New Stapleton Waterfront Development Plan

Draft Environmental Impact Statement

CEQR #: 06DME001R

Technical Appendices Volume 1

May 2006

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For
Technical Appendices Volume 1

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Appendix B –
Waterfront Revitalization Program Consistency Form

For Internal Use Only:	WRP no. WRP 06-007
Date Received: _____	DOS no._____

NEW YORK CITY WATERFRONT REVITALIZATION PROGRAM
Consistency Assessment Form

Proposed actions that are subject to CEQR, ULURP or other local, state or federal discretionary review procedures, and that are within New York City's designated coastal zone, must be reviewed and assessed for their consistency with the *New York City Waterfront Revitalization Program (WRP)*. The WRP was adopted as a 197-a Plan by the Council of the City of New York on October 13, 1999, and subsequently approved by the New York State Department of State with the concurrence of the United States Department of Commerce pursuant to applicable state and federal law, including the Waterfront Revitalization of Coastal Areas and Inland Waterways Act. As a result of these approvals, state and federal discretionary actions within the city's coastal zone must be consistent to the maximum extent practicable with the WRP policies and the city must be given the opportunity to comment on all state and federal projects within its coastal zone.

This form is intended to assist an applicant in certifying that the proposed activity is consistent with the WRP. It should be completed when the local, state, or federal application is prepared. The completed form and accompanying information will be used by the New York State Department of State, other state agencies or the New York City Department of City Planning in their review of the applicant's certification of consistency.

A. APPLICANT

1. Name: New York City Economic Development Corporation (NYCEDC)
2. Address: 110 William Street, 6th Floor, New York, NY, 10038
3. Telephone: 212-312-3620 Fax: 212-312-3989 E-mail: dquart@nycedc.com
4. Project site owner: City of New York and privately-owned parcels

B. PROPOSED ACTIVITY

1. Brief description of activity:

   The Proposed Action includes a mixed-use development on the former Homeport Site and adjacent properties west of Front Street between Wave and Thompson Streets (the Project Area) in Staten Island. The proposed development includes limited ground-floor retail, residential uses, restaurant/banquet facility, sports complex, farmers market, and an economic development site. The Proposed Action includes a rezoning element to create a Special District for the Project Area, in order to accommodate complementary mixed-use public and private development. In addition, the Proposed Action includes necessary infrastructure improvements within the Homeport Site such as the creation of a waterfront esplanade and additional public open space, shoreline stabilization, street and intersection realignment, street mapping/demapping actions, and site preparation and infrastructure improvements (i.e.,new water/sewer mains) to accommodate the proposed development.

2. Purpose of activity:

   The Proposed Action is intended to provide economic stability and revitalization opportunities for the Stapleton community and Staten Island Borough as a whole with a new mixture of residential and retail/commercial development along the Stapleton waterfront coupled with an enhanced waterfront experience in the area through (a) the creation of attractive new public open space and possibly new destinations for residents and visitors, (b) the strengthening of waterfront linkages and public access to the waterfront from the upland community, (c) the preservation and improvement of visual quality to and from the shoreline, and (d) the rehabilitation/upgrade of existing infrastructure.

3. Location of activity: (street address/borough or site description):

   The Project Area is located within the Stapleton Neighborhood along the North Shore (NYC Waterfront Reach 18) of Staten Island, and is generally bounded by the U.S. Pierhead line to the east, the Staten Island Railway (SIR) tracks and Bay Street to the west, Hannah Street to the north and Bay/Edgewater Streets to the south. Within this Project Area, the proposed rezoning area is generally bounded by the SIR tracks to the west, the prolongation of the north street line of Greenfield Avenue to the south, the U.S. Pierhead line to the east, and approximately 560 feet south of the prolongation of the centerline of Hannah Street to the north.

Proposed Activity Cont'd

4. If a federal or state permit or license was issued or is required for the proposed activity, identify the permit type(s), the authorizing agency and provide the application or permit number(s), if known:

   USACE Section 404 Permit for Fill Materials into US Waters
   USACE Section 10 Permit for Work in Navigable Waters
   NYSDEC Section 401 Permit for Water Quality Certification
   NYSDEC Coastal Erosion Permit
   NYSDEC Tidal Wetland Permit

5. Is federal or state funding being used to finance the project? If so, please identify the funding source(s).

   No

6. Will the proposed project require the preparation of an environmental impact statement?
   Yes ✔ No ____ If yes, identify Lead Agency:

   Office of the Deputy Mayor for Economic Development and Rebuilding

7. Identify **city** discretionary actions, such as a zoning amendment or adoption of an urban renewal plan, required for the proposed project.

   - Zoning Map and Text amendments to create a a new special zoning district (Special Stapleton Waterfront District) (SSWD) with an underlying contextual C4-2A zoning district and with a R6B residential equivalent in order to accommodate mixed-use development.
   - Change in City Map with street mapping/demapping and realignment of existing street bed.
   - Disposition of City property for redevelopment.
   - Capital Funding.

C. COASTAL ASSESSMENT

Location Questions:	**Yes**	**No**
1. Is the project site on the waterfront or at the water's edge?	✔	
2. Does the proposed project require a waterfront site?	✔	
3. Would the action result in a physical alteration to a waterfront site, including land along the shoreline, land underwater, or coastal waters?	✔	

Policy Questions	**Yes**	**No**

The following questions represent, in a broad sense, the policies of the WRP. Numbers in parentheses after each question indicate the policy or policies addressed by the question. The new Waterfront Revitalization Program offers detailed explanations of the policies, including criteria for consistency determinations.

Check either "Yes" or "No" for each of the following questions. For all "yes" responses, provide an attachment assessing the effects of the proposed activity on the relevant policies or standards. Explain how the action would be consistent with the goals of those policies and standards.

4. Will the proposed project result in revitalization or redevelopment of a deteriorated or under-used waterfront site? (1)	✔	
5. Is the project site appropriate for residential or commercial redevelopment? (1.1)	✔	
6. Will the action result in a change in scale or character of a neighborhood? (1.2)	✔	

Policy Questions cont'd	Yes	No
7. Will the proposed activity require provision of new public services or infrastructure in undeveloped or sparsely populated sections of the coastal area? (1.3)	✔	
8. Is the action located in one of the designated Significant Maritime and Industrial Areas (SMIA): South Bronx, Newtown Creek, Brooklyn Navy Yard, Red Hook, Sunset Park, or Staten Island? (2)		✔
9. Are there any waterfront structures, such as piers, docks, bulkheads or wharves, located on the project sites? (2)	✔	
10. Would the action involve the siting or construction of a facility essential to the generation or transmission of energy, or a natural gas facility, or would it develop new energy resources? (2.1)		✔
11. Does the action involve the siting of a working waterfront use outside of a SMIA? (2.2)		✔
12. Does the proposed project involve infrastructure improvement, such as construction or repair of piers, docks, or bulkheads? (2.3, 3.2)	✔	
13. Would the action involve mining, dredging, or dredge disposal, or placement of dredged or fill materials in coastal waters? (2.3, 3.1, 4, 5.3, 6.3)	✔	
14. Would the action be located in a commercial or recreational boating center, such as City Island, Sheepshead Bay or Great Kills or an area devoted to water-dependent transportation? (3)		✔
15. Would the proposed project have an adverse effect upon the land or water uses within a commercial or recreation boating center or water-dependent transportation center? (3.1)		✔
16. Would the proposed project create any conflicts between commercial and recreational boating? (3.2)		✔
17. Does the proposed project involve any boating activity that would have an impact on the aquatic environment or surrounding land and water uses? (3.3)		✔
18. Is the action located in one of the designated Special Natural Waterfront Areas (SNWA): Long Island Sound- East River, Jamaica Bay, or Northwest Staten Island? (4 and 9.2)		✔
19. Is the project site in or adjacent to a Significant Coastal Fish and Wildlife Habitat? (4.1)		✔
20. Is the site located within or adjacent to a Recognized Ecological Complex: South Shore of Staten Island or Riverdale Natural Area District? (4.1and 9.2)		✔
21. Would the action involve any activity in or near a tidal or freshwater wetland? (4.2)		✔
22. Does the project site contain a rare ecological community or would the proposed project affect a vulnerable plant, fish, or wildlife species? (4.3)		✔
23. Would the action have any effects on commercial or recreational use of fish resources? (4.4)		✔
24. Would the proposed project in any way affect the water quality classification of nearby waters or be unable to be consistent with that classification? (5)		✔
25. Would the action result in any direct or indirect discharges, including toxins, hazardous substances, or other pollutants, effluent, or waste, into any waterbody? (5.1)	✔	
26. Would the action result in the draining of stormwater runoff or sewer overflows into coastal waters? (5.1)	✔	
27. Will any activity associated with the project generate nonpoint source pollution? (5.2)		✔
28. Would the action cause violations of the National or State air quality standards? (5.2)		✔

Policy Questions cont'd	Yes	No
29. Would the action result in significant amounts of acid rain precursors (nitrates and sulfates)? (5.2C)		✔
30. Will the project involve the excavation or placing of fill in or near navigable waters, marshes, estuaries, tidal marshes or other wetlands? (5.3)	✔	
31. Would the proposed action have any effects on surface or ground water supplies? (5.4)		✔
32. Would the action result in any activities within a federally designated flood hazard area or state-designated erosion hazards area? (6)	✔	
33. Would the action result in any construction activities that would lead to erosion? (6)		✔
34. Would the action involve construction or reconstruction of a flood or erosion control structure? (6.1)	✔	
35. Would the action involve any new or increased activity on or near any beach, dune, barrier island, or bluff? (6.1)		✔
36. Does the proposed project involve use of public funds for flood prevention or erosion control? (6.2)	✔	
37. Would the proposed project affect a non-renewable source of sand ? (6.3)		✔
38. Would the action result in shipping, handling, or storing of solid wastes, hazardous materials, or other pollutants? (7)		✔
39. Would the action affect any sites that have been used as landfills? (7.1)		✔
40. Would the action result in development of a site that may contain contamination or that has a history of underground fuel tanks, oil spills, or other form or petroleum product use or storage? (7.2)	✔	
41. Will the proposed activity result in any transport, storage, treatment, or disposal of solid wastes or hazardous materials, or the siting of a solid or hazardous waste facility? (7.3)	✔	
42. Would the action result in a reduction of existing or required access to or along coastal waters, public access areas, or public parks or open spaces? (8)		✔
43. Will the proposed project affect or be located in, on, or adjacent to any federal, state, or city park or other land in public ownership protected for open space preservation? (8)		✔
44. Would the action result in the provision of open space without provision for its maintenance? (8.1)		✔
45. Would the action result in any development along the shoreline but NOT include new water-enhanced or water-dependent recreational space? (8.2)		✔
46. Will the proposed project impede visual access to coastal lands, waters and open space? (8.3)		✔
47. Does the proposed project involve publicly owned or acquired land that could accommodate waterfront open space or recreation? (8.4)	✔	
48. Does the project site involve lands or waters held in public trust by the state or city? (8.5)	✔	
49. Would the action affect natural or built resources that contribute to the scenic quality of a coastal area? (9)		✔
50. Does the site currently include elements that degrade the area's scenic quality or block views to the water? (9.1)	✔	

Policy Questions cont'd	Yes	No
51. Would the proposed action have a significant adverse impact on historic, archeological, or cultural resources? (10)		✓
52. Will the proposed activity affect or be located in, on, or adjacent to an historic resource listed on the National or State Register of Historic Places, or designated as a landmark by the City of New York? (10)		✓

D. CERTIFICATION

The applicant or agent must certify that the proposed activity is consistent with New York City's Waterfront Revitalization Program, pursuant to the New York State Coastal Management Program. If this certification cannot be made, the proposed activity shall not be undertaken. If the certification can be made, complete this section.

"The proposed activity complies with New York State's Coastal Management Program as expressed in New York City's approved Local Waterfront Revitalization Program, pursuant to New York State's Coastal Management Program, and will be conducted in a manner consistent with such program."

Applicant/Agent Name: NYCEDC / David Quart - Senior Planner

Address: 110 William Street, 6th Floor, New York, NY, 10038

Telephone 212-312-3620

Applicant/Agent Signature: David Quart Date: May 1, 2006

Appendix C – Traffic and Parking Back-up Data

NEW STAPLETON WATERFRONT DEVELOPMENT PROJECT

Draft Environmental Impact Statement

Appendix C – Tables and Figures

Eng-Wong, Taub & Associates

NEW STAPLETON WATERFRONT DEVELOPMENT PROJECT
APPENDIX C – TABLES

1 EXISTING TRAFFIC LEVELS OF SERVICE

2 NO BUILD TRAFFIC LEVELS OF SERVICE

3 BUILD TRAFFIC LEVELS OF SERVICE

4 COMPARISON OF AM 2015 NO BUILD AND BUILD LEVELS OF SERVICE

5 COMPARISON OF MIDDAY 2015 NO BUILD AND BUILD LEVELS OF SERVICE

6 COMPARISON OF PM 2015 NO BUILD AND BUILD LEVELS OF SERVICE

7 COMPARISON OF SATURDAY MIDDAY 2015 NO BUILD AND BUILD LEVELS OF SERVICE

TABLE 1
STAPLETON / HOMEPORT REDEVELOPMENT PROJECT
EXISTING TRAFFIC LEVELS OF SERVICE

		Weekday AM (8:00 AM - 9:00 AM)				Weekday Midday (12:30 PM - 1:30 PM)				Weekday PM (4:30 PM - 5:30 PM)				Saturday MD (11:45 PM - 12:45 PM)			
INTERSECTION & APPROACH		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS
SIGNALIZED INTERSECTIONS																	
Bay Street and Victory Boulevard																	
Victory Boulevard	EB	DefL	0.90	67.0	E	DefL	0.68	38.5	D	DefL	0.75	56.3	E	DefL	0.59	31.8	C
		TR	0.11	30.3	C	TR	0.06	20.1	C	TR	0.13	30.9	C	TR	0.10	20.7	C
	WB	LTR	0.17	31.6	C	LTR	0.06	20.1	C	LTR	0.14	30.8	C	LTR	0.04	19.9	B
Bay Street	NB	-	-	-	-	-	-	-	-	DefL	0.90	59.9	E	-	-	-	-
		LTR	0.87	30.7	C	LTR	0.88	31.0	C	TR	0.79	26.8	C	LTR	0.66	18.6	B
	SB	LT	0.44	13.4	B	LT	0.47	13.6	B	LT	0.53	14.7	B	LT	0.38	12.5	B
		R	0.37	14.3	B	R	0.39	14.3	B	R	0.79	33.7	C	R	0.31	12.5	B
Overall Intersection		-	**0.88**	**29.0**	**C**	-	**0.80**	**22.9**	**C**	-	**0.85**	**27.9**	**C**	-	**0.63**	**17.3**	**B**
Bay Street and Hannah Street																	
Hannah Street	EB	LTR	0.49	39.1	D	LTR	0.16	21.2	C	LTR	0.32	43.5	D	LTR	0.17	25.7	C
	WB	LTR	0.66	42.7	D	LTR	0.53	27.1	C	LTR	0.66	52.5	D	LTR	0.47	25.7	C
Bay Street	NB	LTR	0.41	13.0	B	LTR	0.37	12.3	B	LTR	0.35	12.3	B	LTR	0.26	11.7	B
	SB	L	0.72	28.5	C	L	0.69	26.6	C	L	0.93	50.7	D	L	0.41	16.5	B
		T	0.21	10.8	B	T	0.29	11.4	B	T	0.28	11.3	B	T	0.23	11.4	B
		R	0.10	10.1	B	R	0.18	10.9	B	R	0.24	11.4	B	R	0.12	10.8	B
Overall Intersection		-	**0.70**	**20.8**	**C**	-	**0.63**	**16.0**	**B**	-	**0.84**	**25.4**	**C**	-	**0.43**	**15.0**	**B**
Bay Street and Van Duzer Street/Swan Street																	
Van Duzer Street	EB	L	0.23	32.0	C	L	0.17	21.1	C	L	0.16	30.8	C	L	0.09	20.3	C
		LR	0.24	32.4	C	LR	0.16	21.2	C	LR	0.14	30.5	C	LR	0.04	19.8	B
Bay Street	NB	LT	0.39	12.8	B	LT	0.32	11.8	B	LT	0.30	11.7	B	LT	0.25	11.2	B
	SB	TR	0.36	12.3	B	TR	0.40	12.7	B	TR	0.36	12.3	B	TR	0.37	12.2	B
Overall Intersection		-	**0.34**	**15.3**	**B**	-	**0.31**	**13.4**	**B**	-	**0.29**	**14.1**	**B**	-	**0.26**	**12.4**	**B**
Bay Street and Canal Street																	
Canal Street	EB	LTR	0.30	33.3	C	LTR	0.58	29.1	C	LTR	0.40	35.4	D	LTR	0.44	26.6	C
	WB	LR	0.07	29.8	C	LR	0.08	20.2	C	LR	0.15	31.0	C	LR	0.08	20.3	C
Bay Street	NB	TR	0.49	14.8	B	TR	0.53	15.2	B	TR	0.52	15.3	B	TR	0.42	13.4	B
	SB	LT	0.35	12.3	B	LT	0.35	12.1	B	LT	0.36	12.3	B	LT	0.32	11.8	B
Overall Intersection		-	**0.43**	**15.7**	**B**	-	**0.55**	**16.8**	**B**	-	**0.48**	**16.9**	**B**	-	**0.43**	**15.1**	**B**
Bay Street and Broad Street																	
Broad Street	EB	LR	0.32	33.5	C	LR	0.26	22.3	C	LR	0.23	31.9	C	LR	0.18	21.2	C
Bay Street	NB	LT	0.47	14.3	B	LT	0.52	15.0	B	LT	0.53	15.6	B	LT	0.42	13.4	B
	SB	T	0.54	15.8	B	T	0.59	16.6	B	T	0.55	15.9	B	T	0.56	15.8	B
		R	0.12	10.3	B	R	0.17	10.7	B	R	0.14	10.4	B	R	0.13	10.4	B
Overall Intersection		-	**0.46**	**16.9**	**B**	-	**0.46**	**16.0**	**B**	-	**0.44**	**16.7**	**B**	-	**0.41**	**14.9**	**B**
Bay Street and Vanderbilt Avenue																	
Vanderbilt Avenue	EB	LR	0.45	38.4	D	LR	0.40	26.4	C	LR	0.40	36.8	D	LR	0.29	22.9	C
Bay Street	NB	DefL	0.47	16.4	B	-	-	-	-	-	-	-	-	-	-	-	-
		T	0.40	13.5	B	LT	0.49	14.2	B	LT	0.70	20.7	C	LT	0.30	11.8	B
	SB	T	0.41	13.6	B	T	0.48	14.5	B	T	0.41	13.4	B	T	0.42	13.4	B
		R	0.27	11.7	B	R	0.20	11.0	B	R	0.23	11.3	B	R	0.16	10.6	B
Overall Intersection		-	**0.46**	**16.8**	**B**	-	**0.46**	**15.5**	**B**	-	**0.60**	**19.0**	**B**	-	**0.37**	**13.8**	**B**

Bay Street and Edgewater St / Front St																
Front Street	WB	LT	0.74	51.3	D	LT	0.62	37.1	D	LT	0.83	57.5	E	LT	0.42	31.6	C
		R	0.07	34.1	C	R	0.08	26.7	C	R	0.04	33.5	C	R	0.00	25.7	C
Edgewater Street	NB	LT	0.25	41.7	D	LT	0.22	31.7	C	LT	0.41	44.7	D	LT	0.18	29.4	C
		R	0.62	52.5	D	R	0.45	36.9	D	R	0.67	55.0	D	R	0.31	31.4	C
Bay Street	NB	TR	0.55	28.9	C	TR	0.90	45.0	D	TR	0.88	46.3	D	TR	0.64	27.1	C
	SB	LT	0.69	34.8	C	LT	0.79	33.0	C	LT	0.69	34.0	C	LT	0.56	24.4	C
Overall Intersection		-	**0.68**	**37.8**	**D**	-	**0.71**	**38.1**	**D**	-	**0.81**	**45.5**	**D**	-	**0.49**	**27.3**	**C**
Bay Street and Hylan Boulevard																	
Hylan Boulevard	EB	LTR	0.81	41.4	D	LTR	0.89	46.2	D	LTR	0.83	45.7	D	LTR	0.68	30.3	C
	WB	LTR	0.89	71.9	E	LTR	0.70	43.6	D	LTR	0.57	44.0	D	LTR	0.47	33.3	C
Bay Street	NB	LTR	0.77	30.1	C	LTR	0.60	19.6	B	LTR	0.84	34.6	C	LTR	0.54	18.4	B
	SB	T	0.58	23.6	C	T	0.51	17.9	B	T	0.61	24.1	C	T	0.55	18.6	B
		R	0.16	8.2	A	R	0.17	6.8	A	R	0.19	8.4	A	R	0.17	6.8	A
Overall Intersection		-	**0.83**	**34.8**	**C**	-	**0.72**	**26.6**	**C**	-	**0.82**	**32.4**	**C**	-	**0.60**	**20.8**	**C**
UNSIGNALIZED INTERSECTIONS																	
Front Street and Hannah Street																	
Hannah Street	WB	LT	0.03	8.0	A	LT	0.02	7.7	A	LT	0.02	8.1	A	LT	0.06	8.0	A
Front Street	NB	LR	0.46	14.3	B	LR	0.39	12.4	B	LR	0.49	14.6	B	LR	0.40	13.7	B
Overall Intersection		-	-	**13.6**	**B**	-	-	**12.0**	**B**	-	-	**14.1**	**B**	-	-	**12.4**	**B**
Bay Street and Wave Street																	
Wave Street	WB	LTR	0.16	17.2	C	LTR	0.37	20.1	C	LTR	0.24	18.0	C	LTR	0.19	16.1	C
Bay Street	NB	LTR	0.01	8.9	A	LTR	0.03	9.6	A	LTR	0.02	9.2	A	LTR	0.00	9.1	A
	SB	LTR	0.04	8.3	A	LTR	0.06	8.6	A	LTR	0.05	8.5	A	LTR	0.05	9.0	A
Overall Intersection		-	-	**12.9**	**B**	-	-	**15.6**	**C**	-	-	**13.8**	**B**	-	-	**13.4**	**B**
Bay Street and Prospect Street																	
Prospect Street	EB	LTR	0.14	17.7	C	LTR	0.23	23.3	C	LTR	0.19	18.6	C	LTR	0.14	16.5	C
Bay Street	SB	LT	0.03	8.7	A	LT	0.05	9.0	A	LT	0.03	8.9	A	LT	0.02	9.1	A
Overall Intersection		-	-	**14.2**	**B**	-	-	**16.7**	**C**	-	-	**15.4**	**C**	-	-	**14.8**	**B**
Bay Street and Water Street																	
Water Street	WB	LTR	0.12	22.4	C	LTR	0.24	21.2	C	LTR	0.27	26.1	D	LTR	0.17	14.7	B
Bay Street	NB	LT	0.08	8.7	A	LT	0.26	11.3	B	LT	0.17	10.2	B	LT	0.09	9.8	A
Overall Intersection		-	-	**14.2**	**B**	-	-	**13.9**	**B**	-	-	**15.1**	**C**	-	-	**12.3**	**B**
Bay Street and Thompson Street																	
Thompson Street	WB	LTR	0.13	14.8	B	LTR	0.10	14.6	B	LTR	0.18	16.0	C	LTR	0.11	13.6	B
Bay Street	NB	LT	0.01	8.8	A	LT	0.02	9.2	A	LT	0.01	9.3	A	LT	0.01	9.3	A
Overall Intersection		-	-	**14.1**	**B**	-	-	**13.2**	**B**	-	-	**15.1**	**C**	-	-	**13.1**	**B**

Notes

(1): Control delay is measured in seconds per vehicle

(2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.

(3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.

(4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.

TABLE 2
STAPLETON / HOMEPORT REDEVELOPMENT PROJECT
NO BUILD 2015 TRAFFIC LEVELS OF SERVICE

INTERSECTION & APPROACH		Weekday AM (8:00 AM - 9:00 AM) Mvt.	V/C	Control Delay	LOS	Weekday Midday (12:30 PM - 1:30 PM) Mvt.	V/C	Control Delay	LOS	Weekday PM (4:30 PM - 5:30 PM) Mvt.	V/C	Control Delay	LOS	Saturday MD (11:45 PM - 12:45 PM) Mvt.	V/C	Control Delay	LOS
SIGNALIZED INTERSECTIONS																	
Bay Street and Victory Boulevard																	
Victory Boulevard	EB	DefL	1.01	90.9	F	DefL	0.81	50.7	D	DefL	0.92	79.9	E	DefL	0.74	39.8	D
		TR	0.12	30.5	C	TR	0.06	20.1	C	TR	0.14	31.1	C	TR	0.11	20.8	C
	WB	LTR	0.18	31.8	C	LTR	0.07	20.3	C	LTR	0.15	31.1	C	LTR	0.04	19.9	B
Bay Street	NB	-	-	-	-	DefL	1.17	120.0+	F*	DefL	1.12	120.0+	F*	-	-	-	-
		LTR	1.16	109.1	F	TR	0.96	46.3	D	TR	1.06	76.3	E	LTR	0.88	31.2	C
	SB	LT	0.55	15.1	B	LT	0.57	15.1	B	LT	0.62	16.4	B	LT	0.47	13.5	B
		R	0.45	16.1	B	R	0.49	16.3	B	R	0.98	67.9	E	R	0.38	13.7	B
Overall Intersection		-	**1.11**	**62.5**	**E**	-	**1.03**	**40.7**	**D**	-	**1.05**	**54.1**	**D**	-	**0.82**	**23.4**	**C**
Bay Street and Hannah Street																	
Hannah Street	EB	LTR	0.65	47.8	D	LTR	0.18	21.5	C	LTR	0.46	48.4	D	LTR	0.19	26.1	C
	WB	LTR	0.86	56.0	E	LTR	0.67	30.9	C	LTR	0.91	73.7	E	LTR	0.62	29.7	C
Bay Street	NB	LTR	0.48	14.0	B	LTR	0.44	13.1	B	LTR	0.45	13.5	B	LTR	0.31	12.2	B
	SB	L	1.10	104.2	F	L	1.09	104.0	F	L	1.12	105.6	F	L	0.64	25.3	C
		T	0.26	11.2	B	T	0.35	12.0	B	T	0.33	11.8	B	T	0.27	11.7	B
		R	0.12	10.2	B	R	0.21	11.1	B	R	0.26	11.7	B	R	0.14	10.9	B
Overall Intersection		-	**1.02**	**34.4**	**C**	-	**0.93**	**26.1**	**C**	-	**1.05**	**38.7**	**D**	-	**0.63**	**17.1**	**B**
Bay Street and Van Duzer Street/Swan Street																	
Van Duzer Street	EB	L	0.25	32.4	C	L	0.19	21.4	C	L	0.18	31.1	C	L	0.10	20.4	C
		LR	0.30	33.5	C	LR	0.24	22.5	C	LR	0.19	31.4	C	LR	0.06	19.9	B
Bay Street	NB	LT	0.49	14.4	B	LT	0.43	13.1	B	LT	0.47	13.9	B	LT	0.31	11.8	B
	SB	TR	0.44	13.3	B	TR	0.49	13.7	B	TR	0.42	13.0	B	TR	0.44	13.0	B
Overall Intersection		-	**0.43**	**16.4**	**B**	-	**0.39**	**14.4**	**B**	-	**0.37**	**15.4**	**B**	-	**0.31**	**13.1**	**B**
Bay Street and Canal Street																	
Canal Street	EB	LTR	0.36	34.5	C	LTR	0.66	32.0	C	LTR	0.45	36.5	D	LTR	0.50	28.1	C
	WB	LR	0.11	30.5	C	LR	0.09	20.4	C	LR	0.18	31.5	C	LR	0.10	20.6	C
Bay Street	NB	TR	0.58	16.6	B	TR	0.66	18.3	B	TR	0.71	20.1	C	TR	0.54	15.4	B
	SB	LT	0.44	13.3	B	LT	0.42	12.9	B	LT	0.42	13.0	B	LT	0.39	12.5	B
Overall Intersection		-	**0.50**	**17.1**	**B**	-	**0.66**	**18.7**	**B**	-	**0.62**	**19.2**	**B**	-	**0.53**	**16.2**	**B**
Bay Street and Broad Street																	
Broad Street	EB	LR	0.41	35.6	D	LR	0.33	23.4	C	LR	0.29	32.9	C	LR	0.24	22.0	C
Bay Street	NB	LT	0.57	16.3	B	LT	0.77	22.6	C	LT	0.90	34.5	C	LT	0.58	16.0	B
	SB	T	0.68	19.5	B	T	0.73	20.5	C	T	0.65	18.3	B	T	0.68	18.8	B
		R	0.14	10.5	B	R	0.19	11.0	B	R	0.16	10.6	B	R	0.15	10.5	B
Overall Intersection		-	**0.59**	**19.6**	**B**	-	**0.60**	**20.8**	**C**	-	**0.69**	**25.9**	**C**	-	**0.51**	**17.3**	**B**
Bay Street and Vanderbilt Avenue																	
Vanderbilt Avenue	EB	LR	0.58	42.7	D	LR	0.51	29.1	C	LR	0.50	39.3	D	LR	0.37	24.1	C
Bay Street	NB	DefL	0.65	23.4	C	LT	0.70	18.8	B	LT	0.97	47.8	D	LT	0.42	13.2	B
		T	0.48	14.7	B	-	-	-	-	-	-	-	-	-	-	-	-
	SB	T	0.56	16.4	B	T	0.62	17.2	B	T	0.49	14.7	B	T	0.52	15.0	B
		R	0.31	12.2	B	R	0.23	11.3	B	R	0.26	11.7	B	R	0.19	10.9	B
Overall Intersection		-	**0.63**	**19.7**	**B**	-	**0.63**	**18.8**	**B**	-	**0.82**	**32.2**	**C**	-	**0.46**	**15.1**	**B**

Bay Street and Edgewater St / Front St																
Front Street	WB	LT	0.99	84.0	F	LT	0.81	47.5	D	LT	1.01	89.5	F	LT	0.54	34.5	C
		R	0.08	34.3	C	R	0.09	26.9	C	R	0.04	33.6	C	R	0.00	25.7	C
Edgewater Street	NB	LT	0.44	46.3	D	LT	0.59	40.1	D	LT	0.98	90.2	F	LT	0.37	32.4	C
		R	0.76	61.3	E	R	0.67	45.3	D	R	1.11	120.0+	F*	R	0.43	33.6	C
Bay Street	NB	TR	0.62	30.5	C	TR	1.03	71.8	E	TR	1.03	76.2	E	TR	0.76	31.8	C
	SB	LT	0.98	66.0	E	LT	0.97	54.4	D	LT	0.83	41.5	D	LT	0.69	27.9	C
Overall Intersection		-	**0.93**	**55.4**	**E**	-	**0.88**	**56.1**	**E**	-	**1.04**	**78.4**	**E**	-	**0.61**	**31.1**	**C**
Bay Street and Hylan Boulevard																
Hylan Boulevard	EB	LTR	0.95	59.7	E	LTR	1.04	82.6	F	LTR	0.99	73.5	E	LTR	0.84	42.1	D
	WB	LTR	1.18	120.0+	F*	LTR	0.99	83.1	F	LTR	0.81	56.4	E	LTR	0.65	39.4	D
Bay Street	NB	LTR	0.97	53.0	D	LTR	0.72	23.0	C	LTR	1.07	80.3	F	LTR	0.67	21.6	C
	SB	T	0.67	26.3	C	T	0.58	19.3	B	T	0.69	26.6	C	T	0.63	20.4	C
		R	0.20	8.5	A	R	0.20	7.0	A	R	0.22	8.7	A	R	0.20	7.1	A
Overall Intersection		-	**1.04**	**59.7**	**E**	-	**0.87**	**41.6**	**D**	-	**1.03**	**56.3**	**E**	-	**0.74**	**25.2**	**C**

UNSIGNALIZED INTERSECTIONS

Front Street and Hannah Street																
Hannah Street	WB	LT	0.04	8.3	A	LT	0.03	7.9	A	LT	0.03	8.4	A	LT	0.08	8.3	A
Front Street	NB	LR	0.63	19.5	C	LR	0.54	15.3	C	LR	0.74	24.0	C	LR	0.58	18.7	C
Overall Intersection		-	-	**18.3**	**C**	-	-	**14.7**	**B**	-	-	**23.0**	**C**	-	-	**16.6**	**C**
Bay Street and Wave Street																
Wave Street	WB	LTR	0.23	21.8	C	LTR	0.61	38.5	E	LTR	0.41	30.5	D	LTR	0.28	21.4	C
Bay Street	NB	LTR	0.01	9.4	A	LTR	0.04	10.9	B	LTR	0.03	10.2	B	LTR	0.01	10.0	B
	SB	LTR	0.05	8.5	A	LTR	0.08	9.3	A	LTR	0.07	9.3	A	LTR	0.06	9.8	A
Overall Intersection		-	-	**15.5**	**C**	-	-	**27.2**	**D**	-	-	**21.2**	**C**	-	-	**17.0**	**C**
Bay Street and Prospect Street																
Prospect Street	EB	LTR	0.25	25.5	D	LTR	0.51	53.9	F	LTR	0.53	53.6	F	LTR	0.31	29.1	D
Bay Street	SB	LT	0.04	9.3	A	LT	0.11	11.0	B	LT	0.12	10.9	B	LT	0.06	11.0	B
Overall Intersection		-	-	**19.1**	**C**	-	-	**32.5**	**D**	-	-	**32.1**	**D**	-	-	**22.3**	**C**
Bay Street and Water Street																
Water Street	WB	LTR	0.35	40.5	E	LTR	0.63	65.5	F	LTR	0.92	120.0+	F*	LTR	0.33	21.6	C
Bay Street	NB	LT	0.10	9.2	A	LT	0.35	13.5	B	LT	0.23	11.4	B	LT	0.11	10.6	B
Overall Intersection		-	-	**20.2**	**C**	-	-	**28.0**	**D**	-	-	**59.2**	**F**	-	-	**16.8**	**C**
Bay Street and Thompson Street																
Thompson Street	WB	LTR	0.20	18.5	C	LTR	0.17	18.9	C	LTR	0.31	23.2	C	LTR	0.18	17.5	C
Bay Street	NB	LT	0.01	9.4	A	LT	0.03	10.1	B	LT	0.02	10.1	B	LT	0.01	9.9	A
Overall Intersection		-	-	**17.4**	**C**	-	-	**16.7**	**C**	-	-	**21.6**	**C**	-	-	**16.8**	**C**

Notes

(1): Control delay is measured in seconds per vehicle

(2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.

(3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.

(4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.

TABLE 3
STAPLETON / HOMEPORT REDEVELOPMENT PROJECT
BUILD 2015 TRAFFIC LEVELS OF SERVICE

INTERSECTION & APPROACH		Weekday AM (8:00 AM - 9:00 AM) Mvt.	V/C	Control Delay	LOS	Weekday Midday (12:30 PM - 1:30 PM) Mvt.	V/C	Control Delay	LOS	Weekday PM (4:30 PM - 5:30 PM) Mvt.	V/C	Control Delay	LOS	Saturday MD (11:45 PM - 12:45 PM) Mvt.	V/C	Control Delay	LOS
SIGNALIZED INTERSECTIONS																	
Bay Street and Victory Boulevard																	
Victory Boulevard	EB	DefL	1.01	90.9	F	DefL	0.81	50.7	D	DefL	0.92	79.9	E	DefL	0.74	39.8	D
		TR	0.12	30.5	C	TR	0.06	20.1	C	TR	0.14	31.1	C	TR	0.11	20.8	C
	WB	LTR	0.18	31.8	C	LTR	0.07	20.3	C	LTR	0.15	31.1	C	LTR	0.04	19.9	B
Bay Street	NB	-	-	-	-	DefL	1.20+	120.0+	F*	DefL	1.20+	120.0+	F*	DefL	0.97	74.0	E
		LTR	1.20+	120.0+	F*	TR	1.11	88.9	F	TR	1.20	120.0+	F*	TR	1.00	57.4	E
	SB	LT	0.58	15.7	B	LT	0.64	16.5	B	LT	0.70	18.3	B	LT	0.55	14.8	B
		R	0.45	16.1	B	R	0.49	16.3	B	R	0.98	67.9	E	R	0.38	13.7	B
Overall Intersection		-	**1.20+**	**88.2**	**F**	-	**1.20+**	**73.4**	**E**	-	**1.13**	**72.7**	**E**	-	**0.90**	**35.0**	**C**
Bay Street and Hannah Street																	
Hannah Street	EB	LTR	0.56	41.9	D	LTR	0.18	21.5	C	LTR	0.39	45.7	D	LTR	0.19	26.1	C
	WB	LTR	0.73	45.9	D	LTR	0.70	32.2	C	LTR	0.78	59.1	E	LTR	0.45	25.4	C
Bay Street	NB	LTR	0.58	15.6	B	LTR	0.52	14.2	B	LTR	0.56	15.3	B	LTR	0.43	13.5	B
	SB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*
		T	0.26	11.2	B	T	0.36	12.0	B	T	0.34	11.9	B	T	0.28	11.8	B
		R	0.12	10.2	B	R	0.21	11.1	B	R	0.26	11.7	B	R	0.14	10.9	B
Overall Intersection		-	**1.20+**	**70.2**	**E**	-	**1.20+**	**103.9**	**F**	-	**1.20+**	**91.7**	**F**	-	**1.20+**	**94.6**	**F**
Bay Street and Van Duzer Street/Swan Street																	
Van Duzer Street	EB	L	0.26	32.5	C	L	0.20	21.5	C	L	0.19	31.2	C	L	0.11	20.5	C
		LR	0.31	33.8	C	LR	0.33	24.1	C	LR	0.27	32.7	C	LR	0.08	20.1	C
Bay Street	NB	LT	0.67	18.2	B	LT	0.57	15.3	B	LT	0.69	18.8	B	LT	0.46	13.4	B
	SB	TR	0.44	13.3	B	TR	0.50	13.8	B	TR	0.43	13.2	B	TR	0.45	13.2	B
Overall Intersection		-	**0.55**	**18.0**	**B**	-	**0.48**	**15.5**	**B**	-	**0.55**	**17.9**	**B**	-	**0.32**	**13.8**	**B**
Bay Street and Canal Street																	
Canal Street	EB	LTR	0.37	34.9	C	LTR	0.80	41.7	D	LTR	0.55	39.8	D	LTR	0.62	32.4	C
	WB	LR	0.20	32.3	C	LR	0.16	21.4	C	LR	0.24	32.8	C	LR	0.19	22.0	C
Bay Street	NB	TR	0.77	22.9	C	TR	0.89	30.1	C	TR	1.10	84.0	F	TR	0.89	30.0	C
	SB	LT	0.46	13.6	B	LT	0.45	13.3	B	LT	0.45	13.4	B	LT	0.44	13.1	B
Overall Intersection		-	**0.64**	**20.1**	**C**	-	**0.85**	**25.4**	**C**	-	**0.92**	**53.0**	**D**	-	**0.79**	**23.6**	**C**
Bay Street and Broad Street																	
Broad Street	EB	LR	0.47	36.8	D	LR	0.39	24.5	C	LR	0.37	34.4	C	LR	0.32	23.2	C
Bay Street	NB	LT	0.73	21.1	C	LT	1.02	56.1	E	LT	1.20+	120.0+	F*	LT	0.87	27.9	C
	SB	T	0.72	20.9	C	T	0.77	22.3	C	T	0.68	19.4	B	T	0.74	20.8	C
		R	0.17	10.7	B	R	0.24	11.4	B	R	0.20	11.0	B	R	0.19	11.0	B
Overall Intersection		-	**0.64**	**22.1**	**C**	-	**0.77**	**36.2**	**D**	-	**0.95**	**78.6**	**E**	-	**0.66**	**23.5**	**C**
Bay Street and Vanderbilt Avenue																	
Vanderbilt Avenue	EB	LR	0.62	44.2	D	LR	0.59	31.3	C	LR	0.61	42.8	D	LR	0.46	25.9	C
Bay Street	NB	DefL	0.72	28.5	C	LT	0.86	26.9	C	LT	1.20+	120.0+	F*	LT	0.61	16.2	B
		T	0.64	18.5	B	-	-	-	-	-	-	-	-	-	-	-	-
	SB	T	0.58	16.9	B	T	0.62	17.3	B	T	0.50	14.9	B	T	0.53	15.2	B
		R	0.33	12.5	B	R	0.27	11.8	B	R	0.30	12.1	B	R	0.23	11.4	B
Overall Intersection		-	**0.69**	**21.1**	**C**	-	**0.76**	**23.0**	**C**	-	**1.04**	**80.2**	**F**	-	**0.55**	**16.7**	**B**
Bay Street and Edgewater St / Front St																	
Front Street	WB	L	0.53	38.0	D	L	0.40	24.5	C	L	0.50	37.2	D	L	0.25	22.2	C
		TR	0.58	40.5	D	TR	0.46	25.8	C	TR	0.65	42.5	D	TR	0.33	23.5	C
Edgewater Street	NB	R	0.38	32.1	C	R	0.38	24.1	C	R	0.69	40.8	D	R	0.28	23.3	C
Bay Street	NB	TR	0.46	13.6	B	TR	0.50	13.9	B	TR	0.61	16.1	B	TR	0.40	12.6	B
	SB	LT	0.62	17.6	B	LT	0.65	17.5	B	LT	0.57	16.0	B	LT	0.51	14.5	B
Overall Intersection		-	**0.61**	**22.6**	**C**	-	**0.56**	**18.4**	**B**	-	**0.64**	**24.4**	**C**	-	**0.44**	**16.2**	**B**

Bay Street and Hylan Boulevard																
Hylan Boulevard	EB	LTR	1.02	81.8	F	LTR	1.15	120.0+	F*	LTR	1.13	120.0+	F*	LTR	1.03	83.3	F
	WB	LTR	1.20+	120.0+	F*	LTR	1.18	120.0+	F*	LTR	0.90	66.3	E	LTR	0.84	53.5	D
Bay Street	NB	LTR	1.06	78.9	E	LTR	0.83	28.3	C	LTR	1.20+	120.0+	F*	LTR	0.84	29.9	C
	SB	T	0.72	28.2	C	T	0.64	20.7	C	T	0.74	28.7	C	T	0.69	22.1	C
		R	0.22	8.7	A	R	0.22	7.2	A	R	0.24	8.9	A	R	0.23	7.2	A
Overall Intersection		-	**1.14**	**84.9**	**F**	-	**0.99**	**60.6**	**E**	-	**1.20+**	**94.7**	**F**	-	**0.93**	**37.5**	**D**
Front Street and Wave Street																
Wave Street	EB	LR	0.13	20.8	C	LR	0.24	22.2	C	LR	0.22	21.9	C	LR	0.20	21.8	C
Front Street	NB	LT	0.33	12.4	B	LT	0.68	20.1	C	LT	0.62	17.7	B	LT	0.28	11.7	B
	SB	TR	0.50	14.6	B	TR	0.44	13.7	B	TR	0.50	14.6	B	TR	0.39	13.1	B
Overall Intersection		-	**0.36**	**14.4**	**B**		**0.51**	**17.6**	**B**		**0.47**	**16.8**	**B**		**0.32**	**13.7**	**B**
Front Street and Prospect Street																
Prospect Street	EB	LTR	0.20	21.5	C	LTR	0.22	21.9	C	LTR	0.26	22.3	C	LTR	0.23	22.0	C
	WB	LR	0.12	20.7	C	LR	0.15	21.2	C	LR	0.13	20.9	C	LR	0.20	21.8	C
Front Street	NB	TR	0.27	11.8	B	TR	0.50	14.9	B	TR	0.55	15.8	B	TR	0.26	11.7	B
	SB	LT	0.60	16.9	B	LT	0.57	16.3	B	LT	0.64	18.3	B	LT	0.46	14.3	B
Overall Intersection		-	**0.44**	**16.5**	**B**	-	**0.43**	**16.6**	**B**	-	**0.49**	**17.9**	**B**	-	**0.37**	**15.5**	**B**
Front Street and Canal Street																
Canal Street	EB	LR	0.26	22.5	C	LR	0.30	23.1	C	LR	0.23	22.0	C	LR	0.27	22.6	C
Front Street	NB	LT	0.19	10.8	B	LT	0.43	13.6	B	LT	0.53	15.2	B	LT	0.19	10.9	B
	SB	TR	0.61	16.8	B	TR	0.52	15.1	B	TR	0.54	15.4	B	TR	0.41	13.4	B
Overall Intersection		-	**0.47**	**16.4**	**B**		**0.44**	**15.6**	**B**		**0.42**	**16.0**	**B**		**0.36**	**14.5**	**B**
UNSIGNALIZED INTERSECTIONS																
Front Street and Hannah Street																
Hannah Street	WB	LT	0.04	8.5	A	LT	0.03	8.3	A	LT	0.03	9.1	A	LT	0.10	9.6	A
Front Street	NB	LR	0.52	16.8	C	LR	0.62	18.4	C	LR	0.67	23.9	C	LR	0.49	19.1	C
Overall Intersection		-	-	**15.8**	**C**	-	-	**17.7**	**C**	-	-	**22.7**	**C**	-	-	**16.5**	**C**
Bay Street and Wave Street																
Wave Street	WB	LTR	0.59	49.5	E	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.13	120.0+	F*
Bay Street	NB	LTR	0.01	9.7	A	LTR	0.07	14.6	B	LTR	0.04	12.4	B	LTR	0.01	12.6	B
	SB	LTR	0.06	9.2	A	LTR	0.14	12.2	B	LTR	0.12	12.0	B	LTR	0.12	13.7	B
Overall Intersection		-	-	**34.9**	**D**	-	-	**120.0+**	**F***	-	-	**120.0+**	**F***	-	-	**120.0+**	**F***
Bay Street and Prospect Street																
Prospect Street	EB	LTR	0.40	42.1	E	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	0.87	120.0+	F
Bay Street	SB	LT	0.06	10.4	B	LT	0.19	15.7	C	LT	0.21	15.7	C	LT	0.12	15.9	C
Overall Intersection		-	-	**29.5**	**D**	-	-	**120.0+**	**F***	-	-	**120.0+**	**F***	-	-	**93.4**	**F**
Bay Street and Water Street																
Water Street	WB	LTR	1.03	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.00	109.0	F
Bay Street	NB	LT	0.11	9.3	A	LT	0.40	15.4	C	LT	0.26	12.4	B	LT	0.13	11.6	B
Overall Intersection		-	-	**91.6**	**F**	-	-	**120.0+**	**F***	-	-	**120.0+**	**F***	-	-	**81.2**	**F**
Bay Street and Thompson Street																
Thompson Street	WB	LTR	0.39	27.9	D	LTR	0.56	49.0	E	LTR	0.92	110.9	F	LTR	0.51	43.0	E
Bay Street	NB	LT	0.01	9.7	A	LT	0.03	10.9	B	LT	0.02	10.8	B	LT	0.01	11.1	B
Overall Intersection		-	-	**26.4**	**D**	-	-	**43.0**	**E**	-	-	**103.1**	**F**	-	-	**40.8**	**E**

Notes

(1): Control delay is measured in seconds per vehicle

(2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.

(3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.

(4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.

TABLE 4

STAPLETON / HOMEPORT WATERFRONT REDEVELOPMENT STUDY

COMPARISON OF AM 2015 NO BUILD AND AM 2015 BUILD LEVELS OF SERVICE AND MITIGATION

		2015 No Build Condition				2015 Build Conditions				Mitigated Condition				
INTERSECTION & APPROACH		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mitigation Measures
SIGNALIZED INTERSECTIONS														
Bay Street and Victory Boulevard														- Enforce parking regulation along the east side of the NB
Victory Boulevard	EB	DefL	1.01	90.9	F	DefL	1.01	90.9	F	L	0.91	67.1	E	approach up to 120 ft. from the intersection.
		TR	0.12	30.5	C	TR	0.12	30.5	C	TR	0.12	30.5	C	- Shift NB approach centerline 1 ft. to the west to provide
	WB	LTR	0.18	31.8	C	LTR	0.18	31.8	C	LTR	0.18	31.9	C	one 10 ft. wide left-turn lane and one 13 ft. wide through lane.
Bay Street	NB	LTR	1.16	109.1	F	LTR	1.20+	120.0+	F*	L	0.80	45.5	D	- Restripe SB approach to provide one 16 ft. wide right turn
		-	-	-	-	-	-	-	-	TR	1.09	82.4	F	lane, one 11 ft. wide through lane and one 11 ft. wide left-
	SB	LT	0.55	15.1	B	LT	0.58	15.7	B	LT	0.61	16.3	B	through lane.
		R	0.45	16.1	B	R	0.45	16.1	B	R	0.42	15.1	B	- Shift EB approach centerline 3 ft. to the north to provide
														one 14 ft. wide left turn lane and one 10 ft. wide through-right
Overall Intersection		-	**1.11**	**62.5**	**E**	-	**1.20+**	**88.2**	**F**	-	**1.03**	**47.6**	**D**	lane.
Bay Street and Hannah Street														- Shift SB approach centerline 3 ft. to the east to provide two
Hannah Street	EB	LTR	0.65	47.8	D	LTR	0.56	41.9	D	LTR	0.56	41.9	D	14 ft. wide left turn lanes, two 10 ft. wide through lanes, one
	WB	LTR	0.86	56.0	E	LTR	0.73	45.9	D	LTR	0.83	54.6	D	10.5 ft. wide right turn lane, and reduce the NB receiving
Bay Street	NB	LTR	0.48	14.0	B	LTR	0.58	15.6	B	LTR	0.81	35.6	D	lanes from 11 ft. and 25 ft. wide to 10 ft. and 23 ft. wide.
	SB	L	1.10	104.2	F	L	1.20+	120.0+	F*	L	0.84	66.6	E	- Shift WB centerline 4 ft. to the north to provide one 11 ft.
		T	0.26	11.2	B	T	0.26	11.2	B	T	0.39	12.7	B	wide approach lane and two 10 ft. wide EB receiving lanes.
		R	0.12	10.2	B	R	0.12	10.2	B	R	0.13	10.3	B	- Modify signal timing (Add a SB lead phase of 16s green,
														3s yellow, 2s red by reducing NB/SB phase by 21 s
Overall Intersection		-	**1.02**	**34.4**	**C**	-	**1.20+**	**70.2**	**E**	-	**0.82**	**36.2**	**D**	and prohibiting the SB left movement during the NB/SB
														phase.)
Bay Street and Van Duzer Street/Swan Street														- Mitigation not required.
Van Duzer Street	EB	L	0.25	32.4	C	L	0.26	32.5	C					
		LR	0.30	33.5	C	LR	0.31	33.8	C					
Bay Street	NB	LT	0.49	14.4	B	LT	0.67	18.2	B					
	SB	TR	0.44	13.3	B	TR	0.44	13.3	B					
Overall Intersection		-	**0.43**	**16.4**	**B**	-	**0.55**	**18.0**	**B**					
Bay Street and Canal Street														- Shift NB approach centerline 3 ft. to the west to provide
Canal Street	EB	LTR	0.36	34.5	C	LTR	0.37	34.9	C	LTR	0.37	34.9	C	one 16 ft. wide NB through-right lane and two 10 ft. wide SB
	WB	LR	0.11	30.5	C	LR	0.20	32.3	C	LR	0.2	32.3	C	receiving lanes.
Bay Street	NB	TR	0.58	16.6	B	TR	0.77	22.9	C	TR	0.7	19.7	B	[Measures reflect operational improvements needed
	SB	LT	0.44	13.3	B	LT	0.46	13.6	B	LT	0.46	13.6	B	for PM peak period, otherwise mitigation not needeed.]
Overall Intersection		-	**0.50**	**17.1**	**B**	-	**0.64**	**20.1**	**C**	-	**0.59**	**18.7**	**B**	

Bay Street and Broad Street														- Shift NB approach centerline 1 ft. to the west to provide
Broad Street	EB	LR	0.41	35.6	D	LR	0.47	36.8	D	LR	0.47	36.8	D	one 16 ft. wide NB left-through lane and one 20 ft. wide SB
Bay Street	NB	LT	0.57	16.3	B	LT	0.73	21.1	C	LT	0.71	20.2	C	receiving lane.
	SB	T	0.68	19.5	B	T	0.72	20.9	C	T	0.72	20.9	C	[Measures reflect operational improvements needed
		R	0.14	10.5	B	R	0.17	10.7	B	R	0.17	10.7	B	for other peak periods, otherwise mitigation not needeed.]
Overall Intersection	-		**0.59**	**19.6**	**B**	-	**0.64**	**22.1**	**C**	-	**0.64**	**21.7**	**C**	
Bay Street and Vanderbilt Avenue														- Prohibit parking on the south side of the EB approach
Vanderbilt Avenue	EB	LR	0.58	42.7	D	LR	0.62	44.2	D	L	0.28	32.8	C	up to 120 ft. from the intersection to provide one 11 ft
		-	-	-	-	-	-	-	-	R	0.29	33.6	C	wide left turn lane and one 10 ft. wide right turn lane.
Bay Street	NB	DefL	0.65	23.4	C	DefL	0.72	28.5	C	DefL	0.63	22.7	C	- Shift NB centerline 6 ft. to the west and restripe NB
		T	0.48	14.7	B	T	0.64	18.5	B	T	0.59	16.8	B	approach to one 13 ft. wide left-through lane and one 12 ft.
	SB	T	0.56	16.4	B	T	0.58	16.9	B	T	0.61	17.5	B	wide through lane.
		R	0.31	12.2	B	R	0.33	12.5	B	R	0.36	13.0	B	- Shift SB centerline 3 ft. to the west to restripe SB
Overall Intersection	-		**0.63**	**19.7**	**B**	-	**0.69**	**21.1**	**C**	**0.76**	**0.52**	**19.2**	**B**	approach to one 10 ft. wide right turn lane, one 10 ft. wide through lane, and two 11 ft. wide NB receiving lanes. [Measures reflect operational improvements needed for PM peak period, otherwise mitigation not needeed.]
Bay Street and Edgewater St / Front St														- Mitigation not required.
Front Street	WB	LT	0.99	84.0	F	L	0.53	38.0	D					
		R	0.08	34.3	C	TR	0.58	40.5	D					
Edgewater Street	NB	LT	0.44	46.3	D	-	-	-	-					
		R	0.76	61.3	E	R	0.38	32.1	C					
Bay Street	NB	TR	0.62	30.5	C	TR	0.46	13.6	B					
	SB	LT	0.98	66.0	E	LT	0.62	17.6	B					
Overall Intersection	-		**0.93**	**55.4**	**E**	-	**0.61**	**22.6**	**C**					
Bay Street and Hylan Boulevard														- Prohibit parking along the south side of the EB approach
Hylan Boulevard	EB	LTR	0.95	59.7	E	LTR	1.02	81.8	F	L	0.70	41.8	D	up to 120 ft. from the intersection.
		-	-	-	-	-	-	-	-	TR	0.39	26.3	C	- Shift EB centerline 1.5 ft. to the north to provide one 10.5 ft.
	WB	LTR	1.18	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	0.87	51.1	D	wide left turn lane, one 10.5 ft. wide through-right lane, and
Bay Street	NB	LTR	0.97	53.0	D	LTR	1.06	78.9	E	LTR	0.97	50.8	D	one 18 ft. wide WB receiving lane.
	SB	T	0.67	26.3	C	T	0.72	28.2	C	T	0.69	25.0	C	- Modify signal timing (eliminate EB lead phase, add 15s to
		R	0.20	8.5	A	R	0.22	8.7	A	R	0.27	16.2	B	EB/WB phase and 3s to NB/SB phase.)
Overall Intersection	-		**1.04**	**59.7**	**E**	-	**1.14**	**84.9**	**F**	-	**0.93**	**38.9**	**D**	
Front Street and Wave Street														- Mitigation not required.
Wave Street	EB	-	-	-	-	LR	0.13	20.8	C					
Front Street	NB	-	-	-	-	LT	0.33	12.4	B					
	SB	-	-	-	-	TR	0.50	14.6	B					
Overall Intersection	-	-	-	-	-	**-**	**0.36**	**14.4**	**B**					
Front Street and Prospect Street														- Mitigation not required.
Prospect Street	EB	-	-	-	-	LTR	0.20	21.5	C					
	WB	-	-	-	-	LR	0.12	20.7	C					
Front Street	NB	-	-	-	-	TR	0.27	11.8	B					
	SB	-	-	-	-	LT	0.60	16.9	B					
Overall Intersection	-	-	-	-	-	-	**0.44**	**16.5**	**B**					

Front Street and Canal Street														- Mitigation not required.
Canal Street	EB	-	-	-	-	LR	0.26	22.5	C					
Front Street	NB	-	-	-	-	LT	0.19	10.8	B					
	SB	-	-	-	-	TR	0.61	16.8	B					
Overall Intersection		-	-	-	-	-	**0.47**	**16.4**	**B**					

UNSIGNALIZED INTERSECTIONS

Front Street and Hannah Street														- Mitigation not required.
Hannah Street	WB	LT	0.04	8.3	A	LT	0.04	8.5	A					
Front Street	NB	LR	0.63	19.5	C	LR	0.52	16.8	C					
Overall Intersection		-	-	**18.3**	**C**	-	-	**15.8**	**C**					
Bay Street and Wave Street														- Install traffic signal
Wave Street	WB	LTR	0.23	21.8	C	LTR	0.59	49.5	E	LTR	0.25	33.2	C	[Signal warrant conditions met.]
Bay Street	NB	LTR	0.01	9.4	A	LTR	0.01	9.7	A	LTR	0.58	15.8	B	EB/WB 36 s green, 3 s yellow, 2 s red.
	SB	LTR	0.05	8.5	A	LTR	0.06	9.2	A	LTR	0.96	44.1	D	NB/SB 74 s green, 3 s yellow, 2 s red.
Overall Intersection		-	-	**15.5**	**C**	-	-	**34.9**	**D**	-	**0.73**	**31.7**	**C**	
Bay Street and Prospect Street														- Install traffic signal
Prospect Street	EB	LTR	0.25	25.5	D	LTR	0.40	42.1	E	LTR	0.18	31.5	C	[Signal warrant conditions met.]
Bay Street	NB	-	-	-	-	-	-	-	-	TR	0.69	19.2	B	EB/WB 37 s green, 3 s yellow, 2 s red.
	SB	LT	0.04	9.3	A	LT	0.06	10.4	B	LT	0.45	13.5	B	NB/SB 73 s green, 3 s yellow, 2 s red.
Overall Intersection		-	-	**19.1**	**C**	-	-	**29.5**	**D**	-	**0.52**	**16.8**	**B**	[Measures reflect improvements required to mitigated significant pedestrian impacts.] [Not impacted since there are less than 90 PCE's]
Bay Street and Water Street														- Install traffic signal
Water Street	WB	LTR	0.35	40.5	E	LTR	1.03	120.0+	F*	LTR	0.38	35.4	D	[Signal warrant conditions met.]
Bay Street	NB	LT	0.10	9.2	A	LT	0.11	9.3	A	LT	0.56	15.4	B	WB 37 s green, 3 s yellow, 2 s red.
	SB	-	-	-	-	-	-	-	-	TR	0.79	22.8	C	NB/SB 73 s green, 3 s yellow, 2 s red.
Overall Intersection		-	-	**20.2**	**C**	-	-	**91.6**	**F**	-	**0.65**	**20.5**	**C**	- Shift NB centerline 9 ft to the west to provide one 10 ft. wide left-through lane, one 10 ft. wide through lane, and one 14 ft. wide SB receiving lane. - Shift SB centerline 8 ft. to the west to provide one 15 ft. wide through-right lane and two 10 ft. wide NB receiving lanes. - Prohibit parking along west side of SB approach 120 ft. from the intersection at all times.
Bay Street and Thompson Street														- Mitigation not required.
Thompson Street	WB	LTR	0.20	18.5	C	LTR	0.39	27.9	D					[Not impacted since there are less than 90 PCE's]
Bay Street	NB	LT	0.01	9.4	A	LT	0.01	9.7	A					
	SB	-	-	-	-	-	-	-	-					
Overall Intersection		-	-	**17.4**	**C**	-	-	**26.4**	**D**					

Notes

(1): Control delay is measured in seconds per vehicle.

(2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.

(3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.

(4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.

(5): Significantly impacted turning movements and overall intersections are highlighted

TABLE 5

STAPLETON / HOMEPORT WATERFRONT REDEVELOPMENT STUDY

COMPARISON OF MD 2015 NO BUILD AND MD 2015 BUILD LEVELS OF SERVICE AND MITIGATION

		2015 No Build Condition				2015 Build Conditions				Mitigated Condition				
				Control				Control				Control		
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mitigation Measures
SIGNALIZED INTERSECTIONS														
Bay Street and Victory Boulevard														- Prohibit parking along the east side of the NB approach
Victory Boulevard	EB	DefL	0.81	50.7	D	DefL	0.81	50.7	D	L	0.76	44.9	D	up to 120 ft. from the intersection.
		TR	0.06	20.1	C	TR	0.06	20.1	C	TR	0.07	20.8	C	- Shift NB approach centerline 1 ft. to the west to provide
	WB	LTR	0.07	20.3	C	LTR	0.07	20.3	C	LTR	0.08	21.0	C	one 10 ft. wide left turn lane and one 13 ft. wide through lane.
Bay Street	NB	DefL	1.17	120.0+	F*	DefL	1.20+	120.0+	F*	L	0.97	78.5	E	- Restripe SB approach to provide one 16 ft. wide right turn
		TR	0.96	46.3	D	TR	1.11	88.9	F	TR	0.89	30.9	C	lane, one 11 ft. wide through lane and one 11 ft. wide left-
	SB	LT	0.57	15.1	B	LT	0.64	16.5	B	LT	0.90	36.0	D	through lane.
		R	0.49	16.3	B	R	0.49	16.3	B	R	0.47	15.3	B	- Shift EB approach centerline 3 ft. to the north to provide
														one 14 ft. wide left turn lane and one 10 ft. wide through-right
Overall Intersection		-	**1.03**	**40.7**	**D**	-	**1.20+**	**73.4**	**E**	-	**0.84**	**37.7**	**D**	lane.
														- Modify signal timing (Add a NB lag phase of 8s green, 3s
														yellow, 2s red by reducing NB/SB phase by 12s and
														EB/WB phase by 1s.)
Bay Street and Hannah Street														- Shift SB approach centerline 3 ft. to the east to provide two
Hannah Street	EB	LTR	0.18	21.5	C	LTR	0.18	21.5	C	LTR	0.18	21.5	C	14 ft. wide left turn lanes, two 10 ft. wide through lanes, one
	WB	LTR	0.67	30.9	C	LTR	0.70	32.2	C	LTR	0.80	38.5	D	10.5 ft. wide right turn lane, and reduce the NB receiving
Bay Street	NB	LTR	0.44	13.1	B	LTR	0.52	14.2	B	LTR	0.76	32.8	C	lanes from 11 ft. and 25 ft. wide to 10 ft. and 23 ft. wide.
	SB	L	1.09	104.0	F	L	1.20+	120.0+	F*	L	0.83	49.8	D	- Shift WB centerline 4 ft. to the north to provide one 11 ft.
		T	0.35	12.0	B	T	0.36	12.0	B	T	0.50	14.0	B	wide approach lane and two 10 ft. wide EB receiving lanes.
		R	0.21	11.1	B	R	0.21	11.1	B	R	0.23	11.4	B	- Modify signal timing (Add a SB lead phase of 15s green,
														3s yellow, 2s red by reducing NB/SB phase by 20 s
Overall Intersection		-	**0.93**	**26.1**	**C**	-	**1.20+**	**103.9**	**F**	-	**0.79**	**29.3**	**C**	and prohibiting the SB left movement during the NB/SB
														phase.)
Bay Street and Van Duzer Street/Swan Street														- Mitigation not required.
Van Duzer Street	EB	L	0.19	21.4	C	L	0.20	21.5	C					
		LR	0.24	22.5	C	LR	0.33	24.1	C					
Bay Street	NB	LT	0.43	13.1	B	LT	0.57	15.3	B					
	SB	TR	0.49	13.7	B	TR	0.50	13.8	B					
Overall Intersection		-	**0.39**	**14.4**	**B**	-	**0.48**	**15.5**	**B**					
Bay Street and Canal Street														- Shift NB approach centerline 3 ft. to the west to provide
Canal Street	EB	LTR	0.66	32.0	C	LTR	0.80	41.7	D	LTR	0.80	41.7	D	one 16 ft. wide NB through-right lane and two 10 ft. wide SB
	WB	LR	0.09	20.4	C	LR	0.16	21.4	C	LR	0.16	21.4	C	receiving lanes.
Bay Street	NB	TR	0.66	18.3	B	TR	0.89	30.1	C	TR	0.81	23.4	C	[Measures reflect operational improvements needed
	SB	LT	0.42	12.9	B	LT	0.45	13.3	B	LT	0.45	13.3	B	for PM peak period, otherwise mitigation not needeed.]
Overall Intersection		-	**0.66**	**18.7**	**B**	-	**0.85**	**25.4**	**C**	-	**0.80**	**22.6**	**C**	

Bay Street and Broad Street														- Modify signal timing (shift 1 s from EB/WB phase to
Broad Street	EB	LR	0.33	23.4	C	LR	0.39	24.5	C	LR	0.41	25.4	C	NB/SB phase.)
Bay Street	NB	LT	0.77	22.6	C	LT	1.02	56.1	E	LT	0.95	38.6	D	- Shift NB approach centerline 1 ft. to the west to provide
	SB	T	0.73	20.5	C	T	0.77	22.3	C	T	0.76	21.0	C	one 16 ft. wide NB left-through lane and one 20 ft. wide SB
		R	0.19	11.0	B	R	0.24	11.4	B	R	0.23	10.9	B	receiving lane.
Overall Intersection		-	**0.60**	**20.8**	**C**	-	**0.77**	**36.2**	**D**	-	**0.74**	**28.1**	**C**	
Bay Street and Vanderbilt Avenue														- Prohibit parking on the south side of the EB approach
Vanderbilt Avenue	EB	LR	0.51	29.1	C	LR	0.59	31.3	C	L	0.26	22.4	C	up to 120 ft. from the intersection to provide one 11 ft
		-	-	-	-	-	-	-	-	R	0.27	22.9	C	wide left lane and one 10 ft. wide right lane.
Bay Street	NB	LT	0.70	18.8	B	LT	0.86	26.9	C	LT	0.78	21.3	C	- Shift NB centerline 6 ft. to the west and restripe NB
	SB	T	0.62	17.2	B	T	0.62	17.3	B	T	0.65	18.0	B	approach to one 13 ft. wide left-through lane and one 12 ft.
		R	0.23	11.3	B	R	0.27	11.8	B	R	0.29	12.0	B	wide through lane.
Overall Intersection		-	**0.63**	**18.8**	**B**	-	**0.76**	**23.0**	**C**	-	**0.58**	**19.5**	**B**	- Shift SB centerline 3 ft. to the west to restripe SB approach to one 10 ft. wide right turn lane, one 10 ft. wide through lane, and two 11 ft. wide NB receiving lanes. [Measures reflect operational improvements needed for PM peak period, otherwise mitigation not needed.]
Bay Street and Edgewater St / Front St														- Mitigation not required.
Front Street	WB	LT	0.81	47.5	D	L	0.40	24.5	C					
		R	0.09	26.9	C	TR	0.46	25.8	C					
Edgewater Street	NB	LT	0.59	40.1	D	-	-	-	-					
		R	0.67	45.3	D	R	0.38	24.1	C					
Bay Street	NB	TR	1.03	71.8	E	TR	0.50	13.9	B					
	SB	LT	0.97	54.4	D	LT	0.65	17.5	B					
Overall Intersection		-	**0.88**	**56.1**	**E**	-	**0.56**	**18.4**	**B**					
Bay Street and Hylan Boulevard														- Prohibit parking along the south side of the EB approach
Hylan Boulevard	EB	LTR	1.04	82.6	F	LTR	1.15	120.0+	F*	L	0.74	39.3	D	up to 120 ft. from the intersection.
		-	-	-	-	-	-	-	-	TR	0.42	23.7	C	- Shift EB centerline 1.5 ft. to the north to provide one 10.5 ft.
	WB	LTR	0.99	83.1	F	LTR	1.18	120.0+	F*	LTR	0.81	41.5	D	wide left turn lane, one 10.5 ft. wide through-right lane, and
Bay Street	NB	LTR	0.72	23.0	C	LTR	0.83	28.3	C	LTR	0.73	20.0	C	one 18 ft. wide WB receiving lane.
	SB	T	0.58	19.3	B	T	0.64	20.7	C	T	0.57	16.1	B	- Modify signal timing (eliminate EB lead phase, add 9s to
		R	0.20	7.0	A	R	0.22	7.2	A	R	0.26	11.6	B	EB/WB phase and 5s to NB/SB phase.)
Overall Intersection		-	**0.87**	**41.6**	**D**	-	**0.99**	**60.6**	**E**	-	**0.76**	**23.9**	**C**	
Front Street and Wave Street														- Mitigation not required.
Wave Street	EB	-	-	-	-	LR	0.24	22.2	C					
Front Street	NB	-	-	-	-	LT	0.68	20.1	C					
	SB	-	-	-	-	TR	0.44	13.7	B					
Overall Inter		-	-	-	-	-	**0.51**	**17.6**	**B**					
Front Street and Prospect Street														- Mitigation not required.
Prospect Street	EB	-	-	-	-	LTR	0.22	21.9	C					
	WB	-	-	-	-	LR	0.15	21.2	C					
	NB	-	-	-	-	TR	0.50	14.9	B					
Front Street	SB	-	-	-	-	LT	0.57	16.3	B					
Overall Intersection		-	-	-	-	-	**0.43**	**16.6**	**B**					

Front Street and Canal Street														- Mitigation not required.
Canal Street	EB	-	-	-	-	LR	0.30	23.1	C					
Front Street	NB	-	-	-	-	LT	0.43	13.6	B					
	SB	-	-	-	-	TR	0.52	15.1	B					
Overall Intersection		-	-	-	-	-	**0.44**	**15.6**	**B**					

UNSIGNALIZED INTERSECTIONS

Front Street and Hannah Street														- Mitigation not required.
Hannah Street	WB	LT	0.03	7.9	A	LT	0.03	8.3	A					
Front Street	NB	LR	0.54	15.3	C	LR	0.62	18.4	C					
Overall Intersection		-	-	**14.7**	**B**	-	-	**17.7**	**C**					
Bay Street and Wave Street														- Install traffic signal
Wave Street	WB	LTR	0.61	38.5	E	LTR	1.20+	120.0+	F*	LTR	0.67	44.4	D	[Signal warrant conditions met.]
Bay Street	NB	LTR	0.04	10.9	B	LTR	0.07	14.6	B	LTR	0.63	11.0	B	EB/WB 20 s green, 3 s yellow, 2 s red.
	SB	LTR	0.08	9.3	A	LTR	0.14	12.2	B	LTR	0.98	40.6	D	NB/SB 60 s green, 3 s yellow, 2 s red.
Overall Intersection		-	-	**27.2**	**D**	-	-	**120.0+**	**F***	-	**0.90**	**28.8**	**C**	
Bay Street and Prospect Street														- Install traffic signal
Prospect Street	EB	LTR	0.51	53.9	F	LTR	1.20+	120.0+	F*	LTR	0.23	22.4	C	[Signal warrant conditions met.]
Bay Street	NB	-	-	-	-	-	-	-	-	TR	0.90	30.2	C	EB/WB 31 s green, 3 s yellow, 2 s red.
	SB	LT	0.11	11.0	B	LT	0.19	15.7	C	LT	0.64	16.4	B	NB/SB 49 s green, 3 s yellow, 2 s red.
Overall Intersection		-	-	**32.5**	**D**	-	-	**120.0+**	**F***	-	**0.64**	**23.2**	**C**	[Measures reflect improvements required to mitigated significant pedestrian impacts.] [Not impacted since there are less than 90 PCE's]
Bay Street and Water Street														- Install traffic signal
Water Street	WB	LTR	0.63	65.5	F	LTR	1.20+	120.0+	F*	LTR	0.54	40.5	D	[Signal warrant conditions met.]
Bay Street	NB	LT	0.35	13.5	B	LT	0.40	15.4	C	DefL	0.87	41.1	D	WB 19 s green, 3 s yellow, 2 s red.
		-	-	-	-	-	-	-	-	T	0.68	11.8	B	NB/SB 61 s green, 3 s yellow, 2 s red.
	SB	-	-	-	-	-	-	-	-	TR	0.75	13.4	B	- Shift NB centerline 9 ft to the west to provide one 10 ft. wide left-through lane, one 10 ft. wide through lane, and one 14 ft. wide SB receiving lane.
Overall Intersection		-	-	**28.0**	**D**	-	-	**120.0+**	**F***	-	**0.79**	**17.3**	**B**	- Shift SB centerline 8 ft. to the west to provide one 15 ft. wide through-right lane and two 10 ft. wide NB receiving lanes.
														- Prohibit parking along west side of SB approach 120 ft. from the intersection at all times.
Bay Street and Thompson Street														- Mitigation not required.
Thompson Street	WB	LTR	0.17	18.9	C	LTR	0.56	49.0	E					[Not impacted since there are less than 90 PCE's]
Bay Street	NB	LT	0.03	10.1	B	LT	0.03	10.9	B					
	SB	-	-	-	-	-	-	-	-					
Overall Intersection		-	-	**16.7**	**C**	-	-	**43.0**	**E**					

Notes

(1): Control delay is measured in seconds per vehicle.

(2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.

(3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.

(4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.

(5): Significantly impacted turning movements and overall intersections are highlighted

TABLE 6

STAPLETON / HOMEPORT WATERFRONT REDEVELOPMENT STUDY

COMPARISON OF PM 2015 NO BUILD AND PM 2015 BUILD LEVELS OF SERVICE AND MITIGATION

		2015 No Build Condition				2015 Build Conditions				Mitigated Condition				
INTERSECTION & APPROACH		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mitigation Measures
SIGNALIZED INTERSECTIONS														
Bay Street and Victory Boulevard														- Prohibit parking along the east side of the NB approach
Victory Boulevard	EB	DefL	0.92	79.9	E	DefL	0.92	79.9	E	L	0.83	63.6	E	up to 120 ft. from the intersection.
		TR	0.14	31.1	C	TR	0.14	31.1	C	TR	0.14	31.1	C	- Shift NB approach centerline 1 ft. to the west to provide
	WB	LTR	0.15	31.1	C	LTR	0.15	31.1	C	LTR	0.15	31.1	C	a 10 ft. wide left turn lane and a 13 ft. wide through lane.
Bay Street	NB	DefL	1.12	120.0+	F*	DefL	1.20+	120.0+	F*	L	0.33	12.5	B	- Restripe SB approach to provide a 16 ft. wide right turn
		TR	1.06	76.3	E	TR	1.20	120.0+	F*	TR	0.98	49.3	D	lane, one 11 ft. wide through lane and one 11 ft. wide left-
	SB	LT	0.62	16.4	B	LT	0.70	18.3	B	LT	0.74	19.6	B	through lane.
		R	0.98	67.9	E	R	0.98	67.9	E	R	0.91	49.2	D	- Shift EB approach centerline 3 ft. to the north to provide
														one 14 ft. wide left turn lane and one 10 ft. wide through-right
Overall Intersection		-	**1.05**	**54.1**	**D**	-	**1.13**	**72.7**	**E**	-	**0.93**	**34.1**	**C**	lane.
Bay Street and Hannah Street														- Shift SB approach centerline 3 ft. to the east to provide two
Hannah Street	EB	LTR	0.46	48.4	D	LTR	0.39	45.7	D	LTR	0.39	45.7	D	14 ft. wide left turn lanes, two 10 ft. wide through lanes, one
	WB	LTR	0.91	73.7	E	LTR	0.78	59.1	E	LTR	0.88	71.3	E	10.5 ft. wide right turn lane, and reduce the NB receiving
Bay Street	NB	LTR	0.45	13.5	B	LTR	0.56	15.3	B	LTR	0.88	43.3	D	lanes from 11 ft. and 25 ft. wide to 10 ft. and 23 ft. wide.
	SB	L	1.12	105.6	F	L	1.20+	120.0+	F*	L	1.01	87.7	F	- Shift WB centerline 4 ft. to the north to provide one 11 ft.
		T	0.33	11.8	B	T	0.34	11.9	B	T	0.50	14.1	B	wide approach lane and two 10 ft. wide EB receiving lanes.
		R	0.26	11.7	B	R	0.26	11.7	B	R	0.29	12.0	B	- Modify signal timing (Add a SB lead phase of 23s green,
														3s yellow, 2s red by reducing NB/SB phase by 28 s
Overall Intersection		-	**1.05**	**38.7**	**D**	-	**1.20+**	**91.7**	**F**	-	**0.90**	**44.9**	**D**	and prohibiting the SB left movement during the NB/SB
														phase.)
Bay Street and Van Duzer Street/Swan Street														- Mitigation not required.
Van Duzer Street	EB	L	0.18	31.1	C	L	0.19	31.2	C					
		LR	0.19	31.4	C	LR	0.27	32.7	C					
Bay Street	NB	LT	0.47	13.9	B	LT	0.69	18.8	B					
	SB	TR	0.42	13.0	B	TR	0.43	13.2	B					
Overall Intersection		-	**0.37**	**15.4**	**B**	-	**0.55**	**17.9**	**B**					
Bay Street and Canal Street														- Modify signal timing (shift 3 s from EB/WB phase to
Canal Street	EB	LTR	0.45	36.5	D	LTR	0.55	39.8	D	LTR	0.61	44.4	D	NB/SB phase.)
	WB	LR	0.18	31.5	C	LR	0.24	32.8	C	LR	0.27	35.6	D	- Shift NB approach centerline 3 ft. to the west to provide
Bay Street	NB	TR	0.71	20.1	C	TR	1.10	84.0	F	TR	0.97	39.2	D	one 16 ft. wide NB through-right lane and two 10 ft. wide SB
	SB	LT	0.42	13.0	B	LT	0.45	13.4	B	LT	0.43	11.8	B	receiving lanes.
Overall Intersection		-	**0.62**	**19.2**	**B**	-	**0.92**	**53.0**	**D**	-	**0.85**	**29.8**	**C**	

Bay Street and Broad Street														- Modify signal timing (shift 4 s from EB/WB phase to
Broad Street	EB	LR	0.29	32.9	C	LR	0.37	34.4	C	LR	0.49	44.1	D	NB/SB phase.)
Bay Street	NB	LT	0.90	34.5	C	LT	1.20+	120.0+	F*	LT	0.97	39.2	D	- Shift NB approach centerline 1 ft. to the west to provide
	SB	T	0.65	18.3	B	T	0.68	19.4	B	T	0.61	12.6	B	one 16 ft. wide NB left-through lane and one 20 ft. wide SB
		R	0.16	10.6	B	R	0.20	11.0	B	R	0.17	7.2	A	receiving lane.
Overall Intersection		-	**0.69**	**25.9**	**C**	-	**0.95**	**78.6**	**E**	-	**0.85**	**27.8**	**C**	
Bay Street and Vanderbilt Avenue														- Prohibit parking on the south side of the EB approach
Vanderbilt Avenue	EB	LR	0.50	39.3	D	LR	0.61	42.8	D	L	0.48	43.8	D	up to 120 ft. from the intersection to provide one 11 ft
	-	-	-	-	-	-	-	-	-	R	0.26	39.5	D	wide left turn lane and one 10 ft. wide right turn lane.
Bay Street	NB	LT	0.97	47.8	D	LT	1.20+	120.0+	F*	LT	1.00	45.4	D	- Shift NB centerline 6 ft. to the west and restripe NB
	SB	T	0.49	14.7	B	T	0.50	14.9	B	T	0.46	10.1	B	approach to one 13 ft. wide left-through lane and one 12 ft.
		R	0.26	11.7	B	R	0.30	12.1	B	R	0.29	8.2	A	wide through lane.
Overall Intersection		-	**0.82**	**32.2**	**C**	-	**1.04**	**80.2**	**F**	-	**0.86**	**31.1**	**C**	- Shift SB centerline 3 ft. to the west to restripe SB approach to one 10 ft. wide right turn lane, one 10 ft. wide through lane, and two 11 ft. wide NB receiving lanes.
														- Modify signal timing (Shift 9 s from EB phase to NB/SB phase.)
Bay Street and Edgewater St / Front St														- Mitigation not required.
Front Street	WB	LT	1.01	89.5	F	L	0.5	37.2	D					
		R	0.04	33.6	C	TR	0.65	42.5	D					
Edgewater Street	NB	LT	0.98	90.2	F	-	-	-	-					
		R	1.11	120.0+	F*	R	0.69	40.8	D					
Bay Street	NB	TR	1.03	76.2	E	TR	0.61	16.1	B					
	SB	LT	0.83	41.5	D	LT	0.57	16.0	B					
Overall Intersection		-	**1.04**	**78.4**	**E**	-	**0.64**	**24.4**	**C**					
Bay Street and Hylan Boulevard														- Prohibit parking along the south side of the EB approach
Hylan Boulevard	EB	LTR	0.99	73.5	E	LTR	1.13	120.0+	F*	L	0.82	61.0	E	up to 120 ft. from the intersection.
	-	-	-	-	-	-	-	-	-	TR	0.55	38.9	D	- Shift EB centerline 1.5 ft. to the north to provide one 10.5 ft.
	WB	LTR	0.81	56.4	E	LTR	0.90	66.3	E	LTR	0.75	46.1	D	wide left turn lane, one 10.5 ft. wide through-right lane, and
Bay Street	NB	LTR	1.07	80.3	F	LTR	1.20+	120.0+	F*	LTR	0.90	32.1	C	one 18 ft. wide WB receiving lane.
	SB	T	0.69	26.6	C	T	0.74	28.7	C	T	0.62	17.4	B	- Modify signal timing (eliminate EB lead phase, add 6s to
		R	0.22	8.7	A	R	0.24	8.9	A	R	0.25	11.6	B	EB/WB phase and 12s to NB/SB phase.)
Overall Intersection		-	**1.03**	**56.3**	**E**	-	**1.20+**	**94.7**	**F**	-	**0.87**	**31.8**	**C**	
Front Street and Wave Street														- Mitigation not required.
Wave Street	EB	-	-	-	-	LR	0.22	21.9	C					
Front Street	NB	-	-	-	-	LT	0.62	17.7	B					
	SB	-	-	-	-	TR	0.50	14.6	B					
Overall Intersection		-	-	-	-	-	**0.47**	**16.8**	**B**					
Front Street and Prospect Street		-	-	-	-									- Mitigation not required.
Prospect Street	EB	-	-	-	-	LTR	0.26	22.3	C					
	WB	-	-	-	-	LR	0.13	20.9	C					
Front Street	NB	-	-	-	-	TR	0.55	15.8	B					
	SB					LT	0.64	18.3	B					
		-	-	-	-									
Overall Intersection						-	**0.49**	**17.9**	**B**					

Front Street and Canal Street														- Mitigation not required.
Canal Street	EB	-	-	-	-	LR	0.23	22.0	C					
Front Street	NB	-	-	-	-	LT	0.53	15.2	B					
	SB	-	-	-	-	TR	0.54	15.4	B					
Overall Intersection		-				-	**0.42**	**16.0**	**B**					

UNSIGNALIZED INTERSECTIONS

Front Street and Hannah Street														- Mitigation not required.
Hannah Street	WB	LT	0.03	8.4	A	LT	0.03	9.1	A					
Front Street	NB	LR	0.74	24.0	C	LR	0.67	23.9	C					
Overall Intersection		-	-	**23.0**	**C**	-	-	**22.7**	**C**					
Bay Street and Wave Street														- Install traffic signal
Wave Street	WB	LTR	0.41	30.5	D	LTR	1.20+	120.0+	F*	LTR	0.37	35.6	D	[Signal warrant conditions met.]
Bay Street	NB	LTR	0.03	10.2	B	LTR	0.04	12.4	B	LTR	0.76	22.0	C	EB/WB 37 s green, 3 s yellow, 2 s red.
	SB	LTR	0.07	9.3	A	LTR	0.12	12.0	B	LTR	0.92	34.7	C	NB/SB 73 s green, 3 s yellow, 2 s red.
Overall Intersection		-	-	**21.2**	**C**	-	-	**120.0+**	**F***	-	**0.73**	**29.1**	**C**	
Bay Street and Prospect Street														- Install traffic signal
Prospect Street	EB	LTR	0.53	53.6	F	LTR	1.20+	120.0+	F*	LTR	0.28	33.5	C	[Signal warrant conditions met.]
Bay Street	NB	-	-	-	-	-	-	-	-	TR	0.84	26.4	C	EB/WB 37 s green, 3 s yellow, 2 s red.
	SB	LT	0.12	10.9	B	LT	0.21	15.7	C	LT	0.55	15.1	B	NB/SB 73 s green, 3 s yellow, 2 s red.
Overall Intersection		-	-	**32.1**	**D**	-	-	**120.0+**	**F***	-	**0.65**	**21.6**	**C**	[Measures reflect improvements required to mitigated significant pedestrian impacts.] [Not impacted since there are less than 90 PCE's]
Bay Street and Water Street														- Install traffic signal
Water Street	WB	LTR	0.92	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	0.40	36.3	D	[Signal warrant conditions met.]
Bay Street	NB	LT	0.23	11.4	B	LT	0.26	12.4	B	L	0.72	19.4	B	WB 37 s green, 3 s yellow, 2 s red.
	SB	-	-	-	-	-	-	-	-	T	0.71	19.8	B	NB/SB 73 s green, 3 s yellow, 2 s red.
Overall Intersection		-	-	**59.2**	**F**	-	-	**120.0+**	**F***	-	**0.61**	**20.7**	**C**	- Shift NB centerline 9 ft to the west to provide one 10 ft. wide left-through lane, one 10 ft. wide through lane, and one 14 ft. wide SB receiving lane. - Shift SB centerline 8 ft. to the west to provide one 15 ft. wide through-right lane and two 10 ft. wide NB receiving lanes. - Prohibit parking along west side of SB approach 120 ft. from the intersection at all times.
Bay Street and Thompson Street														- Mitigation not required.
Thompson Street	WB	LTR	0.31	23.2	C	LTR	0.92	110.9	F					[Not impacted since there are less than 90 PCE's]
Bay Street	NB	LT	0.02	10.1	B	LT	0.02	10.8	B					
	SB	-	-	-	-	-	-	-	-					
Overall Intersection		-	-	**21.6**	**C**	-	-	**103.1**	**F**					

Notes

(1): Control delay is measured in seconds per vehicle.

(2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.

(3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.

(4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.

(5): Significantly impacted turning movements and overall intersections are highlighted

TABLE 7

STAPLETON / HOMEPORT WATERFRONT REDEVELOPMENT STUDY

COMPARISON OF SATURDAY MD 2015 NO BUILD AND SATURDAY MD 2015 BUILD LEVELS OF SERVICE AND MITIGATION

		2015 No Build Condition				2015 Build Condition				Mitigated Condition				
				Control				Control				Control		
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mitigation Measures
SIGNALIZED INTERSECTIONS														
Bay Street and Victory Boulevard														- Prohibit parking along the east side of the NB approach
Victory Boulevard	EB	DefL	0.74	39.8	D	DefL	0.74	39.8	D	L	0.69	36.7	D	up to 120 ft. from the intersection.
		TR	0.11	20.8	C	TR	0.11	20.8	C	TR	0.12	21.6	C	- Shift NB approach centerline 1 ft. to the west to provide
	WB	LTR	0.04	19.9	B	LTR	0.04	19.9	B	LTR	0.05	20.6	C	one 10 ft. wide left turn lane and one 13 ft. wide through lane.
Bay Street	NB	-	-	-	-	DefL	0.97	74.0	E	L	0.66	36.5	D	- Restripe SB approach to provide one 16 ft. wide right turn
		LTR	0.88	31.2	C	TR	1.00	57.4	E	TR	0.92	37.6	D	lane, one 11 ft. wide through lane and one 11 ft. wide left-
	SB	LT	0.47	13.5	B	LT	0.55	14.8	B	LT	0.79	29.0	C	through lane.
		R	0.38	13.7	B	R	0.38	13.7	B	R	0.37	12.9	B	- Shift EB approach centerline 3 ft. to the north to provide
														one 14 ft. wide left turn lane and one 10 ft. wide through-
Overall Intersection		-	**0.82**	**23.4**	**C**	-	**0.90**	**35.0**	**C**	-	**0.84**	**31.1**	**C**	right lane.
														- Modify signal timing (add a NB lag phase of 8s green, 3s
														yellow, 2s red by reducing NB/SB phase by 12s and
														EB/WB phase by 1s.)
Bay Street and Hannah Street														- Shift SB approach centerline 3 ft. to the east to provide two
Hannah Street	EB	LTR	0.19	26.1	C	LTR	0.19	26.1	C	LTR	0.22	30.6	C	14 ft. wide left turn lanes, two 10 ft. wide through lanes, one
	WB	LTR	0.62	29.7	C	LTR	0.45	25.4	C	LTR	0.59	32.5	C	10.5 ft. wide right turn lane, and reduce the NB receiving
Bay Street	NB	LTR	0.31	12.2	B	LTR	0.43	13.5	B	LTR	0.80	37.0	D	lanes from 11 ft. and 25 ft. wide to 10 ft. and 23 ft. wide.
	SB	L	0.64	25.3	C	L	1.20+	120.0+	F*	L	0.67	37.8	D	- Shift WB centerline 4 ft. to the north to provide one 11 ft.
		T	0.27	11.7	B	T	0.28	11.8	B	T	0.38	10.9	B	wide approach lane and two 10 ft. wide EB receiving lanes.
		R	0.14	10.9	B	R	0.14	10.9	B	R	0.14	9.1	A	- Modify signal timing (Add a SB lead phase of 21s green,
														3s yellow, 2s red by reducing NB/SB phase by 22 s and
Overall Intersection		-	**0.63**	**17.1**	**B**	-	**1.20+**	**94.6**	**F**	-	**0.69**	**27.2**	**C**	EB/WB phase by 4s, and prohibiting the SB left
														movement during the NB/SB phase.)
Bay Street and Van Duzer Street/Swan Street														- Mitigation not required.
Van Duzer Street	EB	L	0.10	20.4	C	L	0.11	20.5	C					
		LR	0.06	19.9	B	LR	0.08	20.1	C					
Bay Street	NB	LT	0.31	11.8	B	LT	0.46	13.4	B					
	SB	TR	0.44	13.0	B	TR	0.45	13.2	B					
Overall Intersection		-	**0.31**	**13.1**	**B**	-	**0.32**	**13.8**	**B**					
Bay Street and Canal Street														- Shift NB approach centerline 3 ft. to the west to provide
Canal Street	EB	LTR	0.50	28.1	C	LTR	0.62	32.4	C	LTR	0.62	32.4	C	one 16 ft. wide NB through-right lane and two 10 ft. wide SB
	WB	LR	0.10	20.6	C	LR	0.19	22.0	C	LR	0.19	22.0	C	receiving lanes.
Bay Street	NB	TR	0.54	15.4	B	TR	0.89	30.0	C	TR	0.81	23.4	C	[Measures reflect operational improvements needed
	SB	LT	0.39	12.5	B	LT	0.44	13.1	B	LT	0.44	13.1	B	for PM peak period, otherwise mitigation not needeed.]
Overall Intersection		-	**0.53**	**16.2**	**B**	-	**0.79**	**23.6**	**C**	-	**0.74**	**20.6**	**C**	

Bay Street and Broad Street														- Shift NB approach centerline 1 ft. to the west to provide
Broad Street	EB	LR	0.24	22.0	C	LR	0.32	23.2	C	LR	0.32	23.2	C	one 16 ft. wide NB left-through lane and one 20 ft. wide SB
Bay Street	NB	LT	0.58	16.0	B	LT	0.87	27.9	C	LT	0.85	25.7	C	receiving lane.
	SB	T	0.68	18.8	B	T	0.74	20.8	C	T	0.74	20.8	C	[Measures reflect operational improvements needed
		R	0.15	10.5	B	R	0.19	11.0	B	R	0.19	11.0	B	for other peak periods, otherwise mitigation not needeed.]
Overall Intersection	-	**0.51**	**17.3**	**B**	-	**0.66**	**23.5**	**C**	-	**0.64**	**22.5**	**C**		
Bay Street and Vanderbilt Avenue														- Prohibit parking on the south side of the EB approach
Vanderbilt Avenue	EB	LR	0.37	24.1	C	LR	0.46	25.9	C	L	0.26	22.4	C	up to 120 ft. from the intersection to provide one 11 ft
		-	-	-	-	-	-	-	-	R	0.18	21.5	C	wide left turn lane and one 10 ft. wide right turn lane.
Bay Street	NB	LT	0.42	13.2	B	LT	0.61	16.2	B	LT	0.55	14.9	B	- Shift NB centerline 6 ft. to the west and restripe NB
	SB	T	0.52	15.0	B	T	0.53	15.2	B	T	0.55	15.6	B	approach to one 13 ft. wide left-through lane and one 12 ft.
		R	0.19	10.9	B	R	0.23	11.4	B	R	0.25	11.6	B	wide through lane.
														- Shift SB centerline 3 ft. to the west to restripe SB
Overall Intersection	-	**0.46**	**15.1**	**B**	-	**0.55**	**16.7**	**B**	-	**0.44**	**15.7**	**B**		approach to one 10 ft. wide right lane, one 10 ft. wide
														through lane, and two 11 ft. wide NB receiving lanes.
														[Measures reflect operational improvements needed
														for PM peak period, otherwise mitigation not needeed.]
Bay Street and Edgewater St / Front St														- Mitigation not required.
Front Street	WB	LT	0.54	34.5	C	L	0.25	22.2	C					
		R	0.00	25.7	C	TR	0.33	23.5	C					
Edgewater Street	NB	LT	0.37	32.4	C	-	-	-	-					
		R	0.43	33.6	C	R	0.28	23.3	C					
Bay Street	NB	TR	0.76	31.8	C	TR	0.40	12.6	B					
	SB	LT	0.69	27.9	C	LT	0.51	14.5	B					
Overall Intersection	-	**0.61**	**31.1**	**C**	-	**0.44**	**16.2**	**B**						
Bay Street and Hylan Boulevard														- Prohibit parking along the south side of the EB approach
Hylan Boulevard	EB	LTR	0.84	42.1	D	LTR	1.03	83.3	F	L	0.61	32.8	C	up to 120 ft. from the intersection.
	-	-	-	-	-	-	-	-	-	TR	0.40	24.2	C	- Shift EB centerline 1.5 ft. to the north to provide one 10.5 ft.
	WB	LTR	0.65	39.4	D	LTR	0.84	53.5	D	LTR	0.57	27.5	C	wide left turn lane, one 10.5 ft. wide through-right lane, and
Bay Street	NB	LTR	0.67	21.6	C	LTR	0.84	29.9	C	LTR	0.71	19.3	B	one 18 ft. wide WB receiving lane.
	SB	T	0.63	20.4	C	T	0.69	22.1	C	T	0.62	17.0	B	- Modify signal timing (eliminate EB lead phase, add 9s to
		R	0.20	7.1	A	R	0.23	7.2	A	R	0.27	11.8	B	EB/WB phase and 5s to NB/SB phase.)
Overall Intersection	-	**0.74**	**25.2**	**C**	-	**0.93**	**37.5**	**D**	-	**0.67**	**20.6**	**C**		
Front Street and Wave Street														- Mitigation not required.
Wave Street	EB	-	-	-	-	LR	0.20	21.8	C					
Front Street	NB	-	-	-	-	LT	0.28	11.7	B					
	SB	-	-	-	-	TR	0.39	13.1	B					
Overall Intersection	-	-	-	-	-	**0.32**	**13.7**	**B**						
Front Street and Prospect Street														- Mitigation not required.
Prospect Street	EB	-	-	-	-	LTR	0.23	22.0	C					
	WB	-	-	-	-	LR	0.20	21.8	C					
Front Street	NB	-	-	-	-	TR	0.26	11.7	B					
	SB	-	-	-	-	LT	0.46	14.3	B					
Overall Intersection	-	-	-	-	-	**0.37**	**15.5**	**B**						

Front Street and Canal Street														- Mitigation not required.
Canal Street	EB	-	-	-	-	LR	0.27	22.6	C					
Front Street	NB	-	-	-	-	LT	0.19	10.9	B					
	SB	-	-	-	-	TR	0.41	13.4	B					
Overall Intersection		-	-	-	-	-	**0.36**	**14.5**	**B**					

UNSIGNALIZED INTERSECTIONS

Front Street and Hannah Street														- Mitigation not required.
Hannah Street	WB	LT	0.08	8.3	A	LT	0.10	9.6	A					
Front Street	NB	LR	0.58	18.7	C	LR	0.49	19.1	C					
Overall Intersection		-	-	**16.6**	**C**	-	-	**16.5**	**C**					
Bay Street and Wave Street														- Install traffic signal
Wave Street	WB	LTR	0.28	21.4	C	LTR	1.13	120.0+	F*	LTR	0.30	24.0	C	[Signal warrant conditions met.]
Bay Street	NB	LTR	0.01	10.0	B	LTR	0.01	12.6	B	LTR	0.71	18.7	B	EB/WB 30 s green, 3 s yellow, 2 s red.
	SB	LTR	0.06	9.8	A	LTR	0.12	13.7	B	LTR	0.95	41.4	D	NB/SB 50 s green, 3 s yellow, 2 s red.
Overall Intersection		-	-	**17.0**	**C**	-	-	**120.0+**	**F***	-	**0.71**	**29.5**	**C**	
Bay Street and Prospect Street														- Install traffic signal
Prospect Street	EB	LTR	0.31	29.1	D	LTR	0.87	120.0+	F	LTR	0.23	22.4	C	[Signal warrant conditions met.]
Bay Street	NB	-	-	-	-	-	-	-	-	TR	0.91	31.7	C	EB/WB 31 s green, 3 s yellow, 2 s red.
	SB	LT	0.06	11.0	B	LT	0.12	15.9	C	LT	0.54	14.5	B	NB/SB 49 s green, 3 s yellow, 2 s red.
Overall Intersection		-	-	**22.3**	**C**	-	-	**93.4**	**F**	-	**0.64**	**23.4**	**C**	[Measures reflect improvements required to mitigated significant pedestrian impacts.]
Bay Street and Water Street														- Install traffic signal
Water Street	WB	LTR	0.33	21.6	C	LTR	1.00	109.0	F	LTR	0.54	29.2	C	[Signal warrant conditions met.]
Bay Street	NB	LT	0.11	10.6	B	LT	0.13	11.6	B	L	0.62	16.0	B	WB 31 s green, 3 s yellow, 2 s red.
	SB	-	-	-	-	-	-	-	-	T	0.77	21.5	C	NB/SB 49 s green, 3 s yellow, 2 s red.
Overall Intersection		-	-	**16.8**	**C**	-	-	**81.2**	**F**	-	**0.68**	**19.8**	**B**	- Shift NB centerline 9 ft to the west to provide one 10 ft. wide left-through lane, one 10 ft. wide through lane, and one 14 ft. wide SB receiving lane. - Shift SB centerline 8 ft. to the west to provide one 15 ft. wide through-right lane and two 10 ft. wide NB receiving lanes. - Prohibit parking along west side of SB approach 120 ft. from the intersection at all times.
Bay Street and Thompson Street														- Mitigation not required.
Thompson Street	WB	LTR	0.18	17.5	C	LTR	0.51	43.0	E					
Bay Street	NB	LT	0.01	9.9	A	LT	0.01	11.1	B					
	SB	-	-	-	-	-	-	-	-					
Overall Intersection		-	-	**16.8**	**C**	-	-	**40.8**	**E**					

Notes

(1): Control delay is measured in seconds per vehicle.

(2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.

(3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.

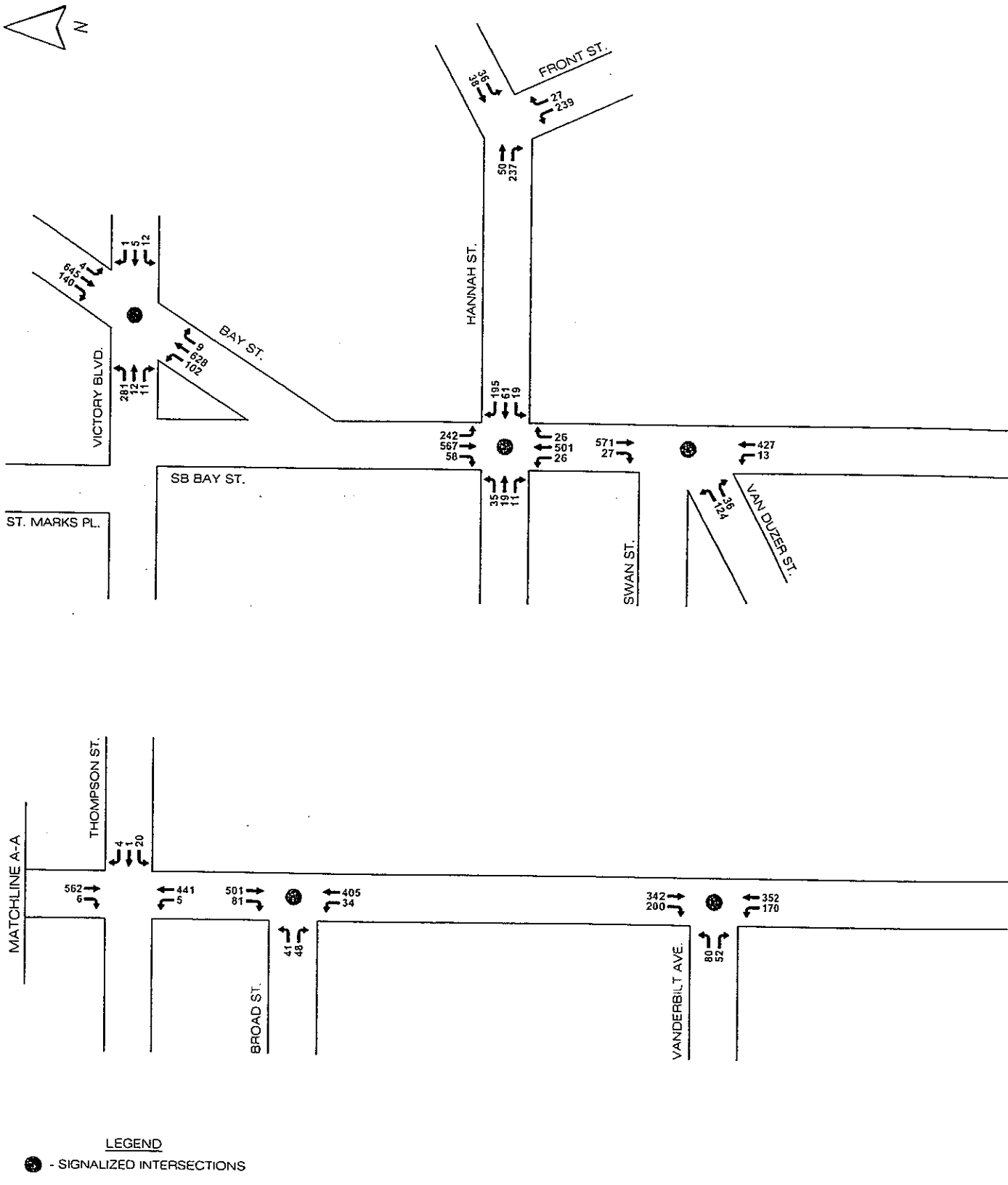
(4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.

(5): Significantly impacted turning movements and overall intersections are highlighted

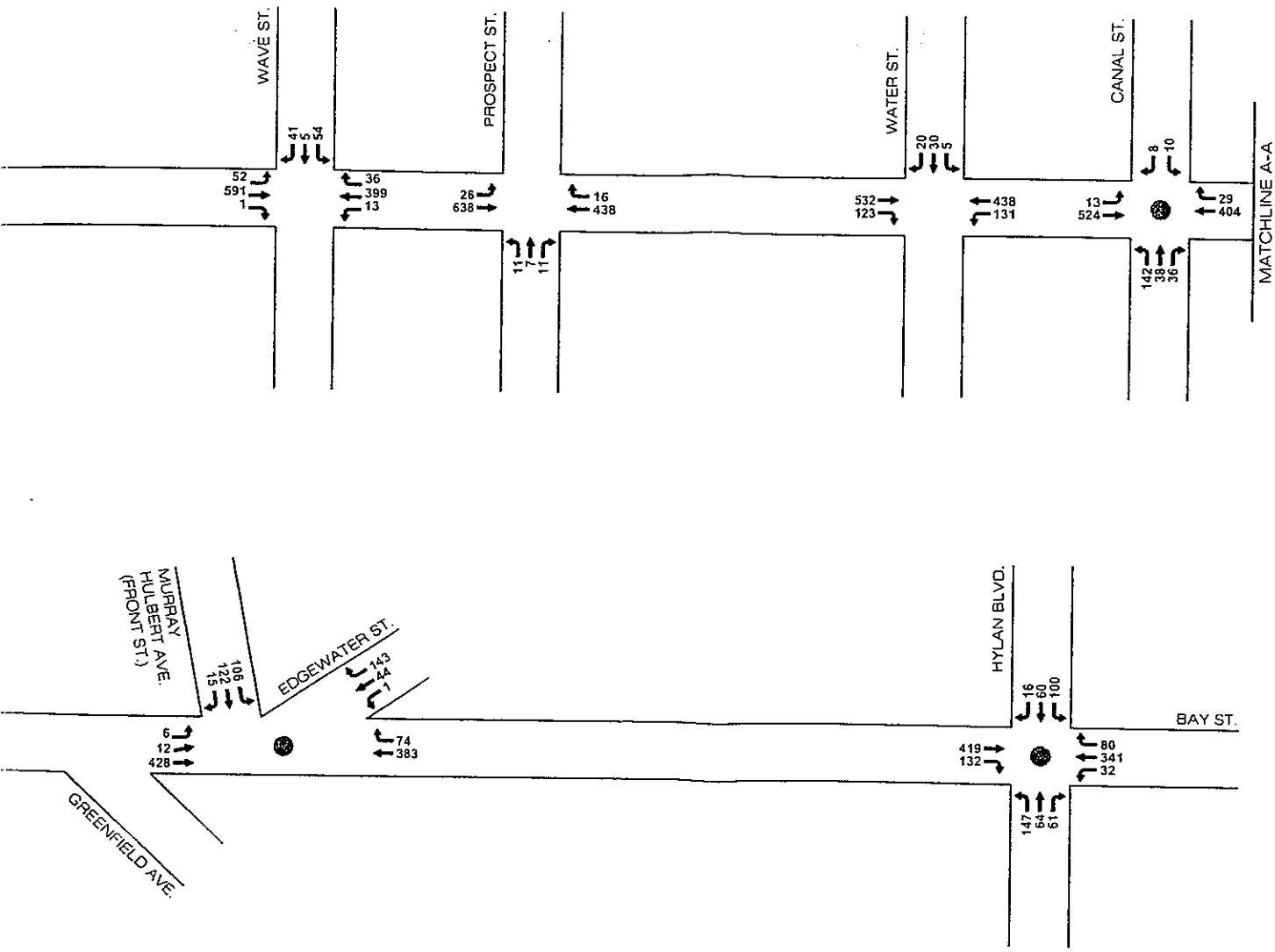
NEW STAPLETON WATERFRONT DEVELOPMENT PROJECT
APPENDIX C – FIGURES

TABLE OF CONTENTS

1 to **4**	EXISTING TRAFFIC VOLUMES
5 to **8**	NO BUILD TRAFFIC ASSIGNMENTS
9 to **12**	NO BUILD TRAFFIC VOLUMES
13 to **16**	BUILD TRAFFIC ASSIGNMENTS
17 to **20**	BUILD TRAFFIC VOLUMES
21	EXISTING ON-STREET PARKING REGULATIONS



NOTE: THERE MAY BE SOME "ROUND-OFF" IN BALANCING THE VOLUME NETWORKS.



O SCALE

Figure 2
Weekday Midday Existing Traffic Volumes
Stapleton Waterfront Development EIS

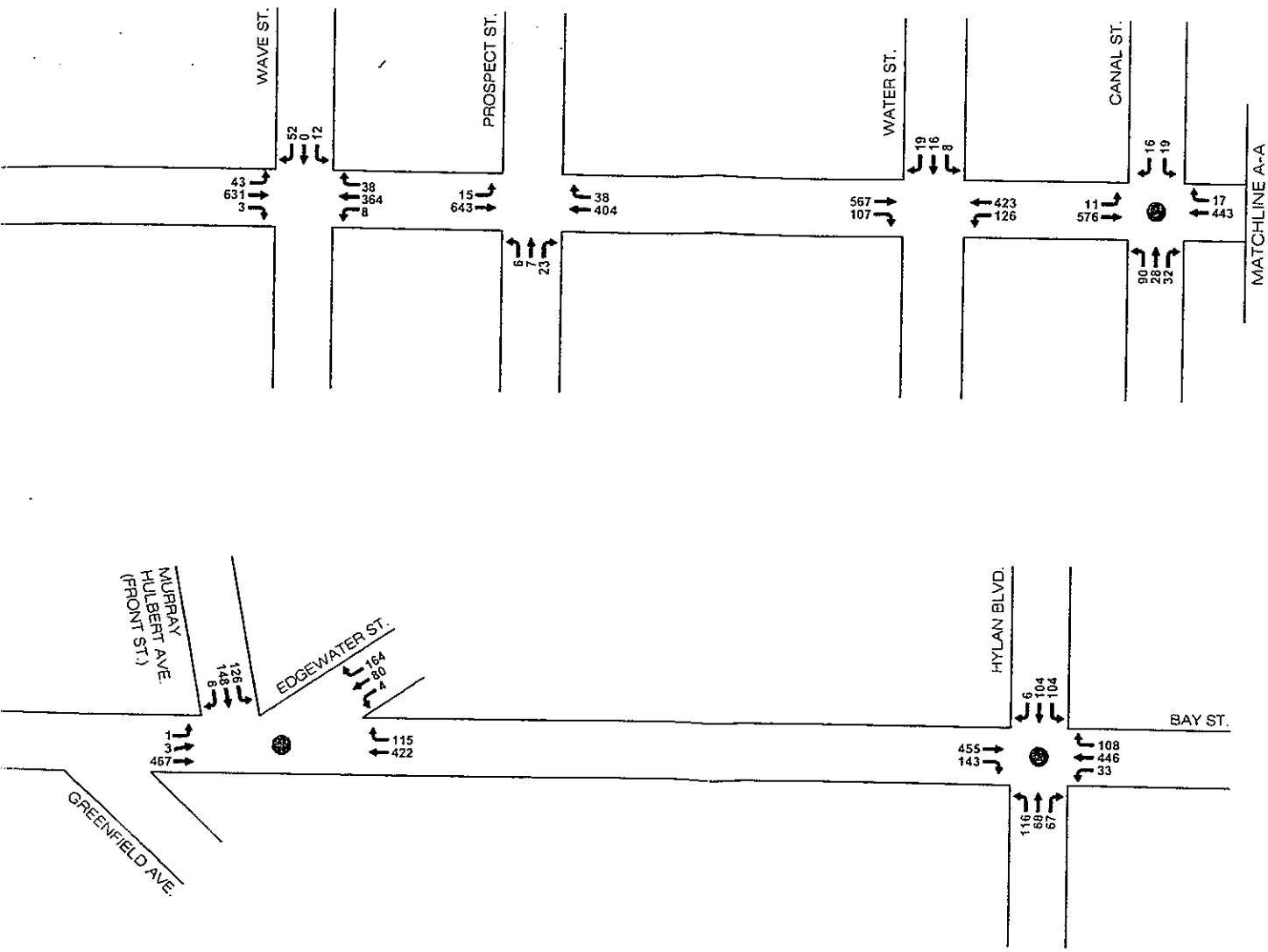


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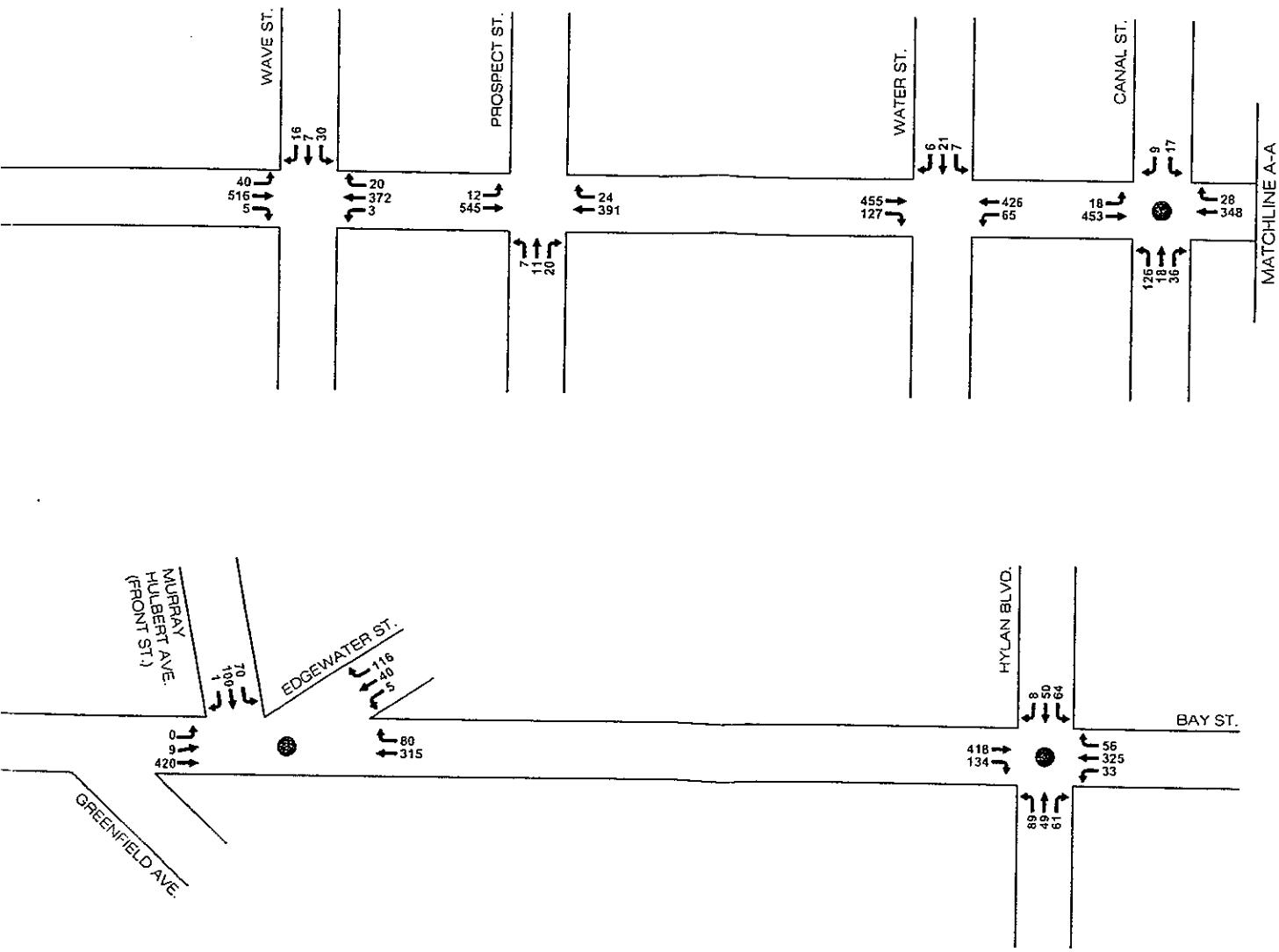
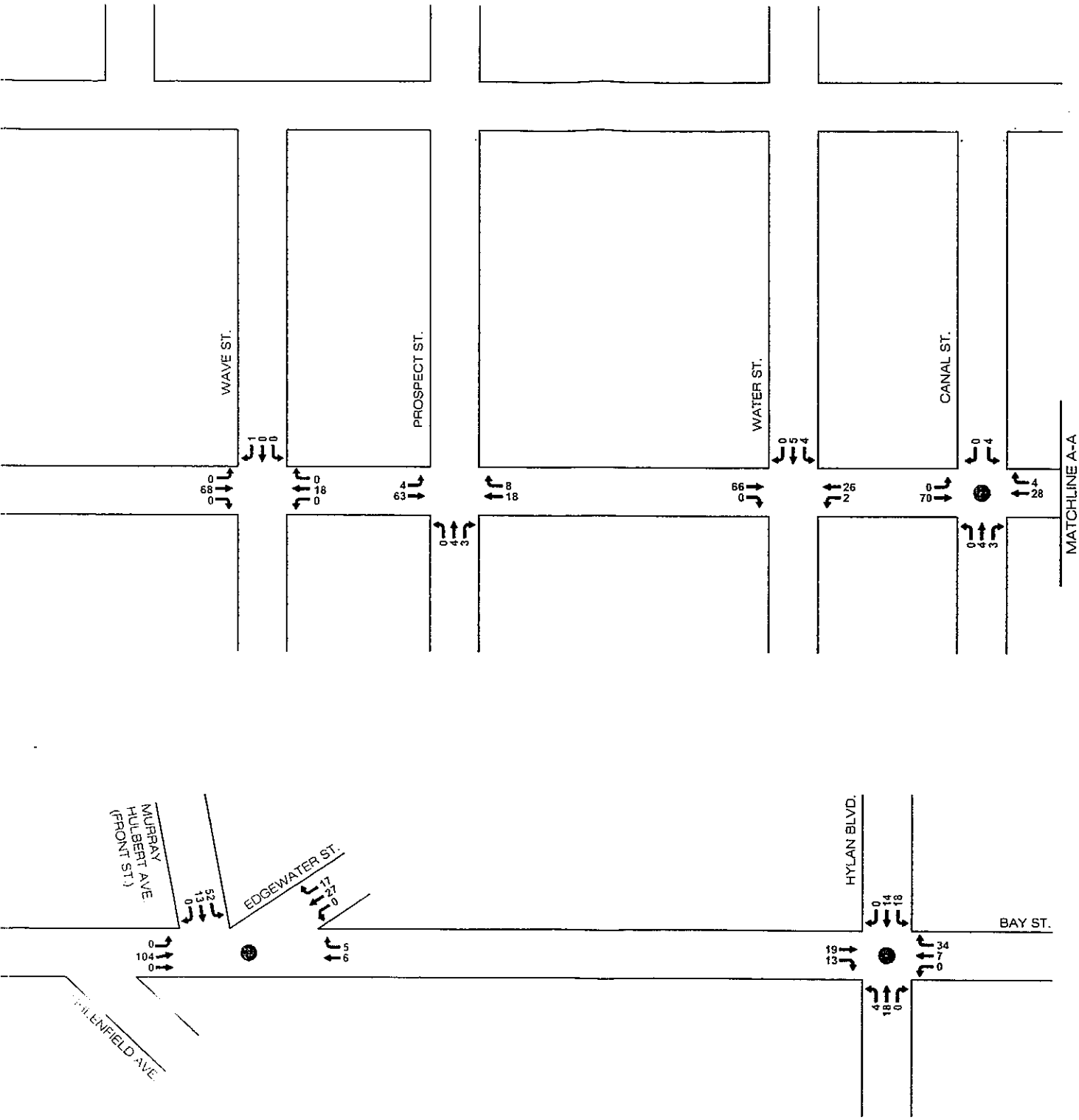
Figure 3
Weekday PM Existing Traffic Volumes
Stapleton Waterfront Development EIS



TO SCALE

Figure 4
Saturday Midday Existing Traffic Volumes
Stapleton Waterfront Development EIS



TO SCALE

Figure 5
Weekday AM No Build Traffic Assignments
Stapleton Waterfront Development EIS

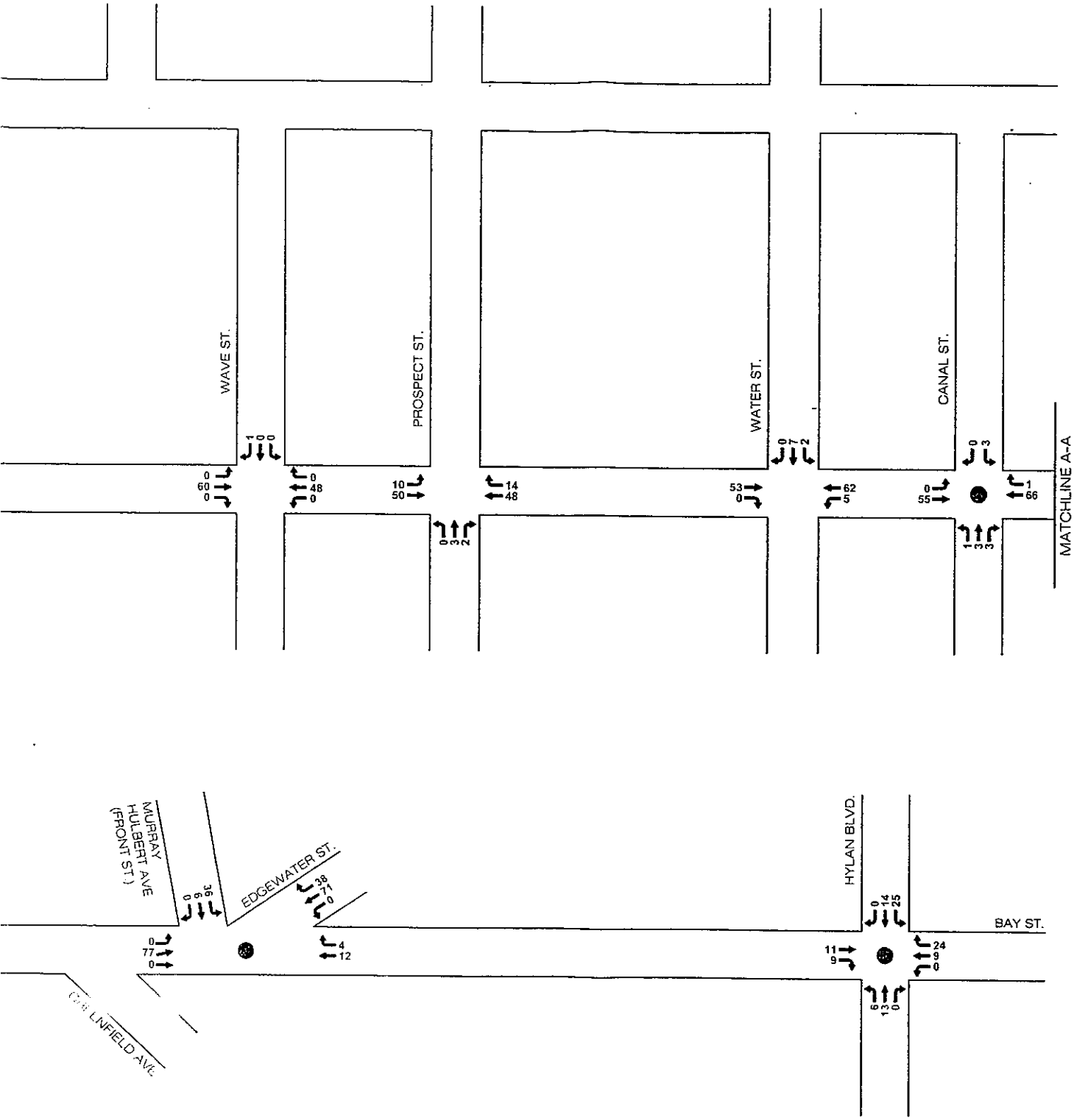


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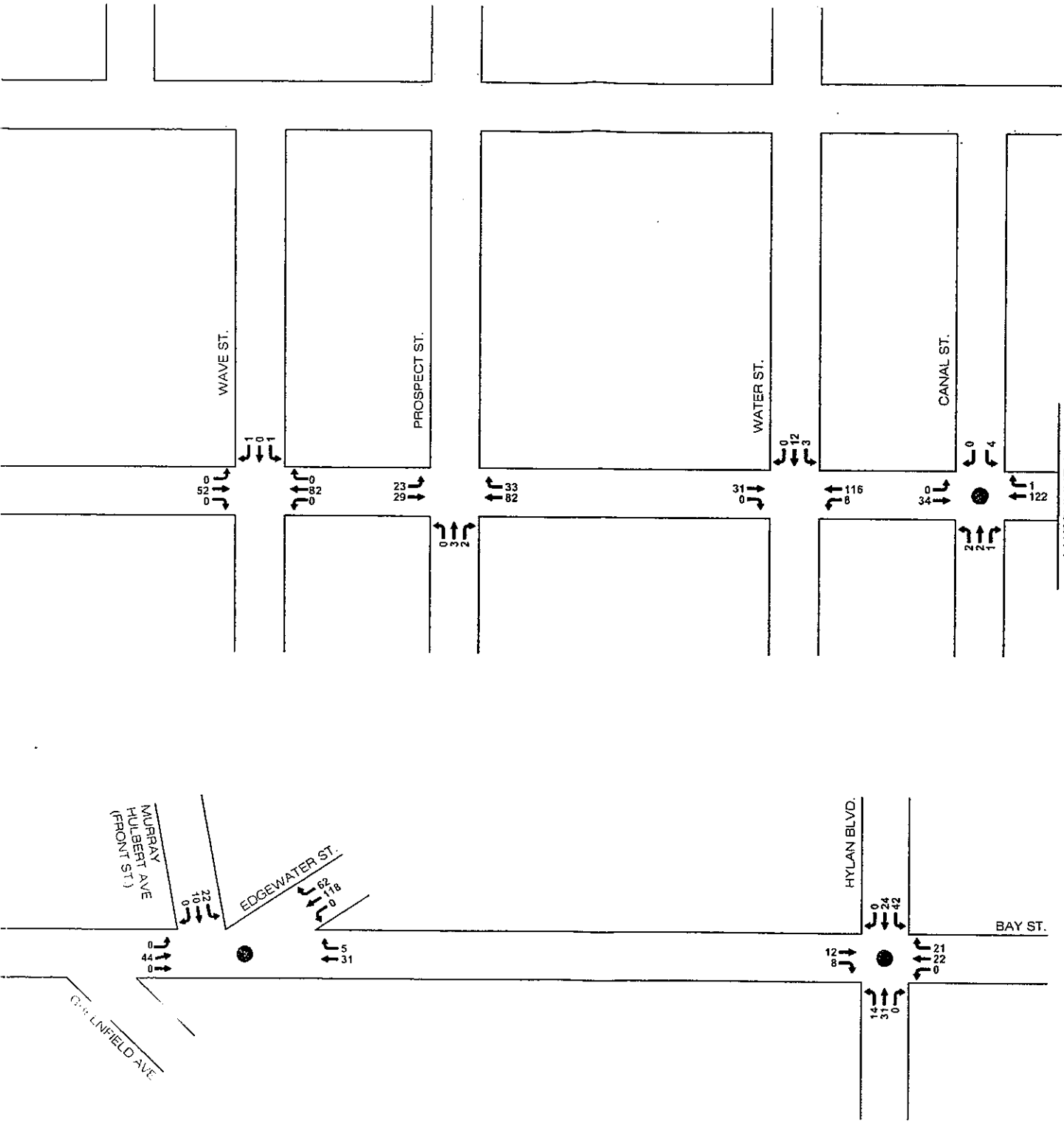
Figure 6
Weekday Midday No Build Traffic Assignments
Stapleton Waterfront Development EIS



TO SCALE

Figure 7
Weekday PM No Build Traffic Assignments
Stapleton Waterfront Development EIS

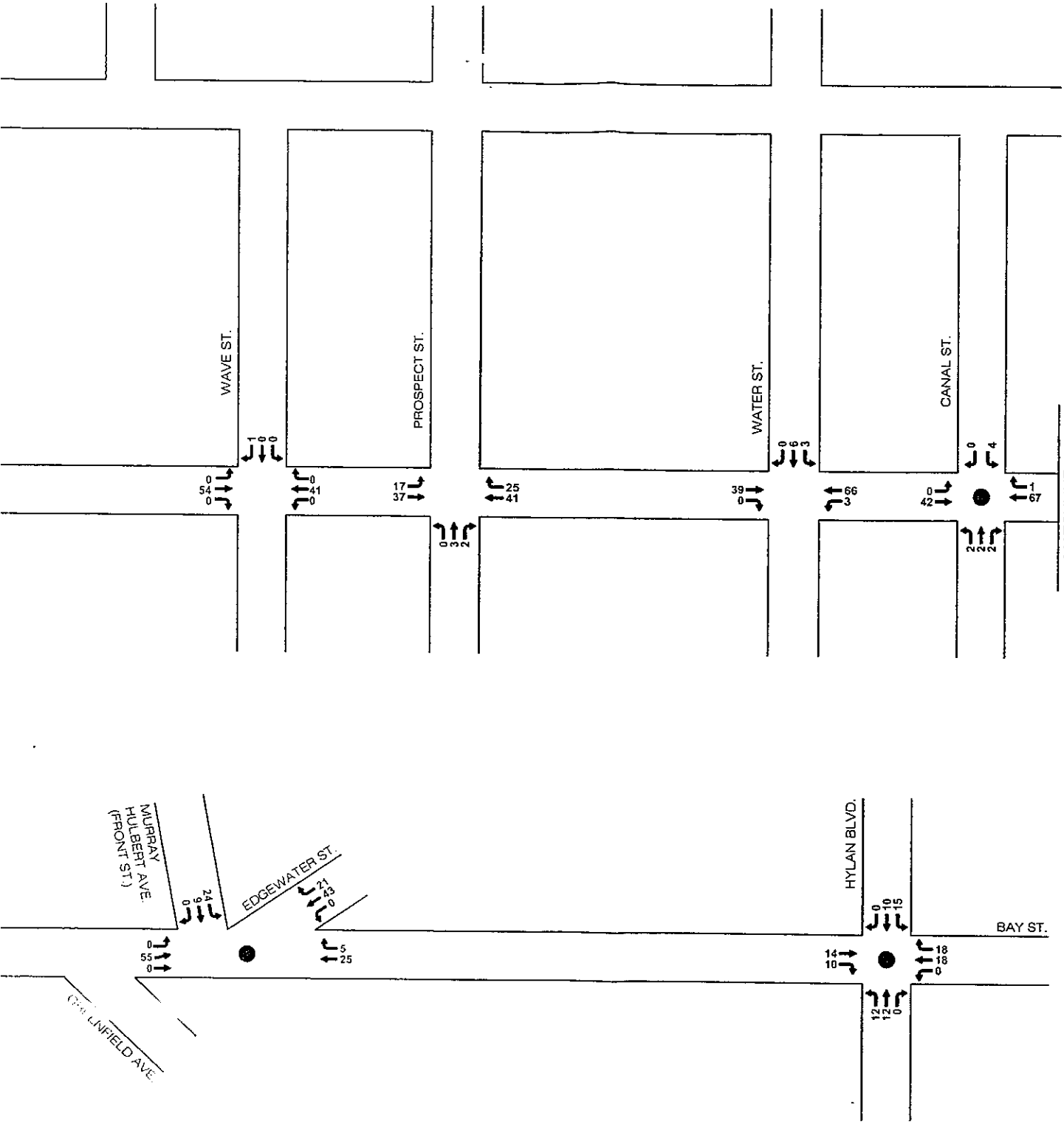


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Figure 8
Saturday Midday No Build Traffic Assignments
Stapleton Waterfront Development EIS

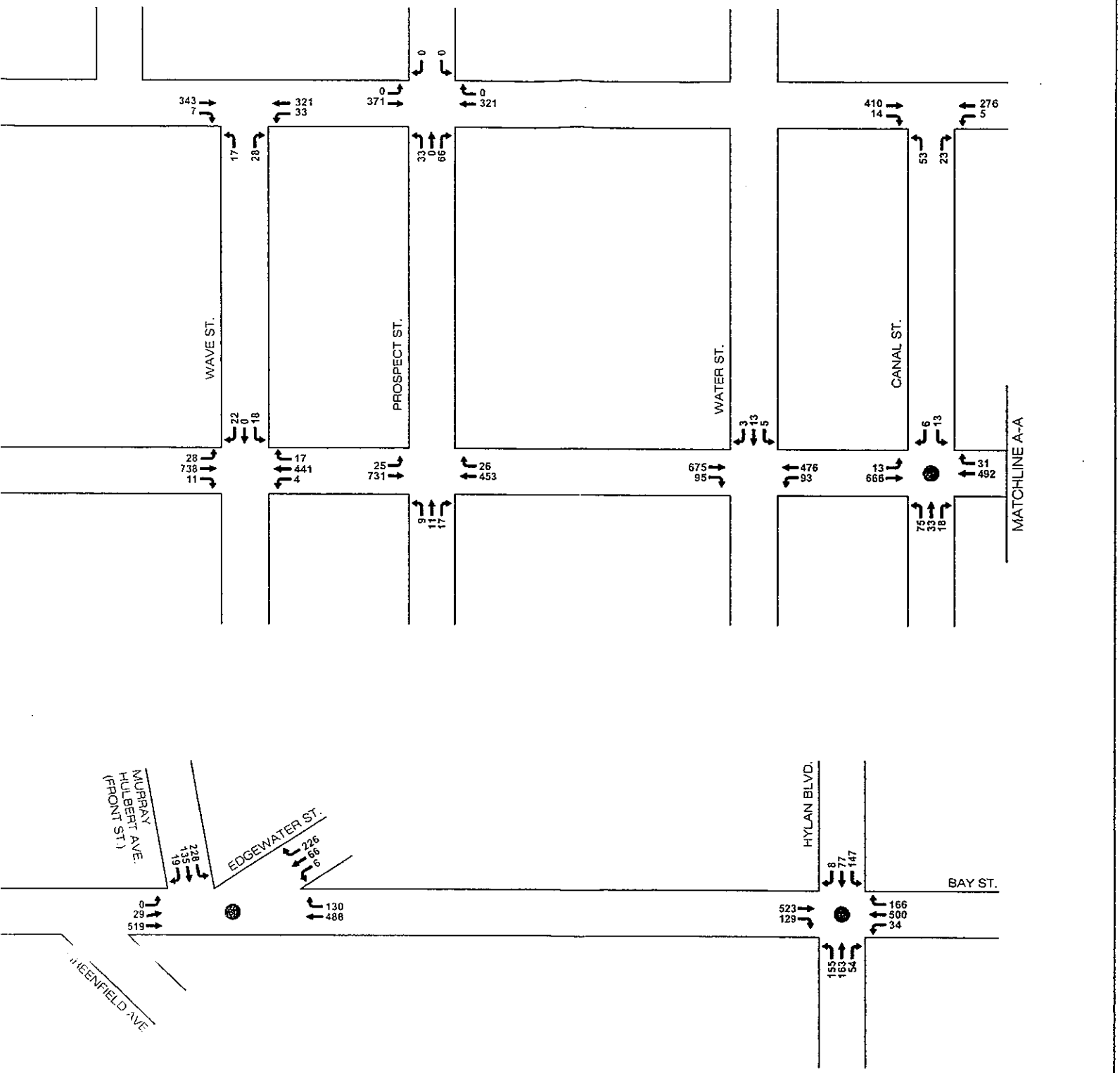

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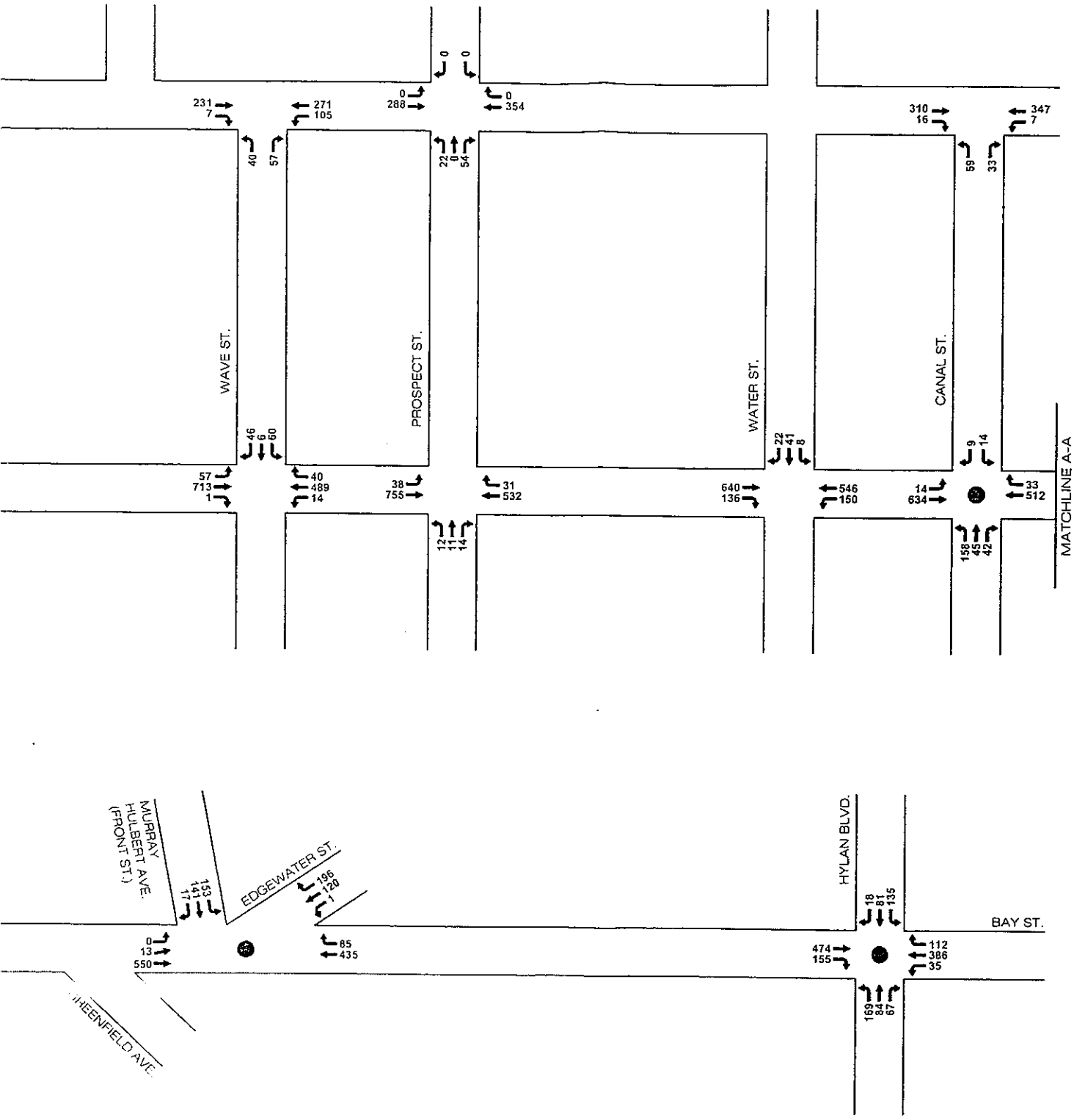
Figure 9
Weekday AM No Build Traffic Volumes
Stapleton Waterfront Development EIS



TO SCALE

Figure 10
Weekday Midday No Build Traffic Volumes
Stapleton Waterfront Development EIS

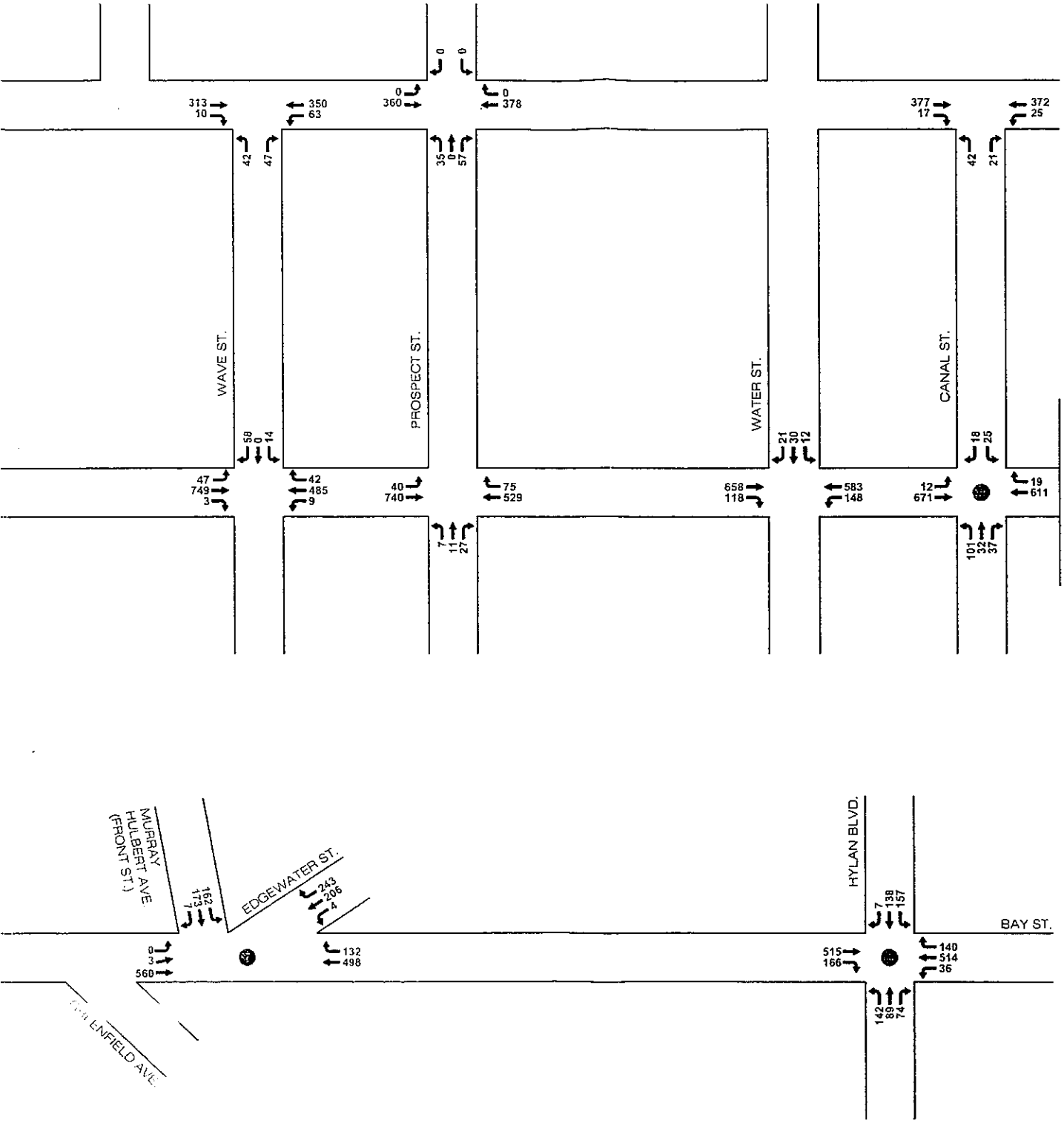


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Figure 11
Weekday PM No Build Traffic Volumes
Stapleton Waterfront Development EIS

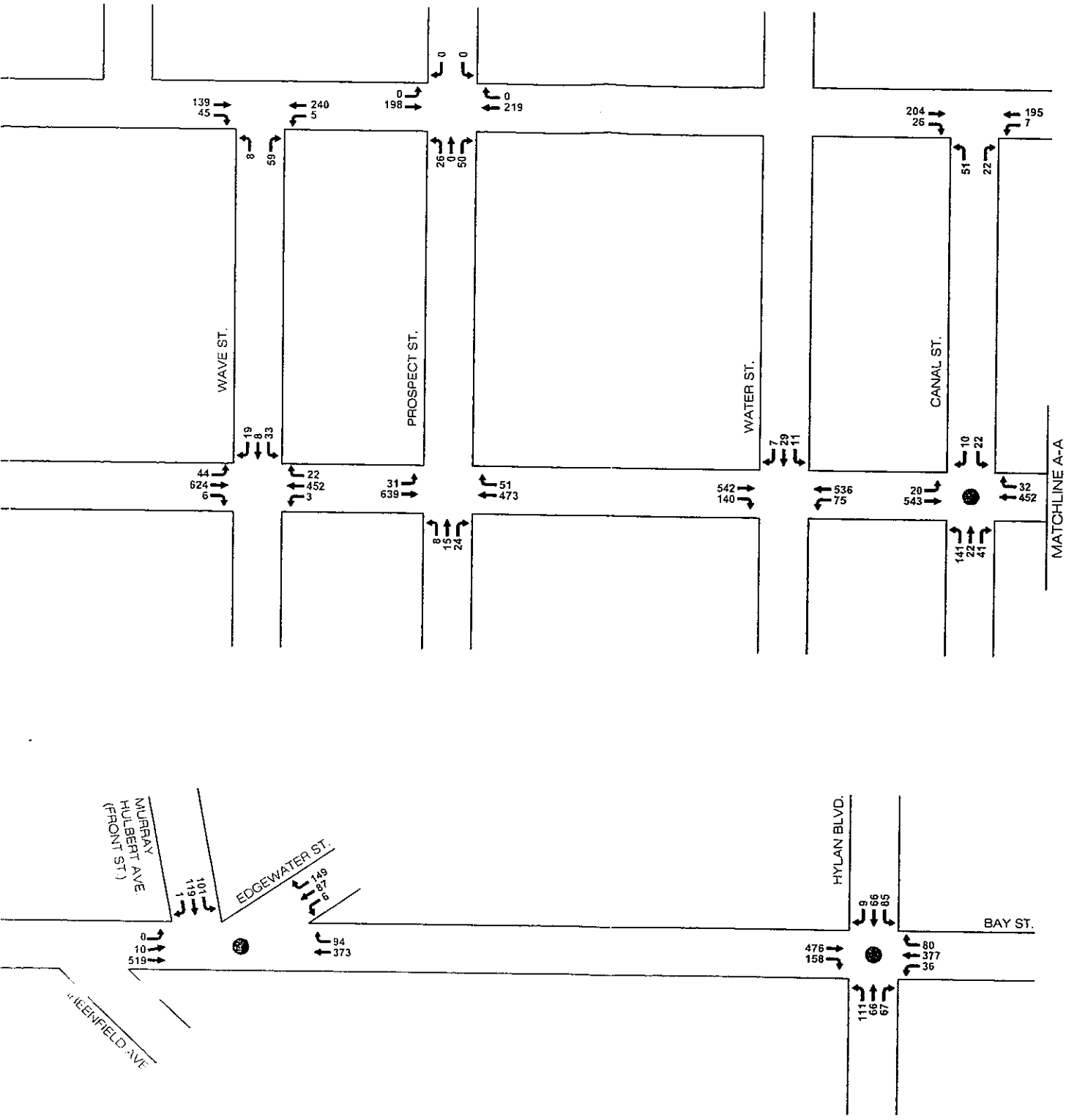

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Figure 12
Saturday Midday No Build Traffic Volumes
Stapleton Waterfront Development EIS

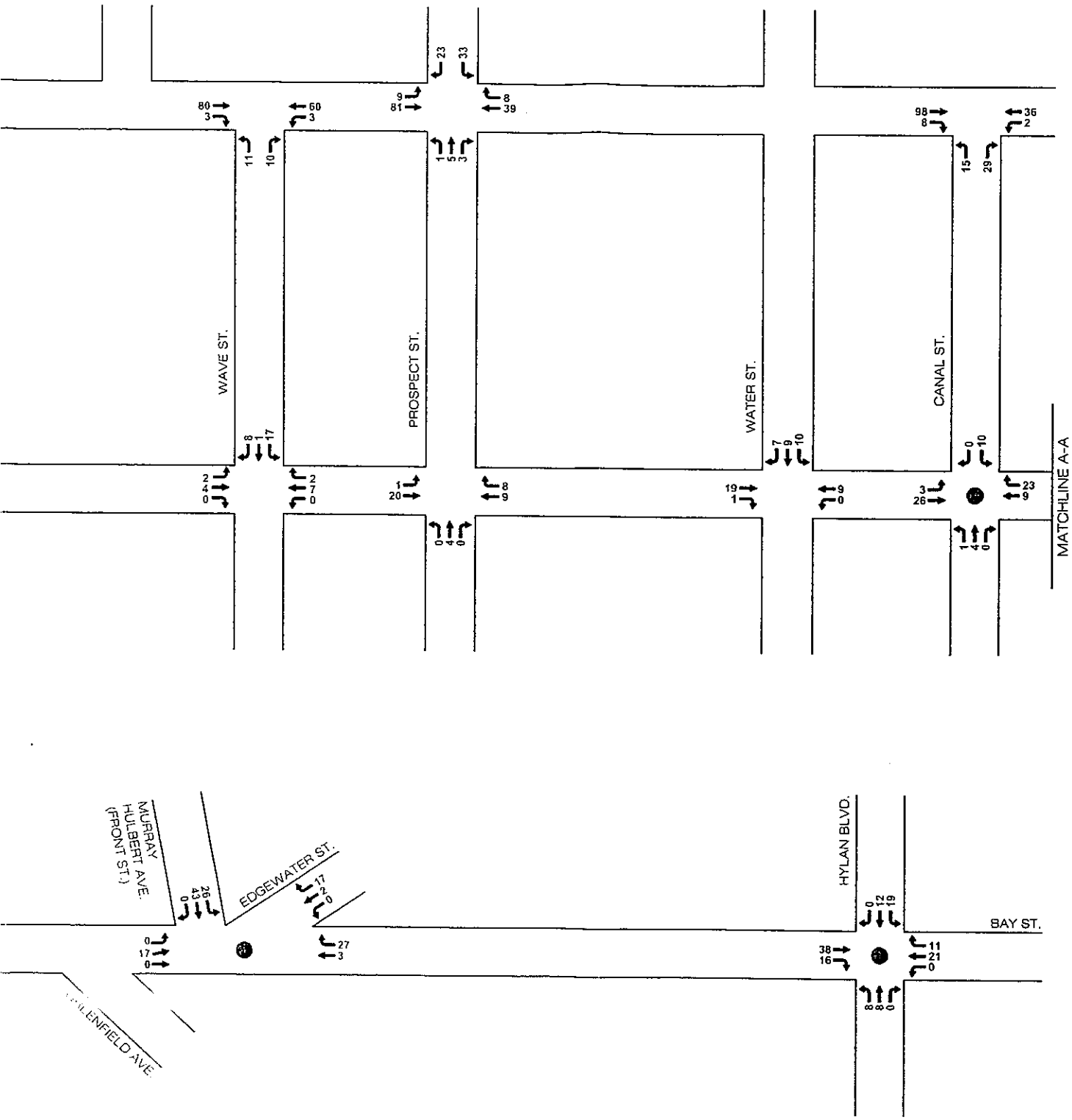

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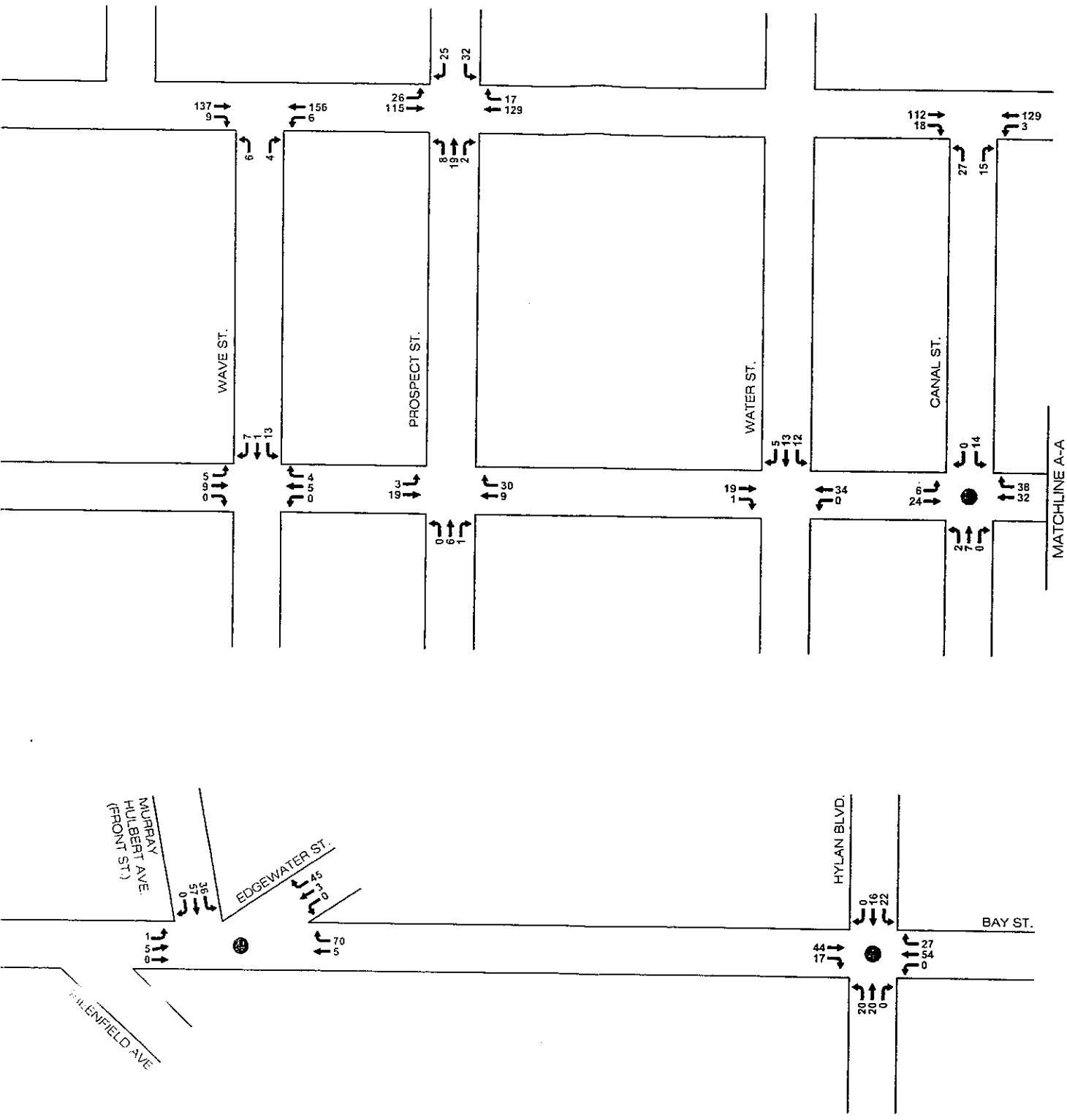
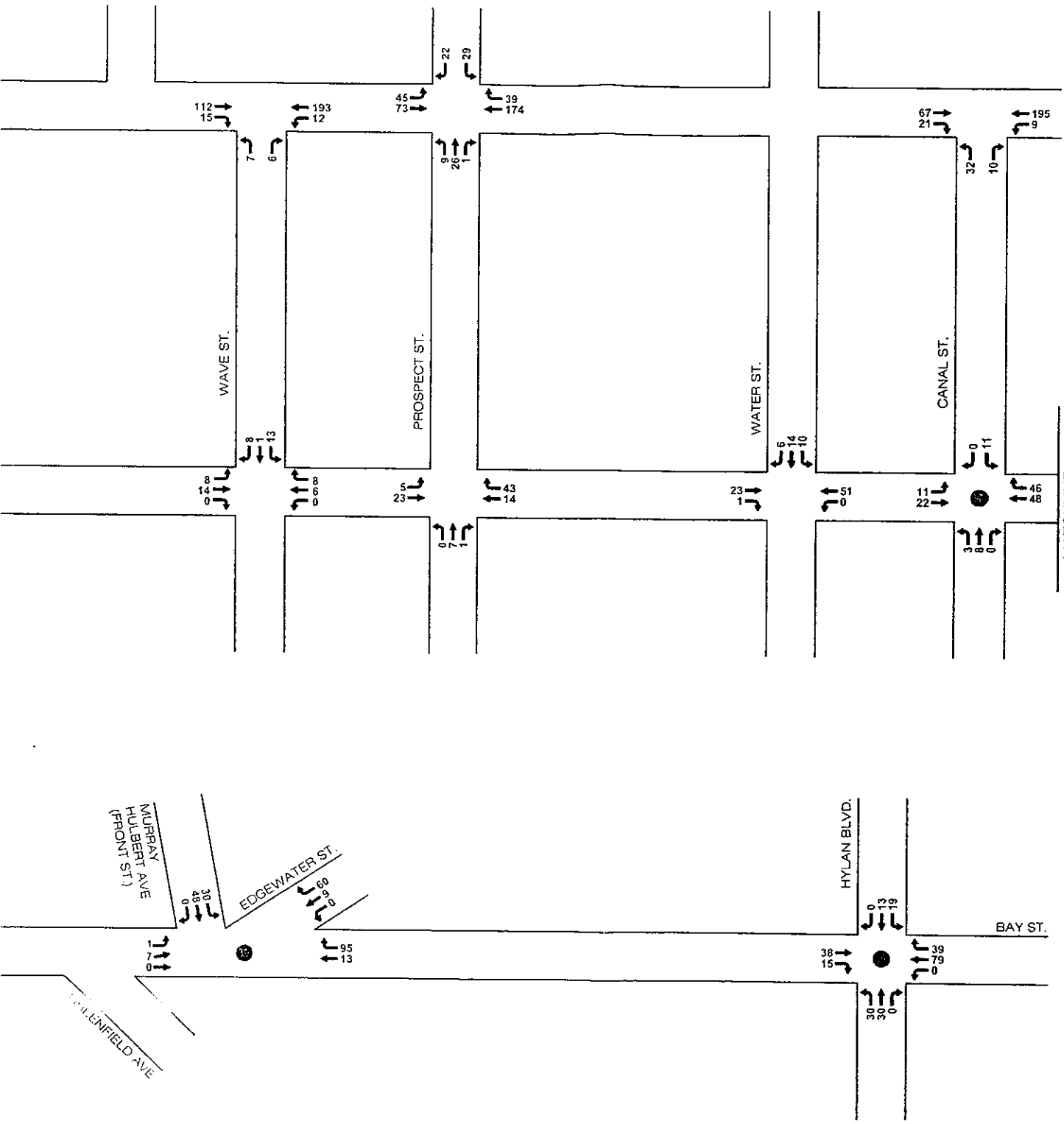
Figure 13
Weekday AM Build Traffic Assignments
Stapleton Waterfront Development EIS



TO SCALE

Figure 14
Weekday Midday Build Traffic Assignments
Stapleton Waterfront Development EIS



TO SCALE

Figure 15
Weekday PM Build Traffic Assignments
Stapleton Waterfront Development EIS

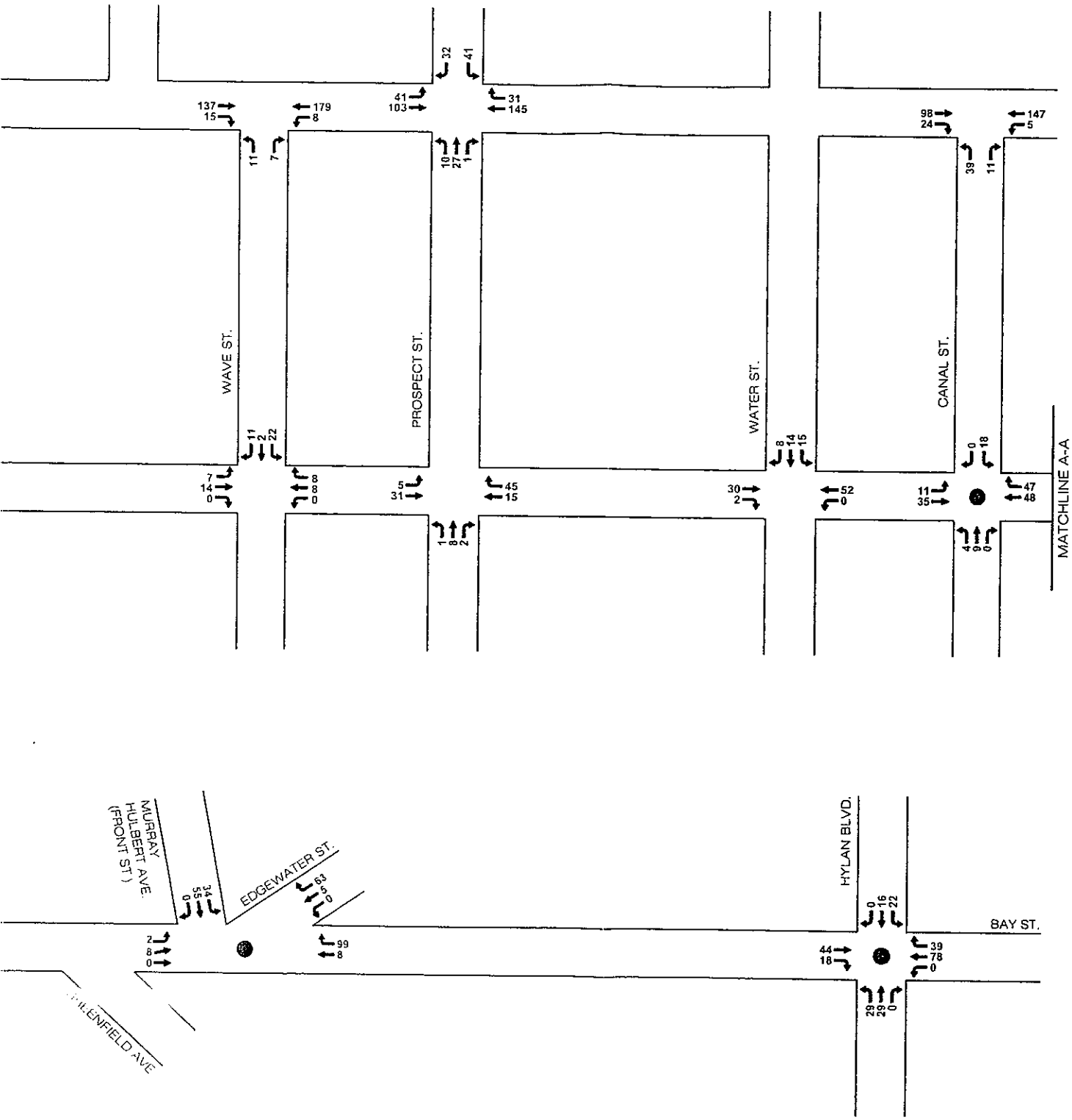


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Figure 16
Saturday Midday Build Traffic Assignments
Stapleton Waterfront Development EIS

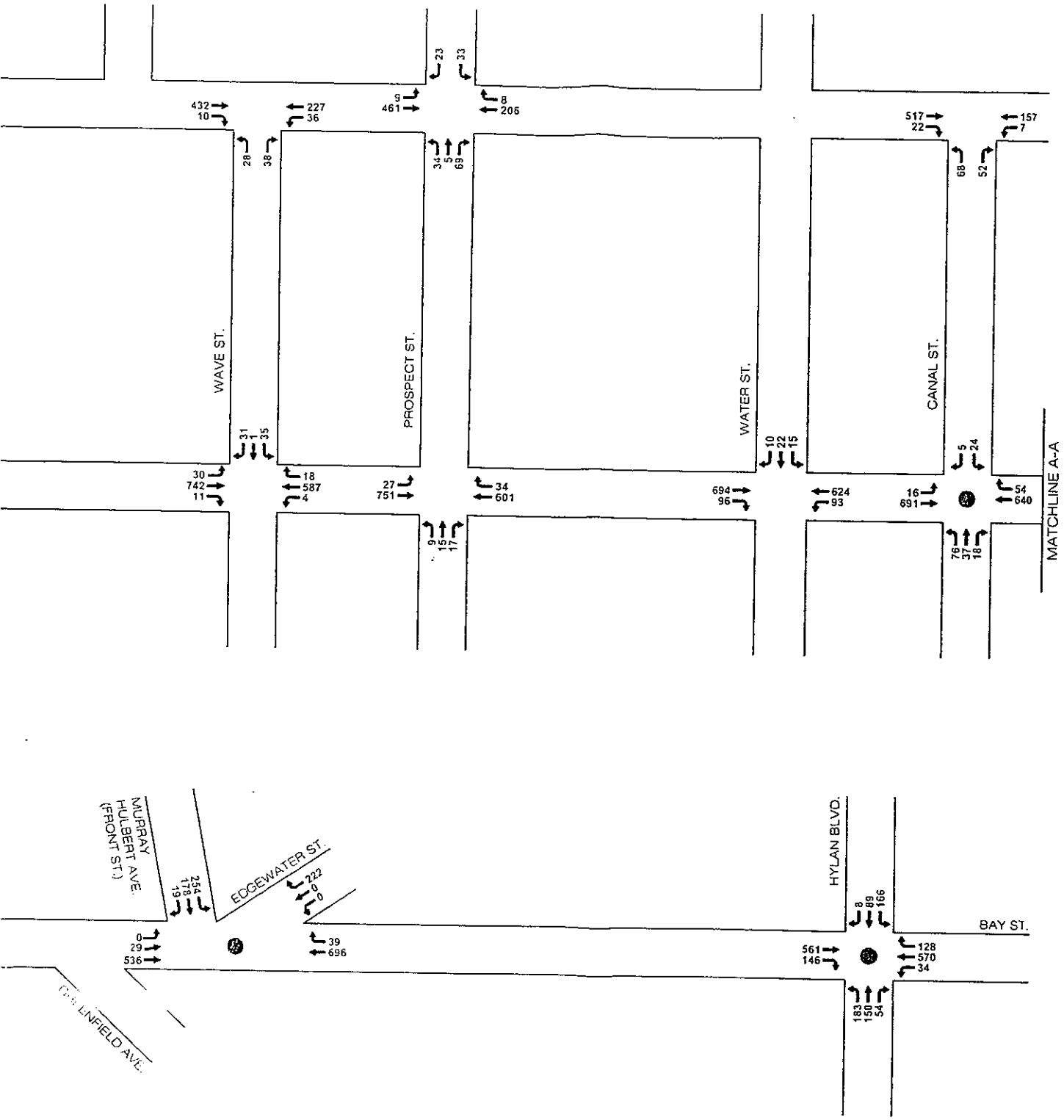

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Figure 17
Weekday AM Build Traffic Volumes
Stapleton Waterfront Development EIS

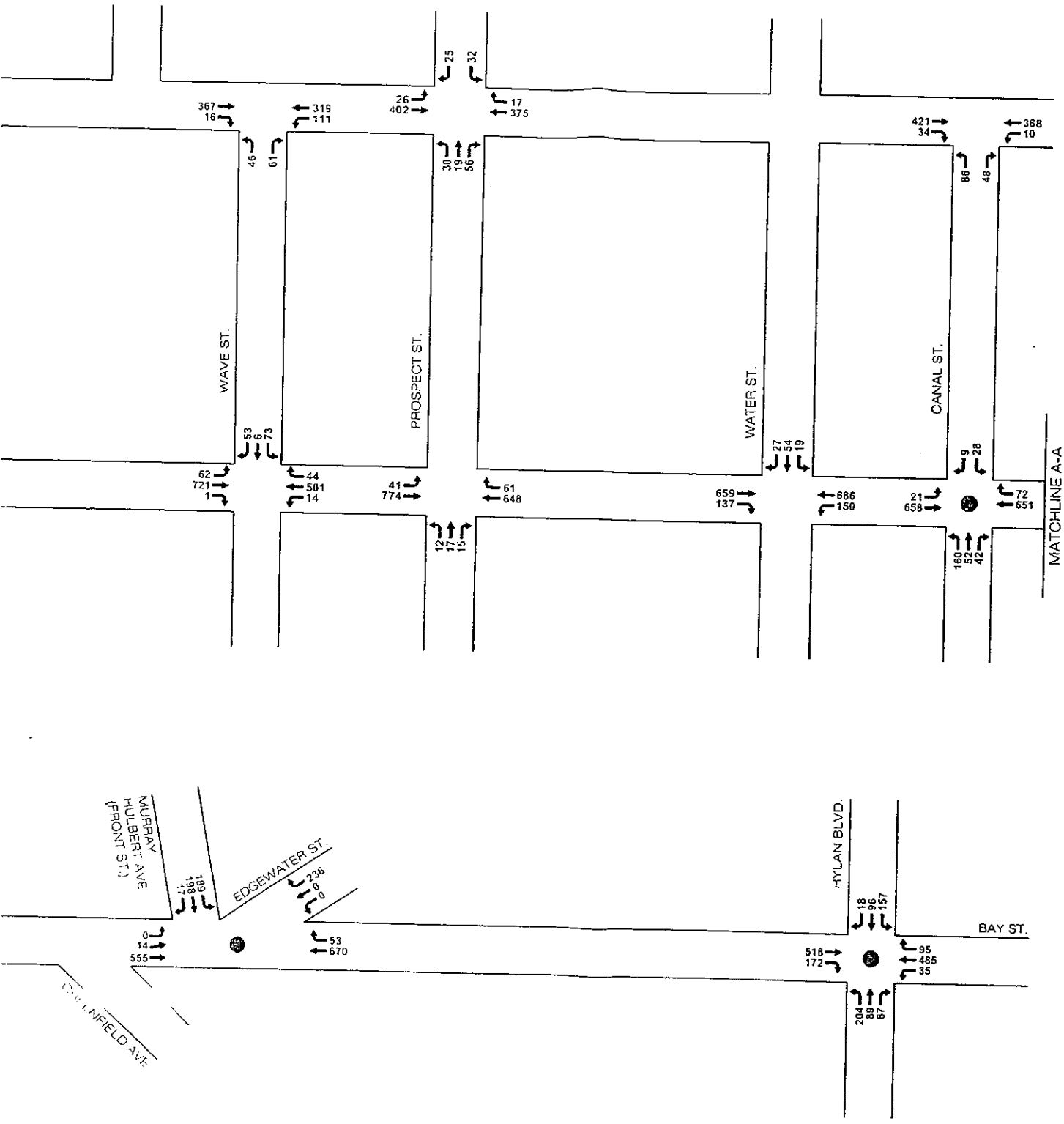

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Figure 18
Weekday Midday Build Traffic Volumes
Stapleton Waterfront Development EIS

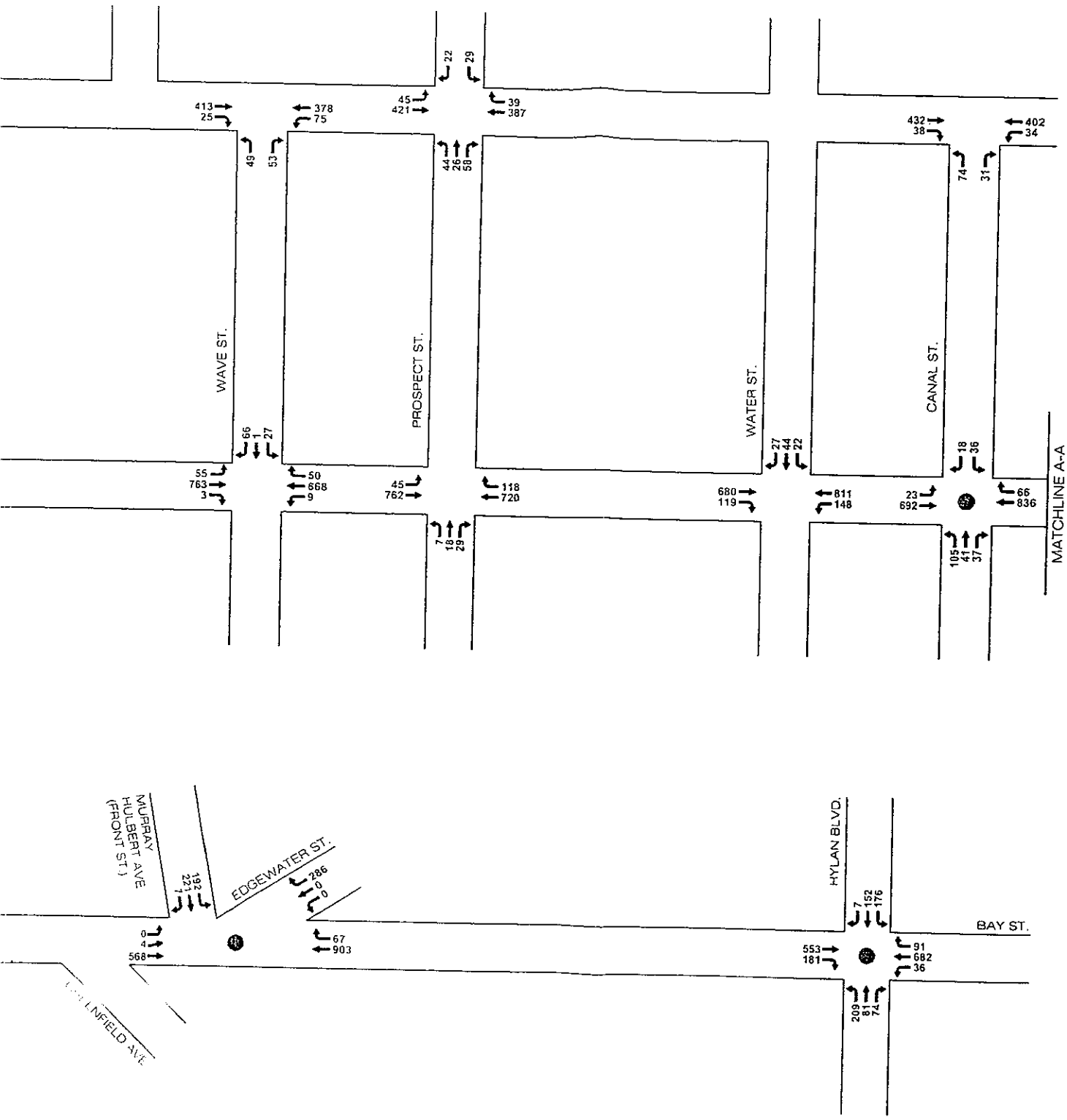

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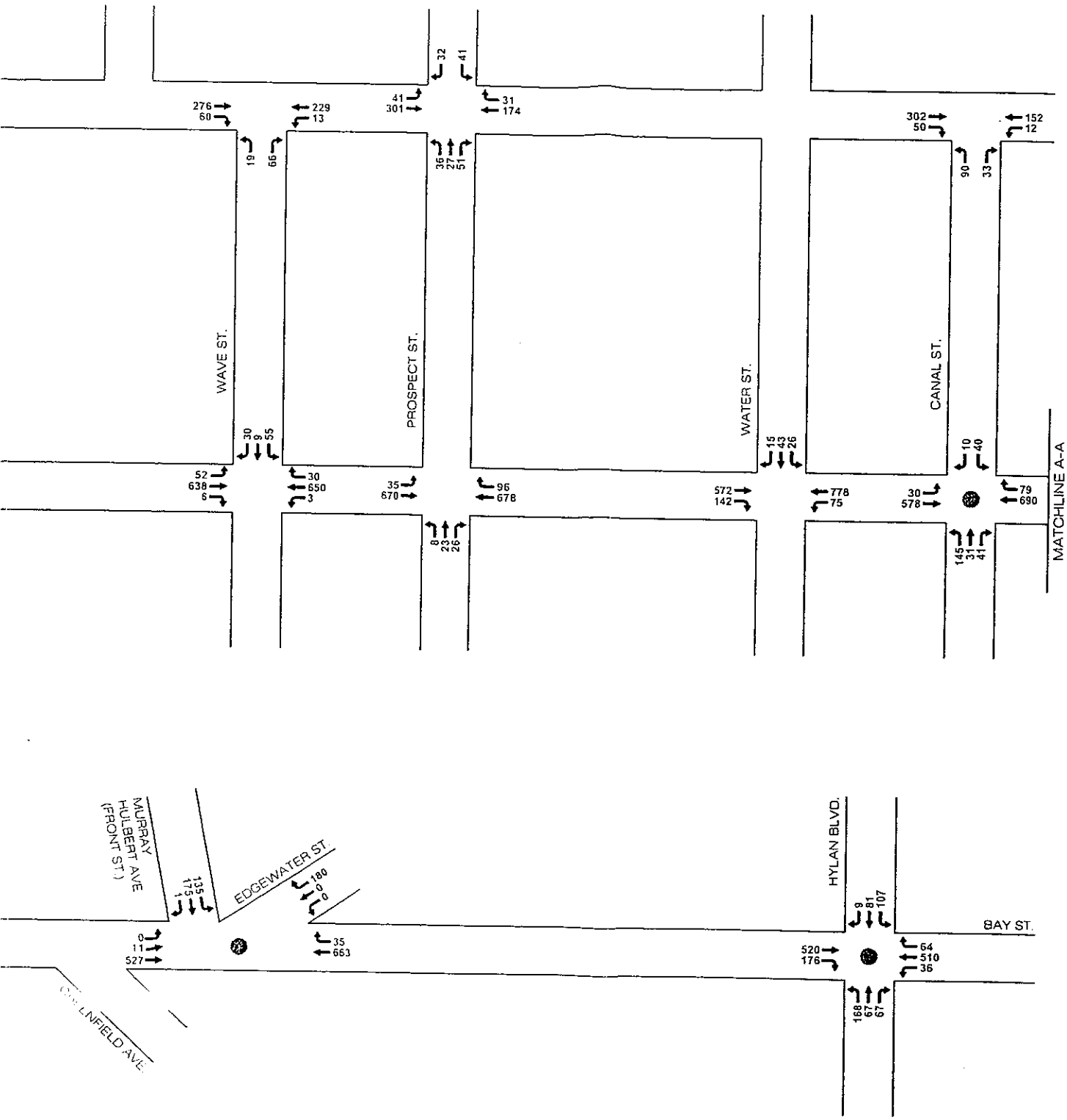
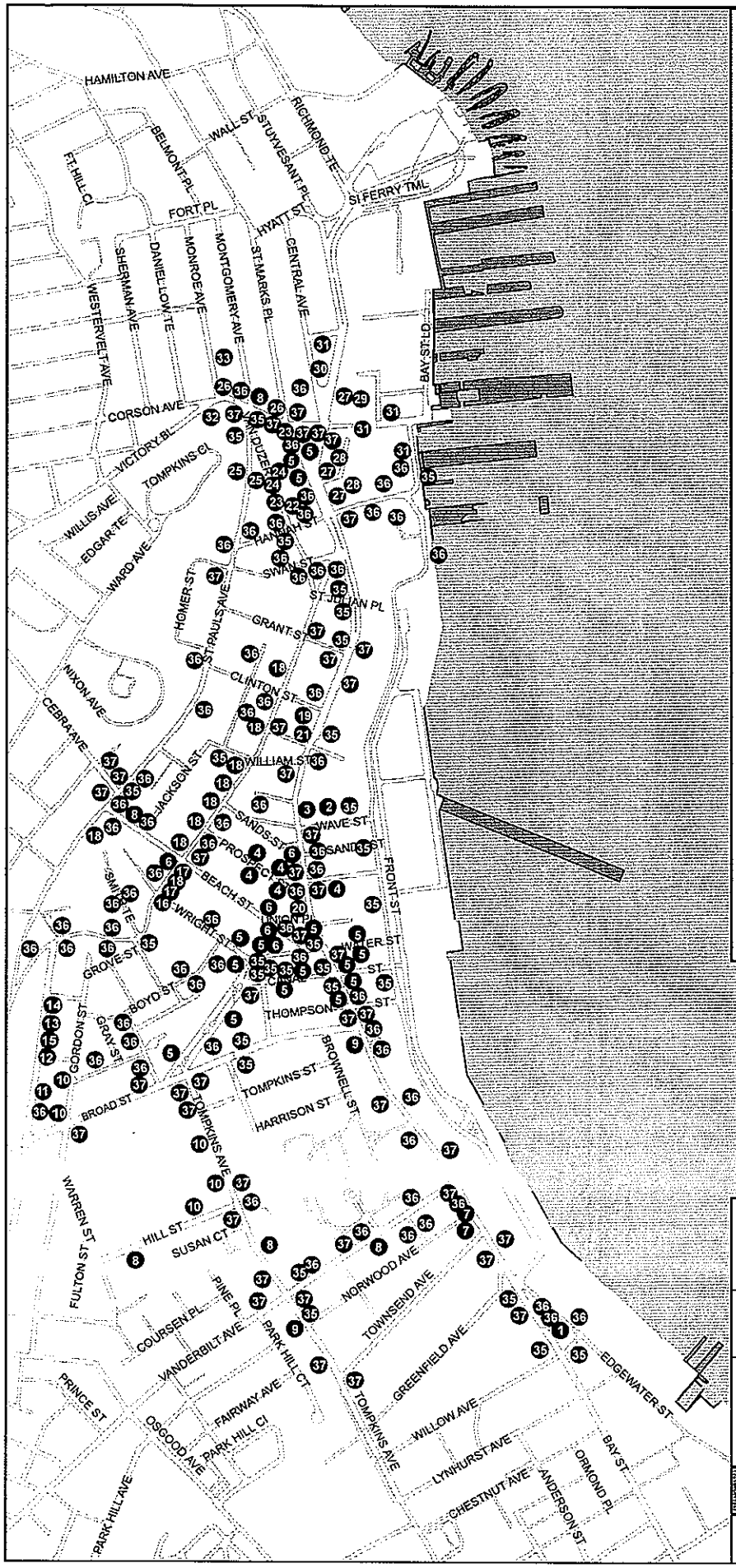
Figure 19
Weekday PM Build Traffic Volumes
Stapleton Waterfront Development EIS



TO SCALE

Figure 20
Saturday Midday Build Traffic Volumes
Stapleton Waterfront Development EIS



LEGEND

1. No Parking 8A - 6P Except Sunday
2. 2 Hr Parking 8A - 4P Except Sunday
3. Reserved Parking - Handicap
4. No Parking 8A - 6P Mon - Fri
5. 2 Hr Parking 8A - 7P Including Sunday
6. 1 Hr Parking 8A - 7P Including Sunday
7. 2 Hr Parking 8A - 7P Except Sunday
8. No Standing 7A - 4P School Days Except School Buses
9. No Standing 6A - 10A, 4P - 8P Mon - Fri
10. No Parking 7A - 4P School Days
11. No Standing Anytime Except Authorized Vehicles SIRC
12. No Standing 6A - 6P Except Authorized Vehicles NYSJ
13. No Standing 6A - 6P Except Authorized Vehicles DISTRICT ATTORNEY VEHICLES
14. No Standing 6A - 6P Except Authorized Vehicles COURT OFFICIALS
15. No Standing 6A - 6P
16. No Standing 6A - 9A Mon - Fri
17. 1 Hr Parking 9A - 7P Mon - Fri
18. No Parking 7A - 7P
19. ½ Hr Parking 9A - 7P Mon - Fri
20. 1 Hr Parking 8A - 7P Including Sunday
21. 1 Hr Parking 8A - 4P Including Sunday
22. No Standing 7A - 7P Except Sunday
23. No Standing 7A - 9A Mon - Fri
24. 4 Hr Parking 9A - 7P Including Sunday
25. 4 Hr Parking 8A - 7P Including Sunday
26. No Stopping 4P - 7P Mon - Fri
27. No Standing 7A - 9A Except Sunday
28. 2 Hr Parking 9A - 7P Including Sunday
29. No Standing 7A - 9A Except Sunday
30. 2 Hr Parking 8A - 6P Mon - Fri
31. Back in 90° Parking Only
32. No Stopping Anytime
33. 2 Hr Parking 8A - 4P Mon - Fri / 8A - 7P Sat & Sun
34. No Standing 7A - 7P Mon - Fri Except Authorized Vehicles
35. No Standing Anytime
36. No Parking Anytime
37. Bus Stop

New York City Economic Development Corporation

New Stapleton Waterfront Development Plan DEIS

Existing On-Street Parking Regulations

The Louis Berger Group, Inc.

Eng-Wong, Taub & Associates
Traffic and Transportation Consultants

Figure 21

Appendix D – Transit and Pedestrian Back-up Data

Appendix D-1: Pedestrian Count Summary

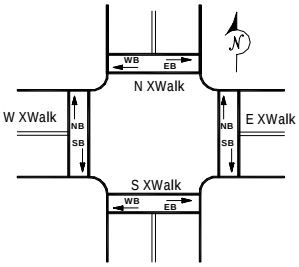
The Louis Berger Group, Inc.

15-Minutes Pedestrian Count Data Summary

Project: New Stapleton Waterfront Development Plan DEIS

Location: Bay Street and Water Street

Date: Tuesday March 22, 2005



Period	Time Interval	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk		Total
		EB	WB	SB	NB	WB	EB	NB	SB	
AM	6:30-6:45 AM	0	0	0	2	1	0	0	1	4
	6:45–7:00 AM	0	0	1	3	0	2	1	4	11
	7:00–7:15 AM	0	0	3	2	2	0	0	0	7
	7:15–7:30 AM	0	0	0	3	2	2	5	0	12
	7:30–7:45 AM	2	1	2	1	0	1	1	3	11
	7:45–8:00 AM	0	0	1	0	0	0	4	0	5
	8:00–8:15 AM	1	2	2	5	0	4	1	0	15
	8:15–8:30 AM	2	0	4	6	0	0	3	0	15
	8:30–8:45 AM	7	5	6	7	0	2	5	3	35
	8:45–9:00 AM	6	3	4	2	2	0	1	2	20
	9:00–9:15 AM	1	2	0	3	1	1	4	3	15
	9:15–9:30 AM	3	4	2	1	3	4	1	1	19
Peak 15-Minutes 8:30–8:45 AM		**7**	**5**	**6**	**7**	**0**	**2**	**5**	**3**	**35**

Period	Time Interval	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk		Total
		EB	WB	SB	NB	WB	EB	NB	SB	
Midday	11:30–11:45 AM	1	1	2	4	4	0	5	5	22
	11:45–12:00 PM	3	4	1	2	1	1	4	1	17
	12:00–12:15 PM	5	4	5	6	2	4	5	13	44
	12:15–12:30 PM	7	4	9	9	2	3	5	1	40
	12:30–12:45 PM	3	1	5	6	0	0	6	3	24
	12:45–1:00 PM	8	5	2	8	1	1	8	6	39
	1:00–1:15 PM	3	4	11	6	0	0	6	5	35
	1:15–1:30 PM	5	5	3	2	0	1	8	4	28
	1:30–1:45 PM	6	4	7	1	0	0	4	9	31
	1:45–2:00 PM	2	2	2	5	0	0	4	5	20
	2:00–2:15 PM	1	3	1	10	0	0	4	0	19
	2:15–2:30 PM	4	5	3	8	1	8	6	3	38
Peak 15-Minutes 12:45–1:00 PM		**8**	**5**	**2**	**8**	**1**	**1**	**8**	**6**	**39**

Period	Time Interval	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk		Total
		EB	WB	SB	NB	WB	EB	NB	SB	
PM	4:00–4:15 PM	4	7	2	4	0	0	2	3	22
	4:15–4:30 PM	3	2	1	3	0	3	4	4	20
	4:30–4:45 PM	6	2	0	5	0	0	10	7	30
	4:45–5:00 PM	3	0	2	4	0	0	8	5	22
	5:00–5:15 PM	5	3	6	10	0	0	9	10	43
	5:15–5:30 PM	2	3	2	5	0	0	7	9	28
	5:30–5:45 PM	1	1	1	3	0	3	11	6	26
	5:45–6:00 PM	5	0	10	5	0	0	4	5	29
	6:00–6:15 PM	1	0	5	2	0	3	9	4	24
	6:15–6:30 PM	1	1	2	4	1	1	5	6	21
	6:30–6:45 PM	5	4	4	3	2	3	7	10	38
	6:45–7:00 PM	7	1	2	6	5	0	5	2	28
	7:00–7:15 PM	0	5	1	7	0	0	0	8	21
	7:15–7:30 PM	0	4	6	3	0	0	2	4	19
Peak 15-Minutes 5:00–5:15 PM		**5**	**3**	**6**	**10**	**0**	**0**	**9**	**10**	**43**

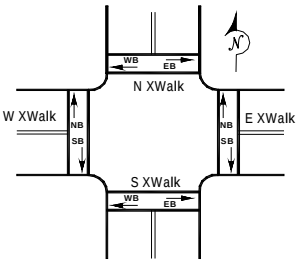
The Louis Berger Group, Inc.

Hourly Pedestrian Count Data Summary

Project: New Stapleton Waterfront Development Plan DEIS

Location: Bay Street and Water Street

Date: Tuesday March 22, 2005



Period	Time Interval	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk		Total
		EB	WB	SB	NB	WB	EB	NB	SB	
AM	6:30-7:30 AM	0	0	4	10	5	4	6	5	34
	6:45-7:45 AM	2	1	6	9	4	5	7	7	41
	7:00-8:00 AM	2	1	6	6	4	3	10	3	35
	7:15-8:15 AM	3	3	5	9	2	7	11	3	43
	7:30-8:30 AM	5	3	9	12	0	5	9	3	46
	7:45-8:45 AM	10	7	13	18	0	6	13	3	70
	8:00-9:00 AM	16	10	16	20	2	6	10	5	85
	8:15-9:15 AM	16	10	14	18	3	3	13	8	85
	8:30-9:30 AM	17	14	12	13	6	7	11	9	89
Peak Hour 8:00-9:00 AM		**16**	**10**	**16**	**20**	**2**	**6**	**10**	**5**	**85**
			26		**36**		**8**		**15**	

Period	Time Interval	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk		Total
		EB	WB	SB	NB	WB	EB	NB	SB	
Midday	11:30–12:30 AM	16	13	17	21	9	8	19	20	123
	11:45–12:45 PM	18	13	20	23	5	8	20	18	125
	12:00–1:00 PM	23	14	21	29	5	8	24	23	147
	12:15–1:15 PM	21	14	27	29	3	4	25	15	138
	12:30–1:30 PM	19	15	21	22	1	2	28	18	126
	12:45–1:45 PM	22	18	23	17	1	2	26	24	133
	1:00–2:00 PM	16	15	23	14	0	1	22	23	114
	1:15–2:15 PM	14	14	13	18	0	1	20	18	98
	1:30–2:30 PM	13	14	13	24	1	8	18	17	108
Peak Hour 12:30–1:30 PM		**19**	**15**	**21**	**22**	**1**	**2**	**28**	**18**	**126**
			34		**43**		**3**		**46**	

Period	Time Interval	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk		Total
		EB	WB	SB	NB	EB	WB	NB	SB	
PM	4:00–5:00 PM	16	11	5	16	0	3	24	19	94
	4:15–5:15 PM	17	7	9	22	0	3	31	26	115
	4:30–5:30 PM	16	8	10	24	0	0	34	31	123
	4:45–5:45 PM	11	7	11	22	0	3	35	30	119
	5:00–6:00 PM	13	7	19	23	0	3	31	30	126
	5:15–6:15 PM	9	4	18	15	0	6	31	24	107
	5:30–6:30 PM	8	2	18	14	1	7	29	21	100
	5:45–6:45 PM	12	5	21	14	3	7	25	25	112
	6:00–7:00 PM	14	6	13	15	8	7	26	22	111
	6:15–7:15 PM	13	11	9	20	8	4	17	26	108
	6:30–7:30 PM	12	14	13	19	7	3	14	24	106
Peak Hour 4:30–5:30 PM		**16**	**8**	**10**	**24**	**0**	**0**	**34**	**31**	**123**
			24		**34**		**0**		**65**	

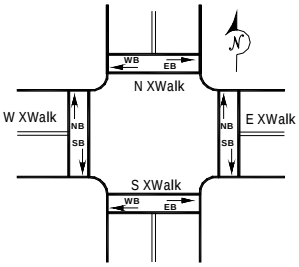
The Louis Berger Group, Inc.

15-Minutes Pedestrian Count Data Summary

Project: New Stapleton Waterfront Development Plan DEIS

Location: Bay Street and Prospect Street

Date: Tuesday March 22, 2005



Period	Time Interval	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk		Total
		EB	WB	SB	NB	WB	EB	NB	SB	
AM	6:30-6:45 AM	0	1	0	3	6	5	0	1	16
	6:45–7:00 AM	0	2	0	5	8	22	1	3	41
	7:00–7:15 AM	1	0	2	3	0	6	1	2	15
	7:15–7:30 AM	1	1	1	2	2	12	1	2	22
	7:30–7:45 AM	0	0	0	0	0	5	1	2	8
	7:45–8:00 AM	0	0	1	1	0	0	1	1	4
	8:00–8:15 AM	3	0	4	1	4	0	3	3	18
	8:15–8:30 AM	0	0	2	1	0	6	2	2	13
	8:30–8:45 AM	0	1	0	2	1	3	11	8	26
	8:45–9:00 AM	0	0	0	4	0	4	5	4	17
	9:00–9:15 AM	1	0	4	2	0	4	2	5	18
	9:15–9:30 AM	8	1	5	6	5	2	6	2	35
Peak 15-Minutes 8:30–8:45 AM		**0**	**1**	**0**	**2**	**1**	**3**	**11**	**8**	**26**

Period	Time Interval	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk		Total
		EB	WB	SB	NB	WB	EB	NB	SB	
Midday	11:30–11:45 AM	0	5	2	10	5	2	15	7	46
	11:45–12:00 PM	1	3	1	9	3	2	11	6	36
	12:00–12:15 PM	1	3	6	4	2	1	5	4	26
	12:15–12:30 PM	3	3	15	9	0	0	4	13	47
	12:30–12:45 PM	4	4	14	5	5	1	6	22	61
	12:45–1:00 PM	1	2	10	11	4	8	8	5	49
	1:00–1:15 PM	0	3	10	7	2	1	6	18	47
	1:15–1:30 PM	0	0	11	4	0	1	12	11	39
	1:30–1:45 PM	1	4	4	2	5	3	2	18	39
	1:45–2:00 PM	0	0	1	3	2	0	10	12	28
	2:00–2:15 PM	2	3	6	4	5	3	7	7	37
	2:15–2:30 PM	0	1	8	8	8	3	12	18	58
Peak 15-Minutes 12:30–12:45 PM		**4**	**4**	**14**	**5**	**5**	**1**	**6**	**22**	**61**

Period	Time Interval	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk		Total
		EB	WB	SB	NB	WB	EB	NB	SB	
PM	4:00–4:15 PM	0	2	12	8	1	6	6	4	39
	4:15–4:30 PM	2	3	4	4	0	0	8	7	28
	4:30–4:45 PM	0	0	6	8	2	5	10	15	46
	4:45–5:00 PM	1	2	4	9	0	2	8	12	38
	5:00–5:15 PM	0	1	2	13	0	0	19	6	41
	5:15–5:30 PM	0	0	4	4	0	2	4	7	21
	5:30–5:45 PM	2	4	8	8	6	0	15	10	53
	5:45–6:00 PM	0	6	6	14	4	4	10	8	52
	6:00–6:15 PM	0	1	18	10	0	0	8	12	49
	6:15–6:30 PM	3	0	4	12	5	2	5	10	41
	6:30–6:45 PM	0	1	3	12	0	2	5	13	36
	6:45–7:00 PM	2	0	4	7	3	3	10	6	35
	7:00–7:15 PM	0	2	5	3	0	0	6	4	20
	7:15–7:30 PM	0	0	4	4	0	8	4	10	30
Peak 15-Minutes 4:30–4:45 PM		**0**	**0**	**6**	**8**	**2**	**5**	**10**	**15**	**46**

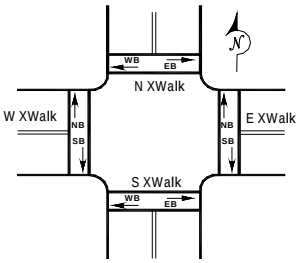
The Louis Berger Group, Inc.

Hourly Pedestrian Count Data Summary

Project: New Stapleton Waterfront Development Plan DEIS

Location: Bay Street and Prospect Street

Date: Tuesday March 22, 2005



Period	Time Interval	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk		Total
		EB	WB	SB	NB	WB	EB	NB	SB	
AM	6:30-7:30 AM	2	4	3	13	16	45	3	8	**94**
	6:45-7:45 AM	2	3	3	10	10	45	4	9	**86**
	7:00-8:00 AM	2	1	4	6	2	23	4	7	**49**
	7:15-8:15 AM	4	1	6	4	6	17	6	8	**52**
	7:30-8:30 AM	3	0	7	3	4	11	7	8	**43**
	7:45-8:45 AM	3	1	7	5	5	9	17	14	**61**
	8:00-9:00 AM	3	1	6	8	5	13	21	17	**74**
	8:15-9:15 AM	1	1	6	9	1	17	20	19	**74**
	8:30-9:30 AM	9	2	9	14	6	13	24	19	**96**
Peak Hour 8:00-9:00 AM		**3**	**1**	**6**	**8**	**5**	**13**	**21**	**17**	**74**
			4		**14**		**18**		**38**	

Period	Time Interval	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk		Total
		EB	WB	SB	NB	WB	EB	NB	SB	
Midday	11:30–12:30 AM	5	14	24	32	10	5	35	30	**155**
	11:45–12:45 PM	9	13	36	27	10	4	26	45	**170**
	12:00–1:00 PM	9	12	45	29	11	10	23	44	**183**
	12:15–1:15 PM	8	12	49	32	11	10	24	58	**204**
	12:30–1:30 PM	5	9	45	27	11	11	32	56	**196**
	12:45–1:45 PM	2	9	35	24	11	13	28	52	**174**
	1:00–2:00 PM	1	7	26	16	9	5	30	59	**153**
	1:15–2:15 PM	3	7	22	13	12	7	31	48	**143**
	1:30–2:30 PM	3	8	19	17	20	9	31	55	**162**
Peak Hours 12:30–1:30 PM		**5**	**9**	**45**	**27**	**11**	**11**	**32**	**56**	**196**
			14		**72**		**22**		**88**	

Period	Time Interval	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk		Total
		EB	WB	SB	NB	WB	EB	NB	SB	
PM	4:00–5:00 PM	3	7	26	29	3	13	32	38	**151**
	4:15–5:15 PM	3	6	16	34	2	7	45	40	**153**
	4:30–5:30 PM	1	3	16	34	2	9	41	40	**146**
	4:45–5:45 PM	3	7	18	34	6	4	46	35	**153**
	5:00–6:00 PM	2	11	20	39	10	6	48	31	**167**
	5:15–6:15 PM	2	11	36	36	10	6	37	37	**175**
	5:30–6:30 PM	5	11	36	44	15	6	38	40	**195**
	5:45–6:45 PM	3	8	31	48	9	8	28	43	**178**
	6:00–7:00 PM	5	2	29	41	8	7	28	41	**161**
	6:15–7:15 PM	3	7	18	34	6	4	46	35	**153**
	6:30–7:30 PM	2	11	20	39	10	6	48	31	**167**
Peak Hour 4:30–5:30 PM		**1**	**3**	**16**	**34**	**2**	**9**	**41**	**40**	**146**
			4				**11**		**81**	

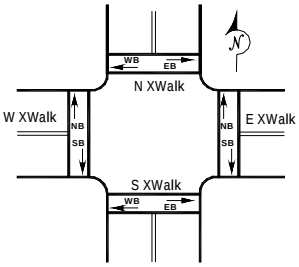
The Louis Berger Group, Inc.

15-Minutes Pedestrian Count Data Summary

Project: New Stapleton Waterfront Development Plan DEIS

Location: Bay Street and Wave Street

Date: Tuesday March 22, 2005



Period	Time Interval	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk		Total
		EB	WB	SB	NB	WB	EB	NB	SB	
AM	6:30-6:45 AM	0	0	0	0	0	0	0	0	0
	6:45–7:00 AM	1	0	1	5	0	2	2	7	18
	7:00–7:15 AM	2	1	4	4	0	2	3	2	18
	7:15–7:30 AM	1	1	2	3	0	1	3	4	15
	7:30–7:45 AM	0	0	1	5	0	2	4	3	15
	7:45–8:00 AM	2	1	4	2	0	6	11	7	33
	8:00–8:15 AM	0	0	3	7	2	1	5	2	20
	8:15–8:30 AM	1	0	3	4	0	1	9	0	18
	8:30–8:45 AM	0	0	6	8	0	3	5	6	28
	8:45–9:00 AM	0	2	3	6	1	0	4	10	26
	9:00–9:15 AM	0	1	2	3	0	0	2	5	13
	9:15–9:30 AM	0	1	4	7	0	1	1	7	21
Peak 15-Minutes 8:30–8:45 AM		**0**	**0**	**6**	**8**	**0**	**3**	**5**	**6**	**28**

Period	Time Interval	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk		Total
		EB	WB	SB	NB	WB	EB	NB	SB	
Midday	11:30–11:45 AM	2	0	7	9	0	0	12	15	45
	11:45–12:00 PM	0	1	4	7	1	1	7	16	37
	12:00–12:15 PM	3	1	5	9	0	0	9	11	38
	12:15–12:30 PM	4	0	11	10	1	0	19	26	71
	12:30–12:45 PM	5	0	6	6	2	0	7	25	51
	12:45–1:00 PM	1	0	7	9	1	0	8	22	48
	1:00–1:15 PM	0	0	4	10	0	0	5	11	30
	1:15–1:30 PM	0	0	2	4	0	0	10	13	29
	1:30–1:45 PM	1	0	2	11	0	3	15	10	42
	1:45–2:00 PM	1	0	7	6	0	0	9	11	34
	2:00–2:15 PM	1	5	8	11	0	0	6	7	38
	2:15–2:30 PM	1	2	5	6	0	2	3	7	26
Peak 15-Minutes 12:30–12:45 PM		**5**	**0**	**6**	**6**	**2**	**0**	**7**	**25**	**51**

Period	Time Interval	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk		Total
		EB	WB	SB	NB	WB	EB	NB	SB	
PM	4:00–4:15 PM	1	0	10	7	1	2	5	6	32
	4:15–4:30 PM	0	0	4	3	0	0	2	7	16
	4:30–4:45 PM	2	0	2	6	1	0	8	12	31
	4:45–5:00 PM	2	1	5	9	0	0	6	10	33
	5:00–5:15 PM	1	1	2	11	3	0	21	5	44
	5:15–5:30 PM	4	1	3	9	0	1	4	5	27
	5:30–5:45 PM	2	0	9	7	0	0	18	7	43
	5:45–6:00 PM	0	0	5	7	0	0	8	7	27
	6:00–6:15 PM	0	0	16	8	0	1	7	10	42
	6:15–6:30 PM	4	0	4	10	1	1	6	9	35
	6:30–6:45 PM	0	0	4	9	0	0	5	8	26
	6:45–7:00 PM	2	2	4	7	1	1	8	4	29
	7:00–7:15 PM	0	0	4	2	0	0	4	6	16
	7:15–7:30 PM	0	1	7	3	0	0	4	9	24
Peak 15-Minutes 5:00–5:15 PM		**1**	**1**	**2**	**11**	**3**	**0**	**21**	**5**	**44**

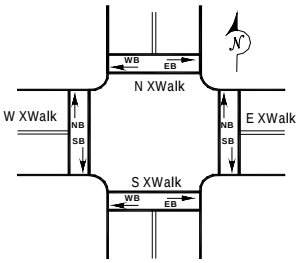
The Louis Berger Group, Inc.

Hourly Pedestrian Count Data Summary

Project: New Stapleton Waterfront Development Plan DEIS

Location: Bay Street and Wave Street

Date: Tuesday March 22, 2005



Period	Time Interval	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk		Total
		EB	WB	SB	NB	WB	EB	NB	SB	
AM	6:30-7:30 AM	4	2	7	12	0	5	8	13	**51**
	6:45-7:45 AM	4	2	8	17	0	7	12	16	**66**
	7:00-8:00 AM	5	3	11	14	0	11	21	16	**81**
	7:15-8:15 AM	3	2	10	17	2	10	23	16	**83**
	7:30-8:30 AM	3	1	11	18	2	10	29	12	**86**
	7:45-8:45 AM	3	1	16	21	2	11	30	15	**99**
	8:00-9:00 AM	1	2	15	25	3	5	23	18	**92**
	8:15-9:15 AM	1	3	14	21	1	4	20	21	**85**
	8:30-9:30 AM	0	4	15	24	1	4	12	28	**88**
Peak Hour 8:00-9:00 AM		**1**	**2**	**15**	**25**	**3**	**5**	**23**	**18**	**92**
			3		**40**		**8**		**41**	

Period	Time Interval	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk		Total
		EB	WB	SB	NB	WB	EB	NB	SB	
Midday	11:30–12:30 AM	9	2	27	35	2	1	47	68	**191**
	11:45–12:45 PM	12	2	26	32	4	1	42	78	**197**
	12:00–1:00 PM	13	1	29	34	4	0	43	84	**208**
	12:15–1:15 PM	10	0	28	35	4	0	39	84	**200**
	12:30–1:30 PM	6	0	19	29	3	0	30	71	**158**
	12:45–1:45 PM	2	0	15	34	1	3	38	56	**149**
	1:00–2:00 PM	2	0	15	31	0	3	39	45	**135**
	1:15–2:15 PM	3	5	19	32	0	3	40	41	**143**
	1:30–2:30 PM	4	7	22	34	0	5	33	35	**140**
Peak Hours 12:30–1:30 PM		**6**	**0**	**19**	**29**	**3**	**0**	**30**	**71**	**158**
			6		**48**		**3**		**101**	

Period	Time Interval	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk		Total
		EB	WB	SB	NB	WB	EB	NB	SB	
PM	4:00–5:00 PM	5	1	21	25	2	2	21	35	**112**
	4:15–5:15 PM	5	2	13	29	4	0	37	34	**124**
	4:30–5:30 PM	9	3	12	35	4	1	39	32	**135**
	4:45–5:45 PM	9	3	19	36	3	1	49	27	**147**
	5:00–6:00 PM	7	2	19	34	3	1	51	24	**141**
	5:15–6:15 PM	6	1	33	31	0	2	37	29	**139**
	5:30–6:30 PM	6	0	34	32	1	2	39	33	**147**
	5:45–6:45 PM	4	0	29	34	1	2	26	34	**130**
	6:00–7:00 PM	6	2	28	34	2	3	26	31	**132**
	6:15–7:15 PM	6	2	16	28	2	2	23	27	**106**
	6:30–7:30 PM	2	3	19	21	1	1	21	27	**95**
Peak Hour 4:30–5:30 PM		**9**	**3**	**12**	**35**	**4**	**1**	**39**	**32**	**135**
			12		**47**		**5**		**71**	

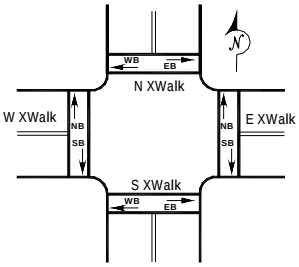
The Louis Berger Group, Inc.

15-Minutes Pedestrian Count Data Summary

Project: New Stapleton Waterfront Development Plan DEIS

Location: Front Street and Water Street

Date: Tuesday March 22, 2005



Period	Time Interval	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk		Total
		EB	WB	SB	NB	WB	EB	NB	SB	
AM	6:30-6:45 AM	0	0	0	0	0	0	0	0	0
	6:45–7:00 AM	0	0	0	0	0	0	0	0	0
	7:00–7:15 AM	0	0	0	0	0	0	0	0	0
	7:15–7:30 AM	0	0	0	0	0	0	0	0	0
	7:30–7:45 AM	0	0	0	0	0	0	0	0	0
	7:45–8:00 AM	0	0	0	0	0	0	0	0	0
	8:00–8:15 AM	0	0	0	0	0	0	0	0	0
	8:15–8:30 AM	0	0	0	0	0	0	0	0	0
	8:30–8:45 AM	0	0	0	0	0	0	0	0	0
	8:45–9:00 AM	0	0	0	0	0	0	0	0	0
	9:00–9:15 AM	0	0	0	0	0	0	0	0	0
	9:15–9:30 AM	0	0	0	0	0	0	0	0	0
Peak 15-Minutes 8:00–8:15 AM		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Period	Time Interval	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk		Total
		EB	WB	SB	NB	WB	EB	NB	SB	
Midday	11:30–11:45 AM	0	0	0	0	0	0	0	0	0
	11:45–12:00 PM	0	0	0	0	0	0	0	0	0
	12:00–12:15 PM	0	0	0	0	0	0	0	0	0
	12:15–12:30 PM	0	0	0	0	0	0	0	0	0
	12:30–12:45 PM	0	0	0	0	0	0	0	0	0
	12:45–1:00 PM	0	0	0	0	0	0	0	0	0
	1:00–1:15 PM	0	0	0	0	0	0	0	0	0
	1:15–1:30 PM	0	0	0	0	0	0	0	0	0
	1:30–1:45 PM	0	0	0	0	0	0	0	0	0
	1:45–2:00 PM	0	0	0	0	0	0	0	0	0
	2:00–2:15 PM	0	0	0	0	0	0	0	0	0
	2:15–2:30 PM	0	0	0	0	0	0	0	0	0
Peak 15-Minutes 12:30–12:45 PM		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Period	Time Interval	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk		Total
		EB	WB	SB	NB	WB	EB	NB	SB	
PM	4:00–4:15 PM	0	0	0	0	0	0	0	0	0
	4:15–4:30 PM	0	0	0	0	0	0	0	0	0
	4:30–4:45 PM	0	0	0	0	0	0	0	0	0
	4:45–5:00 PM	0	0	0	0	0	0	0	0	0
	5:00–5:15 PM	0	0	0	0	0	0	0	0	0
	5:15–5:30 PM	0	0	0	0	0	0	0	0	0
	5:30–5:45 PM	0	0	0	0	0	0	0	0	0
	5:45–6:00 PM	0	0	0	0	0	0	0	0	0
	6:00–6:15 PM	0	0	0	0	0	0	0	0	0
	6:15–6:30 PM	0	0	0	0	0	0	0	0	0
	6:30–6:45 PM	0	0	0	0	0	0	0	0	0
	6:45–7:00 PM	0	0	0	0	0	0	0	0	0
	7:00–7:15 PM	0	0	0	0	0	0	0	0	0
	7:15–7:30 PM	0	0	0	0	0	0	0	0	0
Peak 15-Minutes 4:30–4:45 PM		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

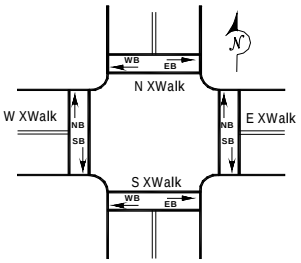
The Louis Berger Group, Inc.

Hourly Pedestrian Count Data Summary

Project: New Stapleton Waterfront Development Plan DEIS

Location: Front Street and Water Street

Date: Tuesday March 22, 2005



Period	Time Interval	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk		Total
		EB	WB	SB	NB	WB	EB	NB	SB	
AM	6:30-7:30 AM	0	0	0	0	0	0	0	0	**0**
	6:45-7:45 AM	0	0	0	0	0	0	0	0	**0**
	7:00-8:00 AM	0	0	0	0	0	0	0	0	**0**
	7:15-8:15 AM	0	0	0	0	0	0	0	0	**0**
	7:30-8:30 AM	0	0	0	0	0	0	0	0	**0**
	7:45-8:45 AM	0	0	0	0	0	0	0	0	**0**
	8:00-9:00 AM	0	0	0	0	0	0	0	0	**0**
	8:15-9:15 AM	0	0	0	0	0	0	0	0	**0**
	8:30-9:30 AM	0	0	0	0	0	0	0	0	**0**
Peak Hour 8:00-9:00 AM		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
			0		**0**		**0**		**0**	

Period	Time Interval	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk		Total
		EB	WB	SB	NB	WB	EB	NB	SB	
Midday	11:30–12:30 AM	0	0	0	0	0	0	0	0	**0**
	11:45–12:45 PM	0	0	0	0	0	0	0	0	**0**
	12:00–1:00 PM	0	0	0	0	0	0	0	0	**0**
	12:15–1:15 PM	0	0	0	0	0	0	0	0	**0**
	12:30–1:30 PM	0	0	0	0	0	0	0	0	**0**
	12:45–1:45 PM	0	0	0	0	0	0	0	0	**0**
	1:00–2:00 PM	0	0	0	0	0	0	0	0	**0**
	1:15–2:15 PM	0	0	0	0	0	0	0	0	**0**
	1:30–2:30 PM	0	0	0	0	0	0	0	0	**0**
Peak Hours 12:30–1:30 PM		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
			0		**0**		**0**		**0**	

Period	Time Interval	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk		Total
		EB	WB	SB	NB	EB	WB	NB	SB	
PM	4:00–5:00 PM	0	0	0	0	0	0	0	0	**0**
	4:15–5:15 PM	0	0	0	0	0	0	0	0	**0**
	4:30–5:30 PM	0	0	0	0	0	0	0	0	**0**
	4:45–5:45 PM	0	0	0	0	0	0	0	0	**0**
	5:00–6:00 PM	0	0	0	0	0	0	0	0	**0**
	5:15–6:15 PM	0	0	0	0	0	0	0	0	**0**
	5:30–6:30 PM	0	0	0	0	0	0	0	0	**0**
	5:45–6:45 PM	0	0	0	0	0	0	0	0	**0**
	6:00–7:00 PM	0	0	0	0	0	0	0	0	**0**
	6:15–7:15 PM	0	0	0	0	0	0	0	0	**0**
	6:30–7:30 PM	0	0	0	0	0	0	0	0	**0**
Peak Hour 4:30–5:30 PM		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
			0		**0**		**0**		**0**	

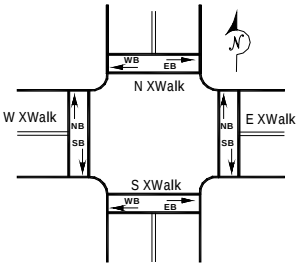
The Louis Berger Group, Inc.

15-Minutes Pedestrian Count Data Summary

Project: New Stapleton Waterfront Development Plan DEIS

Location: Front Street and Prospect Street

Date: Tuesday March 22, 2005



Period	Time Interval	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk		Total
		EB	WB	SB	NB	WB	EB	NB	SB	
AM	6:30-6:45 AM	0	0	0	0	0	0	0	0	0
	6:45–7:00 AM	0	0	0	0	0	0	0	0	0
	7:00–7:15 AM	0	0	0	0	0	0	0	0	0
	7:15–7:30 AM	0	0	0	0	0	0	0	0	0
	7:30–7:45 AM	0	0	0	0	0	0	0	0	0
	7:45–8:00 AM	0	0	0	0	0	0	0	0	0
	8:00–8:15 AM	0	0	0	0	0	0	0	0	0
	8:15–8:30 AM	0	0	0	0	0	0	0	0	0
	8:30–8:45 AM	0	0	0	0	0	0	0	0	0
	8:45–9:00 AM	0	0	0	0	0	0	0	0	0
	9:00–9:15 AM	0	0	0	0	0	0	0	0	0
	9:15–9:30 AM	0	0	0	0	0	0	0	0	0
Peak 15-Minutes 8:00–8:15 AM		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Period	Time Interval	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk		Total
		EB	WB	SB	NB	WB	EB	NB	SB	
Midday	11:30–11:45 AM	0	0	0	0	0	0	0	0	0
	11:45–12:00 PM	0	0	0	0	0	0	0	0	0
	12:00–12:15 PM	0	0	0	0	0	0	0	0	0
	12:15–12:30 PM	0	0	0	0	0	0	0	0	0
	12:30–12:45 PM	0	0	0	0	0	0	0	0	0
	12:45–1:00 PM	0	0	0	0	0	0	0	0	0
	1:00–1:15 PM	0	0	0	0	0	0	0	0	0
	1:15–1:30 PM	0	0	0	0	0	0	0	0	0
	1:30–1:45 PM	0	0	0	0	0	0	0	0	0
	1:45–2:00 PM	0	0	0	0	0	0	0	0	0
	2:00–2:15 PM	0	0	0	0	0	0	0	0	0
	2:15–2:30 PM	0	0	0	0	0	0	0	0	0
Peak 15-Minutes 12:30–12:45 PM		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Period	Time Interval	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk		Total
		EB	WB	SB	NB	WB	EB	NB	SB	
PM	4:00–4:15 PM	0	0	0	0	0	0	0	0	0
	4:15–4:30 PM	0	0	0	0	0	0	0	0	0
	4:30–4:45 PM	0	0	0	0	0	0	0	0	0
	4:45–5:00 PM	2	0	0	0	0	0	0	0	2
	5:00–5:15 PM	2	0	0	0	0	0	0	0	2
	5:15–5:30 PM	5	0	0	0	0	0	0	1	6
	5:30–5:45 PM	3	0	0	0	0	0	0	0	3
	5:45–6:00 PM	2	0	0	0	0	0	1	0	3
	6:00–6:15 PM	1	0	0	0	0	0	0	0	1
	6:15–6:30 PM	1	0	0	0	0	0	0	0	1
	6:30–6:45 PM	2	0	0	0	0	0	0	0	2
	6:45–7:00 PM	1	0	0	0	0	0	0	0	1
	7:00–7:15 PM	0	0	0	0	0	0	0	0	0
	7:15–7:30 PM	0	0	0	0	0	0	0	0	0
Peak 15-Minutes 5:15–5:30 PM		**5**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**6**

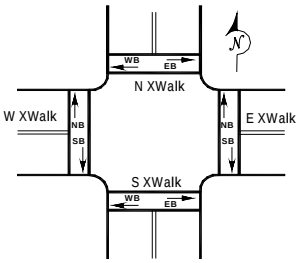
The Louis Berger Group, Inc.

Hourly Pedestrian Count Data Summary

Project: New Stapleton Waterfront Development Plan DEIS

Location: Front Street and Prospect Street

Date: Tuesday March 22, 2005



Period	Time Interval	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk		Total
		EB	WB	SB	NB	WB	EB	NB	SB	
AM	6:30-7:30 AM	0	0	0	0	0	0	0	0	**0**
	6:45-7:45 AM	0	0	0	0	0	0	0	0	**0**
	7:00-8:00 AM	0	0	0	0	0	0	0	0	**0**
	7:15-8:15 AM	0	0	0	0	0	0	0	0	**0**
	7:30-8:30 AM	0	0	0	0	0	0	0	0	**0**
	7:45-8:45 AM	0	0	0	0	0	0	0	0	**0**
	8:00-9:00 AM	0	0	0	0	0	0	0	0	**0**
	8:15-9:15 AM	0	0	0	0	0	0	0	0	**0**
	8:30-9:30 AM	0	0	0	0	0	0	0	0	**0**
Peak Hour 8:00-9:00 AM		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
			0		**0**		**0**		**0**	

Period	Time Interval	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk		Total
		EB	WB	SB	NB	WB	EB	NB	SB	
Midday	11:30–12:30 AM	0	0	0	0	0	0	0	0	**0**
	11:45–12:45 PM	0	0	0	0	0	0	0	0	**0**
	12:00–1:00 PM	0	0	0	0	0	0	0	0	**0**
	12:15–1:15 PM	0	0	0	0	0	0	0	0	**0**
	12:30–1:30 PM	0	0	0	0	0	0	0	0	**0**
	12:45–1:45 PM	0	0	0	0	0	0	0	0	**0**
	1:00–2:00 PM	0	0	0	0	0	0	0	0	**0**
	1:15–2:15 PM	0	0	0	0	0	0	0	0	**0**
	1:30–2:30 PM	0	0	0	0	0	0	0	0	**0**
Peak Hours 12:30–1:30 PM		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
			0		**0**		**0**		**0**	

Period	Time Interval	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk		Total
		EB	WB	SB	NB	WB	EB	NB	SB	
PM	4:00–5:00 PM	2	0	0	0	0	0	0	0	**2**
	4:15–5:15 PM	4	0	0	0	0	0	0	0	**4**
	4:30–5:30 PM	9	0	0	0	0	0	0	1	**10**
	4:45–5:45 PM	12	0	0	0	0	0	0	1	**13**
	5:00–6:00 PM	12	0	0	0	0	0	1	1	**14**
	5:15–6:15 PM	11	0	0	0	0	0	1	1	**13**
	5:30–6:30 PM	7	0	0	0	0	0	1	0	**8**
	5:45–6:45 PM	6	0	0	0	0	0	1	0	**7**
	6:00–7:00 PM	5	0	0	0	0	0	0	0	**5**
	6:15–7:15 PM	4	0	0	0	0	0	0	0	**4**
	6:30–7:30 PM	3	0	0	0	0	0	0	0	**3**
Peak Hour 4:30–5:30 PM		**9**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**10**
			9		**0**		**0**		**1**	

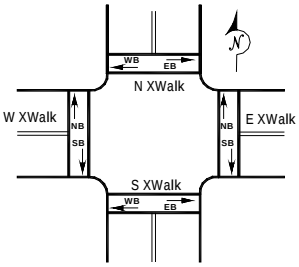
The Louis Berger Group, Inc.

15-Minutes Pedestrian Count Data Summary

Project: New Stapleton Waterfront Development Plan DEIS

Location: Front Street and Wave Street

Date: Tuesday March 22, 2005



Period	Time Interval	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk		Total
		EB	WB	SB	NB	WB	EB	NB	SB	
AM	6:30-6:45 AM	0	0	0	0	0	0	0	0	0
	6:45–7:00 AM	0	0	0	0	0	0	0	0	0
	7:00–7:15 AM	0	0	0	0	0	0	0	0	0
	7:15–7:30 AM	0	0	0	0	0	0	0	0	0
	7:30–7:45 AM	0	0	0	0	0	0	0	0	0
	7:45–8:00 AM	0	0	0	0	0	0	0	0	0
	8:00–8:15 AM	0	0	0	0	0	0	0	0	0
	8:15–8:30 AM	0	0	0	0	0	0	0	0	0
	8:30–8:45 AM	0	0	0	0	0	0	0	0	0
	8:45–9:00 AM	0	0	0	0	0	0	0	0	0
	9:00–9:15 AM	0	0	0	0	0	0	0	0	0
	9:15–9:30 AM	0	0	0	0	0	0	0	0	0
Peak 15-Minutes 8:00–8:15 AM		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Period	Time Interval	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk		Total
		EB	WB	SB	NB	WB	EB	NB	SB	
Midday	11:30–11:45 AM	0	0	0	0	0	0	0	0	0
	11:45–12:00 PM	0	0	0	0	0	0	0	0	0
	12:00–12:15 PM	0	0	0	0	0	0	0	0	0
	12:15–12:30 PM	0	0	0	0	0	0	0	0	0
	12:30–12:45 PM	0	0	0	0	0	0	0	0	0
	12:45–1:00 PM	0	0	0	0	0	0	0	0	0
	1:00–1:15 PM	0	0	0	0	0	0	0	0	0
	1:15–1:30 PM	0	0	0	0	0	0	0	0	0
	1:30–1:45 PM	0	0	0	0	0	0	0	0	0
	1:45–2:00 PM	0	0	0	0	0	0	0	0	0
	2:00–2:15 PM	0	0	0	0	0	0	0	0	0
	2:15–2:30 PM	0	0	0	0	0	0	0	0	0
Peak 15-Minutes 12:30–12:45 PM		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Period	Time Interval	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk		Total
		EB	WB	SB	NB	WB	EB	NB	SB	
PM	4:00–4:15 PM	0	0	0	0	0	0	0	0	0
	4:15–4:30 PM	0	0	0	0	0	0	0	0	0
	4:30–4:45 PM	0	0	0	0	0	0	0	0	0
	4:45–5:00 PM	0	0	0	0	0	0	0	0	0
	5:00–5:15 PM	0	0	0	0	0	0	0	0	0
	5:15–5:30 PM	0	0	0	0	0	0	0	0	0
	5:30–5:45 PM	0	0	0	0	0	0	0	0	0
	5:45–6:00 PM	0	0	0	0	0	0	0	0	0
	6:00–6:15 PM	0	0	0	0	0	0	0	0	0
	6:15–6:30 PM	0	0	0	0	0	0	0	0	0
	6:30–6:45 PM	0	0	0	0	0	0	0	0	0
	6:45–7:00 PM	0	0	0	0	0	0	0	0	0
	7:00–7:15 PM	0	0	0	0	0	0	0	0	0
	7:15–7:30 PM	0	0	0	0	0	0	0	0	0
Peak 15-Minutes 4:30–4:45 PM		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

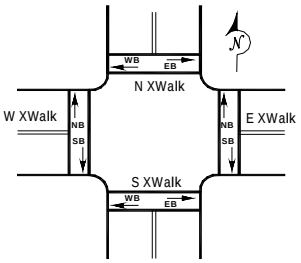
The Louis Berger Group, Inc.

Hourly Pedestrian Count Data Summary

Project: New Stapleton Waterfront Development Plan DEIS

Location: Front Street and Wave Street

Date: Tuesday March 22, 2005



Period	Time Interval	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk		Total
		EB	WB	SB	NB	WB	EB	NB	SB	
AM	6:30-7:30 AM	0	0	0	0	0	0	0	0	**0**
	6:45-7:45 AM	0	0	0	0	0	0	0	0	**0**
	7:00-8:00 AM	0	0	0	0	0	0	0	0	**0**
	7:15-8:15 AM	0	0	0	0	0	0	0	0	**0**
	7:30-8:30 AM	0	0	0	0	0	0	0	0	**0**
	7:45-8:45 AM	0	0	0	0	0	0	0	0	**0**
	8:00-9:00 AM	0	0	0	0	0	0	0	0	**0**
	8:15-9:15 AM	0	0	0	0	0	0	0	0	**0**
	8:30-9:30 AM	0	0	0	0	0	0	0	0	**0**
Peak Hour 8:00-9:00 AM		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
			0		**0**		**0**		**0**	

Period	Time Interval	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk		Total
		EB	WB	SB	NB	WB	EB	NB	SB	
Midday	11:30–12:30 AM	0	0	0	0	0	0	0	0	**0**
	11:45–12:45 PM	0	0	0	0	0	0	0	0	**0**
	12:00–1:00 PM	0	0	0	0	0	0	0	0	**0**
	12:15–1:15 PM	0	0	0	0	0	0	0	0	**0**
	12:30–1:30 PM	0	0	0	0	0	0	0	0	**0**
	12:45–1:45 PM	0	0	0	0	0	0	0	0	**0**
	1:00–2:00 PM	0	0	0	0	0	0	0	0	**0**
	1:15–2:15 PM	0	0	0	0	0	0	0	0	**0**
	1:30–2:30 PM	0	0	0	0	0	0	0	0	**0**
Peak Hours 12:30–1:30 PM		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
			0		**0**		**0**		**0**	

Period	Time Interval	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk		Total
		EB	WB	SB	NB	WB	SB	NB	SB	
PM	4:00–5:00 PM	0	0	0	0	0	0	0	0	**0**
	4:15–5:15 PM	0	0	0	0	0	0	0	0	**0**
	4:30–5:30 PM	0	0	0	0	0	0	0	0	**0**
	4:45–5:45 PM	0	0	0	0	0	0	0	0	**0**
	5:00–6:00 PM	0	0	0	0	0	0	0	0	**0**
	5:15–6:15 PM	0	0	0	0	0	0	0	0	**0**
	5:30–6:30 PM	0	0	0	0	0	0	0	0	**0**
	5:45–6:45 PM	0	0	0	0	0	0	0	0	**0**
	6:00–7:00 PM	0	0	0	0	0	0	0	0	**0**
	6:15–7:15 PM	0	0	0	0	0	0	0	0	**0**
	6:30–7:30 PM	0	0	0	0	0	0	0	0	**0**
Peak Hour 4:30–5:30 PM		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
			0		**0**		**0**		**0**	

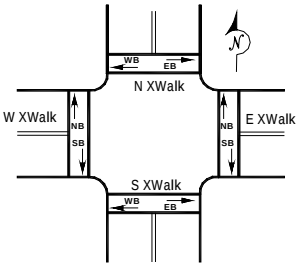
The Louis Berger Group, Inc.

15-Minutes Pedestrian Count Data Summary

Project: New Stapleton Waterfront Development Plan DEIS

Location: Bay Street and Canal Street

Date: Thursday March 24, 2005



Period	Time Interval	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk		Total
		EB	WB	SB	NB	WB	EB	NB	SB	
AM	6:30-6:45 AM	0	1	3	2	1	0	2	3	12
	6:45–7:00 AM	1	2	2	2	0	1	1	2	11
	7:00–7:15 AM	1	3	3	3	1	0	2	3	16
	7:15–7:30 AM	0	3	3	3	0	0	0	1	10
	7:30–7:45 AM	0	1	1	1	1	0	0	1	5
	7:45–8:00 AM	0	0	3	2	0	0	0	0	5
	8:00–8:15 AM	5	0	0	5	0	0	0	0	10
	8:15–8:30 AM	0	0	3	1	2	0	1	2	9
	8:30–8:45 AM	1	0	5	5	1	0	2	1	15
	8:45–9:00 AM	0	0	1	2	0	0	3	0	6
	9:00–9:15 AM	0	0	0	2	0	0	2	4	8
	9:15–9:30 AM	1	0	0	1	1	0	3	6	12
Peak 15-Minutes 8:30–8:45 AM		**1**	**0**	**5**	**5**	**1**	**0**	**2**	**1**	**15**

Period	Time Interval	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk		Total
		EB	WB	SB	NB	WB	EB	NB	SB	
Midday	11:30–11:45 AM	0	0	1	2	0	0	2	4	9
	11:45–12:00 PM	1	1	2	3	0	0	5	2	14
	12:00–12:15 PM	1	0	4	2	0	0	3	5	15
	12:15–12:30 PM	0	2	2	2	0	0	5	7	18
	12:30–12:45 PM	1	3	3	1	1	0	8	13	30
	12:45–1:00 PM	0	2	2	2	0	0	4	8	18
	1:00–1:15 PM	0	1	1	3	1	0	6	7	19
	1:15–1:30 PM	0	3	2	2	1	1	5	5	19
	1:30–1:45 PM	1	0	1	1	0	0	3	4	10
	1:45–2:00 PM	0	2	3	3	0	0	4	2	14
	2:00–2:15 PM	1	1	2	2	0	2	2	2	12
	2:15–2:30 PM	0	1	2	1	0	0	2	3	9
Peak 15-Minutes 12:30–12:45 PM		**1**	**3**	**3**	**1**	**1**	**0**	**8**	**13**	**30**

Period	Time Interval	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk		Total
		EB	WB	SB	NB	WB	EB	NB	SB	
PM	4:00–4:15 PM	0	1	2	2	0	0	4	5	14
	4:15–4:30 PM	1	0	2	4	0	1	2	8	18
	4:30–4:45 PM	0	4	4	2	1	0	4	8	23
	4:45–5:00 PM	2	0	6	4	0	0	2	2	16
	5:00–5:15 PM	0	6	5	5	0	0	2	4	22
	5:15–5:30 PM	0	2	2	6	0	0	1	2	13
	5:30–5:45 PM	4	0	3	6	0	1	7	2	23
	5:45–6:00 PM	0	0	2	2	0	0	2	3	9
	6:00–6:15 PM	0	2	6	2	2	0	8	3	23
	6:15–6:30 PM	2	0	3	4	0	2	2	2	15
	6:30–6:45 PM	0	0	4	8	4	0	3	6	25
	6:45–7:00 PM	2	1	2	2	0	0	4	4	15
	7:00–7:15 PM	1	0	2	3	0	0	1	4	11
	7:15–7:30 PM	0	0	0	5	0	0	2	6	13
Peak 15-Minutes 4:30–4:45 PM		**0**	**4**	**4**	**2**	**1**	**0**	**4**	**8**	**23**

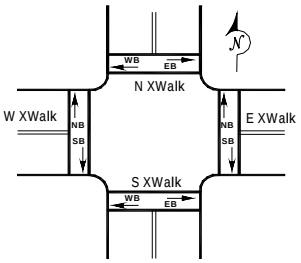
The Louis Berger Group, Inc.

Hourly Pedestrian Count Data Summary

Project: New Stapleton Waterfront Development Plan DEIS

Location: Bay Street and Canal Street

Date: Thursday March 24, 2005



Period	Time Interval	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk		Total
		EB	WB	SB	NB	WB	EB	NB	SB	
AM	6:30-7:30 AM	2	9	11	10	2	1	5	9	**49**
	6:45-7:45 AM	2	9	9	9	2	1	3	7	**42**
	7:00-8:00 AM	1	7	10	9	2	0	2	5	**36**
	7:15-8:15 AM	5	4	7	11	1	0	0	2	**30**
	7:30-8:30 AM	5	1	7	9	3	0	1	3	**29**
	7:45-8:45 AM	6	0	11	13	3	0	3	3	**39**
	8:00-9:00 AM	6	0	9	13	3	0	6	3	**40**
	8:15-9:15 AM	1	0	9	10	3	0	8	7	**38**
	8:30-9:30 AM	2	0	6	10	2	0	10	11	**41**
Peak Hour 8:00-9:00 AM		**6**	**0**	**9**	**13**	**3**	**0**	**6**	**3**	**40**
			6		**22**		**3**		**9**	

Period	Time Interval	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk		Total
		EB	WB	SB	NB	WB	EB	NB	SB	
Midday	11:30–12:30 AM	2	3	9	9	0	0	15	18	**56**
	11:45–12:45 PM	3	6	11	8	1	0	21	27	**77**
	12:00–1:00 PM	2	7	11	7	1	0	20	33	**81**
	12:15–1:15 PM	1	8	8	8	2	0	23	35	**85**
	12:30–1:30 PM	1	9	8	8	3	1	23	33	**86**
	12:45–1:45 PM	1	6	6	8	2	1	18	24	**66**
	1:00–2:00 PM	1	6	7	9	2	1	18	18	**62**
	1:15–2:15 PM	2	6	8	8	1	3	14	13	**55**
	1:30–2:30 PM	2	4	8	7	0	2	11	11	**45**
Peak Hours 12:30–1:30 PM		**1**	**9**	**8**	**8**	**3**	**1**	**23**	**33**	**86**
			10		**16**		**4**		**56**	

Period	Time Interval	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk		Total
		EB	WB	SB	NB	WB	SB	NB	SB	
PM	4:00–5:00 PM	3	5	14	12	1	1	12	23	**71**
	4:15–5:15 PM	3	10	17	15	1	1	10	22	**79**
	4:30–5:30 PM	2	12	17	17	1	0	9	16	**74**
	4:45–5:45 PM	6	8	16	21	0	1	12	10	**74**
	5:00–6:00 PM	4	8	12	19	0	1	12	11	**67**
	5:15–6:15 PM	4	4	13	16	2	1	18	10	**68**
	5:30–6:30 PM	6	2	14	14	2	3	19	10	**70**
	5:45–6:45 PM	2	2	15	16	6	2	15	14	**72**
	6:00–7:00 PM	4	3	15	16	6	2	17	15	**78**
	6:15–7:15 PM	5	1	11	17	4	2	10	16	**66**
	6:30–7:30 PM	3	1	8	18	4	0	10	20	**64**
Peak Hour 4:30–5:30 PM		**2**	**12**	**17**	**17**	**1**	**0**	**9**	**16**	**74**
			14		**34**		**1**		**25**	

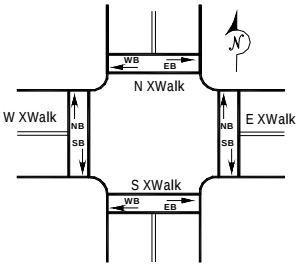
The Louis Berger Group, Inc.

15-Minutes Pedestrian Count Data Summary

Project: New Stapleton Waterfront Development Plan DEIS

Location: Bay Street and Thompson Street

Date: Thursday March 24, 2005



Period	Time Interval	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk		Total
		EB	WB	SB	NB	WB	EB	NB	SB	
AM	6:30-6:45 AM	2	1	4	1	2	4	2	3	19
	6:45–7:00 AM	0	1	4	2	0	2	2	4	15
	7:00–7:15 AM	6	1	6	5	1	3	8	7	37
	7:15–7:30 AM	2	2	2	6	2	0	7	2	23
	7:30–7:45 AM	1	0	1	8	3	1	5	2	21
	7:45–8:00 AM	0	2	7	6	0	1	0	1	17
	8:00–8:15 AM	1	0	3	4	2	1	2	1	14
	8:15–8:30 AM	0	1	0	2	0	0	2	3	8
	8:30–8:45 AM	0	1	0	2	0	0	3	5	11
	8:45–9:00 AM	0	0	1	0	2	5	4	6	18
	9:00–9:15 AM	0	0	0	2	0	2	5	1	10
	9:15–9:30 AM	3	1	1	1	0	1	3	1	11
Peak 15-Minutes 8:45–9:00 AM		**0**	**0**	**1**	**0**	**2**	**5**	**4**	**6**	**18**

Period	Time Interval	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk		Total
		EB	WB	SB	NB	WB	EB	NB	SB	
Midday	11:30–11:45 AM	1	0	8	6	3	2	4	3	27
	11:45–12:00 PM	1	0	4	2	0	2	3	4	16
	12:00–12:15 PM	0	1	5	9	0	4	6	5	30
	12:15–12:30 PM	1	2	2	6	0	0	12	2	25
	12:30–12:45 PM	5	2	7	4	1	1	2	9	31
	12:45–1:00 PM	1	0	4	3	2	0	10	4	24
	1:00–1:15 PM	0	3	6	4	0	0	3	2	18
	1:15–1:30 PM	0	1	4	6	1	2	3	6	23
	1:30–1:45 PM	2	1	2	4	1	0	6	8	24
	1:45–2:00 PM	2	1	7	5	0	0	3	2	20
	2:00–2:15 PM	1	0	8	3	2	1	2	5	22
	2:15–2:30 PM	0	1	3	2	0	0	4	2	12
Peak 15-Minutes 12:30–12:45 PM		**5**	**2**	**7**	**4**	**1**	**1**	**2**	**9**	**31**

Period	Time Interval	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk		Total
		EB	WB	SB	NB	WB	EB	NB	SB	
PM	4:00–4:15 PM	1	1	2	2	1	3	4	4	18
	4:15–4:30 PM	0	1	4	1	1	2	2	6	17
	4:30–4:45 PM	4	0	6	3	0	0	2	5	20
	4:45–5:00 PM	2	2	4	6	1	1	7	6	29
	5:00–5:15 PM	1	0	4	2	0	0	5	8	20
	5:15–5:30 PM	0	2	4	5	0	3	3	2	19
	5:30–5:45 PM	1	0	4	3	0	0	5	4	17
	5:45–6:00 PM	0	0	6	9	1	4	7	3	30
	6:00–6:15 PM	1	0	2	4	1	2	3	5	18
	6:15–6:30 PM	3	0	1	10	0	2	2	3	21
	6:30–6:45 PM	0	1	4	2	0	1	8	5	21
	6:45–7:00 PM	4	0	1	8	0	5	6	2	26
	7:00–7:15 PM	0	0	2	3	0	0	5	2	12
	7:15–7:30 PM	0	1	2	6	1	0	2	1	13
Peak 15-Minutes 4:45–5:00 PM		**2**	**2**	**4**	**6**	**1**	**1**	**7**	**6**	**29**

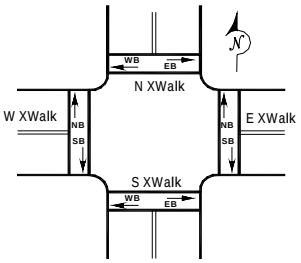
The Louis Berger Group, Inc.

Hourly Pedestrian Count Data Summary

Project: New Stapleton Waterfront Development Plan DEIS

Location: Bay Street and Thompson Street

Date: Thursday March 24, 2005



Period	Time Interval	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk		Total
		EB	WB	SB	NB	WB	EB	NB	SB	
AM	6:30-7:30 AM	10	5	16	14	5	9	19	16	**94**
	6:45-7:45 AM	9	4	13	21	6	6	22	15	**96**
	7:00-8:00 AM	9	5	16	25	6	5	20	12	**98**
	7:15-8:15 AM	4	4	13	24	7	3	14	6	**75**
	7:30-8:30 AM	2	3	11	20	5	3	9	7	**60**
	7:45-8:45 AM	1	4	10	14	2	2	7	10	**50**
	8:00-9:00 AM	1	2	4	8	4	6	11	15	**51**
	8:15-9:15 AM	0	2	1	6	2	7	14	15	**47**
	8:30-9:30 AM	3	2	2	5	2	8	15	13	**50**
Peak Hour 8:00-9:00 AM		**1**	**2**	**4**	**8**	**4**	**6**	**11**	**15**	**51**
			3		**12**		**10**		**26**	

Period	Time Interval	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk		Total
		EB	WB	SB	NB	WB	EB	NB	SB	
Midday	11:30–12:30 AM	3	3	19	23	3	8	25	14	**98**
	11:45–12:45 PM	7	5	18	21	1	7	23	20	**102**
	12:00–1:00 PM	7	5	18	22	3	5	30	20	**110**
	12:15–1:15 PM	7	7	19	17	3	1	27	17	**98**
	12:30–1:30 PM	6	6	21	17	4	3	18	21	**96**
	12:45–1:45 PM	3	5	16	17	4	2	22	20	**89**
	1:00–2:00 PM	4	6	19	19	2	2	15	18	**85**
	1:15–2:15 PM	5	3	21	18	4	3	14	21	**89**
	1:30–2:30 PM	5	3	20	14	3	1	15	17	**78**
Peak Hours 12:30–1:30 PM		**6**	**6**	**21**	**17**	**4**	**3**	**18**	**21**	**96**
			12		**38**		**7**		**39**	

Period	Time Interval	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk		Total
		EB	WB	SB	NB	WB	SB	NB	SB	
PM	4:00–5:00 PM	7	4	16	12	3	6	15	21	**84**
	4:15–5:15 PM	7	3	18	12	2	3	16	25	**86**
	4:30–5:30 PM	7	4	18	16	1	4	17	21	**88**
	4:45–5:45 PM	4	4	16	16	1	4	20	20	**85**
	5:00–6:00 PM	2	2	18	19	1	7	20	17	**86**
	5:15–6:15 PM	2	2	16	21	2	9	18	14	**84**
	5:30–6:30 PM	5	0	13	26	2	8	17	15	**86**
	5:45–6:45 PM	4	1	13	25	2	9	20	16	**90**
	6:00–7:00 PM	8	1	8	24	1	10	19	15	**86**
	6:15–7:15 PM	7	1	8	23	0	8	21	12	**80**
	6:30–7:30 PM	4	2	9	19	1	6	21	10	**72**
Peak Hour 4:30–5:30 PM		**7**	**4**	**18**	**16**	**1**	**4**	**17**	**21**	**88**
			11		**34**		**5**		**38**	

The Louis Berger Group, Inc.

15-Minutes Pedestrian Count Data Summary

Project: Stapleton, Staten Island

Location: 3 Transit Stations: Tompkinsville, Stapleton, and Clifton Street

Date: Thursday, March 24, 2005

Period	Time Interval	Tompkinsville Station			Stapleton Station			Clifton Station						Total
		South Stairway			[a]North Stairway			SB (to Tottenville)			NB (to St George Terminal) North Stairway			
		Up	Down	Total	Up	Down	Total	Up	Down	Total	Up	Down	Total	
AM	6:30-6:45 AM	0	0	0	4	2	6	13	1	14	24	4	28	48
	6:45–7:00 AM	2	0	2	6	0	6	10	1	11	10	2	12	31
	7:00–7:15 AM	4	0	4	17	9	26	22	1	23	16	4	20	73
	7:15–7:30 AM	0	0	0	22	4	26	23	3	26	12	2	14	66
	7:30–7:45 AM	0	0	0	2	9	11	17	6	23	26	4	30	64
	7:45–8:00 AM	1	3	4	7	4	11	3	0	3	8	5	13	31
	8:00-8:15 AM	1	2	3	5	2	7	26	1	27	4	2	6	43
	8:15–8:30 AM	1	3	4	6	12	18	12	7	19	13	3	16	57
	8:30–8:45 AM	0	1	1	5	3	8	15	1	16	28	10	38	63
	8:45–9:00 AM	0	0	0	1	4	5	10	12	22	10	8	18	45
	9:00-9:15 AM	0	0	0	6	5	11	2	5	7	2	6	8	26
	9:15–9:30 AM	0	0	0	2	0	2	3	6	9	6	4	10	21
Peak 15-Minutes 7:45–8:00 AM		**4**	**0**	**4**	**17**	**9**	**26**	**22**	**1**	**23**	**16**	**4**	**20**	**73**

Period	Time Interval	Tompkinsville Station			Stapleton Station			Clifton Station						Total
		South Stairway			[a]North Stairway			SB (to Tottenville)			NB (to St George Terminal) North Stairway			
		Up	Down	Total	Up	Down	Total	Up	Down	Total	Up	Down	Total	
Midday	11:30–11:45 AM	0	1	1	4	12	16	10	4	14	4	8	12	43
	11:45–12:00 PM	1	1	2	0	2	2	18	10	28	6	3	9	41
	12:00–12:15 PM	0	3	3	3	14	17	14	8	22	2	2	4	46
	12:15–12:30 PM	2	0	2	9	0	9	11	4	15	4	6	10	36
	12:30–12:45 PM	0	0	0	16	0	16	13	6	19	4	2	6	41
	12:45–1:00 PM	0	0	0	1	0	1	15	5	20	8	14	22	43
	1:00–1:15 PM	1	0	1	6	0	6	4	7	11	3	2	5	23
	1:15–1:30 PM	2	2	4	2	0	2	9	0	9	12	4	16	31
	1:30–1:45 PM	0	5	5	1	0	1	4	5	9	2	3	5	20
	1:45–2:00 PM	1	0	1	1	11	12	1	0	1	4	4	8	22
	2:00–2:15 PM	0	3	3	2	0	2	5	7	12	2	3	5	22
	2:15–2:30 PM	0	0	0	0	1	1	6	5	11	3	2	5	17
Peak 15-Minutes 2:15–2:30 PM		**0**	**3**	**3**	**3**	**14**	**17**	**14**	**8**	**22**	**2**	**2**	**4**	**46**

Period	Time Interval	Tompkinsville Station			Stapleton Station			Clifton Station						Total
		South Stairway			[a]North Stairway			SB (to Tottenville)			NB (to St George Terminal) North Stairway			
		Up	Down	Total	Up	Down	Total	Up	Down	Total	Up	Down	Total	
	4:00-4:15 PM	2	1	3	0	0	0	7	4	11	6	9	15	29
	4:15-4:30 PM	1	0	1	0	8	8	10	6	16	7	13	20	45
PM	4:30–4:45 PM	3	0	3	5	16	21	13	5	18	8	4	12	54
	4:45–5:00 PM	1	0	1	1	11	12	9	7	16	5	5	10	39
	5:00–5:15 PM	2	2	4	2	1	3	6	4	10	4	7	11	28
	5:15–5:30 PM	0	1	1	1	3	4	8	6	14	2	8	10	29
	5:30–5:45 PM	0	0	0	0	25	25	5	13	18	3	12	15	58
	5:45–6:00 PM	0	0	0	1	0	1	8	2	10	1	0	1	12
	6:00–6:15 PM	1	1	2	0	0	0	3	0	3	0	10	10	15
	6:65–6:30 PM	1	2	3	1	0	1	6	14	20	3	12	15	39
	6:30–6:45 PM	1	0	1	1	11	12	5	7	12	2	2	4	29
	6:45–7:00 PM	1	0	1	0	2	2	4	15	19	7	2	9	31
	7:00–7:15 PM	0	1	1	4	8	12	2	14	16	8	2	10	39
	7:15–7:30 PM	2	1	3	2	12	14	2	2	4	3	4	7	28
Peak 15-Minutes 4:30–4:45 PM		**0**	**0**	**0**	**0**	**25**	**25**	**5**	**13**	**18**	**3**	**12**	**15**	**58**

The Louis Berger Group, Inc.

Hourly Pedestrian Count Data Summary

Project: Stapleton, Staten Island

Location: 3 Transit Stations: Tompkinsville, Stapleton, and Clifton

Date: Thursday, March 24, 2005

Period	Time Interval	Tompkinsville Station		Stapleton Station		Clifton Station				Total
		South Stairway		[a]North Stairway		To Tottenville		To St George Terminal		
		Up	Down	Up	Down	Up	Down	Up	Down	
AM	6:30-7:30 AM	6	0	49	15	68	6	62	12	218
	6:45-7:45 AM	6	0	47	22	72	11	64	12	234
	7:00-8:00 AM	5	3	48	26	65	10	62	15	234
	7:15-8:15 AM	2	5	36	19	69	10	50	13	204
	7:30-8:30 AM	3	8	20	27	58	14	51	14	195
	7:45-8:45 AM	3	9	23	21	56	9	53	20	194
	8:00-9:00 AM	2	6	17	21	63	21	55	23	208
	8:15-9:15 AM	1	4	18	24	39	25	53	27	191
	8:30-9:30 AM	0	1	14	12	30	24	46	28	155
Peak Hour 8:15-9:15 AM		**5**	**3**	**48**	**26**	**65**	**10**	**62**	**15**	**234**
			8		**74**		**75**		**77**	

Period	Time Interval	Tompkinsville Station		Stapleton Station		Clifton Station				Total
		South Stairway		[a]North Stairway		To Tottenville		To St George Terminal		
		Up	Down	Up	Down	Up	Down	Up	Down	
Midday	11:30-12:30 PM	3	5	16	28	53	26	16	19	166
	11:45-12:45 PM	3	4	28	16	56	28	16	13	164
	12:00-1:00 PM	2	3	29	14	53	23	18	24	166
	12:15-1:15 PM	3	0	32	0	43	22	19	24	143
	12:30-1:30 PM	3	2	25	0	41	18	27	22	138
	12:45-1:45 PM	3	7	10	0	32	17	25	23	117
	1:00-2:00 PM	4	7	10	11	18	12	21	13	96
	1:15-2:15 PM	3	10	6	11	19	12	20	14	95
	1:30-2:30 PM	1	8	4	12	16	17	11	12	81
Peak Hour 11:30-12:30 PM		**2**	**3**	**29**	**14**	**53**	**23**	**18**	**24**	**166**
			5		**43**		**76**		**42**	

Period	Time Interval	Tompkinsville Station		Stapleton Station		Clifton Station				Total
		South Stairway		[a]North Stairway		To Tottenville		To St George Terminal		
		Up	Down	Up	Down	Up	Down	Up	Down	
PM	4:30-5:30 PM	7	1	6	35	39	22	26	31	167
	4:45-5:45 PM	7	2	8	36	38	22	24	29	166
	5:00-6:00 PM	6	3	9	31	36	22	19	24	150
	5:15-6:15 PM	3	3	4	40	28	30	14	32	154
	5:30-6:30 PM	2	3	4	29	27	25	10	27	127
	5:45-6:45 PM	1	2	2	28	24	21	6	30	114
	6:00-7:00 PM	2	3	2	25	22	29	7	34	124
	6:15-7:15 PM	3	3	3	11	22	23	6	24	95
	6:30-7:30 PM	4	3	2	13	18	36	12	26	114
Peak Hour 4:30-5:30 PM		**7**	**1**	**6**	**35**	**39**	**22**	**26**	**31**	**167**
			8		**41**		**61**		**57**	

Appendix D-2: Stairway Analysis

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN DEIS
Subway Pedestrian Analysis
2005 Existing Conditions

AM Peak 15-Minute										
		Effective	Friction	Pedestrian Volumes				SVCD	V/SVCD	
Stations	Station Elements	Width (ft)	Factor	Up	Down	Total	Peak Surge	Capacity	Ratio	LOS
Tompkinsville Station	South Stairway	4.33	1.0	4	0	4	5	650	0.01	A
Stapleton Station	North Stairway	4.50	0.9	17	9	26	33	608	0.05	A
Clifton Station	NB Platform (North Stairway)	4.25	0.8	16	4	20	25	510	0.05	A
Clifton Station	SB Platform	4.33	0.8	22	1	23	29	520	0.06	A

Midday Peak 15-Minute										
		Effective	Friction	Pedestrian Volumes				SVCD	V/SVCD	
Stations	Station Elements	Width (ft)	Factor	Up	Down	Total	Peak Surge	Capacity	Ratio	LOS
Tompkinsville Station	South Stairway	4.33	1.0	0	3	3	4	650	0.01	A
Stapleton Station	North Stairway	4.50	0.8	3	14	17	21	540	0.04	A
Clifton Station	NB Platform (North Stairway)	4.25	0.9	2	2	4	5	574	0.01	A
Clifton Station	SB Platform	4.33	0.9	14	8	22	28	585	0.05	A

PM Peak 15-Minute										
		Effective	Friction	Pedestrian Volumes				SVCD	V/SVCD	
Stations	Station Elements	Width (ft)	Factor	Up	Down	Total	Peak Surge	Capacity	Ratio	LOS
Tompkinsville Station	South Stairway	4.33	1.0	0	0	0	0	650	0.00	A
Stapleton Station	North Stairway	4.50	1.0	0	25	25	31	675	0.05	A
Clifton Station	NB Platform (North Stairway)	4.25	0.8	3	12	15	19	510	0.04	A
Clifton Station	SB Platform	4.33	0.8	5	13	18	23	520	0.04	A

SATMD Peak 15-Minute										
		Effective	Friction	Pedestrian Volumes				SVCD	V/SVCD	
Stations	Station Elements	Width (ft)	Factor	Up	Down	Total	Peak Surge	Capacity	Ratio	LOS
Tompkinsville Station	South Stairway	4.33	0.8	1	2	3	4	520	0.01	A
Stapleton Station	North Stairway	4.50	0.9	13	17	30	38	608	0.06	A
Clifton Station	NB Platform (North Stairway)	4.25	0.8	3	1	4	5	510	0.01	A
Clifton Station	SB Platform	4.33	0.9	6	4	10	13	585	0.02	A

Note: The effective width of a stairway is assumed to be 1 foot less than the actual width to account for handrails and similar obstructions
The Capacity for Stairs = 10 persons per minute per foot

Source: City Environmental Quality Review Technical Manual

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN DEIS
Subway Pedestrian Analysis
2015 No Build Condition

AM Peak 15-Minute										
		Effective	Friction	Pedestrian Volumes				SVCD	V/SVCD	
Stations	Station Elements	Width (ft)	Factor	Up	Down	Total	Peak Surge	Capacity	Ratio	LOS
Tompkinsville Station	South Stairway	4.33	0.8	6	2	8	10	520	0.02	A
Stapleton Station	North Stairway	4.50	0.8	23	11	34	43	540	0.08	A
Clifton Station	NB Platform (North Stairway)	4.25	0.8	19	5	24	30	510	0.06	A
Clifton Station	SB Platform	4.33	0.8	26	1	27	34	520	0.06	A

Midday Peak 15-Minute										
		Effective	Friction	Pedestrian Volumes				SVCD	V/SVCD	
Stations	Station Elements	Width (ft)	Factor	Up	Down	Total	Peak Surge	Capacity	Ratio	LOS
Tompkinsville Station	South Stairway	4.33	0.8	1	4	5	6	520	0.01	A
Stapleton Station	North Stairway	4.50	0.8	7	20	27	34	540	0.06	A
Clifton Station	NB Platform (North Stairway)	4.25	0.9	2	2	4	5	574	0.01	A
Clifton Station	SB Platform	4.33	0.9	16	9	25	31	585	0.05	A

PM Peak 15-Minute										
		Effective	Friction	Pedestrian Volumes				SVCD	V/SVCD	
Stations	Station Elements	Width (ft)	Factor	Up	Down	Total	Peak Surge	Capacity	Ratio	LOS
Tompkinsville Station	South Stairway	4.33	0.8	3	1	4	5	520	0.01	A
Stapleton Station	North Stairway	4.50	0.8	4	34	38	48	540	0.09	A
Clifton Station	NB Platform (North Stairway)	4.25	0.8	3	14	17	21	510	0.04	A
Clifton Station	SB Platform	4.33	0.8	6	15	21	26	520	0.05	A

SATMD Peak 15-Minute										
		Effective	Friction	Pedestrian Volumes				SVCD	V/SVCD	
Stations	Station Elements	Width (ft)	Factor	Up	Down	Total	Peak Surge	Capacity	Ratio	LOS
Tompkinsville Station	South Stairway	4.33	0.9	2	3	5	6	585	0.01	A
Stapleton Station	North Stairway	4.50	0.9	20	26	46	58	608	0.09	A
Clifton Station	NB Platform (North Stairway)	4.25	0.8	3	1	4	5	510	0.01	A
Clifton Station	SB Platform	4.33	0.9	7	5	12	15	585	0.03	A

Note: The effective width of a stairway is assumed to be 1 foot less than the actual width to account for handrails and similar obstructions
The Capacity for Stairs = 10 persons per minute per foot

Source: City Environmental Quality Review Technical Manual

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN DEIS
Subway Pedestrian Analysis
2015 Build Condition

AM Peak 15-Minute										
		Effective	Friction	Pedestrian Volumes				SVCD	V/SVCD	
Stations	Station Elements	Width (ft)	Factor	Up	Down	Total	Peak Surge	Capacity	Ratio	LOS
Tompkinsville Station	South Stairway	4.33	0.8	9	3	12	15	520	0.03	A
Stapleton Station	North Stairway	4.50	0.9	38	23	61	76	608	0.13	A
Clifton Station	NB Platform (North Stairway)	4.25	0.8	19	5	24	30	510	0.06	A
Clifton Station	SB Platform	4.33	0.8	26	1	27	34	520	0.06	A

Midday Peak 15-Minute										
		Effective	Friction	Pedestrian Volumes				SVCD	V/SVCD	
Stations	Station Elements	Width (ft)	Factor	Up	Down	Total	Peak Surge	Capacity	Ratio	LOS
Tompkinsville Station	South Stairway	4.33	0.8	2	5	7	9	520	0.02	A
Stapleton Station	North Stairway	4.50	0.9	35	49	84	105	608	0.17	A
Clifton Station	NB Platform (North Stairway)	4.25	0.9	2	2	4	5	574	0.01	A
Clifton Station	SB Platform	4.33	0.9	16	9	25	31	585	0.05	A

PM Peak 15-Minute										
		Effective	Friction	Pedestrian Volumes				SVCD	V/SVCD	
Stations	Station Elements	Width (ft)	Factor	Up	Down	Total	Peak Surge	Capacity	Ratio	LOS
Tompkinsville Station	South Stairway	4.33	0.9	4	4	8	10	585	0.02	A
Stapleton Station	North Stairway	4.50	0.8	29	68	97	121	540	0.22	A
Clifton Station	NB Platform (North Stairway)	4.25	0.8	3	14	17	21	510	0.04	A
Clifton Station	SB Platform	4.33	0.8	6	15	21	26	520	0.05	A

SATMD Peak 15-Minute										
		Effective	Friction	Pedestrian Volumes				SVCD	V/SVCD	
Stations	Station Elements	Width (ft)	Factor	Up	Down	Total	Peak Surge	Capacity	Ratio	LOS
Tompkinsville Station	South Stairway	4.33	0.8	3	6	9	11	520	0.02	A
Stapleton Station	North Stairway	4.50	0.9	52	50	102	128	608	0.21	A
Clifton Station	NB Platform (North Stairway)	4.25	0.8	3	1	4	5	510	0.01	A
Clifton Station	SB Platform	4.33	0.9	7	5	12	15	585	0.03	A

Note: The effective width of a stairway is assumed to be 1 foot less than the actual width to account for handrails and similar obstructions
The Capacity for Stairs = 10 persons per minute per foot

Source: City Environmental Quality Review Technical Manual

Appendix D-3: Pedestrian Volume Projection

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN DEIS
Pedestrian Crosswalk Volumes - 2005 Existing Condition

AM Peak 15-Minutes Volumes

	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk		
Intersection	**EB**	**WB**	**SB**	**NB**	**WB**	**EB**	**NB**	**SB**	**Total**
Bay Street and Water Street	7	5	6	7	0	2	5	3	**35**
Bay Street and Prospect Street	0	1	0	2	1	3	11	8	**26**
Bay Street and Wave Street	0	0	6	8	0	3	5	6	**28**
Front Street and Water Street	0	0	0	0	0	0	0	0	**0**
Front Street and Prospect Street	0	0	0	0	0	0	0	0	**0**
Front Street and Wave Street	0	0	0	0	0	0	0	0	**0**
Bay Street and Canal Street	1	0	5	5	1	0	2	1	**15**
Bay Street and Thompson Street	0	0	1	0	2	5	4	6	**18**
Front Street and Canal Street	0	0	0	0	0	0	0	0	**0**

Midday Peak 15-Minutes Volumes

	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk		
Intersection	**EB**	**WB**	**SB**	**NB**	**WB**	**EB**	**NB**	**SB**	**Total**
Bay Street and Water Street	8	5	2	8	1	1	8	6	**39**
Bay Street and Prospect Street	4	4	14	5	5	1	6	22	**61**
Bay Street and Wave Street	5	0	6	6	2	0	7	25	**51**
Front Street and Water Street	0	0	0	0	0	0	0	0	**0**
Front Street and Prospect Street	0	0	0	0	0	0	0	0	**0**
Front Street and Wave Street	0	0	0	0	0	0	0	0	**0**
Bay Street and Canal Street	1	3	3	1	1	0	8	13	**30**
Bay Street and Thompson Street	5	2	7	4	1	1	2	9	**31**
Front Street and Canal Street	0	0	0	0	0	0	0	0	**0**

PM Peak 15-Minutes Volumes

	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk		
Intersection	**EB**	**WB**	**SB**	**NB**	**WB**	**EB**	**NB**	**SB**	**Total**
Bay Street and Water Street	5	3	6	10	0	0	9	10	**43**
Bay Street and Prospect Street	0	0	6	8	2	5	10	15	**46**
Bay Street and Wave Street	1	1	2	11	3	0	21	5	**44**
Front Street and Water Street	0	0	0	0	0	0	0	0	**0**
Front Street and Prospect Street	5	0	0	0	0	0	0	1	**6**
Front Street and Wave Street	0	0	0	0	0	0	0	0	**0**
Bay Street and Canal Street	0	4	4	2	1	0	4	8	**23**
Bay Street and Thompson Street	2	2	4	6	1	1	7	6	**29**
Front Street and Canal Street	0	0	0	0	0	0	0	0	**0**

SATMD Peak 15-Minutes Volumes

	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk		
Intersection	**EB**	**WB**	**SB**	**NB**	**WB**	**EB**	**NB**	**SB**	**Total**
Bay Street and Water Street	1	2	3	2	0	0	7	7	**22**
Bay Street and Prospect Street	3	4	6	7	3	4	18	2	**47**
Bay Street and Wave Street	0	1	10	9	0	2	20	3	**45**
Front Street and Water Street	0	0	0	0	0	0	0	0	**0**
Front Street and Prospect Street	0	0	0	0	0	0	0	0	**0**
Front Street and Wave Street	0	0	0	0	0	0	0	0	**0**
Bay Street and Canal Street	1	2	2	9	6	3	14	9	**46**
Bay Street and Thompson Street	0	1	6	15	0	1	10	15	**48**
Front Street and Canal Street	0	0	0	0	0	0	0	0	**0**

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN DEIS
Pedestrian Crosswalk Volumes - 2015 No Build Condition

AM Peak 15-Minutes Volumes

	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk		
Intersection	**EB**	**WB**	**SB**	**NB**	**WB**	**EB**	**NB**	**SB**	**Total**
Bay Street and Water Street	8	7	9	9	0	2	6	3	**44**
Bay Street and Prospect Street	1	4	2	7	5	4	15	10	**48**
Bay Street and Wave Street	0	0	8	10	0	3	7	8	**36**
Front Street and Water Street	0	0	0	0	0	0	0	0	**0**
Front Street and Prospect Street	0	0	0	0	0	0	0	0	**0**
Front Street and Wave Street	0	0	0	0	0	0	0	0	**0**
Bay Street and Canal Street	1	0	7	7	1	0	2	1	**19**
Bay Street and Thompson Street	0	0	2	1	2	6	4	7	**22**
Front Street and Canal Street	0	0	0	0	0	0	0	0	**0**

Midday Peak 15-Minutes Volumes

	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk		
Intersection	**EB**	**WB**	**SB**	**NB**	**WB**	**EB**	**NB**	**SB**	**Total**
Bay Street and Water Street	12	9	12	19	3	3	11	9	**78**
Bay Street and Prospect Street	10	10	30	21	14	9	13	30	**137**
Bay Street and Wave Street	9	3	14	14	4	2	16	36	**98**
Front Street and Water Street	0	0	0	0	0	0	0	0	**0**
Front Street and Prospect Street	0	0	0	0	0	0	0	0	**0**
Front Street and Wave Street	0	0	0	0	0	0	0	0	**0**
Bay Street and Canal Street	2	4	10	8	2	1	11	16	**54**
Bay Street and Thompson Street	6	2	14	10	1	1	3	11	**48**
Front Street and Canal Street	0	0	0	0	0	0	0	0	**0**

PM Peak 15-Minutes Volumes

	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk		
Intersection	**EB**	**WB**	**SB**	**NB**	**WB**	**EB**	**NB**	**SB**	**Total**
Bay Street and Water Street	8	5	15	19	2	2	12	13	**76**
Bay Street and Prospect Street	6	5	21	21	9	14	16	23	**115**
Bay Street and Wave Street	3	3	8	17	5	2	29	13	**80**
Front Street and Water Street	0	0	0	0	0	0	0	0	**0**
Front Street and Prospect Street	6	0	0	0	0	0	0	1	**7**
Front Street and Wave Street	0	0	0	0	0	0	0	0	**0**
Bay Street and Canal Street	1	5	9	8	2	1	6	11	**43**
Bay Street and Thompson Street	2	2	9	12	1	1	9	8	**44**
Front Street and Canal Street	0	0	0	0	0	0	0	0	**0**

SATMD Peak 15-Minutes Volumes

	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk		
Intersection	**EB**	**WB**	**SB**	**NB**	**WB**	**EB**	**NB**	**SB**	**Total**
Bay Street and Water Street	3	4	11	10	2	2	10	10	**52**
Bay Street and Prospect Street	9	9	21	20	10	12	25	8	**114**
Bay Street and Wave Street	2	3	17	15	2	4	28	10	**81**
Front Street and Water Street	0	0	0	0	0	0	0	0	**0**
Front Street and Prospect Street	0	0	0	0	0	0	0	0	**0**
Front Street and Wave Street	0	0	0	0	0	0	0	0	**0**
Bay Street and Canal Street	2	3	7	16	8	4	17	12	**69**
Bay Street and Thompson Street	0	1	12	22	0	1	12	18	**66**
Front Street and Canal Street	0	0	0	0	0	0	0	0	**0**

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN DEIS
Pedestrian Crosswalk Volumes - 2015 Build Condition
Trip Generation Projection

AM Peak 15-Minutes Volumes

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk		Total
	EB	WB	SB	NB	WB	EB	NB	SB	
Bay Street and Water Street	2	2	2	1	4	2	1	1	**15**
Bay Street and Prospect Street	3	9	3	4	4	2	4	2	**31**
Bay Street and Wave Street	3	4	3	4	7	5	4	3	**33**
Front Street and Water Street	0	0	0	0	0	0	7	11	**18**
Front Street and Prospect Street	3	5	0	0	12	8	8	7	**43**
Front Street and Wave Street	2	2	0	0	6	5	3	2	**20**
Bay Street and Canal Street	4	4	4	2	7	5	2	3	**31**
Bay Street and Thompson Street	0	0	4	3	0	0	2	5	**14**
Front Street and Canal Street	10	6	0	0	12	9	6	7	**50**

Midday Peak 15-Minutes Volumes

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk		Total
	EB	WB	SB	NB	WB	EB	NB	SB	
Bay Street and Water Street	15	15	10	11	16	16	9	9	**101**
Bay Street and Prospect Street	16	19	19	20	12	11	11	10	**118**
Bay Street and Wave Street	25	25	25	26	33	32	30	30	**226**
Front Street and Water Street	0	0	0	0	0	0	38	38	**76**
Front Street and Prospect Street	18	20	0	0	37	34	46	46	**201**
Front Street and Wave Street	12	12	0	0	22	21	20	20	**107**
Bay Street and Canal Street	21	21	13	13	22	22	13	13	**138**
Bay Street and Thompson Street	0	0	18	19	0	0	12	11	**60**
Front Street and Canal Street	31	31	0	0	23	23	31	31	**170**

PM Peak 15-Minutes Volumes

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk		Total
	EB	WB	SB	NB	WB	EB	NB	SB	
Bay Street and Water Street	11	11	8	9	13	13	7	7	**79**
Bay Street and Prospect Street	15	17	15	16	10	9	9	9	**100**
Bay Street and Wave Street	19	20	20	20	28	26	23	23	**179**
Front Street and Water Street	0	0	0	0	0	0	37	30	**67**
Front Street and Prospect Street	14	17	0	0	38	27	39	37	**172**
Front Street and Wave Street	9	9	0	0	20	18	15	15	**86**
Bay Street and Canal Street	16	18	10	13	19	18	12	10	**116**
Bay Street and Thompson Street	0	0	14	16	0	0	10	9	**49**
Front Street and Canal Street	22	29	0	0	18	24	28	25	**146**

SATMD Peak 15-Minutes Volumes

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk		Total
	EB	WB	SB	NB	WB	EB	NB	SB	
Bay Street and Water Street	14	13	9	10	15	16	8	8	**93**
Bay Street and Prospect Street	19	16	18	18	10	12	9	10	**112**
Bay Street and Wave Street	24	22	24	22	29	33	26	28	**208**
Front Street and Water Street	0	0	0	0	0	0	35	34	**69**
Front Street and Prospect Street	20	16	0	0	32	40	44	40	**192**
Front Street and Wave Street	12	10	0	0	18	25	17	18	**100**
Bay Street and Canal Street	20	18	11	12	19	23	12	12	**127**
Bay Street and Thompson Street	0	0	16	19	0	0	13	10	**58**
Front Street and Canal Street	28	25	0	0	23	17	26	28	**147**

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN DEIS
Pedestrian Crosswalk Volumes - 2015 Build Condition

AM Peak 15-Minutes Volumes

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk		Total
	EB	WB	SB	NB	WB	EB	NB	SB	
Bay Street and Water Street	10	9	11	10	4	4	7	4	**59**
Bay Street and Prospect Street	4	13	5	11	9	6	19	12	**79**
Bay Street and Wave Street	3	4	11	14	7	8	11	11	**69**
Front Street and Water Street	0	0	0	0	0	0	7	11	**18**
Front Street and Prospect Street	3	5	0	0	12	8	8	7	**43**
Front Street and Wave Street	2	2	0	0	6	5	3	2	**20**
Bay Street and Canal Street	5	4	11	9	8	5	4	4	**50**
Bay Street and Thompson Street	0	0	6	4	2	6	6	12	**36**
Front Street and Canal Street	10	6	0	0	12	9	6	7	**50**

Midday Peak 15-Minutes Volumes

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk		Total
	EB	WB	SB	NB	WB	EB	NB	SB	
Bay Street and Water Street	27	24	22	30	19	19	20	18	**179**
Bay Street and Prospect Street	26	29	49	41	26	20	24	40	**255**
Bay Street and Wave Street	34	28	39	40	37	34	46	66	**324**
Front Street and Water Street	0	0	0	0	0	0	38	38	**76**
Front Street and Prospect Street	18	20	0	0	37	34	46	46	**201**
Front Street and Wave Street	12	12	0	0	22	21	20	20	**107**
Bay Street and Canal Street	23	25	23	21	24	23	24	29	**192**
Bay Street and Thompson Street	6	2	32	29	1	1	15	22	**108**
Front Street and Canal Street	31	31	0	0	23	23	31	31	**170**

PM Peak 15-Minutes Volumes

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk		Total
	EB	WB	SB	NB	WB	EB	NB	SB	
Bay Street and Water Street	19	16	23	28	15	15	19	20	**155**
Bay Street and Prospect Street	21	22	36	37	19	23	25	32	**215**
Bay Street and Wave Street	22	23	28	37	33	28	52	36	**259**
Front Street and Water Street	0	0	0	0	0	0	37	30	**67**
Front Street and Prospect Street	20	17	0	0	38	27	39	38	**179**
Front Street and Wave Street	9	9	0	0	20	18	15	15	**86**
Bay Street and Canal Street	17	23	19	21	21	19	18	21	**159**
Bay Street and Thompson Street	2	2	23	28	1	1	19	17	**93**
Front Street and Canal Street	22	29	0	0	18	24	28	25	**146**

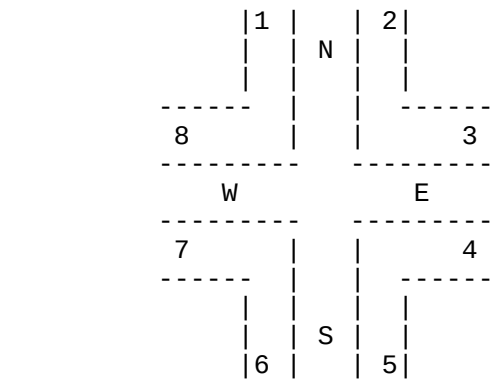
SATMD Peak 15-Minutes Volumes

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk		Total
	EB	WB	SB	NB	WB	EB	NB	SB	
Bay Street and Water Street	17	17	20	20	17	18	18	18	**145**
Bay Street and Prospect Street	28	25	39	38	20	24	34	18	**226**
Bay Street and Wave Street	26	25	41	37	31	37	54	38	**289**
Front Street and Water Street	0	0	0	0	0	0	35	34	**69**
Front Street and Prospect Street	20	16	0	0	32	40	44	40	**192**
Front Street and Wave Street	12	10	0	0	18	25	17	18	**100**
Bay Street and Canal Street	22	21	18	28	27	27	29	24	**196**
Bay Street and Thompson Street	0	1	28	41	0	1	25	28	**124**
Front Street and Canal Street	28	25	0	0	23	17	26	28	**147**

Appendix D-4: _Pedestrian LOS Worksheets for Signalized Intersections

FACILITY LOCATION.... Bay Street and Canal Street
ANALYST.............. RED
TIME OF ANALYSIS..... AM 2005 Existing
DATE OF ANALYSIS..... 02-14-2006
OTHER INFORMATION....

A) INTERSECTION SCHEMATIC



B) CORNER ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES (VOLS. ARE OUTBOUND FROM CORNER)				SIDEWALK FLOW	
FROM 1->2:	1	FROM 5->6:	1	2<->3:	0
FROM 2->1:	0	FROM 6->5:	0	4<->5:	0
FROM 3->4:	5	FROM 7->8:	2	6<->7:	0
FROM 4->3:	5	FROM 8->7:	1	1<->8:	0

CORNER LOCATION	CURB RADII (Ft.)	XWALK LOCATION	PED GREEN TIME (Sec)
NORTHEAST	0	NORTH	37
SOUTHEAST	0	EAST	73
SOUTHWEST	0	SOUTH	37
NORTHWEST	0	WEST	73

CYCLE LENGTH: 120

WALKWAY	ACTUAL WALKWAY WIDTH (Feet)	WALKWAY	ACTUAL WALKWAY WIDTH (Feet)
1	0	5	0
2	0	6	0
3	0	7	0
4	0	8	0

CORNER LEVEL OF SERVICE RESULTS:

****

CORNER LOCATION	SQ.FT. PER PEDESTRIAN	LOS
NORTHEAST	0	
SOUTHEAST	0	
SOUTHWEST	0	
NORTHWEST	0	

B) CROSSWALK ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES
(VOLS. ARE OUTBOUND FROM CORNER)

FROM 1->2:	1	FROM 5->6:	1
FROM 2->1:	0	FROM 6->5:	0
FROM 3->4:	5	FROM 7->8:	2
FROM 4->3:	5	FROM 8->7:	1

LOCATION	CURB->CURB STREET WIDTH (Ft.)	XWALK WIDTH (Ft.)	CONFLICTING VEHICLE VOL. WITH PEDS (Veh/Cycle)	PED GREEN TIME (Sec)
NORTH	37.3	12.3	2	37
EAST	37.8	11	1	73
SOUTH	41	12.5	1	37
WEST	32	11.5	0	73

LEVEL OF SERVICE RESULTS:
****

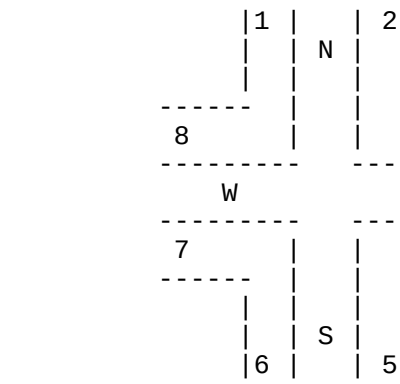
	WITHOUT VEHICLES		WITH VEHICLES		MAXIMUM SURGE	
	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS
NORTH	14114	A	13233	A	4379	A
EAST	2599	A	2560	A	641	A
SOUTH	14344	A	13936	A	4850	A
WEST	9056	A	9056	A	1933	A

IDENTIFYING INFORMATION

FACILITY LOCATION.... Bay Street and Canal Street
TIME AND DATE..... AM 2005 Existing ; 02-14-2006
OTHER INFORMATION....

FACILITY LOCATION.... Bay Street and Canal Street
ANALYST.............. RED
TIME OF ANALYSIS..... MD 2005 Existing
DATE OF ANALYSIS..... 02-14-2006
OTHER INFORMATION....

A) INTERSECTION SCHEMATIC



B) CORNER ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES (VOLS. ARE OUTBOUND FROM CORNER)				SIDEWALK FLOW	
FROM 1->2:	1	FROM 5->6:	1	2<->3:	0
FROM 2->1:	3	FROM 6->5:	0	4<->5:	0
FROM 3->4:	3	FROM 7->8:	8	6<->7:	0
FROM 4->3:	1	FROM 8->7:	13	1<->8:	0

CORNER LOCATION	CURB RADII (Ft.)	XWALK LOCATION	PED GREEN TIME (Sec)
NORTHEAST	0	NORTH	31
SOUTHEAST	0	EAST	49
SOUTHWEST	0	SOUTH	37
NORTHWEST	0	WEST	31

CYCLE LENGTH: 90

WALKWAY	ACTUAL WALKWAY WIDTH (Feet)	WALKWAY	ACTUAL WALKWAY WIDTH (Feet)
1	0	5	0
2	0	6	0
3	0	7	0
4	0	8	0

CORNER LEVEL OF SERVICE RESULTS:

****

CORNER LOCATION	SQ.FT. PER PEDESTRIAN	LOS
NORTHEAST	0	
SOUTHEAST	0	
SOUTHWEST	0	
NORTHWEST	0	

B) CROSSWALK ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES
(VOLS. ARE OUTBOUND FROM CORNER)

FROM 1->2:	1	FROM 5->6:	1
FROM 2->1:	3	FROM 6->5:	0
FROM 3->4:	3	FROM 7->8:	8
FROM 4->3:	1	FROM 8->7:	13

LOCATION	CURB->CURB STREET WIDTH (Ft.)	XWALK WIDTH (Ft.)	CONFLICTING VEHICLE VOL. WITH PEDS (Veh/Cycle)	PED GREEN TIME (Sec)
NORTH	37.3	12.3	4	31
EAST	37.8	11	1	49
SOUTH	41	12.5	1	37
WEST	32	11.5	0	31

LEVEL OF SERVICE RESULTS:
****

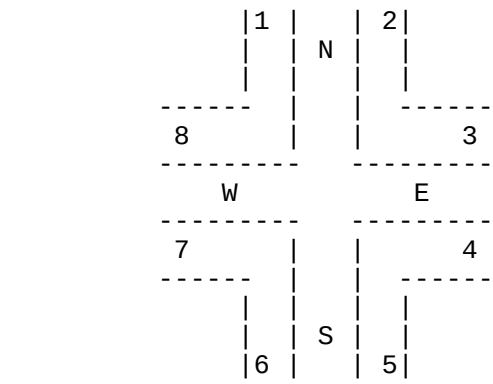
	WITHOUT VEHICLES		WITH VEHICLES		MAXIMUM SURGE	
	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS
NORTH	3874	A	3287	A	1469	A
EAST	5692	A	5563	A	1785	A
SOUTH	19125	A	18582	A	7084	A
WEST	690	A	690	A	228	A

IDENTIFYING INFORMATION

FACILITY LOCATION.... Bay Street and Canal Street
TIME AND DATE..... MD 2005 Existing ; 02-14-2006
OTHER INFORMATION....

FACILITY LOCATION.... Bay Street and Canal Street
ANALYST.............. RED
TIME OF ANALYSIS..... PM 2005 Existing
DATE OF ANALYSIS..... 02-14-2006
OTHER INFORMATION....

A) INTERSECTION SCHEMATIC



B) CORNER ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES (VOLS. ARE OUTBOUND FROM CORNER)				SIDEWALK FLOW	
FROM 1->2:	0	FROM 5->6:	1	2<->3:	0
FROM 2->1:	4	FROM 6->5:	0	4<->5:	0
FROM 3->4:	4	FROM 7->8:	4	6<->7:	0
FROM 4->3:	2	FROM 8->7:	8	1<->8:	0

CORNER LOCATION	CURB RADII (Ft.)	XWALK LOCATION	PED GREEN TIME (Sec)
NORTHEAST	0	NORTH	37
SOUTHEAST	0	EAST	73
SOUTHWEST	0	SOUTH	37
NORTHWEST	0	WEST	73

CYCLE LENGTH: 120

WALKWAY	ACTUAL WALKWAY WIDTH (Feet)	WALKWAY	ACTUAL WALKWAY WIDTH (Feet)
1	0	5	0
2	0	6	0
3	0	7	0
4	0	8	0

CORNER LEVEL OF SERVICE RESULTS:

****

CORNER LOCATION	SQ.FT. PER PEDESTRIAN	LOS
NORTHEAST	0	
SOUTHEAST	0	
SOUTHWEST	0	
NORTHWEST	0	

B) CROSSWALK ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES
(VOLS. ARE OUTBOUND FROM CORNER)

FROM 1->2:	0	FROM 5->6:	1
FROM 2->1:	4	FROM 6->5:	0
FROM 3->4:	4	FROM 7->8:	4
FROM 4->3:	2	FROM 8->7:	8

LOCATION	CURB->CURB STREET WIDTH (Ft.)	XWALK WIDTH (Ft.)	CONFLICTING VEHICLE VOL. WITH PEDS (Veh/Cycle)	PED GREEN TIME (Sec)
NORTH	37.3	12.3	4	37
EAST	37.8	11	1	73
SOUTH	41	12.5	2	37
WEST	32	11.5	0	73

LEVEL OF SERVICE RESULTS:
****

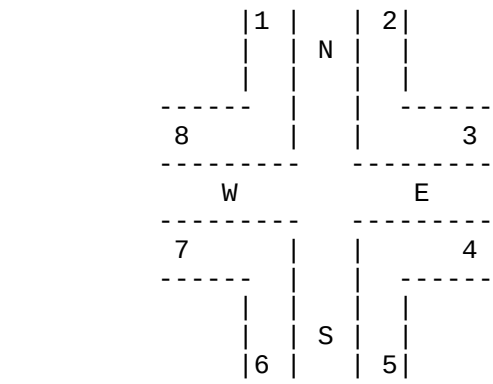
	WITHOUT VEHICLES		WITH VEHICLES		MAXIMUM SURGE	
	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS
NORTH	3529	A	3088	A	1095	A
EAST	4331	A	4266	A	1068	A
SOUTH	14344	A	13529	A	4850	A
WEST	2264	A	2264	A	483	A

IDENTIFYING INFORMATION

FACILITY LOCATION.... Bay Street and Canal Street
TIME AND DATE..... PM 2005 Existing ; 02-14-2006
OTHER INFORMATION....

FACILITY LOCATION.... Bay Street and Canal Street
ANALYST.............. RED
TIME OF ANALYSIS..... SAT 2015 Existing
DATE OF ANALYSIS..... 02-14-2006
OTHER INFORMATION....

A) INTERSECTION SCHEMATIC



B) CORNER ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES (VOLS. ARE OUTBOUND FROM CORNER)

FROM 1->2:	1	FROM 5->6:	6	2<->3:	0
FROM 2->1:	2	FROM 6->5:	3	4<->5:	0
FROM 3->4:	2	FROM 7->8:	14	6<->7:	0
FROM 4->3:	9	FROM 8->7:	9	1<->8:	0

SIDEWALK FLOW

CORNER LOCATION	CURB RADII (Ft.)	XWALK LOCATION	PED GREEN TIME (Sec)
NORTHEAST	0	NORTH	31
SOUTHEAST	0	EAST	49
SOUTHWEST	0	SOUTH	37
NORTHWEST	0	WEST	31

CYCLE LENGTH: 90

WALKWAY	ACTUAL WALKWAY WIDTH (Feet)	WALKWAY	ACTUAL WALKWAY WIDTH (Feet)
1	0	5	0
2	0	6	0
3	0	7	0
4	0	8	0

CORNER LEVEL OF SERVICE RESULTS:

****

CORNER LOCATION	SQ.FT. PER PEDESTRIAN	LOS
NORTHEAST	0	
SOUTHEAST	0	
SOUTHWEST	0	
NORTHWEST	0	

B) CROSSWALK ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES
(VOLS. ARE OUTBOUND FROM CORNER)

FROM 1->2:	1	FROM 5->6:	6
FROM 2->1:	2	FROM 6->5:	3
FROM 3->4:	2	FROM 7->8:	14
FROM 4->3:	9	FROM 8->7:	9

LOCATION	CURB->CURB STREET WIDTH (Ft.)	XWALK WIDTH (Ft.)	CONFLICTING VEHICLE VOL. WITH PEDS (Veh/Cycle)	PED GREEN TIME (Sec)
NORTH	37.3	12.3	5	31
EAST	37.8	11	2	49
SOUTH	41	12.5	2	37
WEST	32	11.5	0	31

LEVEL OF SERVICE RESULTS:
****

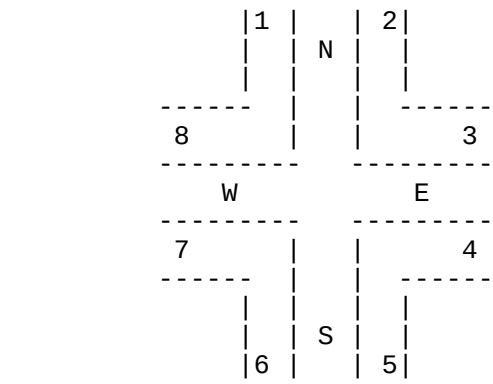
	WITHOUT VEHICLES		WITH VEHICLES		MAXIMUM SURGE	
	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS
NORTH	5166	A	4187	A	1958	A
EAST	2070	A	1976	A	649	A
SOUTH	2125	A	2004	A	787	A
WEST	630	A	630	A	208	A

IDENTIFYING INFORMATION

FACILITY LOCATION.... Bay Street and Canal Street
TIME AND DATE..... SAT 2015 Existing ; 02-14-2006
OTHER INFORMATION....

FACILITY LOCATION.... Bay Street and Canal Street
ANALYST.............. RED
TIME OF ANALYSIS..... AM 2015 No Build
DATE OF ANALYSIS..... 02-14-2006
OTHER INFORMATION....

A) INTERSECTION SCHEMATIC



B) CORNER ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES (VOLS. ARE OUTBOUND FROM CORNER)				SIDEWALK FLOW	
FROM 1->2:	1	FROM 5->6:	1	2<->3:	0
FROM 2->1:	0	FROM 6->5:	0	4<->5:	0
FROM 3->4:	7	FROM 7->8:	2	6<->7:	0
FROM 4->3:	7	FROM 8->7:	1	1<->8:	0

CORNER LOCATION	CURB RADII (Ft.)	XWALK LOCATION	PED GREEN TIME (Sec)	
NORTHEAST	0	NORTH	37	
SOUTHEAST	0	EAST	73	
SOUTHWEST	0	SOUTH	37	
NORTHWEST	0	WEST	73	CYCLE LENGTH: 120

WALKWAY	ACTUAL WALKWAY WIDTH (Feet)	WALKWAY	ACTUAL WALKWAY WIDTH (Feet)
1	0	5	0
2	0	6	0
3	0	7	0
4	0	8	0

CORNER LEVEL OF SERVICE RESULTS:

****

CORNER LOCATION	SQ.FT. PER PEDESTRIAN	LOS
NORTHEAST	0	
SOUTHEAST	0	
SOUTHWEST	0	
NORTHWEST	0	

B) CROSSWALK ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES
(VOLS. ARE OUTBOUND FROM CORNER)

FROM 1->2:	1	FROM 5->6:	1
FROM 2->1:	0	FROM 6->5:	0
FROM 3->4:	7	FROM 7->8:	2
FROM 4->3:	7	FROM 8->7:	1

LOCATION	CURB->CURB STREET WIDTH (Ft.)	XWALK WIDTH (Ft.)	CONFLICTING VEHICLE VOL. WITH PEDS (Veh/Cycle)	PED GREEN TIME (Sec)
NORTH	37.3	12.3	3	37
EAST	37.8	11	1	73
SOUTH	41	12.5	1	37
WEST	32	11.5	0	73

LEVEL OF SERVICE RESULTS:
****

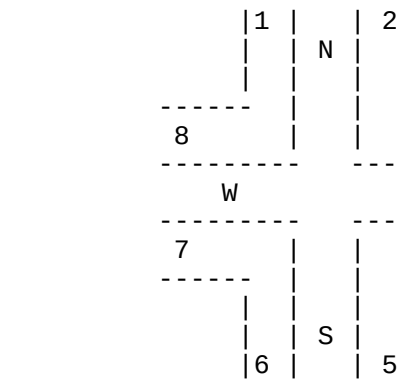
	WITHOUT VEHICLES		WITH VEHICLES		MAXIMUM SURGE	
	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS
NORTH	14114	A	12792	A	4379	A
EAST	1856	A	1828	A	458	A
SOUTH	14344	A	13936	A	4850	A
WEST	9056	A	9056	A	1933	A

IDENTIFYING INFORMATION

FACILITY LOCATION.... Bay Street and Canal Street
TIME AND DATE..... AM 2015 No Build ; 02-14-2006
OTHER INFORMATION....

FACILITY LOCATION.... Bay Street and Canal Street
ANALYST.............. RED
TIME OF ANALYSIS..... MD 2015 No Build
DATE OF ANALYSIS..... 02-14-2006
OTHER INFORMATION....

A) INTERSECTION SCHEMATIC



B) CORNER ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES (VOLS. ARE OUTBOUND FROM CORNER)				SIDEWALK FLOW	
FROM 1->2:	2	FROM 5->6:	2	2<->3:	0
FROM 2->1:	4	FROM 6->5:	1	4<->5:	0
FROM 3->4:	10	FROM 7->8:	11	6<->7:	0
FROM 4->3:	8	FROM 8->7:	16	1<->8:	0

CORNER LOCATION	CURB RADII (Ft.)	XWALK LOCATION	PED GREEN TIME (Sec)	
NORTHEAST	0	NORTH	31	
SOUTHEAST	0	EAST	49	
SOUTHWEST	0	SOUTH	37	
NORTHWEST	0	WEST	31	CYCLE LENGTH: 90

WALKWAY	ACTUAL WALKWAY WIDTH (Feet)	WALKWAY	ACTUAL WALKWAY WIDTH (Feet)
1	0	5	0
2	0	6	0
3	0	7	0
4	0	8	0

CORNER LEVEL OF SERVICE RESULTS:

****

CORNER LOCATION	SQ.FT. PER PEDESTRIAN	LOS
NORTHEAST	0	
SOUTHEAST	0	
SOUTHWEST	0	
NORTHWEST	0	

B) CROSSWALK ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES
(VOLS. ARE OUTBOUND FROM CORNER)

FROM 1->2:	2	FROM 5->6:	2
FROM 2->1:	4	FROM 6->5:	1
FROM 3->4:	10	FROM 7->8:	11
FROM 4->3:	8	FROM 8->7:	16

LOCATION	CURB->CURB STREET WIDTH (Ft.)	XWALK WIDTH (Ft.)	CONFLICTING VEHICLE VOL. WITH PEDS (Veh/Cycle)	PED GREEN TIME (Sec)
NORTH	37.3	12.3	4	31
EAST	37.8	11	1	49
SOUTH	41	12.5	1	37
WEST	32	11.5	0	31

LEVEL OF SERVICE RESULTS:
****

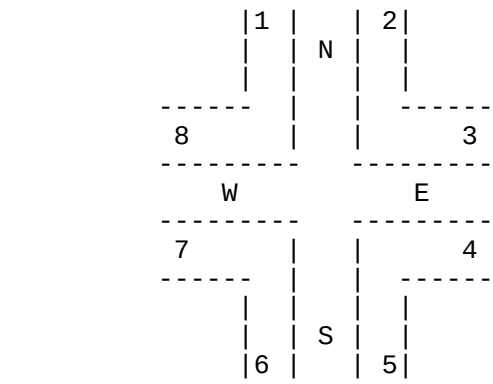
	WITHOUT VEHICLES		WITH VEHICLES		MAXIMUM SURGE	
	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS
NORTH	2583	A	2191	A	979	A
EAST	1265	A	1236	A	397	A
SOUTH	6375	A	6194	A	2361	A
WEST	537	A	537	A	177	A

IDENTIFYING INFORMATION

FACILITY LOCATION.... Bay Street and Canal Street
TIME AND DATE..... MD 2015 No Build ; 02-14-2006
OTHER INFORMATION....

FACILITY LOCATION.... Bay Street and Canal Street
ANALYST.............. RED
TIME OF ANALYSIS..... PM 2015 No Build
DATE OF ANALYSIS..... 02-14-2006
OTHER INFORMATION....

A) INTERSECTION SCHEMATIC



B) CORNER ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES (VOLS. ARE OUTBOUND FROM CORNER)				SIDEWALK FLOW	
FROM 1->2:	1	FROM 5->6:	2	2<->3:	0
FROM 2->1:	5	FROM 6->5:	1	4<->5:	0
FROM 3->4:	9	FROM 7->8:	6	6<->7:	0
FROM 4->3:	8	FROM 8->7:	11	1<->8:	0

CORNER LOCATION	CURB RADII (Ft.)	XWALK LOCATION	PED GREEN TIME (Sec)	
NORTHEAST	0	NORTH	37	
SOUTHEAST	0	EAST	73	
SOUTHWEST	0	SOUTH	37	
NORTHWEST	0	WEST	73	CYCLE LENGTH: 120

WALKWAY	ACTUAL WALKWAY WIDTH (Feet)	WALKWAY	ACTUAL WALKWAY WIDTH (Feet)
1	0	5	0
2	0	6	0
3	0	7	0
4	0	8	0

CORNER LEVEL OF SERVICE RESULTS:

****

CORNER LOCATION	SQ.FT. PER PEDESTRIAN	LOS
NORTHEAST	0	
SOUTHEAST	0	
SOUTHWEST	0	
NORTHWEST	0	

B) CROSSWALK ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES
(VOLS. ARE OUTBOUND FROM CORNER)

FROM 1->2:	1	FROM 5->6:	2
FROM 2->1:	5	FROM 6->5:	1
FROM 3->4:	9	FROM 7->8:	6
FROM 4->3:	8	FROM 8->7:	11

LOCATION	CURB->CURB STREET WIDTH (Ft.)	XWALK WIDTH (Ft.)	CONFLICTING VEHICLE VOL. WITH PEDS (Veh/Cycle)	PED GREEN TIME (Sec)
NORTH	37.3	12.3	4	37
EAST	37.8	11	1	73
SOUTH	41	12.5	2	37
WEST	32	11.5	0	73

LEVEL OF SERVICE RESULTS:
****

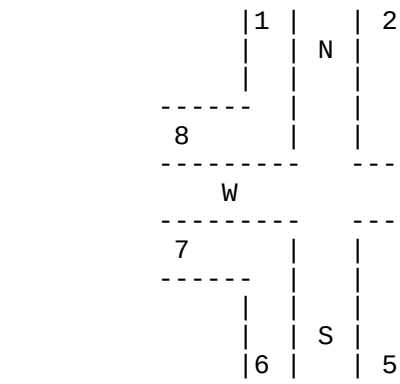
	WITHOUT VEHICLES		WITH VEHICLES		MAXIMUM SURGE	
	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS
NORTH	2352	A	2059	A	730	A
EAST	1529	A	1506	A	377	A
SOUTH	4781	A	4510	A	1617	A
WEST	1598	A	1598	A	341	A

IDENTIFYING INFORMATION

FACILITY LOCATION.... Bay Street and Canal Street
TIME AND DATE..... PM 2015 No Build ; 02-14-2006
OTHER INFORMATION....

FACILITY LOCATION.... Bay Street and Canal Street
ANALYST.............. RED
TIME OF ANALYSIS..... SAT 2015 No Build
DATE OF ANALYSIS..... 02-14-2006
OTHER INFORMATION....

A) INTERSECTION SCHEMATIC



B) CORNER ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES (VOLS. ARE OUTBOUND FROM CORNER)				SIDEWALK FLOW	
FROM 1->2:	2	FROM 5->6:	8	2<->3:	0
FROM 2->1:	3	FROM 6->5:	4	4<->5:	0
FROM 3->4:	7	FROM 7->8:	17	6<->7:	0
FROM 4->3:	16	FROM 8->7:	12	1<->8:	0

CORNER LOCATION	CURB RADII (Ft.)	XWALK LOCATION	PED GREEN TIME (Sec)	
NORTHEAST	0	NORTH	31	
SOUTHEAST	0	EAST	49	
SOUTHWEST	0	SOUTH	37	
NORTHWEST	0	WEST	31	CYCLE LENGTH: 90

WALKWAY	ACTUAL WALKWAY WIDTH (Feet)	WALKWAY	ACTUAL WALKWAY WIDTH (Feet)
1	0	5	0
2	0	6	0
3	0	7	0
4	0	8	0

CORNER LEVEL OF SERVICE RESULTS:

****

CORNER LOCATION	SQ.FT. PER PEDESTRIAN	LOS
NORTHEAST	0	
SOUTHEAST	0	
SOUTHWEST	0	
NORTHWEST	0	

B) CROSSWALK ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES
(VOLS. ARE OUTBOUND FROM CORNER)

FROM 1->2:	2	FROM 5->6:	8
FROM 2->1:	3	FROM 6->5:	4
FROM 3->4:	7	FROM 7->8:	17
FROM 4->3:	16	FROM 8->7:	12

LOCATION	CURB->CURB STREET WIDTH (Ft.)	XWALK WIDTH (Ft.)	CONFLICTING VEHICLE VOL. WITH PEDS (Veh/Cycle)	PED GREEN TIME (Sec)
NORTH	37.3	12.3	5	31
EAST	37.8	11	2	49
SOUTH	41	12.5	2	37
WEST	32	11.5	0	31

LEVEL OF SERVICE RESULTS:
****

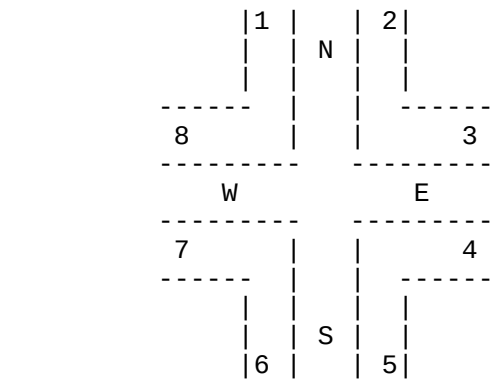
	WITHOUT VEHICLES		WITH VEHICLES		MAXIMUM SURGE	
	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS
NORTH	3100	A	2512	A	1175	A
EAST	990	A	945	A	311	A
SOUTH	1594	A	1503	A	590	A
WEST	500	A	500	A	165	A

IDENTIFYING INFORMATION

FACILITY LOCATION.... Bay Street and Canal Street
TIME AND DATE..... SAT 2015 No Build ; 02-14-2006
OTHER INFORMATION....

FACILITY LOCATION.... Front Street and Prospect Street
ANALYST.............. RED
TIME OF ANALYSIS..... AM 2015 Build
DATE OF ANALYSIS..... 02-14-2006
OTHER INFORMATION....

A) INTERSECTION SCHEMATIC



B) CORNER ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES
(VOLS. ARE OUTBOUND FROM CORNER)

FROM 1->2:	3	FROM 5->6:	12	2<->3:	0
FROM 2->1:	5	FROM 6->5:	8	4<->5:	0
FROM 3->4:	0	FROM 7->8:	8	6<->7:	0
FROM 4->3:	0	FROM 8->7:	7	1<->8:	0

SIDEWALK FLOW

CORNER LOCATION	CURB RADII (Ft.)	XWALK LOCATION	PED GREEN TIME (Sec)
NORTHEAST	0	NORTH	31
SOUTHEAST	0	EAST	49
SOUTHWEST	0	SOUTH	31
NORTHWEST	0	WEST	49

CYCLE LENGTH: 90

WALKWAY	ACTUAL WALKWAY WIDTH (Feet)	WALKWAY	ACTUAL WALKWAY WIDTH (Feet)
1	0	5	0
2	0	6	0
3	0	7	0
4	0	8	0

CORNER LEVEL OF SERVICE RESULTS:

****

CORNER LOCATION	SQ.FT. PER PEDESTRIAN	LOS
NORTHEAST	0	
SOUTHEAST	0	
SOUTHWEST	0	
NORTHWEST	0	

B) CROSSWALK ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES
(VOLS. ARE OUTBOUND FROM CORNER)

FROM 1->2:	3	FROM 5->6:	12
FROM 2->1:	5	FROM 6->5:	8
FROM 3->4:	0	FROM 7->8:	8
FROM 4->3:	0	FROM 8->7:	7

LOCATION	CURB->CURB STREET WIDTH (Ft.)	XWALK WIDTH (Ft.)	CONFLICTING VEHICLE VOL. WITH PEDS (Veh/Cycle)	PED GREEN TIME (Sec)
NORTH	45	9	2	31
EAST	0	0	1	49
SOUTH	30	10	3	31
WEST	26	11	0	49

LEVEL OF SERVICE RESULTS:
****

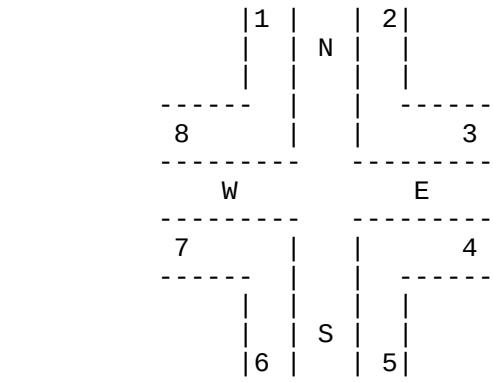
	WITHOUT VEHICLES		WITH VEHICLES		MAXIMUM SURGE	
	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS
NORTH	1417	A	1328	A	633	A
EAST	1150	A	1108	A	235	A
SOUTH	630	A	541	A	197	A
WEST	1518	A	1518	A	345	A

IDENTIFYING INFORMATION

FACILITY LOCATION.... Front Street and Prospect Street
TIME AND DATE..... AM 2015 Build ; 02-14-2006
OTHER INFORMATION....

FACILITY LOCATION.... Front Street and Wave Street
ANALYST.............. RED
TIME OF ANALYSIS..... AM 2015 Build
DATE OF ANALYSIS..... 02-14-2006
OTHER INFORMATION....

A) INTERSECTION SCHEMATIC



B) CORNER ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES
(VOLS. ARE OUTBOUND FROM CORNER)

FROM 1->2:	2	FROM 5->6:	6	2<->3:	0
FROM 2->1:	2	FROM 6->5:	5	4<->5:	0
FROM 3->4:	0	FROM 7->8:	3	6<->7:	0
FROM 4->3:	0	FROM 8->7:	2	1<->8:	0

SIDEWALK FLOW

CORNER LOCATION	CURB RADII (Ft.)	XWALK LOCATION	PED GREEN TIME (Sec)
NORTHEAST	0	NORTH	31
SOUTHEAST	0	EAST	49
SOUTHWEST	0	SOUTH	31
NORTHWEST	0	WEST	49

CYCLE LENGTH: 90

WALKWAY	ACTUAL WALKWAY WIDTH (Feet)	WALKWAY	ACTUAL WALKWAY WIDTH (Feet)
1	0	5	0
2	0	6	0
3	0	7	0
4	0	8	0

CORNER LEVEL OF SERVICE RESULTS:

****

CORNER LOCATION	SQ.FT. PER PEDESTRIAN	LOS
NORTHEAST	0	
SOUTHEAST	0	
SOUTHWEST	0	
NORTHWEST	0	

B) CROSSWALK ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES
(VOLS. ARE OUTBOUND FROM CORNER)

FROM 1->2:	2	FROM 5->6:	6
FROM 2->1:	2	FROM 6->5:	5
FROM 3->4:	0	FROM 7->8:	3
FROM 4->3:	0	FROM 8->7:	2

LOCATION	CURB->CURB STREET WIDTH (Ft.)	XWALK WIDTH (Ft.)	CONFLICTING VEHICLE VOL. WITH PEDS (Veh/Cycle)	PED GREEN TIME (Sec)
NORTH	50	6	1	31
EAST	0	0	0	49
SOUTH	31	9	1	31
WEST	30	11	2	49

LEVEL OF SERVICE RESULTS:
****

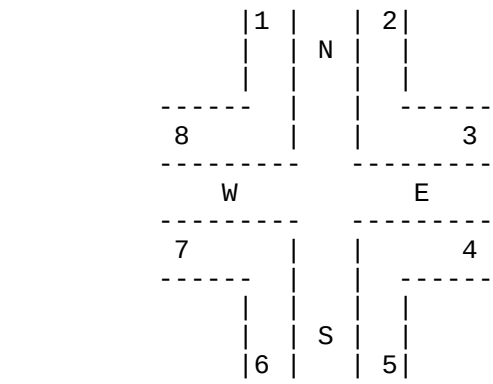
	WITHOUT VEHICLES		WITH VEHICLES		MAXIMUM SURGE	
	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS
NORTH	1890	A	1837	A	923	A
EAST	1150	A	1108	A	235	A
SOUTH	1031	A	984	A	331	A
WEST	4554	A	4293	A	1172	A

IDENTIFYING INFORMATION

FACILITY LOCATION.... Front Street and Wave Street
TIME AND DATE..... AM 2015 Build ; 02-14-2006
OTHER INFORMATION....

FACILITY LOCATION.... Bay Street and Canal Street
ANALYST.............. RED
TIME OF ANALYSIS..... AM 2015 Build
DATE OF ANALYSIS..... 02-14-2006
OTHER INFORMATION....

A) INTERSECTION SCHEMATIC



B) CORNER ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES (VOLS. ARE OUTBOUND FROM CORNER)				SIDEWALK FLOW	
FROM 1->2:	5	FROM 5->6:	8	2<->3:	0
FROM 2->1:	4	FROM 6->5:	5	4<->5:	0
FROM 3->4:	11	FROM 7->8:	4	6<->7:	0
FROM 4->3:	9	FROM 8->7:	4	1<->8:	0

CORNER LOCATION	CURB RADII (Ft.)	XWALK LOCATION	PED GREEN TIME (Sec)
NORTHEAST	0	NORTH	37
SOUTHEAST	0	EAST	73
SOUTHWEST	0	SOUTH	37
NORTHWEST	0	WEST	73

CYCLE LENGTH: 120

WALKWAY	ACTUAL WALKWAY WIDTH (Feet)	WALKWAY	ACTUAL WALKWAY WIDTH (Feet)
1	0	5	0
2	0	6	0
3	0	7	0
4	0	8	0

CORNER LEVEL OF SERVICE RESULTS:

****

CORNER LOCATION	SQ.FT. PER PEDESTRIAN	LOS
NORTHEAST	0	
SOUTHEAST	0	
SOUTHWEST	0	
NORTHWEST	0	

B) CROSSWALK ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES
(VOLS. ARE OUTBOUND FROM CORNER)

FROM 1->2:	5	FROM 5->6:	8
FROM 2->1:	4	FROM 6->5:	5
FROM 3->4:	11	FROM 7->8:	4
FROM 4->3:	9	FROM 8->7:	4

LOCATION	CURB->CURB STREET WIDTH (Ft.)	XWALK WIDTH (Ft.)	CONFLICTING VEHICLE VOL. WITH PEDS (Veh/Cycle)	PED GREEN TIME (Sec)
NORTH	37.3	12.3	3	37
EAST	37.8	11	2	73
SOUTH	41	12.5	1	37
WEST	32	11.5	0	73

LEVEL OF SERVICE RESULTS:
****

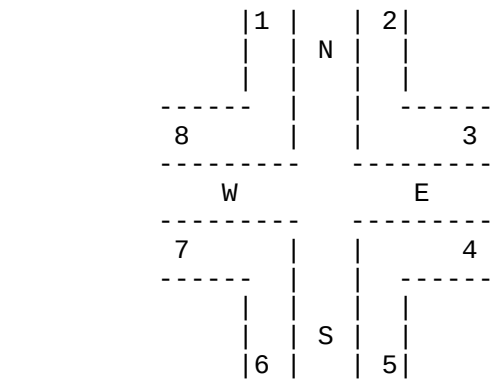
	WITHOUT VEHICLES		WITH VEHICLES		MAXIMUM SURGE	
	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS
NORTH	1568	A	1421	A	487	A
EAST	1299	A	1260	A	320	A
SOUTH	1103	A	1072	A	373	A
WEST	3396	A	3396	A	725	A

IDENTIFYING INFORMATION

FACILITY LOCATION.... Bay Street and Canal Street
TIME AND DATE..... AM 2015 Build ; 02-14-2006
OTHER INFORMATION....

FACILITY LOCATION.... Front Street and Canal Street
ANALYST.............. RED
TIME OF ANALYSIS..... AM 2015 Build
DATE OF ANALYSIS..... 02-14-2006
OTHER INFORMATION....

A) INTERSECTION SCHEMATIC



B) CORNER ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES
(VOLS. ARE OUTBOUND FROM CORNER)

FROM 1->2:	10	FROM 5->6:	12	2<->3:	0
FROM 2->1:	6	FROM 6->5:	9	4<->5:	0
FROM 3->4:	0	FROM 7->8:	6	6<->7:	0
FROM 4->3:	0	FROM 8->7:	7	1<->8:	0

SIDEWALK FLOW

CORNER LOCATION	CURB RADII (Ft.)	XWALK LOCATION	PED GREEN TIME (Sec)	
NORTHEAST	0	NORTH	31	
SOUTHEAST	0	EAST	49	
SOUTHWEST	0	SOUTH	31	
NORTHWEST	0	WEST	49	CYCLE LENGTH: 90

WALKWAY	ACTUAL WALKWAY WIDTH (Feet)	WALKWAY	ACTUAL WALKWAY WIDTH (Feet)
1	0	5	0
2	0	6	0
3	0	7	0
4	0	8	0

CORNER LEVEL OF SERVICE RESULTS:

****

CORNER LOCATION	SQ.FT. PER PEDESTRIAN	LOS
NORTHEAST	0	
SOUTHEAST	0	
SOUTHWEST	0	
NORTHWEST	0	

B) CROSSWALK ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES
(VOLS. ARE OUTBOUND FROM CORNER)

FROM 1->2:	10	FROM 5->6:	12
FROM 2->1:	6	FROM 6->5:	9
FROM 3->4:	0	FROM 7->8:	6
FROM 4->3:	0	FROM 8->7:	7

LOCATION	CURB->CURB STREET WIDTH (Ft.)	XWALK WIDTH (Ft.)	CONFLICTING VEHICLE VOL. WITH PEDS (Veh/Cycle)	PED GREEN TIME (Sec)
NORTH	45	9	0	31
EAST	0	0	0	49
SOUTH	45	10	1	31
WEST	34	11	0	49

LEVEL OF SERVICE RESULTS:
****

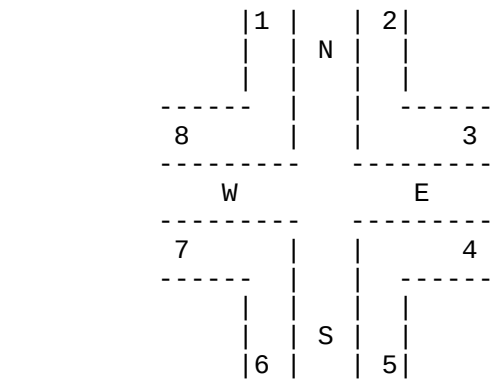
	WITHOUT VEHICLES		WITH VEHICLES		MAXIMUM SURGE	
	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS
NORTH	709	A	709	A	316	A
EAST	1299	A	1260	A	320	A
SOUTH	600	A	581	A	268	A
WEST	1752	A	1752	A	502	A

IDENTIFYING INFORMATION

FACILITY LOCATION.... Front Street and Canal Street
TIME AND DATE..... AM 2015 Build ; 02-14-2006
OTHER INFORMATION....

FACILITY LOCATION.... Front Street and Prospect Street
ANALYST.............. RED
TIME OF ANALYSIS..... MD 2015 Build
DATE OF ANALYSIS..... 02-14-2006
OTHER INFORMATION....

A) INTERSECTION SCHEMATIC



B) CORNER ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES (VOLS. ARE OUTBOUND FROM CORNER)				SIDEWALK FLOW	
FROM 1->2:	18	FROM 5->6:	37	2<->3:	0
FROM 2->1:	20	FROM 6->5:	34	4<->5:	0
FROM 3->4:	0	FROM 7->8:	46	6<->7:	0
FROM 4->3:	0	FROM 8->7:	46	1<->8:	0

CORNER LOCATION	CURB RADII (Ft.)	XWALK LOCATION	PED GREEN TIME (Sec)	
NORTHEAST	0	NORTH	31	
SOUTHEAST	0	EAST	49	
SOUTHWEST	0	SOUTH	31	
NORTHWEST	0	WEST	49	CYCLE LENGTH: 90

WALKWAY	ACTUAL WALKWAY WIDTH (Feet)	WALKWAY	ACTUAL WALKWAY WIDTH (Feet)
1	0	5	0
2	0	6	0
3	0	7	0
4	0	8	0

CORNER LEVEL OF SERVICE RESULTS:

****

CORNER LOCATION	SQ.FT. PER PEDESTRIAN	LOS
NORTHEAST	0	
SOUTHEAST	0	
SOUTHWEST	0	
NORTHWEST	0	

B) CROSSWALK ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES
(VOLS. ARE OUTBOUND FROM CORNER)

FROM 1->2:	18	FROM 5->6:	37
FROM 2->1:	20	FROM 6->5:	34
FROM 3->4:	0	FROM 7->8:	46
FROM 4->3:	0	FROM 8->7:	46

LOCATION	CURB->CURB STREET WIDTH (Ft.)	XWALK WIDTH (Ft.)	CONFLICTING VEHICLE VOL. WITH PEDS (Veh/Cycle)	PED GREEN TIME (Sec)
NORTH	45	9	1	31
EAST	0	0	1	49
SOUTH	30	10	2	31
WEST	26	11	0	49

LEVEL OF SERVICE RESULTS:
****

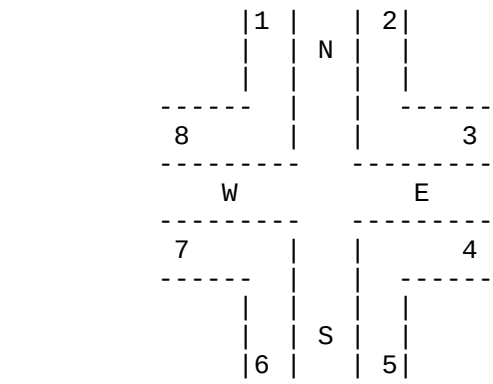
	WITHOUT VEHICLES		WITH VEHICLES		MAXIMUM SURGE	
	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS
NORTH	298	A	289	A	133	A
EAST	390	A	363	A	104	B
SOUTH	177	A	161	A	55	B
WEST	248	A	248	A	56	B

IDENTIFYING INFORMATION

FACILITY LOCATION.... Front Street and Prospect Street
TIME AND DATE..... MD 2015 Build ; 02-14-2006
OTHER INFORMATION....

FACILITY LOCATION.... Front Street and Wave Street
ANALYST.............. RED
TIME OF ANALYSIS..... MD 2015 Build
DATE OF ANALYSIS..... 02-14-2006
OTHER INFORMATION....

A) INTERSECTION SCHEMATIC



B) CORNER ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES (VOLS. ARE OUTBOUND FROM CORNER)				SIDEWALK FLOW	
FROM 1->2:	12	FROM 5->6:	22	2<->3:	0
FROM 2->1:	12	FROM 6->5:	21	4<->5:	0
FROM 3->4:	0	FROM 7->8:	20	6<->7:	0
FROM 4->3:	0	FROM 8->7:	20	1<->8:	0

CORNER LOCATION	CURB RADII (Ft.)	XWALK LOCATION	PED GREEN TIME (Sec)	
NORTHEAST	0	NORTH	31	
SOUTHEAST	0	EAST	49	
SOUTHWEST	0	SOUTH	31	
NORTHWEST	0	WEST	49	CYCLE LENGTH: 90

WALKWAY	ACTUAL WALKWAY WIDTH (Feet)	WALKWAY	ACTUAL WALKWAY WIDTH (Feet)
1	0	5	0
2	0	6	0
3	0	7	0
4	0	8	0

CORNER LEVEL OF SERVICE RESULTS:

****

CORNER LOCATION	SQ.FT. PER PEDESTRIAN	LOS
NORTHEAST	0	
SOUTHEAST	0	
SOUTHWEST	0	
NORTHWEST	0	

B) CROSSWALK ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES
(VOLS. ARE OUTBOUND FROM CORNER)

FROM 1->2:	12	FROM 5->6:	22
FROM 2->1:	12	FROM 6->5:	21
FROM 3->4:	0	FROM 7->8:	20
FROM 4->3:	0	FROM 8->7:	20

LOCATION	CURB->CURB STREET WIDTH (Ft.)	XWALK WIDTH (Ft.)	CONFLICTING VEHICLE VOL. WITH PEDS (Veh/Cycle)	PED GREEN TIME (Sec)
NORTH	50	6	1	31
EAST	0	0	0	49
SOUTH	31	9	2	31
WEST	30	11	3	49

LEVEL OF SERVICE RESULTS:
****

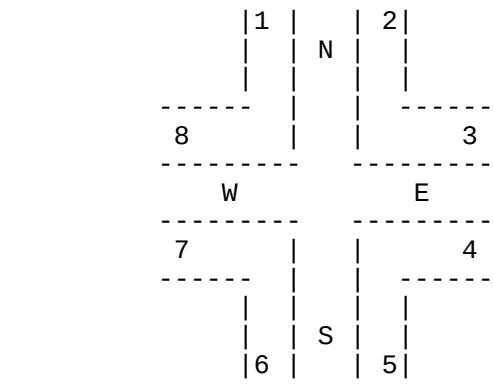
	WITHOUT VEHICLES		WITH VEHICLES		MAXIMUM SURGE	
	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS
NORTH	315	A	306	A	154	A
EAST	390	A	363	A	104	B
SOUTH	264	A	240	A	85	B
WEST	569	A	520	A	147	A

IDENTIFYING INFORMATION

FACILITY LOCATION.... Front Street and Wave Street
TIME AND DATE..... MD 2015 Build ; 02-14-2006
OTHER INFORMATION....

FACILITY LOCATION.... Bay Street and Canal Street
ANALYST.............. RED
TIME OF ANALYSIS..... MD 20115 Build
DATE OF ANALYSIS..... 02-14-2006
OTHER INFORMATION....

A) INTERSECTION SCHEMATIC



B) CORNER ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES (VOLS. ARE OUTBOUND FROM CORNER)				SIDEWALK FLOW	
FROM 1->2:	23	FROM 5->6:	24	2<->3:	0
FROM 2->1:	25	FROM 6->5:	23	4<->5:	0
FROM 3->4:	23	FROM 7->8:	24	6<->7:	0
FROM 4->3:	21	FROM 8->7:	29	1<->8:	0

CORNER LOCATION	CURB RADII (Ft.)	XWALK LOCATION	PED GREEN TIME (Sec)	
NORTHEAST	0	NORTH	31	
SOUTHEAST	0	EAST	49	
SOUTHWEST	0	SOUTH	37	
NORTHWEST	0	WEST	31	CYCLE LENGTH: 90

WALKWAY	ACTUAL WALKWAY WIDTH (Feet)	WALKWAY	ACTUAL WALKWAY WIDTH (Feet)
1	0	5	0
2	0	6	0
3	0	7	0
4	0	8	0

CORNER LEVEL OF SERVICE RESULTS:

****

CORNER LOCATION	SQ.FT. PER PEDESTRIAN	LOS
NORTHEAST	0	
SOUTHEAST	0	
SOUTHWEST	0	
NORTHWEST	0	

B) CROSSWALK ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES
(VOLS. ARE OUTBOUND FROM CORNER)

FROM 1->2:	23	FROM 5->6:	24
FROM 2->1:	25	FROM 6->5:	23
FROM 3->4:	23	FROM 7->8:	24
FROM 4->3:	21	FROM 8->7:	29

LOCATION	CURB->CURB STREET WIDTH (Ft.)	XWALK WIDTH (Ft.)	CONFLICTING VEHICLE VOL. WITH PEDS (Veh/Cycle)	PED GREEN TIME (Sec)
NORTH	37.3	12.3	4	31
EAST	37.8	11	2	49
SOUTH	41	12.5	2	37
WEST	32	11.5	0	31

LEVEL OF SERVICE RESULTS:
****

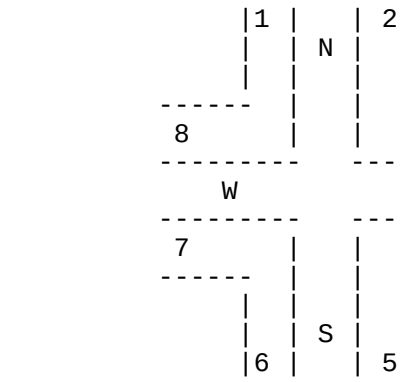
	WITHOUT VEHICLES		WITH VEHICLES		MAXIMUM SURGE	
	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS
NORTH	323	A	274	A	122	B
EAST	517	A	494	A	162	A
SOUTH	407	A	384	A	151	A
WEST	273	A	273	A	90	B

IDENTIFYING INFORMATION

FACILITY LOCATION.... Bay Street and Canal Street
TIME AND DATE..... MD 20115 Build ; 02-14-2006
OTHER INFORMATION....

FACILITY LOCATION.... Front Street and Canal Street
ANALYST.............. RED
TIME OF ANALYSIS..... MD 2015 Build
DATE OF ANALYSIS..... 02-14-2006
OTHER INFORMATION....

A) INTERSECTION SCHEMATIC



B) CORNER ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES (VOLS. ARE OUTBOUND FROM CORNER)				SIDEWALK FLOW	
FROM 1->2:	31	FROM 5->6:	23	2<->3:	0
FROM 2->1:	31	FROM 6->5:	23	4<->5:	0
FROM 3->4:	0	FROM 7->8:	31	6<->7:	0
FROM 4->3:	0	FROM 8->7:	31	1<->8:	0

CORNER LOCATION	CURB RADII (Ft.)	XWALK LOCATION	PED GREEN TIME (Sec)	
NORTHEAST	0	NORTH	31	
SOUTHEAST	0	EAST	49	
SOUTHWEST	0	SOUTH	31	
NORTHWEST	0	WEST	49	CYCLE LENGTH: 90

WALKWAY	ACTUAL WALKWAY WIDTH (Feet)	WALKWAY	ACTUAL WALKWAY WIDTH (Feet)
1	0	5	0
2	0	6	0
3	0	7	0
4	0	8	0

CORNER LEVEL OF SERVICE RESULTS:

****

CORNER LOCATION	SQ.FT. PER PEDESTRIAN	LOS
NORTHEAST	0	
SOUTHEAST	0	
SOUTHWEST	0	
NORTHWEST	0	

B) CROSSWALK ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES
(VOLS. ARE OUTBOUND FROM CORNER)

FROM 1->2:	31	FROM 5->6:	23
FROM 2->1:	31	FROM 6->5:	23
FROM 3->4:	0	FROM 7->8:	31
FROM 4->3:	0	FROM 8->7:	31

LOCATION	CURB->CURB STREET WIDTH (Ft.)	XWALK WIDTH (Ft.)	CONFLICTING VEHICLE VOL. WITH PEDS (Veh/Cycle)	PED GREEN TIME (Sec)
NORTH	45	9	0	31
EAST	0	0	0	49
SOUTH	45	10	1	31
WEST	34	11	0	49

LEVEL OF SERVICE RESULTS:
****

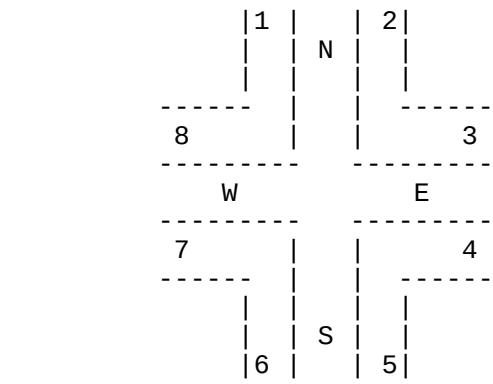
	WITHOUT VEHICLES		WITH VEHICLES		MAXIMUM SURGE	
	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS
NORTH	183	A	183	A	82	B
EAST	652	A	652	A	165	A
SOUTH	274	A	265	A	122	B
WEST	367	A	367	A	105	B

IDENTIFYING INFORMATION

FACILITY LOCATION.... Front Street and Canal Street
TIME AND DATE..... MD 2015 Build ; 02-14-2006
OTHER INFORMATION....

FACILITY LOCATION.... Front Street and Prospect Street
ANALYST.............. RED
TIME OF ANALYSIS..... PM 2015 Build
DATE OF ANALYSIS..... 02-14-2006
OTHER INFORMATION....

A) INTERSECTION SCHEMATIC



B) CORNER ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES (VOLS. ARE OUTBOUND FROM CORNER)				SIDEWALK FLOW	
FROM 1->2:	20	FROM 5->6:	38	2<->3:	0
FROM 2->1:	17	FROM 6->5:	27	4<->5:	0
FROM 3->4:	0	FROM 7->8:	39	6<->7:	0
FROM 4->3:	0	FROM 8->7:	38	1<->8:	0

CORNER LOCATION	CURB RADII (Ft.)	XWALK LOCATION	PED GREEN TIME (Sec)	
NORTHEAST	0	NORTH	31	
SOUTHEAST	0	EAST	49	
SOUTHWEST	0	SOUTH	31	
NORTHWEST	0	WEST	49	CYCLE LENGTH: 90

WALKWAY	ACTUAL WALKWAY WIDTH (Feet)	WALKWAY	ACTUAL WALKWAY WIDTH (Feet)
1	0	5	0
2	0	6	0
3	0	7	0
4	0	8	0

CORNER LEVEL OF SERVICE RESULTS:

****

CORNER LOCATION	SQ.FT. PER PEDESTRIAN	LOS
NORTHEAST	0	
SOUTHEAST	0	
SOUTHWEST	0	
NORTHWEST	0	

B) CROSSWALK ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES
(VOLS. ARE OUTBOUND FROM CORNER)

FROM 1->2:	20	FROM 5->6:	38
FROM 2->1:	17	FROM 6->5:	27
FROM 3->4:	0	FROM 7->8:	39
FROM 4->3:	0	FROM 8->7:	38

LOCATION	CURB->CURB STREET WIDTH (Ft.)	XWALK WIDTH (Ft.)	CONFLICTING VEHICLE VOL. WITH PEDS (Veh/Cycle)	PED GREEN TIME (Sec)
NORTH	45	9	2	31
EAST	0	0	3	49
SOUTH	30	10	3	31
WEST	26	11	0	49

LEVEL OF SERVICE RESULTS:
****

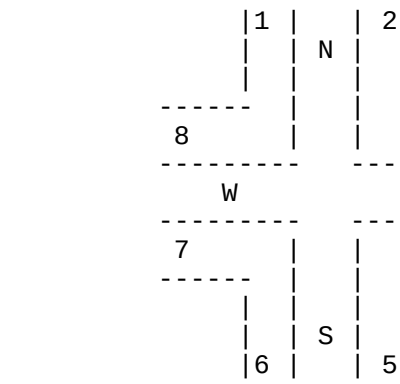
	WITHOUT VEHICLES		WITH VEHICLES		MAXIMUM SURGE	
	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS
NORTH	306	A	287	A	137	A
EAST	436	A	404	A	89	B
SOUTH	194	A	166	A	60	B
WEST	296	A	296	A	67	B

IDENTIFYING INFORMATION

FACILITY LOCATION.... Front Street and Prospect Street
TIME AND DATE..... PM 2015 Build ; 02-14-2006
OTHER INFORMATION....

FACILITY LOCATION.... Front Street and Wave Street
ANALYST.............. RED
TIME OF ANALYSIS..... PM 2015 Build
DATE OF ANALYSIS..... 02-14-2006
OTHER INFORMATION....

A) INTERSECTION SCHEMATIC



B) CORNER ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES (VOLS. ARE OUTBOUND FROM CORNER)				SIDEWALK FLOW	
FROM 1->2:	9	FROM 5->6:	20	2<->3:	0
FROM 2->1:	9	FROM 6->5:	18	4<->5:	0
FROM 3->4:	0	FROM 7->8:	15	6<->7:	0
FROM 4->3:	0	FROM 8->7:	15	1<->8:	0

CORNER LOCATION	CURB RADII (Ft.)	XWALK LOCATION	PED GREEN TIME (Sec)	
NORTHEAST	0	NORTH	31	
SOUTHEAST	0	EAST	49	
SOUTHWEST	0	SOUTH	31	
NORTHWEST	0	WEST	49	CYCLE LENGTH: 90

WALKWAY	ACTUAL WALKWAY WIDTH (Feet)	WALKWAY	ACTUAL WALKWAY WIDTH (Feet)
1	0	5	0
2	0	6	0
3	0	7	0
4	0	8	0

CORNER LEVEL OF SERVICE RESULTS:

****

CORNER LOCATION	SQ.FT. PER PEDESTRIAN	LOS
NORTHEAST	0	
SOUTHEAST	0	
SOUTHWEST	0	
NORTHWEST	0	

B) CROSSWALK ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES
(VOLS. ARE OUTBOUND FROM CORNER)

FROM 1->2:	9	FROM 5->6:	20
FROM 2->1:	9	FROM 6->5:	18
FROM 3->4:	0	FROM 7->8:	15
FROM 4->3:	0	FROM 8->7:	15

LOCATION	CURB->CURB STREET WIDTH (Ft.)	XWALK WIDTH (Ft.)	CONFLICTING VEHICLE VOL. WITH PEDS (Veh/Cycle)	PED GREEN TIME (Sec)
NORTH	50	6	2	31
EAST	0	0	0	49
SOUTH	31	9	2	31
WEST	30	11	3	49

LEVEL OF SERVICE RESULTS:
****

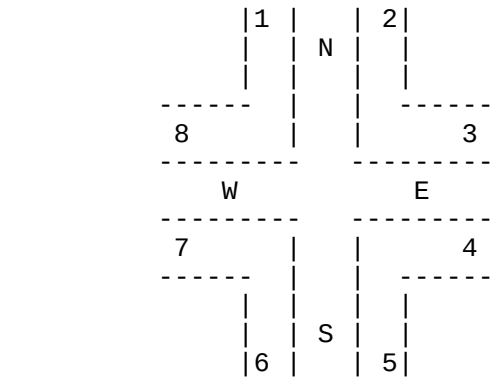
	WITHOUT VEHICLES		WITH VEHICLES		MAXIMUM SURGE	
	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS
NORTH	420	A	396	A	205	A
EAST	436	A	404	A	89	B
SOUTH	298	A	271	A	96	B
WEST	759	A	694	A	195	A

IDENTIFYING INFORMATION

FACILITY LOCATION.... Front Street and Wave Street
TIME AND DATE..... PM 2015 Build ; 02-14-2006
OTHER INFORMATION....

FACILITY LOCATION.... Bay Street and Canal Street
ANALYST.............. RED
TIME OF ANALYSIS..... PM 2015 Build
DATE OF ANALYSIS..... 02-14-2006
OTHER INFORMATION....

A) INTERSECTION SCHEMATIC



B) CORNER ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES (VOLS. ARE OUTBOUND FROM CORNER)				SIDEWALK FLOW	
FROM 1->2:	17	FROM 5->6:	21	2<->3:	0
FROM 2->1:	23	FROM 6->5:	19	4<->5:	0
FROM 3->4:	19	FROM 7->8:	18	6<->7:	0
FROM 4->3:	21	FROM 8->7:	21	1<->8:	0

CORNER LOCATION	CURB RADII (Ft.)	XWALK LOCATION	PED GREEN TIME (Sec)
NORTHEAST	0	NORTH	37
SOUTHEAST	0	EAST	73
SOUTHWEST	0	SOUTH	37
NORTHWEST	0	WEST	73

CYCLE LENGTH: 120

WALKWAY	ACTUAL WALKWAY WIDTH (Feet)	WALKWAY	ACTUAL WALKWAY WIDTH (Feet)
1	0	5	0
2	0	6	0
3	0	7	0
4	0	8	0

CORNER LEVEL OF SERVICE RESULTS:

****

CORNER LOCATION	SQ.FT. PER PEDESTRIAN	LOS
********	**********	***
NORTHEAST	0	
SOUTHEAST	0	
SOUTHWEST	0	
NORTHWEST	0	

B) CROSSWALK ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES
(VOLS. ARE OUTBOUND FROM CORNER)

FROM 1->2:	17	FROM 5->6:	21
FROM 2->1:	23	FROM 6->5:	19
FROM 3->4:	19	FROM 7->8:	18
FROM 4->3:	21	FROM 8->7:	21

LOCATION	CURB->CURB STREET WIDTH (Ft.)	XWALK WIDTH (Ft.)	CONFLICTING VEHICLE VOL. WITH PEDS (Veh/Cycle)	PED GREEN TIME (Sec)
NORTH	37.3	12.3	4	37
EAST	37.8	11	3	73
SOUTH	41	12.5	2	37
WEST	32	11.5	0	73

LEVEL OF SERVICE RESULTS:
****

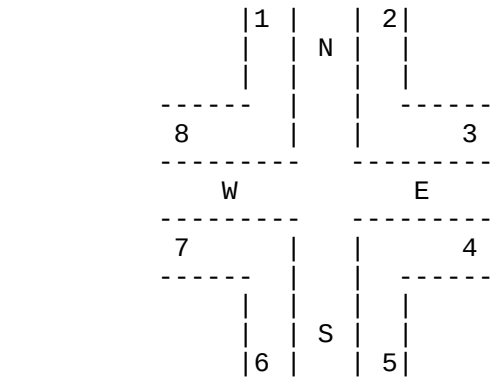
	WITHOUT VEHICLES		WITH VEHICLES		MAXIMUM SURGE	
	**********		**********		**********	
	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS
	---	---	---	---	---	---
NORTH	353	A	309	A	109	B
EAST	650	A	621	A	160	A
SOUTH	359	A	338	A	121	B
WEST	697	A	697	A	149	A

IDENTIFYING INFORMATION

FACILITY LOCATION.... Bay Street and Canal Street
TIME AND DATE..... PM 2015 Build ; 02-14-2006
OTHER INFORMATION....

FACILITY LOCATION.... Front Street and Canal Street
ANALYST.............. RED
TIME OF ANALYSIS..... PM 2015 Build
DATE OF ANALYSIS..... 02-14-2006
OTHER INFORMATION....

A) INTERSECTION SCHEMATIC



B) CORNER ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES (VOLS. ARE OUTBOUND FROM CORNER)				SIDEWALK FLOW	
FROM 1->2:	22	FROM 5->6:	18	2<->3:	0
FROM 2->1:	29	FROM 6->5:	24	4<->5:	0
FROM 3->4:	0	FROM 7->8:	28	6<->7:	0
FROM 4->3:	0	FROM 8->7:	25	1<->8:	0

CORNER LOCATION	CURB RADII (Ft.)	XWALK LOCATION	PED GREEN TIME (Sec)	
NORTHEAST	0	NORTH	31	
SOUTHEAST	0	EAST	49	
SOUTHWEST	0	SOUTH	31	
NORTHWEST	0	WEST	49	CYCLE LENGTH: 90

WALKWAY	ACTUAL WALKWAY WIDTH (Feet)	WALKWAY	ACTUAL WALKWAY WIDTH (Feet)
1	0	5	0
2	0	6	0
3	0	7	0
4	0	8	0

CORNER LEVEL OF SERVICE RESULTS:

****

CORNER LOCATION	SQ.FT. PER PEDESTRIAN	LOS
NORTHEAST	0	
SOUTHEAST	0	
SOUTHWEST	0	
NORTHWEST	0	

B) CROSSWALK ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES
(VOLS. ARE OUTBOUND FROM CORNER)

FROM 1->2:	22	FROM 5->6:	18
FROM 2->1:	29	FROM 6->5:	24
FROM 3->4:	0	FROM 7->8:	28
FROM 4->3:	0	FROM 8->7:	25

LOCATION	CURB->CURB STREET WIDTH (Ft.)	XWALK WIDTH (Ft.)	CONFLICTING VEHICLE VOL. WITH PEDS (Veh/Cycle)	PED GREEN TIME (Sec)
NORTH	45	9	0	31
EAST	0	0	0	49
SOUTH	45	10	2	31
WEST	34	11	1	49

LEVEL OF SERVICE RESULTS:
****

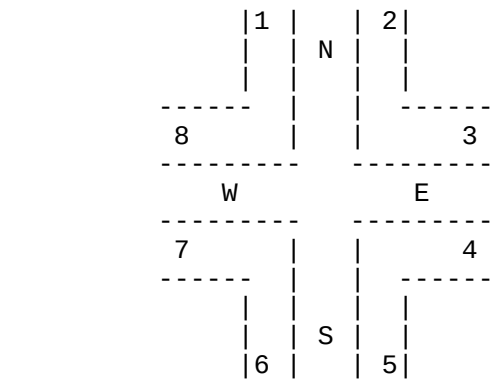
	WITHOUT VEHICLES		WITH VEHICLES		MAXIMUM SURGE	
	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS
NORTH	222	A	222	A	99	B
EAST	650	A	621	A	160	A
SOUTH	300	A	281	A	134	A
WEST	430	A	419	A	123	B

IDENTIFYING INFORMATION

FACILITY LOCATION.... Front Street and Canal Street
TIME AND DATE..... PM 2015 Build ; 02-14-2006
OTHER INFORMATION....

FACILITY LOCATION.... Front Street and Prospect Street
ANALYST.............. RED
TIME OF ANALYSIS..... SAT 2015 Build
DATE OF ANALYSIS..... 02-14-2006
OTHER INFORMATION....

A) INTERSECTION SCHEMATIC



B) CORNER ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES (VOLS. ARE OUTBOUND FROM CORNER)				SIDEWALK FLOW	
FROM 1->2:	20	FROM 5->6:	32	2<->3:	0
FROM 2->1:	16	FROM 6->5:	40	4<->5:	0
FROM 3->4:	0	FROM 7->8:	44	6<->7:	0
FROM 4->3:	0	FROM 8->7:	40	1<->8:	0

CORNER LOCATION	CURB RADII (Ft.)	XWALK LOCATION	PED GREEN TIME (Sec)	
NORTHEAST	0	NORTH	31	
SOUTHEAST	0	EAST	49	
SOUTHWEST	0	SOUTH	31	
NORTHWEST	0	WEST	49	CYCLE LENGTH: 90

WALKWAY	ACTUAL WALKWAY WIDTH (Feet)	WALKWAY	ACTUAL WALKWAY WIDTH (Feet)
1	0	5	0
2	0	6	0
3	0	7	0
4	0	8	0

CORNER LEVEL OF SERVICE RESULTS:

****

CORNER LOCATION	SQ.FT. PER PEDESTRIAN	LOS
NORTHEAST	0	
SOUTHEAST	0	
SOUTHWEST	0	
NORTHWEST	0	

B) CROSSWALK ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES
(VOLS. ARE OUTBOUND FROM CORNER)

FROM 1->2:	20	FROM 5->6:	32
FROM 2->1:	16	FROM 6->5:	40
FROM 3->4:	0	FROM 7->8:	44
FROM 4->3:	0	FROM 8->7:	40

LOCATION	CURB->CURB STREET WIDTH (Ft.)	XWALK WIDTH (Ft.)	CONFLICTING VEHICLE VOL. WITH PEDS (Veh/Cycle)	PED GREEN TIME (Sec)
NORTH	45	9	2	31
EAST	0	0	2	49
SOUTH	30	10	3	31
WEST	26	11	0	49

LEVEL OF SERVICE RESULTS:
****

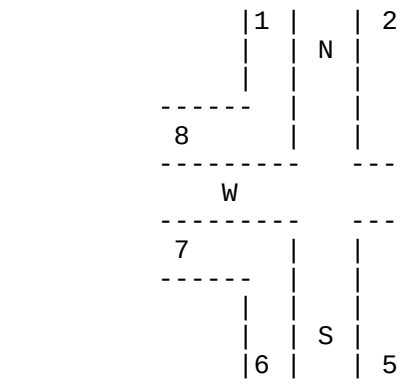
	WITHOUT VEHICLES		WITH VEHICLES		MAXIMUM SURGE	
	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS
NORTH	315	A	295	A	141	A
EAST	325	A	298	A	84	B
SOUTH	175	A	150	A	55	B
WEST	271	A	271	A	62	B

IDENTIFYING INFORMATION

FACILITY LOCATION.... Front Street and Prospect Street
TIME AND DATE..... SAT 2015 Build ; 02-14-2006
OTHER INFORMATION....

FACILITY LOCATION.... Front Street and Wave Street
ANALYST.............. RED
TIME OF ANALYSIS..... SAT 2015 Build
DATE OF ANALYSIS..... 02-14-2006
OTHER INFORMATION....

A) INTERSECTION SCHEMATIC



B) CORNER ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES (VOLS. ARE OUTBOUND FROM CORNER)				SIDEWALK FLOW	
FROM 1->2:	12	FROM 5->6:	18	2<->3:	0
FROM 2->1:	10	FROM 6->5:	25	4<->5:	0
FROM 3->4:	0	FROM 7->8:	17	6<->7:	0
FROM 4->3:	0	FROM 8->7:	18	1<->8:	0

CORNER LOCATION	CURB RADII (Ft.)	XWALK LOCATION	PED GREEN TIME (Sec)	
NORTHEAST	0	NORTH	31	
SOUTHEAST	0	EAST	49	
SOUTHWEST	0	SOUTH	31	
NORTHWEST	0	WEST	49	CYCLE LENGTH: 90

WALKWAY	ACTUAL WALKWAY WIDTH (Feet)	WALKWAY	ACTUAL WALKWAY WIDTH (Feet)
1	0	5	0
2	0	6	0
3	0	7	0
4	0	8	0

CORNER LEVEL OF SERVICE RESULTS:

****

CORNER LOCATION	SQ.FT. PER PEDESTRIAN	LOS
NORTHEAST	0	
SOUTHEAST	0	
SOUTHWEST	0	
NORTHWEST	0	

B) CROSSWALK ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES
(VOLS. ARE OUTBOUND FROM CORNER)

FROM 1->2:	12	FROM 5->6:	18
FROM 2->1:	10	FROM 6->5:	25
FROM 3->4:	0	FROM 7->8:	17
FROM 4->3:	0	FROM 8->7:	18

LOCATION	CURB->CURB STREET WIDTH (Ft.)	XWALK WIDTH (Ft.)	CONFLICTING VEHICLE VOL. WITH PEDS (Veh/Cycle)	PED GREEN TIME (Sec)
NORTH	50	6	1	31
EAST	0	0	0	49
SOUTH	31	9	2	31
WEST	30	11	2	49

LEVEL OF SERVICE RESULTS:
****

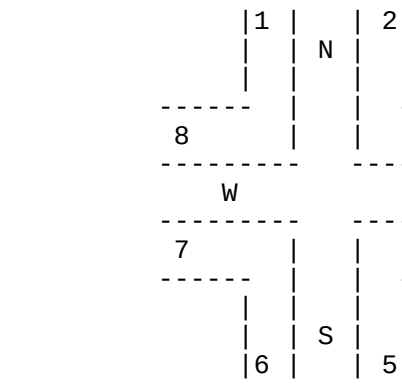
	WITHOUT VEHICLES		WITH VEHICLES		MAXIMUM SURGE	
	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS
NORTH	344	A	334	A	168	A
EAST	325	A	298	A	84	B
SOUTH	264	A	240	A	85	B
WEST	651	A	613	A	167	A

IDENTIFYING INFORMATION

FACILITY LOCATION.... Front Street and Wave Street
TIME AND DATE..... SAT 2015 Build ; 02-14-2006
OTHER INFORMATION....

FACILITY LOCATION.... Bay Street and Canal Street
ANALYST.............. RED
TIME OF ANALYSIS..... SAT 2015 Build
DATE OF ANALYSIS..... 02-14-2006
OTHER INFORMATION....

A) INTERSECTION SCHEMATIC



B) CORNER ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES (VOLS. ARE OUTBOUND FROM CORNER)				SIDEWALK FLOW	
FROM 1->2:	22	FROM 5->6:	27	2<->3:	0
FROM 2->1:	21	FROM 6->5:	27	4<->5:	0
FROM 3->4:	18	FROM 7->8:	29	6<->7:	0
FROM 4->3:	28	FROM 8->7:	24	1<->8:	0

CORNER LOCATION	CURB RADII (Ft.)	XWALK LOCATION	PED GREEN TIME (Sec)	
NORTHEAST	0	NORTH	31	
SOUTHEAST	0	EAST	49	
SOUTHWEST	0	SOUTH	31	
NORTHWEST	0	WEST	49	CYCLE LENGTH: 90

WALKWAY	ACTUAL WALKWAY WIDTH (Feet)	WALKWAY	ACTUAL WALKWAY WIDTH (Feet)
1	0	5	0
2	0	6	0
3	0	7	0
4	0	8	0

CORNER LEVEL OF SERVICE RESULTS:

****

CORNER LOCATION	SQ.FT. PER PEDESTRIAN	LOS
NORTHEAST	0	
SOUTHEAST	0	
SOUTHWEST	0	
NORTHWEST	0	

B) CROSSWALK ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES
(VOLS. ARE OUTBOUND FROM CORNER)

FROM 1->2:	22	FROM 5->6:	27
FROM 2->1:	21	FROM 6->5:	27
FROM 3->4:	18	FROM 7->8:	29
FROM 4->3:	28	FROM 8->7:	24

LOCATION	CURB->CURB STREET WIDTH (Ft.)	XWALK WIDTH (Ft.)	CONFLICTING VEHICLE VOL. WITH PEDS (Veh/Cycle)	PED GREEN TIME (Sec)
NORTH	37.3	12.3	5	31
EAST	37.8	11	4	49
SOUTH	41	12.5	3	31
WEST	32	11.5	0	49

LEVEL OF SERVICE RESULTS:
****

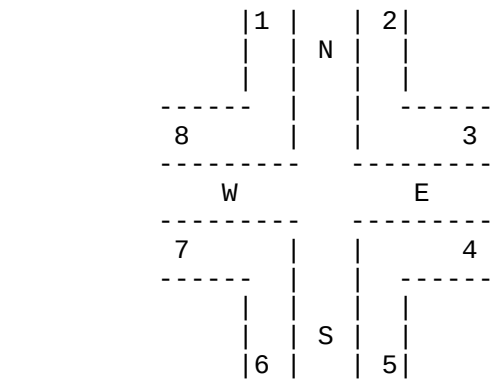
	WITHOUT VEHICLES		WITH VEHICLES		MAXIMUM SURGE	
	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS
NORTH	360	A	292	A	137	A
EAST	495	A	450	A	155	A
SOUTH	292	A	261	A	120	B
WEST	449	A	449	A	122	B

IDENTIFYING INFORMATION

FACILITY LOCATION.... Bay Street and Canal Street
TIME AND DATE..... SAT 2015 Build ; 02-14-2006
OTHER INFORMATION....

FACILITY LOCATION.... Front Street and Canal Street
ANALYST.............. RED
TIME OF ANALYSIS..... SAT 2015 Build
DATE OF ANALYSIS..... 02-14-2006
OTHER INFORMATION....

A) INTERSECTION SCHEMATIC



B) CORNER ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES (VOLS. ARE OUTBOUND FROM CORNER)				SIDEWALK FLOW	
FROM 1->2:	28	FROM 5->6:	23	2<->3:	0
FROM 2->1:	25	FROM 6->5:	17	4<->5:	0
FROM 3->4:	0	FROM 7->8:	26	6<->7:	0
FROM 4->3:	0	FROM 8->7:	28	1<->8:	0

CORNER LOCATION	CURB RADII (Ft.)	XWALK LOCATION	PED GREEN TIME (Sec)
NORTHEAST	0	NORTH	31
SOUTHEAST	0	EAST	49
SOUTHWEST	0	SOUTH	31
NORTHWEST	0	WEST	49

CYCLE LENGTH: 90

WALKWAY	ACTUAL WALKWAY WIDTH (Feet)	WALKWAY	ACTUAL WALKWAY WIDTH (Feet)
1	0	5	0
2	0	6	0
3	0	7	0
4	0	8	0

CORNER LEVEL OF SERVICE RESULTS:

****

CORNER LOCATION	SQ.FT. PER PEDESTRIAN	LOS
NORTHEAST	0	
SOUTHEAST	0	
SOUTHWEST	0	
NORTHWEST	0	

B) CROSSWALK ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES
(VOLS. ARE OUTBOUND FROM CORNER)

FROM 1->2:	28	FROM 5->6:	23
FROM 2->1:	25	FROM 6->5:	17
FROM 3->4:	0	FROM 7->8:	26
FROM 4->3:	0	FROM 8->7:	28

LOCATION	CURB->CURB STREET WIDTH (Ft.)	XWALK WIDTH (Ft.)	CONFLICTING VEHICLE VOL. WITH PEDS (Veh/Cycle)	PED GREEN TIME (Sec)
NORTH	45	9	0	31
EAST	0	0	0	49
SOUTH	45	10	2	31
WEST	34	11	1	49

LEVEL OF SERVICE RESULTS:
****

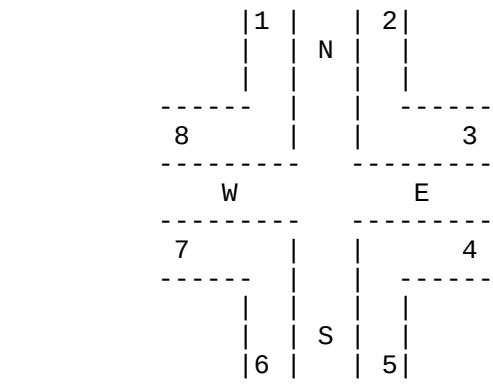
	WITHOUT VEHICLES		WITH VEHICLES		MAXIMUM SURGE	
	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS
NORTH	214	A	214	A	96	B
EAST	495	A	450	A	155	A
SOUTH	315	A	295	A	141	A
WEST	422	A	411	A	121	B

IDENTIFYING INFORMATION

FACILITY LOCATION.... Front Street and Canal Street
TIME AND DATE..... SAT 2015 Build ; 02-14-2006
OTHER INFORMATION....

FACILITY LOCATION.... Bay St and Water St
ANALYST.............. RED
TIME OF ANALYSIS..... AM 2015 Mitigation
DATE OF ANALYSIS..... 02-14-2006
OTHER INFORMATION....

A) INTERSECTION SCHEMATIC



B) CORNER ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES (VOLS. ARE OUTBOUND FROM CORNER)				SIDEWALK FLOW	
FROM 1->2:	10	FROM 5->6:	4	2<->3:	0
FROM 2->1:	9	FROM 6->5:	4	4<->5:	0
FROM 3->4:	11	FROM 7->8:	7	6<->7:	0
FROM 4->3:	10	FROM 8->7:	4	1<->8:	0

CORNER LOCATION	CURB RADII (Ft.)	XWALK LOCATION	PED GREEN TIME (Sec)
NORTHEAST	0	NORTH	37
SOUTHEAST	0	EAST	73
SOUTHWEST	0	SOUTH	37
NORTHWEST	0	WEST	73

CYCLE LENGTH: 120

WALKWAY	ACTUAL WALKWAY WIDTH (Feet)	WALKWAY	ACTUAL WALKWAY WIDTH (Feet)
1	0	5	0
2	0	6	0
3	0	7	0
4	0	8	0

CORNER LEVEL OF SERVICE RESULTS:

****

CORNER LOCATION	SQ.FT. PER PEDESTRIAN	LOS
NORTHEAST	0	
SOUTHEAST	0	
SOUTHWEST	0	
NORTHWEST	0	

B) CROSSWALK ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES
(VOLS. ARE OUTBOUND FROM CORNER)

FROM 1->2:	10	FROM 5->6:	4
FROM 2->1:	9	FROM 6->5:	4
FROM 3->4:	11	FROM 7->8:	7
FROM 4->3:	10	FROM 8->7:	4

LOCATION	CURB->CURB STREET WIDTH (Ft.)	XWALK WIDTH (Ft.)	CONFLICTING VEHICLE VOL. WITH PEDS (Veh/Cycle)	PED GREEN TIME (Sec)
NORTH	37	10	0	37
EAST	29.4	12.6	0	73
SOUTH	36.5	6	1	37
WEST	27	12	6	73

LEVEL OF SERVICE RESULTS:
****

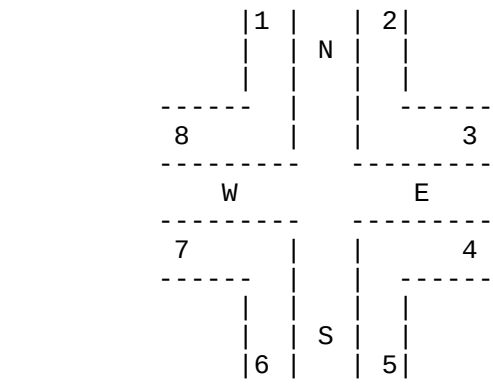
	WITHOUT VEHICLES		WITH VEHICLES		MAXIMUM SURGE	
	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS
NORTH	604	A	604	A	186	A
EAST	1418	A	1418	A	281	A
SOUTH	861	A	833	A	262	A
WEST	2577	A	2253	A	473	A

IDENTIFYING INFORMATION

FACILITY LOCATION.... Bay St and Water St
TIME AND DATE..... AM 2015 Mitigation ; 02-14-2006
OTHER INFORMATION....

FACILITY LOCATION.... Bay Street and Prospect St
ANALYST..... RED
TIME OF ANALYSIS..... AM 2015 Mitigation
DATE OF ANALYSIS..... 02-14-2006
OTHER INFORMATION....

A) INTERSECTION SCHEMATIC



B) CORNER ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES (VOLS. ARE OUTBOUND FROM CORNER)				SIDEWALK FLOW	
FROM 1->2:	4	FROM 5->6:	9	2<->3:	0
FROM 2->1:	13	FROM 6->5:	6	4<->5:	0
FROM 3->4:	5	FROM 7->8:	19	6<->7:	0
FROM 4->3:	11	FROM 8->7:	12	1<->8:	0

CORNER LOCATION	CURB RADII (Ft.)	XWALK LOCATION	PED GREEN TIME (Sec)	
NORTHEAST	0	NORTH	37	
SOUTHEAST	0	EAST	73	
SOUTHWEST	0	SOUTH	37	
NORTHWEST	0	WEST	73	CYCLE LENGTH: 120

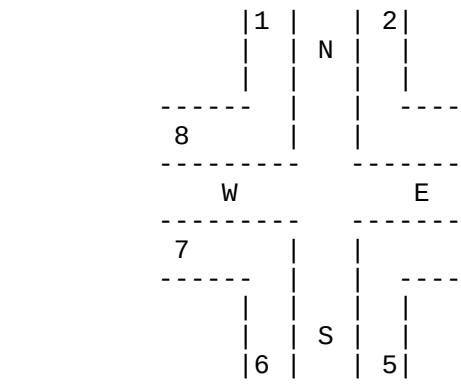
WALKWAY	ACTUAL WALKWAY WIDTH (Feet)	WALKWAY	ACTUAL WALKWAY WIDTH (Feet)
1	0	5	0
2	0	6	0
3	0	7	0
4	0	8	0

CORNER LEVEL OF SERVICE RESULTS:

```
   ******************************

      CORNER        SQ.FT. PER
      LOCATION      PEDESTRIAN   LOS
      ********      **********   ***
      NORTHEAST            0
      SOUTHEAST            0
      SOUTHWEST            0
      NORTHWEST            0
B) CROSSWALK ANALYSIS
   ------------------------------------------------------------

     15-MINUTE PEDESTRIAN VOLUMES
   (VOLS. ARE OUTBOUND FROM CORNER)
   --------------------------------
   FROM 1->2:    4  FROM 5->6:    9
   FROM 2->1:   13  FROM 6->5:    6
   FROM 3->4:    5  FROM 7->8:   19
   FROM 4->3:   11  FROM 8->7:   12

           CURB->CURB          CONFLICTING   PED
              STREET  XWALK    VEHICLE VOL.  GREEN
              WIDTH   WIDTH     WITH PEDS    TIME
   LOCATION   (Ft.)   (Ft.)    (Veh/Cycle)  (Sec)
   --------   ------  -----    -----------  -----
   NORTH      36.5       9          0          37
   EAST        27       10          2          73
   SOUTH        37        8          1          37
   WEST       30.8     13.2         0          73

   LEVEL OF SERVICE RESULTS:
   *************************

              WITHOUT VEHICLES    WITH VEHICLES      MAXIMUM SURGE
              ****************  *****************  ****************
              SQ.FT. PER          SQ.FT. PER         SQ.FT. PER
              PEDESTRIAN   LOS    PEDESTRIAN   LOS   PEDESTRIAN   LOS
              ----------   ---    ----------   ---   ----------   ---
      NORTH       607        A        607        A        185        A
      EAST       1477        A       1415        A        271        A
      SOUTH       612        A        593        A        188        A
      WEST       1006        A       1006        A        208        A


IDENTIFYING INFORMATION
------------------------------------------------------------------
   FACILITY LOCATION....  Bay Street and Prospect St
   TIME AND DATE........ AM 2015 Mitigation ; 02-14-2006
   OTHER INFORMATION....
```

FACILITY LOCATION.... Bay Street and Wave Street
ANALYST.............. RED
TIME OF ANALYSIS..... AM 2015 Mitigation
DATE OF ANALYSIS..... 02-14-2006
OTHER INFORMATION....

A) INTERSECTION SCHEMATIC



B) CORNER ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES (VOLS. ARE OUTBOUND FROM CORNER)				SIDEWALK FLOW	
FROM 1->2:	3	FROM 5->6:	7	2<->3:	0
FROM 2->1:	4	FROM 6->5:	8	4<->5:	0
FROM 3->4:	11	FROM 7->8:	11	6<->7:	0
FROM 4->3:	14	FROM 8->7:	11	1<->8:	0

CORNER LOCATION	CURB RADII (Ft.)	XWALK LOCATION	PED GREEN TIME (Sec)	
NORTHEAST	0	NORTH	36	
SOUTHEAST	0	EAST	74	
SOUTHWEST	0	SOUTH	36	
NORTHWEST	0	WEST	74	CYCLE LENGTH: 120

WALKWAY	ACTUAL WALKWAY WIDTH (Feet)	WALKWAY	ACTUAL WALKWAY WIDTH (Feet)
1	0	5	0
2	0	6	0
3	0	7	0
4	0	8	0

CORNER LEVEL OF SERVICE RESULTS:

****

CORNER LOCATION	SQ.FT. PER PEDESTRIAN	LOS
NORTHEAST	0	
SOUTHEAST	0	
SOUTHWEST	0	
NORTHWEST	0	

B) CROSSWALK ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES
(VOLS. ARE OUTBOUND FROM CORNER)

FROM 1->2:	3	FROM 5->6:	7
FROM 2->1:	4	FROM 6->5:	8
FROM 3->4:	11	FROM 7->8:	11
FROM 4->3:	14	FROM 8->7:	11

LOCATION	CURB->CURB STREET WIDTH (Ft.)	XWALK WIDTH (Ft.)	CONFLICTING VEHICLE VOL. WITH PEDS (Veh/Cycle)	PED GREEN TIME (Sec)
NORTH	35.6	9	1	36
EAST	30.3	12	2	74
SOUTH	37.4	8	1	36
WEST	20.5	10	1	74

LEVEL OF SERVICE RESULTS:
****

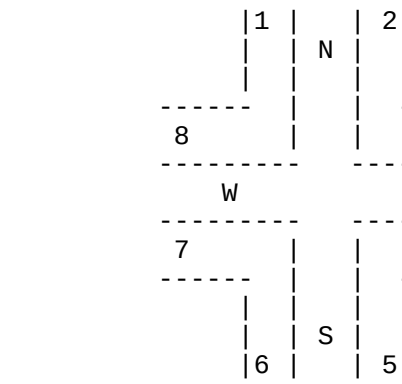
	WITHOUT VEHICLES		WITH VEHICLES		MAXIMUM SURGE	
	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS
NORTH	1432	A	1384	A	434	A
EAST	1150	A	1108	A	235	A
SOUTH	594	A	575	A	188	A
WEST	1089	A	1060	A	157	A

IDENTIFYING INFORMATION

FACILITY LOCATION.... Bay Street and Wave Street
TIME AND DATE..... AM 2015 Mitigation ; 02-14-2006
OTHER INFORMATION....

FACILITY LOCATION.... Bay St and Water St
ANALYST.............. RED
TIME OF ANALYSIS..... MD 2015 Mitigation
DATE OF ANALYSIS..... 02-14-2006
OTHER INFORMATION....

A) INTERSECTION SCHEMATIC



B) CORNER ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES (VOLS. ARE OUTBOUND FROM CORNER)				SIDEWALK FLOW	
FROM 1->2:	27	FROM 5->6:	19	2<->3:	0
FROM 2->1:	24	FROM 6->5:	19	4<->5:	0
FROM 3->4:	22	FROM 7->8:	20	6<->7:	0
FROM 4->3:	30	FROM 8->7:	18	1<->8:	0

CORNER LOCATION	CURB RADII (Ft.)	XWALK LOCATION	PED GREEN TIME (Sec)	
NORTHEAST	0	NORTH	19	
SOUTHEAST	0	EAST	61	
SOUTHWEST	0	SOUTH	19	
NORTHWEST	0	WEST	61	CYCLE LENGTH: 90

WALKWAY	ACTUAL WALKWAY WIDTH (Feet)	WALKWAY	ACTUAL WALKWAY WIDTH (Feet)
1	0	5	0
2	0	6	0
3	0	7	0
4	0	8	0

CORNER LEVEL OF SERVICE RESULTS:

****

CORNER LOCATION	SQ.FT. PER PEDESTRIAN	LOS
NORTHEAST	0	
SOUTHEAST	0	
SOUTHWEST	0	
NORTHWEST	0	

B) CROSSWALK ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES
(VOLS. ARE OUTBOUND FROM CORNER)

FROM 1->2:	27	FROM 5->6:	19
FROM 2->1:	24	FROM 6->5:	19
FROM 3->4:	22	FROM 7->8:	20
FROM 4->3:	30	FROM 8->7:	18

LOCATION	CURB->CURB STREET WIDTH (Ft.)	XWALK WIDTH (Ft.)	CONFLICTING VEHICLE VOL. WITH PEDS (Veh/Cycle)	PED GREEN TIME (Sec)
NORTH	37	10	1	19
EAST	29.4	12.6	0	61
SOUTH	36.5	6	0	19
WEST	27	12	7	61

LEVEL OF SERVICE RESULTS:
****

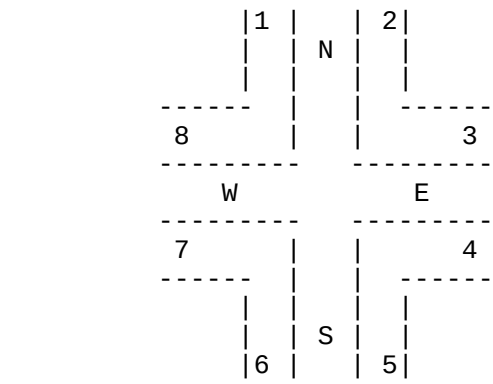
	WITHOUT VEHICLES		WITH VEHICLES		MAXIMUM SURGE	
	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS
NORTH	141	A	132	A	79	B
EAST	632	A	632	A	166	A
SOUTH	114	B	114	B	63	B
WEST	824	A	678	A	202	A

IDENTIFYING INFORMATION

FACILITY LOCATION.... Bay St and Water St
TIME AND DATE..... MD 2015 Mitigation ; 02-14-2006
OTHER INFORMATION....

FACILITY LOCATION.... Bay Street and Prospect St
ANALYST..... RED
TIME OF ANALYSIS..... MD 2015 Mitigation
DATE OF ANALYSIS..... 02-14-2006
OTHER INFORMATION....

A) INTERSECTION SCHEMATIC



B) CORNER ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES (VOLS. ARE OUTBOUND FROM CORNER)

FROM 1->2:	26	FROM 5->6:	26	2<->3:	0
FROM 2->1:	29	FROM 6->5:	20	4<->5:	0
FROM 3->4:	49	FROM 7->8:	24	6<->7:	0
FROM 4->3:	41	FROM 8->7:	40	1<->8:	0

SIDEWALK FLOW

CORNER LOCATION	CURB RADII (Ft.)	XWALK LOCATION	PED GREEN TIME (Sec)
NORTHEAST	0	NORTH	31
SOUTHEAST	0	EAST	49
SOUTHWEST	0	SOUTH	31
NORTHWEST	0	WEST	49

CYCLE LENGTH: 90

WALKWAY	ACTUAL WALKWAY WIDTH (Feet)	WALKWAY	ACTUAL WALKWAY WIDTH (Feet)
1	0	5	0
2	0	6	0
3	0	7	0
4	0	8	0

CORNER LEVEL OF SERVICE RESULTS:

****

CORNER LOCATION	SQ.FT. PER PEDESTRIAN	LOS
NORTHEAST	0	
SOUTHEAST	0	
SOUTHWEST	0	
NORTHWEST	0	

B) CROSSWALK ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES
(VOLS. ARE OUTBOUND FROM CORNER)

FROM 1->2:	26	FROM 5->6:	26
FROM 2->1:	29	FROM 6->5:	20
FROM 3->4:	49	FROM 7->8:	24
FROM 4->3:	41	FROM 8->7:	40

LOCATION	CURB->CURB STREET WIDTH (Ft.)	XWALK WIDTH (Ft.)	CONFLICTING VEHICLE VOL. WITH PEDS (Veh/Cycle)	PED GREEN TIME (Sec)
NORTH	36.5	9	0	31
EAST	27	10	3	49
SOUTH	37	8	0	31
WEST	30.8	13.2	0	49

LEVEL OF SERVICE RESULTS:
****

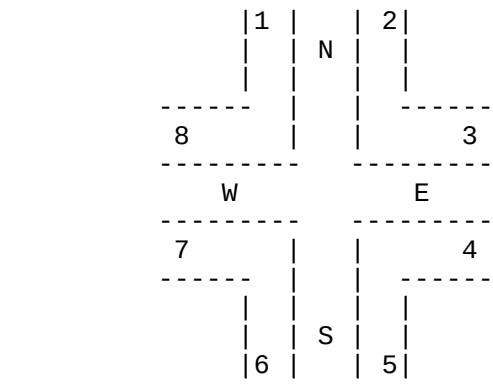
	WITHOUT VEHICLES		WITH VEHICLES		MAXIMUM SURGE	
	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS
NORTH	206	A	206	A	77	B
EAST	230	A	208	A	54	B
SOUTH	219	A	219	A	82	B
WEST	427	A	427	A	112	B

IDENTIFYING INFORMATION

FACILITY LOCATION.... Bay Street and Prospect St
TIME AND DATE..... MD 2015 Mitigation ; 02-14-2006
OTHER INFORMATION....

FACILITY LOCATION.... Bay Street and Wave Street
ANALYST.............. RED
TIME OF ANALYSIS..... MD 2015 Mitigation
DATE OF ANALYSIS..... 02-14-2006
OTHER INFORMATION....

A) INTERSECTION SCHEMATIC



B) CORNER ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES (VOLS. ARE OUTBOUND FROM CORNER)				SIDEWALK FLOW	
FROM 1->2:	34	FROM 5->6:	37	2<->3:	0
FROM 2->1:	28	FROM 6->5:	34	4<->5:	0
FROM 3->4:	39	FROM 7->8:	46	6<->7:	0
FROM 4->3:	40	FROM 8->7:	66	1<->8:	0

CORNER LOCATION	CURB RADII (Ft.)	XWALK LOCATION	PED GREEN TIME (Sec)	
NORTHEAST	0	NORTH	20	
SOUTHEAST	0	EAST	60	
SOUTHWEST	0	SOUTH	20	
NORTHWEST	0	WEST	60	CYCLE LENGTH: 90

WALKWAY	ACTUAL WALKWAY WIDTH (Feet)	WALKWAY	ACTUAL WALKWAY WIDTH (Feet)
1	0	5	0
2	0	6	0
3	0	7	0
4	0	8	0

CORNER LEVEL OF SERVICE RESULTS:

****

CORNER LOCATION	SQ.FT. PER PEDESTRIAN	LOS
NORTHEAST	0	
SOUTHEAST	0	
SOUTHWEST	0	
NORTHWEST	0	

B) CROSSWALK ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES
(VOLS. ARE OUTBOUND FROM CORNER)

FROM 1->2:	34	FROM 5->6:	37
FROM 2->1:	28	FROM 6->5:	34
FROM 3->4:	39	FROM 7->8:	46
FROM 4->3:	40	FROM 8->7:	66

LOCATION	CURB->CURB STREET WIDTH (Ft.)	XWALK WIDTH (Ft.)	CONFLICTING VEHICLE VOL. WITH PEDS (Veh/Cycle)	PED GREEN TIME (Sec)
NORTH	35.6	9	1	20
EAST	30.3	12	3	60
SOUTH	37.4	8	2	20
WEST	20.5	10	0	60

LEVEL OF SERVICE RESULTS:
****

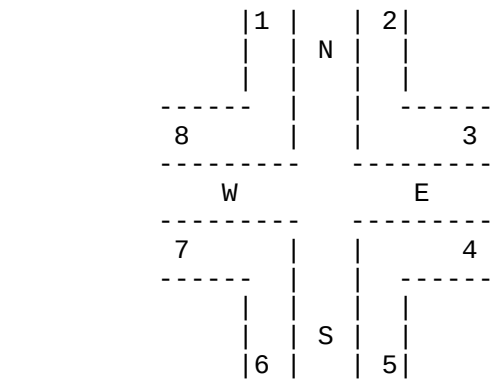
	WITHOUT VEHICLES		WITH VEHICLES		MAXIMUM SURGE	
	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS
NORTH	111	B	104	B	57	B
EAST	390	A	363	A	104	B
SOUTH	86	B	75	B	47	B
WEST	229	A	229	A	44	B

IDENTIFYING INFORMATION

FACILITY LOCATION.... Bay Street and Wave Street
TIME AND DATE..... MD 2015 Mitigation ; 02-14-2006
OTHER INFORMATION....

FACILITY LOCATION.... Front Street and Prospect Street
ANALYST.............. RED
TIME OF ANALYSIS..... MD 2015 Build
DATE OF ANALYSIS..... 02-14-2006
OTHER INFORMATION....

A) INTERSECTION SCHEMATIC



B) CORNER ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES (VOLS. ARE OUTBOUND FROM CORNER)				SIDEWALK FLOW	
FROM 1->2:	18	FROM 5->6:	37	2<->3:	0
FROM 2->1:	20	FROM 6->5:	34	4<->5:	0
FROM 3->4:	0	FROM 7->8:	46	6<->7:	0
FROM 4->3:	0	FROM 8->7:	46	1<->8:	0

CORNER LOCATION	CURB RADII (Ft.)	XWALK LOCATION	PED GREEN TIME (Sec)	
NORTHEAST	0	NORTH	31	
SOUTHEAST	0	EAST	49	
SOUTHWEST	0	SOUTH	31	
NORTHWEST	0	WEST	49	CYCLE LENGTH: 90

WALKWAY	ACTUAL WALKWAY WIDTH (Feet)	WALKWAY	ACTUAL WALKWAY WIDTH (Feet)
1	0	5	0
2	0	6	0
3	0	7	0
4	0	8	0

CORNER LEVEL OF SERVICE RESULTS:

****

CORNER LOCATION	SQ.FT. PER PEDESTRIAN	LOS
NORTHEAST	0	
SOUTHEAST	0	
SOUTHWEST	0	
NORTHWEST	0	

B) CROSSWALK ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES
(VOLS. ARE OUTBOUND FROM CORNER)

FROM 1->2:	18	FROM 5->6:	37
FROM 2->1:	20	FROM 6->5:	34
FROM 3->4:	0	FROM 7->8:	46
FROM 4->3:	0	FROM 8->7:	46

LOCATION	CURB->CURB STREET WIDTH (Ft.)	XWALK WIDTH (Ft.)	CONFLICTING VEHICLE VOL. WITH PEDS (Veh/Cycle)	PED GREEN TIME (Sec)
NORTH	45	9	1	31
EAST	0	0	1	49
SOUTH	30	10	2	31
WEST	26	11	0	49

LEVEL OF SERVICE RESULTS:
****

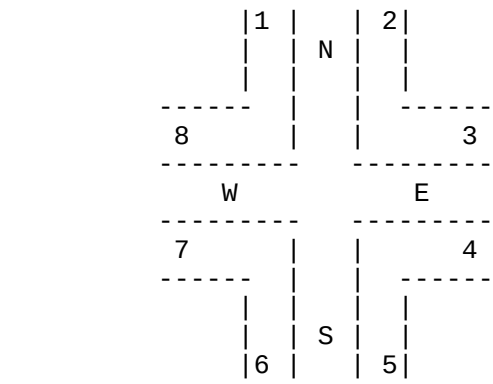
	WITHOUT VEHICLES		WITH VEHICLES		MAXIMUM SURGE	
	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS
NORTH	298	A	289	A	133	A
EAST	390	A	363	A	104	B
SOUTH	177	A	161	A	55	B
WEST	248	A	248	A	56	B

IDENTIFYING INFORMATION

FACILITY LOCATION.... Front Street and Prospect Street
TIME AND DATE..... MD 2015 Build ; 02-14-2006
OTHER INFORMATION....

FACILITY LOCATION.... Bay St and Water St
ANALYST.............. RED
TIME OF ANALYSIS..... PM 2015 Mitigation
DATE OF ANALYSIS..... 02-14-2006
OTHER INFORMATION....

A) INTERSECTION SCHEMATIC



B) CORNER ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES (VOLS. ARE OUTBOUND FROM CORNER)				SIDEWALK FLOW	
FROM 1->2:	19	FROM 5->6:	15	2<->3:	0
FROM 2->1:	16	FROM 6->5:	15	4<->5:	0
FROM 3->4:	23	FROM 7->8:	19	6<->7:	0
FROM 4->3:	28	FROM 8->7:	20	1<->8:	0

CORNER LOCATION	CURB RADII (Ft.)	XWALK LOCATION	PED GREEN TIME (Sec)
NORTHEAST	0	NORTH	37
SOUTHEAST	0	EAST	73
SOUTHWEST	0	SOUTH	37
NORTHWEST	0	WEST	73

CYCLE LENGTH: 120

WALKWAY	ACTUAL WALKWAY WIDTH (Feet)	WALKWAY	ACTUAL WALKWAY WIDTH (Feet)
1	0	5	0
2	0	6	0
3	0	7	0
4	0	8	0

CORNER LEVEL OF SERVICE RESULTS:

****

CORNER LOCATION	SQ.FT. PER PEDESTRIAN	LOS
NORTHEAST	0	
SOUTHEAST	0	
SOUTHWEST	0	
NORTHWEST	0	

B) CROSSWALK ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES
(VOLS. ARE OUTBOUND FROM CORNER)

FROM 1->2:	19	FROM 5->6:	15
FROM 2->1:	16	FROM 6->5:	15
FROM 3->4:	23	FROM 7->8:	19
FROM 4->3:	28	FROM 8->7:	20

LOCATION	CURB->CURB STREET WIDTH (Ft.)	XWALK WIDTH (Ft.)	CONFLICTING VEHICLE VOL. WITH PEDS (Veh/Cycle)	PED GREEN TIME (Sec)
NORTH	37	10	1	37
EAST	29.4	12.6	0	73
SOUTH	36.5	6	1	37
WEST	27	12	9	73

LEVEL OF SERVICE RESULTS:
****

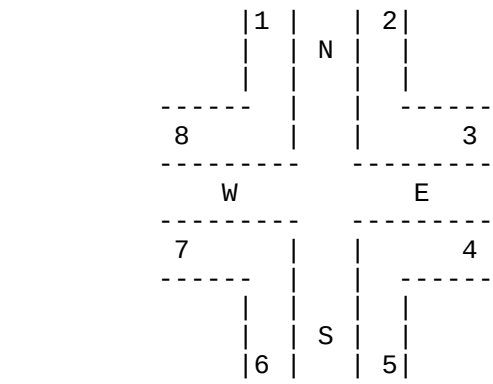
	WITHOUT VEHICLES		WITH VEHICLES		MAXIMUM SURGE	
	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS
NORTH	328	A	318	A	101	B
EAST	584	A	584	A	116	B
SOUTH	229	A	222	A	70	B
WEST	727	A	590	A	134	A

IDENTIFYING INFORMATION

FACILITY LOCATION.... Bay St and Water St
TIME AND DATE..... PM 2015 Mitigation ; 02-14-2006
OTHER INFORMATION....

FACILITY LOCATION.... Bay Street and Prospect St
ANALYST..... RED
TIME OF ANALYSIS..... PM 2015 Mitigation
DATE OF ANALYSIS..... 02-14-2006
OTHER INFORMATION....

A) INTERSECTION SCHEMATIC



B) CORNER ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES (VOLS. ARE OUTBOUND FROM CORNER)				SIDEWALK FLOW	
FROM 1->2:	21	FROM 5->6:	19	2<->3:	0
FROM 2->1:	22	FROM 6->5:	23	4<->5:	0
FROM 3->4:	36	FROM 7->8:	25	6<->7:	0
FROM 4->3:	37	FROM 8->7:	32	1<->8:	0

CORNER LOCATION	CURB RADII (Ft.)	XWALK LOCATION	PED GREEN TIME (Sec)	
NORTHEAST	0	NORTH	37	
SOUTHEAST	0	EAST	73	
SOUTHWEST	0	SOUTH	37	
NORTHWEST	0	WEST	73	CYCLE LENGTH: 120

WALKWAY	ACTUAL WALKWAY WIDTH (Feet)	WALKWAY	ACTUAL WALKWAY WIDTH (Feet)
1	0	5	0
2	0	6	0
3	0	7	0
4	0	8	0

CORNER LEVEL OF SERVICE RESULTS:

****

CORNER LOCATION	SQ.FT. PER PEDESTRIAN	LOS
NORTHEAST	0	
SOUTHEAST	0	
SOUTHWEST	0	
NORTHWEST	0	

B) CROSSWALK ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES
(VOLS. ARE OUTBOUND FROM CORNER)

FROM 1->2:	21	FROM 5->6:	19
FROM 2->1:	22	FROM 6->5:	23
FROM 3->4:	36	FROM 7->8:	25
FROM 4->3:	37	FROM 8->7:	32

LOCATION	CURB->CURB STREET WIDTH (Ft.)	XWALK WIDTH (Ft.)	CONFLICTING VEHICLE VOL. WITH PEDS (Veh/Cycle)	PED GREEN TIME (Sec)
NORTH	36.5	9	0	37
EAST	27	10	5	73
SOUTH	37	8	1	37
WEST	30.8	13.2	0	73

LEVEL OF SERVICE RESULTS:

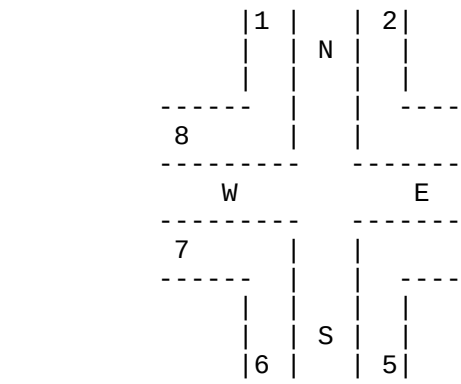
	WITHOUT VEHICLES		WITH VEHICLES		MAXIMUM SURGE	
	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS
NORTH	240	A	240	A	73	B
EAST	324	A	290	A	59	B
SOUTH	219	A	212	A	67	B
WEST	547	A	547	A	113	B

IDENTIFYING INFORMATION

FACILITY LOCATION.... Bay Street and Prospect St
TIME AND DATE..... PM 2015 Mitigation ; 02-14-2006
OTHER INFORMATION....

FACILITY LOCATION.... Bay Street and Wave Street
ANALYST.............. RED
TIME OF ANALYSIS..... PM 2015 Mitigation
DATE OF ANALYSIS..... 02-14-2006
OTHER INFORMATION....

A) INTERSECTION SCHEMATIC



B) CORNER ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES (VOLS. ARE OUTBOUND FROM CORNER)				SIDEWALK FLOW	
FROM 1->2:	22	FROM 5->6:	33	2<->3:	0
FROM 2->1:	23	FROM 6->5:	28	4<->5:	0
FROM 3->4:	28	FROM 7->8:	52	6<->7:	0
FROM 4->3:	37	FROM 8->7:	36	1<->8:	0

CORNER LOCATION	CURB RADII (Ft.)	XWALK LOCATION	PED GREEN TIME (Sec)	
NORTHEAST	0	NORTH	37	
SOUTHEAST	0	EAST	73	
SOUTHWEST	0	SOUTH	37	
NORTHWEST	0	WEST	73	CYCLE LENGTH: 120

WALKWAY	ACTUAL WALKWAY WIDTH (Feet)	WALKWAY	ACTUAL WALKWAY WIDTH (Feet)
1	0	5	0
2	0	6	0
3	0	7	0
4	0	8	0

CORNER LEVEL OF SERVICE RESULTS:

****

CORNER LOCATION	SQ.FT. PER PEDESTRIAN	LOS
NORTHEAST	0	
SOUTHEAST	0	
SOUTHWEST	0	
NORTHWEST	0	

B) CROSSWALK ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES
(VOLS. ARE OUTBOUND FROM CORNER)

FROM 1->2:	22	FROM 5->6:	33
FROM 2->1:	23	FROM 6->5:	28
FROM 3->4:	28	FROM 7->8:	52
FROM 4->3:	37	FROM 8->7:	36

LOCATION	CURB->CURB STREET WIDTH (Ft.)	XWALK WIDTH (Ft.)	CONFLICTING VEHICLE VOL. WITH PEDS (Veh/Cycle)	PED GREEN TIME (Sec)
NORTH	35.6	9	2	37
EAST	30.3	12	4	73
SOUTH	37.4	8	1	37
WEST	20.5	10	0	73

LEVEL OF SERVICE RESULTS:
****

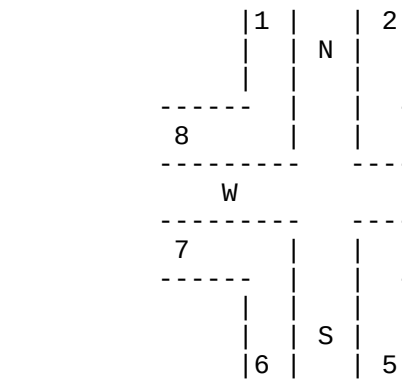
	WITHOUT VEHICLES		WITH VEHICLES		MAXIMUM SURGE	
	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS
NORTH	230	A	214	A	68	B
EAST	436	A	404	A	89	B
SOUTH	150	A	146	A	47	B
WEST	268	A	268	A	38	C

IDENTIFYING INFORMATION

FACILITY LOCATION.... Bay Street and Wave Street
TIME AND DATE..... PM 2015 Mitigation ; 02-14-2006
OTHER INFORMATION....

FACILITY LOCATION.... Bay St and Water St
ANALYST.............. RED
TIME OF ANALYSIS..... SAT 2015 Mitigation
DATE OF ANALYSIS..... 02-14-2006
OTHER INFORMATION....

A) INTERSECTION SCHEMATIC



B) CORNER ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES (VOLS. ARE OUTBOUND FROM CORNER)				SIDEWALK FLOW	
FROM 1->2:	17	FROM 5->6:	17	2<->3:	0
FROM 2->1:	17	FROM 6->5:	18	4<->5:	0
FROM 3->4:	20	FROM 7->8:	18	6<->7:	0
FROM 4->3:	20	FROM 8->7:	18	1<->8:	0

CORNER LOCATION	CURB RADII (Ft.)	XWALK LOCATION	PED GREEN TIME (Sec)	
NORTHEAST	0	NORTH	31	
SOUTHEAST	0	EAST	49	
SOUTHWEST	0	SOUTH	31	
NORTHWEST	0	WEST	49	CYCLE LENGTH: 90

WALKWAY	ACTUAL WALKWAY WIDTH (Feet)	WALKWAY	ACTUAL WALKWAY WIDTH (Feet)
1	0	5	0
2	0	6	0
3	0	7	0
4	0	8	0

CORNER LEVEL OF SERVICE RESULTS:

****

CORNER LOCATION	SQ.FT. PER PEDESTRIAN	LOS
********	**********	***
NORTHEAST	0	
SOUTHEAST	0	
SOUTHWEST	0	
NORTHWEST	0	

B) CROSSWALK ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES
(VOLS. ARE OUTBOUND FROM CORNER)

FROM 1->2:	17	FROM 5->6:	17
FROM 2->1:	17	FROM 6->5:	18
FROM 3->4:	20	FROM 7->8:	18
FROM 4->3:	20	FROM 8->7:	18

LOCATION	CURB->CURB STREET WIDTH (Ft.)	XWALK WIDTH (Ft.)	CONFLICTING VEHICLE VOL. WITH PEDS (Veh/Cycle)	PED GREEN TIME (Sec)
NORTH	37	10	1	31
EAST	29.4	12.6	0	49
SOUTH	36.5	6	1	31
WEST	27	12	7	49

LEVEL OF SERVICE RESULTS:
****

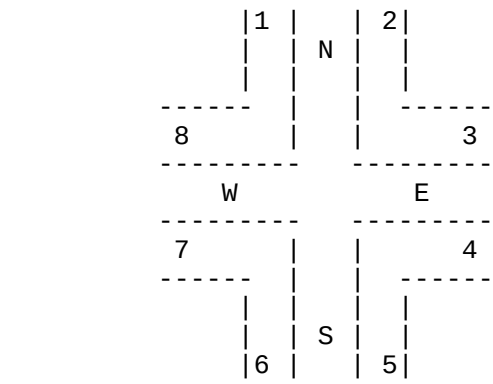
	WITHOUT VEHICLES		WITH VEHICLES		MAXIMUM SURGE	
	**********		**********		**********	
	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS
	---	---	---	---	---	---
NORTH	371	A	356	A	139	A
EAST	652	A	652	A	165	A
SOUTH	216	A	208	A	80	B
WEST	690	A	536	A	162	A

IDENTIFYING INFORMATION

FACILITY LOCATION.... Bay St and Water St
TIME AND DATE..... SAT 2015 Mitigation ; 02-14-2006
OTHER INFORMATION....

FACILITY LOCATION.... Bay Street and Prospect St
ANALYST..... RED
TIME OF ANALYSIS..... SAT 2015 Mitigation
DATE OF ANALYSIS..... 02-14-2006
OTHER INFORMATION....

A) INTERSECTION SCHEMATIC



B) CORNER ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES (VOLS. ARE OUTBOUND FROM CORNER)				SIDEWALK FLOW	
FROM 1->2:	28	FROM 5->6:	20	2<->3:	0
FROM 2->1:	25	FROM 6->5:	24	4<->5:	0
FROM 3->4:	39	FROM 7->8:	34	6<->7:	0
FROM 4->3:	38	FROM 8->7:	18	1<->8:	0

CORNER LOCATION	CURB RADII (Ft.)	XWALK LOCATION	PED GREEN TIME (Sec)	
NORTHEAST	0	NORTH	31	
SOUTHEAST	0	EAST	49	
SOUTHWEST	0	SOUTH	31	
NORTHWEST	0	WEST	49	CYCLE LENGTH: 90

WALKWAY	ACTUAL WALKWAY WIDTH (Feet)	WALKWAY	ACTUAL WALKWAY WIDTH (Feet)
1	0	5	0
2	0	6	0
3	0	7	0
4	0	8	0

CORNER LEVEL OF SERVICE RESULTS:

****

CORNER LOCATION	SQ.FT. PER PEDESTRIAN	LOS
********	**********	***
NORTHEAST	0	
SOUTHEAST	0	
SOUTHWEST	0	
NORTHWEST	0	

B) CROSSWALK ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES
(VOLS. ARE OUTBOUND FROM CORNER)

FROM 1->2:	28	FROM 5->6:	20
FROM 2->1:	25	FROM 6->5:	24
FROM 3->4:	39	FROM 7->8:	34
FROM 4->3:	38	FROM 8->7:	18

LOCATION	CURB->CURB STREET WIDTH (Ft.)	XWALK WIDTH (Ft.)	CONFLICTING VEHICLE VOL. WITH PEDS (Veh/Cycle)	PED GREEN TIME (Sec)
NORTH	36.5	9	0	31
EAST	27	10	4	49
SOUTH	37	8	1	31
WEST	30.8	13.2	0	49

LEVEL OF SERVICE RESULTS:
****

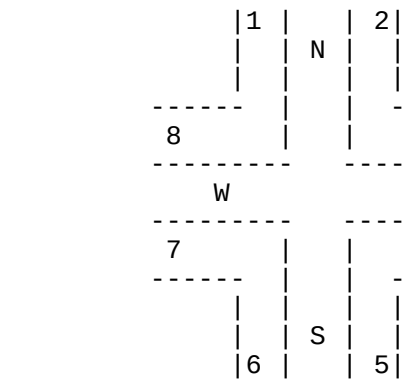
	WITHOUT VEHICLES		WITH VEHICLES		MAXIMUM SURGE	
	**********		**********		**********	
	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS
	---	---	---	---	---	---
NORTH	214	A	214	A	80	B
EAST	269	A	235	A	63	B
SOUTH	229	A	220	A	86	B
WEST	525	A	525	A	138	A

IDENTIFYING INFORMATION

FACILITY LOCATION.... Bay Street and Prospect St
TIME AND DATE..... SAT 2015 Mitigation ; 02-14-2006
OTHER INFORMATION....

FACILITY LOCATION.... Bay Street and Wave Street
ANALYST.............. RED
TIME OF ANALYSIS..... SAT 2015 Mitigation
DATE OF ANALYSIS..... 02-14-2006
OTHER INFORMATION....

A) INTERSECTION SCHEMATIC



B) CORNER ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES (VOLS. ARE OUTBOUND FROM CORNER)				SIDEWALK FLOW	
FROM 1->2:	26	FROM 5->6:	31	2<->3:	0
FROM 2->1:	25	FROM 6->5:	37	4<->5:	0
FROM 3->4:	41	FROM 7->8:	54	6<->7:	0
FROM 4->3:	37	FROM 8->7:	38	1<->8:	0

CORNER LOCATION	CURB RADII (Ft.)	XWALK LOCATION	PED GREEN TIME (Sec)	
NORTHEAST	0	NORTH	30	
SOUTHEAST	0	EAST	50	
SOUTHWEST	0	SOUTH	30	
NORTHWEST	0	WEST	50	CYCLE LENGTH: 90

WALKWAY	ACTUAL WALKWAY WIDTH (Feet)	WALKWAY	ACTUAL WALKWAY WIDTH (Feet)
1	0	5	0
2	0	6	0
3	0	7	0
4	0	8	0

CORNER LEVEL OF SERVICE RESULTS:

****

CORNER LOCATION	SQ.FT. PER PEDESTRIAN	LOS
NORTHEAST	0	
SOUTHEAST	0	
SOUTHWEST	0	
NORTHWEST	0	

B) CROSSWALK ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES
(VOLS. ARE OUTBOUND FROM CORNER)

FROM 1->2:	26	FROM 5->6:	31
FROM 2->1:	25	FROM 6->5:	37
FROM 3->4:	41	FROM 7->8:	54
FROM 4->3:	37	FROM 8->7:	38

LOCATION	CURB->CURB STREET WIDTH (Ft.)	XWALK WIDTH (Ft.)	CONFLICTING VEHICLE VOL. WITH PEDS (Veh/Cycle)	PED GREEN TIME (Sec)
NORTH	35.6	9	1	30
EAST	30.3	12	3	50
SOUTH	37.4	8	2	30
WEST	20.5	10	0	50

LEVEL OF SERVICE RESULTS:
****

	WITHOUT VEHICLES		WITH VEHICLES		MAXIMUM SURGE	
	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS
NORTH	214	A	206	A	80	B
EAST	325	A	298	A	84	B
SOUTH	143	A	132	A	56	B
WEST	230	A	230	A	42	B

IDENTIFYING INFORMATION

FACILITY LOCATION.... Bay Street and Wave Street
TIME AND DATE..... SAT 2015 Mitigation ; 02-14-2006
OTHER INFORMATION....

****

CORNER LOCATION	SQ.FT. PER PEDESTRIAN	LOS
NORTHEAST	0	
SOUTHEAST	0	
SOUTHWEST	0	
NORTHWEST	0	

B) CROSSWALK ANALYSIS

15-MINUTE PEDESTRIAN VOLUMES
(VOLS. ARE OUTBOUND FROM CORNER)

FROM 1->2:	28	FROM 5->6:	23
FROM 2->1:	25	FROM 6->5:	17
FROM 3->4:	0	FROM 7->8:	26
FROM 4->3:	0	FROM 8->7:	28

LOCATION	CURB->CURB STREET WIDTH (Ft.)	XWALK WIDTH (Ft.)	CONFLICTING VEHICLE VOL. WITH PEDS (Veh/Cycle)	PED GREEN TIME (Sec)
NORTH	45	9	0	31
EAST	0	0	0	49
SOUTH	45	10	2	31
WEST	34	11	1	49

LEVEL OF SERVICE RESULTS:
****

	WITHOUT VEHICLES		WITH VEHICLES		MAXIMUM SURGE	
	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS	SQ.FT. PER PEDESTRIAN	LOS
NORTH	214	A	214	A	96	B
EAST	495	A	450	A	155	A
SOUTH	315	A	295	A	141	A
WEST	422	A	411	A	121	B

IDENTIFYING INFORMATION

FACILITY LOCATION.... Front Street and Canal Street
TIME AND DATE..... SAT 2015 Build ; 02-14-2006
OTHER INFORMATION....

Appendix D-5: Pedestrian LOS Worksheets for Unsignalized Intersections

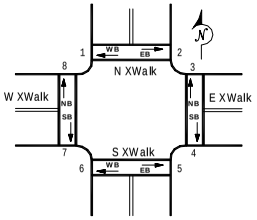
The Louis Berger Group, Inc.

LOS for Pedestrians at Unsignalized Intersection

New Stapleton Waterfront Development Plan DEIS

Bay St. and Water St.

2005 Existing Condition



Time Period	Crosswalk	Direction		v_{15} (ped/15min)	W_E (feet)	v_P (ped/s)	V_{veh} (veh/hr)	v (veh/sec)	L (feet)	t_c (sec)	N_C	N_P	d_P (sec)	LOS
AM	North	EB	1>>2	7	10.0	0.008	1047	0.29	37.0	12.3	2.358	2.000	198.3	F
		WB	2>>1	5	10.0	0.006		0.00	37.0	12.3				
	East	SB	3>>4	6	12.6	0.007	11	0.00	29.4	10.4	1.002	1.000	0.0	A
		NB	4>>5	7	12.6	0.008		0.00	29.4	10.4				
	South	WB	5>>6	0	6.0	0.000	1041	0.29	36.5	12.1	1.220	1.000	100.1	F
		EB	6>>5	2	6.0	0.002		0.00	36.5	12.1				
	West	NB	7>>8	5	12.0	0.006	175	0.05	27.0	9.8	1.024	1.000	2.7	A
		SB	8>>7	3	12.0	0.003		0.00	27.0	9.8				
MD	North	EB	1>>2	8	10.0	0.009	1113	0.31	37.0	12.3	2.770	2.000	248.6	F
		WB	2>>1	5	12.6	0.006		0.00	37.0	12.3				
	East	SB	3>>4	2	12.6	0.002	55	0.02	29.4	10.4	1.009	1.000	0.7	A
		NB	4>>5	8	12.6	0.009		0.00	29.4	10.4				
	South	WB	5>>6	1	6.0	0.001	1106	0.31	36.5	12.1	1.264	1.000	120.3	F
		EB	6>>5	1	6.0	0.001		0.00	36.5	12.1				
	West	NB	7>>8	8	12.0	0.009	284	0.08	27.0	9.8	1.073	1.000	4.9	A
		SB	8>>7	6	12.0	0.007		0.00	27.0	9.8				
PM	North	EB	1>>2	5	10.0	0.006	1116	0.31	37.0	12.3	2.115	1.000	128.7	F
		WB	2>>1	3	12.6	0.003		0.00	37.0	12.3				
	East	SB	3>>4	6	12.6	0.007	43	0.01	29.4	10.4	1.011	1.000	0.8	A
		NB	4>>5	10	12.6	0.011		0.00	29.4	10.4				
	South	WB	5>>6	0	6.0	0.000	1124	0.31	36.5	12.1	1.000	1.000	0.0	A
		EB	6>>5	0	6.0	0.000		0.00	36.5	12.1				
	West	NB	7>>8	9	12.0	0.010	249	0.07	27.0	9.8	1.083	1.000	4.0	A
		SB	8>>7	10	12.0	0.011		0.00	27.0	9.8				

If no platooning is observed, spatial distribution of pedestrIans (N_p) is assumed to be 1.

S_p = pedestrian walking speed = 4.0 ft/sec

T_s = pedestrian Start-up time and clearance time = 3.0 sec

W_E = efective crosswalk width (ft)

L = crosswalk length (ft)

v = vehicular flow rate (veh/sec)

v_p = pedestrian flow rate (p/sec)

t_c = critical gap for a single pedestrian (sec)

Nc = total number of pedestrians in the crossing platoon (p)

N_p = spatial distribution of pedestrians (sec)

d_p = average delay per pedestrian (sec)

$$t_c = \frac{L}{S_p} + t_s$$

$$N_c = \frac{v_p e^{v_p t_c} + v e^{-v t_c}}{(v_p + v) e^{(v_p - v) t_c}}$$

$$t_G = t_c + 2(N_p - 1)$$

$$N_p = INT\left[\frac{8.0\,(N_c - 1)}{W_E}\right] + 1$$

$$d_p = \frac{1}{v}\left(e^{v t_G} - v t_G - 1\right)$$

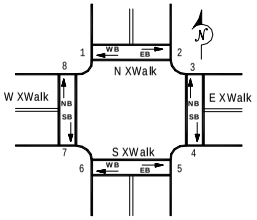
The Louis Berger Group, Inc.

LOS for Pedestrians at Unsignalized Intersection

New Stapleton Waterfront Development Plan DEIS

Bay St. and Prospect St.

2005 Existing Condition



Time Period	Crosswalk	Direction		v_{15} (ped/15min)	W_E (feet)	v_P (ped/s)	V_{veh} (veh/hr)	v (veh/sec)	L (feet)	t_c (sec)	N_C	N_P	d_P (sec)	LOS
AM	North	EB	1>>2	0	9.0	0.000	1025	0.28	36.5	12.1	1.106	1.000	95.0	F
		WB	2>>1	1	9.0	0.001		0.00	36.5	12.1				
	East	SB	3>>4	0	10.0	0.000	42	0.01	27.0	9.8	1.001	1.000	0.9	A
		NB	4>>5	2	10.0	0.002		0.00	27.0	9.8				
	South	WB	5>>6	1	8.0	0.001	1027	0.29	37.0	12.3	1.438	1.000	99.2	F
		EB	6>>5	3	8.0	0.003		0.00	37.0	12.3				
	West	NB	7>>8	11	13.2	0.012	28	0.01	30.8	10.7	1.009	1.000	0.0	A
		SB	8>>7	8	13.2	0.009		0.00	30.8	10.7				
MD	North	EB	1>>2	4	9.0	0.004	1113	0.31	36.5	12.1	2.059	1.000	122.2	F
		WB	2>>1	4	10.0	0.004		0.00	36.5	12.1				
	East	SB	3>>4	14	10.0	0.016	49	0.01	27.0	9.8	1.013	1.000	0.7	A
		NB	4>>5	5	10.0	0.006		0.00	27.0	9.8				
	South	WB	5>>6	5	8.0	0.006	1103	0.31	37.0	12.3	1.810	1.000	123.3	F
		EB	6>>5	1	8.0	0.001		0.00	37.0	12.3				
	West	NB	7>>8	6	13.2	0.007	29	0.01	30.8	10.7	1.013	1.000	0.0	A
		SB	8>>7	22	13.2	0.024		0.00	30.8	10.7				
PM	North	EB	1>>2	0	9.0	0.000	1068	0.30	36.5	12.1	1.000	1.000	0.0	A
		WB	2>>1	0	10.0	0.000		0.00	36.5	12.1				
	East	SB	3>>4	6	10.0	0.007	60	0.02	27.0	9.8	1.012	1.000	0.6	A
		NB	4>>5	8	10.0	0.009		0.00	27.0	9.8				
	South	WB	5>>6	2	8.0	0.002	1108	0.31	37.0	12.3	1.956	1.000	125.4	F
		EB	6>>5	5	8.0	0.006		0.00	37.0	12.3				
	West	NB	7>>8	10	13.2	0.011	36	0.01	30.8	10.7	1.015	1.000	1.0	A
		SB	8>>7	15	13.2	0.017		0.00	30.8	10.7				

If no platooning is observed, spatial distribution of pedestrIans (N_p) is assumed to be 1.

S_p = pedestrian walking speed = 4.0 ft/sec

T_s = pedestrian Start-up time and clearance time = 3.0 sec

W_E = efective crosswalk width (ft)

L = crosswalk length (ft)

v = vehicular flow rate (veh/sec)

v_p = pedestrian flow rate (p/sec)

t_c = critical gap for a single pedestrian (sec)

Nc = total number of pedestrians in the crossing platoon (p)

N_p = spatial distribution of pedestrians (sec)

d_p = average delay per pedestrian (sec)

$$t_c = \frac{L}{S_p} + t_s$$

$$N_c = \frac{v_p e^{v_p t_c} + v e^{-v t_c}}{(v_p + v) e^{(v_p - v) t_c}}$$

$$t_G = t_c + 2(N_p - 1)$$

$$N_p = INT\left[\frac{8.0\,(N_c - 1)}{W_E}\right] + 1$$

$$d_p = \frac{1}{v}\left(e^{v t_G} - v t_G - 1\right)$$

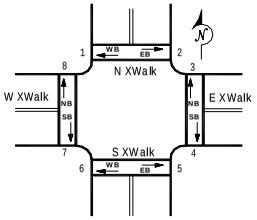
The Louis Berger Group, Inc.

LOS for Pedestrians at Unsignalized Intersection

New Stapleton Waterfront Development Plan DEIS

Bay St. and Wave St.

2005 Existing Condition



Time Period	Crosswalk	Direction		v_{15} (ped/15min)	W_E (feet)	v_P (ped/s)	V_{veh} (veh/hr)	v (veh/sec)	L (feet)	t_c (sec)	N_C	N_P	d_P (sec)	LOS
AM	North	EB	1>>2	0	9.0	0.000	1044	0.29	35.6	11.9	1.000	1.000	0.0	A
		WB	2>>1	0	9.0	0.000		0.00	35.6	11.9				
	East	SB	3>>4	6	12.0	0.007	75	0.02	30.3	10.6	1.019	1.000	1.4	A
		NB	4>>5	8	12.0	0.009		0.00	30.3	10.6				
	South	WB	5>>6	0	8.0	0.000	1025	0.28	37.4	12.4	1.338	1.000	102.8	F
		EB	6>>5	3	8.0	0.003		0.00	37.4	12.4				
	West	NB	7>>8	5	10.0	0.006	14	0.00	20.5	8.1	1.002	1.000	0.0	A
		SB	8>>7	6	10.0	0.007		0.00	20.5	8.1				
MD	North	EB	1>>2	5	9.0	0.006	1084	0.30	35.6	11.9	1.571	1.000	103.9	F
		WB	2>>1	0	12.0	0.000		0.00	35.6	11.9				
	East	SB	3>>4	6	12.0	0.007	188	0.05	30.3	10.6	1.045	1.000	3.4	A
		NB	4>>5	6	12.0	0.007		0.00	30.3	10.6				
	South	WB	5>>6	2	8.0	0.002	1093	0.30	37.4	12.4	1.275	1.000	124.4	F
		EB	6>>5	0	8.0	0.000		0.00	37.4	12.4				
	West	NB	7>>8	7	10.0	0.008	19	0.01	20.5	8.1	1.006	1.000	0.0	A
		SB	8>>7	25	10.0	0.028		0.00	20.5	8.1				
PM	North	EB	1>>2	1	9.0	0.001	1093	0.30	35.6	11.9	1.236	1.000	106.6	F
		WB	2>>1	1	12.0	0.001		0.00	35.6	11.9				
	East	SB	3>>4	2	12.0	0.002	145	0.04	30.3	10.6	1.036	1.000	2.7	A
		NB	4>>5	11	12.0	0.012		0.00	30.3	10.6				
	South	WB	5>>6	3	8.0	0.003	1053	0.29	37.4	12.4	1.366	1.000	110.6	F
		EB	6>>5	0	8.0	0.000		0.00	37.4	12.4				
	West	NB	7>>8	21	10.0	0.023	11	0.00	20.5	8.1	1.003	1.000	0.0	A
		SB	8>>7	5	10.0	0.006		0.00	20.5	8.1				

If no platooning is observed, spatial distribution of pedestrIans (N_p) is assumed to be 1.

S_p = pedestrian walking speed = 4.0 ft/sec

T_s = pedestrian Start-up time and clearance time = 3.0 sec

W_E = efective crosswalk width (ft)

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$$t_c = \frac{L}{S_p} + t_s$$

$$N_c = \frac{v_p e^{v_p t_c} + v e^{-v t_c}}{(v_p + v) e^{(v_p - v) t_c}}$$

$$t_G = t_c + 2(N_p - 1)$$

$$N_p = INT\left[\frac{8.0\,(N_c - 1)}{W_E}\right] + 1$$

$$d_p = \frac{1}{v}\left(e^{v t_G} - v t_G - 1\right)$$

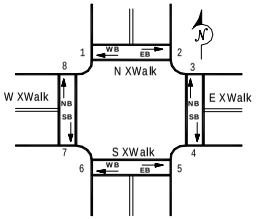
The Louis Berger Group, Inc.

LOS for Pedestrians at Unsignalized Intersection

New Stapleton Waterfront Development Plan DEIS

Front St. and Water St.

2005 Existing Condition



Time Period	Crosswalk	Direction		v_{15} (ped/15min)	W_E (feet)	v_P (ped/s)	V_{veh} (veh/hr)	v (veh/sec)	L (feet)	t_c (sec)	N_C	N_P	d_P (sec)	LOS
AM	North	EB	1>>2	0	10.0	0.000	594	0.17	27.8	10.0	1.000	1.000	0.0	A
		WB	2>>1	0	10.0	0.000		0.00	27.8	10.0				
	East	SB	3>>4	0	-	-	0	-	-	-	-	-	-	-
		NB	4>>5	0	-	-		-	-	-				
	South	WB	5>>6	0	9.0	0.000	595	0.17	27.8	10.0	1.000	1.000	0.0	A
		EB	6>>5	0	9.0	0.000		0.00	27.8	10.0				
	West	NB	7>>8	0	11.0	0.000	11	0.00	28.7	10.2	1.000	1.000	0.0	A
		SB	8>>7	0	11.0	0.000		0.00	28.7	10.2				
MD	North	EB	1>>2	0	10.0	0.000	550	0.15	27.8	10.0	1.000	1.000	0.0	A
		WB	2>>1	0	-	0.000		0.00	27.8	10.0				
	East	SB	3>>4	0	-	-	0	-	-	-	-	-	-	-
		NB	4>>5	0	-	-		-	-	-				
	South	WB	5>>6	0	9.0	0.000	583	0.16	27.8	10.0	1.000	1.000	0.0	A
		EB	6>>5	0	9.0	0.000		0.00	27.8	10.0				
	West	NB	7>>8	0	11.0	0.000	55	0.02	28.7	10.2	1.000	1.000	0.0	A
		SB	8>>7	0	11.0	0.000		0.00	28.7	10.2				
PM	North	EB	1>>2	0	10.0	0.000	627	0.17	27.8	10.0	1.000	1.000	0.0	A
		WB	2>>1	0	-	0.000		0.00	27.8	10.0				
	East	SB	3>>4	0	-	-	0	-	-	-	-	-	-	-
		NB	4>>5	0	-	-		-	-	-				
	South	WB	5>>6	0	9.0	0.000	640	0.18	27.8	10.0	1.000	1.000	0.0	A
		EB	6>>5	0	9.0	0.000		0.00	27.8	10.0				
	West	NB	7>>8	0	11.0	0.000	43	0.01	28.7	10.2	1.000	1.000	0.0	A
		SB	8>>7	0	11.0	0.000		0.00	28.7	10.2				

If no platooning is observed, spatial distribution of pedestrIans (N_p) is assumed to be 1.

S_p = pedestrian walking speed = 4.0 ft/sec

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$$t_c = \frac{L}{S_p} + t_s$$

$$N_c = \frac{v_p e^{v_p t_c} + v e^{-v t_c}}{\left(v_p + v\right) e^{\left(v_p - v\right) t_c}}$$

$$t_G = t_c + 2(N_p - 1)$$

$$N_p = INT\left[\frac{8.0\left(N_c - 1\right)}{W_E}\right] + 1$$

$$d_p = \frac{1}{v}\left(e^{v t_G} - v t_G - 1\right)$$

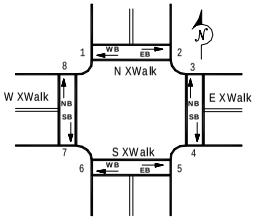
The Louis Berger Group, Inc.

LOS for Pedestrians at Unsignalized Intersection

New Stapleton Waterfront Development Plan DEIS

Front St. and Prospect St.

2005 Existing Condition



Time Period	Crosswalk	Direction		v_{15} (ped/15min)	W_E (feet)	v_P (ped/s)	V_{veh} (veh/hr)	v (veh/sec)	L (feet)	t_c (sec)	N_C	N_P	d_P (sec)	LOS
AM	North	EB	1>>2	0	9.0	0.000	572	0.16	27.1	9.8	1.000	1.000	0.0	A
		WB	2>>1	0	9.0	0.000		0.00	27.1	9.8				
	East	SB	3>>4	0	-	-	0.00	-	-	-	-	-	-	-
		NB	4>>5	0	-	-		-	-	-				
	South	WB	5>>6	0	10.0	0.000	594	0.17	27.3	9.8	1.000	1.000	0.0	A
		EB	6>>5	0	10.0	0.000		0.00	27.3	9.8				
	West	NB	7>>8	0	11.0	0.000	42	0.01	28.2	10.1	1.000	1.000	0.0	A
		SB	8>>7	0	11.0	0.000		0.00	28.2	10.1				
MD	North	EB	1>>2	0	9.0	0.000	525	0.15	27.1	9.8	1.000	1.000	0.0	A
		WB	2>>1	0	9.0	0.000		0.00	27.1	9.8				
	East	SB	3>>4	0	-	-	0.00	-	-	-	-	-	-	-
		NB	4>>5	0	-	-		-	-	-				
	South	WB	5>>6	0	10.0	0.000	550	0.15	27.3	9.8	1.000	1.000	0.0	A
		EB	6>>5	0	10.0	0.000		0.00	27.3	9.8				
	West	NB	7>>8	0	11.0	0.000	49	0.01	28.2	10.1	1.000	1.000	0.0	A
		SB	8>>7	0	11.0	0.000		0.00	28.2	10.1				
PM	North	EB	1>>2	5	9.0	0.006	611	0.17	27.1	9.8	1.084	1.000	15.3	C
		WB	2>>1	0	9.0	0.000		0.00	27.1	9.8				
	East	SB	3>>4	0	-	-	0.00	-	-	-	-	-	-	-
		NB	4>>5	0	-	-		-	-	-				
	South	WB	5>>6	0	10.0	0.000	627	0.17	27.3	9.8	1.000	1.000	0.0	A
		EB	6>>5	0	10.0	0.000		0.00	27.3	9.8				
	West	NB	7>>8	0	11.0	0.000	60	0.02	28.2	10.1	1.001	1.000	1.2	A
		SB	8>>7	1	11.0	0.001		0.00	28.2	10.1				

If no platooning is observed, spatial distribution of pedestrians (N_p) is assumed to be 1.

S_p = pedestrian walking speed = 4.0 ft/sec

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$$t_c = \frac{L}{S_p} + t_s$$

$$N_c = \frac{v_p e^{v_p t_c} + v e^{-v t_c}}{(v_p + v) e^{(v_p - v) t_c}}$$

$$t_G = t_c + 2(N_p - 1)$$

$$N_p = INT\left[\frac{8.0\,(N_c - 1)}{W_E}\right] + 1$$

$$d_p = \frac{1}{v}\left(e^{v t_G} - v t_G - 1\right)$$

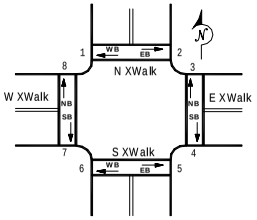
The Louis Berger Group, Inc.

LOS for Pedestrians at Unsignalized Intersection

New Stapleton Waterfront Development Plan DEIS

Front St. and Wave St.

2005 Existing Condition



Time Period	Crosswalk	Direction		v_{15} (ped/15min)	W_E (feet)	v_P (ped/s)	V_{veh} (veh/hr)	v (veh/sec)	L (feet)	t_c (sec)	N_C	N_P	d_P (sec)	LOS
AM	North	EB	1>>2	0	6.0	0.000	539	0.15	29.2	10.3	1.000	1.000	0.0	A
		WB	2>>1	0	6.0	0.000		0.00	29.2	10.3				
	East	SB	3>>4	0	-	-	0.00	-	-	-	-	-	-	-
		NB	4>>5	0	-	-		-	-	-				
	South	WB	5>>6	0	9.0	0.000	572	0.16	27.3	9.8	1.000	1.000	0.0	A
		EB	6>>5	0	9.0	0.000		0.00	27.3	9.8				
	West	NB	7>>8	0	11.0	0.000	75	0.02	29.2	10.3	1.000	1.000	0.0	A
		SB	8>>7	0	11.0	0.000		0.00	29.2	10.3				
MD	North	EB	1>>2	0	6.0	0.000	421	0.12	29.2	10.3	1.000	1.000	0.0	A
		WB	2>>1	0	-	0.000		0.00	29.2	10.3				
	East	SB	3>>4	0	-	-	0.00	-	-	-	-	-	-	-
		NB	4>>5	0	-	-		-	-	-				
	South	WB	5>>6	0	9.0	0.000	525	0.15	27.3	9.8	1.000	1.000	0.0	A
		EB	6>>5	0	9.0	0.000		0.00	27.3	9.8				
	West	NB	7>>8	0	11.0	0.000	188	0.05	29.2	10.3	1.000	1.000	0.0	A
		SB	8>>7	0	11.0	0.000		0.00	29.2	10.3				
PM	North	EB	1>>2	0	6.0	0.000	558	0.16	29.2	10.3	1.000	1.000	0.0	A
		WB	2>>1	0	-	0.000		0.00	29.2	10.3				
	East	SB	3>>4	0	-	-	0.00	-	-	-	-	-	-	-
		NB	4>>5	0	-	-		-	-	-				
	South	WB	5>>6	0	9.0	0.000	611	0.17	27.3	9.8	1.000	1.000	0.0	A
		EB	6>>5	0	9.0	0.000		0.00	27.3	9.8				
	West	NB	7>>8	0	11.0	0.000	145	0.04	29.2	10.3	1.000	1.000	0.0	A
		SB	8>>7	0	11.0	0.000		0.00	29.2	10.3				

If no platooning is observed, spatial distribution of pedestrIans (N_p) is assumed to be 1.

S_p = pedestrian walking speed = 4.0 ft/sec

T_s = pedestrian Start-up time and clearance time = 3.0 sec

W_E = efective crosswalk width (ft)

L = crosswalk length (ft)

v = vehicular flow rate (veh/sec)

v_p = pedestrian flow rate (p/sec)

t_c = critical gap for a single pedestrian (sec)

Nc = total number of pedestrians in the crossing platoon (p)

N_p = spatial distribution of pedestrians (sec)

d_p = average delay per pedestrian (sec)

$$t_c = \frac{L}{S_p} + t_s$$

$$N_c = \frac{v_p e^{v_p t_c} + v e^{-v t_c}}{(v_p + v) e^{(v_p - v) t_c}}$$

$$t_G = t_c + 2(N_p - 1)$$

$$N_p = INT\left[\frac{8.0\,(N_c - 1)}{W_E}\right] + 1$$

$$d_p = \frac{1}{v}\left(e^{v t_G} - v t_G - 1\right)$$

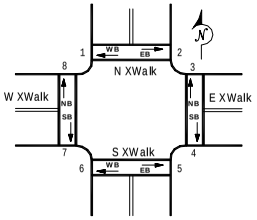
The Louis Berger Group, Inc.

LOS for Pedestrians at Unsignalized Intersection

New Stapleton Waterfront Development Plan DEIS

Bay St. and Thompson St.

2005 Existing Condition



Time Period	Crosswalk	Direction		v_{15} (ped/15min)	W_E (feet)	v_P (ped/s)	V_{veh} (veh/hr)	v (veh/sec)	L (feet)	t_c (sec)	N_C	N_P	d_P (sec)	LOS
AM	North	EB	1>>2	0	10.0	0.000	1013	0.28	35.5	11.9	1.000	1.000	0.0	A
		WB	2>>1	0	10.0	0.000		0.00	35.5	11.9				
	East	SB	3>>4	1	10.7	0.001	25	0.01	32.7	11.2	1.000	1.000	0.0	A
		NB	4>>5	0	10.7	0.000		0.00	32.7	11.2				
	South	WB	5>>6	2	7.0	0.002	1028	0.29	37.7	12.4	1.805	1.000	106.0	F
		EB	6>>5	5	7.0	0.006		0.00	37.7	12.4				
	West	NB	7>>8	4	9.0	0.004	12	0.00	24.8	9.2	1.002	1.000	0.0	A
		SB	8>>7	6	9.0	0.007		0.00	24.8	9.2				
MD	North	EB	1>>2	5	10.0	0.006	1007	0.28	35.5	11.9	1.637	1.000	83.4	F
		WB	2>>1	2	10.7	0.002		0.00	35.5	11.9				
	East	SB	3>>4	7	10.7	0.008	21	0.01	32.7	11.2	1.004	1.000	0.0	A
		NB	4>>5	4	10.7	0.004		0.00	32.7	11.2				
	South	WB	5>>6	1	7.0	0.001	1013	0.28	37.7	12.4	1.224	1.000	101.7	F
		EB	6>>5	1	7.0	0.001		0.00	37.7	12.4				
	West	NB	7>>8	2	9.0	0.002	17	0.00	24.8	9.2	1.002	1.000	0.0	A
		SB	8>>7	9	9.0	0.010		0.00	24.8	9.2				
PM	North	EB	1>>2	2	10.0	0.002	1082	0.30	35.5	11.9	1.452	1.000	103.0	F
		WB	2>>1	2	10.7	0.002		0.00	35.5	11.9				
	East	SB	3>>4	4	10.7	0.004	36	0.01	32.7	11.2	1.007	1.000	1.0	A
		NB	4>>5	6	10.7	0.007		0.00	32.7	11.2				
	South	WB	5>>6	1	7.0	0.001	1085	0.30	37.7	12.4	1.275	1.000	124.0	F
		EB	6>>5	1	7.0	0.001		0.00	37.7	12.4				
	West	NB	7>>8	7	9.0	0.008	19	0.01	24.8	9.2	1.003	1.000	0.0	A
		SB	8>>7	6	9.0	0.007		0.00	24.8	9.2				

If no platooning is observed, spatial distribution of pedestrIans (N_p) is assumed to be 1.

S_p = pedestrian walking speed = 4.0 ft/sec

T_s = pedestrian Start-up time and clearance time = 3.0 sec

W_E = efective crosswalk width (ft)

L = crosswalk length (ft)

v = vehicular flow rate (veh/sec)

v_p = pedestrian flow rate (p/sec)

t_c = critical gap for a single pedestrian (sec)

Nc = total number of pedestrians in the crossing platoon (p)

N_p = spatial distribution of pedestrians (sec)

d_p = average delay per pedestrian (sec)

$$t_c = \frac{L}{S_p} + t_s$$

$$N_c = \frac{v_p e^{v_p t_c} + v e^{-v t_c}}{\left(v_p + v\right) e^{\left(v_p - v\right) t_c}}$$

$$t_G = t_c + 2(N_p - 1)$$

$$N_p = INT\left[\frac{8.0\left(N_c - 1\right)}{W_E}\right] + 1$$

$$d_p = \frac{1}{v}\left(e^{v t_G} - v t_G - 1\right)$$

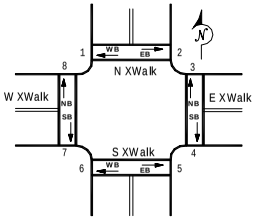
The Louis Berger Group, Inc.

LOS for Pedestrians at Unsignalized Intersection

New Stapleton Waterfront Development Plan DEIS

Front St. and Canal St.

2005 Existing Condition



Time Period	Crosswalk	Direction		v_{15} (ped/15min)	W_E (feet)	v_P (ped/s)	V_{veh} (veh/hr)	v (veh/sec)	L (feet)	t_c (sec)	N_C	N_P	d_P (sec)	LOS
AM	North	EB	1>>2	0	9.0	0.000	595	0.17	30.0	10.5	1.000	1.000	0.0	A
		WB	2>>1	0	9.0	0.000		0.00	30.0	10.5				
	East	SB	3>>4	0	-	-	0.00	-	-	-	-	-	-	-
		NB	4>>5	0	-	-		-	-	-				
	South	WB	5>>6	0	10.0	0.000	563	0.16	34.0	11.5	1.000	1.000	0.0	A
		EB	6>>5	0	10.0	0.000		0.00	34.0	11.5				
	West	NB	7>>8	0	11.0	0.000	76	0.02	30.0	10.5	1.000	1.000	0.0	A
		SB	8>>7	0	11.0	0.000		0.00	30.0	10.5				
MD	North	EB	1>>2	0	9.0	0.000	583	0.16	30.0	10.5	1.000	1.000	0.0	A
		WB	2>>1	0	-	0.000		0.00	30.0	10.5				
	East	SB	3>>4	0	-	-	0.00	-	-	-	-	-	-	-
		NB	4>>5	0	-	-		-	-	-				
	South	WB	5>>6	0	10.0	0.000	553	0.15	34.0	11.5	1.000	1.000	0.0	A
		EB	6>>5	0	10.0	0.000		0.00	34.0	11.5				
	West	NB	7>>8	0	11.0	0.000	98	0.03	30.0	10.5	1.000	1.000	0.0	A
		SB	8>>7	0	11.0	0.000		0.00	30.0	10.5				
PM	North	EB	1>>2	0	9.0	0.000	640	0.18	30.0	10.5	1.000	1.000	0.0	A
		WB	2>>1	0	-	0.000		0.00	30.0	10.5				
	East	SB	3>>4	0	-	-	0.00	-	-	-	-	-	-	-
		NB	4>>5	0	-	-		-	-	-				
	South	WB	5>>6	0	10.0	0.000	633	0.18	34.0	11.5	1.000	1.000	0.0	A
		EB	6>>5	0	10.0	0.000		0.00	34.0	11.5				
	West	NB	7>>8	0	11.0	0.000	91	0.03	30.0	10.5	1.000	1.000	0.0	A
		SB	8>>7	0	11.0	0.000		0.00	30.0	10.5				

If no platooning is observed, spatial distribution of pedestrians (N_p) is assumed to be 1.

S_p = pedestrian walking speed = 4.0 ft/sec

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W_E = efective crosswalk width (ft)

L = crosswalk length (ft)

v = vehicular flow rate (veh/sec)

v_p = pedestrian flow rate (p/sec)

t_c = critical gap for a single pedestrian (sec)

Nc = total number of pedestrians in the crossing platoon (p)

N_p = spatial distribution of pedestrians (sec)

d_p = average delay per pedestrian (sec)

$$t_c = \frac{L}{S_p} + t_s$$

$$N_c = \frac{v_p e^{v_p t_c} + v e^{-v t_c}}{(v_p + v) e^{(v_p - v) t_c}}$$

$$t_G = t_c + 2(N_p - 1)$$

$$N_p = INT\left[\frac{8.0\,(N_c - 1)}{W_E}\right] + 1$$

$$d_p = \frac{1}{v}\left(e^{v t_G} - v t_G - 1\right)$$

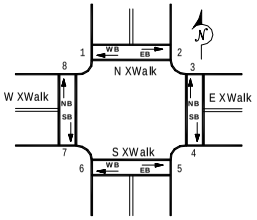
The Louis Berger Group, Inc.

LOS for Pedestrians at Unsignalized Intersection

New Stapleton Waterfront Development Plan DEIS

Bay St. and Water St.

2015 No Build Condition



Time Period	Crosswalk	Direction		v_{15} (ped/15min)	W_E (feet)	v_P (ped/s)	V_{veh} (veh/hr)	v (veh/sec)	L (feet)	t_c (sec)	N_C	N_P	d_P (sec)	LOS
AM	North	EB	1>>2	8	10.0	0.009	1249	0.35	37.0	12.3	3.992	3.000	792.1	F
		WB	2>>1	7	10.0	0.008		0.00	37.0	12.3				
	East	SB	3>>4	9	12.6	0.010	21	0.01	29.4	10.4	1.006	1.000	0.0	A
		NB	4>>5	9	12.6	0.010		0.00	29.4	10.4				
	South	WB	5>>6	0	6.0	0.000	1249	0.35	36.5	12.1	1.394	1.000	179.1	F
		EB	6>>5	2	6.0	0.002		0.00	36.5	12.1				
	West	NB	7>>8	6	12.0	0.007	201	0.06	27.0	9.8	1.031	1.000	3.2	A
		SB	8>>7	3	12.0	0.003		0.00	27.0	9.8				
MD	North	EB	1>>2	12	10.0	0.013	1344	0.37	37.0	12.3	6.405	5.000	5119.5	F
		WB	2>>1	9	12.6	0.010		0.00	37.0	12.3				
	East	SB	3>>4	12	12.6	0.013	71	0.02	29.4	10.4	1.035	1.000	1.0	A
		NB	4>>5	19	12.6	0.021		0.00	29.4	10.4				
	South	WB	5>>6	3	6.0	0.003	1344	0.37	36.5	12.1	2.528	3.000	1083.6	F
		EB	6>>5	3	6.0	0.003		0.00	36.5	12.1				
	West	NB	7>>8	11	12.0	0.012	327	0.09	27.0	9.8	1.123	1.000	6.1	B
		SB	8>>7	9	12.0	0.010		0.00	27.0	9.8				
PM	North	EB	1>>2	8	10.0	0.009	1380	0.38	37.0	12.3	4.783	4.000	2839.9	F
		WB	2>>1	5	12.6	0.006		0.00	37.0	12.3				
	East	SB	3>>4	15	12.6	0.017	63	0.02	29.4	10.4	1.033	1.000	1.1	A
		NB	4>>5	19	12.6	0.021		0.00	29.4	10.4				
	South	WB	5>>6	2	6.0	0.002	1401	0.39	36.5	12.1	2.202	2.000	612.1	F
		EB	6>>5	2	6.0	0.002		0.00	36.5	12.1				
	West	NB	7>>8	12	12.0	0.013	296	0.08	27.0	9.8	1.133	1.000	5.2	B
		SB	8>>7	13	12.0	0.014		0.00	27.0	9.8				

If no platooning is observed, spatial distribution of pedestrIans (N_p) is assumed to be 1.

S_p = pedestrian walking speed = 4.0 ft/sec

T_s = pedestrian Start-up time and clearance time = 3.0 sec

W_E = efective crosswalk width (ft)

L = crosswalk length (ft)

v = vehicular flow rate (veh/sec)

v_p = pedestrian flow rate (p/sec)

t_c = critical gap for a single pedestrian (sec)

Nc = total number of pedestrians in the crossing platoon (p)

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d_p = average delay per pedestrian (sec)

$$t_c = \frac{L}{S_p} + t_s$$

$$N_c = \frac{v_p e^{v_p t_c} + v e^{-v t_c}}{\left(v_p + v\right) e^{\left(v_p - v\right) t_c}}$$

$$t_G = t_c + 2(N_p - 1)$$

$$N_p = INT\left[\frac{8.0\left(N_c - 1\right)}{W_E}\right] + 1$$

$$d_p = \frac{1}{v}\left(e^{v t_G} - v t_G - 1\right)$$

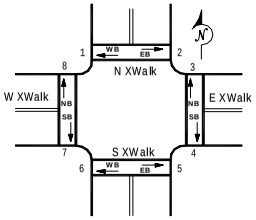
The Louis Berger Group, Inc.

LOS for Pedestrians at Unsignalized Intersection

New Stapleton Waterfront Development Plan DEIS

Bay St. and Prospect St.

2015 No Build Condition



Time Period	Crosswalk	Direction		v_{15} (ped/15min)	W_E (feet)	v_P (ped/s)	V_{veh} (veh/hr)	v (veh/sec)	L (feet)	t_c (sec)	N_C	N_P	d_P (sec)	LOS
AM	North	EB	1>>2	1	9.0	0.001	1218	0.34	36.5	12.1	1.897	1.000	163.3	F
		WB	2>>1	4	9.0	0.004		0.00	36.5	12.1				
	East	SB	3>>4	2	10.0	0.002	62	0.02	27.0	9.8	1.008	1.000	1.2	A
		NB	4>>5	7	10.0	0.008		0.00	27.0	9.8				
	South	WB	5>>6	5	8.0	0.006	1227	0.34	37.0	12.3	2.714	2.000	361.3	F
		EB	6>>5	4	8.0	0.004		0.00	37.0	12.3				
	West	NB	7>>8	15	13.2	0.017	37	0.01	30.8	10.7	1.015	1.000	1.0	A
		SB	8>>7	10	13.2	0.011		0.00	30.8	10.7				
MD	North	EB	1>>2	10	9.0	0.011	1337	0.37	36.5	12.1	5.819	5.000	4701.6	F
		WB	2>>1	10	10.0	0.011		0.00	36.5	12.1				
	East	SB	3>>4	30	10.0	0.033	80	0.02	27.0	9.8	1.054	1.000	1.4	A
		NB	4>>5	21	10.0	0.023		0.00	27.0	9.8				
	South	WB	5>>6	14	8.0	0.016	1332	0.37	37.0	12.3	6.692	6.000	10115.1	F
		EB	6>>5	9	8.0	0.010		0.00	37.0	12.3				
	West	NB	7>>8	13	13.2	0.014	37	0.01	30.8	10.7	1.025	1.000	1.0	A
		SB	8>>7	30	13.2	0.033		0.00	30.8	10.7				
PM	North	EB	1>>2	6	9.0	0.007	1316	0.37	36.5	12.1	3.556	3.000	969.8	F
		WB	2>>1	5	10.0	0.006		0.00	36.5	12.1				
	East	SB	3>>4	21	10.0	0.023	126	0.04	27.0	9.8	1.076	1.000	1.7	A
		NB	4>>5	21	10.0	0.023		0.00	27.0	9.8				
	South	WB	5>>6	9	8.0	0.010	1371	0.38	37.0	12.3	7.363	7.000	27021.8	F
		EB	6>>5	14	8.0	0.016		0.00	37.0	12.3				
	West	NB	7>>8	16	13.2	0.018	45	0.01	30.8	10.7	1.028	1.000	0.8	A
		SB	8>>7	23	13.2	0.026		0.00	30.8	10.7				

If no platooning is observed, spatial distribution of pedestrIans (N_p) is assumed to be 1.

S_p = pedestrian walking speed = 4.0 ft/sec

T_s = pedestrian Start-up time and clearance time = 3.0 sec

W_E = efective crosswalk width (ft)

L = crosswalk length (ft)

v = vehicular flow rate (veh/sec)

v_p = pedestrian flow rate (p/sec)

t_c = critical gap for a single pedestrian (sec)

Nc = total number of pedestrians in the crossing platoon (p)

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$$t_c = \frac{L}{S_p} + t_s$$

$$N_c = \frac{v_p e^{v_p t_c} + v e^{-v t_c}}{(v_p + v) e^{(v_p - v) t_c}}$$

$$t_G = t_c + 2(N_p - 1)$$

$$N_p = INT\left[\frac{8.0\,(N_c - 1)}{W_E}\right] + 1$$

$$d_p = \frac{1}{v}\left(e^{v t_G} - v t_G - 1\right)$$

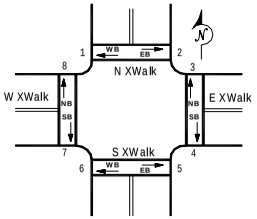
The Louis Berger Group, Inc.

LOS for Pedestrians at Unsignalized Intersection

New Stapleton Waterfront Development Plan DEIS

Bay St. and Wave St.

2015 No Build Condition



Time Period	Crosswalk	Direction		v_{15} (ped/15min)	W_E (feet)	v_P (ped/s)	V_{veh} (veh/hr)	v (veh/sec)	L (feet)	t_c (sec)	N_C	N_P	d_P (sec)	LOS
AM	North	EB	1>>2	0	9.0	0.000	1240	0.34	35.6	11.9	1.000	1.000	0.0	A
		WB	2>>1	0	9.0	0.000		0.00	35.6	11.9				
	East	SB	3>>4	8	12.0	0.009	85	0.02	30.3	10.6	1.027	1.000	1.3	A
		NB	4>>5	10	12.0	0.011		0.00	30.3	10.6				
	South	WB	5>>6	0	8.0	0.000	1218	0.34	37.4	12.4	1.587	1.000	177.9	F
		EB	6>>5	3	8.0	0.003		0.00	37.4	12.4				
	West	NB	7>>8	7	10.0	0.008	15	0.00	20.5	8.1	1.002	1.000	0.0	A
		SB	8>>7	8	10.0	0.009		0.00	20.5	8.1				
MD	North	EB	1>>2	9	9.0	0.010	1306	0.36	35.6	11.9	3.481	3.000	864.9	F
		WB	2>>1	3	12.0	0.003		0.00	35.6	11.9				
	East	SB	3>>4	14	12.0	0.016	209	0.06	30.3	10.6	1.113	1.000	4.0	A
		NB	4>>5	14	12.0	0.016		0.00	30.3	10.6				
	South	WB	5>>6	4	8.0	0.004	1316	0.37	37.4	12.4	2.540	2.000	504.2	F
		EB	6>>5	2	8.0	0.002		0.00	37.4	12.4				
	West	NB	7>>8	16	10.0	0.018	21	0.01	20.5	8.1	1.010	1.000	0.0	A
		SB	8>>7	36	10.0	0.040		0.00	20.5	8.1				
PM	North	EB	1>>2	3	9.0	0.003	1342	0.37	35.6	11.9	2.391	2.000	460.1	F
		WB	2>>1	3	12.0	0.003		0.00	35.6	11.9				
	East	SB	3>>4	8	12.0	0.009	161	0.04	30.3	10.6	1.075	1.000	2.9	A
		NB	4>>5	17	12.0	0.019		0.00	30.3	10.6				
	South	WB	5>>6	5	8.0	0.006	1299	0.36	37.4	12.4	2.707	2.000	475.3	F
		EB	6>>5	2	8.0	0.002		0.00	37.4	12.4				
	West	NB	7>>8	29	10.0	0.032	12	0.00	20.5	8.1	1.005	1.000	0.0	A
		SB	8>>7	13	10.0	0.014		0.00	20.5	8.1				

If no platooning is observed, spatial distribution of pedestrIans (N_p) is assumed to be 1.

S_p = pedestrian walking speed = 4.0 ft/sec

T_s = pedestrian Start-up time and clearance time = 3.0 sec

W_E = efective crosswalk width (ft)

L = crosswalk length (ft)

v = vehicular flow rate (veh/sec)

v_p = pedestrian flow rate (p/sec)

t_c = critical gap for a single pedestrian (sec)

Nc = total number of pedestrians in the crossing platoon (p)

N_p = spatial distribution of pedestrians (sec)

d_p = average delay per pedestrian (sec)

$$t_c = \frac{L}{S_p} + t_s$$

$$N_c = \frac{v_p e^{v_p t_c} + v e^{-v t_c}}{\left(v_p + v\right) e^{\left(v_p - v\right) t_c}}$$

$$t_G = t_c + 2(N_p - 1)$$

$$N_p = INT\left[\frac{8.0\left(N_c - 1\right)}{W_E}\right] + 1$$

$$d_p = \frac{1}{v}\left(e^{v t_G} - v t_G - 1\right)$$

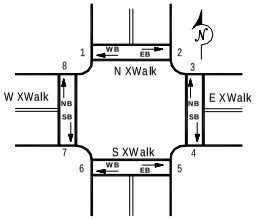
The Louis Berger Group, Inc.

LOS for Pedestrians at Unsignalized Intersection

New Stapleton Waterfront Development Plan DEIS

Front St. and Water St.

2015 No Build Condition



Time Period	Crosswalk	Direction		v_{15} (ped/15min)	W_E (feet)	v_P (ped/s)	V_{veh} (veh/hr)	v (veh/sec)	L (feet)	t_c (sec)	N_C	N_P	d_P (sec)	LOS
AM	North	EB	1>>2	0	10.0	0.000	758	0.21	27.8	10.0	1.000	1.000	0.0	A
		WB	2>>1	0	10.0	0.000		0.00	27.8	10.0				
	East	SB	3>>4	0	-	-	0	-	-	-	-	-	-	-
		NB	4>>5	0	-	-		-	-	-				
	South	WB	5>>6	0	9.0	0.000	752	0.21	27.8	10.0	1.000	1.000	0.0	A
		EB	6>>5	0	9.0	0.000		0.00	27.8	10.0				
	West	NB	7>>8	0	11.0	0.000	20	0.01	28.7	10.2	1.000	1.000	0.0	A
		SB	8>>7	0	11.0	0.000		0.00	28.7	10.2				
MD	North	EB	1>>2	0	10.0	0.000	696	0.19	27.8	10.0	1.000	1.000	0.0	A
		WB	2>>1	0	-	0.000		0.00	27.8	10.0				
	East	SB	3>>4	0	-	-	0	-	-	-	-	-	-	-
		NB	4>>5	0	-	-		-	-	-				
	South	WB	5>>6	0	9.0	0.000	732	0.20	27.8	10.0	1.000	1.000	0.0	A
		EB	6>>5	0	9.0	0.000		0.00	27.8	10.0				
	West	NB	7>>8	0	11.0	0.000	68	0.02	28.7	10.2	1.000	1.000	0.0	A
		SB	8>>7	0	11.0	0.000		0.00	28.7	10.2				
PM	North	EB	1>>2	0	10.0	0.000	795	0.22	27.8	10.0	1.000	1.000	0.0	A
		WB	2>>1	0	-	0.000		0.00	27.8	10.0				
	East	SB	3>>4	0	-	-	0	-	-	-	-	-	-	-
		NB	4>>5	0	-	-		-	-	-				
	South	WB	5>>6	0	9.0	0.000	808	0.22	27.8	10.0	1.000	1.000	0.0	A
		EB	6>>5	0	9.0	0.000		0.00	27.8	10.0				
	West	NB	7>>8	0	11.0	0.000	59	0.02	28.7	10.2	1.000	1.000	0.0	A
		SB	8>>7	0	11.0	0.000		0.00	28.7	10.2				

If no platooning is observed, spatial distribution of pedestrians (N_p) is assumed to be 1.

S_p = pedestrian walking speed = 4.0 ft/sec

T_s = pedestrian Start-up time and clearance time = 3.0 sec

W_E = efective crosswalk width (ft)

L = crosswalk length (ft)

v = vehicular flow rate (veh/sec)

v_p = pedestrian flow rate (p/sec)

t_c = critical gap for a single pedestrian (sec)

Nc = total number of pedestrians in the crossing platoon (p)

N_p = spatial distribution of pedestrians (sec)

d_p = average delay per pedestrian (sec)

$$t_c = \frac{L}{S_p} + t_s$$

$$N_c = \frac{v_p e^{v_p t_c} + v e^{-v t_c}}{(v_p + v) e^{(v_p - v) t_c}}$$

$$t_G = t_c + 2(N_p - 1)$$

$$N_p = INT\left[\frac{8.0\,(N_c - 1)}{W_E}\right] + 1$$

$$d_p = \frac{1}{v}\left(e^{v t_G} - v t_G - 1\right)$$

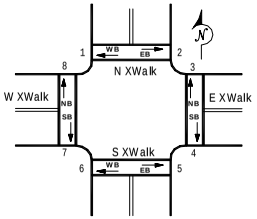
The Louis Berger Group, Inc.

LOS for Pedestrians at Unsignalized Intersection

New Stapleton Waterfront Development Plan DEIS

Front St. and Prospect St.

2015 No Build Condition



Time Period	Crosswalk	Direction		v_{15} (ped/15min)	W_E (feet)	v_P (ped/s)	V_{veh} (veh/hr)	v (veh/sec)	L (feet)	t_c (sec)	N_C	N_P	d_P (sec)	LOS
AM	North	EB	1>>2	0	9.0	0.000	725	0.20	27.1	9.8	1.000	1.000	0.0	A
		WB	2>>1	0	9.0	0.000		0.00	27.1	9.8				
	East	SB	3>>4	0	-	-	0.00	-	-	-	-	-	-	-
		NB	4>>5	0	-	-		-	-	-				
	South	WB	5>>6	0	10.0	0.000	758	0.21	27.3	9.8	1.000	1.000	0.0	A
		EB	6>>5	0	10.0	0.000		0.00	27.3	9.8				
	West	NB	7>>8	0	11.0	0.000	99	0.03	28.2	10.1	1.000	1.000	0.0	A
		SB	8>>7	0	11.0	0.000		0.00	28.2	10.1				
MD	North	EB	1>>2	0	9.0	0.000	664	0.18	27.1	9.8	1.000	1.000	0.0	A
		WB	2>>1	0	9.0	0.000		0.00	27.1	9.8				
	East	SB	3>>4	0	-	-	0.00	-	-	-	-	-	-	-
		NB	4>>5	0	-	-		-	-	-				
	South	WB	5>>6	0	10.0	0.000	696	0.19	27.3	9.8	1.000	1.000	0.0	A
		EB	6>>5	0	10.0	0.000		0.00	27.3	9.8				
	West	NB	7>>8	0	11.0	0.000	76	0.02	28.2	10.1	1.000	1.000	0.0	A
		SB	8>>7	0	11.0	0.000		0.00	28.2	10.1				
PM	North	EB	1>>2	6	9.0	0.007	773	0.21	27.1	9.8	1.154	1.000	23.6	D
		WB	2>>1	0	9.0	0.000		0.00	27.1	9.8				
	East	SB	3>>4	0	-	-	0.00	-	-	-	-	-	-	-
		NB	4>>5	0	-	-		-	-	-				
	South	WB	5>>6	0	10.0	0.000	795	0.22	27.3	9.8	1.000	1.000	0.0	A
		EB	6>>5	0	10.0	0.000		0.00	27.3	9.8				
	West	NB	7>>8	0	11.0	0.000	92	0.03	28.2	10.1	1.002	1.000	1.6	A
		SB	8>>7	1	11.0	0.001		0.00	28.2	10.1				

If no platooning is observed, spatial distribution of pedestrians (N_p) is assumed to be 1.

S_p = pedestrian walking speed = 4.0 ft/sec

T_s = pedestrian Start-up time and clearance time = 3.0 sec

W_E = efective crosswalk width (ft)

L = crosswalk length (ft)

v = vehicular flow rate (veh/sec)

v_p = pedestrian flow rate (p/sec)

t_c = critical gap for a single pedestrian (sec)

Nc = total number of pedestrians in the crossing platoon (p)

N_p = spatial distribution of pedestrians (sec)

d_p = average delay per pedestrian (sec)

$$t_c = \frac{L}{S_p} + t_s$$

$$N_c = \frac{v_p e^{v_p t_c} + v e^{-v t_c}}{(v_p + v) e^{(v_p - v) t_c}}$$

$$t_G = t_c + 2(N_p - 1)$$

$$N_p = INT\left[\frac{8.0\,(N_c - 1)}{W_E}\right] + 1$$

$$d_p = \frac{1}{v}\left(e^{v t_G} - v t_G - 1\right)$$

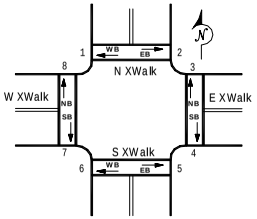
The Louis Berger Group, Inc.

LOS for Pedestrians at Unsignalized Intersection

New Stapleton Waterfront Development Plan DEIS

Front St. and Wave St.

2015 No Build Condition



Time Period	Crosswalk	Direction		v_{15} (ped/15min)	W_E (feet)	v_P (ped/s)	V_{veh} (veh/hr)	v (veh/sec)	L (feet)	t_c (sec)	N_C	N_P	d_P (sec)	LOS
AM	North	EB	1>>2	0	6.0	0.000	688	0.19	29.2	10.3	1.000	1.000	0.0	A
		WB	2>>1	0	6.0	0.000		0.00	29.2	10.3				
	East	SB	3>>4	0	-	-	0.00	-	-	-	-	-	-	-
		NB	4>>5	0	-	-		-	-	-				
	South	WB	5>>6	0	9.0	0.000	725	0.20	27.3	9.8	1.000	1.000	0.0	A
		EB	6>>5	0	9.0	0.000		0.00	27.3	9.8				
	West	NB	7>>8	0	11.0	0.000	85	0.02	29.2	10.3	1.000	1.000	0.0	A
		SB	8>>7	0	11.0	0.000		0.00	29.2	10.3				
MD	North	EB	1>>2	0	6.0	0.000	549	0.15	29.2	10.3	1.000	1.000	0.0	A
		WB	2>>1	0	-	0.000		0.00	29.2	10.3				
	East	SB	3>>4	0	-	-	0.00	-	-	-	-	-	-	-
		NB	4>>5	0	-	-		-	-	-				
	South	WB	5>>6	0	9.0	0.000	664	0.18	27.3	9.8	1.000	1.000	0.0	A
		EB	6>>5	0	9.0	0.000		0.00	27.3	9.8				
	West	NB	7>>8	0	11.0	0.000	209	0.06	29.2	10.3	1.000	1.000	0.0	A
		SB	8>>7	0	11.0	0.000		0.00	29.2	10.3				
PM	North	EB	1>>2	0	6.0	0.000	715	0.20	29.2	10.3	1.000	1.000	0.0	A
		WB	2>>1	0	-	0.000		0.00	29.2	10.3				
	East	SB	3>>4	0	-	-	0.00	-	-	-	-	-	-	-
		NB	4>>5	0	-	-		-	-	-				
	South	WB	5>>6	0	9.0	0.000	773	0.21	27.3	9.8	1.000	1.000	0.0	A
		EB	6>>5	0	9.0	0.000		0.00	27.3	9.8				
	West	NB	7>>8	0	11.0	0.000	162	0.05	29.2	10.3	1.000	1.000	0.0	A
		SB	8>>7	0	11.0	0.000		0.00	29.2	10.3				

If no platooning is observed, spatial distribution of pedestrians (N_p) is assumed to be 1.

S_p = pedestrian walking speed = 4.0 ft/sec

T_s = pedestrian Start-up time and clearance time = 3.0 sec

W_E = efective crosswalk width (ft)

L = crosswalk length (ft)

v = vehicular flow rate (veh/sec)

v_p = pedestrian flow rate (p/sec)

t_c = critical gap for a single pedestrian (sec)

Nc = total number of pedestrians in the crossing platoon (p)

N_p = spatial distribution of pedestrians (sec)

d_p = average delay per pedestrian (sec)

$$t_c = \frac{L}{S_p} + t_s$$

$$N_c = \frac{v_p e^{v_p t_c} + v e^{-v t_c}}{\left(v_p + v\right) e^{\left(v_p - v\right) t_c}}$$

$$t_G = t_c + 2(N_p - 1)$$

$$N_p = INT\left[\frac{8.0\left(N_c - 1\right)}{W_E}\right] + 1$$

$$d_p = \frac{1}{v}\left(e^{v t_G} - v t_G - 1\right)$$

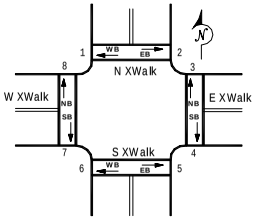
The Louis Berger Group, Inc.

LOS for Pedestrians at Unsignalized Intersection

New Stapleton Waterfront Development Plan DEIS

Bay St. and Thompson St.

2015 No Build Condition



Time Period	Crosswalk	Direction		v_{15} (ped/15min)	W_E (feet)	v_P (ped/s)	V_{veh} (veh/hr)	v (veh/sec)	L (feet)	t_c (sec)	N_C	N_P	d_P (sec)	LOS
AM	North	EB	1>>2	0	10.0	0.000	1229	0.34	35.5	11.9	1.000	1.000	0.0	A
		WB	2>>1	0	10.0	0.000		0.00	35.5	11.9				
	East	SB	3>>4	2	10.7	0.002	33	0.01	32.7	11.2	1.002	1.000	1.1	A
		NB	4>>5	1	10.7	0.001		0.00	32.7	11.2				
	South	WB	5>>6	2	7.0	0.002	1252	0.35	37.7	12.4	2.749	2.000	418.1	F
		EB	6>>5	6	7.0	0.007		0.00	37.7	12.4				
	West	NB	7>>8	4	9.0	0.004	14	0.00	24.8	9.2	1.002	1.000	0.0	A
		SB	8>>7	7	9.0	0.008		0.00	24.8	9.2				
MD	North	EB	1>>2	6	10.0	0.007	1240	0.34	35.5	11.9	2.380	2.000	329.0	F
		WB	2>>1	2	10.7	0.002		0.00	35.5	11.9				
	East	SB	3>>4	14	10.7	0.016	27	0.01	32.7	11.2	1.012	1.000	0.0	A
		NB	4>>5	10	10.7	0.011		0.00	32.7	11.2				
	South	WB	5>>6	1	7.0	0.001	1250	0.35	37.7	12.4	1.442	1.000	199.1	F
		EB	6>>5	1	7.0	0.001		0.00	37.7	12.4				
	West	NB	7>>8	3	9.0	0.003	19	0.01	24.8	9.2	1.003	1.000	0.0	A
		SB	8>>7	11	9.0	0.012		0.00	24.8	9.2				
PM	North	EB	1>>2	2	10.0	0.002	1357	0.38	35.5	11.9	1.962	1.000	219.5	F
		WB	2>>1	2	10.7	0.002		0.00	35.5	11.9				
	East	SB	3>>4	9	10.7	0.010	45	0.01	32.7	11.2	1.018	1.000	0.8	A
		NB	4>>5	12	10.7	0.013		0.00	32.7	11.2				
	South	WB	5>>6	1	7.0	0.001	1366	0.38	37.7	12.4	1.617	1.000	277.6	F
		EB	6>>5	1	7.0	0.001		0.00	37.7	12.4				
	West	NB	7>>8	9	9.0	0.010	20	0.01	24.8	9.2	1.004	1.000	0.0	A
		SB	8>>7	8	9.0	0.009		0.00	24.8	9.2				

If no platooning is observed, spatial distribution of pedestrIans (N_p) is assumed to be 1.

S_p = pedestrian walking speed = 4.0 ft/sec

T_s = pedestrian Start-up time and clearance time = 3.0 sec

W_E = efective crosswalk width (ft)

L = crosswalk length (ft)

v = vehicular flow rate (veh/sec)

v_p = pedestrian flow rate (p/sec)

t_c = critical gap for a single pedestrian (sec)

Nc = total number of pedestrians in the crossing platoon (p)

N_p = spatial distribution of pedestrians (sec)

d_p = average delay per pedestrian (sec)

$$t_c = \frac{L}{S_p} + t_s$$

$$N_c = \frac{v_p e^{v_p t_c} + v e^{-v t_c}}{\left(v_p + v\right) e^{\left(v_p - v\right) t_c}}$$

$$t_G = t_c + 2(N_p - 1)$$

$$N_p = INT\left[\frac{8.0\left(N_c - 1\right)}{W_E}\right] + 1$$

$$d_p = \frac{1}{v}\left(e^{v t_G} - v t_G - 1\right)$$

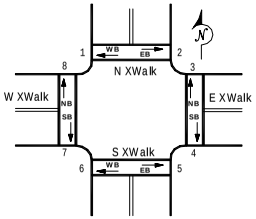
The Louis Berger Group, Inc.

LOS for Pedestrians at Unsignalized Intersection

New Stapleton Waterfront Development Plan DEIS

Front St. and Canal St.

2015 No Build Condition



Time Period	Crosswalk	Direction		v_{15} (ped/15min)	W_E (feet)	v_P (ped/s)	V_{veh} (veh/hr)	v (veh/sec)	L (feet)	t_c (sec)	N_C	N_P	d_P (sec)	LOS
AM	North	EB	1>>2	0	9.0	0.000	753	0.21	30.0	10.5	1.000	1.000	0.0	A
		WB	2>>1	0	9.0	0.000		0.00	30.0	10.5				
	East	SB	3>>4	0	-	-	0.00	-	-	-	-	-	-	-
		NB	4>>5	0	-	-		-	-	-				
	South	WB	5>>6	0	10.0	0.000	714	0.20	34.0	11.5	1.000	1.000	0.0	A
		EB	6>>5	0	10.0	0.000		0.00	34.0	11.5				
	West	NB	7>>8	0	11.0	0.000	95	0.03	30.0	10.5	1.000	1.000	0.0	A
		SB	8>>7	0	11.0	0.000		0.00	30.0	10.5				
MD	North	EB	1>>2	0	9.0	0.000	732	0.20	30.0	10.5	1.000	1.000	0.0	A
		WB	2>>1	0	-	0.000		0.00	30.0	10.5				
	East	SB	3>>4	0	-	-	0.00	-	-	-	-	-	-	-
		NB	4>>5	0	-	-		-	-	-				
	South	WB	5>>6	0	10.0	0.000	697	0.19	34.0	11.5	1.000	1.000	0.0	A
		EB	6>>5	0	10.0	0.000		0.00	34.0	11.5				
	West	NB	7>>8	0	11.0	0.000	115	0.03	30.0	10.5	1.000	1.000	0.0	A
		SB	8>>7	0	11.0	0.000		0.00	30.0	10.5				
PM	North	EB	1>>2	0	9.0	0.000	808	0.22	30.0	10.5	1.000	1.000	0.0	A
		WB	2>>1	0	-	0.000		0.00	30.0	10.5				
	East	SB	3>>4	0	-	-	0.00	-	-	-	-	-	-	-
		NB	4>>5	0	-	-		-	-	-				
	South	WB	5>>6	0	10.0	0.000	795	0.22	34.0	11.5	1.000	1.000	0.0	A
		EB	6>>5	0	10.0	0.000		0.00	34.0	11.5				
	West	NB	7>>8	0	11.0	0.000	105	0.03	30.0	10.5	1.000	1.000	0.0	A
		SB	8>>7	0	11.0	0.000		0.00	30.0	10.5				

If no platooning is observed, spatial distribution of pedestrians (N_p) is assumed to be 1.

S_p = pedestrian walking speed = 4.0 ft/sec

T_s = pedestrian Start-up time and clearance time = 3.0 sec

W_E = efective crosswalk width (ft)

L = crosswalk length (ft)

v = vehicular flow rate (veh/sec)

v_p = pedestrian flow rate (p/sec)

t_c = critical gap for a single pedestrian (sec)

Nc = total number of pedestrians in the crossing platoon (p)

N_p = spatial distribution of pedestrians (sec)

d_p = average delay per pedestrian (sec)

$$t_c = \frac{L}{S_p} + t_s$$

$$N_c = \frac{v_p e^{v_p t_c} + v e^{-v t_c}}{(v_p + v) e^{(v_p - v) t_c}}$$

$$t_G = t_c + 2(N_p - 1)$$

$$N_p = INT\left[\frac{8.0\,(N_c - 1)}{W_E}\right] + 1$$

$$d_p = \frac{1}{v}\left(e^{v t_G} - v t_G - 1\right)$$

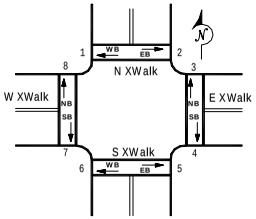
The Louis Berger Group, Inc.

LOS for Pedestrians at Unsignalized Intersection

New Stapleton Waterfront Development Plan DEIS

Bay St. and Water St.

2015 Build Condition



Time Period	Crosswalk	Direction		v_{15} (ped/15min)	W_E (feet)	v_P (ped/s)	V_{veh} (veh/hr)	v (veh/sec)	L (feet)	t_c (sec)	N_C	N_P	d_P (sec)	LOS
AM	North	EB	1>>2	10	10.0	0.011	1424	0.40	37.0	12.3	7.176	5.000	#####	F
		WB	2>>1	9	10.0	0.010		0.00	37.0	12.3				
	East	SB	3>>4	11	12.6	0.012	47	0.01	29.4	10.4	1.016	1.000	0.8	A
		NB	4>>5	10	12.6	0.011		0.00	29.4	10.4				
	South	WB	5>>6	4	6.0	0.004	1426	0.40	36.5	12.1	3.553	4.000	#####	F
		EB	6>>5	4	6.0	0.004		0.00	36.5	12.1				
	West	NB	7>>8	7	12.0	0.008	211	0.06	27.0	9.8	1.040	1.000	3.4	A
		SB	8>>7	4	12.0	0.004		0.00	27.0	9.8				
MD	North	EB	1>>2	27	10.0	0.030	1509	0.42	37.0	12.3	20.665	16.000	#####	F
		WB	2>>1	24	12.6	0.027		0.00	37.0	12.3				
	East	SB	3>>4	23	12.6	0.026	100	0.03	29.4	10.4	1.080	1.000	1.8	A
		NB	4>>5	30	12.6	0.033		0.00	29.4	10.4				
	South	WB	5>>6	19	6.0	0.021	1514	0.42	36.5	12.1	15.498	20.000	#####	F
		EB	6>>5	19	6.0	0.021		0.00	36.5	12.1				
	West	NB	7>>8	20	12.0	0.022	341	0.09	27.0	9.8	1.235	1.000	6.2	B
		SB	8>>7	18	12.0	0.020		0.00	27.0	9.8				
PM	North	EB	1>>2	19	10.0	0.021	1637	0.45	37.0	12.3	21.255	17.000	#####	F
		WB	2>>1	16	12.6	0.018		0.00	37.0	12.3				
	East	SB	3>>4	23	12.6	0.026	93	0.03	29.4	10.4	1.072	1.000	1.5	A
		NB	4>>5	28	12.6	0.031		0.00	29.4	10.4				
	South	WB	5>>6	15	6.0	0.017	1661	0.46	36.5	12.1	18.740	24.000	#####	F
		EB	6>>5	15	6.0	0.017		0.00	36.5	12.1				
	West	NB	7>>8	19	12.0	0.021	311	0.09	27.0	9.8	1.212	1.000	5.6	B
		SB	8>>7	20	12.0	0.022		0.00	27.0	9.8				

If no platooning is observed, spatial distribution of pedestrlans (N_p) is assumed to be 1.

S_p = pedestrian walking speed = 4.0 ft/sec

T_s = pedestrian Start-up time and clearance time = 3.0 sec

W_E = efective crosswalk width (ft)

L = crosswalk length (ft)

v = vehicular flow rate (veh/sec)

v_p = pedestrian flow rate (p/sec)

t_c = critical gap for a single pedestrian (sec)

Nc = total number of pedestrians in the crossing platoon (p)

N_p = spatial distribution of pedestrians (sec)

d_p = average delay per pedestrian (sec)

$$t_c = \frac{L}{S_p} + t_s$$

$$N_c = \frac{v_p e^{v_p t_c} + v e^{-v t_c}}{\left(v_p + v\right) e^{\left(v_p - v\right) t_c}}$$

$$t_G = t_c + 2(N_p - 1)$$

$$N_p = INT\left[\frac{8.0\left(N_c - 1\right)}{W_E}\right] + 1$$

$$d_p = \frac{1}{v}\left(e^{v t_G} - v t_G - 1\right)$$

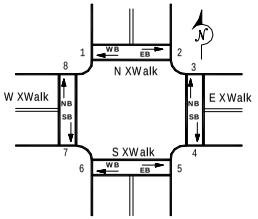
The Louis Berger Group, Inc.

LOS for Pedestrians at Unsignalized Intersection

New Stapleton Waterfront Development Plan DEIS

Bay St. and Prospect St.

2015 Build Condition



Time Period	Crosswalk	Direction		v_{15} (ped/15min)	W_E (feet)	v_P (ped/s)	V_{veh} (veh/hr)	v (veh/sec)	L (feet)	t_c (sec)	N_C	N_P	d_P (sec)	LOS
AM	North	EB	1>>2	4	9.0	0.004	1388	0.39	36.5	12.1	5.766	5.000	#####	F
		WB	2>>1	13	9.0	0.014		0.00	36.5	12.1				
	East	SB	3>>4	6	10.0	0.007	76	0.02	27.0	9.8	1.020	1.000	0.9	A
		NB	4>>5	12	10.0	0.013		0.00	27.0	9.8				
	South	WB	5>>6	9	8.0	0.010	1403	0.39	37.0	12.3	5.638	5.000	#####	F
		EB	6>>5	6	8.0	0.007		0.00	37.0	12.3				
	West	NB	7>>8	19	13.2	0.021	41	0.01	30.8	10.7	1.021	1.000	0.9	A
		SB	8>>7	12	13.2	0.013		0.00	30.8	10.7				
MD	North	EB	1>>2	27	9.0	0.030	1475	0.41	36.5	12.1	19.357	17.000	#####	F
		WB	2>>1	29	10.0	0.032		0.00	36.5	12.1				
	East	SB	3>>4	56	10.0	0.062	119	0.03	27.0	9.8	1.145	1.000	1.8	A
		NB	4>>5	48	10.0	0.053		0.00	27.0	9.8				
	South	WB	5>>6	26	8.0	0.029	1498	0.42	37.0	12.3	18.372	18.000	#####	F
		EB	6>>5	20	8.0	0.022		0.00	37.0	12.3				
	West	NB	7>>8	24	13.2	0.027	44	0.01	30.8	10.7	1.041	1.000	0.8	A
		SB	8>>7	40	13.2	0.044		0.00	30.8	10.7				
PM	North	EB	1>>2	21	9.0	0.023	1534	0.43	36.5	12.1	18.540	16.000	#####	F
		WB	2>>1	23	10.0	0.026		0.00	36.5	12.1				
	East	SB	3>>4	41	10.0	0.046	181	0.05	27.0	9.8	1.202	1.000	2.8	A
		NB	4>>5	43	10.0	0.048		0.00	27.0	9.8				
	South	WB	5>>6	19	8.0	0.021	1629	0.45	37.0	12.3	24.396	24.000	#####	F
		EB	6>>5	23	8.0	0.026		0.00	37.0	12.3				
	West	NB	7>>8	25	13.2	0.028	54	0.02	30.8	10.7	1.047	1.000	0.7	A
		SB	8>>7	32	13.2	0.036		0.00	30.8	10.7				

If no platooning is observed, spatial distribution of pedestrlans (N_p) is assumed to be 1.

S_p = pedestrian walking speed = 4.0 ft/sec

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W_E = efective crosswalk width (ft)

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v = vehicular flow rate (veh/sec)

v_p = pedestrian flow rate (p/sec)

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Nc = total number of pedestrians in the crossing platoon (p)

N_p = spatial distribution of pedestrians (sec)

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$$t_c = \frac{L}{S_p} + t_s$$

$$N_c = \frac{v_p e^{v_p t_c} + v e^{-v t_c}}{\left(v_p + v\right) e^{\left(v_p - v\right) t_c}}$$

$$t_G = t_c + 2(N_p - 1)$$

$$N_p = INT\left[\frac{8.0\left(N_c - 1\right)}{W_E}\right] + 1$$

$$d_p = \frac{1}{v}\left(e^{v t_G} - v t_G - 1\right)$$

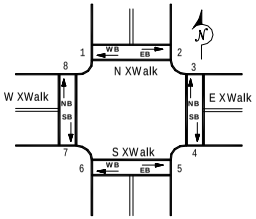
The Louis Berger Group, Inc.

LOS for Pedestrians at Unsignalized Intersection

New Stapleton Waterfront Development Plan DEIS

Bay St. and Wave St.

2015 Build Condition



Time Period	Crosswalk	Direction		v_{15} (ped/15min)	W_E (feet)	v_P (ped/s)	V_{veh} (veh/hr)	v (veh/sec)	L (feet)	t_c (sec)	N_C	N_P	d_P (sec)	LOS
AM	North	EB	1>>2	3	9.0	0.003	1401	0.39	35.6	11.9	2.905	2.000	558.2	F
		WB	2>>1	4	9.0	0.004		0.00	35.6	11.9				
	East	SB	3>>4	11	12.0	0.012	115	0.03	30.3	10.6	1.051	1.000	1.9	A
		NB	4>>5	14	12.0	0.016		0.00	30.3	10.6				
	South	WB	5>>6	7	8.0	0.008	1386	0.39	37.4	12.4	5.599	5.000	#####	F
		EB	6>>5	8	8.0	0.009		0.00	37.4	12.4				
	West	NB	7>>8	12	10.0	0.013	16	0.00	20.5	8.1	1.004	1.000	0.0	A
		SB	8>>7	12	10.0	0.013		0.00	20.5	8.1				
MD	North	EB	1>>2	36	9.0	0.040	1438	0.40	35.6	11.9	18.342	16.000	#####	F
		WB	2>>1	30	12.0	0.033		0.00	35.6	11.9				
	East	SB	3>>4	40	12.0	0.044	238	0.07	30.3	10.6	1.320	1.000	4.7	A
		NB	4>>5	40	12.0	0.044		0.00	30.3	10.6				
	South	WB	5>>6	39	8.0	0.043	1453	0.40	37.4	12.4	25.307	25.000	#####	F
		EB	6>>5	36	8.0	0.040		0.00	37.4	12.4				
	West	NB	7>>8	49	10.0	0.054	21	0.01	20.5	8.1	1.019	1.000	0.0	A
		SB	8>>7	69	10.0	0.077		0.00	20.5	8.1				
PM	North	EB	1>>2	24	9.0	0.027	1555	0.43	35.6	11.9	19.576	17.000	#####	F
		WB	2>>1	25	12.0	0.028		0.00	35.6	11.9				
	East	SB	3>>4	28	12.0	0.031	199	0.06	30.3	10.6	1.218	1.000	3.8	A
		NB	4>>5	37	12.0	0.041		0.00	30.3	10.6				
	South	WB	5>>6	35	8.0	0.039	1517	0.42	37.4	12.4	26.983	26.000	#####	F
		EB	6>>5	30	8.0	0.033		0.00	37.4	12.4				
	West	NB	7>>8	55	10.0	0.061	13	0.00	20.5	8.1	1.010	1.000	0.0	A
		SB	8>>7	38	10.0	0.042		0.00	20.5	8.1				

If no platooning is observed, spatial distribution of pedestrlans (N_p) is assumed to be 1.

S_p = pedestrian walking speed = 4.0 ft/sec

T_s = pedestrian Start-up time and clearance time = 3.0 sec

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$$t_c = \frac{L}{S_p} + t_s$$

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$$N_p = INT\left[\frac{8.0\left(N_c - 1\right)}{W_E}\right] + 1$$

$$d_p = \frac{1}{v}\left(e^{v t_G} - v t_G - 1\right)$$

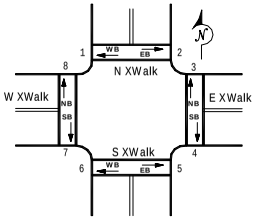
The Louis Berger Group, Inc.

LOS for Pedestrians at Unsignalized Intersection

New Stapleton Waterfront Development Plan DEIS

Front St. and Water St.

2015 Build Condition



Time Period	Crosswalk	Direction		v_{15} (ped/15min)	W_E (feet)	v_P (ped/s)	V_{veh} (veh/hr)	v (veh/sec)	L (feet)	t_c (sec)	N_C	N_P	d_P (sec)	LOS
AM	North	EB	1>>2	0	10.0	0.000	777	0.22	45.0	14.3	1.000	1.000	0.0	A
		WB	2>>1	0	10.0	0.000		0.00	45.0	14.3				
	East	SB	3>>4	0	-	-	3	-	-	-	-	-	-	-
		NB	4>>5	0	-	-		-	-	-				
	South	WB	5>>6	0	9.0	0.000	764	0.21	30.0	10.5	1.000	1.000	0.0	A
		EB	6>>5	0	9.0	0.000		0.00	30.0	10.5				
	West	NB	7>>8	7	11.0	0.008	32	0.01	26.0	9.5	1.008	1.000	0.0	A
		SB	8>>7	11	11.0	0.012		0.00	26.0	9.5				
MD	North	EB	1>>2	0	10.0	0.000	882	0.25	45.0	14.3	1.000	1.000	0.0	A
		WB	2>>1	0	-	0.000		0.00	45.0	14.3				
	East	SB	3>>4	0	-	-	9	-	-	-	-	-	-	-
		NB	4>>5	0	-	-		-	-	-				
	South	WB	5>>6	0	9.0	0.000	909	0.25	30.0	10.5	1.000	1.000	0.0	A
		EB	6>>5	0	9.0	0.000		0.00	30.0	10.5				
	West	NB	7>>8	38	11.0	0.042	88	0.02	26.0	9.5	1.079	1.000	1.2	A
		SB	8>>7	38	11.0	0.042		0.00	26.0	9.5				
PM	North	EB	1>>2	0	10.0	0.000	934	0.26	45.0	14.3	1.000	1.000	0.0	A
		WB	2>>1	0	-	0.000		0.00	45.0	14.3				
	East	SB	3>>4	0	-	-	9	-	-	-	-	-	-	-
		NB	4>>5	0	-	-		-	-	-				
	South	WB	5>>6	0	9.0	0.000	946	0.26	30.0	10.5	1.000	1.000	0.0	A
		EB	6>>5	0	9.0	0.000		0.00	30.0	10.5				
	West	NB	7>>8	37	11.0	0.041	79	0.02	26.0	9.5	1.064	1.000	0.9	A
		SB	8>>7	30	11.0	0.033		0.00	26.0	9.5				

If no platooning is observed, spatial distribution of pedestrlans (N_p) is assumed to be 1.

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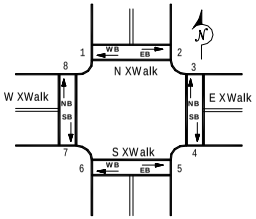
The Louis Berger Group, Inc.

LOS for Pedestrians at Unsignalized Intersection

New Stapleton Waterfront Development Plan DEIS

Front St. and Prospect St.

2015 Build Condition



Time Period	Crosswalk	Direction		v_{15} (ped/15min)	W_E (feet)	v_P (ped/s)	V_{veh} (veh/hr)	v (veh/sec)	L (feet)	t_c (sec)	N_C	N_P	d_P (sec)	LOS
AM	North	EB	1>>2	3	9.0	0.003	733	0.20	45.0	14.3	1.606	1.000	70.1	F
		WB	2>>1	5	9.0	0.006		0.00	45.0	14.3				
	East	SB	3>>4	0	-	-	78.00	-	-	-	-	-	-	-
		NB	4>>5	0	-	-		-	-	-				
	South	WB	5>>6	12	10.0	0.013	777	0.22	30.0	10.5	1.647	1.000	29.7	D
		EB	6>>5	9	10.0	0.010		0.00	30.0	10.5				
	West	NB	7>>8	8	11.0	0.009	108	0.03	26.0	9.5	1.024	1.000	1.7	A
		SB	8>>7	7	11.0	0.008		0.00	26.0	9.5				
MD	North	EB	1>>2	18	9.0	0.020	858	0.24	45.0	14.3	4.958	4.000	500.9	F
		WB	2>>1	20	9.0	0.022		0.00	45.0	14.3				
	East	SB	3>>4	0	-	-	119.00	-	-	-	-	-	-	-
		NB	4>>5	0	-	-		-	-	-				
	South	WB	5>>6	43	10.0	0.048	882	0.25	30.0	10.5	3.885	3.000	123.5	F
		EB	6>>5	41	10.0	0.046		0.00	30.0	10.5				
	West	NB	7>>8	46	11.0	0.051	105	0.03	26.0	9.5	1.110	1.000	1.4	A
		SB	8>>7	45	11.0	0.050		0.00	26.0	9.5				
PM	North	EB	1>>2	20	9.0	0.022	919	0.26	45.0	14.3	5.751	5.000	######	F
		WB	2>>1	17	9.0	0.019		0.00	45.0	14.3				
	East	SB	3>>4	0	-	-	161.00	-	-	-	-	-	-	-
		NB	4>>5	0	-	-		-	-	-				
	South	WB	5>>6	43	10.0	0.048	934	0.26	30.0	10.5	4.054	3.000	147.2	F
		EB	6>>5	33	10.0	0.037		0.00	30.0	10.5				
	West	NB	7>>8	39	11.0	0.043	128	0.04	26.0	9.5	1.121	1.000	1.7	A
		SB	8>>7	38	11.0	0.042		0.00	26.0	9.5				

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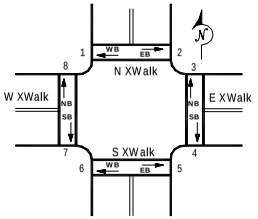
LOS for Pedestrians at Unsignalized Intersection

New Stapleton Waterfront Development Plan DEIS

Front St. and Wave St.

2015 Build Condition



Time Period	Crosswalk	Direction		v_{15} (ped/15min)	W_E (feet)	v_P (ped/s)	V_{veh} (veh/hr)	v (veh/sec)	L (feet)	t_c (sec)	N_C	N_P	d_P (sec)	LOS
AM	North	EB	1>>2	1	6.0	0.001	697	0.19	50.0	15.5	1.274	1.000	83.1	F
		WB	2>>1	2	6.0	0.002		0.00	50.0	15.5				
	East	SB	3>>4	0	-	-	0.00	-	-	-	-	-	-	-
		NB	4>>5	0	-	-		-	-	-				
	South	WB	5>>6	5	9.0	0.006	733	0.20	31.0	10.8	1.303	1.000	28.2	D
		EB	6>>5	5	9.0	0.006		0.00	31.0	10.8				
	West	NB	7>>8	3	11.0	0.003	112	0.03	30.0	10.5	1.010	1.000	1.9	A
		SB	8>>7	2	11.0	0.002		0.00	30.0	10.5				
MD	North	EB	1>>2	9	6.0	0.010	748	0.21	50.0	15.5	2.868	3.000	252.0	F
		WB	2>>1	9	-	0.010		0.00	50.0	15.5				
	East	SB	3>>4	0	-	-	0.00	-	-	-	-	-	-	-
		NB	4>>5	0	-	-		-	-	-				
	South	WB	5>>6	18	9.0	0.020	858	0.24	31.0	10.8	2.384	2.000	70.8	F
		EB	6>>5	17	9.0	0.019		0.00	31.0	10.8				
	West	NB	7>>8	19	11.0	0.021	234	0.07	30.0	10.5	1.172	1.000	4.5	A
		SB	8>>7	20	11.0	0.022		0.00	30.0	10.5				
PM	North	EB	1>>2	7	6.0	0.008	865	0.24	50.0	15.5	3.258	4.000	706.4	F
		WB	2>>1	7	-	0.008		0.00	50.0	15.5				
	East	SB	3>>4	0	-	-	0.00	-	-	-	-	-	-	-
		NB	4>>5	0	-	-		-	-	-				
	South	WB	5>>6	17	9.0	0.019	919	0.26	31.0	10.8	2.500	2.000	84.4	F
		EB	6>>5	15	9.0	0.017		0.00	31.0	10.8				
	West	NB	7>>8	15	11.0	0.017	202	0.06	30.0	10.5	1.114	1.000	3.7	A
		SB	8>>7	15	11.0	0.017		0.00	30.0	10.5				

If no platooning is observed, spatial distribution of pedestrlans (N_p) is assumed to be 1.

S_p = pedestrian walking speed = 4.0 ft/sec

T_s = pedestrian Start-up time and clearance time = 3.0 sec

W_E = efective crosswalk width (ft)

L = crosswalk length (ft)

v = vehicular flow rate (veh/sec)

v_p = pedestrian flow rate (p/sec)

t_c = critical gap for a single pedestrian (sec)

Nc = total number of pedestrians in the crossing platoon (p)

N_p = spatial distribution of pedestrians (sec)

d_p = average delay per pedestrian (sec)

$$t_c = \frac{L}{S_p} + t_s$$

$$N_c = \frac{v_p e^{v_p t_c} + v e^{-v t_c}}{\left(v_p + v\right) e^{\left(v_p - v\right) t_c}}$$

$$t_G = t_c + 2(N_p - 1)$$

$$N_p = INT\left[\frac{8.0\left(N_c - 1\right)}{W_E}\right] + 1$$

$$d_p = \frac{1}{v}\left(e^{v t_G} - v t_G - 1\right)$$

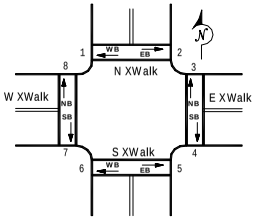
The Louis Berger Group, Inc.

LOS for Pedestrians at Unsignalized Intersection

New Stapleton Waterfront Development Plan DEIS

Bay St. and Thompson St.

2015 Build Condition



Time Period	Crosswalk	Direction		v_{15} (ped/15min)	W_E (feet)	v_P (ped/s)	V_{veh} (veh/hr)	v (veh/sec)	L (feet)	t_c (sec)	N_C	N_P	d_P (sec)	LOS
AM	North	EB	1>>2	0	10.0	0.000	1436	0.40	35.5	11.9	1.000	1.000	0.0	A
		WB	2>>1	0	10.0	0.000		0.00	35.5	11.9				
	East	SB	3>>4	6	10.7	0.007	49	0.01	32.7	11.2	1.009	1.000	0.7	A
		NB	4>>5	3	10.7	0.003		0.00	32.7	11.2				
	South	WB	5>>6	2	7.0	0.002	1475	0.41	37.7	12.4	4.327	4.000	#####	F
		EB	6>>5	6	7.0	0.007		0.00	37.7	12.4				
	West	NB	7>>8	6	9.0	0.007	14	0.00	24.8	9.2	1.003	1.000	0.0	A
		SB	8>>7	12	9.0	0.013		0.00	24.8	9.2				
MD	North	EB	1>>2	6	10.0	0.007	1456	0.40	35.5	11.9	3.501	3.000	#####	F
		WB	2>>1	2	10.7	0.002		0.00	35.5	11.9				
	East	SB	3>>4	32	10.7	0.036	52	0.01	32.7	11.2	1.050	1.000	0.7	A
		NB	4>>5	28	10.7	0.031		0.00	32.7	11.2				
	South	WB	5>>6	1	7.0	0.001	1491	0.41	37.7	12.4	1.884	2.000	928.5	F
		EB	6>>5	1	7.0	0.001		0.00	37.7	12.4				
	West	NB	7>>8	15	9.0	0.017	19	0.01	24.8	9.2	1.008	1.000	0.0	A
		SB	8>>7	23	9.0	0.026		0.00	24.8	9.2				
PM	North	EB	1>>2	2	10.0	0.002	1660	0.46	35.5	11.9	3.219	2.000	#####	F
		WB	2>>1	2	10.7	0.002		0.00	35.5	11.9				
	East	SB	3>>4	23	10.7	0.026	75	0.02	32.7	11.2	1.066	1.000	1.4	A
		NB	4>>5	28	10.7	0.031		0.00	32.7	11.2				
	South	WB	5>>6	1	7.0	0.001	1699	0.47	37.7	12.4	2.618	2.000	#####	F
		EB	6>>5	1	7.0	0.001		0.00	37.7	12.4				
	West	NB	7>>8	20	9.0	0.022	20	0.01	24.8	9.2	1.009	1.000	0.0	A
		SB	8>>7	18	9.0	0.020		0.00	24.8	9.2				

If no platooning is observed, spatial distribution of pedestrlans (N_p) is assumed to be 1.

S_p = pedestrian walking speed = 4.0 ft/sec

T_s = pedestrian Start-up time and clearance time = 3.0 sec

W_E = efective crosswalk width (ft)

L = crosswalk length (ft)

v = vehicular flow rate (veh/sec)

v_p = pedestrian flow rate (p/sec)

t_c = critical gap for a single pedestrian (sec)

Nc = total number of pedestrians in the crossing platoon (p)

N_p = spatial distribution of pedestrians (sec)

d_p = average delay per pedestrian (sec)

$$t_c = \frac{L}{S_p} + t_s$$

$$N_c = \frac{v_p e^{v_p t_c} + v e^{-v t_c}}{\left(v_p + v\right) e^{\left(v_p - v\right) t_c}}$$

$$t_G = t_c + 2(N_p - 1)$$

$$N_p = INT\left[\frac{8.0\left(N_c - 1\right)}{W_E}\right] + 1$$

$$d_p = \frac{1}{v}\left(e^{v t_G} - v t_G - 1\right)$$

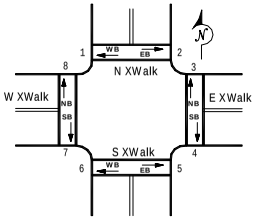
The Louis Berger Group, Inc.

LOS for Pedestrians at Unsignalized Intersection

New Stapleton Waterfront Development Plan DEIS

Front St. and Canal St.

2015 Build Condition



Time Period	Crosswalk	Direction		v_{15} (ped/15min)	W_E (feet)	v_P (ped/s)	V_{veh} (veh/hr)	v (veh/sec)	L (feet)	t_c (sec)	N_C	N_P	d_P (sec)	LOS
AM	North	EB	1>>2	10	9.0	0.011	764	0.21	45.0	14.3	2.307	2.000	127.5	F
		WB	2>>1	6	9.0	0.007		0.00	45.0	14.3				
	East	SB	3>>4	0	-	-	0.00	-	-	-	-	-	-	-
		NB	4>>5	0	-	-		-	-	-				
	South	WB	5>>6	12	10.0	0.013	733	0.20	45.0	14.3	2.515	2.000	113.4	F
		EB	6>>5	9	10.0	0.010		0.00	45.0	14.3				
	West	NB	7>>8	6	11.0	0.007	149	0.04	34.0	11.5	1.044	1.000	3.4	A
		SB	8>>7	7	11.0	0.008		0.00	34.0	11.5				
MD	North	EB	1>>2	32	9.0	0.036	909	0.25	45.0	14.3	8.218	7.000	#####	F
		WB	2>>1	31	-	0.034		0.00	45.0	14.3				
	East	SB	3>>4	0	-	-	0.00	-	-	-	-	-	-	-
		NB	4>>5	0	-	-		-	-	-				
	South	WB	5>>6	23	10.0	0.026	847	0.24	45.0	14.3	5.497	4.000	471.7	F
		EB	6>>5	23	10.0	0.026		0.00	45.0	14.3				
	West	NB	7>>8	32	11.0	0.036	178	0.05	34.0	11.5	1.220	1.000	4.0	A
		SB	8>>7	31	11.0	0.034		0.00	34.0	11.5				
PM	North	EB	1>>2	22	9.0	0.024	946	0.26	45.0	14.3	7.869	7.000	#####	F
		WB	2>>1	29	-	0.032		0.00	45.0	14.3				
	East	SB	3>>4	0	-	-	0.00	-	-	-	-	-	-	-
		NB	4>>5	0	-	-		-	-	-				
	South	WB	5>>6	18	10.0	0.020	899	0.25	45.0	14.3	5.962	4.000	606.8	F
		EB	6>>5	24	10.0	0.027		0.00	45.0	14.3				
	West	NB	7>>8	28	11.0	0.031	177	0.05	34.0	11.5	1.190	1.000	4.1	A
		SB	8>>7	25	11.0	0.028		0.00	34.0	11.5				

If no platooning is observed, spatial distribution of pedestrlans (N_p) is assumed to be 1.

S_p = pedestrian walking speed = 4.0 ft/sec

T_s = pedestrian Start-up time and clearance time = 3.0 sec

W_E = efective crosswalk width (ft)

L = crosswalk length (ft)

v = vehicular flow rate (veh/sec)

v_p = pedestrian flow rate (p/sec)

t_c = critical gap for a single pedestrian (sec)

Nc = total number of pedestrians in the crossing platoon (p)

N_p = spatial distribution of pedestrians (sec)

d_p = average delay per pedestrian (sec)

$$t_c = \frac{L}{S_p} + t_s$$

$$N_c = \frac{v_p e^{v_p t_c} + v e^{-v t_c}}{(v_p + v) e^{(v_p - v) t_c}}$$

$$t_G = t_c + 2(N_p - 1)$$

$$N_p = INT\left[\frac{8.0\,(N_c - 1)}{W_E}\right] + 1$$

$$d_p = \frac{1}{v}\left(e^{v t_G} - v t_G - 1\right)$$

Appendix D-6: _Pedestrian Assignments

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN DEIS
PEDESTRIAN ASSIGNMENTS - BUS, SIR, AND WALK
TOTAL DEVELOPMENTS

AM

	218	252	**470**
IN & OUT	In	Out	

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	**WB**	**SB**	**NB**	**WB**	**EB**	**NB**	**SB**
Bay Street and Water Street	6	7	6	5	11	7	3	4
Bay Street and Prospect Street	8	28	9	13	13	5	12	5
Bay Street and Wave Street	9	12	9	12	22	15	14	11
Front Street and Water Street	0	0	0	0	0	0	22	37
Front Street and Prospect Street	10	16	0	0	37	27	25	23
Front Street and Wave Street	6	6	0	0	19	17	9	7
Bay Street and Canal Street	13	13	14	6	23	16	8	11
Bay Street and Thompson Street	0	0	14	8	0	0	7	15
Front Street and Canal Street	33	19	0	0	38	30	18	24

MD

	985	881	**1866**

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	**WB**	**SB**	**NB**	**WB**	**EB**	**NB**	**SB**
Bay Street and Water Street	48	47	33	34	52	53	29	29
Bay Street and Prospect Street	52	60	60	62	37	35	34	32
Bay Street and Wave Street	80	80	81	82	104	101	95	95
Front Street and Water Street	0	0	0	0	0	0	121	120
Front Street and Prospect Street	58	63	0	0	118	110	147	146
Front Street and Wave Street	39	38	0	0	72	68	65	65
Bay Street and Canal Street	66	67	41	42	70	71	42	41
Bay Street and Thompson Street	0	0	57	59	0	0	37	36
Front Street and Canal Street	100	99	0	0	74	73	101	100

PM

	822	773	**1595**

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	**WB**	**SB**	**NB**	**WB**	**EB**	**NB**	**SB**
Bay Street and Water Street	37	37	25	28	41	43	22	21
Bay Street and Prospect Street	47	56	49	52	32	30	29	27
Bay Street and Wave Street	62	63	63	64	88	84	74	74
Front Street and Water Street	0	0	0	0	0	0	117	95
Front Street and Prospect Street	46	55	0	0	120	88	124	117
Front Street and Wave Street	28	30	0	0	65	57	50	49
Bay Street and Canal Street	51	58	32	40	61	58	40	33
Bay Street and Thompson Street	0	0	45	52	0	0	34	30
Front Street and Canal Street	71	93	0	0	58	76	89	80

SATMD

	1026	766	**1792**

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	**WB**	**SB**	**NB**	**WB**	**EB**	**NB**	**SB**
Bay Street and Water Street	45	41	29	31	46	52	25	24
Bay Street and Prospect Street	62	52	58	57	33	38	30	33
Bay Street and Wave Street	75	70	76	71	93	106	83	90
Front Street and Water Street	0	0	0	0	0	0	111	109
Front Street and Prospect Street	63	52	0	0	102	128	142	129
Front Street and Wave Street	38	32	0	0	58	81	56	58
Bay Street and Canal Street	63	58	36	39	61	73	40	37
Bay Street and Thompson Street	0	0	51	62	0	0	42	33
Front Street and Canal Street	91	80	0	0	72	53	84	91

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN DEIS
PEDESTRIAN ASSIGNMENTS - BUS

AM **All Sites** **Bus**

49 105

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	1	0	1	0	0
Bay Street and Prospect Street	4	0	1	1	0	1	0	1
Bay Street and Wave Street	0	0	0	0	0	4	0	0
Front Street and Water Street	0	0	0	0	0	0	1	0
Front Street and Prospect Street	1	0	0	0	0	5	1	1
Front Street and Wave Street	0	0	0	0	0	7	0	0
Bay Street and Canal Street	5	0	8	0	0	6	0	5
Bay Street and Thompson Street	0	0	0	1	0	0	1	0
Front Street and Canal Street	8	0	0	0	16	0	0	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	2	0	5	0	0	0
Bay Street and Prospect Street	0	22	2	5	9	0	9	0
Bay Street and Wave Street	0	0	0	0	8	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	2
Front Street and Prospect Street	0	7	0	0	18	0	5	2
Front Street and Wave Street	0	0	0	0	6	0	0	0
Bay Street and Canal Street	0	3	0	2	13	0	3	0
Bay Street and Thompson Street	0	0	6	0	0	0	0	10
Front Street and Canal Street	0	0	0	0	0	19	1	0

MD **All Sites** **Bus**

92 98

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	2	0	3	0	0
Bay Street and Prospect Street	15	0	4	2	0	6	0	6
Bay Street and Wave Street	0	0	0	0	0	8	0	0
Front Street and Water Street	0	0	0	0	0	0	2	0
Front Street and Prospect Street	5	0	0	0	0	20	2	4
Front Street and Wave Street	0	0	0	0	0	11	0	0
Bay Street and Canal Street	2	0	2	0	0	5	0	2
Bay Street and Thompson Street	0	0	0	4	0	0	3	0
Front Street and Canal Street	1	0	0	0	8	0	0	1

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	2	0	4	0	0	0
Bay Street and Prospect Street	0	23	1	5	8	0	8	0
Bay Street and Wave Street	0	0	0	0	11	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	2
Front Street and Prospect Street	0	9	0	0	25	0	5	1
Front Street and Wave Street	0	0	0	0	14	0	0	0
Bay Street and Canal Street	0	3	0	2	6	0	3	0
Bay Street and Thompson Street	0	0	3	0	0	0	0	3
Front Street and Canal Street	0	1	0	0	0	8	1	0

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN DEIS
PEDESTRIAN ASSIGNMENTS - BUS

PM

All Sites	Bus
133	135
In	Out

IN

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	4	0	5	0	0
Bay Street and Prospect Street	19	0	5	3	0	8	0	8
Bay Street and Wave Street	0	0	0	0	0	11	0	0
Front Street and Water Street	0	0	0	0	0	0	4	0
Front Street and Prospect Street	5	0	0	0	0	18	3	5
Front Street and Wave Street	0	0	0	0	0	13	0	0
Bay Street and Canal Street	3	0	2	0	0	11	0	3
Bay Street and Thompson Street	0	0	0	9	0	0	8	0
Front Street and Canal Street	0	0	0	0	20	0	0	1

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	2	0	4	0	0	0
Bay Street and Prospect Street	0	28	1	6	9	0	9	0
Bay Street and Wave Street	0	0	0	0	14	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	2
Front Street and Prospect Street	0	12	0	0	33	0	6	1
Front Street and Wave Street	0	0	0	0	18	0	0	0
Bay Street and Canal Street	0	9	0	10	13	0	9	0
Bay Street and Thompson Street	0	0	3	0	0	0	0	3
Front Street and Canal Street	0	9	0	0	0	22	1	0

SATMD

All Sites	Bus
172	97
In	Out

IN

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	4	0	6	0	0
Bay Street and Prospect Street	28	0	6	4	0	11	0	11
Bay Street and Wave Street	0	0	0	0	0	15	0	0
Front Street and Water Street	0	0	0	0	0	0	4	0
Front Street and Prospect Street	9	0	0	0	0	37	4	6
Front Street and Wave Street	0	0	0	0	0	22	0	0
Bay Street and Canal Street	3	0	2	0	0	12	0	3
Bay Street and Thompson Street	0	0	0	10	0	0	9	0
Front Street and Canal Street	0	0	0	0	20	0	0	2

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	2	0	4	0	0	0
Bay Street and Prospect Street	0	22	1	5	8	0	8	0
Bay Street and Wave Street	0	0	0	0	10	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	2
Front Street and Prospect Street	0	8	0	0	21	0	5	1
Front Street and Wave Street	0	0	0	0	10	0	0	0
Bay Street and Canal Street	0	4	0	3	8	0	4	0
Bay Street and Thompson Street	0	0	3	0	0	0	0	4
Front Street and Canal Street	0	2	0	0	0	11	1	0

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN DEIS
PEDESTRIAN ASSIGNMENTS - BUS

AM **Site B2** **Bus** 0% 0%

7 6 **49** **105**

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	**WB**	**SB**	**NB**	**WB**	**EB**	**NB**	**SB**
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	3	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	0	0	0	0	0	0	0
Front Street and Wave Street	0	0	0	0	0	7	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	**WB**	**SB**	**NB**	**WB**	**EB**	**NB**	**SB**
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	3	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	0	0	0	0	0	0	0
Front Street and Wave Street	0	0	0	0	6	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	0

MD **Site B2** **Bus**

11 14

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	**WB**	**SB**	**NB**	**WB**	**EB**	**NB**	**SB**
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	5	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	0	0	0	0	0	0	0
Front Street and Wave Street	0	0	0	0	0	11	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	**WB**	**SB**	**NB**	**WB**	**EB**	**NB**	**SB**
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	8	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	0	0	0	0	0	0	0
Front Street and Wave Street	0	0	0	0	14	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	0

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN DEIS
PEDESTRIAN ASSIGNMENTS - BUS

PM **Site B2** **Bus**

13 18

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	6	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	0	0	0	0	0	0	0
Front Street and Wave Street	0	0	0	0	0	13	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	10	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	0	0	0	0	0	0	0
Front Street and Wave Street	0	0	0	0	18	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	0

SATMD **Site B2** **Bus**

22 10

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	9	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	0	0	0	0	0	0	0
Front Street and Wave Street	0	0	0	0	0	22	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	6	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	0	0	0	0	0	0	0
Front Street and Wave Street	0	0	0	0	10	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	0

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN DEIS
PEDESTRIAN ASSIGNMENTS - BUS

AM **Site B3** **Bus**

6 25

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	2	0	0	0	0	1	0	1
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	1	0	0	0	0	5	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	11	0	2	3	0	3	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	7	0	0	18	0	2	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	0

MD **Site B3** **Bus**

25 34

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	9	0	2	0	0	2	0	2
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	5	0	0	0	0	20	0	2
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	16	0	3	4	0	4	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	9	0	0	25	0	3	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	0

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN DEIS
PEDESTRIAN ASSIGNMENTS - BUS

PM **Site B3** **Bus**

23 45

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	8	0	2	0	0	2	0	2
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	5	0	0	0	0	18	0	2
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	21	0	4	5	0	5	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	12	0	0	33	0	4	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	0

SATMD **Site B3** **Bus**

46 29

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	16	0	3	0	0	4	0	4
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	9	0	0	0	0	37	0	3
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	13	0	3	3	0	3	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	8	0	0	21	0	3	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	0

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN DEIS
PEDESTRIAN ASSIGNMENTS - BUS

AM **Site B3** **Bus**

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	0	0	0	0	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	0	0	0	0	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	0

MD **Site B3** **Bus**

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	0	0	0	0	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	0	0	0	0	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	0

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN DEIS
PEDESTRIAN ASSIGNMENTS - BUS

PM **Site B3** **Bus**

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	0	0	0	0	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	0	0	0	0	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	0

SATMD **Site B3** **Bus**

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	0	0	0	0	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	0	0	0	0	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	0

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN DEIS
PEDESTRIAN ASSIGNMENTS - BUS

AM **Site B4** **Bus**

21 1

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	0	0	0	0	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	5	0	8	0	0	5	0	5
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	8	0	0	0	13	0	0	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	0	0	0	0	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	1	0	0

MD **Site B4** **Bus**

3 4

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	0	0	0	0	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	1	0	1	0	0	1	0	1
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	1	0	0	0	2	0	0	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	0	0	0	0	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	1	0	1	1	0	1	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	1	0	0	0	3	0	0

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN DEIS
PEDESTRIAN ASSIGNMENTS - BUS

PM **Site B4** **Bus**

1 25

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	0	0	0	0	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	1	0	0	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	0	0	0	0	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	7	0	9	7	0	7	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	9	0	0	0	16	0	0

SATMD **Site B4** **Bus**

0 6

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	0	0	0	0	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	0	0	0	0	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	2	0	2	2	0	2	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	2	0	0	0	4	0	0

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN DEIS
PEDESTRIAN ASSIGNMENTS - BUS

AM **Site B5** **Bus**

3 18

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	0	0	0	0	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	1	0	0
Bay Street and Thompson Street	0	0	0	1	0	0	1	0
Front Street and Canal Street	0	0	0	0	3	0	0	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	0	0	0	0	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	10	0	0	0
Bay Street and Thompson Street	0	0	4	0	0	0	0	10
Front Street and Canal Street	0	0	0	0	0	18	0	0

MD **Site B5** **Bus**

6 5

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	0	0	0	0	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	3	0	0
Bay Street and Thompson Street	0	0	0	2	0	0	3	0
Front Street and Canal Street	0	0	0	0	6	0	0	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	0	0	0	0	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	3	0	0	0
Bay Street and Thompson Street	0	0	1	0	0	0	0	3
Front Street and Canal Street	0	0	0	0	0	5	0	0

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN DEIS
PEDESTRIAN ASSIGNMENTS - BUS

PM **Site B5** **Bus**

19 6

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	0	0	0	0	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	8	0	0
Bay Street and Thompson Street	0	0	0	5	0	0	8	0
Front Street and Canal Street	0	0	0	0	19	0	0	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	0	0	0	0	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	3	0	0	0
Bay Street and Thompson Street	0	0	1	0	0	0	0	3
Front Street and Canal Street	0	0	0	0	0	6	0	0

SATMD **Site B5** **Bus**

20 7

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	0	0	0	0	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	9	0	0
Bay Street and Thompson Street	0	0	0	6	0	0	9	0
Front Street and Canal Street	0	0	0	0	20	0	0	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	0	0	0	0	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	4	0	0	0
Bay Street and Thompson Street	0	0	2	0	0	0	0	4
Front Street and Canal Street	0	0	0	0	0	7	0	0

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN DEIS
PEDESTRIAN ASSIGNMENTS - BUS

AM **Site C** **Bus**

12 55

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	1	0	1	0	0
Bay Street and Prospect Street	2	0	0	1	0	1	0	1
Bay Street and Wave Street	0	0	0	0	0	1	0	0
Front Street and Water Street	0	0	0	0	0	0	1	0
Front Street and Prospect Street	0	0	0	0	0	0	1	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	1	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	2	0	5	0	0	0
Bay Street and Prospect Street	0	10	2	3	6	0	6	0
Bay Street and Wave Street	0	0	0	0	5	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	2
Front Street and Prospect Street	0	0	0	0	0	0	3	2
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	3	0	1	3	0	3	0
Bay Street and Thompson Street	0	0	2	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	1	0

MD **Site C** **Bus**

47 41

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	2	0	3	0	0
Bay Street and Prospect Street	7	0	2	2	0	4	0	4
Bay Street and Wave Street	0	0	0	0	0	3	0	0
Front Street and Water Street	0	0	0	0	0	0	2	0
Front Street and Prospect Street	0	0	0	0	0	0	2	2
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	2	0	1	0	0	2	0	2
Bay Street and Thompson Street	0	0	0	2	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	1

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	2	0	4	0	0	0
Bay Street and Prospect Street	0	8	1	2	4	0	4	0
Bay Street and Wave Street	0	0	0	0	3	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	2
Front Street and Prospect Street	0	0	0	0	0	0	2	1
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	2	0	1	2	0	2	0
Bay Street and Thompson Street	0	0	2	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	1	0

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN DEIS
PEDESTRIAN ASSIGNMENTS - BUS

PM **Site C** **Bus**

77 41

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	4	0	5	0	0
Bay Street and Prospect Street	11	0	3	3	0	6	0	6
Bay Street and Wave Street	0	0	0	0	0	5	0	0
Front Street and Water Street	0	0	0	0	0	0	4	0
Front Street and Prospect Street	0	0	0	0	0	0	3	3
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	3	0	1	0	0	3	0	3
Bay Street and Thompson Street	0	0	0	4	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	1

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	2	0	4	0	0	0
Bay Street and Prospect Street	0	8	1	2	4	0	4	0
Bay Street and Wave Street	0	0	0	0	3	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	2
Front Street and Prospect Street	0	0	0	0	0	0	2	1
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	2	0	1	2	0	2	0
Bay Street and Thompson Street	0	0	2	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	1	0

SATMD **Site C** **Bus**

84 45

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	4	0	6	0	0
Bay Street and Prospect Street	12	0	3	4	0	7	0	7
Bay Street and Wave Street	0	0	0	0	0	5	0	0
Front Street and Water Street	0	0	0	0	0	0	4	0
Front Street and Prospect Street	0	0	0	0	0	0	4	3
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	3	0	2	0	0	3	0	3
Bay Street and Thompson Street	0	0	0	4	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	2

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	2	0	4	0	0	0
Bay Street and Prospect Street	0	9	1	2	5	0	5	0
Bay Street and Wave Street	0	0	0	0	4	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	2
Front Street and Prospect Street	0	0	0	0	0	0	2	1
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	2	0	1	2	0	2	0
Bay Street and Thompson Street	0	0	2	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	1	0

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN DEIS
PEDESTRIAN ASSIGNMENTS - SIR

AM **All Sites** **SIR**

44 37

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	22
Front Street and Prospect Street	2	0	0	0	0	14	6	0
Front Street and Wave Street	0	0	0	0	0	2	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	10	0	0	0	10	0	0	11

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	11	0
Front Street and Prospect Street	0	1	0	0	12	0	0	8
Front Street and Wave Street	0	0	0	0	1	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	2	0	0	0	2	6	0

MD **All Sites** **SIR**

86 89

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	18
Front Street and Prospect Street	6	0	0	0	0	31	25	0
Front Street and Wave Street	3	0	0	0	0	6	3	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	3	0	0	0	3	0	0	9

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	17	0
Front Street and Prospect Street	0	7	0	0	34	0	0	26
Front Street and Wave Street	0	3	0	0	7	0	0	3
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	3	0	0	0	3	9	0

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN DEIS
PEDESTRIAN ASSIGNMENTS - SIR

PM **All Sites** **SIR**

80 106

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	17
Front Street and Prospect Street	6	0	0	0	0	26	24	0
Front Street and Wave Street	2	0	0	0	0	6	2	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	2	0	0	0	2	0	0	9

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	34	0
Front Street and Prospect Street	0	6	0	0	41	0	0	21
Front Street and Wave Street	0	1	0	0	6	0	0	1
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	12	0	0	0	12	17	0

SATMD **All Sites** **SIR**

100 75

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	18
Front Street and Prospect Street	8	0	0	0	0	35	31	0
Front Street and Wave Street	2	0	0	0	0	8	2	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	2	0	0	0	2	0	0	10

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	17	0
Front Street and Prospect Street	0	4	0	0	29	0	0	17
Front Street and Wave Street	0	1	0	0	4	0	0	1
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN DEIS
PEDESTRIAN ASSIGNMENTS - SIR

AM **Site B1** **SIR**

1 0

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	0	0	0	0	0	1	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	0	0	0	0	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	0

MD **Site B1** **SIR**

11 11

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	3	0	0	0	0	3	8	0
Front Street and Wave Street	3	0	0	0	0	3	3	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	3	0	0	3	0	0	8
Front Street and Wave Street	0	3	0	0	3	0	0	3
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	0

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN DEIS
PEDESTRIAN ASSIGNMENTS - SIR

PM **Site B1** **SIR**

6 4

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	2	0	0	0	0	2	5	0
Front Street and Wave Street	2	0	0	0	0	2	2	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	1	0	0	1	0	0	3
Front Street and Wave Street	0	1	0	0	1	0	0	1
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	0

SATMD **Site B1** **SIR**

7 3

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	2	0	0	0	0	2	5	0
Front Street and Wave Street	2	0	0	0	0	2	2	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	1	0	0	1	0	0	2
Front Street and Wave Street	0	1	0	0	1	0	0	1
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN DEIS
PEDESTRIAN ASSIGNMENTS - SIR

AM **Site B2** **SIR**

5 3

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	2	0	0	0	0	1	4	0
Front Street and Wave Street	0	0	0	0	0	2	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	1	0	0	1	0	0	2
Front Street and Wave Street	0	0	0	0	1	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	0

MD **Site B2** **SIR**

8 11

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	3	0	0	0	0	2	6	0
Front Street and Wave Street	0	0	0	0	0	3	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	4	0	0	2	0	0	9
Front Street and Wave Street	0	0	0	0	4	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	0

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN DEIS
PEDESTRIAN ASSIGNMENTS - SIR

PM **Site B2** **SIR**

10 12

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	4	0	0	0	0	2	8	0
Front Street and Wave Street	0	0	0	0	0	4	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	5	0	0	2	0	0	10
Front Street and Wave Street	0	0	0	0	5	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	0

SATMD **Site B2** **SIR**

16 7

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	6	0	0	0	0	3	13	0
Front Street and Wave Street	0	0	0	0	0	6	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	3	0	0	1	0	0	6
Front Street and Wave Street	0	0	0	0	3	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN DEIS
PEDESTRIAN ASSIGNMENTS - SIR

AM **Site B3** **SIR**

3 9

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	0	0	0	0	3	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	0	0	0	9	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	0

MD **Site B3** **SIR**

23 26

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	0	0	0	0	23	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	0	0	0	26	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	0

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN DEIS
PEDESTRIAN ASSIGNMENTS - SIR

PM **Site B3** **SIR**

20 25

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	0	0	0	0	20	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	0	0	0	25	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	0

SATMD **Site B3** **SIR**

28 24

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	0	0	0	0	28	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	0	0	0	24	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN DEIS
PEDESTRIAN ASSIGNMENTS - SIR

AM **Site B4** **SIR**

29 2

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	19
Front Street and Prospect Street	0	0	0	0	0	10	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	10	0	0	0	10	0	0	10

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	1	0
Front Street and Prospect Street	0	0	0	0	1	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	1	0	0	0	1	1	0

MD **Site B4** **SIR**

8 9

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	5
Front Street and Prospect Street	0	0	0	0	0	3	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	3	0	0	0	3	0	0	3

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	6	0
Front Street and Prospect Street	0	0	0	0	3	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	3	0	0	0	3	3	0

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN DEIS
PEDESTRIAN ASSIGNMENTS - SIR

PM **Site B4** **SIR**

1 35

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	1
Front Street and Prospect Street	0	0	0	0	0	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	23	0
Front Street and Prospect Street	0	0	0	0	12	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	12	0	0	0	12	12	0

SATMD **Site B4** **SIR**

0 8

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	0	0	0	0	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	5	0
Front Street and Prospect Street	0	0	0	0	3	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN DEIS
PEDESTRIAN ASSIGNMENTS - SIR

AM **Site B5** **SIR**

1 5

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	1
Front Street and Prospect Street	0	0	0	0	0	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	3	0
Front Street and Prospect Street	0	0	0	0	2	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	2	0	0	0	2	2	0

MD **Site B5** **SIR**

2 1

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	1
Front Street and Prospect Street	0	0	0	0	0	1	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	1	0	0	0	1	0	0	1

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	1	0
Front Street and Prospect Street	0	0	0	0	0	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	0

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN DEIS
PEDESTRIAN ASSIGNMENTS - SIR

PM **Site B5** **SIR**

5 2

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	3
Front Street and Prospect Street	0	0	0	0	0	2	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	2	0	0	0	2	0	0	2

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	1	0
Front Street and Prospect Street	0	0	0	0	1	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	1	0	0	0	1	1	0

SATMD **Site B5** **SIR**

6 2

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	4
Front Street and Prospect Street	0	0	0	0	0	2	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	2	0	0	0	2	0	0	2

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	1	0
Front Street and Prospect Street	0	0	0	0	1	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN DEIS
PEDESTRIAN ASSIGNMENTS - SIR

AM **Site C** **SIR**

5 18

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	2
Front Street and Prospect Street	0	0	0	0	0	0	1	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	1

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	6	0
Front Street and Prospect Street	0	0	0	0	0	0	0	5
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	3	0

MD **Site C** **SIR**

34 31

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	11
Front Street and Prospect Street	0	0	0	0	0	0	10	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	6

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	10	0
Front Street and Prospect Street	0	0	0	0	0	0	0	9
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	6	0

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN DEIS
PEDESTRIAN ASSIGNMENTS - SIR

PM **Site C** **SIR**

38 28

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	13
Front Street and Prospect Street	0	0	0	0	0	0	11	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	7

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	9	0
Front Street and Prospect Street	0	0	0	0	0	0	0	8
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	5	0

SATMD **Site C** **SIR**

43 31

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	14
Front Street and Prospect Street	0	0	0	0	0	0	13	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	8

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	10	0
Front Street and Prospect Street	0	0	0	0	0	0	0	9
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN DEIS
PEDESTRIAN ASSIGNMENTS - WALK

AM **All Sites** **Walk**

42 64

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	2	0	1	0	0	2	0	0
Bay Street and Prospect Street	2	0	2	0	0	2	0	1
Bay Street and Wave Street	5	0	5	0	0	5	0	5
Front Street and Water Street	0	0	0	0	0	0	0	1
Front Street and Prospect Street	5	0	0	0	0	5	0	2
Front Street and Wave Street	4	0	0	0	0	6	0	3
Bay Street and Canal Street	5	0	0	1	0	5	1	0
Bay Street and Thompson Street	0	0	0	2	0	0	3	0
Front Street and Canal Street	10	0	0	0	8	0	2	1

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	3	0	1	3	0	0	1
Bay Street and Prospect Street	0	3	1	2	2	0	0	1
Bay Street and Wave Street	0	6	0	7	8	0	7	0
Front Street and Water Street	0	0	0	0	0	0	1	0
Front Street and Prospect Street	0	7	0	0	7	0	2	1
Front Street and Wave Street	0	6	0	0	11	0	3	0
Bay Street and Canal Street	0	7	2	0	7	0	0	2
Bay Street and Thompson Street	0	0	3	0	0	0	0	4
Front Street and Canal Street	0	15	0	0	0	9	1	4

MD **All Sites** **Walk**

349 359

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	19	0	3	1	0	18	2	2
Bay Street and Prospect Street	14	0	15	2	0	12	3	2
Bay Street and Wave Street	39	0	40	0	0	46	0	39
Front Street and Water Street	0	0	0	0	0	0	1	5
Front Street and Prospect Street	44	0	0	0	0	55	1	19
Front Street and Wave Street	32	0	0	0	0	47	0	22
Bay Street and Canal Street	39	0	2	12	0	39	14	1
Bay Street and Thompson Street	0	0	0	18	0	0	24	0
Front Street and Canal Street	87	0	0	0	54	0	16	4

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	19	1	3	19	0	2	2
Bay Street and Prospect Street	0	14	2	16	12	0	3	3
Bay Street and Wave Street	0	41	0	42	47	0	41	0
Front Street and Water Street	0	0	0	0	0	0	6	1
Front Street and Prospect Street	0	45	0	0	57	0	20	1
Front Street and Wave Street	0	34	0	0	49	0	23	0
Bay Street and Canal Street	0	40	13	2	40	0	2	15
Bay Street and Thompson Street	0	0	18	0	0	0	0	25
Front Street and Canal Street	0	90	0	0	0	57	4	17

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN DEIS
PEDESTRIAN ASSIGNMENTS - WALK

PM **All Sites** **Walk**
259 261
IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	13	0	1	1	0	13	2	0
Bay Street and Prospect Street	10	0	11	2	0	8	2	0
Bay Street and Wave Street	29	0	30	0	0	36	0	30
Front Street and Water Street	0	0	0	0	0	0	1	1
Front Street and Prospect Street	34	0	0	0	0	42	1	13
Front Street and Wave Street	25	0	0	0	0	37	0	16
Bay Street and Canal Street	29	0	0	10	0	27	11	0
Bay Street and Thompson Street	0	0	0	13	0	0	19	0
Front Street and Canal Street	64	0	0	0	33	0	13	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	14	0	1	14	0	1	2
Bay Street and Prospect Street	0	10	2	11	9	0	1	2
Bay Street and Wave Street	0	31	0	32	38	0	31	0
Front Street and Water Street	0	0	0	0	0	0	2	0
Front Street and Prospect Street	0	35	0	0	44	0	14	1
Front Street and Wave Street	0	27	0	0	40	0	17	0
Bay Street and Canal Street	0	30	10	1	29	0	0	12
Bay Street and Thompson Street	0	0	13	0	0	0	0	19
Front Street and Canal Street	0	67	0	0	0	37	1	13

SATMD **All Sites** **Walk**
309 278
IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	16	0	1	1	0	16	2	0
Bay Street and Prospect Street	12	0	13	2	0	10	3	0
Bay Street and Wave Street	35	0	36	0	0	44	0	36
Front Street and Water Street	0	0	0	0	0	0	1	1
Front Street and Prospect Street	41	0	0	0	0	51	1	15
Front Street and Wave Street	31	0	0	0	0	46	0	19
Bay Street and Canal Street	34	0	0	12	0	33	14	0
Bay Street and Thompson Street	0	0	0	15	0	0	22	0
Front Street and Canal Street	77	0	0	0	39	0	16	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	15	0	0	15	0	0	2
Bay Street and Prospect Street	0	10	1	12	9	0	0	2
Bay Street and Wave Street	0	33	0	34	41	0	33	0
Front Street and Water Street	0	0	0	0	0	0	1	0
Front Street and Prospect Street	0	38	0	0	48	0	14	1
Front Street and Wave Street	0	29	0	0	42	0	18	0
Bay Street and Canal Street	0	32	11	0	30	0	0	13
Bay Street and Thompson Street	0	0	14	0	0	0	0	21
Front Street and Canal Street	0	71	0	0	0	36	0	14

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN DEIS
PEDESTRIAN ASSIGNMENTS - WALK

AM **Site B1** **Walk**

4 8

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	0	0	0	0	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	0	0	0	0	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	1	0	0	0	0	0	0

MD **Site B1** **Walk**

30 27

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	1	0	0	1	0	1	1	0
Bay Street and Wave Street	0	0	0	0	0	1	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	2	0	0	0	0	1	0	0
Front Street and Wave Street	0	0	0	0	0	1	0	0
Bay Street and Canal Street	2	0	0	1	0	2	1	0
Bay Street and Thompson Street	0	0	0	1	0	0	1	0
Front Street and Canal Street	4	0	0	0	1	0	1	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	1	1	0	1	0	0	1
Bay Street and Wave Street	0	0	0	0	1	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	2	0	0	1	0	0	0
Front Street and Wave Street	0	0	0	0	1	0	0	0
Bay Street and Canal Street	0	2	1	0	2	0	0	1
Bay Street and Thompson Street	0	0	1	0	0	0	0	1
Front Street and Canal Street	0	3	0	0	0	1	0	1

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN DEIS
PEDESTRIAN ASSIGNMENTS - WALK

PM — **Site A** / **Site B1** — **Walk**: 22 In, 8 Out

IN

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	1	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	1	0	0	0	0	1	0	0
Front Street and Wave Street	0	0	0	0	0	1	0	0
Bay Street and Canal Street	1	0	0	0	0	1	1	0
Bay Street and Thompson Street	0	0	0	1	0	0	1	0
Front Street and Canal Street	3	0	0	0	1	0	1	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	0	0	0	0	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	1	0	0	0	0	0	0

SATMD — **Site A** / **Site B1** — **Walk**: 22 In, 10 Out

IN

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	1	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	1	0	0	0	0	1	0	0
Front Street and Wave Street	0	0	0	0	0	1	0	0
Bay Street and Canal Street	1	0	0	0	0	1	1	0
Bay Street and Thompson Street	0	0	0	1	0	0	1	0
Front Street and Canal Street	3	0	0	0	1	0	1	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	1	0	0	0	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	1	0	0	1	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	1	0	0	0	0	0	0

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN DEIS
PEDESTRIAN ASSIGNMENTS - WALK

AM **Site B2** **Walk**

8 22

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	1	0	0	0	0	0	0	0
Bay Street and Wave Street	1	0	1	0	0	1	0	1
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	1	0	0	0	0	0	0	0
Front Street and Wave Street	1	0	0	0	0	3	0	0
Bay Street and Canal Street	1	0	0	0	0	1	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	2	0	0	0	1	0	1	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	1	0	0	0	0	0	1
Bay Street and Prospect Street	0	2	1	0	1	0	0	1
Bay Street and Wave Street	0	3	0	2	3	0	3	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	3	0	0	1	0	0	0
Front Street and Wave Street	0	3	0	0	7	0	1	0
Bay Street and Canal Street	0	2	1	0	2	0	0	1
Bay Street and Thompson Street	0	0	1	0	0	0	0	1
Front Street and Canal Street	0	5	0	0	0	2	0	2

MD **Site B2** **Walk**

40 42

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	1	0	0	0	0	1	2	0
Bay Street and Prospect Street	3	0	0	1	0	2	2	0
Bay Street and Wave Street	5	0	4	0	0	6	0	5
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	5	0	0	0	0	2	1	0
Front Street and Wave Street	6	0	0	0	0	13	0	2
Bay Street and Canal Street	4	0	0	2	0	4	2	0
Bay Street and Thompson Street	0	0	0	2	0	0	2	0
Front Street and Canal Street	10	0	0	0	4	0	4	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	1	0	0	1	0	0	2
Bay Street and Prospect Street	0	3	1	0	2	0	0	2
Bay Street and Wave Street	0	5	0	4	7	0	5	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	5	0	0	2	0	0	1
Front Street and Wave Street	0	6	0	0	14	0	3	0
Bay Street and Canal Street	0	5	2	0	4	0	0	2
Bay Street and Thompson Street	0	0	3	0	0	0	0	3
Front Street and Canal Street	0	10	0	0	0	4	0	4

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN DEIS
PEDESTRIAN ASSIGNMENTS - WALK

PM **Site B2** **Walk**

35 39

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	1	0	0	0	0	1	1	0
Bay Street and Prospect Street	3	0	0	1	0	2	2	0
Bay Street and Wave Street	4	0	4	0	0	5	0	4
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	4	0	0	0	0	2	1	0
Front Street and Wave Street	5	0	0	0	0	12	0	2
Bay Street and Canal Street	4	0	0	1	0	3	1	0
Bay Street and Thompson Street	0	0	0	2	0	0	2	0
Front Street and Canal Street	9	0	0	0	3	0	3	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	1	0	0	1	0	0	2
Bay Street and Prospect Street	0	3	1	0	2	0	0	2
Bay Street and Wave Street	0	5	0	4	6	0	5	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	5	0	0	2	0	0	1
Front Street and Wave Street	0	5	0	0	13	0	2	0
Bay Street and Canal Street	0	4	1	0	4	0	0	2
Bay Street and Thompson Street	0	0	2	0	0	0	0	2
Front Street and Canal Street	0	10	0	0	0	4	0	4

SATMD **Site B2** **Walk**

46 37

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	2	0	0	0	0	1	2	0
Bay Street and Prospect Street	4	0	0	2	0	2	2	0
Bay Street and Wave Street	6	0	5	0	0	7	0	6
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	6	0	0	0	0	2	1	0
Front Street and Wave Street	6	0	0	0	0	15	0	3
Bay Street and Canal Street	5	0	0	2	0	5	2	0
Bay Street and Thompson Street	0	0	0	3	0	0	3	0
Front Street and Canal Street	11	0	0	0	4	0	4	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	1	0	0	1	0	0	1
Bay Street and Prospect Street	0	3	1	0	2	0	0	2
Bay Street and Wave Street	0	5	0	4	6	0	5	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	4	0	0	2	0	0	1
Front Street and Wave Street	0	5	0	0	12	0	2	0
Bay Street and Canal Street	0	4	1	0	4	0	0	2
Bay Street and Thompson Street	0	0	2	0	0	0	0	2
Front Street and Canal Street	0	9	0	0	0	4	0	4

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN DEIS
PEDESTRIAN ASSIGNMENTS - WALK

AM **Site B3** **Walk**

22 27

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	1	0	0	0	0	1	0	0
Bay Street and Prospect Street	1	0	1	0	0	1	0	0
Bay Street and Wave Street	3	0	3	0	0	3	0	3
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	3	0	0	0	0	4	0	1
Front Street and Wave Street	2	0	0	0	0	3	0	2
Bay Street and Canal Street	3	0	0	1	0	2	1	0
Bay Street and Thompson Street	0	0	0	1	0	0	2	0
Front Street and Canal Street	6	0	0	0	3	0	1	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	2	0	0	2	0	0	0
Bay Street and Prospect Street	0	1	0	1	1	0	0	0
Bay Street and Wave Street	0	3	0	4	4	0	3	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	4	0	0	6	0	2	0
Front Street and Wave Street	0	3	0	0	3	0	2	0
Bay Street and Canal Street	0	3	1	0	3	0	0	1
Bay Street and Thompson Street	0	0	1	0	0	0	0	2
Front Street and Canal Street	0	7	0	0	0	4	0	1

MD **Site B3** **Walk**

244 252

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	15	0	0	0	0	15	0	0
Bay Street and Prospect Street	7	0	13	0	0	7	0	0
Bay Street and Wave Street	31	0	32	0	0	38	0	31
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	35	0	0	0	0	50	0	15
Front Street and Wave Street	25	0	0	0	0	31	0	17
Bay Street and Canal Street	29	0	0	10	0	27	12	0
Bay Street and Thompson Street	0	0	0	12	0	0	20	0
Front Street and Canal Street	64	0	0	0	33	0	11	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	15	0	0	15	0	0	0
Bay Street and Prospect Street	0	8	0	13	8	0	0	0
Bay Street and Wave Street	0	32	0	33	39	0	32	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	36	0	0	51	0	16	0
Front Street and Wave Street	0	26	0	0	32	0	17	0
Bay Street and Canal Street	0	30	10	0	28	0	0	12
Bay Street and Thompson Street	0	0	13	0	0	0	0	20
Front Street and Canal Street	0	67	0	0	0	34	0	11

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN DEIS
PEDESTRIAN ASSIGNMENTS - WALK

PM **Site B3** **Walk**

195 203

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	12	0	0	0	0	12	0	0
Bay Street and Prospect Street	6	0	10	0	0	6	0	0
Bay Street and Wave Street	24	0	26	0	0	30	0	24
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	28	0	0	0	0	40	0	12
Front Street and Wave Street	20	0	0	0	0	25	0	13
Bay Street and Canal Street	23	0	0	8	0	22	9	0
Bay Street and Thompson Street	0	0	0	10	0	0	16	0
Front Street and Canal Street	52	0	0	0	26	0	9	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	12	0	0	12	0	0	0
Bay Street and Prospect Street	0	6	0	11	6	0	0	0
Bay Street and Wave Street	0	25	0	27	31	0	25	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	29	0	0	41	0	13	0
Front Street and Wave Street	0	21	0	0	26	0	14	0
Bay Street and Canal Street	0	24	8	0	23	0	0	10
Bay Street and Thompson Street	0	0	10	0	0	0	0	16
Front Street and Canal Street	0	54	0	0	0	28	0	9

SATMD **Site B3** **Walk**

234 227

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	14	0	0	0	0	14	0	0
Bay Street and Prospect Street	7	0	12	0	0	7	0	0
Bay Street and Wave Street	29	0	31	0	0	36	0	29
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	34	0	0	0	0	48	0	15
Front Street and Wave Street	24	0	0	0	0	30	0	16
Bay Street and Canal Street	28	0	0	10	0	26	11	0
Bay Street and Thompson Street	0	0	0	12	0	0	19	0
Front Street and Canal Street	62	0	0	0	32	0	11	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	14	0	0	14	0	0	0
Bay Street and Prospect Street	0	7	0	12	7	0	0	0
Bay Street and Wave Street	0	28	0	30	35	0	28	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	33	0	0	46	0	14	0
Front Street and Wave Street	0	23	0	0	29	0	16	0
Bay Street and Canal Street	0	27	9	0	25	0	0	11
Bay Street and Thompson Street	0	0	11	0	0	0	0	18
Front Street and Canal Street	0	60	0	0	0	31	0	10

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN DEIS
PEDESTRIAN ASSIGNMENTS - WALK

AM **Site B4** **Walk**

7 1

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	1	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	1	0	1	0	0	0	0	1
Front Street and Water Street	0	0	0	0	0	0	0	1
Front Street and Prospect Street	0	0	0	0	0	1	0	1
Front Street and Wave Street	0	0	0	0	0	0	0	1
Bay Street and Canal Street	1	0	0	0	0	1	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	2	0	0	0	3	0	0	1

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	0	0	0	0	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	0

MD **Site B4** **Walk**

29 34

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	2	0	2	0	0	2	0	2
Bay Street and Prospect Street	2	0	2	0	0	2	0	2
Bay Street and Wave Street	3	0	3	0	0	1	0	3
Front Street and Water Street	0	0	0	0	0	0	0	4
Front Street and Prospect Street	2	0	0	0	0	2	0	3
Front Street and Wave Street	1	0	0	0	0	2	0	3
Bay Street and Canal Street	3	0	1	0	0	5	0	1
Bay Street and Thompson Street	0	0	0	2	0	0	1	0
Front Street and Canal Street	8	0	0	0	14	0	0	3

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	2	0	3	2	0	2	0
Bay Street and Prospect Street	0	2	0	2	2	0	2	0
Bay Street and Wave Street	0	3	0	4	1	0	3	0
Front Street and Water Street	0	0	0	0	0	0	5	0
Front Street and Prospect Street	0	2	0	0	3	0	4	0
Front Street and Wave Street	0	2	0	0	2	0	3	0
Bay Street and Canal Street	0	4	0	2	6	0	1	0
Bay Street and Thompson Street	0	0	2	0	0	0	0	1
Front Street and Canal Street	0	9	0	0	0	17	4	0

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN DEIS
PEDESTRIAN ASSIGNMENTS - WALK

PM **Site B4** **Walk**

0 9

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	0	0	0	0	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	1	0	1	1	0	1	0
Bay Street and Prospect Street	0	1	0	1	0	0	1	0
Bay Street and Wave Street	0	1	0	1	0	0	1	0
Front Street and Water Street	0	0	0	0	0	0	1	0
Front Street and Prospect Street	0	1	0	0	1	0	1	0
Front Street and Wave Street	0	0	0	0	0	0	1	0
Bay Street and Canal Street	0	1	0	0	2	0	0	0
Bay Street and Thompson Street	0	0	1	0	0	0	0	0
Front Street and Canal Street	0	2	0	0	0	4	1	0

SATMD **Site B4** **Walk**

0 2

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	0	0	0	0	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	0	0	0	0	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	1	0	0	0	1	0	0

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN DEIS
PEDESTRIAN ASSIGNMENTS - WALK

AM **Site B5** **Walk**

1 6

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	0	0	0	0	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	1	0	0	0	0
Bay Street and Prospect Street	0	0	0	1	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	1	0
Front Street and Water Street	0	0	0	0	0	0	1	0
Front Street and Prospect Street	0	0	0	0	0	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	1	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	1	0	0	0	2	0	0

MD **Site B5** **Walk**

6 4

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	1	0	0	0	0	0
Bay Street and Prospect Street	0	0	1	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	1
Front Street and Water Street	0	0	0	0	0	0	0	1
Front Street and Prospect Street	0	0	0	0	0	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	1	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	1	0	0	0	2	0	0	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	0	0	0	0	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	1	0	0	0	1	0	0

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN DEIS
PEDESTRIAN ASSIGNMENTS - WALK

PM **Site B5** **Walk**

7 2

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	1	0	0	0	0	0
Bay Street and Prospect Street	0	0	1	0	0	0	0	0
Bay Street and Wave Street	0	0	1	0	0	0	0	1
Front Street and Water Street	0	0	0	0	0	0	0	1
Front Street and Prospect Street	0	0	0	0	0	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	1	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	1	0	0	0	2	0	0	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	0	0	0	0	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	1	0	0

SATMD **Site B5** **Walk**

7 2

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	1	0	0	0	0	0
Bay Street and Prospect Street	0	0	1	0	0	0	0	0
Bay Street and Wave Street	0	0	1	0	0	0	0	1
Front Street and Water Street	0	0	0	0	0	0	0	1
Front Street and Prospect Street	0	0	0	0	0	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	1	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	1	0	0	0	2	0	0	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	0	0	0	0	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	1	0	0

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN DEIS
PEDESTRIAN ASSIGNMENTS - WALK

AM **All Sites** **Walk**
50 46
IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	4	0	1	1	0	4	1	1
Bay Street and Prospect Street	3	0	3	1	0	2	1	1
Bay Street and Wave Street	5	0	4	0	0	6	0	6
Front Street and Water Street	0	0	0	0	0	0	6	3
Front Street and Prospect Street	2	0	0	0	0	2	3	5
Front Street and Wave Street	2	0	0	0	0	2	0	4
Bay Street and Canal Street	4	0	1	2	0	5	2	0
Bay Street and Thompson Street	0	0	0	5	0	0	3	0
Front Street and Canal Street	5	0	0	0	4	0	5	2

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	4	2	2	4	0	1	2
Bay Street and Prospect Street	0	3	1	4	2	0	2	1
Bay Street and Wave Street	0	5	0	5	6	0	7	0
Front Street and Water Street	0	0	0	0	0	0	4	8
Front Street and Prospect Street	0	0	0	0	0	0	8	5
Front Street and Wave Street	0	0	0	0	0	0	5	0
Bay Street and Canal Street	0	3	2	1	3	0	1	2
Bay Street and Thompson Street	0	0	5	0	0	0	0	1
Front Street and Canal Street	0	1	0	0	0	1	3	6

MD **All Sites** **Walk**
358 335
IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	29	0	16	12	0	31	15	10
Bay Street and Prospect Street	23	0	31	7	0	17	7	14
Bay Street and Wave Street	41	0	41	0	0	48	0	56
Front Street and Water Street	0	0	0	0	0	0	62	33
Front Street and Prospect Street	4	0	0	0	0	4	35	60
Front Street and Wave Street	4	0	0	0	0	3	0	40
Bay Street and Canal Street	25	0	9	17	0	27	18	5
Bay Street and Thompson Street	0	0	0	38	0	0	10	0
Front Street and Canal Street	9	0	0	0	8	0	45	26

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	28	12	16	30	0	10	15
Bay Street and Prospect Street	0	22	7	30	17	0	14	6
Bay Street and Wave Street	0	39	0	40	45	0	54	0
Front Street and Water Street	0	0	0	0	0	0	33	61
Front Street and Prospect Street	0	2	0	0	2	0	59	34
Front Street and Wave Street	0	2	0	0	2	0	39	0
Bay Street and Canal Street	0	23	16	9	24	0	5	17
Bay Street and Thompson Street	0	0	36	0	0	0	0	8
Front Street and Canal Street	0	5	0	0	0	4	26	43

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN DEIS
PEDESTRIAN ASSIGNMENTS - WALK

PM

All Sites	Walk
279	271

IN

In	Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	23	0	13	10	0	25	12	8
Bay Street and Prospect Street	18	0	25	6	0	14	5	12
Bay Street and Wave Street	33	0	33	0	0	38	0	45
Front Street and Water Street	0	0	0	0	0	0	51	27
Front Street and Prospect Street	2	0	0	0	0	2	29	49
Front Street and Wave Street	2	0	0	0	0	2	0	32
Bay Street and Canal Street	19	0	7	13	0	20	15	4
Bay Street and Thompson Street	0	0	0	30	0	0	7	0
Front Street and Canal Street	4	0	0	0	4	0	36	21

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	22	9	13	24	0	8	12
Bay Street and Prospect Street	0	17	5	24	13	0	11	5
Bay Street and Wave Street	0	31	0	32	36	0	43	0
Front Street and Water Street	0	0	0	0	0	0	26	48
Front Street and Prospect Street	0	2	0	0	3	0	47	27
Front Street and Wave Street	0	2	0	0	2	0	31	0
Bay Street and Canal Street	0	19	13	7	20	0	4	14
Bay Street and Thompson Street	0	0	29	0	0	0	0	7
Front Street and Canal Street	0	5	0	0	0	5	20	34

SATMD

All Sites	Walk
354	316

IN

In	Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	29	0	15	11	0	30	14	9
Bay Street and Prospect Street	22	0	30	7	0	17	6	14
Bay Street and Wave Street	40	0	40	0	0	47	0	54
Front Street and Water Street	0	0	0	0	0	0	59	32
Front Street and Prospect Street	5	0	0	0	0	6	33	57
Front Street and Wave Street	5	0	0	0	0	5	0	38
Bay Street and Canal Street	25	0	8	16	0	28	17	5
Bay Street and Thompson Street	0	0	0	37	0	0	11	0
Front Street and Canal Street	12	0	0	0	11	0	43	25

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	26	11	15	28	0	9	13
Bay Street and Prospect Street	0	20	6	28	16	0	13	6
Bay Street and Wave Street	0	36	0	37	42	0	50	0
Front Street and Water Street	0	0	0	0	0	0	30	56
Front Street and Prospect Street	0	3	0	0	3	0	54	31
Front Street and Wave Street	0	3	0	0	2	0	36	0
Bay Street and Canal Street	0	22	15	8	23	0	5	16
Bay Street and Thompson Street	0	0	33	0	0	0	0	9
Front Street and Canal Street	0	6	0	0	0	6	24	40

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN DEIS
PEDESTRIAN ASSIGNMENTS - WALK

C7

AM **Site C** **Walk** 0% 100%

IN 0 In 0 Out **50** In **46** Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	0	0	0	0	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	0	0	0	0	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	0

MD **Site C** **Walk**

IN 0 In 0 Out **358** In **335** Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	0	0	0	0	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	0	0	0	0	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	0

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN DEIS
PEDESTRIAN ASSIGNMENTS - WALK

C7

PM **Site C** **Walk**

0 0 **279** **271**

IN In Out In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	**WB**	**SB**	**NB**	**WB**	**EB**	**NB**	**SB**
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	0	0	0	0	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	**WB**	**SB**	**NB**	**WB**	**EB**	**NB**	**SB**
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	0	0	0	0	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	0

SATMD **Site C** **Walk**

0 0 **354** **316**

IN In Out In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	**WB**	**SB**	**NB**	**WB**	**EB**	**NB**	**SB**
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	0	0	0	0	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	**WB**	**SB**	**NB**	**WB**	**EB**	**NB**	**SB**
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	0	0	0	0	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	0

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN DEIS
PEDESTRIAN ASSIGNMENTS - WALK

C1 & C2

AM **Site C** **Walk** 30%

9 13

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	1	0	0	1	0
Bay Street and Prospect Street	1	0	0	1	0	1	1	0
Bay Street and Wave Street	1	0	1	0	0	1	0	1
Front Street and Water Street	0	0	0	0	0	0	2	0
Front Street and Prospect Street	0	0	0	0	0	0	3	0
Front Street and Wave Street	0	0	0	0	0	0	0	2
Bay Street and Canal Street	0	0	0	1	0	0	1	0
Bay Street and Thompson Street	0	0	0	1	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	1	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	1	1	0	1	0	0	1
Bay Street and Prospect Street	0	1	1	0	1	0	0	1
Bay Street and Wave Street	0	2	0	1	2	0	2	0
Front Street and Water Street	0	0	0	0	0	0	0	3
Front Street and Prospect Street	0	0	0	0	0	0	0	5
Front Street and Wave Street	0	0	0	0	0	0	2	0
Bay Street and Canal Street	0	1	1	0	0	0	0	1
Bay Street and Thompson Street	0	0	2	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	2

MD **Site C** **Walk**

95 94

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	5	0	0	6	0	5	10	0
Bay Street and Prospect Street	9	0	0	7	0	7	7	0
Bay Street and Wave Street	13	0	10	0	0	16	0	13
Front Street and Water Street	0	0	0	0	0	0	24	0
Front Street and Prospect Street	0	0	0	0	0	0	35	0
Front Street and Wave Street	0	0	0	0	0	0	0	18
Bay Street and Canal Street	4	0	0	7	0	3	6	0
Bay Street and Thompson Street	0	0	0	11	0	0	2	0
Front Street and Canal Street	0	0	0	0	0	0	14	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	5	6	0	5	0	0	9
Bay Street and Prospect Street	0	9	7	0	6	0	0	6
Bay Street and Wave Street	0	13	0	10	15	0	13	0
Front Street and Water Street	0	0	0	0	0	0	0	24
Front Street and Prospect Street	0	0	0	0	0	0	0	34
Front Street and Wave Street	0	0	0	0	0	0	18	0
Bay Street and Canal Street	0	4	7	0	3	0	0	6
Bay Street and Thompson Street	0	0	11	0	0	0	0	2
Front Street and Canal Street	0	0	0	0	0	0	0	14

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN DEIS
PEDESTRIAN ASSIGNMENTS - WALK

C1 & C2

PM **Site C** **Walk**

78 74

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	4	0	0	5	0	4	8	0
Bay Street and Prospect Street	8	0	0	6	0	5	5	0
Bay Street and Wave Street	11	0	8	0	0	13	0	11
Front Street and Water Street	0	0	0	0	0	0	20	0
Front Street and Prospect Street	0	0	0	0	0	0	29	0
Front Street and Wave Street	0	0	0	0	0	0	0	15
Bay Street and Canal Street	4	0	0	6	0	3	5	0
Bay Street and Thompson Street	0	0	0	9	0	0	2	0
Front Street and Canal Street	0	0	0	0	0	0	12	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	4	5	0	4	0	0	7
Bay Street and Prospect Street	0	7	5	0	5	0	0	5
Bay Street and Wave Street	0	10	0	8	12	0	10	0
Front Street and Water Street	0	0	0	0	0	0	0	19
Front Street and Prospect Street	0	0	0	0	0	0	0	27
Front Street and Wave Street	0	0	0	0	0	0	14	0
Bay Street and Canal Street	0	3	6	0	2	0	0	5
Bay Street and Thompson Street	0	0	9	0	0	0	0	1
Front Street and Canal Street	0	0	0	0	0	0	0	11

SATMD **Site C** **Walk**

90 86

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	5	0	0	6	0	5	9	0
Bay Street and Prospect Street	9	0	0	7	0	6	6	0
Bay Street and Wave Street	12	0	9	0	0	15	0	12
Front Street and Water Street	0	0	0	0	0	0	23	0
Front Street and Prospect Street	0	0	0	0	0	0	33	0
Front Street and Wave Street	0	0	0	0	0	0	0	17
Bay Street and Canal Street	4	0	0	7	0	3	6	0
Bay Street and Thompson Street	0	0	0	11	0	0	2	0
Front Street and Canal Street	0	0	0	0	0	0	13	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	5	6	0	4	0	0	9
Bay Street and Prospect Street	0	8	6	0	6	0	0	6
Bay Street and Wave Street	0	12	0	9	14	0	12	0
Front Street and Water Street	0	0	0	0	0	0	0	22
Front Street and Prospect Street	0	0	0	0	0	0	0	31
Front Street and Wave Street	0	0	0	0	0	0	17	0
Bay Street and Canal Street	0	4	6	0	3	0	0	6
Bay Street and Thompson Street	0	0	10	0	0	0	0	2
Front Street and Canal Street	0	0	0	0	0	0	0	13

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN DEIS
PEDESTRIAN ASSIGNMENTS - WALK

C3 & C4

AM **Site C** **Walk** 36%

11 15

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	1	0	0	0	0	1	0	0
Bay Street and Prospect Street	0	0	1	0	0	0	0	0
Bay Street and Wave Street	2	0	1	0	0	2	0	2
Front Street and Water Street	0	0	0	0	0	0	3	0
Front Street and Prospect Street	0	0	0	0	0	0	0	4
Front Street and Wave Street	0	0	0	0	0	0	0	1
Bay Street and Canal Street	0	0	0	1	0	0	1	0
Bay Street and Thompson Street	0	0	0	1	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	2	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	2	1	0	2	0	0	1
Bay Street and Prospect Street	0	0	0	2	0	0	0	0
Bay Street and Wave Street	0	2	0	2	3	0	2	0
Front Street and Water Street	0	0	0	0	0	0	0	5
Front Street and Prospect Street	0	0	0	0	0	0	5	0
Front Street and Wave Street	0	0	0	0	0	0	2	0
Bay Street and Canal Street	0	1	1	0	1	0	0	1
Bay Street and Thompson Street	0	0	2	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	3

MD **Site C** **Walk**

116 114

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	12	0	0	5	0	12	5	0
Bay Street and Prospect Street	3	0	16	0	0	3	0	0
Bay Street and Wave Street	18	0	16	0	0	21	0	18
Front Street and Water Street	0	0	0	0	0	0	38	0
Front Street and Prospect Street	0	0	0	0	0	0	0	41
Front Street and Wave Street	0	0	0	0	0	0	0	16
Bay Street and Canal Street	5	0	0	7	0	4	8	0
Bay Street and Thompson Street	0	0	0	14	0	0	2	0
Front Street and Canal Street	0	0	0	0	0	0	19	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	12	5	0	12	0	0	5
Bay Street and Prospect Street	0	3	0	16	3	0	0	0
Bay Street and Wave Street	0	18	0	16	21	0	18	0
Front Street and Water Street	0	0	0	0	0	0	0	38
Front Street and Prospect Street	0	0	0	0	0	0	41	0
Front Street and Wave Street	0	0	0	0	0	0	16	0
Bay Street and Canal Street	0	5	6	0	4	0	0	8
Bay Street and Thompson Street	0	0	14	0	0	0	0	2
Front Street and Canal Street	0	0	0	0	0	0	0	19

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN DEIS
PEDESTRIAN ASSIGNMENTS - WALK

C3 & C4

PM **Site C** **Walk**
95 90
IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	10	0	0	4	0	10	4	0
Bay Street and Prospect Street	3	0	13	0	0	3	0	0
Bay Street and Wave Street	15	0	13	0	0	18	0	15
Front Street and Water Street	0	0	0	0	0	0	31	0
Front Street and Prospect Street	0	0	0	0	0	0	0	34
Front Street and Wave Street	0	0	0	0	0	0	0	13
Bay Street and Canal Street	4	0	0	5	0	3	6	0
Bay Street and Thompson Street	0	0	0	11	0	0	2	0
Front Street and Canal Street	0	0	0	0	0	0	16	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	10	4	0	10	0	0	4
Bay Street and Prospect Street	0	3	0	12	3	0	0	0
Bay Street and Wave Street	0	14	0	12	17	0	14	0
Front Street and Water Street	0	0	0	0	0	0	0	30
Front Street and Prospect Street	0	0	0	0	0	0	32	0
Front Street and Wave Street	0	0	0	0	0	0	12	0
Bay Street and Canal Street	0	4	5	0	3	0	0	6
Bay Street and Thompson Street	0	0	11	0	0	0	0	2
Front Street and Canal Street	0	0	0	0	0	0	0	15

SATMD **Site C** **Walk**
110 105
IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	12	0	0	5	0	12	5	0
Bay Street and Prospect Street	3	0	15	0	0	3	0	0
Bay Street and Wave Street	17	0	15	0	0	20	0	17
Front Street and Water Street	0	0	0	0	0	0	36	0
Front Street and Prospect Street	0	0	0	0	0	0	0	39
Front Street and Wave Street	0	0	0	0	0	0	0	15
Bay Street and Canal Street	5	0	0	6	0	4	7	0
Bay Street and Thompson Street	0	0	0	13	0	0	2	0
Front Street and Canal Street	0	0	0	0	0	0	18	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	11	5	0	11	0	0	5
Bay Street and Prospect Street	0	3	0	14	3	0	0	0
Bay Street and Wave Street	0	16	0	14	19	0	16	0
Front Street and Water Street	0	0	0	0	0	0	0	34
Front Street and Prospect Street	0	0	0	0	0	0	37	0
Front Street and Wave Street	0	0	0	0	0	0	14	0
Bay Street and Canal Street	0	5	6	0	3	0	0	7
Bay Street and Thompson Street	0	0	13	0	0	0	0	2
Front Street and Canal Street	0	0	0	0	0	0	0	17

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN DEIS
PEDESTRIAN ASSIGNMENTS - WALK

C5

AM **Site C** **Walk** 16%

5 7

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	1	0	0	1	0	0
Bay Street and Prospect Street	1	0	1	0	0	0	0	1
Bay Street and Wave Street	0	0	1	0	0	0	0	1
Front Street and Water Street	0	0	0	0	0	0	0	2
Front Street and Prospect Street	0	0	0	0	0	0	0	1
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	1	0	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	1	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	1	1	0	0	0
Bay Street and Prospect Street	0	1	0	1	0	0	1	0
Bay Street and Wave Street	0	1	0	1	0	0	2	0
Front Street and Water Street	0	0	0	0	0	0	3	0
Front Street and Prospect Street	0	0	0	0	0	0	2	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	1	0	0	0	0	0	0
Bay Street and Thompson Street	0	0	1	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	1

MD **Site C** **Walk**

50 49

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	3	0	6	0	0	6	0	3
Bay Street and Prospect Street	6	0	7	0	0	4	0	6
Bay Street and Wave Street	4	0	7	0	0	3	0	12
Front Street and Water Street	0	0	0	0	0	0	0	20
Front Street and Prospect Street	0	0	0	0	0	0	0	12
Front Street and Wave Street	0	0	0	0	0	0	0	2
Bay Street and Canal Street	7	0	0	2	0	2	3	0
Bay Street and Thompson Street	0	0	0	4	0	0	1	0
Front Street and Canal Street	0	0	0	0	0	0	9	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	3	0	5	6	0	3	0
Bay Street and Prospect Street	0	6	0	7	4	0	6	0
Bay Street and Wave Street	0	4	0	7	3	0	11	0
Front Street and Water Street	0	0	0	0	0	0	20	0
Front Street and Prospect Street	0	0	0	0	0	0	12	0
Front Street and Wave Street	0	0	0	0	0	0	2	0
Bay Street and Canal Street	0	7	2	0	2	0	0	3
Bay Street and Thompson Street	0	0	4	0	0	0	0	1
Front Street and Canal Street	0	0	0	0	0	0	0	9

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN DEIS
PEDESTRIAN ASSIGNMENTS - WALK

C5

PM **Site C** **Walk**

41 39

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	3	0	5	0	0	5	0	3
Bay Street and Prospect Street	5	0	6	0	0	3	0	5
Bay Street and Wave Street	3	0	6	0	0	3	0	9
Front Street and Water Street	0	0	0	0	0	0	0	16
Front Street and Prospect Street	0	0	0	0	0	0	0	10
Front Street and Wave Street	0	0	0	0	0	0	0	2
Bay Street and Canal Street	6	0	0	2	0	1	3	0
Bay Street and Thompson Street	0	0	0	4	0	0	1	0
Front Street and Canal Street	0	0	0	0	0	0	8	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	3	0	4	5	0	3	0
Bay Street and Prospect Street	0	4	0	5	3	0	4	0
Bay Street and Wave Street	0	3	0	6	3	0	9	0
Front Street and Water Street	0	0	0	0	0	0	16	0
Front Street and Prospect Street	0	0	0	0	0	0	9	0
Front Street and Wave Street	0	0	0	0	0	0	2	0
Bay Street and Canal Street	0	5	2	0	1	0	0	3
Bay Street and Thompson Street	0	0	3	0	0	0	0	1
Front Street and Canal Street	0	0	0	0	0	0	0	7

SATMD **Site C** **Walk**

47 45

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	3	0	5	0	0	6	0	3
Bay Street and Prospect Street	5	0	6	0	0	3	0	5
Bay Street and Wave Street	4	0	7	0	0	3	0	11
Front Street and Water Street	0	0	0	0	0	0	0	19
Front Street and Prospect Street	0	0	0	0	0	0	0	11
Front Street and Wave Street	0	0	0	0	0	0	0	2
Bay Street and Canal Street	6	0	0	2	0	2	3	0
Bay Street and Thompson Street	0	0	0	4	0	0	1	0
Front Street and Canal Street	0	0	0	0	0	0	9	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	3	0	5	6	0	3	0
Bay Street and Prospect Street	0	5	0	6	3	0	5	0
Bay Street and Wave Street	0	3	0	7	3	0	10	0
Front Street and Water Street	0	0	0	0	0	0	18	0
Front Street and Prospect Street	0	0	0	0	0	0	11	0
Front Street and Wave Street	0	0	0	0	0	0	2	0
Bay Street and Canal Street	0	6	2	0	2	0	0	3
Bay Street and Thompson Street	0	0	4	0	0	0	0	1
Front Street and Canal Street	0	0	0	0	0	0	0	8

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN DEIS
PEDESTRIAN ASSIGNMENTS - WALK

C6

AM **Site C** **Walk** 18%

5 8

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	1	0	1	0	0	1	0	1
Bay Street and Prospect Street	0	0	1	0	0	0	0	1
Bay Street and Wave Street	0	0	1	0	0	0	0	1
Front Street and Water Street	0	0	0	0	0	0	0	1
Front Street and Prospect Street	0	0	0	0	0	0	0	1
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	1	0	0	1	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	0	2

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	1	0	1	1	0	1	0
Bay Street and Prospect Street	0	0	0	1	0	0	1	0
Bay Street and Wave Street	0	0	0	1	0	0	1	0
Front Street and Water Street	0	0	0	0	0	0	2	0
Front Street and Prospect Street	0	0	0	0	0	0	1	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	1	0	1	2	0	1	0
Bay Street and Thompson Street	0	0	1	0	0	0	0	0
Front Street and Canal Street	0	0	0	0	0	0	3	0

MD **Site C** **Walk**

57 57

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	6	0	11	0	0	6	0	6
Bay Street and Prospect Street	3	0	8	0	0	3	0	9
Bay Street and Wave Street	4	0	7	0	0	3	0	11
Front Street and Water Street	0	0	0	0	0	0	0	13
Front Street and Prospect Street	0	0	0	0	0	0	0	7
Front Street and Wave Street	0	0	0	0	0	0	0	2
Bay Street and Canal Street	5	0	9	0	0	12	0	5
Bay Street and Thompson Street	0	0	0	5	0	0	1	0
Front Street and Canal Street	0	0	0	0	0	0	0	26

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	6	0	11	5	0	6	0
Bay Street and Prospect Street	0	3	0	8	3	0	9	0
Bay Street and Wave Street	0	4	0	6	3	0	11	0
Front Street and Water Street	0	0	0	0	0	0	13	0
Front Street and Prospect Street	0	0	0	0	0	0	7	0
Front Street and Wave Street	0	0	0	0	0	0	2	0
Bay Street and Canal Street	0	5	0	9	12	0	5	0
Bay Street and Thompson Street	0	0	5	0	0	0	0	1
Front Street and Canal Street	0	0	0	0	0	0	26	0

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN DEIS
PEDESTRIAN ASSIGNMENTS - WALK

C6

PM **Site C** **Walk**

47 45

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	5	0	9	0	0	5	0	5
Bay Street and Prospect Street	2	0	6	0	0	2	0	7
Bay Street and Wave Street	3	0	5	0	0	3	0	9
Front Street and Water Street	0	0	0	0	0	0	0	11
Front Street and Prospect Street	0	0	0	0	0	0	0	6
Front Street and Wave Street	0	0	0	0	0	0	0	2
Bay Street and Canal Street	4	0	7	0	0	10	0	4
Bay Street and Thompson Street	0	0	0	4	0	0	1	0
Front Street and Canal Street	0	0	0	0	0	0	0	21

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	5	0	8	4	0	5	0
Bay Street and Prospect Street	0	2	0	6	2	0	7	0
Bay Street and Wave Street	0	3	0	5	2	0	8	0
Front Street and Water Street	0	0	0	0	0	0	10	0
Front Street and Prospect Street	0	0	0	0	0	0	6	0
Front Street and Wave Street	0	0	0	0	0	0	2	0
Bay Street and Canal Street	0	4	0	7	9	0	4	0
Bay Street and Thompson Street	0	0	4	0	0	0	0	1
Front Street and Canal Street	0	0	0	0	0	0	20	0

SATMD **Site C** **Walk**

54 52

IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	6	0	10	0	0	5	0	6
Bay Street and Prospect Street	3	0	7	0	0	3	0	8
Bay Street and Wave Street	3	0	6	0	0	3	0	10
Front Street and Water Street	0	0	0	0	0	0	0	13
Front Street and Prospect Street	0	0	0	0	0	0	0	7
Front Street and Wave Street	0	0	0	0	0	0	0	2
Bay Street and Canal Street	5	0	8	0	0	11	0	5
Bay Street and Thompson Street	0	0	0	5	0	0	1	0
Front Street and Canal Street	0	0	0	0	0	0	0	25

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	6	0	10	5	0	6	0
Bay Street and Prospect Street	0	3	0	7	2	0	8	0
Bay Street and Wave Street	0	3	0	6	3	0	10	0
Front Street and Water Street	0	0	0	0	0	0	12	0
Front Street and Prospect Street	0	0	0	0	0	0	6	0
Front Street and Wave Street	0	0	0	0	0	0	2	0
Bay Street and Canal Street	0	5	0	8	11	0	5	0
Bay Street and Thompson Street	0	0	5	0	0	0	0	1
Front Street and Canal Street	0	0	0	0	0	0	24	0

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN DEIS
PEDESTRIAN ASSIGNMENTS - WALK

AM **Open Space** **Walk** 0%
21 4
IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	1	0	0	0	0	1	0	0
Bay Street and Prospect Street	1	0	0	0	0	1	0	0
Bay Street and Wave Street	1	0	1	0	0	2	0	1
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	2	0	0	0	0	2	0	0
Front Street and Wave Street	2	0	0	0	0	2	0	0
Bay Street and Canal Street	2	0	0	0	0	3	0	0
Bay Street and Thompson Street	0	0	0	1	0	0	2	0
Front Street and Canal Street	5	0	0	0	4	0	1	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	0	0	0	0	0	0	0
Bay Street and Prospect Street	0	0	0	0	0	0	0	0
Bay Street and Wave Street	0	0	0	0	0	0	0	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	0	0	0	0	0	0	0
Front Street and Wave Street	0	0	0	0	0	0	0	0
Bay Street and Canal Street	0	0	0	0	1	0	0	0
Bay Street and Thompson Street	0	0	0	0	0	0	0	0
Front Street and Canal Street	0	1	0	0	0	1	0	0

MD **Open Space** **Walk**
40 21
IN In Out

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	2	0	0	0	0	2	0	0
Bay Street and Prospect Street	1	0	1	0	0	1	0	0
Bay Street and Wave Street	3	0	2	0	0	4	0	3
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	4	0	0	0	0	4	0	0
Front Street and Wave Street	4	0	0	0	0	3	0	1
Bay Street and Canal Street	4	0	0	1	0	6	1	0
Bay Street and Thompson Street	0	0	0	3	0	0	4	0
Front Street and Canal Street	9	0	0	0	8	0	2	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	1	0	0	1	0	0	0
Bay Street and Prospect Street	0	1	0	0	1	0	0	0
Bay Street and Wave Street	0	1	0	1	2	0	1	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	2	0	0	2	0	0	0
Front Street and Wave Street	0	2	0	0	2	0	0	0
Bay Street and Canal Street	0	2	0	0	3	0	0	0
Bay Street and Thompson Street	0	0	1	0	0	0	0	2
Front Street and Canal Street	0	5	0	0	0	4	0	1

NEW STAPLETON WATERFRONT DEVELOPMENT PLAN DEIS
PEDESTRIAN ASSIGNMENTS - WALK

PM

Open Space	Walk
18	23
In	Out

IN

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	1	0	0	0	0	1	0	0
Bay Street and Prospect Street	1	0	0	0	0	1	0	0
Bay Street and Wave Street	1	0	1	0	0	2	0	1
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	2	0	0	0	0	2	0	0
Front Street and Wave Street	2	0	0	0	0	2	0	0
Bay Street and Canal Street	2	0	0	0	0	3	0	0
Bay Street and Thompson Street	0	0	0	1	0	0	2	0
Front Street and Canal Street	4	0	0	0	4	0	1	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	1	0	0	1	0	0	0
Bay Street and Prospect Street	0	1	0	1	1	0	0	0
Bay Street and Wave Street	0	2	0	1	2	0	2	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	2	0	0	3	0	0	0
Front Street and Wave Street	0	2	0	0	2	0	1	0
Bay Street and Canal Street	0	2	0	0	4	0	0	0
Bay Street and Thompson Street	0	0	2	0	0	0	0	2
Front Street and Canal Street	0	5	0	0	0	5	0	1

SATMD

Open Space	Walk
53	29
In	Out

IN

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	3	0	0	0	0	3	0	0
Bay Street and Prospect Street	2	0	1	0	0	2	0	0
Bay Street and Wave Street	4	0	2	0	0	5	0	4
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	5	0	0	0	0	6	0	0
Front Street and Wave Street	5	0	0	0	0	5	0	1
Bay Street and Canal Street	5	0	0	1	0	9	1	0
Bay Street and Thompson Street	0	0	0	4	0	0	5	0
Front Street and Canal Street	12	0	0	0	11	0	3	0

OUT

Intersection	North Crosswalk		East Crosswalk		South Crosswalk		West Crosswalk	
	EB	WB	SB	NB	WB	EB	NB	SB
Bay Street and Water Street	0	2	0	0	2	0	0	0
Bay Street and Prospect Street	0	1	0	1	1	0	0	0
Bay Street and Wave Street	0	2	0	1	3	0	2	0
Front Street and Water Street	0	0	0	0	0	0	0	0
Front Street and Prospect Street	0	3	0	0	3	0	0	0
Front Street and Wave Street	0	3	0	0	2	0	1	0
Bay Street and Canal Street	0	3	1	0	5	0	0	1
Bay Street and Thompson Street	0	0	2	0	0	0	0	3
Front Street and Canal Street	0	6	0	0	0	6	0	1