B

Appendix B MMLOS Analysis: Pre-Development



OS AND DATA ENTRY - Use this to enter what you	_		<u></u>	<u> </u>	D
Actual GCENARIO:	C 100 Ave & 109 St Pre-Develo	nment AM Peak	D	D	В
Area Type:	Urban Main Street	pinent Am Feuk			
MODE	广	%	1		
Гуре			SIGNALIZED INTERSECTIONS		
Target (Custom if necessary)	D				
Adjustment for Planning Direction	None				
Reasons for adjustment (if applicable)					
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)					
Actual	С	В	D	D	В
		Active Transportation	n Design Check		
	Are marked pedestrian crossing	s provided to connect all approa	ching pedestrian facilities?		Yes
Does the approaching bike f	acility continue at a consistent w	idth up to the edge of the interso	ection (crosswalk or curb edge of	intersecting roadway)?	Yes
Is a continuo	us amount of space and accompa	nying pavement makings delinea	ated for cyclists through the inter	section?	Yes
Does the intersection design provide	de features which facilitate all the	e intended turn movements for o	cyclists (e.g. bike boxes, queuing	space, protected intersection,	Yes
		ns with Disabilities Act (AODA) ards (if applicable) been considere			Yes
		MMLOS Eva	aluation		
	Enhanced Pedestrian Measures	Enhanced Bicycle Facilities	Transit Priority Measures	Average Effective Turning Radius (m)	% of Movements with Dedicated Turn Lanes
Measure 1	0	>1	No transit priority measures at any approaches for transit	Less than 11	60 - 84%
	Average Effective Turning Radius (m)	Average Effective Turning Radius (m)	Transit Movement Delay (s)	Car Level of Service	Intersection Delay (s)
Measure 2	Less than 9	Less than 9	21 - 35	С	21 - 35
	Signal Cycle Length (s)	Signal Cycle Length (s)	Pedestrian Level of Service	-	-
Measure 3	91 -105	91 - 105	С		
M	Number of Uncontrolled Conflicts (conflicts/approach)	Number of Uncontrolled Conflicts (conflicts/approach)	-	-	-
Measure 4					

OS AND DATA ENTRY - Use this to enter what you	u know and for detailed or summary results ព្	presentation			
Actual	D	В	D	D	В
CENARIO:	100 Ave & 109 St Pre-Develo	pment PM Peak			
Area Type:	Urban Main Street				
MODE	*	્	1=		
уре			SIGNALIZED INTERSECTIONS		
Target (Custom if necessary)	В	В	D	D	D
Adjustment for Planning Direction	Upwards	Upwards	None	None	None
Reasons for adjustment (if applicable)	Pedestrian Priority Area	100 Ave District Connector			
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)					
Actual	D	B Active Transportatio	D	D	В
	Are marked pedestrian crossing	s provided to connect all approa	ching pedestrian facilities?		Yes
Does the approaching bike f	facility continue at a consistent w	idth up to the edge of the interse	ection (crosswalk or curb edge of	intersecting roadway)?	Yes
Is a continuo	us amount of space and accompa	nying pavement makings delinea	ated for cyclists through the inter	section?	Yes
Does the intersection design provi	ide features which facilitate all th	e intended turn movements for a etc)?	cyclists (e.g. bike boxes, queuing	space, protected intersection,	Yes
		ns with Disabilities Act (AODA) ar rds (if applicable) been considere			Yes
		MMLOS Eva	aluation		
Measure 1	Enhanced Pedestrian Measures	Enhanced Bicycle Facilities	Transit Priority Measures	Average Effective Turning Radius (m)	% of Movements with Dedicated Turn Lanes
ivicasul e 1	0	> 1	No transit priority measures at any approaches for transit	Less than 11	60 - 84%
Manua	Average Effective Turning Radius (m)	Average Effective Turning Radius (m)	Transit Movement Delay (s)	Car Level of Service	Intersection Delay (s)
Measure 2	Less than 9	Less than 9	21 - 35	С	21 - 35
	Signal Cycle Length (s)	Signal Cycle Length (s)	Pedestrian Level of Service	-	-
Measure 3	106 -120	106 - 120	D		
Measure 4	Number of Uncontrolled Conflicts (conflicts/approach)	Number of Uncontrolled Conflicts (conflicts/approach)	-	-	-
Wicasure 4	1.6 - 2.0	1.0			

A at a st		F			
Actual	C	E	D	D	В
ENARIO: ea Type:	Jasper Ave & 109 St Pre-Deve Urban Main Street	elopment AIVI Peak			
и турс.	2	A.	.6		
MODE	T	ો ં	1		
pe			SIGNALIZED INTERSECTIONS		
Target (Custom if necessary)	В	С	D	D	D
Adjustment for Planning Direction	Upwards	None	None	None	None
easons for adjustment (if applicable)	Pedestrian Priority				
Adjustment for Strategic Policy	None	None	None	None	None
teasons for adjustment (if applicable)					
Actual	С	E	D	D	В
		Active Transportation	on Design Check		i i
	Are marked pedestrian crossing	s provided to connect all approa	ching pedestrian facilities?		Yes
Does the approaching bike f	facility continue at a consistent w	idth up to the edge of the inters	ection (crosswalk or curb edge of	intersecting roadway)?	Yes
Is a continuo	us amount of space and accompa	nying pavement makings deline	ated for cyclists through the inter	section?	No
es the intersection design provide	features which facilitate all the i	ntended turn movements for cyc	lists (e.g. bike boxes, queuing spa	ice, protected intersection, etc)?	
es the intersection design provide	Have Accessibility for Ontaria	ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considere	nd municipal accessibility	ice, protected intersection, etc)?	
es the intersection design provide	Have Accessibility for Ontaria	ns with Disabilities Act (AODA) a rds (if applicable) been considere	nd municipal accessibility ed?	ice, protected intersection, etc)?	Yes
es the intersection design provide	Have Accessibility for Ontaria	ns with Disabilities Act (AODA) a	nd municipal accessibility ed?	Average Effective Turning Radius	Yes
es the intersection design provide Measure 1	Have Accessibility for Ontarial standar	ns with Disabilities Act (AODA) and the considered of the consider	nd municipal accessibility ed? aluation	Average Effective Turning Radius	Yes Yes % of Movements with
Measure 1	Have Accessibility for Ontarial standar	ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Evi Enhanced Bicycle Facilities	nd municipal accessibility d? aluation Transit Priority Measures No transit priority measures at any	Average Effective Turning Radius (m)	Yes Yes % of Movements with Dedicated Turn Lanes
	Have Accessibility for Ontarial standar Enhanced Pedestrian Measures > 1 Average Effective Turning Radius	ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Ev Enhanced Bicycle Facilities 0 Average Effective Turning Radius	nd municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any approaches for transit	Average Effective Turning Radius (m) 11 - 12	Yes Yes % of Movements with Dedicated Turn Lanes 85 - 100%
Measure 1 Measure 2	Have Accessibility for Ontarial standar Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m)	ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Ev Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m)	nd municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s)	Average Effective Turning Radius (m) 11 - 12 Car Level of Service	Yes Yes % of Movements with Dedicated Turn Lanes 85 - 100%
Measure 1	Have Accessibility for Ontarial standard standar	ms with Disabilities Act (AODA) and adds (if applicable) been considered. MMLOS Evident Enhanced Bicycle Facilities O Average Effective Turning Radius (m) 11.0 - 12.9	nd municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) 21 - 35	Average Effective Turning Radius (m) 11 - 12 Car Level of Service C	Yes Yes % of Movements with Dedicated Turn Lanes 85 - 100%
Measure 1 Measure 2 Measure 3	Have Accessibility for Ontarian standar Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m) 11.0 - 12.9 Signal Cycle Length (s)	ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Evi Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) 11.0 - 12.9 Signal Cycle Length (s)	nd municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) 21 - 35 Pedestrian Level of Service	Average Effective Turning Radius (m) 11 - 12 Car Level of Service C	Yes Yes % of Movements with Dedicated Turn Lanes 85 - 100% Intersection Delay (s)
Measure 1 Measure 2	Have Accessibility for Ontarian standard Standar	ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Evo Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) 11.0 - 12.9 Signal Cycle Length (s) 91 - 105 Number of Uncontrolled	nd municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) 21 - 35 Pedestrian Level of Service	Average Effective Turning Radius (m) 11 - 12 Car Level of Service C	Yes Yes Wof Movements with Dedicated Turn Lanes 85 - 100% Intersection Delay (s) 21 - 35

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Actual	С	Е	D	D	В
ENARIO: ea Type:	Jasper Ave & 109 St Pre-Deve Urban Main Street	elopment PM Peak			
и турс.	2	*			
MODE	T	್	<u>1</u>		
 pe			SIGNALIZED INTERSECTIONS		
Target (Custom if necessary)	В	С	D	D	D
Adjustment for Planning Direction	Upwards	None	None	None	None
easons for adjustment (if applicable)	Pedestrian Priority				
Adjustment for Strategic Policy	None	None	None	None	None
easons for adjustment (if applicable)					
Actual	С	E	D	D	В
		Active Transportation	on Design Check		
	Are marked pedestrian crossing	s provided to connect all approa	ching pedestrian facilities?		Yes
Does the approaching bike f	acility continue at a consistent w	idth up to the edge of the inters	ection (crosswalk or curb edge of	intersecting roadway)?	Yes
Is a continuo	us amount of space and accompa	nving pavement makings deline	ated for cyclists through the inter	section?	No
	footomes which footbacks all the i	at and a discourse of a second se	lists (s. p. billes become recoving and		Ver
es the intersection design provide	features which facilitate all the i	ntended turn movements for cyc	lists (e.g. bike boxes, queuing spa	ce, protected intersection, etc)?	Yes
es the intersection design provide				ce, protected intersection, etc)?	Yes
es the intersection design provide	Have Accessibility for Ontaria	ntended turn movements for cyc ns with Disabilities Act (AODA) a ds (if applicable) been considere	nd municipal accessibility	ce, protected intersection, etc)?	Yes
es the intersection design provide	Have Accessibility for Ontaria	ns with Disabilities Act (AODA) a	nd municipal accessibility d?	ce, protected intersection, etc)?	
es the intersection design provide	Have Accessibility for Ontarial standar	ns with Disabilities Act (AODA) a ds (if applicable) been considere	nd municipal accessibility d? aluation		
	Have Accessibility for Ontaria	ns with Disabilities Act (AODA) a	nd municipal accessibility d?	ce, protected intersection, etc)? Average Effective Turning Radius	Yes
es the intersection design provide Measure 1	Have Accessibility for Ontarial standar	ns with Disabilities Act (AODA) a ds (if applicable) been considere	nd municipal accessibility d? aluation	Average Effective Turning Radius	Yes % of Movements with
Measure 1	Have Accessibility for Ontarial standar	ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Evi	aluation Transit Priority Measures No transit priority measures at any	Average Effective Turning Radius (m)	Yes % of Movements with Dedicated Turn Lanes
	Have Accessibility for Ontarian standar Enhanced Pedestrian Measures > 1 Average Effective Turning Radius	ns with Disabilities Act (AODA) a ds (if applicable) been considere MMLOS Ev Enhanced Bicycle Facilities 0 Average Effective Turning Radius	nd municipal accessibility d? aluation Transit Priority Measures No transit priority measures at any approaches for transit	Average Effective Turning Radius (m)	Yes % of Movements with Dedicated Turn Lanes 85 - 100%
Measure 1	Have Accessibility for Ontarian standar Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m)	ns with Disabilities Act (AODA) and dis (if applicable) been considered MMLOS Evi Enhanced Bicycle Facilities O Average Effective Turning Radius (m)	aluation Transit Priority Measures at any approaches for transit Transit Movement Delay (s)	Average Effective Turning Radius (m) 11 - 12 Car Level of Service	% of Movements with Dedicated Turn Lanes 85 - 100% Intersection Delay (s)
Measure 1	Have Accessibility for Ontarian standar Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m) 11.0 - 12.9	ms with Disabilities Act (AODA) and the disabilities Act (AODA	nd municipal accessibility d? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) 21 - 35	Average Effective Turning Radius (m) 11 - 12 Car Level of Service C	% of Movements with Dedicated Turn Lanes 85 - 100% Intersection Delay (s)
Measure 1 Measure 2 Measure 3	Have Accessibility for Ontarial standar Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m) 11.0 - 12.9 Signal Cycle Length (s)	ans with Disabilities Act (AODA) and sids (if applicable) been considered MMLOS Evice Enhanced Bicycle Facilities O Average Effective Turning Radius (m) 11.0 - 12.9 Signal Cycle Length (s)	nd municipal accessibility d? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) 21 - 35 Pedestrian Level of Service	Average Effective Turning Radius (m) 11 - 12 Car Level of Service C	% of Movements with Dedicated Turn Lanes 85 - 100% Intersection Delay (s)
Measure 1 Measure 2	Have Accessibility for Ontarian standar Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m) 11.0 - 12.9 Signal Cycle Length (s) 106 - 120 Number of Uncontrolled	ns with Disabilities Act (AODA) and sets (if applicable) been considered MIMLOS Even Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) 11.0 - 12.9 Signal Cycle Length (s) 106 - 120 Number of Uncontrolled	nd municipal accessibility d? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) 21 - 35 Pedestrian Level of Service	Average Effective Turning Radius (m) 11 - 12 Car Level of Service C	Yes % of Movements with Dedicated Turn Lanes 85 - 100% Intersection Delay (s) 21 - 35

	ı know and for detailed or summary results p	resentation			
Actual	С	Е	С	E	D
CENARIO: rea Type:	104 Ave & 109 St Pre-Develo	pment AM Peak			
MODE	፟	%	1 ₩		
ype	_	-	SIGNALIZED INTERSECTIONS		_
Target (Custom if necessary)	В .	С	С	D	D
Adjustment for Planning Direction	Upwards	None	Upwards	None	None
Reasons for adjustment (if applicable)	Pedestrian Priority Area		Valley Line LRT 110X Rapidbus R9X Rapidbus		
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)					
Actual	С	Е	С	Е	D
		Active Transportation	n Design Check		
	Are marked pedestrian crossing	s provided to connect all approa	ching pedestrian facilities?		Yes
Does the approaching bike f	acility continue at a consistent w	idth up to the edge of the interso	ection (crosswalk or curb edge of	intersecting roadway)?	No
Is a continuo	us amount of space and accompa	nying pavement makings deline	ated for cyclists through the inter	rsection?	No
Is a continuou Does the intersection design provio					No Yes
	de features which facilitate all the Have Accessibility for Ontaria	e intended turn movements for (cyclists (e.g. bike boxes, queuing control of the c		
	de features which facilitate all the Have Accessibility for Ontaria	e intended turn movements for (etc)? ns with Disabilities Act (AODA) a	cyclists (e.g. bike boxes, queuing sometimes) and municipal accessibility d?		Yes
Adjustment for Strategic Policy Issons for adjustment (if applicable) Actual Does the approaching bike fa	de features which facilitate all the Have Accessibility for Ontaria	e intended turn movements for o etc)? ns with Disabilities Act (AODA) and ds (if applicable) been considere	cyclists (e.g. bike boxes, queuing and municipal accessibility d? aluation Transit Priority Measures		Yes
Does the intersection design provi	de features which facilitate all the Have Accessibility for Ontarial standar	e intended turn movements for o etc)? ns with Disabilities Act (AODA) and ds (if applicable) been considere	cyclists (e.g. bike boxes, queuing and municipal accessibility d?	space, protected intersection, Average Effective Turning Radius	Yes Yes % of Movements with
Does the intersection design provides the intersection design prov	de features which facilitate all the Have Accessibility for Ontarial standar Enhanced Pedestrian Measures	e intended turn movements for of etc)? ns with Disabilities Act (AODA) and ds (if applicable) been considered MMLOS Eva	cyclists (e.g. bike boxes, queuing and municipal accessibility d? aluation Transit Priority Measures Transit priority measures at a minimum of one but not all	space, protected intersection, Average Effective Turning Radius (m)	Yes Yes % of Movements with Dedicated Turn Lanes
Does the intersection design provi	de features which facilitate all the Have Accessibility for Ontarial standar Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius	e intended turn movements for etc)? ns with Disabilities Act (AODA) and (if applicable) been considered MMLOS Evaluation of the control of	cyclists (e.g. bike boxes, queuing and municipal accessibility d? aluation Transit Priority Measures Transit priority measures at a minimum of one but not all approaches for transit	Average Effective Turning Radius (m)	Yes Yes % of Movements with Dedicated Turn Lanes 35 - 59%
Does the intersection design provided Measure 1 Measure 2	de features which facilitate all the Have Accessibility for Ontarial standar Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius (m)	e intended turn movements for etc)? ns with Disabilities Act (AODA) and (if applicable) been considered MMLOS Evaluation Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m)	cyclists (e.g. bike boxes, queuing and municipal accessibility d? aluation Transit Priority Measures Transit priority measures at a minimum of one but not all approaches for transit Transit Movement Delay (s)	Average Effective Turning Radius (m) 11 - 12 Car Level of Service	Yes Yes Wof Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s)
Does the intersection design provides the intersection design prov	Have Accessibility for Ontarial standar Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius (m) 11.0 - 12.9	e intended turn movements for etc)? ns with Disabilities Act (AODA) and (if applicable) been considered MMLOS Evaluation of the considered biographics of	aluation Transit Priority Measures Transit priority measures at a minimum of one but not all approaches for transit Transit Movement Delay (s)	Average Effective Turning Radius (m) 11 - 12 Car Level of Service	Yes Yes Yes % of Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s) Greater than 80
Measure 1 Measure 2	de features which facilitate all the Have Accessibility for Ontarial standar Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius (m) 11.0 - 12.9 Signal Cycle Length (s)	e intended turn movements for etc)? Ins with Disabilities Act (AODA) and (if applicable) been considered MMLOS Events Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) 11.0 - 12.9 Signal Cycle Length (s)	cyclists (e.g. bike boxes, queuing and municipal accessibility d? aluation Transit Priority Measures Transit priority measures at a minimum of one but not all approaches for transit Transit Movement Delay (s) 36 - 55 Pedestrian Level of Service	Average Effective Turning Radius (m) 11 - 12 Car Level of Service	Yes Yes Yes % of Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s) Greater than 80

Actual		resentation			
	С	Е	С	E	D
CENARIO: rea Type:	104 Ave & 109 St Pre-Develop Urban Main Street	pment PM Peak			
MODE	Ķ	્ર	! ₽		
уре			SIGNALIZED INTERSECTIONS		
Target (Custom if necessary)	В	С	С	D	D
Adjustment for Planning Direction	Upwards	None	Upwards	None	None
Reasons for adjustment (if applicable)	Pedestrian Priority Area		Valley Line LRT 110X Rapidbus R9X Rapidbus		
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)					
Actual	С	E	С	E	D
		Active Transportation	n Design Check		
	Are marked pedestrian crossing	s provided to connect all approa	ching pedestrian facilities?		Yes
Does the approaching bike fa	acility continue at a consistent wi	idth up to the edge of the interse	ection (crosswalk or curb edge of	intersecting roadway)?	No
Is a continuou	us amount of space and accompa	nying pavement makings delinea	ated for cyclists through the inter	section?	No
Describe internación de la la constitución de la co					
Does the intersection design provides	de features which facilitate all the	e intended turn movements for o	cyclists (e.g. bike boxes, queuing	space, protected intersection,	Yes
Does the intersection design provi	Have Accessibility for Ontariar		nd municipal accessibility	space, protected intersection,	Yes Yes
poes the intersection design provi	Have Accessibility for Ontariar	etc)? ns with Disabilities Act (AODA) a	nd municipal accessibility d?	space, protected intersection,	
Adjustment for Strategic Policy isons for adjustment (if applicable) Actual Does the approaching bike fa	Have Accessibility for Ontariar	etc)? ns with Disabilities Act (AODA) ar ds (if applicable) been considere	nd municipal accessibility d? aluation Transit Priority Measures	space, protected intersection, Average Effective Turning Radius	
	Have Accessibility for Ontariar standar	etc)? ns with Disabilities Act (AODA) and the disabilities act (AODA) are act (AODA) and the disabilities act (AODA) and the disabilities act (AODA) are act (AODA) and (AODA) are act (AODA) are a	nd municipal accessibility d? aluation	Average Effective Turning Radius	Yes % of Movements with
Measure 1	Have Accessibility for Ontariar standar	etc)? ns with Disabilities Act (AODA) and ds (if applicable) been considered MMLOS Evantable (Enhanced Bicycle Facilities	nd municipal accessibility d? aluation Transit Priority Measures Transit priority measures at a minimum of one but not all	Average Effective Turning Radius (m)	Yes % of Movements with Dedicated Turn Lanes
	Have Accessibility for Ontariar standar Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius	etc)? Ins with Disabilities Act (AODA) and (if applicable) been considered MMLOS Evaluation of the control of	aluation Transit Priority Measures Transit priority measures at a minimum of one but not all approaches for transit	Average Effective Turning Radius (m)	Yes % of Movements with Dedicated Turn Lanes 35 - 59%
Measure 1 Measure 2	Have Accessibility for Ontariar standar Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius (m)	etc)? Ins with Disabilities Act (AODA) and dis (if applicable) been considered MMLOS Evaluation of the second of	aluation Transit Priority Measures Transit priority measures at a minimum of one but not all approaches for transit Transit Movement Delay (s)	Average Effective Turning Radius (m) 11 - 12 Car Level of Service	Yes % of Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s)
Measure 1	Have Accessibility for Ontariar standar Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius (m) 11.0 - 12.9	etc)? Ins with Disabilities Act (AODA) and (if applicable) been considered MMLOS Evaluation of the control of	nd municipal accessibility d? Bluation Transit Priority Measures Transit priority measures at a minimum of one but not all approaches for transit Transit Movement Delay (s) 36 - 55	Average Effective Turning Radius (m) 11 - 12 Car Level of Service	Yes % of Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s) Greater than 80
Measure 1 Measure 2	Have Accessibility for Ontariar standar Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius (m) 11.0 - 12.9 Signal Cycle Length (s)	etc)? Ins with Disabilities Act (AODA) and (if applicable) been considered MMLOS Evaluation of the considered Bicycle Facilities O Average Effective Turning Radius (m) 11.0 - 12.9 Signal Cycle Length (s)	nd municipal accessibility d? aluation Transit Priority Measures Transit priority measures at a minimum of one but not all approaches for transit Transit Movement Delay (s) 36 - 55 Pedestrian Level of Service	Average Effective Turning Radius (m) 11 - 12 Car Level of Service	Yes % of Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s) Greater than 80

	u know and for detailed or summary results p	B	С	С	С		
	102 Ave & 124 St Pre-Develo		C	C	C		
еа Туре:	Urban Main Street	oment AWY Cak					
MODE	*	्रं	! ₩				
			SIGNALIZED INTERSECTIONS				
Target (Custom if necessary)	В	В	D	D	D		
			_		None		
Adjustment for Planning Direction	Jjustment for Planning Direction Upwards Upwards None None						
Reasons for adjustment (if applicable)	Pedestrian Priority Area	102 Ave District Connector					
Adjustment for Strategic Policy	None	None	None	None	None		
Reasons for adjustment (if applicable)							
Actual	С	В	С	С	С		
		Active Transportatio	n Design Check				
	Are marked pedestrian crossing	s provided to connect all approa	ching pedestrian facilities?		Yes		
Does the approaching bike	facility continue at a consistent w	idth up to the edge of the interse	ection (crosswalk or curb edge of	intersecting roadway)?	Yes		
Is a continuo	us amount of space and accompa	nying pavement makings delinea	ated for cyclists through the inter	section?	Yes		
Does the intersection design provi	ide features which facilitate all th	e intended turn movements for c etc)?	yclists (e.g. bike boxes, queuing	space, protected intersection,	Yes		
		ns with Disabilities Act (AODA) ar ds (if applicable) been considere			Yes		
		MMLOS Eva	aluation				
Moreuro 1	Enhanced Pedestrian Measures	Enhanced Bicycle Facilities	Transit Priority Measures	Average Effective Turning Radius (m)	% of Movements with Dedicated Turn Lanes		
MODE Target (Custom if necessary) Adjustment for Planning Direction asons for adjustment (if applicable) Adjustment for Strategic Policy asons for adjustment (if applicable) Actual Does the approaching bike fa	>1	> 1	Transit priority measures at a minimum of one but not all approaches for transit	13 - 14	10 - 34%		
Measure 2	Average Effective Turning Radius (m)	Average Effective Turning Radius (m)	Transit Movement Delay (s)	Car Level of Service	Intersection Delay (s)		
IVICASUI E Z	13.0 - 14.9	13.0 - 14.9	21 - 35	С	21 - 35		
Manager 2	Signal Cycle Length (s)	Signal Cycle Length (s)	Pedestrian Level of Service	-	-		
Measure 3	Signal Cycle Length (s)	Signal Cycle Length (s) 91 - 105	Pedestrian Level of Service C	•	-		
				-			
Measure 3 Measure 4	91 -105	91 - 105					

OS AND DATA ENTRY - Use this to enter what you			D	6	6
Actual	102 Ave & 124 St Pre-Develo	C Dayle	D	С	С
CENARIO: ea Type:	Urban Main Street	pment Pivi Peak			
MODE	፟	्रं	1 ₩		=
pe			SIGNALIZED INTERSECTIONS		
Target (Custom if necessary)	В	В	D	D	D
Adjustment for Planning Direction	Upwards	Upwards	None	None	None
Reasons for adjustment (if applicable)	Pedestrian Priority Area	102 Ave District Connector	THORIC .	None	None
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)					
Actual	С	С	D	С	С
		Active Transportatio	n Design Check		
	Are marked pedestrian crossing	s provided to connect all approa	ching pedestrian facilities?		Yes
Does the approaching bike	facility continue at a consistent w	idth up to the edge of the interse	ection (crosswalk or curb edge of	intersecting roadway)?	Yes
Is a continuo	us amount of space and accompa	nying pavement makings delinea	ated for cyclists through the inter	section?	Yes
Does the intersection design provi	de features which facilitate all the	e intended turn movements for o etc)?	cyclists (e.g. bike boxes, queuing	space, protected intersection,	Yes
		ns with Disabilities Act (AODA) ar			Yes
		MMLOS Eva	aluation		
Measure 1	Enhanced Pedestrian Measures	Enhanced Bicycle Facilities	Transit Priority Measures	Average Effective Turning Radius (m)	% of Movements with Dedicated Turn Lanes
Wedsure 1	>1	> 1	No transit priority measures at any approaches for transit	13 - 14	10 - 34%
Mossure 3	Average Effective Turning Radius (m)	Average Effective Turning Radius (m)	Transit Movement Delay (s)	Car Level of Service	Intersection Delay (s)
Measure 2	13.0 - 14.9	13.0 - 14.9	21 - 35	С	21 - 35
	Signal Cycle Length (s)	Signal Cycle Length (s)	Pedestrian Level of Service		-
Measure 3	106 -120	106 - 120	С		
M 6	Number of Uncontrolled Conflicts (conflicts/approach)	Number of Uncontrolled Conflicts (conflicts/approach)	-	-	-
Measure 4					
	2.1 - 2.5	1.0			

	know and for detailed or summary results				
Actual	С	D	С	E	С
	SPR & 124 St Pre-Developme Urban Main Street	ent AM Peak			
еа Туре:	orban iviain Street			<u></u>	
MODE	^	5 0	1₽		
		0 0		0 0	
pe			SIGNALIZED INTERSECTIONS		
Target (Custom if necessary)	В	С	С	D	D
Adjustment for Planning Direction	Upwards	None	Upwards	None	None
easons for adjustment (if applicable)	Pedestrian Priority Area	TVOILE	Valley Line LRT	None	TVOIC
Adjustment for Strategic Policy	None	None	None	None	None
easons for adjustment (if applicable)					
Actual	С	D	С	E	С
		Active Transportatio	n Design Check		
	Are marked pedestrian crossing	gs provided to connect all approa	ching pedestrian facilities?		Yes
Does the approaching hike fo	acility continue at a consistent w	ridth up to the edge of the interse	action (crosswalk or curh edge of	intersecting roadway/?	No
boes the approaching sine in	active continue at a consistent w	nutil up to the eage of the interse	cetion (crosswark or carb cage or	intersecting roadway):	NO
Is a continuou	us amount of space and accompa	nnying pavement makings delinea	ted for cyclists through the inter	section?	No
oes the intersection design provide	reatures which facilitate all the i	ntended turn movements for cyc	lists (e.g. bike boxes, queuing spa	ce, protected intersection, etc)?	Yes
		ns with Disabilities Act (AODA) ar			Yes
	Standai	rds (if applicable) been considere	ar		
		MMLOS Eva	aluation		
	Enhanced Pedestrian Measures	Enhanced Bicycle Facilities	Transit Priority Measures	Average Effective Turning Radius	% of Movements with
Measure 1			Transit priority measures at a	(m)	Dedicated Turn Lanes
	>1	0	minimum of one but not all	Less than 11	35 - 59%
	Average Effective Turning Radius	Average Effective Turning Radius	approaches for transit		
	(m)	(m)	Transit Movement Delay (s)	Car Level of Service	Intersection Delay (s)
Measure 2	0.0.10.0	0.0.10.0	26 55		26 55
	9.0 - 10.9	9.0 - 10.9	36 - 55	D	36 - 55
		Signal Cycle Length (s)			
	Signal Cycle Length (s)		Pedestrian Level of Service		
Measure 3	Signal Cycle Length (s)	o.g.nar eyere zengan (o)	Pedestrian Level of Service	-	
Measure 3	Signal Cycle Length (s) 106 -120	106 - 120	Pedestrian Level of Service	•	-
Measure 3	106 -120	106 - 120		· · · · · · · · · · · · · · · · · · ·	
Measure 3	106 -120 Number of Uncontrolled	106 - 120 Number of Uncontrolled		-	
Measure 3 Measure 4	106 -120	106 - 120	С		-

	ı know and for detailed or summary results p						
Actual	С	D	С	E	С		
ENARIO:	SPR & 124 St Pre-Developme	ent PM Peak					
га Туре:	Urban Main Street						
MODE	 	5 0	1 ₩				
		00		0 0	-		
oe			SIGNALIZED INTERSECTIONS				
Target (Custom if necessary)	В	С	С	D	D		
Adjustment for Planning Direction	Upwards	None	Upwards	None	None		
easons for adjustment (if applicable)	Pedestrian Priority Area	TVOILE	Valley Line LRT	None	None		
Adjustment for Strategic Policy	None	None	None	None	None		
easons for adjustment (if applicable)							
Actual	С	D	С	E	С		
		Active Transportation	on Design Check				
	Are marked pedestrian crossing	s provided to connect all approa	ching pedestrian facilities?		Yes		
Does the approaching bike f	facility continue at a consistent w	idth up to the edge of the interse	ection (crosswalk or curb edge of	intersecting roadway)?	No		
Is a continuo	us amount of space and accompa	inying pavement makings delinea	ated for cyclists through the inter	section?	No		
es the intersection design provide	features which facilitate all the in	ntended turn movements for cvc	lists (e.g. bike boxes, queuing spa	ce. protected intersection. etc)?	Yes		
es the intersection design provide	features which facilitate all the in	ntended turn movements for cyc	lists (e.g. bike boxes, queuing spa	ce, protected intersection, etc)?	Yes		
es the intersection design provide				ce, protected intersection, etc)?	Yes		
es the intersection design provide	Have Accessibility for Ontaria	ns with Disabilities Act (AODA) a	nd municipal accessibility	ce, protected intersection, etc)?	Yes		
es the intersection design provide	Have Accessibility for Ontaria	ns with Disabilities Act (AODA) ar	nd municipal accessibility d?	ce, protected intersection, etc)?			
es the intersection design provide	Have Accessibility for Ontaria	ns with Disabilities Act (AODA) a	nd municipal accessibility d?	ce, protected intersection, etc)?			
es the intersection design provide	Have Accessibility for Ontaria	ns with Disabilities Act (AODA) ar	nd municipal accessibility d?	Average Effective Turning Radius	Yes % of Movements with		
es the intersection design provide Measure 1	Have Accessibility for Ontarial standar	ns with Disabilities Act (AODA) and the considere MMLOS Eva	nd municipal accessibility d? aluation		Yes		
	Have Accessibility for Ontarial standar	ns with Disabilities Act (AODA) and the considere MMLOS Eva	nd municipal accessibility ed? aluation Transit Priority Measures Transit priority measures at a minimum of one but not all	Average Effective Turning Radius	Yes % of Movements with		
	Have Accessibility for Ontarial standar	ns with Disabilities Act (AODA) and the considered state of the considered sta	nd municipal accessibility ed? aluation Transit Priority Measures Transit priority measures at a minimum of one but not all approaches for transit	Average Effective Turning Radius (m) Less than 11	Yes % of Movements with Dedicated Turn Lanes 35 - 59%		
Measure 1	Have Accessibility for Ontarian standar Enhanced Pedestrian Measures	ns with Disabilities Act (AODA) and the disabilities Act (AODA	nd municipal accessibility ed? aluation Transit Priority Measures Transit priority measures at a minimum of one but not all	Average Effective Turning Radius (m)	Yes % of Movements with Dedicated Turn Lanes		
	Have Accessibility for Ontarian standar Enhanced Pedestrian Measures > 1 Average Effective Turning Radius	ns with Disabilities Act (AODA) and rds (if applicable) been considere MMLOS Evaluation Enhanced Bicycle Facilities O Average Effective Turning Radius	nd municipal accessibility ed? aluation Transit Priority Measures Transit priority measures at a minimum of one but not all approaches for transit	Average Effective Turning Radius (m) Less than 11	Yes % of Movements with Dedicated Turn Lanes 35 - 59%		
Measure 1	Have Accessibility for Ontarian standar Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m)	ns with Disabilities Act (AODA) and rds (if applicable) been considered MMLOS Evaluation Enhanced Bicycle Facilities O Average Effective Turning Radius (m)	aluation Transit Priority Measures Transit priority measures at a minimum of one but not all approaches for transit Transit Movement Delay (s)	Average Effective Turning Radius (m) Less than 11 Car Level of Service	% of Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s)		
Measure 1	Have Accessibility for Ontarian standar Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m)	ns with Disabilities Act (AODA) and rds (if applicable) been considered MMLOS Evaluation Enhanced Bicycle Facilities O Average Effective Turning Radius (m)	aluation Transit Priority Measures Transit priority measures at a minimum of one but not all approaches for transit Transit Movement Delay (s)	Average Effective Turning Radius (m) Less than 11 Car Level of Service	Yes % of Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s)		
Measure 1	Have Accessibility for Ontarian standar Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m) 9.0 - 10.9	ms with Disabilities Act (AODA) and rds (if applicable) been considered. MMLOS Evaluation Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) 9.0 - 10.9	nd municipal accessibility (d? aluation Transit Priority Measures Transit priority measures at a minimum of one but not all approaches for transit Transit Movement Delay (s) 36 - 55 Pedestrian Level of Service	Average Effective Turning Radius (m) Less than 11 Car Level of Service	% of Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s)		
Measure 2	Have Accessibility for Ontarian standar Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m) 9.0 - 10.9	ms with Disabilities Act (AODA) and rds (if applicable) been considered. MMLOS Evaluation Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) 9.0 - 10.9	nd municipal accessibility d? aluation Transit Priority Measures Transit priority measures at a minimum of one but not all approaches for transit Transit Movement Delay (s) 36 - 55	Average Effective Turning Radius (m) Less than 11 Car Level of Service	% of Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s)		
Measure 1 Measure 2	Have Accessibility for Ontarial standar Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s)	ns with Disabilities Act (AODA) and rds (if applicable) been considered MMLOS Evaluation Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s)	nd municipal accessibility and? aluation Transit Priority Measures Transit priority measures at a minimum of one but not all approaches for transit Transit Movement Delay (s) 36 - 55 Pedestrian Level of Service	Average Effective Turning Radius (m) Less than 11 Car Level of Service D	Yes % of Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s) 36 - 55		
Measure 1 Measure 2 Measure 3	Have Accessibility for Ontarial standar Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s)	ns with Disabilities Act (AODA) ards (if applicable) been considered MMLOS Evaluation Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s)	nd municipal accessibility (d? aluation Transit Priority Measures Transit priority measures at a minimum of one but not all approaches for transit Transit Movement Delay (s) 36 - 55 Pedestrian Level of Service	Average Effective Turning Radius (m) Less than 11 Car Level of Service	% of Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s)		
Measure 1 Measure 2	Have Accessibility for Ontarian standar Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s) 106 -120 Number of Uncontrolled	ns with Disabilities Act (AODA) and rds (if applicable) been considered MMLOS Evaluation Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s) 106 - 120 Number of Uncontrolled	nd municipal accessibility and? aluation Transit Priority Measures Transit priority measures at a minimum of one but not all approaches for transit Transit Movement Delay (s) 36 - 55 Pedestrian Level of Service	Average Effective Turning Radius (m) Less than 11 Car Level of Service D	Yes % of Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s) 36 - 55		

		presentation			
Actual	С	D	D	D	С
ENARIO:	107 Ave & 124 St Pre-Develo	pment AM Peak			
га Туре:	Urban Main Street				
MODE	 	5 0	1 ₩		
		00		0 0	-
oe			SIGNALIZED INTERSECTIONS		
Target (Custom if necessary)	В	С	D	D	D
Adjustment for Planning Direction	Upwards	None	None	None	None
easons for adjustment (if applicable)	Pedestrian Priority Area	TVOTIC	IVOITE	None	None
Adjustment for Strategic Policy	None	None	None	None	None
teasons for adjustment (if applicable)					
Actual	С		D	D	С
		Active Transportation	on Design Check		
	0		ahina nadaataina fa silitira 2		V
	Are marked pedestrian crossing	s provided to connect all approa	cning pedestrian facilities?		Yes
Does the approaching bike f	acility continue at a consistent w	idth up to the edge of the inters	ection (crosswalk or curb edge of	intersecting roadway)?	No
Is a continuo	us amount of space and accompa	nying pavement makings delinea	ated for cyclists through the inter	section?	No
es the intersection design provide	features which facilitate all the i	ntended turn movements for cyc	lists (e.g. bike boxes, queuing spa	ce. protected intersection, etc)?	
es the intersection design provide	features which facilitate all the in	ntended turn movements for cyc	lists (e.g. bike boxes, queuing spa	ce, protected intersection, etc)?	Yes
es the intersection design provide				ce, protected intersection, etc)?	
es the intersection design provide	Have Accessibility for Ontaria	ns with Disabilities Act (AODA) a	nd municipal accessibility	ce, protected intersection, etc)?	
es the intersection design provide	Have Accessibility for Ontaria	ns with Disabilities Act (AODA) a	nd municipal accessibility d?	ce, protected intersection, etc)?	Yes
es the intersection design provide	Have Accessibility for Ontaria	ns with Disabilities Act (AODA) a	nd municipal accessibility d?	ce, protected intersection, etc)?	Yes
es the intersection design provide	Have Accessibility for Ontaria	ns with Disabilities Act (AODA) a	nd municipal accessibility d?	Average Effective Turning Radius	Yes Yes % of Movements with
es the intersection design provide Measure 1	Have Accessibility for Ontarial standar	ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Evi	nd municipal accessibility d? aluation Transit Priority Measures		Yes Yes
	Have Accessibility for Ontarial standar	ns with Disabilities Act (AODA) a ds (if applicable) been considere	nd municipal accessibility d? aluation	Average Effective Turning Radius	Yes Yes % of Movements with
	Have Accessibility for Ontarian standar Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius	ns with Disabilities Act (AODA) a ds (if applicable) been considere MMLOS Ev Enhanced Bicycle Facilities 0 Average Effective Turning Radius	nd municipal accessibility d? aluation Transit Priority Measures No transit priority measures at any approaches for transit	Average Effective Turning Radius (m) Less than 11	Yes Yes % of Movements with Dedicated Turn Lanes 35 - 59%
	Have Accessibility for Ontarian standar Enhanced Pedestrian Measures 0.76 - 1	ns with Disabilities Act (AODA) a ds (if applicable) been considere MMLOS Eve Enhanced Bicycle Facilities	nd municipal accessibility d? aluation Transit Priority Measures No transit priority measures at any	Average Effective Turning Radius (m)	Yes Yes Yes % of Movements with Dedicated Turn Lanes
Measure 1	Have Accessibility for Ontarian standar Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius	ns with Disabilities Act (AODA) a ds (if applicable) been considere MMLOS Ev Enhanced Bicycle Facilities 0 Average Effective Turning Radius	nd municipal accessibility d? aluation Transit Priority Measures No transit priority measures at any approaches for transit	Average Effective Turning Radius (m) Less than 11	Yes Yes % of Movements with Dedicated Turn Lanes 35 - 59%
Measure 1	Have Accessibility for Ontarian standar Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius (m)	ns with Disabilities Act (AODA) and dis (if applicable) been considered MMLOS Evi Enhanced Bicycle Facilities O Average Effective Turning Radius (m)	aluation Transit Priority Measures at any approaches for transit Transit Movement Delay (s)	Average Effective Turning Radius (m) Less than 11 Car Level of Service	Yes Yes % of Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s)
Measure 1	Have Accessibility for Ontarian standar Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius (m)	ns with Disabilities Act (AODA) and dis (if applicable) been considered MMLOS Evi Enhanced Bicycle Facilities O Average Effective Turning Radius (m)	aluation Transit Priority Measures at any approaches for transit Transit Movement Delay (s)	Average Effective Turning Radius (m) Less than 11 Car Level of Service	Yes Yes % of Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s)
Measure 1	Have Accessibility for Ontarial standar Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s)	ans with Disabilities Act (AODA) and sids (if applicable) been considered MMLOS Evice Enhanced Bicycle Facilities O Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s)	nd municipal accessibility d? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) 21 - 35 Pedestrian Level of Service	Average Effective Turning Radius (m) Less than 11 Car Level of Service C	Yes Yes % of Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s)
Measure 2	Have Accessibility for Ontarian standar Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius (m) 9.0 - 10.9	ms with Disabilities Act (AODA) and the disabilities Act (AODA	nd municipal accessibility d? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) 21 - 35	Average Effective Turning Radius (m) Less than 11 Car Level of Service C	Yes Yes % of Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s)
Measure 1 Measure 2	Have Accessibility for Ontarial standar Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s)	ans with Disabilities Act (AODA) and sids (if applicable) been considered MMLOS Evice Enhanced Bicycle Facilities O Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s)	nd municipal accessibility d? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) 21 - 35 Pedestrian Level of Service	Average Effective Turning Radius (m) Less than 11 Car Level of Service C	Yes Yes % of Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s) 21 - 35
Measure 1 Measure 2 Measure 3	Have Accessibility for Ontarial standar Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s)	ns with Disabilities Act (AODA) a rds (if applicable) been considered MMLOS Evic Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s)	nd municipal accessibility d? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) 21 - 35 Pedestrian Level of Service	Average Effective Turning Radius (m) Less than 11 Car Level of Service C	Yes Yes % of Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s)
Measure 1 Measure 2	Have Accessibility for Ontarian standar Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s) 91 -105 Number of Uncontrolled	ms with Disabilities Act (AODA) and sids (if applicable) been considered. MMLOS Evident State of the Constant	nd municipal accessibility d? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) 21 - 35 Pedestrian Level of Service	Average Effective Turning Radius (m) Less than 11 Car Level of Service C	Yes Yes % of Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s) 21 - 35

OS AND DATA ENTRY - Use this to enter what yo	u know and for detailed or summary results	presentation			
Actual	С	D	D	D	С
CENARIO:	107 Ave & 124 St Pre-Develo	pment PM Peak			
еа Туре:	Urban Main Street		_		
MODE	*	્	1 ₩		
no			SIGNALIZED INTERSECTIONS		
Target (Custom if necessary)	В	С	D	D	D
Adjustment for Planning Direction		None	_	None	None
Reasons for adjustment (if applicable)	Upwards Pedestrian Priority Area	None	None	None	None
Adjustment for Strategic Policy	None	None	None	None	None
leasons for adjustment (if applicable)	None	TVOILE	IVOIIC	None	None
Actual	С	D	D	D	С
	<u>'</u>	Active Transportation	n Design Check		
	Are marked pedestrian crossing	s provided to connect all approa	ching pedestrian facilities?		Yes
Does the approaching bike	facility continue at a consistent w	idth up to the edge of the interse	ection (crosswalk or curb edge of	intersecting roadway)?	No
Is a continuo	ous amount of space and accompa	nying pavement makings delinea	ated for cyclists through the inters	section?	No
es the intersection design provide	features which facilitate all the i	ntended turn movements for cyc	lists (e.g. bike boxes, queuing spa	ce, protected intersection, etc)?	Yes
		ns with Disabilities Act (AODA) ards (if applicable) been considere			Yes
		MMLOS Eva	aluation		
M	Enhanced Pedestrian Measures	Enhanced Bicycle Facilities	Transit Priority Measures	Average Effective Turning Radius (m)	% of Movements with Dedicated Turn Lanes
Measure 1	0.76 - 1	0	No transit priority measures at any approaches for transit	Less than 11	35 - 59%
Manager 2	Average Effective Turning Radius (m)	Average Effective Turning Radius (m)	Transit Movement Delay (s)	Car Level of Service	Intersection Delay (s)
Measure 2	9.0 - 10.9	9.0 - 10.9	21 - 35	С	21 - 35
	Signal Cycle Length (s)	Signal Cycle Length (s)	Pedestrian Level of Service	-	-
Measure 3	106 -120	106 - 120	С		
	Number of Uncontrolled	Number of Uncontrolled			
Measure 4	Conflicts (conflicts/approach)	Conflicts (conflicts/approach)	-	-	-

OS AND DATA ENTRY - Use this to enter what you	ı know and for detailed or summary results ı	presentation			
Actual	С	D	D	D	С
CENARIO:	111 Ave & 124 St Pre-Develo	pment AM Peak			
еа Туре:	Urban Main Street				
MODE	*	્	1 🚘		
			SIGNALIZED INTERSECTIONS		
pe Target (Custom if necessary)	В	С	D	D	D
			_		
Adjustment for Planning Direction	Upwards	None	None	None	None
Reasons for adjustment (if applicable) Adjustment for Strategic Policy	Pedestrian Priority Areas None	None	None	None	None
Reasons for adjustment (if applicable)	None	None	None	None	None
Actual	С	D	D	D	С
71000001	C	Active Transportation		D .	
	Are marked pedestrian crossing	s provided to connect all approa	ching pedestrian facilities?		Yes
Does the approaching bike	facility continue at a consistent w	idth up to the edge of the interse	ection (crosswalk or curb edge of	intersecting roadway)?	No
Is a continuo	us amount of space and accompa	nying pavement makings delinea	ated for cyclists through the inter	section?	No
oes the intersection design provide	features which facilitate all the i	ntended turn movements for cyc	lists (e.g. bike boxes, queuing spa	ce, protected intersection, etc)?	Yes
		ns with Disabilities Act (AODA) and disabilities (if applicable) been considere			Yes
		MMLOS Eva	aluation		
Marania 4	Enhanced Pedestrian Measures	Enhanced Bicycle Facilities	Transit Priority Measures	Average Effective Turning Radius (m)	% of Movements with Dedicated Turn Lanes
Measure 1	>1	0	No transit priority measures at any approaches for transit	Less than 11	10 - 34%
Measure 2	Average Effective Turning Radius (m)	Average Effective Turning Radius (m)	Transit Movement Delay (s)	Car Level of Service	Intersection Delay (s)
ivieasure 2	Less than 9	Less than 9	21 - 35	С	21 - 35
Manaura 2	Signal Cycle Length (s)	Signal Cycle Length (s)	Pedestrian Level of Service	-	-
Measure 3	91 -105	91 - 105	С		
Measure 4	Number of Uncontrolled Conflicts (conflicts/approach)	Number of Uncontrolled Conflicts (conflicts/approach)	-	-	-

OS AND DATA ENTRY - Use this to enter what yo	u know and for detailed or summary results	presentation			
Actual	С	D	D	D	С
CENARIO:	111 Ave & 124 St Pre-Develo	pment PM Peak			
еа Туре:	Urban Main Street		_		
MODE	*	્	1 ₩		
no			SIGNALIZED INTERSECTIONS		
Target (Custom if necessary)	В	С	D	D	D
			_	None	
Adjustment for Planning Direction teasons for adjustment (if applicable)	Upwards Pedestrian Priority Areas	None	None	None	None
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)	None	None	None	None	None
Actual	С	D	D	D	С
		Active Transportation	_		
	Are marked pedestrian crossing	s provided to connect all approa	ching pedestrian facilities?		Yes
Does the approaching bike	facility continue at a consistent w	idth up to the edge of the interse	ection (crosswalk or curb edge of	intersecting roadway)?	No
Is a continuo	ous amount of space and accompa	nying pavement makings delinea	ated for cyclists through the inters	section?	No
es the intersection design provide	features which facilitate all the i	ntended turn movements for cyc	lists (e.g. bike boxes, queuing spa	ce, protected intersection, etc)?	Yes
		ns with Disabilities Act (AODA) ards (if applicable) been considere			Yes
		MMLOS Eva	aluation		
M 4	Enhanced Pedestrian Measures	Enhanced Bicycle Facilities	Transit Priority Measures	Average Effective Turning Radius (m)	% of Movements with Dedicated Turn Lanes
Measure 1	>1	0	No transit priority measures at any approaches for transit	Less than 11	10 - 34%
Manager 2	Average Effective Turning Radius (m)	Average Effective Turning Radius (m)	Transit Movement Delay (s)	Car Level of Service	Intersection Delay (s)
Measure 2	Less than 9	Less than 9	21 - 35	С	21 - 35
	Signal Cycle Length (s)	Signal Cycle Length (s)	Pedestrian Level of Service	-	-
Measure 3	106 -120	106 - 120	С		<u> </u>
Measure 4	Number of Uncontrolled Conflicts (conflicts/approach)	Number of Uncontrolled Conflicts (conflicts/approach)	-	-	

OS AND DATA ENTRY - Use this to enter what you	ı know and for detailed or summary results	oresentation			
Actual	С	D	D	D	С
CENARIO:	118 Ave & 124 St Pre-Develo	pment AM Peak			
rea Туре:	Urban Main Street				
MODE	*	્	1=		
rpe			SIGNALIZED INTERSECTIONS		
Target (Custom if necessary)	С	С	C	D	D
Adjustment for Planning Direction	None	None	Upwards	None	None
Reasons for adjustment (if applicable)	None	None	R12 Rapid Bus	None	None
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)					
Actual	С	D	D	D	С
		Active Transportation	on Design Check		
	Are marked pedestrian crossing	s provided to connect all approa	ching pedestrian facilities?		Yes
Does the approaching bike f	facility continue at a consistent w	idth up to the edge of the interso	ection (crosswalk or curb edge of	intersecting roadway)?	No
Is a continuo	us amount of space and accompa	nying pavement makings delinea	ated for cyclists through the inter	section?	No
oes the intersection design provide	features which facilitate all the i	ntended turn movements for cyc	lists (e.g. bike boxes, queuing spa	ce, protected intersection, etc)?	Yes
		ns with Disabilities Act (AODA) ards (if applicable) been considere			Yes
		MMLOS Eva	aluation		
	Enhanced Pedestrian Measures	Enhanced Bicycle Facilities	Transit Priority Measures	Average Effective Turning Radius (m)	% of Movements with Dedicated Turn Lanes
Measure 1	>1	0	No transit priority measures at any approaches for transit	Less than 11	35 - 59%
	Average Effective Turning Radius (m)	Average Effective Turning Radius (m)	Transit Movement Delay (s)	Car Level of Service	Intersection Delay (s)
Measure 2	9.0 - 10.9	9.0 - 10.9	21 - 35	С	21 - 35
••••	Signal Cycle Length (s)	Signal Cycle Length (s)	Pedestrian Level of Service	-	-
Measure 3	91 -105	91 - 105	С		
Measure 4	Number of Uncontrolled Conflicts (conflicts/approach)	Number of Uncontrolled Conflicts (conflicts/approach)	-	-	-
INICUSUIC 4	2.6 - 3.0	Greater than 3			

OS AND DATA ENTRY - Use this to enter what you	u know and for detailed or summary results	presentation			
Actual	С	E	D	D	С
CENARIO:	118 Ave & 124 St Pre-Develo	pment PM Peak			
rea Туре:	Urban Main Street				
MODE	*	્	1=		
rpe			SIGNALIZED INTERSECTIONS		
Target (Custom if necessary)	С	С	C	D	D
Adjustment for Planning Direction	None	None	Upwards	None	None
Reasons for adjustment (if applicable)	None	None	R12 Rapid Bus	None	None
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)					
Actual	С	E	D	D	С
		Active Transportation	on Design Check		
	Are marked pedestrian crossing	s provided to connect all approa	ching pedestrian facilities?		Yes
Does the approaching bike	facility continue at a consistent w	idth up to the edge of the interso	ection (crosswalk or curb edge of	intersecting roadway)?	No
Is a continuo	us amount of space and accompa	nying pavement makings delinea	ated for cyclists through the inter	section?	No
oes the intersection design provide	features which facilitate all the i	ntended turn movements for cyc	lists (e.g. bike boxes, queuing spa	ce, protected intersection, etc)?	Yes
		ns with Disabilities Act (AODA) ards (if applicable) been considere			Yes
		MMLOS Eva	aluation		
	Enhanced Pedestrian Measures	Enhanced Bicycle Facilities	Transit Priority Measures	Average Effective Turning Radius (m)	% of Movements with Dedicated Turn Lanes
Measure 1	>1	0	No transit priority measures at any approaches for transit	Less than 11	35 - 59%
	Average Effective Turning Radius (m)	Average Effective Turning Radius (m)	Transit Movement Delay (s)	Car Level of Service	Intersection Delay (s)
Measure 2	9.0 - 10.9	9.0 - 10.9	21 - 35	С	21 - 35
	Signal Cycle Length (s)	Signal Cycle Length (s)	Pedestrian Level of Service	-	-
Measure 3	106 -120	106 - 120	С		
Measure 4	Number of Uncontrolled Conflicts (conflicts/approach)	Number of Uncontrolled Conflicts (conflicts/approach)	-	-	-
IVICUSUI C 4	2.6 - 3.0	Greater than 3			

OS AND DATA ENTRY - Use this to enter what yo Actual	_			<u> </u>	В
CENARIO:	C 104 Ave & 121 St Pre-Develo	D nmont AM Pook	С	D	В
лепакто: геа Туре:	Urban Main Street	pment Aivi Peak			
MODE	፟ 大	॔	<u>1</u>		=
pe			SIGNALIZED INTERSECTIONS		
Target (Custom if necessary)	В	В	C	D	D
Adjustment for Planning Direction	Upwards	Upwards	Upwards	None	None
Reasons for adjustment (if applicable)	Pedestrian Priority Area	121 Ave District Connector	Valley Line LRT	None	None
			-	A.	A.
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable) Actual		D	<u></u>	D	D
Actual	С	D Active Transportation	n Dosign Chack	D	В
	Are marked pedestrian crossing	s provided to connect all approac	ching pedestrian facilities?		Yes
Does the approaching bike	facility continue at a consistent w	idth up to the edge of the interse	ction (crosswalk or curb edge of	intersecting roadway)?	Yes
Is a continuo	us amount of space and accompa	nying pavement makings delinea	ited for cyclists through the inter	section?	Yes
Does the intersection design provi	de features which facilitate all th	e intended turn movements for c etc)?	yclists (e.g. bike boxes, queuing	space, protected intersection,	Yes
		ns with Disabilities Act (AODA) and ds (if applicable) been considered			Yes
		MMLOS Eva	luation		
Measure 1	Enhanced Pedestrian Measures	Enhanced Bicycle Facilities	Transit Priority Measures	Average Effective Turning Radius (m)	% of Movements with Dedicated Turn Lanes
ivieasure 1	0.76 - 1	0.26 - 0.50	Transit priority measures at a minimum of one but not all approaches for transit	Less than 11	60 - 84%
	Average Effective Turning Radius (m)	Average Effective Turning Radius (m)	Transit Movement Delay (s)	Car Level of Service	Intersection Delay (s)
Measure 2	9.0 - 10.9	9.0 - 10.9	21 - 35	С	21 - 35
	Signal Cycle Length (s)	Signal Cycle Length (s)	Pedestrian Level of Service	-	-
Measure 3		106 - 120	С		
	106 -120	100 120			
Manuary 1	Number of Uncontrolled Conflicts (conflicts/approach)	Number of Uncontrolled Conflicts (conflicts/approach)		-	-
Measure 4	Number of Uncontrolled	Number of Uncontrolled		-	

OS AND DATA ENTRY - Use this to enter what you	u know and for detailed or summary results រូ	presentation			
Actual	С	D	С	E	С
CENARIO: rea Type:	104 Ave & 121 St Pre-Develo Urban Main Street	pment PM Peak			
MODE	†	્	! ₽		
·уре			SIGNALIZED INTERSECTIONS		
Target (Custom if necessary)	В	В	С	D	D
Adjustment for Planning Direction	Upwards	Upwards	Upwards	None	None
Reasons for adjustment (if applicable)	Pedestrian Priority Area	121 Ave District Connector	Valley Line LRT		
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)					
Actual	С	D Active Transportatio	C	Е	С
	Are marked pedestrian crossing	gs provided to connect all approa	ching pedestrian facilities?		Yes
Does the approaching bike f	facility continue at a consistent w	idth up to the edge of the interse	ection (crosswalk or curb edge of	intersecting roadway)?	Yes
Is a continuo	us amount of space and accompa	nying pavement makings delinea	ated for cyclists through the inter	section?	Yes
Does the intersection design provi	de features which facilitate all th	e intended turn movements for c etc)?	yclists (e.g. bike boxes, queuing	space, protected intersection,	Yes
		ns with Disabilities Act (AODA) ar ds (if applicable) been considere			Yes
		MMLOS Eva	aluation		
M	Enhanced Pedestrian Measures	Enhanced Bicycle Facilities	Transit Priority Measures	Average Effective Turning Radius (m)	% of Movements with Dedicated Turn Lanes
Measure 1	0.76 - 1	0.26 - 0.50	Transit priority measures at a minimum of one but not all approaches for transit	Less than 11	60 - 84%
Measure 2	Average Effective Turning Radius (m)	Average Effective Turning Radius (m)	Transit Movement Delay (s)	Car Level of Service	Intersection Delay (s)
iviedsure 2	9.0 - 10.9	9.0 - 10.9	21 - 35	D	36 - 55
	Signal Cycle Length (s)	Signal Cycle Length (s)	Pedestrian Level of Service	-	-
Measure 3	106 -120	106 - 120	С		
Measure 4	Number of Uncontrolled Conflicts (conflicts/approach)	Number of Uncontrolled Conflicts (conflicts/approach)	-	-	-
incusure 4	2.1 - 2.5	2.1 - 2.5			

LOS AND DATA ENTRY - Use this to enter what yo	u know and for detailed or summary results	presentation			
Actual	С	Е	С	E	С
SCENARIO: Area Type:	104 Ave & 116 St Pre-Develo Urban Main Street	pment AM			
MODE	†	્	1		
Typo			SIGNALIZED INTERSECTIONS		
Type Target (Custom if necessary)	В	С	C	D	D
Adjustment for Planning Direction	Upwards	None	Upwards	None	None
Reasons for adjustment (if applicable)	Pedestrian Priority Area	None	Valley Line LRT	None	None
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)			1.01.0	10110	
Actual	С	E	С	E	С
		Active Transportation	n Design Check		
	Are marked pedestrian crossing	s provided to connect all approa	ching pedestrian facilities?		Yes
Does the approaching bike	facility continue at a consistent w	idth up to the edge of the interse	ection (crosswalk or curb edge of	intersecting roadway)?	No
Is a continuo	us amount of space and accompa	nying pavement makings delinea	ated for cyclists through the inter	section?	No
Does the intersection design provide	features which facilitate all the i	ntended turn movements for cyc	lists (e.g. bike boxes, queuing spa	nce, protected intersection, etc)?	Yes
		ns with Disabilities Act (AODA) ards (if applicable) been considere			Yes
		MMLOS Eva	aluation		
Manager 1	Enhanced Pedestrian Measures	Enhanced Bicycle Facilities	Transit Priority Measures	Average Effective Turning Radius (m)	% of Movements with Dedicated Turn Lanes
Measure 1	0.76 - 1	0	Transit priority measures at a minimum of one but not all approaches for transit	Less than 11	60 - 84%
Measure 2	Average Effective Turning Radius (m)	Average Effective Turning Radius (m)	Transit Movement Delay (s)	Car Level of Service	Intersection Delay (s)
ivicasui e 2	9.0 - 10.9	9.0 - 10.9	11 - 20	D	36 - 55
Moscure 2	Signal Cycle Length (s)	Signal Cycle Length (s)	Pedestrian Level of Service	-	-
Measure 3	106 -120	106 - 120	С		
Measure 4	Number of Uncontrolled Conflicts (conflicts/approach)	Number of Uncontrolled Conflicts (conflicts/approach)	-	-	-
	2.1 - 2.5	Greater than 3			

LOS AND DATA ENTRY - Use this to enter what yo	u know and for detailed or summary results	presentation			
Actual	С	E	С	E	С
SCENARIO: Area Type:	104 Ave & 116 St Pre-Develo Urban Main Street	pment PM			
MODE	汴	્	1		
Туре			SIGNALIZED INTERSECTIONS		
Target (Custom if necessary)	В	С	C	D	D
Adjustment for Planning Direction	Upwards	None	Upwards	None	None
Reasons for adjustment (if applicable)	Pedestrian Priority Area	None	Valley Line LRT	IVOILE	None
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)					
Actual	С	E	С	E	С
		Active Transportation	n Design Check		
	Are marked pedestrian crossing	gs provided to connect all approa	ching pedestrian facilities?		Yes
Does the approaching bike	facility continue at a consistent w	vidth up to the edge of the interso	ection (crosswalk or curb edge of	intersecting roadway)?	No
Is a continuo	ous amount of space and accompa	anying pavement makings delinea	ated for cyclists through the inter	section?	No
Does the intersection design provide	e features which facilitate all the i	ntended turn movements for cyc	lists (e.g. bike boxes, queuing spa	nce, protected intersection, etc)?	Yes
		ns with Disabilities Act (AODA) ards (if applicable) been considere			Yes
		MMLOS Eva	aluation		
	Enhanced Pedestrian Measures	Enhanced Bicycle Facilities	Transit Priority Measures	Average Effective Turning Radius (m)	% of Movements with Dedicated Turn Lanes
Measure 1	0.76 - 1	0	Transit priority measures at a minimum of one but not all approaches for transit	Less than 11	60 - 84%
Measure 2	Average Effective Turning Radius (m)	Average Effective Turning Radius (m)	Transit Movement Delay (s)	Car Level of Service	Intersection Delay (s)
ivicasui e 2	9.0 - 10.9	9.0 - 10.9	36 - 55	Е	56 - 80
Moneyee 2	Signal Cycle Length (s)	Signal Cycle Length (s)	Pedestrian Level of Service	-	
Measure 3	Greater than 120	Greater than 120	С		
Measure 4	Greater than 120 Number of Uncontrolled Conflicts (conflicts/approach)	Greater than 120 Number of Uncontrolled Conflicts (conflicts/approach)	c -		

LOS AND DATA ENTRY - Use this to enter what yo	u know and for detailed or summary results	oresentation			
Actual	С	D	С	E	С
SCENARIO:	104 Ave & 112 St (Pre-Develo	opment AM)			
Агеа Туре:	Urban Main Street		_		
MODE	*	્	1₽		
- Type			SIGNALIZED INTERSECTIONS		
Target (Custom if necessary)	В	С	С	D	D
Adjustment for Planning Direction	Upwards	None	Upwards	None	None
Reasons for adjustment (if applicable)	Pedestrian Priority Area	110110	Valley Line LRT	140116	110110
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)					
Actual	С	D	С	E	С
		Active Transportation	n Design Check		
	Are marked pedestrian crossing	s provided to connect all approa	ching pedestrian facilities?		Yes
Does the approaching bike	facility continue at a consistent w	idth up to the edge of the interse	ection (crosswalk or curb edge of	intersecting roadway)?	No
Is a continuo	ous amount of space and accompa	nying pavement makings delinea	ated for cyclists through the inter	section?	No
oes the intersection design provide	features which facilitate all the i	ntended turn movements for cyc	lists (e.g. bike boxes, queuing spa	ice, protected intersection, etc)?	Yes
		ns with Disabilities Act (AODA) ards (if applicable) been considere			Yes
		MMLOS Eva	aluation		
	Enhanced Pedestrian Measures	Enhanced Bicycle Facilities	Transit Priority Measures	Average Effective Turning Radius (m)	% of Movements with Dedicated Turn Lanes
Measure 1	0.76 - 1	0	Transit priority measures at a minimum of one but not all approaches for transit	Less than 11	35 - 59%
Measure 2	Average Effective Turning Radius (m)	Average Effective Turning Radius (m)	Transit Movement Delay (s)	Car Level of Service	Intersection Delay (s)
iviedsui e 2	9.0 - 10.9	9.0 - 10.9	11 - 20	D	36 - 55
Moscure 2	Signal Cycle Length (s)	Signal Cycle Length (s)	Pedestrian Level of Service	-	-
Measure 3	106 -120	106 - 120	С		
		Number of Uncontrolled			
Measure 4	Number of Uncontrolled Conflicts (conflicts/approach)	Conflicts (conflicts/approach)	-	-	-

LOS AND DATA ENTRY - Use this to enter what you	ı know and for detailed or summary results	oresentation			
Actual	С	E	С	E	С
SCENARIO:	104 Ave & 112 St (Pre-Develo	opment PM)			
Area Type:	Urban Main Street		_		
MODE	*	્	1₩		
Гуре			SIGNALIZED INTERSECTIONS		
Target (Custom if necessary)	В	С	С	D	D
Adjustment for Planning Direction	Upwards	None	Upwards	None	None
Reasons for adjustment (if applicable)	Pedestrian Priority Area	110110	Valley Line LRT	140116	
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)					
Actual	С	E	С	E	С
		Active Transportation	n Design Check		
	Are marked pedestrian crossing	s provided to connect all approa	ching pedestrian facilities?		Yes
Does the approaching bike	facility continue at a consistent w	idth up to the edge of the interse	ection (crosswalk or curb edge of	intersecting roadway)?	No
Is a continuo	us amount of space and accompa	nying pavement makings delinea	ated for cyclists through the inter	section?	No
Ooes the intersection design provide	features which facilitate all the i	ntended turn movements for cyc	lists (e.g. bike boxes, queuing spa	ice, protected intersection, etc)?	Yes
		ns with Disabilities Act (AODA) ards (if applicable) been considere			Yes
		MMLOS Eva	aluation		
	Enhanced Pedestrian Measures	Enhanced Bicycle Facilities	Transit Priority Measures	Average Effective Turning Radius (m)	% of Movements with Dedicated Turn Lanes
Measure 1	0.76 - 1	0	Transit priority measures at a minimum of one but not all approaches for transit	Less than 11	35 - 59%
Magazira 2	Average Effective Turning Radius (m)	Average Effective Turning Radius (m)	Transit Movement Delay (s)	Car Level of Service	Intersection Delay (s)
Measure 2	9.0 - 10.9	9.0 - 10.9	11 - 20	D	36 - 55
Moscure 2	Signal Cycle Length (s)	Signal Cycle Length (s)	Pedestrian Level of Service	-	-
Measure 3	Greater than 120	Greater than 120	С		
Measure 4	Number of Uncontrolled Conflicts (conflicts/approach)	Number of Uncontrolled Conflicts (conflicts/approach)	-	-	-
	2.1 - 2.5	2.6 - 3.0			

Actual					
	С	В	D	С	С
CENARIO:	Jasper Ave & 121 St Pre-Dev Urban Main Street	elopment AM			
rea Туре:	•	*			
MODE	 	્ર	<u>1</u>		
уре			SIGNALIZED INTERSECTIONS		
Target (Custom if necessary)	В	В	D	D	D
Adjustment for Planning Direction	Upwards	Upwards	None	None	None
Reasons for adjustment (if applicable)	Pedestrian Priority Area	121 St District Connector			
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)					
Actual	С	В	D	С	С
		Active Transportation	on Design Check		
	Are marked pedestrian crossing	gs provided to connect all approa	ching pedestrian facilities?		Yes
Does the approaching bike	facility continue at a consistent w	ridth up to the edge of the interse	ection (crosswalk or curb edge of	intersecting roadway)?	Yes
Is a continue	ous amount of space and accompa	nying pavement makings deline:	ated for cyclists through the inter	section?	Yes
es the intersection design provide	e features which facilitate all the i				
		ntended turn movements for cyc	lists (e.g. bike boxes, queuing spa	ce, protected intersection, etc)?	Yes
		ns with Disabilities Act (AODA) a rds (if applicable) been considere	nd municipal accessibility	ce, protected intersection, etc)?	Yes
		ns with Disabilities Act (AODA) a rds (if applicable) been considere	nd municipal accessibility d?	ce, protected intersection, etc)?	
Mossure 1		ns with Disabilities Act (AODA) a	nd municipal accessibility d?	ce, protected intersection, etc)? Average Effective Turning Radius	
Measure 1	standa	ns with Disabilities Act (AODA) a rds (if applicable) been considere	nd municipal accessibility d? aluation	Average Effective Turning Radius	Yes % of Movements with
	standa	ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Evi Enhanced Bicycle Facilities	nd municipal accessibility d? aluation Transit Priority Measures No transit priority measures at any	Average Effective Turning Radius (m)	Yes % of Movements with Dedicated Turn Lanes
Measure 1 Measure 2	Enhanced Pedestrian Measures > 1 Average Effective Turning Radius	ms with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Ev Enhanced Bicycle Facilities > 1 Average Effective Turning Radius	nd municipal accessibility d? aluation Transit Priority Measures No transit priority measures at any approaches for transit	Average Effective Turning Radius (m)	Yes % of Movements with Dedicated Turn Lanes 10 - 34%
Measure 2	Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m)	ms with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Ev Enhanced Bicycle Facilities > 1 Average Effective Turning Radius (m)	nd municipal accessibility d? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s)	Average Effective Turning Radius (m) 11 - 12 Car Level of Service	% of Movements with Dedicated Turn Lanes 10 - 34% Intersection Delay (s)
	Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m) 9.0 - 10.9	ms with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Evi Enhanced Bicycle Facilities > 1 Average Effective Turning Radius (m) 9.0 - 10.9	nd municipal accessibility d? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s)	Average Effective Turning Radius (m) 11 - 12 Car Level of Service	% of Movements with Dedicated Turn Lanes 10 - 34% Intersection Delay (s)
Measure 2	Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s)	ms with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Evi Enhanced Bicycle Facilities > 1 Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s)	nd municipal accessibility d? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) 11 - 20 Pedestrian Level of Service	Average Effective Turning Radius (m) 11 - 12 Car Level of Service	% of Movements with Dedicated Turn Lanes 10 - 34% Intersection Delay (s)

		presentation			
Actual	С	В	D	D	С
CENARIO:	Jasper Ave & 121 St Pre-Dev Urban Main Street	elopment PM			
rea Туре:	•				
MODE	★	S O	↑		
_					
/pe			SIGNALIZED INTERSECTIONS		
Target (Custom if necessary)	В	В	D	D	D
Adjustment for Planning Direction	Upwards	Upwards	None	None	None
Reasons for adjustment (if applicable)	Pedestrian Priority Area	121 St District Connector			
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)					
Actual	С	В	D	D	С
		Active Transportation	on Design Check		
	Are marked pedestrian crossing	s provided to connect all approa	ching pedestrian facilities?		Yes
Does the approaching bike	facility continue at a consistent w	idth up to the edge of the inters	ection (crosswalk or curb edge of	intersecting roadway)?	Yes
Is a continu	ous amount of space and assemble				
	ous amount of space and accompa	inying pavement makings deline	ated for cyclists through the inter	section?	Yes
oes the intersection design provid					Yes
oes the intersection design provid	e features which facilitate all the i Have Accessibility for Ontaria		lists (e.g. bike boxes, queuing spa		
oes the intersection design provid	e features which facilitate all the i Have Accessibility for Ontaria	ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considere	lists (e.g. bike boxes, queuing spa nd municipal accessibility d?		Yes
oes the intersection design provid	e features which facilitate all the i Have Accessibility for Ontaria	ntended turn movements for cyc	lists (e.g. bike boxes, queuing spa nd municipal accessibility d?		Yes
oes the intersection design providence of the intersection design prov	e features which facilitate all the i Have Accessibility for Ontaria standa	ntended turn movements for cycles with Disabilities Act (AODA) and sift applicable) been considered MMLOS Eva	lists (e.g. bike boxes, queuing spand municipal accessibility d?	ce, protected intersection, etc)?	Yes Yes % of Movements with
Measure 1	e features which facilitate all the i Have Accessibility for Ontaria standal Enhanced Pedestrian Measures	ntended turn movements for cycles with Disabilities Act (AODA) and (if applicable) been considered MMLOS Evaluation Enhanced Bicycle Facilities	lists (e.g. bike boxes, queuing spand municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any	ce, protected intersection, etc)? Average Effective Turning Radius	Yes Yes % of Movements with Dedicated Turn Lanes
	e features which facilitate all the i Have Accessibility for Ontaria standar Enhanced Pedestrian Measures >1 Average Effective Turning Radius	ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Evi Enhanced Bicycle Facilities > 1 Average Effective Turning Radius	lists (e.g. bike boxes, queuing spand municipal accessibility and? Transit Priority Measures No transit priority measures at any approaches for transit	ce, protected intersection, etc)? Average Effective Turning Radius (m) 11 - 12	Yes Yes % of Movements with Dedicated Turn Lanes 10 - 34%
Measure 1 Measure 2	Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m)	ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Evi Enhanced Bicycle Facilities > 1 Average Effective Turning Radius (m)	lists (e.g. bike boxes, queuing spand municipal accessibility and? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s)	Average Effective Turning Radius (m) 11 - 12 Car Level of Service	Yes Yes Wes Morements with Dedicated Turn Lanes 10 - 34% Intersection Delay (s)
Measure 1	Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m) 9.0 - 10.9	ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Eve Enhanced Bicycle Facilities > 1 Average Effective Turning Radius (m) 9.0 - 10.9	nd municipal accessibility aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s)	Average Effective Turning Radius (m) 11 - 12 Car Level of Service	Yes Yes Wes Morements with Dedicated Turn Lanes 10 - 34% Intersection Delay (s)
Measure 1 Measure 2	Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s)	ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Ev Enhanced Bicycle Facilities > 1 Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s)	lists (e.g. bike boxes, queuing spand municipal accessibility and? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) 21 - 35 Pedestrian Level of Service	Average Effective Turning Radius (m) 11 - 12 Car Level of Service	Yes Yes Wes Morements with Dedicated Turn Lanes 10 - 34% Intersection Delay (s)

OS AND DATA ENTRY - Use this to enter what you	ı know and for detailed or summary results	presentation			
Actual	С	D	D	D	С
CENARIO:	Jasper Ave & 116 St Pre-Deve Urban Main Street	elopment AM			
rea Туре:	Orban Main Street			<u></u>	
MODE	│ ★	્	<u>1</u>		
	71				
ре			SIGNALIZED INTERSECTIONS		
Target (Custom if necessary)	В	С	D	D	D
Adjustment for Planning Direction	Upwards	None	None	None	None
Reasons for adjustment (if applicable)	Pedestrian Priority Area				
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)					
Actual	С	D	D	D	С
		Active Transportation	on Design Check		
	Are marked pedestrian crossing	s provided to connect all approa	ching pedestrian facilities?		Yes
Does the approaching bike	acility continue at a consistent w	idth up to the edge of the interso	ection (crosswalk or curb edge of	intersecting roadway)?	No
Is a continuo	us amount of space and accompa	nying pavement makings delinea	ated for cyclists through the inters	section?	No
es the intersection design provide	features which facilitate all the i	ntended turn movements for cyc	lists (e.g. bike boxes, queuing spa	ce, protected intersection, etc)?	Yes
		ns with Disabilities Act (AODA) and a considered (if applicable) been considered			Yes
		MMLOS Eva	aluation		
M 4	Enhanced Pedestrian Measures	Enhanced Bicycle Facilities	Transit Priority Measures	Average Effective Turning Radius (m)	% of Movements with Dedicated Turn Lanes
Measure 1	>1	0	No transit priority measures at any approaches for transit	Less than 11	35 - 59%
Measure 2	Average Effective Turning Radius (m)	Average Effective Turning Radius (m)	Transit Movement Delay (s)	Car Level of Service	Intersection Delay (s)
ivieasul e Z	Less than 9	Less than 9	21 - 35	С	21 - 35
Manager 2	Signal Cycle Length (s)	Signal Cycle Length (s)	Pedestrian Level of Service	-	-
Measure 3	91 -105	91 - 105	С		
Measure 4	Number of Uncontrolled Conflicts (conflicts/approach)	Number of Uncontrolled Conflicts (conflicts/approach)	-	-	-
iricasai e 4	1				

OS AND DATA ENTRY - Use this to enter what yo	u know and for detailed or summary results	presentation			
Actual	С	D	D	E	С
CENARIO:	Jasper Ave & 116 St Pre-Dev	elopment PM			
еа Туре:	Urban Main Street				
MODE	*	્	1=		
	'		SIGNALIZED INTERSECTIONS		
pe Target (Custom if necessary)	В	С	D	D	D
			_		
Adjustment for Planning Direction leasons for adjustment (if applicable)	Upwards Pedestrian Priority Area	None	None	None	None
Adjustment for Strategic Policy	None	None	None	None	None
teasons for adjustment (if applicable)	None	None	None	None	IVOITE
Actual	С	D	D	E	С
		Active Transportation	on Design Check		
	Are marked pedestrian crossing	s provided to connect all approa	ching pedestrian facilities?		Yes
Does the approaching bike	facility continue at a consistent w	idth up to the edge of the interso	ection (crosswalk or curb edge of	intersecting roadway)?	No
Is a continuo	ous amount of space and accompa	nying pavement makings delinea	ated for cyclists through the inter	section?	No
es the intersection design provide	features which facilitate all the i	ntended turn movements for cyc	lists (e.g. bike boxes, queuing spa	ce, protected intersection, etc)?	Yes
		ns with Disabilities Act (AODA) and a considered (if applicable) been considered (if applicable)			Yes
		MMLOS Eva	aluation		
	Enhanced Pedestrian Measures	Enhanced Bicycle Facilities	Transit Priority Measures	Average Effective Turning Radius (m)	% of Movements with Dedicated Turn Lanes
Measure 1	>1	0	No transit priority measures at any approaches for transit	Less than 11	35 - 59%
Manager 2	Average Effective Turning Radius (m)	Average Effective Turning Radius (m)	Transit Movement Delay (s)	Car Level of Service	Intersection Delay (s)
Measure 2	Less than 9	Less than 9	21 - 35	D	21 - 35
	Signal Cycle Length (s)	Signal Cycle Length (s)	Pedestrian Level of Service	-	-
Measure 3	106 -120	106 - 120	С		
	Number of Uncontrolled Conflicts (conflicts/approach)	Number of Uncontrolled Conflicts (conflicts/approach)	-	-	-
Measure 4					

Actival	u know and for detailed or summary results	JI ESCITUTION			
Actual	С	D	D	D	С
SCENARIO:	100 Ave & 116 St Pre-Develo	pment AM			
Агеа Туре:	Urban Boulevard		_		
MODE	*	્	1₽		
'ype			SIGNALIZED INTERSECTIONS		
Target (Custom if necessary)	В	В	D		E
Adjustment for Planning Direction	Upwards	None	None	None	None
Reasons for adjustment (if applicable)	Pedestrian Priority Area	None	None	None	None
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)					
Actual	С	D	D	D	С
		Active Transportation	on Design Check		
	Are marked pedestrian crossing	s provided to connect all approa	ching pedestrian facilities?		Yes
Does the approaching bike	facility continue at a consistent w	idth up to the edge of the inters	ection (crosswalk or curb edge of	intersecting roadway)?	No
Is a continuo	ous amount of space and accompa	nying pavement makings deline:	ated for cyclists through the inters	section?	No
oes the intersection design provide	features which facilitate all the i	ntended turn movements for cyc	lists (e.g. bike boxes, queuing spa	ce, protected intersection, etc)?	No
	Have Accessibility for Ontaria	ns with Disabilities Act (AODA) a			
	standa	ds (if applicable) been considere			Yes
	standa	ds (if applicable) been considere	ed?		Yes
Managed	Standar		ed?	Average Effective Turning Radius (m)	Yes % of Movements with Dedicated Turn Lanes
Measure 1		ds (if applicable) been considere	aluation		% of Movements with
	Enhanced Pedestrian Measures	MMLOS Eva	aluation Transit Priority Measures No transit priority measures at any	(m)	% of Movements with Dedicated Turn Lanes
Measure 1 Measure 2	Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius	MMLOS Events of the second of	Transit Priority Measures No transit priority measures at any approaches for transit	(m) Less than 11	% of Movements with Dedicated Turn Lanes 10 - 34%
Measure 2	Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius (m)	MMLOS Evi Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m)	Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s)	(m) Less than 11 Car Level of Service	% of Movements with Dedicated Turn Lanes 10 - 34% Intersection Delay (s)
	Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius (m) 9.0 - 10.9	Enhanced Bicycle Facilities O Average Effective Turning Radius (m) 9.0 - 10.9	Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) 21 - 35	(m) Less than 11 Car Level of Service C	% of Movements with Dedicated Turn Lanes 10 - 34% Intersection Delay (s)
Measure 2	Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s)	MMLOS Evice Enhanced Bicycle Facilities O Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s)	Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) 21 - 35 Pedestrian Level of Service	(m) Less than 11 Car Level of Service C	% of Movements with Dedicated Turn Lanes 10 - 34% Intersection Delay (s)

OS AND DATA ENTRY - Use this to enter what yo	u know and for detailed or summary results	presentation			
Actual	С	D	D	D	С
CENARIO:	100 Ave & 116 St Pre-Develo	pment PM			
теа Туре:	Urban Boulevard		_		
MODE	★	્	1		
			CICNALIZED INTERCECTIONS		
pe		D	SIGNALIZED INTERSECTIONS		-
Target (Custom if necessary)	В	В	D	•	E
Adjustment for Planning Direction	Upwards	None	None	None	None
teasons for adjustment (if applicable)	Pedestrian Priority Area	None	None	None	Nana
Adjustment for Strategic Policy teasons for adjustment (if applicable)	None	None	None	None	None
Actual	С		D	D	С
Account	C	Active Transportation		U	C
	Are marked pedestrian crossing	s provided to connect all approa	ching pedestrian facilities?		Yes
Does the approaching bike	facility continue at a consistent w	idth up to the edge of the interso	ection (crosswalk or curb edge of	intersecting roadway)?	No
Is a continuo	ous amount of space and accompa	nying pavement makings delinea	ated for cyclists through the inter	section?	No
es the intersection design provide	features which facilitate all the i	ntended turn movements for cyc	lists (e.g. bike boxes, queuing spa	ce, protected intersection, etc)?	No
		ns with Disabilities Act (AODA) ards (if applicable) been considere			Yes
		MMLOS Eva	aluation		
	Enhanced Pedestrian Measures	Enhanced Bicycle Facilities	Transit Priority Measures	Average Effective Turning Radius (m)	% of Movements with Dedicated Turn Lanes
Measure 1	0.76 - 1	0	No transit priority measures at any approaches for transit	Less than 11	10 - 34%
Manager 2	Average Effective Turning Radius (m)	Average Effective Turning Radius (m)	Transit Movement Delay (s)	Car Level of Service	Intersection Delay (s)
Measure 2	9.0 - 10.9	9.0 - 10.9	21 - 35	С	21 - 35
	Signal Cycle Length (s)	Signal Cycle Length (s)	Pedestrian Level of Service	-	-
Measure 3	106 -120	106 - 120	С		
Measure 4	Number of Uncontrolled Conflicts (conflicts/approach)	Number of Uncontrolled Conflicts (conflicts/approach)	-		-
IVICASUI C 4					

Actual	D D		D	Δ	Δ.
CENARIO:	SPR & 102 Ave Pre-Developn	C C	D	Α	Α
геа Туре:	Urban Boulevard	TETTE AIVI			
MODE	†	ં	!		
/pe			SIGNALIZED INTERSECTIONS		
Target (Custom if necessary)	С	В	D		Е
Adjustment for Planning Direction	None	None	None	None	None
Reasons for adjustment (if applicable)	Itolic	None	rvone	Trone	Itolic
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)					
Actual	В	С	D	Α	Α
		Active Transportation	on Design Check		T.
	Are marked pedestrian crossing	gs provided to connect all approa	ching pedestrian facilities?		Yes
Does the approaching bike	facility continue at a consistent w	idth up to the edge of the inters	ection (crosswalk or curb edge of	intersecting roadway)?	Yes
Is a continuo	ous amount of space and accompa	nying pavement makings deline	ated for cyclists through the inter	section?	Yes
Does the intersection design prov	ide features which facilitate all th	e intended turn movements for etc)?	cyclists (e.g. bike boxes, queuing	space, protected intersection,	Yes
Does the intersection design prov	Have Accessibility for Ontaria		nd municipal accessibility	space, protected intersection,	Yes Yes
Does the intersection design prov	Have Accessibility for Ontaria	etc)? ns with Disabilities Act (AODA) a ds (if applicable) been considere	nd municipal accessibility d?	space, protected intersection,	
	Have Accessibility for Ontaria	etc)? ns with Disabilities Act (AODA) a	nd municipal accessibility d?	space, protected intersection, Average Effective Turning Radius (m)	
Does the intersection design prov	Have Accessibility for Ontarial standar	etc)? ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS EV	nd municipal accessibility d? aluation	Average Effective Turning Radius	Yes % of Movements with
Measure 1	Have Accessibility for Ontaria standar	etc)? Ins with Disabilities Act (AODA) a rds (if applicable) been considered MMLOS Events Enhanced Bicycle Facilities	nd municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any	Average Effective Turning Radius (m)	Yes % of Movements with Dedicated Turn Lanes
	Have Accessibility for Ontarial standar Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius	etc)? Ins with Disabilities Act (AODA) ands (if applicable) been considered MMLOS Evaluation of the second of th	nd municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any approaches for transit	Average Effective Turning Radius (m) Greater than 18	Yes % of Movements with Dedicated Turn Lanes 85 - 100%
Measure 1 Measure 2	Have Accessibility for Ontarial standard Standar	etc)? Ins with Disabilities Act (AODA) and side (if applicable) been considered MMLOS Evaluation of the control of the contr	aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s)	Average Effective Turning Radius (m) Greater than 18 Car Level of Service	Yes % of Movements with Dedicated Turn Lanes 85 - 100% Intersection Delay (s)
Measure 1	Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius (m) Less than 9	etc)? Ins with Disabilities Act (AODA) and set (if applicable) been considered MIMLOS Events Enhanced Bicycle Facilities 0.01 - 0.25 Average Effective Turning Radius (m) Less than 9	nd municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s)	Average Effective Turning Radius (m) Greater than 18 Car Level of Service	Yes % of Movements with Dedicated Turn Lanes 85 - 100% Intersection Delay (s)
Measure 1 Measure 2	Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius (m) Less than 9 Signal Cycle Length (s)	etc)? Ins with Disabilities Act (AODA) a rds (if applicable) been considered. MMLOS Ev. Enhanced Bicycle Facilities 0.01 - 0.25 Average Effective Turning Radius (m) Less than 9 Signal Cycle Length (s)	nd municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) 11 - 20 Pedestrian Level of Service	Average Effective Turning Radius (m) Greater than 18 Car Level of Service	Yes % of Movements with Dedicated Turn Lanes 85 - 100% Intersection Delay (s)

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CENARIO:	SPR & 102 Ave Pre-Developn	Pent PM	D	A	Α
геа Туре:	Urban Boulevard	TETTE T TVI			
MODE	ķ	% 0	!		
rpe			SIGNALIZED INTERSECTIONS		
Target (Custom if necessary)	С	В	D		Е
Adjustment for Planning Direction	None	None	None	None	None
Reasons for adjustment (if applicable)					
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)					
Actual	В	С	D	Α	Α
		Active Transportation	on Design Check		T
	Are marked pedestrian crossing	gs provided to connect all approa	ching pedestrian facilities?		Yes
Does the approaching bike	facility continue at a consistent w	idth up to the edge of the inters	ection (crosswalk or curb edge of	intersecting roadway)?	Yes
Is a continuo	ous amount of space and accompa	nying pavement makings deline	ated for cyclists through the inter	section?	Yes
					Yes Yes
Is a continuo	ide features which facilitate all th Have Accessibility for Ontaria	e intended turn movements for	cyclists (e.g. bike boxes, queuing s		
	ide features which facilitate all th Have Accessibility for Ontaria	e intended turn movements for etc)? ns with Disabilities Act (AODA) a rds (if applicable) been considere	cyclists (e.g. bike boxes, queuing sometimes of the control of the		Yes
Does the intersection design prov	ide features which facilitate all th Have Accessibility for Ontaria	e intended turn movements for etc)? ns with Disabilities Act (AODA) a	cyclists (e.g. bike boxes, queuing sometimes of the comments o		Yes
	ide features which facilitate all th Have Accessibility for Ontaria standai	e intended turn movements for etc)? ns with Disabilities Act (AODA) ands (if applicable) been considered MMLOS EV.	cyclists (e.g. bike boxes, queuing some state of the control of th	space, protected intersection, Average Effective Turning Radius	Yes Yes % of Movements with
Does the intersection design prov	ide features which facilitate all th Have Accessibility for Ontarial standar Enhanced Pedestrian Measures	e intended turn movements for etc)? ns with Disabilities Act (AODA) ards (if applicable) been considered MMLOS EV	nd municipal accessibility ed? Transit Priority Measures No transit priority measures at any	Space, protected intersection, Average Effective Turning Radius (m)	Yes Yes % of Movements with Dedicated Turn Lanes
Does the intersection design prov	ide features which facilitate all th Have Accessibility for Ontarial standar Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius	e intended turn movements for etc)? ns with Disabilities Act (AODA) a rds (if applicable) been considered MMLOS Evaluation Enhanced Bicycle Facilities 0.01 - 0.25 Average Effective Turning Radius	nd municipal accessibility ed? Transit Priority Measures No transit priority measures at any approaches for transit	Average Effective Turning Radius (m) Greater than 18	Yes Yes % of Movements with Dedicated Turn Lanes 85 - 100%
Does the intersection design prov Measure 1 Measure 2	ide features which facilitate all th Have Accessibility for Ontarial standar Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius (m)	e intended turn movements for etc)? ns with Disabilities Act (AODA) ards (if applicable) been considered MMLOS Ev. Enhanced Bicycle Facilities 0.01 - 0.25 Average Effective Turning Radius (m)	cyclists (e.g. bike boxes, queuing sound municipal accessibility and? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s)	Average Effective Turning Radius (m) Greater than 18 Car Level of Service	Yes Yes Wes Morements with Dedicated Turn Lanes 85 - 100% Intersection Delay (s)
Does the intersection design prov	ide features which facilitate all th Have Accessibility for Ontarial standar Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius (m) Less than 9	e intended turn movements for etc)? ns with Disabilities Act (AODA) ands (if applicable) been considered MMLOS Evaluation Enhanced Bicycle Facilities 0.01 - 0.25 Average Effective Turning Radius (m) Less than 9	cyclists (e.g. bike boxes, queuing some municipal accessibility and? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s)	Average Effective Turning Radius (m) Greater than 18 Car Level of Service	Yes Yes Wof Movements with Dedicated Turn Lanes 85 - 100% Intersection Delay (s)
Does the intersection design prov Measure 1 Measure 2	Have Accessibility for Ontarial standar Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius (m) Less than 9 Signal Cycle Length (s)	e intended turn movements for etc)? Ins with Disabilities Act (AODA) a rds (if applicable) been considered MMLOS Ev. Enhanced Bicycle Facilities 0.01 - 0.25 Average Effective Turning Radius (m) Less than 9 Signal Cycle Length (s)	cyclists (e.g. bike boxes, queuing sound municipal accessibility and? Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) 11 - 20 Pedestrian Level of Service	Average Effective Turning Radius (m) Greater than 18 Car Level of Service	Yes Yes Wes Wof Movements with Dedicated Turn Lanes 85 - 100% Intersection Delay (s) 11 - 20

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Actual	D	Е	С	D	С
CENARIO:	SPR & 142 St Pre-Developme	nt AM			
Area Type:	Neighbourhood Connector				
MODE	│	್	1=		
уре			SIGNALIZED INTERSECTIONS		
Target (Custom if necessary)	D	D	В	D	D
Adjustment for Planning Direction	Upwards	None	None	None	None
Reasons for adjustment (if applicable)	LRT Access				
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)					
Actual	D	E	С	D	С
		Active Transportation	n Design Check		
	Are marked pedestrian crossing	s provided to connect all approa	ching pedestrian facilities?		Yes
Does the approaching bike f	acility continue at a consistent w	idth up to the edge of the interso	ection (crosswalk or curb edge of	intersecting roadway)?	No
Is a continuo	us amount of space and accompa	nying pavement makings deline:	ated for cyclists through the inter	section?	No
Does the intersection design provi	de features which facilitate all th	e intended turn movements for (etc)?	cyclists (e.g. bike boxes, queuing	space, protected intersection,	Yes
		ns with Disabilities Act (AODA) ards (if applicable) been considere			Yes
		MMLOS Eva	aluation		
	Enhanced Pedestrian Measures	Enhanced Bicycle Facilities	Transit Priority Measures	Average Effective Turning Radius (m)	% of Movements with Dedicated Turn Lanes
Measure 1	0.76 - 1	0	Transit priority measures at a minimum of one but not all	13 - 14	
	60 - 84%				
Manage 2	Average Effective Turning Radius (m)	Average Effective Turning Radius (m)	approaches for transit Transit Movement Delay (s)	Car Level of Service	60 - 84% Intersection Delay (s)
Measure 2				Car Level of Service	
	(m)	(m)	Transit Movement Delay (s)		Intersection Delay (s)
Measure 2 Measure 3	(m) 13.0 - 14.9	(m) 13.0 - 14.9	Transit Movement Delay (s) 21 - 35	E	Intersection Delay (s)
	(m) 13.0 - 14.9 Signal Cycle Length (s)	(m) 13.0 - 14.9 Signal Cycle Length (s)	Transit Movement Delay (s) 21 - 35 Pedestrian Level of Service	E	Intersection Delay (s)