

# MOVEMENT SUMMARY

 Site: 101 [MSR/Seymour St/Parker St 2017 PM Peak]

New Site

Signals - Fixed Time Isolated Cycle Time = 117 seconds (User-Given Phase Times)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Seymour Street											
1	L2	86	5.9	0.762	54.8	LOS D	13.9	101.6	0.98	0.89	30.9
2	T1	164	4.3	0.762	50.1	LOS D	13.9	101.6	0.98	0.89	29.3
3	R2	103	2.0	0.465	57.2	LOS E	5.6	40.1	0.97	0.78	28.3
Approach		353	4.0	0.762	53.3	LOS D	13.9	101.6	0.98	0.86	29.4
East: MSR [WB]											
4	L2	60	5.1	0.899	29.6	LOS C	33.0	235.2	0.53	0.62	37.0
5	T1	763	1.7	0.899	25.0	LOS C	33.0	235.2	0.53	0.62	38.6
6	R2	220	1.4	0.447	24.4	LOS C	8.4	59.3	0.74	0.78	37.6
Approach		1042	1.8	0.899	25.2	LOS C	33.0	235.2	0.58	0.65	38.3
North: Parker Street											
7	L2	172	11.8	0.302	35.7	LOS D	7.3	55.9	0.79	0.77	33.6
8	T1	161	5.7	1.245	282.7	LOS F	33.5	247.0	1.00	1.91	9.9
9	R2	67	7.6	1.245	287.3	LOS F	33.5	247.0	1.00	1.91	11.1
Approach		399	8.6	1.245	177.2	LOS F	33.5	247.0	0.91	1.42	14.6
West: MSR [EB]											
10	L2	118	3.4	0.115	8.6	LOS A	1.5	11.1	0.38	0.62	45.5
11	T1	565	14.0	0.683	15.9	LOS B	19.5	152.5	0.66	0.59	42.2
12	R2	72	4.2	0.310	33.4	LOS C	3.0	21.8	0.75	0.75	35.6
Approach		755	11.4	0.683	16.4	LOS B	19.5	152.5	0.62	0.61	41.9
All Vehicles		2548	6.0	1.245	50.3	LOS D	33.5	247.0	0.70	0.79	30.7

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

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

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

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

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

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

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped	
P1	South Full Crossing	3	7.5	LOS A	0.0	0.0	0.36	0.36	
P2	East Full Crossing	7	48.0	LOS E	0.0	0.0	0.91	0.91	
P3	North Full Crossing	1	13.9	LOS B	0.0	0.0	0.49	0.49	
All Pedestrians		12	33.9	LOS D			0.72	0.72	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

# MOVEMENT SUMMARY

 Site: 101 [MSR/Seymour St/Parker St 2017 Saturday Peak]

New Site

Signals - Fixed Time Isolated Cycle Time = 108 seconds (User-Given Phase Times)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Seymour Street											
1	L2	17	23.5	0.276	47.0	LOS D	4.0	32.5	0.91	0.72	32.8
2	T1	69	17.6	0.276	42.3	LOS D	4.0	32.5	0.91	0.72	31.5
3	R2	26	3.8	0.131	50.7	LOS D	1.3	9.1	0.92	0.71	29.7
Approach		112	15.3	0.276	45.0	LOS D	4.0	32.5	0.91	0.72	31.3
East: MSR [WB]											
4	L2	52	2.0	0.857	20.3	LOS C	24.7	187.8	0.51	0.55	40.8
5	T1	734	10.6	0.857	15.8	LOS B	24.7	187.8	0.51	0.55	42.1
6	R2	155	11.1	0.471	33.9	LOS C	6.9	52.8	0.89	0.81	34.3
Approach		940	10.2	0.857	19.0	LOS B	24.7	187.8	0.57	0.59	40.7
North: Parker Street											
7	L2	196	6.2	0.352	35.4	LOS D	8.0	58.8	0.82	0.78	33.7
8	T1	93	15.2	0.497	45.4	LOS D	6.4	50.2	0.96	0.78	30.5
9	R2	37	8.1	0.497	50.0	LOS D	6.4	50.2	0.96	0.78	32.1
Approach		326	9.0	0.497	39.9	LOS D	8.0	58.8	0.87	0.78	32.5
West: MSR [EB]											
10	L2	35	11.4	0.032	8.3	LOS A	0.5	3.5	0.34	0.58	45.6
11	T1	806	11.7	0.776	17.2	LOS B	30.8	237.4	0.80	0.73	41.7
12	R2	12	0.0	0.047	26.4	LOS C	0.4	2.8	0.64	0.66	37.9
Approach		854	11.5	0.776	17.0	LOS B	30.8	237.4	0.77	0.72	41.8
All Vehicles		2232	10.8	0.857	22.6	LOS C	30.8	237.4	0.71	0.68	39.2

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

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

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

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

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

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

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped	
P1	South Full Crossing	3	6.7	LOS A	0.0	0.0	0.35	0.35	
P2	East Full Crossing	7	47.2	LOS E	0.0	0.0	0.94	0.94	
P3	North Full Crossing	1	12.5	LOS B	0.0	0.0	0.48	0.48	
All Pedestrians		12	33.0	LOS D			0.74	0.74	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

# MOVEMENT SUMMARY

 **Site: 101 [MSR/Seymour St/Parker St 2021 PM Peak Base]**

New Site

Signals - Fixed Time Isolated Cycle Time = 117 seconds (User-Given Cycle Time)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Seymour Street											
1	L2	64	4.8	0.449	48.1	LOS D	9.3	67.0	0.92	0.77	32.4
2	T1	121	3.3	0.449	43.5	LOS D	9.3	67.0	0.92	0.77	31.0
3	R2	77	1.3	0.323	53.3	LOS D	4.0	28.4	0.93	0.76	29.1
Approach		262	3.1	0.449	47.5	LOS D	9.3	67.0	0.92	0.77	30.8
East: MSR [WB]											
4	L2	48	4.2	0.775	13.6	LOS B	19.6	147.6	0.53	0.50	44.0
5	T1	671	8.9	0.775	9.0	LOS A	19.6	147.6	0.53	0.50	45.1
6	R2	180	1.7	0.288	21.0	LOS C	5.9	41.8	0.64	0.73	38.9
Approach		899	7.2	0.775	11.7	LOS B	19.6	147.6	0.55	0.54	43.8
North: Parker Street											
7	L2	143	9.9	0.198	27.6	LOS C	5.1	39.0	0.67	0.73	36.2
8	T1	135	4.5	0.735	52.5	LOS D	10.9	79.1	0.99	0.89	28.8
9	R2	56	5.5	0.735	57.1	LOS E	10.9	79.1	0.99	0.89	30.5
Approach		334	6.9	0.735	42.6	LOS D	10.9	79.1	0.85	0.82	31.9
West: MSR [EB]											
10	L2	99	2.0	0.086	6.5	LOS A	0.9	6.2	0.27	0.58	46.6
11	T1	449	8.3	0.584	20.9	LOS C	16.9	126.7	0.72	0.63	40.2
12	R2	60	1.7	0.265	38.6	LOS D	2.7	18.9	0.79	0.75	34.1
Approach		608	6.6	0.584	20.3	LOS C	16.9	126.7	0.65	0.63	40.4
All Vehicles		2103	6.5	0.775	23.5	LOS C	19.6	147.6	0.67	0.64	38.8

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

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

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

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

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

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

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped	
P1	South Full Crossing	3	8.3	LOS A	0.0	0.0	0.38	0.38	
P2	East Full Crossing	7	46.2	LOS E	0.0	0.0	0.89	0.89	
P3	North Full Crossing	1	19.2	LOS B	0.0	0.0	0.57	0.57	
All Pedestrians		12	33.4	LOS D			0.72	0.72	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

# MOVEMENT SUMMARY

 **Site: 101 [MSR/Seymour St/Parker St 2021 PM Peak Base + Dev]**

New Site

Signals - Fixed Time Isolated Cycle Time = 117 seconds (User-Given Cycle Time)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Seymour Street											
1	L2	64	4.8	0.468	49.1	LOS D	9.4	67.8	0.93	0.78	32.2
2	T1	121	3.3	0.468	44.5	LOS D	9.4	67.8	0.93	0.78	30.7
3	R2	79	1.3	0.348	54.5	LOS D	4.2	29.5	0.94	0.77	28.9
Approach		264	3.1	0.468	48.6	LOS D	9.4	67.8	0.93	0.77	30.5
East: MSR [WB]											
4	L2	51	4.0	0.788	13.1	LOS B	19.3	144.9	0.52	0.49	44.2
5	T1	674	8.8	0.788	8.5	LOS A	19.3	144.9	0.52	0.49	45.3
6	R2	198	1.5	0.307	21.4	LOS C	6.6	47.0	0.66	0.74	38.8
Approach		922	7.0	0.788	11.6	LOS B	19.3	144.9	0.55	0.54	43.8
North: Parker Street											
7	L2	161	8.8	0.216	27.1	LOS C	5.7	43.1	0.67	0.73	36.4
8	T1	135	4.5	0.799	56.3	LOS E	11.3	82.7	1.00	0.95	28.0
9	R2	56	5.5	0.799	60.9	LOS E	11.3	82.7	1.00	0.95	29.7
Approach		352	6.6	0.799	43.7	LOS D	11.3	82.7	0.85	0.85	31.6
West: MSR [EB]											
10	L2	99	2.0	0.087	6.7	LOS A	0.9	6.6	0.28	0.58	46.5
11	T1	454	8.2	0.602	21.7	LOS C	17.4	130.3	0.73	0.64	39.9
12	R2	60	1.7	0.270	38.7	LOS D	2.7	18.9	0.79	0.75	34.1
Approach		612	6.6	0.602	20.9	LOS C	17.4	130.3	0.66	0.64	40.2
All Vehicles		2149	6.3	0.799	24.0	LOS C	19.3	144.9	0.68	0.65	38.6

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

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

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

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

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

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

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped	
P1	South Full Crossing	3	7.9	LOS A	0.0	0.0	0.37	0.37	
P2	East Full Crossing	7	47.1	LOS E	0.0	0.0	0.90	0.90	
P3	North Full Crossing	1	19.8	LOS B	0.0	0.0	0.58	0.58	
All Pedestrians		12	33.9	LOS D			0.72	0.72	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

# MOVEMENT SUMMARY

 Site: 101 [MSR/Seymour St/Parker St 2031 PM Peak Base]

New Site

Signals - Fixed Time Isolated Cycle Time = 117 seconds (User-Given Cycle Time)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Seymour Street											
1	L2	71	2.9	0.514	48.6	LOS D	10.4	74.7	0.93	0.78	32.3
2	T1	135	2.2	0.514	44.0	LOS D	10.4	74.7	0.93	0.78	30.8
3	R2	87	1.2	0.365	53.7	LOS D	4.6	32.3	0.94	0.77	29.0
Approach		293	2.1	0.514	48.0	LOS D	10.4	74.7	0.93	0.78	30.7
East: MSR [WB]											
4	L2	52	3.9	0.847	20.1	LOS C	26.3	198.9	0.56	0.57	40.9
5	T1	721	9.9	0.847	15.5	LOS B	26.3	198.9	0.56	0.57	42.2
6	R2	200	6.1	0.327	23.0	LOS C	7.0	51.9	0.69	0.75	38.1
Approach		973	8.8	0.847	17.3	LOS B	26.3	198.9	0.58	0.61	41.3
North: Parker Street											
7	L2	149	10.1	0.199	26.3	LOS C	5.2	39.6	0.65	0.72	36.7
8	T1	140	4.3	0.852	60.4	LOS E	12.3	89.4	1.00	1.01	27.2
9	R2	58	5.3	0.852	64.9	LOS E	12.3	89.4	1.00	1.01	28.9
Approach		347	7.0	0.852	46.5	LOS D	12.3	89.4	0.85	0.89	30.9
West: MSR [EB]											
10	L2	100	2.0	0.090	7.0	LOS A	1.0	7.0	0.30	0.59	46.3
11	T1	460	8.8	0.636	22.6	LOS C	18.0	135.7	0.75	0.66	39.6
12	R2	61	1.7	0.323	43.5	LOS D	2.9	20.7	0.85	0.76	32.8
Approach		620	7.0	0.636	22.1	LOS C	18.0	135.7	0.68	0.66	39.7
All Vehicles		2233	7.1	0.852	27.2	LOS C	26.3	198.9	0.70	0.69	37.5

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

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

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

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

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

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

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped	
P1	South Full Crossing	3	8.3	LOS A	0.0	0.0	0.38	0.38	
P2	East Full Crossing	7	46.2	LOS E	0.0	0.0	0.89	0.89	
P3	North Full Crossing	1	20.3	LOS C	0.0	0.0	0.59	0.59	
All Pedestrians		12	33.5	LOS D			0.72	0.72	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

# MOVEMENT SUMMARY

 Site: 101 [MSR/Seymour St/Parker St 2031 PM Peak Base + Dev]

New Site

Signals - Fixed Time Isolated Cycle Time = 117 seconds (User-Given Cycle Time)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Seymour Street											
1	L2	71	2.9	0.515	48.6	LOS D	10.4	74.7	0.93	0.78	32.3
2	T1	135	2.2	0.515	44.0	LOS D	10.4	74.7	0.93	0.78	30.8
3	R2	89	1.1	0.373	53.8	LOS D	4.7	33.1	0.94	0.77	29.0
Approach		295	2.1	0.515	48.0	LOS D	10.4	74.7	0.93	0.78	30.6
East: MSR [WB]											
4	L2	53	3.8	0.873	25.0	LOS C	29.3	222.1	0.56	0.61	38.8
5	T1	724	9.9	0.873	20.4	LOS C	29.3	222.1	0.56	0.61	40.3
6	R2	218	5.6	0.353	23.5	LOS C	7.9	58.1	0.71	0.75	37.9
Approach		995	8.6	0.873	21.3	LOS C	29.3	222.1	0.59	0.64	39.7
North: Parker Street											
7	L2	168	9.0	0.217	25.9	LOS C	5.8	43.9	0.65	0.73	36.8
8	T1	140	4.3	0.874	62.9	LOS E	12.6	91.6	1.00	1.05	26.7
9	R2	58	5.3	0.874	67.5	LOS E	12.6	91.6	1.00	1.05	28.4
Approach		366	6.6	0.874	46.7	LOS D	12.6	91.6	0.84	0.90	30.8
West: MSR [EB]											
10	L2	100	2.0	0.093	7.4	LOS A	1.1	7.7	0.32	0.59	46.1
11	T1	463	8.7	0.653	23.4	LOS C	18.5	139.1	0.76	0.67	39.3
12	R2	61	1.7	0.334	44.5	LOS D	3.0	20.9	0.85	0.76	32.6
Approach		623	7.0	0.653	22.9	LOS C	18.5	139.1	0.70	0.67	39.5
All Vehicles		2279	7.0	0.874	29.3	LOS C	29.3	222.1	0.71	0.71	36.8

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

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

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

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

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

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

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped	
P1	South Full Crossing	3	8.3	LOS A	0.0	0.0	0.38	0.38	
P2	East Full Crossing	7	46.2	LOS E	0.0	0.0	0.89	0.89	
P3	North Full Crossing	1	20.9	LOS C	0.0	0.0	0.60	0.60	
All Pedestrians		12	33.6	LOS D			0.72	0.72	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

# MOVEMENT SUMMARY

 **Site: 101 [MSR/Seymour St/Parker St 2021 Saturday Peak Base]**

New Site

Signals - Fixed Time Isolated Cycle Time = 108 seconds (User-Given Cycle Time)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Seymour Street											
1	L2	20	10.0	0.275	44.1	LOS D	4.8	35.5	0.89	0.72	33.6
2	T1	86	7.1	0.275	39.5	LOS D	4.8	35.5	0.89	0.72	32.3
3	R2	35	0.0	0.149	47.9	LOS D	1.6	11.5	0.90	0.72	30.4
Approach		141	5.7	0.275	42.2	LOS D	4.8	35.5	0.89	0.72	32.0
East: MSR [WB]											
4	L2	34	2.9	0.550	11.8	LOS B	11.9	93.1	0.46	0.43	45.0
5	T1	507	14.7	0.550	7.2	LOS A	11.9	93.1	0.46	0.43	46.0
6	R2	107	15.1	0.255	21.1	LOS C	3.3	25.9	0.65	0.72	38.8
Approach		648	14.2	0.550	9.7	LOS A	11.9	93.1	0.49	0.48	44.7
North: Parker Street											
7	L2	246	2.9	0.439	35.4	LOS D	10.2	73.0	0.83	0.79	33.7
8	T1	110	6.4	0.507	43.7	LOS D	7.6	55.9	0.95	0.78	31.0
9	R2	46	4.3	0.507	48.2	LOS D	7.6	55.9	0.95	0.78	32.6
Approach		403	4.0	0.507	39.1	LOS D	10.2	73.0	0.88	0.79	32.8
West: MSR [EB]											
10	L2	25	8.0	0.020	5.8	LOS A	0.2	1.2	0.22	0.55	46.9
11	T1	578	8.9	0.549	14.5	LOS B	18.2	137.5	0.65	0.59	42.8
12	R2	9	0.0	0.023	21.5	LOS C	0.3	1.8	0.56	0.64	39.6
Approach		612	8.7	0.549	14.3	LOS B	18.2	137.5	0.64	0.59	42.9
All Vehicles		1805	9.4	0.550	20.4	LOS C	18.2	137.5	0.66	0.60	40.0

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

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

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

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

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

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

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped	
P1	South Full Crossing	3	7.8	LOS A	0.0	0.0	0.38	0.38	
P2	East Full Crossing	7	44.5	LOS E	0.0	0.0	0.91	0.91	
P3	North Full Crossing	1	13.0	LOS B	0.0	0.0	0.49	0.49	
All Pedestrians		12	31.6	LOS D			0.73	0.73	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

# MOVEMENT SUMMARY

 Site: 101 [MSR/Seymour St/Parker St 2021 Saturday Peak Base + Dev]

New Site

Signals - Fixed Time Isolated Cycle Time = 108 seconds (User-Given Cycle Time)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Seymour Street											
1	L2	20	10.0	0.318	47.2	LOS D	5.0	37.0	0.92	0.73	32.8
2	T1	86	7.1	0.318	42.5	LOS D	5.0	37.0	0.92	0.73	31.4
3	R2	38	0.0	0.193	51.2	LOS D	1.9	13.1	0.93	0.73	29.6
Approach		144	5.6	0.318	45.5	LOS D	5.0	37.0	0.92	0.73	31.1
East: MSR [WB]											
4	L2	37	2.7	0.595	10.5	LOS B	11.0	85.9	0.42	0.40	45.7
5	T1	512	14.6	0.595	5.9	LOS A	11.0	85.9	0.42	0.40	46.6
6	R2	134	12.0	0.271	21.1	LOS C	4.2	32.4	0.66	0.73	38.9
Approach		684	13.4	0.595	9.1	LOS A	11.0	85.9	0.46	0.46	45.0
North: Parker Street											
7	L2	275	2.6	0.498	33.3	LOS C	11.1	79.1	0.81	0.79	34.3
8	T1	110	6.4	0.596	47.1	LOS D	7.9	58.3	0.98	0.80	30.1
9	R2	46	4.3	0.596	51.6	LOS D	7.9	58.3	0.98	0.80	31.7
Approach		431	3.7	0.596	38.8	LOS D	11.1	79.1	0.87	0.79	32.9
West: MSR [EB]											
10	L2	25	8.0	0.021	6.1	LOS A	0.2	1.4	0.24	0.55	46.7
11	T1	583	8.8	0.582	16.6	LOS B	19.7	148.6	0.70	0.63	41.9
12	R2	9	0.0	0.024	22.7	LOS C	0.3	1.9	0.58	0.64	39.2
Approach		617	8.7	0.582	16.3	LOS B	19.7	148.6	0.68	0.63	42.0
All Vehicles		1877	9.0	0.596	21.1	LOS C	19.7	148.6	0.66	0.61	39.7

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

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

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

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

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

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

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped	
P1	South Full Crossing	3	6.7	LOS A	0.0	0.0	0.35	0.35	
P2	East Full Crossing	7	47.2	LOS E	0.0	0.0	0.94	0.94	
P3	North Full Crossing	1	14.5	LOS B	0.0	0.0	0.52	0.52	
All Pedestrians		12	33.2	LOS D			0.74	0.74	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.



# MOVEMENT SUMMARY

 **Site: 101 [MSR/Seymour St/Parker St 2031 Saturday Peak Base]**

New Site

Signals - Fixed Time Isolated Cycle Time = 108 seconds (User-Given Cycle Time)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Seymour Street											
1	L2	22	9.1	0.304	44.4	LOS D	5.3	39.6	0.89	0.72	33.6
2	T1	95	7.4	0.304	39.7	LOS D	5.3	39.6	0.89	0.72	32.2
3	R2	40	2.5	0.246	52.2	LOS D	2.0	14.3	0.94	0.74	29.4
Approach		158	6.4	0.304	43.6	LOS D	5.3	39.6	0.90	0.73	31.6
East: MSR [WB]											
4	L2	34	2.9	0.506	11.6	LOS B	11.3	85.9	0.45	0.42	45.1
5	T1	491	10.9	0.506	7.0	LOS A	11.3	85.9	0.45	0.42	46.1
6	R2	104	11.7	0.259	21.6	LOS C	3.2	25.0	0.66	0.72	38.6
Approach		629	10.6	0.506	9.7	LOS A	11.3	85.9	0.48	0.47	44.7
North: Parker Street											
7	L2	271	2.6	0.555	36.8	LOS D	11.5	82.5	0.86	0.80	33.3
8	T1	120	5.9	0.563	44.2	LOS D	8.5	61.9	0.96	0.80	30.8
9	R2	52	3.9	0.563	48.8	LOS D	8.5	61.9	0.96	0.80	32.4
Approach		442	3.7	0.563	40.2	LOS D	11.5	82.5	0.90	0.80	32.5
West: MSR [EB]											
10	L2	26	7.7	0.021	5.8	LOS A	0.2	1.2	0.22	0.55	46.9
11	T1	608	9.0	0.569	14.2	LOS B	19.2	145.0	0.66	0.59	42.9
12	R2	9	0.0	0.022	20.3	LOS C	0.3	1.8	0.54	0.63	40.1
Approach		643	8.8	0.569	14.0	LOS B	19.2	145.0	0.64	0.59	43.0
All Vehicles		1873	8.0	0.569	21.2	LOS C	19.2	145.0	0.67	0.61	39.6

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

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

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

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

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

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

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped	
P1	South Full Crossing	3	7.8	LOS A	0.0	0.0	0.38	0.38	
P2	East Full Crossing	7	44.5	LOS E	0.0	0.0	0.91	0.91	
P3	North Full Crossing	1	12.5	LOS B	0.0	0.0	0.48	0.48	
All Pedestrians		12	31.6	LOS D			0.72	0.72	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

# MOVEMENT SUMMARY

 Site: 101 [MSR/Seymour St/Parker St 2031 Saturday Peak Base + Dev]

New Site

Signals - Fixed Time Isolated Cycle Time = 108 seconds (User-Given Cycle Time)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Seymour Street											
1	L2	22	9.1	0.334	46.4	LOS D	5.4	40.7	0.91	0.74	33.0
2	T1	95	7.4	0.334	41.8	LOS D	5.4	40.7	0.91	0.74	31.6
3	R2	43	2.3	0.215	51.4	LOS D	2.1	15.1	0.93	0.74	29.6
Approach		161	6.3	0.334	45.0	LOS D	5.4	40.7	0.92	0.74	31.2
East: MSR [WB]											
4	L2	37	2.7	0.565	10.8	LOS B	10.8	82.1	0.42	0.40	45.5
5	T1	496	10.8	0.565	6.2	LOS A	10.8	82.1	0.42	0.40	46.5
6	R2	131	9.2	0.280	22.4	LOS C	4.3	32.4	0.68	0.73	38.3
Approach		665	10.0	0.565	9.7	LOS A	10.8	82.1	0.47	0.47	44.7
North: Parker Street											
7	L2	299	2.4	0.577	33.8	LOS C	12.2	87.3	0.83	0.80	34.2
8	T1	120	5.9	0.627	46.7	LOS D	8.7	63.8	0.98	0.82	30.2
9	R2	52	3.9	0.627	51.3	LOS D	8.7	63.8	0.98	0.82	31.8
Approach		471	3.4	0.627	39.0	LOS D	12.2	87.3	0.88	0.80	32.8
West: MSR [EB]											
10	L2	26	7.7	0.022	6.2	LOS A	0.2	1.5	0.25	0.55	46.6
11	T1	614	8.9	0.615	17.0	LOS B	21.3	160.7	0.72	0.65	41.7
12	R2	9	0.0	0.023	22.7	LOS C	0.3	1.9	0.58	0.64	39.2
Approach		649	8.7	0.615	16.7	LOS B	21.3	160.7	0.70	0.64	41.9
All Vehicles		1945	7.7	0.627	22.0	LOS C	21.3	160.7	0.68	0.63	39.3

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

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

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

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

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

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

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped	
P1	South Full Crossing	3	7.0	LOS A	0.0	0.0	0.36	0.36	
P2	East Full Crossing	7	46.3	LOS E	0.0	0.0	0.93	0.93	
P3	North Full Crossing	1	14.5	LOS B	0.0	0.0	0.52	0.52	
All Pedestrians		12	32.7	LOS D			0.74	0.74	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.