No	No	No	No	No
	Bike Lane Width		N/A	N/A		≥1.2m to <1.5 m wide bike lane	≥1.2m to <1.5 m wide bike lane		≥1.2m to <1.5 m wide bike lane	≥1.2m to <1.5 m wide bike lane	≥1.2m to <1.5 m wide bike lane	≥1.2m to <1.5 m wide bike lane	≥1.2m to <1.5 m wide bike lane	≥1.2m to <1.5 m wide bike lane	≥1.2m to <1.5 m wide bike lane	≥1.2m to <1.5 m wide bike lane
	Operating Speed		50 km/h	50 km/h		50 km/h	50 km/h		50 km/h	50 km/h	50 km/h	50 km/h	50 km/h	50 km/h	50 km/h	50 km/h
	Bike Lane Blockages		N/A	N/A		Rare	Rare		Rare	Rare	Rare	Rare	Rare	Rare	Rare	Rare
	Median Refuge		N/A	N/A		N/A	N/A		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Number of Travel Lanes on Sidestreet		N/A	N/A		N/A	N/A		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Sidestreet Operating Speed		N/A	N/A		N/A	N/A		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Level of Service			D	D		C	C		C	C	C	C	C	C	C	C
Transit	Facility Type		Mixed Traffic	Mixed Traffic		Mixed Traffic	Mixed Traffic		Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic
	Friction		Limited parking/driveway	Moderate parking/driveway		Limited parking/driveway	Moderate parking/driveway		Frequent parking/driveway	Frequent parking/driveway	Mixed Traffic frequent parking/driveway friction	Mixed Traffic frequent parking/driveway	Mixed Traffic frequent parking/driveway	Mixed Traffic frequent parking/driveway	Mixed Traffic frequent parking/driveway	Mixed Traffic frequent parking/driveway
Level of Service			D	E		D	E		F	F	F	F	F	F	F	F
Truck	Curb Lane Width		>3.7	>3.7		>3.7	>3.7		≤3.5	≤3.5	≤3.5	≤3.5	≤3.5	≤3.5	≤3.5	≤3.5
	Number of Travel Lanes (both directions)		3+	3+		2	2		2	2	2	2	2	2	3+	3+
			A	A		B	B		C	C	C	C	C	C	A	A

SEGMENTS		Meadowbrook Drive	Meadowbrook Drive to Spring		Spring Street to First Avenue		First Avenue to Hatchery Lane		Hatchery Lane	Hatchery Lane to Union Street		Union Street	Union Street to Dartmouth Road	
			NB	SB	NB	SB	NB	SB		NB	SB		NB	SB
Pedestrian	Sidewalk Width		1.5	1.5	<1.5	1.5	<1.5	1.5		1.5	1.5		1.5	1.5
	Boulevard Width		0	0	0	0.5 to 2	0	0		0	0.5 to 2		0.5 to 2	0.5 to 2
	AADT		> 3000	> 3000	> 3000	> 3000	> 3000	> 3000		> 3000	> 3000		> 3000	> 3000
	On-Street Parking		No	Yes	No	Yes	No	No		No	No		No	No
	Operating Speed		51 to 60 km/h	51 to 60 km/h	51 to 60 km/h	51 to 60 km/h	51 to 60 km/h	51 to 60 km/h		51 to 60 km/h	51 to 60 km/h		51 to 60 km/h	51 to 60 km/h
Level of Service			E	E	E	D	E	E		E	D		D	D
Cyclist	Type of Bikeway		Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic		Mixed Traffic	Mixed Traffic		Mixed Traffic	Mixed Traffic
	Number of Travel Lanes (per direction)		1 Travel Lane Per Direction	1 Travel Lane Per Direction	1 Travel Lane Per Direction	1 Travel Lane Per Direction	1 Travel Lane Per Direction	1 Travel Lane Per Direction		1 Travel Lane Per Direction	1 Travel Lane Per Direction		1 Travel Lane Per Direction	1 Travel Lane Per Direction
	Raised Median?		No	No	No	No	No	No		No	No		No	No
	Bike Lane Width		N/A	N/A	N/A	N/A	N/A	N/A		N/A	N/A		N/A	N/A
	Operating Speed		50 km/h	50 km/h	50 km/h	50 km/h	50 km/h	50 km/h		50 km/h	50 km/h		50 km/h	50 km/h
	Bike Lane Blockages		N/A	N/A	N/A	N/A	N/A	N/A		N/A	N/A		N/A	N/A
	Median Refuge		N/A	N/A	N/A	N/A	N/A	N/A		N/A	N/A		N/A	N/A
	Number of Travel Lanes on Sidestreet		N/A	N/A	N/A	N/A	N/A	N/A		N/A	N/A		N/A	N/A
	Sidestreet Operating Speed		N/A	N/A	N/A	N/A	N/A	N/A		N/A	N/A		N/A	N/A
Level of Service			D	D	D	D	D	D		D	D		D	D
Transit	Facility Type		Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic		Mixed Traffic	Mixed Traffic		Mixed Traffic	Mixed Traffic
	Friction		Limited parking/driveway friction	Moderate parking/driveway friction	Limited parking/driveway friction	Moderate parking/driveway friction	Limited parking/driveway friction	Moderate parking/driveway friction		Mixed Traffic limited parking/driveway friction	Limited parking/driveway friction		Mixed Traffic frequent parking/driveway friction	Mixed Traffic frequent parking/driveway friction
Level of Service			D	E	D	E	D	E		D	D		F	F
Truck	Curb Lane Width		>3.7	>3.7	>3.7	>3.7	>3.7	>3.7		>3.7	>3.7		≤3.5	≤3.5
	Number of Travel Lanes (both directions)		3+	2	3+	2	2	2		2	2		3+	3+
			A	B	A	B	B	B		B	B		A	A

SEGMENTS		Dartmouth Road	Dartmouth Road to Sunnyside Mall		Sunnyside Mall	Sunnyside Mall to Rocky Lake Drive		Rocky Lake Drive	Rocky Lake Drive to Bedford Place		Bedford Place	Bedford Place to River Lane	
			NB	SB		NB	SB		NB	SB		NB	SB
Pedestrian	Sidewalk Width		1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5
	Boulevard Width		0.5 to 2	0.5 to 2		0.5 to 2	0.5 to 2		0	0.5 to 2		0	> 2
	AADT		> 3000	> 3000		> 3000	> 3000		> 3000	> 3000		> 3000	> 3000
	On-Street Parking		No	No		No	No		No	No		No	No
	Operating Speed		51 to 60 km/h	51 to 60 km/h		51 to 60 km/h	51 to 60 km/h		51 to 60 km/h	51 to 60 km/h		51 to 60 km/h	51 to 60 km/h
	Level of Service		D	D		D	D		E	D		E	D
Cyclist	Type of Bikeway		Mixed Traffic	Mixed Traffic		Mixed Traffic	Mixed Traffic		Mixed Traffic	Mixed Traffic		Mixed Traffic	Mixed Traffic
	Number of Travel Lanes (per direction)		2 Travel Lanes Per Direction	2 Travel Lanes Per Direction		2 Travel Lanes Per Direction	2 Travel Lanes Per Direction		2 Travel Lanes Per Direction	2 Travel Lanes Per Direction		2 Travel Lanes Per Direction	2 Travel Lanes Per Direction
	Raised Median?		No	No		No	No		No	No		No	No
	Bike Lane Width		N/A	N/A		N/A	N/A		N/A	N/A		N/A	N/A
	Operating Speed		50 km/h	50 km/h		50 km/h	50 km/h		50 km/h	50 km/h		50 km/h	50 km/h
	Bike Lane Blockages		N/A	N/A		N/A	N/A		N/A	N/A		N/A	N/A
	Median Refuge		N/A	N/A		N/A	N/A		N/A	N/A		N/A	N/A
	Number of Travel Lanes on Sidestreet		N/A	N/A		N/A	N/A		N/A	N/A		N/A	N/A
	Sidestreet Operating Speed		N/A	N/A		N/A	N/A		N/A	N/A		N/A	N/A
	Level of Service		D	D		D	D		D	D		D	D
Transit	Facility Type		Mixed Traffic Limited parking/driveway	Mixed Traffic Limited parking/driveway		Mixed Traffic Limited parking/driveway	Mixed Traffic Limited parking/driveway		Mixed Traffic Moderate parking/driveway	Mixed Traffic Limited parking/driveway		Mixed Traffic Limited parking/driveway	Mixed Traffic Limited parking/driveway
	Friction												
	Level of Service		D	D		D	D		E	D		D	D
Truck	Curb Lane Width		>3.7	>3.7		>3.7	>3.7		>3.7	>3.7		>3.7	>3.7
	Number of Travel Lanes (both directions)		3+	3+		3+	3+		3+	3+		3+	3+
			A	A		A	A		A	A		A	A

SEGMENTS		River Lane	River Lane to Oakmount Drive		Oakmount Drive to Highway 102	
			NB	SB	NB	SB
Pedestrian	Sidewalk Width		1.5	1.5	1.5	1.5
	Boulevard Width		0	0.5 to 2	0	0.5 to 2
	AADT		> 3000	> 3000	> 3000	> 3000
	On-Street Parking		No	No	No	No
	Operating Speed		51 to 60 km/h	51 to 60 km/h	51 to 60 km/h	51 to 60 km/h
	Level of Service		E	D	E	D
Cyclist	Type of Bikeway		Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic
	Number of Travel Lanes (per direction)		2 Travel Lanes Per Direction	2 Travel Lanes Per Direction	2 Travel Lanes Per Direction	2 Travel Lanes Per Direction
	Raised Median?		Yes	Yes	Yes	Yes
	Bike Lane Width		N/A	N/A	N/A	N/A
	Operating Speed		50 km/h	50 km/h	50 km/h	50 km/h
	Bike Lane Blockages		N/A	N/A	N/A	N/A
	Median Refuge		N/A	N/A	N/A	N/A
	Number of Travel Lanes on Sidestreet		N/A	N/A	N/A	N/A
	Sidestreet Operating Speed		N/A	N/A	N/A	N/A
	Level of Service		D	D	D	D
Transit	Facility Type		Mixed Traffic Limited parking/driveway friction	Mixed Traffic Limited parking/driveway friction	Mixed Traffic Moderate parking/driveway friction	Mixed Traffic Moderate parking/driveway friction
	Friction					
	Level of Service		D	D	E	E
Truck	Curb Lane Width		>3.7	>3.7	>3.7	>3.7
	Number of Travel Lanes (both directions)		3+	3+	3+	3+
			A	A	A	A

Multi-Modal Level of Service

(Based on IBI Group Memorandum, Approved by Halifax Regional Municipality on November 19, 2018)

Halifax - Bedford Highway Functional Plan

Scenario: Option 1

A few notes about the evaluation of specific scenarios:

General

- Driveways at intersections were included in the evaluation as a leg of the intersection when operating under intersection control (i.e. has signal heads)

Pedestrian Level of Service

- The level of service is only evaluated along Bedford (and not along side streets)
- Where channelized right turns are provided, these are evaluated as median refuge islands. The lane associated with the crossing of the channelized right turn is included in the total number of lanes to be crossed, but excluded from the delay calculation.
- Delay calculation is based on the PM Peak Period
- Level of service is evaluated based on side of the street (regardless of the direction of the facility)

Cyclist Level of Service

- The level of service is only evaluated along Bedford (and not along side streets)
- Where a channelized right turn is provided and there are no cycling facilities (i.e. cyclists operate in mixed traffic), the channelized right turn lane is assumed to operate similarly to a shared right-through lane (which has no impact on level of service under the methodology)
- Where a channelized right turn is provided and there are bike lanes, the bike lane is treated as a pocket bike lane with a dedicated right turn lane
- Level of service is evaluated based on directionality of facilities (i.e. MUPs providing access in both directions are scored NB / SB even if they are located on only one side of the street)

Transit Level of Service

- The level of service is only evaluated along Bedford Highway for segments. At intersections, level of service is also evaluated for the side streets with transit service.
- Where a channelized right turn is provided and there are no cycling facilities (i.e. cyclists operate in mixed traffic), the channelized right turn lane is assumed to operate similarly to a shared right-through lane (which has no impact on level of service under the methodology)
- Where a channelized right turn is provided and there are bike lanes, the bike lane is treated as a pocket bike lane with a dedicated right turn lane
- Delay calculation is based on the PM Peak Period
- Intersection overall scores are weighted based on the number of buses on a given approach

Truck Level of Service

- The level of service is only evaluated along Bedford for segments. At intersections, level of service is also evaluated for the side streets along truck routes.
- Where a centre two-way left turn lane is provided, this is assumed to provide additional operating and maneuvering space for trucks (i.e. this lane is included in the total number of lanes in the segment evaluation)

INTERSECTIONS		Windsor Street*				Manor Lane				Bayview Road				Seton Road			
		NORTH leg	SOUTH leg	EAST leg	WEST leg	NORTH leg	SOUTH leg	EAST leg	WEST leg	NORTH leg	SOUTH leg	EAST leg	WEST leg	NORTH leg	SOUTH leg	EAST leg	WEST leg
Pedestrian	Lanes	N/A	N/A	N/A	5	4	5	N/A	3	5	5	N/A	4	4	4	N/A	3
	Median	N/A	N/A	N/A	No Median	No Median	No Median	N/A	No Median	No Median	No Median	N/A	No Median	No Median	No Median	N/A	No Median
	Island Refuge	N/A	N/A	N/A	Yes	No	No	N/A	No	Yes	Yes	N/A	Yes	No	No	N/A	No
	Conflicting Left Turns (from street to right)	N/A	N/A	N/A	Protected	Permissive	N/A	N/A	Protected/ permissive	Permissive	N/A	N/A	Protected/ permissive	Permissive	N/A	N/A	Protected/ permissive
	Conflicting Right Turns (from street to left)	N/A	N/A	N/A	Permissive or yield control	N/A	Permissive or yield control	N/A	Permissive or yield control	N/A	Permissive or yield control	N/A	Permissive or yield control	N/A	Permissive or yield control	N/A	Permissive or yield control
	RTOR? (from street to left)	N/A	N/A	N/A	RTOR allowed	N/A	RTOR allowed	N/A	RTOR allowed	N/A	RTOR allowed	N/A	RTOR allowed	N/A	RTOR allowed	N/A	RTOR allowed
	Ped Leading Interval? (on cross street)	N/A	N/A	N/A	No	No	No	N/A	No	No	No	N/A	No	No	No	N/A	No
	Corner Radius	N/A	N/A	N/A	Right turn "smart channel"	> 10m to 15m	N/A	N/A	> 10m to 15m	Right turn "smart channel"	N/A	N/A	Right turn "smart channel"	> 5m to 10m	N/A	N/A	> 10m to 15m
	Crosswalk Type	N/A	N/A	N/A	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	N/A	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	N/A	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	N/A	Zebra stripe hi-vis markings
	LOS (PETS <i>i</i>)	N/A	N/A	N/A	60	64	54	N/A	73	60	58	N/A	68	65	70	N/A	73
	N/A	N/A	N/A	C	C	D	N/A	C	C	D	N/A	C	C	C	N/A	C	
Cycle Length	N/A	N/A	N/A	97.5	120	120	N/A	120	120	120	N/A	120	120	120	N/A	120	
Pedestrian Effective Walk Time	N/A	N/A	N/A	33.8	14.5	14.5	N/A	58.7	10.9	10.9	N/A	42.25	11.5	11.5	N/A	55.3	
LOS (Delay,seconds)	N/A	N/A	N/A	21	46	46.4	N/A	16	50	49.6	N/A	25	49	49.1	N/A	17	
	N/A	N/A	N/A	C	E	E	N/A	B	E	E	N/A	C	E	E	N/A	B	
Overall Level of Service		C				E				E				E			
Cyclist	Type of Bikeway	Bike Lanes/ Cycle Track	Mixed Traffic	N/A	N/A	Bike Lanes/ Cycle Track	Bike Lanes/ Cycle Track	N/A	N/A	Bike Lanes/ Cycle Track	Bike Lanes/ Cycle Track	N/A	N/A	Bike Lanes/ Cycle Track	Bike Lanes/ Cycle Track	N/A	N/A
	Right-Turn Speed (based on corner radius & angle)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Right Turn Storage Length	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Dual Right Turn?	No	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Shared Through-Right?	No	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Bike Box?	No	No	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Number of Lanes Crossed for Left Turns	N/A	No Lanes Crossed	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Operating Speed on Approach	50km/h	50km/h	N/A	N/A	50km/h	50km/h	N/A	N/A	50km/h	50km/h	N/A	N/A	50km/h	50km/h	N/A	N/A
	Dual Left Turn Lanes?	No	Yes	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Level of Service	A	F	N/A	N/A	A	A	N/A	N/A	A	A	N/A	N/A	A	A	N/A	N/A
Level of Service		F				A				A				A			
Transit	Average Signal Delay	≤20 sec	≤40 sec	N/A	>40 sec	≤10 sec	>40 sec	N/A	N/A	>40 sec	>40 sec	N/A	N/A	≤20 sec	>40 sec	N/A	N/A
	Level of Service	C	E	N/A	F	B	F	N/A	N/A	F	F	N/A	N/A	C	F	N/A	N/A
	Level of Service	E				F				F				F			
Truck	Turning Radius (Right-Turn)	10 to 15m	N/A	N/A	10 to 15m	N/A	N/A	N/A	N/A	10 to 15m	N/A	N/A	10 to 15m	N/A	N/A	N/A	N/A
	Number of Receiving Lanes	2+	N/A	N/A	2+	N/A	N/A	N/A	N/A	1	N/A	N/A	2+	N/A	N/A	N/A	N/A
	Level of Service	B	N/A	N/A	B	N/A	N/A	N/A	N/A	E	N/A	N/A	B	N/A	N/A	N/A	N/A
Level of Service		B				N/A				E				N/A			
Auto	Level of Service	F				D				F				E			
		*At this intersection Bedford Highway / Lady Hammond Street is assumed to be the North-South street for consistency with the Synchro evaluation															

INTERSECTIONS		Flamingo Drive				Kearney Lake Road				Larry Uteck Boulevard				Southgate Drive			
		NORTH leg	SOUTH leg	EAST leg	WEST leg	NORTH leg	SOUTH leg	EAST leg	WEST leg	NORTH leg	SOUTH leg	EAST leg	WEST leg	NORTH leg	SOUTH leg	EAST leg	WEST leg
Pedestrian	Lanes	4	4	N/A	3	4	5	N/A	4	3	4	N/A	4	3	3	N/A	4
	Median	No Median	No Median	N/A	No Median	No Median	No Median	N/A	No Median	No Median	No Median	N/A	No Median	No Median	No Median	N/A	No Median
	Island Refuge	No	No	N/A	No	Yes	Yes	N/A	Yes	Yes	Yes	N/A	Yes	No	No	N/A	Yes
	Conflicting Left Turns (from street to right)	Permissive	N/A	N/A	Permissive	Permissive	N/A	N/A	Protected/ permissive	Permissive	N/A	N/A	Protected/ permissive	Permissive	N/A	N/A	Permissive
	Conflicting Right Turns (from street to left)	N/A	Permissive or yield control	N/A	Permissive or yield control	N/A	Permissive or yield control	N/A	Permissive or yield control	N/A	Permissive or yield control	N/A	Permissive or yield control	N/A	Permissive or yield control	N/A	Permissive or yield control
	RTOR? (from street to left)	N/A	RTOR allowed	N/A	RTOR allowed	N/A	RTOR allowed	N/A	RTOR allowed	N/A	RTOR allowed	N/A	RTOR allowed	N/A	RTOR allowed	N/A	RTOR allowed
	Ped Leading Interval? (on cross street)	No	No	N/A	No	No	No	N/A	No	No	No	N/A	No	No	No	N/A	No
	Corner Radius	> 5m to 10m	N/A	N/A	> 5m to 10m	Right turn "smart channel"	N/A	N/A	Right turn "smart channel"	Right turn "smart channel"	N/A	N/A	Right turn "smart channel"	Right turn "smart channel"	N/A	N/A	> 10m to 15m
	Crosswalk Type	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	N/A	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	N/A	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	N/A	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	N/A	Zebra stripe hi-vis markings
	LOS (PETS <i>i</i>)	65	70	N/A	74	76	58	N/A	68	93	74	N/A	68	93	87	N/A	60
Cyclist	Cycle Length	120	120	N/A	120	121	121	N/A	121	106	106	N/A	106	87	87	N/A	87
	Pedestrian Crossing Distance (m)	11.5	11.5	N/A	78.2	23.7	23.7	N/A	43.7	18.7	18.7	N/A	39.4	19.4	19.4	N/A	43.3
	LOS (Delay,seconds)	49	49.1	N/A	7	39	39.1	N/A	25	36	35.9	N/A	21	26	26.3	N/A	11
	Overall Level of Service	E	E	N/A	A	D	D	N/A	C	D	D	N/A	C	C	C	N/A	B
	Level of Service	E				D				D				C			
	Type of Bikeway	Bike Lanes/ Cycle Track	Bike Lanes/ Cycle Track	N/A	N/A	Bike Lanes/ Cycle Track	Bike Lanes/ Cycle Track	N/A	N/A	Bike Lanes/ Cycle Track	Bike Lanes/ Cycle Track	N/A	N/A	Bike Lanes/ Cycle Track	Bike Lanes/ Cycle Track	N/A	N/A
	Right-Turn Speed (based on corner radius & angle)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Right Turn Storage Length	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Dual Right Turn?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Shared Through-Right?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Transit	Bike Box?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Number of Lanes Crossed for Left Turns	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Operating Speed on Approach	50km/h	50km/h	N/A	N/A	50km/h	50km/h	N/A	N/A	50km/h	50km/h	N/A	N/A	50km/h	50km/h	N/A	N/A
	Dual Left Turn Lanes?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Level of Service	A	A	N/A	N/A	A	A	N/A	N/A	A	A	N/A	N/A	A	A	N/A	N/A
	Average Signal Delay	≤10 sec	≤10 sec	N/A	>40 sec	≤20 sec	≤20 sec	N/A	N/A	≤30 sec	≤10 sec	N/A	≤30 sec	≤20 sec	≤20 sec	N/A	N/A
	Level of Service	B	B	N/A	F	C	C	N/A	N/A	D	B	N/A	D	C	C	N/A	N/A
	Turning Radius (Right-Turn)	N/A	N/A	N/A	N/A	10 to 15m	N/A	N/A	10 to 15m	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Number of Receiving Lanes	N/A	N/A	N/A	N/A	2+	N/A	N/A	1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Level of Service	N/A				E				N/A				N/A			
Auto	Level of Service	B				C				B				B			

INTERSECTIONS		Moirs Mill Road				Hammonds Plains Road				Convoy Run/ Holland Avenue				Meadowbrook Drive				Hatchery Lane			
		NORTH leg	SOUTH leg	EAST leg	WEST leg	NORTH leg	SOUTH leg	EAST leg	WEST leg	NORTH leg	SOUTH leg	EAST leg	WEST leg	NORTH leg	SOUTH leg	EAST leg	WEST leg	NORTH leg	SOUTH leg	EAST leg	WEST leg
Pedestrian	Lanes	N/A	5	N/A	3	5	5	4	5	3	4	4	2	3	3	2	3	3	2	3	N/A
	Median	N/A	No Median	N/A	No Median	No Median	No Median	No Median	No Median	No Median	No Median	No Median	No Median	No Median	No Median	No Median	No Median	No Median	Median (>2.4m)	No Median	N/A
	Island Refuge	N/A	Yes	N/A	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	No	No	No	No	No	No	No	No	N/A
	Conflicting Left Turns (from street to right)	N/A	N/A	N/A	Permissive	Protected/ permissive	Protected/ permissive	Protected/ permissive	Protected/ permissive	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive	N/A	Permissive	Permissive	N/A
	Conflicting Right Turns (from street to left)	N/A	Permissive or yield control	N/A	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	N/A	Permissive or yield control	N/A
	RTOR? (from street to left)	N/A	RTOR allowed	N/A	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	N/A	RTOR allowed	N/A
	Ped Leading Interval? (on cross street)	N/A	No	N/A	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	N/A
	Corner Radius	N/A	N/A	N/A	Right turn "smart channel"	Right turn "smart channel"	> 5m to 10m	Right turn "smart channel"	Right turn "smart channel"	> 5m to 10m	Right turn "smart channel"	> 10m to 15m	> 10m to 15m	> 5m to 10m	> 5m to 10m	> 5m to 10m	> 5m to 10m	N/A	> 5m to 10m	> 5m to 10m	N/A
	Crosswalk Type	N/A	Zebra stripe hi-vis markings	N/A	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	Standard transverse markings	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	No crosswalk	Zebra stripe hi-vis markings	N/A
LOS (PETS)		N/A	58	N/A	85	52	45	68	52	74	68	60	88	74	74	86	74	87	92	74	N/A
		N/A	D	N/A	B	D	D	C	D	C	C	C	B	C	C	B	C	B	A	C	N/A
Cycle Length		N/A	110	N/A	110	110	110	110	110	117	117	117	117	96	96	96	96	100	100	100	N/A
Pedestrian Effective Walk Time		N/A	20.9	N/A	65	13.8	19.8	27.1	20.1	34.2	34.2	53.3	53.3	15.9	15.9	53.1	53.1	13.7	13.7	59.8	N/A
LOS (Delay,seconds)		N/A	36.1	N/A	9	42	37	31.2	37	29	29.3	17.3	17	33	33.4	9.6	10	37	37.2	8.1	N/A
		N/A	D	N/A	A	E	D	D	D	C	C	B	B	D	D	A	A	D	D	A	N/A
Overall Level of Service		D				E				C				D				D			
Cyclist	Type of Bikeway	Bike Lanes/ Cycle Track	Bike Lanes/ Cycle Track	N/A	N/A	Bike Lanes/ Cycle Track	Bike Lanes/ Cycle Track	N/A	N/A	Bike Lanes/ Cycle Track	Bike Lanes/ Cycle Track	N/A	N/A	Bike Lanes/ Cycle Track	Bike Lanes/ Cycle Track	N/A	N/A	Bike Lanes/ Cycle Track	Bike Lanes/ Cycle Track	N/A	N/A
	Right-Turn Speed (based on corner radius & angle)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Slow	N/A	N/A
	Right Turn Storage Length	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Dual Right Turn?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	No	N/A	N/A
	Shared Through-Right?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Yes	N/A	N/A
	Bike Box?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Yes	N/A	N/A	N/A	Yes	Yes	N/A	N/A	N/A	N/A	N/A	N/A
	Number of Lanes Crossed for Left Turns	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	No	N/A	N/A	N/A	No	No	N/A	N/A	N/A	N/A	N/A	N/A
	Operating Speed on Approach	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1 Lane Crossed	N/A	N/A	N/A	1 Lane Crossed	1 Lane Crossed	N/A	N/A	1 Lane Crossed	N/A	N/A	N/A
	Dual Left Turn Lanes?	N/A	N/A	N/A	N/A	50km/h	50km/h	N/A	N/A	50km/h	N/A	N/A	N/A	50km/h	50km/h	N/A	N/A	50km/h	50km/h	N/A	N/A
Level of Service		A	A	N/A	N/A	A	A	N/A	N/A	C	A	N/A	N/A	C	C	N/A	N/A	C	A	N/A	N/A
		A				A				B				C				C			
Transit	Average Signal Delay	≤10 sec	≤10 sec	N/A	N/A	≤40 sec	≤40 sec	N/A	>40 sec	≤20 sec	≤20 sec	N/A	N/A	≤20 sec	≤10 sec	N/A	>40 sec	≤10 sec	≤20 sec	N/A	N/A
	Level of Service	B	B	N/A	N/A	E	E	N/A	F	C	C	N/A	N/A	C	B	N/A	F	B	C	N/A	N/A
		B				E				C				C				C			
Truck	Turning Radius (Right-Turn)	N/A	N/A	N/A	N/A	10 to 15m	< 10m	10 to 15m	> 15m	< 10m	10 to 15m	10 to 15m	10 to 15m	< 10m	N/A	N/A	< 10m	N/A	< 10m	< 10m	N/A
	Number of Receiving Lanes	N/A	N/A	N/A	N/A	1	1	1	1	1	1	1	1	1	N/A	N/A	1	N/A	1	1	N/A
	Level of Service	N/A	N/A	N/A	N/A	E	F	E	C	F	E	E	E	F	N/A	N/A	F	N/A	F	F	N/A
		N/A				F				F				F				F			
Auto	Level of Service	A				D				B				B				B			

INTERSECTIONS		Union Street				Dartmouth Road				Sunnyside Mall				Rocky Lake Drive				Bedford Place			
		NORTH leg	SOUTH leg	EAST leg	WEST leg	NORTH leg	SOUTH leg	EAST leg	WEST leg	NORTH leg	SOUTH leg	EAST leg	WEST leg	NORTH leg	SOUTH leg	EAST leg	WEST leg	NORTH leg	SOUTH leg	EAST leg	WEST leg
Pedestrian	Lanes	2	3	N/A	3	5	6	5	2	5	5	3	3	5	5	3	3	N/A	5	N/A	2
	Median (>2.4m)	Median	No Median	N/A	No Median	No Median	No Median	No Median	No Median	No Median	No Median	No Median	No Median	No Median	No Median	No Median	No Median	N/A	No Median	N/A	No Median
	Island Refuge	No	No	N/A	Yes	No	Yes	Yes	No	No	No	No	No	No	No	No	No	N/A	No	N/A	No
	Conflicting Left Turns (from street to right)	Permissive	N/A	N/A	Permissive	Permissive	Permissive	Protected/ permissive	Permissive	Permissive	Permissive	Protected/ permissive	Permissive	Protected/ permissive	Protected/ permissive	Protected	Protected/ permissive	N/A	N/A	N/A	Protected
	Conflicting Right Turns (from street to left)	N/A	Permissive or yield control	N/A	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	N/A	Permissive or yield control	N/A	Permissive or yield control
	RTOR? (from street to left)	N/A	RTOR allowed	N/A	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	N/A	RTOR allowed	N/A	RTOR allowed
	Ped Leading Interval? (on cross street)	No	No	N/A	No	No	No	No	No	No	No	No	No	No	No	No	No	N/A	No	N/A	No
	Corner Radius	> 5m to 10m	N/A	N/A	Right turn "smart channel"	> 5m to 10m	Right turn "smart channel"	Right turn "smart channel"	> 5m to 10m	> 5m to 10m	> 5m to 10m	> 5m to 10m	> 5m to 10m	> 5m to 10m	No right turn	> 10m to 15m	> 10m to 15m	N/A	N/A	N/A	> 10m to 15m
	Crosswalk Type	No crosswalk	Zebra stripe hi-vis markings	N/A	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	No crosswalk	Zebra stripe hi-vis markings	N/A	Zebra stripe hi-vis markings
	LOS (PETS)		92	87	N/A	85	41	35	52	89	41	41	74	74	41	46	81	73	N/A	54	N/A
		A	B	N/A	B	E	E	D	B	E	E	C	C	E	D	B	C	N/A	D	N/A	A
Cycle Length		100	100	N/A	100	100	100	100	100	100	100	100	100	100	100	100	100	N/A	100	N/A	100
Pedestrian Crossing Distance (m)		13.7	13.7	N/A	62.6	21	21	17.2	40.2	16	16	34.2	46.2	17.4	12.4	22.9	23.9	N/A	15.7	N/A	50.4
LOS (Delay,seconds)		37	37.2	N/A	7	31	31.2	34.3	18	35	35.3	21.6	15	34	38.4	29.7	29	N/A	35.5	N/A	12
		D	D	N/A	A	D	D	D	B	D	D	C	B	D	D	C	C	N/A	D	N/A	B
Overall Level of Service		D				E				E				E				D			
Cyclist	Type of Bikeway	Bike Lanes/ Cycle Track	Bike Lanes/ Cycle Track	N/A	N/A	Bike Lanes/ Cycle Track	Bike Lanes/ Cycle Track	N/A	N/A	Bike Lanes/ Cycle Track	Bike Lanes/ Cycle Track	N/A	N/A	Bike Lanes/ Cycle Track	Bike Lanes/ Cycle Track	N/A	N/A	Bike Lanes/ Cycle Track	Bike Lanes/ Cycle Track	N/A	N/A
	Right-Turn Speed (based on corner radius & angle)	Slow	N/A	N/A	N/A	Slow	Slow	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Right Turn Storage Length	N/A	N/A	N/A	N/A	N/A	≤ 50m	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Dual Right Turn?	No	N/A	N/A	N/A	No	No	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Shared Through-Right?	Yes	N/A	N/A	N/A	Yes	No	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Bike Box?	No	No	N/A	N/A	No	No	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Number of Lanes Crossed for Left Turns	N/A	1 Lane Crossed	N/A	N/A	N/A	2+ Lanes Crossed	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Operating Speed on Approach	50km/h	50km/h	N/A	N/A	50km/h	50km/h	N/A	N/A	50km/h	50km/h	N/A	N/A	50km/h	50km/h	N/A	N/A	50km/h	50km/h	N/A	N/A
	Dual Left Turn Lanes?	N/A	No	N/A	N/A	N/A	No	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Level of Service		A	C	N/A	N/A	F	F	N/A	N/A	A	A	N/A	N/A	A	A	N/A	N/A	A	A	N/A
		C				F				A				A				A			
Transit	Average Signal Delay	≤10 sec	≤10 sec	N/A	N/A	≤40 sec	>40 sec	≤30 sec	N/A	≤10 sec	≤10 sec	N/A	N/A	≤20 sec	≤30 sec	N/A	N/A	≤10 sec	≤10 sec	N/A	N/A
	Level of Service	B	B	N/A	N/A	E	F	D	N/A	B	B	N/A	N/A	C	D	N/A	N/A	B	B	N/A	N/A
		B				E				B				D				B			
Truck	Turning Radius (Right-Turn)	< 10m	N/A	N/A	N/A	< 10m	< 10m	< 10m	< 10m	< 10m	< 10m	< 10m	< 10m	10 to 15m	N/A	10 to 15m	10 to 15m	10 to 15m	N/A	N/A	10 to 15m
	Number of Receiving Lanes	1	N/A	N/A	N/A	1	1	2+	1	2+	1	2+	2+	1	N/A	2+	2+	1	N/A	N/A	2+
		F	N/A	N/A	N/A	F	F	D	F	D	F	D	D	E	N/A	B	B	E	N/A	N/A	B
Level of Service		F				F				F				E				E			
Auto	Level of Service	A				D				A				C				A			

INTERSECTIONS		River Lane			
		NORTH leg	SOUTH leg	EAST leg	WEST leg
Pedestrian	Lanes	N/A	5	N/A	2
	Median	N/A	No Median	N/A	No Median
	Island Refuge	N/A	No	N/A	No
	Conflicting Left Turns (from street to right)	N/A	N/A	N/A	Protected
	Conflicting Right Turns (from street to left)	N/A	Permissive or yield control	N/A	Permissive or yield control
	RTOR? (from street to left)	N/A	RTOR allowed	N/A	RTOR allowed
	Ped Leading Interval? (on cross street)	N/A	No	N/A	No
	Corner Radius	N/A	N/A	N/A	> 10m to 15m
	Crosswalk Type	No crosswalk	Zebra stripe hi-vis markings	N/A	Zebra stripe hi-vis markings
	LOS (PETS <i>i</i>)	N/A	54 D	N/A	96 A
Cyclist	Cycle Length	N/A	100	N/A	100
	Pedestrian Effective Walk Time	N/A	13.4	N/A	32.3
	LOS (Delay,seconds)	N/A	37.5 D	N/A	23 C
	Overall Level of Service	D			
Transit	Type of Bikeway	Bike Lanes/ Cycle Track	Bike Lanes/ Cycle Track	N/A	N/A
	Right-Turn Speed (based on corner radius & angle)	N/A	N/A	N/A	N/A
	Right Turn Storage Length	N/A	N/A	N/A	N/A
	Dual Right Turn?	N/A	N/A	N/A	N/A
	Shared Through-Right?	N/A	N/A	N/A	N/A
	Bike Box?	N/A	N/A	N/A	N/A
	Number of Lanes Crossed for Left Turns	N/A	N/A	N/A	N/A
	Operating Speed on Approach	50km/h	50km/h	N/A	N/A
	Dual Left Turn Lanes?	N/A	N/A	N/A	N/A
	Level of Service	A	A	N/A	N/A
Truck	Average Signal Delay	≤10 sec	≤10 sec	N/A	N/A
	Level of Service	B	B	N/A	N/A
		B			
Auto	Turning Radius (Right-Turn)	< 10m	N/A	N/A	< 10m
	Number of Receiving Lanes	1	N/A	N/A	2+
	Level of Service	F	N/A	N/A	D
		F			
		B			

SEGMENTS		Windsor Street*	Windsor Street to Manor Lane		Manor Lane	Manor Lane to Bayview Road		Bayview Road	Bayview Road to Seton Road		Seton Road	Seton Road to MSVU		MSVU to Flamingo Drive		
			NB	SB		NB	SB		NB	SB		NB	SB	NB	SB	
Pedestrian	Sidewalk Width		No Sidewalk	2.0 or more		2.0 or more	2.0 or more		2.0 or more	2.0 or more		2.0 or more	2.0 or more	2.0 or more	2.0 or more	
	Boulevard Width		N/A	0.5 to 2		> 2	0		> 2	0		0.5 to 2	0	0.5 to 2	0	
	AADT		N/A	> 3000		> 3000	> 3000		> 3000	> 3000		> 3000	> 3000	> 3000	> 3000	
	On-Street Parking		N/A	No		No	No		No	No		No	No	No	No	
	Operating Speed		51 to 60 km/h	51 to 60 km/h		51 to 60 km/h	51 to 60 km/h		51 to 60 km/h	51 to 60 km/h		51 to 60 km/h	51 to 60 km/h	51 to 60 km/h	51 to 60 km/h	
Level of Service			F	B		A	C		A	C		B	C	B	C	
Cyclist	Type of Bikeway		Physically Separated Bikeway	Physically Separated Bikeway		Physically Separated Bikeway	Physically Separated Bikeway		Physically Separated Bikeway	Physically Separated Bikeway		Physically Separated Bikeway	Physically Separated Bikeway	Physically Separated Bikeway	Physically Separated Bikeway	
	Number of Travel Lanes (per direction)		N/A	N/A		N/A	N/A		N/A	N/A		N/A	N/A	N/A	N/A	
	Raised Median?		N/A	N/A		N/A	N/A		N/A	N/A		N/A	N/A	N/A	N/A	
	Bike Lane Width		N/A	N/A		≥1.8 m wide bike lane	≥1.8 m wide bike lane		≥1.8 m wide bike lane	≥1.8 m wide bike lane		≥1.8 m wide bike lane	≥1.8 m wide bike lane	≥1.8 m wide bike lane	≥1.8 m wide bike lane	
	Operating Speed		N/A	N/A		50 km/h	50 km/h		50 km/h	50 km/h		50 km/h	50 km/h	50 km/h	50 km/h	
	Bike Lane Blockages		N/A	N/A		N/A	N/A		N/A	N/A		N/A	N/A	N/A	N/A	
	Median Refuge		N/A	N/A		N/A	N/A		N/A	N/A		N/A	N/A	N/A	N/A	
	Number of Travel Lanes on Sidestreet		N/A	N/A		N/A	N/A		N/A	N/A		N/A	N/A	N/A	N/A	
	Sidestreet Operating Speed		N/A	N/A		N/A	N/A		N/A	N/A		N/A	N/A	N/A	N/A	
Level of Service			A	A		A	A		A	A		A	A	A	A	
Transit	Facility Type		Mixed Traffic	Mixed Traffic		Mixed Traffic	Mixed Traffic		Mixed Traffic	Mixed Traffic		Mixed Traffic	Bus Lane	Mixed Traffic	Bus Lane	
	Friction		Limited parking/driveway	Limited parking/driveway		Limited parking/driveway	Limited parking/driveway		Limited parking/driveway	Limited parking/driveway		Limited parking/driveway	Limited parking/driveway	Limited parking/driveway	Limited parking/driveway	
Level of Service			D	D		D	D		D	D		D	B	D	B	
Truck	Curb Lane Width		≤3.3	≤3.3		≤3.3	≤3.3		≤3.3	≤3.3		≤3.3	≤3.3	≤3.3	≤3.3	
	Number of Travel Lanes (both directions)		3+	3+		3+	3+		3+	3+		3+	3+	3+	3+	
			C	C		C	C		C	C		C	C	C	C	

SEGMENTS		Flamingo Drive	Flamingo Drive to Tremont Drive		Tremont Drive to Kearney Lake		Kearney Lake Road	Kearney Lake Road to Charlotte		Charlotte Lane to Larry Uteck		Larry Uteck Boulevard	Larry Uteck Boulevard to Access		Access North of Larry Uteck	
			NB	SB	NB	SB		NB	SB	NB	SB		NB	SB	NB	SB
Pedestrian	Sidewalk Width		2.0 or more	2.0 or more	2.0 or more	2.0 or more		2.0 or more	1.5	2.0 or more	2.0 or more		2.0 or more	2.0 or more	2.0 or more	1.5
	Boulevard Width		0.5 to 2	0	0.5 to 2	0		0.5 to 2	0	0.5 to 2	0		0.5 to 2	0.5 to 2	0.5 to 2	0
	AADT		> 3000	> 3000	> 3000	> 3000		> 3000	> 3000	> 3000	> 3000		> 3000	> 3000	> 3000	> 3000
	On-Street Parking		No	No	No	No		No	No	No	No		No	No	No	No
	Operating Speed		51 to 60 km/h	51 to 60 km/h	51 to 60 km/h	51 to 60 km/h		51 to 60 km/h	51 to 60 km/h	51 to 60 km/h	51 to 60 km/h		51 to 60 km/h	51 to 60 km/h	51 to 60 km/h	51 to 60 km/h
Level of Service			B	C	B	C		B	E	B	C		B	B	B	E
Cyclist	Type of Bikeway		Physically Separated Bikeway	Physically Separated Bikeway	Physically Separated Bikeway	Physically Separated Bikeway		Physically Separated Bikeway	Physically Separated Bikeway	Physically Separated Bikeway	Physically Separated Bikeway		Physically Separated Bikeway	Physically Separated Bikeway	Physically Separated Bikeway	Physically Separated Bikeway
	Number of Travel Lanes (per direction)		N/A	N/A	N/A	N/A		N/A	N/A	N/A	N/A		N/A	N/A	N/A	N/A
	Raised Median?		N/A	N/A	N/A	N/A		N/A	N/A	N/A	N/A		N/A	N/A	N/A	N/A
	Bike Lane Width		≥1.8 m wide bike lane	≥1.8 m wide bike lane	≥1.8 m wide bike lane	≥1.8 m wide bike lane		≥1.8 m wide bike lane	≥1.8 m wide bike lane	≥1.8 m wide bike lane	≥1.8 m wide bike lane		≥1.8 m wide bike lane	≥1.8 m wide bike lane	≥1.8 m wide bike lane	≥1.8 m wide bike lane
	Operating Speed		50 km/h	50 km/h	50 km/h	50 km/h		50 km/h	50 km/h	50 km/h	50 km/h		50 km/h	50 km/h	50 km/h	50 km/h
	Bike Lane Blockages		N/A	N/A	N/A	N/A		N/A	N/A	N/A	N/A		N/A	N/A	N/A	N/A
	Median Refuge		N/A	N/A	N/A	N/A		N/A	N/A	N/A	N/A		N/A	N/A	N/A	N/A
	Number of Travel Lanes on Sidestreet		N/A	N/A	N/A	N/A		N/A	N/A	N/A	N/A		N/A	N/A	N/A	N/A
	Sidestreet Operating Speed		N/A	N/A	N/A	N/A		N/A	N/A	N/A	N/A		N/A	N/A	N/A	N/A
Level of Service			A	A	A	A		A	A	A	A		A	A	A	A
Transit	Facility Type		Mixed Traffic	Bus Lane	Mixed Traffic	Bus Lane		Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic		Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic
	Friction		Frequent parking/driveway friction	Frequent parking/driveway friction	Limited parking/driveway friction	Limited parking/driveway friction		Limited parking/driveway friction	Limited parking/driveway friction	Frequent parking/driveway friction	Frequent parking/driveway friction		Limited parking/driveway friction	Limited parking/driveway friction	Limited parking/driveway friction	Limited parking/driveway friction
Level of Service			F	C	D	B		D	D	F	F		D	D	D	D
Truck	Curb Lane Width		≤3.3	≤3.3	≤3.3	≤3.3		≤3.3	≤3.3	≤3.3	≤3.3		≤3.3	≤3.3	≤3.3	≤3.3
	Number of Travel Lanes (both directions)		3+	3+	3+	3+		2	2	2	2		2	2	2	2
			C	C	C	C		D	D	D	D		D	D	D	D

SEGMENTS		Fern Avenue to Southgate Drive		Southgate Drive	Southgate Drive to Moirs Mill Road		Moirs Mill Road	Moirs Mill Road to Hammonds Plains Road		Hammonds Plains Road	Hammonds Plains Road to Convo Run/ Holland Avenue		Convo Run/ Holland Avenue	Convo Run/ Holland Avenue to Locke Street	
		NB	SB		NB	SB		NB	SB		NB	SB		NB	SB
Pedestrian	Sidewalk Width	2.0 or more	2.0 or more		2.0 or more	2.0 or more		2.0 or more	1.5		2.0 or more	2.0 or more		2.0 or more	2.0 or more
	Boulevard Width	0.5 to 2	0		0.5 to 2	0		0.5 to 2	> 2		0.5 to 2	0.5 to 2		0.5 to 2	0.5 to 2
	AADT	> 3000	> 3000		> 3000	> 3000		> 3000	> 3000		> 3000	> 3000		> 3000	> 3000
	On-Street Parking	No	No		No	No		No	No		No	No		No	No
	Operating Speed	51 to 60 km/h	51 to 60 km/h		51 to 60 km/h	51 to 60 km/h		51 to 60 km/h	51 to 60 km/h		51 to 60 km/h	51 to 60 km/h		51 to 60 km/h	51 to 60 km/h
	Level of Service	B	C		B	C		B	D		B	B		B	B
Cyclist	Type of Bikeway	Physically Separated Bikeway	Physically Separated Bikeway		Physically Separated Bikeway	Physically Separated Bikeway		Physically Separated Bikeway	Physically Separated Bikeway		Physically Separated Bikeway	Physically Separated Bikeway		Bike Lanes Not Adjacent Parking Lane	Bike Lanes Not Adjacent Parking Lane
	Number of Travel Lanes (per direction)	N/A	N/A		N/A	N/A		N/A	N/A		N/A	N/A		1 Travel Lane Per Direction	1 Travel Lane Per Direction
	Raised Median?	N/A	N/A		N/A	N/A		N/A	N/A		N/A	N/A		No	No
	Bike Lane Width	≥1.8 m wide bike lane	≥1.8 m wide bike lane		≥1.8 m wide bike lane	≥1.8 m wide bike lane		≥1.8 m wide bike lane	≥1.8 m wide bike lane		≥1.8 m wide bike lane	≥1.8 m wide bike lane		≥1.5 m to <1.8 m wide bike lane	≥1.5 m to <1.8 m wide bike lane
	Operating Speed	50 km/h	50 km/h		50 km/h	50 km/h		50 km/h	50 km/h		50 km/h	50 km/h		50 km/h	50 km/h
	Bike Lane Blockages	N/A	N/A		N/A	N/A		N/A	N/A		N/A	N/A		Rare	Rare
	Median Refuge	N/A	N/A		N/A	N/A		N/A	N/A		N/A	N/A		N/A	N/A
	Number of Travel Lanes on Sidestreet	N/A	N/A		N/A	N/A		N/A	N/A		N/A	N/A		N/A	N/A
	Sidestreet Operating Speed	N/A	N/A		N/A	N/A		N/A	N/A		N/A	N/A		N/A	N/A
Transit	Facility Type	Mixed Traffic	Mixed Traffic		Mixed Traffic	Mixed Traffic		Mixed Traffic	Segregated ROW		Mixed Traffic	Mixed Traffic		Mixed Traffic	Mixed Traffic
	Friction	Moderate parking/driveway	Moderate parking/driveway		Limited parking/driveway	Limited parking/driveway		Limited parking/driveway	Moderate parking/driveway		Limited parking/driveway	Moderate parking/driveway		Frequent parking/driveway	Frequent parking/driveway
	Level of Service	E	E		D	D		D	A		D	E		F	F
Truck	Curb Lane Width	>3.7	>3.7		≤3.3	≤3.3		≤3.3	≤3.3		≤3.3	≤3.3		≤3.3	≤3.3
	Number of Travel Lanes (both directions)	2	2		2	2		3+	3+		2	2		2	2
		B	B		D	D		C	C		D	D		D	D

SEGMENTS		Locke Street to Lindsay Hill		Lindsay Hill to Sullivans Hill		Sullivans Hill to Meadowbrook		Meadowbrook Drive	Meadowbrook Drive to Spring		Spring Street to First Avenue		First Avenue to Hatchery Lane	
		NB	SB	NB	SB	NB	SB		NB	SB	NB	SB	NB	SB
Pedestrian	Sidewalk Width	2.0 or more	2.0 or more	2.0 or more	2.0 or more	2.0 or more	2.0 or more		2.0 or more	2.0 or more	2.0 or more	2.0 or more	2.0 or more	2.0 or more
	Boulevard Width	0.5 to 2	0.5 to 2	0.5 to 2	0.5 to 2	0.5 to 2	0.5 to 2		0.5 to 2	0.5 to 2	0.5 to 2	0.5 to 2	0.5 to 2	0.5 to 2
	AADT	> 3000	> 3000	> 3000	> 3000	> 3000	> 3000		> 3000	> 3000	> 3000	> 3000	> 3000	> 3000
	On-Street Parking	No	No	No	No	No	No		No	No	No	Yes	No	No
	Operating Speed	51 to 60 km/h	51 to 60 km/h	51 to 60 km/h	51 to 60 km/h	51 to 60 km/h	51 to 60 km/h		51 to 60 km/h	51 to 60 km/h	51 to 60 km/h	51 to 60 km/h	51 to 60 km/h	51 to 60 km/h
	Level of Service	B	B	B	B	B	B		B	B	B	B	B	B
Cyclist	Type of Bikeway	Bike Lanes Not Adjacent Parking Lane	Bike Lanes Not Adjacent Parking Lane	Bike Lanes Not Adjacent Parking Lane	Bike Lanes Not Adjacent Parking Lane	Bike Lanes Not Adjacent Parking Lane	Bike Lanes Not Adjacent Parking Lane		Bike Lanes Not Adjacent Parking Lane	Bike Lanes Not Adjacent Parking Lane	Bike Lanes Not Adjacent Parking Lane	Bike Lanes Adjacent to Curbside Parking Lane	Bike Lanes Not Adjacent Parking Lane	Bike Lanes Not Adjacent Parking Lane
	Number of Travel Lanes (per direction)	1 Travel Lane Per Direction	1 Travel Lane Per Direction	1 Travel Lane Per Direction	1 Travel Lane Per Direction	1 Travel Lane Per Direction	1 Travel Lane Per Direction		1 Travel Lane Per Direction	1 Travel Lane Per Direction	1 Travel Lane Per Direction	1 Travel Lane Per Direction	1 Travel Lane Per Direction	1 Travel Lane Per Direction
	Raised Median?	No	No	No	No	No	No		No	No	No	No	No	No
	Bike Lane Width	≥1.5 m to <1.8 m wide bike lane	≥1.5 m to <1.8 m wide bike lane	≥1.5 m to <1.8 m wide bike lane	≥1.5 m to <1.8 m wide bike lane	≥1.5 m to <1.8 m wide bike lane	≥1.5 m to <1.8 m wide bike lane		≥1.5 m to <1.8 m wide bike lane	≥1.5 m to <1.8 m wide bike lane	≥1.5 m to <1.8 m wide bike lane	≥1.5 m to <1.8 m wide bike lane	≥1.5 m to <1.8 m wide bike lane	≥1.5 m to <1.8 m wide bike lane
	Operating Speed	50 km/h	50 km/h	50 km/h	50 km/h	50 km/h	50 km/h		50 km/h	50 km/h	50 km/h	50 km/h	50 km/h	50 km/h
	Bike Lane Blockages	Rare	Rare	Rare	Rare	Rare	Rare		Rare	Rare	Rare	Rare	Rare	Rare
	Median Refuge	N/A	N/A	N/A	N/A	N/A	N/A		N/A	N/A	N/A	N/A	N/A	N/A
	Number of Travel Lanes on Sidestreet	N/A	N/A	N/A	N/A	N/A	N/A		N/A	N/A	N/A	N/A	N/A	N/A
	Sidestreet Operating Speed	N/A	N/A	N/A	N/A	N/A	N/A		N/A	N/A	N/A	N/A	N/A	N/A
Transit	Facility Type	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic		Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic
	Friction	Frequent parking/driveway friction	Frequent parking/driveway friction	Frequent parking/driveway friction	Frequent parking/driveway friction	Frequent parking/driveway friction	Frequent parking/driveway friction		Limited parking/driveway friction	Moderate parking/driveway friction	Limited parking/driveway friction	Moderate parking/driveway friction	Limited parking/driveway friction	Moderate parking/driveway friction
	Level of Service	F	F	F	F	F	F		D	E	D	E	D	E
Truck	Curb Lane Width	≤3.3	≤3.3	≤3.3	≤3.3	≤3.3	≤3.3		≤3.3	≤3.3	≤3.3	≤3.3	≤3.3	≤3.3
	Number of Travel Lanes (both directions)	2	2	2	2	3+	3+		2	2	2	2	2	2
		D	D	D	D	C	C		D	D	D	D	D	D

SEGMENTS		Hatchery Lane	Hatchery Lane to Union Street		Union Street	Union Street to Dartmouth Road		Dartmouth Road	Dartmouth Road to Sunnyside Mall		Sunnyside Mall	Sunnyside Mall to Rocky Lake Drive	
			NB	SB		NB	SB		NB	SB		NB	SB
Pedestrian	Sidewalk Width		2.0 or more	2.0 or more		2.0 or more	2.0 or more		2.0 or more	1.8		2.0 or more	1.8
	Boulevard Width		0.5 to 2	0.5 to 2		0.5 to 2	0.5 to 2		0.5 to 2	0.5 to 2		0.5 to 2	0.5 to 2
	AADT		> 3000	> 3000		> 3000	> 3000		> 3000	> 3000		> 3000	> 3000
	On-Street Parking		No	No		No	No		No	No		No	No
	Operating Speed		51 to 60 km/h	51 to 60 km/h		51 to 60 km/h	51 to 60 km/h		51 to 60 km/h	51 to 60 km/h		51 to 60 km/h	51 to 60 km/h
	Level of Service		B	B		B	B		B	C		B	C
Cyclist	Type of Bikeway		Bike Lanes Not Adjacent Parking Lane	Bike Lanes Not Adjacent Parking Lane		Bike Lanes Not Adjacent Parking Lane	Bike Lanes Not Adjacent Parking Lane		Physically Separated Bikeway	Physically Separated Bikeway		Physically Separated Bikeway	Physically Separated Bikeway
	Number of Travel Lanes (per direction)		1 Travel Lane Per Direction	1 Travel Lane Per Direction		1 Travel Lane Per Direction	1 Travel Lane Per Direction		N/A	N/A		N/A	N/A
	Raised Median?		No	No		No	No		N/A	N/A		N/A	N/A
	Bike Lane Width		≥1.5 m to <1.8 m wide bike lane	≥1.5 m to <1.8 m wide bike lane		≥1.5 m to <1.8 m wide bike lane	≥1.5 m to <1.8 m wide bike lane		≥1.8 m wide bike lane	≥1.8 m wide bike lane		≥1.8 m wide bike lane	≥1.8 m wide bike lane
	Operating Speed		50 km/h	50 km/h		50 km/h	50 km/h		50 km/h	50 km/h		50 km/h	50 km/h
	Bike Lane Blockages		Rare	Rare		Rare	Rare		N/A	N/A		N/A	N/A
	Median Refuge		N/A	N/A		N/A	N/A		N/A	N/A		N/A	N/A
	Number of Travel Lanes on Sidestreet		N/A	N/A		N/A	N/A		N/A	N/A		N/A	N/A
	Sidestreet Operating Speed		N/A	N/A		N/A	N/A		N/A	N/A		N/A	N/A
	Level of Service		B	B		B	B		A	A		A	A
Transit	Facility Type		Mixed Traffic Limited parking/driveway	Mixed Traffic Limited parking/driveway		Mixed Traffic Frequent parking/driveway	Mixed Traffic Frequent parking/driveway		Mixed Traffic Limited parking/driveway	Bus Lane Limited parking/driveway		Mixed Traffic Limited parking/driveway	Mixed Traffic Limited parking/driveway
	Friction												
	Level of Service		D	D		F	F		D	B		D	D
Truck	Curb Lane Width		≤3.3	≤3.3		≤3.3	≤3.3		≤3.3	≤3.3		≤3.3	≤3.3
	Number of Travel Lanes (both directions)		2	2		3+	3+		3+	3+		3+	3+
			D	D		C	C		C	C		C	C

SEGMENTS		Rocky Lake Drive	Rocky Lake Drive to Bedford		Bedford Place	Bedford Place to River Lane		River Lane	River Lane to Oakmount Drive	
			NB	SB		NB	SB		NB	SB
Pedestrian	Sidewalk Width		2.0 or more	1.8		2.0 or more	1.8		2.0 or more	1.8
	Boulevard Width		0.5 to 2	0.5 to 2		0.5 to 2	0.5 to 2		0.5 to 2	0.5 to 2
	AADT		> 3000	> 3000		> 3000	> 3000		> 3000	> 3000
	On-Street Parking		No	No		No	No		No	No
	Operating Speed		51 to 60 km/h	51 to 60 km/h		51 to 60 km/h	51 to 60 km/h		51 to 60 km/h	51 to 60 km/h
	Level of Service		B	C		B	C		B	C
Cyclist	Type of Bikeway		Physically Separated Bikeway	Physically Separated Bikeway		Physically Separated Bikeway	Physically Separated Bikeway		Physically Separated Bikeway	Physically Separated Bikeway
	Number of Travel Lanes (per direction)		N/A	N/A		N/A	N/A		N/A	N/A
	Raised Median?		N/A	N/A		N/A	N/A		N/A	N/A
	Bike Lane Width		≥1.8 m wide bike lane	≥1.8 m wide bike lane		≥1.8 m wide bike lane	≥1.8 m wide bike lane		≥1.8 m wide bike lane	≥1.8 m wide bike lane
	Operating Speed		50 km/h	50 km/h		50 km/h	50 km/h		50 km/h	50 km/h
	Bike Lane Blockages		N/A	N/A		N/A	N/A		N/A	N/A
	Median Refuge		N/A	N/A		N/A	N/A		N/A	N/A
	Number of Travel Lanes on Sidestreet		N/A	N/A		N/A	N/A		N/A	N/A
	Sidestreet Operating Speed		N/A	N/A		N/A	N/A		N/A	N/A
	Level of Service		A	A		A	A		A	A
Transit	Facility Type		Mixed Traffic Moderate parking/driveway friction	Mixed Traffic Limited parking/driveway friction		Mixed Traffic Limited parking/driveway friction	Mixed Traffic Limited parking/driveway friction		Mixed Traffic Limited parking/driveway friction	Mixed Traffic Limited parking/driveway friction
	Friction									
	Level of Service		E	D		D	D		D	D
Truck	Curb Lane Width		≤3.3	≤3.3		≤3.3	≤3.3		≤3.3	≤3.3
	Number of Travel Lanes (both directions)		3+	3+		3+	3+		3+	3+
			C	C		C	C		C	C

Multi-Modal Level of Service

(Based on IBI Group Memorandum, Approved by Halifax Regional Municipality on November 19, 2018)

Halifax - Bedford Highway Functional Plan

Scenario: Option 2

A few notes about the evaluation of specific scenarios:

General

- Driveways at intersections were included in the evaluation as a leg of the intersection when operating under intersection control (i.e. has signal heads)

Pedestrian Level of Service

- The level of service is only evaluated along Bedford (and not along side streets)
- Where channelized right turns are provided, these are evaluated as median refuge islands. The lane associated with the crossing of the channelized right turn is included in the total number of lanes to be crossed, but excluded from the delay calculation.
- Delay calculation is based on the PM Peak Period
- Level of service is evaluated based on side of the street (regardless of the direction of the facility)

Cyclist Level of Service

- The level of service is only evaluated along Bedford (and not along side streets)
- Where a channelized right turn is provided and there are no cycling facilities (i.e. cyclists operate in mixed traffic), the channelized right turn lane is assumed to operate similarly to a shared right-through lane (which has no impact on level of service under the methodology)
- Where a channelized right turn is provided and there are bike lanes, the bike lane is treated as a pocket bike lane with a dedicated right turn lane
- Level of service is evaluated based on directionality of facilities (i.e. MUPs providing access in both directions are scored NB / SB even if they are located on only one side of the street)

Transit Level of Service

- The level of service is only evaluated along Bedford Highway for segments. At intersections, level of service is also evaluated for the side streets with transit service.
- Where a channelized right turn is provided and there are no cycling facilities (i.e. cyclists operate in mixed traffic), the channelized right turn lane is assumed to operate similarly to a shared right-through lane (which has no impact on level of service under the methodology)
- Where a channelized right turn is provided and there are bike lanes, the bike lane is treated as a pocket bike lane with a dedicated right turn lane
- Delay calculation is based on the PM Peak Period
- Intersection overall scores are weighted based on the number of buses on a given approach

Truck Level of Service

- The level of service is only evaluated along Bedford for segments. At intersections, level of service is also evaluated for the side streets along truck routes.
- Where a centre two-way left turn lane is provided, this is assumed to provide additional operating and maneuvering space for trucks (i.e. this lane is included in the total number of lanes in the segment evaluation)

INTERSECTIONS		Windsor Street*				Manor Lane				Bayview Road				Seton Road			
		NORTH leg	SOUTH leg	EAST leg	WEST leg	NORTH leg	SOUTH leg	EAST leg	WEST leg	NORTH leg	SOUTH leg	EAST leg	WEST leg	NORTH leg	SOUTH leg	EAST leg	WEST leg
Pedestrian	Lanes	N/A	N/A	N/A	5	5	6	N/A	3	6	6	N/A	4	5	5	N/A	3
	Median	N/A	N/A	N/A	No Median	No Median	No Median	N/A	No Median	No Median	No Median	N/A	No Median	No Median	No Median	N/A	No Median
	Island Refuge	N/A	N/A	N/A	Yes	No	No	N/A	No	Yes	Yes	N/A	Yes	No	No	N/A	No
	Conflicting Left Turns (from street to right)	N/A	N/A	N/A	Protected	Permissive	N/A	N/A	Protected/ permissive	Permissive	N/A	N/A	Protected/ permissive	Permissive	N/A	N/A	Protected/ permissive
	Conflicting Right Turns (from street to left)	N/A	N/A	N/A	Permissive or yield control	N/A	Permissive or yield control	N/A	Permissive or yield control	N/A	Permissive or yield control	N/A	Permissive or yield control	N/A	Permissive or yield control	N/A	Permissive or yield control
	RTOR? (from street to left)	N/A	N/A	N/A	RTOR allowed	N/A	RTOR allowed	N/A	RTOR allowed	N/A	RTOR allowed	N/A	RTOR allowed	N/A	RTOR allowed	N/A	RTOR allowed
	Ped Leading Interval? (on cross street)	N/A	N/A	N/A	No	No	No	N/A	No	No	No	N/A	No	Yes	No	N/A	No
	Corner Radius	N/A	N/A	N/A	Right turn "smart channel"	> 5m to 10m	N/A	N/A	> 10m to 15m	Right turn "smart channel"	N/A	N/A	Right turn "smart channel"	> 10m to 15m	N/A	N/A	> 10m to 15m
	Crosswalk Type	N/A	N/A	N/A	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	N/A	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	N/A	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	N/A	Zebra stripe hi-vis markings
	LOS (PETS <i>i</i>)	N/A	N/A	N/A	60	49	37	N/A	73	43	41	N/A	68	50	54	N/A	73
Cyclist	Cycle Length	N/A	N/A	N/A	97.5	120	120	N/A	120	120	120	N/A	120	120	120	N/A	120
	Pedestrian Effective Walk Time	N/A	N/A	N/A	33.8	14.5	14.5	N/A	58.7	10.9	10.9	N/A	42.25	11.5	11.5	N/A	55.3
	LOS (Delay,seconds)	N/A	N/A	N/A	21	46	46.4	N/A	16	50	49.6	N/A	25	49	49.1	N/A	17
	Overall Level of Service	C				E				E				E			
	Type of Bikeway	Bike Lanes/ Cycle Track	Mixed Traffic	N/A	N/A	Mixed Traffic	Bike Lanes/ Cycle Track	N/A	N/A	Mixed Traffic	Mixed Traffic	N/A	N/A	Mixed Traffic	Mixed Traffic	N/A	N/A
	Right-Turn Speed (based on corner radius & angle)	N/A	N/A	N/A	N/A	Slow	N/A	N/A	N/A	Slow	N/A	N/A	N/A	Slow	N/A	N/A	N/A
	Right Turn Storage Length	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	≤ 50m	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Dual Right Turn?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Shared Through-Right?	N/A	N/A	N/A	N/A	Yes	N/A	N/A	N/A	No	N/A	N/A	N/A	Yes	N/A	N/A	N/A
	Bike Box?	N/A	No	N/A	N/A	N/A	N/A	N/A	N/A	N/A	No	N/A	N/A	N/A	No	N/A	N/A
Transit	Number of Lanes Crossed for Left Turns	N/A	No Lanes Crossed	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1 Lane Crossed	N/A	N/A	N/A	1 Lane Crossed	N/A	N/A
	Operating Speed on Approach	50km/h	50km/h	N/A	N/A	50km/h	50km/h	N/A	N/A	50km/h	50km/h	N/A	N/A	50km/h	50km/h	N/A	N/A
	Dual Left Turn Lanes?	No	Yes	N/A	N/A	N/A	N/A	N/A	N/A	N/A	No	N/A	N/A	N/A	N/A	N/A	N/A
	Level of Service	A	F	N/A	N/A	C	B	N/A	N/A	B	D	N/A	N/A	D	D	N/A	N/A
	Average Signal Delay	≤30 sec	≤40 sec	N/A	>40 sec	≤10 sec	≤10 sec	N/A	N/A	≤10 sec	≤10 sec	N/A	N/A	≤10 sec	≤10 sec	N/A	N/A
	Level of Service	D	E	N/A	F	B	B	N/A	N/A	B	B	N/A	N/A	B	B	N/A	N/A
	Turning Radius (Right-Turn)	10 to 15m	N/A	N/A	10 to 15m	N/A	N/A	N/A	N/A	10 to 15m	N/A	N/A	> 15m	N/A	N/A	N/A	N/A
	Number of Receiving Lanes	2+	N/A	N/A	2+	N/A	N/A	N/A	N/A	1	N/A	N/A	1	N/A	N/A	N/A	N/A
	Level of Service	B	N/A	N/A	B	N/A	N/A	N/A	N/A	E	N/A	N/A	C	N/A	N/A	N/A	N/A
	Level of Service	B				N/A				E				N/A			
Auto	Level of Service	F				F				F				E			

*At this intersection Bedford Highway / Lady Hammond Street is assumed to be the North-South street for consistency with the Synchro evaluation

INTERSECTIONS		Flamingo Drive				Kearney Lake Road				Larry Uteck Boulevard				Southgate Drive			
		NORTH leg	SOUTH leg	EAST leg	WEST leg	NORTH leg	SOUTH leg	EAST leg	WEST leg	NORTH leg	SOUTH leg	EAST leg	WEST leg	NORTH leg	SOUTH leg	EAST leg	WEST leg
Pedestrian	Lanes	5	5	N/A	3	5	6	N/A	5	3	4	N/A	4	3	3	N/A	4
	Median	No Median	No Median	N/A	No Median	No Median	No Median	N/A	No Median	No Median	No Median	N/A	No Median	No Median	No Median	N/A	No Median
	Island Refuge	No	No	N/A	No	Yes	Yes	N/A	Yes	Yes	Yes	N/A	Yes	No	No	N/A	Yes
	Conflicting Left Turns (from street to right)	Permissive	N/A	N/A	Permissive	Permissive	N/A	N/A	Protected/ permissive	Permissive	N/A	N/A	Protected/ permissive	Permissive	N/A	N/A	Permissive
	Conflicting Right Turns (from street to left)	N/A	Permissive or yield control	N/A	Permissive or yield control	N/A	Permissive or yield control	N/A	Permissive or yield control	N/A	Permissive or yield control	N/A	Permissive or yield control	N/A	Permissive or yield control	N/A	Permissive or yield control
	RTOR? (from street to left)	N/A	RTOR allowed	N/A	RTOR allowed	N/A	RTOR allowed	N/A	RTOR allowed	N/A	RTOR allowed	N/A	RTOR allowed	N/A	RTOR allowed	N/A	RTOR allowed
	Ped Leading Interval? (on cross street)	No	No	N/A	No	No	No	N/A	No	No	No	N/A	No	No	No	N/A	No
	Corner Radius	> 10m to 15m	N/A	N/A	> 10m to 15m	Right turn "smart channel"	N/A	N/A	Right turn "smart channel"	Right turn "smart channel"	N/A	N/A	Right turn "smart channel"	Right turn "smart channel"	N/A	N/A	> 10m to 15m
	Crosswalk Type	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	N/A	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	N/A	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	N/A	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	N/A	Zebra stripe hi-vis markings
	LOS (PETS <i>i</i>)	48	54	N/A	73	60	41	N/A	52	93	74	N/A	68	93	87	N/A	60
Cyclist	Cycle Length	120	120	N/A	120	121	121	N/A	121	106	106	N/A	106	87	87	N/A	87
	Pedestrian Crossing Distance (m)	11.5	11.5	N/A	78.2	23.7	23.7	N/A	43.7	18.7	18.7	N/A	39.4	19.4	19.4	N/A	43.3
	LOS (Delay,seconds)	49	49.1	N/A	7	39	39.1	N/A	25	36	35.9	N/A	21	26	26.3	N/A	11
	Overall Level of Service	E	E	N/A	A	D	D	N/A	C	D	D	N/A	C	C	C	N/A	B
	Type of Bikeway	Mixed Traffic	Mixed Traffic	N/A	N/A	Mixed Traffic	Mixed Traffic	N/A	N/A	Bike Lanes/ Cycle Track	Bike Lanes/ Cycle Track	N/A	N/A	Bike Lanes/ Cycle Track	Bike Lanes/ Cycle Track	N/A	N/A
	Right-Turn Speed (based on corner radius & angle)	Slow	N/A	N/A	N/A	Slow	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Right Turn Storage Length	N/A	N/A	N/A	N/A	≤ 50m	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Dual Right Turn?	N/A	N/A	N/A	N/A	No	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Shared Through-Right?	Yes	N/A	N/A	N/A	No	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Bike Box?	N/A	No	N/A	N/A	N/A	No	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Transit	Number of Lanes Crossed for Left Turns	N/A	1 Lane Crossed	N/A	N/A	N/A	1 Lane Crossed	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Operating Speed on Approach	50km/h	50km/h	N/A	N/A	50km/h	50km/h	N/A	N/A	50km/h	50km/h	N/A	N/A	50km/h	50km/h	N/A	N/A
	Dual Left Turn Lanes?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Level of Service	D	D	N/A	N/A	B	D	N/A	N/A	A	A	N/A	N/A	A	A	N/A	N/A
	Average Signal Delay	≤10 sec	≤10 sec	N/A	>40 sec	≤30 sec	≤10 sec	N/A	N/A	≤30 sec	≤10 sec	N/A	≤30 sec	≤20 sec	≤20 sec	N/A	N/A
	Level of Service	B	B	N/A	F	D	B	N/A	N/A	D	B	N/A	D	C	C	N/A	N/A
	Turning Radius (Right-Turn)	N/A	N/A	N/A	N/A	10 to 15m	N/A	N/A	10 to 15m	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Number of Receiving Lanes	N/A	N/A	N/A	N/A	2+	N/A	N/A	E	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Level of Service	N/A				E				N/A				N/A			
	Level of Service	B				C				B				B			

INTERSECTIONS		Moirs Mill Road				Hammonds Plains Road				Convoy Run/ Holland Avenue				Meadowbrook Drive				Hatchery Lane			
		NORTH leg	SOUTH leg	EAST leg	WEST leg	NORTH leg	SOUTH leg	EAST leg	WEST leg	NORTH leg	SOUTH leg	EAST leg	WEST leg	NORTH leg	SOUTH leg	EAST leg	WEST leg	NORTH leg	SOUTH leg	EAST leg	WEST leg
Pedestrian	Lanes	N/A	5	N/A	3	5	5	4	5	3	4	4	2	3	3	2	3	3	2	3	N/A
	Median	N/A	No Median	N/A	No Median	No Median	No Median	No Median	No Median	No Median	No Median	No Median	No Median	No Median	No Median	No Median	No Median	No Median	Median (>2.4m)	No Median	N/A
	Island Refuge	N/A	Yes	N/A	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	No	No	No	No	No	No	No	No	N/A
	Conflicting Left Turns (from street to right)	N/A	N/A	N/A	Permissive	Protected/ permissive	Protected/ permissive	Protected/ permissive	Protected/ permissive	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive	N/A	Permissive	Permissive	N/A
	Conflicting Right Turns (from street to left)	N/A	Permissive or yield control	N/A	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	N/A	Permissive or yield control	N/A
	RTOR? (from street to left)	N/A	RTOR allowed	N/A	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	N/A	RTOR allowed	N/A
	Ped Leading Interval? (on cross street)	N/A	No	N/A	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	N/A
	Corner Radius	N/A	N/A	N/A	Right turn "smart channel"	Right turn "smart channel"	> 5m to 10m	Right turn "smart channel"	Right turn "smart channel"	> 5m to 10m	Right turn "smart channel"	> 10m to 15m	> 10m to 15m	> 5m to 10m	> 5m to 10m	> 5m to 10m	> 5m to 10m	N/A	> 5m to 10m	> 5m to 10m	N/A
Cyclist	Crosswalk Type	N/A	Zebra stripe hi-vis markings	N/A	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	Standard transverse markings	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	No crosswalk	Zebra stripe hi-vis markings	N/A
	LOS (PETS)	N/A	58 D	N/A	85 B	52 D	45 D	68 C	52 D	74 C	68 C	60 C	88 B	74 C	74 C	86 B	74 C	87 B	92 A	74 C	N/A N/A
	Cycle Length	N/A	110	N/A	110	110	110	110	110	117	117	117	117	96	96	96	96	100	100	100	N/A
	Pedestrian Effective Walk Time	N/A	20.9	N/A	65	13.8	19.8	27.1	20.1	34.2	34.2	53.3	53.3	15.9	15.9	53.1	53.1	13.7	13.7	59.8	N/A
	LOS (Delay,seconds)	N/A	36.1 D	N/A	9 A	42 E	37 D	31.2 D	37 D	29 C	29.3 C	17.3 B	17 B	33 D	33.4 D	9.6 A	10 A	37 D	37.2 D	8.1 A	N/A N/A
	Overall Level of Service	D				E				C				D				D			
	Type of Bikeway	Bike Lanes/ Cycle Track	Bike Lanes/ Cycle Track	N/A	N/A	Bike Lanes/ Cycle Track	Bike Lanes/ Cycle Track	N/A	N/A	Bike Lanes/ Cycle Track	Bike Lanes/ Cycle Track	N/A	N/A	Bike Lanes/ Cycle Track	Bike Lanes/ Cycle Track	N/A	N/A	Bike Lanes/ Cycle Track	Bike Lanes/ Cycle Track	N/A	N/A
	Right-Turn Speed (based on corner radius & angle)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Slow	N/A	N/A
Truck	Right Turn Storage Length	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Dual Right Turn?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	No	N/A	N/A
	Shared Through-Right?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Yes	Yes	N/A	N/A	N/A	Yes	N/A	N/A
	Bike Box?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	No	N/A	N/A	N/A	No	No	N/A	N/A	No	N/A	N/A	N/A
	Number of Lanes Crossed for Left Turns	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1 Lane Crossed	N/A	N/A	N/A	1 Lane Crossed	1 Lane Crossed	N/A	N/A	1 Lane Crossed	N/A	N/A	N/A
	Operating Speed on Approach	N/A	N/A	N/A	N/A	50km/h	50km/h	N/A	N/A	50km/h	N/A	N/A	N/A	50km/h	50km/h	N/A	N/A	50km/h	50km/h	N/A	N/A
	Dual Left Turn Lanes?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	No	N/A	N/A	N/A	No	N/A	N/A	N/A
	Level of Service	A	A	N/A	N/A	A	A	N/A	N/A	C	A	N/A	N/A	C	C	N/A	N/A	C	A	N/A	N/A
Transit	Average Signal Delay	≤10 sec	≤10 sec	N/A	N/A	≤40 sec	≤40 sec	N/A	>40 sec	≤20 sec	≤20 sec	N/A	N/A	≤20 sec	≤10 sec	N/A	>40 sec	≤10 sec	≤20 sec	N/A	N/A
	Level of Service	B	B	N/A	N/A	E	E	N/A	F	C	C	N/A	N/A	C	B	N/A	F	B	C	N/A	N/A
	Overall Level of Service	B				E				C				C				C			
Auto	Turning Radius (Right-Turn)	N/A	N/A	N/A	N/A	10 to 15m	< 10m	10 to 15m	> 15m	< 10m	10 to 15m	10 to 15m	10 to 15m	< 10m	N/A	N/A	< 10m	N/A	< 10m	< 10m	N/A
	Number of Receiving Lanes	N/A	N/A	N/A	N/A	1	1	1	1	1	1	1	1	1	N/A	N/A	1	N/A	1	1	N/A
	Level of Service	N/A	N/A	N/A	N/A	E	F	E	C	F	E	E	E	F	N/A	N/A	F	N/A	F	F	N/A
Auto	Level of Service	A				D				B				B				B			

INTERSECTIONS		Union Street				Dartmouth Road				Sunnyside Mall				Rocky Lake Drive				Bedford Place				
		NORTH leg	SOUTH leg	EAST leg	WEST leg	NORTH leg	SOUTH leg	EAST leg	WEST leg	NORTH leg	SOUTH leg	EAST leg	WEST leg	NORTH leg	SOUTH leg	EAST leg	WEST leg	NORTH leg	SOUTH leg	EAST leg	WEST leg	
Pedestrian	Lanes	2	3	N/A	3	5	6	5	2	5	5	3	3	5	5	3	3	N/A	5	N/A	2	
	Median (>2.4m)	Median (>2.4m)	No Median	N/A	No Median	No Median	No Median	No Median	No Median	No Median	No Median	No Median	No Median	No Median	No Median	No Median	No Median	N/A	No Median	N/A	No Median	
	Island Refuge	No	No	N/A	Yes	No	Yes	Yes	No	No	No	No	No	No	No	No	No	N/A	No	N/A	No	
	Conflicting Left Turns (from street to right)	Permissive	N/A	N/A	Permissive	Permissive	Permissive	Protected/ permissive	Permissive	Permissive	Permissive	Protected/ permissive	Permissive	Protected/ permissive	Protected/ permissive	Protected	Protected/ permissive	N/A	N/A	N/A	Protected	
	Conflicting Right Turns (from street to left)	N/A	Permissive or yield control	N/A	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	Permissive or yield control	N/A	Permissive or yield control	N/A	Permissive or yield control	
	RTOR? (from street to left)	N/A	RTOR allowed	N/A	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	RTOR allowed	N/A	RTOR allowed	N/A	RTOR allowed	
	Ped Leading Interval? (on cross street)	No	No	N/A	No	No	No	No	No	No	No	No	No	No	No	No	No	N/A	No	N/A	No	
	Corner Radius	> 5m to 10m	N/A	N/A	Right turn "smart channel"	> 5m to 10m	Right turn "smart channel"	Right turn "smart channel"	> 5m to 10m	> 5m to 10m	> 5m to 10m	> 5m to 10m	> 5m to 10m	> 5m to 10m	No right turn	> 10m to 15m	> 10m to 15m	N/A	N/A	N/A	> 10m to 15m	
	Crosswalk Type	No crosswalk	Zebra stripe hi-vis markings	N/A	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	Zebra stripe hi-vis markings	No crosswalk	Zebra stripe hi-vis markings	N/A	Zebra stripe hi-vis markings
	LOS (PETS)	92 A	87 B	N/A	85 B	41 E	35 E	52 D	89 B	41 E	41 E	74 C	74 C	41 E	46 D	81 B	73 C	N/A N/A	54 D	N/A N/A	96 A	
Cycle Length	100	100	N/A	100	100	100	100	100	100	100	100	100	100	100	100	100	100	N/A	100	N/A	100	
Pedestrian Crossing Distance (m)	13.7	13.7	N/A	62.6	21	21	17.2	40.2	16	16	34.2	46.2	17.4	12.4	22.9	23.9	N/A	15.7	N/A	50.4		
LOS (Delay,seconds)	37 D	37.2 D	N/A	7 A	31 D	31.2 D	34.3 D	18 B	35 D	35.3 D	21.6 C	15 B	34 D	38.4 D	29.7 C	29 C	N/A N/A	35.5 D	N/A N/A	12 B		
Overall Level of Service	D				E				E				E				D					
Cyclist	Type of Bikeway	Bike Lanes/ Cycle Track	Bike Lanes/ Cycle Track	N/A	N/A	Bike Lanes/ Cycle Track	Bike Lanes/ Cycle Track	N/A	N/A	Bike Lanes/ Cycle Track	Bike Lanes/ Cycle Track	N/A	N/A	Bike Lanes/ Cycle Track	Bike Lanes/ Cycle Track	N/A	N/A	Bike Lanes/ Cycle Track	Bike Lanes/ Cycle Track	N/A	N/A	
	Right-Turn Speed (based on corner radius & angle)	Slow	N/A	N/A	N/A	Slow	Slow	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
	Right Turn Storage Length	N/A	N/A	N/A	N/A	N/A	≤ 50m	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
	Dual Right Turn?	No	N/A	N/A	N/A	No	No	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
	Shared Through-Right?	Yes	N/A	N/A	N/A	Yes	No	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
	Bike Box?	No	No	N/A	N/A	No	No	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
	Number of Lanes Crossed for Left Turns	N/A	1 Lane Crossed	N/A	N/A	N/A	2+ Lanes Crossed	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
	Operating Speed on Approach	50km/h	50km/h	N/A	N/A	50km/h	50km/h	N/A	N/A	50km/h	50km/h	N/A	N/A	50km/h	50km/h	N/A	N/A	50km/h	50km/h	N/A	N/A	
	Dual Left Turn Lanes?	N/A	No	N/A	N/A	N/A	No	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
	Level of Service	A	C	N/A	N/A	F	F	N/A	N/A	A	A	N/A	N/A	A	A	N/A	N/A	A	A	N/A	N/A	
Transit	Average Signal Delay	≤10 sec	≤10 sec	N/A	N/A	≤40 sec	>40 sec	≤30 sec	N/A	≤10 sec	≤10 sec	N/A	N/A	≤20 sec	≤30 sec	N/A	N/A	≤10 sec	≤10 sec	N/A	N/A	
	Level of Service	B	B	N/A	N/A	E	F	D	N/A	B	B	N/A	N/A	C	D	N/A	N/A	B	B	N/A	N/A	
	Overall Level of Service	B				E				B				D				B				
Truck	Turning Radius (Right-Turn)	< 10m	N/A	N/A	N/A	< 10m	< 10m	< 10m	< 10m	< 10m	< 10m	< 10m	< 10m	10 to 15m	N/A	10 to 15m	10 to 15m	10 to 15m	N/A	N/A	10 to 15m	
	Number of Receiving Lanes	1	N/A	N/A	N/A	1	1	2+	1	2+	1	2+	2+	1	N/A	2+	2+	1	N/A	N/A	2+	
	Level of Service	F	N/A	N/A	N/A	F	F	D	F	D	F	D	D	E	N/A	B	B	E	N/A	N/A	B	
Auto	Level of Service	A				D				A				C				A				

INTERSECTIONS		River Lane			
		NORTH leg	SOUTH leg	EAST leg	WEST leg
Pedestrian	Lanes	N/A	5	N/A	2
	Median	N/A	No Median	N/A	No Median
	Island Refuge	N/A	No	N/A	No
	Conflicting Left Turns (from street to right)	N/A	N/A	N/A	Protected
	Conflicting Right Turns (from street to left)	N/A	Permissive or yield control	N/A	Permissive or yield control
	RTOR? (from street to left)	N/A	RTOR allowed	N/A	RTOR allowed
	Ped Leading Interval? (on cross street)	N/A	No	N/A	No
	Corner Radius	N/A	N/A	N/A	> 10m to 15m
	Crosswalk Type	No crosswalk	Zebra stripe hi-vis markings	N/A	Zebra stripe hi-vis markings
	LOS (PETS <i>i</i>)	N/A	54 D	N/A	96 A
Cyclist	Cycle Length	N/A	100	N/A	100
	Pedestrian Effective Walk Time	N/A	13.4	N/A	32.3
	LOS (Delay,seconds)	N/A	37.5 D	N/A	23 C
	Overall Level of Service	D			
Transit	Type of Bikeway	Bike Lanes/ Cycle Track	Bike Lanes/ Cycle Track	N/A	N/A
	Right-Turn Speed (based on corner radius & angle)	N/A	N/A	N/A	N/A
	Right Turn Storage Length	N/A	N/A	N/A	N/A
	Dual Right Turn?	N/A	N/A	N/A	N/A
	Shared Through-Right?	N/A	N/A	N/A	N/A
	Bike Box?	N/A	N/A	N/A	N/A
	Number of Lanes Crossed for Left Turns	N/A	N/A	N/A	N/A
	Operating Speed on Approach	50km/h	50km/h	N/A	N/A
	Dual Left Turn Lanes?	N/A	N/A	N/A	N/A
	Level of Service	A	A	N/A	N/A
Truck	Average Signal Delay	≤10 sec	≤10 sec	N/A	N/A
	Level of Service	B	B	N/A	N/A
		B			
Auto	Turning Radius (Right-Turn)	< 10m	N/A	N/A	< 10m
	Number of Receiving Lanes	1	N/A	N/A	2+
	Level of Service	F	N/A	N/A	D
		F			
		B			

SEGMENTS		Windsor Street*	Windsor Street to Manor Lane		Manor Lane	Manor Lane to Bayview Road		Bayview Road	Bayview Road to Seton Road		Seton Road	Seton Road to MSVU		MSVU to Flamingo Drive		
			NB	SB		NB	SB		NB	SB		NB	SB	NB	SB	
Pedestrian	Sidewalk Width		No Sidewalk	2.0 or more		2.0 or more	2.0 or more		2.0 or more	2.0 or more		2.0 or more	2.0 or more	2.0 or more	2.0 or more	
	Boulevard Width		N/A	0.5 to 2		0	0		0	0		0	0	0	0	
	AADT		N/A	> 3000		> 3000	> 3000		> 3000	> 3000		> 3000	> 3000	> 3000	> 3000	
	On-Street Parking		N/A	No		No	No		No	No		No	No	No	No	
	Operating Speed		51 to 60 km/h	51 to 60 km/h		51 to 60 km/h	51 to 60 km/h		51 to 60 km/h	51 to 60 km/h		51 to 60 km/h	51 to 60 km/h	51 to 60 km/h	51 to 60 km/h	
Level of Service			F	B		C	C		C	C		C	C	C	C	
Cyclist	Type of Bikeway		Physically Separated Bikeway	Physically Separated Bikeway		Mixed Traffic	Mixed Traffic		Mixed Traffic	Mixed Traffic		Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	
	Number of Travel Lanes (per direction)		N/A	N/A		3+ Travel Lanes Per Direction	2 Travel Lanes Per Direction		3+ Travel Lanes Per Direction	2 Travel Lanes Per Direction		3+ Travel Lanes Per Direction	2 Travel Lanes Per Direction	3+ Travel Lanes Per Direction	2 Travel Lanes Per Direction	
	Raised Median?		N/A	N/A		No	No		No	No		No	No	No	No	
	Bike Lane Width		N/A	N/A		N/A	N/A		N/A	N/A		N/A	N/A	N/A	N/A	
	Operating Speed		N/A	N/A		50 km/h	50 km/h		50 km/h	50 km/h		50 km/h	50 km/h	50 km/h	50 km/h	
	Bike Lane Blockages		N/A	N/A		N/A	N/A		N/A	N/A		N/A	N/A	N/A	N/A	
	Median Refuge		N/A	N/A		N/A	N/A		N/A	N/A		N/A	N/A	N/A	N/A	
	Number of Travel Lanes on Sidestreet		N/A	N/A		N/A	N/A		N/A	N/A		N/A	N/A	N/A	N/A	
	Sidestreet Operating Speed		N/A	N/A		N/A	N/A		N/A	N/A		N/A	N/A	N/A	N/A	
Level of Service			A	A		D	D		D	D		D	D	D	D	
Transit	Facility Type		Mixed Traffic	Bus Lane		Bus Lane	Bus Lane		Bus Lane	Bus Lane		Bus Lane	Bus Lane	Bus Lane	Bus Lane	
	Friction		Limited parking/driveway	Limited parking/driveway		Limited parking/driveway	Limited parking/driveway		Limited parking/driveway	Limited parking/driveway		Limited parking/driveway	Limited parking/driveway	Limited parking/driveway	Limited parking/driveway	
Level of Service			D	B		B	B		B	B		B	B	B	B	
Truck	Curb Lane Width		≤3.3	≤3.3		≤3.3	≤3.3		≤3.3	≤3.3		≤3.3	≤3.3	≤3.3	≤3.3	
	Number of Travel Lanes (both directions)		3+	3+		3+	3+		3+	3+		3+	3+	3+	3+	
			C	C		C	C		C	C		C	C	C	C	

SEGMENTS		Flamingo Drive	Flamingo Drive to Tremont Drive		Tremont Drive to Kearney Lake		Kearney Lake Road	Kearney Lake Road to Charlotte		Charlotte Lane to Larry Uteck		Larry Uteck Boulevard	Larry Uteck Boulevard to Access		Access North of Larry Uteck	
			NB	SB	NB	SB		NB	SB	NB	SB		NB	SB	NB	SB
Pedestrian	Sidewalk Width		2.0 or more	2.0 or more	2.0 or more	2.0 or more		2.0 or more	1.5	2.0 or more	2.0 or more		2.0 or more	2.0 or more	2.0 or more	1.5
	Boulevard Width		0	0	0	0		0.5 to 2	0	0.5 to 2	0		0.5 to 2	0.5 to 2	0.5 to 2	0
	AADT		> 3000	> 3000	> 3000	> 3000		> 3000	> 3000	> 3000	> 3000		> 3000	> 3000	> 3000	> 3000
	On-Street Parking		No	No	No	No		No	No	No	No		No	No	No	No
	Operating Speed		51 to 60 km/h	51 to 60 km/h	51 to 60 km/h	51 to 60 km/h		51 to 60 km/h	51 to 60 km/h	51 to 60 km/h	51 to 60 km/h		51 to 60 km/h	51 to 60 km/h	51 to 60 km/h	51 to 60 km/h
Level of Service			C	C	C	C		B	E	B	C		B	B	B	E
Cyclist	Type of Bikeway		Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic		Physically Separated Bikeway	Physically Separated Bikeway	Physically Separated Bikeway	Physically Separated Bikeway		Physically Separated Bikeway	Physically Separated Bikeway	Physically Separated Bikeway	Physically Separated Bikeway
	Number of Travel Lanes (per direction)		3+ Travel Lanes Per Direction	2 Travel Lanes Per Direction	2 Travel Lanes Per Direction	2 Travel Lanes Per Direction		N/A	N/A	N/A	N/A		N/A	N/A	N/A	N/A
	Raised Median?		No	No	No	No		N/A	N/A	N/A	N/A		N/A	N/A	N/A	N/A
	Bike Lane Width		N/A	N/A	N/A	N/A		≥1.8 m wide bike lane	≥1.8 m wide bike lane	≥1.8 m wide bike lane	≥1.8 m wide bike lane		≥1.8 m wide bike lane	≥1.8 m wide bike lane	≥1.8 m wide bike lane	≥1.8 m wide bike lane
	Operating Speed		50 km/h	50 km/h	50 km/h	50 km/h		50 km/h	50 km/h	50 km/h	50 km/h		50 km/h	50 km/h	50 km/h	50 km/h
	Bike Lane Blockages		N/A	N/A	N/A	N/A		N/A	N/A	N/A	N/A		N/A	N/A	N/A	N/A
	Median Refuge		N/A	N/A	N/A	N/A		N/A	N/A	N/A	N/A		N/A	N/A	N/A	N/A
	Number of Travel Lanes on Sidestreet		N/A	N/A	N/A	N/A		N/A	N/A	N/A	N/A		N/A	N/A	N/A	N/A
	Sidestreet Operating Speed		N/A	N/A	N/A	N/A		N/A	N/A	N/A	N/A		N/A	N/A	N/A	N/A
Level of Service			D	D	D	D		A	A	A	A		A	A	A	A
Transit	Facility Type		Bus Lane	Bus Lane	Bus Lane	Bus Lane		Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic		Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic
	Friction		Frequent parking/driveway friction	Frequent parking/driveway friction	Limited parking/driveway friction	Limited parking/driveway friction		Limited parking/driveway friction	Limited parking/driveway friction	Frequent parking/driveway friction	Frequent parking/driveway friction		Limited parking/driveway friction	Limited parking/driveway friction	Limited parking/driveway friction	Limited parking/driveway friction
Level of Service			C	C	B	B		D	D	F	F		D	D	D	D
Truck	Curb Lane Width		≤3.3	≤3.3	≤3.3	≤3.3		≤3.3	≤3.3	≤3.3	≤3.3		≤3.3	≤3.3	≤3.3	≤3.3
	Number of Travel Lanes (both directions)		3+	3+	2	2		2	2	2	2		2	2	2	2
			C	C	D	D		D	D	D	D		D	D	D	D

SEGMENTS		Fern Avenue to Southgate Drive		Southgate Drive	Southgate Drive to Moirs Mill Road		Moirs Mill Road	Moirs Mill Road to Hammonds Plains Road		Hammonds Plains Road	Hammonds Plains Road to Convo Run/ Holland Avenue		Convo Run/ Holland Avenue	Convo Run/ Holland Avenue to Locke Street	
		NB	SB		NB	SB		NB	SB		NB	SB		NB	SB
Pedestrian	Sidewalk Width	2.0 or more	2.0 or more		2.0 or more	2.0 or more		2.0 or more	1.5		2.0 or more	2.0 or more		2.0 or more	2.0 or more
	Boulevard Width	0.5 to 2	0		0.5 to 2	0		0.5 to 2	> 2		0.5 to 2	0.5 to 2		0.5 to 2	0.5 to 2
	AADT	> 3000	> 3000		> 3000	> 3000		> 3000	> 3000		> 3000	> 3000		> 3000	> 3000
	On-Street Parking	No	No		No	No		No	No		No	No		No	No
	Operating Speed	51 to 60 km/h	51 to 60 km/h		51 to 60 km/h	51 to 60 km/h		51 to 60 km/h	51 to 60 km/h		51 to 60 km/h	51 to 60 km/h		51 to 60 km/h	51 to 60 km/h
	Level of Service	B	C		B	C		B	D		B	B		B	B
Cyclist	Type of Bikeway	Physically Separated Bikeway	Physically Separated Bikeway		Physically Separated Bikeway	Physically Separated Bikeway		Physically Separated Bikeway	Physically Separated Bikeway		Physically Separated Bikeway	Physically Separated Bikeway		Bike Lanes Not Adjacent Parking Lane	Bike Lanes Not Adjacent Parking Lane
	Number of Travel Lanes (per direction)	N/A	N/A		N/A	N/A		N/A	N/A		N/A	N/A		1 Travel Lane Per Direction	1 Travel Lane Per Direction
	Raised Median?	N/A	N/A		N/A	N/A		N/A	N/A		N/A	N/A		No	No
	Bike Lane Width	≥1.8 m wide bike lane	≥1.8 m wide bike lane		≥1.8 m wide bike lane	≥1.8 m wide bike lane		≥1.8 m wide bike lane	≥1.8 m wide bike lane		≥1.8 m wide bike lane	≥1.8 m wide bike lane		≥1.5 m to <1.8 m wide bike lane	≥1.5 m to <1.8 m wide bike lane
	Operating Speed	50 km/h	50 km/h		50 km/h	50 km/h		50 km/h	50 km/h		50 km/h	50 km/h		50 km/h	50 km/h
	Bike Lane Blockages	N/A	N/A		N/A	N/A		N/A	N/A		N/A	N/A		Rare	Rare
	Median Refuge	N/A	N/A		N/A	N/A		N/A	N/A		N/A	N/A		N/A	N/A
	Number of Travel Lanes on Sidestreet	N/A	N/A		N/A	N/A		N/A	N/A		N/A	N/A		N/A	N/A
	Sidestreet Operating Speed	N/A	N/A		N/A	N/A		N/A	N/A		N/A	N/A		N/A	N/A
Transit	Facility Type	Mixed Traffic	Mixed Traffic		Mixed Traffic	Mixed Traffic		Mixed Traffic	Segregated ROW		Mixed Traffic	Mixed Traffic		Mixed Traffic	Mixed Traffic
	Friction	Moderate parking/driveway	Moderate parking/driveway		Limited parking/driveway	Limited parking/driveway		Limited parking/driveway	Moderate parking/driveway		Limited parking/driveway	Moderate parking/driveway		Frequent parking/driveway	Frequent parking/driveway
	Level of Service	E	E		D	D		D	A		D	E		F	F
Truck	Curb Lane Width	>3.7	>3.7		≤3.3	≤3.3		≤3.3	≤3.3		≤3.3	≤3.3		≤3.3	≤3.3
	Number of Travel Lanes (both directions)	2	2		2	2		3+	3+		2	2		2	2
		B	B		D	D		C	C		D	D		D	D

SEGMENTS		Locke Street to Lindsay Hill		Lindsay Hill to Sullivans Hill		Sullivans Hill to Meadowbrook		Meadowbrook Drive	Meadowbrook Drive to Spring		Spring Street to First Avenue		First Avenue to Hatchery Lane	
		NB	SB	NB	SB	NB	SB		NB	SB	NB	SB	NB	SB
Pedestrian	Sidewalk Width	2.0 or more	2.0 or more	2.0 or more	2.0 or more	2.0 or more	2.0 or more		2.0 or more	2.0 or more	2.0 or more	2.0 or more	2.0 or more	2.0 or more
	Boulevard Width	0.5 to 2	0.5 to 2	0.5 to 2	0.5 to 2	0.5 to 2	0.5 to 2		0.5 to 2	0.5 to 2	0.5 to 2	0.5 to 2	0.5 to 2	0.5 to 2
	AADT	> 3000	> 3000	> 3000	> 3000	> 3000	> 3000		> 3000	> 3000	> 3000	> 3000	> 3000	> 3000
	On-Street Parking	No	No	No	No	No	No		No	No	No	Yes	No	No
	Operating Speed	51 to 60 km/h	51 to 60 km/h	51 to 60 km/h	51 to 60 km/h	51 to 60 km/h	51 to 60 km/h		51 to 60 km/h	51 to 60 km/h	51 to 60 km/h	51 to 60 km/h	51 to 60 km/h	51 to 60 km/h
	Level of Service	B	B	B	B	B	B		B	B	B	B	B	B
Cyclist	Type of Bikeway	Bike Lanes Not Adjacent Parking Lane	Bike Lanes Not Adjacent Parking Lane	Bike Lanes Not Adjacent Parking Lane	Bike Lanes Not Adjacent Parking Lane	Bike Lanes Not Adjacent Parking Lane	Bike Lanes Not Adjacent Parking Lane		Bike Lanes Not Adjacent Parking Lane	Bike Lanes Not Adjacent Parking Lane	Bike Lanes Not Adjacent Parking Lane	Bike Lanes Adjacent to Curbside Parking Lane	Bike Lanes Not Adjacent Parking Lane	Bike Lanes Not Adjacent Parking Lane
	Number of Travel Lanes (per direction)	1 Travel Lane Per Direction	1 Travel Lane Per Direction	1 Travel Lane Per Direction	1 Travel Lane Per Direction	1 Travel Lane Per Direction	1 Travel Lane Per Direction		1 Travel Lane Per Direction	1 Travel Lane Per Direction	1 Travel Lane Per Direction	1 Travel Lane Per Direction	1 Travel Lane Per Direction	1 Travel Lane Per Direction
	Raised Median?	No	No	No	No	No	No		No	No	No	No	No	No
	Bike Lane Width	≥1.5 m to <1.8 m wide bike lane	≥1.5 m to <1.8 m wide bike lane	≥1.5 m to <1.8 m wide bike lane	≥1.5 m to <1.8 m wide bike lane	≥1.5 m to <1.8 m wide bike lane	≥1.5 m to <1.8 m wide bike lane		≥1.5 m to <1.8 m wide bike lane	≥1.5 m to <1.8 m wide bike lane	≥1.5 m to <1.8 m wide bike lane	≥1.5 m to <1.8 m wide bike lane	≥1.5 m to <1.8 m wide bike lane	≥1.5 m to <1.8 m wide bike lane
	Operating Speed	50 km/h	50 km/h	50 km/h	50 km/h	50 km/h	50 km/h		50 km/h	50 km/h	50 km/h	50 km/h	50 km/h	50 km/h
	Bike Lane Blockages	Rare	Rare	Rare	Rare	Rare	Rare		Rare	Rare	Rare	Rare	Rare	Rare
	Median Refuge	N/A	N/A	N/A	N/A	N/A	N/A		N/A	N/A	N/A	N/A	N/A	N/A
	Number of Travel Lanes on Sidestreet	N/A	N/A	N/A	N/A	N/A	N/A		N/A	N/A	N/A	N/A	N/A	N/A
	Sidestreet Operating Speed	N/A	N/A	N/A	N/A	N/A	N/A		N/A	N/A	N/A	N/A	N/A	N/A
Transit	Facility Type	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic		Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic	Mixed Traffic
	Friction	Frequent parking/driveway friction	Frequent parking/driveway friction	Frequent parking/driveway friction	Frequent parking/driveway friction	Frequent parking/driveway friction	Frequent parking/driveway friction		Limited parking/driveway friction	Moderate parking/driveway friction	Limited parking/driveway friction	Moderate parking/driveway friction	Limited parking/driveway friction	Moderate parking/driveway friction
	Level of Service	F	F	F	F	F	F		D	E	D	E	D	E
Truck	Curb Lane Width	≤3.3	≤3.3	≤3.3	≤3.3	≤3.3	≤3.3		≤3.3	≤3.3	≤3.3	≤3.3	≤3.3	≤3.3
	Number of Travel Lanes (both directions)	2	2	2	2	3+	3+		2	2	2	2	2	2
		D	D	D	D	C	C		D	D	D	D	D	D

SEGMENTS		Hatchery Lane	Hatchery Lane to Union Street		Union Street	Union Street to Dartmouth Road		Dartmouth Road	Dartmouth Road to Sunnyside Mall		Sunnyside Mall	Sunnyside Mall to Rocky Lake Drive	
			NB	SB		NB	SB		NB	SB		NB	SB
Pedestrian	Sidewalk Width		2.0 or more	2.0 or more		2.0 or more	2.0 or more		2.0 or more	1.8		2.0 or more	1.8
	Boulevard Width		0.5 to 2	0.5 to 2		0.5 to 2	0.5 to 2		0.5 to 2	0.5 to 2		0.5 to 2	0.5 to 2
	AADT		> 3000	> 3000		> 3000	> 3000		> 3000	> 3000		> 3000	> 3000
	On-Street Parking		No	No		No	No		No	No		No	No
	Operating Speed		51 to 60 km/h	51 to 60 km/h		51 to 60 km/h	51 to 60 km/h		51 to 60 km/h	51 to 60 km/h		51 to 60 km/h	51 to 60 km/h
	Level of Service		B	B		B	B		B	C		B	C
Cyclist	Type of Bikeway		Bike Lanes Not Adjacent Parking Lane	Bike Lanes Not Adjacent Parking Lane		Bike Lanes Not Adjacent Parking Lane	Bike Lanes Not Adjacent Parking Lane		Physically Separated Bikeway	Physically Separated Bikeway		Physically Separated Bikeway	Physically Separated Bikeway
	Number of Travel Lanes (per direction)		1 Travel Lane Per Direction	1 Travel Lane Per Direction		1 Travel Lane Per Direction	1 Travel Lane Per Direction		N/A	N/A		N/A	N/A
	Raised Median?		No	No		No	No		N/A	N/A		N/A	N/A
	Bike Lane Width		≥1.5 m to <1.8 m wide bike lane	≥1.5 m to <1.8 m wide bike lane		≥1.5 m to <1.8 m wide bike lane	≥1.5 m to <1.8 m wide bike lane		≥1.8 m wide bike lane	≥1.8 m wide bike lane		≥1.8 m wide bike lane	≥1.8 m wide bike lane
	Operating Speed		50 km/h	50 km/h		50 km/h	50 km/h		50 km/h	50 km/h		50 km/h	50 km/h
	Bike Lane Blockages		Rare	Rare		Rare	Rare		N/A	N/A		N/A	N/A
	Median Refuge		N/A	N/A		N/A	N/A		N/A	N/A		N/A	N/A
	Number of Travel Lanes on Sidestreet		N/A	N/A		N/A	N/A		N/A	N/A		N/A	N/A
	Sidestreet Operating Speed		N/A	N/A		N/A	N/A		N/A	N/A		N/A	N/A
	Level of Service		B	B		B	B		A	A		A	A
Transit	Facility Type		Mixed Traffic Limited parking/driveway	Mixed Traffic Limited parking/driveway		Mixed Traffic Frequent parking/driveway	Mixed Traffic Frequent parking/driveway		Mixed Traffic Limited parking/driveway	Bus Lane Limited parking/driveway		Mixed Traffic Limited parking/driveway	Mixed Traffic Limited parking/driveway
	Friction												
	Level of Service		D	D		F	F		D	B		D	D
Truck	Curb Lane Width		≤3.3	≤3.3		≤3.3	≤3.3		≤3.3	≤3.3		≤3.3	≤3.3
	Number of Travel Lanes (both directions)		2	2		3+	3+		3+	3+		3+	3+
			D	D		C	C		C	C		C	C

SEGMENTS		Rocky Lake Drive	Rocky Lake Drive to Bedford		Bedford Place	Bedford Place to River Lane		River Lane	River Lane to Oakmount Drive	
			NB	SB		NB	SB		NB	SB
Pedestrian	Sidewalk Width		2.0 or more	1.8		2.0 or more	1.8		2.0 or more	1.8
	Boulevard Width		0.5 to 2	0.5 to 2		0.5 to 2	0.5 to 2		0.5 to 2	0.5 to 2
	AADT		> 3000	> 3000		> 3000	> 3000		> 3000	> 3000
	On-Street Parking		No	No		No	No		No	No
	Operating Speed		51 to 60 km/h	51 to 60 km/h		51 to 60 km/h	51 to 60 km/h		51 to 60 km/h	51 to 60 km/h
	Level of Service		B	C		B	C		B	C
Cyclist	Type of Bikeway		Physically Separated Bikeway	Physically Separated Bikeway		Physically Separated Bikeway	Physically Separated Bikeway		Physically Separated Bikeway	Physically Separated Bikeway
	Number of Travel Lanes (per direction)		N/A	N/A		N/A	N/A		N/A	N/A
	Raised Median?		N/A	N/A		N/A	N/A		N/A	N/A
	Bike Lane Width		≥1.8 m wide bike lane	≥1.8 m wide bike lane		≥1.8 m wide bike lane	≥1.8 m wide bike lane		≥1.8 m wide bike lane	≥1.8 m wide bike lane
	Operating Speed		50 km/h	50 km/h		50 km/h	50 km/h		50 km/h	50 km/h
	Bike Lane Blockages		N/A	N/A		N/A	N/A		N/A	N/A
	Median Refuge		N/A	N/A		N/A	N/A		N/A	N/A
	Number of Travel Lanes on Sidestreet		N/A	N/A		N/A	N/A		N/A	N/A
	Sidestreet Operating Speed		N/A	N/A		N/A	N/A		N/A	N/A
	Level of Service		A	A		A	A		A	A
Transit	Facility Type		Mixed Traffic Moderate parking/driveway friction	Mixed Traffic Limited parking/driveway friction		Mixed Traffic Limited parking/driveway friction	Mixed Traffic Limited parking/driveway friction		Mixed Traffic Limited parking/driveway friction	Mixed Traffic Limited parking/driveway friction
	Friction									
	Level of Service		E	D		D	D		D	D
Truck	Curb Lane Width		≤3.3	≤3.3		≤3.3	≤3.3		≤3.3	≤3.3
	Number of Travel Lanes (both directions)		3+	3+		3+	3+		3+	3+
			C	C		C	C		C	C