

TOWN OF LUNENBURG
COUNCIL MEETING AGENDA
Tuesday, January 28, 2025 | 6 pm
Lunenburg Town Hall – Council Chamber
120 Townsend Street



NOTICE: Council meetings are open to the public and held in Town Hall. **Please use the back entrance at 120 Townsend Street.**

The public can also watch meetings through Zoom. To livestream this meeting starting at 6 pm, use this Zoom link: <https://us06web.zoom.us/j/88956545878>

Meeting recordings are also available on the Town's [YouTube](#) channel.

1. CALL TO ORDER

2. LAND ACKNOWLEDGEMENT

This meeting takes place in the traditional and ancestral territory of the Mi'kmaq people. We are all Treaty people.

3. ADDITIONS/ DELETIONS TO AGENDA

4. APPROVAL OF AGENDA

4.1 January 28, 2025 Council Meeting Agenda

Recommendation: That Council approve the agenda for the January 28, 2025 meeting as presented.

5. APPROVAL OF MINUTES

5.1 January 14, 2025 Meeting Minutes

Recommendation: That Council approve the January 14, 2025 meeting minutes as presented.

6. PRESENTATIONS

6.1 Community Recognition: Dave Robb's Retirement – *Council*

6.2 Jennifer Collins Classic – *Jayme Niford*

6.3 Parking and Traffic Study – *Patrick Hatton, WSP*

7. PUBLIC INPUT AND QUESTIONS – 20 MINUTES

- Each person is limited to 3 minutes
- Each person must state their name
- Questions or comments are directed to the Chair
- Comments and questions are open to any municipal matter

8. CORRESPONDENCE

Unless a recommendation has been provided, correspondence items are for information only. Should Council wish to act on something within a correspondence item, a motion of Council must be made.

8.1 Sponsorship Request: Curl for a Cause

8.2 Invitation: Communities in Bloom

8.3 Next steps for Blockhouse Hill and UNESCO World Heritage Site Buffer Zone – *Paula Rennie*

9. PUBLIC HEARINGS, PUBLIC INFORMATION MEETINGS AND APPEALS

10. BUSINESS ARISING AND UNFINISHED BUSINESS

11. NEW BUSINESS

11.1 Canadian Union of Public Employees (CUPE) Local 1780 – *verbal report*

Recommendation: That Council ratify the 2024–2028 collective agreement with the Canadian Union of Public Employees (CUPE) Local 1780, as approved by CUPE Local 1780 members on January 14, 2025, and authorize the Interim Chief Administrative Officer to execute the agreement on behalf of the Town of Lunenburg.

11.2 Curbside Waste Collection Services Contract

Recommendation: That Council award the Curbside Waste Collection Services Contract to GE's All Trucking Limited from fiscal 2026/27 up to fiscal 2032/33.

11.3 RFP Award: Stormwater Separation Masterplan

Recommendation 1: That Council increase the budget for the Storm Separation Plan Project to \$127,000 funded by Sewer Reserves.

Recommendation 2: That Council award the Stormwater Separation Masterplan Request for Proposal (RFP) to CBCL for the amount of \$109,975 + HST.

11.4 Notice: Accessible Housing Incentive Policy

Recommendation: That Council give notice to approve the new Accessible Housing Incentive Policy as presented.

12. NOTICES OF MOTION, INFORMATION REQUESTS AND COUNCILLOR REPORTS

13. ITEMS FOR CONSIDERATION AT COMMITTEE OF THE WHOLE

13.1 Scheduling the Next Committee of the Whole meeting

Recommendation: That Council schedule a Committee of the Whole meeting for [February 18, 2025 at 6 p.m.] or on a date and time that best suits Council's availability.

Upcoming COTW items include:

- Washroom Facilities at Lunenburg Academy – *Referred by Council (Jan. 14)*
- Heritage Impact Inquiry on Buffer Zone Development (ICOMOS letter) – *Referred by Council (Jan. 14)*
- Cornwallis Street Renaming – *Referred by Council (Jan. 14)*
- Short-Term Housing Report – *Referred by Council (Dec. 10)*

14. CLOSED SESSION

14.1 Acquisition, sale, lease and security of municipal property

14.2 Personnel matter

14.3 Personnel matter

Recommendation: That Council move in closed session at _____ to discuss agenda items 14.1, 14.2 and 14.3 the Municipal Government Act.

15. ADJOURNMENT

TOWN OF LUNENBURG
COUNCIL MEETING MINUTES

January 14, 2025 | 6 pm

Lunenburg Town Hall – Council Chamber and virtually through Zoom



- Present Mayor Jamie Myra, Deputy Mayor Rachel Bailey, Councillors Renea Babineau, Debbie Dauphinee, Gale Fullerton, Alex Greek and Alison Strachan
- Also present Hilary Grant, Interim CAO
Tyson Joyce, Director of Public Works
Marc Kiely, Interim Director of Community Development
Kayla Byrne, Municipal Clerk
- Call to Order The meeting was called to order at 6:00 p.m.
- Land acknowledgment It was acknowledged that Lunenburg is located in the unceded territory of the Mi'kmaq people.
- Approval of Agenda Moved by Councillor Greek, seconded by Councillor Strachan that Council approve the agenda for the January 14, 2025 meeting as presented.
Motion carried unanimously
- Approval of Minutes Moved by Councillor Strachan, seconded by Councillor Babineau, that Council approve the December 10, 2024 meeting minutes as presented.
Motion carried unanimously
- Presentation Council received a presentation from Lunenburg County Wheels representatives. The presentation provided updates on the organization's operations, expansion, and financial outlook. The organization anticipates a deficit as they explore the full scope of community needs during the pilot project. They indicated that continued financial support from the Town would be appreciated.
- Public Input Huw Griffiths, President of the Lunenburg branch of the Navy League of Canada, addressed Council regarding concerns over the potential relocation of the Royal Canadian Sea Cadet Corps headquarters from the Blue Building.

Jesse Ward addressed Council regarding the potential renaming of

Cornwallis Street, expressing concerns about the survey process and reporting of results.

Correspondence

Council received correspondence on the following items:

- Washroom Facilities at Lunenburg Academy from the Lunenburg Academy Foundation and South Shore Public Libraries.
- Sponsorship requests for the First Responders' Wellness Symposium and the Association of Nova Scotia Geocaching.
- Code of Conduct correspondence from the Minister of Municipal Affairs.
- Heritage impact inquiry on buffer zone development from ICOMOS Canada.

With respect to some of these items, Council made the following motion:

Moved by Councillor Babineau, seconded by Deputy Mayor Bailey, that Council refer items 8.1 (Lunenburg Academy washroom facilities – Lunenburg Academy Foundation), 8.2 (Lunenburg Academy washroom facilities – South Shore Public Libraries), and 8.6 (Heritage Impact Inquiry on Buffer Zone Development – ICOMOS Canada) to a future Committee of the Whole meeting.

Motion carried unanimously

There was also general consensus that Council would refer items 8.3 (Sponsorship request for the First Responders' Wellness Symposium) and 8.4 (Sponsorship request for the Association of Nova Scotia Geocaching) to a future budget discussion meeting.

Proclamation

Moved by Councillor Strachan, seconded by Deputy Mayor Bailey, that Council proclaim January 2025 as Alzheimer Awareness Month, and the Mayor sign the proclamation as presented.

Motion carried unanimously

Lunenburg Day
Care Centre

Council reviewed a report regarding the Lunenburg Daycare Center's request for town-owned land to develop a new facility. Staff outlined potential sites, including the recreation complex area, the blue building (87 Victoria Road), and Starr Street near Hillcrest Cemetery. Each site has varying levels of feasibility, costs, and implications for future use.

Council made the following motions:

Moved by Councillor Strachan, seconded by Deputy Mayor Bailey, that Council commits to making available a suitable piece of municipal land, subject to further analysis and Council approval.

Motion carried unanimously

Moved by Deputy Mayor Bailey, seconded by Councillor Dauphinee, that Council direct staff to hold a public hearing on entering a lease with the Lunenburg Daycare for the Blue Building site (87 Victoria Road) and the land at Starr Street, described as below Hillcrest Cemetery and across from the dog park.

Motion carried unanimously

Affordable
Housing Market
Data Collection

Moved by Councillor Strachan, seconded by Councillor Babineau, that Council direct staff to collaborate with MODL on commissioning a comprehensive housing market study to provide updated housing market information and address known data gaps that will support affordable housing within the region.

Motion carried unanimously

Cornwallis
Information
Report

Staff presented an information report summarizing past staff work on the renaming of Cornwallis Street, noting that no new analysis was undertaken. The report outlined potential next steps, including referral to the Lunenburg County Anti-Racism and Discrimination Advisory Committee, conducting a new survey, or reaffirming Queen Street as the selected name.

Motion by Councillor Strachan, seconded by Councillor Fullerton that Council refer the renaming of Cornwallis Street to a future Committee of the Whole meeting for further discussion.

Motion carried unanimously

Notice of Motion:
Appendix A
Amendment:
Committees Policy

Per a notice of motion presented by Councillor Strachan at the December 10, 2024 meeting, Council made the following motions:

Moved by Councillor Strachan, seconded by Councillor Babineau, that Council amend Appendix A of the Committees Policy to add the Lunenburg Academy Foundation to the list of External Committees.

Motion carried unanimously

Moved by Deputy Mayor Bailey, seconded by Councillor Dauphinee, that

Council appoint Councillor Strachan to the Lunenburg Academy Foundation Board and this appointment be reviewed at Council's 2025 Organizational Meeting.

Motion carried unanimously

Closed session Moved by Councillor Fullerton, seconded by Councillor Dauphinee, that Council move in closed session at 6:57 p.m. to discuss agenda item 14.1 per the Municipal Government Act.

Motion carried unanimously

Before heading into closed session, the Mayor called a brief recess.

Adjournment Council reverted to open session at 8:15 p.m.

There being no further business, the January 14, 2025 Council meeting adjourned at 8:15 p.m.

The minutes were read and approved.



LUNENBURG TOWN COUNCIL DISCUSSION

2025

Our Mission

Through community-focused events, The Jennifer Collins Classic aims to raise funds to alleviate the financial hardship facing local people experiencing life-altering circumstances.



Our Team

The Jennifer Collins Classic is run entirely by volunteers. Our committee organizes the events from November–June each year and our on-site volunteers ensure all events run smoothly and offer a fun and welcoming atmosphere for all participants and attendees.



Our History

The BURG Classic started in 2013 as a recreational hockey tournament and community dance, with the sole goal of raising funds to help Jennifer Collins. Since then, it's grown to a multi-weekend event that has raised hundreds of thousands of dollars and has helped countless individuals, families, and causes in the community.

In 2024, The BURG Classic rebranded to The Jennifer Collins Classic to honour Jennifer's life and continue her legacy of community spirit and positivity.



2013



The BURG Classic is founded
8-team tournament is launched

2018



\$100K milestone surpassed

2020



Battle of the BURGer
introduced

2021



Hockey tournament
expanded to 20 teams

2022



Golf tournament added
\$200K milestone surpassed

2023



10 years celebrated
\$300K milestone surpassed

2024



Event renamed to
The Jennifer Collins Classic

Our Values



COMMUNITY

People are at the heart of everything we do. We are deeply committed to our community and strive to create events that bring people together.



SUPPORT

We offer fair access to funds raised and provide 100% of proceeds to local people in need of support.



RESPECT

Healthy competition is the backbone of our recreational events, but our participants put sportsmanship above winning.



FUN

We create spaces that foster an environment of positivity and ensure volunteers, sponsors, participants, and supporters feel good about their involvement and experience.

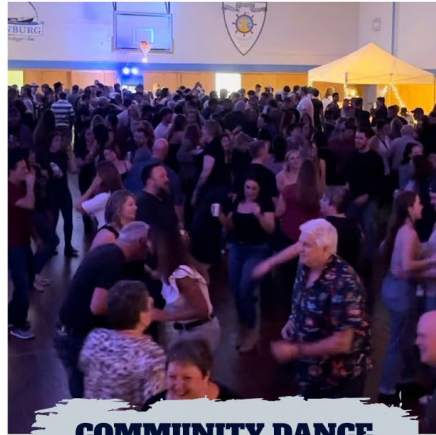


Our Events

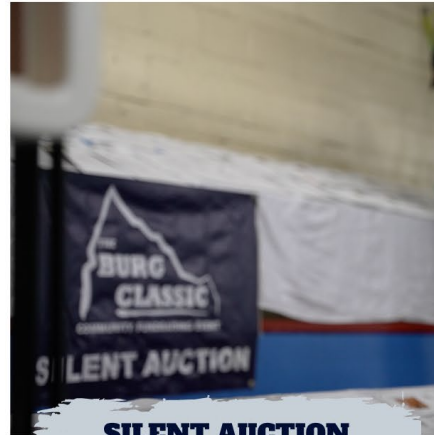
Our flagship events—the hockey tournament, community dance, silent auction, Battle of the BURGer, and golf tournament—are complemented with a DJ'd Friday night kitchen party at The Knot Pub and post-golf live music at Lightship Brewery and Boathouse Bites.



HOCKEY TOURNAMENT



COMMUNITY DANCE



SILENT AUCTION



BATTLE OF THE BURGER



GOLF TOURNAMENT



Our Funds Raised

\$420,000

Donated to more than 60 recipients in Lunenburg and surrounding communities facing financial hardship due to life-altering circumstances.



Our Annual Impact

HOCKEY TOURNAMENT

22 teams
35+ participants
1,000+ spectators
Hotels & restaurants are full
90+ businesses highlighted

PAID TO THE TOWN: \$9,000

COMMUNITY DANCE

400 attendees
Local entertainment showcased

PAID TO THE TOWN: \$450

BATTLE OF THE BURGER

10-12 restaurants
3,000+ burgers sold
\$60,000 in revenue

GOLF TOURNAMENT

26 teams
104 participants
Hotels & restaurants benefit
90+ businesses highlighted



Our Annual Impact

\$100,000

Estimated revenue generated for Lunenburg-based businesses across the flagship Jennifer Collins Classic events each year.



Fee Breakdown

The Town currently charges the Jennifer Collins Classic \$9,450 for the weekend ice time and Saturday night community centre booking; both facilities would likely sit empty during the tournament dates.

Town facility operational costs, Jennifer Collins Classic hockey tournament: \$5,950

Arena Staff – 40 hrs @ \$50/hr – \$2,000

Arena Utilities (power, water, propane, Zamboni) – 2 half days and 2 full days – \$3,000

Center Staff – 4 hrs @ \$50/hr – \$200

Center Utilities (power, heat) – \$150

Supplies – \$500

Food Truck Power – \$100

Town facility operational costs, unoccupied: \$4,150

Added costs endured due to The Jennifer Collins Classic: \$1,800



Local Government Support

CONTRIBUTED BY



Since 2013:

\$5,000 community centre rental fees
\$65,000 rink rental fees

CONTRIBUTED BY



2013:

Free community centre rental

2024:

\$400 silent auction value

CONTRIBUTED BY



Since 2013:

\$7,000 cash sponsorship



Proposed Partnership

OPTION ONE

PRESENTING SPONSOR

Discount From The Town:
\$9,500

The Town of Lunenburg waives all fees associated with the facility rentals for the 2025 Jennifer Collins Classic hockey tournament and community dance.

OPTION TWO

DIAMOND SPONSOR

Discount From The Town:
\$3,550

The Jennifer Collins Classic covers all operational costs for running the facilities for the event.

OPTION THREE

PLATINUM SPONSOR

Cost to the Town:
\$1,500

TOL provides The Jennifer Collins Classic with a discounted hourly rate of \$28/hr, plus free community centre and food truck parking.

Each sponsorship tier offers varying benefits to the town; these are outlined in detail in the appendix.





THANK YOU

jennifercollinsclassic.com



@jennifercollinsclassic

PRESENTING SPONSOR

\$9,500

Reserved for a single sponsor, presenting sponsor offers the Town alignment with the Jennifer Collins Classic name any time it's used in print, social media, or audio placements.

Key benefits include:

- Placement as Presenting Sponsor anywhere the Jennifer Collins Classic logo is displayed for the duration of 2025
- A short speech by the mayor on behalf of the town at both the hockey and golf tournaments
- At least two (2) features as Presenting Sponsor on the event Facebook and Instagram pages
- The Town's logo included as Presenting Sponsor on the Jennifer Collins Classic website for the duration of 2025
- Early bird golf registration access (requires sponsorship to be confirmed on or before March 1, 2025)



Presented By The Town of Lunenburg

DIAMOND SPONSOR

\$2,500 & ABOVE

Diamond Sponsorship recognizes those businesses and individuals making a significant contribution to our events.

Key benefits include:

- Placement as a Diamond sponsor on the sponsor board during both tournaments
- Placement as a Diamond sponsor on a dedicated Diamond-level sponsor banner during both tournaments
- At least two (2) features as a Diamond sponsor on the event Facebook and Instagram pages, including one (1) dedicated post showcasing your business
- Your company logo included as a Diamond sponsor on the Jennifer Collins Classic website for the duration of 2025
- Signage (provided by the Jennifer Collins Classic), displayed with your company logo, included as a Diamond sponsor at the golf tournament
- One (1) poster or banner on display at the arena during the hockey tournament (to be provided by sponsor)
- Early bird golf registration access (requires sponsorship to be confirmed on or before March 1, 2025)

PLATINUM SPONSOR

\$1,500-\$2,499

Platinum Sponsorship provides high-level recognition throughout the weekend and in the lead up to the event.

Key benefits include:

- Placement as a Platinum sponsor on the sponsor board during both tournaments
- At least two (2) features as a Platinum sponsor on the event Facebook and Instagram pages
- Your company logo included as a Platinum sponsor on the Jennifer Collins Classic website for the duration of 2025
- One (1) poster or banner on display at the arena during the hockey tournament (to be provided by sponsor)
- Signage (provided by the Jennifer Collins Classic), displayed with your company logo, included as a Platinum sponsor at the golf tournament
- Early bird golf registration access (requires sponsorship to be confirmed on or before March 1, 2025)

TOWN OF LUNENBURG

TRAFFIC AND PARKING STUDY



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APPENDICES

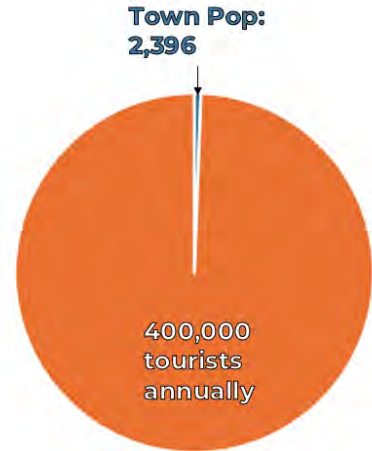
- APPENDIX A – TRAFFIC AND PARKING DATA
- APPENDIX B – INTERSECTION CAPACITY ANALYSIS
- APPENDIX C – CONCEPT DESIGNS
- APPENDIX D – WHAT WE HEARD REPORT
- APPENDIX E – CONSTRUCTION COST ESTIMATES

1 INTRODUCTION & BACKGROUND

1.1 BACKGROUND

The Town of Lunenburg was formally established in 1753 as the first British Colonial settlement in Nova Scotia outside of Halifax. “Old Town” Lunenburg has retained its original layout and appearance, featuring a grid-like pattern, and preserved 18th century wooden houses. The unchanged layout of the town, along with steep slopes and narrow streets have created traffic and parking problems, notably with heavy tourist volumes during summer months.

With a population of 2,396 (2021 census) and tourism estimated to be 400,000 annually, the Town of Lunenburg is seeking to provide traffic and parking solutions that accommodate peak season traffic and parking without overbuilding the network.



This Traffic & Parking Study to enhance traffic flow and parking, address seasonal challenges, preserve the historic atmosphere, and improve active transportation connectivity within the Town of Lunenburg; building upon the existing Lunenburg Traffic and Parking Study (June 2009, WSP).

The Municipality of the District of Lunenburg (MODL) is working towards building a connected and cohesive active transportation network through their 2010 Active Transportation Plan that will provide mobility options and encourage physical activity and healthy lifestyles. These Municipal links are expected to connect to the Town of Lunenburg and should be considered in future planning by the Town.

This project seeks to continue and enhance Lunenburg as a Town and seasonal tourist destination.

1.2 PROJECT COMPONENTS

The project comprises of the following five main components:

- ❖ Establish existing conditions of the project study area;
- ❖ Collect traffic and speed data at several key locations;
- ❖ Develop conceptual design options for key components (unreliable intersections, parking);
- ❖ Conduct public and stakeholder engagement;
- ❖ Prepare a final report and council presentation outlining recommended options.

1.3 KEY ISSUES AND STUDY OBJECTIVES

The following challenges were expressed by the Town as considerations on the project:

- ❖ Lunenburg is a World Heritage Site and this historic character must be maintained;
- ❖ The project requires developing options that accommodate peak season traffic and parking without overbuilding the network;
- ❖ Parking;
- ❖ Accessibility and signage; and,
- ❖ Steep grades, narrows streets, and vehicle types.



2 TRAFFIC AND PARKING DATA COLLECTION

At the outset of the project, WSP completed a traffic data collection program to better understand the traffic volumes, travel speeds, and parking utilization throughout the Town. Data collection locations were identified and reviewed with Town staff and data were collected during the spring and summer to consider seasonal impacts. The study area and data collection locations are shown in Figure 1. The data collected is compiled and included in Appendix A of this report.

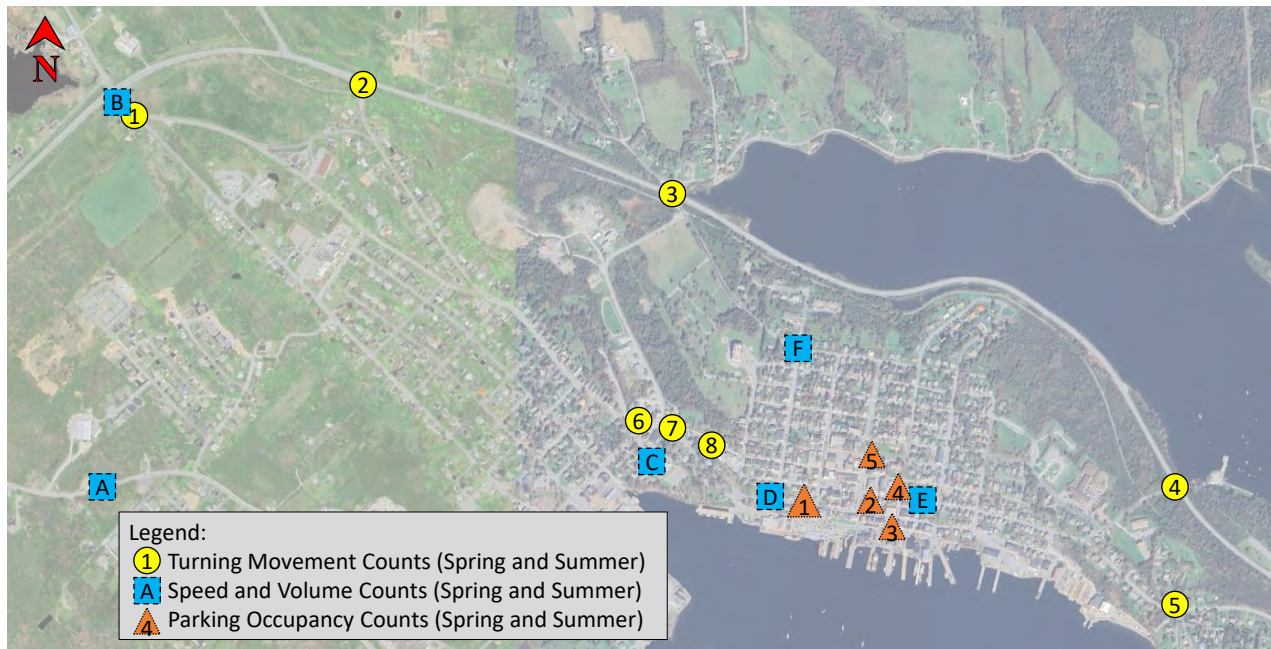


Figure 1: Study Area and Data Collection

2.1 INTERSECTION TURNING MOVEMENT COUNTS

Morning (7-9 AM) and afternoon (4-6 PM) turning movement counts were collected during the Spring and Summer seasons at eight intersections that were selected by Town staff for consideration in this project. Data included the collection of pedestrian and cycling movements. The eight intersections are shown in Figure 1 and identified below.

1. Dufferin Street at Green Street
2. Highway 332 at Maple Avenue
3. Highway 332 at Kissing Bridge Road
4. Highway 332 at Sawpit Road
5. Pelham Street at Blue Roack Road
6. Falkland Street / Dufferin Street / Lincoln Street
7. Lincoln Street and Linden Avenue
8. Lincoln Street at Pelham Street

Additionally, at the request of Town staff, morning (7-9 AM) and afternoon (4-6 PM) turning movement counts were also collected in July at the Highway 332 at Trunk 3 intersection.

2.2 SPEED AND VOLUME DATA

Traffic Speed and Volume Data were collected at six locations throughout the Town. A Houston Armadillo radar unit was temporarily installed during the spring (from June 5th to June 7th) and during the summer (from July 15th to July 16th) at each of the speed and volume locations shown in Figure 1 and identified below.

1. Trunk 3 near Civic #11176
2. Dufferin Street near Green Street
3. Falkland Street near Station Lane
4. Near east end of Montague Street
5. Pelham Street near Prince Street
6. Creighton Street near Cornwallis Street

2.3 PARKING UTILIZATION DATA

Five (5) locations required 11-hour parking occupancy counts between 9 AM and 4 PM. Time-lapse camera units were temporarily installed during the spring (from Monday, May 6th to Wednesday, May 8th and Tuesday, May 21st to Thursday, May 23rd) and during the summer (from Wednesday, July 17th to Friday, July 19th) at each of the parking occupancy locations shown in Figure 1 and identified below.

1. Near Montague Street at Cornwallis Street
2. Near Montague Street at King Street
3. Near Bluenose Drive at Rum Row
4. Near Pelham Street at Prince Street
5. Near Cumberland Street at King Street

3 TRAFFIC VOLUME AND SPEED DATA

Intersection data collection in the spring and summer to evaluate the increase of tourist volumes between the two seasons. Data collection consisted of vehicle speed and volume data, as well as active transportation (AT).

3.1 STUDY INTERSECTIONS

Dufferin Street at Green Street is an unsignalized ‘Y’ intersection. The intersection is STOP controlled at the northbound approach on Green Street with free flow along Dufferin Street. The posted speed limit is 50 km/h on both streets, and there are no existing sidewalks, marked crosswalks, or bicycle lanes.

Highway 332 at Maple Avenue is a three-legged unsignalized intersection. The intersection is STOP controlled at Maple Avenue with free flow along NS Highway 332. The westbound approach (Maple Ave) includes a right turn channelized lane, as does the northbound approach. The posted speed limit is 80 km/h along Highway 332 and 50km/h along Maple Avenue and there are no existing sidewalks, marked crosswalks, or bicycle lanes.

Highway 332 at Kissing Bridge Road is a four-legged unsignalized intersection. The intersection is STOP controlled at the Kissing Bridge Road approaches with free flow along Highway 332. There are no existing sidewalks, marked crosswalks, or bicycle lanes at the intersection. There is a marked crosswalk crossing Kissing Bridge for the Bay to Bay Trail about 30m south of the intersection.

Highway 332 at Sawpit Road / Back Harbour Road is a four-legged unsignalized intersection. The intersection is STOP controlled on Sawpit Road and Back Harbour Road with free flow along Highway 332. There are no existing sidewalks, marked crosswalks, or bicycle lanes at this intersection.

Pelham Street at Blue Rocks Road is an unsignalized intersection. The intersection is uncontrolled with a posted speed limit of 50 km/h, and an asphalt walkway running along the water side of Pelham Street.

Falkland Street / Dufferin Street / Lincoln Street is a complicated intersection with free flow for traffic traveling between Falkland Street and Lincoln Street and STOP control on Dufferin Street and Station Lane. The intersection configuration is shown in Figure 2.

Lincoln Street at Linden Avenue is a three-legged unsignalized intersection. The intersection is uncontrolled with a posted speed limit of 50 km/h and features a westbound one-way street (Linden Ave). There is currently a crosswalk crossing Linden Avenue and sidewalks running along both sides of Lincoln Street.



Figure 2: Falkland Street / Dufferin Street / Lincoln Street Configuration

Lincoln Street at Pelham Street is a three-legged unsignalized intersection. The intersection is STOP controlled at the Pelham Street approach with Pelham Street running one-way (westbound) and Lincoln Street running one-way (eastbound) east of the intersection. There is a sidewalk running along the north side of Lincoln Street in this area.

3.1.1 INTERSECTION OPERATIONAL ANALYSIS

Intersection capacity analysis was completed to estimate how intersections may be expected to operate. This section of the report addresses how left-turn lane warrants were conducted and how each intersection was evaluated.

Left-turn movements on a two-lane street may cause both operational and safety problems. Operational problems result as a vehicle stopped waiting for an opportunity to turn across 'heavy' opposing traffic causes a queue of stopped vehicles to form. Safety problems result from rear end collisions when a stopped left-turning vehicle is struck by an advancing vehicle, or from head-on or right-angle collisions when a left-turning vehicle is struck by an opposing vehicle.

The *MTO Design Supplement for TAC GDG for Canadian Roads* manual contains a nomograph for left-turn lane analysis for two lane undivided streets at unsignalized intersections. The analysis method, which is normally used by WSP Atlantic to evaluate the warrant for left-turn lanes along two lane roadways, uses a nomograph that considers advancing volume and opposing volume. A point, based on 'advancing' and 'opposing' volumes, plotted to the right of the 'warrant line' indicates that a left-turn lane is warranted for the conditions used in the analysis. Similarly, a point that is plotted to the left of the warrant line indicates that a left-turn lane is not warranted.

Evaluation of left turn lane warrants were completed for the intersection of Dufferin/Lincoln/Falkland as well as the Highway 332 intersections with Sawpit Road, Maple Avenue, and Kissing Bridge Road. Warrant results indicate:

- ❖ A left turn lane is warranted on Falkland Street, and,
- ❖ Left turn lanes are not warranted on Highway 332 at the project intersections.

The level or quality of performance of an intersection in terms of traffic movement is determined by a level of service (LOS) analysis. LOS for intersections is defined in terms of delay, which is a measure of driver discomfort and frustration, fuel consumption, and increased travel time.

LOS criteria, as shown in Table 1, are stated in terms of average control delay per vehicle which includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

Table 1: Level of Service Criteria

LOS	LOS Description	Roundabouts and Two-Way Stop Controlled (TWSC) Intersections Control Delay (Seconds per Vehicle)
A	Very low delay; most vehicles do not stop (Excellent)	Less than 10.0
B	Higher delay; most vehicles stop (Very Good)	Between 10.0 and 15.0
C	Higher level of congestions; number of vehicles stopping is significant, although many still pass through intersection without stopping (Good)	Between 15.0 and 25.0
D	Congestion becomes noticeable; vehicles must sometimes wait through more than one red light; many vehicles stop (Satisfactory)	Between 25.0 and 35.0
E	Vehicles must often wait through more than one red light; considered by many agencies to be the limit of acceptable delay (Acceptable)	Between 35.0 and 50.0
F	This level is considered to be unacceptable to most drivers; occurs when arrival flow rates exceed the capacity of the intersection (Unacceptable)	Greater than 50.0

A *volume to capacity (v/c) ratio* is a measure of the peak hour volume on an approach to an intersection compared to the capacity of that intersection approach. While the capacity of an intersection approach at a signalized intersection depends on the number of lanes and the amount of green time, the capacity of a roundabout approach is determined by the number of lanes and the circulating volume passing that approach. Approaches with volumes less than 50% of capacity (v/c ratios less than 0.50) usually have low or no congestion, and a v/c ratio up to 0.75 is usually associated with moderate congestion, while a v/c ratio of 0.85 suggests that the approach has 15% residual capacity available, it is also an indication that mitigative measures must be considered if higher volumes are to be accommodated in future years.

The *95th queue* is the estimated length in meters of a line of vehicles stopped on an intersection approach that is only exceeded 5% of the time. Since a stopped vehicle occupies about six meters of queue length, a 95th queue of 12 meters indicates that there are two vehicles queued on the approach less than 5 times out of 100.

Synchro 11 software has been used for performance evaluation of the Study Intersections. Detailed results of the analyses are included in Appendix B.

Each of the eight primary project intersections were analyzed and indicate a LOS of A or B when evaluated using AM Peak and PM Peak hour volumes during both the spring and summer seasons.

3.2 TRAFFIC SPEED RESULTS

Collected traffic speed data indicates that traffic is generally obeying posted speed limits, particularly within Old Town Lunenburg. Observed travel speeds are shown below in Figure 3 for the spring and summer periods as 85th percentile speeds (the speed at which 85 percent of the drivers travel below). Speeds are higher on the outskirts (Dufferin at Green, Trunk 3) where speed limits are higher but are manageable within Old Town Lunenburg based on the collected data.

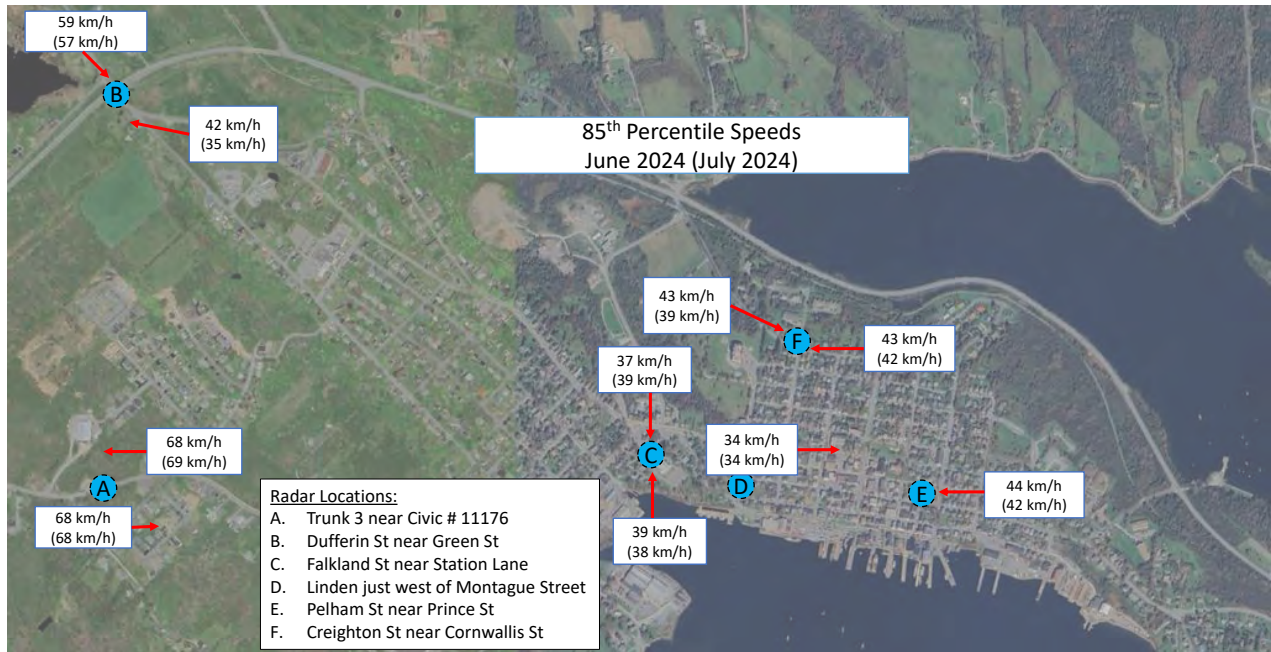


Figure 3: Speed Data Collection and Results

3.3 KEY FINDINGS AND SUMMARY OF TRAFFIC DATA

- ❖ Counted pedestrian volumes increased from 115 in the Spring to 362 in the Summer. (Over 200%)
- ❖ Radar AADT increased from 17,157 in the spring to 20,184 in the summer across all study areas.
- ❖ Speeds generally below speed limit in all areas, particularly in Old Town.

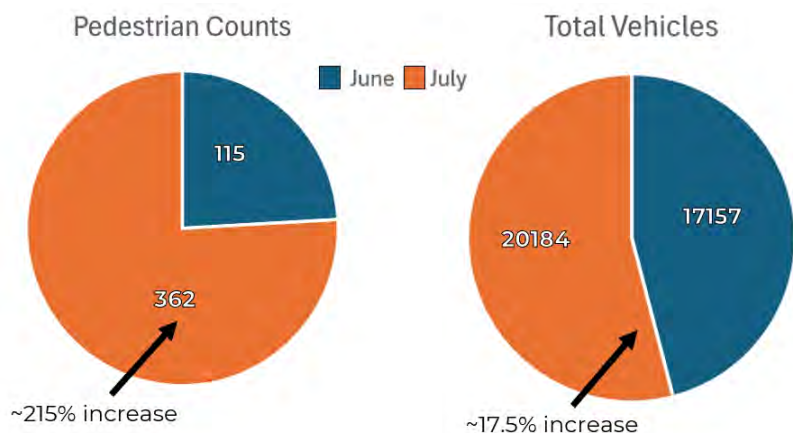


Figure 4: Data Collection Key Findings

4 PARKING

4.1 PARKING SUPPLY AND DEMAND

Municipal parking supply was inventoried for the downtown area and shown in Figure 5. Parking spaces within the street blocks indicated on this diagram are marked with painted lines on the street. This corresponds to the area with highest parking demand. Parking may be permitted on other street blocks outside of this area, but individual spaces are not marked. The total number of parking spaces for each category of control within this area is summarized in Table 2.

Table 2: Number of Parking Spaces

Parking Control Category	Number of Spaces
Uncontrolled	207
Unmetered, two-hour time limit	19
Metered, two-hour time limit	113
Metered, four-hour time limit	120
Accessible	20
TOTAL	479

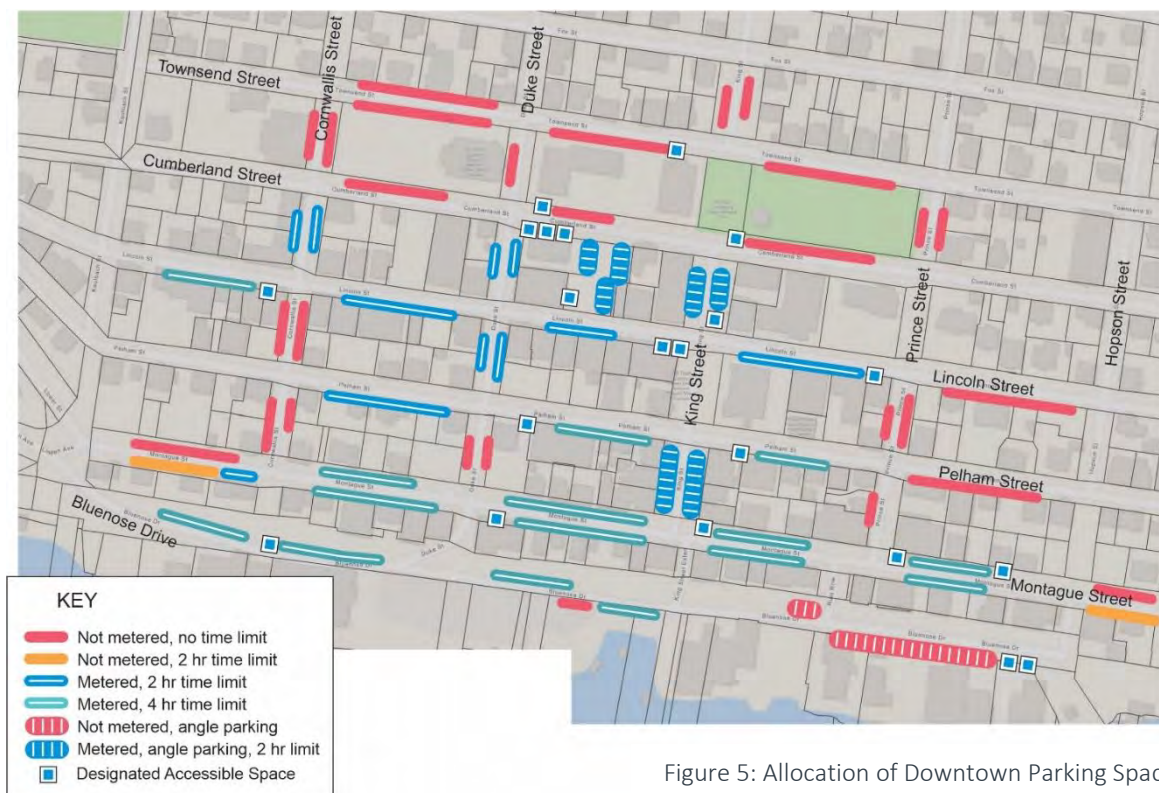


Figure 5: Allocation of Downtown Parking Spaces

Time-lapse cameras were used to conduct spot counts of on-street parking utilization in the downtown area. In total, 32 spaces spread out through the downtown were monitored from 9am to 5pm for three weekdays in May or June and three weekdays in July. The peak occupancy of parking spaces in these sampling locations is shown in Figure 6. The fluctuation of overall parking occupancy over the period of a weekday and segregated by sample month is shown in Figure 7. When considering parking occupancies, an 85% occupancy is generally considered to be approaching full “effective capacity”. While there are still vacant spaces at that level, the spaces can be difficult to locate for drivers circulating the area to locate. Overall the spaces were found to approach or exceed this 85% level (See Figure 7) with many of the individual areas exceeding this level through the day (See Figure 6).

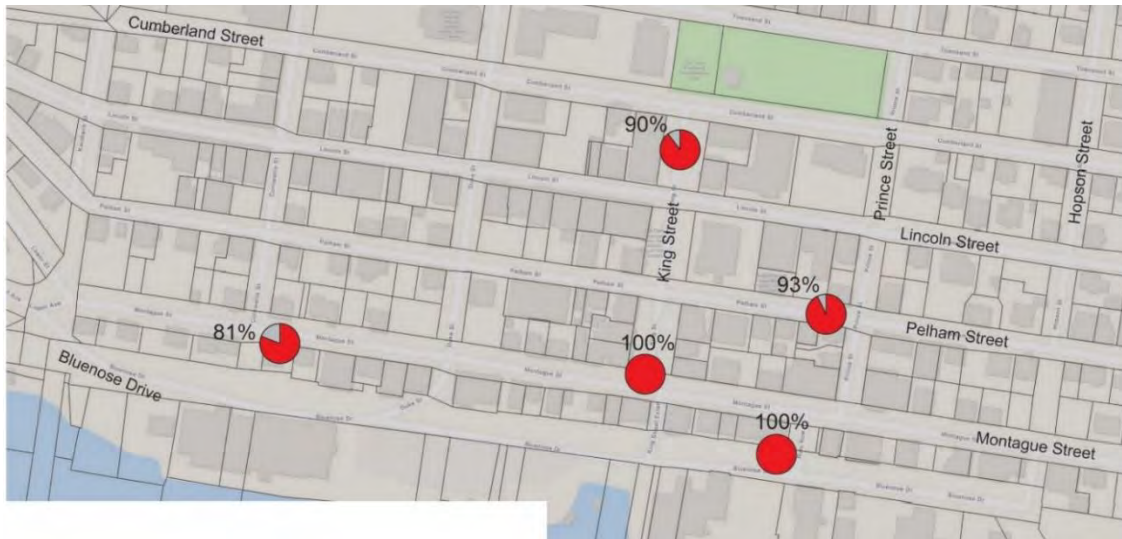


Figure 6: Peak Weekday Parking Occupancy

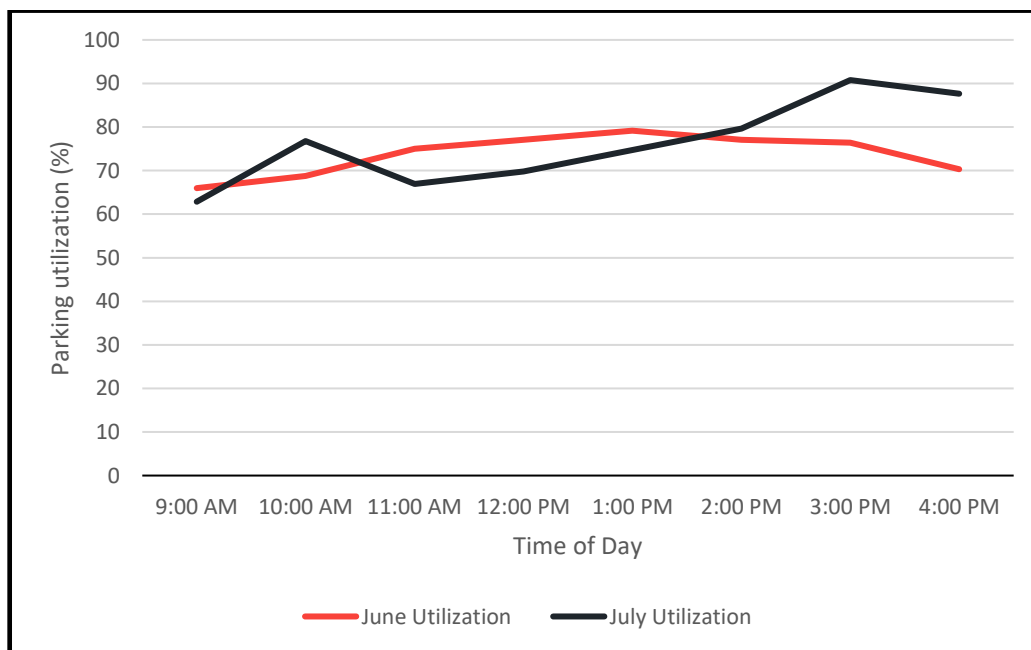


Figure 7: Weekday Parking Utilization

In addition to the collection of parking data, WSP staff completed numerous observations of parking utilization and availability throughout the project area and it was observed that parking is generally well utilized throughout Old Town Lunenburg.

4.2 OBSERVATIONS AND ISSUES

In our review of existing conditions, we noted some key characteristics of downtown parking:

- ❖ Parking in the downtown area is highly utilized and finding a metered space can be difficult
- ❖ As many as 30% of the metered and time-limited spaces are occupied continually for a period exceeding five hours (as observed by our camera spot-counts)
- ❖ Areas with two-hour limits are not easily distinguishable from areas with four-hour limits and do not follow an evident pattern nor match the parking map found on the Town website. Some instances were found where a double-headed parking meter where one side of the meter had a two-hour time limit and the other had a four-hour time limit.
- ❖ Instances were found where onstreet parking was signed as being reserved for a specific business use.
- ❖ The lack of loading space was found to lead to delivery vehicles stopping illegally.



It is critical for the success of businesses in the downtown to ensure that there is adequate availability of parking spaces and that these spaces are used by short-term parkers, typically tourists and visitors. Those who require all-day parking, normally employees and residents, must be accommodated in private off-street parking or encouraged to park outside of the high-demand Old Town area.

4.3 EXISTING APPROACHES

A summary of urban areas (see Table 3) in Nova Scotia shows a range of approaches to the management of downtown parking. There is a clear split on whether or not to charge for downtown on-street parking. Some municipalities provide a lot of off-street downtown parking, while others

do not. Technologies for parking payment also varies with individual parking meters still be prevalent but being replaced by multi-space meters.

Table 3: Existing Downtown Parking Approaches

	POPULATION (thousands)	DOWNTOWN PARKING CHARACTERISTICS		
		PAYMENT METHOD FOR ON-STREET PARKING	MUNICIPALLY OWNED OFF- STREET PARKING	HOTSPOT APP USED?
Halifax	492	paystations	629	yes
Truro	14	none	778	no
New Glasgow	10	meters	211	yes
Bridgewater	9	meters	130	yes
Antigonish	5	paystations/meters	456	yes
Wolfville	5	none	391	yes
Lunenburg	3	meters	~159	no

For municipally owned public parking, a number in the cell indicates the number of spaces available. Lunenburg off-street parking includes Community Centre parking lot.

4.4 METERING TECHNOLOGY

At one time, virtually all on-street and some off-street parking payments were handled by coin-operated parking meters. Today, fewer and fewer people carry cash and there is demand for more flexibility in payment options. There are a number of devices available that provide more versatility in payment options for the customer and better functionality and security for the parking agency.

The single-space coin-operated parking meter has evolved into a meter that can collect payments from credit or debit card tap and is referred to as a “smart meter” (Figure 8). On the negative side, card reading technology is expensive and providing it for every single parking space is much less efficient than providing it for a “cluster” of parking spaces. On the plus side, they provide the proximity convenience of a single-space meter with the benefit of multiple payment options. Also, cites like Moncton who have implemented this technology can provide geographic real time information to consumers on parking availability.



Figure 8: Smart Meter in Moncton

Multi-space pay-stations have been common in off-street parking lots and are now becoming more popular for on-street parking as well. A multi-space pay station is located in proximity to a cluster of parking spaces and signed to indicate to parking clients that they go to the station to make their

payment. There are three approaches to managing parking with multi-space pay-stations. With a pay-by-plate approach, the customer enters the licence plate of their vehicle and the amount of time they wish to park. With a pay-by-space approach, the customer notes the number of the parking space that they are parked at and enters that into the pay-station along with the amount of time. With pay-and-display, the customer enters the amount of time they wish to pay for and the pay-station issues them a ticket that they then place on the dashboard of their vehicle. Table 4 provides a summary of what features and benefits are provided by each parking payment technique.



Figure 9: Parking Pay Station in Halifax

The trend in managing on-street parking through pay-stations is to use the pay-by-plate technique. A recently completed strategy for the City of Fredericton recommends a conversion to pay-by-plate:

Pay By Plate is becoming the standard application for parking management, is more user-friendly since customers typically remember their license plate more easily than their space number and reduces the need for space numbering paint and/or signage that can add undesirable clutter in an urban setting.¹

Table 4: Features of Parking Payment Options

	Single Space Meters		Multi-Space Paystations		
	Coin only	Card-Accepting	Pay-by-Plate	Pay-by-Space	Pay-and-Display
Convenience – no need to find pay station	●	●			
Convenience – no need to return to vehicle following payment	●	●	●	●	
Multiple payment options		●	●	●	●
Payment by phone option	●	●	●	●	●
Usable by motorcycles	●	●	●	●	
Reduces street clutter			●		●
Not susceptible to “meter feeding”			●		
Can be extended to residential parking management			●		

¹ City of Fredericton Parking Master Plan; Stantec Consulting Limited; 2019

From the perspective of parking management, pay-stations are superior to single-space meters in a number of ways. Because there are fewer units, the cost of maintaining, servicing and monitoring them is greatly reduced. A greater level of security features and payment technology can also be employed. Having well-located pay-stations reduces street clutter compared to a row of parking meters and posts.

Payment for parking has been greatly enhanced through the use of mobile phone apps. The most recognized such app in Atlantic Canada is HotSpot which has gained nearly exclusive usage throughout the region (refer to Figure 10). The app allows the customer to park, then use the app to indicate the space or zone within which they are parked and how much time they wish to park for. There is no need to seek a pay-station. Another key benefit of these apps is that they allow the customer to add parking time remotely (provided they do not exceed the allotted maximum time limit) if they are delayed and find they need additional time. HotSpot requires its users to pay for an annual subscription fee or to pay a small surcharge per transaction. Some parking agencies will pay this transaction fee on behalf of the customer to encourage use of the app.

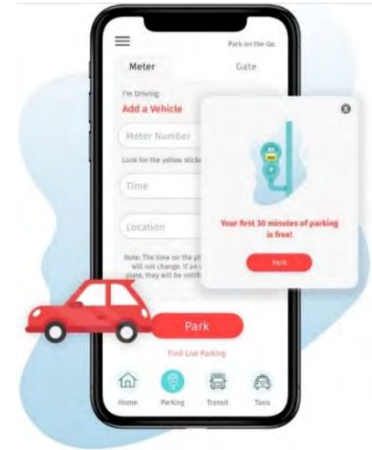


Figure 10: Image of HotSpot Parking Payment App

Source: HotSpot website (htsp.ca)



Figure 11: Lunenburg Parking Meter

As discussed, not only are individual space parking meters in Lunenburg no longer meeting the needs of parkers, they are generally showing signs of nearing end-of-life (see Figure 11). A switch to multi-space parking meters would provide better service to parkers, better control for the Town, a reduction of sidewalk clutter, along with a refresh of aging infrastructure.

4.5 IMPLEMENTING PARKING ZONES IN DOWNTOWN LUNENBURG

Developing a strata of parking zones will help to identify areas of highest demands and provide for an ability to tailor controls to make sure that precious parking space is used optimally. A proposed parking zone map is provided in Figure 12 along with parking controls recommended in each zone (Table 5).

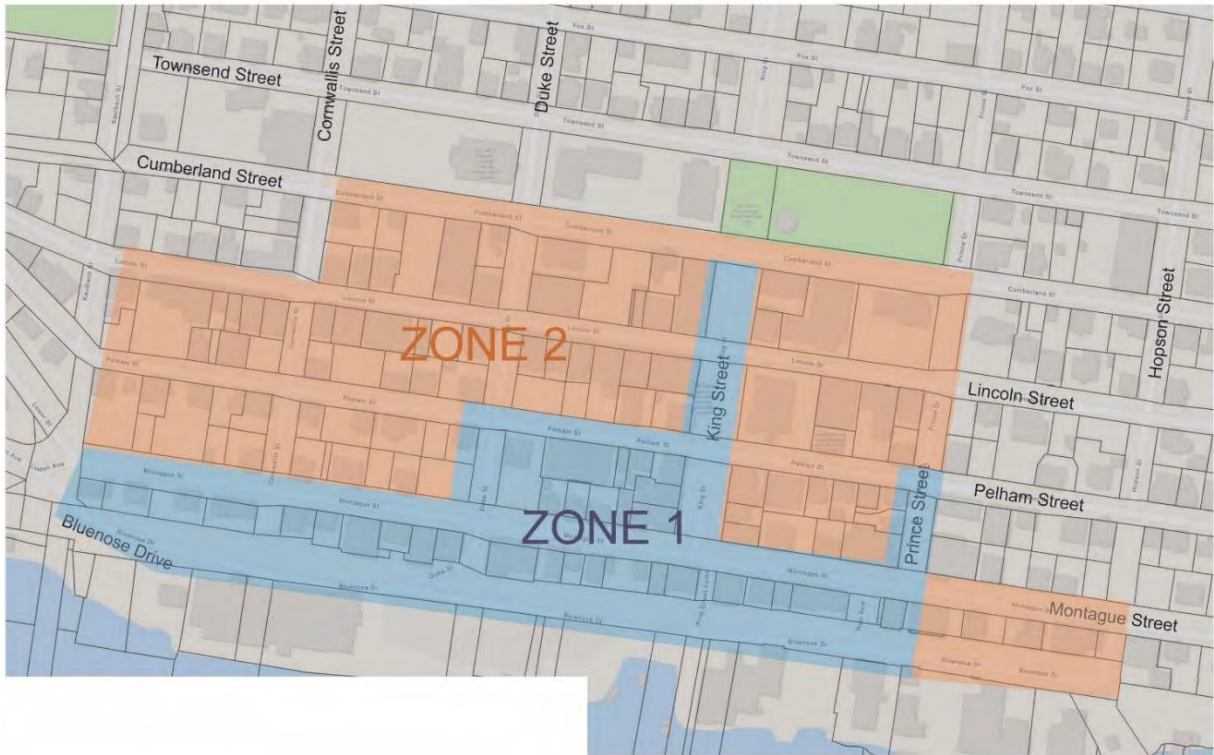


Figure 12: Proposed Parking Zone Map

Table 5: Characteristics of Each Proposed Parking Zone

	ZONE 1	ZONE 2
Parking Pay Stations	Yes	Yes
Parking Time Limit	Two hours	Three hours
Hourly Charge for Parking	\$2.00	\$2.00
Residents Exempted with Parking Pass?	No	Yes

Zone 1 is an area with more commercial uses and higher parking demand from visitors. Zone 2 also has some commercial uses along it, but more importantly is within close walking distance of the commercial core. Zone 2 also includes residential properties, many of which do not have their own off-street parking. Residents who live within zones 1 or 2 would be allowed to purchase an annual parking exemption. This exemption would allow them to park a registered vehicle with zone 2 without having to pay for parking or be bound by parking time limits. To purchase an exemption, the resident would have to register the license plate of one vehicle and demonstrate that vehicle being registered to a civic address within one of the two zones. An annual fee should be charged for these exemptions (in the range of \$30 per year) both to cover municipal administrative costs and to help ensure those who acquire the exemptions truly have a need for them.

Areas outside of these zones would not have paid parking nor parking time limits and would provide parking supply for all-day parking. If high parking demand proved to be too great and residential streets became saturated with all-day parking, a third zone just outside of zone two could be

established. Within this zone signs would be posted saying “Parking by Permit Only”. Permits would be made available to residents (for the annual fee suggested above) and a limited number of monthly permits would be available to anyone seeking one through the Town Office for a market rate cost (in the range of \$30 per month).

4.5.1 LOADING ZONES

Like many downtown commercial areas, Old Town Lunenburg has a demand for loading zones. Through discussions with Town staff and stakeholders, it is understood that much of the loading within the commercial districts occurs during the mornings and loading spaces should be considered in the final design of the parking configuration. When designing the locations of parking pay stations, and the configuration of on-street parking, accommodation of loading space between 7-10AM should be considered.

4.5.2 ACCESSIBLE PARKING SPACES

In Nova Scotia, approximately 144,000 people aged 15 or older identify as having a disability, which makes it the largest percentage of any Canadian province. Nova Scotia also has the largest percentage of seniors over the age of 65 at 20 percent, which is expected to increase to approximately 25 percent of the population by the year 2030. Since the disability rates are higher in older adults, the number of disabilities will rise even higher as the population ages.

There is no current provincial standard or guidelines on how many on-street accessible parking spaces should be provided for an area, however, the Halifax Regional Municipality (HRM) has developed its Accessible Parking Guidelines in 2021². Table 6 is extracted from that document and shows the accessible parking ratios for on-street parking that could be applied in Old Town Lunenburg, particularly the “Business Districts” section.

Table 6: Suggested Accessible Parking Ratio
(Extracted from HRM Accessible Parking Guidelines, 2021)

Total Number of Parking Spaces	Total Number of Required Accessible Parking Spaces by Destination		
	Mixed-Use Residential Commercial Buildings (HR) Religious Institutions (CEN, COR, D) Parks and Community Facility (PCF)	Business Districts (CEN, COR, D) Post-Secondary Educational Institutions (IE) Government Services (CEN, COR, D)	Hospital Institutions (IE) Medical Centres (CEN, COR, D) Rehabilitation Centres (CEN, COR, D, IE)
1-25	1	1-2	1-4
26-50	1-2	2-4	3-8
51-75	2-3	4-6	6-12
76-100	3-4	5-8	8-15
>100	1 extra accessible space for every 50 on-street parking spaces	1 extra accessible space for every 50 on-street parking spaces	1 extra accessible space for every 50 on-street parking spaces

² <https://cdn.halifax.ca/sites/default/files/documents/transportation/parking/hrm-accessible-parking-guidelines-2021.pdf>

5 CONCEPT DESIGNS & RECOMMENDATIONS

5.1 KEY CONSIDERATIONS

As part of this study, a session of stakeholder and public engagement was conducted. As highlighted in the What We Heard Report (See Appendix D), key themes for consideration emerged:

- ❖ Safety concerns: Address safety concerns raised by residents, stakeholders, and Town Staff.
- ❖ Active Transportation: Explore potential for trail connections and bike lanes.
- ❖ Parking solutions: Consider smart parking solutions.
- ❖ Cultural atmosphere: Aim to preserve historic feel.

The recommended concept designs are outlined in the below sections and are available in a larger scale in Appendix C.

5.2 ONE-WAY STREET MAP

One deliverable for this project was to provide the Town of Lunenburg with a one-way street map. This map would be a good tool to inventory the Town’s one-way street network, display it visually, and a good tool for visitors and newcomers to orient themselves within the Town. The map is shown below in Figure 13.



Figure 13: One-Way Street Map

5.3 STREET CLASSIFICATION MAP

Another deliverable for this project was to provide the Town of Lunenburg with a street classification map. Streets are classified to improve transportation planning, road design, and maintenance, and to protect neighborhoods from the negative effects of motorized traffic. Grouping roads according to the type of service they provide assists in establishing road design features, land use policy, and safety and access requirements. The map is shown below in Figure 14.

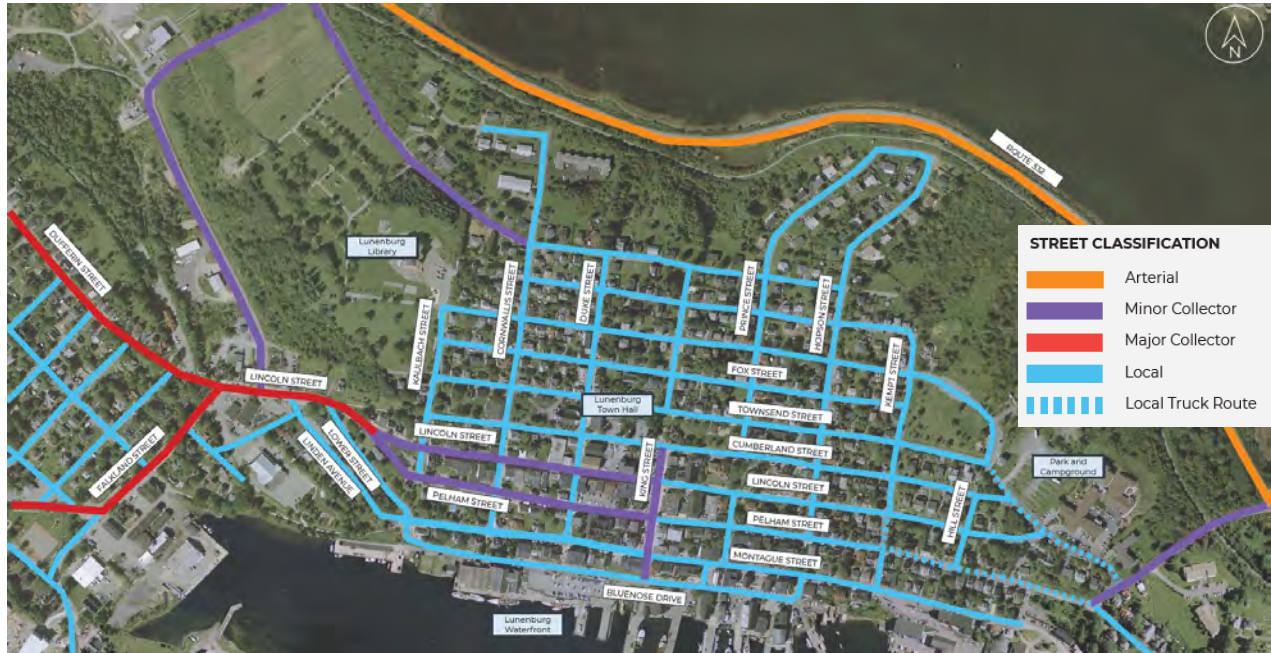


Figure 14: Street Classification Map

5.4 DUFFERIN / LINCOLN / FALKLAND

The Dufferin / Lincoln / Falkland intersection is one of the main entry points into the Town of Lunenburg and its roads are considered as major collectors. The existing intersection has an unconventional configuration that is confusing for drivers, particularly tourists unfamiliar with the intersection. It contains a long 40-metre pedestrian crossing and has parking available within the intersection. The centre island also contains a fountain statue with historic significance – it is where horses once stopped for a drink. This intersection has seen many concepts over the years, and the Town of Lunenburg has been eager to see a concept design that mitigates safety concerns without being too imposing.

OPTION 1: ROUNDABOUT

Initially, WSP considered a roundabout configuration, shown in Figure 15. This option was quickly ruled out because of surrounding property impacts, parking impacts, and because of the fast paths for some of the movements (Falkland to Lincoln, Lincoln to Dufferin), where vehicle deflections are not significant enough to reduce speeds of vehicles of these movements.

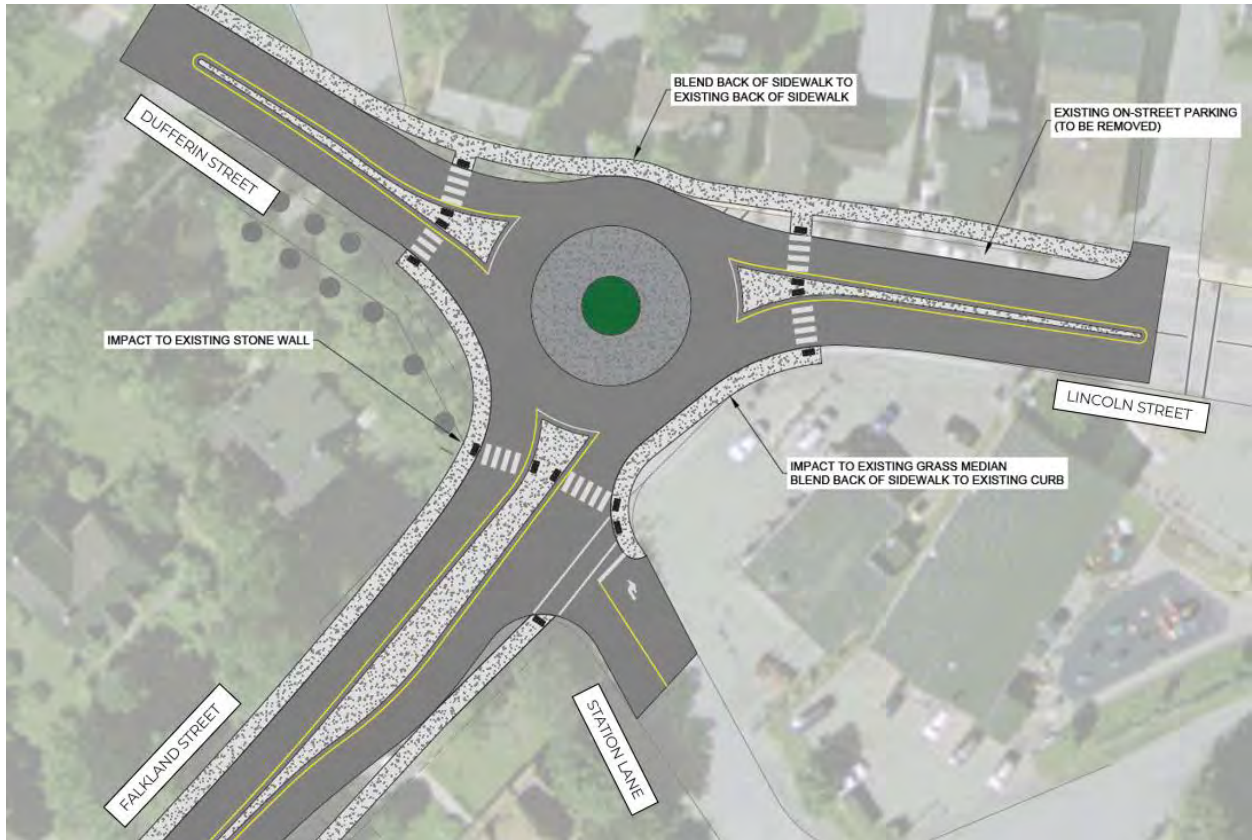


Figure 15: Dufferin/Lincoln/Falkland - Roundabout Concept

OPTION 2: TWO-WAY STOP

WSP considered a standard Two-way STOP configuration, as shown in Figure 16. This option has the benefit of reconfiguring to a more familiar intersection configuration while keeping free flow of vehicles between Falkland Street and Lincoln Street.

One downside of this option is that it reduces left-turn visibility from Dufferin Street to Lincoln Street since it pushes the movement further west past the curve. Also, the addition of two left turn lanes requires the removal of several parking spaces along Falkland Street and Dufferin Street. This option does not do much to improve pedestrian connectivity across Falkland Street.

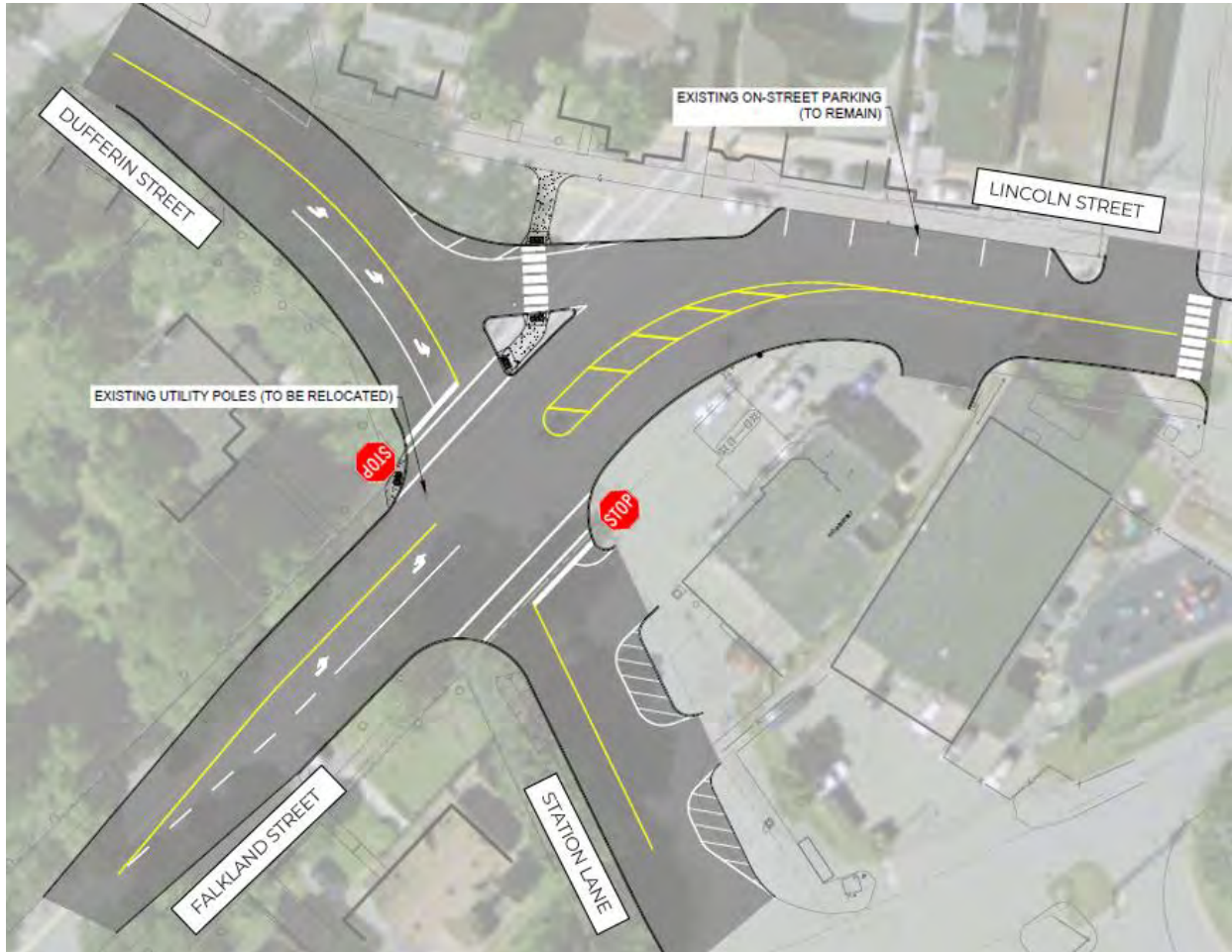


Figure 16: Dufferin/Lincoln/Falkland - Two-Way Stop Concept

OPTION 3: ALL-WAY STOP

After listening to some concerns from stakeholders and residents at the public engagement session regarding sight distance, parking loss, and pedestrian connectivity of the two-way stop configuration concept; WSP opted to look at an all-way stop configuration which could mitigate some of these issues. The all-way stop concept is shown in Figure 17.

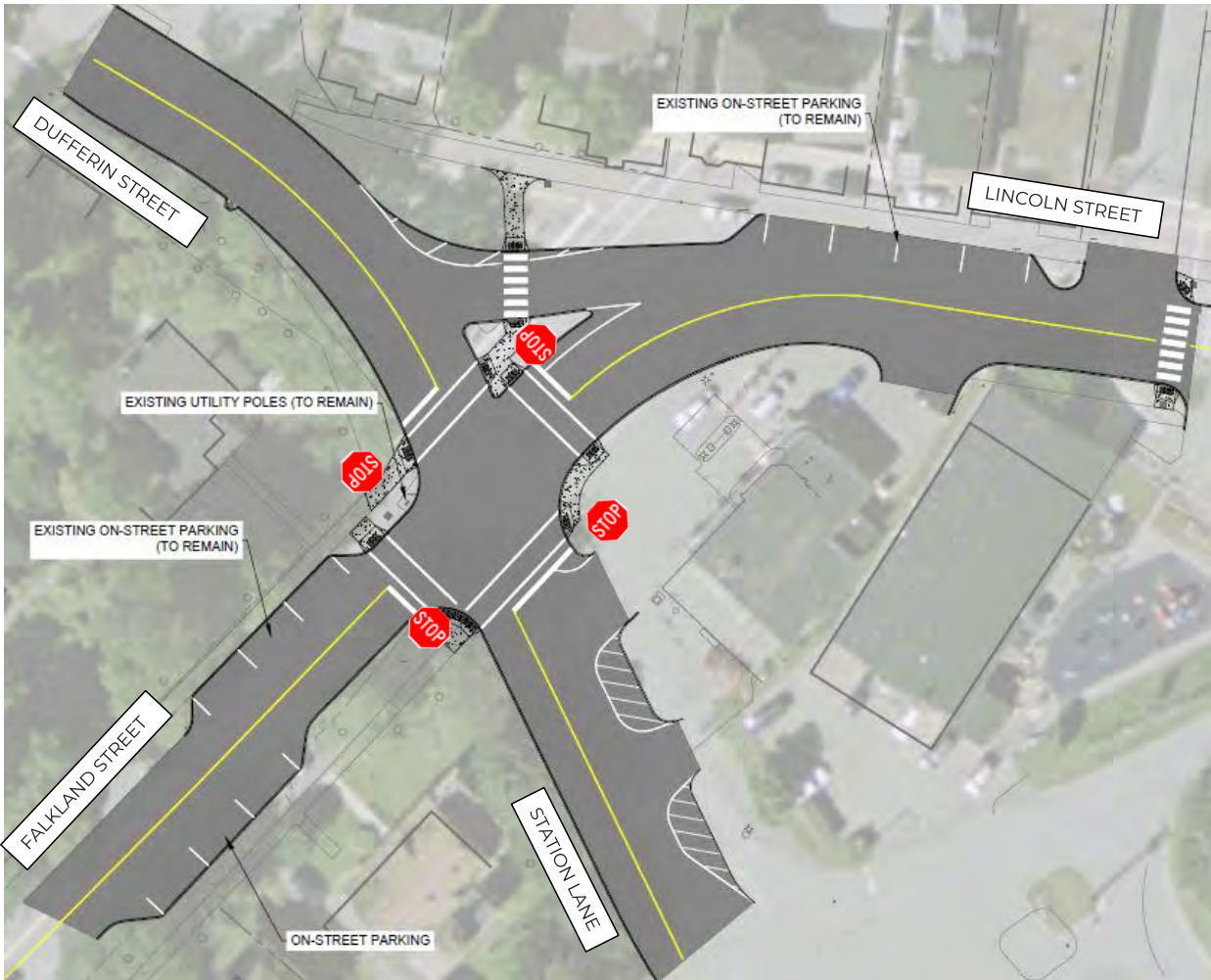


Figure 17: Dufferin/Lincoln/Falkland - All-Way Stop Concept

This configuration provides speed and safety improvements while keeping most of the available on-street parking near the intersection. The All-Way Stop configuration also greatly improves safety, connectivity, and comfortability for pedestrians at the intersection. Volume data indicates a good balance between the approaches. For these reasons, this configuration is recommended as the preferred concept option for the Dufferin / Lincoln / Falkland intersection.

5.5 TRUNK 3 / ROUTE 332

It was noted by the Town of Lunenburg and several of the residents and stakeholders through the engagement sessions that there is collision history at this intersection. Through the first round of public engagement, it was noted that improvements at this intersection are a priority for residents.

It is understood that this intersection is under Provincial jurisdiction; however, since safety concerns were identified at this intersection, WSP provided high-level concept recommendations to facilitate the conversation between the Town and the Province.

There are sight distance concerns looking left from both Route 332 approaches due to horizontal and vertical curvature at the intersection. The minimum intersection sight distance (ISD) along a major road is provided by the Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads which indicates a minimum ISD of 130m should be provided from the stop for vehicles looking left to turn right. This distance should be available for drivers looking left from each Route 332 approach at Trunk 3. The available sight distance for vehicles looking left from each Route 332 approach are shown in Photos 1 and 2.



Photo 1: Route 332 Southbound Looking East



Photo 2: Route 332 Northbound Looking West

Modifying the approach grades to the intersection would improve the sight distance and thus increase the safety of the intersection, however, regrading would require significant cost. WSP reviewed alternate solutions.

OPTION 1: ALL-WAY STOP (AWS)

An All-way STOP mitigates sight distance challenges and eliminates the need for regrading at this intersection. Volume data (See Appendix A) indicates a good balance between the volume at the approaches. The adjacent intersection along Route 332 to the north (at Dufferin Street / Northwest Road) is already All-way STOP controlled. The All-way STOP concept is shown in Figure 18.

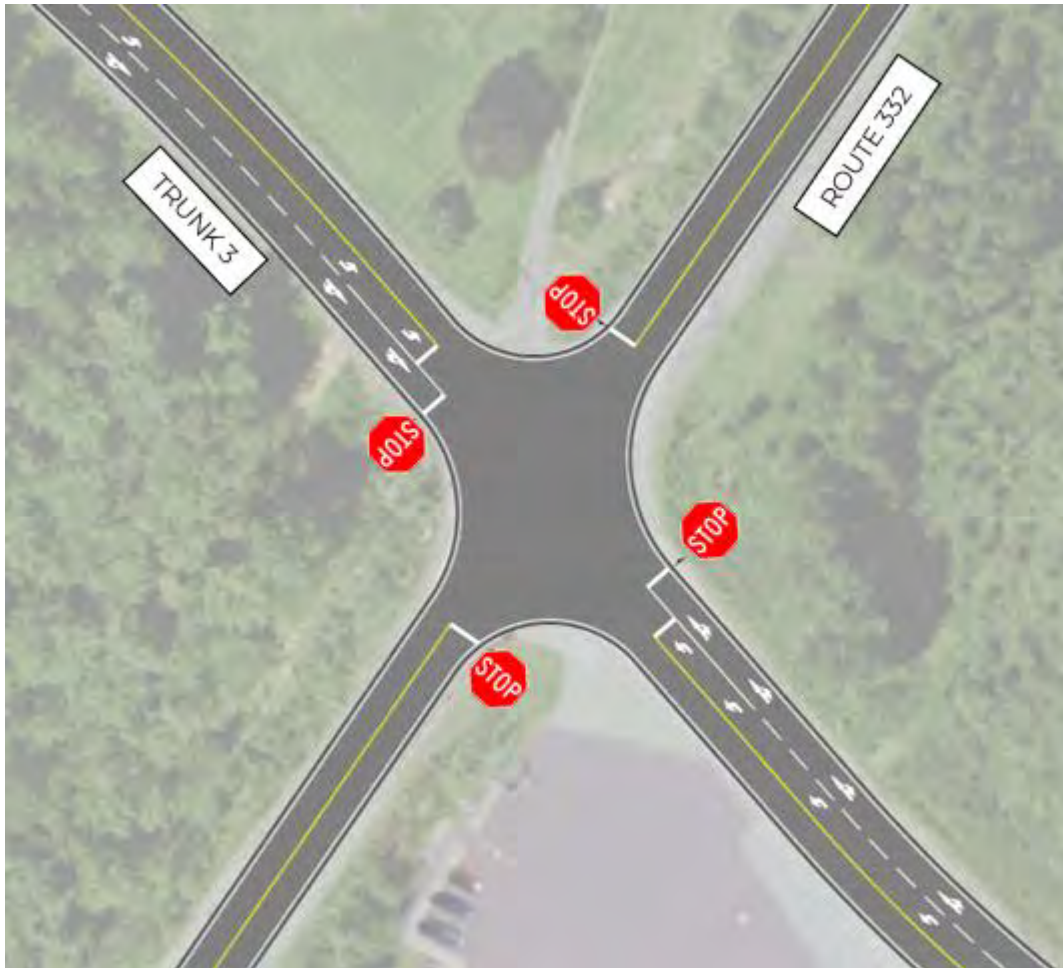


Figure 18: Trunk 3 at Route 332 - AWS Concept

OPTION 2: ROUNDABOUT

It was noted by several participants at the public engagement session that this intersection may be a good candidate for a roundabout. This concept was not prepared as it is expected to require significant property acquisition as well as construction cost and impacts, and further intersection design and analysis would be required should the Province of Nova Scotia wish to consider a roundabout at this intersection.

5.6 COMMUNITY CENTRE PARKING LOT

WSP reviewed the configuration of the Community Centre parking lot to increase parking capacity and improve circulation. The current configuration has diagonal spaces. By modifying the lot to a perpendicular space design, the lot is expected to gain about 40 parking spaces. Additionally, concrete sidewalk is suggested along the frontage of the Community Centre, improving safety and walkability for pedestrians. Concrete islands are also shown to direct drivers to the driving aisles to reduce speeding through the parking lot during periods of lower parking demand. The addition of additional accessible spaces near the front of each building will improve comfort for people with a mobility disability.



Figure 19: Community Centre Parking Lot

6 STAKEHOLDER & PUBLIC ENGAGEMENT

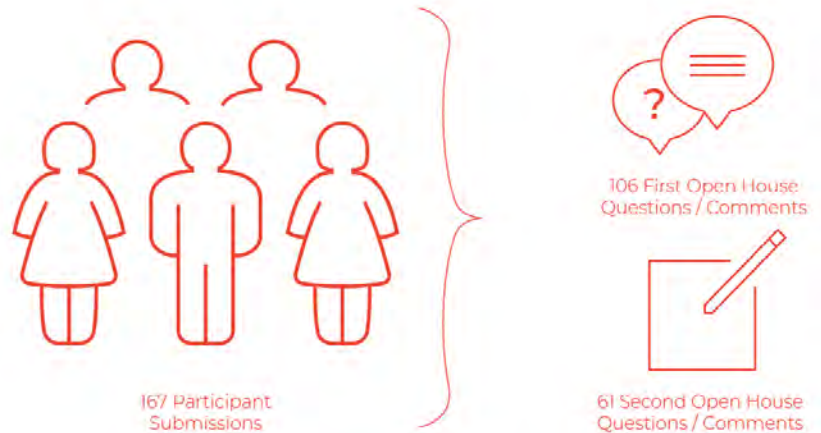
The Lunenburg Traffic and Parking Plan included both stakeholder and public engagement, which were held in the Spring/Summer of 2024. A “What We Heard” Report was prepared to present engagement results and can be found in Appendix D, with some key findings highlighted in the below section.

6.1 STAKEHOLDER AND PUBLIC ENGAGEMENT SESSIONS

As part of the development of Lunenburg Traffic & Parking Study, stakeholder and public engagement took place on June 19, 2024 to introduce the project and again on September 12, 2024 to present recommendations. The engagement activities conducted were meant to inform the upcoming Plan on current concept designs and to understand the current usage and types of upgrades needed. Consultation activities included:

- Stakeholders Meeting (2), 2:00-4:00pm.
- Public Open House (2), 5:00-7:00pm.

A number of Public Open House Display Boards were available at the open house sessions and attendees were encouraged to leave comments. A total of 167 comments were collected and can be found in the ‘What We Heard’ Report.



Though the feedback received was wide ranging, certain key themes emerged:

- ❖ **Prioritize Pedestrian and Cyclist Accessibility**
- ❖ **Revitalize Infrastructure for Safety**
- ❖ **Optimize Parking Systems**
- ❖ **Maintain Historic Culture**
- ❖ **Enhance Traffic Flow Management**

The stakeholders and public also had comments specific to the concept options, which were helpful in deciding final recommended concepts and modifications. Generally, the concepts were well-received by the community with minor tweaks/additions suggested.



7 EVALUATION

Evaluation was completed to help determine the preferred concept option for different intersection options. The following tables show the comparison of these options. Each of the five criteria were scored from 1 to 5 and totalled for a score out of 25. A score of three is indicative of no change from existing conditions, with one being worse than existing and five being improved from existing.

DUFFERIN / LINCOLN / FALKLAND OPTIONS

Scoring Totals			
Criteria	All-Way Stop	Two-Way Stop	Roundabout
Pedestrian Realm & Accessibility	5	3	2
Cyclist Safety & Comfort	4	3	3
Traffic & Truck Operations	4	5	4
Safety Considerations	5	4	3
Property Implications	3	3	1
OVERALL SCORE / 25	21 / 25	18 / 25	13 / 25

TRUNK 3 / ROUTE 332 OPTIONS

Scoring Totals		
Criteria	All-Way Stop	Roundabout
Pedestrian Realm & Accessibility	4	3
Cyclist Safety & Comfort	4	3
Traffic & Truck Operations	4	4
Safety Considerations	4	5
Property Implications	5	2
OVERALL SCORE / 25	21 / 25	17 / 25

7.1 CONSTRUCTION COST ESTIMATES

Class 'D' cost estimates have been prepared for the developed project concepts. These high level cost estimates are prepared at the concept stage to consider high level estimates early in the design process. Table 7 highlights the total cost of each option while the full cost breakdown can be found in Appendix E. The cost estimates do not include:

- property acquisition;
- relocation of utility poles and guy wires;
- earthworks;
- storm sewer relocations/upgrades;
- lighting; and,
- engineering, construction administration or inspection.

Table 7: Construction Cost Estimates (including contingency)

PROJECT	CLASS 'D' COST ESTIMATE
<i>Dufferin / Lincoln / Falkland Two-Way Stop</i>	\$525,000
<i>Dufferin / Lincoln / Falkland All-Way Stop</i>	\$695,000
<i>Community Centre Parking Lot</i>	\$292,000
<i>Parking Stations Capital Implementation</i>	\$230,000

8 SUMMARY & NEXT STEPS

8.1 SUMMARY

WSP Canada Inc. completed this Traffic & Parking Study to enhance traffic flow and parking, address seasonal challenges, preserve the historic atmosphere within the Town of Lunenburg. WSP collected data at several key locations and produced various design recommendations for the Town to consider and implement, taking stakeholder and residents' feedback into account.

8.2 RECOMMENDATIONS

Completing this Traffic & Parking Study has led WSP to several recommendations:

- ❖ Metering with a pay-by-plate system to facilitate use for tourists and by-law enforcement officers.
 - ❖ Creating a resident parking pass for those with vehicles that live on streets without driveways.
 - ❖ Reconfigure and increase parking capacity at the Community Centre parking lot.
 - ❖ Install an all-way stop configuration at the Dufferin / Lincoln / Falkland intersection.
 - ❖ Discuss All-Way STOP configuration at the intersection of Trunk 3 / Route 332 with NSPW.
-

8.3 NEXT STEPS

The Town of Lunenburg should advance the preferred intersection and parking modifications to detailed design to confirm property acquisition is not required at the intersections and better understand construction costs prior to construction.

In addition to the recommendations for this project, the WSP team recommends that the Town of Lunenburg investigate the following ideas that were noticed around the Town during meetings and through site visitations:

- ❖ More, consistent signage for streets, particularly the one-way street network;
- ❖ Maintain pavement markings throughout the year and consider additional directional pavement markings (this will better indicate one-way streets);
- ❖ Study the desire and feasibility for a Park & Ride facility; and,
- ❖ Update the Active Transportation Plan with attainable goals to improve pedestrian and cycling while reducing the parking demand for residents and providing recreational opportunities for residents and visitors.



**APPENDIX A
TRAFFIC AND PARKING
DATA**

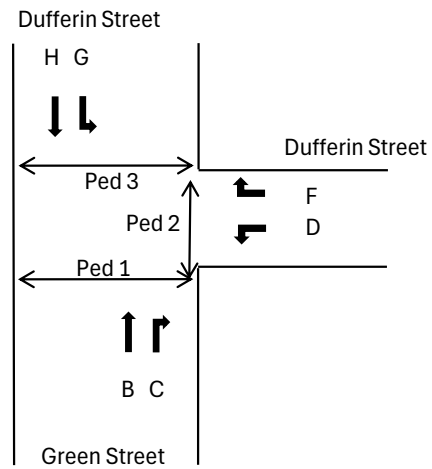


WSP
1 SPECTACLE LAKE DRIVE
DARTMOUTH, NS
CANADA B3B 1X7

T: +1 902-835-9955
WSP.COM

Table A-1
Dufferin Street
@
Green Street

Lunenburg, NS
June 6, 2024



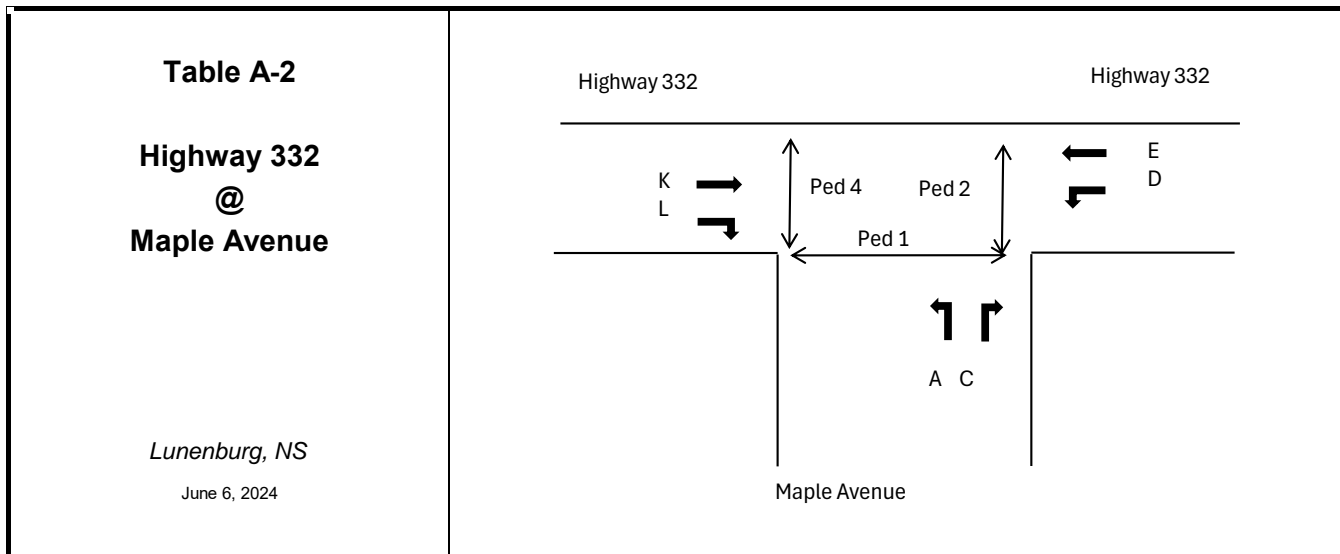
AM Peak Period Volume Data

Time	Green Street Northbound Approach		Dufferin Street Westbound Approach		Dufferin Street Southbound Approach		Total Vehicles
	B	C	D	F	G	H	
07:00 - 07:15	11	0	0	9	8	20	48
07:15 - 07:30	9	0	0	6	6	27	48
07:30 - 07:45	12	0	0	10	8	32	62
07:45 - 08:00	15	0	0	8	17	39	79
08:00 - 08:15	18	0	0	10	22	59	109
08:15 - 08:30	26	0	0	6	11	47	90
08:30 - 08:45	23	2	0	7	11	40	83
08:45 - 09:00	21	0	0	7	14	32	74
AM Peak Hour	82	2	0	31	61	185	361
07:00 - 08:00	47	0	0	33	39	118	237
08:00 - 09:00	88	2	0	30	58	178	356
	Ped 1		Ped 2		Ped 3		Total Peds
07:00 - 08:00	0		0		0		0
08:00 - 09:00	0		0		0		0

PM Peak Period Volume Data

Time	Green Street Northbound Approach		Dufferin Street Westbound Approach		Dufferin Street Southbound Approach		Total Vehicles
	B	C	D	F	G	H	
16:00 - 16:15	37	0	0	18	15	21	91
16:15 - 16:30	31	0	0	17	11	17	76
16:30 - 16:45	42	0	0	11	16	23	92
16:45 - 17:00	24	0	0	12	13	26	75
17:00 - 17:15	20	0	0	27	11	14	72
17:15 - 17:30	20	0	0	12	13	20	65
17:30 - 17:45	14	0	0	7	13	15	49
17:45 - 18:00	17	0	0	9	13	17	56
PM Peak Hour	134	0	0	58	55	87	334
16:00 - 17:00	134	0	0	58	55	87	334
17:00 - 18:00	71	0	0	55	50	66	242
	Ped 1		Ped 2		Ped 3		Total Peds
16:00 - 17:00	0		0		0		0
17:00 - 18:00	0		0		0		0

* Count completed by WSP



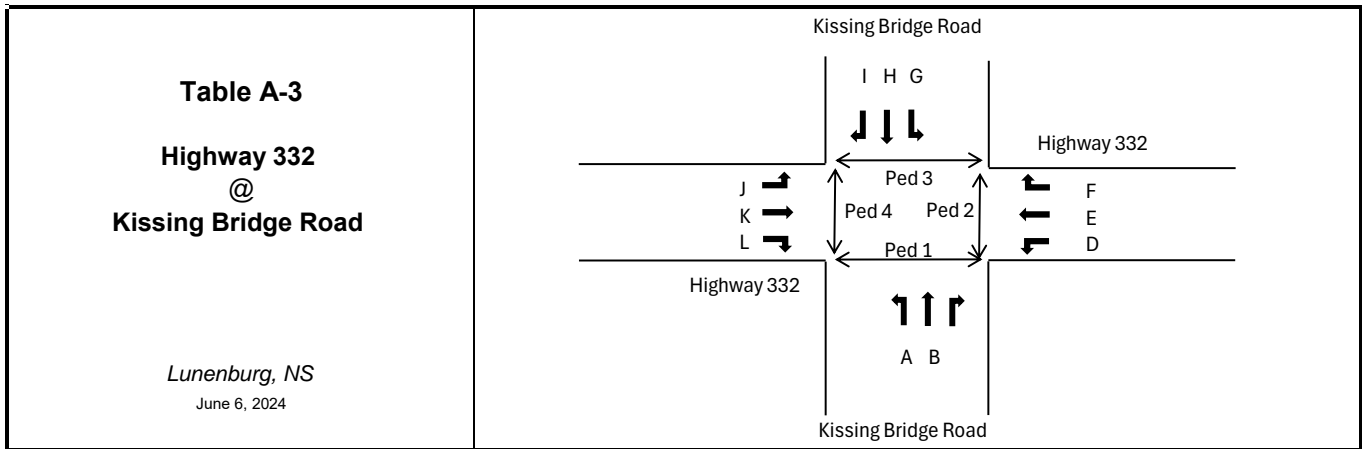
AM Peak Period Volume Data

Time	Maple Avenue		Highway 332		Highway 332		Total Vehicles
	Northbound Approach		Westbound Approach		Eastbound Approach		
	A	C	D	E	K	L	
07:00 - 07:15	2	2	0	19	16	6	45
07:15 - 07:30	6	0	0	18	31	9	64
07:30 - 07:45	2	0	0	19	36	15	72
07:45 - 08:00	4	1	0	19	31	15	70
08:00 - 08:15	4	0	0	20	29	13	66
08:15 - 08:30	9	0	0	32	29	11	81
08:30 - 08:45	8	1	1	27	36	10	83
08:45 - 09:00	3	0	0	20	27	12	62
AM Peak Hour	25	2	1	98	125	49	300
07:00 - 08:00	14	3	0	75	114	45	251
08:00 - 09:00	24	1	1	99	121	46	292
	Ped 1		Ped 2		Ped 4		Total Peds
07:00 - 08:00	1		0		0		1
08:00 - 09:00	0		0		0		0

PM Peak Period Volume Data

Time	Maple Avenue		Highway 332		Highway 332		Total Vehicles
	Northbound Approach		Westbound Approach		Eastbound Approach		
	A	C	D	E	K	L	
16:00 - 16:15	9	2	0	51	33	15	110
16:15 - 16:30	23	2	0	47	27	10	109
16:30 - 16:45	21	2	0	57	35	14	129
16:45 - 17:00	17	2	2	27	18	6	72
17:00 - 17:15	12	0	2	44	19	13	90
17:15 - 17:30	10	1	0	34	24	15	84
17:30 - 17:45	10	0	1	29	20	13	73
17:45 - 18:00	11	0	1	23	16	13	64
PM Peak Hour	70	8	2	182	113	45	420
16:00 - 17:00	70	8	2	182	113	45	420
17:00 - 18:00	43	1	4	130	79	54	311
	Ped 1		Ped 2		Ped 4		Total Peds
16:00 - 17:00	0		0		0		0
17:00 - 18:00	0		0		0		0

* Count completed by WSP



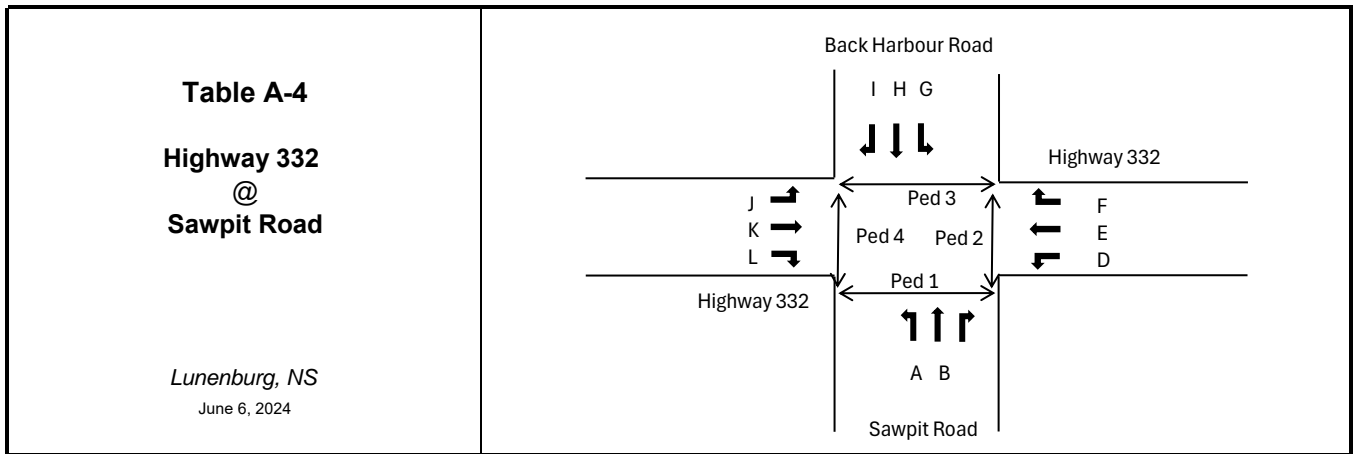
AM Peak Period Volume Data

Time	Kissing Bridge Road Northbound Approach			Highway 332 Westbound Approach			Kissing Bridge Road Southbound Approach			Highway 332 Eastbound Approach			Total Vehicles
	A	B	C	D	E	F	G	H	I	J	K	L	
07:00 07:15	6	0	1	1	11	0	0	2	1	0	17	2	41
07:15 07:30	5	0	0	4	10	0	0	2	2	2	21	2	48
07:30 07:45	7	1	3	2	12	0	0	3	1	1	21	11	62
07:45 08:00	6	3	0	5	11	0	0	4	1	2	23	11	66
08:00 08:15	5	5	5	2	11	0	1	6	0	0	14	16	65
08:15 08:30	14	4	4	3	17	1	0	4	3	2	16	10	78
08:30 08:45	12	2	0	0	13	1	0	4	0	4	20	12	68
08:45 09:00	8	6	3	5	9	1	0	5	2	2	14	18	73
AM Peak Hour	37	14	9	10	52	2	1	18	4	8	73	49	277
07:00 08:00	24	4	4	12	44	0	0	11	5	5	82	26	217
08:00 09:00	39	17	12	10	50	3	1	19	5	8	64	56	284
	Ped 1			Ped 2			Ped 3			Ped 4			Total Peds
07:00 08:00	1			0			2			0			3
08:00 09:00	2			0			3			0			5

PM Peak Period Volume Data

Time	Kissing Bridge Road Northbound Approach			Highway 332 Westbound Approach			Kissing Bridge Road Southbound Approach			Highway 332 Eastbound Approach			Total Vehicles
	A	B	C	D	E	F	G	H	I	J	K	L	
16:00 16:15	13	1	7	7	35	1	0	0	1	0	19	15	99
16:15 16:30	18	1	5	3	28	0	0	5	2	4	19	10	95
16:30 16:45	18	7	5	4	35	1	0	2	0	3	18	15	108
16:45 17:00	13	3	4	8	12	1	0	1	3	3	8	5	61
17:00 17:15	15	7	1	4	30	2	0	3	6	1	14	9	92
17:15 17:30	12	6	1	0	12	0	0	0	2	1	8	9	51
17:30 17:45	12	1	1	0	12	1	0	1	3	2	17	6	56
17:45 18:00	10	2	1	1	9	0	0	2	5	0	8	3	41
PM Peak Hour	62	12	21	22	110	3	0	8	6	10	64	45	363
16:00 17:00	62	12	21	22	110	3	0	8	6	10	64	45	363
17:00 18:00	49	16	4	5	63	3	0	6	16	4	47	27	240
	Ped 1			Ped 2			Ped 3			Ped 4			Total Peds
16:00 17:00	6			0			2			0			8
17:00 18:00	2			1			0			0			3

* Count completed by WSP



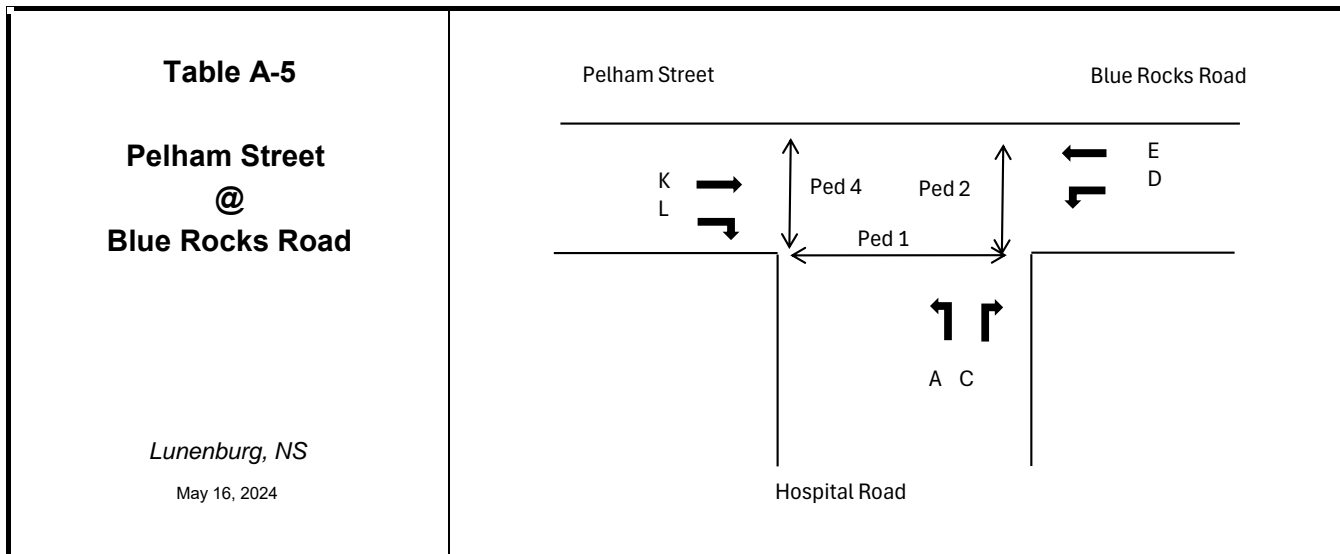
AM Peak Period Volume Data

Time	Sawpit Road Northbound Approach			Highway 332 Westbound Approach			Back Harbour Road Southbound Approach			Highway 332 Eastbound Approach			Total Vehicles	
	A	B	C	D	E	F	G	H	I	J	K	L		
07:00 07:15	1	0	0	0	12	0	0	1	0	0	0	12	4	30
07:15 07:30	3	0	0	0	12	0	0	0	0	0	2	13	7	37
07:30 07:45	4	0	0	0	10	0	1	0	0	1	13	7	36	
07:45 08:00	4	0	0	0	12	0	0	1	0	1	22	5	45	
08:00 08:15	4	0	0	1	8	0	0	1	0	0	14	5	33	
08:15 08:30	3	0	0	1	18	0	0	0	0	2	10	7	41	
08:30 08:45	5	0	0	1	11	1	0	0	0	0	13	7	38	
08:45 09:00	5	0	1	0	8	0	0	0	1	1	16	1	33	
AM Peak Hour	16	0	0	3	49	1	0	2	0	3	59	24	157	
07:00 08:00	12	0	0	0	46	0	1	2	0	4	60	23	148	
08:00 09:00	17	0	1	3	45	1	0	1	1	3	53	20	145	
	Ped 1			Ped 2			Ped 3			Ped 4			Total Peds	
07:00 08:00	0			0			0			0			0	
08:00 09:00	0			0			0			0			0	

PM Peak Period Volume Data

Time	Sawpit Road Northbound Approach			Highway 332 Westbound Approach			Back Harbour Road Southbound Approach			Highway 332 Eastbound Approach			Total Vehicles
	A	B	C	D	E	F	G	H	I	J	K	L	
16:00 16:15	10	1	0	2	31	1	0	1	1	3	16	6	72
16:15 16:30	9	0	0	1	21	0	3	2	2	0	21	7	66
16:30 16:45	7	0	1	0	35	0	0	0	1	0	14	6	64
16:45 17:00	5	1	1	1	14	0	0	0	0	0	11	4	37
17:00 17:15	9	1	0	0	20	1	0	0	1	0	10	4	46
17:15 17:30	4	4	1	0	12	0	1	0	1	0	8	4	35
17:30 17:45	5	2	1	1	9	0	2	1	1	1	15	3	41
17:45 18:00	2	0	0	0	10	0	0	1	0	0	3	4	20
PM Peak Hour	31	2	2	4	101	1	3	3	4	3	62	23	239
16:00 17:00	31	2	2	4	101	1	3	3	4	3	62	23	239
17:00 18:00	20	7	2	1	51	1	3	2	3	1	36	15	142
	Ped 1			Ped 2			Ped 3			Ped 4			Total Peds
16:00 17:00	0			0			0			1			1
17:00 18:00	0			0			0			0			0

* Count completed by WSP



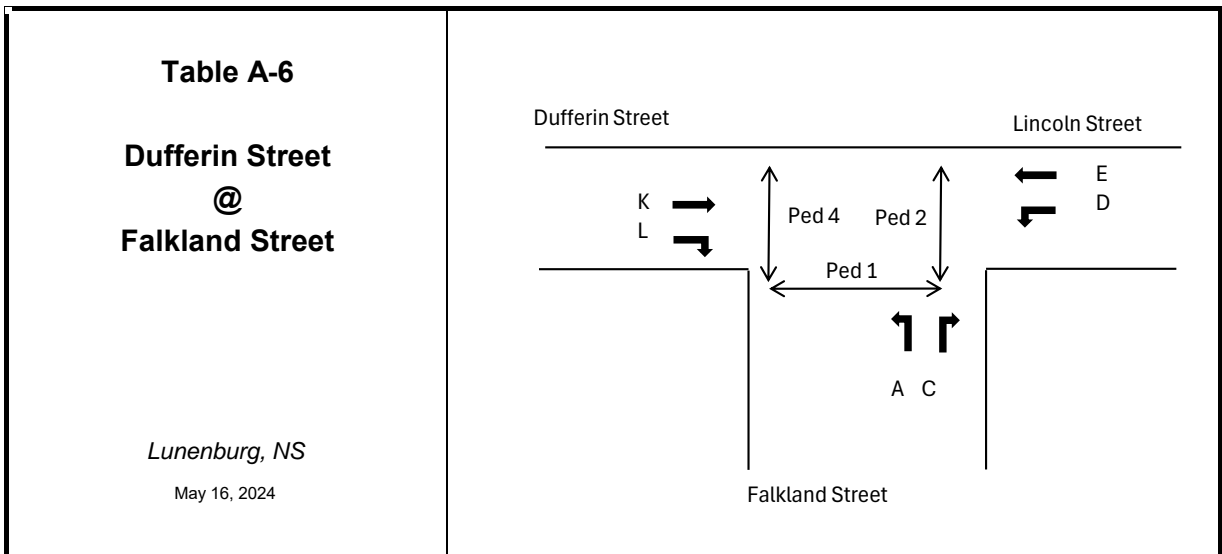
AM Peak Period Volume Data

Time	Hospital Road		Blue Rocks Road		Pelham Street		Total Vehicles
	Northbound Approach		Westbound Approach		Eastbound Approach		
	A	C	D	E	K	L	
07:00 - 07:15	2	0	0	3	4	1	10
07:15 - 07:30	2	0	0	8	3	1	14
07:30 - 07:45	2	0	0	17	13	0	32
07:45 - 08:00	2	0	0	9	3	3	17
08:00 - 08:15	6	0	0	31	4	0	41
08:15 - 08:30	5	0	0	20	11	3	39
08:30 - 08:45	1	0	0	12	7	3	23
08:45 - 09:00	0	0	0	11	6	1	18
AM Peak Hour	15	0	0	77	31	6	129
07:00 - 08:00	8	0	0	37	23	5	73
08:00 - 09:00	12	0	0	74	28	7	121
	Ped 1		Ped 2		Ped 4		Total Peds
07:00 - 08:00	0		0		0		0
08:00 - 09:00	0		1		6		7

PM Peak Period Volume Data

Time	Hospital Road		Blue Rocks Road		Pelham Street		Total Vehicles
	Northbound Approach		Westbound Approach		Eastbound Approach		
	A	C	D	E	K	L	
16:00 - 16:15	2	0	0	19	19	2	42
16:15 - 16:30	1	0	0	11	15	2	29
16:30 - 16:45	6	0	0	18	23	4	51
16:45 - 17:00	3	0	0	11	17	5	36
17:00 - 17:15	1	0	0	10	8	3	22
17:15 - 17:30	3	1	0	7	9	1	21
17:30 - 17:45	1	0	0	4	13	3	21
17:45 - 18:00	2	0	0	6	10	3	21
PM Peak Hour	12	0	0	59	74	13	158
16:00 - 17:00	12	0	0	59	74	13	158
17:00 - 18:00	7	1	0	27	40	10	85
	Ped 1		Ped 2		Ped 4		Total Peds
16:00 - 17:00	0		2		0		2
17:00 - 18:00	0		0		6		6

* Count completed by WSP



AM Peak Period Volume Data

Time		Falkland Street		Lincoln Street		Dufferin Street		Total Vehicles
		Northbound Approach		Westbound Approach		Eastbound Approach		
		A	C	D	E	K	L	
07:00	07:15	2	20	16	6	6	2	72
07:15	07:30	2	38	21	7	13	3	120
07:30	07:45	7	33	41	15	9	8	141
07:45	08:00	3	46	48	6	13	7	165
08:00	08:15	4	58	78	9	16	17	227
08:15	08:30	10	80	63	14	17	11	269
08:30	08:45	12	79	49	12	21	8	256
08:45	09:00	10	81	44	13	23	13	260
AM Peak Hour		36	298	234	48	77	49	742
07:00	08:00	14	137	126	34	41	20	372
08:00	09:00	36	298	234	48	77	49	742
		Ped 1		Ped 2		Ped 4		Total Peds
07:00	08:00	6		0		0		6
08:00	09:00	21		0		0		21

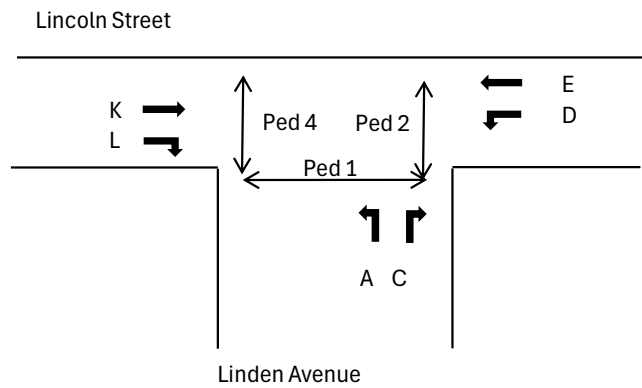
PM Peak Period Volume Data

Time		Falkland Street		Lincoln Street		Dufferin Street		Total Vehicles
		Northbound Approach		Westbound Approach		Eastbound Approach		
		A	C	D	E	K	L	
16:00	16:15	8	60	89	42	19	5	223
16:15	16:30	5	56	77	31	13	5	187
16:30	16:45	12	67	88	26	20	6	219
16:45	17:00	5	55	55	26	26	7	174
17:00	17:15	5	46	74	21	23	7	176
17:15	17:30	8	51	40	22	20	4	145
17:30	17:45	3	48	43	23	8	11	136
17:45	18:00	7	44	40	10	12	8	121
PM Peak Hour		30	238	309	125	78	23	803
16:00	17:00	30	238	309	125	78	23	803
17:00	18:00	23	189	197	76	63	30	578
		Ped 1		Ped 2		Ped 4		Total Peds
16:00	17:00	22		0		2		24
17:00	18:00	10		0		2		12

* Count completed by WSP

Table A-7
Lincoln Street
@
Linden Avenue

Lunenburg, NS
May 16, 2024



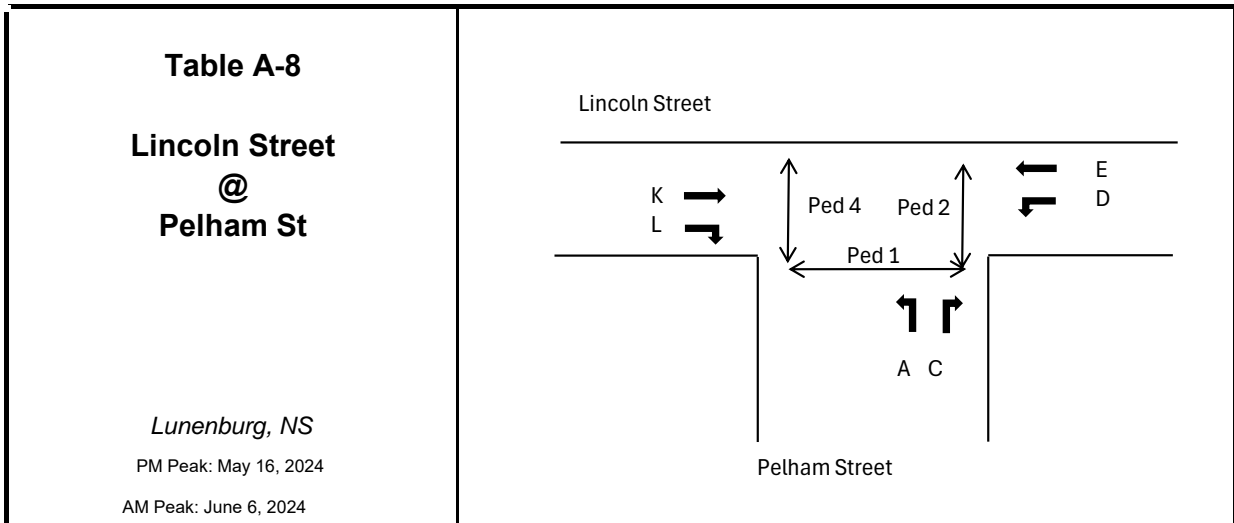
AM Peak Period Volume Data

Time		Linden Avenue Northbound Approach		Lincoln Street Westbound Approach		Lincoln Street Eastbound Approach		Total Vehicles
		A	C	D	E	K	L	
07:00	07:15	0	0	0	20	14	10	44
07:15	07:30	0	0	1	25	12	31	69
07:30	07:45	0	0	0	43	16	17	76
07:45	08:00	0	0	0	42	16	25	83
08:00	08:15	0	0	2	82	16	32	132
08:15	08:30	0	0	3	59	39	29	130
08:30	08:45	0	0	3	50	37	46	136
08:45	09:00	0	0	3	48	44	41	136
AM Peak Hour		0	0	11	239	136	148	534
07:00	08:00	0	0	1	130	58	83	272
08:00	09:00	0	0	11	239	136	148	534
		Ped 1		Ped 2		Ped 4		Total Peds
07:00	08:00	0		0		0		0
08:00	09:00	3		0		0		3

PM Peak Period Volume Data

Time		Linden Avenue Northbound Approach		Lincoln Street Westbound Approach		Lincoln Street Eastbound Approach		Total Vehicles
		A	C	D	E	K	L	
16:00	16:15	0	0	0	128	60	15	203
16:15	16:30	0	1	0	105	52	14	172
16:30	16:45	0	1	1	111	72	17	202
16:45	17:00	0	0	1	78	64	20	163
17:00	17:15	0	0	0	93	35	21	149
17:15	17:30	1	0	0	61	54	18	134
17:30	17:45	0	0	0	62	41	12	115
17:45	18:00	0	0	2	57	36	21	116
PM Peak Hour		0	2	2	422	248	66	740
16:00	17:00	0	2	2	422	248	66	740
17:00	18:00	1	0	2	273	166	72	514
		Ped 1		Ped 2		Ped 4		Total Peds
16:00	17:00	4		0		1		5
17:00	18:00	1		0		1		2

* Count completed by WSP



AM Peak Period Volume Data

Time	Pelham St		Lincoln Street		Lincoln Street		Total Vehicles
	Northbound Approach		Westbound Approach		Eastbound Approach		
	A	C	D	E	K	L	
07:00 - 07:15	23	1	0	0	14	0	38
07:15 - 07:30	21	0	0	0	24	0	45
07:30 - 07:45	38	0	0	0	15	0	53
07:45 - 08:00	38	0	0	0	35	0	73
08:00 - 08:15	69	0	0	0	41	0	110
08:15 - 08:30	71	1	0	0	66	0	138
08:30 - 08:45	56	1	0	0	63	0	120
08:45 - 09:00	46	1	0	0	64	0	111
AM Peak Hour	242	3	0	0	234	0	479
07:00 - 08:00	120	1	0	0	88	0	209
08:00 - 09:00	242	3	0	0	234	0	479
	Ped 1		Ped 2		Ped 4		Total Peds
07:00 - 08:00	1		0		0		1
08:00 - 09:00	0		0		2		2

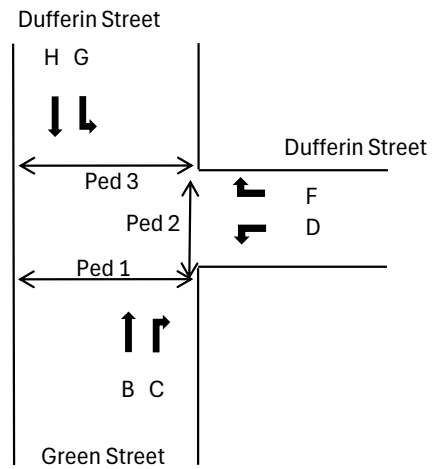
PM Peak Period Volume Data

Time	Pelham St		Lincoln Street		Lincoln Street		Total Vehicles
	Northbound Approach		Westbound Approach		Eastbound Approach		
	A	C	D	E	K	L	
16:00 - 16:15	99	0	0	0	57	0	156
16:15 - 16:30	89	0	0	0	49	0	138
16:30 - 16:45	95	1	0	0	67	0	163
16:45 - 17:00	58	4	0	0	58	0	120
17:00 - 17:15	81	0	0	0	35	0	116
17:15 - 17:30	48	1	0	0	50	0	99
17:30 - 17:45	44	0	0	0	42	0	86
17:45 - 18:00	49	2	0	0	34	0	85
PM Peak Hour	341	5	0	0	231	0	577
16:00 - 17:00	341	5	0	0	231	0	577
17:00 - 18:00	222	3	0	0	161	0	386
	Ped 1		Ped 2		Ped 4		Total Peds
16:00 - 17:00	0		0		0		0
17:00 - 18:00	1		1		1		3

* Count completed by WSP

Table A-9
Dufferin Street
@
Green Street

Lunenburg, NS
July 11, 2024



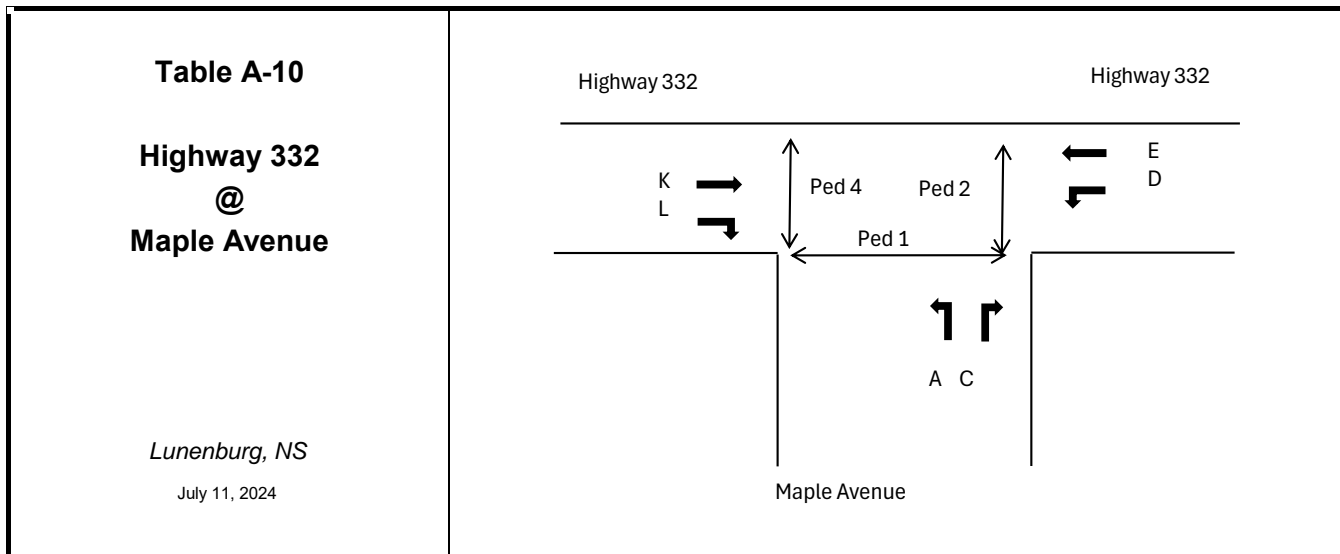
AM Peak Period Volume Data

Time	Green Street Northbound Approach		Dufferin Street Westbound Approach		Dufferin Street Southbound Approach		Total Vehicles
	B	C	D	F	G	H	
07:00 - 07:15	11	0	0	3	4	27	45
07:15 - 07:30	12	0	0	4	6	28	50
07:30 - 07:45	8	0	0	8	12	31	59
07:45 - 08:00	12	0	0	7	19	48	86
08:00 - 08:15	20	0	0	4	9	42	75
08:15 - 08:30	7	1	0	13	18	37	76
08:30 - 08:45	17	0	0	8	20	34	79
08:45 - 09:00	18	0	1	12	16	44	91
AM Peak Hour	62	1	1	37	63	157	321
07:00 - 08:00	43	0	0	22	41	134	240
08:00 - 09:00	62	1	1	37	63	157	321
	Ped 1		Ped 2		Ped 3		Total Peds
07:00 - 08:00	0		0		0		0
08:00 - 09:00	0		0		0		0

PM Peak Period Volume Data

Time	Green Street Northbound Approach		Dufferin Street Westbound Approach		Dufferin Street Southbound Approach		Total Vehicles
	B	C	D	F	G	H	
16:00 - 16:15	54	0	1	20	27	21	123
16:15 - 16:30	19	0	0	24	24	28	95
16:30 - 16:45	44	0	0	17	19	27	107
16:45 - 17:00	21	0	0	22	16	18	77
17:00 - 17:15	23	0	0	14	25	14	76
17:15 - 17:30	31	0	0	22	14	17	84
17:30 - 17:45	15	0	0	15	19	12	61
17:45 - 18:00	12	0	0	8	12	9	41
PM Peak Hour	138	0	1	83	86	94	402
16:00 - 17:00	138	0	1	83	86	94	402
17:00 - 18:00	81	0	0	59	70	52	262
	Ped 1		Ped 2		Ped 3		Total Peds
16:00 - 17:00	0		0		0		0
17:00 - 18:00	0		0		1		1

* Count completed by WSP



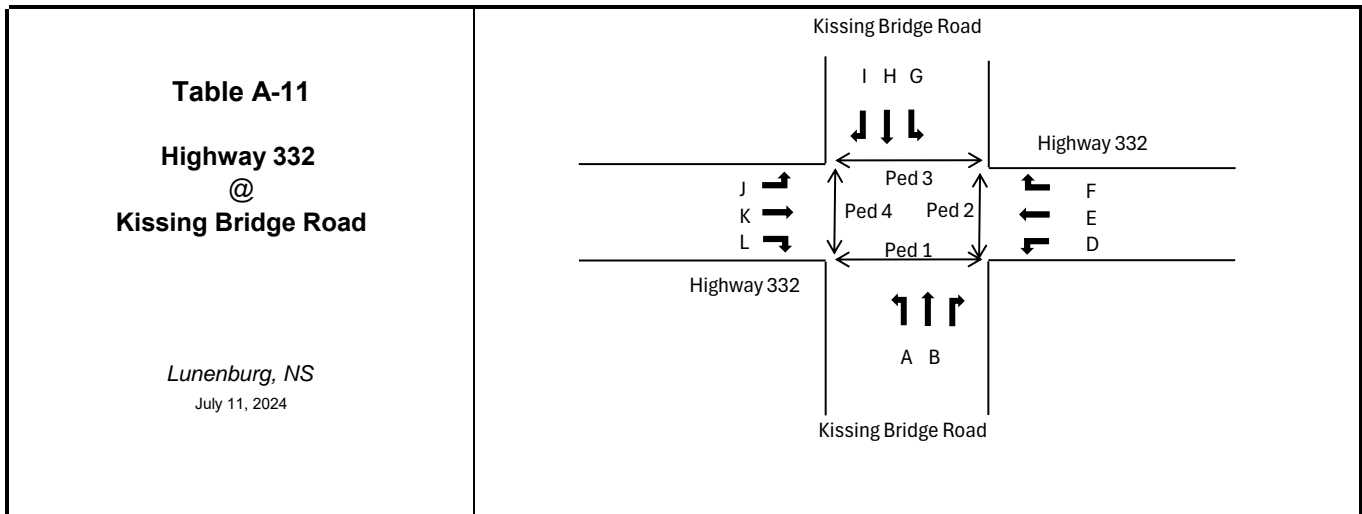
AM Peak Period Volume Data

Time	Maple Avenue		Highway 332		Highway 332		Total Vehicles
	Northbound Approach		Westbound Approach		Eastbound Approach		
	A	C	D	E	K	L	
07:00 - 07:15	1	1	0	14	23	1	40
07:15 - 07:30	1	0	0	11	21	6	39
07:30 - 07:45	4	1	0	14	24	14	57
07:45 - 08:00	3	0	0	18	33	13	67
08:00 - 08:15	7	1	0	18	28	11	66
08:15 - 08:30	8	1	2	25	37	13	86
08:30 - 08:45	13	0	1	18	13	13	58
08:45 - 09:00	13	0	1	35	38	15	102
AM Peak Hour	41	2	4	96	116	52	311
07:00 - 08:00	9	2	0	57	101	34	203
08:00 - 09:00	41	2	4	96	116	52	311
	Ped 1		Ped 2		Ped 4		Total Peds
07:00 - 08:00	1		0		0		1
08:00 - 09:00	0		0		0		0

PM Peak Period Volume Data

Time	Maple Avenue		Highway 332		Highway 332		Total Vehicles
	Northbound Approach		Westbound Approach		Eastbound Approach		
	A	C	D	E	K	L	
16:00 - 16:15	23	3	0	42	39	19	126
16:15 - 16:30	21	2	0	56	37	18	134
16:30 - 16:45	17	1	3	48	28	12	109
16:45 - 17:00	14	1	1	33	26	21	96
17:00 - 17:15	8	0	0	45	31	6	90
17:15 - 17:30	17	2	0	31	27	10	87
17:30 - 17:45	20	2	1	38	22	12	95
17:45 - 18:00	15	0	1	29	15	9	69
PM Peak Hour	75	7	4	179	130	70	465
16:00 - 17:00	75	7	4	179	130	70	465
17:00 - 18:00	60	4	2	143	95	37	341
	Ped 1		Ped 2		Ped 4		Total Peds
16:00 - 17:00	0		0		0		0
17:00 - 18:00	1		1		0		2

* Count completed by WSP



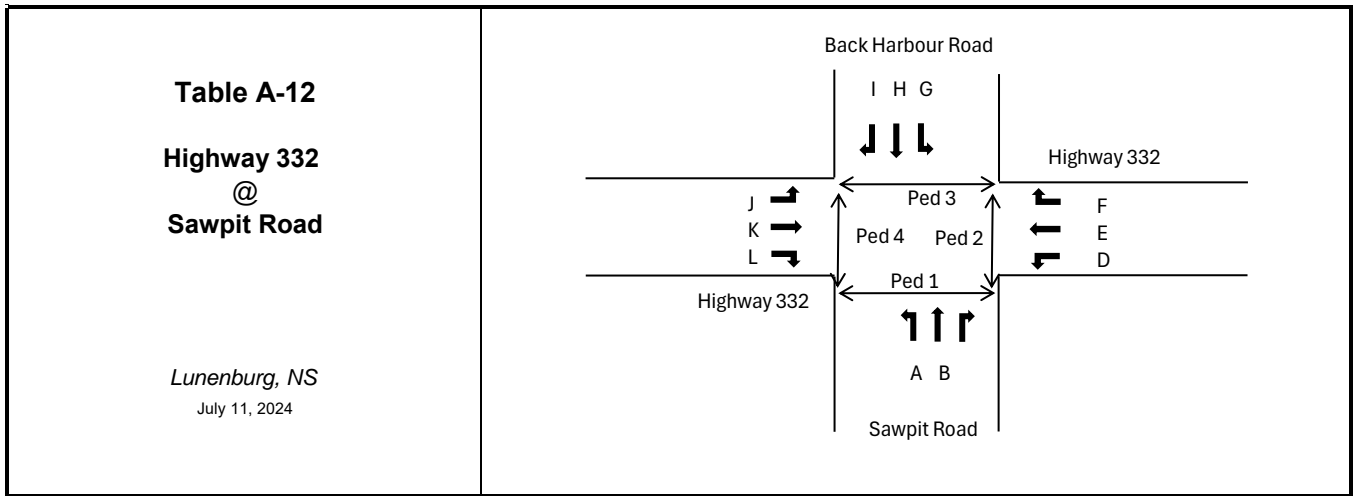
AM Peak Period Volume Data

Time	Kissing Bridge Road Northbound Approach			Highway 332 Westbound Approach			Kissing Bridge Road Southbound Approach			Highway 332 Eastbound Approach			Total Vehicles
	A	B	C	D	E	F	G	H	I	J	K	L	
07:00 07:15	0	0	2	0	13	1	0	1	1	1	20	1	40
07:15 07:30	6	0	0	8	6	0	0	1	0	0	15	5	41
07:30 07:45	5	0	0	2	9	0	0	4	1	1	21	5	48
07:45 08:00	9	0	1	2	9	0	0	10	0	0	26	7	64
08:00 08:15	3	1	8	2	13	0	0	0	1	0	19	9	56
08:15 08:30	9	4	3	9	16	0	0	4	0	1	23	12	81
08:30 08:45	9	2	6	7	9	4	0	2	1	1	6	9	56
08:45 09:00	15	3	0	4	21	2	0	1	2	1	12	19	80
AM Peak Hour	36	10	17	22	59	6	0	7	4	3	60	49	273
07:00 08:00	20	0	3	12	37	1	0	16	2	2	82	18	193
08:00 09:00	36	10	17	22	59	6	0	7	4	3	60	49	273
	Ped 1			Ped 2			Ped 3			Ped 4			Total Peds
07:00 08:00	1			0			1			0			2
08:00 09:00	3			0			0			0			3

PM Peak Period Volume Data

Time	Kissing Bridge Road Northbound Approach			Highway 332 Westbound Approach			Kissing Bridge Road Southbound Approach			Highway 332 Eastbound Approach			Total Vehicles
	A	B	C	D	E	F	G	H	I	J	K	L	
16:00 16:15	17	4	4	5	27	1	0	1	1	1	22	14	97
16:15 16:30	24	0	5	2	28	0	1	4	4	4	20	15	107
16:30 16:45	23	5	4	3	28	0	0	2	1	4	16	7	93
16:45 17:00	13	6	2	3	22	0	1	1	0	4	20	6	78
17:00 17:15	18	2	6	0	22	0	1	5	2	3	20	9	88
17:15 17:30	14	4	6	8	13	2	3	3	3	2	17	8	83
17:30 17:45	15	4	2	5	20	1	0	1	1	1	14	12	76
17:45 18:00	17	3	7	2	13	1	0	4	1	2	8	2	60
PM Peak Hour	77	15	15	13	105	1	2	8	6	13	78	42	375
16:00 17:00	77	15	15	13	105	1	2	8	6	13	78	42	375
17:00 18:00	64	13	21	15	68	4	4	13	7	8	59	31	307
	Ped 1			Ped 2			Ped 3			Ped 4			Total Peds
16:00 17:00	0			0			0			0			0
17:00 18:00	5			1			0			3			9

* Count completed by WSP



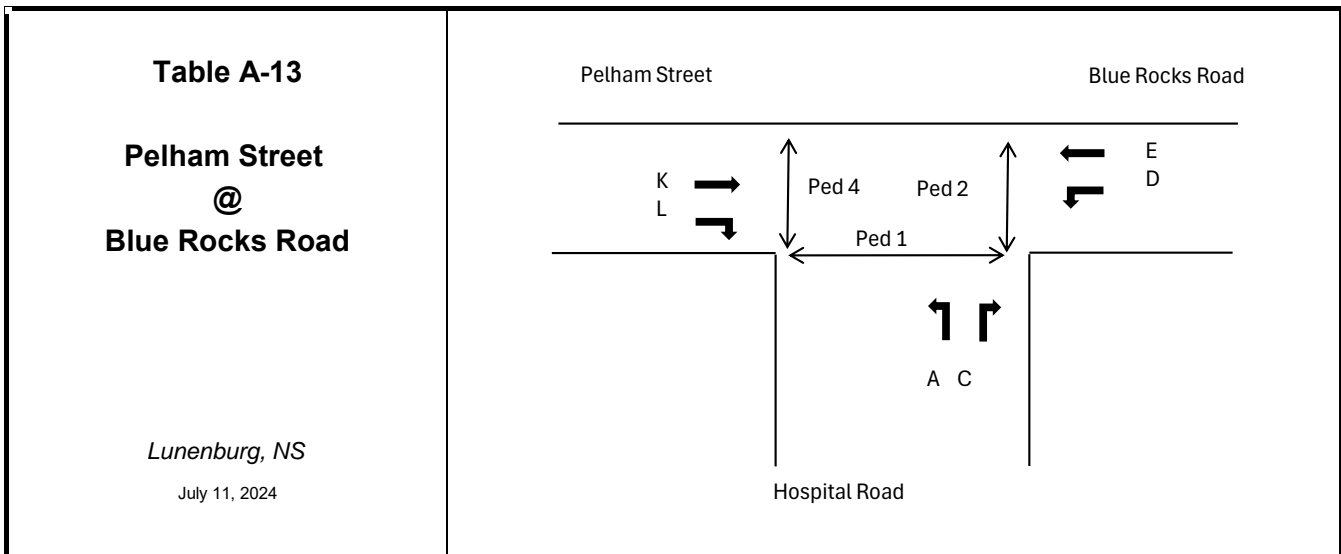
AM Peak Period Volume Data

Time	Sawpit Road			Highway 332			Back Harbour Road			Highway 332			Total Vehicles
	Northbound Approach			Westbound Approach			Southbound Approach			Eastbound Approach			
	A	B	C	D	E	F	G	H	I	J	K	L	
07:00 07:15	5	0	1	1	9	0	0	0	0	0	16	9	41
07:15 07:30	2	0	0	0	14	0	0	0	0	0	7	7	30
07:30 07:45	5	0	0	0	6	0	0	0	0	0	12	10	33
07:45 08:00	1	0	0	0	11	0	0	0	0	1	21	4	38
08:00 08:15	2	1	0	0	10	0	0	0	3	1	21	4	42
08:15 08:30	6	0	0	0	18	0	0	0	0	0	19	7	50
08:30 08:45	5	0	0	0	14	1	0	0	1	0	10	2	33
08:45 09:00	10	0	1	0	14	0	0	0	0	0	8	3	36
AM Peak Hour	19	1	0	0	59	1	0	0	4	2	83	27	196
07:00 08:00	13	0	1	1	40	0	0	0	0	1	56	30	142
08:00 09:00	23	1	1	0	56	1	0	0	4	1	58	16	161
	Ped 1			Ped 2			Ped 3			Ped 4			Total Peds
07:00 08:00	0			0			0			0			0
08:00 09:00	0			1			0			0			1

PM Peak Period Volume Data

Time	Sawpit Road			Highway 332			Back Harbour Road			Highway 332			Total Vehicles
	Northbound Approach			Westbound Approach			Southbound Approach			Eastbound Approach			
	A	B	C	D	E	F	G	H	I	J	K	L	
16:00 16:15	8	1	2	0	32	0	1	1	0	2	18	4	69
16:15 16:30	11	0	0	0	18	0	2	0	1	1	13	9	55
16:30 16:45	6	1	1	3	23	0	0	1	2	0	18	3	58
16:45 17:00	3	0	0	0	21	0	0	0	0	0	17	6	47
17:00 17:15	5	0	2	0	18	0	0	0	0	0	17	5	47
17:15 17:30	3	0	1	1	14	0	0	1	1	0	20	5	46
17:30 17:45	4	0	0	0	18	0	0	0	0	0	11	4	37
17:45 18:00	2	2	0	0	16	0	0	0	0	1	7	2	30
PM Peak Hour	28	2	3	3	94	0	3	2	3	3	66	22	229
16:00 17:00	28	2	3	3	94	0	3	2	3	3	66	22	229
17:00 18:00	14	2	3	1	66	0	0	1	1	1	55	16	160
	Ped 1			Ped 2			Ped 3			Ped 4			Total Peds
16:00 17:00	0			3			1			1			5
17:00 18:00	0			0			0			0			0

* Count completed by WSP



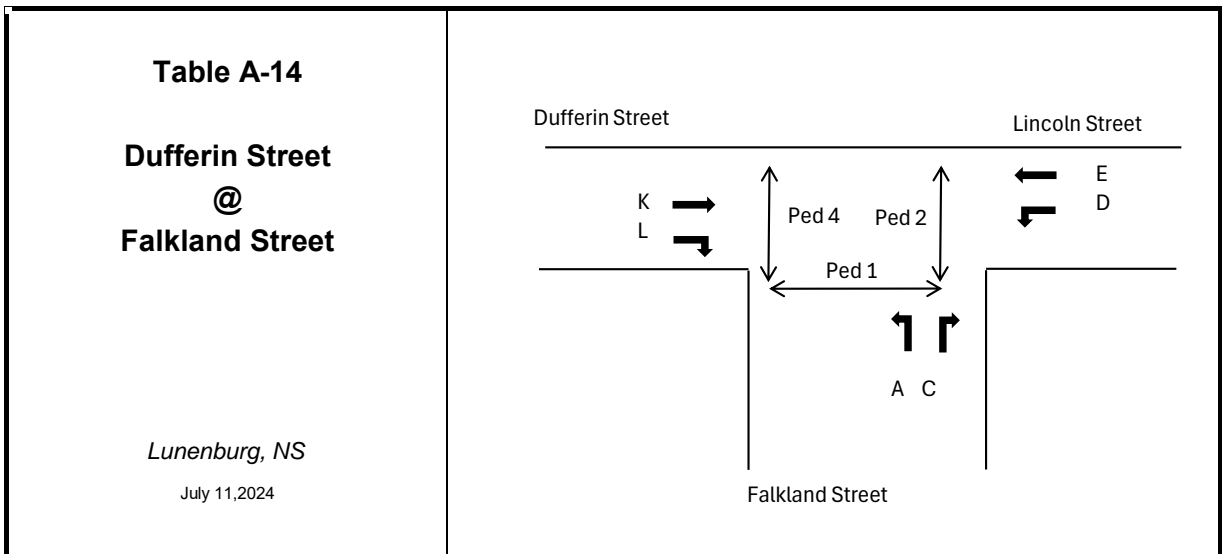
AM Peak Period Volume Data

Time	Hospital Road		Blue Rocks Road		Pelham Street		Total Vehicles
	Northbound Approach		Westbound Approach		Eastbound Approach		
	A	C	D	E	K	L	
07:00 - 07:15	2	0	0	9	2	1	14
07:15 - 07:30	2	0	0	8	5	1	16
07:30 - 07:45	1	0	0	18	9	1	29
07:45 - 08:00	0	1	0	11	11	1	24
08:00 - 08:15	2	0	0	11	10	3	26
08:15 - 08:30	6	0	0	6	8	2	39
08:30 - 08:45	1	0	0	11	10	2	23
08:45 - 09:00	4	0	0	19	4	1	18
AM Peak Hour	9	1	0	46	38	7	101
07:00 - 08:00	5	1	0	46	27	4	83
08:00 - 09:00	13	0	0	47	32	8	100
	Ped 1		Ped 2		Ped 4		Total Peds
07:00 - 08:00	0		0		4		4
08:00 - 09:00	0		5		2		7

PM Peak Period Volume Data

Time	Hospital Road		Blue Rocks Road		Pelham Street		Total Vehicles
	Northbound Approach		Westbound Approach		Eastbound Approach		
	A	C	D	E	K	L	
16:00 - 16:15	2	0	0	16	16	3	37
16:15 - 16:30	3	0	1	16	15	1	36
16:30 - 16:45	2	0	0	14	12	7	35
16:45 - 17:00	1	0	0	14	17	3	35
17:00 - 17:15	2	0	0	14	15	4	35
17:15 - 17:30	1	0	0	12	9	1	23
17:30 - 17:45	2	0	0	12	17	3	34
17:45 - 18:00	0	0	0	8	16	1	25
PM Peak Hour	8	0	1	60	60	14	143
16:00 - 17:00	8	0	1	60	60	14	143
17:00 - 18:00	5	0	0	46	57	9	117
	Ped 1		Ped 2		Ped 4		Total Peds
16:00 - 17:00	1		3		0		4
17:00 - 18:00	0		13		0		13

* Count completed by WSP



AM Peak Period Volume Data

Time		Falkland Street		Lincoln Street		Dufferin Street		Total Vehicles
		Northbound Approach		Westbound Approach		Eastbound Approach		
		A	C	D	E	K	L	
07:00	07:15	0	28	16	6	7	4	61
07:15	07:30	4	32	26	5	8	5	80
07:30	07:45	5	33	44	12	16	5	115
07:45	08:00	3	45	55	11	21	10	145
08:00	08:15	4	54	37	10	22	10	137
08:15	08:30	5	78	47	12	20	3	165
08:30	08:45	6	84	45	10	15	8	168
08:45	09:00	9	85	59	15	27	7	202
AM Peak Hour		24	301	188	47	84	28	672
07:00	08:00	12	138	141	34	52	24	401
08:00	09:00	24	301	188	47	84	28	672
		Ped 1		Ped 2		Ped 4		Total Peds
07:00	08:00	2		10		1		13
08:00	09:00	13		15		1		29

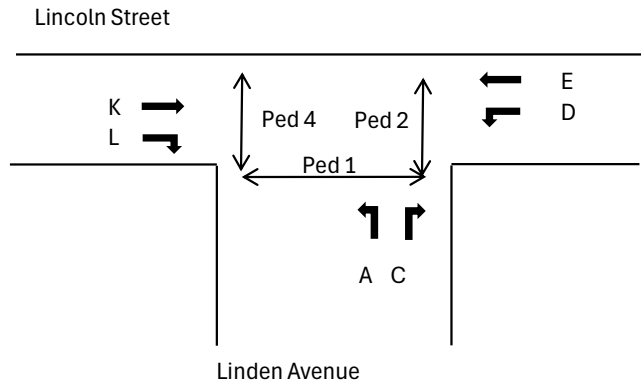
PM Peak Period Volume Data

Time		Falkland Street		Lincoln Street		Dufferin Street		Total Vehicles
		Northbound Approach		Westbound Approach		Eastbound Approach		
		A	C	D	E	K	L	
16:00	16:15	10	70	95	33	20	7	235
16:15	16:30	6	76	70	33	25	9	219
16:30	16:45	5	81	90	40	28	2	246
16:45	17:00	8	73	64	31	26	5	207
17:00	17:15	7	66	79	41	17	6	216
17:15	17:30	3	54	49	20	13	7	146
17:30	17:45	5	59	47	24	17	2	154
17:45	18:00	3	45	52	25	19	6	150
PM Peak Hour		29	300	319	137	99	23	907
16:00	17:00	29	300	319	137	99	23	907
17:00	18:00	18	224	227	110	66	21	666
		Ped 1		Ped 2		Ped 4		Total Peds
16:00	17:00	18		10		6		34
17:00	18:00	29		16		8		53

* Count completed by WSP

Table A-15
Lincoln Street
@
Linden Avenue

Lunenburg, NS
July 11, 2024



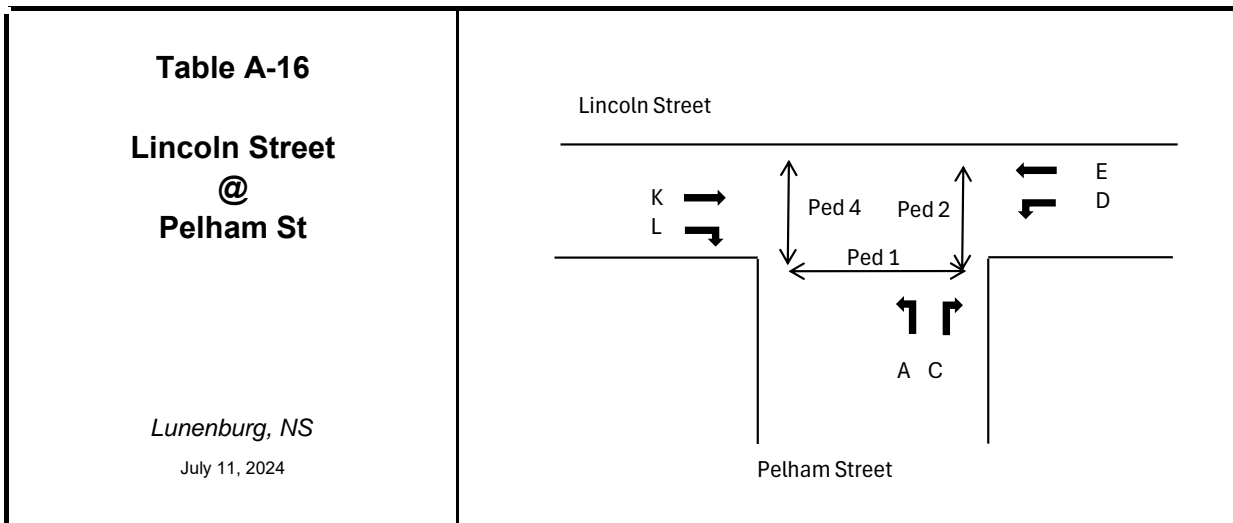
AM Peak Period Volume Data

Time		Linden Avenue Northbound Approach		Lincoln Street Westbound Approach		Lincoln Street Eastbound Approach		Total Vehicles
		A	C	D	E	K	L	
07:00	07:15	0	0	0	23	18	13	54
07:15	07:30	0	0	0	37	23	11	71
07:30	07:45	0	0	0	41	29	14	84
07:45	08:00	0	0	1	48	44	27	120
08:00	08:15	1	0	1	47	46	12	107
08:15	08:30	0	0	4	59	50	18	131
08:30	08:45	0	0	0	37	43	27	107
08:45	09:00	1	0	1	58	86	30	176
AM Peak Hour		2	0	6	201	225	87	521
07:00	08:00	0	0	1	149	114	65	329
08:00	09:00	2	0	6	201	225	87	521
		Ped 1		Ped 2		Ped 4		Total Peds
07:00	08:00	13		1		1		15
08:00	09:00	27		1		1		29

PM Peak Period Volume Data

Time		Linden Avenue Northbound Approach		Lincoln Street Westbound Approach		Lincoln Street Eastbound Approach		Total Vehicles
		A	C	D	E	K	L	
16:00	16:15	0	1	3	132	67	24	227
16:15	16:30	0	0	1	120	56	25	202
16:30	16:45	0	0	2	105	68	18	193
16:45	17:00	0	0	3	72	59	24	158
17:00	17:15	0	0	2	99	56	18	175
17:15	17:30	1	0	4	77	50	23	155
17:30	17:45	0	0	1	68	45	17	131
17:45	18:00	0	0	0	61	51	17	129
PM Peak Hour		0	1	9	429	250	91	780
16:00	17:00	0	1	9	429	250	91	780
17:00	18:00	1	0	7	305	202	75	590
		Ped 1		Ped 2		Ped 4		Total Peds
16:00	17:00	37		1		0		38
17:00	18:00	27		1		0		28

* Count completed by WSP



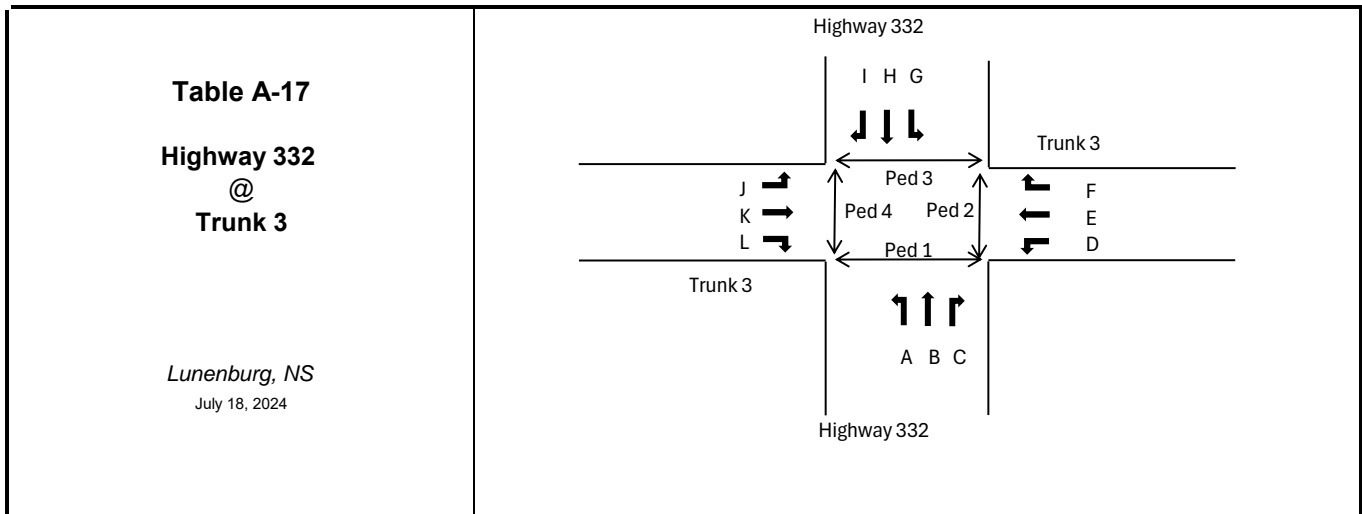
AM Peak Period Volume Data

Time	Pelham St		Lincoln Street		Lincoln Street		Total Vehicles
	Northbound Approach		Westbound Approach		Eastbound Approach		
	A	C	D	E	K	L	
07:00 - 07:15	21	0	0	0	18	0	39
07:15 - 07:30	30	0	0	0	21	0	51
07:30 - 07:45	36	0	0	0	23	0	59
07:45 - 08:00	38	0	0	0	38	0	76
08:00 - 08:15	44	0	0	0	42	0	86
08:15 - 08:30	48	0	0	0	40	0	88
08:30 - 08:45	34	0	0	0	40	0	74
08:45 - 09:00	48	2	0	0	83	0	133
AM Peak Hour	174	2	0	0	205	0	381
07:00 - 08:00	125	0	0	0	100	0	225
08:00 - 09:00	174	2	0	0	205	0	381
	Ped 1		Ped 2		Ped 4		Total Peds
07:00 - 08:00	9		1		2		12
08:00 - 09:00	17		4		1		22

PM Peak Period Volume Data

Time	Pelham St		Lincoln Street		Lincoln Street		Total Vehicles
	Northbound Approach		Westbound Approach		Eastbound Approach		
	A	C	D	E	K	L	
16:00 - 16:15	100	0	0	0	66	0	166
16:15 - 16:30	75	0	0	0	54	0	129
16:30 - 16:45	86	2	0	0	63	0	151
16:45 - 17:00	58	0	0	0	51	0	109
17:00 - 17:15	78	0	0	0	49	0	127
17:15 - 17:30	28	0	0	0	30	0	58
17:30 - 17:45	47	1	0	0	45	0	93
17:45 - 18:00	49	2	0	0	34	0	85
PM Peak Hour	319	2	0	0	234	0	555
16:00 - 17:00	319	2	0	0	234	0	555
17:00 - 18:00	202	3	0	0	158	0	363
	Ped 1		Ped 2		Ped 4		Total Peds
16:00 - 17:00	13		3		4		20
17:00 - 18:00	14		3		0		17

* Count completed by WSP



AM Peak Period Volume Data

Time	Highway 332 Northbound Approach			Trunk 3 Westbound Approach			Highway 332 Southbound Approach			Trunk 3 Eastbound Approach			Total Vehicles
	A	B	C	D	E	F	G	H	I	J	K	L	
07:00 07:15	0	9	9	13	8	2	1	4	8	8	15	1	78
07:15 07:30	0	13	30	7	8	10	5	5	15	14	33	1	141
07:30 07:45	0	14	22	7	13	8	3	6	20	12	18	0	123
07:45 08:00	0	10	39	4	19	7	5	7	7	17	45	0	160
08:00 08:15	5	20	36	5	18	3	6	10	9	13	32	1	158
08:15 08:30	0	11	39	19	25	12	6	7	10	13	22	1	165
08:30 08:45	2	9	33	16	15	9	7	4	11	18	32	2	158
08:45 09:00	0	15	35	21	25	16	5	6	12	12	33	3	183
AM Peak Hour	7	55	143	61	83	40	24	27	42	56	119	7	664
07:00 08:00	0	46	100	31	48	27	14	22	50	51	111	2	502
08:00 09:00	7	55	143	61	83	40	24	27	42	56	119	7	664
	Ped 1			Ped 2			Ped 3			Ped 4			Total Peds
07:00 08:00	0			0			0			0			0
08:00 09:00	0			0			0			0			0

PM Peak Period Volume Data

Time	Highway 332 Northbound Approach			Trunk 3 Westbound Approach			Highway 332 Southbound Approach			Trunk 3 Eastbound Approach			Total Vehicles
	A	B	C	D	E	F	G	H	I	J	K	L	
16:00 16:15	2	15	17	27	35	10	7	11	27	19	25	1	196
16:15 16:30	1	25	20	37	56	11	4	15	22	16	33	0	240
16:30 16:45	2	12	26	32	35	20	14	21	15	10	22	0	209
16:45 17:00	0	15	18	27	39	13	8	18	17	20	34	1	210
17:00 17:15	1	10	16	27	51	16	8	13	18	14	31	0	205
17:15 17:30	2	15	16	26	43	17	5	19	25	18	18	1	205
17:30 17:45	3	4	15	12	38	8	8	16	14	15	21	1	155
17:45 18:00	2	15	17	17	26	7	7	18	13	7	23	0	152
PM Peak Hour	4	62	80	123	181	60	34	67	72	60	120	1	864
16:00 17:00	5	67	81	123	165	54	33	65	81	65	114	2	855
17:00 18:00	8	44	64	82	158	48	28	66	70	54	93	2	717
	Ped 1			Ped 2			Ped 3			Ped 4			Total Peds
16:00 17:00	0			0			0			0			0
17:00 18:00	0			0			0			0			0

* Count completed by WSP

Speeds

Location	Trunk 3 Near Civic # 11176					
Start Time	05-Jun-24		06-Jun-24		07-Jun-24	
	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound
	85th (km/h)	85th (km/h)	85th (km/h)	85th (km/h)	85th (km/h)	85th (km/h)
12:00 AM			67.0	67.0	66.0	77.0
1:00			78.0	67.0	60.0	67.0
2:00			60.0	78.0	*	58.0
3:00			*	68.0	53.0	70.0
4:00			*	62.0	60.0	76.0
5:00			72.0	64.0	76.0	74.0
6:00			67.0	79.0	68.0	71.0
7:00			69.0	74.0	70.0	72.0
8:00			68.0	70.0	68.0	70.0
9:00			66.0	68.0	66.0	68.0
10:00			66.0	67.0	69.0	68.0
11:00			66.0	65.0	66.0	67.0
12:00			67.0	67.0	68.0	67.0
1:00			67.0	67.0	67.0	67.0
2:00			69.0	68.0	64.0	65.0
3:00	56.0	65	67.0	67.0		
4:00	68.0	68	67.0	68.0		
5:00	67.0	68	68.0	69.0		
6:00	69.0	69	68.0	71.0		
7:00	68.0	68	68.0	69.0		
8:00	69.0	69	67.0	69.0		
9:00	67.0	68	67.0	68.0		
10:00	68.0	70	66.0	67.0		
11:00	65.0	71	71.0	70.0		

Volumes

Location	Trunk 3 Near Civic # 11176					
Start Time	05-Jun-24		06-Jun-24		07-Jun-24	
	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound
	Volumes (vph)	Volumes (vph)	Volumes (vph)	Volumes (vph)	Volumes (vph)	Volumes (vph)
12:00 AM			6.0	9.0	6.0	7.0
1:00			2.0	9.0	3.0	12.0
2:00			1.0	7.0	*	3.0
3:00			*	2.0	1.0	2.0
4:00			*	1.0	1.0	2.0
5:00			9.0	3.0	6.0	1.0
6:00			45.0	18.0	27.0	18.0
7:00			74.0	77.0	81.0	65.0
8:00			157.0	110.0	149.0	125.0
9:00			231.0	265.0	178.0	254.0
10:00			159.0	200.0	145.0	141.0
11:00			147.0	249.0	128.0	184.0
12:00			140.0	200.0	131.0	188.0
1:00			146.0	253.0	143.0	276.0
2:00			150.0	190.0	44.0	99.0
3:00	6	23	145.0	231.0		
4:00	168	301	150.0	290.0		
5:00	198	364	176.0	339.0		
6:00	154	254	142.0	240.0		
7:00	120	198	101.0	156.0		
8:00	93	125	85.0	133.0		
9:00	77	113	58.0	109.0		
10:00	31	95	23.0	58.0		
11:00	15	21	17.0	19.0		

* Indicates no data was collected during timeframe

Speeds

Location	Dufferin Street Near Green Street					
Start Time	05-Jun-24		06-Jun-24		07-Jun-24	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
	85th (km/h)	85th (km/h)	85th (km/h)	85th (km/h)	85th (km/h)	85th (km/h)
12:00 AM			54.0	53.0	35.0	55.0
1:00			*	51.0	33.0	*
2:00			72.0	45.0	*	*
3:00			*	48.0	*	50.0
4:00			*	50.0	62.0	*
5:00			36.0	58.0	34.0	58.0
6:00			36.0	59.0	41.0	61.0
7:00			34.0	59.0	35.0	59.0
8:00			40.0	59.0	39.0	59.0
9:00			47.0	59.0	47.0	59.0
10:00			35.0	59.0	50.0	59.0
11:00			35.0	58.0	38.0	58.0
12:00			37.0	60.0	42.0	
1:00			37.0	58.0		
2:00			42.0	59.0		
3:00	38.0	60.0	42.0	59.0		
4:00	36.0	60.0	41.0	59.0		
5:00	46.0	58.0	39.0	58.0		
6:00	46.0	60.0	32.0	58.0		
7:00	45.0	58.0	41.0	61.0		
8:00	46.0	59.0	51.0	57.0		
9:00	54.0	56.0	51.0	57.0		
10:00	38.0	60.0	31.0	55.0		
11:00	30.0	55.0	33.0	56.0		

Volumes

Location	Dufferin Street Near Green Street					
Start Time	05-Jun-24		06-Jun-24		07-Jun-24	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
	Volumes (vph)	Volumes (vph)	Volumes (vph)	Volumes (vph)	Volumes (vph)	Volumes (vph)
12:00 AM			1.0	3.0	4.0	5.0
1:00			*	2.0	1.0	*
2:00			2.0	3.0	*	*
3:00			*	2.0	*	3.0
4:00			*	7.0	3.0	*
5:00			6.0	30.0	7.0	27.0
6:00			26.0	87.0	26.0	72.0
7:00			44.0	162.0	42.0	136.0
8:00			93.0	235.0	71.0	176.0
9:00			78.0	175.0	73.0	161.0
10:00			86.0	173.0	70.0	118.0
11:00			82.0	169.0	62.0	109.0
12:00			98.0	169.0	1.0	
1:00			99.0	158.0		
2:00			105.0	163.0		
3:00	52.0	78.0	134.0	123.0		
4:00	121.0	138.0	139.0	155.0		
5:00	76.0	132.0	74.0	122.0		
6:00	72.0	120.0	50.0	97.0		
7:00	50.0	54.0	54.0	62.0		
8:00	41.0	50.0	28.0	34.0		
9:00	22.0	36.0	18.0	26.0		
10:00	15.0	16.0	7.0	25.0		
11:00	3.0	10.0	5.0	11.0		

Speeds

Location	Falkland Street Near Station Lane					
Start Time	05-Jun-24		06-Jun-24		07-Jun-24	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
	85th (km/h)	85th (km/h)	85th (km/h)	85th (km/h)	85th (km/h)	85th (km/h)
12:00 AM			46.0	39.0	43.0	38.0
1:00			34.0	37.0	40.0	29.0
2:00			*	*	*	*
3:00			50	49.0	36.0	28.0
4:00			30.0	50.0	28.0	42.0
5:00			40.0	39.0	37.0	36.0
6:00			40.0	39.0	44.0	40.0
7:00			39.0	39.0	40.0	40.0
8:00			39.0	37.0	40.0	37.0
9:00			40.0	36.0	41.0	36.0
10:00			39.0	37.0	38.0	36.0
11:00			39.0	35.0	39.0	36.0
12:00			39.0	37.0	40.0	38.0
1:00			39.0	37.0	26.0	37.0
2:00			38.0	36.0		
3:00	35.0	33.0	37.0	37.0		
4:00	38.0	37.0	39.0	37.0		
5:00	39.0	37.0	40.0	37.0		
6:00	38.0	37.0	40.0	37.0		
7:00	41.0	36.0	38.0	36.0		
8:00	38.0	37.0	41.0	37.0		
9:00	41.0	39.0	41.0	40.0		
10:00	38.0	37.0	38.0	37.0		
11:00	37.0	40.0	37.0	35.0		

Volumes

Location	Falkland Street Near Station Lane					
Start Time	05-Jun-24		06-Jun-24		07-Jun-24	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
	Volumes (vph)	Volumes (vph)	Volumes (vph)	Volumes (vph)	Volumes (vph)	Volumes (vph)
12:00 AM			2.0	9.0	4.0	9.0
1:00			2.0	4.0	1.0	1.0
2:00			*	*	*	*
3:00			2.0	3.0	2.0	2.0
4:00			4.0	14.0	5.0	17.0
5:00			44.0	36.0	26.0	29.0
6:00			13.0	52.0	24.0	66.0
7:00			83.0	141.0	68.0	157.0
8:00			116.0	300.0	99.0	264.0
9:00			81.0	226.0	75.0	187.0
10:00			78.0	236.0	71.0	204.0
11:00			74.0	212.0	82.0	241.0
12:00			87.0	236.0	91.0	266.0
1:00			80.0	229.0	3.0	15.0
2:00			76.0	221.0		
3:00	15.0	25.0	88.0	222.0		
4:00	142.0	292.0	125.0	231.0		
5:00	119.0	233.0	125.0	217.0		
6:00	102.0	175.0	50.0	181.0		
7:00	52.0	124.0	82.0	126.0		
8:00	86.0	79.0	45.0	136.0		
9:00	21.0	59.0	9.0	37.0		
10:00	11.0	17.0	10.0	24.0		
11:00	3.0	8.0	3.0	5.0		

Speeds

Location	Near East End of Montague		
Start Time	05-Jun-24	06-Jun-24	07-Jun-24
	Eastbound	Eastbound	Eastbound
	85th	85th	85th
12:00 AM		37.0	27.0
1:00		*	*
2:00		*	*
3:00		34.0	*
4:00		35.0	36.0
5:00		35.0	38.0
6:00		30.0	30.0
7:00		36.0	40.0
8:00		35.0	37.0
9:00		33.0	34.0
10:00		33.0	35.0
11:00		30.0	33.0
12:00		35.0	33.0
1:00		34.0	
2:00		35.0	
3:00		30.0	
4:00	30.0	38.0	
5:00	31.0	30.0	
6:00	34.0	33.0	
7:00	31.0	28.0	
8:00	31.0	39.0	
9:00	28.0	29.0	
10:00	25.0	34.0	
11:00	26.0	25.0	

Volumes

Location	Near East End of Montague		
Start Time	05-Jun-24	06-Jun-24	07-Jun-24
	Eastbound	Eastbound	Eastbound
	Volumes (vph)	Volumes (vph)	Volumes (vph)
12:00 AM		4.0	4.0
1:00		*	*
2:00		*	*
3:00		1.0	*
4:00		2.0	1.0
5:00		9.0	1.0
6:00		12.0	11.0
7:00		51.0	45.0
8:00		65.0	64.0
9:00		65.0	52.0
10:00		50.0	44.0
11:00		68.0	65.0
12:00		63.0	68.0
1:00		64.0	
2:00		43.0	
3:00		58.0	
4:00	33.0	46.0	
5:00	46.0	53.0	
6:00	48.0	37.0	
7:00	38.0	27.0	
8:00	19.0	23.0	
9:00	19.0	9.0	
10:00	5.0	2.0	
11:00	2.0	4.0	

* Note: data was collected on a one-way street

Speeds

Location	Pelham Street Near Prince Street		
Start Time	05-Jun-24	06-Jun-24	07-Jun-24
	Westbound	Westbound	Westbound
	85th	85th	85th
12:00 AM		43.0	54.0
1:00		34.0	40.0
2:00		41.0	41.0
3:00		53.0	53.0
4:00		53.0	58.0
5:00		51.0	44.0
6:00		48.0	48.0
7:00		47.0	50.0
8:00		45.0	46.0
9:00		43.0	42.0
10:00		38.0	38.0
11:00		40.0	38.0
12:00		40.0	41.0
1:00		39.0	
2:00		39.0	
3:00		41.0	
4:00	45.0	44.0	
5:00	42.0	47.0	
6:00	43.0	43.0	
7:00	42.0	42.0	
8:00	42.0	44.0	
9:00	41.0	47.0	
10:00	43.0	38.0	
11:00	45.0	43.0	

Volumes

Location	Pelham Street Near Prince Street		
Start Time	05-Jun-24	06-Jun-24	07-Jun-24
	Westbound	Westbound	Westbound
	Volumes (vph)	Volumes (vph)	Volumes (vph)
12:00 AM		7.0	3.0
1:00		2.0	2.0
2:00		1.0	1.0
3:00		3.0	1.0
4:00		4.0	7.0
5:00		13.0	8.0
6:00		21.0	21.0
7:00		56.0	56.0
8:00		115.0	85.0
9:00		73.0	76.0
10:00		76.0	50.0
11:00		100.0	82.0
12:00		88.0	62.0
1:00		84.0	
2:00		99.0	
3:00		83.0	
4:00	14.0	85.0	
5:00	79.0	83.0	
6:00	66.0	59.0	
7:00	43.0	58.0	
8:00	39.0	39.0	
9:00	35.0	14.0	
10:00	7.0	5.0	
11:00	9.0	6.0	

* Note: data was collected on a one-way street

Speeds

Location		Creighton Street Near Cornwallis Street					
Start Time	05-Jun-24		06-Jun-24		07-Jun-24		
	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	
	85th (km/h)	85th (km/h)	85th (km/h)	85th (km/h)	85th (km/h)	85th (km/h)	
12:00 AM			15.0	23.0	52.0	*	
1:00			30.0	*	34.0	24.0	
2:00			*	*	*	*	
3:00			*	*	*	22.0	
4:00			*	32.0	*	*	
5:00			42.0	48.0	36.0	33.0	
6:00			45.0	41.0	44.0	45.0	
7:00			46.0	44.0	46.0	38.0	
8:00			43.0	43.0	40.0	46.0	
9:00			39.0	43.0	40.0	39.0	
10:00			40.0	38.0	40.0	39.0	
11:00			41.0	44.0	41.0	42.0	
12:00			40.0	43.0	43.0	43.0	
1:00			41.0	43.0	46.0	44.0	
2:00			41.0	39.0			
3:00			44.0	44.0			
4:00			41.0	44.0			
5:00	41.0	42.0	43.0	47.0			
6:00	40.0	39.0	45.0	43.0			
7:00	41.0	43.0	38.0	46.0			
8:00	40.0	40.0	42.0	40.0			
9:00	35.0	40.0	43.0	44.0			
10:00	33.0	28.0	42.0	34.0			
11:00	*	*	*	34.0			

Volumes

Location		Creighton Street Near Cornwallis Street					
Start Time	05-Jun-24		06-Jun-24		07-Jun-24		
	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	
	Volumes (vph)	Volumes (vph)	Volumes (vph)	Volumes (vph)	Volumes (vph)	Volumes (vph)	
12:00 AM			1.0	1.0	2.0	*	
1:00			1.0	*	1.0	1.0	
2:00			*	*	*	*	
3:00			*	*	*	1.0	
4:00			*	1.0	*	*	
5:00			5.0	1.0	5.0	4.0	
6:00			26.0	6.0	17.0	5.0	
7:00			37.0	15.0	33.0	15.0	
8:00			50.0	42.0	43.0	32.0	
9:00			48.0	20.0	46.0	35.0	
10:00			53.0	38.0	56.0	29.0	
11:00			44.0	36.0	44.0	33.0	
12:00			45.0	30.0	55.0	44.0	
1:00			59.0	38.0	23.0	12.0	
2:00			59.0	25.0			
3:00			70.0	32.0			
4:00			84.0	38.0			
5:00	71.0	49.0	59.0	26.0			
6:00	38.0	23.0	34.0	37.0			
7:00	33.0	25.0	33.0	21.0			
8:00	21.0	13.0	21.0	19.0			
9:00	10.0	11.0	2.0	8.0			
10:00	4.0	4.0	5.0	4.0			
11:00	*	*	*	3.0			

Speeds

Location		Trunk 3 Near Civic # 11176					
Start Time	15-Jul-24		16-Jul-24		17-Jul-24		
	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	
	85th (km/h)	85th (km/h)	85th (km/h)	85th (km/h)	85th (km/h)	85th (km/h)	
12:00 AM	69.0	62.0	61.0	60.0	67.0	62.0	
1:00 AM	68.0	48.0	63.0	42.0	63.0	70.0	
2:00 AM	64.0	60.0	57.0	38.0	67.0	48.0	
3:00 AM	59.0	62.0	62.0	42.0	62.0	63.0	
4:00 AM	47.0	37.0	54.0	42.0	65.0	66.0	
5:00 AM	41.0	60.0	51.0	55.0	46.0	59.0	
6:00 AM	60.0	63.0	59.0	63.0	61.0	62.0	
7:00 AM	62.0	65.0	62.0	65.0	59.0	65.0	
8:00 AM	64.0	65.0	62.0	64.0	63.0	66.0	
9:00 AM	64.0	63.0	64.0	63.0	65.0	67.0	
10:00 AM	63.0	61.0	63.0	62.0	63.0	64.0	
11:00 AM	62.0	62.0	62.0	61.0	65.0	64.0	
12:00 PM	63.0	60.0	62.0	61.0	68.0	65.0	
1:00 PM	64.0	62.0	61.0	61.0	69.0	66.0	
2:00 PM	64.0	61.0	60.0	61.0	69.0	66.0	
3:00 PM	64.0	60.0	64.0	60.0	62.0	54.0	
4:00 PM	65.0	59.0	65.0	61.0	93.0	26.0	
5:00 PM	65.0	61.0	66.0	61.0			
6:00 PM	66.0	63.0	65.0	61.0			
7:00 PM	65.0	64.0	65.0	64.0			
8:00 PM	65.0	61.0	64.0	61.0			
9:00 PM	67.0	62.0	65.0	66.0			
10:00 PM	67.0	64.0	67.0	63.0			
11:00 PM	68.0	57.0	65.0	67.0			

Volumes

Location		Trunk 3 Near Civic # 11176					
Start Time	15-Jul-24		16-Jul-24		17-Jul-24		
	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	
	Volumes (vph)	Volumes (vph)	Volumes (vph)	Volumes (vph)	Volumes (vph)	Volumes (vph)	
12:00 AM	39	22	33	18	35	36	
1:00 AM	14	5	17	10	11	23	
2:00 AM	6	3	8	7	5	7	
3:00 AM	2	5	6	7	7	8	
4:00 AM	8	2	15	3	8	6	
5:00 AM	31	29	39	29	31	26	
6:00 AM	80	103	94	108	105	160	
7:00 AM	239	228	276	245	271	310	
8:00 AM	391	367	462	394	439	492	
9:00 AM	537	437	526	408	485	612	
10:00 AM	545	470	516	429	486	551	
11:00 AM	581	484	533	429	315	458	
12:00 PM	578	498	616	479	518	438	
1:00 PM	599	503	734	518	600	359	
2:00 PM	618	552	677	525	231	173	
3:00 PM	659	544	635	557	94	10	
4:00 PM	684	572	741	646	39	50	
5:00 PM	678	623	649	517			
6:00 PM	629	445	533	441			
7:00 PM	438	335	393	355			
8:00 PM	305	291	327	283			
9:00 PM	210	193	237	252			
10:00 PM	137	98	147	164			
11:00 PM	55	38	74	77			

Speeds

Location		Dufferin Street Near Green Street					
Start Time	15-Jul-24		16-Jul-24		17-Jul-24		
	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	
	85th (km/h)	85th (km/h)	85th (km/h)	85th (km/h)	85th (km/h)	85th (km/h)	
12:00 AM	57.0	33.0	61.0	25.0	57.0	47.0	
1:00 AM	51.0	40.0	51.0	27.0	33.0	35.0	
2:00 AM	64.0	*	48.0	*	46.0	27.0	
3:00 AM	*	63.0	55.0	47.0	62.0	40.0	
4:00 AM	47.0	29.0	46.0	*	44.0	*	
5:00 AM	45.0	60.0	52.0	30.0	45.0	29.0	
6:00 AM	59.0	31.0	59.0	43.0	57.0	33.0	
7:00 AM	59.0	39.0	59.0	34.0	59.0	34.0	
8:00 AM	58.0	34.0	57.0	36.0	60.0	44.0	
9:00 AM	58.0	34.0	59.0	35.0	60.0	31.0	
10:00 AM	55.0	35.0	57.0	33.0	58.0	32.0	
11:00 AM	56.0	35.0	57.0	34.0	57.0	35.0	
12:00 PM	55.0	36.0	57.0	32.0	51.0	39.0	
1:00 PM	57.0	37.0	57.0	35.0	59.0	39.0	
2:00 PM	58.0	33.0	55.0	35.0	38.0	38.0	
3:00 PM	56.0	34.0	56.0	39.0	61.0	34.0	
4:00 PM	57.0	34.0	57.0	34.0	93.0	26.0	
5:00 PM	57.0	36.0	56.0	37.0			
6:00 PM	58.0	34.0	57.0	35.0			
7:00 PM	58.0	33.0	58.0	34.0			
8:00 PM	60.0	35.0	57.0	34.0			
9:00 PM	59.0	35.0	60.0	42.0			
10:00 PM	55.0	31.0	58.0	37.0			
11:00 PM	61.0	45.0	56.0	37.0			

Volumes

Location		Dufferin Street Near Green Street					
Start Time	15-Jul-24		16-Jul-24		17-Jul-24		
	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	
	Volumes (vph)	Volumes (vph)	Volumes (vph)	Volumes (vph)	Volumes (vph)	Volumes (vph)	
12:00 AM	11	4	11	1	11	10	
1:00 AM	3	1	5	1	1	3	
2:00 AM	2	*	1	*	1	1	
3:00 AM	*	2	1	2	2	2	
4:00 AM	2	1	4	*	2	*	
5:00 AM	1	2	5	1	3	1	
6:00 AM	21	6	22	5	12	14	
7:00 AM	79	16	77	16	60	16	
8:00 AM	122	32	138	35	104	29	
9:00 AM	219	35	178	42	143	30	
10:00 AM	194	43	172	32	119	45	
11:00 AM	193	55	149	43	107	37	
12:00 PM	185	56	189	42	29	3	
1:00 PM	166	42	248	46	75	17	
2:00 PM	192	54	259	48	4	3	
3:00 PM	216	63	166	61	65	1	
4:00 PM	187	91	178	115	9	41	
5:00 PM	158	98	170	88			
6:00 PM	141	45	127	64			
7:00 PM	94	41	131	39			
8:00 PM	69	37	71	29			
9:00 PM	46	20	46	27			
10:00 PM	32	11	21	25			
11:00 PM	17	7	21	8			

Speeds

Location	Falkland Street Near Station Lane					
Start Time	15-Jul-24		16-Jul-24		17-Jul-24	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
	85th (km/h)	85th (km/h)	85th (km/h)	85th (km/h)	85th (km/h)	85th (km/h)
12:00 AM	42.0	41.0	46.0	41.0	40.0	44.0
1:00 AM	52.0	39.0	39.0	40.0	42.0	41.0
2:00 AM	46.0	44.0	42.0	37.0	42.0	37.0
3:00 AM	26.0	43.0	36.0	42.0	49.0	40.0
4:00 AM	37.0	37.0	39.0	42.0	37.0	37.0
5:00 AM	41.0	44.0	42.0	46.0	46.0	47.0
6:00 AM	39.0	41.0	41.0	41.0	42.0	41.0
7:00 AM	46.0	42.0	42.0	40.0	40.0	41.0
8:00 AM	42.0	40.0	41.0	39.0	40.0	37.0
9:00 AM	40.0	39.0	38.0	39.0	37.0	38.0
10:00 AM	38.0	39.0	37.0	38.0	38.0	39.0
11:00 AM	38.0	39.0	37.0	36.0		
12:00 PM	38.0	38.0	37.0	38.0		
1:00 PM	37.0	37.0	36.0	38.0		
2:00 PM	36.0	37.0	36.0	36.0		
3:00 PM	36.0	37.0	36.0	37.0		
4:00 PM	38.0	39.0	37.0	39.0		
5:00 PM	39.0	39.0	37.0	38.0		
6:00 PM	39.0	40.0	37.0	38.0		
7:00 PM	38.0	39.0	39.0	38.0		
8:00 PM	41.0	42.0	39.0	40.0		
9:00 PM	43.0	41.0	40.0	42.0		
10:00 PM	38.0	39.0	40.0	45.0		
11:00 PM	34.0	40.0	38.0	48.0		

Volumes

Location	Falkland Street Near Station Lane					
Start Time	15-Jul-24		16-Jul-24		17-Jul-24	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
	Volumes (vph)	Volumes (vph)	Volumes (vph)	Volumes (vph)	Volumes (vph)	Volumes (vph)
12:00 AM	8	7	6	7	11	9
1:00 AM	5	1	4	5	2	4
2:00 AM	2	2	2	3	1	2
3:00 AM	1	2	2	3	3	2
4:00 AM	5	1	9	2	3	1
5:00 AM	30	17	32	21	26	14
6:00 AM	49	56	61	60	59	71
7:00 AM	111	105	143	127	151	95
8:00 AM	162	146	228	164	220	157
9:00 AM	185	189	200	151	203	175
10:00 AM	196	189	222	178	209	181
11:00 AM	202	195	231	178		
12:00 PM	216	220	245	218		
1:00 PM	210	217	281	192		
2:00 PM	227	227	255	220		
3:00 PM	218	226	245	269		
4:00 PM	251	269	265	266		
5:00 PM	217	245	198	214		
6:00 PM	210	182	179	166		
7:00 PM	156	136	145	151		
8:00 PM	96	112	143	126		
9:00 PM	48	77	72	75		
10:00 PM	19	24	27	41		
11:00 PM	6	14	14	21		

Speeds

Location	Near East End of Montague		
	15-Jul-24	16-Jul-24	17-Jul-24
	Eastbound	Eastbound	Eastbound
Start Time	85th (km/h)	85th (km/h)	85th (km/h)
12:00 AM	22.0	41.0	31.0
1:00 AM	32.0	*	35.0
2:00 AM	26.0	31.0	*
3:00 AM	*	*	35.0
4:00 AM	*	31.0	*
5:00 AM	33.0	31.0	43.0
6:00 AM	34.0	35.0	33.0
7:00 AM	41.0	39.0	34.0
8:00 AM	38.0	35.0	35.0
9:00 AM	38.0	37.0	37.0
10:00 AM	35.0	32.0	35.0
11:00 AM	32.0	31.0	*
12:00 PM	31.0	33.0	*
1:00 PM	32.0	30.0	53.0
2:00 PM	30.0	32.0	52.0
3:00 PM	27.0	30.0	
4:00 PM	34.0	32.0	
5:00 PM	31.0	32.0	
6:00 PM	34.0	27.0	
7:00 PM	32.0	30.0	
8:00 PM	31.0	32.0	
9:00 PM	39.0	31.0	
10:00 PM	31.0	31.0	
11:00 PM	31.0	30.0	

Volumes

Location	Near East End of Montague		
	15-Jul-24	16-Jul-24	17-Jul-24
	Eastbound	Eastbound	Eastbound
Start Time	Volumes (vph)	Volumes (vph)	Volumes (vph)
12:00 AM	1	4	6
1:00 AM	2	*	1
2:00 AM	1	1	*
3:00 AM	*	*	1
4:00 AM	*	2	*
5:00 AM	4	10	6
6:00 AM	29	24	15
7:00 AM	61	69	63
8:00 AM	88	45	76
9:00 AM	74	39	73
10:00 AM	77	43	68
11:00 AM	107	51	*
12:00 PM	90	90	*
1:00 PM	104	82	2
2:00 PM	94	99	1
3:00 PM	54	73	
4:00 PM	55	68	
5:00 PM	71	70	
6:00 PM	72	51	
7:00 PM	70	59	
8:00 PM	43	47	
9:00 PM	27	41	
10:00 PM	12	17	
11:00 PM	5	7	

Speeds

Location	Pelham Street Near Prince Street		
	15-Jul-24	16-Jul-24	17-Jul-24
	Westbound	Westbound	Westbound
Start Time	85th (km/h)	85th (km/h)	85th (km/h)
12:00 AM	43.0	45.0	51.0
1:00 AM	43.0	48.0	42.0
2:00 AM	*	38.0	34.0
3:00 AM	39.0	39.0	41.0
4:00 AM	*	40.0	52.0
5:00 AM	38.0	35.0	40.0
6:00 AM	48.0	49.0	48.0
7:00 AM	47.0	50.0	48.0
8:00 AM	47.0	45.0	45.0
9:00 AM	48.0	45.0	47.0
10:00 AM	40.0	45.0	43.0
11:00 AM	41.0	41.0	43.0
12:00 PM	39.0	37.0	41.0
1:00 PM	39.0	38.0	39.0
2:00 PM	38.0	37.0	*
3:00 PM	35.0	37.0	58.0
4:00 PM	37.0	38.0	26.0
5:00 PM	39.0	39.0	
6:00 PM	41.0	40.0	
7:00 PM	43.0	43.0	
8:00 PM	41.0	41.0	
9:00 PM	45.0	42.0	
10:00 PM	43.0	41.0	
11:00 PM	38.0	40.0	

Volumes

Location	Pelham Street Near Prince Street		
	15-Jul-24	16-Jul-24	17-Jul-24
	Westbound	Westbound	Westbound
Start Time	Volumes (vph)	Volumes (vph)	Volumes (vph)
12:00 AM	4	3	7
1:00 AM	1	3	6
2:00 AM	*	4	2
3:00 AM	1	2	2
4:00 AM	*	1	1
5:00 AM	3	1	1
6:00 AM	4	4	9
7:00 AM	20	16	27
8:00 AM	50	56	64
9:00 AM	58	85	71
10:00 AM	100	93	89
11:00 AM	98	99	103
12:00 PM	105	94	101
1:00 PM	99	96	28
2:00 PM	121	115	*
3:00 PM	123	96	9
4:00 PM	97	125	3
5:00 PM	128	93	
6:00 PM	86	95	
7:00 PM	62	59	
8:00 PM	61	53	
9:00 PM	43	445	
10:00 PM	29	24	
11:00 PM	5	12	

Speeds

Location	Creighton Street Near Cornwallis Street					
Start Time	15-Jul-24		16-Jul-24		17-Jul-24	
	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound
	85th (km/h)	85th (km/h)	85th (km/h)	85th (km/h)	85th (km/h)	85th (km/h)
12:00 AM	*	33.0	30.0	31.0	30.0	40.0
1:00 AM	39.0	*	25.0	32.0	44.0	*
2:00 AM	*	*	*	*	*	24.0
3:00 AM	*	*	*	*	*	*
4:00 AM	*	34.0	*	*	39.0	46.0
5:00 AM	36.0	38.0	41.0	44.0	37.0	46.0
6:00 AM	43.0	46.0	43.0	51.0	44.0	48.0
7:00 AM	45.0	45.0	40.0	47.0	44.0	47.0
8:00 AM	38.0	43.0	40.0	45.0	42.0	44.0
9:00 AM	42.0	40.0	35.0	42.0	39.0	43.0
10:00 AM	41.0	43.0	38.0	47.0	42.0	42.0
11:00 AM	37.0	40.0	36.0	40.0	38.0	42.0
12:00 PM	37.0	40.0	39.0	40.0	38.0	43.0
1:00 PM	37.0	40.0	36.0	39.0		
2:00 PM	39.0	39.0	36.0	38.0		
3:00 PM	37.0	42.0	38.0	41.0		
4:00 PM	40.0	45.0	42.0	43.0		
5:00 PM	38.0	43.0	41.0	44.0		
6:00 PM	40.0	44.0	40.0	41.0		
7:00 PM	40.0	40.0	37.0	42.0		
8:00 PM	37.0	46.0	41.0	40.0		
9:00 PM	36.0	36.0	40.0	42.0		
10:00 PM	36.0	43.0	38.0	50.0		
11:00 PM	42.0	36.0	30.0	34.0		

Volumes

Location	Creighton Street Near Cornwallis Street					
Start Time	15-Jul-24		16-Jul-24		17-Jul-24	
	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound
	Volumes (vph)	Volumes (vph)	Volumes (vph)	Volumes (vph)	Volumes (vph)	Volumes (vph)
12:00 AM	*	1	5	4	2	1
1:00 AM	1	*	1	1	1	*
2:00 AM	*	*	*	*	*	2
3:00 AM	*	*	*	*	*	*
4:00 AM	*	1	*	*	1	1
5:00 AM	4	4	5	7	3	7
6:00 AM	2	23	8	24	9	17
7:00 AM	17	39	22	40	18	32
8:00 AM	41	53	39	53	48	55
9:00 AM	43	62	46	64	32	48
10:00 AM	41	58	43	61	49	65
11:00 AM	50	67	62	81	59	101
12:00 PM	62	80	62	102	66	77
1:00 PM	70	100	68	108		
2:00 PM	69	97	76	117		
3:00 PM	75	98	79	103		
4:00 PM	78	110	71	117		
5:00 PM	43	87	66	82		
6:00 PM	36	46	50	53		
7:00 PM	48	50	18	31		
8:00 PM	38	28	38	35		
9:00 PM	14	19	17	21		
10:00 PM	12	8	3	14		
11:00 PM	2	5	6	6		

	DAY 1	DAY 2	DAY 3
	Mon, May 6	Tue, May 7	Wed, May 8
9:00 AM	3	5	6
9:15 AM	3	7	5
9:30 AM	4	7	7
9:45 AM	4	7	7
10:00 AM	6	6	6
10:15 AM	5	5	5
10:30 AM	5	6	6
10:45 AM	5	6	5
11:00 AM	4	7	4
11:15 AM	3	5	4
11:30 AM	3	5	4
11:45 AM	2	7	5
12:00 PM	4	5	7
12:15 PM	7	6	7
12:30 PM	9	9	6
12:45 PM	9	10	6
1:00 PM	7	8	6
1:15 PM	7	9	7
1:30 PM	6	8	8
1:45 PM	5	9	9
2:00 PM	5	7	11
2:15 PM	7	6	9
2:30 PM	7	6	8
2:45 PM	7	6	10
3:00 PM	8	6	9
3:15 PM	8	6	7
3:30 PM	8	7	6
3:45 PM	7	7	7
Spaces Available			12
85% Percentile Occ			8.3
Peak Occupancy			69%

	DAY 1	DAY 2	DAY 3
	Wed, July 17	Thur, July 18	Fri, July 19
9:00 AM		4	2
9:15 AM		5	3
9:30 AM		4	2
9:45 AM		5	2
10:00 AM		5	3
10:15 AM		4	5
10:30 AM		4	6
10:45 AM		4	6
11:00 AM		4	7
11:15 AM		3	6
11:30 AM		5	6
11:45 AM		6	6
12:00 PM	7	7	7
12:15 PM	7	6	7
12:30 PM	7	7	7
12:45 PM	7	7	7
1:00 PM	7	7	7
1:15 PM	7	7	7
1:30 PM	7	7	7
1:45 PM	7	7	7
2:00 PM	7	6	7
2:15 PM	7	7	7
2:30 PM	7	7	7
2:45 PM	4	7	7
3:00 PM	6	6	7
3:15 PM	6	5	7
3:30 PM	6	7	7
3:45 PM	6	6	7
Spaces Available			7
85% Percentile Occ			7.0
Peak Occupancy			100%

	DAY 1	DAY 2	DAY 3
	Tue, May 21	Wed, May 22	Thurs, May 23
9:00 AM	4	3	3
9:15 AM	4	3	3
9:30 AM	4	4	3
9:45 AM	4	4	4
10:00 AM	4	4	4
10:15 AM	4	4	4
10:30 AM	4	4	4
10:45 AM	4	3	4
11:00 AM	4	4	4
11:15 AM	4	4	4
11:30 AM	4	4	3
11:45 AM	4	4	3
12:00 PM	4	4	3
12:15 PM	4	4	3
12:30 PM	4	4	3
12:45 PM	4	4	3
1:00 PM	4	4	4
1:15 PM	4	4	4
1:30 PM	4	4	4
1:45 PM	4	4	3
2:00 PM	4	4	4
2:15 PM	4	4	3
2:30 PM	4	4	3
2:45 PM	4	4	4
3:00 PM	4	3	4
3:15 PM	4	3	4
3:30 PM	4	3	4
3:45 PM	3	3	4
Spaces Available			4
85% Percentile Occ			4.0
Peak Occupancy			100%

	DAY 1	DAY 2	DAY 3
	Mon, July 15	Tue, July 16	Wed, July 17
9:00 AM	4	4	4
9:15 AM	4	4	4
9:30 AM	4	4	4
9:45 AM	4	3	4
10:00 AM	4	3	4
10:15 AM	4	3	4
10:30 AM	4	3	4
10:45 AM	4	3	4
11:00 AM	4	4	4
11:15 AM	4	4	4
11:30 AM	4	4	4
11:45 AM	4	4	4
12:00 PM	4	4	4
12:15 PM	4	4	4
12:30 PM	3	4	4
12:45 PM	3	3	4
1:00 PM	3	4	4
1:15 PM	3	3	4
1:30 PM	3	4	4
1:45 PM	4	4	4
2:00 PM	4	4	4
2:15 PM	4	4	4
2:30 PM	4	3	4
2:45 PM	3	4	4
3:00 PM	4	4	4
3:15 PM	3	4	4
3:30 PM	3	4	4
3:45 PM	4	4	4
Spaces Available			4
85% Percentile Occ			4.0
Peak Occupancy			100%

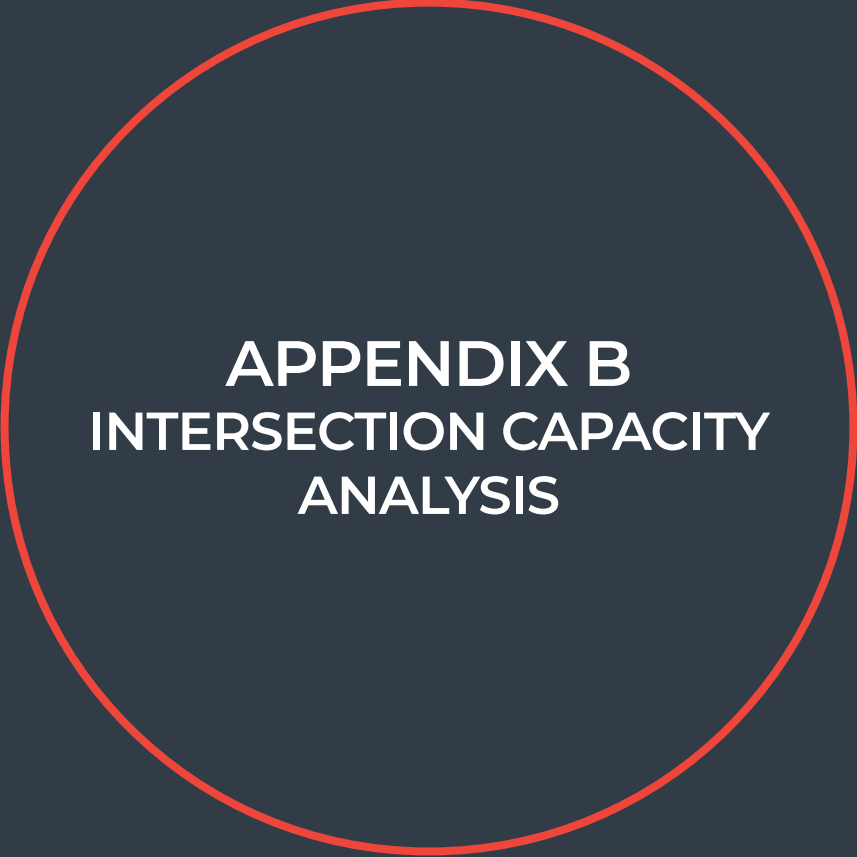
	DAY 1	DAY 2	DAY 3
	Tue, May 6	Wed, May 7	Thurs, May 8
9:00 AM	5	5	5
9:15 AM	5	5	5
9:30 AM	5	5	5
9:45 AM	5	5	5
10:00 AM	5	5	5
10:15 AM	5	5	5
10:30 AM	5	5	5
10:45 AM	4	5	4
11:00 AM	4	5	5
11:15 AM	4	5	5
11:30 AM	5	5	5
11:45 AM	5	5	5
12:00 PM	5	4	5
12:15 PM	5	4	5
12:30 PM	4	4	5
12:45 PM	5	4	5
1:00 PM	5	4	5
1:15 PM	5	4	5
1:30 PM	5	4	5
1:45 PM	4	5	5
2:00 PM	5	5	5
2:15 PM	4	5	5
2:30 PM	4	5	5
2:45 PM	4	5	5
3:00 PM	4	4	5
3:15 PM	5	4	5
3:30 PM	5	5	5
3:45 PM	5	4	5
Spaces Available			5
85% Percentile Occ			5.0
Peak Occupancy			100%

	DAY 1	DAY 2	DAY 3
	Wed, July 17	Thurs, July 18	Fri, July 19
9:00 AM		5	5
9:15 AM		5	5
9:30 AM		5	5
9:45 AM		5	5
10:00 AM		5	5
10:15 AM		5	5
10:30 AM		5	5
10:45 AM		5	5
11:00 AM		5	4
11:15 AM		4	5
11:30 AM		5	5
11:45 AM		5	5
12:00 PM		5	5
12:15 PM		5	5
12:30 PM	5	5	5
12:45 PM	5	5	5
1:00 PM	5	5	5
1:15 PM	5	5	5
1:30 PM	5	5	5
1:45 PM	5	5	5
2:00 PM	5	5	5
2:15 PM	5	5	5
2:30 PM	5	5	5
2:45 PM	5	5	5
3:00 PM	5	5	5
3:15 PM	5	5	5
3:30 PM	5	5	5
3:45 PM	4	4	5
Spaces Available			5
85% Percentile Occ			5.0
Peak Occupancy			100%

	DAY 1	DAY 2	DAY 3
	Tue, May 21	Wed, May 22	Thurs, May 23
9:00 AM	2	2	1
9:15 AM	3	2	1
9:30 AM	3	3	1
9:45 AM	3	3	1
10:00 AM	3	4	1
10:15 AM	3	4	1
10:30 AM	3	3	1
10:45 AM	3	3	1
11:00 AM	4	3	2
11:15 AM	4	3	4
11:30 AM	4	3	4
11:45 AM	4	3	3
12:00 PM	4	3	4
12:15 PM	3	1	3
12:30 PM	2	2	1
12:45 PM	3	2	3
1:00 PM	2	2	3
1:15 PM	1	3	1
1:30 PM	2	3	2
1:45 PM	2	3	2
2:00 PM	2	3	1
2:15 PM	2	4	2
2:30 PM	2	2	2
2:45 PM	2	3	2
3:00 PM	1	3	2
3:15 PM	1	2	1
3:30 PM	2	2	2
3:45 PM	2	2	1
Spaces Available	4		
85% Percentile Occ	3.4		
Peak Occupancy	86%		

	DAY 1	DAY 2	DAY 3
	Wed, July 17	Thurs, July 18	Fri, July 19
9:00 AM		1	3
9:15 AM		1	3
9:30 AM		1	1
9:45 AM		1	2
10:00 AM		1	3
10:15 AM		2	3
10:30 AM		4	4
10:45 AM		3	4
11:00 AM		4	3
11:15 AM		3	4
11:30 AM		3	2
11:45 AM		4	3
12:00 PM		4	4
12:15 PM	4	3	4
12:30 PM	4	3	4
12:45 PM	3	4	4
1:00 PM	4	4	4
1:15 PM	4	4	4
1:30 PM	3	3	4
1:45 PM	3	3	3
2:00 PM	4	4	4
2:15 PM	4	4	4
2:30 PM	3	4	4
2:45 PM	4	4	4
3:00 PM	4	4	4
3:15 PM	3	4	3
3:30 PM	3	4	3
3:45 PM	3	4	3
Spaces Available	4		
85% Percentile Occ	4.0		
Peak Occupancy	100%		

	DAY 1	DAY 2	DAY 3
	Wed, July 10	Thurs, July 11	Fri, July 12
9:00 AM		2	1
9:15 AM		2	0
9:30 AM		4	0
9:45 AM		3	3
10:00 AM		2	2
10:15 AM		3	4
10:30 AM		4	3
10:45 AM		3	5
11:00 AM		5	5
11:15 AM		5	6
11:30 AM		6	6
11:45 AM		6	5
12:00 PM		6	6
12:15 PM		7	6
12:30 PM		6	6
12:45 PM		6	6
1:00 PM		6	7
1:15 PM		5	7
1:30 PM		5	7
1:45 PM		6	7
2:00 PM		6	7
2:15 PM		6	7
2:30 PM		6	6
2:45 PM	6	6	6
3:00 PM	6	5	6
3:15 PM	6	7	6
3:30 PM	6	6	5
3:45 PM	5	5	5
Spaces Available			7
85% Percentile Occ			6.3
Peak Occupancy			90%



**APPENDIX B
INTERSECTION CAPACITY
ANALYSIS**

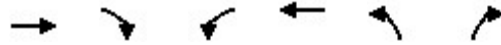


WSP
1 SPECTACLE LAKE DRIVE
DARTMOUTH, NS
CANADA B3B 1X7

















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














Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	63	157	1	37	62	1
Future Volume (Veh/h)	63	157	1	37	62	1
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	68	171	1	40	67	1
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			239		196	154
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			239		196	154
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		92	100
cM capacity (veh/h)			1328		793	892
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	239	41	68			
Volume Left	0	1	67			
Volume Right	171	0	1			
cSH	1700	1328	794			
Volume to Capacity	0.14	0.00	0.09			
Queue Length 95th (m)	0.0	0.0	2.2			
Control Delay (s)	0.0	0.2	10.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.2	10.0			
Approach LOS			A			
Intersection Summary						
Average Delay			2.0			
Intersection Capacity Utilization			23.1%	ICU Level of Service	A	
Analysis Period (min)			15			

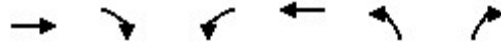


Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑	↑	↑
Traffic Volume (veh/h)	116	52	4	96	41	2
Future Volume (Veh/h)	116	52	4	96	41	2
Sign Control	Free		Free		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	126	57	4	104	45	2
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						2
Median type	None		None			
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			126		238	126
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			126		238	126
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		94	100
cM capacity (veh/h)			1460		748	924
Direction, Lane #	EB 1	EB 2	WB 1	NB 1		
Volume Total	126	57	108	47		
Volume Left	0	0	4	45		
Volume Right	0	57	0	2		
cSH	1700	1700	1460	781		
Volume to Capacity	0.07	0.03	0.00	0.06		
Queue Length 95th (m)	0.0	0.0	0.1	1.5		
Control Delay (s)	0.0	0.0	0.3	10.1		
Lane LOS			A	B		
Approach Delay (s)	0.0		0.3	10.1		
Approach LOS				B		
Intersection Summary						
Average Delay			1.5			
Intersection Capacity Utilization			18.3%	ICU Level of Service	A	
Analysis Period (min)			15			

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	60	49	22	59	6	36	10	17	0	7	4
Future Volume (Veh/h)	3	60	49	22	59	6	36	10	17	0	7	4
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	65	53	24	64	7	39	11	18	0	8	4
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	71			118			221	216	92	236	240	68
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	71			118			221	216	92	236	240	68
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			98			95	98	98	100	99	100
cM capacity (veh/h)	1529			1470			715	669	966	686	650	996
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	121	95	68	12								
Volume Left	3	24	39	0								
Volume Right	53	7	18	4								
cSH	1529	1470	759	735								
Volume to Capacity	0.00	0.02	0.09	0.02								
Queue Length 95th (m)	0.0	0.4	2.4	0.4								
Control Delay (s)	0.2	2.0	10.2	10.0								
Lane LOS	A	A	B	A								
Approach Delay (s)	0.2	2.0	10.2	10.0								
Approach LOS			B	A								
Intersection Summary												
Average Delay			3.5									
Intersection Capacity Utilization			28.2%		ICU Level of Service				A			
Analysis Period (min)			15									

Appendix B - Traffic Performance Reports
 4: Sawpit Road/Back Harbour Road & Highway 332

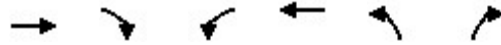
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	83	27	0	59	1	19	1	0	0	0	4
Future Volume (Veh/h)	2	83	27	0	59	1	19	1	0	0	0	4
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	90	29	0	64	1	21	1	0	0	0	4
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	65			119			177	174	104	174	188	64
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	65			119			177	174	104	174	188	64
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			97	100	100	100	100	100
cM capacity (veh/h)	1537			1469			781	719	950	788	706	1000
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	121	65	22	4								
Volume Left	2	0	21	0								
Volume Right	29	1	0	4								
cSH	1537	1469	778	1000								
Volume to Capacity	0.00	0.00	0.03	0.00								
Queue Length 95th (m)	0.0	0.0	0.7	0.1								
Control Delay (s)	0.1	0.0	9.8	8.6								
Lane LOS	A		A	A								
Approach Delay (s)	0.1	0.0	9.8	8.6								
Approach LOS			A	A								
Intersection Summary												
Average Delay			1.3									
Intersection Capacity Utilization			22.1%		ICU Level of Service				A			
Analysis Period (min)			15									



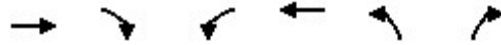
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↻			↻	↻	
Traffic Volume (veh/h)	38	7	0	46	9	1
Future Volume (Veh/h)	38	7	0	46	9	1
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	41	8	0	50	10	1
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			49		95	45
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			49		95	45
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	100
cM capacity (veh/h)			1558		905	1025
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	49	50	11			
Volume Left	0	0	10			
Volume Right	8	0	1			
cSH	1700	1558	914			
Volume to Capacity	0.03	0.00	0.01			
Queue Length 95th (m)	0.0	0.0	0.3			
Control Delay (s)	0.0	0.0	9.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	9.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization			13.3%	ICU Level of Service	A	
Analysis Period (min)			15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	84	28	24	301	188	47
Future Volume (Veh/h)	84	28	24	301	188	47
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	91	30	26	327	204	51
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	608	230	255			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	608	230	255			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	80	96	98			
cM capacity (veh/h)	450	810	1310			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	121	353	255			
Volume Left	91	26	0			
Volume Right	30	0	51			
cSH	505	1310	1700			
Volume to Capacity	0.24	0.02	0.15			
Queue Length 95th (m)	7.4	0.5	0.0			
Control Delay (s)	14.4	0.8	0.0			
Lane LOS	B	A				
Approach Delay (s)	14.4	0.8	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			2.7			
Intersection Capacity Utilization			46.3%	ICU Level of Service	A	
Analysis Period (min)			15			



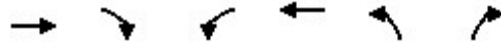
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔		
Traffic Volume (veh/h)	225	87	6	201	0	0
Future Volume (Veh/h)	225	87	6	201	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	245	95	7	218	0	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			340		524	292
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			340		524	292
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		100	100
cM capacity (veh/h)			1219		510	747
Direction, Lane #	EB 1	WB 1				
Volume Total	340	225				
Volume Left	0	7				
Volume Right	95	0				
cSH	1700	1219				
Volume to Capacity	0.20	0.01				
Queue Length 95th (m)	0.0	0.1				
Control Delay (s)	0.0	0.3				
Lane LOS			A			
Approach Delay (s)	0.0	0.3				
Approach LOS						
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			20.5%	ICU Level of Service	A	
Analysis Period (min)			15			



















Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑				↘	
Traffic Volume (veh/h)	205	0	0	0	174	2
Future Volume (Veh/h)	205	0	0	0	174	2
Sign Control	Free			Free Stop		
Grade	0%			0% 0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	223	0	0	0	189	2
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			223		223	223
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			223		223	223
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		75	100
cM capacity (veh/h)			1346		765	817
Direction, Lane #	EB 1	NB 1				
Volume Total	223	191				
Volume Left	0	189				
Volume Right	0	2				
cSH	1700	766				
Volume to Capacity	0.13	0.25				
Queue Length 95th (m)	0.0	7.9				
Control Delay (s)	0.0	11.3				
Lane LOS		B				
Approach Delay (s)	0.0	11.3				
Approach LOS		B				
Intersection Summary						
Average Delay			5.2			
Intersection Capacity Utilization			27.2%	ICU Level of Service	A	
Analysis Period (min)			15			



















Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	86	94	1	83	138	0
Future Volume (Veh/h)	86	94	1	83	138	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	93	102	1	90	150	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			195		236	144
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			195		236	144
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		80	100
cM capacity (veh/h)			1378		752	903
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	195	91	150			
Volume Left	0	1	150			
Volume Right	102	0	0			
cSH	1700	1378	752			
Volume to Capacity	0.11	0.00	0.20			
Queue Length 95th (m)	0.0	0.0	5.9			
Control Delay (s)	0.0	0.1	11.0			
Lane LOS			A	B		
Approach Delay (s)	0.0	0.1	11.0			
Approach LOS			B			
Intersection Summary						
Average Delay			3.8			
Intersection Capacity Utilization			24.6%	ICU Level of Service		A
Analysis Period (min)			15			

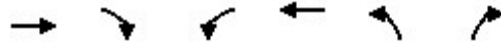


Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↗	↖
Traffic Volume (veh/h)	130	70	4	179	75	7
Future Volume (Veh/h)	130	70	4	179	75	7
Sign Control	Free		Free		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	141	76	4	195	82	8
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						2
Median type	None		None			
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			141		344	141
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			141		344	141
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		87	99
cM capacity (veh/h)			1442		651	907
Direction, Lane #	EB 1	EB 2	WB 1	NB 1		
Volume Total	141	76	199	90		
Volume Left	0	0	4	82		
Volume Right	0	76	0	8		
cSH	1700	1700	1442	714		
Volume to Capacity	0.08	0.04	0.00	0.13		
Queue Length 95th (m)	0.0	0.0	0.1	3.4		
Control Delay (s)	0.0	0.0	0.2	11.1		
Lane LOS			A	B		
Approach Delay (s)	0.0		0.2	11.1		
Approach LOS				B		
Intersection Summary						
Average Delay			2.0			
Intersection Capacity Utilization			23.5%	ICU Level of Service	A	
Analysis Period (min)			15			

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	78	42	13	105	1	77	15	15	2	8	6
Future Volume (Veh/h)	13	78	42	13	105	1	77	15	15	2	8	6
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	14	85	46	14	114	1	84	16	16	2	9	7
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	115			131			290	279	108	302	302	114
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	115			131			290	279	108	302	302	114
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			87	97	98	100	98	99
cM capacity (veh/h)	1474			1454			640	617	946	617	600	938
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	145	129	116	18								
Volume Left	14	14	84	2								
Volume Right	46	1	16	7								
cSH	1474	1454	667	700								
Volume to Capacity	0.01	0.01	0.17	0.03								
Queue Length 95th (m)	0.2	0.2	5.0	0.6								
Control Delay (s)	0.8	0.9	11.5	10.3								
Lane LOS	A	A	B	B								
Approach Delay (s)	0.8	0.9	11.5	10.3								
Approach LOS			B	B								
Intersection Summary												
Average Delay			4.3									
Intersection Capacity Utilization			28.8%		ICU Level of Service				A			
Analysis Period (min)			15									

Appendix B - Traffic Performance Reports
 4: Sawpit Road/Back Harbour Road & Highway 332

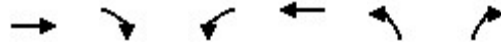
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	66	22	3	94	0	28	2	3	3	2	3
Future Volume (Veh/h)	3	66	22	3	94	0	28	2	3	3	2	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	72	24	3	102	0	30	2	3	3	2	3
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	102			96			202	198	84	202	210	102
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	102			96			202	198	84	202	210	102
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			96	100	100	100	100	100
cM capacity (veh/h)	1490			1498			750	695	975	750	684	953
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	99	105	35	8								
Volume Left	3	3	30	3								
Volume Right	24	0	3	3								
cSH	1490	1498	762	794								
Volume to Capacity	0.00	0.00	0.05	0.01								
Queue Length 95th (m)	0.0	0.0	1.2	0.2								
Control Delay (s)	0.2	0.2	10.0	9.6								
Lane LOS	A	A	A	A								
Approach Delay (s)	0.2	0.2	10.0	9.6								
Approach LOS			A	A								
Intersection Summary												
Average Delay			1.9									
Intersection Capacity Utilization			16.6%	ICU Level of Service						A		
Analysis Period (min)			15									











Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	60	14	1	60	8	0
Future Volume (Veh/h)	60	14	1	60	8	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	65	15	1	65	9	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			80		140	72
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			80		140	72
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	100
cM capacity (veh/h)			1518		853	990
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	80	66	9			
Volume Left	0	1	9			
Volume Right	15	0	0			
cSH	1700	1518	853			
Volume to Capacity	0.05	0.00	0.01			
Queue Length 95th (m)	0.0	0.0	0.3			
Control Delay (s)	0.0	0.1	9.3			
Lane LOS		A	A			
Approach Delay (s)	0.0	0.1	9.3			
Approach LOS			A			
Intersection Summary						
Average Delay			0.6			
Intersection Capacity Utilization			14.0%	ICU Level of Service	A	
Analysis Period (min)			15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	99	23	29	300	319	137
Future Volume (Veh/h)	99	23	29	300	319	137
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	108	25	32	326	347	149
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	812	422	496			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	812	422	496			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	68	96	97			
cM capacity (veh/h)	338	632	1068			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	133	358	496			
Volume Left	108	32	0			
Volume Right	25	0	149			
cSH	371	1068	1700			
Volume to Capacity	0.36	0.03	0.29			
Queue Length 95th (m)	12.8	0.7	0.0			
Control Delay (s)	20.1	1.0	0.0			
Lane LOS	C	A				
Approach Delay (s)	20.1	1.0	0.0			
Approach LOS	C					
Intersection Summary						
Average Delay			3.1			
Intersection Capacity Utilization			53.4%	ICU Level of Service	A	
Analysis Period (min)			15			



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	250	91	9	429	0	0
Future Volume (Veh/h)	250	91	9	429	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	272	99	10	466	0	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			371		808	322
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			371		808	322
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		100	100
cM capacity (veh/h)			1188		348	719
Direction, Lane #	EB 1	WB 1				
Volume Total	371	476				
Volume Left	0	10				
Volume Right	99	0				
cSH	1700	1188				
Volume to Capacity	0.22	0.01				
Queue Length 95th (m)	0.0	0.2				
Control Delay (s)	0.0	0.3				
Lane LOS			A			
Approach Delay (s)	0.0	0.3				
Approach LOS						
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			33.1%	ICU Level of Service		A
Analysis Period (min)			15			

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	234	0	0	0	319	2
Future Volume (Veh/h)	234	0	0	0	319	2
Sign Control	Free			Free Stop		
Grade	0%			0% 0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	254	0	0	0	347	2
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			254		254	254
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			254		254	254
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		53	100
cM capacity (veh/h)			1311		735	785
Direction, Lane #	EB 1	NB 1				
Volume Total	254	349				
Volume Left	0	347				
Volume Right	0	2				
cSH	1700	735				
Volume to Capacity	0.15	0.47				
Queue Length 95th (m)	0.0	20.6				
Control Delay (s)	0.0	14.2				
Lane LOS			B			
Approach Delay (s)	0.0	14.2				
Approach LOS			B			
Intersection Summary						
Average Delay			8.2			
Intersection Capacity Utilization			36.8%	ICU Level of Service	A	
Analysis Period (min)			15			

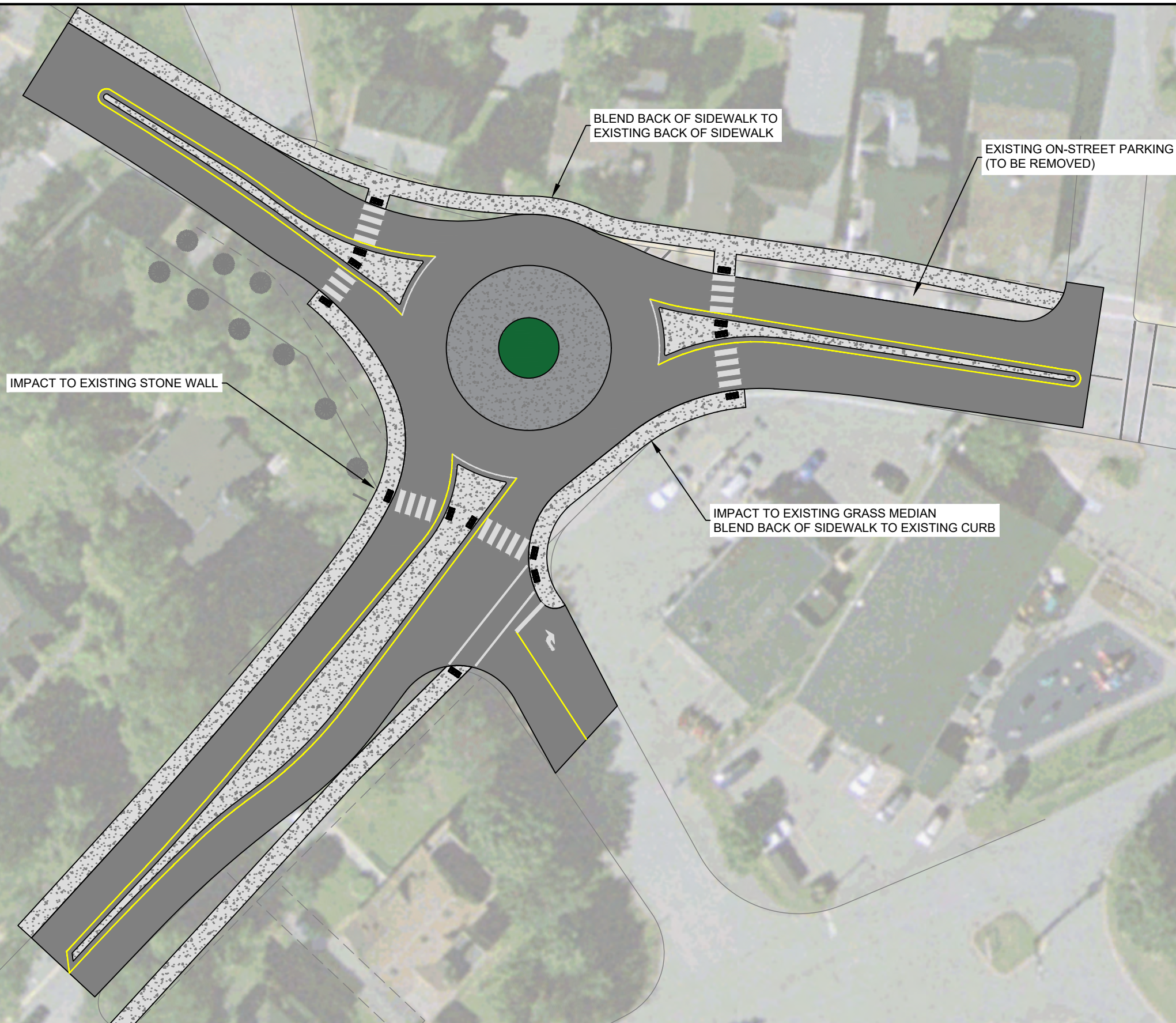


**APPENDIX C
CONCEPT DESIGNS**



WSP
1 SPECTACLE LAKE DRIVE
DARTMOUTH, NS
CANADA B3B 1X7

T: +1 902-835-9955
WSP.COM



IMPACT TO EXISTING STONE WALL

BLEND BACK OF SIDEWALK TO EXISTING BACK OF SIDEWALK

EXISTING ON-STREET PARKING (TO BE REMOVED)

IMPACT TO EXISTING GRASS MEDIAN BLEND BACK OF SIDEWALK TO EXISTING CURB

SCALE: 1:500 METRIC



TOWN OF LUNENBURG



WSP Canada Inc.
1 Spectacle Lake Drive
Dartmouth, Nova Scotia, Canada B3B 1X7
T 902-835-9955 F 902-835-1645 www.wsp.com

PROJECT NO: CA0029624.8132

SCALE:
1:500

DATE:
2024-09-06

DESIGNED BY:
P.HATTON

DRAWN BY:
C.MACPHERSON

PROJECT:

LUNENBURG TRAFFIC AND PARKING PLAN

TITLE:

ROUNDAABOUT CONCEPT

DRAWING:

01



EXISTING UTILITY POLES (TO BE RELOCATED)

EXISTING ON-STREET PARKING (TO REMAIN)

\\corp.plwinc.net\ca\CAD\AR\101\Projects\Dalmon\2024\CA0029624.8132 - Lunenburg Traffic and Parking\15-Dwg\15-4-Civil\15-4-1-Xref\CA0029624.8132 Prop Base_T_innerset.dwg Dec 10, 2024 3:02pm BY: (CA0079377)

SCALE: 1:500 METRIC



TOWN OF LUNENBURG



WSP Canada Inc.
1 Spectacle Lake Drive
Dartmouth, Nova Scotia, Canada B3B 1X7
T 902-835-9955 F 902-835-1645 www.wsp.com

PROJECT NO: CA0029624.8132

SCALE:
1:500

DATE:
2024-10-28

DESIGNED BY:
G.OBRIEN

DRAWN BY:
S.HAY

PROJECT:

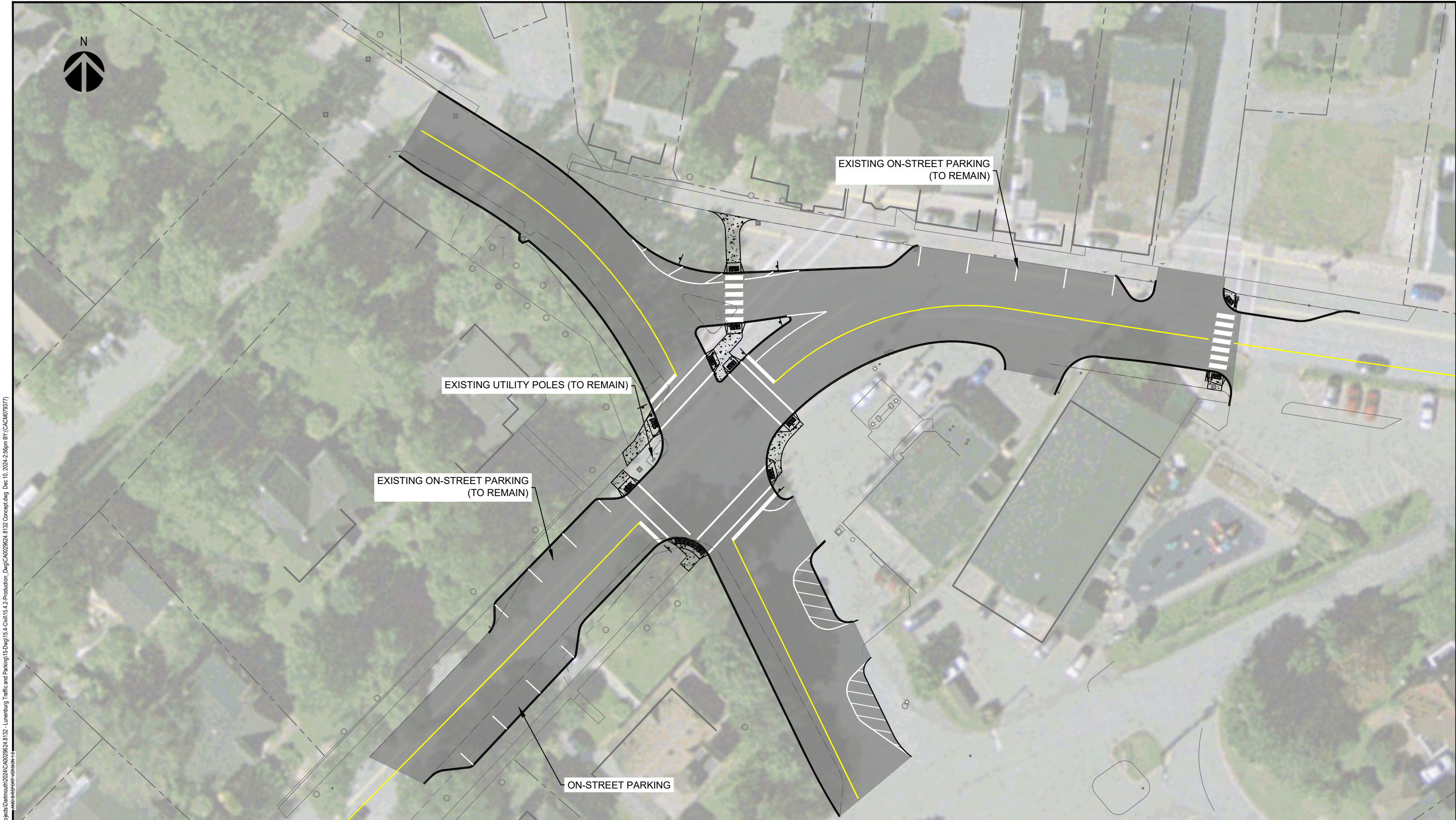
LUNENBURG TRAFFIC AND PARKING PLAN

TITLE:

TWO-WAY STOP CONCEPT

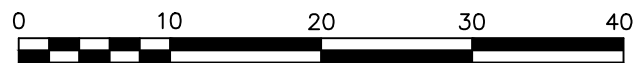
DRAWING:

00



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SCALE: 1:500 METRIC



TOWN OF
LUNENBURG



WSP Canada Inc.
1 Spectacle Lake Drive
Dartmouth, Nova Scotia, Canada B3B 1X7
T 902-835-9955 F 902-835-1645 www.wsp.com

PROJECT NO: CA0029624.8132

SCALE:
1:500

DATE:
2024-10-28

DESIGNED BY:
P.HATTON

DRAWN BY:
C.MACPHERSON

PROJECT:

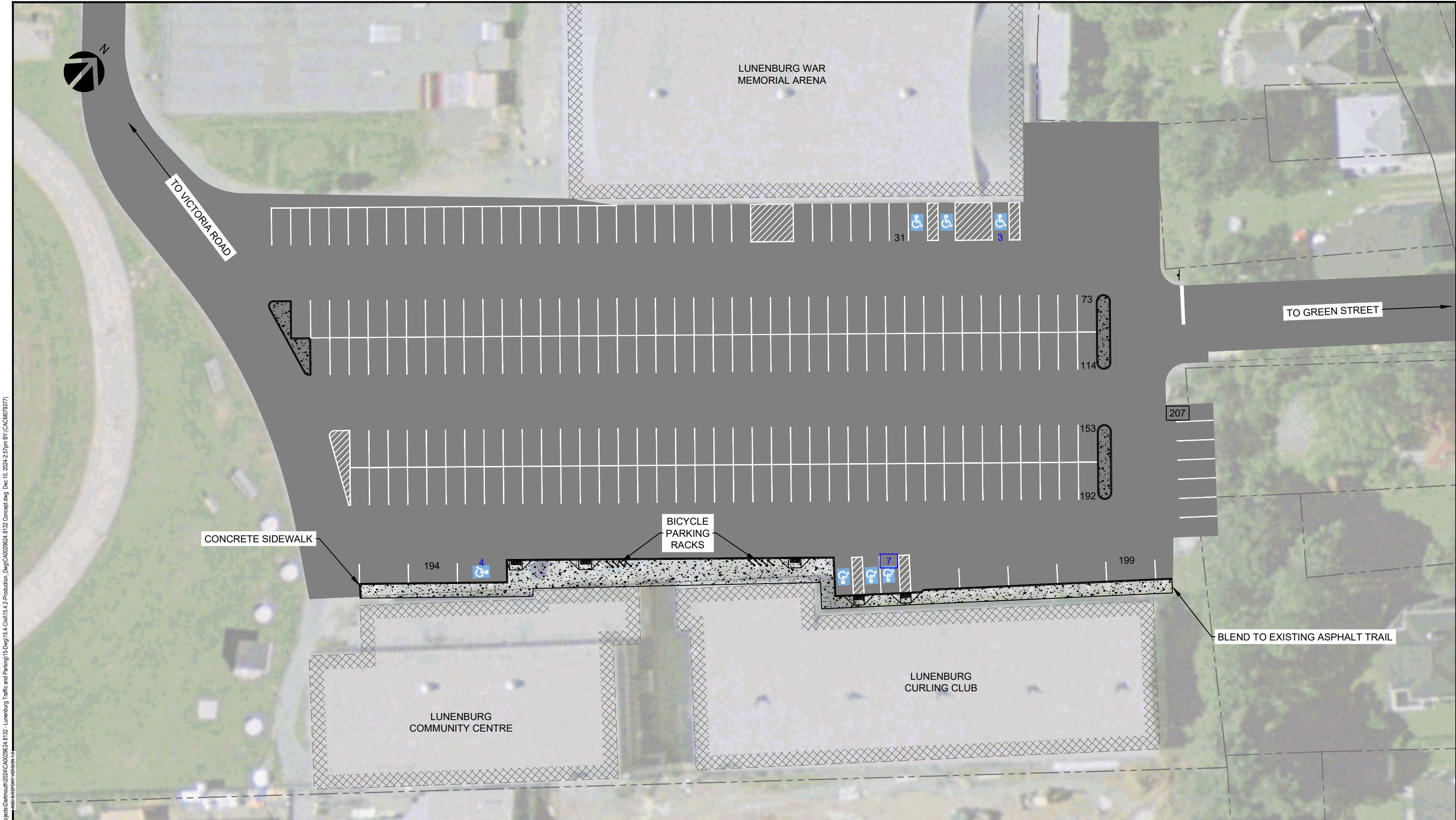
LUNENBURG TRAFFIC AND PARKING PLAN

TITLE:

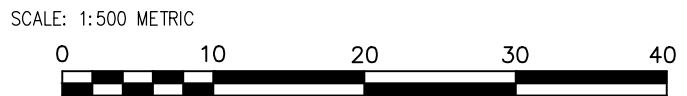
ALL-WAY STOP CONCEPT

DRAWING:

00



\corp\p\wain\ca\CADAR\100\CADAR\101\Projects\Dartmouth\2024\CA0029624.8132 - Lunenburg Traffic and Parking\15-Dwg\15-4-Civil\15-4.2-Production_Dwg\CA0029624.8132 Concept.dwg, Dec 10, 2024-2:57pm BY: CACM079377



TOWN OF
LUNENBURG



WSP Canada Inc.
1 Spectacle Lake Drive
Dartmouth, Nova Scotia, Canada B3B 1X7
T 902-835-9955 F 902-835-1645 www.wsp.com

PROJECT NO: CA0029624.8132

SCALE:
1:500
DATE:
2024-11-13
DESIGNED BY:
P.HATTON
DRAWN BY:
C.MACPHERSON

PROJECT: LUNENBURG TRAFFIC AND PARKING PLAN	
TITLE: MARKET PARKING CONCEPT	DRAWING: 03



**APPENDIX D
WHAT WE HEARD
REPORT**



WSP
1 SPECTACLE LAKE DRIVE
DARTMOUTH, NS
CANADA B3B 1X7

T: +1 902-835-9955
WSP.COM

1 WHAT WE HEARD

This “What We Heard” section provides a summary of the feedback received from the community as part of the Community Feedback Collection and Review phase. As part of the development of Lunenburg Traffic & Parking Study, stakeholder and public engagement took place on June 19, 2024 and again on September 12, 2024 (See photo of public engagement below). The engagement activities conducted are meant to inform the upcoming Plan on current concept designs and to understand the current usage and types of upgrades needed. Consultation activities included:

- Stakeholders Meeting (2), 2:00-4:00pm.
- Public Open House (2), 5:00-7:00pm.



1.1 STAKEHOLDER MEETING AND PUBLIC OPEN HOUSE – June 19, 2024

One (1) stakeholder meeting and one (1) open house session were held at the Lunenburg and District Volunteer Fire Department on June 19th, 2024. The purpose of the stakeholder meeting and Open House session was to provide the stakeholders and then public an opportunity to engage with the WSP team and Municipal staff to ask questions and provide feedback on the challenges and opportunities related to traffic and parking in Lunenburg. The stakeholder meeting was by invitation only while the public open house was advertised through Town News (<https://www.townoflunenburg.ca/news/>) and on the Town’s Facebook page. The events were attended as follows:

- 16 people attended the stakeholders meeting, 2:00-4:00pm.
- 20 people attended the first public open house session, 5:00-7:00pm.

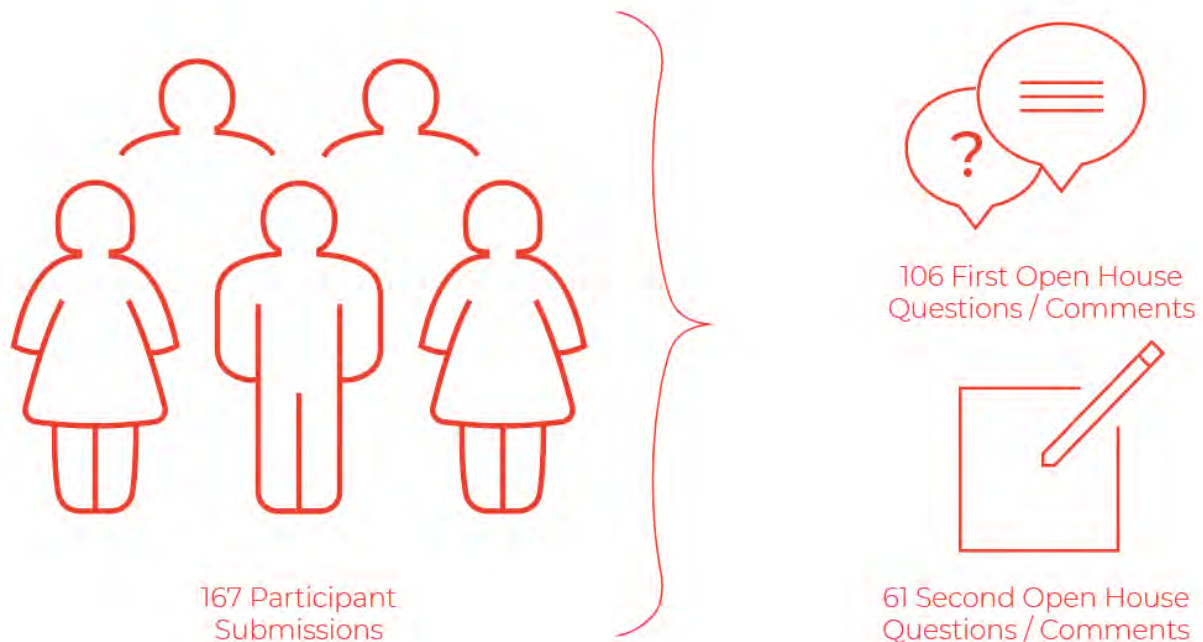
A number of Public Open House Display Boards were available at the open house and attendees were encouraged to leave comments. A total of 106 comments were collected and can be found in Appendix A.

1.2 STAKEHOLDER MEETING AND PUBLIC OPEN HOUSE – September 12, 2024

One (1) stakeholder meeting and one (1) open house session were held at the Lunenburg and District Volunteer Fire Department on September 12th, 2024. The purpose of the stakeholder meeting and Open House session was to provide the stakeholders and then public an opportunity to engage with the WSP team and Municipal staff to ask questions and provide feedback on the challenges and opportunities related to traffic and parking in Lunenburg, as well as providing insight on the concepts presented by the project team. The stakeholder meeting was by invitation only while the public open house was advertised through Town News (<https://www.townoflunenburg.ca/news/>) and on the Town's Facebook page. The events were attended as follows:

- 2 people attended the stakeholders meeting, 2:00-3:30pm.
- 21 people attended the second public open house session, 5:00-7:00pm.

A number of Public Open House Display Boards were available at the open house and attendees were encouraged to leave comments. A total of 61 comments were collected and can be found in Appendix B.



1.3 KEY THEMES

The engagement resulted in valuable feedback to support the development of the Lunenburg Traffic & Parking Study. Though the feedback received was wide ranging, certain key themes emerged. The five “Key Themes” heard are presented individually, but many of the comments identified are intricately connected. This feedback will be used by the Town and the Project Team to inform the options developed in the Traffic and Parking Plan.



Prioritize Pedestrian and Cyclist Accessibility

The Lunenburg Traffic & Parking Study should:

- Develop a more walkable network that prioritizes pedestrians and cyclists of all ages and abilities, as the existing lack of connectivity within the town discourages pedestrians and cyclists.
- Explore potential for trail connections and bike lanes, as 65% of MODL AT Plan survey respondents said they use the current MODL trails at least once a week.
- Enhance safety of crosswalks by prioritizing year-round maintenance of markings, signage, and visibility.



Revitalize Infrastructure for Safety

The Lunenburg Traffic & Parking Study should:

- Consider safety concerns as identified by residents such as:
 - Sharp street corners and poor visibility at street crossings.
 - Residents having to cycle/walk on the roadway due to lack of separate lanes or sidewalks.
 - Confusing intersections.
- Aim to improve wayfinding by revitalizing signage, with emphasis on one-way street signage.
- Implement and maintain snow-clearing and regular maintenance at crosswalks, parking spaces, AT trails and sidewalks. The number of MODL AT survey respondents who regularly cycle drops from 22% to 5% during the winter season.
- Ensure consideration is given to seniors and those with mobility issues.



Optimize Parking Systems

The Lunenburg Traffic & Parking Study should:

- Optimize space and efficiency of parking systems.
- Consider idling vehicles solutions such as loading zones for large truck deliveries and tour bus accommodations.
- Explore potential for smart parking solutions and/or residential parking passes.
- Consider modifying meter rates and parking restrictions.



Maintain Historic Culture

The Lunenburg Traffic & Parking Study should:

- Aim to preserve the cultural atmosphere within the national historic site.
- Considerations should be made to ensure safety for horse traffic while maximizing efficiency of streets.
- Ensure access to historic features and shops is considered.
- Account for increased tourist volumes.



Enhance Traffic Flow Management

The Lunenburg Traffic & Parking Study should:

- Aim to enhance traffic flow for personal, commercial, accessible, and recreational vehicles.
- Develop a plan that incorporates future growth and anticipates increased demand for cycling and pedestrian infrastructure.
- Consider needs of residents and minimize disruption through traffic flow management.
- Aim to create a safer and more efficient traffic environment through the collective implementation of proposed solutions.

1.4 CONCEPT SPECIFIC FEEDBACK

The engagement resulted in valuable feedback to support the development of the Lunenburg Traffic & Parking Study. In addition to general key themes, feedback specific to the project concepts emerged during the second Public Open House. A full view of the comments received is available in Appendix B with a summary in the following section.

Community Centre Parking Lot

Public feedback suggests that this layout is generally well-received. The community indicated that improved signage to the parking lot and its accesses would be desirable.

Classification

Public feedback suggests that any routes that are selected should be signed appropriately. Some indicated challenging areas for tour buses (Montague Street, Hill and Pine Street) which need extra care.

Parking Plan

Public feedback suggests that this plan is generally well-received but with some zoning and pricing modifications. The resident parking pass solution was seen as desirable. Many attendees were hopeful for a tour bus designated parking area that is not adjacent to the waterfront.

Dufferin / Lincoln / Falkland

Public feedback suggests that this configuration option is expected to have safety improvements, but that there is concern about the removal of street parking for business through the intersection.

Trunk 3 / Route 332

Public feedback suggests that additional traffic control at this intersection is strongly desired. Many requested that a roundabout also be considered at this intersection to enforce speed reductions and improve traffic flow.


Session #1

Aerial Map Board	Routing and Access Board	Existing Parking Board	Project Area Board	Intersections Board	Intro board	Questions/Comments Board
All the speed bumps, lights, etc are not going to help without a police presence and actual tickets being written.	Look at resident parking out of Old Town for second vehicles or vehicles with occasional uses or for workers from out of town.	No parking downtown, commuting parking lot (excluding accessible).	Horse traffic is an important historic feature - cars have dominated for 110 years - horses have been in town for 270! Careful about excluding them more.	Should all of these become multi-way stops?	Province said no to Mahone Bay reduced speed limits.	Deer crossing signs are important.
Crosswalk at bottom of Brook St.: your view is blocked going from tennis court side to other side if coming in town. Tree & pole there.	Shuttle system with an off-site parking lot or trolley system.	Charge per zone using a credit card.	Prioritize making more pedestrian traffic to solve some of car traffic.	Lower speed (Pelham/Blue Rocks).	These all seem too suburban for a small historic town.	
Do not buy "pre pay meters". We have wasted far too much \$\$ already in this town.	Starr Street: Blind corner, walkers but no sidewalk, speed a problem.	Don't need to raise meter price just to subsidize a shuttle system.	King & Pelham St. intersection: make it a 4-way to be consistent.	Dangerous for walkers crossing 332 (Kissing Bridge/Hwy 332).		
Put in place some kind of buffer zone for trees, shrubs, etc on corners, especially difficult to see in some parts of old town.	Drop speed limit and add speed tables.	Pro residential parking pass.	Need to calm traffic on Brook & Broad.	Sign for Kissing Bridge Road (Kissing Bridge/Hwy 332).		
Has moving the public works completely to the blue barn been considered & using the armories space as parking? I despise tearing down older buildings but sometimes a compromise has to be made.	Bad visibility coming from Lower Street.	Resident parking pass.	Walkability and priority for pedestrians.	Dufferin leading into Lincoln (in front of Knot Pub).		
Keep Linden in-way (in) and make the twin street one way (out).	Tight for buses for museum and area.	Need more bicycle routes & parking.	Bike racks needed, people don't know where they are.			
Encourage (incentive) business owners to have employees park at the Anglican church area. Not much space there I know but better than having employees park where they work.	Museum drop off is desirable for buses.	No idling bylaw.	One way street sign at start of Linden St.			
As a town please actually implement some measures in the near future. Not another study etc and here we are 2 years later with nothing in place. A deadly accident is going to occur.	Lincoln, Montague, King, & others need devices to allow more pedestrian street life.	Buses should NOT stay on the waterfront or at academy.	S/W to Independent very rough to walk on.			
Where is the sidewalk for Maple Ave? Lightship & tourists are great but the regular people and families are living dangerously.	No double deckers on York St. Too much traffic already.	No charging parking for tourists.	Daycare being moved to Rec Complex (Green Street).			
More handicap spaces with lower height curbs.	Golf cart for accessibility?	No expensive meters.	New Town needs love too!!			
If not going to reconfigure the fountain intersection then start alerting drivers at Mackenzie there is a stop sign. How? Overhead lights, flashing neon signs, hot air balloons... But something has to be done. Mr. Doyle was disturbingly wrong when he wrote to me saying there were no traffic concerns at that intersection.	Unloading on Montague Street - 8-9AM	Please can this not be parking? A park? Trees? Outdoor space? (large parking lot on Bluenose/waterfront).	Converting poorly paved streets to well-maintained gravel or permeable might slow traffic & cost less.			
Eliminate parking in front of the Dial's on Falkland St. Hard to see people coming from waterfront to go up Broad using crosswalk. Especially when winnebagos or big trucks are parked almost down to crosswalk.	Campground may be defuncting in coming years.	Weird corners such as Lincoln/Dufferin, Falkland, Pelham/King should become 3-4-5 way stops.	Permeable paving for storm water?			
Blind crest coming down Falkland in front of Bluenose Lodge - maybe roundabout at fountain would slow cars down.	Tough turns for trucks.	Additional metered off-street parking here (near Lincoln/Duke).	Sidewalk continuity.			
Intersection of Victoria/Tannery road - tourists coming from golf course direction don't understand where their turn is. Several times in the past week alone cars have turned into oncoming traffic. Do all tourists have to arrive in town at Fountain? Redirect to come from two directions - Back Harbour by cemetery to Academy or Victoria and Dufferin/Falkland. Would be a shame to heavy lift what could be a beautiful entrance into town with a roundabout or confusing lights.	Missing piece: how to connect with densification?	When Lincoln was repaved, traffic speed and noise increased - does road/street improvement cause this normally? Traffic stowing devices might solve this problem.	Dangerous Starr Street corner.			
Bluenose Drive one way?	No room for trucks accessing waterfront.	Large truck deliveries need attention/control on business streets - Montague, Lincoln.	Safe bicycle routes.			
Speeding down Brook & Tannery.	Scooter/E-Bike rentals.	Difficult for seniors or visitors to understand.				
Firefighter - volunteer, many now live outside of town and have to get to fire hall quickly. Can cars have flashing lights on dash or hood?		Resident parking permits are becoming necessary on Cumberland, Townsend and Fox.				
Handicap parking, Fire lane marking, Evaluate parking is fairly allotted ie properties with multiple access points, Monthly parking pass?		There is parking available as long as you leave Old Town.				
Handicap parking need on Montague near Rum Runner nearest in front of dockside.						
Hydrant back of 74 Montague facing Bluenose Drive. Need signage/crossmarks on road.						
Drivers do not understand "No" park zone. They see the streetlight but don't register there is a hydrant that should not be blocked.						
Need to ticket as well.						
Some residents have 2 separate street spots vs some residents that have none ie Montague, Pelham, Linden. Perhaps mapping these areas and consideration for making fair and accessible to as many as possible.						
Tour buses to use Rec complex for waiting area.						

Aerial Map Board	Routing and Access Board	Existing Parking Board	Project Area Board	Intersections Board	Intro board	Questions/Comments Board
Traffic calming may be required						
Blockhouse development.						
Parking area behind Hillcrest cemetery.						
King St. angled parking was a nightmare.						
Brook at Victoria is an issue, tree near/blocking ped crossing.						
Crosswalk on Victoria is an issue - used by many schoolchildren 2x a day and liabilities are often not working						
Can old landfill be used for parking lot for buses, overflow parking?						
Add parking regulations for new developments.						
Will lose space for parking during winter months.						
Cars shouldn't block walkers.						
Marble Head in Massachusetts.						
Active transportation built into all new development.						
Downtown: Only working trucks & accessible vehicles. Everyone else uses golf carts.						
Transportation strategy needs to collaborate with MODL						
Existing development empty lots being in-filled with multi-unit buildings. No parking minimums = serious traffic issues!						
No new builds without off street parking.						
Dust off and share the Active Transportation Plan (2012?) NYCUM HarbourView Haven						
Electric golf cart rentals for use in core.						
Need to reconfigure this parking lot for more safe access. (Near baseball field).						
Fire Hydrant & accessible parking space here (Bluenose on boardwalk).						
Parking on the gravel in the walking space (? This post it was near Lightship brewery).						
For residents in Old Town (Montague) that have no parking - parking pass option?						
Deer crossing signs.						
Seems to be potential for liability/accident (lawyer speaking...)						

Session #2

Parking Concept	Classification Map	Parking Plan	Dufferin Lincoln Falkland	Project Area	TK3 at Rte 332	Intro board
Build a dedicated parking area on Starr Street	Bus traffic needs to be limited/controlled/managed in Old Town.	need to clarify parking limit	Jane & Hebb concerns	Road painting should be refreshed more often	4-way up the road is a problem	Consider bike routes in the project or future project
Consider additional access here (west side of Community Centre)	Need to look at Wolfe Street - Speed reduction - Maybe stop sign at Morash Lane.	lets explore to keep vehicles out	King & Linclon & Pelham not consistent for locals and visitors	Pelham and Sawpit crossings need to be brighter, RRFB, more noticeable	don't want a roundabout, too swampy	Should have All-Way Stop King at Pelham
Note parking stall sizes	Tour bus, RV, truck routes should be signed better.	do not like pay towers, too expensive	Daycare crosswalk. Road too wide, passing on the inside at crosswalk	Poorly marked crosswalk at Bluenose by public washrooms, too long	consider a roundabout	Should get data from police on speed offenses
Improve signage to invite RVs to Community Centre parking	Too steep for them [heavy vehicles] to get off of Montague	park & ride, better access, tourist access from walking	need sidewalks on local streets	Consider Bump out and Pelham/King intersection visibility is poor coming from Pelham.	cut down the trees that block the view	
Don't direct too much traffic to the Community Centre parking lot	Montague trucks near Kempt	Montague should be pedestrian only during the summer	LT feels dangerous here [from Dufferin onto Lincoln]	paint one-way directions on the road	signage, lights, rumble strips, something to alert people	
	Perhaps "Google" maps can be changed to direct bus/truck traffic through appropriate routes	Pelham, Duke to King to be zone 2, residential	People love driving through all-way stops in Lunenburg	Parking lot of Cumberland, King & Duke need arrows	roundabout would be the best	
	Hill & Pelham, tour buses not familiar, get stuck	Small shuttle, remove cars, heritage town	businesses not happy about losing parking	signage needed in town, old signs at library		
	This is behaving like purple [Creighton Street]	Only employees are parking on Montague	This configuration is better than existing	crosswalk at Falkland & Green - too long, cars not paying attention		
		Canada Post 15-min parking spots	UNESCO: moving lion head, this is an issue	Need residential streets to have 30km limits		
		Should consider a new parking lot (old firehall, empty lots owned by Town)	high speeds on Dufferin Street, no sidewalks	Consider AWS here [Cornwallis and Creighton intersection]		
		Get tourist buses off waterfront (Linden Ave). Pollutes waterfront, blocks crosswalks	back end of the fire hall was once designated as business parking (permitted vehicles), but had low appetite	Enforce stopping from Duke		
		Consider parking (short term at Canada Post)		Speeding on Creighton, need to consider additional stop signs		
		Should have an app to pay for parking		Reflective crosswalks		
		Parking spaces (unmarked) should be signed better		Creighton Street RACEWAY (from Hopson Street thru to Kissing Bridge/Hwy). No sidewalk speedway		



**APPENDIX E
CONSTRUCTION COST
ESTIMATES**



WSP
1 SPECTACLE LAKE DRIVE
DARTMOUTH, NS
CANADA B3B 1X7

T: +1 902-835-9955
WSP.COM

LUNENBURG TRAFFIC AND PARKING PLAN
CLASS "D" COST ESTIMATE - TWO-WAY STOP



PROJECT NO.
 DATE:
 CLIENT:
 CONSULTANT:
 UNIT PRICE SOURCE:

CA0029624.8132
 2024-11-18
 Town of Lunenburg
 WSP
 WSP

NOTES: 1) ALL PRICES AND TOTALS BASED ON 2024 CANADIAN DOLLARS AND EXCLUDE HST.

ITEM	DESCRIPTION	UNITS	QNTY.	UNIT PRICE	COST
STORM SEWER					
33	Catch Basins				
.1	1050 mm dia. Catchbasin	ea	8	\$ 9,000	\$ 72,000.00
34	Catch Basin Leads				
.1	250 mm dia. PVC DR35	m	40	\$ 1,000	\$ 40,000.00
Sub-Total Street Const.					\$ 112,000

ITEM	DESCRIPTION	UNITS	QNTY.	UNIT PRICE	COST
STREET CONSTRUCTION					
41	Gravels				
.1	Type 1 - 150 mm thick	m ²	710	\$ 23	\$ 16,330.00
43	Asphaltic Concrete				
.1	Type C-HF 50 mm thick	m ²	710	\$ 50	\$ 35,500.00
.2	Type B-HF 100 mm thick	m ²	710	\$ 35	\$ 24,850.00
.3	Full Depth Asphalt Removal	m ²	365	\$ 10	\$ 3,650.00
44	Curb				
.1	Concrete Curb & Gutter	m	390	\$ 250	\$ 97,500.00
.2	Curb and Gutter Removal	m	50	\$ 50	\$ 2,500.00
45	Sidewalk				
.1	Concrete Sidewalk - 150mm Thick	m ²	50	\$ 220	\$ 11,000.00
.2	Sidewalk Removal	m ²	30	\$ 120	\$ 3,600.00
46	Tactile Walking Surface Indicator	each	17	\$ 300	\$ 5,100.00
51	Adjusting Existing Manhole Rim	each	9	\$ 500	\$ 4,500.00
53	Signs and Telespar Post	each	5	\$ 800	\$ 4,000.00
Sub-Total Street Const.					\$ 208,530

ITEM	DESCRIPTION	UNITS	QNTY.	UNIT PRICE	COST
LANDSCAPING					
66	Topsoil and Sod 150mm	m ²	365	\$ 30	\$ 10,950.00
Sub-Total Landscaping					\$ 10,950

ITEM	DESCRIPTION	UNITS	QNTY.	UNIT PRICE	COST
ADDITIONAL ITEMS					
76	Pavement Markings				
.1	Painted White Single Line-Solid	m	75	\$ 7	\$ 525.00
.2	Painted Crosswalk	m	15	\$ 50	\$ 750.00
.3	Painted Zebra Crosswalk	m	35	\$ 35	\$ 1,225.00
.4	Painted Yellow Single Centreline-Solid	m	200	\$ 3	\$ 600.00
.5	Painted Stop Bar	m	25	\$ 21	\$ 525.00
.6	Painted Hatch - White	m ²	90	\$ 20	\$ 1,800.00
.7	Painted Hatch - Yellow	m ²	90	\$ 15	\$ 1,350.00
77	Rectangular Rapid Flashing Beacon (RRFB)	L.S.	1	\$ 12,000	\$ 12,000.00
Sub-Total Additional Items					\$ 18,775

Disclaimer: This estimate of probable construction cost is approximate only. Actual cost may vary significantly from this estimate due to market conditions such as material and labour costs, time of year, industry workload, competition, etc. This estimate has been prepared based on our experience with similar projects. This estimate has not been prepared by obtaining any estimates or quotes from contractors. Due to the uncertainties of what contractors bid, WSP cannot make any assurances that this estimate will be within a reasonable range of the tendered low bid. When assessing this project for business feasibility purposes this estimate should not be relied upon without considering these factors.

SUB-TOTAL (All Items)	\$ 350,255
CONTINGENCY (50%)	\$ 175,128
TOTAL	\$ 525,383

LUNENBURG TRAFFIC AND PARKING PLAN
CLASS "D" COST ESTIMATE - ALL-WAY STOP



PROJECT NO.
 DATE:
 CLIENT:
 CONSULTANT:
 UNIT PRICE SOURCE:

CA0029624.8132
 2024-11-18
 Town of Lunenburg
 WSP
 WSP

NOTES: 1) ALL PRICES AND TOTALS BASED ON 2024 CANADIAN DOLLARS AND EXCLUDE HST.

ITEM	DESCRIPTION	UNITS	QNTY.	UNIT PRICE	COST
STORM SEWER					
33	Catch Basins				
.1	1050 mm dia. Catchbasin	ea	8	\$ 9,000	\$ 72,000.00
34	Catch Basin Leads				
.1	250 mm dia. PVC DR35	m	40	\$ 1,000	\$ 40,000.00
Sub-Total Street Const.					\$ 112,000

ITEM	DESCRIPTION	UNITS	QNTY.	UNIT PRICE	COST
STREET CONSTRUCTION					
41	Gravels				
.1	Type 1 - 150 mm thick	m ²		\$ 23	\$ 16,330.00
43	Asphaltic Concrete				
.1	Type C-HF - 50 mm thick	m ²	710	\$ 50	\$ 35,500.00
.2	Type B-HF - 100 mm thick	m ²	710	\$ 35	\$ 24,850.00
.3	Full Depth Asphalt Removal	m ²	400	\$ 10	\$ 4,000.00
44	Curb				
.1	Concrete Curb & Gutter	m	445	\$ 250	\$ 111,250.00
.2	Curb Removal	m	50	\$ 50	\$ 2,500.00
45	Sidewalk				
.1	Concrete Sidewalk - 150mm Thick	m ²	485	\$ 220	\$ 106,700.00
.2	Sidewalk Removal	m ²	30	\$ 120	\$ 3,600.00
46	Tactile Walking Surface Indicator	each	36	\$ 300	\$ 10,800.00
51	Adjusting Existing Manhole Rim	each	9	\$ 500	\$ 4,500.00
53	Signs and Telespar Post	each	1	\$ 800	\$ 800.00
Sub-Total Street Const.					\$ 320,830

ITEM	DESCRIPTION	UNITS	QNTY.	UNIT PRICE	COST
LANDSCAPING					
66	Topsoil and Sod 150mm	m ²	425	\$ 30	\$ 12,750.00
Sub-Total Landscaping					\$ 12,750

ITEM	DESCRIPTION	UNITS	QNTY.	UNIT PRICE	COST
ADDITIONAL ITEMS					
76	Pavement Markings				
.1	Painted White Single Line-Solid	m	45	\$ 7	\$ 315.00
.2	Painted Crosswalk	m	15	\$ 50	\$ 750.00
.3	Painted Zebra Crosswalk	m	45	\$ 35	\$ 1,575.00
.4	Painted Yellow Single Centreline-Solid	m	225	\$ 3	\$ 675.00
.5	Painted Stop Bar	m	25	\$ 21	\$ 525.00
.6	Painted Hatch - White	m ²	90	\$ 20	\$ 1,800.00
77	Rectangular Rapid Flashing Beacon (RRFB)	L.S.	1	\$ 12,000	\$ 12,000.00
Sub-Total Additional Items					\$ 17,640

Disclaimer: This estimate of probable construction cost is approximate only. Actual cost may vary significantly from this estimate due to market conditions such as material and labour costs, time of year, industry workload, competition, etc. This estimate has been prepared based on our experience with similar projects. This estimate has not been prepared by obtaining any estimates or quotes from contractors. Due to the uncertainties of what contractors bid, WSP cannot make any assurances that this estimate will be within a reasonable range of the tendered low bid. When assessing this project for business feasibility purposes this estimate should not be relied upon without considering these factors.

SUB-TOTAL (All Items)	\$ 463,220
CONTINGENCY (50%)	\$ 231,610
TOTAL	\$ 694,830

LUNENBURG TRAFFIC AND PARKING PLAN
CLASS "D" COST ESTIMATE - COMMUNITY CENTRE PARKING LOT



PROJECT NO.
 DATE:
 CLIENT:
 CONSULTANT:
 UNIT PRICE SOURCE:

CA0029624.8132
 2024-11-18
 Town of Lunenburg
 WSP
 WSP

NOTES: 1) ALL PRICES AND TOTALS BASED ON 2024 CANADIAN DOLLARS AND EXCLUDE HST.

ITEM	DESCRIPTION	UNITS	QNTY.	UNIT PRICE	COST
<u>STREET CONSTRUCTION</u>					
41	Gravels				
.1	Type 1 - 150 mm thick	m ²	120	\$ 23	\$ 2,760.00
43	Asphaltic Concrete				
.1	Type C-HF 50 mm thick	m ²	120	\$ 50	\$ 6,000.00
.2	Type B-HF 100 mm thick	m ²	120	\$ 35	\$ 4,200.00
.3	Full Depth Asphalt Removal	m ²	300	\$ 10	\$ 3,000.00
44	Curb				
.1	Concrete Curb & Gutter	m	200	\$ 250	\$ 50,000.00
45	Sidewalk				
.1	Concrete Sidewalk - 150mm Thick	m ²	400	\$ 220	\$ 88,000.00
46	Tactile Walking Surface Indicator	each	17	\$ 300	\$ 5,100.00
53	Signs and Telespar Post	each	1	\$ 800	\$ 800.00
Sub-Total Street Const.					\$ 159,860

ITEM	DESCRIPTION	UNITS	QNTY.	UNIT PRICE	COST
<u>ADDITIONAL ITEMS</u>					
76	Pavement Markings				
.1	Painted White Single Line-Solid	m	1,330	\$ 7	\$ 9,310.00
.2	Painted Stop Bar	m	25	\$ 21	\$ 525.00
.3	Painted Hatch - White	m ²	110	\$ 20	\$ 2,200.00
.4	Painted Accessible Parking Symbol	each	7	\$ 115	\$ 805.00
76	Bicycle Ammenities	L.S.	1	\$ 10,000	\$ 10,000.00
78	Rectangular Rapid Flashing Beacon (RRFB)	L.S.	1	\$ 12,000	\$ 12,000.00
Sub-Total Additional Items					\$ 34,840

Disclaimer: This estimate of probable construction cost is approximate only. Actual cost may vary significantly from this estimate due to market conditions such as material and labour costs, time of year, industry workload, competition, etc. This estimate has been prepared based on our experience with similar projects. This estimate has not been prepared by obtaining any estimates or quotes from contractors. Due to the uncertainties of what contractors bid, WSP cannot make any assurances that this estimate will be within a reasonable range of the tendered low bid. When assessing this project for business feasibility purposes this estimate should not be relied upon without considering these factors.

SUB-TOTAL (All Items)	\$ 194,700
CONTINGENCY (50%)	\$ 97,350
TOTAL	\$ 292,050



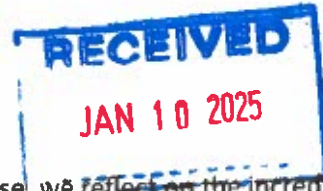
West Nova Fuels



West Nova Propane

CURL FOR A CAUSE

Dear Town of Lunenburg,



As we celebrate the 25th and final year of **West Nova Fuels Curl for a Cause**, we reflect on the incredible journey we've taken together to support Fishermen's Memorial Hospital in Lunenburg. Over the past 24 years, West Nova Fuels Curl for a Cause has raised over **\$885,000**, funding more than **100 pieces of essential medical equipment** for our community hospital. We are now on the brink of an extraordinary milestone—raising **\$1 million**—and we need your help to achieve this goal.

The Health Services Foundation's **Lift Fishermen's campaign** will see 23 ceiling lifts be installed throughout our hospital. These lifts are vital for promoting mobility and dignity for patients who require assistance. They not only enhance patient care but also significantly reduce the risk of injury among our dedicated healthcare team. Your support can make a profound difference in the lives of patients and healthcare workers alike, ensuring a safer and more comfortable experience for everyone at Fishermen's Memorial Hospital.

Together, we can reach our goal and celebrate the legacy of **West Nova Fuels Curl for a Cause** in a way that truly honors our commitment to community health. Please join us in donating to **Lift Fishermen's!**

Thank you for your continued support and for being an essential part of our community. Let's make this year's Curl for a Cause the most impactful one yet!

Should you be writing a cheque, **please indicate your support for Curl for a Cause**, and make it out to the **Health Services Foundation of the South Shore**. Please fill in the attached form and send in the enclosed envelope or you can contact the Foundation at 902-543-8065. We hope you can join us.

Sincerely,

Anne Cosgrove
Chair – Curl for a Cause Organizing Committee

Ps. Any excess funds are raised through this initiative will be designated to Fishermen's Memorial Hospital.



Together a healthy future is in our hands

P.O. Box 492, Bridgewater, N.S. B4V 2X6 • 14 High Street, Lunenburg, N.S. B0J 2C0
902-634-7374 • www.healthservicesfoundation.ca • 902-543-8065



West Nova Fuels



West Nova Propane

CURL FOR A CAUSE

SUPPORT THE 25th ANNUAL WEST NOVA FUELS CURL FOR A CAUSE February 28 – March 2, 2025

This form must accompany your donation.

**** In order to correctly reflect your name and your donation on our digital donor wall over the bonspiel weekend you must fill in this form completely. ****

Sheet @ \$1000	\$ _____
Skip @ \$800	\$ _____
Mate @ \$550	\$ _____
Second @ \$300	\$ _____
Lead @ \$175	\$ _____
Rock @ \$ 100	\$ _____
Broom @ \$ 75	\$ _____
Other Donation	\$ _____

50/50 Draw - \$5 per Ticket

tickets ____ x \$5 = \$ _____

Draw for 50/50 on March 2, 2025 during the closing ceremonies.
(License No: AGD-346186-24). **50/50 is not a receiptable donation.**

Total \$ _____

Payment Method

Cheque _____ (Payable to the Health Services Foundation of the South Shore)

VISA _____ MASTERCARD _____ AMEX _____ CASH _____

Card #: _____ Expiry: ____/____ Security Code: _____

Signature: _____

Contact Information (you must fill this in with BLOCK LETTERING)**

Full Name _____ **

Complete Mailing Address _____ **

Phone _____ Email _____

**** Name to be placed on Signage _____ ****

I would like to contribute prizes _____

**** All donations must be received by February 7, 2025 to have your name placed in the program. Beyond that date we can only offer recognition within the club on signage.**



Together a healthy future is in our hands

P.O. Box 492, Bridgewater, N.S. B4V 2X6 • 14 High Street, Lunenburg, N.S. B0J 2C0
902-634-7374 • www.healthservicesfoundation.ca • 902-543-8065

From: [Kayla Byrne](#)
To: [Kayla Byrne](#)
Subject: RE: Reminder: Your invitation to the 2025 CiB Atlantic Provincial Edition
Date: January 20, 2025 5:26:10 PM

From: Communities in Bloom <bloom-cib-cef.com@shared1.ccsend.com>
Sent: January-16-25 11:33 AM
To: Ann Covey <acovey@townoflunenburg.ca>
Subject: Reminder: Your invitation to the 2025 CiB Atlantic Provincial Edition

CAUTION: THIS IS AN EXTERNAL MAIL

[Not displaying properly? Click to read in a browser window](#)



January 2025

Honourable Mayor, Council and Municipal Staff,

Communities in Bloom is a non-profit, charitable, Canadian organization committed to fostering civic pride, environmental responsibility, and beautification through community engagement and the challenge of friendly competition.

The program nurtures involvement and action by citizens of all ages, municipal governments, local organizations, institutions and businesses. It strives to improve the tidiness, appearance, and visual appeal of our neighborhoods, parks, open spaces, and streetscapes through the imaginative use of flowers, plants and trees.

A focus on environmental awareness and the preservation and conservation of the cultural, natural, and built heritage elements are also integral pillars to the success of the program.

We invite your community to experience and enjoy the benefits of people, plants and pride... growing great places together by participating in the 2025 Communities in Bloom program.

In the past few years, significant changes have occurred in society's expectations for, and usage of, our outdoor environments. We encourage you to join communities across the Atlantic provinces and Canada to develop:

- **civic pride**
- **mitigate and adapt to the impacts of climate change**
- **enhance green spaces**
- **strengthen neighborhoods and**
- **increase investment opportunities and tourism**

Your community will receive **invaluable feedback from a professional team of experienced, volunteer judges** who will provide you with a comprehensive report of observations and recommendations to serve as a **template for continuous improvement** following their visit.

Your community will also be invited to submit for special achievement awards and to apply for grants offered by our sponsors and partners.

Your community has the option to participate in one of the following categories (please see the [How to Participate](#) guide for more information):

- **Population Category (community is evaluated):**

Two volunteer judges visit and evaluate the community to provide a detailed report, including any special mentions and an overall bloom rating (from 1 to 5 blooms) The evaluation visit will be scheduled for two days with accommodation provided by the host community.



or

- **Friends Category (community is not evaluated):**

Community is NOT evaluated: becomes part of the Communities in Bloom network, able to access educational, idea sharing for community improvement, and an invitation to attend the annual symposium. The registration fee is \$260.00 CAD

Participating in the CiB program has proven, **positive benefits!** While impacting all sectors of your municipality, CiB will help to encourage and enhance community involvement, improve green infrastructure, and become more environmentally sustainable. The very high Return on Investment that has been noted by other communities make CiB **one of the best investments** you can make for your hometown!

Check out the video below that features information and testimonials from Mayors, community leaders and partners who have seen the benefits of participating in Communities in Bloom.



CiB Atlantic is inviting your community to act early and

REGISTER for the 2025 Atlantic Provincial Edition!

The registration form can be completed directly on-line, click below

[CiB ATLANTIC ONLINE REGISTRATION FORM](#)



NEED MORE INFORMATION ON THE CiB PROGRAM?

Join three successful Communities in Bloom communities on January 22nd as they share insights about the CiB program and its transformative benefits.

Come By Chance, NL; New Maryland, NB; and Mahone Bay, NS will provide valuable tips on how to participate in the program and showcase why joining the 2025 Communities in Bloom initiative is an essential step to help your community grow great places together!

[REGISTER FOR THE FREE WEBINAR](#)



2025 Theme of the Year

We are excited to reveal our new Theme of the Year: Edible Gardens!

As food insecurity continues to impact communities, this theme shines a light on the many benefits of growing your own food. From vegetable and herb gardens to fruit-bearing plants like berries, tomatoes, and peppers, edible gardens are a powerful way to encourage sustainability, support local ecosystems, and foster community connections. By nurturing these spaces, we nurture ourselves and our environment.

Join us in 2025 to plant edible gardens, build community, and promote a greener, healthier future!

For more information about how Communities in Bloom can **help your community** become a **Greener and Healthier** community, please contact:

Sonia Parrino - CiB Program Specialist

Phone: (514) 694-8871 email: bloom@cib-cef.com

Sincerely,



Susan Ellis,

B.A., B. Ed., Ec.D.

CIB National Chairperson



You are receiving this email from **Communities in Bloom**, a national non-profit organization with charity status. For comments or questions, please contact us at bloom@cib-cef.com

Communities in Bloom | 7856, Fifth Line South | Milton, ON L9T 2X8 CA

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Constant Contact



January 13, 2025

Mayor Jamie Myra
Deputy Mayor Rachel Bailey
Councillors Renea Babineau, Debbie Dauphinee, Gale Fullerton, Alex Greek and Alison Strachan

Re: Next steps for Blockhouse Hill and the Old Town Lunenburg UNESCO World Heritage Site Buffer Zone

Dear Mayor, Deputy Mayor and Councillors,

Over the last almost two years, much information has been uncovered and published regarding Lunenburg's World Heritage property, and associated deficiencies in its management. I believe that it would be appropriate for you to reflect on the following at your February strategic planning session.

I propose that Council consider the following actions to mitigate the damage that has been done over the past two years, and to address the management deficit of the last 30 years.

1. Respond without delay to the December 16, 2024 letter you received from ICOMOS, answering their questions in full, and making those answers public in the interests of transparency.
2. Reverse the decision to declare surplus both the land on Blockhouse Hill and the land targeted for the King Street Extension.
3. Create a WH property management committee of knowledgeable people with the relevant expertise and instruct them, as a priority, to draft a management plan for the property following UNESCO guidelines.
4. Ask Parks Canada for a full review of the process resulting in the 2015 Retrospective Statement of Outstanding Universal Value in order to correct the errors and omissions contained in the Statement, and then ask ICOMOS to advise the World Heritage Committee to amend the Statement accordingly via a minor boundary modification as provided for in the UNESCO Operational Guidelines.
5. Immediately take steps to correct and publicly retract all statements made in the last 24 months to the effect that the Buffer Zone was created in 2017. That contention has been characterized, in writing, as incorrect by the Director of the UNESCO World Heritage Centre.

I firmly believe that through these actions, Council can demonstrate that they clearly understand the value of our World Heritage property and its importance to the Town's cultural and economic wellbeing.

I am available at your convenience to discuss these issues. I look forward to a timely response.

Sincerely,

Paula Rennie

Subject: Curbside Waste Collection Services Contract

Prepared by: Tyson Joyce, Director of Public Works

Date: December 24, 2024



Recommendation

That Council award the Curbside Waste Collection Services Contract to GE's All Trucking Limited from fiscal 2026/27 up to fiscal 2032/33.

Alternatives

- Defer a decision
- Retender

Background

The Lunenburg Region Municipal Joint Services Board (MJSB) led a Request for Proposal (RFP) process in August 2024 for curbside waste collection services, with the combined effort expected to receive more competitive pricing. All five Municipalities within the Lunenburg region were given the opportunity to provide input on the document.

Curbside waste collection includes household landfill waste, blue bag recyclables, paper, cardboard, organics, leaf and yard waste, bulky bi-weekly landfill waste, and metal, wood and Christmas tree collection.

All the other four Municipalities in the Lunenburg Region have awarded their Contracts to GE's All Trucking Limited. A requirement of the RFP was for each submission to include an "Environmentally Sustainable Waste Collection Proposal", including electric vehicles, standardized waste containers, etc. but this was conditional on all Municipal units agreeing to pay for this service. Several Municipalities have already opted out of the environmentally sustainable option, meaning it is no longer available to the Town.

Earlier in 2024, Council opted to extend our existing agreement for two years, covering the Town for curbside waste collection up to March 31, 2026. The period included in the new RFP is for seven (7) years, running from April 1, 2026 up to March 31, 2033.

Discussion

The RFP issued by the Lunenburg Region MJSB for the Curbside Waste Collection received two (2) proposals – one from GE's All Trucking Limited, and one from Miller Waste Systems.

A cost comparison of the two proposals for the 2026/27 fiscal year is as follows. Both proposals were made on the assumption of 1,531 dwellings were included within the Town of Lunenburg for pickup.

	Scope Item	GE Trucking Limited	Miller Waste Services
	Bi-Weekly Organics & Garbage Collection	\$111,839.55	\$164,246.00
	Bi-Weekly Paper, Cardboard and Blue Bag Collection	\$72,446.92	\$152,411.00
	Leaf & Yard Waste	\$8,282.71	\$2,223.00
	Additional Summer Organics Collection	\$23,224.96	\$36,948.00
	Bi-Weekly Bulky Waste	\$16,029.57	\$9,247.00
	Christmas Tree Collection	\$4,133.70	\$1,638.00
	Public Waste Container Pickup	\$30,637.03	\$17,993.00
Prov	Route Supervisor	\$11,185.36	Inc above
Prov	Annual Electronic Waste Collection	\$770.37	\$1,364.00
Prov	Storm Debris Collection	\$5,741.25	\$8,313.00
	Estimated Total Cost	\$284,291.42	\$394,383.00

* the amounts above are excluding HST.

With the RFP covering multiple years, Proponents were also asked to provide yearly increase percentages. A yearly breakdown of these is attached, alongside the estimated total cost year on year:

	GE Trucking	Limited	Miller Waste	Services
	% increase	Estimated Cost	% increase	Estimated Cost
2026/27		\$284,291.42		\$394,383.00
2027/28	2.89	\$292,507.44	3	\$406,214.49
2028/29	2.89	\$300,960.92	3.5	\$420,432.00
2029/30	2.89	\$309,658.67	4	\$437,249.28
2030/31	2.89	\$318,607.83	4	\$454,739.25
2031/32	2.89	\$327,815.58	4	\$472,928.82
2032/33	2.89	\$337,289.46	4	\$491,845.97
Total		\$2,171,131.32		\$3,077,792.80

The estimated cost for 2026/27 is in line with the estimated cost that Council has already agreed to in the extension awarded to GE Trucking for 2025/26 (\$277,765 + HST). Some of the provisional items included in the new Agreement (Annual Electronic Waste Collection, Storm Debris Collection) were not part of the previous Agreement.

Staff have held discussions with the representative of the MJSB and agree with their assessment to support GE's All Trucking Limited proposal.

The Town's Public Works Department have had a good working relationship in the previous contract with GE's All Trucking Limited. They have performed the Town's curbside waste collection services well and reliably, been strong in communication with Public Works and cooperative in accommodating one-off collection requests that have arisen from time to time.

Council could retender, however, the prices included are based on pricing supplied for the five Lunenburg County municipalities, who would collectively have greater buying power than the Town of Lunenburg as a sole proponent in a purchasing competition. Other municipalities have already signed onto this offer with GE's All Trucking Limited, again weakening any potential leverage or competition to this offer.

Strategic Plan Relevance

- Servicing and Facilities: Direction to ensure efficient infrastructure and that municipal facilities are properly managed and maintained for future use.
- Continue to provide the provision for the safe collection of solid waste within the town boundary and deepen work with neighboring municipalities to ensure the town has access to solid waste collection and recycling facilities.

Financial

The increase for 2026/27 is estimated to be \$6,526.17 or 2.35% and then rise by 2.89% per year for the duration of the Agreement (up to Fiscal 2032/33). These increases will be included in the Garbage and Waste Collection budgets in the respective years and are funded through the tax rate.

Subject: Stormwater Separation Masterplan – *RFP Award*
From: Tyson Joyce, Director of Public Works
Date: January 16, 2025



Recommendation

That Council increase the budget for the Storm Separation Plan Project to \$127,000 funded by Sewer Reserves.

That Council award the Stormwater Separation Masterplan Request for Proposal (RFP) to CBCL for the amount of \$109,975 + HST.

Alternatives

- That Council not award the Stormwater Separation Masterplan RFP and defer this work to a later time.

Background

The Town of Lunenburg has identified the need for a complete stormwater separation masterplan as a key part of ongoing efforts to develop an Asset Management Plan. This plan is required to understand and model the existing underground and aboveground stormwater infrastructure. With this plan, staff will be able to determine effective and systematic replacements and upgrades to the infrastructure as well as strategies for sanitary and stormwater separation and countering saltwater intrusion.

This Project is intended to be a further step in building on the previous GIS database of wastewater infrastructure and system modelling that has been performed. The objectives of this project are to:

- provide the Town with computer models of the Town's complete stormwater system (above ground and underground) which will enable to Town to be able to analyse the systems for such things as future growth, and sanitary and storm separation;
- provide the Town with street by street recommendations for storm infrastructure to ensure that the downstream sewer sizing and outfall have adequate capacity for future potential storm sewer extension projects.

The scope requires field data collection and verification, computer modelling, calibration and then simulation for current and future storm conditions.

The amount approved in the 2024/25 Town Capital Budget for the Storm Separation Masterplan is \$110,000, including net HST.

Discussion

The RFP for the work associated with the Storm Separation Masterplan closed on October 26, 2024, and the validity period has been extended to 120 days. The RFP process assesses the submissions on several criteria with specific weightings to generate a score for evaluation purposes.

RFP Results (all RFP awards over \$100,000 must be approved by Council)

Company	RFP Score	RFP Price (excluding HST)
CBCL	83.1	\$109,975
CTQ Consultants	81.0	\$99,215*
DesignPoint	73.4	\$172,100*

* Both CTQ Consultants and DesignPoint excluded flow monitoring from their price above.

Staff were pleased to receive three competitive proposals as can be seen from the scores above. CBCL's proposal included flow monitoring as part of their scope as added value and CBCL are very familiar with the Town's wastewater system after working on the previous GIS database and modelling projects.

Strategic Plan Relevance

Capital Construction Projects are part of the Servicing and Facilities Strategic Direction of the Town's Comprehensive Community Plan; a town where the long-term infrastructure needs of the community are met through strategic management and incremental, well-phased upgrades that are financially sustainable.

Financial

The amount approved in the 2024/25 Town Capital Budget for the Storm Separation Masterplan is \$110,000, including net HST. However, after incorporating the results of the RFP, the revised budget estimate has increased to \$127,000.

Incorporating the results of the Civil Work Tendering, the Revised Budget Estimate for the Project is as follows:

Item	Cost including Net HST
Storm Separation RFP	\$115,000
Contingency	\$ 12,000
Revised Budget	\$127,000

Subject: Accessible Housing Incentive Policy - *Notice*
From: Community Development
Date: January 28, 2024



Recommendation

That Council give notice to approve the new Accessible Housing Incentive Policy as presented.

Alternatives

1. Refer this item to the Accessibility Committee
2. Request additional information from Staff
3. Request edits be made before the policy returns for decision

Background

The Town of Lunenburg has identified a need to encourage the development of more accessible housing units in the community beyond the minimum requirements mandated by the Nova Scotia Building Code. To support this goal, staff propose an incentive policy that would refund developers for municipal service hookup fees and subdivision fees when they include additional accessible units in their projects.

These fees currently represent a significant upfront cost for developers:

- Municipal service hookup fees: Average \$3,500 per dwelling unit.
- Subdivision application fees: Range from \$2,000 to \$5,000, depending on the scope of the development.

By reimbursing these fees, the Town can create a tangible incentive for developers to prioritize accessibility in their housing projects, while fostering a more inclusive community.

This initiative is one of the Town's housing Accelerator Fund initiatives. Council needs to pass a motion on additional accessible unit incentives by February 29, 2025, to meet the Housing Accelerator Fund deadline.

Discussion

To encourage accessible housing development, staff recommend reimbursing municipal service hookup and subdivision fees for projects exceeding minimum accessibility requirements. Administering incentives via the Town's extant permitting and inspection process would streamline the incentive's administration and reduce staff workload.

The Building Code specifies minimum accessibility requirements for residential buildings, including barrier-free entrances, wider doorways and passageways, maneuverable bathrooms and kitchens, and reinforced walls for grab bars. Accessible units are designed to provide usability for individuals with physical disabilities. These requirements ensure units are functional for individuals with mobility challenges, meeting standards outlined in the Nova Scotia Building Code Regulation.

In Nova Scotia, the Building Code Regulations specify accessibility requirements for residential buildings, particularly concerning the number of accessible units in multi-unit dwellings.

- Buildings with less than 20 dwelling units have no minimum accessible unit requirement.
- Buildings with 20 or More Units: At least 1 in every 20 units must be accessible. For example, a building with 60 units would require a minimum of 3 accessible units.

Using this criteria as the trigger for our program would mean any of the following would be eligible for a refund

- Buildings with less than 20 dwelling units with one accessible unit
- Buildings with 20 or more units must include 2 accessible units for every 20 units, plus one additional accessible unit for any remaining units beyond multiples of 20. For example, a building with 60 units would require a minimum of 6 accessible units. A building with 65 units would require a minimum of 7 accessible units.

The proposed incentive would apply to any project that requires a building and occupancy permit under the Nova Scotia Building Code. This means the policy applies to all types of dwelling units being made accessible. This includes newly constructed units, renovations to existing structures, and the creation of accessory dwelling units.

Given that the Housing Accelerator Fund (HAF) is a time-limited funding source, Council will need to evaluate whether to allocate additional resources if the program is to continue beyond the Fund's availability. At this stage, staff recommend implementing a three-year pilot program to assess the program's impact and feasibility.

Administration

Staff recommend aligning the Town's incentives with Nova Scotia Building Code requirements to streamline administration. This approach ensures that all necessary information is collected during the permitting process.

Building permit are required for:

- New Construction: Erecting a new building or structure.
- Renovations/Alterations: Making changes to an existing structure that affect:
 - Structural integrity.
 - Life safety systems (e.g., fire alarms, sprinklers).
 - Plumbing, electrical, or mechanical systems.

- Demolitions: Taking down an existing building or a significant part of one.
- Additions: Expanding the size of an existing building.
- Accessory Structures: Constructing structures like garages, sheds (depending on size), and decks.
- Change of Use: Altering the use or occupancy classification of a building (e.g., converting a residence into a commercial space).
- Significant Repairs: Repairs that involve structural components (e.g., replacing load-bearing walls, foundation work).

An occupancy permit is required before:

- Occupying a New Building: Moving into or using a newly constructed building or addition.
- Reoccupying After Significant Renovations: After major repairs or alterations that impact life safety or structural components.
- Change in Use: When a building's purpose changes and requires compliance with a different occupancy classification under the Building Code (e.g., residential to commercial).

As part of the building permit application, projects are assessed against the Nova Scotia Building Code Regulations, including accessibility criteria. To receive an occupancy permit, a qualified building inspector conducts an on-site review to confirm that accessibility requirements have been met. Reimbursement of funds would occur after the issuance of the final occupancy permit, ensuring compliance.

This approach addresses potential risks, such as projects failing to meet accessibility standards. In some cases, developers may opt to make units adaptable rather than fully accessible to reduce costs. By tying incentives to final occupancy, the Town can ensure that projects deliver on their commitments to accessibility before funds are disbursed.

Strategic Plan Relevance

Housing: Direction to support different types of housing development, tenant structures, and affordability

Relevant Legislation

Municipal Government Act

Financial

These incentives will result in lost revenue for the Town. However, passing these incentives will contribute to the Town being able to keep and spend the \$1,158,943 received under the Housing Accelerator Fund.

Communications

These incentives would be publicized if passed by Council.

Attachments

- A. Draft Accessible Housing Incentive Policy

B. [Nova Scotia Building Code Regulation: User Guide](#)

Accessible Housing Incentive Policy

Date adopted by Council: **TBD**



1. POLICY STATEMENT

The Town of Lunenburg recognizes the importance of increasing accessible housing options within the community. To encourage the development of housing that exceeds the minimum accessibility requirements of the Nova Scotia Building Code, this policy provides targeted financial incentives to eligible projects that prioritize accessibility.

2. PURPOSE

The purpose of this policy is to:

1. Promote the development of accessible housing that enhances inclusivity within the Town of Lunenburg.
2. Provide financial support to those who go beyond the mandated accessibility standards in their housing projects.

3. SCOPE

This policy applies to building projects that exceed the minimum number of accessible housing units required under the Nova Scotia Building Code and meet the eligibility criteria outlined in Section 5 of this policy.

4. DEFINITIONS

“Accessible Dwelling Unit” is a fully barrier-free dwelling unit that meets the requirements of Accessibility (A) under the Nova Scotia Building Code Act and Regulations. For the purposes of this policy, an adaptable unit per the Adaptable Housing Requirements (AHR) under the Nova Scotia Building Code Regulations does not qualify as an accessible dwelling unit.

“Building Project” means any project requiring a building permit and occupancy permit under the Nova Scotia Building Code Act.

“Dwelling Unit” has the same meaning as the Nova Scotia Building Code Act and Regulations.

“Occupancy Permit” means an occupancy permit issued per the Nova Scotia Building Code Act and Regulations, confirming that a building or part thereof is suitable for occupancy.

“Service Hookup Fees” means charges levied by the Town for connecting to municipal water and wastewater services. These fees are limited to connection charges and do not include costs associated with street or service extensions or upgrades, or reinstatement of laterals.

“Subdivision” has the same definition as in the Town’s Subdivision By-law.

“Subdivision Fees” means charges levied by the Town in relation to the processes and requirements outlined in the Town’s Subdivision By-law, including but not limited to application, review, and approval fees for subdivision plans.

“Town” means the Town of Lunenburg.

5. Eligibility Criteria

To qualify for incentives under this policy, building projects must meet one of the following conditions:

1. Building projects on buildings with fewer than 20 Dwelling Units: The project must include at least one accessible dwelling unit.
2. Building project on building with 20 or More Dwelling Units: The project must include two accessible dwelling units for every 20 dwelling units, plus one additional accessible dwelling unit for any remaining units beyond multiples of 20.

6. Incentives

The Town will reimburse Service Hookup Fees and Subdivision Fees charged against building projects upon submission of a final occupancy permit that confirms compliance with the eligibility criteria. Final occupancy permits must date from within the policy duration.

Reimbursements will only be issued upon submission of a final occupancy permit. Temporary or conditional occupancy permits issued under the *Nova Scotia Building Code Act* are insufficient proof of compliance with the eligibility criteria.

Submissions of occupancy permits made before the policy’s amendment or expiration will be assessed under the provisions in effect at the time of submission.

Developers may combine incentives from this policy with other programs, such as affordability or energy efficiency grants, to encourage diverse and inclusive housing developments.

7. Policy Duration

This policy will remain in effect for 36 months from the date Council adopts it. After this time, it will automatically expire unless Council extends its duration.

If Council updates the policy during its effective period, the revised policy will still expire at the end of the original 36-month period, unless Council decides otherwise.