



Charlottetown's Active Transportation Network

Downtown Connectivity & Bike/Ped Volume Information



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Prepared for:



Prepared by:



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Victoria Park Boardwalk – TravellingPortals.com
Confederation Trail Cyclist – TripAdvisor.com
Victoria Park Bike Lane – Transportation Planning Blog
Confederation Trail Sign – Wandering Carol Blog

CHAPTER 1 INTRODUCTION

1.1 Scope and Objectives

CBCL Limited was engaged by the City of Charlottetown to assist with improving its Active Transportation (AT) facilities. As per our September 1, 2017 proposal, our scope included two (2) separate pieces of work:

- Collecting information on usage of key shared-use trail facilities
- Development of strategies to better accommodate cycling east-west through downtown Charlottetown

This report provides an overview of the work done for both of these, as well as discussion of the findings and strategies to move forward.

1.2 Project Orientation

Very few of the streets in Charlottetown are oriented east-west or north-south. However it is pretty clear from looking at a map that the Confederation Trail and major routes such as University Avenue and Mt. Edward Road generally run north-south. Similarly, Allen Street and Belvedere Avenue are generally oriented east-west. However, the downtown street network is a grid system that is oriented roughly 45 degrees from due north. For the purposes of this report, we considered Euston, Grafton and Water Streets (+ parallel streets) to be east-west. Therefore, the intersecting streets including Great George, Queen, and Prince Streets (+ parallel streets) are considered to be north-south.



CHAPTER 2 **AT NETWORK DATA COLLECTION**

2.1 Overview

Charlottetown cyclists and recreational walkers are well-served by a spur of the Confederation Trail, a multi-use facility with a fine granular surface that runs north-south through the middle of the City. It links the east end of downtown with Royalty Junction approximately 8.5 kilometres to the north. The trail crosses several streets that have bike lanes and sidewalks which allow easy access to and from the facility for people riding or walking. Lighting has been installed along the trail over the past couple of years so that roughly 4.5 kilometres of it can now be enjoyed after sunset. While most of the 435 kilometres of Confederation Trail is reserved for snowmobilers during winter, the Charlottetown portion is maintained for walking, running, and cycling.

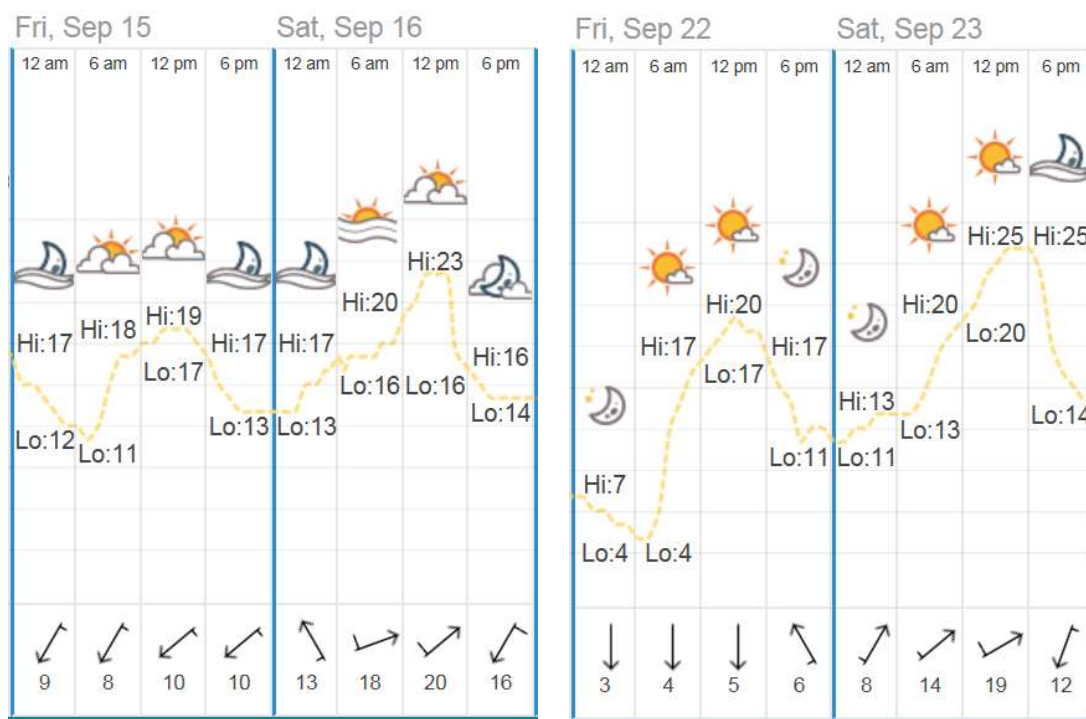
Victoria Park is just west of downtown and features a two-way bikeway roughly 1.2 kilometres long that is open to cyclists from May to October each year. It also features a significant segment of Charlottetown's scenic waterfront boardwalk that is very popular with residents and visitors for both walking and running.

While both of these assets are well used, the city only has limited data and information on the number and type of users, and on how these numbers vary at different locations. Therefore, CBCL was assigned to carry out a comprehensive count program, and to provide volume and classification data for several locations.

2.2 AT Count Program

CBCL's four Miovision automated video traffic count units were used to collect trail user information at several points along the Confederation Trail and at one location within Victoria Park. While there would typically be more trail use during summer months and less during wintertime, the City wanted the counts to be carried out in early fall to get a sense of the 'normal' demand when the weather is nice, schools and universities are in session, fewer residents are away on vacation, and when there are fewer people visiting Charlottetown. Also, there was a desire to capture users during both weekday and weekend periods, and during daylight hours. Favourable weather would also be a primary factor in deciding when to count; significant periods of rain or other poor weather could significantly reduce both the number of people using the trails and the usefulness of the collected information.

Therefore, CBCL monitored weather forecasts and carried out the counts during two Friday-Saturday periods: September 15-16, 2017 and September 22-23, 2017. Counting was done continuously from 6:00 AM to 10:00 PM on both days to generate a total of 32 hours of trail user volume data at each location. As shown in the graphics below, weather in Charlottetown was generally favourable all four days¹, with sun, daily highs of 19-25 degrees, and light winds. Furthermore, there was no precipitation recorded at the Charlottetown Airport during any of the count days².



2.2.1 CONFEDERATION TRAIL

The five (5) counts along the Confederation Trail were all done at locations where the trail crosses a street or another trail. This allowed us to collect volumes of users not only moving along the trail, but also the movements of people entering, exiting, or crossing the Confederation Trail.

The Confederation Trail count locations and dates are summarized below and shown in Figure 2.1. Figures 2.2 to 2.6 include photos of each count location.

- Friday-Saturday, September 15-16
 - Belvedere Avenue
 - Allen Street
 - Longworth Avenue
- Friday-Saturday, September 22-23
 - Ch'town Mall / Towers Road
 - UPEI

¹ Past Charlottetown weather information provided by timeanddate.com

² Charlottetown precipitation data provided by TheWeatherNetwork.com

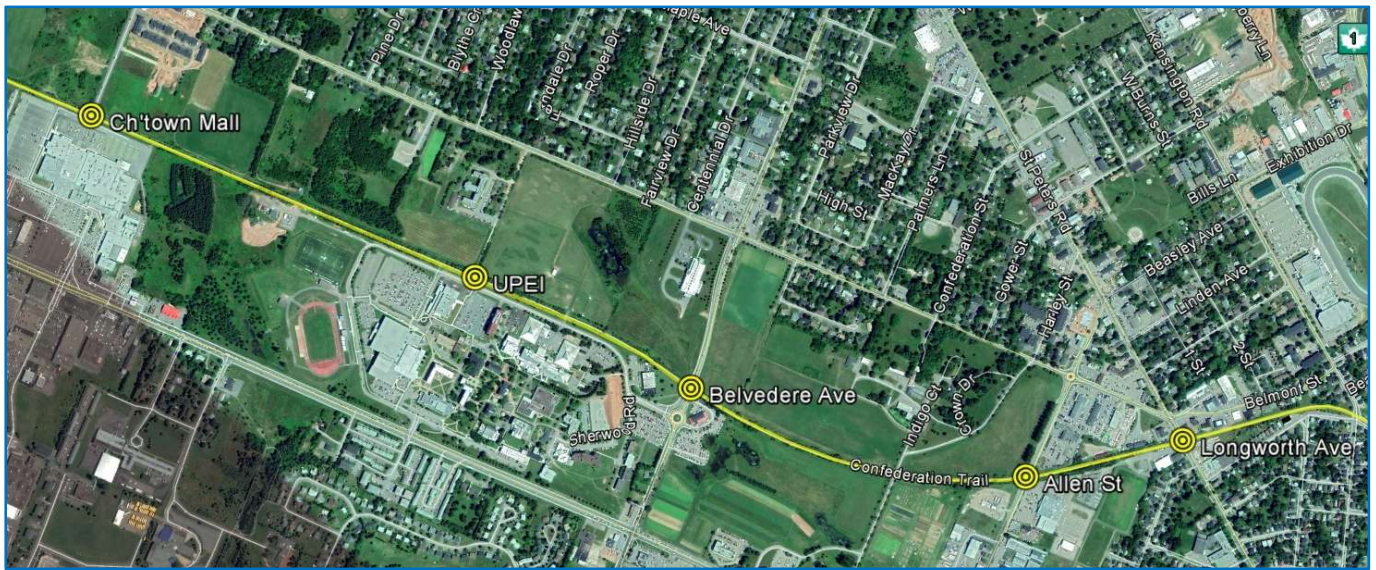


Figure 2.1 – Confederation Trail Count Locations



Figure 2.2 – Confederation Trail Crossing at Towers Road



Figure 2.3 – Confederation Trail Crossing at UPEI



Figure 2.4 – Confederation Trail Crossing at Belvedere Avenue



Figure 2.5 – Confederation Trail Crossing at Allen Street



Figure 2.6 – Confederation Trail Crossing at Longworth Avenue

2.2.2 VICTORIA PARK

As shown in Figure 2.7, Victoria Park has both a waterfront boardwalk (highlighted in orange) and a two-way cycling facility (blue) that operates between spring and fall each year. The routes are parallel and are separated by a one-way car lane. The boardwalk is now 3.0m wide after it was upgraded and widened in fall 2015. The bike lanes, which are each 1.5 to 2.0m wide, are open for use by cyclists and inline skaters, but pedestrians and runners are prohibited. Similarly, cycling is not permitted on the boardwalk, but it is available to people walking, running, pushing strollers, or taking the dog out for a stroll.



CBCL carried out a count of both AT facilities at a point roughly halfway between the playground and the dairy bar, near the end of the median in the roadway. The location is highlighted in Figure 2.7 and shown in Figure 2.8. This count was done Friday and Saturday, September 15-16, 2017. Unlike the Confederation Trail locations, this is not a junction so the count reported two-way flow along both the boardwalk and the bike lanes, but there are no turning movements.

Figure 2.7 – Victoria Park Count Location



Figure 2.8 – Victoria Park Boardwalk

2.3 Summary of Results

All collected count data is provided in Appendix A. The data for the five Confederation Trail locations is presented in the reports generated by Miovision. The data for the Victoria Park location is summarized in a spreadsheet so that it clearly shows the directionality of both pedestrians and cyclists. Note that it also differentiates between the two facilities so it shows cyclists using the boardwalk and pedestrians using the bike lanes.

We have also compiled visualizations for each location that illustrate the pedestrian and cyclist flows through each junction and these are provided in Appendix B. Appendix C includes profiles of trail use by time of day for both pedestrians and cyclists at each of the six locations. In addition, we have provided City staff with access to the online Miovision count data and videos.

The overall mode splits by location are summarized in Table 2.1. The bike proportions are higher on the Confederation Trail at roughly 20-30%. The UPEI location appears to be lower, but it is suspected that the bike percentage here was driven downward by a large spike in pedestrian numbers on Friday afternoon (more on this later). Without this spike, the UPEI split would likely be similar to the adjacent count sites. At Victoria Park, we found there were roughly nine pedestrians for every one cyclist. This makes sense considering how popular the boardwalk is with walkers and runners.

Table 2.1 – AT Mode Split by Location

	Peds	Bikes
Ch'town Mall	69.4%	30.6%
UPEI	83.5%	16.5%
Belvedere Ave	66.6%	33.4%
Allen St	69.5%	30.5%
Longworth Ave	80.6%	19.4%
Victoria Park	90.7%	9.3%

There were significant spikes in pedestrian volumes during the Friday counts along the Confederation Trail. The times and dates of these spikes are summarized below:

- Ch'town Mall, Sept. 22, 11:15 – 11:30 AM
- UPEI, Sept. 22, 1:45 – 2:15 PM
- Allen Street, Sept. 15, 1:45 – 2:30 PM
- Longworth Avenue, Sept. 15, 1:45 – 2:30 PM

In all of these cases, the pedestrian volume is much higher than it was during the adjacent 15-minute count intervals. The volumes at the Belvedere Avenue location were comparatively stable during these times. Note that two different Fridays were involved. It is unclear what the reason for these spikes might be, or if they are a regular occurrence.

2.4 Additional Observations

The following sections offer additional comments and conclusions for the data collected at each of the six Confederation Trail and Victoria Park sites. Unless noted otherwise, the comments refer to the total volumes collected during the 32 hours of counting.

2.4.1 CONFEDERATION TRAIL

- Charlottetown Mall/Towers Road
 - ~600 Confederation Trail users north of Towers Road and ~700 to the south
 - Roughly 150 trail users to/from the mall
 - Over 300 pedestrians and cyclists used the Towers Road (which doesn't have bike lanes or sidewalks)
 - Almost 250 people walked or biked between the Mall and Towers Road
 - Similar numbers of pedestrians both days (except for late morning spike on Friday)
 - Notably more cyclists on Saturday than Friday
- UPEI
 - ~1600 Confederation Trail users at this location during the 2-day count
 - Almost 300 people to/from UPEI
 - 450 people used the trail to Mt. Edward Road
 - Slightly more pedestrians on Friday than on Saturday (ignoring the very high spike in pedestrian numbers around 2PM on Friday)
 - Slightly more cyclists on Saturday than on Friday

- At least a couple of pedestrians during almost every 15-minute interval, whereas no bikes were reported during several intervals
- Belvedere Avenue
 - ~770 Confederation Trail users north of Belvedere Ave and ~880 to the south
 - ~125 people accessed the Farmers Market from the Trail or Belvedere (would have been closed on Friday)
 - 75-80 people walking or biking in each direction along Belvedere Avenue
 - Similar numbers of pedestrians both days; 10 or more pedestrians reported during many of the 15-minute intervals
 - Higher cyclist volumes on Friday than on Saturday
 - At least 1 cyclist per interval between 6:30 AM and 7 PM on Friday
 - On Saturday, very few cyclists before 9:30 AM and after 6PM
- Allen Street
 - Almost 1200 Confederation Trail users north of Allen Street and ~1100 to the south
 - Significantly more people accessed the trail from Allen St. west vs. Allen St. east
 - About 400 pedestrians and cyclists using Allen St. sidewalks and bike lanes
 - Similar pedestrian numbers both days (ignoring the spike in pedestrian numbers around 2PM on Friday)
 - Steady use of the Trail by cyclists both days
 - At least 2 cyclists during most 15-minute intervals from 10 AM to 6 PM both days
 - Many intervals with 3-12 cyclists
- Longworth Avenue
 - 1000-1100 Confederation Trail users to the east and west of Longworth Ave
 - Significantly higher pedestrian use of sidewalk on the west side of Longworth Ave than the one on the east side (600 vs. 150 south of the trail)
 - Steady and consistent pedestrian activity at this location
 - 10+ pedestrians during many 15-minute intervals, including a significant spike around 2PM Friday
 - Cyclist volumes of at least 1-2 during most intervals, topping out at 11 around 1PM Friday

2.4.2 VICTORIA PARK

- More than 3000 pedestrians and cyclists over the total count period (average of about 100/hour)
- More than 1500 pedestrians on Friday
 - Ped spikes 10 AM - 12 PM Friday morning and 6-8 PM Friday evening
 - Generally 30-60 peds per 15-minute interval during these times
- More consistent pedestrian use on Saturday with a total of ~1350
 - Generally 10-50 peds per interval from 8 AM to 8:30 PM
- 115 cyclists on Friday and 179 on Saturday
 - Most popular times were 4-7 PM Friday & 4-6 PM Saturday
- Recorded many instances of pedestrians in the bike lanes (4.8% of all peds) and also several of bikes on the boardwalk (3.1% of all cyclists)

CHAPTER 3 DOWNTOWN EAST-WEST CYCLING ROUTE

3.1 Overview

This chapter outlines the work we've done to investigate options for establishing an east-west cycling route through downtown Charlottetown. This is something that has been talked about for a number of years and was a main recommendation in the Greater Charlottetown Area Regional Active Transportation Plan, completed in 2012 by IBI Group. As was pointed out in their report, "...a comfortable bikeway is needed that will accommodate a variety of users such as families and less skilled cyclists to negotiate through the downtown from one trail to another."

The main objective for this effort is to develop a package of ideas and solutions for implementation of an overall facility that would effectively connect the southern terminus of the Confederation Trail with the bike lanes in Victoria Park. In developing potential solutions, CBCL strived to be mindful of minimizing the implementation costs and limiting the magnitude of street modifications that would be needed.

If done right, this project could encourage downtown residents and employees to consider cycling as a safe alternative for commuting to and from work, and benefit recreational users of varying ages and abilities by connecting the established bike facilities to the east and west of downtown.

3.2 Existing Conditions

Downtown Charlottetown is generally bordered by Euston Street to the north, Terry Fox Drive to the west, the Confederation Trail to the east, and the harbour to the south. All north-south streets in the downtown are two-way. Conversely, six of the nine east-west streets are one-way; only Euston, Grafton, and Water Streets are two-way. Virtually all streets have sidewalks to accommodate pedestrians and the intersections all have crosswalks to connect the network of sidewalks, but there is little to no dedicated infrastructure for cyclists other than some painted sharrows on Fitzroy Street.

Figure 3.1 illustrates the problem to be addressed: to bridge the cycling facility gap through downtown and connect the Confederation Trail with Victoria Park. Figures 3.2 and 3.3 provide a closer look at the east and west sides of downtown.

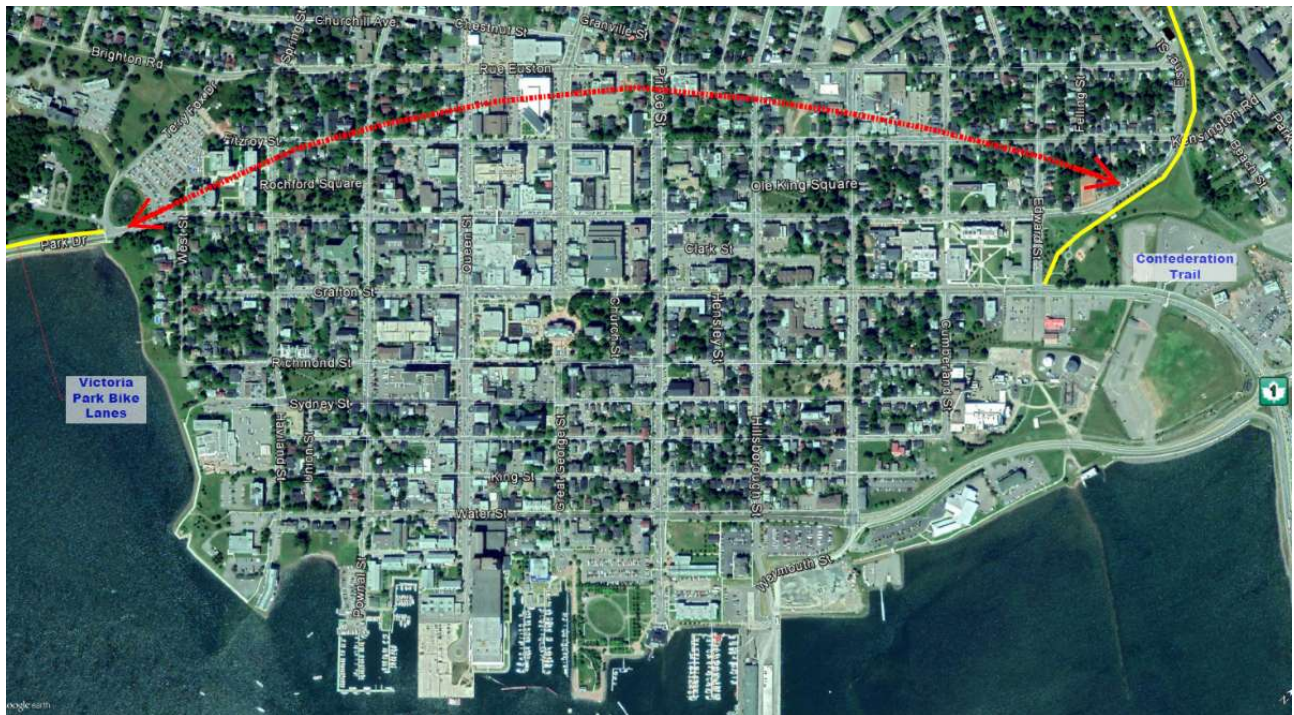


Figure 3.1 – Downtown Charlottetown

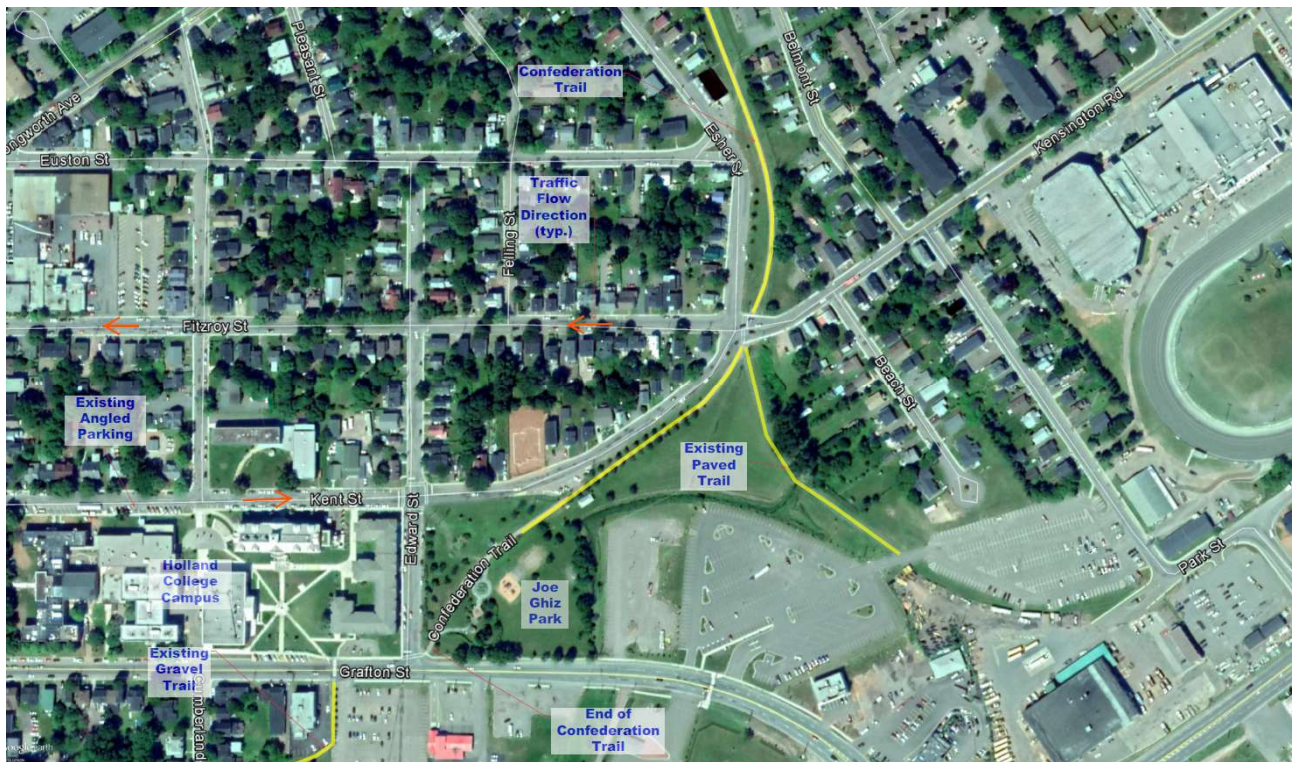


Figure 3.2 – Downtown East

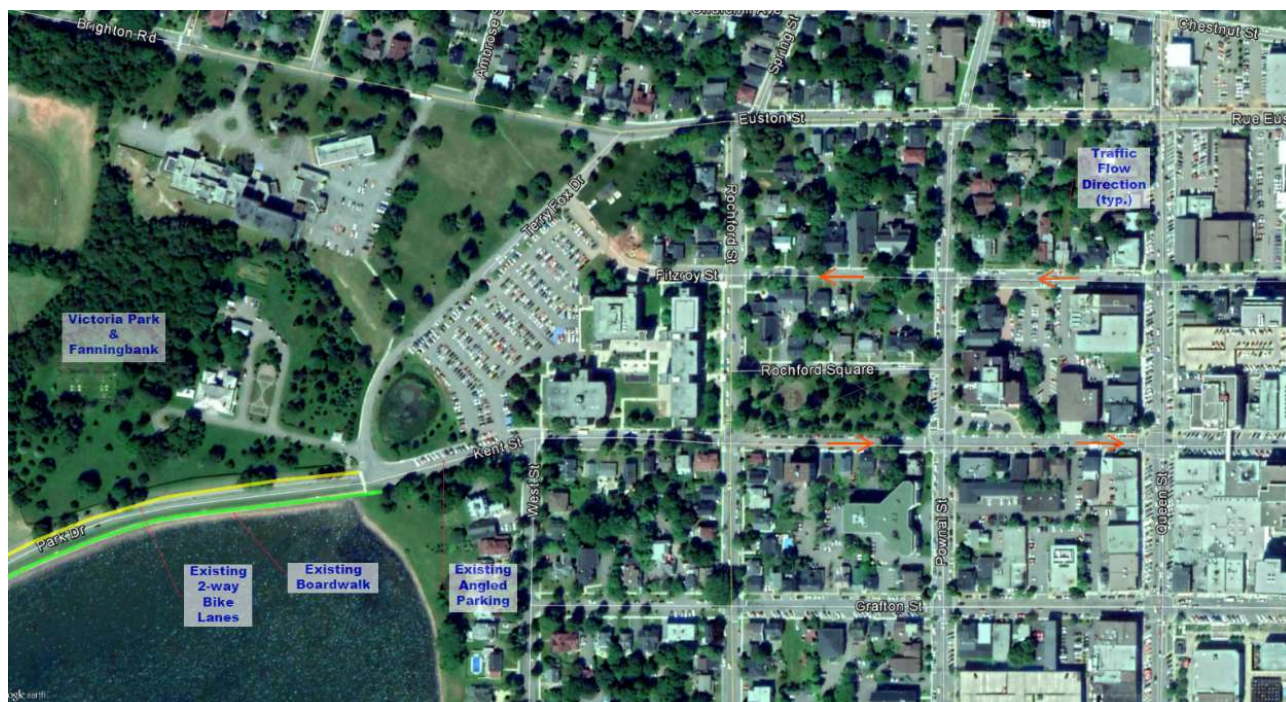


Figure 3.3 – Downtown West

Due to the level of development and the density of the land uses, there are no practical off-street routes available. It will therefore be necessary to utilize existing roadways to provide upgraded cycling facilities. Within the existing street network, there are several possible east-west options that could be used. It appears that Fitzroy and Kent Streets would provide the most direct routes, but there are other streets that may be worth considering. The following sections explore the existing characteristics of several east-west corridors.

3.2.1 FITZROY STREET

Fitzroy Street is a one-way road that operates westbound, except for the block between Rochford Street and Terry Fox Drive which is two-way. Other characteristics include:

- Corridor provides an alternative to Euston and Grafton Streets (which have traffic signals) for inbound traffic to downtown from St. Peters Road or Kensington Road
- Currently no traffic signals along Fitzroy corridor, but stop signs at every intersection (11 in total to drive from Kensington/Kent/Esher intersection to Terry Fox Drive)
 - 7 of these intersections use all-way stop control
 - The other 4 (Great George, Queen, Rochford, and Terry Fox) use 2-way stop control
- Generally includes a two-lane cross section with intermittent parallel parking on both sides; parking is permitted on at least 1 side along most of the street
 - Parked vehicles often encroach into the travel lanes, making them too narrow to be practical/safe to operate as 2 lanes
 - Therefore, much of the street operates as a single travel lane and traffic volumes are not high enough to warrant 2 lanes most of the time
 - Presence of markings for 2 lanes can trigger aggressive behavior such as racing through stop signs, passing, racing, etc. when traffic volumes are heavier
- Light to moderate traffic volumes, depending on time of day
- Light to moderate pedestrian volumes

- Speeds assumed to generally be 40-50 km/h, no posted limit, speeds limited by stop signs
- Sharrow pavement markings to indicate shared use of the northerly traffic lane for cyclists
- Curb along the full length & most blocks have sidewalks on both sides
- Grass buffers between the curb and sidewalk in some areas; some blocks include many large mature street trees.....some encroachment of trees and utility poles into the parking lanes
- Asphalt width varies from 8.4m to 12.5m
- Varying land uses, including:
 - Many single family homes, most with a dedicated driveway
 - Several inns and bed/breakfast establishments in historic buildings
 - Office buildings, commercial developments, Perfection Foods, Holland College staff parking lot, churches, Salvation Army
 - Fitzroy Parkade – 1 of 2 vehicle entries + exit for all traffic on south side of Fitzroy



Figure 3.4 – Fitzroy Street West of Esher Street

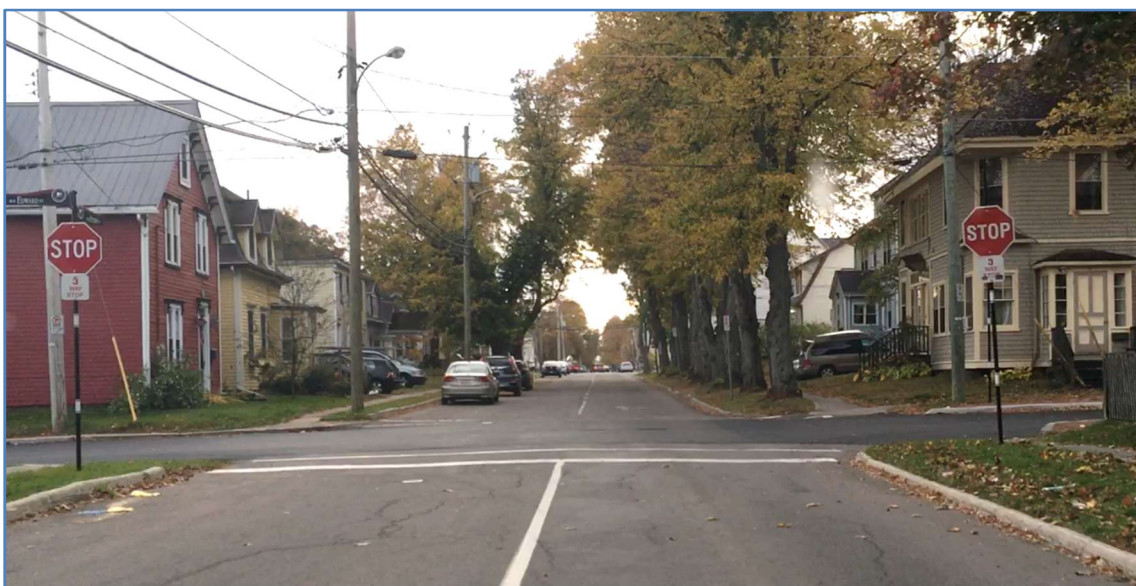


Figure 3.5 – Fitzroy Street at Edward Street Intersection



Figure 3.6 – Fitzroy Street at Great George Street Intersection

3.2.2 KENT STREET

Kent Street is a one-way road that operates eastbound, except for the following segments that are two-way:

- Between Kensington Road and Edward Street
- Between Rochford Street and Terry Fox Drive

Other characteristics include:

- Kent is a main route for circulating traffic and as an outbound route from downtown to Kensington Road
- Traffic signals at Queen, Great George, and Prince Streets; all-way stop control in place at the other 7 intersections from Rochford to Kensington Road, inclusive
- Generally a two-lane cross section with parking on both sides of the street....mostly parallel parking, except:
 - Angled parking on both sides between Queen and Prince Streets (adjacent to dense commercial land uses)
 - Angled parking on south side of Kent between Weymouth and Cumberland Streets (adjacent to Holland College campus)
 - Parked vehicles sometimes encroach into the travel lanes, making them too narrow to be practical/safe to operate as 2 lanes
- Moderate to heavy traffic volumes, depending on time of day
- Moderate to heavy pedestrian volumes, particularly between Pownal and Hillsborough Streets
- Speeds assumed to generally be 40-50 km/h, no posted limit, speeds limited by traffic signals and stop signs
- Curb along the full length & most blocks have sidewalks on both sides
- Grass buffers between the curb and sidewalk in some areas; some blocks include many large mature street trees.....some encroachment of trees and utility poles into the parking lanes

- Varying land uses, including:
 - Some single family homes, most with a dedicated driveway
 - Office buildings and dense commercial developments, particularly between Pownal and Hillsborough Streets
 - Holland College campus, Beaconsfield, Charlottetown Hotel, Ch'town City Hall and Fire Station No. 1, churches, inns
 - Parks - Rochford Square, King's Square, Joe Ghiz Park

3.2.3 OTHER POTENTIAL ROUTES

Besides Fitzroy and Kent, there are seven other east-west streets through downtown Charlottetown. Euston Street is a two-way facility that forms the northerly downtown boundary. It is well used by motorists travelling to and from downtown via other main routes such as St. Peters Road and North River Road. Grafton Street is two-way and runs right through the heart of the City. It is one of the busiest downtown streets as it connects directly to the Hillsborough Bridge which is the main artery between Charlottetown and the eastern end of PEI. As its name implies, Water Street runs along the waterfront. It is also two-way and has a good connection to both the Hillsborough Bridge and Riverside Drive. The other four east-west streets are all situated between Grafton and Water, and all are one-way. North to south they are Richmond (eastbound), Sydney (westbound), Dorchester (eastbound), and King (westbound) Streets. All four have similar cross sections that generally include one traffic lane, parallel parking on one or both sides, as well as sidewalks and curb on both sides. They are typically narrower than Fitzroy and Kent Streets.

3.3 Discussion of Route Selection

One of the main criteria for selecting a suitable cycling route between the Confederation Trail and the Victoria Park bike lanes is directness. The success of an implemented bike facility would be diminished if the route is unnecessarily indirect. From Figure 3.1, it is clear that the Kent Street corridor provides the most direct route. Moving one block to the north and south, Grafton and Fitzroy are the next most direct routes. The other downtown east-west streets are even less direct as they are further away from Kent Street.

Other main considerations are the existing cross-sections of the streets and the composition of the traffic using it. Euston, Grafton, and Water Streets are main thoroughfares generally with high volumes of two-way traffic. These routes would also typically be the ones used by trucks and delivery vehicles to access downtown businesses. Richmond, Sydney, Dorchester, and King Streets have lower volumes of one-way traffic, but generally narrow cross sections. Kent and Fitzroy each have two lanes, even though for many blocks, one would suffice. Fitzroy generally has lower traffic volumes than Kent.

Another item to consider is the orientation of on-street parking. Most downtown blocks allow parallel parking, but there are also several blocks which have angled parking spaces. Drive-in angled parking presents a safety concern for implementation of a bike lane because of the poor visibility between a motorist backing out of a parking space and an approaching cyclist. If a car were to back out of a space into the bike lane, the cyclist may collide with the car or be forced into the travel lane. Parallel parking allows a motorist to see oncoming cyclists more easily when maneuvering into or out of a space.

One further discussion point is bike lane continuity and cyclist momentum. Whereas it is relatively easy for the driver of a motor vehicle to be subjected to constant stopping and starting at consecutive intersections, it is much more difficult and energy-intensive for a cyclist. It is always preferable to have bike facilities that minimize the number of times cyclists must stop for stop signs or traffic signals. While signalized intersections would sometimes permit a cyclist to proceed through an intersection without stopping, they often require stopping.

3.3.1 PREFERRED ROUTE

Considering the above points, Fitzroy and Kent Streets are the preferred corridors to better accommodate east-west cyclists. With sharrows, Fitzroy has already been established as a cycling route for westbound riders so an obvious potential solution would be to upgrade the cycling infrastructure on Fitzroy and implement a facility for eastbound cyclists on Kent. The existing one-way pair for cars would then function as a one-way pair for bikes as well.

However, Kent Street has higher traffic volumes, more intense development, three blocks of angled parking, and traffic signals at three of its intersections, all of which could negatively impact the cycling experience and make the design phase challenging. For example, we would strongly recommend reconfiguring the Kent Street parking from angled to parallel before adding a bike lane next to it but the parking space reduction that would result could face significant opposition from downtown business owners and City residents. This in turn could delay or prevent implementation of the needed bike facilities.

Therefore, **CBCL recommends that the City not make any changes to Kent Street, and that Fitzroy Street be modified to accommodate cyclists travelling in both directions.**

3.4 Recommended Strategy

CBCL consulted a variety of sources and publications during the preparation of this report. However, the three references most relied upon for investigation of possible solutions and development of the recommended strategy were these:

- TAC (Transportation Association of Canada) Geometric Design Guide for Canadian Roads: Chapter 5 – Bicycle Integrated Design
- NACTO (National Association of City Transportation Officials) Urban Bikeway Design Guide
- TAC Bikeway Traffic Control Guidelines for Canada

There are several types of bike facilities that were considered for Fitzroy Street. However, many of them including advisory lanes, bike boulevards, and shared-use lanes (i.e. sharrows) would only accommodate westbound cyclists travelling in the same direction as traffic. Off-street bike paths or a multi-use trail could be used by bikes in both directions, but these types of facilities would typically be built outside of a downtown area and require more right of way than would be available on Fitzroy. Segregated bike lanes (i.e. a two-way cycle track, or protected bike lanes) could also be used in both directions, but the presence of many driveways conflicts with the need to have physical barriers between the cyclists and cars.

This led us to conclude that dedicated bike lanes would work best. Some of the last questions to be answered included:

- How should the lanes for each direction be arranged within the street cross section?
- How wide should the bike lanes be and should they be buffered?
- How could the selected arrangement be tailored to work with the existing land uses, on-street parking, driveways, intersections, etc.?

We considered placing a westbound bike lane on the north side of the street and an eastbound (contra-flow) bike lane on the south side. However this, would place bikes right next to parked cars, increasing the potential for ‘dooring’ incidents and reducing the visibility of oncoming cyclists for motorists backing out of a driveway. We also considered putting bike lanes next to the curbs on both sides of the street, with one travel lane and one parking lane in between. But again, sight lines from driveways would be negatively impacted and there would still be a high dooring potential for bikes in one direction. Buffers would put more space between cyclists and cars, but two would be needed, each 0.5 to 1.0m wide, and this could introduce the need to widen parts of the street or remove mature trees, things which we wanted to avoid.

After much deliberation, **CBCL recommends the City of Charlottetown proceed with implementing a buffered two-way bikeway along the south side of Fitzroy Street.** Some of the benefits of this general arrangement include the following³:

- Increases bicyclist comfort and confidence on busy streets
- Creates separation between bicyclists and automobiles
- Increases predictability of bicyclist and motorist positioning and interaction
- Visually reminds motorists of bicyclists’ right to the street
- Provides a greater space for bicycling without making the bike lane appear so wide that it might be mistaken for a travel lane or a parking lane
- Appeals to a wider cross-section of bicycle users
- Encourages bicycling by contributing to the perception of safety among users of the bicycle network
- Improves bicyclist visibility by motorists by having the bike lane on the driver’s side

The following bullet points outline our vision of this bike facility and the recommended changes to accommodate it.

- Remove the general parking spaces along the south side of Fitzroy. Maintain one westbound vehicle lane and the existing parking along the north side.
- There are several blue accessible parking spaces along the south side....if possible, remove or relocate them, but accommodate any that need to remain
- Close or remove any unnecessary driveways along the south side of the street
- Implement 2 bike lanes (one for each direction) each 1.8m wide with a 0.9m wide painted buffer along the south side of Fitzroy

³ From the NACTO (National Association of City Transportation Officials) Urban Bikeway Design Guide

- The resulting cross section would be similar to the Victoria Park bike lanes adjacent to the pool and playground where there are two-way bikes, a one-way traffic lane, and parallel parking but no median.
- Consider a mini-roundabout for the east end of the corridor at the intersection of Kensington/Kent/Fitzroy/Esher
 - Would slow traffic, but not necessarily require stopping
 - Would provide an excellent connection between the Confederation Trail and the Fitzroy bike lanes for cyclists
 - Would include narrowed intersection approaches and shorter pedestrian crosswalks
- Add a painted centreline and sharrows in both directions to the segment of Fitzroy between Rochford and Terry Fox Drive to better accommodate cyclists in both directions
- Construct a paved two-way bike path to connect the end of Fitzroy Street (at Terry Fox Drive) with the Victoria Park lane (i.e. replace the section of Terry Fox Drive boardwalk adjacent to Fanningbank)
- Consider posting a speed limit (~40 km/h) to discourage vehicle speeds significantly higher than typical cyclist speeds (15-30 km/h)
- Revise traffic control at several Fitzroy Street intersections to allow for free-flow vehicles and bikes at some locations, and to reduce the potential for 'left cross' vehicle-bike collisions (i.e. a vehicle turning left from Fitzroy colliding with a westbound through cyclist) as follows:
 - Edward, Cumberland, Hillsborough, and Pownal intersections – remove stop signs from Fitzroy approaches (i.e. change to two-way stop control) and prohibit westbound left turns at these locations
 - Allow westbound left turns at stop-controlled intersections, after yielding to cyclists in both directions
 - If the Great George and/or Queen Street intersections are to be signalized, consider installing bike signals to allocate right of way to cyclists on the Fitzroy bike lanes
- Add curbs and buffers to narrow the street as needed to remove parking spaces and enclose/protect trees and utility poles. This would serve to 'smooth' out the south side curb line, provide a straight alignment for the bike lanes, and also provide opportunities for beautification/landscaping.
 - Consider re-surfacing any blocks with asphalt in poor condition
- Consider reconstructing sidewalks as needed to provide minimum sidewalk widths of 1.5m
- Carefully design the pavement markings, signage, and intersection treatments to clearly delineate the spaces dedicated to each transportation mode and to encourage safe interactions between cyclists and motorists at both intersections and mid-block locations.
 - 'Crossrides' ("A crossride is dedicated space at an intersection, identified by unique pavement markings, for cyclists to legally ride their bicycle through an intersection without dismounting."⁴) through intersections
 - Use of green paint and bike/directional markings at the start of each block to indicate the bike lanes

⁴ GreaterSudbury.ca

- Curbed islands or medians adjacent to intersections to keep turning motorists from encroaching into the bike lanes
- Planters or flexible bollards could be installed within the painted buffer wherever practical (i.e. away from driveways) for additional separation of the traffic and bike lanes
- Add bike storage facilities (racks, lockers, etc.) at key downtown locations
- Planning is underway to implement upgraded bike facilities on the Hillsborough Bridge; when this happens, work with the Province to design a bike path to connect
- This would be a significant change that, upon implementation, should be accompanied by a public campaign to promote it and also to educate cyclists, motorists, and pedestrians about the new traffic control, safe navigation through intersections

Additional potential benefits of this solution include:

- Bold improvement that would increase comfort for cyclists and should stimulate general interest in biking in downtown Charlottetown
- Would make biking more accessible to people with wider ranges of ages, abilities, experience, and confidence
- Should be a catalyst for mode shift among many employees and residents that could result in a reduction in downtown traffic, and in turn less greenhouse gas emissions and a more active population
- Possible opportunity for the several inns along Fitzroy to offer bike rentals
- All cyclists would be away from parked cars, reducing or eliminating potential for dooring incidents
- Good sightlines between bike lanes and driveways
- Concentrates cyclists in one corridor which should enhance social interactions, enhance the feeling of safety/security, make cyclists more expected and visible to motorists
- Reduction to a single Fitzroy traffic lane represents a slight capacity decrease, but should be partially offset by no longer needing to stop at some intersections
- Most origins and destinations for downtown cyclists would be south of Fitzroy, removing the need to cross Fitzroy traffic to access them
- No changes to Kent Street or any other corridor. Keeping the changes within one corridor should save money. Also means no reduction in the Kent Street parking supply.

The figures on the following several pages illustrate the existing cross section of several Fitzroy Street blocks, and the proposed cross section to be implemented in each of those locations.

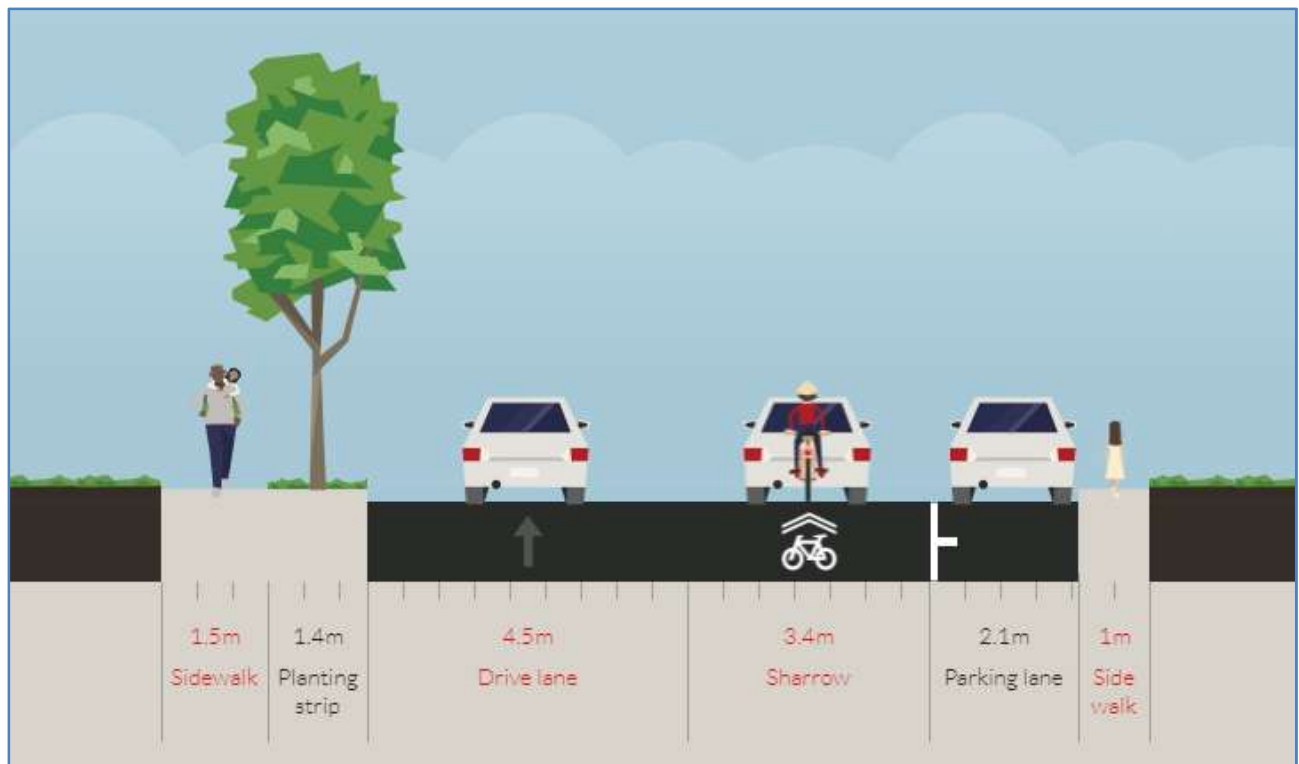
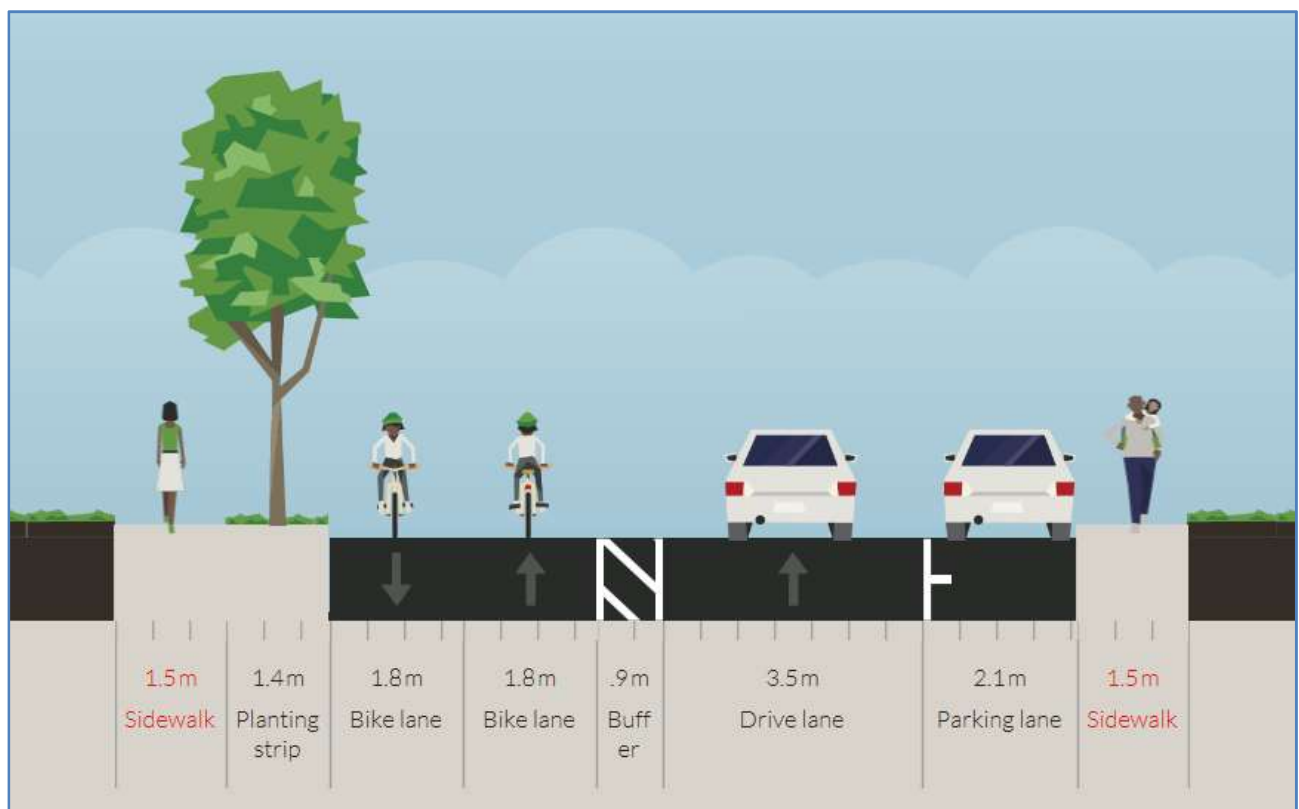


Figure 3.7 – Fitzroy Street b/w Esher & Edward (Existing ↑ and Proposed ↓)



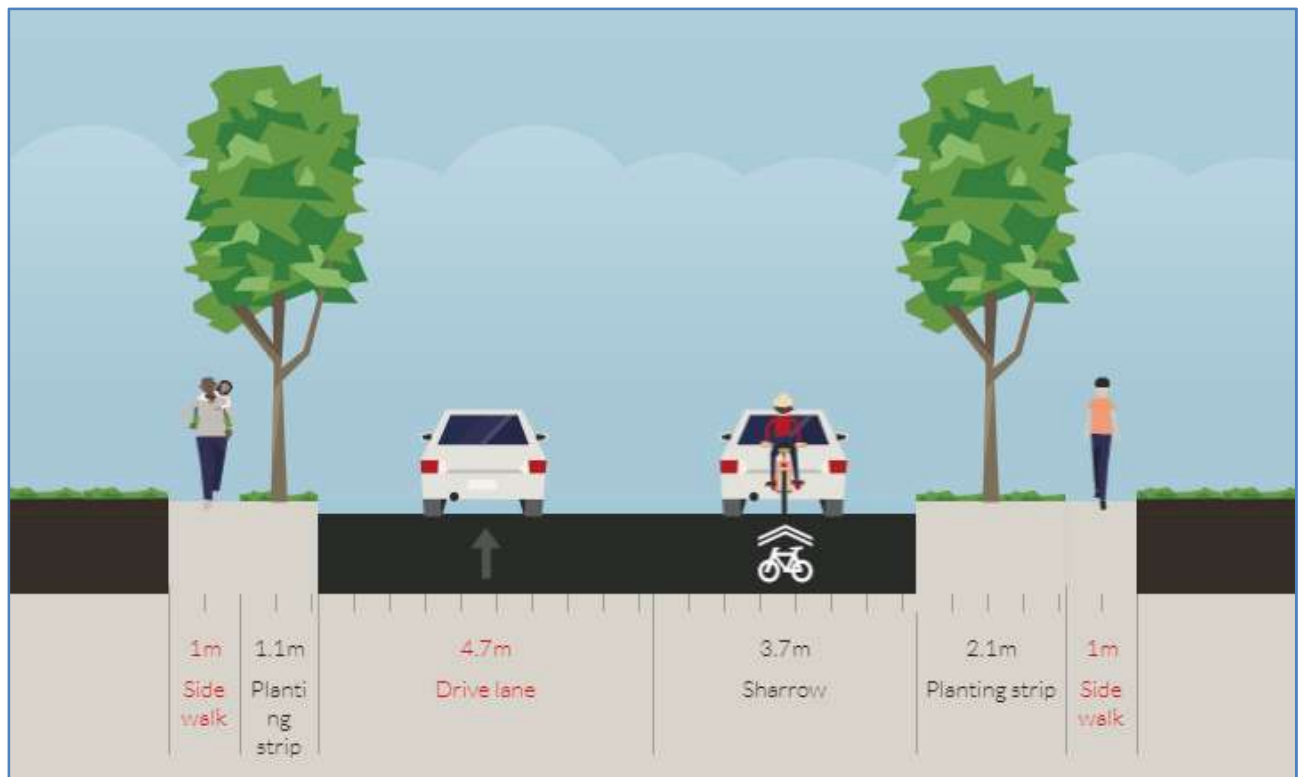
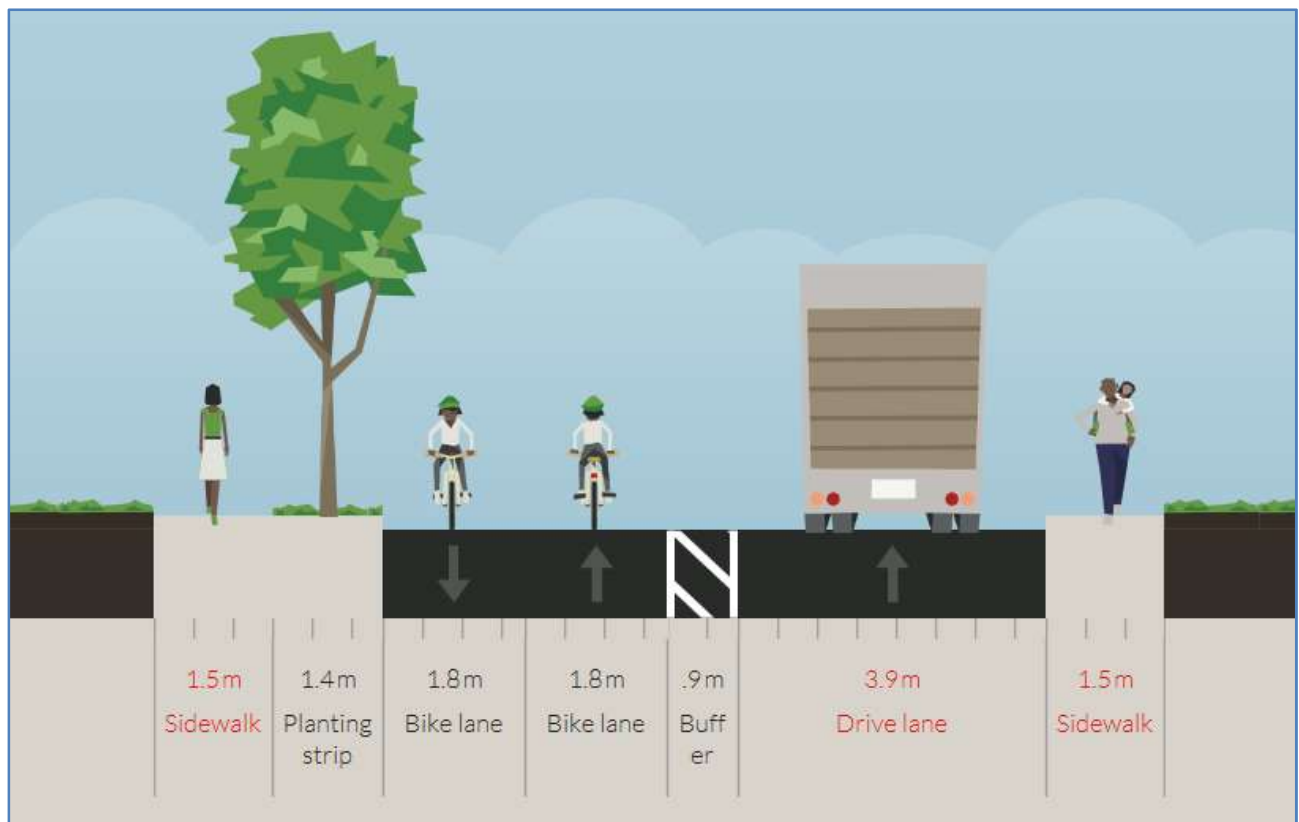


Figure 3.8 – Fitzroy Street b/w Edward & Cumberland (Existing ↑ and Proposed ↓)



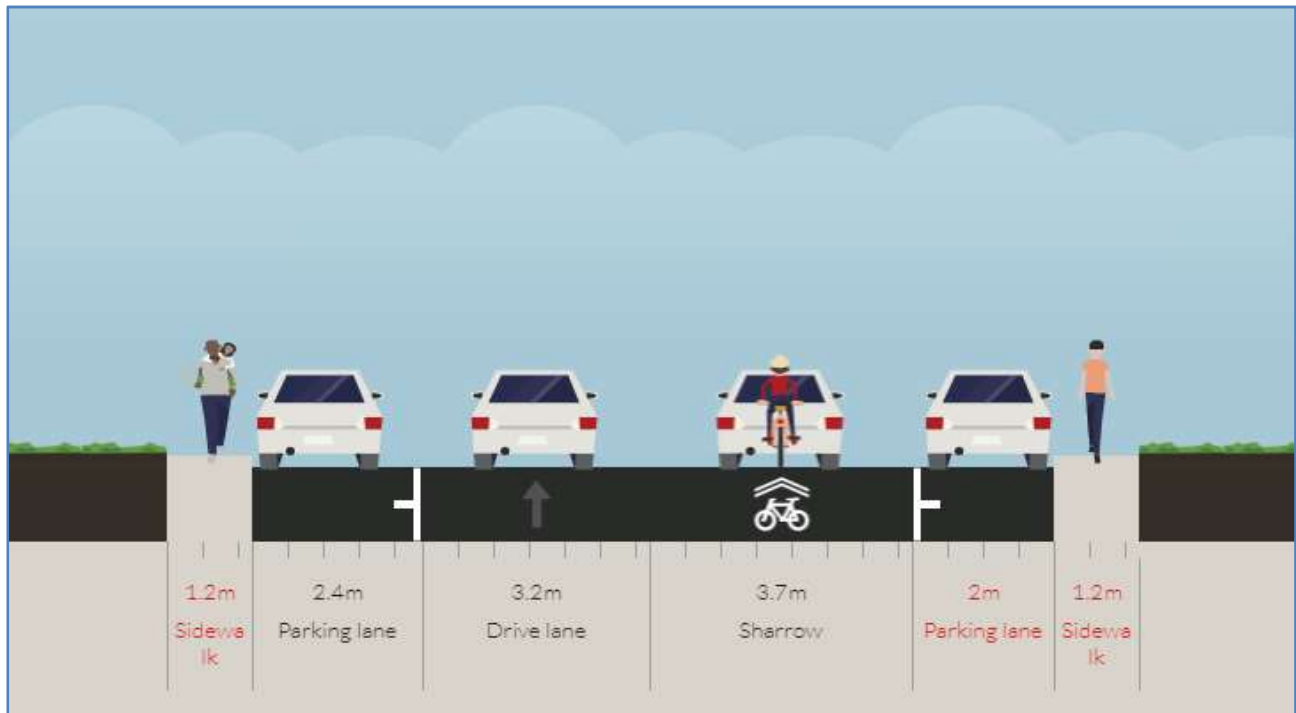
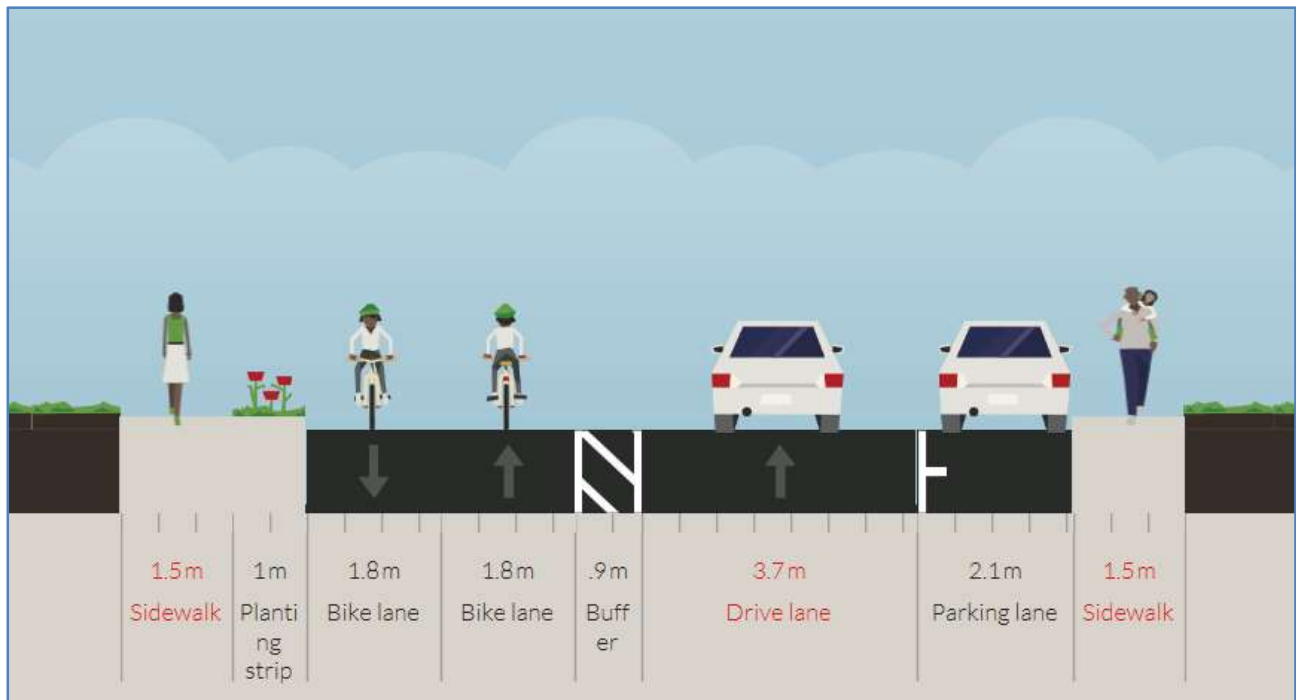


Figure 3.9 – Fitzroy Street b/w Cumberland & Weymouth (Existing ↑ and Proposed ↓)



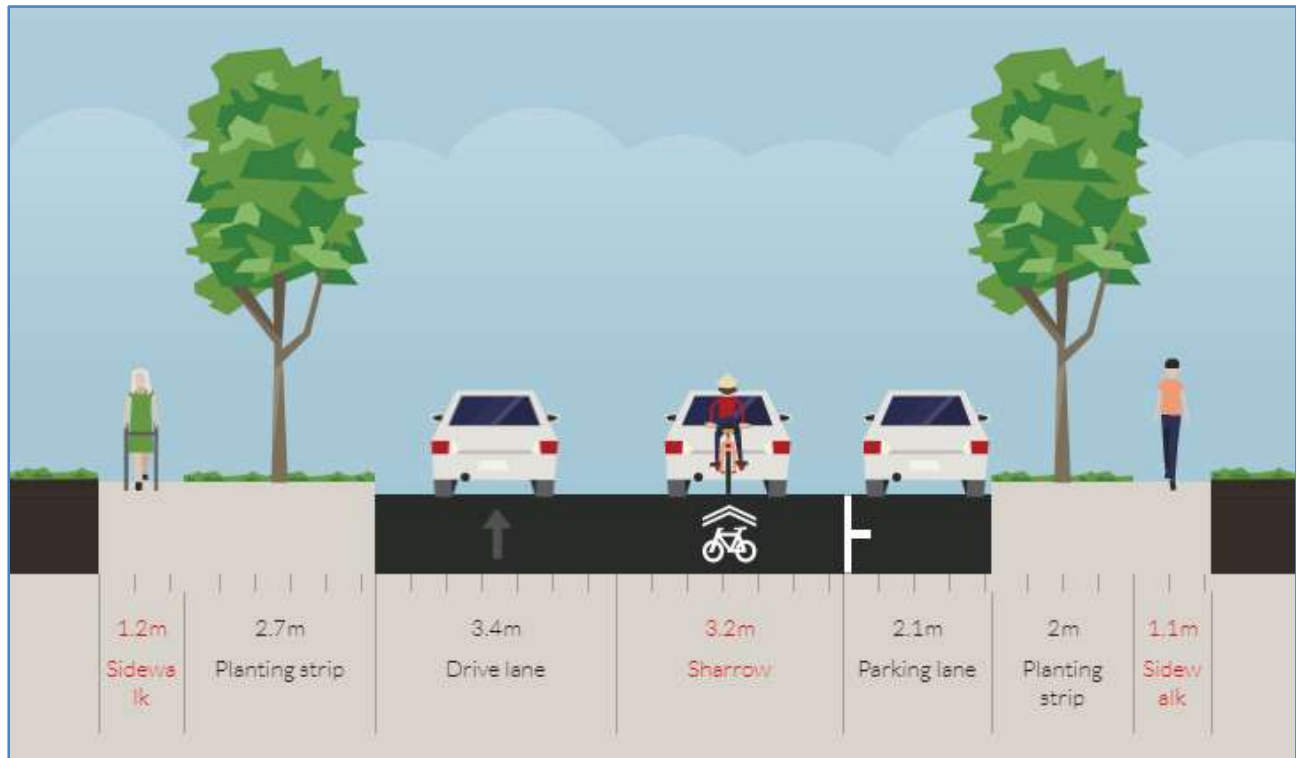
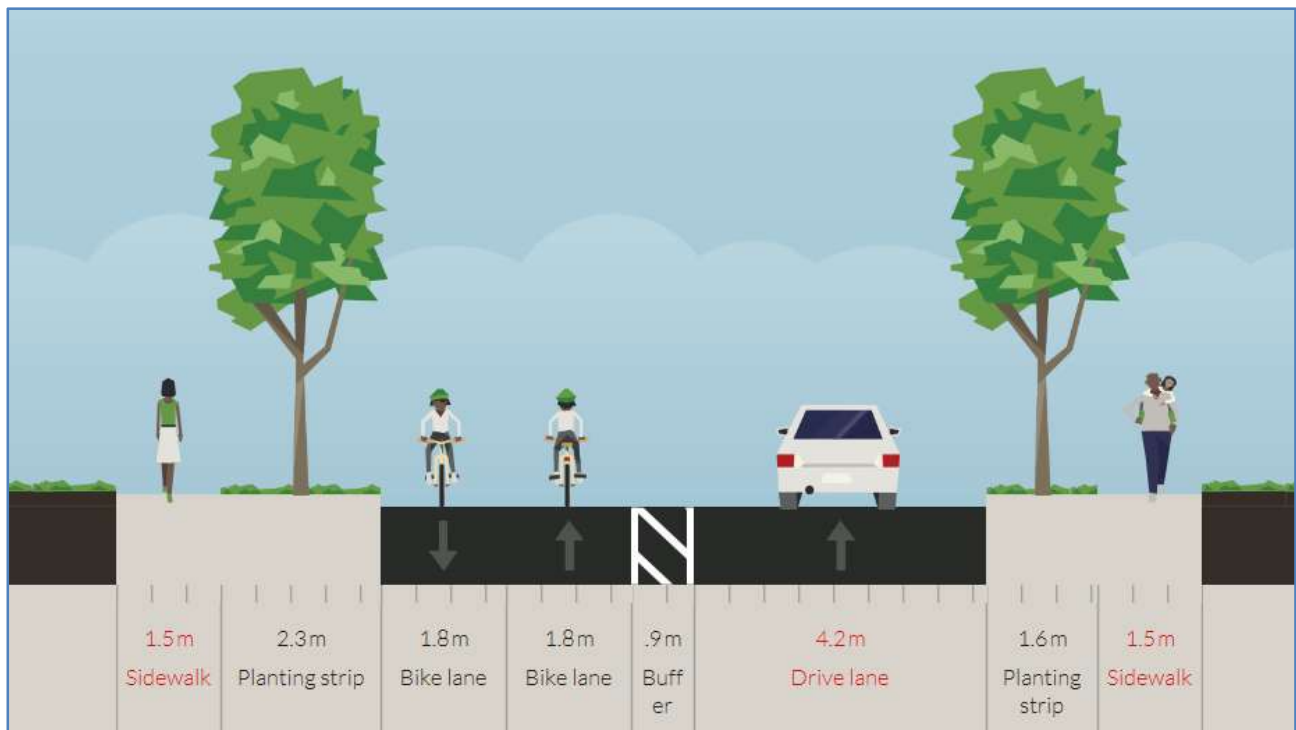


Figure 3.10 – Fitzroy Street b/w Hillsborough & Prince (Existing ↑ and Proposed ↓)



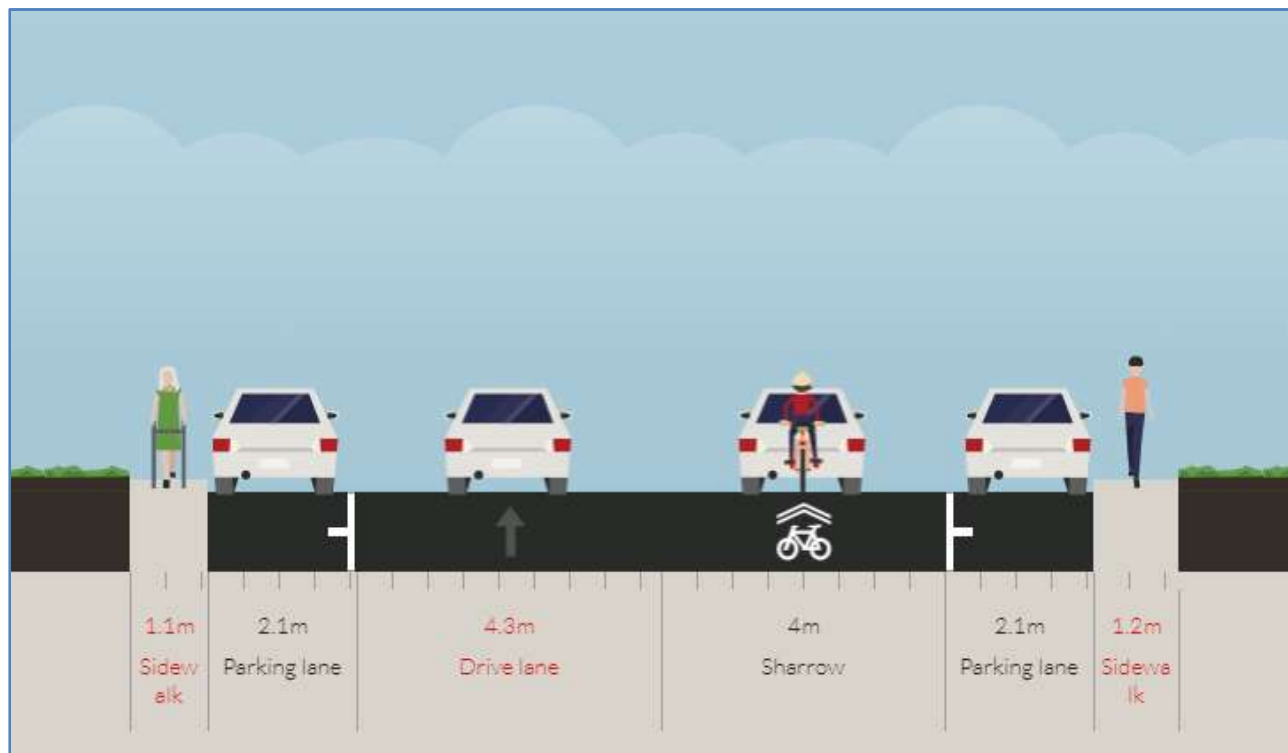


Figure 3.11 – Fitzroy Street b/w Great George & Queen (Existing ↑ and Proposed ↓)

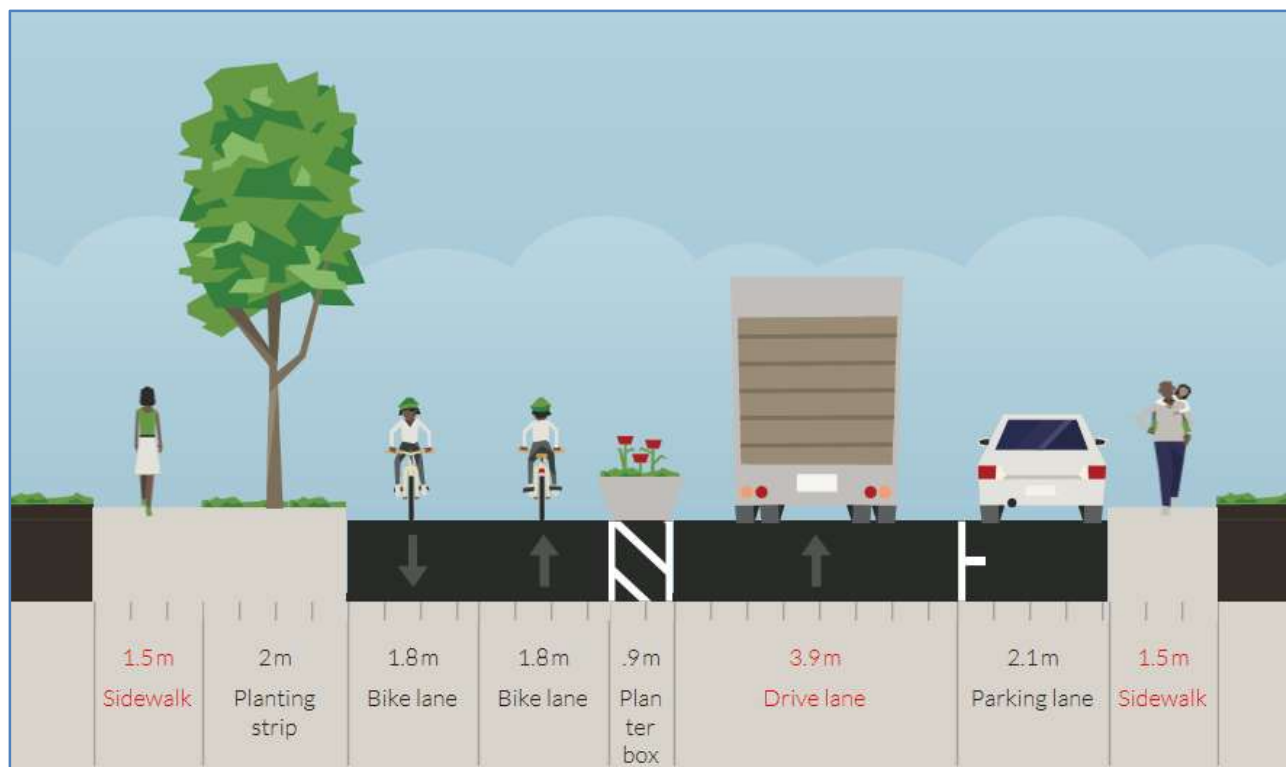
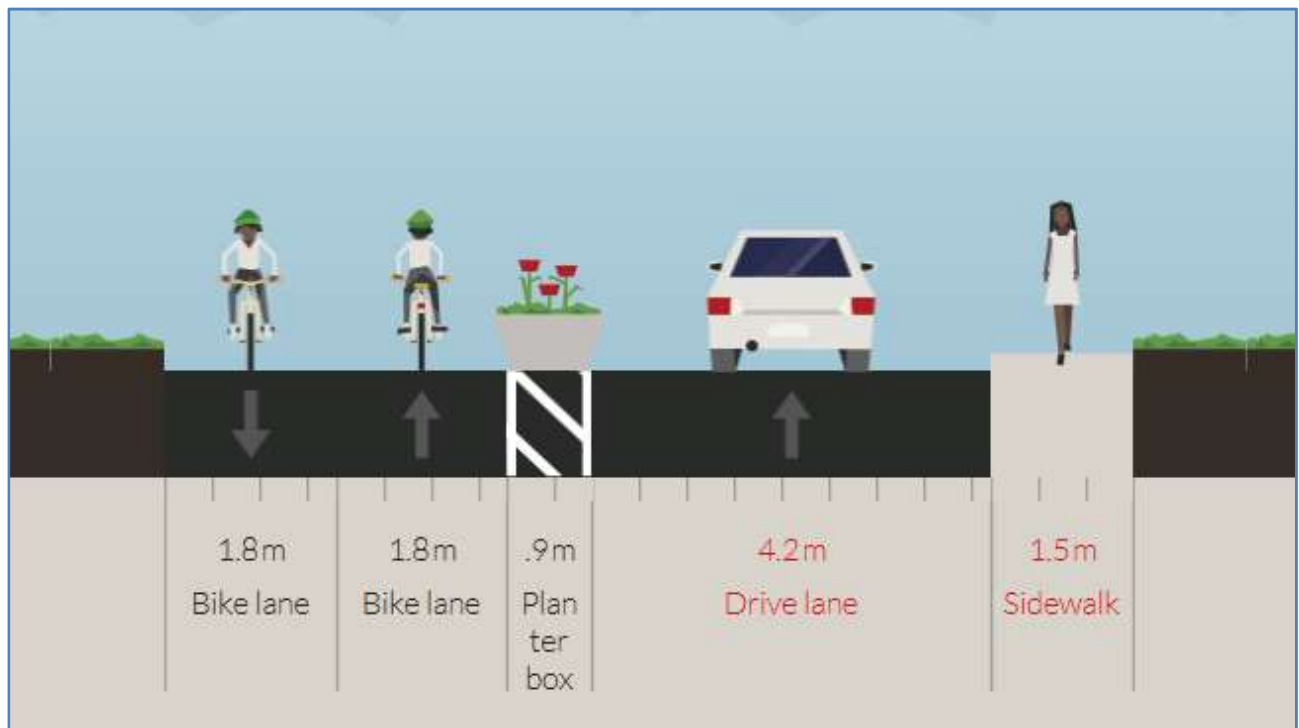




Figure 3.12 – Fitzroy Street b/w Pownal & Rochford (Existing ↑ and Proposed ↓)



CHAPTER 4 SUMMARY AND CONCLUSIONS

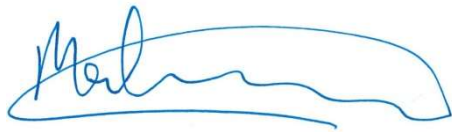
This report summarizes CBCL's efforts to provide a comprehensive set of AT user volume and classification data for the Confederation Trail through Charlottetown and along the waterfront in Victoria Park. The information collected in September 2017 shows that both facilities were well-used by people walking and cycling.

We have also developed and outlined a strategy for implementation of a bike facility along Fitzroy Street that would provide a more comfortable experience for cyclists riding either east or west through downtown Charlottetown. It would effectively connect the established bike facilities at either end of Fitzroy and with good design and public education, it should help make biking more accessible to a larger cross section of both residents and visitors.

It has been a pleasure assisting the City with this assignment. Please contact me if you have any questions that you would like to discuss.

Yours truly,

CBCL Limited

A handwritten signature in blue ink, appearing to read 'Mark MacDonald', with a long horizontal flourish extending to the right.

Prepared by:
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Senior Transportation Engineer
Phone: 902-892-0303
Email: markmacd@cbcl.ca

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AT Count Data



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Count Name: Ch'town Mall AT Count
Site Code:
Start Date: 09/22/2017
Page No: 1

Turning Movement Data

Start Time	Trail (north) Southbound					Towers Road Westbound					Trail (south) Northbound					Mall Parking Lot Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
6:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	5
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
6:30 AM	0	0	0	0	0	0	0	3	0	3	0	5	0	0	5	0	0	0	0	0	8
6:45 AM	0	1	0	0	1	0	0	1	0	1	1	3	0	0	4	1	0	0	0	1	7
Hourly Total	0	3	0	0	3	0	0	4	0	4	1	8	3	0	12	2	0	0	0	2	21
7:00 AM	1	0	0	0	1	0	1	0	0	1	3	3	0	0	6	3	0	0	0	3	11
7:15 AM	2	3	0	0	5	0	0	1	0	1	0	1	1	0	2	0	1	0	0	1	9
7:30 AM	0	1	0	0	1	0	1	0	0	1	1	1	3	0	5	0	0	0	0	0	7
7:45 AM	0	1	0	0	1	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	3	5	0	0	8	0	3	3	0	6	4	5	4	0	13	3	1	0	0	4	31
8:00 AM	0	8	0	0	8	2	0	0	0	2	0	1	0	0	1	2	0	2	0	4	15
8:15 AM	0	3	0	0	3	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	7
8:30 AM	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	5
8:45 AM	2	2	0	0	4	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	10
Hourly Total	2	13	0	0	15	2	5	0	0	7	0	9	1	0	10	2	1	2	0	5	37
9:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	4
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9:30 AM	0	0	0	0	0	0	5	0	0	5	0	1	0	0	1	0	0	0	0	0	6
9:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
Hourly Total	2	3	0	0	5	0	5	0	0	5	0	8	0	0	8	0	3	2	0	5	23
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10:15 AM	0	1	0	0	1	0	0	1	0	1	0	1	1	0	2	0	0	0	0	0	4
10:30 AM	0	1	0	0	1	0	0	0	0	0	0	3	1	0	4	0	1	0	0	1	6
10:45 AM	0	3	0	0	3	0	1	1	0	2	0	3	1	0	4	1	1	0	0	2	11
Hourly Total	0	7	0	0	7	1	3	2	0	6	0	8	3	1	12	1	4	0	0	5	30
11:00 AM	0	2	1	0	3	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	5
11:15 AM	0	22	0	0	22	0	1	0	0	1	0	23	5	6	34	0	0	0	0	0	57
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11:45 AM	0	3	0	0	3	0	0	2	0	2	0	3	0	0	3	0	0	1	0	1	9
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12:00 PM	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	1	1	0	0	2	9
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12:30 PM	0	7	0	0	7	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	14
12:45 PM	0	4	0	0	4	0	0	0	0	0	1	3	2	0	6	0	2	0	0	2	12
Hourly Total	1	16	0	0	17	0	2	0	0	2	1	20	2	0	23	4	3	0	0	7	49
1:00 PM	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	6
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1:30 PM	0	1	0	0	1	0	0	0	0	0	1	3	0	0	4	0	1	0	0	1	6

1:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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2:00 PM	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	3
2:15 PM	0	3	0	0	3	0	0	0	0	0	0	2	1	0	3	0	0	0	0	6
2:30 PM	0	4	0	0	4	0	1	0	0	1	1	0	2	0	3	1	0	0	0	9
2:45 PM	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	0	0	0	0	4
Hourly Total	0	8	1	0	9	0	1	0	0	1	1	6	4	0	11	1	0	0	0	22
3:00 PM	1	2	0	0	3	0	1	2	0	3	0	1	1	0	2	0	1	0	0	9
3:15 PM	0	4	0	0	4	0	1	0	0	1	0	1	0	0	1	0	1	0	0	7
3:30 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	4	0	0	8
3:45 PM	1	3	0	0	4	0	3	0	0	3	0	2	0	0	2	0	8	0	0	17
Hourly Total	2	12	0	0	14	0	5	2	0	7	0	5	1	0	6	0	14	0	0	41
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4:15 PM	1	6	0	0	7	0	0	0	0	0	1	2	0	0	3	0	1	0	0	11
4:30 PM	0	1	0	0	1	1	0	1	0	2	0	0	0	1	1	2	1	0	0	7
4:45 PM	0	2	0	0	2	0	1	0	0	1	2	0	0	0	2	1	1	1	0	8
Hourly Total	1	11	2	0	14	1	2	1	0	4	4	7	0	1	12	3	5	3	0	41
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5:15 PM	0	6	0	0	6	0	0	1	0	1	0	4	0	1	5	0	0	0	0	12
5:30 PM	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	0	2	0	0	6
5:45 PM	1	1	0	0	2	0	0	0	0	0	0	3	2	0	5	1	0	0	0	8
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6:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2
6:45 PM	1	0	0	0	1	1	2	0	0	3	0	1	0	0	1	0	0	0	0	5
Hourly Total	1	5	0	0	6	1	7	0	0	8	0	3	0	0	3	1	0	1	0	19
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7:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	4
7:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	3
Hourly Total	0	4	1	0	5	0	3	0	0	3	0	3	0	0	3	0	7	0	0	18
8:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	2
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8:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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9:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	3
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	4
Hourly Total	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0	5	0	0	10
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
6:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	3
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
6:45 AM	0	1	0	0	1	0	0	1	0	1	0	2	0	0	2	0	0	0	0	4
Hourly Total	0	2	0	0	2	0	0	1	0	1	0	5	0	0	5	1	0	0	0	9
7:00 AM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	3
7:15 AM	0	3	0	0	3	0	1	0	0	1	0	2	0	0	2	0	0	0	0	6
7:30 AM	2	3	3	0	8	0	0	0	0	0	0	2	0	1	3	0	1	0	0	12
7:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	0	0	0	4

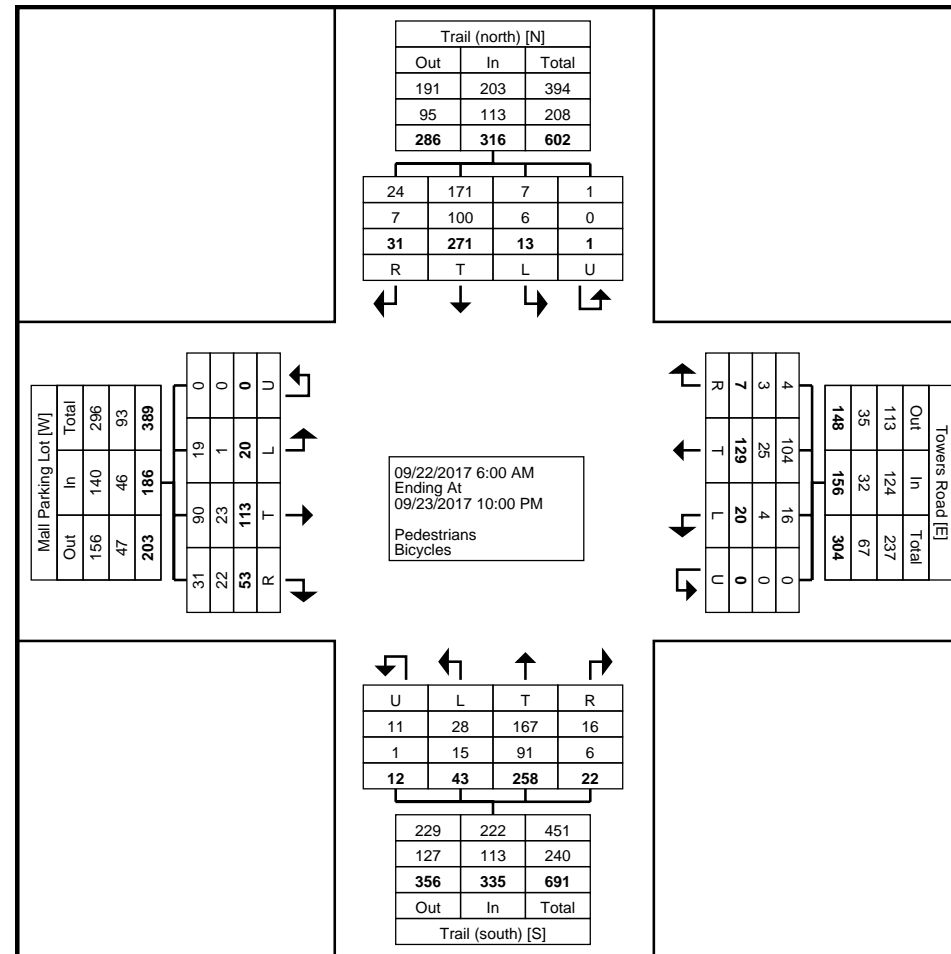
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8:15 AM	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	5
8:30 AM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
8:45 AM	0	1	0	0	1	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	7
Hourly Total	0	7	0	0	7	0	4	0	0	4	1	9	0	0	10	1	1	0	0	2	23
9:00 AM	2	4	0	0	6	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	9
9:15 AM	0	2	0	0	2	0	2	1	0	3	0	5	0	0	5	1	0	0	0	1	11
9:30 AM	2	6	0	0	8	0	2	0	0	2	1	4	0	0	5	1	0	0	0	1	16
9:45 AM	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	4
Hourly Total	4	14	0	0	18	0	6	1	0	7	1	11	1	0	13	2	0	0	0	2	40
10:00 AM	0	1	0	0	1	0	3	0	0	3	0	8	2	0	10	0	0	1	0	1	15
10:15 AM	0	2	0	0	2	0	1	0	0	1	0	8	0	0	8	1	0	0	0	1	12
10:30 AM	1	3	1	1	6	0	2	0	0	2	0	3	0	0	3	1	5	2	0	8	19
10:45 AM	2	4	0	0	6	0	7	0	0	7	1	10	0	1	12	0	0	0	0	0	25
Hourly Total	3	10	1	1	15	0	13	0	0	13	1	29	2	1	33	2	5	3	0	10	71
11:00 AM	0	1	0	0	1	1	0	2	0	3	1	1	0	0	2	1	1	0	0	2	8
11:15 AM	0	4	0	0	4	0	3	0	0	3	0	4	0	0	4	0	2	0	0	2	13
11:30 AM	0	7	0	0	7	1	0	0	0	1	0	2	0	0	2	1	0	0	0	1	11
11:45 AM	0	2	0	0	2	0	0	0	0	0	1	3	0	0	4	0	3	0	0	3	9
Hourly Total	0	14	0	0	14	2	3	2	0	7	2	10	0	0	12	2	6	0	0	8	41
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4	0	0	0	4	5
12:15 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4
12:30 PM	1	0	0	0	1	0	1	0	0	1	0	2	0	0	2	0	1	1	0	2	6
12:45 PM	0	6	0	0	6	0	2	0	0	2	0	2	1	0	3	1	0	0	0	1	12
Hourly Total	1	9	0	0	10	0	3	0	0	3	0	5	1	0	6	5	2	1	0	8	27
1:00 PM	1	2	0	0	3	0	4	0	0	4	0	2	3	0	5	1	0	1	0	2	14
1:15 PM	0	2	0	0	2	0	1	0	0	1	0	2	0	0	2	1	0	0	0	1	6
1:30 PM	0	4	0	0	4	0	6	0	0	6	0	1	0	0	1	1	1	1	0	3	14
1:45 PM	2	7	0	0	9	0	0	0	0	0	0	3	3	0	6	1	0	0	0	1	16
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2:00 PM	0	1	0	0	1	0	2	0	0	2	0	3	0	0	3	4	3	0	0	7	13
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2:30 PM	0	3	0	0	3	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	8
2:45 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
Hourly Total	1	8	1	0	10	0	5	0	0	5	0	9	0	0	9	7	3	2	0	12	36
3:00 PM	0	2	1	0	3	0	4	0	0	4	0	6	0	0	6	0	2	0	0	2	15
3:15 PM	0	8	0	0	8	0	0	0	0	0	1	0	2	0	3	0	3	0	0	3	14
3:30 PM	1	6	0	0	7	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	13
3:45 PM	0	1	0	0	1	0	4	0	0	4	1	3	0	0	4	0	0	0	0	0	9
Hourly Total	1	17	1	0	19	0	11	0	0	11	2	12	2	0	16	0	5	0	0	5	51
4:00 PM	0	5	0	0	5	0	5	0	0	5	0	3	1	0	4	1	3	0	0	4	18
4:15 PM	0	8	0	0	8	0	0	0	0	0	0	3	0	0	3	1	1	0	0	2	13
4:30 PM	0	4	0	0	4	0	2	0	0	2	0	1	0	0	1	0	4	0	0	4	11
4:45 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	2	0	1	0	3	9
Hourly Total	0	20	0	0	20	0	7	0	0	7	0	10	1	0	11	4	8	1	0	13	51
5:00 PM	0	3	0	0	3	0	2	0	0	2	0	2	1	0	3	1	5	0	0	6	14
5:15 PM	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	1	1	0	0	2	10
5:30 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	1	1	0	1	0	0	1	4
5:45 PM	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	0	2	0	0	2	6
Hourly Total	0	6	0	0	6	0	4	0	0	4	0	11	1	1	13	2	9	0	0	11	34
6:00 PM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	1	2	0	0	3	7

6:15 PM	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	4
6:30 PM	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
6:45 PM	2	3	0	0	5	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	10
Hourly Total	2	9	0	0	11	0	7	0	0	7	0	2	0	0	2	1	5	0	0	6	26
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	4	0	0	4	6
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
7:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	0	5	0	0	5	10
8:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	0	0	6	6
Hourly Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	10	0	0	11	13
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	1	0	1	0	1	0	0	1	1	0	0	0	0	1	0	0	0	0	3
Hourly Total	0	0	1	0	1	0	1	0	0	1	1	0	0	0	0	1	0	1	0	0	4
Grand Total	31	271	13	1	316	7	129	20	0	156	22	258	43	12	335	53	113	20	0	186	993
Approach %	9.8	85.8	4.1	0.3	-	4.5	82.7	12.8	0.0	-	6.6	77.0	12.8	3.6	-	28.5	60.8	10.8	0.0	-	-
Total %	3.1	27.3	1.3	0.1	31.8	0.7	13.0	2.0	0.0	15.7	2.2	26.0	4.3	1.2	33.7	5.3	11.4	2.0	0.0	18.7	-
Pedestrians	24	171	7	1	203	4	104	16	0	124	16	167	28	11	222	31	90	19	0	140	689
% Pedestrians	77.4	63.1	53.8	100.0	64.2	57.1	80.6	80.0	-	79.5	72.7	64.7	65.1	91.7	66.3	58.5	79.6	95.0	-	75.3	69.4
Bicycles	7	100	6	0	113	3	25	4	0	32	6	91	15	1	113	22	23	1	0	46	304
% Bicycles	22.6	36.9	46.2	0.0	35.8	42.9	19.4	20.0	-	20.5	27.3	35.3	34.9	8.3	33.7	41.5	20.4	5.0	-	24.7	30.6



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Turning Movement Data Plot



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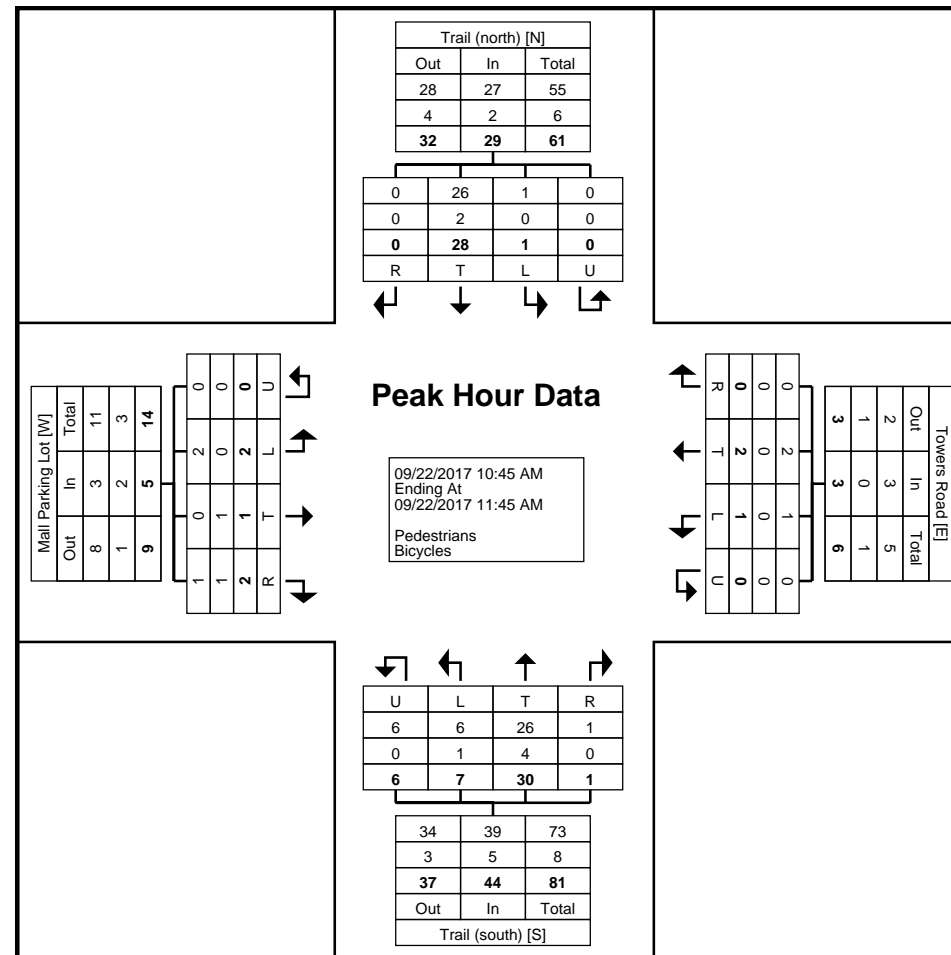
Turning Movement Peak Hour Data (10:45 AM)

Start Time	Trail (north) Southbound					Towers Road Westbound					Trail (south) Northbound					Mall Parking Lot Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
10:45 AM	0	3	0	0	3	0	1	1	0	2	0	3	1	0	4	1	1	0	0	2	11
11:00 AM	0	2	1	0	3	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	5
11:15 AM	0	22	0	0	22	0	1	0	0	1	0	23	5	6	34	0	0	0	0	0	57
11:30 AM	0	1	0	0	1	0	0	0	0	0	1	3	0	0	4	1	0	2	0	3	8
Total	0	28	1	0	29	0	2	1	0	3	1	30	7	6	44	2	1	2	0	5	81
Approach %	0.0	96.6	3.4	0.0	-	0.0	66.7	33.3	0.0	-	2.3	68.2	15.9	13.6	-	40.0	20.0	40.0	0.0	-	-
Total %	0.0	34.6	1.2	0.0	35.8	0.0	2.5	1.2	0.0	3.7	1.2	37.0	8.6	7.4	54.3	2.5	1.2	2.5	0.0	6.2	-
PHF	0.000	0.318	0.250	0.000	0.330	0.000	0.500	0.250	0.000	0.375	0.250	0.326	0.350	0.250	0.324	0.500	0.250	0.250	0.000	0.417	0.355
Pedestrians	0	26	1	0	27	0	2	1	0	3	1	26	6	6	39	1	0	2	0	3	72
% Pedestrians	-	92.9	100.0	-	93.1	-	100.0	100.0	-	100.0	100.0	86.7	85.7	100.0	88.6	50.0	0.0	100.0	-	60.0	88.9
Bicycles	0	2	0	0	2	0	0	0	0	0	0	4	1	0	5	1	1	0	0	2	9
% Bicycles	-	7.1	0.0	-	6.9	-	0.0	0.0	-	0.0	0.0	13.3	14.3	0.0	11.4	50.0	100.0	0.0	-	40.0	11.1



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Turning Movement Peak Hour Data Plot (10:45 AM)



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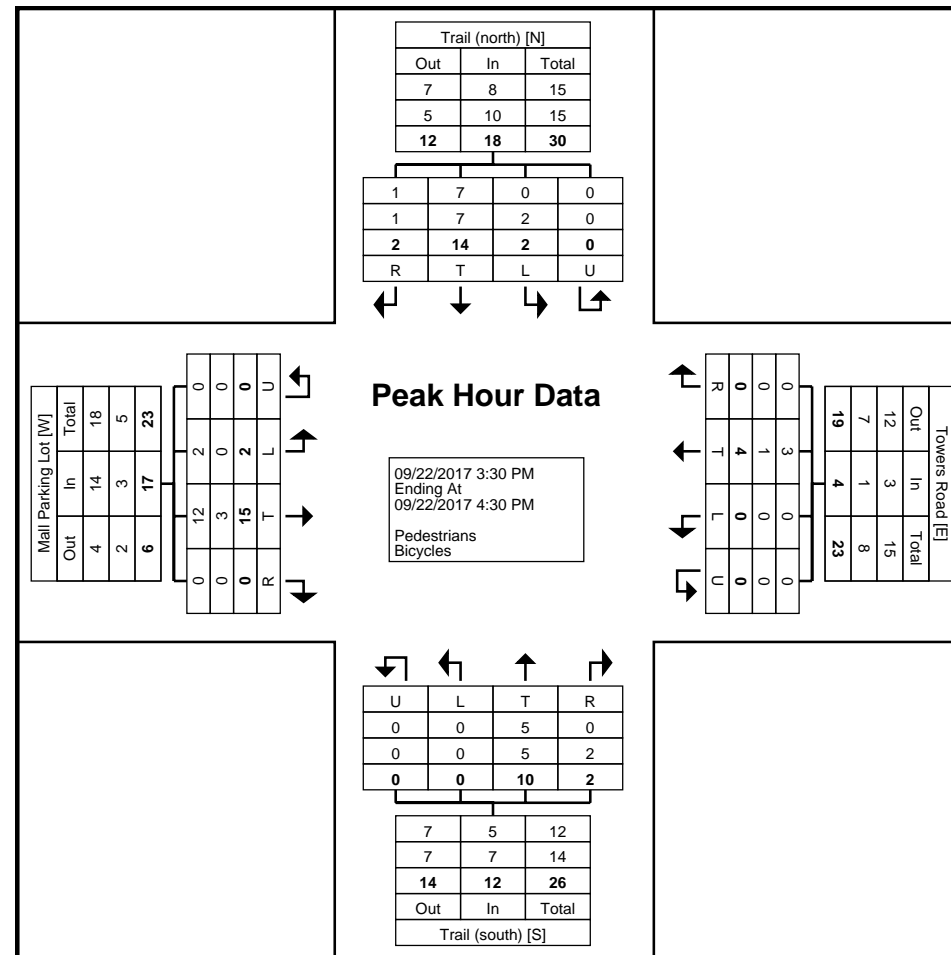
Turning Movement Peak Hour Data (3:30 PM)

Start Time	Trail (north) Southbound					Towers Road Westbound					Trail (south) Northbound					Mall Parking Lot Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
3:30 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	4	0	0	4	8
3:45 PM	1	3	0	0	4	0	3	0	0	3	0	2	0	0	2	0	8	0	0	8	17
4:00 PM	0	2	2	0	4	0	1	0	0	1	1	5	0	0	6	0	2	2	0	4	15
4:15 PM	1	6	0	0	7	0	0	0	0	0	1	2	0	0	3	0	1	0	0	1	11
Total	2	14	2	0	18	0	4	0	0	4	2	10	0	0	12	0	15	2	0	17	51
Approach %	11.1	77.8	11.1	0.0	-	0.0	100.0	0.0	0.0	-	16.7	83.3	0.0	0.0	-	0.0	88.2	11.8	0.0	-	-
Total %	3.9	27.5	3.9	0.0	35.3	0.0	7.8	0.0	0.0	7.8	3.9	19.6	0.0	0.0	23.5	0.0	29.4	3.9	0.0	33.3	-
PHF	0.500	0.583	0.250	0.000	0.643	0.000	0.333	0.000	0.000	0.333	0.500	0.500	0.000	0.000	0.500	0.000	0.469	0.250	0.000	0.531	0.750
Pedestrians	1	7	0	0	8	0	3	0	0	3	0	5	0	0	5	0	12	2	0	14	30
% Pedestrians	50.0	50.0	0.0	-	44.4	-	75.0	-	-	75.0	0.0	50.0	-	-	41.7	-	80.0	100.0	-	82.4	58.8
Bicycles	1	7	2	0	10	0	1	0	0	1	2	5	0	0	7	0	3	0	0	3	21
% Bicycles	50.0	50.0	100.0	-	55.6	-	25.0	-	-	25.0	100.0	50.0	-	-	58.3	-	20.0	0.0	-	17.6	41.2



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Turning Movement Peak Hour Data Plot (3:30 PM)



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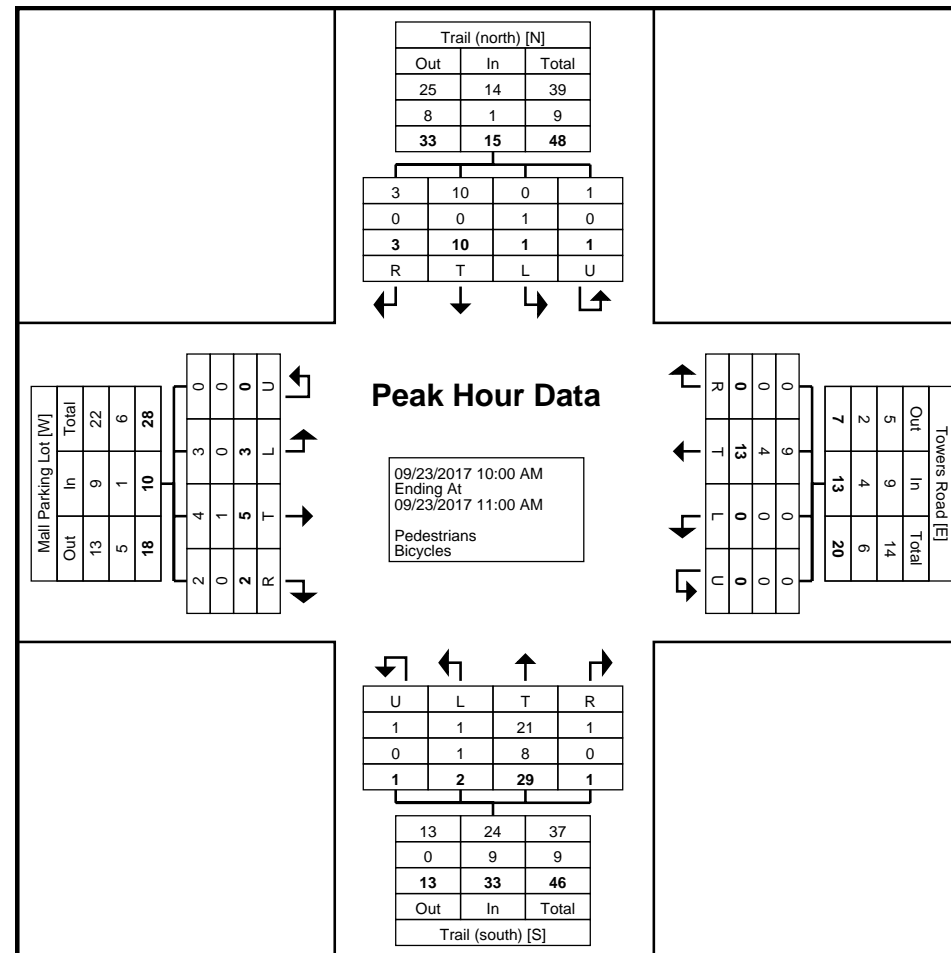
Turning Movement Peak Hour Data (10:00 AM)

Start Time	Trail (north) Southbound					Towers Road Westbound					Trail (south) Northbound					Mall Parking Lot Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
10:00 AM	0	1	0	0	1	0	3	0	0	3	0	8	2	0	10	0	0	1	0	1	15
10:15 AM	0	2	0	0	2	0	1	0	0	1	0	8	0	0	8	1	0	0	0	1	12
10:30 AM	1	3	1	1	6	0	2	0	0	2	0	3	0	0	3	1	5	2	0	8	19
10:45 AM	2	4	0	0	6	0	7	0	0	7	1	10	0	1	12	0	0	0	0	0	25
Total	3	10	1	1	15	0	13	0	0	13	1	29	2	1	33	2	5	3	0	10	71
Approach %	20.0	66.7	6.7	6.7	-	0.0	100.0	0.0	0.0	-	3.0	87.9	6.1	3.0	-	20.0	50.0	30.0	0.0	-	-
Total %	4.2	14.1	1.4	1.4	21.1	0.0	18.3	0.0	0.0	18.3	1.4	40.8	2.8	1.4	46.5	2.8	7.0	4.2	0.0	14.1	-
PHF	0.375	0.625	0.250	0.250	0.625	0.000	0.464	0.000	0.000	0.464	0.250	0.725	0.250	0.250	0.688	0.500	0.250	0.375	0.000	0.313	0.710
Pedestrians	3	10	0	1	14	0	9	0	0	9	1	21	1	1	24	2	4	3	0	9	56
% Pedestrians	100.0	100.0	0.0	100.0	93.3	-	69.2	-	-	69.2	100.0	72.4	50.0	100.0	72.7	100.0	80.0	100.0	-	90.0	78.9
Bicycles	0	0	1	0	1	0	4	0	0	4	0	8	1	0	9	0	1	0	0	1	15
% Bicycles	0.0	0.0	100.0	0.0	6.7	-	30.8	-	-	30.8	0.0	27.6	50.0	0.0	27.3	0.0	20.0	0.0	-	10.0	21.1



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Turning Movement Peak Hour Data Plot (10:00 AM)



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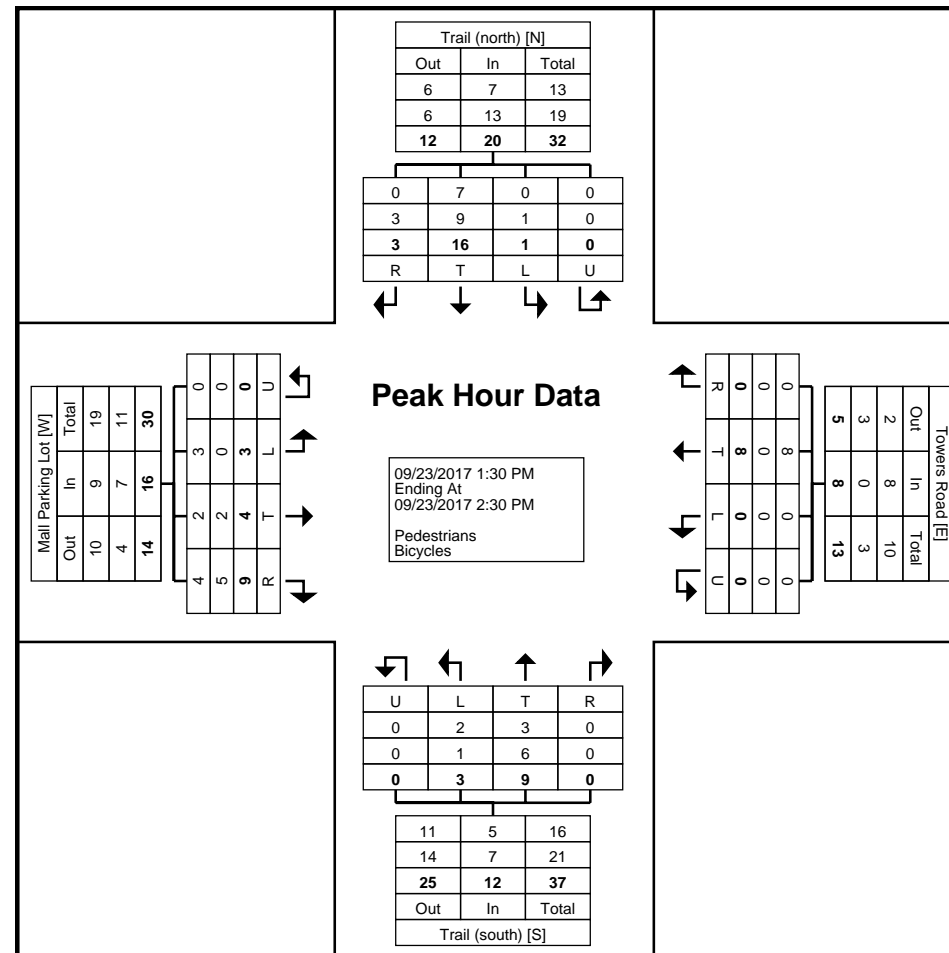
Turning Movement Peak Hour Data (1:30 PM)

Start Time	Trail (north) Southbound					Towers Road Westbound					Trail (south) Northbound					Mall Parking Lot Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
1:30 PM	0	4	0	0	4	0	6	0	0	6	0	1	0	0	1	1	1	1	0	3	14
1:45 PM	2	7	0	0	9	0	0	0	0	0	0	3	3	0	6	1	0	0	0	1	16
2:00 PM	0	1	0	0	1	0	2	0	0	2	0	3	0	0	3	4	3	0	0	7	13
2:15 PM	1	4	1	0	6	0	0	0	0	0	0	2	0	0	2	3	0	2	0	5	13
Total	3	16	1	0	20	0	8	0	0	8	0	9	3	0	12	9	4	3	0	16	56
Approach %	15.0	80.0	5.0	0.0	-	0.0	100.0	0.0	0.0	-	0.0	75.0	25.0	0.0	-	56.3	25.0	18.8	0.0	-	-
Total %	5.4	28.6	1.8	0.0	35.7	0.0	14.3	0.0	0.0	14.3	0.0	16.1	5.4	0.0	21.4	16.1	7.1	5.4	0.0	28.6	-
PHF	0.375	0.571	0.250	0.000	0.556	0.000	0.333	0.000	0.000	0.333	0.000	0.750	0.250	0.000	0.500	0.563	0.333	0.375	0.000	0.571	0.875
Pedestrians	0	7	0	0	7	0	8	0	0	8	0	3	2	0	5	4	2	3	0	9	29
% Pedestrians	0.0	43.8	0.0	-	35.0	-	100.0	-	-	100.0	-	33.3	66.7	-	41.7	44.4	50.0	100.0	-	56.3	51.8
Bicycles	3	9	1	0	13	0	0	0	0	0	0	6	1	0	7	5	2	0	0	7	27
% Bicycles	100.0	56.3	100.0	-	65.0	-	0.0	-	-	0.0	-	66.7	33.3	-	58.3	55.6	50.0	0.0	-	43.8	48.2



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Turning Movement Peak Hour Data Plot (1:30 PM)



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Count Name: UPEI Trail
Site Code:
Start Date: 09/22/2017
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Turning Movement Data

Start Time	Trail (north) Southbound					Trail (Mt Edward Rd) Westbound					Trail (south) Northbound					UPEI Campus Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
6:15 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
6:30 AM	0	1	0	0	1	1	0	0	0	1	0	8	0	0	8	0	3	0	0	3	13
6:45 AM	0	2	0	2	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
Hourly Total	0	6	0	2	8	1	0	0	0	1	0	16	0	0	16	0	3	0	0	3	28
7:00 AM	0	0	0	0	0	0	4	0	0	4	0	2	0	0	2	0	0	0	0	0	6
7:15 AM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
7:30 AM	0	3	0	0	3	0	0	0	1	1	0	2	0	0	2	0	1	0	0	1	7
7:45 AM	0	0	0	0	0	0	3	1	0	4	0	2	0	0	2	0	0	0	0	0	6
Hourly Total	0	5	0	0	5	0	7	1	1	9	0	10	0	0	10	0	1	0	0	1	25
8:00 AM	0	3	0	0	3	0	2	6	0	8	0	1	0	0	1	0	0	0	0	0	12
8:15 AM	0	8	0	0	8	0	9	1	0	10	0	1	0	0	1	0	0	0	0	0	19
8:30 AM	1	4	0	0	5	0	3	0	0	3	0	9	1	0	10	0	0	0	0	0	18
8:45 AM	0	3	0	0	3	0	4	0	0	4	2	6	1	0	9	0	0	0	0	0	16
Hourly Total	1	18	0	0	19	0	18	7	0	25	2	17	2	0	21	0	0	0	0	0	65
9:00 AM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
9:15 AM	0	5	0	0	5	0	5	0	0	5	0	3	1	0	4	0	0	0	0	0	14
9:30 AM	0	2	0	0	2	0	0	2	0	2	0	3	1	0	4	0	0	0	0	0	8
9:45 AM	0	1	0	0	1	0	0	1	0	1	1	5	0	0	6	0	0	0	0	0	8
Hourly Total	0	11	0	0	11	0	5	3	0	8	1	15	2	0	18	0	0	0	0	0	37
10:00 AM	0	0	0	0	0	0	4	0	0	4	0	1	1	0	2	0	1	0	0	1	7
10:15 AM	0	8	0	0	8	3	3	0	0	6	0	7	0	0	7	0	1	0	0	1	22
10:30 AM	0	1	0	0	1	0	1	0	0	1	1	8	0	0	9	0	0	0	0	0	11
10:45 AM	0	4	1	0	5	0	0	5	0	5	1	3	0	0	4	0	0	0	0	0	14
Hourly Total	0	13	1	0	14	3	8	5	0	16	2	19	1	0	22	0	2	0	0	2	54
11:00 AM	2	1	2	0	5	23	2	0	0	25	0	6	0	0	6	0	0	0	0	0	36
11:15 AM	0	2	0	0	2	2	1	4	0	7	0	3	0	2	5	0	1	1	0	2	16
11:30 AM	0	1	26	0	27	0	0	0	0	0	0	1	0	0	1	1	5	1	0	7	35
11:45 AM	0	5	1	0	6	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	10
Hourly Total	2	9	29	0	40	25	3	4	0	32	0	13	0	2	15	1	7	2	0	10	97
12:00 PM	0	4	0	0	4	0	0	0	0	0	1	3	0	0	4	0	2	6	0	8	16
12:15 PM	0	5	0	0	5	1	1	1	0	3	0	7	2	1	10	0	1	3	0	4	22
12:30 PM	3	6	1	0	10	0	2	2	0	4	0	3	0	0	3	0	4	0	1	5	22
12:45 PM	6	4	0	0	10	0	2	0	0	2	0	9	0	0	9	0	3	0	1	4	25
Hourly Total	9	19	1	0	29	1	5	3	0	9	1	22	2	1	26	0	10	9	2	21	85
1:00 PM	0	4	0	0	4	1	1	0	0	2	1	2	1	0	4	0	1	1	0	2	12
1:15 PM	0	4	0	0	4	1	2	1	0	4	0	3	2	0	5	0	4	2	0	6	19
1:30 PM	0	1	0	0	1	0	3	0	0	3	2	6	0	0	8	0	0	0	0	0	12

1:45 PM	0	83	1	0	84	1	0	0	0	1	1	109	0	0	110	0	1	1	0	2	197
Hourly Total	0	92	1	0	93	3	6	1	0	10	4	120	3	0	127	0	6	4	0	10	240
2:00 PM	2	269	0	0	271	0	0	0	0	0	1	234	1	0	236	0	1	0	0	1	508
2:15 PM	0	6	0	0	6	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	9
2:30 PM	0	6	0	0	6	0	0	1	0	1	1	0	0	0	1	0	1	0	0	1	9
2:45 PM	0	4	0	0	4	0	3	0	0	3	0	2	0	0	2	0	1	1	0	2	11
Hourly Total	2	285	0	0	287	1	3	1	0	5	2	237	1	0	240	0	4	1	0	5	537
3:00 PM	0	2	0	0	2	0	0	1	0	1	0	4	0	0	4	0	3	0	0	3	10
3:15 PM	0	8	0	0	8	2	8	0	0	10	4	0	0	0	4	0	1	0	2	3	25
3:30 PM	0	5	1	0	6	0	0	11	0	11	8	3	0	0	11	0	1	0	0	1	29
3:45 PM	0	3	0	0	3	0	0	0	0	0	1	3	0	0	4	0	2	0	0	2	9
Hourly Total	0	18	1	0	19	2	8	12	0	22	13	10	0	0	23	0	7	0	2	9	73
4:00 PM	0	3	0	0	3	0	4	0	0	4	4	2	0	1	7	0	3	1	0	4	18
4:15 PM	0	4	0	0	4	0	0	3	0	3	3	4	0	0	7	0	3	1	0	4	18
4:30 PM	0	4	2	0	6	0	0	0	0	0	0	3	1	0	4	0	1	1	0	2	12
4:45 PM	2	2	2	0	6	0	0	0	0	0	2	4	0	0	6	0	0	0	0	0	12
Hourly Total	2	13	4	0	19	0	4	3	0	7	9	13	1	1	24	0	7	3	0	10	60
5:00 PM	1	3	0	0	4	2	1	0	0	3	0	2	0	0	2	0	2	0	0	2	11
5:15 PM	0	2	2	0	4	0	3	0	0	3	1	6	0	0	7	1	2	0	0	3	17
5:30 PM	0	5	0	0	5	0	0	0	0	0	0	3	1	0	4	1	1	2	0	4	13
5:45 PM	0	9	0	0	9	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	14
Hourly Total	1	19	2	0	22	2	4	0	0	6	1	14	1	0	16	2	7	2	0	11	55
6:00 PM	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
6:15 PM	0	3	0	0	3	0	1	1	0	2	1	0	0	0	1	0	1	0	0	1	7
6:30 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	1	1	0	0	2	6
6:45 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
Hourly Total	0	10	0	0	10	0	1	1	0	2	1	10	0	0	11	1	2	0	0	3	26
7:00 PM	0	3	0	0	3	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	6
7:15 PM	1	1	0	0	2	0	0	0	0	0	2	2	0	0	4	0	1	0	0	1	7
7:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:45 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	5
Hourly Total	1	9	0	0	10	0	0	0	0	0	2	5	1	0	8	0	2	0	0	2	20
8:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	2	4	5
8:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	2
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	3	1	2	6	9
9:00 PM	0	1	0	0	1	0	1	0	0	1	2	0	0	0	2	0	0	0	0	0	4
9:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
9:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Hourly Total	0	4	0	0	4	0	1	0	0	1	3	0	0	0	3	0	1	0	0	1	9
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
6:15 AM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
6:45 AM	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	4
Hourly Total	0	1	0	0	1	0	3	1	0	4	0	4	0	0	4	0	2	0	0	2	11
7:00 AM	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	3
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
7:30 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
7:45 AM	0	4	0	0	4	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	6

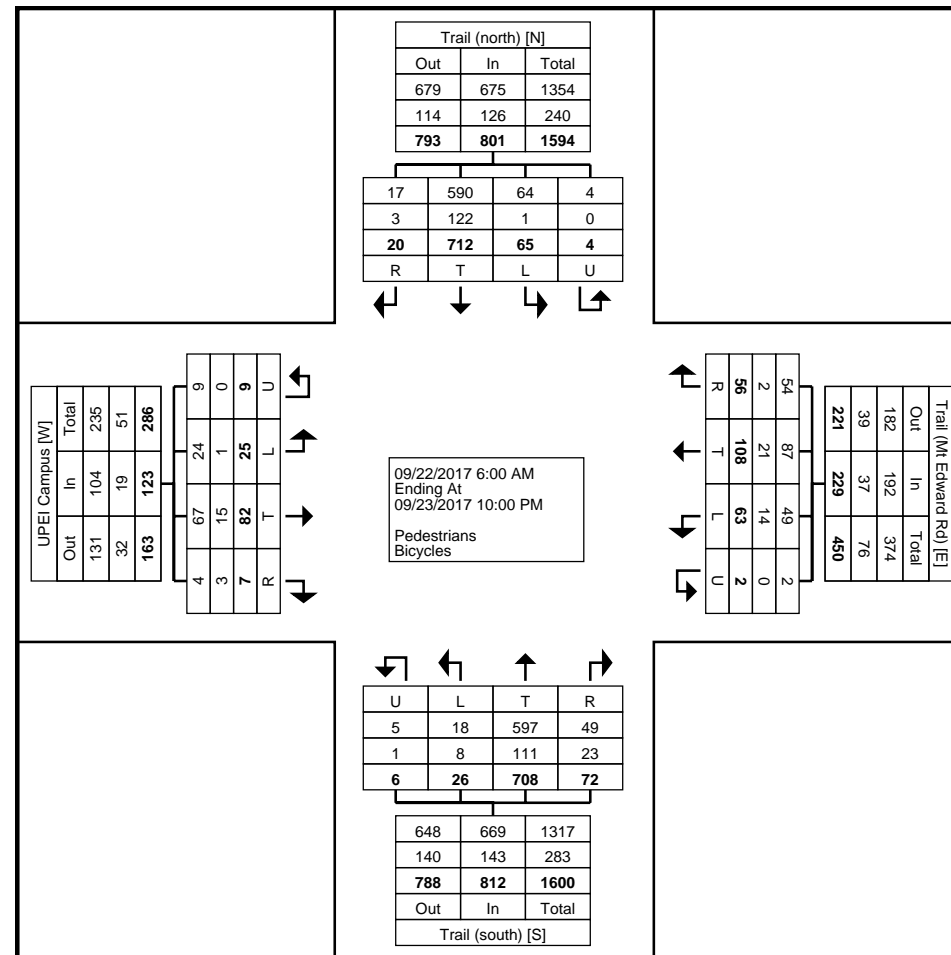
Hourly Total	0	8	0	0	8	2	0	0	0	2	0	6	0	0	6	0	0	0	0	0	16
8:00 AM	0	3	0	0	3	0	0	0	0	0	0	2	3	0	5	1	0	0	0	1	9
8:15 AM	0	4	0	0	4	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	9
8:30 AM	0	0	1	0	1	0	1	0	0	1	3	5	1	1	10	0	0	0	0	0	12
8:45 AM	0	4	0	0	4	0	1	0	1	2	0	2	0	1	3	0	0	0	0	0	9
Hourly Total	0	11	1	0	12	0	2	1	1	4	3	13	4	2	22	1	0	0	0	1	39
9:00 AM	0	2	0	0	2	1	0	0	0	1	1	2	0	0	3	0	0	0	0	0	6
9:15 AM	0	6	0	0	6	0	0	0	0	0	0	4	2	0	6	0	0	1	0	1	13
9:30 AM	0	2	0	0	2	1	2	1	0	4	0	4	0	0	4	0	0	0	0	0	10
9:45 AM	0	8	0	0	8	0	1	0	0	1	2	4	0	0	6	0	0	0	0	0	15
Hourly Total	0	18	0	0	18	2	3	1	0	6	3	14	2	0	19	0	0	1	0	1	44
10:00 AM	0	1	1	0	2	1	0	0	0	1	1	10	0	0	11	0	1	0	0	1	15
10:15 AM	1	4	0	1	6	3	0	1	0	4	1	4	0	0	5	0	0	1	0	1	16
10:30 AM	0	2	0	0	2	0	0	4	0	4	0	8	0	0	8	0	0	0	0	0	14
10:45 AM	0	4	1	1	6	0	2	0	0	2	2	7	0	0	9	0	2	0	0	2	19
Hourly Total	1	11	2	2	16	4	2	5	0	11	4	29	0	0	33	0	3	1	0	4	64
11:00 AM	0	6	4	0	10	0	1	0	0	1	0	5	0	0	5	0	2	0	0	2	18
11:15 AM	0	2	0	0	2	0	1	4	0	5	0	2	0	0	2	0	0	0	0	0	9
11:30 AM	0	4	0	0	4	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	7
11:45 AM	0	8	1	0	9	0	0	3	0	3	1	7	0	0	8	0	1	0	0	1	21
Hourly Total	0	20	5	0	25	0	2	8	0	10	1	16	0	0	17	0	3	0	0	3	55
12:00 PM	0	4	0	0	4	0	1	2	0	3	0	3	1	0	4	0	0	0	0	0	11
12:15 PM	0	1	0	0	1	0	1	0	0	1	0	4	3	0	7	0	0	0	1	1	10
12:30 PM	0	5	0	0	5	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	11
12:45 PM	0	4	0	0	4	0	1	0	0	1	2	8	0	0	10	0	0	1	0	1	16
Hourly Total	0	14	0	0	14	0	3	3	0	6	2	20	4	0	26	0	0	1	1	2	48
1:00 PM	0	4	2	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
1:15 PM	0	2	0	0	2	1	1	0	0	2	5	3	0	0	8	0	0	0	1	1	13
1:30 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
1:45 PM	0	11	0	0	11	0	2	0	0	2	0	6	1	0	7	0	0	0	0	0	20
Hourly Total	0	20	2	0	22	1	3	0	0	4	5	11	1	0	17	0	0	0	1	1	44
2:00 PM	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	11
2:15 PM	0	13	0	0	13	1	0	0	0	1	2	6	0	0	8	0	0	0	0	0	22
2:30 PM	0	3	0	0	3	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	7
2:45 PM	0	2	1	0	3	3	0	0	0	3	0	4	0	0	4	0	0	0	0	0	10
Hourly Total	0	22	1	0	23	4	0	0	0	4	3	20	0	0	23	0	0	0	0	0	50
3:00 PM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	1	1	7
3:15 PM	0	1	1	0	2	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	7
3:30 PM	0	7	0	0	7	0	1	0	0	1	1	3	0	0	4	0	1	0	0	1	13
3:45 PM	0	3	2	0	5	0	2	0	0	2	0	5	0	0	5	0	0	0	0	0	12
Hourly Total	0	12	3	0	15	0	3	0	0	3	2	17	0	0	19	0	1	0	1	2	39
4:00 PM	0	3	0	0	3	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	7
4:15 PM	0	6	0	0	6	0	0	0	0	0	1	0	0	0	1	2	0	0	0	2	9
4:30 PM	0	6	2	0	8	0	3	0	0	3	0	4	0	0	4	0	0	0	0	0	15
4:45 PM	0	4	0	0	4	3	0	0	0	3	0	1	0	0	1	0	1	0	0	1	9
Hourly Total	0	19	2	0	21	4	3	0	0	7	1	8	0	0	9	2	1	0	0	3	40
5:00 PM	0	5	0	0	5	0	1	0	0	1	0	10	0	0	10	0	0	0	0	0	16
5:15 PM	1	3	1	0	5	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	9
5:30 PM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
5:45 PM	0	1	0	0	1	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	5
Hourly Total	1	11	1	0	13	0	3	1	0	4	1	16	0	0	17	0	0	0	0	0	34
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6:15 PM	0	3	0	0	3	0	0	0	0	0	1	3	0	0	4	0	3	0	0	3	10
6:30 PM	0	3	0	0	3	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	5
6:45 PM	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	0	1	0	0	1	5
Hourly Total	0	7	0	0	7	0	0	0	0	0	4	5	0	0	9	0	4	0	0	4	20
7:00 PM	0	2	0	0	2	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	6
7:15 PM	0	1	4	0	5	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	8
7:30 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	3	0	0	3	5
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	3	4	0	7	1	4	0	0	5	0	4	0	0	4	0	3	0	0	3	19
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
8:15 PM	0	2	0	0	2	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	4
8:30 PM	0	1	0	0	1	0	1	1	0	2	1	0	0	0	1	0	0	0	0	0	4
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	3	0	0	3	0	1	2	0	3	2	2	0	0	4	0	0	0	0	0	10
9:00 PM	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	5
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
9:45 PM	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	6
Hourly Total	0	1	5	0	6	0	1	0	0	1	0	2	0	0	2	0	3	0	0	3	12
Grand Total	20	712	65	4	801	56	108	63	2	229	72	708	26	6	812	7	82	25	9	123	1965
Approach %	2.5	88.9	8.1	0.5	-	24.5	47.2	27.5	0.9	-	8.9	87.2	3.2	0.7	-	5.7	66.7	20.3	7.3	-	-
Total %	1.0	36.2	3.3	0.2	40.8	2.8	5.5	3.2	0.1	11.7	3.7	36.0	1.3	0.3	41.3	0.4	4.2	1.3	0.5	6.3	-
Pedestrians	17	590	64	4	675	54	87	49	2	192	49	597	18	5	669	4	67	24	9	104	1640
% Pedestrians	85.0	82.9	98.5	100.0	84.3	96.4	80.6	77.8	100.0	83.8	68.1	84.3	69.2	83.3	82.4	57.1	81.7	96.0	100.0	84.6	83.5
Bicycles	3	122	1	0	126	2	21	14	0	37	23	111	8	1	143	3	15	1	0	19	325
% Bicycles	15.0	17.1	1.5	0.0	15.7	3.6	19.4	22.2	0.0	16.2	31.9	15.7	30.8	16.7	17.6	42.9	18.3	4.0	0.0	15.4	16.5



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Count Name: UPEI Trail
Site Code:
Start Date: 09/22/2017
Page No: 5



Turning Movement Data Plot



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 Page No: 6

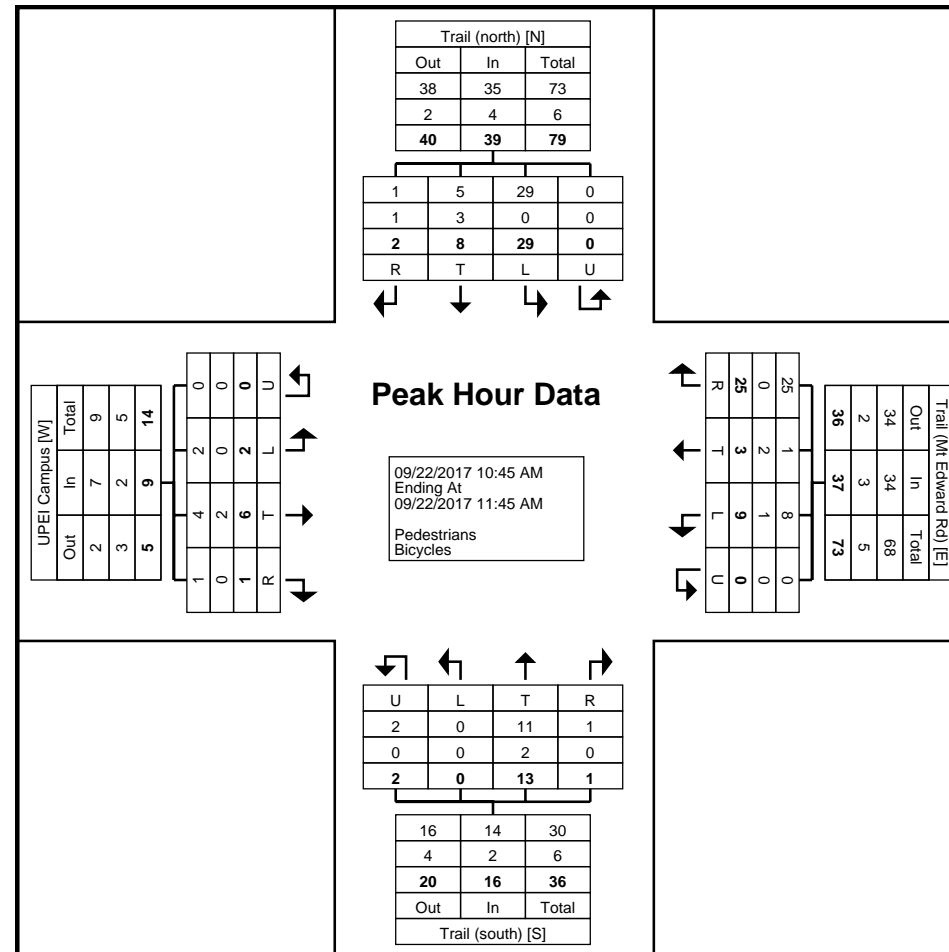
Turning Movement Peak Hour Data (10:45 AM)

Start Time	Trail (north) Southbound					Trail (Mt Edward Rd) Westbound					Trail (south) Northbound					UPEI Campus Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
10:45 AM	0	4	1	0	5	0	0	5	0	5	1	3	0	0	4	0	0	0	0	0	14
11:00 AM	2	1	2	0	5	23	2	0	0	25	0	6	0	0	6	0	0	0	0	0	36
11:15 AM	0	2	0	0	2	2	1	4	0	7	0	3	0	2	5	0	1	1	0	2	16
11:30 AM	0	1	26	0	27	0	0	0	0	0	0	1	0	0	1	1	5	1	0	7	35
Total	2	8	29	0	39	25	3	9	0	37	1	13	0	2	16	1	6	2	0	9	101
Approach %	5.1	20.5	74.4	0.0	-	67.6	8.1	24.3	0.0	-	6.3	81.3	0.0	12.5	-	11.1	66.7	22.2	0.0	-	-
Total %	2.0	7.9	28.7	0.0	38.6	24.8	3.0	8.9	0.0	36.6	1.0	12.9	0.0	2.0	15.8	1.0	5.9	2.0	0.0	8.9	-
PHF	0.250	0.500	0.279	0.000	0.361	0.272	0.375	0.450	0.000	0.370	0.250	0.542	0.000	0.250	0.667	0.250	0.300	0.500	0.000	0.321	0.701
Pedestrians	1	5	29	0	35	25	1	8	0	34	1	11	0	2	14	1	4	2	0	7	90
% Pedestrians	50.0	62.5	100.0	-	89.7	100.0	33.3	88.9	-	91.9	100.0	84.6	-	100.0	87.5	100.0	66.7	100.0	-	77.8	89.1
Bicycles	1	3	0	0	4	0	2	1	0	3	0	2	0	0	2	0	2	0	0	2	11
% Bicycles	50.0	37.5	0.0	-	10.3	0.0	66.7	11.1	-	8.1	0.0	15.4	-	0.0	12.5	0.0	33.3	0.0	-	22.2	10.9



CBCL : Charlottetown
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902.892.0303 markmacd@cbcl.ca

Count Name: UPEI Trail
Site Code:
Start Date: 09/22/2017
Page No: 7



Turning Movement Peak Hour Data Plot (10:45 AM)



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Count Name: UPEI Trail
 Site Code:
 Start Date: 09/22/2017
 Page No: 8

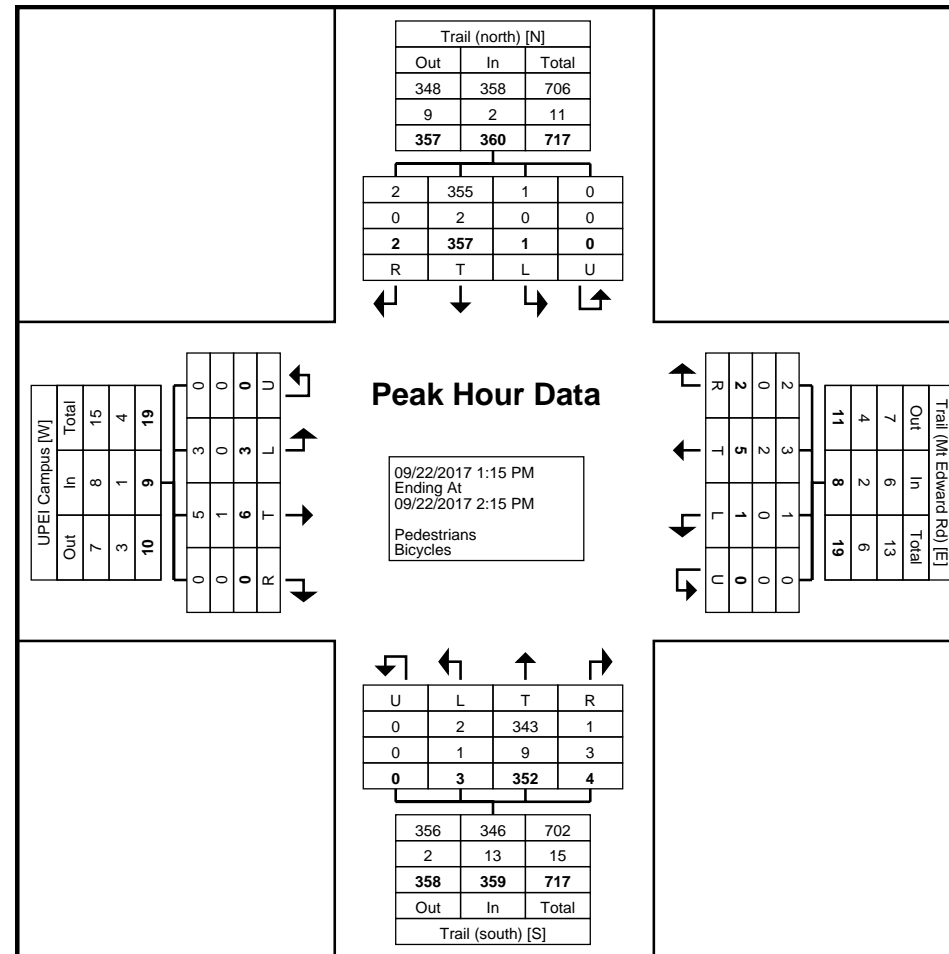
Turning Movement Peak Hour Data (1:15 PM)

Start Time	Trail (north) Southbound					Trail (Mt Edward Rd) Westbound					Trail (south) Northbound					UPEI Campus Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
1:15 PM	0	4	0	0	4	1	2	1	0	4	0	3	2	0	5	0	4	2	0	6	19
1:30 PM	0	1	0	0	1	0	3	0	0	3	2	6	0	0	8	0	0	0	0	0	12
1:45 PM	0	83	1	0	84	1	0	0	0	1	1	109	0	0	110	0	1	1	0	2	197
2:00 PM	2	269	0	0	271	0	0	0	0	0	1	234	1	0	236	0	1	0	0	1	508
Total	2	357	1	0	360	2	5	1	0	8	4	352	3	0	359	0	6	3	0	9	736
Approach %	0.6	99.2	0.3	0.0	-	25.0	62.5	12.5	0.0	-	1.1	98.1	0.8	0.0	-	0.0	66.7	33.3	0.0	-	-
Total %	0.3	48.5	0.1	0.0	48.9	0.3	0.7	0.1	0.0	1.1	0.5	47.8	0.4	0.0	48.8	0.0	0.8	0.4	0.0	1.2	-
PHF	0.250	0.332	0.250	0.000	0.332	0.500	0.417	0.250	0.000	0.500	0.500	0.376	0.375	0.000	0.380	0.000	0.375	0.375	0.000	0.375	0.362
Pedestrians	2	355	1	0	358	2	3	1	0	6	1	343	2	0	346	0	5	3	0	8	718
% Pedestrians	100.0	99.4	100.0	-	99.4	100.0	60.0	100.0	-	75.0	25.0	97.4	66.7	-	96.4	-	83.3	100.0	-	88.9	97.6
Bicycles	0	2	0	0	2	0	2	0	0	2	3	9	1	0	13	0	1	0	0	1	18
% Bicycles	0.0	0.6	0.0	-	0.6	0.0	40.0	0.0	-	25.0	75.0	2.6	33.3	-	3.6	-	16.7	0.0	-	11.1	2.4



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Count Name: UPEI Trail
Site Code:
Start Date: 09/22/2017
Page No: 9



Turning Movement Peak Hour Data Plot (1:15 PM)



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Count Name: UPEI Trail
 Site Code:
 Start Date: 09/22/2017
 Page No: 10

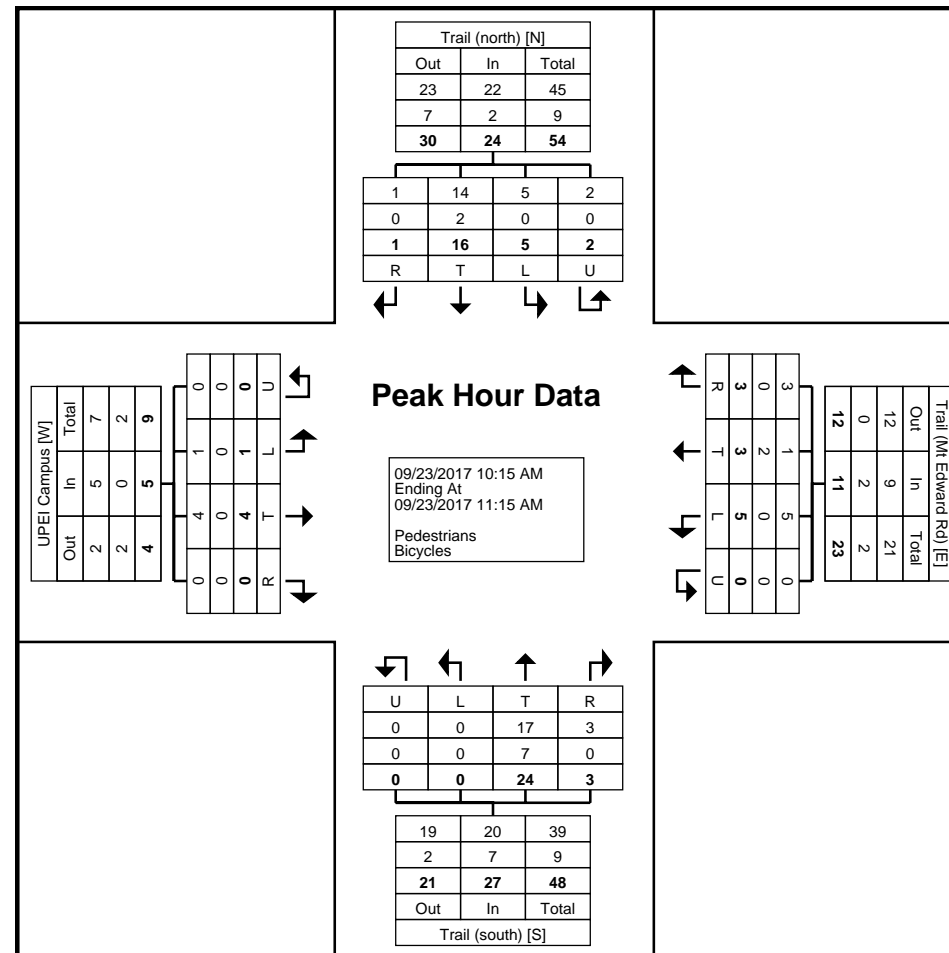
Turning Movement Peak Hour Data (10:15 AM)

Start Time	Trail (north) Southbound					Trail (Mt Edward Rd) Westbound					Trail (south) Northbound					UPEI Campus Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
10:15 AM	1	4	0	1	6	3	0	1	0	4	1	4	0	0	5	0	0	1	0	1	16
10:30 AM	0	2	0	0	2	0	0	4	0	4	0	8	0	0	8	0	0	0	0	0	14
10:45 AM	0	4	1	1	6	0	2	0	0	2	2	7	0	0	9	0	2	0	0	2	19
11:00 AM	0	6	4	0	10	0	1	0	0	1	0	5	0	0	5	0	2	0	0	2	18
Total	1	16	5	2	24	3	3	5	0	11	3	24	0	0	27	0	4	1	0	5	67
Approach %	4.2	66.7	20.8	8.3	-	27.3	27.3	45.5	0.0	-	11.1	88.9	0.0	0.0	-	0.0	80.0	20.0	0.0	-	-
Total %	1.5	23.9	7.5	3.0	35.8	4.5	4.5	7.5	0.0	16.4	4.5	35.8	0.0	0.0	40.3	0.0	6.0	1.5	0.0	7.5	-
PHF	0.250	0.667	0.313	0.500	0.600	0.250	0.375	0.313	0.000	0.688	0.375	0.750	0.000	0.000	0.750	0.000	0.500	0.250	0.000	0.625	0.882
Pedestrians	1	14	5	2	22	3	1	5	0	9	3	17	0	0	20	0	4	1	0	5	56
% Pedestrians	100.0	87.5	100.0	100.0	91.7	100.0	33.3	100.0	-	81.8	100.0	70.8	-	-	74.1	-	100.0	100.0	-	100.0	83.6
Bicycles	0	2	0	0	2	0	2	0	0	2	0	7	0	0	7	0	0	0	0	0	11
% Bicycles	0.0	12.5	0.0	0.0	8.3	0.0	66.7	0.0	-	18.2	0.0	29.2	-	-	25.9	-	0.0	0.0	-	0.0	16.4



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Site Code:
Start Date: 09/22/2017
Page No: 11



Turning Movement Peak Hour Data Plot (10:15 AM)

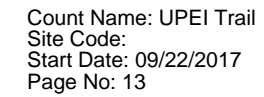


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Count Name: UPEI Trail
 Site Code:
 Start Date: 09/22/2017
 Page No: 12

Turning Movement Peak Hour Data (1:45 PM)

Start Time	Trail (north) Southbound					Trail (Mt Edward Rd) Westbound					Trail (south) Northbound					UPEI Campus Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
1:45 PM	0	11	0	0	11	0	2	0	0	2	0	6	1	0	7	0	0	0	0	0	20
2:00 PM	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	11
2:15 PM	0	13	0	0	13	1	0	0	0	1	2	6	0	0	8	0	0	0	0	0	22
2:30 PM	0	3	0	0	3	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	7
Total	0	31	0	0	31	1	2	0	0	3	3	22	1	0	26	0	0	0	0	0	60
Approach %	0.0	100.0	0.0	0.0	-	33.3	66.7	0.0	0.0	-	11.5	84.6	3.8	0.0	-	NaN	NaN	NaN	NaN	-	-
Total %	0.0	51.7	0.0	0.0	51.7	1.7	3.3	0.0	0.0	5.0	5.0	36.7	1.7	0.0	43.3	0.0	0.0	0.0	0.0	0.0	-
PHF	0.000	0.596	0.000	0.000	0.596	0.250	0.250	0.000	0.000	0.375	0.375	0.786	0.250	0.000	0.813	0.000	0.000	0.000	0.000	0.000	0.682
Pedestrians	0	18	0	0	18	1	2	0	0	3	2	13	1	0	16	0	0	0	0	0	37
% Pedestrians	-	58.1	-	-	58.1	100.0	100.0	-	-	100.0	66.7	59.1	100.0	-	61.5	-	-	-	-	-	61.7
Bicycles	0	13	0	0	13	0	0	0	0	0	1	9	0	0	10	0	0	0	0	0	23
% Bicycles	-	41.9	-	-	41.9	0.0	0.0	-	-	0.0	33.3	40.9	0.0	-	38.5	-	-	-	-	-	38.3



Belvedere Ave Trail Crossing - Ped & Bike Junction

Fri Sep 15, 2017

Full Length (6AM-10PM (+1))

All Classes (Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 448497, Location: 46.253776, -63.134433



Provided by: CBCL Limited

135 St. Peters Road, Suite 201, PO Box 1659, Charlottetown, PE, C1A 7N4, CA

Leg Direction	Belvedere (west) Eastbound		Belvedere (east) Westbound		Trail (south) Northbound		Trail (north) Southbound		Farmers Market Northeastbound		
Time	App	Ped*	App	Ped*	App	Ped*	App	Ped*	App	Ped*	Int
2017-09-15 6:00AM	0	0	0	0	0	0	0	2	0	0	0
6:15AM	0	0	0	0	0	0	0	2	0	0	0
6:30AM	0	0	0	1	0	5	0	1	0	0	0
6:45AM	0	0	0	0	0	4	0	1	0	0	0
Hourly Total	0	0	0	1	0	9	0	6	0	0	0
7:00AM	0	0	0	0	0	2	0	6	0	0	0
7:15AM	0	0	0	0	0	1	0	0	0	0	0
7:30AM	0	0	0	2	0	6	0	1	0	0	0
7:45AM	0	0	0	3	0	7	0	1	0	1	0
Hourly Total	0	0	0	5	0	16	0	8	0	1	0
8:00AM	0	1	0	0	0	6	0	4	0	0	0
8:15AM	0	4	0	3	0	7	0	3	0	0	0
8:30AM	0	2	0	0	0	6	0	7	0	0	0
8:45AM	0	2	0	0	0	5	0	3	0	1	0
Hourly Total	0	9	0	3	0	24	0	17	0	1	0
9:00AM	0	0	0	3	0	9	0	1	0	0	0
9:15AM	0	0	0	5	0	2	0	2	0	0	0
9:30AM	0	0	0	2	0	6	0	2	0	0	0
9:45AM	0	0	0	0	0	6	0	2	0	0	0
Hourly Total	0	0	0	10	0	23	0	7	0	0	0
10:00AM	0	2	0	4	0	6	0	2	0	0	0
10:15AM	0	2	0	3	0	6	0	4	0	0	0
10:30AM	0	0	0	1	0	2	0	3	0	0	0
10:45AM	0	1	0	0	0	3	0	3	0	0	0
Hourly Total	0	5	0	8	0	17	0	12	0	0	0
11:00AM	0	3	0	2	0	4	0	6	0	0	0
11:15AM	0	1	0	2	0	2	0	5	0	0	0
11:30AM	0	4	0	0	0	2	0	2	0	0	0
11:45AM	0	0	0	1	0	0	0	3	0	0	0
Hourly Total	0	8	0	5	0	8	0	16	0	0	0
12:00PM	0	1	0	2	0	4	0	7	0	0	0
12:15PM	0	14	0	1	0	5	0	5	0	0	0
12:30PM	0	2	0	3	0	9	0	6	0	0	0
12:45PM	0	0	0	0	0	3	0	2	0	0	0
Hourly Total	0	17	0	6	0	21	0	20	0	0	0
1:00PM	0	0	0	1	0	3	0	4	0	1	0
1:15PM	0	3	0	0	0	2	0	3	0	0	0
1:30PM	0	1	0	2	0	5	0	2	0	1	0

Leg Direction	Belvedere (west) Eastbound		Belvedere (east) Westbound		Trail (south) Northbound		Trail (north) Southbound		Farmers Market Northeastbound		
Time	App	Ped*	App	Ped*	App	Ped*	App	Ped*	App	Ped*	Int
1:45PM	0	2	0	2	0	3	0	5	0	0	0
Hourly Total	0	6	0	5	0	13	0	14	0	2	0
2:00PM	0	2	0	1	0	19	0	5	0	0	0
2:15PM	0	5	0	0	0	9	0	1	0	1	0
2:30PM	0	5	0	3	0	4	0	3	0	0	0
2:45PM	0	1	0	0	0	4	0	4	0	0	0
Hourly Total	0	13	0	4	0	36	0	13	0	1	0
3:00PM	0	3	0	1	0	3	0	4	0	1	0
3:15PM	0	3	0	0	0	5	0	4	0	0	0
3:30PM	0	5	0	3	0	7	0	8	0	0	0
3:45PM	0	0	0	2	0	8	0	2	0	0	0
Hourly Total	0	11	0	6	0	23	0	18	0	1	0
4:00PM	0	2	0	3	0	1	0	5	0	1	0
4:15PM	0	4	0	3	0	3	0	2	0	1	0
4:30PM	0	0	0	1	0	3	0	2	0	1	0
4:45PM	0	2	0	0	0	3	0	7	0	0	0
Hourly Total	0	8	0	7	0	10	0	16	0	3	0
5:00PM	0	1	0	0	0	7	0	9	0	0	0
5:15PM	0	4	0	0	0	4	0	11	0	0	0
5:30PM	0	0	0	1	0	4	0	7	0	0	0
5:45PM	0	1	0	0	0	9	0	5	0	0	0
Hourly Total	0	6	0	1	0	24	0	32	0	0	0
6:00PM	0	1	0	0	0	3	0	3	0	0	0
6:15PM	0	1	0	0	0	1	0	5	0	0	0
6:30PM	0	1	0	0	0	7	0	4	0	0	0
6:45PM	0	4	0	0	0	3	0	1	0	0	0
Hourly Total	0	7	0	0	0	14	0	13	0	0	0
7:00PM	0	1	0	0	0	4	0	0	0	0	0
7:15PM	0	0	0	1	0	1	0	8	0	0	0
7:30PM	0	1	0	0	0	0	0	3	0	0	0
7:45PM	0	3	0	0	0	4	0	0	0	1	0
Hourly Total	0	5	0	1	0	9	0	11	0	1	0
8:00PM	0	0	0	1	0	3	0	0	0	0	0
8:15PM	0	0	0	1	0	0	0	2	0	0	0
8:30PM	0	0	0	0	0	1	0	0	0	0	0
8:45PM	0	1	0	0	0	0	0	1	0	0	0
Hourly Total	0	1	0	2	0	4	0	3	0	0	0
9:00PM	0	4	0	0	0	1	0	2	0	0	0
9:15PM	0	0	0	1	0	0	0	0	0	0	0
9:30PM	0	2	0	0	0	1	0	1	0	0	0
9:45PM	0	2	0	0	0	0	0	0	0	0	0
Hourly Total	0	8	0	1	0	2	0	3	0	0	0
2017-09-16 6:00AM	0	0	0	0	0	0	0	0	0	1	0
6:15AM	0	0	0	0	0	0	0	1	0	0	0
6:30AM	0	0	0	0	0	0	0	2	0	0	0

Leg Direction	Belvedere (west) Eastbound		Belvedere (east) Westbound		Trail (south) Northbound		Trail (north) Southbound		Farmers Market Northeastbound		
Time	App	Ped*	App	Ped*	App	Ped*	App	Ped*	App	Ped*	Int
6:45AM	0	0	0	0	0	1	0	0	0	1	0
Hourly Total	0	0	0	0	0	1	0	3	0	2	0
7:00AM	0	0	0	0	0	1	0	1	0	0	0
7:15AM	0	0	0	1	0	1	0	0	0	0	0
7:30AM	0	0	0	0	0	1	0	0	0	0	0
7:45AM	0	0	0	0	0	3	0	2	0	0	0
Hourly Total	0	0	0	1	0	6	0	3	0	0	0
8:00AM	0	1	0	0	0	4	0	0	0	0	0
8:15AM	0	3	0	4	0	5	0	2	0	0	0
8:30AM	0	0	0	0	0	5	0	2	0	0	0
8:45AM	0	1	0	1	0	4	0	2	0	3	0
Hourly Total	0	5	0	5	0	18	0	6	0	3	0
9:00AM	0	2	0	1	0	3	0	3	0	0	0
9:15AM	0	0	0	1	0	0	0	2	0	2	0
9:30AM	0	0	0	3	0	4	0	5	0	0	0
9:45AM	0	2	0	3	0	4	0	4	0	1	0
Hourly Total	0	4	0	8	0	11	0	14	0	3	0
10:00AM	0	1	0	4	0	5	0	4	0	1	0
10:15AM	0	0	0	3	0	13	0	3	0	1	0
10:30AM	0	8	0	2	0	7	0	0	0	5	0
10:45AM	0	0	0	0	0	8	0	5	0	1	0
Hourly Total	0	9	0	9	0	33	0	12	0	8	0
11:00AM	0	1	0	4	0	12	0	9	0	3	0
11:15AM	0	0	0	0	0	2	0	3	0	2	0
11:30AM	0	3	0	1	0	4	0	3	0	7	0
11:45AM	0	0	0	2	0	12	0	1	0	3	0
Hourly Total	0	4	0	7	0	30	0	16	0	15	0
12:00PM	0	2	0	1	0	6	0	5	0	3	0
12:15PM	0	3	0	4	0	9	0	8	0	3	0
12:30PM	0	1	0	0	0	2	0	5	0	3	0
12:45PM	0	1	0	0	0	4	0	3	0	0	0
Hourly Total	0	7	0	5	0	21	0	21	0	9	0
1:00PM	0	0	0	2	0	1	0	2	0	0	0
1:15PM	0	0	0	1	0	3	0	2	0	2	0
1:30PM	0	0	0	0	0	7	0	6	0	0	0
1:45PM	0	7	0	4	0	7	0	5	0	1	0
Hourly Total	0	7	0	7	0	18	0	15	0	3	0
2:00PM	0	1	0	1	0	3	0	4	0	2	0
2:15PM	0	0	0	0	0	4	0	3	0	1	0
2:30PM	0	3	0	1	0	9	0	4	0	0	0
2:45PM	0	2	0	1	0	7	0	4	0	0	0
Hourly Total	0	6	0	3	0	23	0	15	0	3	0
3:00PM	0	0	0	2	0	5	0	0	0	0	0
3:15PM	0	2	0	0	0	3	0	3	0	1	0
3:30PM	0	0	0	0	0	5	0	1	0	0	0

Leg Direction	Belvedere (west) Eastbound		Belvedere (east) Westbound		Trail (south) Northbound		Trail (north) Southbound		Farmers Market Northeastbound		
Time	App	Ped*	App	Ped*	App	Ped*	App	Ped*	App	Ped*	Int
3:45PM	0	0	0	0	0	1	0	8	0	0	0
Hourly Total	0	2	0	2	0	14	0	12	0	1	0
4:00PM	0	0	0	1	0	4	0	12	0	0	0
4:15PM	0	1	0	0	0	3	0	2	0	0	0
4:30PM	0	1	0	1	0	3	0	1	0	1	0
4:45PM	0	1	0	0	0	3	0	4	0	0	0
Hourly Total	0	3	0	2	0	13	0	19	0	1	0
5:00PM	0	3	0	1	0	1	0	0	0	0	0
5:15PM	0	1	0	0	0	0	0	2	0	0	0
5:30PM	0	0	0	0	0	7	0	3	0	0	0
5:45PM	0	0	0	1	0	0	0	2	0	0	0
Hourly Total	0	4	0	2	0	8	0	7	0	0	0
6:00PM	0	0	0	0	0	1	0	0	0	0	0
6:15PM	0	2	0	0	0	3	0	0	0	0	0
6:30PM	0	3	0	0	0	0	0	1	0	0	0
6:45PM	0	1	0	1	0	1	0	1	0	0	0
Hourly Total	0	6	0	1	0	5	0	2	0	0	0
7:00PM	0	1	0	0	0	1	0	0	0	0	0
7:15PM	0	0	0	0	0	2	0	1	0	0	0
7:30PM	0	0	0	0	0	3	0	0	0	1	0
7:45PM	0	0	0	0	0	2	0	1	0	0	0
Hourly Total	0	1	0	0	0	8	0	2	0	1	0
8:00PM	0	0	0	0	0	0	0	1	0	0	0
8:15PM	0	1	0	0	0	0	0	0	0	0	0
8:30PM	0	0	0	0	0	0	0	0	0	0	0
8:45PM	0	2	0	0	0	3	0	1	0	0	0
Hourly Total	0	3	0	0	0	3	0	2	0	0	0
9:00PM	0	0	0	0	0	3	0	0	0	0	0
9:15PM	0	0	0	0	0	0	0	1	0	0	0
9:30PM	0	1	0	0	0	2	0	2	0	0	0
9:45PM	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	0	5	0	3	0	0	0
Total	0	166	0	117	0	470	0	361	0	59	0
% Approach	-	-	-	-	-	-	-	-	-	-	-
% Total	-	-	-	-	-	-	-	-	-	-	-
Pedestrians		133		102		286		222		38	
% Pedestrians		80.1%		87.2%		60.9%		61.5%		64.4%	
Bicycles		33		15		184		139		21	
% Bicycles		19.9%		12.8%		39.1%		38.5%		35.6%	

* Pedestrians and Bicycles on Crosswalk.

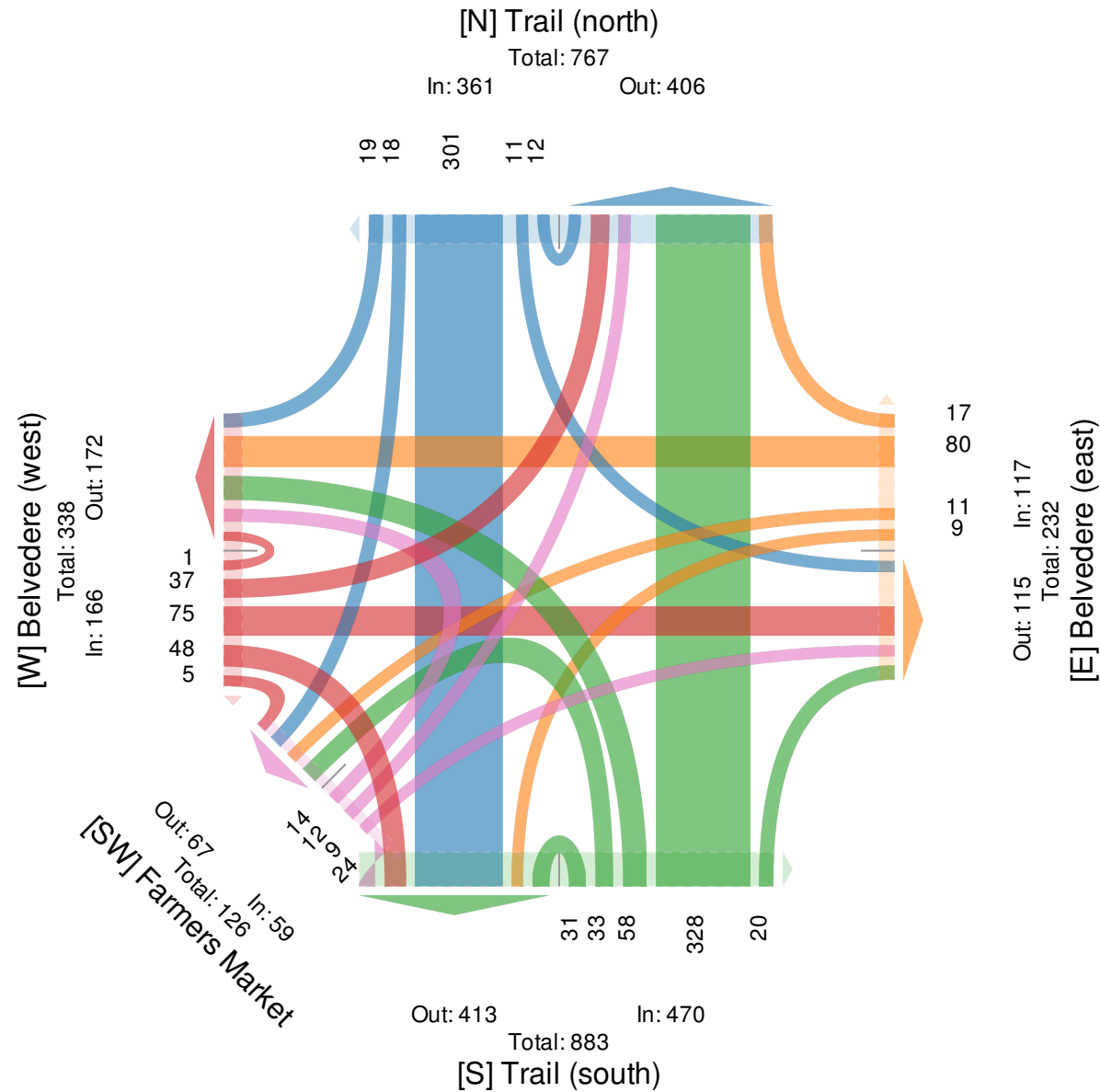
Belvedere Ave Trail Crossing - Ped & Bike Junction

Fri Sep 15, 2017
Full Length (6AM-10PM (+1))
All Classes (Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 448497, Location: 46.253776, -63.134433



Provided by: CBCL Limited

135 St. Peters Road, Suite 201, PO Box 1659, Charlottetown, PE, C1A 7N4, CA



Belvedere Ave Trail Crossing - Ped & Bike Junction

Fri Sep 15, 2017

PM Peak (WKND) (Sep 15 2017 2PM - 3PM)

All Classes (Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 448497, Location: 46.253776, -63.134433



Provided by: CBCL Limited

135 St. Peters Road, Suite 201, PO Box 1659, Charlottetown, PE, C1A 7N4, CA

Leg Direction	Belvedere (west) Eastbound		Belvedere (east) Westbound		Trail (south) Northbound		Trail (north) Southbound		Farmers Market Northeastbound		
Time	App	Ped*	App	Ped*	App	Ped*	App	Ped*	App	Ped*	Int
2017-09-15 2:00PM	0	2	0	1	0	19	0	5	0	0	0
2:15PM	0	5	0	0	0	9	0	1	0	1	0
2:30PM	0	5	0	3	0	4	0	3	0	0	0
2:45PM	0	1	0	0	0	4	0	4	0	0	0
Total	0	13	0	4	0	36	0	13	0	1	0
% Approach	-	-	-	-	-	-	-	-	-	-	-
% Total	-	-	-	-	-	-	-	-	-	-	-
PHF	0.650	-	0.333	-	0.474	-	0.650	-	0.250	-	0.620
Pedestrians		11		3		29		7		1	
% Pedestrians		84.6%		75.0%		80.6%		53.8%		100%	
Bicycles		2		1		7		6		0	
% Bicycles		15.4%		25.0%		19.4%		46.2%		0%	

* Pedestrians and Bicycles on Crosswalk.

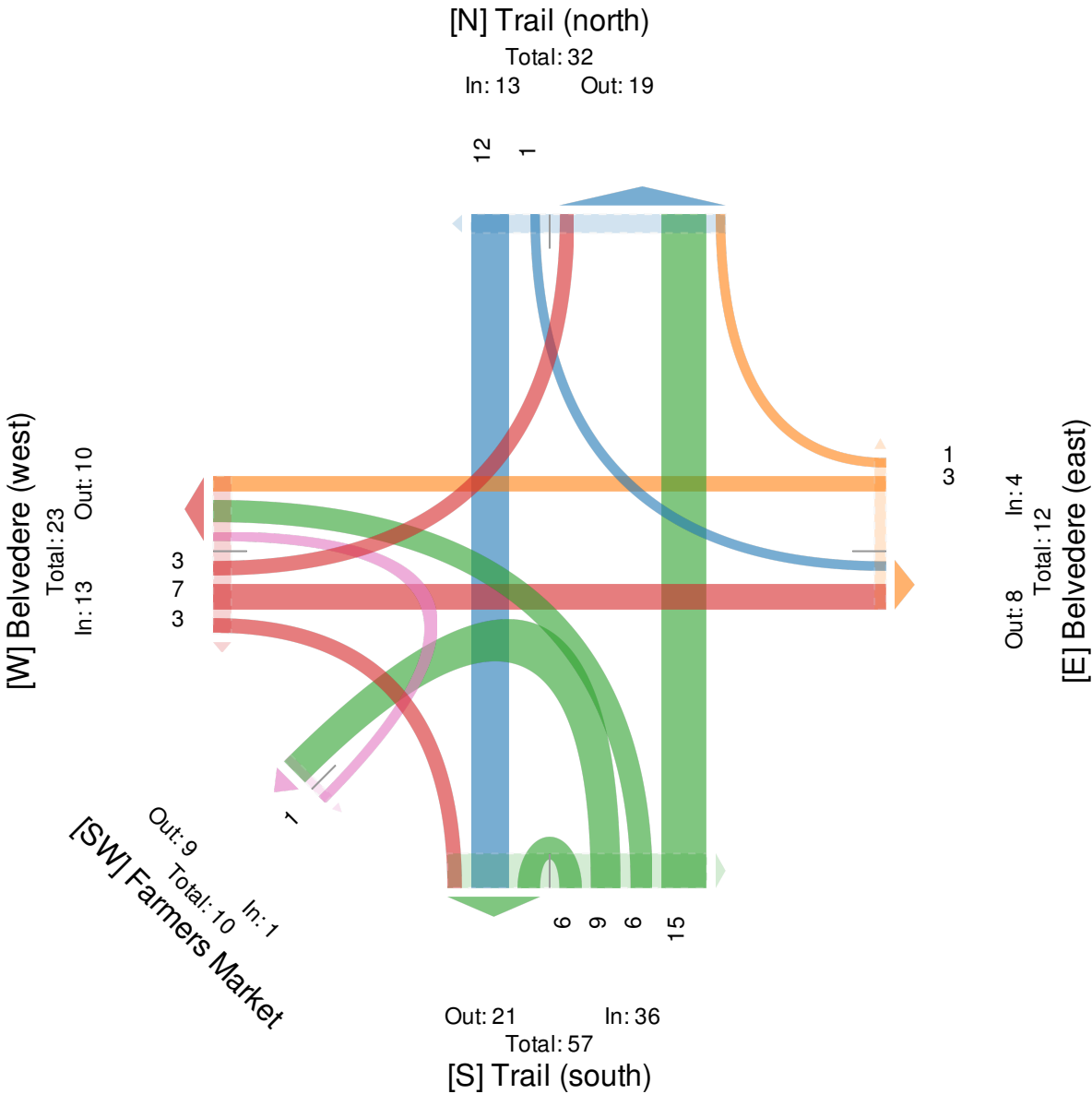
Belvedere Ave Trail Crossing - Ped & Bike Junction

Fri Sep 15, 2017
PM Peak (WKND) (Sep 15 2017 2PM - 3PM)
All Classes (Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 448497, Location: 46.253776, -63.134433



Provided by: CBCL Limited

135 St. Peters Road, Suite 201, PO Box 1659, Charlottetown, PE, C1A 7N4, CA



Belvedere Ave Trail Crossing - Ped & Bike Junction

Sat Sep 16, 2017

AM Peak (WKND) (Sep 16 2017 10:15AM - 11:15AM) - Overall Peak Hour

All Classes (Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 448497, Location: 46.253776, -63.134433



Provided by: CBCL Limited

135 St. Peters Road, Suite 201, PO Box 1659, Charlottetown, PE, C1A 7N4, CA

Leg Direction	Belvedere (west) Eastbound		Belvedere (east) Westbound		Trail (south) Northbound		Trail (north) Southbound		Farmers Market Northeastbound		
Time	App	Ped*	App	Ped*	App	Ped*	App	Ped*	App	Ped*	Int
2017-09-16 10:15AM	0	0	0	3	0	13	0	3	0	1	0
10:30AM	0	8	0	2	0	7	0	0	0	5	0
10:45AM	0	0	0	0	0	8	0	5	0	1	0
11:00AM	0	1	0	4	0	12	0	9	0	3	0
Total	0	9	0	9	0	40	0	17	0	10	0
% Approach	-	-	-	-	-	-	-	-	-	-	-
% Total	-	-	-	-	-	-	-	-	-	-	-
PHF	0.281	-	0.563	-	0.769	-	0.472	-	0.500	-	0.733
Pedestrians		9		8		18		15		8	
% Pedestrians		100%		88.9%		45.0%		88.2%		80.0%	
Bicycles		0		1		22		2		2	
% Bicycles		0%		11.1%		55.0%		11.8%		20.0%	

* Pedestrians and Bicycles on Crosswalk.

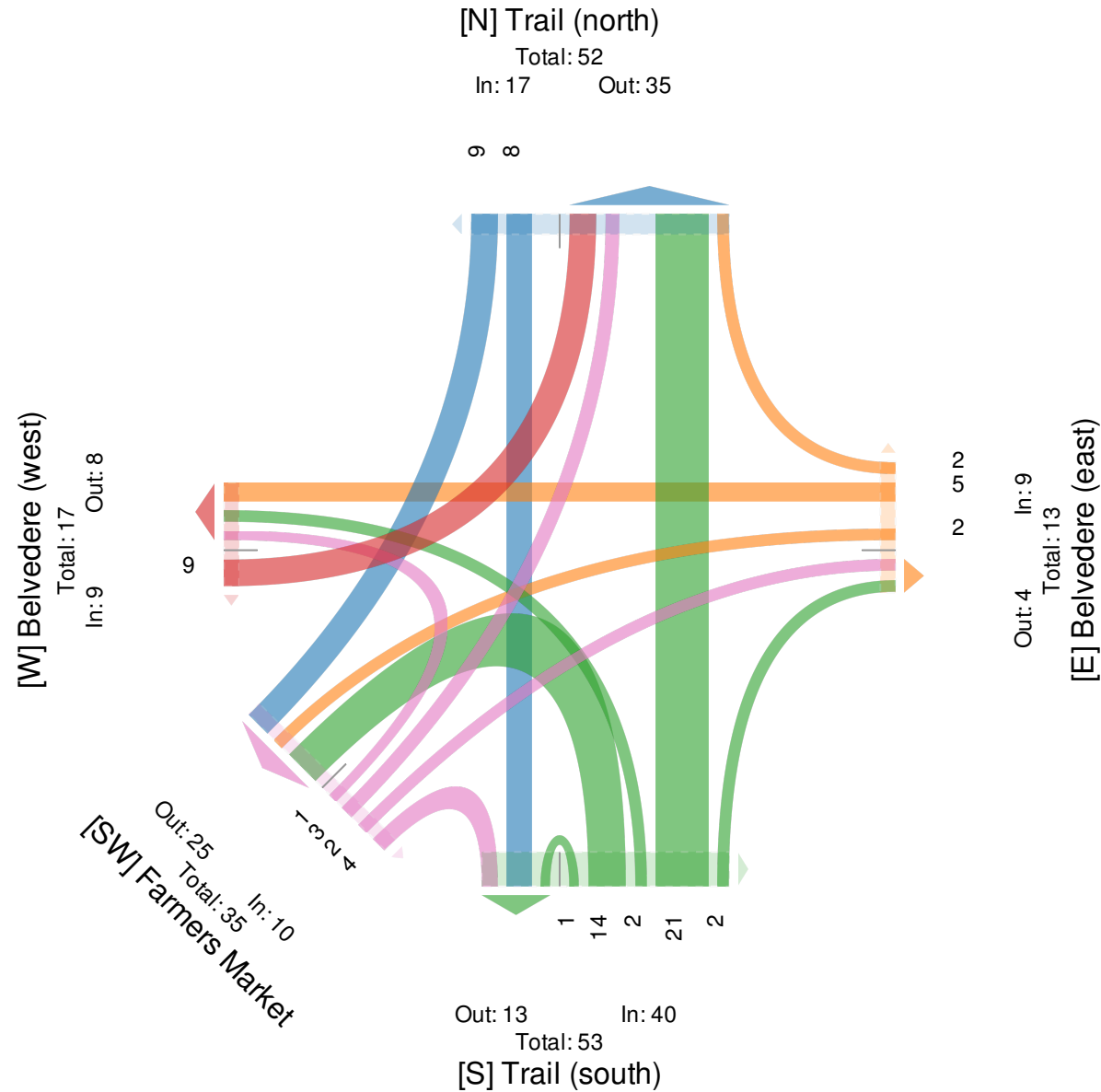
Belvedere Ave Trail Crossing - Ped & Bike Junction

Sat Sep 16, 2017
AM Peak (WKND) (Sep 16 2017 10:15AM - 11:15AM) - Overall Peak Hour
All Classes (Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 448497, Location: 46.253776, -63.134433



Provided by: CBCL Limited

135 St. Peters Road, Suite 201, PO Box 1659, Charlottetown, PE, C1A 7N4, CA



Belvedere Ave Trail Crossing - Ped & Bike Junction

Sat Sep 16, 2017

Midday Peak (WKND) (Sep 16 2017 11:30AM - 12:30PM)

All Classes (Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 448497, Location: 46.253776, -63.134433



Provided by: CBCL Limited

135 St. Peters Road, Suite 201, PO Box 1659, Charlottetown, PE, C1A 7N4, CA

Leg Direction	Belvedere (west) Eastbound		Belvedere (east) Westbound		Trail (south) Northbound		Trail (north) Southbound		Farmers Market Northeastbound		
Time	App	Ped*	App	Ped*	App	Ped*	App	Ped*	App	Ped*	Int
2017-09-16 11:30AM	0	3	0	1	0	4	0	3	0	7	0
11:45AM	0	0	0	2	0	12	0	1	0	3	0
12:00PM	0	2	0	1	0	6	0	5	0	3	0
12:15PM	0	3	0	4	0	9	0	8	0	3	0
Total	0	8	0	8	0	31	0	17	0	16	0
% Approach	-	-	-	-	-	-	-	-	-	-	-
% Total	-	-	-	-	-	-	-	-	-	-	-
PHF	0.667	-	0.500	-	0.646	-	0.531	-	0.571	-	0.741
Pedestrians		5		8		22		11		9	
% Pedestrians		62.5%		100%		71.0%		64.7%		56.3%	
Bicycles		3		0		9		6		7	
% Bicycles		37.5%		0%		29.0%		35.3%		43.8%	

* Pedestrians and Bicycles on Crosswalk.

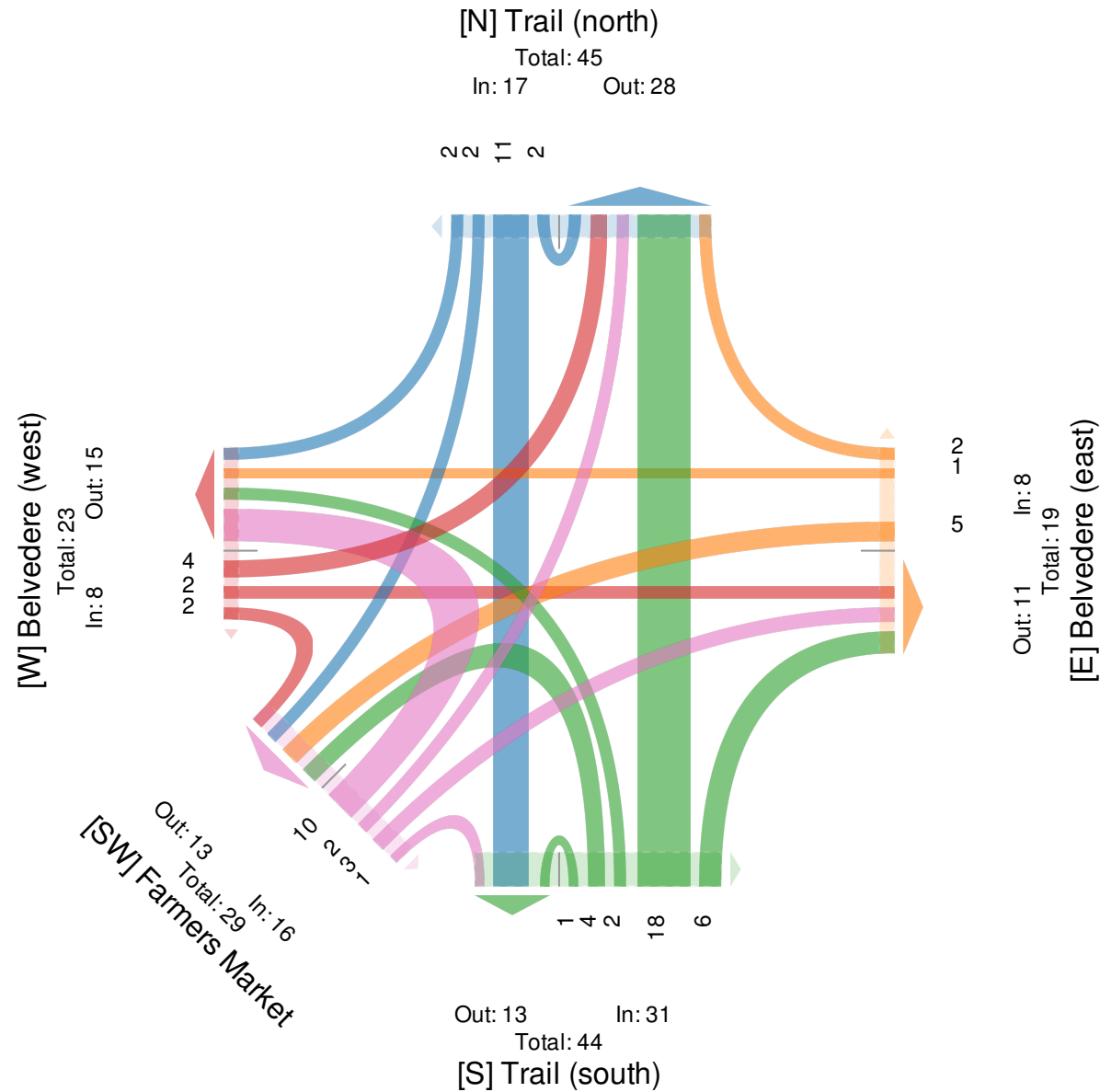
Belvedere Ave Trail Crossing - Ped & Bike Junction

Sat Sep 16, 2017
Midday Peak (WKND) (Sep 16 2017 11:30AM - 12:30PM)
All Classes (Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 448497, Location: 46.253776, -63.134433



Provided by: CBCL Limited

135 St. Peters Road, Suite 201, PO Box 1659, Charlottetown, PE, C1A 7N4, CA





CBCL : Charlottetown
135 St. Peters Road, Suite 201
PO Box 1659
Charlottetown, Prince Edward Island, Canada C1A 7N4
902.892.0303 markmacd@cbcl.ca

Count Name: Allen St/Confederation Trail
Site Code:
Start Date: 09/15/2017
Page No: 1

Turning Movement Data

Start Time	Southbound Trail Southbound					Westbound Allen St Westbound					Northbound Trail Northbound					Eastbound Allen St Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
6:00 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4
6:15 AM	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	4
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
6:45 AM	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	6
Hourly Total	0	8	0	0	8	0	2	0	0	2	0	6	0	0	6	0	1	2	0	3	19
7:00 AM	0	4	0	0	4	0	0	0	0	0	0	0	2	0	2	0	1	0	0	1	7
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
7:30 AM	0	1	0	0	1	0	1	0	0	1	0	3	0	0	3	0	1	1	0	2	7
7:45 AM	0	1	0	0	1	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	7
Hourly Total	0	7	0	0	7	1	1	0	0	2	0	10	2	0	12	0	2	1	0	3	24
8:00 AM	1	3	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	9
8:15 AM	3	2	0	0	5	0	2	0	0	2	0	8	0	0	8	0	1	0	0	1	16
8:30 AM	0	3	0	1	4	0	5	0	0	5	0	5	0	0	5	1	2	0	0	3	17
8:45 AM	0	4	0	0	4	0	2	0	0	2	0	4	0	0	4	1	1	3	0	5	15
Hourly Total	4	12	0	1	17	0	9	0	0	9	0	21	0	0	21	2	4	4	0	10	57
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
9:15 AM	1	3	0	0	4	0	0	0	0	0	0	3	2	0	5	0	2	1	0	3	12
9:30 AM	0	1	0	0	1	0	2	0	0	2	0	5	1	0	6	1	0	0	0	1	10
9:45 AM	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	7
Hourly Total	1	5	0	0	6	0	2	0	0	2	0	17	3	0	20	1	2	1	0	4	32
10:00 AM	0	2	0	0	2	0	3	0	0	3	0	5	0	0	5	0	0	0	0	0	10
10:15 AM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	2	0	0	2	10
10:30 AM	1	4	1	0	6	0	2	2	0	4	0	2	1	0	3	2	0	0	0	2	15
10:45 AM	0	1	0	0	1	1	0	0	0	1	0	3	0	0	3	1	0	0	0	1	6
Hourly Total	1	10	1	0	12	1	5	2	0	8	0	15	1	0	16	3	2	0	0	5	41
11:00 AM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	9
11:15 AM	0	2	0	0	2	0	1	0	0	1	0	2	0	0	2	1	1	1	0	3	8
11:30 AM	0	4	0	0	4	0	1	0	0	1	0	1	0	0	1	0	1	1	0	2	8
11:45 AM	0	3	0	0	3	0	2	0	0	2	0	1	1	0	2	1	0	1	0	2	9
Hourly Total	0	13	0	0	13	0	4	0	0	4	0	7	1	0	8	2	2	5	0	9	34
12:00 PM	1	4	0	0	5	0	1	0	0	1	5	9	0	0	14	0	0	0	0	0	20
12:15 PM	0	9	0	0	9	0	3	4	0	7	0	9	0	0	9	1	1	0	0	2	27
12:30 PM	1	10	0	0	11	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	16
12:45 PM	0	4	0	0	4	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	7
Hourly Total	2	27	0	0	29	1	5	4	0	10	5	23	0	0	28	1	2	0	0	3	70
1:00 PM	0	3	0	0	3	0	1	0	0	1	0	4	0	0	4	1	0	0	0	1	9
1:15 PM	3	5	1	0	9	0	1	0	0	1	2	4	0	0	6	0	0	2	0	2	18
1:30 PM	3	0	0	0	3	0	5	0	0	5	0	3	0	1	4	0	3	2	0	5	17

1:45 PM	0	1	0	0	1	0	0	0	0	0	0	73	0	0	73	0	3	0	0	3	77
Hourly Total	6	9	1	0	16	0	7	0	0	7	2	84	0	1	87	1	6	4	0	11	121
2:00 PM	2	35	0	0	37	0	1	0	0	1	0	20	0	0	20	0	3	0	2	5	63
2:15 PM	6	30	0	0	36	0	4	0	0	4	17	5	0	0	22	5	1	2	0	8	70
2:30 PM	3	2	0	0	5	0	17	0	0	17	0	1	2	0	3	0	1	2	0	3	28
2:45 PM	1	4	0	0	5	1	2	0	0	3	0	1	0	0	1	2	2	0	0	4	13
Hourly Total	12	71	0	0	83	1	24	0	0	25	17	27	2	0	46	7	7	4	2	20	174
3:00 PM	1	2	0	0	3	0	3	0	0	3	0	9	0	0	9	0	0	1	0	1	16
3:15 PM	0	5	0	0	5	0	0	0	0	0	5	4	0	0	9	0	4	1	0	5	19
3:30 PM	0	9	0	0	9	0	0	4	0	4	2	7	1	0	10	0	1	1	0	2	25
3:45 PM	0	4	0	0	4	0	0	2	0	2	0	7	2	0	9	0	2	1	0	3	18
Hourly Total	1	20	0	0	21	0	3	6	0	9	7	27	3	0	37	0	7	4	0	11	78
4:00 PM	1	7	0	0	8	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	13
4:15 PM	2	6	0	0	8	0	2	0	0	2	0	8	0	0	8	0	2	1	0	3	21
4:30 PM	1	5	1	0	7	0	0	2	0	2	0	3	0	0	3	0	2	2	2	6	18
4:45 PM	1	6	1	0	8	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	13
Hourly Total	5	24	2	0	31	0	2	2	0	4	0	17	0	0	17	0	8	3	2	13	65
5:00 PM	0	10	0	0	10	1	0	0	0	1	0	3	0	0	3	0	0	1	0	1	15
5:15 PM	3	5	0	0	8	0	2	0	0	2	0	6	0	0	6	0	0	0	0	0	16
5:30 PM	2	8	0	0	10	0	0	0	0	0	0	9	0	0	9	0	5	1	0	6	25
5:45 PM	2	5	0	0	7	2	3	0	0	5	0	3	0	0	3	0	1	0	0	1	16
Hourly Total	7	28	0	0	35	3	5	0	0	8	0	21	0	0	21	0	6	2	0	8	72
6:00 PM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	6
6:15 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	1	3	1	0	5	11
6:30 PM	1	2	0	0	3	0	1	0	0	1	0	6	0	0	6	0	0	1	0	1	11
6:45 PM	3	3	0	0	6	0	2	0	0	2	3	5	1	0	9	0	0	0	0	0	17
Hourly Total	4	10	0	0	14	0	5	0	0	5	3	14	1	0	18	2	4	2	0	8	45
7:00 PM	0	0	0	0	0	0	4	1	0	5	0	1	1	0	2	1	2	0	0	3	10
7:15 PM	6	5	0	0	11	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	12
7:30 PM	0	0	0	0	0	0	0	3	0	3	0	2	0	0	2	0	0	0	0	0	5
7:45 PM	3	0	0	0	3	0	1	0	0	1	0	3	0	0	3	2	1	0	0	3	10
Hourly Total	9	5	0	0	14	0	5	4	0	9	0	6	1	0	7	3	4	0	0	7	37
8:00 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	1	0	2	0	3	7
8:15 PM	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	7
8:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	1	0	3	5
8:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	2	5	0	0	7	0	2	0	0	2	0	2	0	0	2	2	4	3	0	9	20
9:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4	1	1	0	6	7
9:15 PM	0	0	1	0	1	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	3
9:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	3	0	6	7
9:45 PM	0	0	0	0	0	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	6
Hourly Total	0	1	1	0	2	0	3	1	0	4	0	5	0	0	5	4	4	4	0	12	23
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	2
Hourly Total	0	3	0	0	3	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	6
7:00 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	3
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	3
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	7

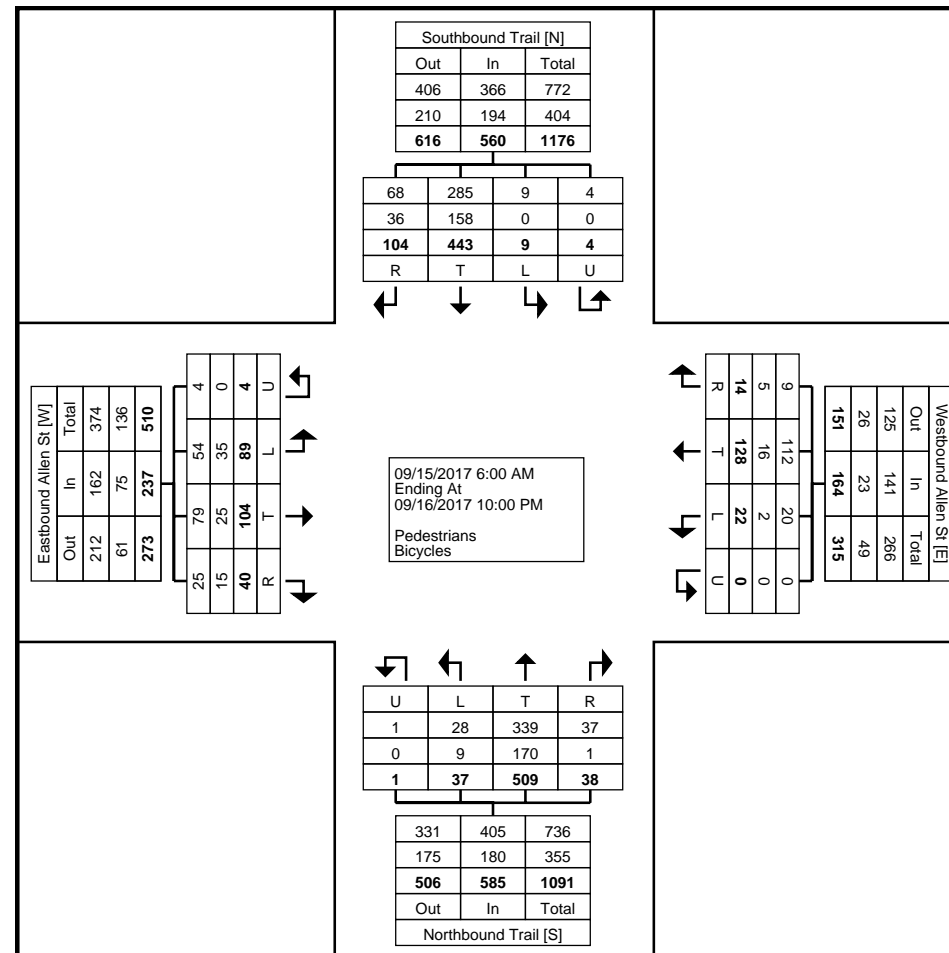
Hourly Total	0	3	0	0	3	0	1	0	0	1	0	8	1	0	9	0	1	0	0	1	14
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	3	0	3	5
8:15 AM	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	6
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
8:45 AM	0	4	0	0	4	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	10
Hourly Total	1	7	0	0	8	1	0	0	0	1	0	13	0	0	13	0	2	3	0	5	27
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	1	0	0	1	9
9:15 AM	0	5	0	0	5	0	0	0	0	0	1	3	0	0	4	0	3	0	0	3	12
9:30 AM	0	1	0	0	1	0	0	0	0	0	0	10	1	0	11	0	0	0	0	0	12
9:45 AM	4	6	0	0	10	0	3	0	0	3	0	5	0	0	5	0	1	1	0	2	20
Hourly Total	4	12	0	0	16	0	3	0	0	3	1	26	1	0	28	0	5	1	0	6	53
10:00 AM	0	6	0	0	6	0	1	0	0	1	0	9	0	0	9	1	0	1	0	2	18
10:15 AM	0	3	3	0	6	0	2	0	0	2	0	4	0	0	4	0	1	7	0	8	20
10:30 AM	0	5	0	0	5	1	0	0	0	1	0	4	1	0	5	0	1	2	0	3	14
10:45 AM	0	4	0	0	4	0	0	0	0	0	1	10	2	0	13	0	1	2	0	3	20
Hourly Total	0	18	3	0	21	1	3	0	0	4	1	27	3	0	31	1	3	12	0	16	72
11:00 AM	2	12	0	0	14	0	3	0	0	3	0	7	0	0	7	0	0	2	0	2	26
11:15 AM	1	8	0	0	9	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	12
11:30 AM	4	1	0	0	5	1	0	0	0	1	0	10	1	0	11	0	0	0	0	0	17
11:45 AM	2	3	0	0	5	0	0	0	0	0	0	9	1	0	10	0	2	2	0	4	19
Hourly Total	9	24	0	0	33	1	3	0	0	4	0	28	2	0	30	0	2	5	0	7	74
12:00 PM	1	8	0	0	9	0	1	0	0	1	0	2	0	0	2	0	0	2	0	2	14
12:15 PM	2	10	0	0	12	0	0	0	0	0	0	8	2	0	10	0	1	7	0	8	30
12:30 PM	1	4	0	0	5	0	2	0	0	2	0	2	0	0	2	3	1	3	0	7	16
12:45 PM	5	3	0	0	8	0	3	0	0	3	0	2	2	0	4	0	0	3	0	3	18
Hourly Total	9	25	0	0	34	0	6	0	0	6	0	14	4	0	18	3	2	15	0	20	78
1:00 PM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	1	5	0	6	9
1:15 PM	3	0	0	1	4	1	3	0	0	4	0	4	2	0	6	0	2	0	0	2	16
1:30 PM	5	6	0	0	11	0	1	0	0	1	0	5	0	0	5	1	0	1	0	2	19
1:45 PM	2	11	0	0	13	0	1	0	0	1	0	8	0	0	8	0	2	0	0	2	24
Hourly Total	10	18	0	1	29	1	5	1	0	7	0	18	2	0	20	1	5	6	0	12	68
2:00 PM	2	7	0	0	9	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	12
2:15 PM	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	11
2:30 PM	0	5	0	0	5	0	1	0	0	1	1	4	0	0	5	0	1	0	0	1	12
2:45 PM	0	3	0	0	3	0	0	1	0	1	0	7	0	0	7	0	2	1	0	3	14
Hourly Total	2	19	0	0	21	0	1	1	0	2	1	18	1	0	20	0	5	1	0	6	49
3:00 PM	0	5	0	0	5	0	1	0	0	1	0	5	0	0	5	0	1	0	0	1	12
3:15 PM	1	3	0	0	4	0	0	0	0	0	0	6	0	0	6	1	0	1	0	2	12
3:30 PM	0	2	0	0	2	0	2	0	0	2	0	7	0	0	7	0	0	0	0	0	11
3:45 PM	2	9	0	0	11	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	13
Hourly Total	3	19	0	0	22	0	3	0	0	3	0	19	0	0	19	1	2	1	0	4	48
4:00 PM	0	4	0	1	5	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	8
4:15 PM	0	4	0	0	4	2	3	0	0	5	0	3	1	0	4	0	1	0	0	1	14
4:30 PM	0	1	0	0	1	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	7
4:45 PM	0	4	0	0	4	0	0	0	0	0	1	0	0	0	1	0	3	4	0	7	12
Hourly Total	0	13	0	1	14	2	6	1	0	9	1	8	1	0	10	0	4	4	0	8	41
5:00 PM	6	3	0	0	9	0	0	0	0	0	0	2	4	0	6	0	0	0	0	0	15
5:15 PM	0	3	0	0	3	0	2	0	0	2	0	4	1	0	5	0	0	0	0	0	10
5:30 PM	2	0	0	0	2	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	5
5:45 PM	0	3	0	0	3	0	1	0	0	1	0	1	0	0	1	2	1	1	0	4	9
Hourly Total	8	9	0	0	17	0	4	0	0	4	0	8	5	0	13	2	1	2	0	5	39
6:00 PM	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	6

6:15 PM	0	2	0	0	2	0	3	0	0	3	0	3	0	0	3	0	1	0	0	1	9
6:30 PM	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	3
6:45 PM	0	2	0	0	2	1	1	0	0	2	0	0	1	0	1	0	1	0	0	1	6
Hourly Total	1	5	1	0	7	1	6	0	0	7	0	4	1	0	5	0	5	0	0	5	24
7:00 PM	1	6	0	0	7	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	12
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
7:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
7:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	3
Hourly Total	2	7	0	0	9	0	0	0	0	0	0	9	0	0	9	1	1	0	0	2	20
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	4
Hourly Total	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	5
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
9:30 PM	0	2	0	0	2	0	1	0	0	1	0	5	0	0	5	1	1	0	0	2	10
9:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	4
Hourly Total	1	4	0	1	6	0	1	0	0	1	0	5	2	0	7	1	1	0	0	2	16
Grand Total	104	443	9	4	560	14	128	22	0	164	38	509	37	1	585	40	104	89	4	237	1546
Approach %	18.6	79.1	1.6	0.7	-	8.5	78.0	13.4	0.0	-	6.5	87.0	6.3	0.2	-	16.9	43.9	37.6	1.7	-	-
Total %	6.7	28.7	0.6	0.3	36.2	0.9	8.3	1.4	0.0	10.6	2.5	32.9	2.4	0.1	37.8	2.6	6.7	5.8	0.3	15.3	-
Pedestrians	68	285	9	4	366	9	112	20	0	141	37	339	28	1	405	25	79	54	4	162	1074
% Pedestrians	65.4	64.3	100.0	100.0	65.4	64.3	87.5	90.9	-	86.0	97.4	66.6	75.7	100.0	69.2	62.5	76.0	60.7	100.0	68.4	69.5
Bicycles	36	158	0	0	194	5	16	2	0	23	1	170	9	0	180	15	25	35	0	75	472
% Bicycles	34.6	35.7	0.0	0.0	34.6	35.7	12.5	9.1	-	14.0	2.6	33.4	24.3	0.0	30.8	37.5	24.0	39.3	0.0	31.6	30.5



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Turning Movement Data Plot



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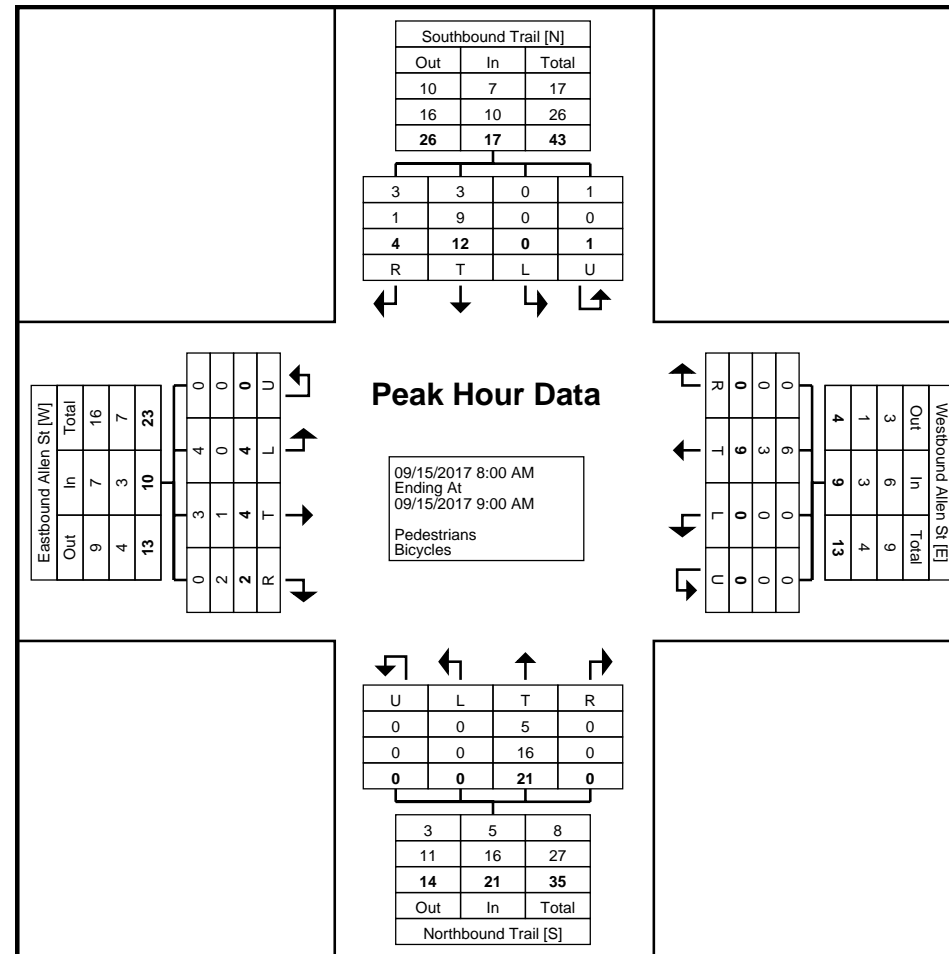
Turning Movement Peak Hour Data (8:00 AM)

Start Time	Southbound Trail Southbound					Westbound Allen St Westbound					Northbound Trail Northbound					Eastbound Allen St Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
8:00 AM	1	3	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	9
8:15 AM	3	2	0	0	5	0	2	0	0	2	0	8	0	0	8	0	1	0	0	1	16
8:30 AM	0	3	0	1	4	0	5	0	0	5	0	5	0	0	5	1	2	0	0	3	17
8:45 AM	0	4	0	0	4	0	2	0	0	2	0	4	0	0	4	1	1	3	0	5	15
Total	4	12	0	1	17	0	9	0	0	9	0	21	0	0	21	2	4	4	0	10	57
Approach %	23.5	70.6	0.0	5.9	-	0.0	100.0	0.0	0.0	-	0.0	100.0	0.0	0.0	-	20.0	40.0	40.0	0.0	-	-
Total %	7.0	21.1	0.0	1.8	29.8	0.0	15.8	0.0	0.0	15.8	0.0	36.8	0.0	0.0	36.8	3.5	7.0	7.0	0.0	17.5	-
PHF	0.333	0.750	0.000	0.250	0.850	0.000	0.450	0.000	0.000	0.450	0.000	0.656	0.000	0.000	0.656	0.500	0.500	0.333	0.000	0.500	0.838
Pedestrians	3	3	0	1	7	0	6	0	0	6	0	5	0	0	5	0	3	4	0	7	25
% Pedestrians	75.0	25.0	-	100.0	41.2	-	66.7	-	-	66.7	-	23.8	-	-	23.8	0.0	75.0	100.0	-	70.0	43.9
Bicycles	1	9	0	0	10	0	3	0	0	3	0	16	0	0	16	2	1	0	0	3	32
% Bicycles	25.0	75.0	-	0.0	58.8	-	33.3	-	-	33.3	-	76.2	-	-	76.2	100.0	25.0	0.0	-	30.0	56.1



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Turning Movement Peak Hour Data Plot (8:00 AM)



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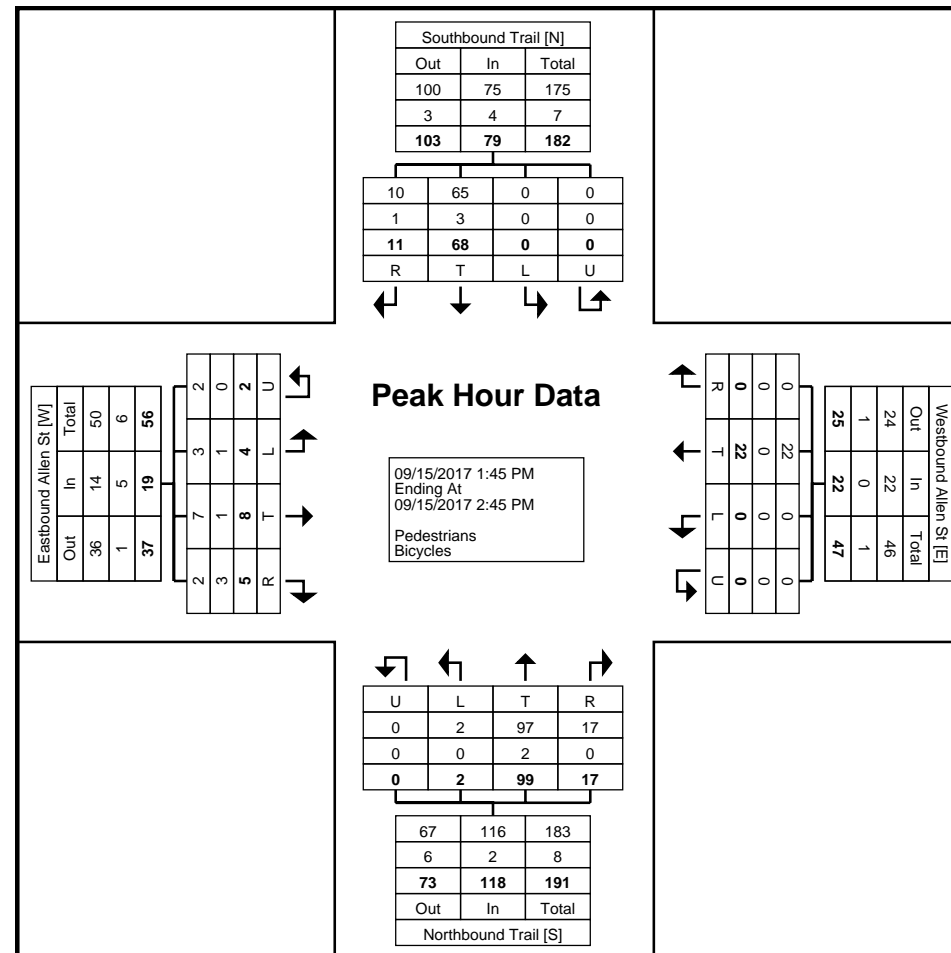
Turning Movement Peak Hour Data (1:45 PM)

Start Time	Southbound Trail Southbound					Westbound Allen St Westbound					Northbound Trail Northbound					Eastbound Allen St Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
1:45 PM	0	1	0	0	1	0	0	0	0	0	0	73	0	0	73	0	3	0	0	3	77
2:00 PM	2	35	0	0	37	0	1	0	0	1	0	20	0	0	20	0	3	0	2	5	63
2:15 PM	6	30	0	0	36	0	4	0	0	4	17	5	0	0	22	5	1	2	0	8	70
2:30 PM	3	2	0	0	5	0	17	0	0	17	0	1	2	0	3	0	1	2	0	3	28
Total	11	68	0	0	79	0	22	0	0	22	17	99	2	0	118	5	8	4	2	19	238
Approach %	13.9	86.1	0.0	0.0	-	0.0	100.0	0.0	0.0	-	14.4	83.9	1.7	0.0	-	26.3	42.1	21.1	10.5	-	-
Total %	4.6	28.6	0.0	0.0	33.2	0.0	9.2	0.0	0.0	9.2	7.1	41.6	0.8	0.0	49.6	2.1	3.4	1.7	0.8	8.0	-
PHF	0.458	0.486	0.000	0.000	0.534	0.000	0.324	0.000	0.000	0.324	0.250	0.339	0.250	0.000	0.404	0.250	0.667	0.500	0.250	0.594	0.773
Pedestrians	10	65	0	0	75	0	22	0	0	22	17	97	2	0	116	2	7	3	2	14	227
% Pedestrians	90.9	95.6	-	-	94.9	-	100.0	-	-	100.0	100.0	98.0	100.0	-	98.3	40.0	87.5	75.0	100.0	73.7	95.4
Bicycles	1	3	0	0	4	0	0	0	0	0	0	2	0	0	2	3	1	1	0	5	11
% Bicycles	9.1	4.4	-	-	5.1	-	0.0	-	-	0.0	0.0	2.0	0.0	-	1.7	60.0	12.5	25.0	0.0	26.3	4.6



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Turning Movement Peak Hour Data Plot (1:45 PM)



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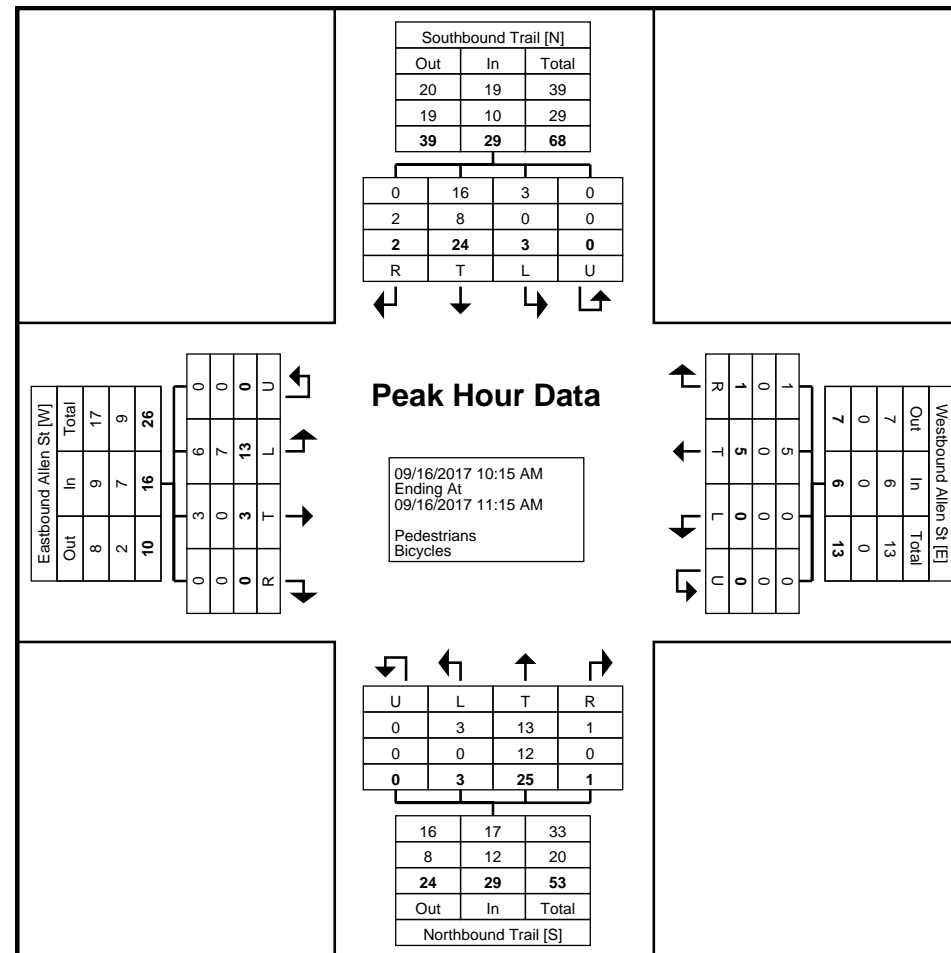
Turning Movement Peak Hour Data (10:15 AM)

Start Time	Southbound Trail Southbound					Westbound Allen St Westbound					Northbound Trail Northbound					Eastbound Allen St Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
10:15 AM	0	3	3	0	6	0	2	0	0	2	0	4	0	0	4	0	1	7	0	8	20
10:30 AM	0	5	0	0	5	1	0	0	0	1	0	4	1	0	5	0	1	2	0	3	14
10:45 AM	0	4	0	0	4	0	0	0	0	0	1	10	2	0	13	0	1	2	0	3	20
11:00 AM	2	12	0	0	14	0	3	0	0	3	0	7	0	0	7	0	0	2	0	2	26
Total	2	24	3	0	29	1	5	0	0	6	1	25	3	0	29	0	3	13	0	16	80
Approach %	6.9	82.8	10.3	0.0	-	16.7	83.3	0.0	0.0	-	3.4	86.2	10.3	0.0	-	0.0	18.8	81.3	0.0	-	-
Total %	2.5	30.0	3.8	0.0	36.3	1.3	6.3	0.0	0.0	7.5	1.3	31.3	3.8	0.0	36.3	0.0	3.8	16.3	0.0	20.0	-
PHF	0.250	0.500	0.250	0.000	0.518	0.250	0.417	0.000	0.000	0.500	0.250	0.625	0.375	0.000	0.558	0.000	0.750	0.464	0.000	0.500	0.769
Pedestrians	0	16	3	0	19	1	5	0	0	6	1	13	3	0	17	0	3	6	0	9	51
% Pedestrians	0.0	66.7	100.0	-	65.5	100.0	100.0	-	-	100.0	100.0	52.0	100.0	-	58.6	-	100.0	46.2	-	56.3	63.8
Bicycles	2	8	0	0	10	0	0	0	0	0	0	12	0	0	12	0	0	7	0	7	29
% Bicycles	100.0	33.3	0.0	-	34.5	0.0	0.0	-	-	0.0	0.0	48.0	0.0	-	41.4	-	0.0	53.8	-	43.8	36.3



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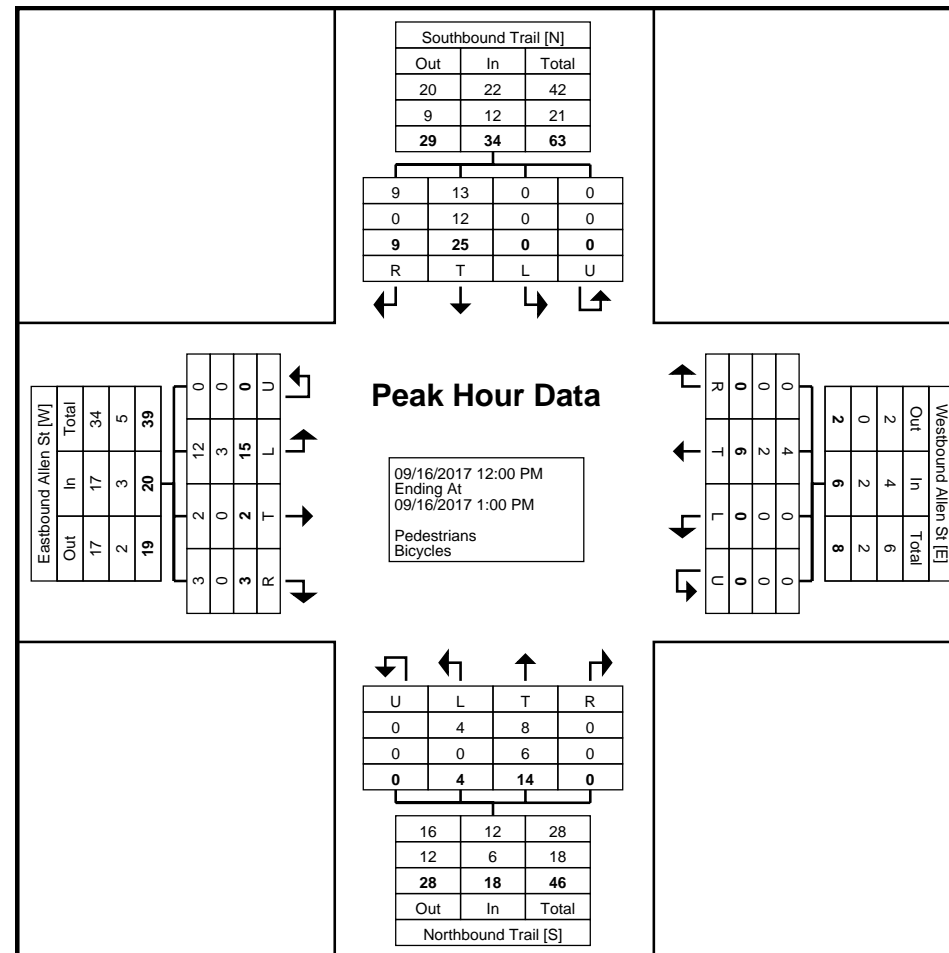
Turning Movement Peak Hour Data (12:00 PM)

Start Time	Southbound Trail Southbound					Westbound Allen St Westbound					Northbound Trail Northbound					Eastbound Allen St Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
12:00 PM	1	8	0	0	9	0	1	0	0	1	0	2	0	0	2	0	0	2	0	2	14
12:15 PM	2	10	0	0	12	0	0	0	0	0	0	8	2	0	10	0	1	7	0	8	30
12:30 PM	1	4	0	0	5	0	2	0	0	2	0	2	0	0	2	3	1	3	0	7	16
12:45 PM	5	3	0	0	8	0	3	0	0	3	0	2	2	0	4	0	0	3	0	3	18
Total	9	25	0	0	34	0	6	0	0	6	0	14	4	0	18	3	2	15	0	20	78
Approach %	26.5	73.5	0.0	0.0	-	0.0	100.0	0.0	0.0	-	0.0	77.8	22.2	0.0	-	15.0	10.0	75.0	0.0	-	-
Total %	11.5	32.1	0.0	0.0	43.6	0.0	7.7	0.0	0.0	7.7	0.0	17.9	5.1	0.0	23.1	3.8	2.6	19.2	0.0	25.6	-
PHF	0.450	0.625	0.000	0.000	0.708	0.000	0.500	0.000	0.000	0.500	0.000	0.438	0.500	0.000	0.450	0.250	0.500	0.536	0.000	0.625	0.650
Pedestrians	9	13	0	0	22	0	4	0	0	4	0	8	4	0	12	3	2	12	0	17	55
% Pedestrians	100.0	52.0	-	-	64.7	-	66.7	-	-	66.7	-	57.1	100.0	-	66.7	100.0	100.0	80.0	-	85.0	70.5
Bicycles	0	12	0	0	12	0	2	0	0	2	0	6	0	0	6	0	0	3	0	3	23
% Bicycles	0.0	48.0	-	-	35.3	-	33.3	-	-	33.3	-	42.9	0.0	-	33.3	0.0	0.0	20.0	-	15.0	29.5



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Turning Movement Peak Hour Data Plot (12:00 PM)

Longworth Trail Crossing - Ped & Bike Junction

Fri Sep 15, 2017

Full Length (6AM-10PM (+1))

All Classes (Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 448500, Location: 46.245274, -63.123485



Provided by: CBCL Limited

135 St. Peters Road, Suite 201, PO Box 1659, Charlottetown, PE, C1A 7N4, CA

Leg Direction	Trail (west) Eastbound							Trail (east) Westbound							West Sidewalk (north) Southeastbound						
Time	HR	BR	T	BL	HL	U	App	HR	BR	T	BL	HL	U	App	HR	R	T	BL	L	U	App
2017-09-15 6:00AM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15AM	0	0	0	0	0	2	2	0	0	0	0	0	0	0	1	1	0	0	0	0	2
6:30AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
Hourly Total	0	0	2	0	0	2	4	0	0	0	0	0	0	0	1	3	0	0	0	0	4
7:00AM	1	0	3	0	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15AM	0	0	2	0	1	0	3	0	0	2	0	0	0	2	0	0	0	0	0	0	0
7:30AM	0	0	1	0	0	0	1	0	1	2	1	0	0	4	0	2	0	0	0	0	2
7:45AM	0	0	1	0	0	0	1	0	0	3	1	0	0	4	1	2	0	1	0	0	4
Hourly Total	1	0	7	0	1	2	11	0	1	7	2	0	0	10	1	4	0	1	0	0	6
8:00AM	0	0	2	0	0	0	2	0	0	4	0	0	0	4	0	3	0	1	0	0	4
8:15AM	0	0	2	0	2	0	4	0	0	3	0	0	0	3	1	8	0	0	0	0	9
8:30AM	0	0	8	0	0	0	8	0	0	4	1	0	0	5	0	7	0	0	0	0	7
8:45AM	0	0	12	0	0	0	12	0	2	1	0	1	0	4	0	5	0	0	0	0	5
Hourly Total	0	0	24	0	2	0	26	0	2	12	1	1	0	16	1	23	0	1	0	0	25
9:00AM	0	0	3	0	0	0	3	0	1	1	0	0	0	2	0	2	0	1	0	0	3
9:15AM	0	0	1	0	0	1	2	0	1	5	1	0	0	7	0	1	0	0	0	0	1
9:30AM	0	0	3	0	0	0	3	0	0	2	0	0	0	2	0	0	0	0	0	0	0
9:45AM	0	0	2	0	0	0	2	0	0	7	0	0	0	7	0	1	1	0	0	0	2
Hourly Total	0	0	9	0	0	1	10	0	2	15	1	0	0	18	0	4	1	1	0	0	6
10:00AM	1	0	1	0	0	0	2	0	0	2	0	0	0	2	0	1	0	0	0	0	1
10:15AM	0	0	3	0	0	0	3	0	0	3	0	0	0	3	0	0	0	0	0	0	0
10:30AM	0	0	5	0	0	0	5	1	0	5	0	2	0	8	0	5	0	0	0	0	5
10:45AM	0	1	3	0	0	1	5	0	0	1	0	0	0	1	0	4	0	0	0	0	4
Hourly Total	1	1	12	0	0	1	15	1	0	11	0	2	0	14	0	10	0	0	0	0	10
11:00AM	0	1	4	1	0	0	6	0	0	2	0	0	0	2	1	4	1	0	0	0	6
11:15AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1
11:30AM	2	0	1	0	1	0	4	0	0	2	0	0	0	2	0	0	0	0	0	0	0
11:45AM	0	0	2	0	0	0	2	0	0	1	0	0	0	1	0	1	0	0	0	0	1
Hourly Total	2	1	7	1	2	0	13	0	0	5	0	0	0	5	1	6	1	0	0	0	8
12:00PM	1	0	2	0	4	1	8	0	0	10	1	0	0	11	0	5	0	0	0	0	5
12:15PM	1	0	10	1	0	1	13	0	0	10	0	0	0	10	1	10	0	0	0	0	11
12:30PM	2	1	4	0	1	0	8	0	0	3	1	0	0	4	0	23	0	0	0	0	23
12:45PM	0	0	5	0	0	0	5	0	1	2	0	0	0	3	1	4	0	0	0	0	5
Hourly Total	4	1	21	1	5	2	34	0	1	25	2	0	0	28	2	42	0	0	0	0	44
1:00PM	0	0	2	0	2	0	4	0	0	1	0	0	0	1	1	1	0	0	0	0	2
1:15PM	0	0	4	1	2	0	7	0	1	4	0	0	0	5	0	5	0	3	0	0	8
1:30PM	0	0	1	0	0	0	1	0	0	6	2	0	0	8	1	2	0	0	0	0	3

Leg Direction	Trail (west) Eastbound							Trail (east) Westbound							West Side walk (north) Southeastbound						
Time	HR	BR	T	BL	HL	U	App	HR	BR	T	BL	HL	U	App	HR	R	T	BL	L	U	App
1:45PM	0	0	0	0	0	0	0	0	0	119	2	0	3	124	2	3	0	1	0	0	6
Hourly Total	0	0	7	1	4	0	12	0	1	130	4	0	3	138	4	11	0	4	0	0	19
2:00PM	0	2	23	0	0	0	25	0	0	5	0	0	0	5	1	2	0	0	0	0	3
2:15PM	2	1	49	2	1	0	55	1	0	3	0	0	0	4	3	2	0	0	0	0	5
2:30PM	0	0	1	0	0	1	2	0	0	2	0	0	0	2	0	0	0	0	0	0	0
2:45PM	1	0	5	0	0	0	6	0	0	3	0	0	0	3	0	2	1	0	0	0	3
Hourly Total	3	3	78	2	1	1	88	1	0	13	0	0	0	14	4	6	1	0	0	0	11
3:00PM	0	0	3	1	0	0	4	0	0	1	0	0	0	1	1	0	0	0	0	0	1
3:15PM	0	0	6	0	0	0	6	0	0	4	0	0	0	4	0	1	0	0	0	0	1
3:30PM	0	0	5	0	0	4	9	0	0	8	0	0	0	8	0	2	0	0	0	0	2
3:45PM	0	0	5	0	0	0	5	0	0	0	1	0	0	1	0	1	0	1	0	0	2
Hourly Total	0	0	19	1	0	4	24	0	0	13	1	0	0	14	1	4	0	1	0	0	6
4:00PM	0	0	4	0	1	0	5	0	0	1	0	0	0	1	0	1	0	1	0	0	2
4:15PM	1	0	4	0	0	0	5	0	1	3	1	0	0	5	0	2	0	1	0	0	3
4:30PM	2	0	2	0	1	0	5	0	0	4	0	0	0	4	1	1	0	0	0	0	2
4:45PM	1	0	2	0	1	0	4	0	0	3	0	0	0	3	0	2	0	0	0	0	2
Hourly Total	4	0	12	0	3	0	19	0	1	11	1	0	0	13	1	6	0	2	0	0	9
5:00PM	0	1	6	1	2	0	10	0	0	3	0	0	0	3	2	4	1	0	0	0	7
5:15PM	0	0	7	0	1	1	9	0	0	0	0	0	0	0	2	3	0	0	0	0	5
5:30PM	1	0	7	1	0	2	11	0	0	5	0	0	0	5	0	3	0	0	0	0	3
5:45PM	0	0	4	1	0	0	5	0	0	4	0	0	0	4	1	4	0	0	0	0	5
Hourly Total	1	1	24	3	3	3	35	0	0	12	0	0	0	12	5	14	1	0	0	0	20
6:00PM	0	0	7	0	0	0	7	0	0	5	0	0	0	5	1	2	0	0	0	0	3
6:15PM	0	0	2	0	1	0	3	0	0	8	0	0	0	8	1	4	0	0	0	0	5
6:30PM	0	0	2	0	1	0	3	0	0	6	0	0	0	6	1	1	0	0	0	0	2
6:45PM	0	0	5	0	0	0	5	0	0	3	2	0	0	5	1	0	0	0	0	0	1
Hourly Total	0	0	16	0	2	0	18	0	0	22	2	0	0	24	4	7	0	0	0	0	11
7:00PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15PM	0	0	6	0	0	0	6	0	0	1	0	0	1	2	0	0	0	0	0	0	0
7:30PM	0	0	1	0	0	0	1	0	0	2	0	0	0	2	0	1	0	0	0	0	1
7:45PM	0	0	1	2	0	0	3	0	0	4	0	0	0	4	0	0	0	0	0	0	0
Hourly Total	0	0	9	2	0	0	11	0	0	7	0	0	1	8	0	1	0	0	0	0	1
8:00PM	0	0	1	0	1	0	2	0	0	0	1	0	0	1	1	0	0	0	0	0	1
8:15PM	0	2	4	0	0	0	6	0	0	2	0	0	0	2	0	1	0	0	0	0	1
8:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2
8:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	2	5	0	1	0	8	0	0	2	1	0	0	3	2	2	0	0	0	0	4
9:00PM	0	0	4	0	1	0	5	0	0	0	0	0	0	0	0	4	0	0	0	0	4
9:15PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	0	0	2
9:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
Hourly Total	0	0	4	0	1	0	5	0	0	1	0	0	0	1	0	10	0	0	0	0	10
2017-09-16 6:00AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30AM	0	0	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0

Leg Direction	Trail (west) Eastbound							Trail (east) Westbound							West Side walk (north) Southeastbound						
Time	HR	BR	T	BL	HL	U	App	HR	BR	T	BL	HL	U	App	HR	R	T	BL	L	U	App
6:45AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	2	0	1	0	3	0	0	1	0	0	0	1	0	0	0	0	0	0	0
7:00AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
7:15AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30AM	0	0	1	0	0	0	1	0	0	1	0	0	0	1	0	1	0	0	0	0	1
7:45AM	0	0	1	0	0	0	1	0	0	6	0	0	0	6	0	2	0	0	0	0	2
Hourly Total	0	0	3	0	0	0	3	0	0	8	0	0	0	8	0	3	0	0	0	0	3
8:00AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	1
8:15AM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	2
8:30AM	0	0	2	0	0	0	2	0	0	4	0	0	0	4	0	1	0	0	0	0	1
8:45AM	0	0	4	0	0	0	4	0	1	3	0	0	0	4	0	1	0	0	0	0	1
Hourly Total	0	0	8	0	0	0	8	0	1	8	0	0	0	9	2	3	0	0	0	0	5
9:00AM	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	1	0	0	0	0	1
9:15AM	0	0	3	0	0	0	3	0	0	2	0	0	0	2	0	2	0	0	0	0	2
9:30AM	0	0	2	0	0	0	2	0	0	8	0	0	0	8	2	1	0	0	0	0	3
9:45AM	1	0	3	1	0	0	5	0	2	5	0	0	0	7	0	1	0	0	0	0	1
Hourly Total	1	0	8	1	0	0	10	0	2	19	0	0	0	21	2	5	0	0	0	0	7
10:00AM	0	0	7	0	1	0	8	1	0	4	0	0	0	5	0	0	0	0	0	0	0
10:15AM	0	0	2	0	0	0	2	0	0	4	0	0	0	4	1	1	0	0	0	0	2
10:30AM	0	0	3	0	2	0	5	0	0	8	0	0	0	8	0	0	0	2	0	0	2
10:45AM	0	0	1	0	0	0	1	0	0	13	0	0	0	13	0	0	0	2	0	0	2
Hourly Total	0	0	13	0	3	0	16	1	0	29	0	0	0	30	1	1	0	4	0	0	6
11:00AM	0	1	5	0	0	0	6	0	0	3	0	1	0	4	0	0	0	0	0	0	0
11:15AM	1	0	6	0	0	0	7	0	0	3	0	0	0	3	0	0	0	0	0	0	0
11:30AM	0	0	6	1	0	0	7	0	0	8	2	0	0	10	2	0	0	0	0	0	2
11:45AM	2	0	0	0	0	0	2	0	0	4	0	1	0	5	0	1	1	0	0	0	2
Hourly Total	3	1	17	1	0	0	22	0	0	18	2	2	0	22	2	1	1	0	0	0	4
12:00PM	0	0	7	0	0	1	8	0	0	1	1	0	0	2	0	3	0	0	0	0	3
12:15PM	1	2	2	0	0	0	5	0	0	4	0	0	0	4	0	3	0	0	0	0	3
12:30PM	2	0	7	0	0	0	9	0	0	0	0	0	0	0	0	1	0	0	0	0	1
12:45PM	0	0	6	0	0	0	6	1	0	4	0	0	0	5	2	5	0	0	0	0	7
Hourly Total	3	2	22	0	0	1	28	1	0	9	1	0	0	11	2	12	0	0	0	0	14
1:00PM	1	0	0	0	0	0	1	0	0	1	0	0	0	1	0	3	0	0	0	0	3
1:15PM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	1	0	0	0	0	1
1:30PM	1	0	2	0	0	1	4	0	0	6	1	0	0	7	0	1	0	0	0	0	1
1:45PM	1	0	3	2	0	0	6	0	0	5	0	0	0	5	0	0	0	0	0	0	0
Hourly Total	3	0	5	2	0	1	11	0	0	14	1	0	0	15	0	5	0	0	0	0	5
2:00PM	0	0	7	0	0	0	7	1	0	3	0	0	0	4	0	1	0	0	0	0	1
2:15PM	0	0	4	0	0	0	4	0	0	3	0	0	0	3	0	0	0	0	0	0	0
2:30PM	0	0	6	1	1	0	8	0	0	1	0	0	0	1	3	0	0	0	0	1	4
2:45PM	0	0	5	0	1	0	6	0	0	5	1	0	0	6	2	1	0	0	0	0	3
Hourly Total	0	0	22	1	2	0	25	1	0	12	1	0	0	14	5	2	0	0	0	1	8
3:00PM	0	0	4	0	0	0	4	0	0	6	0	0	0	6	0	0	0	0	0	0	0
3:15PM	0	0	4	0	0	0	4	0	0	7	0	0	0	7	1	0	0	0	0	0	1
3:30PM	1	0	4	0	0	0	5	1	0	2	0	0	1	4	0	1	0	0	0	0	1

Leg Direction	Trail (west) Eastbound							Trail (east) Westbound							West Side walk (north) Southeastbound						
Time	HR	BR	T	BL	HL	U	App	HR	BR	T	BL	HL	U	App	HR	R	T	BL	L	U	App
3:45PM	0	0	1	0	0	0	1	0	0	0	0	0	2	2	0	1	0	0	0	0	1
Hourly Total	1	0	13	0	0	0	14	1	0	15	0	0	3	19	1	2	0	0	0	0	3
4:00PM	2	0	8	0	0	1	11	0	0	0	0	0	0	0	0	1	0	0	0	0	1
4:15PM	0	0	1	0	0	2	3	0	0	4	1	0	0	5	0	5	0	0	0	0	5
4:30PM	0	0	2	0	0	0	2	0	0	2	1	0	0	3	0	3	0	0	0	0	3
4:45PM	0	0	3	0	0	2	5	1	0	1	1	0	0	3	0	1	0	0	0	0	1
Hourly Total	2	0	14	0	0	5	21	1	0	7	3	0	0	11	0	10	0	0	0	0	10
5:00PM	0	0	4	0	0	0	4	0	0	2	0	0	0	2	0	11	0	1	0	0	12
5:15PM	0	0	3	0	0	0	3	0	0	3	0	0	0	3	0	0	0	0	0	0	0
5:30PM	0	0	1	0	5	0	6	0	0	0	1	0	0	1	0	0	0	0	0	0	0
5:45PM	0	0	5	0	2	0	7	0	0	2	0	0	0	2	0	2	0	0	0	0	2
Hourly Total	0	0	13	0	7	0	20	0	0	7	1	0	0	8	0	13	0	1	0	0	14
6:00PM	0	0	1	0	0	0	1	0	1	1	4	0	0	6	0	1	0	0	0	0	1
6:15PM	0	0	4	0	0	0	4	0	0	1	0	0	0	1	0	2	0	0	0	0	2
6:30PM	0	0	1	1	0	0	2	0	1	2	1	0	0	4	7	0	0	0	0	0	7
6:45PM	0	0	1	0	0	0	1	3	4	2	1	0	0	10	3	2	0	0	0	0	5
Hourly Total	0	0	7	1	0	0	8	3	6	6	6	0	0	21	10	5	0	0	0	0	15
7:00PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	1
7:15PM	0	0	2	0	0	0	2	0	0	2	0	0	0	2	2	2	0	0	0	0	4
7:30PM	0	0	1	0	0	0	1	0	0	0	2	0	0	2	0	1	0	4	0	0	5
7:45PM	0	0	3	0	0	0	3	0	0	0	1	0	0	1	0	2	0	0	0	0	2
Hourly Total	0	0	6	0	0	0	6	0	0	3	3	0	0	6	2	6	0	4	0	0	12
8:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30PM	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2	0	0	0	0	2
8:45PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	2	0	0	0	2	0	0	1	0	1	0	2	0	2	0	0	0	0	2
9:00PM	0	0	1	0	0	0	1	0	0	2	0	0	0	2	0	0	0	0	0	0	0
9:15PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	1
9:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
9:45PM	0	0	2	0	0	0	2	0	0	1	0	0	0	1	0	1	0	0	0	0	1
Hourly Total	0	0	3	0	0	0	3	0	0	3	0	1	0	4	0	3	0	0	0	0	3
Total	29	12	414	17	38	23	533	10	17	446	33	7	7	520	54	226	5	19	0	1	305
% Approach	5.4%	2.3%	77.7%	3.2%	7.1%	4.3%	-	1.9%	3.3%	85.8%	6.3%	1.3%	1.3%	-	17.7%	74.1%	1.6%	6.2%	0%	0.3%	-
% Total	1.6%	0.7%	22.8%	0.9%	2.1%	1.3%	29.4%	0.6%	0.9%	24.6%	1.8%	0.4%	0.4%	28.7%	3.0%	12.5%	0.3%	1.0%	0%	0.1%	16.8%
Pedestrians	17	11	292	8	35	23	386	4	17	334	27	5	7	394	49	204	5	16	0	1	275
% Pedestrians	4.4%	2.8%	75.6%	2.1%	9.1%	6.0%	72.4%	1.0%	4.3%	84.8%	6.9%	1.3%	1.8%	75.8%	17.8%	74.2%	1.8%	5.8%	0%	0.4%	90.2%
Bicycles	12	1	122	9	3	0	147	6	0	112	6	2	0	126	5	22	0	3	0	0	30
% Bicycles	8.2%	0.7%	83.0%	6.1%	2.0%	0%	27.6%	4.8%	0%	88.9%	4.8%	1.6%	0%	24.2%	16.7%	73.3%	0%	10.0%	0%	0%	9.8%

* BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

Longworth Trail Crossing - Ped & Bike Junction

Fri Sep 15, 2017

Full Length (6AM-10PM (+1))

All Classes (Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 448500, Location: 46.245274, -63.123485



Provided by: CBCL Limited

135 St. Peters Road, Suite 201, PO Box 1659, Charlottetown, PE, C1A 7N4, CA

Leg Direction	East Sidewalk (south) Northwestbound							West Sidewalk (south) Northeastbound							East Sidewalk (north) Southwestbound							Int
Time	HR	R	T	BL	L	U	App	R	BR	T	L	HL	U	App	R	BR	T	L	HL	U	App	Int
2017-09-15 6:00AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
6:15AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	5
6:30AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	1	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
7:00AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	1	8
7:15AM	0	1	0	0	0	0	1	0	0	0	2	2	0	4	0	0	0	0	1	0	1	11
7:30AM	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0	10
7:45AM	0	1	0	0	0	0	1	0	0	0	2	1	0	3	0	0	0	1	0	0	1	14
Hourly Total	0	2	0	0	0	0	2	0	0	0	7	4	0	11	0	0	0	2	1	0	3	0
8:00AM	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	13
8:15AM	1	1	0	0	0	0	2	0	0	0	3	1	0	4	0	0	2	1	0	0	3	25
8:30AM	0	0	0	0	0	0	0	0	2	1	1	1	0	5	0	1	0	1	0	0	2	27
8:45AM	3	0	0	0	0	0	3	0	4	1	0	2	0	7	0	0	0	0	0	0	0	31
Hourly Total	4	1	0	0	0	0	5	0	6	2	7	4	0	19	0	1	2	2	0	0	5	0
9:00AM	0	1	0	1	0	0	2	0	2	1	0	0	0	3	0	0	0	1	0	0	1	14
9:15AM	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	12
9:30AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
9:45AM	0	0	0	0	0	0	0	0	1	0	3	1	0	5	0	0	0	0	0	0	0	16
Hourly Total	0	2	0	1	0	0	3	0	3	1	5	1	0	10	0	0	0	1	0	0	1	0
10:00AM	0	0	0	0	0	0	0	0	1	0	3	1	0	5	0	0	0	0	0	0	0	10
10:15AM	0	2	0	0	0	0	2	0	0	0	1	0	0	1	0	0	0	0	0	0	0	9
10:30AM	0	2	0	0	0	0	2	0	0	0	2	0	0	2	0	0	0	0	0	0	0	22
10:45AM	0	1	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	2	0	2	14
Hourly Total	0	5	0	0	0	0	5	0	1	0	7	1	0	9	0	0	0	0	2	0	2	0
11:00AM	0	0	0	0	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	0	19
11:15AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3
11:30AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	8
11:45AM	0	0	0	0	0	0	0	1	0	0	7	0	0	8	0	0	0	0	0	0	0	12
Hourly Total	0	0	0	0	0	0	0	1	0	0	12	1	0	14	0	0	1	0	1	0	2	0
12:00PM	0	3	0	0	0	0	3	0	1	0	15	0	0	16	0	0	1	0	0	0	1	44
12:15PM	0	1	0	0	0	0	1	0	0	0	2	1	2	5	0	0	0	1	0	0	1	41
12:30PM	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	37
12:45PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	14
Hourly Total	0	4	0	0	0	0	4	0	1	0	19	2	2	24	0	0	1	1	0	0	2	0
1:00PM	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	1	1	0	0	2	14
1:15PM	0	0	0	0	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	0	25
1:30PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1	0	0	0	2	15

Leg Direction	East Side walk (south) Northwestbound							West Side walk (south) Northeastbound							East Side walk (north) Southwestbound							
Time	HR	R	T	BL	L	U	App	R	BR	T	L	HL	U	App	R	BR	T	L	HL	U	App	Int
1:45PM	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	1	0	0	0	1	135
Hourly Total	0	0	0	0	0	0	0	0	0	0	13	2	0	15	0	1	3	1	0	0	5	0
2:00PM	1	1	0	1	0	0	3	0	0	0	1	1	0	2	0	0	0	0	0	0	0	38
2:15PM	0	2	0	0	0	0	2	0	0	0	6	0	0	6	0	0	0	2	0	0	2	74
2:30PM	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	1	0	1	0	0	2	8
2:45PM	2	0	0	0	0	0	2	0	0	0	2	0	0	2	0	0	0	2	0	0	2	18
Hourly Total	3	4	1	1	0	0	9	0	0	0	9	1	0	10	0	1	0	5	0	0	6	0
3:00PM	0	0	0	0	0	0	0	0	0	1	8	2	0	11	0	0	0	0	1	0	1	18
3:15PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	2	14
3:30PM	0	1	0	0	0	0	1	0	0	0	1	1	0	2	0	0	0	0	0	0	0	22
3:45PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	9
Hourly Total	1	1	0	0	0	0	2	0	0	1	10	3	0	14	0	0	0	2	1	0	3	0
4:00PM	0	1	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	10
4:15PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	14
4:30PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	13
4:45PM	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	2	0	0	2	15
Hourly Total	0	2	0	0	0	0	2	0	0	0	6	0	0	6	0	0	0	3	0	0	3	0
5:00PM	0	0	0	0	0	0	0	0	0	0	2	3	0	5	0	0	0	1	0	0	1	26
5:15PM	1	2	0	1	0	0	4	0	0	2	3	0	0	5	0	0	0	1	0	0	1	24
5:30PM	0	0	0	2	0	0	2	0	0	3	2	1	0	6	0	1	1	0	0	0	2	29
5:45PM	0	1	0	0	0	0	1	0	0	0	1	0	0	1	0	0	2	1	0	0	3	19
Hourly Total	1	3	0	3	0	0	7	0	0	5	8	4	0	17	0	1	3	3	0	0	7	0
6:00PM	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	17
6:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
6:30PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	12
6:45PM	0	1	0	0	0	0	1	0	0	0	1	1	0	2	0	0	0	0	0	0	0	14
Hourly Total	0	1	0	0	0	0	1	0	0	1	3	1	0	5	0	0	0	0	0	0	0	0
7:00PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:15PM	0	0	0	0	0	0	0	0	1	0	1	0	0	2	0	0	0	0	0	0	0	10
7:30PM	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	7
7:45PM	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	2	0	0	0	2	11
Hourly Total	0	0	1	0	0	0	1	0	1	0	6	0	0	7	0	0	2	0	0	0	2	0
8:00PM	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	6
8:15PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
8:30PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3
8:45PM	0	2	0	0	0	0	2	0	0	0	2	0	0	2	0	0	0	0	0	0	0	4
Hourly Total	0	3	0	0	0	0	3	0	2	1	2	0	0	5	0	0	0	0	0	0	0	0
9:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
9:15PM	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	1	0	0	1	6
9:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	1	0	0	1	0
2017-09-16 6:00AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:15AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
6:30AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3

Leg Direction	East Side walk (south) Northwestbound							West Side walk (south) Northeastbound							East Side walk (north) Southwestbound							
Time	HR	R	T	BL	L	U	App	R	BR	T	L	HL	U	App	R	BR	T	L	HL	U	App	Int
6:45AM	0	1	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3
Hourly Total	0	2	1	0	0	0	3	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0
7:00AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	1	3
7:30AM	0	1	0	0	0	0	1	0	2	0	2	0	0	4	1	0	0	0	0	0	1	9
7:45AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	10
Hourly Total	0	1	0	0	0	0	1	0	2	0	4	0	0	6	1	0	0	1	0	0	2	0
8:00AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	4
8:15AM	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	1	0	0	1	7
8:30AM	0	1	0	0	0	0	1	1	4	0	0	0	0	5	0	0	0	2	0	0	2	15
8:45AM	0	0	0	0	0	0	0	0	4	0	2	0	0	6	0	0	0	0	0	0	0	15
Hourly Total	0	1	0	0	0	0	1	1	10	0	2	1	0	14	0	0	0	3	1	0	4	0
9:00AM	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	7
9:15AM	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	9
9:30AM	0	2	0	0	0	0	2	0	0	0	1	0	0	1	0	0	0	0	0	0	0	16
9:45AM	0	0	2	0	0	0	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	16
Hourly Total	0	2	2	0	0	0	4	0	0	0	3	3	0	6	0	0	0	0	0	0	0	0
10:00AM	0	2	1	0	0	0	3	0	0	0	3	0	0	3	0	0	0	0	0	0	0	19
10:15AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
10:30AM	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	2	0	0	2	20
10:45AM	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
Hourly Total	1	4	1	0	0	0	6	0	0	0	5	1	0	6	0	0	0	2	0	0	2	0
11:00AM	0	1	0	0	0	0	1	0	0	0	1	2	0	3	0	0	0	0	0	0	0	14
11:15AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
11:30AM	0	2	0	1	2	0	5	0	0	0	1	0	0	1	0	0	0	1	0	0	1	26
11:45AM	0	3	0	0	0	0	3	0	0	0	1	3	0	4	0	0	0	2	0	0	2	18
Hourly Total	0	6	0	1	2	0	9	0	0	0	3	5	0	8	0	0	0	3	0	0	3	0
12:00PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	14
12:15PM	0	1	0	0	0	0	1	0	0	0	5	1	0	6	0	0	0	0	1	0	1	20
12:30PM	0	1	0	0	0	0	1	0	0	0	12	0	0	12	0	0	0	0	0	0	0	23
12:45PM	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	23
Hourly Total	0	2	0	0	0	0	2	0	0	0	22	2	0	24	0	0	0	0	1	0	1	0
1:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	8
1:15PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	4
1:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
1:45PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	2	14
Hourly Total	0	0	1	0	0	0	1	0	0	0	1	0	0	1	0	2	0	2	1	0	5	0
2:00PM	0	0	0	0	0	0	0	0	1	0	2	0	0	3	0	3	0	0	1	0	4	19
2:15PM	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	9
2:30PM	0	3	0	0	0	0	3	0	0	0	1	1	0	2	0	2	0	0	0	0	2	20
2:45PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	16
Hourly Total	0	3	0	0	0	0	3	0	1	0	6	1	0	8	0	5	0	0	1	0	6	0
3:00PM	0	0	1	0	0	0	1	0	0	0	3	0	0	3	0	0	0	0	0	0	0	14
3:15PM	0	0	0	0	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	0	16
3:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10

Leg Direction	East Side walk (south) Northwestbound							West Side walk (south) Northeastbound							East Side walk (north) Southwestbound							
Time	HR	R	T	BL	L	U	App	R	BR	T	L	HL	U	App	R	BR	T	L	HL	U	App	Int
3:45PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	1	0	1	0	0	0	2	0	0	0	6	1	0	7	0	0	0	0	0	0	0	0
4:00PM	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	14
4:15PM	0	1	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	15
4:30PM	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	10
4:45PM	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	1	0	0	1	12
Hourly Total	0	1	0	0	0	0	1	0	0	0	6	1	0	7	0	0	0	1	0	0	1	0
5:00PM	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3	0	1	0	0	4	23
5:15PM	0	0	0	0	0	0	0	0	3	0	1	0	0	4	0	0	0	1	0	0	1	11
5:30PM	0	1	0	0	0	0	1	0	1	0	2	0	0	3	0	0	0	0	0	0	0	11
5:45PM	0	1	0	0	0	0	1	0	2	0	0	0	0	2	0	0	0	1	0	0	1	15
Hourly Total	0	2	0	1	0	0	3	0	6	0	3	0	0	9	0	3	0	3	0	0	6	0
6:00PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	9
6:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
6:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
6:45PM	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	19
Hourly Total	0	0	0	0	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	0	0
7:00PM	0	1	0	0	0	0	1	0	0	0	2	0	0	2	0	0	0	0	0	0	0	5
7:15PM	0	0	0	0	0	0	0	0	0	1	1	2	0	4	0	0	1	0	0	0	1	13
7:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
7:45PM	1	0	0	0	0	0	1	0	0	0	2	0	0	2	0	0	0	0	0	0	0	9
Hourly Total	1	1	0	0	0	0	2	0	0	1	5	2	0	8	0	0	1	0	0	0	1	0
8:00PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1
8:15PM	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	2
8:30PM	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	1	0	0	1	7
8:45PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3
Hourly Total	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	1	0	0	1	0
9:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	8
9:15PM	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	1	1	0	0	2	9
9:30PM	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	3
9:45PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	5
Hourly Total	0	0	0	0	0	0	0	0	0	0	3	5	0	8	0	0	1	6	0	0	7	0
Total	12	54	8	7	2	0	83	2	33	12	196	48	2	293	1	14	14	43	9	0	81	1815
% Approach	14.5%	65.1%	9.6%	8.4%	2.4%	0%	-	0.7%	11.3%	4.1%	66.9%	16.4%	0.7%	-	1.2%	17.3%	17.3%	53.1%	11.1%	0%	-	-
% Total	0.7%	3.0%	0.4%	0.4%	0.1%	0%	4.6%	0.1%	1.8%	0.7%	10.8%	2.6%	0.1%	16.1%	0.1%	0.8%	0.8%	2.4%	0.5%	0%	4.5%	-
Pedestrians	11	48	8	6	1	0	74	2	25	12	182	40	2	263	1	9	14	38	9	0	71	408
% Pedestrians	14.9%	64.9%	10.8%	8.1%	1.4%	0%	89.2%	0.8%	9.5%	4.6%	69.2%	15.2%	0.8%	89.8%	1.4%	12.7%	19.7%	53.5%	12.7%	0%	87.7%	22.5%
Bicycles	1	6	0	1	1	0	9	0	8	0	14	8	0	30	0	5	0	5	0	0	10	49
% Bicycles	11.1%	66.7%	0%	11.1%	11.1%	0%	10.8%	0%	26.7%	0%	46.7%	26.7%	0%	10.2%	0%	50.0%	0%	50.0%	0%	0%	12.3%	2.7%

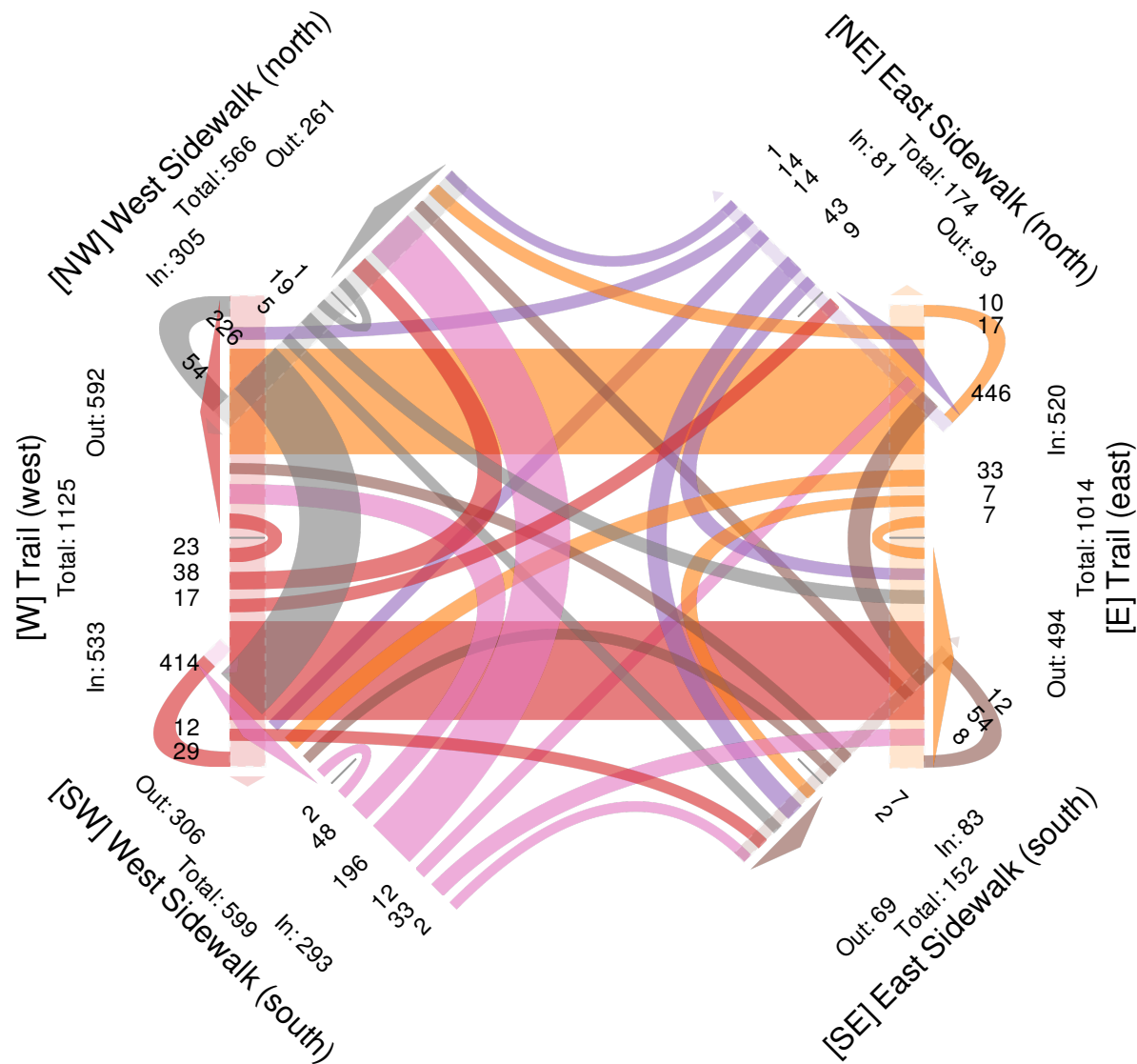
* BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

Longworth Trail Crossing - Ped & Bike Junction

Fri Sep 15, 2017
Full Length (6AM-10PM (+1))
All Classes (Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 448500, Location: 46.245274, -63.123485



135 St. Peters Road, Suite 201, PO Box 1659, Charlottetown, PE, C1A 7N4, CA
Provided by: CBCL Limited



Longworth Trail Crossing - Ped & Bike Junction

Fri Sep 15, 2017

AM Peak (WKND) (Sep 15 2017 8:15AM - 9:15AM)

All Classes (Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 448500, Location: 46.245274, -63.123485



Provided by: CBCL Limited

135 St. Peters Road, Suite 201, PO Box 1659, Charlottetown, PE, C1A 7N4, CA

Leg Direction	Trail (west) Eastbound							Trail (east) Westbound							West Sidewalk (north) Southeastbound						
Time	HR	BR	T	BL	HL	U	App	HR	BR	T	BL	HL	U	App	HR	R	T	BL	L	U	App
2017-09-15 8:15AM	0	0	2	0	2	0	4	0	0	3	0	0	0	3	1	8	0	0	0	0	9
8:30AM	0	0	8	0	0	0	8	0	0	4	1	0	0	5	0	7	0	0	0	0	7
8:45AM	0	0	12	0	0	0	12	0	2	1	0	1	0	4	0	5	0	0	0	0	5
9:00AM	0	0	3	0	0	0	3	0	1	1	0	0	0	2	0	2	0	1	0	0	3
Total	0	0	25	0	2	0	27	0	3	9	1	1	0	14	1	22	0	1	0	0	24
% Approach	0%	0%	92.6%	0%	7.4%	0%	-	0%	21.4%	64.3%	7.1%	7.1%	0%	-	4.2%	91.7%	0%	4.2%	0%	0%	-
% Total	0%	0%	25.8%	0%	2.1%	0%	27.8%	0%	3.1%	9.3%	1.0%	1.0%	0%	14.4%	1.0%	22.7%	0%	1.0%	0%	0%	24.7%
PHF	-	-	0.521	-	0.250	-	0.563	-	0.375	0.563	0.250	0.250	-	0.700	0.250	0.688	-	0.250	-	-	0.667
Pedestrians	0	0	18	0	2	0	20	0	3	3	1	1	0	8	1	18	0	0	0	0	19
% Pedestrians	0%	0%	90.0%	0%	10.0%	0%	74.1%	0%	37.5%	37.5%	12.5%	12.5%	0%	57.1%	5.3%	94.7%	0%	0%	0%	0%	79.2%
Bicycles	0	0	7	0	0	0	7	0	0	6	0	0	0	6	0	4	0	1	0	0	5
% Bicycles	0%	0%	100%	0%	0%	0%	25.9%	0%	0%	100%	0%	0%	0%	42.9%	0%	80.0%	0%	20.0%	0%	0%	20.8%

* BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

Longworth Trail Crossing - Ped & Bike Junction

Fri Sep 15, 2017

AM Peak (WKND) (Sep 15 2017 8:15AM - 9:15AM)

All Classes (Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 448500, Location: 46.245274, -63.123485



Provided by: CBCL Limited

135 St. Peters Road, Suite 201, PO Box 1659, Charlottetown, PE, C1A 7N4, CA

Leg Direction	East Sidewalk (south) Northwestbound							West Side walk (south) Northeastbound							East Sidewalk (north) Southwestbound							
Time	HR	R	T	BL	L	U	App	R	BR	T	L	HL	U	App	R	BR	T	L	HL	U	App	Int
2017-09-15 8:15AM	1	1	0	0	0	0	2	0	0	0	3	1	0	4	0	0	2	1	0	0	3	25
8:30AM	0	0	0	0	0	0	0	0	2	1	1	1	0	5	0	1	0	1	0	0	2	27
8:45AM	3	0	0	0	0	0	3	0	4	1	0	2	0	7	0	0	0	0	0	0	0	31
9:00AM	0	1	0	1	0	0	2	0	2	1	0	0	0	3	0	0	0	1	0	0	1	14
Total	4	2	0	1	0	0	7	0	8	3	4	4	0	19	0	1	2	3	0	0	6	97
% Approach	57.1%	28.6%	0%	14.3%	0%	0%	-	0%	42.1%	15.8%	21.1%	21.1%	0%	-	0%	16.7%	33.3%	50.0%	0%	0%	-	-
% Total	4.1%	2.1%	0%	1.0%	0%	0%	7.2%	0%	8.2%	3.1%	4.1%	4.1%	0%	19.6%	0%	1.0%	2.1%	3.1%	0%	0%	6.2%	-
PHF	0.333	0.500	-	0.250	-	-	0.583	-	0.500	0.750	0.333	0.500	-	0.679	-	0.250	0.250	0.750	-	-	0.500	0.782
Pedestrians	3	2	0	1	0	0	6	0	7	3	4	3	0	17	0	1	2	3	0	0	6	29
% Pedestrians	50.0%	33.3%	0%	16.7%	0%	0%	85.7%	0%	41.2%	17.6%	23.5%	17.6%	0%	89.5%	0%	16.7%	33.3%	50.0%	0%	0%	100%	29.9%
Bicycles	1	0	0	0	0	0	1	0	1	0	0	1	0	2	0	0	0	0	0	0	0	3
% Bicycles	100%	0%	0%	0%	0%	0%	14.3%	0%	50.0%	0%	0%	50.0%	0%	10.5%	-	-	-	-	-	-	0%	3.1%

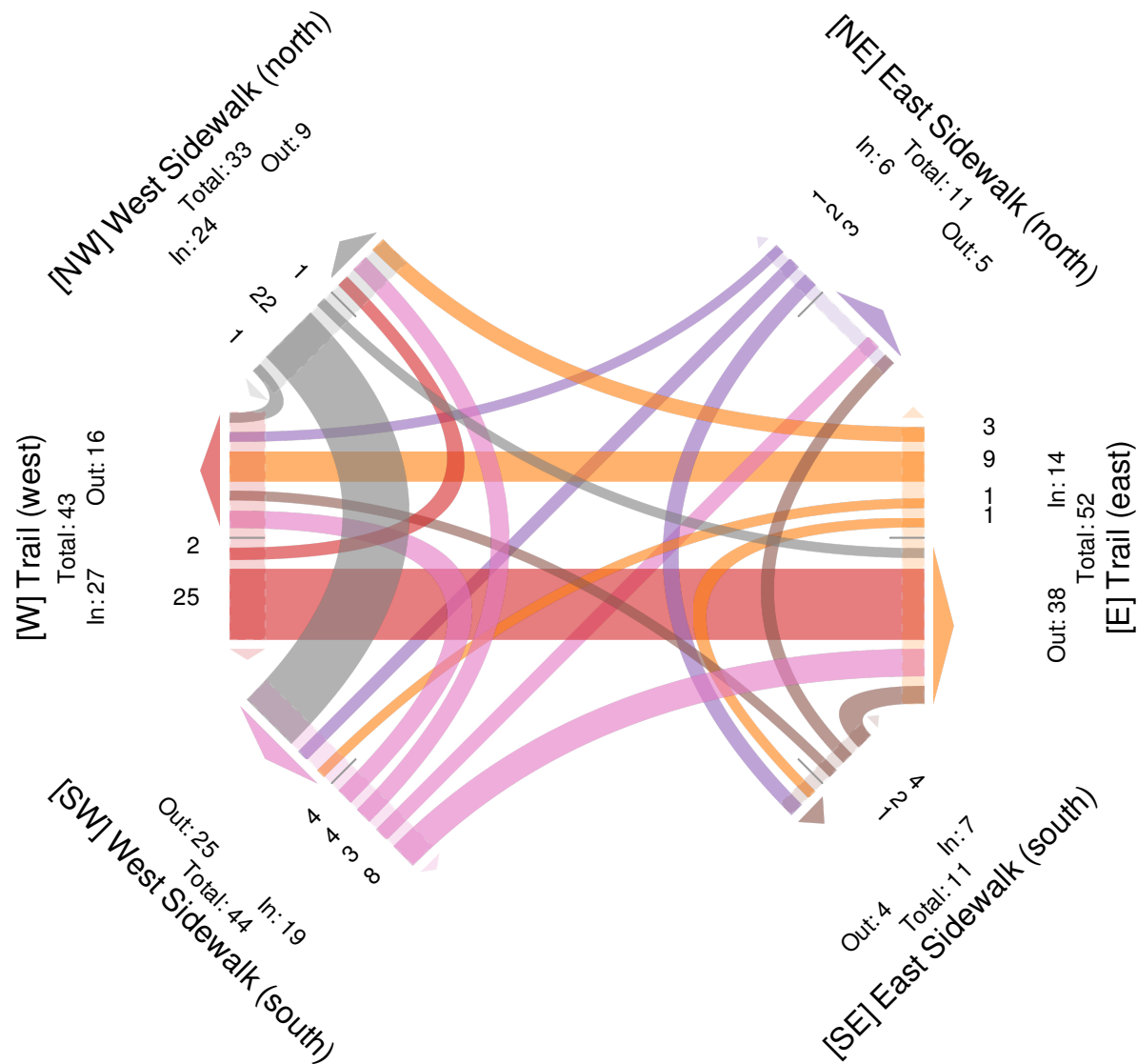
* BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

Longworth Trail Crossing - Ped & Bike Junction

Fri Sep 15, 2017
AM Peak (WKND) (Sep 15 2017 8:15AM - 9:15AM)
All Classes (Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 448500, Location: 46.245274, -63.123485



Provided by: CBCL Limited
135 St. Peters Road, Suite 201, PO Box 1659, Charlottetown, PE, C1A 7N4, CA



Longworth Trail Crossing - Ped & Bike Junction

Fri Sep 15, 2017

Midday Peak (WKND) (Sep 15 2017 1:30PM - 2:30PM) - Overall Peak Hour

All Classes (Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 448500, Location: 46.245274, -63.123485



Provided by: CBCL Limited

135 St. Peters Road, Suite 201, PO Box 1659, Charlottetown, PE, C1A 7N4, CA

Leg Direction	Trail (west) Eastbound							Trail (east) Westbound							West Sidewalk (north) Southeastbound						
Time	HR	BR	T	BL	HL	U	App	HR	BR	T	BL	HL	U	App	HR	R	T	BL	L	U	App
2017-09-15 1:30PM	0	0	1	0	0	0	1	0	0	6	2	0	0	8	1	2	0	0	0	0	3
1:45PM	0	0	0	0	0	0	0	0	0	119	2	0	3	124	2	3	0	1	0	0	6
2:00PM	0	2	23	0	0	0	25	0	0	5	0	0	0	5	1	2	0	0	0	0	3
2:15PM	2	1	49	2	1	0	55	1	0	3	0	0	0	4	3	2	0	0	0	0	5
Total	2	3	73	2	1	0	81	1	0	133	4	0	3	141	7	9	0	1	0	0	17
% Approach	2.5%	3.7%	90.1%	2.5%	1.2%	0%	-	0.7%	0%	94.3%	2.8%	0%	2.1%	-	41.2%	52.9%	0%	5.9%	0%	0%	-
% Total	0.8%	1.1%	27.9%	0.8%	0.4%	0%	30.9%	0.4%	0%	50.8%	1.5%	0%	1.1%	53.8%	2.7%	3.4%	0%	0.4%	0%	0%	6.5%
PHF	0.250	0.375	0.372	0.250	0.250	-	0.368	0.250	-	0.279	0.500	-	0.250	0.284	0.583	0.750	-	0.250	-	-	0.708
Pedestrians	2	3	71	2	1	0	79	0	0	128	4	0	3	135	5	7	0	1	0	0	13
% Pedestrians	2.5%	3.8%	89.9%	2.5%	1.3%	0%	97.5%	0%	0%	94.8%	3.0%	0%	2.2%	95.7%	38.5%	53.8%	0%	7.7%	0%	0%	76.5%
Bicycles	0	0	2	0	0	0	2	1	0	5	0	0	0	6	2	2	0	0	0	0	4
% Bicycles	0%	0%	100%	0%	0%	0%	2.5%	16.7%	0%	83.3%	0%	0%	0%	4.3%	50.0%	50.0%	0%	0%	0%	0%	23.5%

* BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

Longworth Trail Crossing - Ped & Bike Junction

Fri Sep 15, 2017

Midday Peak (WKND) (Sep 15 2017 1:30PM - 2:30PM) - Overall Peak Hour

All Classes (Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 448500, Location: 46.245274, -63.123485



Provided by: CBCL Limited

135 St. Peters Road, Suite 201, PO Box 1659, Charlottetown, PE, C1A 7N4, CA

Leg Direction	East Sidewalk (south) Northwestbound							West Sidewalk (south) Northeastbound							East Sidewalk (north) Southwestbound							
Time	HR	R	T	BL	L	U	App	R	BR	T	L	HL	U	App	R	BR	T	L	HL	U	App	Int
2017-09-15 1:30PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1	0	0	0	2	15
1:45PM	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	1	0	0	0	1	135
2:00PM	1	1	0	1	0	0	3	0	0	0	1	1	0	2	0	0	0	0	0	0	0	38
2:15PM	0	2	0	0	0	0	2	0	0	0	6	0	0	6	0	0	0	2	0	0	2	74
Total	1	3	0	1	0	0	5	0	0	0	11	2	0	13	0	1	2	2	0	0	5	262
% Approach	20.0%	60.0%	0%	20.0%	0%	0%	-	0%	0%	0%	84.6%	15.4%	0%	-	0%	20.0%	40.0%	40.0%	0%	0%	-	-
% Total	0.4%	1.1%	0%	0.4%	0%	0%	1.9%	0%	0%	0%	4.2%	0.8%	0%	5.0%	0%	0.4%	0.8%	0.8%	0%	0%	1.9%	-
PHF	0.250	0.375	-	0.250	-	-	0.417	-	-	-	0.458	0.500	-	0.542	-	0.250	0.500	0.250	-	-	0.625	0.485
Pedestrians	1	3	0	1	0	0	5	0	0	0	10	2	0	12	0	1	2	1	0	0	4	21
% Pedestrians	20.0%	60.0%	0%	20.0%	0%	0%	100%	0%	0%	0%	83.3%	16.7%	0%	92.3%	0%	25.0%	50.0%	25.0%	0%	0%	80.0%	8.0%
Bicycles	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	1	2
% Bicycles	-	-	-	-	-	-	0%	0%	0%	0%	100%	0%	0%	7.7%	0%	0%	0%	100%	0%	0%	20.0%	0.8%

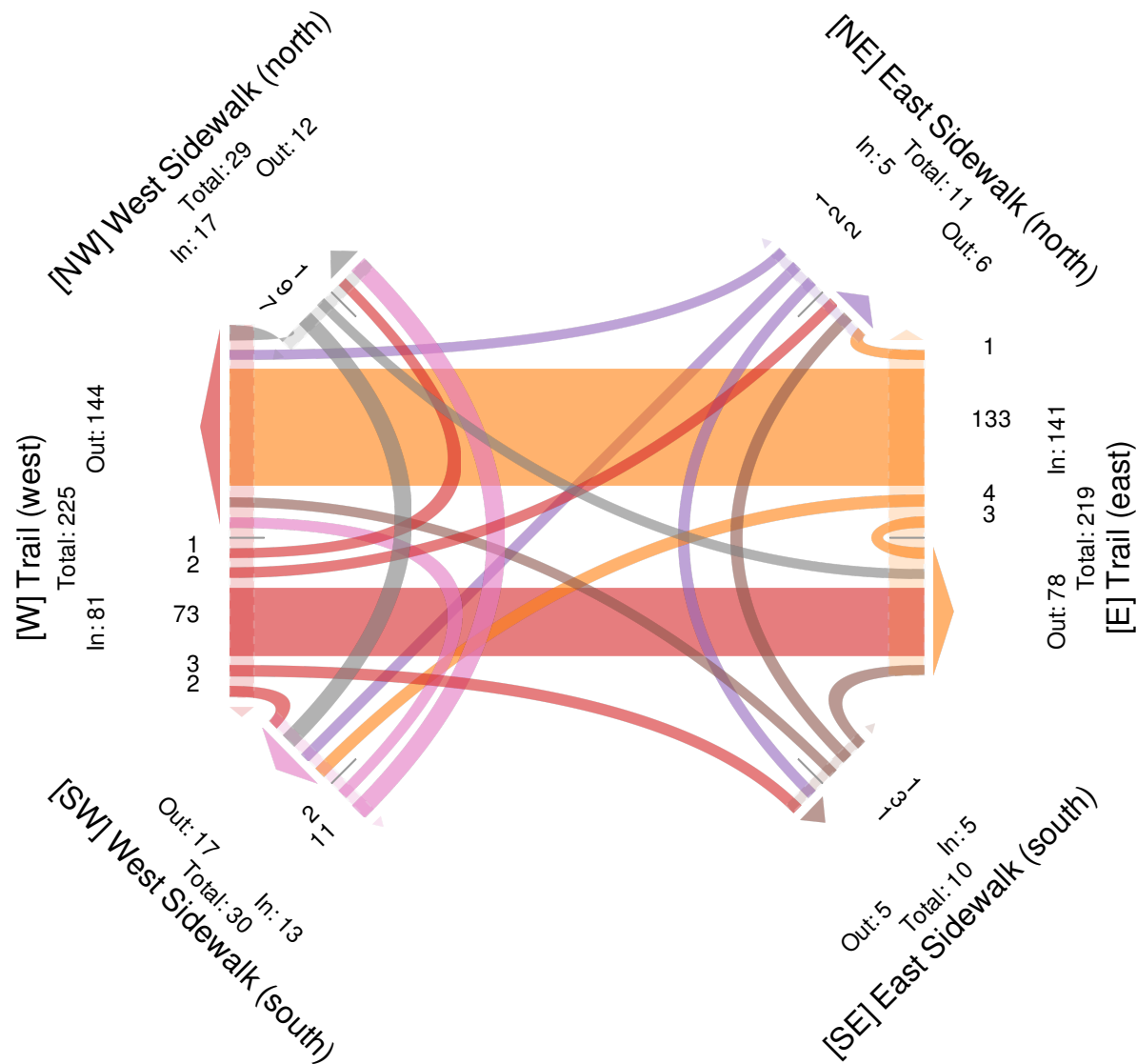
* BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

Longworth Trail Crossing - Ped & Bike Junction

Fri Sep 15, 2017
Midday Peak (WKND) (Sep 15 2017 1:30PM - 2:30PM) - Overall Peak Hour
All Classes (Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 448500, Location: 46.245274, -63.123485



Provided by: CBCL Limited
135 St. Peters Road, Suite 201, PO Box 1659, Charlottetown, PE, C1A 7N4, CA



Longworth Trail Crossing - Ped & Bike Junction

Fri Sep 15, 2017

PM Peak (WKND) (Sep 15 2017 2PM - 3PM)

All Classes (Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 448500, Location: 46.245274, -63.123485



Provided by: CBCL Limited

135 St. Peters Road, Suite 201, PO Box 1659, Charlottetown, PE, C1A 7N4, CA

Leg Direction	Trail (west) Eastbound							Trail (east) Westbound							West Sidewalk (north) Southeastbound						
Time	HR	BR	T	BL	HL	U	App	HR	BR	T	BL	HL	U	App	HR	R	T	BL	L	U	App
2017-09-15 2:00PM	0	2	23	0	0	0	25	0	0	5	0	0	0	5	1	2	0	0	0	0	3
2:15PM	2	1	49	2	1	0	55	1	0	3	0	0	0	4	3	2	0	0	0	0	5
2:30PM	0	0	1	0	0	1	2	0	0	2	0	0	0	2	0	0	0	0	0	0	0
2:45PM	1	0	5	0	0	0	6	0	0	3	0	0	0	3	0	2	1	0	0	0	3
Total	3	3	78	2	1	1	88	1	0	13	0	0	0	14	4	6	1	0	0	0	11
% Approach	3.4%	3.4%	88.6%	2.3%	1.1%	1.1%	-	7.1%	0%	92.9%	0%	0%	0%	-	36.4%	54.5%	9.1%	0%	0%	0%	-
% Total	2.2%	2.2%	56.5%	1.4%	0.7%	0.7%	63.8%	0.7%	0%	9.4%	0%	0%	0%	10.1%	2.9%	4.3%	0.7%	0%	0%	0%	8.0%
PHF	0.375	0.375	0.398	0.250	0.250	0.250	0.400	0.250	-	0.650	-	-	-	0.700	0.333	0.750	0.250	-	-	-	0.550
Pedestrians	2	3	73	2	1	1	82	0	0	8	0	0	0	8	4	5	1	0	0	0	10
% Pedestrians	2.4%	3.7%	89.0%	2.4%	1.2%	1.2%	93.2%	0%	0%	100%	0%	0%	0%	57.1%	40.0%	50.0%	10.0%	0%	0%	0%	90.9%
Bicycles	1	0	5	0	0	0	6	1	0	5	0	0	0	6	0	1	0	0	0	0	1
% Bicycles	16.7%	0%	83.3%	0%	0%	0%	6.8%	16.7%	0%	83.3%	0%	0%	0%	42.9%	0%	100%	0%	0%	0%	0%	9.1%

* BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

Longworth Trail Crossing - Ped & Bike Junction

Fri Sep 15, 2017

PM Peak (WKND) (Sep 15 2017 2PM - 3PM)

All Classes (Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 448500, Location: 46.245274, -63.123485



Provided by: CBCL Limited

135 St. Peters Road, Suite 201, PO Box 1659, Charlottetown, PE, C1A 7N4, CA

Leg Direction	East Sidewalk (south) Northwestbound							West Sidewalk (south) Northeastbound							East Sidewalk (north) Southwestbound							
Time	HR	R	T	BL	L	U	App	R	BR	T	L	HL	U	App	R	BR	T	L	HL	U	App	Int
2017-09-15 2:00PM	1	1	0	1	0	0	3	0	0	0	1	1	0	2	0	0	0	0	0	0	0	38
2:15PM	0	2	0	0	0	0	2	0	0	0	6	0	0	6	0	0	0	2	0	0	2	74
2:30PM	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	1	0	1	0	0	2	8
2:45PM	2	0	0	0	0	0	2	0	0	0	2	0	0	2	0	0	0	2	0	0	2	18
Total	3	4	1	1	0	0	9	0	0	0	9	1	0	10	0	1	0	5	0	0	6	138
% Approach	33.3%	44.4%	11.1%	11.1%	0%	0%	-	0%	0%	0%	90.0%	10.0%	0%	-	0%	16.7%	0%	83.3%	0%	0%	-	-
% Total	2.2%	2.9%	0.7%	0.7%	0%	0%	6.5%	0%	0%	0%	6.5%	0.7%	0%	7.2%	0%	0.7%	0%	3.6%	0%	0%	4.3%	-
PHF	0.375	0.500	0.250	0.250	-	-	0.750	-	-	-	0.375	0.250	-	0.417	-	0.250	-	0.625	-	-	0.750	0.466
Pedestrians	3	4	1	1	0	0	9	0	0	0	8	1	0	9	0	1	0	4	0	0	5	23
% Pedestrians	33.3%	44.4%	11.1%	11.1%	0%	0%	100%	0%	0%	0%	88.9%	11.1%	0%	90.0%	0%	20.0%	0%	80.0%	0%	0%	83.3%	16.7%
Bicycles	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	1	2
% Bicycles	-	-	-	-	-	-	0%	0%	0%	0%	100%	0%	0%	10.0%	0%	0%	0%	100%	0%	0%	16.7%	1.4%

* BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

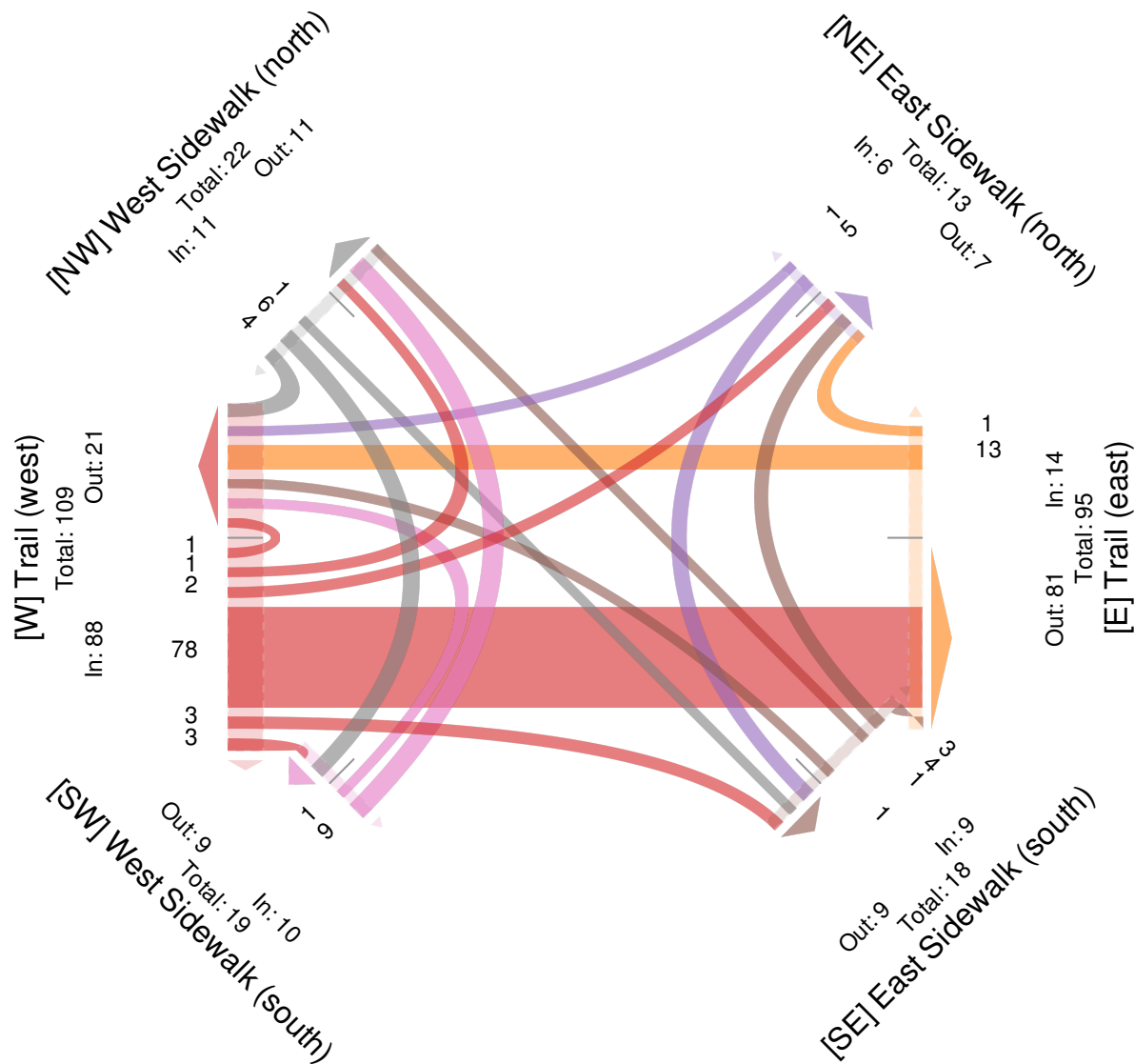
Longworth Trail Crossing - Ped & Bike Junction

Fri Sep 15, 2017
PM Peak (WKND) (Sep 15 2017 2PM - 3PM)
All Classes (Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 448500, Location: 46.245274, -63.123485



135 St. Peters Road, Suite 201, PO Box 1659, Charlottetown, PE, C1A 7N4, CA

Provided by: CBCL Limited



Study Name **Victoria Park AT Count**

Dates **Friday, Sept. 15 & Saturday, Sept. 16 (2017)**

Times **6 AM - 10 PM (both days)**

		Pedestrians				Cyclists			
		SB (toward Dairy Bar)		NB (toward Brighton Rd)		SB (toward Dairy Bar)		NB (toward Brighton Rd)	
		Boardwalk	Bike Lanes	Boardwalk	Bike Lanes	Boardwalk	Bike Lanes	Boardwalk	Bike Lanes
Friday September 15	6:00 AM	1	0	0	0	0	0	0	0
	6:15 AM	4	1	0	0	0	0	0	0
	6:30 AM	8	0	5	0	0	0	0	0
	6:45 AM	7	0	5	0	0	0	0	0
	7:00 AM	9	0	4	0	0	0	0	1
	7:15 AM	3	0	7	0	0	1	0	0
	7:30 AM	4	0	3	0	0	1	0	0
	7:45 AM	11	0	4	0	0	0	0	1
	8:00 AM	11	0	8	0	0	0	0	4
	8:15 AM	5	0	3	0	0	1	0	0
	8:30 AM	9	1	15	1	0	0	0	1
	8:45 AM	9	0	8	0	0	1	0	1
	9:00 AM	12	1	7	1	0	2	0	0
	9:15 AM	12	0	1	0	0	3	0	0
	9:30 AM	12	1	13	0	0	1	0	0
	9:45 AM	17	0	6	0	0	0	0	1
	10:00 AM	15	0	16	0	0	0	0	0
	10:15 AM	20	1	23	2	1	2	0	2
	10:30 AM	22	0	7	0	0	0	0	0
	10:45 AM	12	1	16	0	0	0	0	2
	11:00 AM	11	1	14	1	0	0	0	0
	11:15 AM	12	1	16	0	0	0	0	0
	11:30 AM	14	4	17	1	0	0	0	2
	11:45 AM	12	1	15	4	0	2	0	2
	12:00 PM	12	0	18	1	0	0	0	0
	12:15 PM	11	0	18	1	0	2	0	0
	12:30 PM	33	0	17	2	0	1	0	0
	12:45 PM	12	0	18	0	0	1	0	1
	1:00 PM	13	1	9	0	0	1	0	0
	1:15 PM	7	0	12	0	0	1	0	0
	1:30 PM	9	0	16	0	0	0	0	3
	1:45 PM	22	0	12	0	0	0	0	2

		Pedestrians				Cyclists			
		SB (toward Dairy Bar)		NB (toward Brighton Rd)		SB (toward Dairy Bar)		NB (toward Brighton Rd)	
		Boardwalk	Bike Lanes	Boardwalk	Bike Lanes	Boardwalk	Bike Lanes	Boardwalk	Bike Lanes
Friday September 15	2:00 PM	12	0	16	0	0	2	0	1
	2:15 PM	8	0	7	0	0	0	0	0
	2:30 PM	12	3	19	0	0	1	0	0
	2:45 PM	5	0	4	1	0	1	0	0
	3:00 PM	10	0	10	0	0	1	0	1
	3:15 PM	3	1	4	0	0	1	1	0
	3:30 PM	10	0	6	0	0	0	0	1
	3:45 PM	8	0	7	1	0	0	0	1
	4:00 PM	4	1	12	0	0	0	0	2
	4:15 PM	16	0	4	1	1	1	0	1
	4:30 PM	8	0	15	2	0	4	0	2
	4:45 PM	12	0	11	0	0	2	0	3
	5:00 PM	14	2	4	2	0	3	0	3
	5:15 PM	2	2	9	0	0	0	0	4
	5:30 PM	20	0	11	2	0	1	1	1
	5:45 PM	11	2	9	0	0	2	0	1
	6:00 PM	14	2	13	0	0	2	0	1
	6:15 PM	25	2	6	1	0	4	0	0
	6:30 PM	16	2	20	2	0	3	0	6
	6:45 PM	32	0	21	0	0	0	1	2
	7:00 PM	36	0	24	2	0	2	0	0
	7:15 PM	28	0	21	0	0	2	0	0
	7:30 PM	21	1	29	0	0	0	0	1
	7:45 PM	20	1	18	0	0	2	0	0
	8:00 PM	16	0	18	3	0	1	0	0
	8:15 PM	10	0	7	0	0	0	1	0
	8:30 PM	7	0	1	0	0	0	0	0
	8:45 PM	6	0	1	0	0	0	0	0
	9:00 PM	5	0	2	0	0	0	0	0
	9:15 PM	6	1	1	0	0	0	0	0
	9:30 PM	2	2	9	2	0	0	0	0
	9:45 PM	3	0	3	0	0	0	0	0
	Totals	773	36	675	33	2	55	4	54

		Pedestrians				Cyclists			
		SB (toward Dairy Bar)		NB (toward Brighton Rd)		SB (toward Dairy Bar)		NB (toward Brighton Rd)	
		Boardwalk	Bike Lanes	Boardwalk	Bike Lanes	Boardwalk	Bike Lanes	Boardwalk	Bike Lanes
Saturday September 16	6:00 AM	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	2	0	0	0	0
	6:30 AM	5	0	1	0	0	0	0	0
	6:45 AM	1	0	1	0	0	0	0	0
	7:00 AM	0	0	1	0	0	0	0	0
	7:15 AM	1	0	1	0	0	0	0	0
	7:30 AM	2	0	2	0	0	0	0	0
	7:45 AM	2	0	2	0	0	0	0	0
	8:00 AM	11	2	6	2	0	0	0	0
	8:15 AM	6	2	4	1	0	0	0	1
	8:30 AM	11	1	3	1	0	0	0	1
	8:45 AM	8	0	8	0	0	0	0	1
	9:00 AM	10	1	5	0	0	1	0	1
	9:15 AM	17	1	6	0	0	2	1	0
	9:30 AM	3	0	8	1	1	0	0	0
	9:45 AM	9	0	9	0	0	7	0	0
	10:00 AM	7	1	9	0	0	0	0	1
	10:15 AM	16	0	15	1	0	4	0	1
	10:30 AM	11	0	4	0	0	0	0	1
	10:45 AM	15	0	13	0	0	0	0	0
	11:00 AM	21	0	15	0	0	2	0	0
	11:15 AM	23	0	18	0	0	2	0	2
	11:30 AM	8	1	16	0	0	0	0	2
	11:45 AM	8	0	15	0	0	0	0	0
	12:00 PM	10	0	4	0	0	0	0	0
	12:15 PM	24	0	14	2	0	0	0	0
	12:30 PM	7	0	7	0	0	2	0	2
	12:45 PM	4	0	5	0	0	0	0	0
	1:00 PM	18	1	8	0	0	3	0	2
	1:15 PM	17	1	18	1	0	2	0	1
	1:30 PM	13	0	16	0	0	4	0	4
	1:45 PM	12	1	9	0	0	3	0	3

		Pedestrians				Cyclists			
		SB (toward Dairy Bar)		NB (toward Brighton Rd)		SB (toward Dairy Bar)		NB (toward Brighton Rd)	
		Boardwalk	Bike Lanes	Boardwalk	Bike Lanes	Boardwalk	Bike Lanes	Boardwalk	Bike Lanes
Saturday September 16	2:00 PM	6	1	19	0	0	3	0	1
	2:15 PM	9	3	22	0	0	4	0	1
	2:30 PM	13	0	11	0	0	0	0	4
	2:45 PM	11	0	10	0	1	1	0	1
	3:00 PM	8	0	21	0	0	0	0	1
	3:15 PM	27	0	25	0	0	1	0	0
	3:30 PM	18	0	16	0	0	2	0	4
	3:45 PM	20	1	11	0	0	7	0	5
	4:00 PM	16	3	10	4	0	3	0	4
	4:15 PM	15	0	19	1	0	3	0	12
	4:30 PM	11	0	10	0	0	0	0	3
	4:45 PM	23	0	22	1	0	0	0	1
	5:00 PM	7	0	9	4	0	6	0	1
	5:15 PM	12	0	3	1	0	8	0	10
	5:30 PM	12	1	17	0	0	4	0	7
	5:45 PM	8	3	11	4	0	0	0	0
	6:00 PM	20	2	11	0	0	3	0	0
	6:15 PM	7	0	12	1	0	0	0	0
	6:30 PM	9	3	17	0	0	6	0	1
	6:45 PM	18	0	13	0	0	2	0	0
	7:00 PM	12	1	18	0	0	0	0	4
	7:15 PM	11	0	17	0	0	0	0	0
	7:30 PM	10	0	10	0	0	2	0	0
	7:45 PM	6	2	13	3	0	1	0	1
	8:00 PM	13	0	9	0	0	0	0	0
	8:15 PM	21	0	7	0	0	0	0	1
	8:30 PM	4	0	9	0	0	0	0	3
	8:45 PM	3	0	4	3	0	0	0	0
	9:00 PM	1	0	3	0	0	0	0	0
	9:15 PM	0	2	2	0	0	0	0	0
	9:30 PM	2	0	1	0	0	0	0	0
	9:45 PM	0	2	2	0	0	0	0	0
	Totals	653	36	627	33	2	88	1	88

Grand Totals	1426	72	1302	66	4	143	5	142
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AT Junction Flows

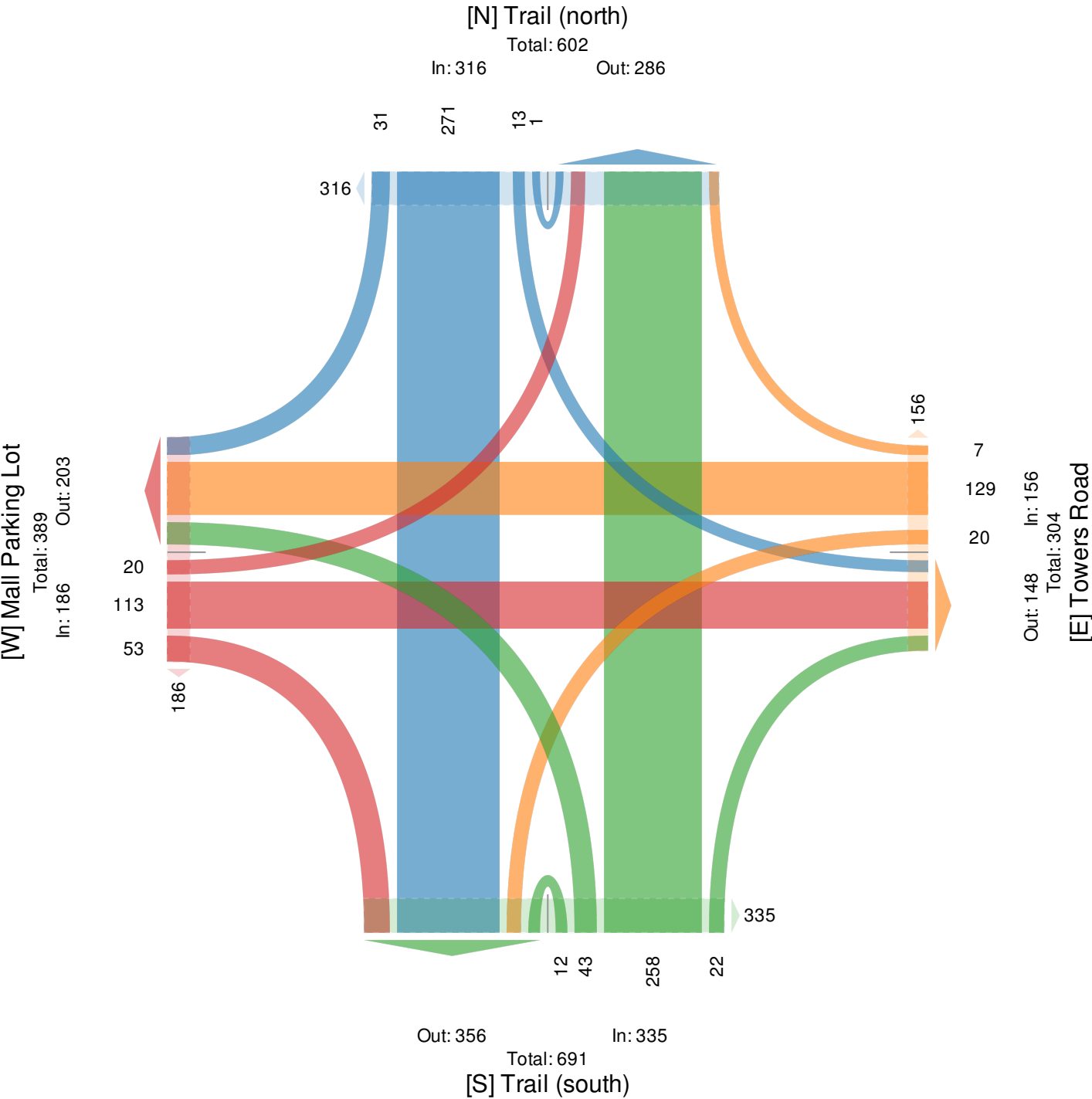
Ch'town Mall AT Count - Ped & Bike

Junction

Fri Sep 22, 2017
Full Length (6AM-10PM (+1))
All Classes (Pedestrians, Bicycles)
All Movements
ID: 449424, Location: 46.266758, -63.142689



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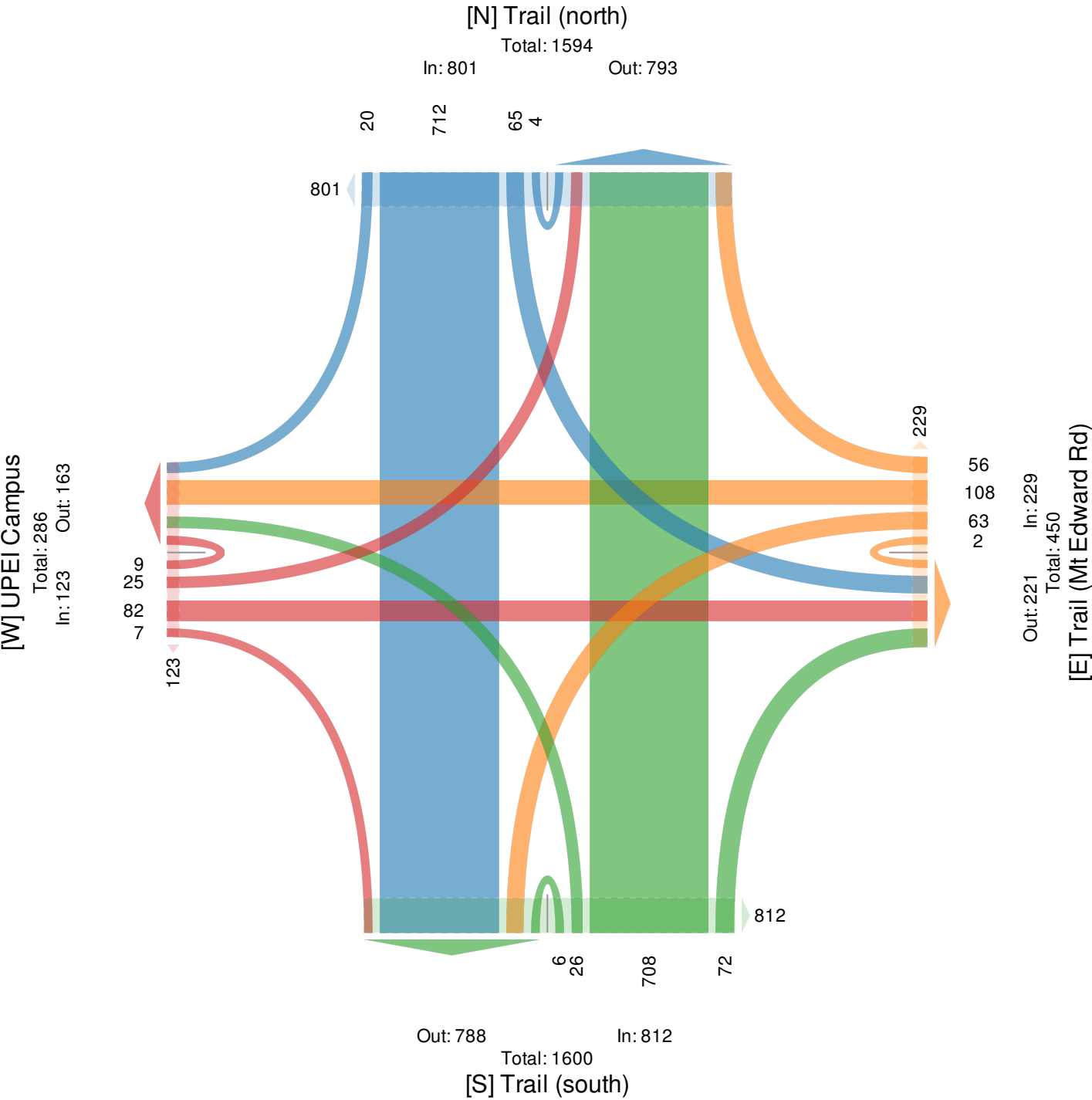
UPEI Trail - Ped & Bike Junction

Fri Sep 22, 2017
Full Length (6AM-10PM (+1))
All Classes (Pedestrians, Bicycles)
All Movements
ID: 449427, Location: 46.258417, -63.136994



Provided by: CBCL Limited

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Belvedere Ave Trail Crossing - Ped & Bike

Junction

Fri Sep 15, 2017

Full Length (6AM-10PM (+1))

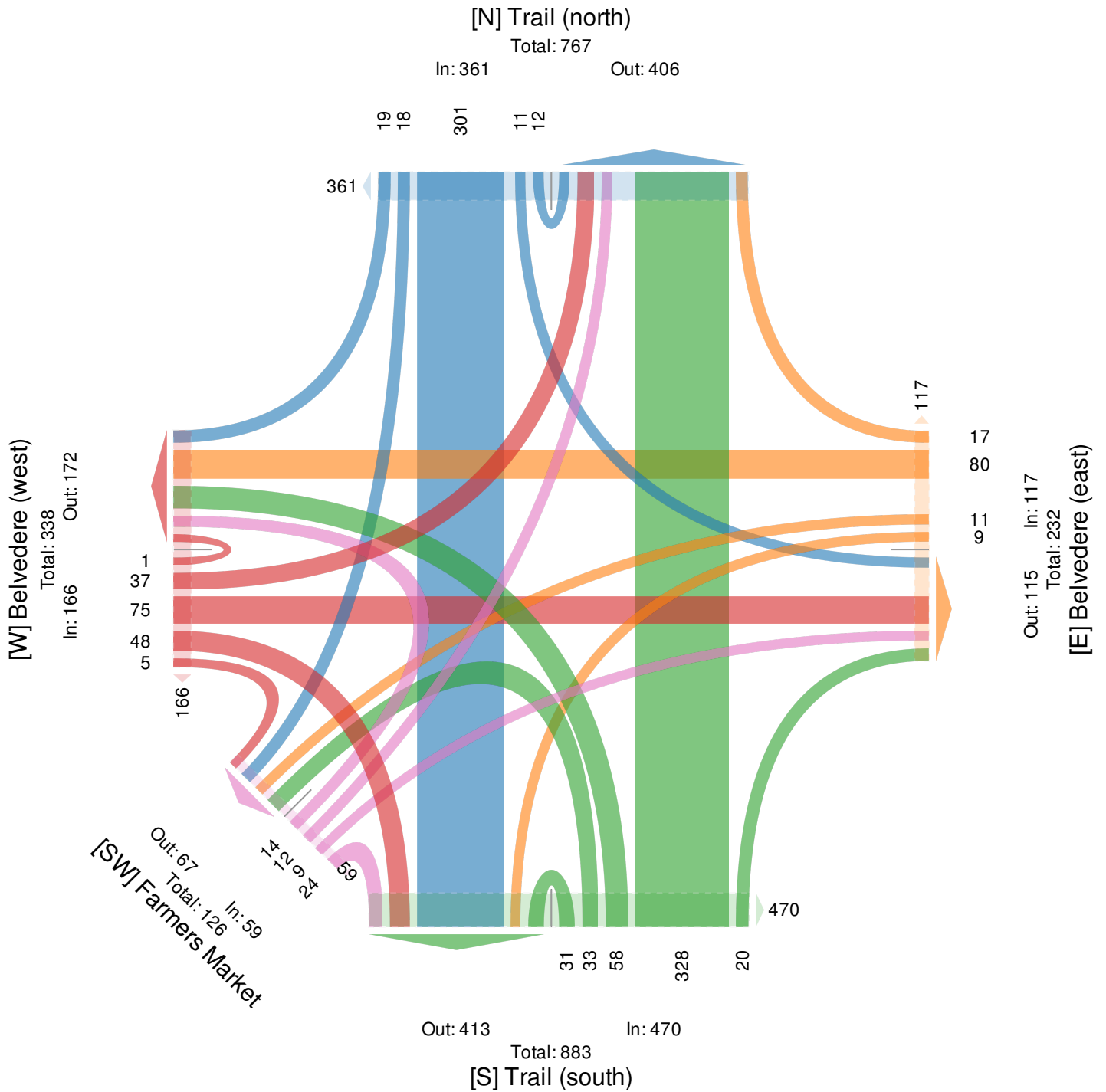
All Classes (Pedestrians, Bicycles)

All Movements

ID: 448497, Location: 46.253776, -63.134433



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Allen St/Confederation Trail - Ped & Bike

Junction

Fri Sep 15, 2017

Full Length (6AM-10PM (+1))

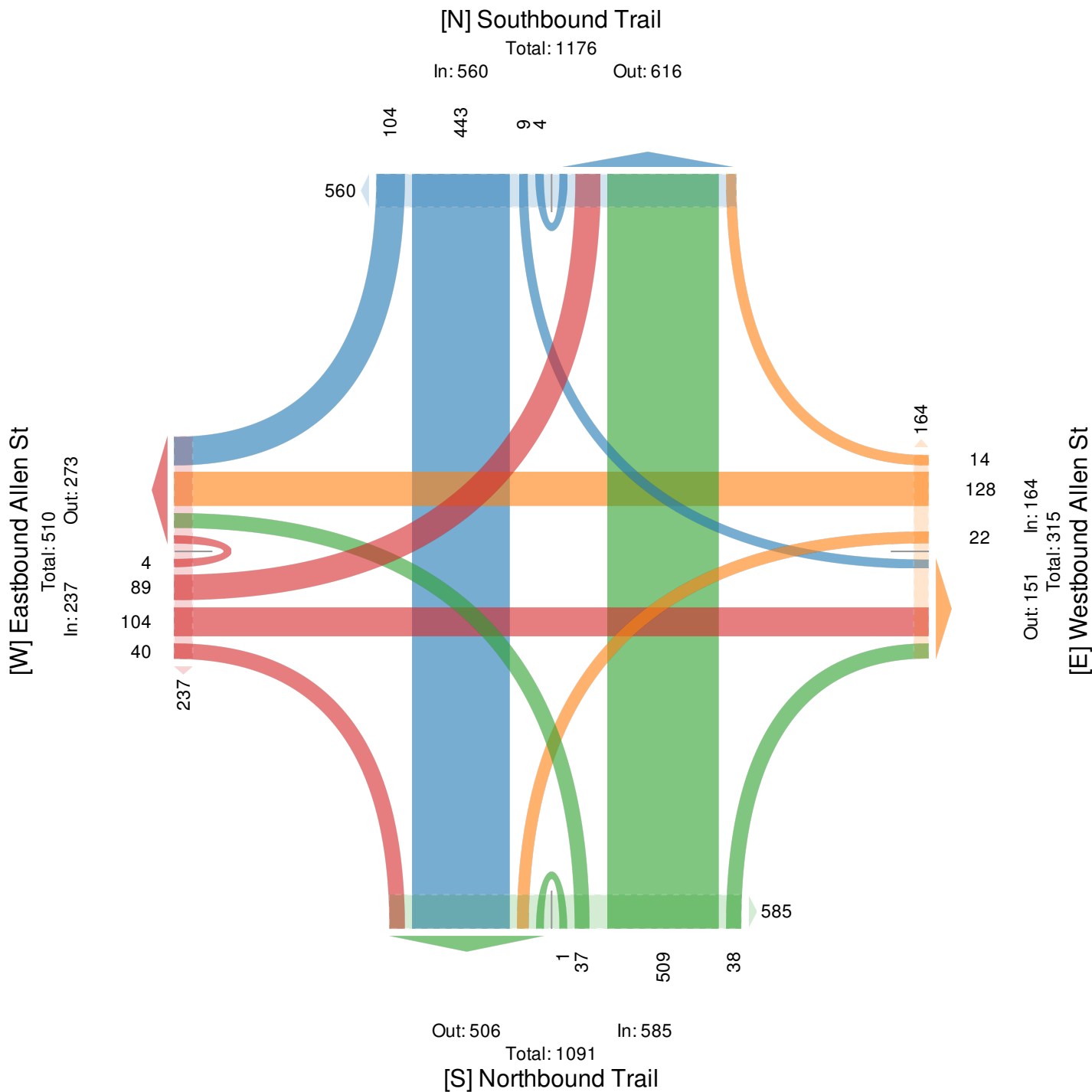
All Classes (Pedestrians, Bicycles)

All Movements

ID: 448493, Location: 46.247103, -63.128062



Provided by: CBCL Limited
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Longworth Trail Crossing - Ped & Bike

Junction

Fri Sep 15, 2017

Full Length (6AM-10PM (+1))

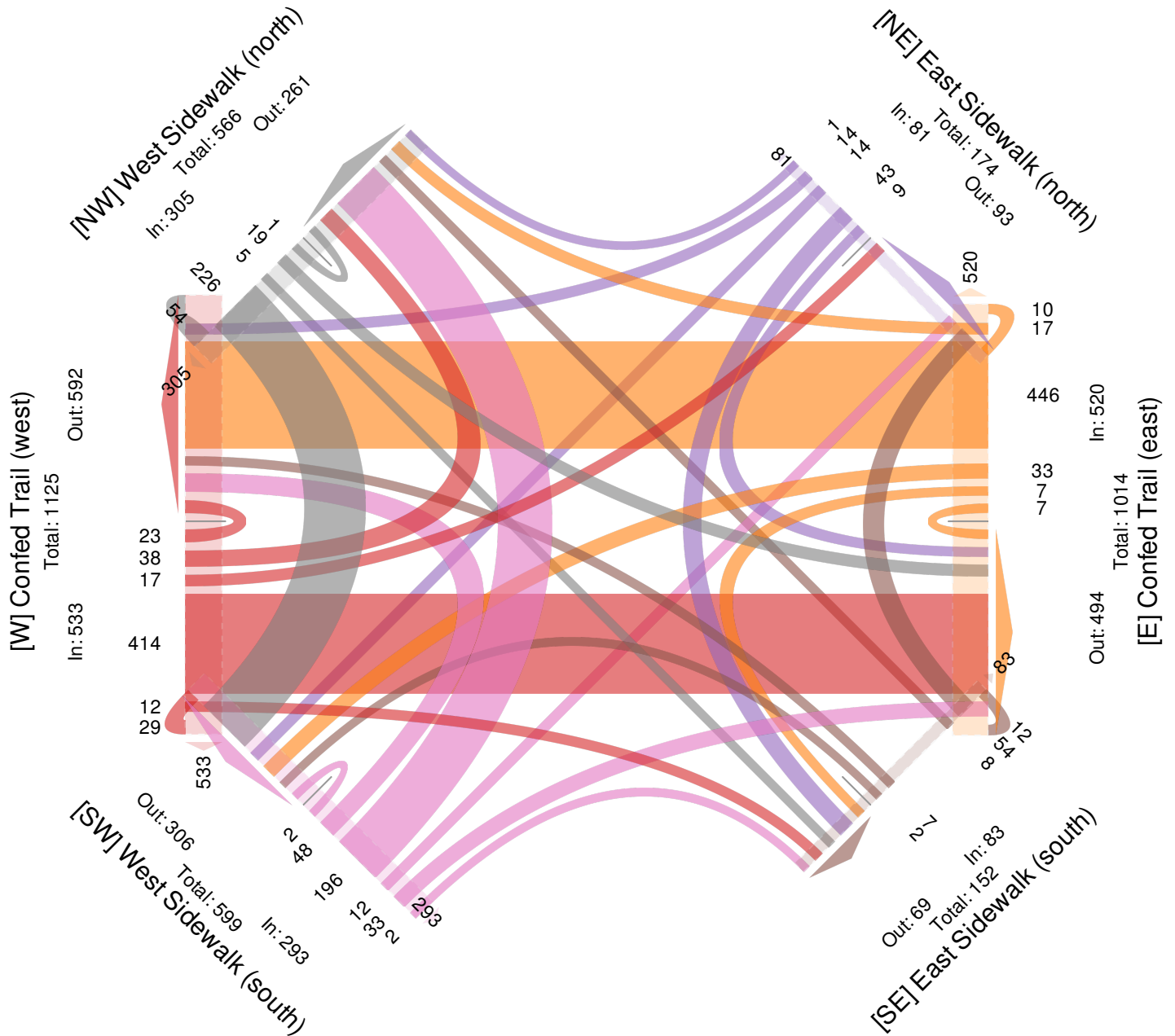
All Classes (Pedestrians, Bicycles)

All Movements

ID: 448500, Location: 46.245274, -63.123485



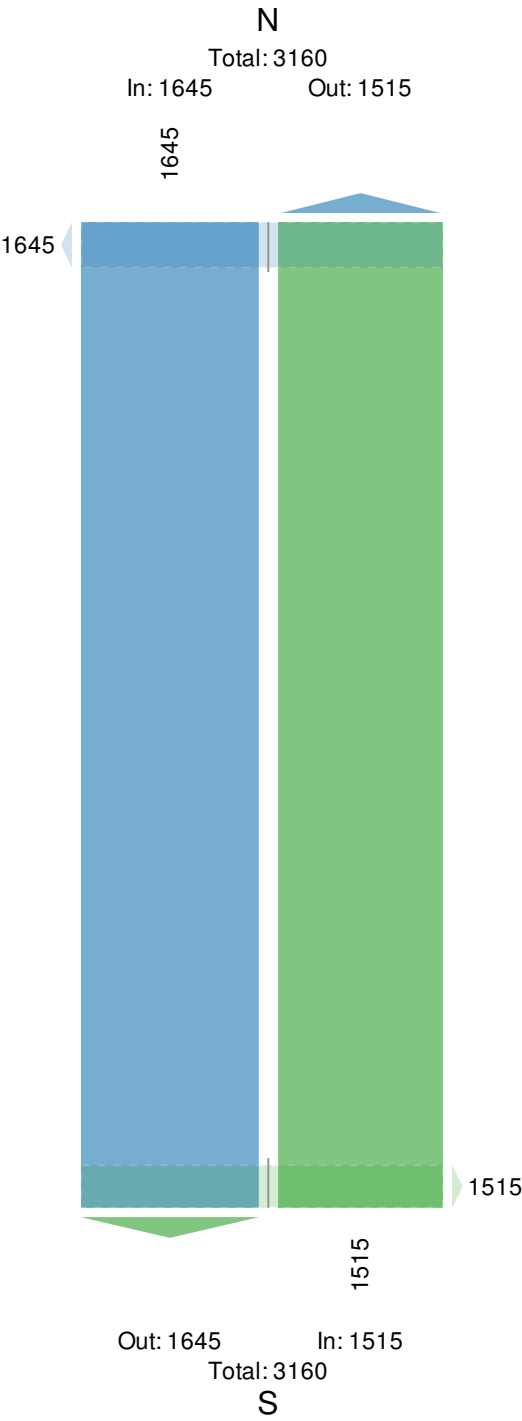
Provided by: CBCL Limited
135 St. Peters Road, Suite 201, PO Box 1659,
Charlottetown, PE, C1A 7N4, CA



Victoria Park AT Count - Ped & Bike
Pathway
Fri Sep 15, 2017
Full Length (6AM-10PM (+1))
All Classes (Pedestrians, Bicycles)
All Channels
ID: 448567, Location: 46.227743, -63.143362



Provided by: CBCL Limited
135 St. Peters Road, Suite 201, PO Box 1659,
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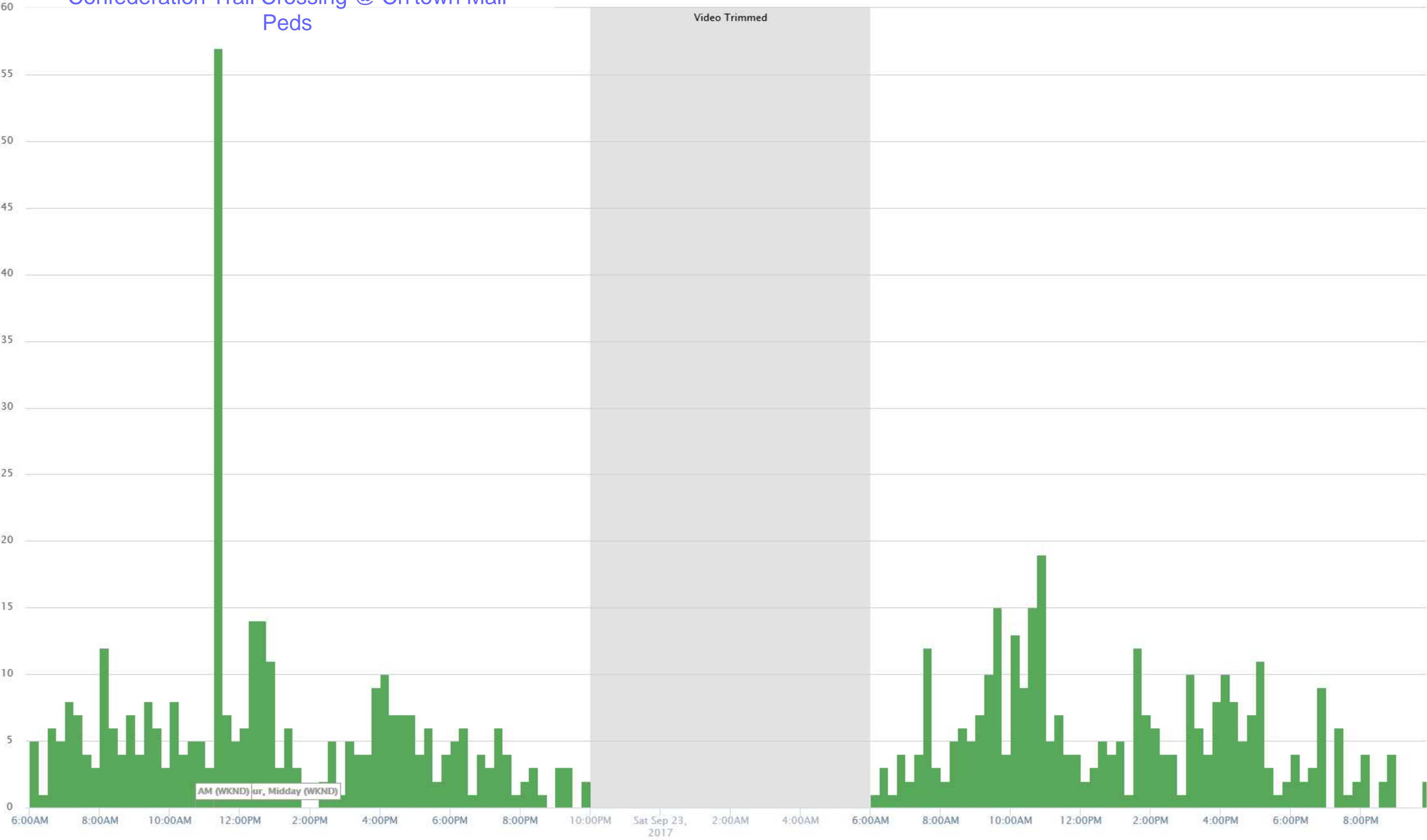
Pedestrian-Cyclist Profiles

Confederation Trail Crossing @ Ch'town Mall
Peds

Traffic Counts By Class

Video Trimmed

Bicycles - 30.6%
Pedestrians - 69.4%

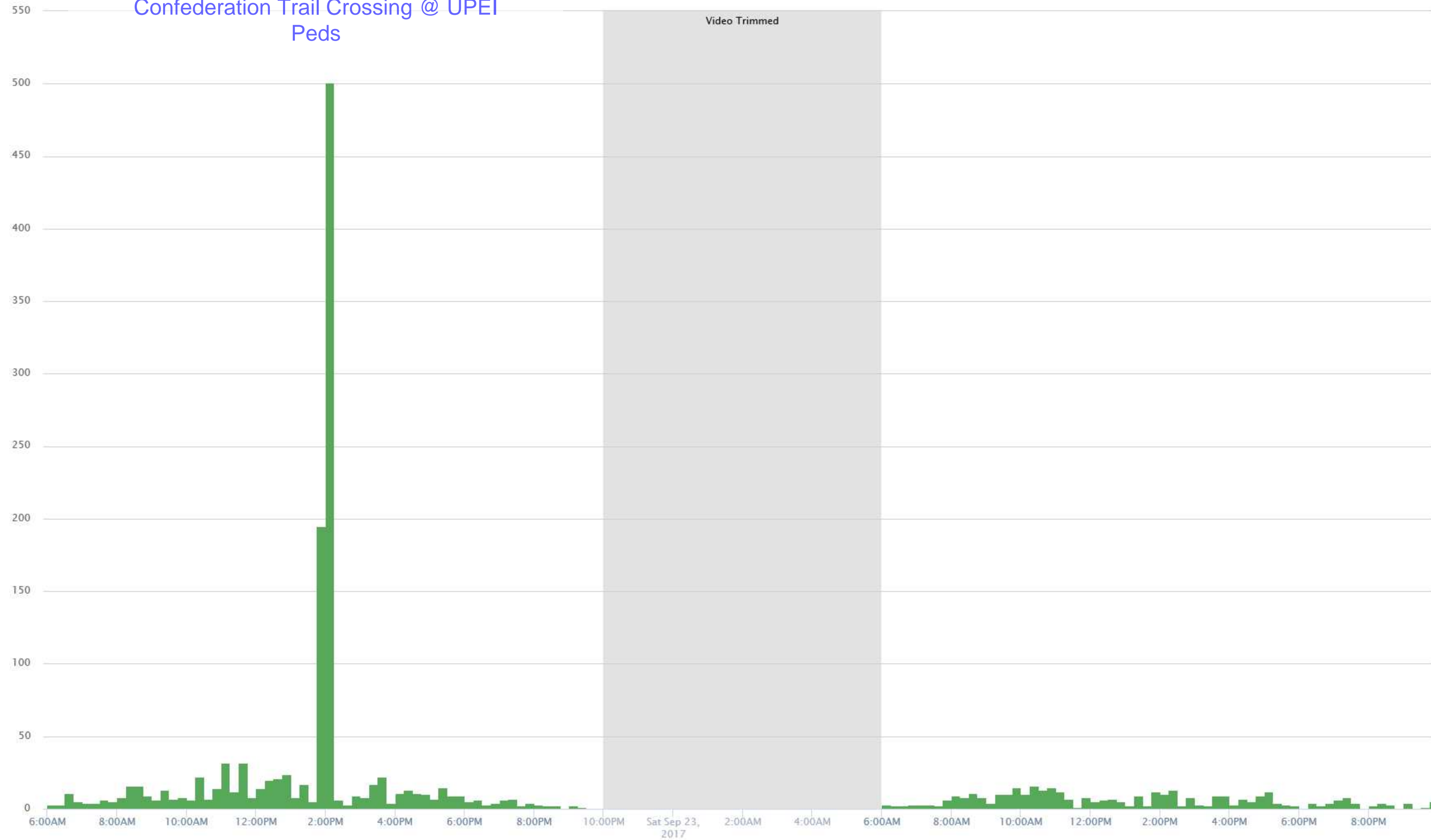


Traffic Counts By Class

Confederation Trail Crossing @ UPEI
Peds

Video Trimmed

● Bicycles – 16.5%
● Pedestrians – 83.5%



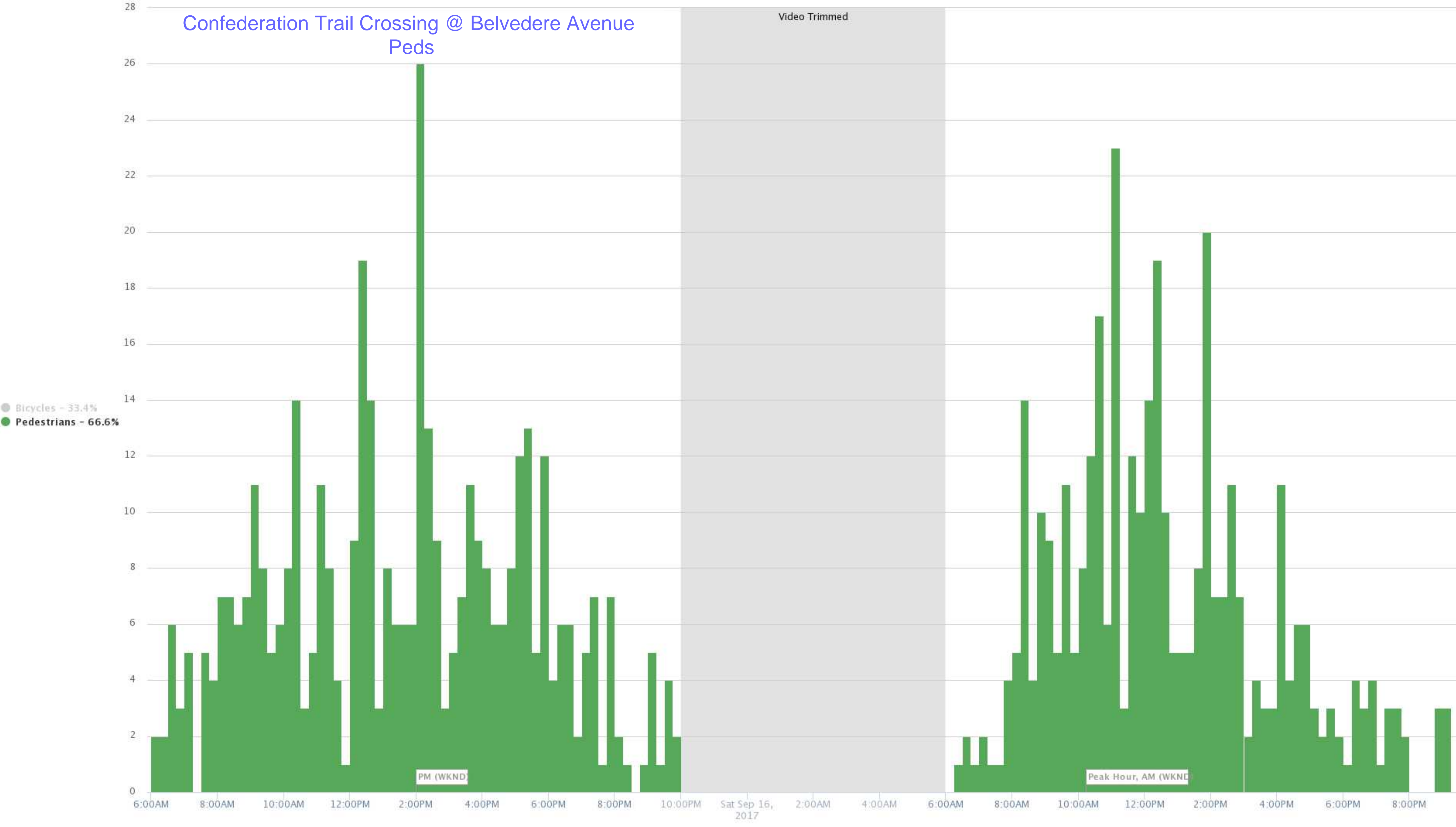
Confederation Trail Crossing @ Belvedere Avenue

Peds

● Bicycles - 33.4%

● Pedestrians - 66.6%

Video Trimmed

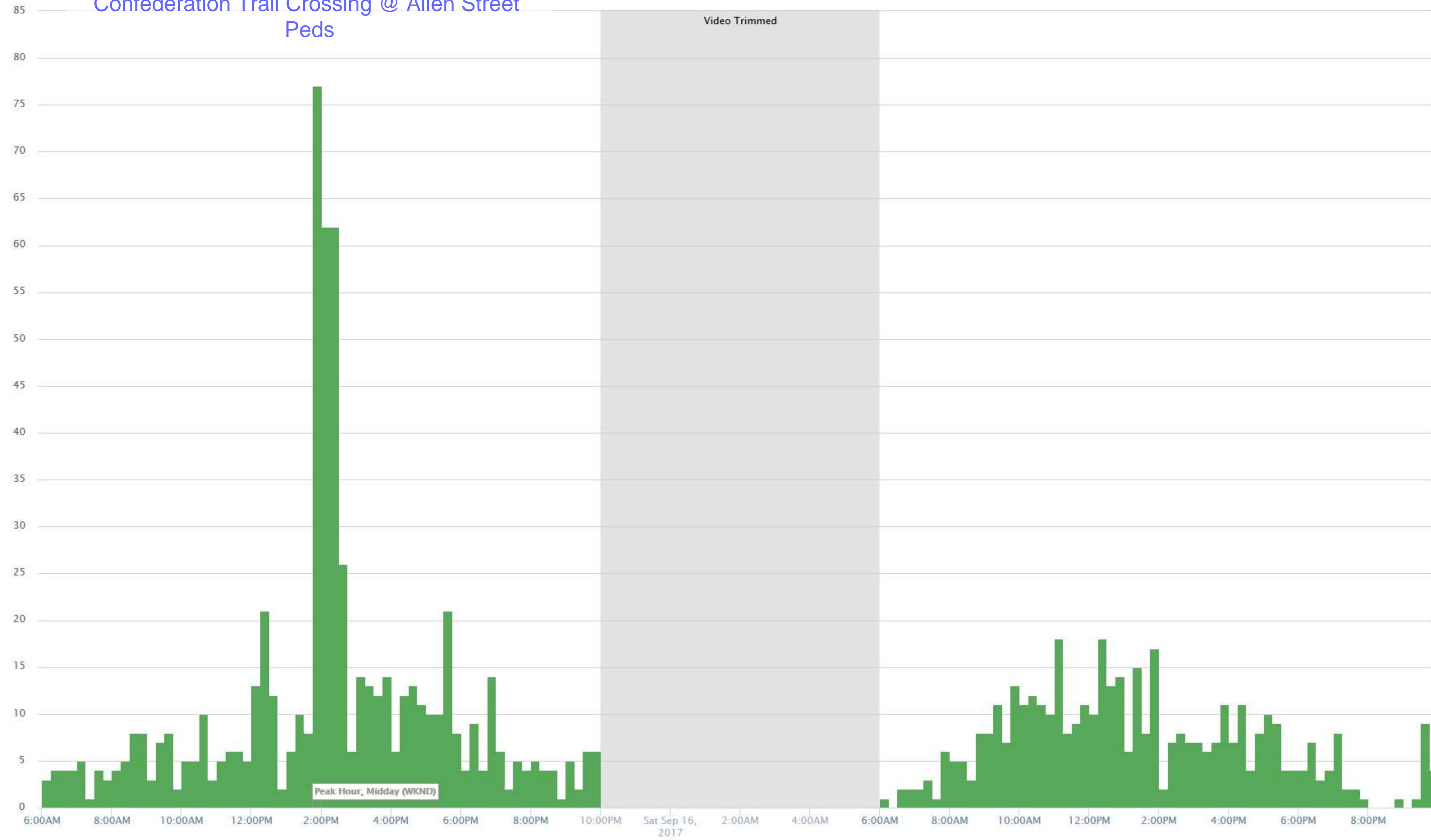


Traffic Counts By Class

Confederation Trail Crossing @ Allen Street
Peds

Video Trimmed

● Bicycles – 30.5%
● Pedestrians – 69.5%

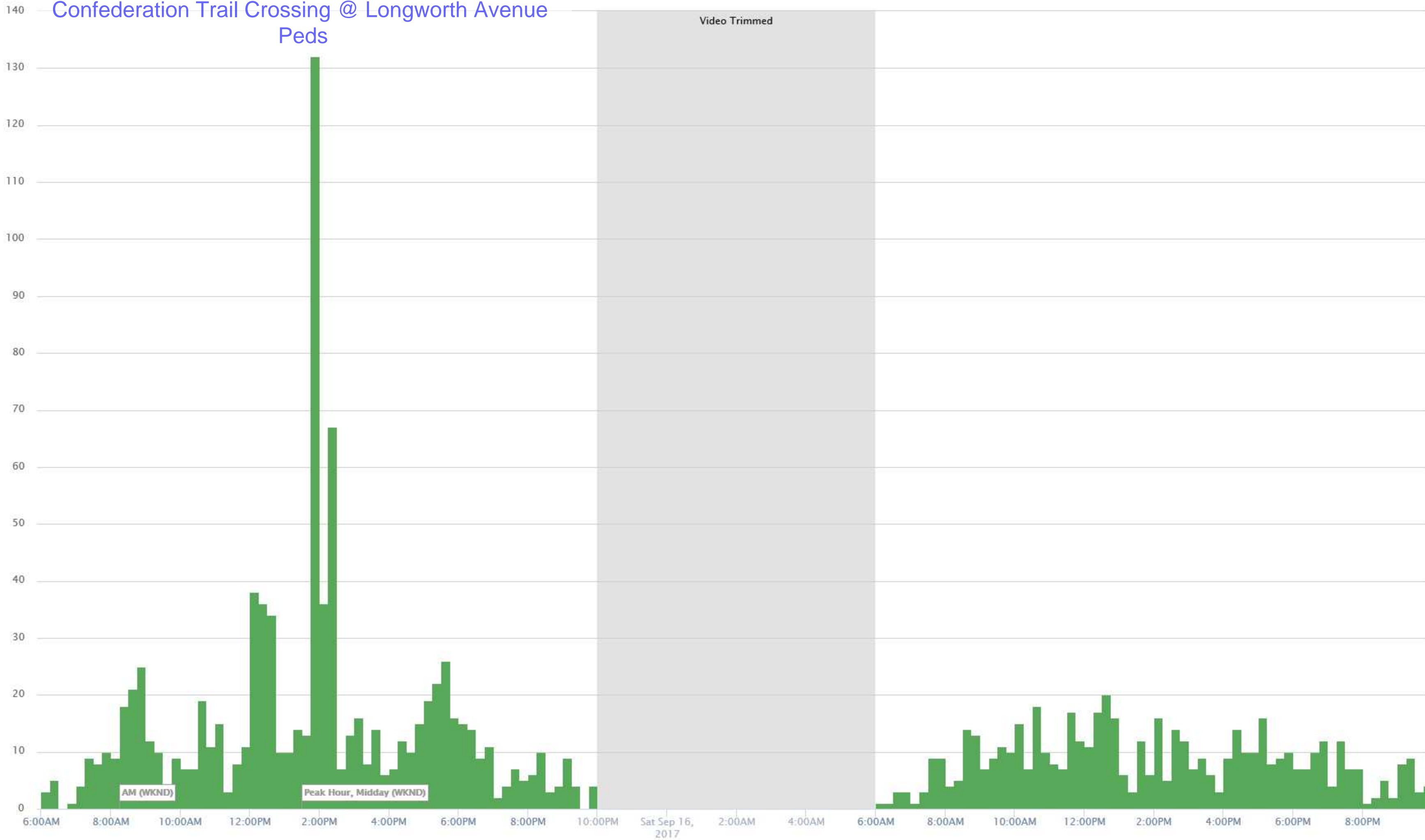


Traffic Counts By Class

Confederation Trail Crossing @ Longworth Avenue
Peds

Video Trimmed

● Bicycles - 19.4%
● Pedestrians - 80.6%

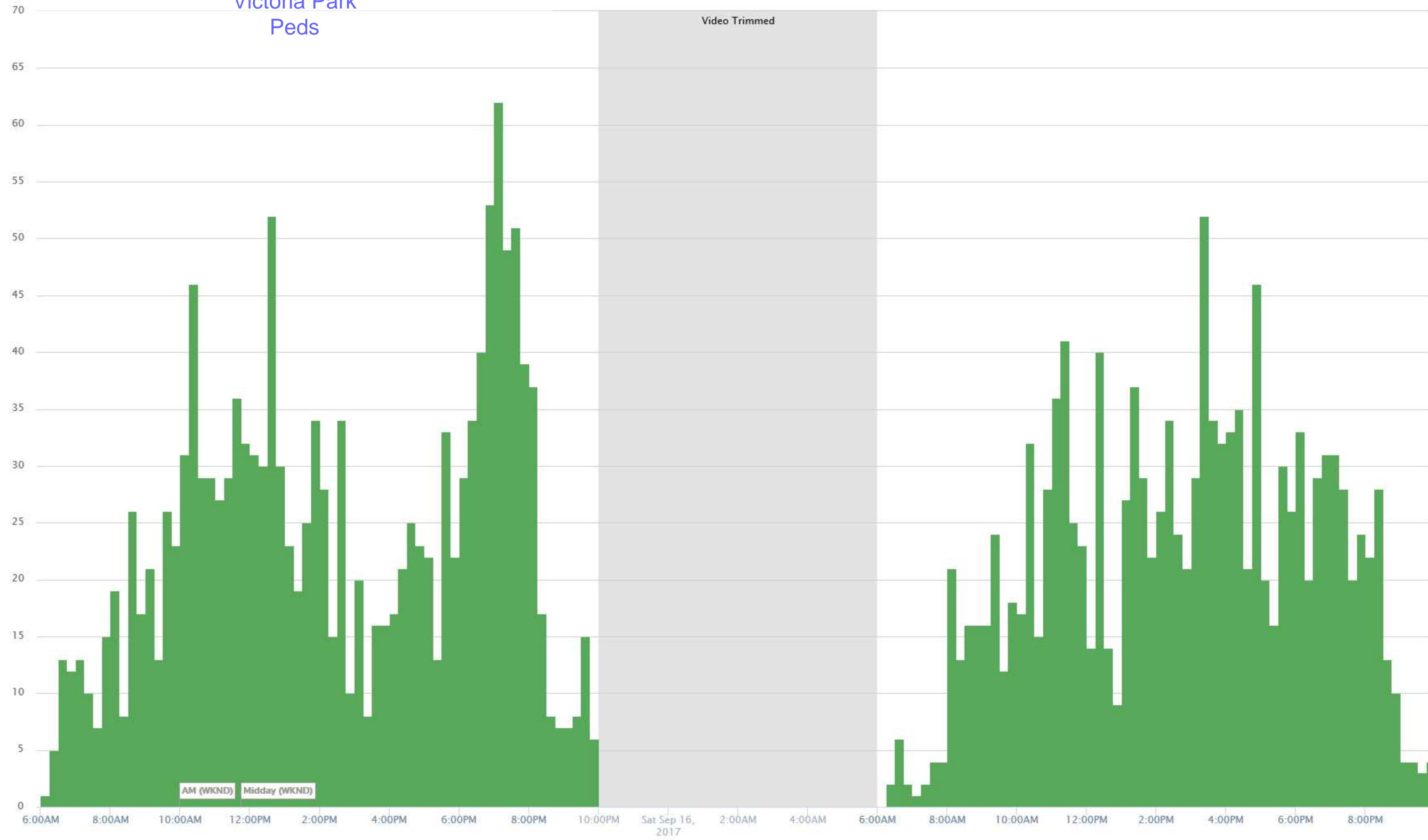


Traffic Counts By Class

Victoria Park
Peds

Video Trimmed

● Bicycles - 9.3%
● Pedestrians - 90.7%



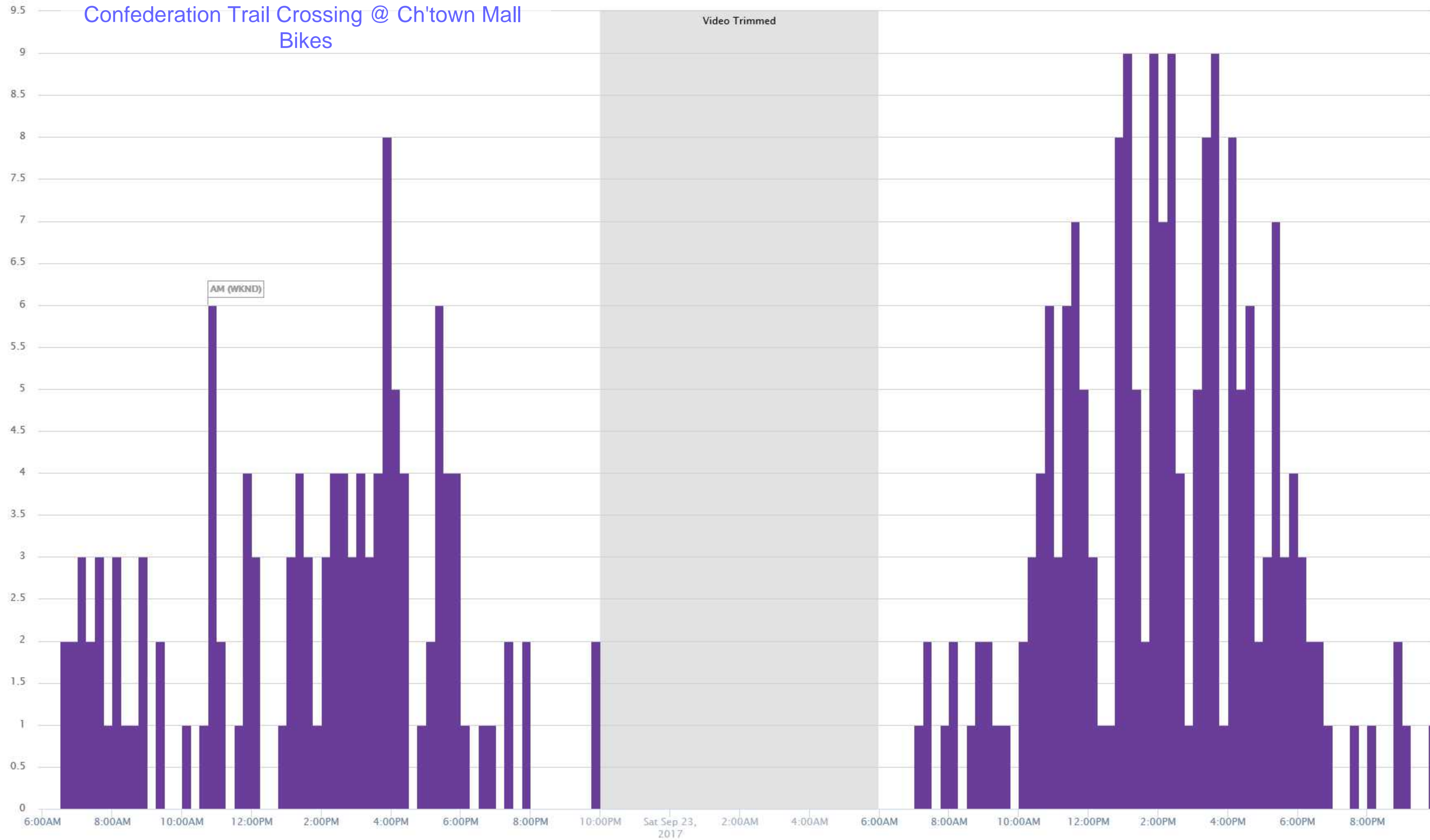
Traffic Counts By Class

Confederation Trail Crossing @ Ch'town Mall
Bikes

Video Trimmed

AM (WKND)

● Bicycles – 30.6%
● Pedestrians – 69.4%

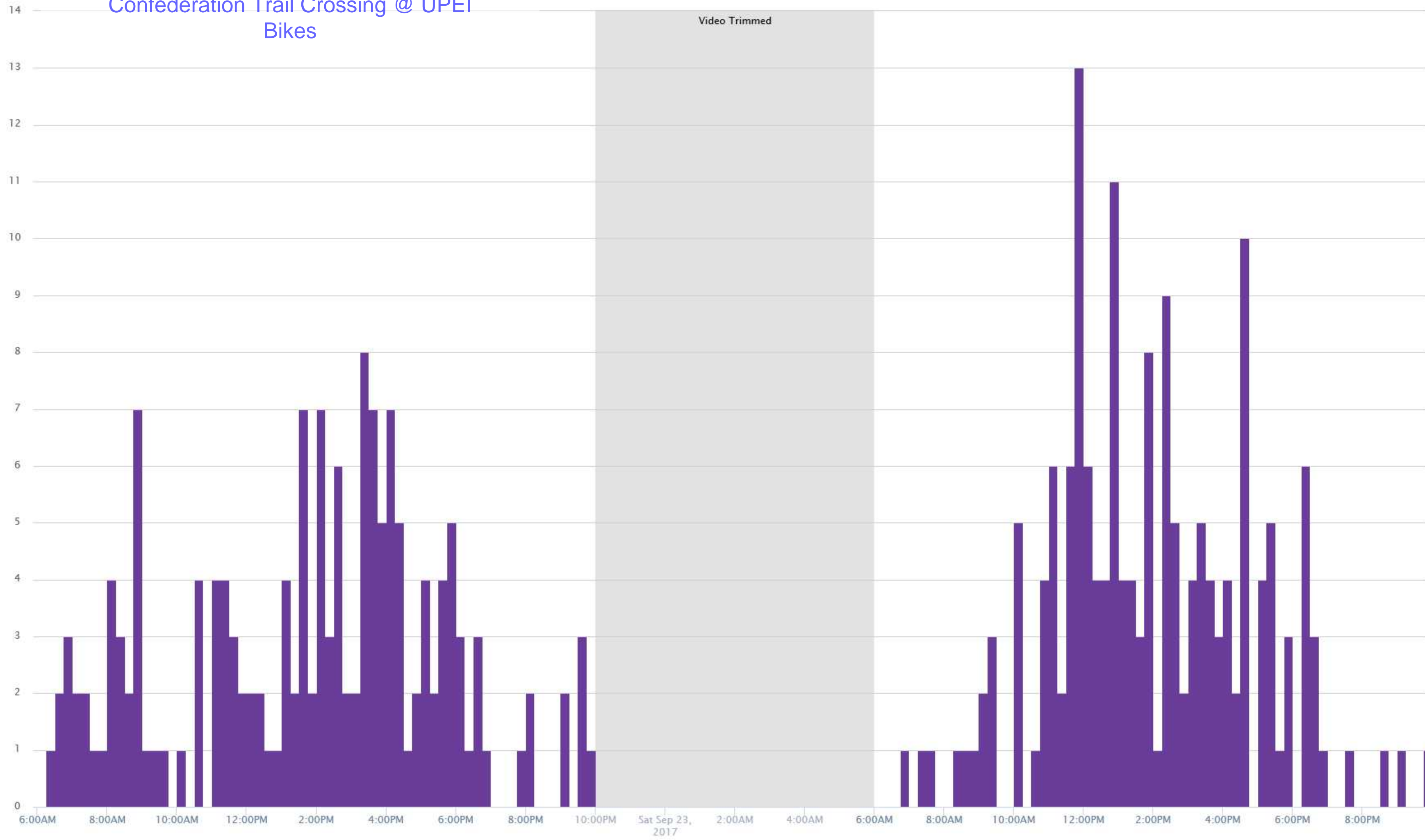


Traffic Counts By Class

Confederation Trail Crossing @ UPEI
Bikes

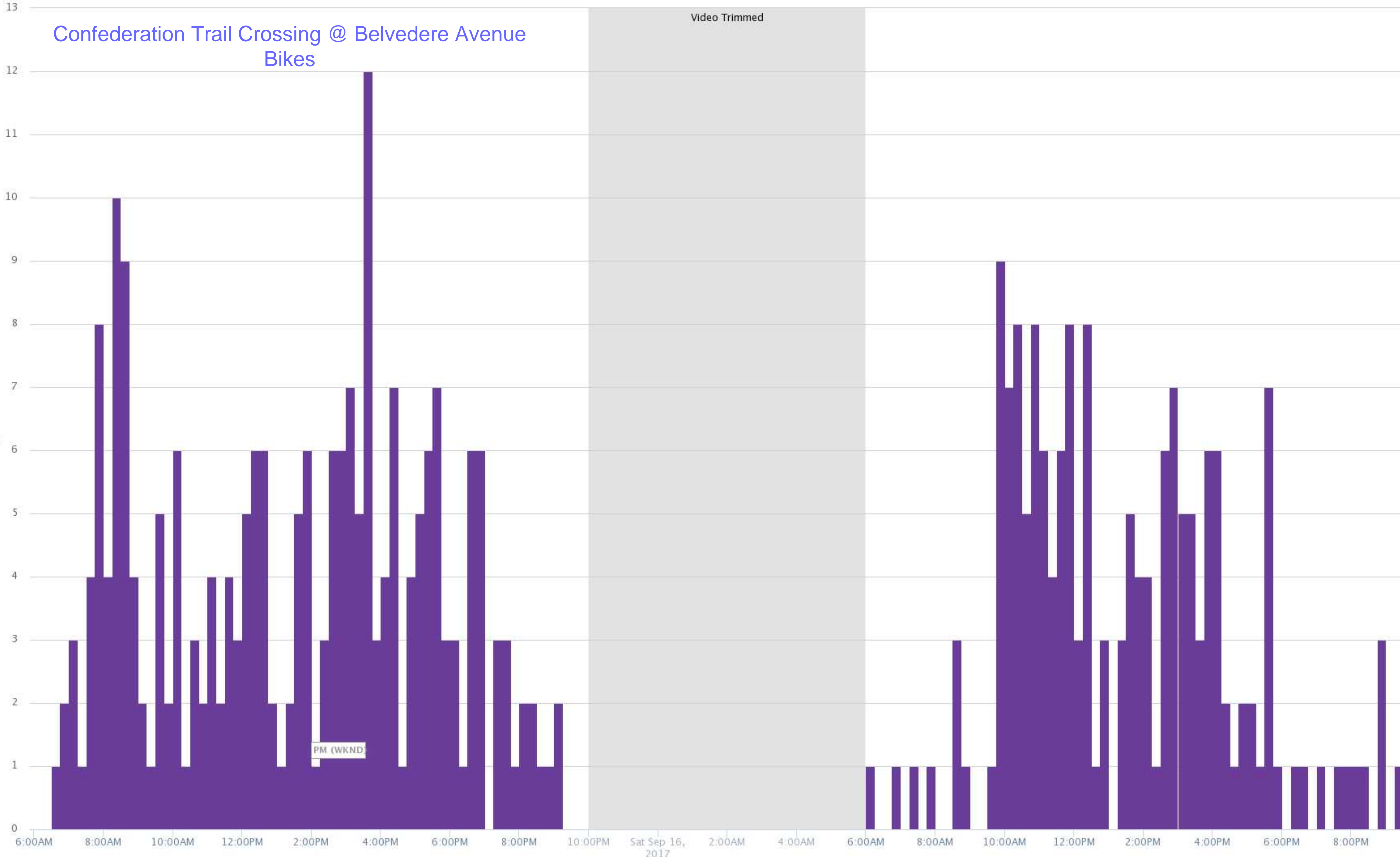
Video Trimmed

● Bicycles – 16.5%
● Pedestrians – 83.5%



Confederation Trail Crossing @ Belvedere Avenue
Bikes

● Bicycles - 33.4%
● Pedestrians - 66.6%



Confederation Trail Crossing @ Allen Street Bikes

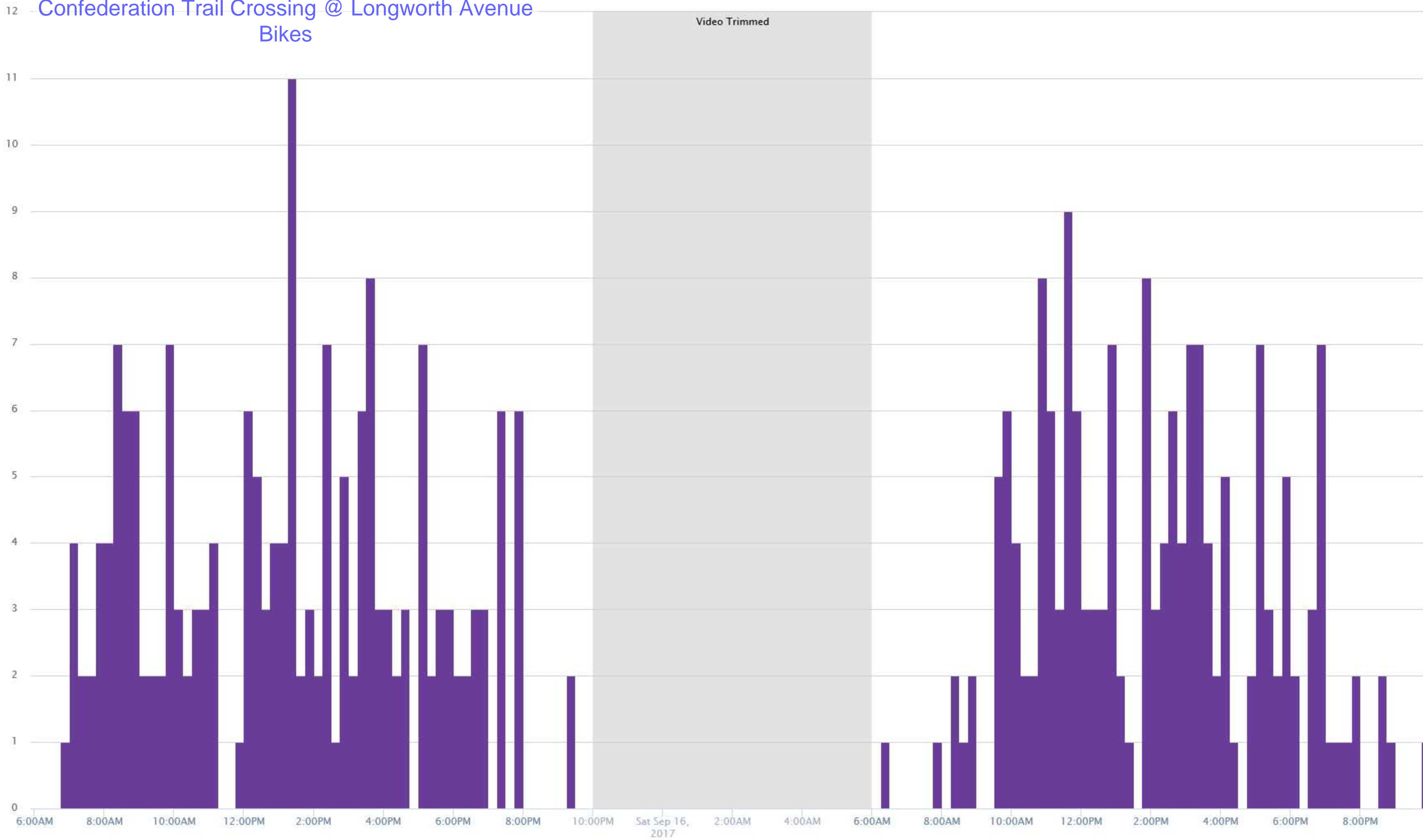


Traffic Counts By Class

Confederation Trail Crossing @ Longworth Avenue
Bikes

Video Trimmed

● Bicycles – 19.4%
● Pedestrians – 80.6%



Traffic Counts By Class

Victoria Park
Bikes

Video Trimmed

● Bicycles – 9.3%
● Pedestrians – 90.7%

