

MOVEMENT SUMMARY

Site: 1 [Kent - Strickland 2018 AM Base]

Kent Street - Strickland Crescent
 2018 AM Existing
 Site Category: (None)
 Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Kent St (S)												
1	L2	83	0.0	0.837	15.2	LOS B	14.7	103.7	1.00	1.10	1.47	39.2
2	T1	485	0.2	0.837	15.5	LOS B	14.7	103.7	1.00	1.10	1.47	43.0
3	R2	212	2.5	0.837	19.1	LOS B	14.7	103.7	1.00	1.10	1.47	36.3
Approach		780	0.8	0.837	16.4	LOS B	14.7	103.7	1.00	1.10	1.47	41.1
East: Strickland Cres (E)												
4	L2	229	1.8	0.628	11.6	LOS B	6.4	45.1	0.89	0.98	1.11	39.2
5	T1	181	1.2	0.628	11.8	LOS B	6.4	45.1	0.89	0.98	1.11	44.8
6	R2	77	0.0	0.628	15.3	LOS B	6.4	45.1	0.89	0.98	1.11	46.8
Approach		487	1.3	0.628	12.2	LOS B	6.4	45.1	0.89	0.98	1.11	42.9
North: Kent St (N)												
7	L2	58	1.8	0.559	7.4	LOS A	4.8	34.3	0.73	0.75	0.76	48.5
8	T1	353	1.5	0.559	7.6	LOS A	4.8	34.3	0.73	0.75	0.76	49.1
9	R2	133	4.0	0.559	11.3	LOS B	4.8	34.3	0.73	0.75	0.76	50.6
Approach		543	2.1	0.559	8.5	LOS A	4.8	34.3	0.73	0.75	0.76	49.4
West: Strickland Cres (W)												
10	L2	40	13.2	0.276	10.6	LOS B	1.9	14.2	0.87	0.89	0.87	47.5
11	T1	57	11.1	0.276	10.7	LOS B	1.9	14.2	0.87	0.89	0.87	44.1
12	R2	47	0.0	0.276	13.7	LOS B	1.9	14.2	0.87	0.89	0.87	44.0
Approach		144	8.0	0.276	11.6	LOS B	1.9	14.2	0.87	0.89	0.87	45.2
All Vehicles		1955	1.8	0.837	12.8	LOS B	14.7	103.7	0.89	0.96	1.14	44.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 1 [Kent - Strickland 2018 PM Base]

Kent Street - Strickland Crescent
 2018 PM Existing
 Site Category: (None)
 Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Kent St (S)												
1	L2	20	0.0	0.546	5.5	LOS A	4.9	34.3	0.51	0.57	0.51	46.8
2	T1	462	0.0	0.546	5.7	LOS A	4.9	34.3	0.51	0.57	0.51	50.2
3	R2	201	1.6	0.546	9.3	LOS A	4.9	34.3	0.51	0.57	0.51	45.1
Approach		683	0.5	0.546	6.8	LOS A	4.9	34.3	0.51	0.57	0.51	49.0
East: Strickland Cres (E)												
4	L2	215	1.5	0.397	8.1	LOS A	2.7	19.6	0.76	0.81	0.76	42.6
5	T1	43	9.8	0.397	8.7	LOS A	2.7	19.6	0.76	0.81	0.76	47.7
6	R2	55	0.0	0.397	11.9	LOS B	2.7	19.6	0.76	0.81	0.76	49.5
Approach		313	2.4	0.397	8.9	LOS A	2.7	19.6	0.76	0.81	0.76	45.0
North: Kent St (N)												
7	L2	75	0.0	0.564	8.7	LOS A	4.9	34.8	0.77	0.82	0.86	48.5
8	T1	397	0.5	0.564	9.0	LOS A	4.9	34.8	0.77	0.82	0.86	48.9
9	R2	37	8.6	0.564	12.9	LOS B	4.9	34.8	0.77	0.82	0.86	50.2
Approach		508	1.0	0.564	9.2	LOS A	4.9	34.8	0.77	0.82	0.86	49.0
West: Strickland Cres (W)												
10	L2	164	1.3	0.558	13.0	LOS B	5.0	35.7	0.90	1.03	1.13	46.2
11	T1	122	2.6	0.558	13.4	LOS B	5.0	35.7	0.90	1.03	1.13	43.0
12	R2	89	0.0	0.558	16.8	LOS B	5.0	35.7	0.90	1.03	1.13	41.7
Approach		376	1.4	0.558	14.0	LOS B	5.0	35.7	0.90	1.03	1.13	44.4
All Vehicles		1880	1.1	0.564	9.2	LOS A	5.0	35.7	0.70	0.77	0.77	47.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 2 [Kent - Hampden 2017 AM Base]

Kent Street - Hampden Place
 2017 AM Existing
 Site Category: (None)
 Giveaway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Kent St (S)												
2	T1	864	1.1	0.480	0.1	LOS A	0.2	1.7	0.02	0.01	0.03	59.7
3	R2	8	12.5	0.480	11.0	LOS B	0.2	1.7	0.02	0.01	0.03	50.0
Approach		873	1.2	0.480	0.2	NA	0.2	1.7	0.02	0.01	0.03	59.7
East: Hampden Pl (E)												
4	L2	12	9.1	0.045	5.8	LOS A	0.1	1.0	0.65	0.74	0.65	35.1
6	R2	6	0.0	0.045	19.7	LOS C	0.1	1.0	0.65	0.74	0.65	41.3
Approach		18	5.9	0.045	10.7	LOS B	0.1	1.0	0.65	0.74	0.65	37.7
North: Kent St (N)												
7	L2	8	0.0	0.303	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	57.4
8	T1	543	2.3	0.303	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.8
Approach		552	2.3	0.303	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.8
All Vehicles		1442	1.7	0.480	0.3	NA	0.2	1.7	0.02	0.02	0.03	59.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 2 [Kent - Hampden 2017 PM Base]

Kent Street - Hampden Place
 2017 PM Existing
 Site Category: (None)
 Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Kent St (S)												
2	T1	551	0.8	0.301	0.0	LOS A	0.0	0.2	0.01	0.00	0.01	59.9
3	R2	1	0.0	0.301	11.6	LOS B	0.0	0.2	0.01	0.00	0.01	50.4
Approach		552	0.8	0.301	0.0	NA	0.0	0.2	0.01	0.00	0.01	59.9
East: Hampden PI (E)												
4	L2	1	0.0	0.010	7.2	LOS A	0.0	0.2	0.76	0.82	0.76	34.5
6	R2	2	0.0	0.010	15.9	LOS C	0.0	0.2	0.76	0.82	0.76	39.7
Approach		3	0.0	0.010	13.0	LOS B	0.0	0.2	0.76	0.82	0.76	38.3
North: Kent St (N)												
7	L2	1	0.0	0.426	5.6	LOS A	0.0	0.0	0.00	0.00	0.00	57.4
8	T1	784	0.5	0.426	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		785	0.5	0.426	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		1340	0.6	0.426	0.1	NA	0.0	0.2	0.00	0.00	0.00	59.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▽ Site: 4 [Kent - Carruthers 2017 AM Base]

Kent Street - Carruthers Street
 2017 AM Existing
 Site Category: (None)
 Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Kent St (S)												
1	L2	292	2.9	0.564	5.7	LOS A	0.0	0.0	0.00	0.16	0.00	58.1
2	T1	726	0.9	0.564	0.1	LOS A	0.0	0.0	0.00	0.16	0.00	58.3
Approach		1018	1.5	0.564	1.7	NA	0.0	0.0	0.00	0.16	0.00	58.2
North: Kent St (N)												
8	T1	338	3.1	0.188	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
9	R2	151	1.4	0.195	9.5	LOS A	0.8	5.6	0.63	0.85	0.63	50.4
Approach		488	2.6	0.195	2.9	NA	0.8	5.6	0.19	0.26	0.19	56.7
West: Carruthers St (W)												
10	L2	291	0.4	0.401	11.0	LOS B	2.0	14.1	0.68	0.93	0.91	50.3
12	R2	49	8.5	0.352	36.9	LOS E	1.2	9.0	0.92	1.01	1.09	36.5
Approach		340	1.6	0.401	14.8	LOS B	2.0	14.1	0.71	0.94	0.94	47.7
All Vehicles		1846	1.8	0.564	4.4	NA	2.0	14.1	0.18	0.33	0.22	55.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 4 [Kent - Carruthers 2017 PM Base]

Kent Street - Carruthers Street
 2017 PM Existing
 Site Category: (None)
 Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Kent St (S)												
1	L2	133	0.0	0.263	5.6	LOS A	0.0	0.0	0.00	0.15	0.00	58.4
2	T1	344	1.2	0.263	0.0	LOS A	0.0	0.0	0.00	0.15	0.00	58.4
Approach		477	0.9	0.263	1.6	NA	0.0	0.0	0.00	0.15	0.00	58.4
North: Kent St (N)												
8	T1	602	0.9	0.330	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
9	R2	242	0.0	0.187	6.9	LOS A	0.9	6.2	0.45	0.65	0.45	52.1
Approach		844	0.6	0.330	2.0	NA	0.9	6.2	0.13	0.19	0.13	57.4
West: Carruthers St (W)												
10	L2	96	1.1	0.081	6.9	LOS A	0.3	2.3	0.40	0.61	0.40	52.8
12	R2	87	4.8	0.339	22.1	LOS C	1.3	9.6	0.84	0.99	1.03	42.8
Approach		183	2.9	0.339	14.1	LOS B	1.3	9.6	0.61	0.79	0.70	47.6
All Vehicles		1504	1.0	0.339	3.3	NA	1.3	9.6	0.15	0.25	0.16	56.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▽ Site: 3 [Kent - Phipps 2017 AM Base]

Kent Street - Phipps Close
 2017 AM Existing
 Site Category: (None)
 Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Kent St (S)												
1	L2	102	0.0	0.551	5.5	LOS A	0.0	0.0	0.00	0.06	0.00	16.5
2	T1	907	0.8	0.551	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	58.9
Approach		1009	0.7	0.551	0.6	NA	0.0	0.0	0.00	0.06	0.00	53.7
North: Kent St (N)												
8	T1	488	2.6	0.270	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
9	R2	67	1.6	0.149	13.2	LOS B	0.5	3.8	0.78	0.91	0.78	41.2
Approach		556	2.5	0.270	1.6	NA	0.5	3.8	0.09	0.11	0.09	56.8
West: Phipps Cl (W)												
10	L2	8	0.0	0.071	8.8	LOS A	0.2	1.5	0.85	0.92	0.85	35.2
12	R2	5	0.0	0.071	40.2	LOS E	0.2	1.5	0.85	0.92	0.85	19.2
Approach		14	0.0	0.071	20.9	LOS C	0.2	1.5	0.85	0.92	0.85	30.6
All Vehicles		1579	1.3	0.551	1.1	NA	0.5	3.8	0.04	0.09	0.04	54.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▽ Site: 3 [Kent - Phipps 2017 PM Base]

Kent Street - Phipps Close
 2017 PM Existing
 Site Category: (None)
 Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Kent St (S)												
1	L2	9	0.0	0.237	5.5	LOS A	0.0	0.0	0.00	0.01	0.00	16.7
2	T1	425	1.0	0.237	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.7
Approach		435	1.0	0.237	0.1	NA	0.0	0.0	0.00	0.01	0.00	58.6
North: Kent St (N)												
8	T1	774	0.7	0.420	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
9	R2	8	0.0	0.007	6.9	LOS A	0.0	0.2	0.46	0.59	0.46	46.6
Approach		782	0.7	0.420	0.1	NA	0.0	0.2	0.00	0.01	0.00	59.7
West: Phipps Cl (W)												
10	L2	87	0.0	0.485	9.6	LOS A	2.3	16.3	0.74	1.01	1.14	36.3
12	R2	77	0.0	0.485	29.6	LOS D	2.3	16.3	0.74	1.01	1.14	20.1
Approach		164	0.0	0.485	18.9	LOS C	2.3	16.3	0.74	1.01	1.14	30.5
All Vehicles		1381	0.7	0.485	2.4	NA	2.3	16.3	0.09	0.13	0.14	54.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 1 [Kent - Strickland 2018 AM Development]

Kent Street - Strickland Crescent
 2018 AM Development
 Site Category: (None)
 Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Kent St (S)												
1	L2	84	0.0	0.845	15.7	LOS B	15.4	108.2	1.00	1.11	1.50	38.8
2	T1	491	0.2	0.845	16.0	LOS B	15.4	108.2	1.00	1.11	1.50	42.6
3	R2	214	2.5	0.845	19.6	LOS B	15.4	108.2	1.00	1.11	1.50	35.9
Approach		788	0.8	0.845	16.9	LOS B	15.4	108.2	1.00	1.11	1.50	40.8
East: Strickland Cres (E)												
4	L2	232	1.8	0.634	11.7	LOS B	6.5	46.1	0.90	0.99	1.13	39.0
5	T1	181	1.2	0.634	12.0	LOS B	6.5	46.1	0.90	0.99	1.13	44.7
6	R2	77	0.0	0.634	15.5	LOS B	6.5	46.1	0.90	0.99	1.13	46.6
Approach		489	1.3	0.634	12.4	LOS B	6.5	46.1	0.90	0.99	1.13	42.7
North: Kent St (N)												
7	L2	58	1.8	0.565	7.5	LOS A	4.9	35.1	0.74	0.75	0.77	48.5
8	T1	357	1.5	0.565	7.7	LOS A	4.9	35.1	0.74	0.75	0.77	49.0
9	R2	133	4.0	0.565	11.4	LOS B	4.9	35.1	0.74	0.75	0.77	50.5
Approach		547	2.1	0.565	8.6	LOS A	4.9	35.1	0.74	0.75	0.77	49.4
West: Strickland Cres (W)												
10	L2	40	13.2	0.279	10.7	LOS B	1.9	14.4	0.88	0.90	0.88	47.4
11	T1	57	11.1	0.279	10.8	LOS B	1.9	14.4	0.88	0.90	0.88	44.1
12	R2	47	0.0	0.279	13.8	LOS B	1.9	14.4	0.88	0.90	0.88	43.9
Approach		144	8.0	0.279	11.7	LOS B	1.9	14.4	0.88	0.90	0.88	45.2
All Vehicles		1969	1.8	0.845	13.1	LOS B	15.4	108.2	0.89	0.97	1.16	44.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 1 [Kent - Strickland 2018 PM Development]

Kent Street - Strickland Crescent
 2018 PM Development
 Site Category: (None)
 Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Kent St (S)												
1	L2	20	0.0	0.555	5.5	LOS A	5.0	35.3	0.52	0.57	0.52	46.8
2	T1	471	0.0	0.555	5.7	LOS A	5.0	35.3	0.52	0.57	0.52	50.2
3	R2	204	1.6	0.555	9.3	LOS A	5.0	35.3	0.52	0.57	0.52	45.0
Approach		695	0.5	0.555	6.8	LOS A	5.0	35.3	0.52	0.57	0.52	48.9
East: Strickland Cres (E)												
4	L2	220	1.5	0.409	8.3	LOS A	2.9	20.4	0.77	0.82	0.77	42.5
5	T1	43	9.8	0.409	8.9	LOS A	2.9	20.4	0.77	0.82	0.77	47.5
6	R2	55	0.0	0.409	12.0	LOS B	2.9	20.4	0.77	0.82	0.77	49.4
Approach		318	2.3	0.409	9.0	LOS A	2.9	20.4	0.77	0.82	0.77	44.9
North: Kent St (N)												
7	L2	75	0.0	0.577	9.0	LOS A	5.2	36.7	0.78	0.84	0.89	48.3
8	T1	406	0.5	0.577	9.2	LOS A	5.2	36.7	0.78	0.84	0.89	48.7
9	R2	37	8.6	0.577	13.2	LOS B	5.2	36.7	0.78	0.84	0.89	50.0
Approach		518	1.0	0.577	9.5	LOS A	5.2	36.7	0.78	0.84	0.89	48.7
West: Strickland Cres (W)												
10	L2	164	1.3	0.569	13.5	LOS B	5.2	37.2	0.91	1.05	1.16	45.9
11	T1	122	2.6	0.569	13.8	LOS B	5.2	37.2	0.91	1.05	1.16	42.7
12	R2	92	0.0	0.569	17.2	LOS B	5.2	37.2	0.91	1.05	1.16	41.3
Approach		378	1.4	0.569	14.5	LOS B	5.2	37.2	0.91	1.05	1.16	44.1
All Vehicles		1908	1.1	0.577	9.4	LOS A	5.2	37.2	0.71	0.78	0.79	47.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▽ Site: 2 [Kent - Hampden 2017 AM Development]

Kent Street - Hampden Place
 2017 AM Development
 Site Category: (None)
 Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Kent St (S)												
2	T1	864	1.1	0.493	0.3	LOS A	0.5	3.8	0.05	0.01	0.08	59.4
3	R2	19	12.5	0.493	11.2	LOS B	0.5	3.8	0.05	0.01	0.08	49.5
Approach		883	1.3	0.493	0.5	NA	0.5	3.8	0.05	0.01	0.08	59.2
East: Hampden Pl (E)												
4	L2	17	9.1	0.096	5.9	LOS A	0.3	2.1	0.71	0.80	0.71	33.6
6	R2	15	0.0	0.096	20.7	LOS C	0.3	2.1	0.71	0.80	0.71	39.9
Approach		32	4.9	0.096	12.8	LOS B	0.3	2.1	0.71	0.80	0.71	36.9
North: Kent St (N)												
7	L2	15	0.0	0.306	5.6	LOS A	0.0	0.0	0.00	0.02	0.00	57.3
8	T1	543	2.3	0.306	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	59.7
Approach		558	2.2	0.306	0.2	NA	0.0	0.0	0.00	0.02	0.00	59.7
All Vehicles		1473	1.8	0.493	0.6	NA	0.5	3.8	0.05	0.03	0.06	58.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 2 [Kent - Hampden 2017 PM Development]

Kent Street - Hampden Place
 2017 PM Development
 Site Category: (None)
 Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Kent St (S)												
2	T1	551	0.8	0.319	0.4	LOS A	0.4	2.5	0.07	0.02	0.08	59.2
3	R2	14	0.0	0.319	12.0	LOS B	0.4	2.5	0.07	0.02	0.08	49.5
Approach		564	0.8	0.319	0.7	NA	0.4	2.5	0.07	0.02	0.08	59.0
East: Hampden Pl (E)												
4	L2	19	0.0	0.092	7.5	LOS A	0.3	2.0	0.74	0.86	0.74	35.5
6	R2	15	0.0	0.092	17.4	LOS C	0.3	2.0	0.74	0.86	0.74	40.5
Approach		34	0.0	0.092	11.8	LOS B	0.3	2.0	0.74	0.86	0.74	38.0
North: Kent St (N)												
7	L2	19	0.0	0.436	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	57.2
8	T1	784	0.5	0.436	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.7
Approach		803	0.5	0.436	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.7
All Vehicles		1401	0.6	0.436	0.7	NA	0.4	2.5	0.04	0.04	0.05	58.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 3 [Kent - Phipps 2017 AM Development]

Kent Street - Phipps Close
 2017 AM Development
 Site Category: (None)
 Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Kent St (S)												
1	L2	102	0.0	0.557	5.5	LOS A	0.0	0.0	0.00	0.06	0.00	16.5
2	T1	918	0.8	0.557	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	58.9
Approach		1020	0.7	0.557	0.6	NA	0.0	0.0	0.00	0.06	0.00	53.8
North: Kent St (N)												
8	T1	494	2.6	0.273	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
9	R2	68	1.6	0.155	13.4	LOS B	0.5	3.9	0.78	0.91	0.78	41.1
Approach		562	2.5	0.273	1.7	NA	0.5	3.9	0.10	0.11	0.10	56.8
West: Phipps Cl (W)												
10	L2	8	0.0	0.073	9.0	LOS A	0.2	1.5	0.86	0.92	0.86	34.8
12	R2	5	0.0	0.073	41.8	LOS E	0.2	1.5	0.86	0.92	0.86	18.8
Approach		14	0.0	0.073	21.6	LOS C	0.2	1.5	0.86	0.92	0.86	30.2
All Vehicles		1596	1.3	0.557	1.1	NA	0.5	3.9	0.04	0.09	0.04	54.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 3 [Kent - Phipps 2017 PM Development]

Kent Street - Phipps Close
 2017 PM Development
 Site Category: (None)
 Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Kent St (S)												
1	L2	9	0.0	0.242	5.5	LOS A	0.0	0.0	0.00	0.01	0.00	16.7
2	T1	436	1.0	0.242	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.8
Approach		445	1.0	0.242	0.1	NA	0.0	0.0	0.00	0.01	0.00	58.6
North: Kent St (N)												
8	T1	791	0.7	0.429	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
9	R2	8	0.0	0.007	7.0	LOS A	0.0	0.2	0.46	0.60	0.46	46.6
Approach		799	0.7	0.429	0.1	NA	0.0	0.2	0.00	0.01	0.00	59.7
West: Phipps Cl (W)												
10	L2	89	0.0	0.513	10.5	LOS B	2.5	17.6	0.76	1.04	1.21	35.5
12	R2	77	0.0	0.513	31.9	LOS D	2.5	17.6	0.76	1.04	1.21	19.4
Approach		166	0.0	0.513	20.4	LOS C	2.5	17.6	0.76	1.04	1.21	29.8
All Vehicles		1411	0.7	0.513	2.5	NA	2.5	17.6	0.09	0.13	0.15	54.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 4 [Kent - Carruthers 2017 AM Development]

Kent Street - Carruthers Street
 2017 AM Development
 Site Category: (None)
 Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Kent St (S)												
1	L2	292	2.9	0.568	5.7	LOS A	0.0	0.0	0.00	0.16	0.00	58.1
2	T1	734	0.9	0.568	0.1	LOS A	0.0	0.0	0.00	0.16	0.00	58.3
Approach		1025	1.5	0.568	1.7	NA	0.0	0.0	0.00	0.16	0.00	58.2
North: Kent St (N)												
8	T1	341	3.1	0.190	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
9	R2	152	1.4	0.198	9.6	LOS A	0.8	5.7	0.63	0.85	0.63	50.4
Approach		493	2.6	0.198	3.0	NA	0.8	5.7	0.20	0.26	0.20	56.6
West: Carruthers St (W)												
10	L2	294	0.4	0.410	11.1	LOS B	2.1	14.5	0.68	0.94	0.93	50.2
12	R2	49	8.5	0.362	38.1	LOS E	1.2	9.2	0.92	1.01	1.10	36.0
Approach		343	1.6	0.410	15.0	LOS C	2.1	14.5	0.72	0.95	0.96	47.5
All Vehicles		1861	1.8	0.568	4.5	NA	2.1	14.5	0.18	0.33	0.23	55.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▽ Site: 4 [Kent - Carruthers 2017 PM Development]

Kent Street - Carruthers Street
 2017 PM Development
 Site Category: (None)
 Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Kent St (S)												
1	L2	133	0.0	0.267	5.6	LOS A	0.0	0.0	0.00	0.15	0.00	58.4
2	T1	353	1.2	0.267	0.0	LOS A	0.0	0.0	0.00	0.15	0.00	58.5
Approach		485	0.9	0.267	1.6	NA	0.0	0.0	0.00	0.15	0.00	58.4
North: Kent St (N)												
8	T1	615	0.9	0.337	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
9	R2	247	0.0	0.193	6.9	LOS A	0.9	6.4	0.46	0.66	0.46	52.1
Approach		862	0.6	0.337	2.0	NA	0.9	6.4	0.13	0.19	0.13	57.4
West: Carruthers St (W)												
10	L2	98	1.1	0.084	6.9	LOS A	0.3	2.3	0.40	0.61	0.40	52.8
12	R2	87	4.8	0.354	23.2	LOS C	1.4	10.0	0.85	0.99	1.06	42.3
Approach		185	2.8	0.354	14.6	LOS B	1.4	10.0	0.62	0.79	0.71	47.3
All Vehicles		1533	1.0	0.354	3.4	NA	1.4	10.0	0.15	0.25	0.16	56.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.