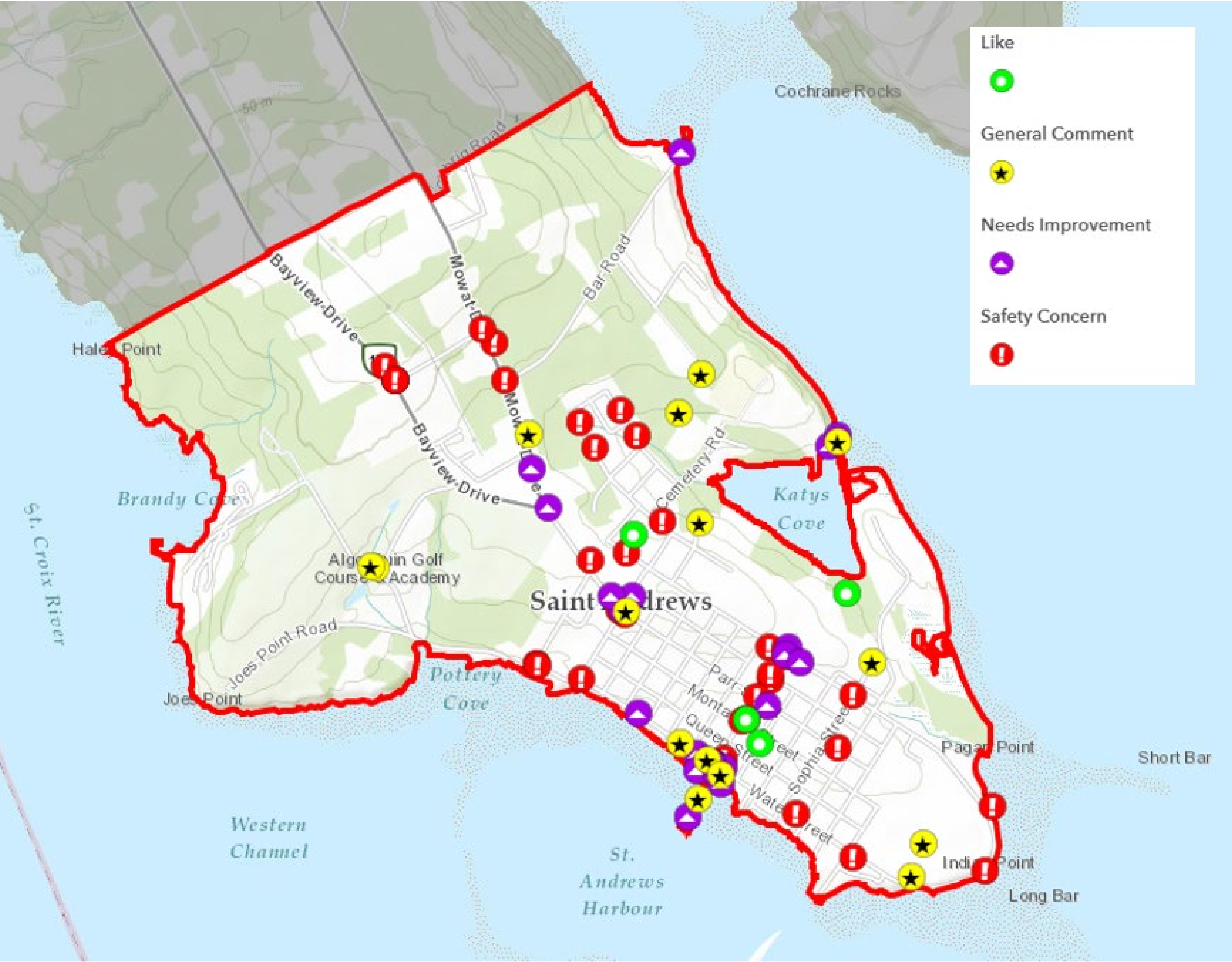




Nova Scotia Main Streets

Mobility & Safety for All
Role of the Consultant

FACILITATE, LISTEN, ENVISION



INVESTIGATE



Count of ID	Column Labels	Frontal	Side	Swipe	Left	Left T	Rear	E	Right	Side	Stationary	Object
2012					2	2			4	2		14
2014							2		2	1		7
2015									2		2	4
2016					2							12
Grand Total					4	2	2		8	3	2	37

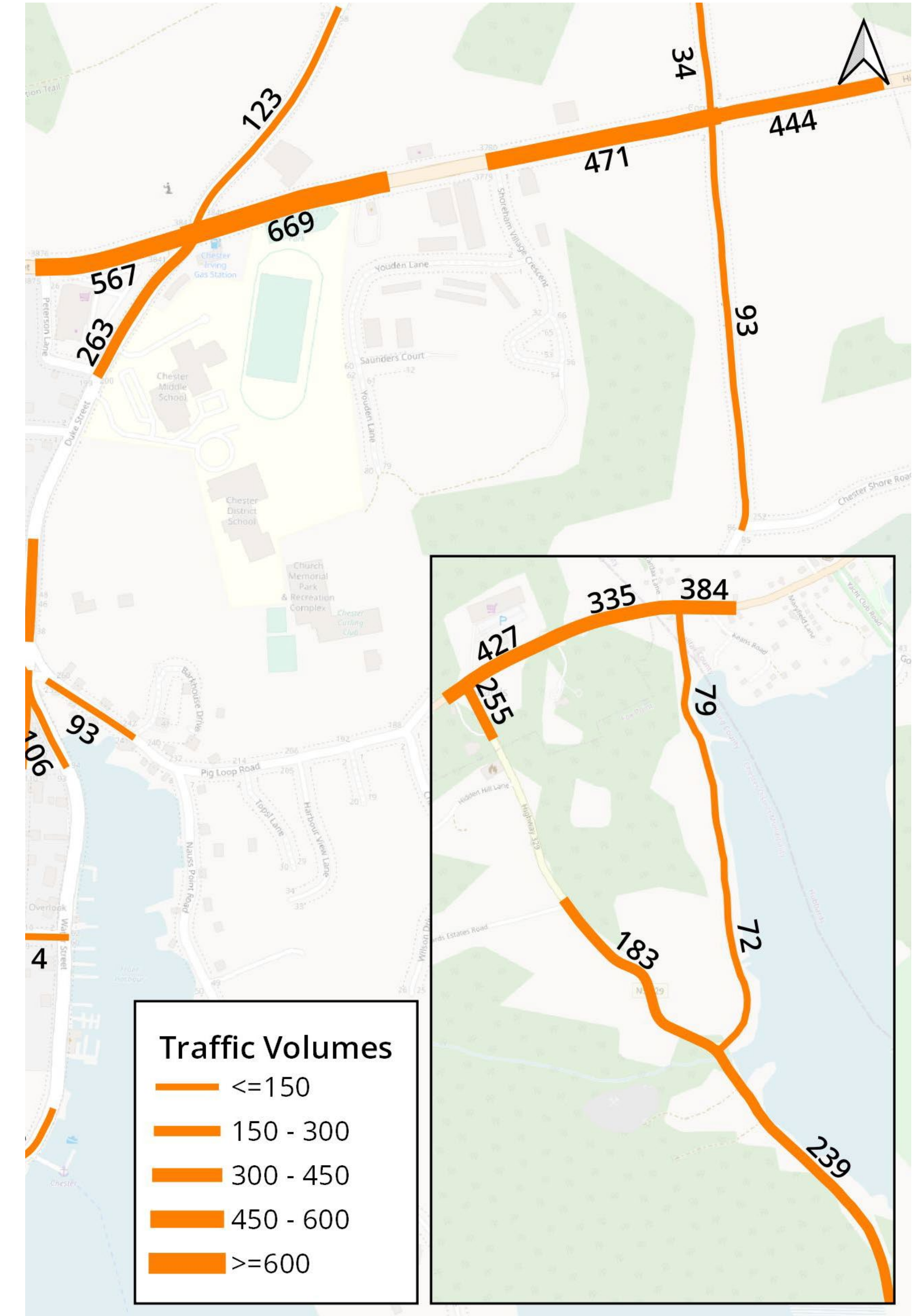
40%

Count of ID	Column Labels	Frontal	Side	Swipe	Left	Left T	Rear	E	Right	Side	Stationary	Object
Dark										1		5
Daylight					4	1	2		8	2	2	31
Dusk						1						1
Grand Total					4	2	2		8	3	2	37

Count of ID	Column Labels	Frontal	Side	Swipe	Left	Left T	Rear	E	Right	Side	Stationary	Object
98												2
Clear					2		2		6	2		32
Cloudy					2							3
Fog/Smoke/Smog												
Raining						2			2	1		
Grand Total					4	2	2		8	3	2	37

Count of ID	Column Labels	Frontal	Side	Swipe	Left	Left T	Rear	E	Right	Side	Stationary	Object
Property Damage					4				6	2	2	35
Personal Injury						2	2		2	1		2
Grand Total					4	2	2		8	3	2	37

Count of ID	Column Labels	Frontal	Side	Swipe	Left	Left T	Rear	E	Right	Side	Stationary	Object
Dry					4		2		6	2		37
Ice						1				1		
Snow												
Wet						1			2			
Grand Total					4	2	2		8	3	2	37



INVESTIGATE



Intersection [Synchro Node]	Lane Group [Queue Storage Length (m)]	AM Peak Hour			
		95th % Queue (m)	V/C Ratio ²	Average Delay (sec) ³	LOS ⁴
Brunswick St., Duke St. & Gottingen St. [1] (Signals)	EB Left/Thru (50m)	65.4	0.57	26.6	C
	EB Right	0.0	0.01	0.0	A
	WB Left	2.0	0.02	28.2	C
	WB Thru/Right	24.3	0.20	29.5	C
	NB Left (90m)	44.1	0.59	29.1	C
	NB Thru/Right	34.9	0.27	17.1	B
	SB Left (40m)	130.3	1.29	174.1	F
	SB Thru/Right	75.7	0.71	26.4	C
Overall				60.9	E
Duke St. & Albemarle St. [2] (TWSC)	EB Left/Thru	3.5	0.14	2.3	A
	WB Thru/Right	0.0	0.00	0.0	A
	SB Left	0.7	0.02	21.2	C
	SB Right (30m)	0.0	0.01	8.8	A
	Overall			2.1	A
Barrington St., Duke St. & [3] (Signals)	EB Thru	76.6	0.96	44.6	D
	EB Right	2.3	0.20	5.4	A
	WB Thru/Right	57.1	0.68	27.8	C
	NB Thru	34.3	0.32	17.1	B
	NB Right (50m)	3.6	0.07	7.3	A
	SB Thru	75.4	0.53	12.8	B
	SB Right (30m)	2.9	0.12	3.6	A
	Overall			24.3	C

Notes:
 Analysis by CBCL Limited using Synchro 10
 1. 95% Queue - 95th percentile queue length [highlighted if >available storage or 100m]
 2. V/C Ratio - Volume-to-Capacity ratio [highlighted if >0.90]
 3. Average Delay - average total delay per vehicle [highlighted for LOS E or F]
 4. LOS - Level of Service [highlighted for LOS E or F]



Configuration		Excl LT	Th & LT	Through	Th+RT+LT	Th & RT	Excl RT	UpStream Signal (m)	# of Thru Lanes
0	NB	1			1			5,000	1
0	SB	1			1			5,000	1
0	WB	1			1				
0	EB	1			1				

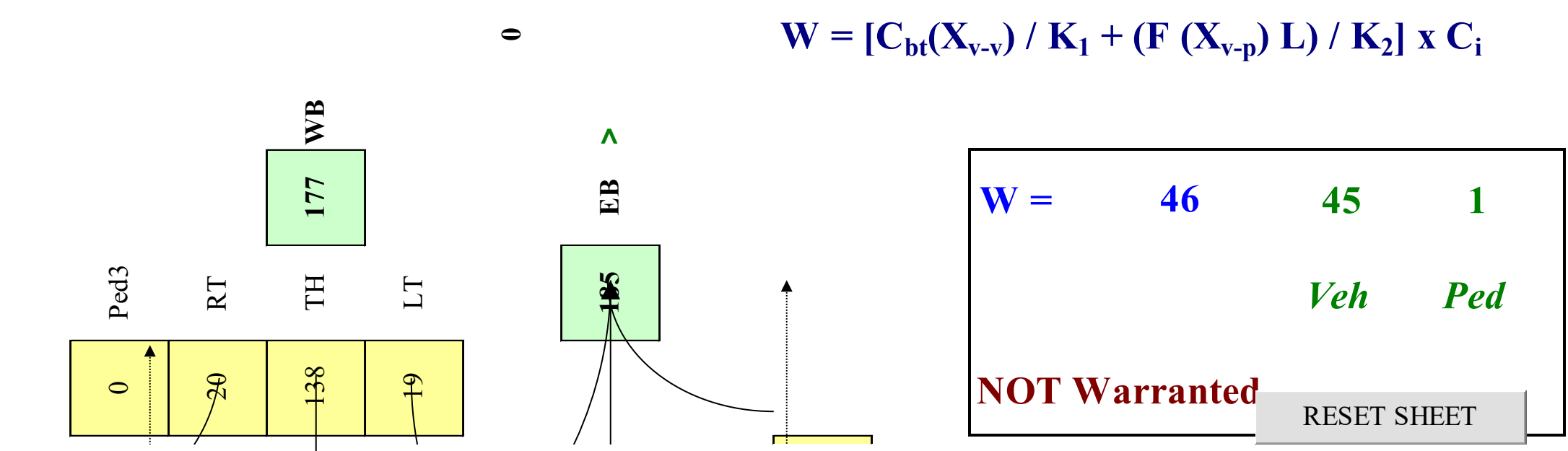
Are the 0 WB right turns significantly impeded by through movements? (y/n) n
 Are the 0 EB right turns significantly impeded by through movements? (y/n) n

Input	Speed (Km/h)	Truck %	Bus Rt %	Median (m)
NS	50	3.0%	n	
EW		1.0%	n	

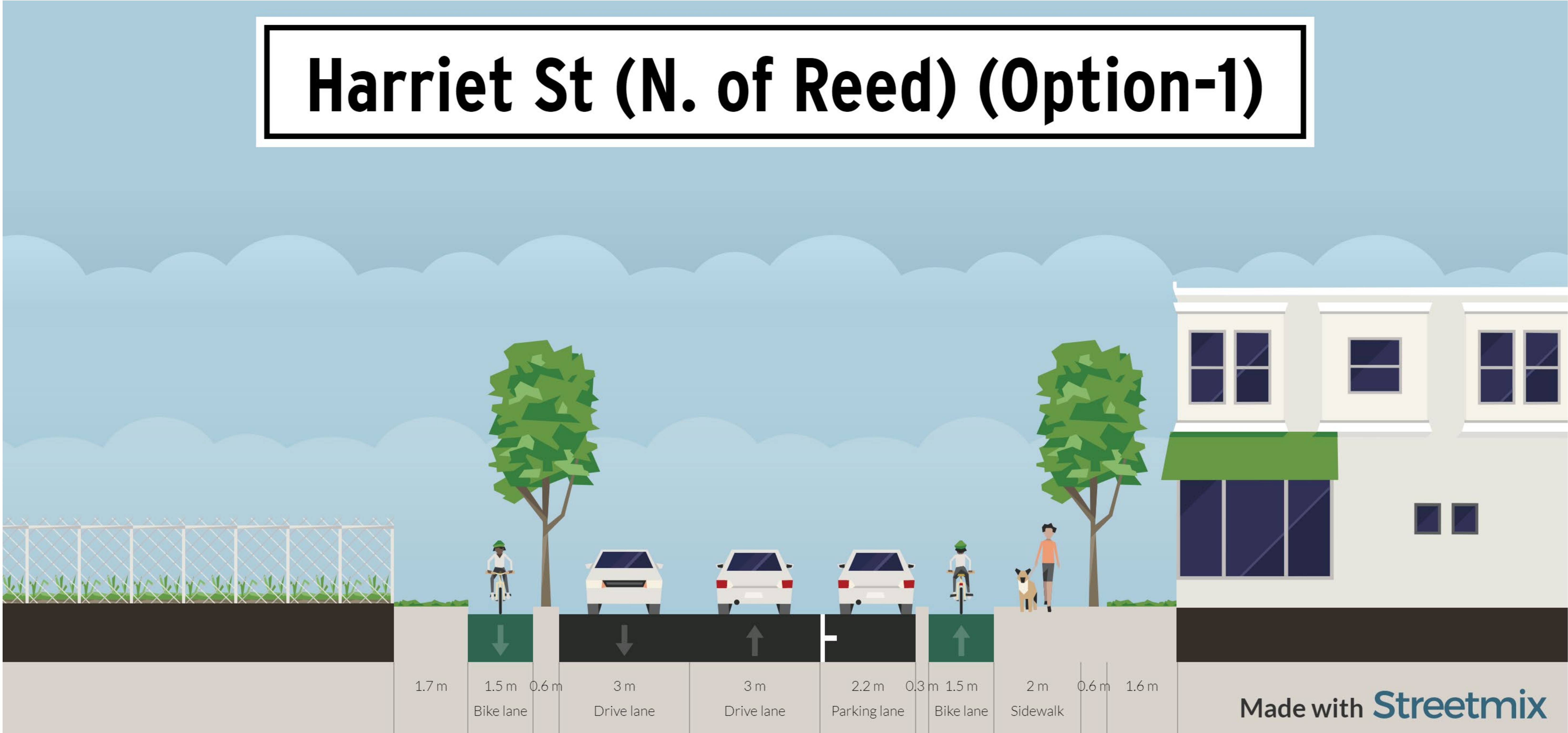
Demographics		
Elm. School/Mobility Challenged	(y/n)	y
Senior's Complex	(y/n)	y
Pathway to School	(y/n)	y
Metro Area Population	(#)	1,500
Central Business District	(y/n)	n

c Input	NB				SB				WB				EB				Ped1	Ped2	Ped3	Ped4
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	W Side	E Side	N Side	S Side	
06:00 - 07:00	19	14	5	5	24	42	8	117	6	26	27	14	0	0	0	0	0	2		
07:00 - 08:00	48	16	15	26	24	63	14	212	22	29	88	34	0	0	0	0	3			
08:00 - 09:00	46	30	16	19	30	49	18	173	16	32	104	29	0	0	0	0	3			
15:00 - 16:00	50	42	45	32	33	52	27	107	17	40	160	42	0	0	0	0	2			
16:00 - 17:00	40	62	41	40	52	36	26	111	28	40	211	46	0	0	0	0	10			
17:00 - 18:00	43	35	47	47	38	51	21	109	32	60	182	52	0	0	0	0	3			
total (6-hour peak)	246	199	169	169	201	293	114	829	121	227	772	217	0	0	0	0	23			
range (6-hour peak)	41	33	28	28	34	49	19	138	20	38	129	36	0	0	0	0	4			

Average 6-hour Peak Turning Movements



Harriet St (N. of Reed) (Option-1)



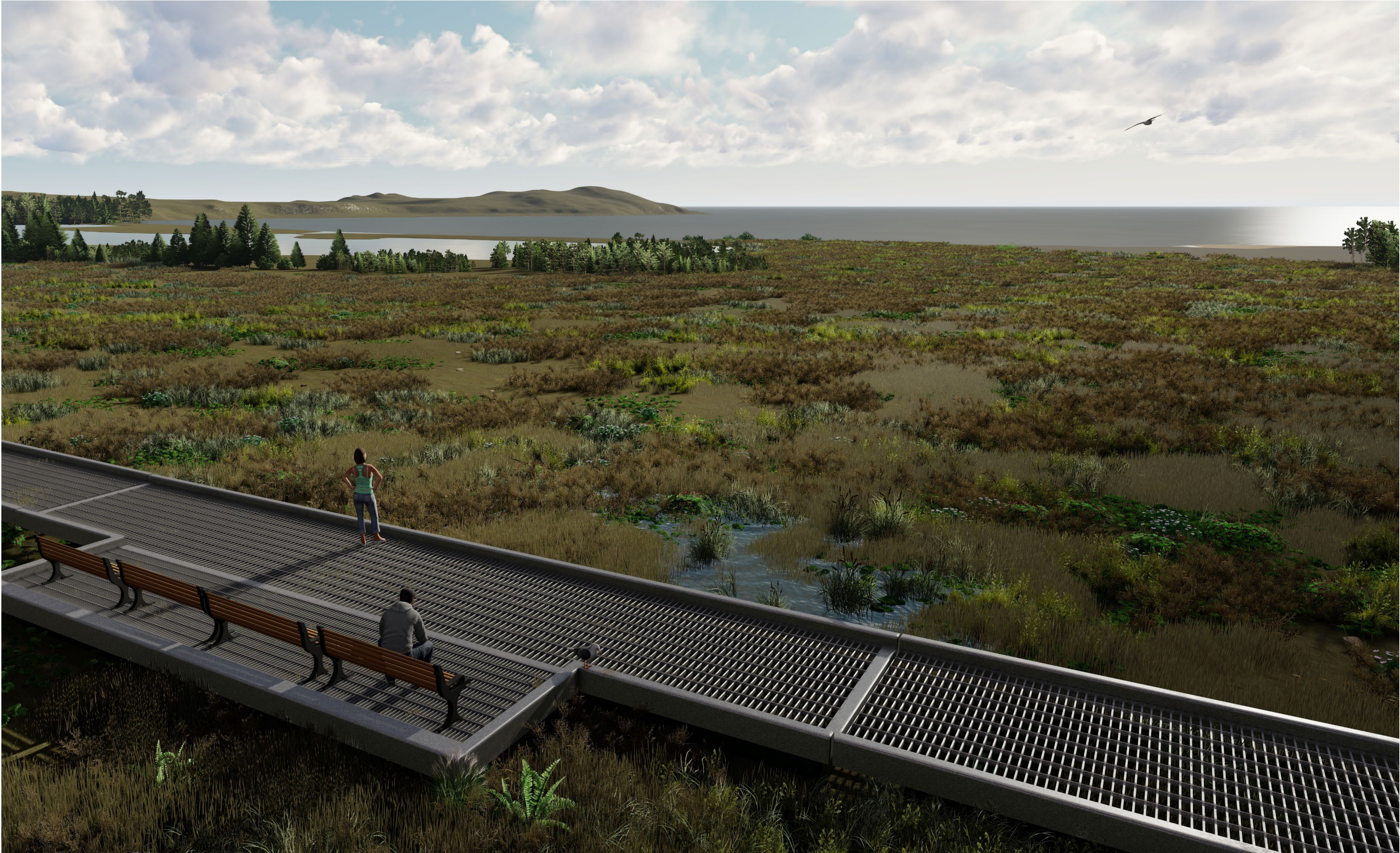
CONCEPTUALIZE



CONCEPTUALIZE



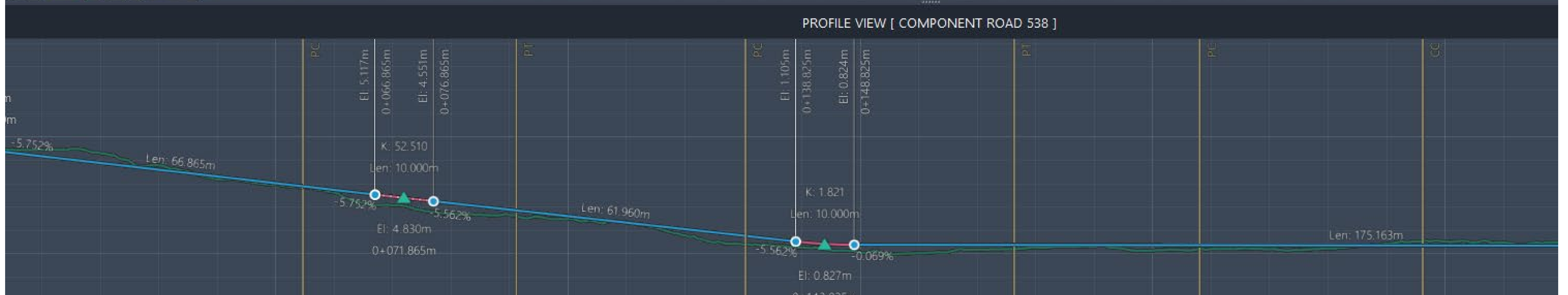
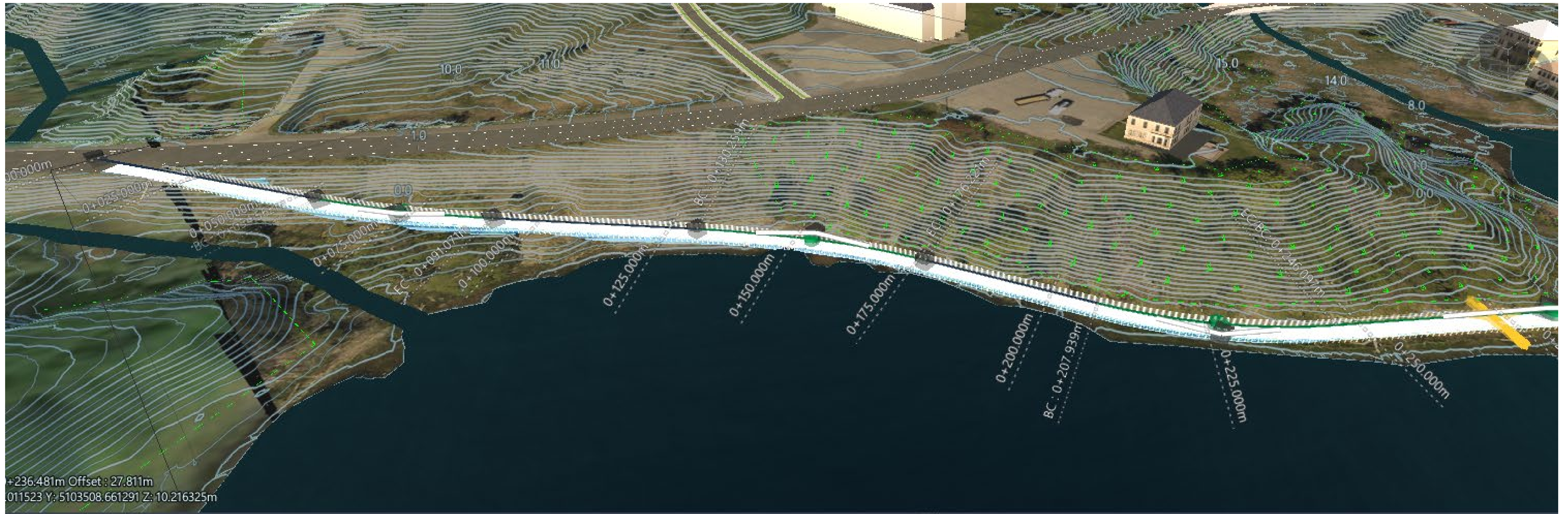
CONCEPTUALIZE



CONCEPTUALIZE



DESIGN



DESIGN

