

Appendix D MMLOS Analysis: Post Development without Improvements



Actual		presentation	_	_	-
SCENARIO:		B opment AM Peak (Without In	D	D	В
Area Type:	Urban Main Street	ορπεπι Αίνι Ρεακ (ννιτησάι π	nprovements		
MODE	Ŕ	র্নত	1		
Гуре			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	С	В	D	D	В
		Active Transportatio	on Design Check		
	Are marked pedestrian crossing	gs provided to connect all approa	aching 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
ls a continuou	is amount of space and accompa	anying pavement makings deline	ated for cyclists through the inter	section?	Yes
Is a continuou Does the intersection design provid					Yes
	de features which facilitate all th Have Accessibility for Ontaria	e intended turn movements for	cyclists (e.g. bike boxes, queuing s		
	de 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 s nd municipal accessibility ed?		Yes
Does the intersection design provid	de 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 s nd municipal accessibility ed?		Yes
	de features which facilitate all th Have Accessibility for Ontaria standar	e intended turn movements for etc)? ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Ev	cyclists (e.g. bike boxes, queuing s nd municipal accessibility ed? aluation	space, protected intersection,	Yes Yes % of Movements with
Does the intersection design provid	de features which facilitate all th Have Accessibility for Ontaria standar	e intended turn movements for etc)? ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Ev Enhanced Bicycle Facilities	cyclists (e.g. bike boxes, queuing s nd municipal accessibility ed? aluation 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 provid	de features which facilitate all th Have Accessibility for Ontaria standar Enhanced Pedestrian Measures 0 Average Effective Turning Radius	e intended turn movements for etc)? ns with Disabilities Act (AODA) a rds (if applicable) been considered MIMLOS Ev Enhanced Bicycle Facilities > 1 Average Effective Turning Radius	cyclists (e.g. bike boxes, queuing s nd municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any approaches for transit	Space, protected intersection, Average Effective Turning Radius (m) Less than 11	Yes Yes % of Movements with Dedicated Turn Lanes 60 - 84%
Does the intersection design provid	de features which facilitate all th Have Accessibility for Ontaria standar Enhanced Pedestrian Measures 0 Average Effective Turning Radius (m)	e intended turn movements for etc)? ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Ev Enhanced Bicycle Facilities > 1 Average Effective Turning Radius (m)	cyclists (e.g. bike boxes, queuing s 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) Less than 11 Car Level of Service	Yes Yes % of Movements with Dedicated Turn Lanes 60 - 84% Intersection Delay (5)
Does the intersection design provid	de features which facilitate all th Have Accessibility for Ontaria standar Enhanced Pedestrian Measures 0 Average Effective Turning Radius (m) Less than 9	e intended turn movements for etc)? ns with Disabilities Act (AODA) a rds (if applicable) been considered MIMLOS Ev Enhanced Bicycle Facilities > 1 Average Effective Turning Radius (m) Less than 9	cyclists (e.g. bike boxes, queuing s 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) Less than 11 Car Level of Service	Yes Yes % of Movements with Dedicated Turn Lanes 60 - 84% Intersection Delay (s) 21 - 35
Does the intersection design provid	de features which facilitate all th Have Accessibility for Ontaria standar Enhanced Pedestrian Measures 0 Average Effective Turning Radius (m) Less than 9 Signal Cycle Length (s)	e intended turn movements for etc)? ns with Disabilities Act (AODA) a rds (if applicable) been considered MMLOS Ev Enhanced Bicycle Facilities > 1 Average Effective Turning Radius (m) Less than 9 Signal Cycle Length (s)	cyclists (e.g. bike boxes, queuing s and 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) Less than 11 Car Level of Service	Yes Yes % of Movements with Dedicated Turn Lanes 60 - 84% Intersection Delay (s) 21 - 35

Actual		presentation			
	D	В	E	E	С
SCENARIO:		opment PM Peak (Without In	nprovements)		
Area Type:	Urban Main Street				
MODE	★	্র	1 □ □		
Гуре			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	В	Ε	E	С
		Active Transportation	on Design Check		
	Are marked pedestrian crossing	gs provided to connect all approa	aching 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
ls a continuo					
10 0 20.101100	us amount of space and accompa	anying pavement makings deline	ated for cyclists through the inter	section?	Yes
Does the intersection design provi					Yes Yes
	de features which facilitate all th Have Accessibility for Ontaria	e intended turn movements for	cyclists (e.g. bike boxes, queuing s nd municipal accessibility		
	de 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 s nd municipal accessibility 2d?		Yes
Does the intersection design provi	de 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 s nd municipal accessibility 2d?		Yes
	de features which facilitate all th Have Accessibility for Ontaria standar	e intended turn movements for etc)? ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Ev	cyclists (e.g. bike boxes, queuing s nd municipal accessibility ed? aluation	space, protected intersection,	Yes Yes % of Movements with
Does the intersection design provi	de features which facilitate all th Have Accessibility for Ontaria standar	e intended turn movements for etc)? ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Ev Enhanced Bicycle Facilities	cyclists (e.g. bike boxes, queuing s nd municipal accessibility ed? aluation 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 provi	de features which facilitate all th Have Accessibility for Ontaria standar Enhanced Pedestrian Measures 0 Average Effective Turning Radius	e intended turn movements for etc)? ns with Disabilities Act (AODA) a rds (if applicable) been considered MIMLOS Ev Enhanced Bicycle Facilities > 1 Average Effective Turning Radius	cyclists (e.g. bike boxes, queuing s nd municipal accessibility ed? 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 60 - 84%
Does the intersection design provi	de features which facilitate all th Have Accessibility for Ontaria standar Enhanced Pedestrian Measures 0 Average Effective Turning Radius (m)	e intended turn movements for etc)? ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Ev Enhanced Bicycle Facilities > 1 Average Effective Turning Radius (m)	cyclists (e.g. bike boxes, queuing s nd municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s)	Space, protected intersection, Average Effective Turning Radius (m) Less than 11 Car Level of Service	Yes Yes % of Movements with Dedicated Turn Lanes 60 - 84% Intersection Delay (s)
Does the intersection design provi	de features which facilitate all the Have Accessibility for Ontaria standard Enhanced Pedestrian Measures 0 Average Effective Turning Radius (m) Less than 9	e intended turn movements for etc)? ns with Disabilities Act (AODA) a rds (if applicable) been considered MIMLOS Ev Enhanced Bicycle Facilities > 1 Average Effective Turning Radius (m) Less than 9	cyclists (e.g. bike boxes, queuing s and municipal accessibility ad? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) 36 - 55	Space, protected intersection, Average Effective Turning Radius (m) Less than 11 Car Level of Service	Yes Yes % of Movements with Dedicated Turn Lanes 60 - 84% Intersection Delay (s)
Does the intersection design provi	de features which facilitate all the Have Accessibility for Ontaria standar Enhanced Pedestrian Measures 0 Average Effective Turning Radius (m) Less than 9 Signal Cycle Length (s)	e intended turn movements for etc)? ns with Disabilities Act (AODA) a rds (if applicable) been considered MMLOS Ev Enhanced Bicycle Facilities > 1 Average Effective Turning Radius (m) Less than 9 Signal Cycle Length (s)	cyclists (e.g. bike boxes, queuing s and municipal accessibility aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) 36 - 55 Pedestrian Level of Service	Space, protected intersection, Average Effective Turning Radius (m) Less than 11 Car Level of Service	Yes Yes % of Movements with Dedicated Turn Lanes 60 - 84% Intersection Delay (s)

OS AND DATA ENTRY - Use this to enter what you	know and for detailed or summary results	presentation			
Actual	С	E	D	E	С
CENARIO:	Jasper Ave & 109 St Post-De	velopment AM Peak (Withou	t Improvements)		
lrea Type:	Urban Main Street				
MODE	×	র্জত	1 		
уре			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				
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)					
Actual	С	E	D	E	С
		Active Transportation	on Design Check		
	Are marked pedestrian crossing	s provided to connect all approa	ching pedestrian facilities?		Yes
Desether constant in the	incility continue at a consistent w	ridth up to the edge of the inters	ection (crosswalk or curb edge of	intersecting roadway)?	Yes
Does the approaching bike t	actify continue at a consistent w			<i>o µ</i>	
			ated for cyclists through the inters		No
Is a continuo	us amount of space and accompa	anying pavement makings deline	ated for cyclists through the inters	section?	No Yes
Is a continuo	us amount of space and accompa features which facilitate all the i Have Accessibility for Ontarian	anying pavement makings deline	ated for cyclists through the inters lists (e.g. bike boxes, queuing spa nd municipal accessibility	section?	
Is a continuo	us amount of space and accompa features which facilitate all the i Have Accessibility for Ontarian	nying pavement makings deline ntended turn movements for cyc ns with Disabilities Act (AODA) a	ated for cyclists through the inters lists (e.g. bike boxes, queuing spa nd municipal accessibility ed?	section?	Yes
Is a continuo Does the intersection design provide	us amount of space and accompa features which facilitate all the i Have Accessibility for Ontarian	nying pavement makings deline ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considere	ated for cyclists through the inters lists (e.g. bike boxes, queuing spa nd municipal accessibility ed?	section?	Yes
Is a continuo	us amount of space and accompa features which facilitate all the i Have Accessibility for Ontarian standar	nying pavement makings deline ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Ev	ated for cyclists through the inters lists (e.g. bike boxes, queuing spa nd municipal accessibility ed? aluation	section? ce, protected intersection, etc)? Average Effective Turning Radius	Yes Yes % of Movements with
Is a continuo tooes the intersection design provide Measure 1	us amount of space and accompa features which facilitate all the i Have Accessibility for Ontarian standar	nnying pavement makings deline ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Ev Enhanced Bicycle Facilities	ated for cyclists through the intersection of	section? ce, protected intersection, etc)? Average Effective Turning Radius (m)	Yes Yes % of Movements with Dedicated Turn Lanes
Is a continuo oes the intersection design provide	us amount of space and accompa features which facilitate all the i Have Accessibility for Ontarian standar Enhanced Pedestrian Measures >1 Average Effective Turning Radius	Intended turn movements for cyclins with Disabilities Act (AODA) ards (if applicable) been considered MMLOS Ev Enhanced Bicycle Facilities 0 Average Effective Turning Radius	ated for cyclists through the intersection of	section? ce, protected intersection, etc)? Average Effective Turning Radius (m) 11 - 12	Yes Yes % of Movements with Dedicated Turn Lanes 85 - 100%
Is a continuo oes the intersection design provide Measure 1 Measure 2	us amount of space and accompa features which facilitate all the i Have Accessibility for Ontarian standar Enhanced Pedestrian Measures >1 Average Effective Turning Radius (m)	Intended turn movements for cyclons with Disabilities Act (AODA) ards (if applicable) been considered MMLOS Ev Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m)	ated for cyclists through the intersection of	section? ce, protected intersection, etc)? Average Effective Turning Radius (m) 11 - 12 Car Level of Service	Yes Yes % of Movements with Dedicated Turn Lanes 85 - 100% Intersection Delay (s)
Is a continuo oes the intersection design provide Measure 1	us amount of space and accompa features which facilitate all the i Have Accessibility for Ontarian standar Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m) 11.0 - 12.9	Intended turn movements for cyclins with Disabilities Act (AODA) ards (if applicable) been considered MMLOS Ev Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) 11.0 - 12.9	ated for cyclists through the intersection of	section? ce, protected intersection, etc)? Average Effective Turning Radius (m) 11 - 12 Car Level of Service F	Yes Yes % of Movements with Dedicated Turn Lanes 85 - 100% Intersection Delay (s)
Is a continuo oes the intersection design provide Measure 1 Measure 2	us amount of space and accompation features which facilitate all the in Have Accessibility for Ontarian standard Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m) 11.0 - 12.9 Signal Cycle Length (s)	Intended turn movements for cyclons with Disabilities Act (AODA) a rds (if applicable) been considered MIMLOS Ev Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) 11.0 - 12.9 Signal Cycle Length (s)	ated for cyclists through the intersection of	section? ce, protected intersection, etc)? Average Effective Turning Radius (m) 11 - 12 Car Level of Service F	Yes Yes % of Movements with Dedicated Turn Lanes 85 - 100% Intersection Delay (s)

OS AND DATA ENTRY - Use this to enter what you	i know and for detailed or summary results	presentation			
Actual	С	E	E	E	С
SCENARIO:	Jasper Ave & 109 St Post-De	velopment PM Peak (Withou	t Improvements)		
Area Type:	Urban Main Street				
MODE	×	র্ন	1		
Гуре			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				
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)					
Actual	С	E	E	E	С
		Active Transportation	on Design Check		
	Are marked pedestrian crossing	s provided to connect all approa	aching 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	nying pavement makings deline	ated for cyclists through the inters	section?	No
					No Yes
	features which facilitate all the i Have Accessibility for Ontaria		lists (e.g. bike boxes, queuing spa nd municipal accessibility		
	features which facilitate all the i Have Accessibility for Ontaria	ntended turn movements for cyons with Disabilities Act (AODA) a	clists (e.g. bike boxes, queuing spa nd municipal accessibility ed?		Yes
Does the intersection design provide	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	clists (e.g. bike boxes, queuing spa nd municipal accessibility ed?		Yes
	features which facilitate all the i Have Accessibility for Ontarian standan	ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Ev	clists (e.g. bike boxes, queuing spa nd municipal accessibility ed? aluation	ce, protected intersection, etc)?	Yes Yes % of Movements with
Does the intersection design provide	features which facilitate all the i Have Accessibility for Ontarian standar	ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considere MIMLOS Ev Enhanced Bicycle Facilities	clists (e.g. bike boxes, queuing spand and municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any	ce, protected intersection, etc)?	Yes Yes % of Movements with Dedicated Turn Lanes
Does the intersection design provide	features which facilitate all the in Have Accessibility for Ontarian standar Enhanced Pedestrian Measures > 1 Average Effective Turning Radius	ntended turn movements for cycons with Disabilities Act (AODA) a rds (if applicable) been considered MIMLOS Ev Enhanced Bicycle Facilities	clists (e.g. bike boxes, queuing spand and municipal accessibility ed? aluation 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 85 - 100%
Does the intersection design provide Measure 1 Measure 2	features which facilitate all the in Have Accessibility for Ontarian standar Enhanced Pedestrian Measures >1 Average Effective Turning Radius (m)	ntended turn movements for cycons with Disabilities Act (AODA) a rds (if applicable) been considered MIMLOS Ev Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m)	clists (e.g. bike boxes, queuing spand and municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s)	ce, protected intersection, etc)? Average Effective Turning Radius (m) 11 - 12 Car Level of Service	Yes Yes % of Movements with Dedicated Turn Lanes 85 - 100% Intersection Delay (s)
Does the intersection design provide Measure 1	features which facilitate all the in Have Accessibility for Ontarian standard Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m) 11.0 - 12.9	ntended turn movements for cyce ns with Disabilities Act (AODA) a rds (if applicable) been considered MIMLOS Ev Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) 11.0 - 12.9	clists (e.g. bike boxes, queuing spand and municipal accessibility ad? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) 56 - 80	ce, protected intersection, etc)? Average Effective Turning Radius (m) 11 - 12 Car Level of Service	Yes Yes % of Movements with Dedicated Turn Lanes 85 - 100% Intersection Delay (s)
Does the intersection design provide Measure 1 Measure 2	features which facilitate all the in Have Accessibility for Ontarian standar Enhanced Pedestrian Measures >1 Average Effective Turning Radius (m) 11.0 - 12.9 Signal Cycle Length (s)	ntended turn movements for cyce ns with Disabilities Act (AODA) a rds (if applicable) been considered MMLOS Ev Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) 11.0 - 12.9 Signal Cycle Length (s)	clists (e.g. bike boxes, queuing spand and municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) 56 - 80 Pedestrian Level of Service	ce, protected intersection, etc)? Average Effective Turning Radius (m) 11 - 12 Car Level of Service	Yes Yes % of Movements with Dedicated Turn Lanes 85 - 100% Intersection Delay (s)

LOS AND DATA ENTRY - Use this to enter what you	know and for detailed or summary results p	resentation			
Actual	С	E	С	E	D
SCENARIO:	104 Ave & 109 St Post-Develo	opment AM Peak (Without In	nprovements)		
Area Type:	Urban Main Street	^	_		
MODE	×	র্নত	1		
Туре			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 Transportatio	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 interse	ection (crosswalk or curb edge of	intersecting roadway)?	No
ls a continuo	us amount of space and accompa	nying pavement makings delinea	ated for cyclists through the inter	section?	No
Does the intersection design provi	de features which facilitate all th	e intended turn movements for o etc)?	cyclists (e.g. bike boxes, queuing	space, protected intersection,	Yes
		ns with Disabilities Act (AODA) a ds (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	11 - 12	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)
WEASULE 2	11.0 - 12.9	11.0 - 12.9	36 - 55	F	Greater than 80
Measure 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)	-	-	-
	1.6 - 2.0	Greater than 3			

LOS AND DATA ENTRY - Use this to enter what you	know and for detailed or summary results p	resentation			
Actual	С	E	С	E	D
SCENARIO:	104 Ave & 109 St Post-Develo	opment PM Peak (Without Im	provements)		
Area Type:	Urban Main Street	•			
MODE	★	র্নত			
Туре			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 Transportatio	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 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 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) a ds (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	11 - 12	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)
ivicasul e z	11.0 - 12.9	11.0 - 12.9	36 - 55	E	56 - 80
Moorting 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)	-	-	-
incusure 4	1.6 - 2.0	Greater than 3			

OS AND DATA ENTRY - Use this to enter what you					
Actual	С	В	E	E	E
	102 Ave & 124 St Post-Devel	opment AM Peak (Without Ir	nprovements)		
Area Type:	Urban Main Street				
MODE	ĺ	র্নত	1		
Гуре			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			
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)					
Actual	С	В	E	E	E
		Active Transportation	on Design Check		
	Are marked pedestrian crossing	gs provided to connect all approa	aching pedestrian facilities?		Yes
Does the approaching hile f	acility continue at a consistent w	idth up to the edge of the inters	ection (crosswalk or curb edge of	intersecting roadway)?	Yes
Does the approaching pike i	actinty continue at a consistent w				
	·		ated for cyclists through the inter		Yes
	is amount of space and accompa	anying pavement makings deline		section?	Yes
Is a continuou	us amount of space and accompa de features which facilitate all th Have Accessibility for Ontaria	inying pavement makings deline e intended turn movements for	cyclists (e.g. bike boxes, queuing s nd municipal accessibility	section?	
Is a continuou	us amount of space and accompa de 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 considered	cyclists (e.g. bike boxes, queuing s nd municipal accessibility 2d?	section?	Yes
Is a continuou Does the intersection design provid	us amount of space and accompa de features which facilitate all th Have Accessibility for Ontaria	e intended turn movements for etc)?	cyclists (e.g. bike boxes, queuing s nd municipal accessibility 2d?	section?	Yes
Is a continuou	us amount of space and accompa de features which facilitate all th Have Accessibility for Ontaria standa	e intended turn movements for etc)? ns with Disabilities Act (AODA) a rds (if applicable) been consider	cyclists (e.g. bike boxes, queuing s nd municipal accessibility ed? aluation	section? space, protected intersection,	Yes Yes % of Movements with
Is a continuou Does the intersection design provid Measure 1	us amount of space and accompa de features which facilitate all th Have Accessibility for Ontaria standar	e intended turn movements for etc)? ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Ev Enhanced Bicycle Facilities	cyclists (e.g. bike boxes, queuing s nd municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any	section? space, protected intersection, Average Effective Turning Radius (m)	Yes Yes % of Movements with Dedicated Turn Lanes
Is a continuou Does the intersection design provid	as amount of space and accompand de features which facilitate all th Have Accessibility for Ontaria standar Enhanced Pedestrian Measures >1 Average Effective Turning Radius	e intended turn movements for etc)? ns with Disabilities Act (AODA) a rds (if applicable) been considered <u>MMLOS Ev</u> Enhanced Bicycle Facilities > 1 Average Effective Turning Radius	cyclists (e.g. bike boxes, queuing s nd municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any approaches for transit	section? space, protected intersection, Average Effective Turning Radius (m) 13 - 14	Yes Yes % of Movements with Dedicated Turn Lanes 10 - 34%
Is a continuou Does the intersection design provid Measure 1 Measure 2	us amount of space and accompand de features which facilitate all th Have Accessibility for Ontaria standar Enhanced Pedestrian Measures >1 Average Effective Turning Radius (m)	e intended turn movements for etc)? ns with Disabilities Act (AODA) a rds (if applicable) been considered MMLOS Ev Enhanced Bicycle Facilities > 1 Average Effective Turning Radius (m)	cyclists (e.g. bike boxes, queuing s nd municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s)	section? space, protected intersection, Average Effective Turning Radius (m) 13 - 14 Car Level of Service	Yes Yes % of Movements with Dedicated Turn Lanes 10 - 34% Intersection Delay (s)
Is a continuou Does the intersection design provid Measure 1	as amount of space and accompand de features which facilitate all th Have Accessibility for Ontaria standar Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m) 13.0 - 14.9	e intended turn movements for etc)? ns with Disabilities Act (AODA) a rds (if applicable) been consider MMLOS Ev Enhanced Bicycle Facilities > 1 Average Effective Turning Radius (m) 13.0 - 14.9	cyclists (e.g. bike boxes, queuing s and municipal accessibility ad? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) Greater than 80	section? space, protected intersection, Average Effective Turning Radius (m) 13 - 14 Car Level of Service	Yes Yes % of Movements with Dedicated Turn Lanes 10 - 34% Intersection Delay (s)
Is a continuou Does the intersection design provid Measure 1 Measure 2	Is amount of space and accompand de features which facilitate all th Have Accessibility for Ontaria standar Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m) 13.0 - 14.9 Signal Cycle Length (s)	e intended turn movements for etc)? ns with Disabilities Act (AODA) a rds (if applicable) been consider MMLOS Ev Enhanced Bicycle Facilities > 1 Average Effective Turning Radius (m) 13.0 - 14.9 Signal Cycle Length (s)	cyclists (e.g. bike boxes, queuing s and municipal accessibility aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) Greater than 80 Pedestrian Level of Service	section? space, protected intersection, Average Effective Turning Radius (m) 13 - 14 Car Level of Service	Yes Yes % of Movements with Dedicated Turn Lanes 10 - 34% Intersection Delay (s)

0	ا know and for detailed or summary results ا	presentation			
Actual	С	С	E	E	E
SCENARIO:		opment PM Peak (Without In	nprovements)		
Area Type:	Urban Main Street				
MODE	×	র্নত			
Гуре			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			
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)					
Actual	С	С	E	E	E
		Active Transportation	on Design Check		
	Are marked pedestrian crossing	gs provided to connect all approa	aching 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	anying pavement makings deline	ated for cyclists through the inter	section?	Yes
Is a continuou Does the intersection design provi					Yes Yes
	de features which facilitate all th Have Accessibility for Ontaria	e intended turn movements for	cyclists (e.g. bike boxes, queuing s		
	de 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 s nd municipal accessibility ed?		Yes
Does the intersection design provi	de 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 s nd municipal accessibility ed?		Yes
	de features which facilitate all th Have Accessibility for Ontaria standar	e intended turn movements for etc)? ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Ev	cyclists (e.g. bike boxes, queuing s nd municipal accessibility ed? aluation	pace, protected intersection,	Yes Yes % of Movements with
Does the intersection design provides the intersection design prov	de features which facilitate all th Have Accessibility for Ontaria standar	e intended turn movements for etc)? ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Ev Enhanced Bicycle Facilities	cyclists (e.g. bike boxes, queuing s nd municipal accessibility ed? aluation 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 provi	de features which facilitate all th Have Accessibility for Ontaria standar Enhanced Pedestrian Measures > 1 Average Effective Turning Radius	e intended turn movements for etc)? ns with Disabilities Act (AODA) a rds (if applicable) been considered MIMLOS Ev Enhanced Bicycle Facilities > 1 Average Effective Turning Radius	cyclists (e.g. bike boxes, queuing s nd municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any approaches for transit	Average Effective Turning Radius (m) 13 - 14	Yes Yes % of Movements with Dedicated Turn Lanes 10 - 34%
Does the intersection design provided in the intersection design p	de features which facilitate all th Have Accessibility for Ontaria standar Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m)	e intended turn movements for etc)? ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Ev Enhanced Bicycle Facilities > 1 Average Effective Turning Radius (m)	cyclists (e.g. bike boxes, queuing s 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) 13 - 14 Car Level of Service	Yes Yes % of Movements with Dedicated Turn Lanes 10 - 34% Intersection Delay (s)
Does the intersection design provides the intersection design prov	de features which facilitate all th Have Accessibility for Ontaria standar Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m) 13.0 - 14.9	e intended turn movements for etc)? ns with Disabilities Act (AODA) a rds (if applicable) been considered MIMLOS Ev Enhanced Bicycle Facilities > 1 Average Effective Turning Radius (m) 13.0 - 14.9	cyclists (e.g. bike boxes, queuing s and municipal accessibility ad? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) Greater than 80	Average Effective Turning Radius (m) 13 - 14 Car Level of Service	Yes Yes % of Movements with Dedicated Turn Lanes 10 - 34% Intersection Delay (s)
Does the intersection design provided in the intersection design p	de features which facilitate all th Have Accessibility for Ontaria standar Enhanced Pedestrian Measures >1 Average Effective Turning Radius (m) 13.0 - 14.9 Signal Cycle Length (s)	e intended turn movements for etc)? ns with Disabilities Act (AODA) a rds (if applicable) been considered MMLOS Ev Enhanced Bicycle Facilities > 1 Average Effective Turning Radius (m) 13.0 - 14.9 Signal Cycle Length (s)	cyclists (e.g. bike boxes, queuing s and municipal accessibility ad? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) Greater than 80 Pedestrian Level of Service	Average Effective Turning Radius (m) 13 - 14 Car Level of Service	Yes Yes % of Movements with Dedicated Turn Lanes 10 - 34% Intersection Delay (s)

OS AND DATA ENTRY - Use this to enter what you					
Actual	С	D	С	E	D
CENARIO:	SPR & 124 St Post-Developm	ent AM Peak (Without Impro	ovements)		
Area Type:	Urban Main Street				
MODE	ĺ	র্নত	1		
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		
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)					
Actual	С	D	С	E	D
		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)?	No
Is a continuo	us amount of space and accompa	nying pavement makings deline:	ated for cyclists through the inter	section?	No
					No Yes
	features which facilitate all the in Have Accessibility for Ontarian		lists (e.g. bike boxes, queuing spa nd municipal accessibility		
	features which facilitate all the in Have Accessibility for Ontarian	ntended turn movements for cyc	lists (e.g. bike boxes, queuing spa nd municipal accessibility nd?		Yes
Does the intersection design provide	features which facilitate all the in Have Accessibility for Ontarian	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 ed? aluation Transit Priority Measures		Yes
	features which facilitate all the in Have Accessibility for Ontarian standar	ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Eva	lists (e.g. bike boxes, queuing spa nd municipal accessibility ed? aluation	ace, protected intersection, etc)?	Yes Yes
Does the intersection design provide	features which facilitate all the in Have Accessibility for Ontarian standar	ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Eva Enhanced Bicycle Facilities	lists (e.g. bike boxes, queuing spand nd municipal accessibility ed? aluation Transit Priority Measures Transit priority measures at a minimum of one but not all	ace, protected intersection, etc)?	Yes Yes % of Movements with Dedicated Turn Lanes
oes the intersection design provide	features which facilitate all the in Have Accessibility for Ontarian standar Enhanced Pedestrian Measures > 1 Average Effective Turning Radius	ntended turn movements for cycons with Disabilities Act (AODA) a rds (if applicable) been considered MIMLOS Eva Enhanced Bicycle Facilities 0 Average Effective Turning Radius	lists (e.g. bike boxes, queuing spand and municipal accessibility 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 Yes % of Movements with Dedicated Turn Lanes 35 - 59%
Measure 1 Measure 2	features which facilitate all the in Have Accessibility for Ontarian standar Enhanced Pedestrian Measures >1 Average Effective Turning Radius (m)	ntended turn movements for cyco ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Eva Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m)	lists (e.g. bike boxes, queuing spand and municipal accessibility 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 Yes % of Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s)
oes the intersection design provide	features which facilitate all the in Have Accessibility for Ontarian standar Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m) 9.0 - 10.9	ntended turn movements for cyce ns with Disabilities Act (AODA) a rds (if applicable) been considered MMLOS Eve Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) 9.0 - 10.9	dists (e.g. bike boxes, queuing spanned municipal accessibility ed? 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 E	Yes Yes % of Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s)
Measure 1 Measure 2	features which facilitate all the in Have Accessibility for Ontarian standar Enhanced Pedestrian Measures >1 Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s)	ntended turn movements for cyce ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Eve Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s)	lists (e.g. bike boxes, queuing spand and municipal accessibility ed? 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 E	Yes Yes % of Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s)

OS AND DATA ENTRY - Use this to enter what you					
Actual	С	D	С	E	С
SCENARIO:	SPR & 124 St Post-Developm	ent PM Peak (Without Impro	ovements)		
Area Type:	Urban Main Street				
MODE		র্ণত	1		
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		
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)					
Actual	C	D	C	E	С
		Active Transportation	on Design Check	Ì	
	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)?	No
ls a continuo	us amount of space and accompa	nying pavement makings deline	ated for cyclists through the inter	section?	No
					No Yes
	features which facilitate all the in Have Accessibility for Ontarian		lists (e.g. bike boxes, queuing spa nd municipal accessibility		
	features which facilitate all the in Have Accessibility for Ontarian	ntended turn movements for cyc	lists (e.g. bike boxes, queuing spa nd municipal accessibility nd?		Yes
Does the intersection design provide	features which facilitate all the in Have Accessibility for Ontarian	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 nd?		Yes
	features which facilitate all the in Have Accessibility for Ontarian standar	ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Eva	lists (e.g. bike boxes, queuing spa nd municipal accessibility ed? aluation	Ice, protected intersection, etc)?	Yes Yes
Noes the intersection design provide	features which facilitate all the in Have Accessibility for Ontarian standar	ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Eva Enhanced Bicycle Facilities	lists (e.g. bike boxes, queuing spand nd municipal accessibility ed? aluation Transit Priority Measures Transit priority measures at a minimum of one but not all	Ice, protected intersection, etc)?	Yes Yes % of Movements with Dedicated Turn Lanes
oes the intersection design provide	features which facilitate all the in Have Accessibility for Ontarian standar Enhanced Pedestrian Measures > 1 Average Effective Turning Radius	ntended turn movements for cycons with Disabilities Act (AODA) a rds (if applicable) been considered MIMLOS Eva Enhanced Bicycle Facilities 0 Average Effective Turning Radius	lists (e.g. bike boxes, queuing spand and municipal accessibility 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 Yes % of Movements with Dedicated Turn Lanes 35 - 59%
Measure 1 Measure 2	features which facilitate all the in Have Accessibility for Ontarian standar Enhanced Pedestrian Measures >1 Average Effective Turning Radius (m)	ntended turn movements for cyco ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Eva Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m)	lists (e.g. bike boxes, queuing spand and municipal accessibility 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 Yes % of Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s)
oes the intersection design provide	features which facilitate all the in Have Accessibility for Ontarian standar Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m) 9.0 - 10.9	ntended turn movements for cyce ns with Disabilities Act (AODA) a rds (if applicable) been considered MMLOS Eve Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) 9.0 - 10.9	dists (e.g. bike boxes, queuing spand and municipal accessibility aluation Transit Priority Measures Transit priority measures at a minimum of one but not all approaches for transit Transit Movement Delay (s) 21 - 35	Average Effective Turning Radius (m) Less than 11 Car Level of Service D	Yes Yes % of Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s)
Measure 1 Measure 2	features which facilitate all the in Have Accessibility for Ontarian standar Enhanced Pedestrian Measures >1 Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s)	ntended turn movements for cyce ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Eve Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s)	lists (e.g. bike boxes, queuing spand and municipal accessibility ed? aluation Transit Priority Measures Transit priority measures at a minimum of one but not all 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 D	Yes Yes % of Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s)

OS AND DATA ENTRY - Use this to enter what you	ا know and for detailed or summary results	resentation			
Actual	С	D	D	D	С
SCENARIO:	107 Ave & 124 St Post-Devel	opment AM Peak (Without II	mprovements)		
Area Type:	Urban Main Street				
MODE	★	র্নত	1 		
уре			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	aching pedestrian facilities?		Yes
Does the approaching hike		idth up to the edge of the inters	ection (crosswalk or curb edge of	intersecting roadway)?	No
Does the approaching blke	acility continue at a consistent w			8	
			ated for cyclists through the inter		No
Is a continuo	us amount of space and accompa	nying pavement makings deline		section?	
Is a continuo	us amount of space and accompa features which facilitate all the in Have Accessibility for Ontarian	nying pavement makings deline	clists (e.g. bike boxes, queuing spa	section?	No
Is a continuo	us amount of space and accompa features which facilitate all the in Have Accessibility for Ontarian	nying pavement makings deline ntended turn movements for cyc ns with Disabilities Act (AODA) a	clists (e.g. bike boxes, queuing spa Ind municipal accessibility ed?	section?	No Yes
Is a continuo Does the intersection design provide	us amount of space and accompa features which facilitate all the in Have Accessibility for Ontarian	nying pavement makings deline ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considere	clists (e.g. bike boxes, queuing spa Ind municipal accessibility ed?	section?	No Yes
Is a continuo	us amount of space and accompa features which facilitate all the in Have Accessibility for Ontarian standar	nying pavement makings deline ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Ev	clists (e.g. bike boxes, queuing spa and municipal accessibility ed? aluation	section? ce, protected intersection, etc)? Average Effective Turning Radius	No Yes Yes % of Movements with
Is a continuo Does the intersection design provide Measure 1	us amount of space and accompa features which facilitate all the in Have Accessibility for Ontarian standar	nnying pavement makings deline ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Ev Enhanced Bicycle Facilities	clists (e.g. bike boxes, queuing spa and municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any	section? ce, protected intersection, etc)? Average Effective Turning Radius (m)	No Yes Yes % of Movements with Dedicated Turn Lanes
Is a continuo	us amount of space and accompa features which facilitate all the in Have Accessibility for Ontarian standar Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius	Intended turn movements for cyclins with Disabilities Act (AODA) ards (if applicable) been considered MMLOS Ev Enhanced Bicycle Facilities 0 Average Effective Turning Radius	clists (e.g. bike boxes, queuing spa and municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any approaches for transit	section? ce, protected intersection, etc)? Average Effective Turning Radius (m) Less than 11	No Yes Yes % of Movements with Dedicated Turn Lanes 35 - 59%
Is a continuo toes the intersection design provide Measure 1 Measure 2	us amount of space and accompa features which facilitate all the in Have Accessibility for Ontarian standar Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius (m)	Intended turn movements for cyclons with Disabilities Act (AODA) and the considered of the constant of the con	clists (e.g. bike boxes, queuing spa and municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s)	section? ce, protected intersection, etc)? Average Effective Turning Radius (m) Less than 11 Car Level of Service	No Yes Yes % of Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s)
Is a continuo tooes the intersection design provide Measure 1	us amount of space and accompa features which facilitate all the in Have Accessibility for Ontarian standar Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius (m) 9.0 - 10.9	Intended turn movements for cyclins with Disabilities Act (AODA) ards (if applicable) been considered MMLOS Ev Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) 9.0 - 10.9	clists (e.g. bike boxes, queuing spand municipal accessibility ed?	section? ce, protected intersection, etc)? Average Effective Turning Radius (m) Less than 11 Car Level of Service C	No Yes Yes % of Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s)
Is a continuo toes the intersection design provide Measure 1 Measure 2	us amount of space and accompation features which facilitate all the in Have Accessibility for Ontarian standar Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s)	Intended turn movements for cyclons with Disabilities Act (AODA) a rds (if applicable) been considered MIMLOS Ev Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s)	clists (e.g. bike boxes, queuing spand and 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	section? ce, protected intersection, etc)? Average Effective Turning Radius (m) Less than 11 Car Level of Service C	No Yes Yes % of Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s)

OS AND DATA ENTRY - Use this to enter what you	i know and for detailed or summary results j				
Actual	С	D	D	E	С
CENARIO:	107 Ave & 124 St Post-Devel	opment PM Peak (Without Iı	mprovements)		
Area Type:	Urban Main Street				
MODE	★	র্ণত	1 ⊨ →		
Гуре			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	None	None	None	None
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)					
Actual	С		D	E	С
		Active Transportation	on Design Check		
	Are marked pedestrian crossing	s provided to connect all approa	aching pedestrian facilities?		Yes
Does the approaching hike		idth up to the edge of the inters	ection (crosswalk or curb edge of	intersecting roadway)?	No
boes the approaching blief	acility continue at a consistent w		,		
			ated for cyclists through the inters		No
ls a continuo	us amount of space and accompa	nying pavement makings deline	ated for cyclists through the inters	section?	No Yes
	us amount of space and accompa features which facilitate all the in Have Accessibility for Ontarian	nying pavement makings deline	ated for cyclists through the inters lists (e.g. bike boxes, queuing spa nd municipal accessibility	section?	
ls a continuo	us amount of space and accompa features which facilitate all the in Have Accessibility for Ontarian	nying pavement makings deline ntended turn movements for cyc	ated for cyclists through the inters clists (e.g. bike boxes, queuing spa nd municipal accessibility ed?	section?	Yes
Is a continuo	us amount of space and accompa features which facilitate all the in Have Accessibility for Ontarian	nying pavement makings deline ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considere	ated for cyclists through the inters clists (e.g. bike boxes, queuing spa nd municipal accessibility ed?	section?	Yes
ls a continuo	us amount of space and accompa features which facilitate all the in Have Accessibility for Ontarian standar	nying pavement makings deline ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Ev	ated for cyclists through the inters clists (e.g. bike boxes, queuing spa nd municipal accessibility ed? aluation	section? ce, protected intersection, etc)? Average Effective Turning Radius	Yes Yes % of Movements with
boes the intersection design provide Measure 1	us amount of space and accompa features which facilitate all the in Have Accessibility for Ontarian standar	nying pavement makings deline ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Ev Enhanced Bicycle Facilities	ated for cyclists through the inters clists (e.g. bike boxes, queuing spa and municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any	section? ce, protected intersection, etc)? Average Effective Turning Radius (m)	Yes Yes % of Movements with Dedicated Turn Lanes
Is a continuo	us amount of space and accompa features which facilitate all the in Have Accessibility for Ontarian standar Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius	nying pavement makings deline ntended turn movements for cyc ns with Disabilities Act (AODA) a ds (if applicable) been considered <u>MMLOS Ev</u> Enhanced Bicycle Facilities 0 Average Effective Turning Radius	ated for cyclists through the intersection of	section? ce, protected intersection, etc)? Average Effective Turning Radius (m) Less than 11	Yes Yes % of Movements with Dedicated Turn Lanes 35 - 59%
Does the intersection design provide Measure 1 Measure 2	us amount of space and accompa features which facilitate all the in Have Accessibility for Ontarian standar Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius (m)	nying pavement makings deline ntended turn movements for cyc ns with Disabilities Act (AODA) a ds (if applicable) been considered MMLOS Ev Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m)	ated for cyclists through the intersection of	section? ce, protected intersection, etc)? 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)
Does the intersection design provide	us amount of space and accompa features which facilitate all the in Have Accessibility for Ontarian standar Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius (m) 9.0 - 10.9	nying pavement makings deline ntended turn movements for cyc ns with Disabilities Act (AODA) a ds (if applicable) been considered MMLOS Ev Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) 9.0 - 10.9	ated for cyclists through the intersection of	section? ce, protected intersection, etc)? 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)
Is a continuo Does the intersection design provide Measure 1 Measure 2	us amount of space and accompation features which facilitate all the in Have Accessibility for Ontarian standar Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s)	Inving pavement makings deline Intended turn movements for cyc Ins with Disabilities Act (AODA) a Inds (if applicable) been considered Intended Bicycle Facilities 0 Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s)	ated for cyclists through the intersections of the intersection of	section? ce, protected intersection, etc)? 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)

OS AND DATA ENTRY - Use this to enter what you					
Actual	С	D	D	D	С
CENARIO:	111 Ave & 124 St Post-Devel	opment AM Peak (Without II	mprovements)		
Area Type:	Urban Main Street				
MODE	★	র্নত	1 		
уре			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 Areas				
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	aching 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		nying pavement makings deline	ated for cyclists through the inter	section?	No
	us amount of space and accompa				No Yes
	us amount of space and accompa features which facilitate all the in Have Accessibility for Ontarian		lists (e.g. bike boxes, queuing spa		
	us amount of space and accompa features which facilitate all the in Have Accessibility for Ontarian	ntended turn movements for cyc	clists (e.g. bike boxes, queuing spa nd municipal accessibility ed?		Yes
Does the intersection design provide	us amount of space and accompa features which facilitate all the in Have Accessibility for Ontarian	ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considere	clists (e.g. bike boxes, queuing spa nd municipal accessibility ed?		Yes
	us amount of space and accompa features which facilitate all the in Have Accessibility for Ontarian standar	ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Ev	clists (e.g. bike boxes, queuing spa nd municipal accessibility ed? aluation	ce, protected intersection, etc)?	Yes Yes
Does the intersection design provide	us amount of space and accompa features which facilitate all the in Have Accessibility for Ontarian standar	ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considere MIMLOS Ev Enhanced Bicycle Facilities	clists (e.g. bike boxes, queuing spand and municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any	ce, protected intersection, etc)?	Yes Yes % of Movements with Dedicated Turn Lanes
ooes the intersection design provide	us amount of space and accompa features which facilitate all the in Have Accessibility for Ontarian 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 MIMLOS Ev Enhanced Bicycle Facilities 0 Average Effective Turning Radius	clists (e.g. bike boxes, queuing spand and municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any approaches for transit	ce, protected intersection, etc)?	Yes Yes % of Movements with Dedicated Turn Lanes 10 - 34%
Does the intersection design provide Measure 1 Measure 2	us amount of space and accompa features which facilitate all the in Have Accessibility for Ontarian standar Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m)	ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considered MMLOS Ev Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m)	clists (e.g. bike boxes, queuing spand and municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s)	ce, protected intersection, etc)? Average Effective Turning Radius (m) Less than 11 Car Level of Service	Yes Yes % of Movements with Dedicated Turn Lanes 10 - 34% Intersection Delay (s)
oes the intersection design provide	us amount of space and accompa features which facilitate all the in Have Accessibility for Ontarian standar Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m) Less than 9	ntended turn movements for cyce ns with Disabilities Act (AODA) a rds (if applicable) been considered MIMLOS Ev Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) Less than 9	clists (e.g. bike boxes, queuing spand and municipal accessibility ad? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) 21 - 35	ce, protected intersection, etc)? Average Effective Turning Radius (m) Less than 11 Car Level of Service C	Yes Yes % of Movements with Dedicated Turn Lanes 10 - 34% Intersection Delay (s)
Does the intersection design provide Measure 1 Measure 2	us amount of space and accompation features which facilitate all the in Have Accessibility for Ontarian standar Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m) Less than 9 Signal Cycle Length (s)	ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considered MMLOS Ev Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) Less than 9 Signal Cycle Length (s)	clists (e.g. bike boxes, queuing spand and 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	ce, protected intersection, etc)? Average Effective Turning Radius (m) Less than 11 Car Level of Service C	Yes Yes % of Movements with Dedicated Turn Lanes 10 - 34% Intersection Delay (s)

OS AND DATA ENTRY - Use this to enter what you	know and for detailed or summary results p	/ coentation			
Actual	С	D	D	E	D
SCENARIO:	111 Ave & 124 St Post-Devel	opment PM Peak (Without II	nprovements)		
Area Type:	Urban Main Street				
MODE	★	র্ত	1		
уре			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 Areas				
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)					
Actual	C	D	D	E	D
		Active Transportation	on Design Check		
	Are marked pedestrian crossing	s provided to connect all approa	aching pedestrian facilities?		Yes
Does the approaching hike	facility continue at a consistent w	idth up to the edge of the inters	ection (crosswalk or curb edge of	intersecting roadway)?	No
while one of the second second					
		nying pavement makings deline	ated for cyclists through the inters	section?	No
	us amount of space and accompa				No Yes
Is a continuo	us amount of space and accompa features which facilitate all the in Have Accessibility for Ontariar		lists (e.g. bike boxes, queuing spa nd municipal accessibility		
Is a continuo	us amount of space and accompa features which facilitate all the in Have Accessibility for Ontariar	ntended turn movements for cyc	clists (e.g. bike boxes, queuing spa nd municipal accessibility ed?		Yes
Is a continuo	us amount of space and accompa features which facilitate all the in Have Accessibility for Ontariar	ntended turn movements for cyc ns with Disabilities Act (AODA) a ds (if applicable) been considere	clists (e.g. bike boxes, queuing spa nd municipal accessibility ed?		Yes
Is a continuo	us amount of space and accompa features which facilitate all the in Have Accessibility for Ontarian standar	ntended turn movements for cyc ns with Disabilities Act (AODA) a ds (if applicable) been considere MMLOS Ev	clists (e.g. bike boxes, queuing spa nd municipal accessibility ed? aluation	ce, protected intersection, etc)?	Yes Yes % of Movements with
oes the intersection design provide Measure 1	us amount of space and accompa features which facilitate all the in Have Accessibility for Ontarian standar	ntended turn movements for cyc ns with Disabilities Act (AODA) a ds (if applicable) been considere MMLOS Ev Enhanced Bicycle Facilities	clists (e.g. bike boxes, queuing spa and municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any	ce, protected intersection, etc)?	Yes Yes % of Movements with Dedicated Turn Lanes
Is a continuo	us amount of space and accompa features which facilitate all the in Have Accessibility for Ontarian standar Enhanced Pedestrian Measures >1 Average Effective Turning Radius	ntended turn movements for cyc ns with Disabilities Act (AODA) a ds (if applicable) been considered MIMLOS Ev Enhanced Bicycle Facilities 0 Average Effective Turning Radius	clists (e.g. bike boxes, queuing spa and municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any approaches for transit	ce, protected intersection, etc)? Average Effective Turning Radius (m) Less than 11	Yes Yes % of Movements with Dedicated Turn Lanes 10 - 34%
Is a continuo tooes the intersection design provide Measure 1 Measure 2	us amount of space and accompa features which facilitate all the in Have Accessibility for Ontarian standar Enhanced Pedestrian Measures >1 Average Effective Turning Radius (m)	ntended turn movements for cyc ns with Disabilities Act (AODA) a ds (if applicable) been considered MIMLOS Ev Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m)	clists (e.g. bike boxes, queuing spand and municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s)	ce, protected intersection, etc)? Average Effective Turning Radius (m) Less than 11 Car Level of Service	Yes Yes % of Movements with Dedicated Turn Lanes 10 - 34% Intersection Delay (s)
Is a continuo toes the intersection design provide Measure 1	us amount of space and accompa features which facilitate all the in Have Accessibility for Ontarian standar Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m) Less than 9	ntended turn movements for cycl ns with Disabilities Act (AODA) a dds (if applicable) been considered MIMLOS Ev Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) Less than 9	clists (e.g. bike boxes, queuing spand and municipal accessibility ad? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) 36 - 55	ce, protected intersection, etc)? Average Effective Turning Radius (m) Less than 11 Car Level of Service	Yes Yes % of Movements with Dedicated Turn Lanes 10 - 34% Intersection Delay (s)
Is a continuo oes the intersection design provide Measure 1 Measure 2	us amount of space and accompa features which facilitate all the in Have Accessibility for Ontarian standar Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m) Less than 9 Signal Cycle Length (s)	ntended turn movements for cycl ns with Disabilities Act (AODA) a ds (if applicable) been considered MMLOS Ev Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) Less than 9 Signal Cycle Length (s)	clists (e.g. bike boxes, queuing spand and municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) 36 - 55 Pedestrian Level of Service	ce, protected intersection, etc)? Average Effective Turning Radius (m) Less than 11 Car Level of Service	Yes Yes % of Movements with Dedicated Turn Lanes 10 - 34% Intersection Delay (s)

OS AND DATA ENTRY - Use this to enter what you					
Actual	С	D	D	E	С
SCENARIO:	118 Ave & 124 St Post-Devel	opment AM Peak (Without I	mprovements)		
Area Type: MODE	Urban Main Street	র্জত	1 	ē.	
Гуре			SIGNALIZED INTERSECTIONS		
Target (Custom if necessary)	С	С	С	D	D
Adjustment for Planning Direction	None	None	Upwards	None	None
Reasons for adjustment (if applicable)			R12 Rapid Bus		
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)	C		D	F	C
Actual	C	Active Transportation	D D D D D D D D	E	C
	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	ridth up to the edge of the inters	ection (crosswalk or curb edge of	intersecting roadway)?	No
Is a continuo		inying pavement makings deline	ated for cyclists through the inters	section?	No
	us amount of space and accompa				No Yes
Is a continuo Does the intersection design provide	us amount of space and accompa features which facilitate all the i Have Accessibility for Ontarian		lists (e.g. bike boxes, queuing spa nd municipal accessibility		
	us amount of space and accompa features which facilitate all the i Have Accessibility for Ontarian	ntended turn movements for cyc	lists (e.g. bike boxes, queuing spa nd municipal accessibility ed?		Yes
Does the intersection design provide	us amount of space and accompa features which facilitate all the i Have Accessibility for Ontarian	ntended turn movements for cyons ns with Disabilities Act (AODA) a rds (if applicable) been considere	lists (e.g. bike boxes, queuing spa nd municipal accessibility ed?		Yes
	us amount of space and accompa features which facilitate all the i Have Accessibility for Ontarian standar	ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Ev	lists (e.g. bike boxes, queuing spa nd municipal accessibility ed? aluation	ce, protected intersection, etc)?	Yes Yes % of Movements with
Does the intersection design provide	us amount of space and accompa features which facilitate all the i Have Accessibility for Ontarian standar	ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considere MIMLOS Ev Enhanced Bicycle Facilities	clists (e.g. bike boxes, queuing spand municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any	ce, protected intersection, etc)?	Yes Yes % of Movements with Dedicated Turn Lanes
ooes the intersection design provide	us amount of space and accompa features which facilitate all the i Have Accessibility for Ontarian standar Enhanced Pedestrian Measures >1 Average Effective Turning Radius	ntended turn movements for cycons with Disabilities Act (AODA) a rds (if applicable) been considered MIMLOS Ev Enhanced Bicycle Facilities	clists (e.g. bike boxes, queuing spand nd municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any approaches for transit	ce, protected intersection, etc)? Average Effective Turning Radius (m) Less than 11	Yes Yes % of Movements with Dedicated Turn Lanes 35 - 59%
Measure 1 Measure 2	us amount of space and accompa features which facilitate all the i Have Accessibility for Ontarian standar Enhanced Pedestrian Measures >1 Average Effective Turning Radius (m)	ntended turn movements for cycons with Disabilities Act (AODA) a rds (if applicable) been considered MIMLOS Ev Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m)	clists (e.g. bike boxes, queuing spand and municipal accessibility aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s)	ce, protected intersection, etc)? 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)
Does the intersection design provide	us amount of space and accompa features which facilitate all the i Have Accessibility for Ontarian standar 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 considered MIMLOS Ev Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) 9.0 - 10.9	clists (e.g. bike boxes, queuing spand and municipal accessibility aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) 36 - 55	ce, protected intersection, etc)? 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 Measure 2	us amount of space and accompation features which facilitate all the in Have Accessibility for Ontarian standard Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s)	ntended turn movements for cycl ns with Disabilities Act (AODA) a rds (if applicable) been considered MMLOS Ev Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s)	clists (e.g. bike boxes, queuing spand and municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) 36 - 55 Pedestrian Level of Service	ce, protected intersection, etc)? 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)

OS AND DATA ENTRY - Use this to enter what you	know and for detailed or summary results	presentation			
Actual	С	E	D	E	С
CENARIO:	118 Ave & 124 St Post-Devel	opment PM Peak (Without Ir	nprovements)		
Area Type: MODE	Urban Main Street	র্নত	1		
Turno.			SIGNALIZED INTERSECTIONS		
Type 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	E	С
	•	Active Transportation	on Design Check		
	Are marked pedestrian crossing	s provided to connect all approa	ching pedestrian facilities?		Yes
Desether		idth up to the edge of the inters	ection (crosswalk or curb edge of	intersecting roadway)?	No
Does the approaching bike f	acility continue at a consistent w	, ,			-
			ated for cyclists through the inters		No
ls a continuo	us amount of space and accompa	anying pavement makings deline	ated for cyclists through the inters	section?	No Yes
	us amount of space and accompa features which facilitate all the i Have Accessibility for Ontarian	anying pavement makings deline	ated for cyclists through the inters lists (e.g. bike boxes, queuing spa nd municipal accessibility	section?	
Is a continuo	us amount of space and accompa features which facilitate all the i Have Accessibility for Ontarian	nying pavement makings deline ntended turn movements for cyc ns with Disabilities Act (AODA) a	ated for cyclists through the inters lists (e.g. bike boxes, queuing spa nd municipal accessibility ed?	section?	Yes
Is a continuo Does the intersection design provide	us amount of space and accompa features which facilitate all the i Have Accessibility for Ontarian	nying pavement makings deline ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considere	ated for cyclists through the inters lists (e.g. bike boxes, queuing spa nd municipal accessibility ed?	section?	Yes
Is a continuo	us amount of space and accompa features which facilitate all the i Have Accessibility for Ontarian standar	nying pavement makings deline ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Ev	ated for cyclists through the inters lists (e.g. bike boxes, queuing spa nd municipal accessibility aluation	section? ce, protected intersection, etc)? Average Effective Turning Radius	Yes Yes % of Movements with
Is a continuo Does the intersection design provide Measure 1	us amount of space and accompa features which facilitate all the i Have Accessibility for Ontarian standar	nnying pavement makings deline ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Ev Enhanced Bicycle Facilities	ated for cyclists through the inters dists (e.g. bike boxes, queuing spa nd municipal accessibility d? aluation Transit Priority Measures No transit priority measures at any	section? ce, protected intersection, etc)? Average Effective Turning Radius (m)	Yes Yes % of Movements with Dedicated Turn Lanes
Is a continuo Does the intersection design provide	us amount of space and accompa features which facilitate all the i Have Accessibility for Ontarian standar Enhanced Pedestrian Measures >1 Average Effective Turning Radius	Intended turn movements for cycl Intended turn movements for cycl Ins with Disabilities Act (AODA) a rds (if applicable) been considered MMLOS Ev Enhanced Bicycle Facilities 0 Average Effective Turning Radius	ated for cyclists through the intersection of	section? ce, protected intersection, etc)? Average Effective Turning Radius (m) Less than 11	Yes Yes % of Movements with Dedicated Turn Lanes 35 - 59%
Is a continuo Does the intersection design provide Measure 1 Measure 2	us amount of space and accompa features which facilitate all the i Have Accessibility for Ontarian standar Enhanced Pedestrian Measures >1 Average Effective Turning Radius (m)	Intended turn movements for cyclons with Disabilities Act (AODA) ards (if applicable) been considered MMLOS Ev Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m)	ated for cyclists through the inters dists (e.g. bike boxes, queuing spa nd municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s)	section? ce, protected intersection, etc)? 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)
Is a continuo Does the intersection design provide Measure 1	us amount of space and accompa features which facilitate all the i Have Accessibility for Ontarian standar Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m) 9.0 - 10.9	Intended turn movements for cyclins with Disabilities Act (AODA) a rds (if applicable) been considered MMLOS Ev Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) 9.0 - 10.9	ated for cyclists through the intersection of	section? ce, protected intersection, etc)? 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)
Is a continuo Does the intersection design provide Measure 1 Measure 2	us amount of space and accompation features which facilitate all the in Have Accessibility for Ontarian standard Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s)	Intended turn movements for cyclons with Disabilities Act (AODA) a rds (if applicable) been considered MIMLOS Ev Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s)	ated for cyclists through the intersection of	section? ce, protected intersection, etc)? 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)

OS AND DATA ENTRY - Use this to enter what yo					
Actual	С	D	С	D	В
CENARIO: Irea Type:	104 Ave & 121 St Post-Devel Urban Main Street	opment AM Peak (Without Im	provements)		
MODE	Ŕ	র্জত	1 🖬	P	
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 Transportation	С	D	В
		gs provided to connect all approac			Yes
		ridth up to the edge of the interse	ction (crosswalk or curb edge of	intersecting roadway)?	Yes
Does the approaching blke	facility continue at a consistent w	nut up to the cuge of the interse		incrocering routinuy).	
		anying pavement makings delinea			Yes
	us amount of space and accompa	anying pavement makings delinea	ted for cyclists through the inter	section?	
ls a continuo	us amount of space and accompand de features which facilitate all th Have Accessibility for Ontaria	anying pavement makings delinea ne intended turn movements for c	ted for cyclists through the inter yclists (e.g. bike boxes, queuing d municipal accessibility	section?	Yes
ls a continuo	us amount of space and accompand de features which facilitate all th Have Accessibility for Ontaria	anying pavement makings delinea ne intended turn movements for c etc)?	ted for cyclists through the inter yclists (e.g. bike boxes, queuing d municipal accessibility d?	section?	Yes Yes
Is a continuo Does the intersection design provi	us amount of space and accompand de features which facilitate all th Have Accessibility for Ontaria	anying pavement makings delinea te intended turn movements for c etc)? ans with Disabilities Act (AODA) an rds (if applicable) been considered	ted for cyclists through the inter yclists (e.g. bike boxes, queuing d municipal accessibility d? Iluation Transit Priority Measures	section?	Yes Yes
ls a continuo	us amount of space and accompand ide features which facilitate all th Have Accessibility for Ontaria standa	anying pavement makings delinea te intended turn movements for c etc)? ans with Disabilities Act (AODA) an rds (if applicable) been considered MMLOS Eva	ted for cyclists through the inter yclists (e.g. bike boxes, queuing d municipal accessibility d?	space, protected intersection, Average Effective Turning Radius	Yes Yes Yes % of Movements with
Is a continuo Does the intersection design provi	us amount of space and accompand ide features which facilitate all the Have Accessibility for Ontaria standa	anying pavement makings delinea te intended turn movements for c etc)? ans with Disabilities Act (AODA) an rds (if applicable) been considered MMLOS Eva Enhanced Bicycle Facilities	ted for cyclists through the inter yclists (e.g. bike boxes, queuing d municipal accessibility d? Iluation Transit Priority Measures Transit priority measures at a minimum of one but not all	space, protected intersection, Average Effective Turning Radius (m)	Yes Yes Yes % of Movements with Dedicated Turn Lanes
Is a continuo Does the intersection design provi	us amount of space and accompa- ide features which facilitate all the Have Accessibility for Ontaria standa Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius	anying pavement makings delinea ne intended turn movements for c etc)? ans with Disabilities Act (AODA) an rds (if applicable) been considered <u>MMLOS Eva</u> Enhanced Bicycle Facilities 0.26 - 0.50 Average Effective Turning Radius	ted for cyclists through the inter yclists (e.g. bike boxes, queuing d municipal accessibility d? Iluation Transit Priority Measures Transit priority measures at a minimum of one but not all approaches for transit	space, protected intersection, Average Effective Turning Radius (m) Less than 11	Yes Yes Yes % of Movements with Dedicated Turn Lanes 60 - 84%
Is a continuo Does the intersection design provi Measure 1 Measure 2	us amount of space and accompa- ide features which facilitate all the Have Accessibility for Ontaria standa Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius (m)	anying pavement makings delinea the intended turn movements for c etc)? ans with Disabilities Act (AODA) an rds (if applicable) been considered MMLOS Eva Enhanced Bicycle Facilities 0.26 - 0.50 Average Effective Turning Radius (m)	ted for cyclists through the inter- yclists (e.g. bike boxes, queuing d municipal accessibility d? Iluation Transit Priority Measures Transit priority measures at a minimum of one but not all aooroaches for transit Transit Movement Delay (s)	space, protected intersection, Average Effective Turning Radius (m) Less than 11 Car Level of Service	Yes Yes Yes Xes % of Movements with Dedicated Turn Lanes 60 - 84% Intersection Delay (s)
Is a continuo Does the intersection design provi	us amount of space and accompa- ide features which facilitate all the Have Accessibility for Ontaria standa Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius (m) 9.0 - 10.9	anying pavement makings delinea the intended turn movements for cr etc)? ans with Disabilities Act (AODA) an rds (if applicable) been considered MMLOS Eva Enhanced Bicycle Facilities 0.26 - 0.50 Average Effective Turning Radius (m) 9.0 - 10.9	ted for cyclists through the inter- yclists (e.g., bike boxes, queuing d municipal accessibility d? Iluation Transit Priority Measures Transit priority measures at a minimum of one but not all aoproaches for transit Transit Movement Delay (s) 21 - 35	space, protected intersection, Average Effective Turning Radius (m) Less than 11 Car Level of Service	Yes Yes Yes Yes % of Movements with Dedicated Turn Lanes 60 - 84% Intersection Delay (s) 21 - 35
Is a continuo Does the intersection design provi Measure 1 Measure 2	us amount of space and accompa- ide features which facilitate all the Have Accessibility for Ontaria standa Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s)	anying pavement makings delinea the intended turn movements for cr etc)? ans with Disabilities Act (AODA) an rds (if applicable) been considered MIMLOS Eva Enhanced Bicycle Facilities 0.26 - 0.50 Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s)	ted for cyclists through the inter- yclists (e.g. bike boxes, queuing d municipal accessibility d? iluation Transit Priority Measures Transit priority Measures Transit priority measures at a minimum of one but not all aoproaches for transit Transit Movement Delay (s) 21 - 35 Pedestrian Level of Service	space, protected intersection, Average Effective Turning Radius (m) Less than 11 Car Level of Service	Yes Yes Yes Yes % of Movements with Dedicated Turn Lanes 60 - 84% Intersection Delay (s) 21 - 35

DS AND DATA ENTRY - Use this to enter what you		_		_	
Actual	С	D	С	E	C
CENARIO: rea Type:	104 Ave & 121 St Post-Devel Urban Main Street	opment PM Peak (Without Im	provements)		
<i>ieu rype.</i>	2	*	A		
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	С	Ε	С
		Active Transportation	n Design Check		
	Are marked pedestrian crossing	gs provided to connect all approad	ching pedestrian facilities?		Yes
Does the approaching hike f		idth up to the edge of the interse	ction (crosswalk or curb edge of	intersecting roadway)?	Yes
Does the approaching bike i	acility continue at a consistent w	nut up to the edge of the interse		intersecting roadway):	
		anying pavement makings delinea			Yes
	is amount of space and accompa	anying pavement makings delinea	ted for cyclists through the inter	rsection?	
Is a continuo	us amount of space and accompa de features which facilitate all th Have Accessibility for Ontaria	anying pavement makings delinea e intended turn movements for c	ted for cyclists through the inter yclists (e.g. bike boxes, queuing d municipal accessibility	rsection?	Yes
Is a continuo	us amount of space and accompa de features which facilitate all th Have Accessibility for Ontaria	anying pavement makings delinea e intended turn movements for c etc)? ns with Disabilities Act (AODA) an rds (if applicable) been considered	ted for cyclists through the inter yclists (e.g. bike boxes, queuing d municipal accessibility d?	rsection?	Yes
Is a continuou Does the intersection design provi	us amount of space and accompa de features which facilitate all th Have Accessibility for Ontaria	e intended turn movements for c etc)?	ted for cyclists through the inter yclists (e.g. bike boxes, queuing d municipal accessibility d?	rsection?	Yes
Is a continuo	us amount of space and accompa de features which facilitate all th Have Accessibility for Ontaria standa	anying pavement makings delinea e intended turn movements for c etc)? ns with Disabilities Act (AODA) an rds (if applicable) been considered MMLOS Eva	ted for cyclists through the inter yclists (e.g. bike boxes, queuing d municipal accessibility d? Iluation Transit Priority Measures Transit priority measures at a minimum of one but not all	rsection? space, protected intersection, Average Effective Turning Radius	Yes Yes Yes % of Movements with
Is a continuou Does the intersection design provi Measure 1	us amount of space and accompa de features which facilitate all th Have Accessibility for Ontaria standa	anying pavement makings delinea e intended turn movements for c etc)? ns with Disabilities Act (AODA) an rds (if applicable) been considered MMLOS Eva Enhanced Bicycle Facilities	ted for cyclists through the inter yclists (e.g. bike boxes, queuing d municipal accessibility d? Iluation Transit Priority Measures Transit priority measures at a	space, protected intersection, Average Effective Turning Radius (m)	Yes Yes Yes % of Movements with Dedicated Turn Lanes
Is a continuou Does the intersection design provi	us amount of space and accompa de features which facilitate all th Have Accessibility for Ontaria standa Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius	e intended turn movements for cr etc)? ns with Disabilities Act (AODA) an rds (if applicable) been considered <u>MMLOS Eva</u> Enhanced Bicycle Facilities 0.26 - 0.50 Average Effective Turning Radius	ted for cyclists through the inter yclists (e.g. bike boxes, queuing d municipal accessibility d? Iluation Transit Priority Measures Transit priority measures at a minimum of one but not all approaches for transit	space, protected intersection, Average Effective Turning Radius (m) Less than 11	Yes Yes Yes % of Movements with Dedicated Turn Lanes 60 - 84%
Is a continuou Does the intersection design provid Measure 1 Measure 2	us amount of space and accompany de features which facilitate all th Have Accessibility for Ontaria standa Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius (m)	anying pavement makings delinea e intended turn movements for c etc)? ns with Disabilities Act (AODA) an rds (if applicable) been considered MMLOS Eva Enhanced Bicycle Facilities 0.26 - 0.50 Average Effective Turning Radius (m)	ted for cyclists through the inter- yclists (e.g. bike boxes, queuing d municipal accessibility d? Iluation Transit Priority Measures Transit priority measures at a minimum of one but not all aooroaches for transit Transit Movement Delay (s)	rsection? space, protected intersection, Average Effective Turning Radius (m) Less than 11 Car Level of Service	Yes Yes Yes Xes Xes 60 - 84%
Is a continuou Does the intersection design provi	de features which facilitate all the Have Accessibility for Ontaria standa Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius (m) 9.0 - 10.9	e intended turn movements for cr etc)? ns with Disabilities Act (AODA) an rds (if applicable) been considered MMLOS Eva Enhanced Bicycle Facilities 0.26 - 0.50 Average Effective Turning Radius (m) 9.0 - 10.9	ted for cyclists through the inter- yclists (e.g., bike boxes, queuing d municipal accessibility d? Iluation Transit Priority Measures Transit priority measures at a minimum of one but not all aoproaches for transit Transit Movement Delay (s) 21 - 35	rsection? space, protected intersection, Average Effective Turning Radius (m) Less than 11 Car Level of Service	Yes Yes Yes Xes Xes 60 - 84%
Is a continuou Does the intersection design provid Measure 1 Measure 2	us amount of space and accompand de features which facilitate all the Have Accessibility for Ontaria standa Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s)	anying pavement makings delinea e intended turn movements for cr etc)? ns with Disabilities Act (AODA) an rds (if applicable) been considered MIMLOS Eva Enhanced Bicycle Facilities 0.26 - 0.50 Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s)	ted for cyclists through the inter- yclists (e.g. bike boxes, queuing d municipal accessibility d? iluation Transit Priority Measures Transit priority measures at a minimum of one but not all aoproaches for transit Transit Movement Delay (s) 21 - 35 Pedestrian Level of Service	rsection? space, protected intersection, Average Effective Turning Radius (m) Less than 11 Car Level of Service	Yes Yes Yes Xes Xes 60 - 84%

Actual		presentation			
Actual	С	E	С	E	С
	104 Ave & 116 St Post-Devel	opment AM (Without Improv	vements)		
Area Type:	Urban Main Street				
MODE	×.	র্নত	1		
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		
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)					
Actual	С	E	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	acility 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
					No Yes
	features which facilitate all the in Have Accessibility for Ontariar		lists (e.g. bike boxes, queuing spa nd municipal accessibility		
	features which facilitate all the in Have Accessibility for Ontariar	ntended turn movements for cyc	lists (e.g. bike boxes, queuing spa nd municipal accessibility nd?		Yes
Does the intersection design provide	features which facilitate all the in Have Accessibility for Ontariar	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 ed? aluation Transit Priority Measures		Yes
	features which facilitate all the in Have Accessibility for Ontariar standar	ntended turn movements for cyc ns with Disabilities Act (AODA) ar rds (if applicable) been considere MMLOS Eva	lists (e.g. bike boxes, queuing spa nd municipal accessibility id? aluation	ce, protected intersection, etc)?	Yes Yes % of Movements with
Does the intersection design provide	features which facilitate all the in Have Accessibility for Ontarian standar Enhanced Pedestrian Measures	ntended turn movements for cyc ns with Disabilities Act (AODA) an rds (if applicable) been considere <u>MMLOS Eva</u> Enhanced Bicycle Facilities	lists (e.g. bike boxes, queuing spand nd municipal accessibility ed? aluation Transit Priority Measures Transit priority measures at a minimum of one but not all	ce, protected intersection, etc)?	Yes Yes % of Movements with Dedicated Turn Lanes
oes the intersection design provide	features which facilitate all the in Have Accessibility for Ontarian standar Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius	ntended turn movements for cyc ns with Disabilities Act (AODA) ar rds (if applicable) been considere MMLOS Eva Enhanced Bicycle Facilities 0 Average Effective Turning Radius	lists (e.g. bike boxes, queuing spand and municipal accessibility aluation Transit Priority Measures Transit priority measures at a minimum of one but not all approaches for transit	ce, protected intersection, etc)?	Yes Yes % of Movements with Dedicated Turn Lanes 60 - 84%
Measure 1 Measure 2	features which facilitate all the in Have Accessibility for Ontarian standar Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius (m)	ntended turn movements for cycons with Disabilities Act (AODA) and the second s	lists (e.g. bike boxes, queuing spand and municipal accessibility aluation Transit Priority Measures Transit priority measures at a minimum of one but not all approaches for transit Transit Movement Delay (s)	ce, protected intersection, etc)? Average Effective Turning Radius (m) Less than 11 Car Level of Service	Yes Yes % of Movements with Dedicated Turn Lanes 60 - 84% Intersection Delay (s)
Noes the intersection design provide	features which facilitate all the in Have Accessibility for Ontarian standar Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius (m) 9.0 - 10.9	ntended turn movements for cyc ns with Disabilities Act (AODA) an rds (if applicable) been considered MIMLOS Eva Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) 9.0 - 10.9	dists (e.g. bike boxes, queuing spanned municipal accessibility aluation Transit Priority Measures Transit priority measures at a minimum of one but not all approaches for transit Transit Movement Delay (s) 21 - 35	ce, protected intersection, etc)? CarLevel of Service D	Yes Yes % of Movements with Dedicated Turn Lanes 60 - 84% Intersection Delay (s)
Measure 1 Measure 2	features which facilitate all the in Have Accessibility for Ontarian standar Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s)	ntended turn movements for cyc ns with Disabilities Act (AODA) ar rds (if applicable) been considere MIMLOS Evr Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s)	lists (e.g. bike boxes, queuing spand and municipal accessibility ed? aluation Transit Priority Measures Transit priority measures at a minimum of one but not all approaches for transit Transit Movement Delay (s) 21 - 35 Pedestrian Level of Service	ce, protected intersection, etc)? CarLevel of Service D	Yes Yes % of Movements with Dedicated Turn Lanes 60 - 84% Intersection Delay (s)

OS AND DATA ENTRY - Use this to enter what you					
Actual	С	E	С	E	С
SCENARIO:	104 Ave & 116 St Post-Devel	opment PM (Without Improv	ements)		
Area Type:	Urban Main Street	~			
MODE		্র্			
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		
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)					
Actual	С	E	C	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	acility continue at a consistent w	ridth 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 deline:	ated for cyclists through the inter	section?	No
	· · ·				No Yes
	features which facilitate all the in Have Accessibility for Ontarian		lists (e.g. bike boxes, queuing spa nd municipal accessibility		
	features which facilitate all the in Have Accessibility for Ontarian	ntended turn movements for cyc	lists (e.g. bike boxes, queuing spa nd municipal accessibility ed?		Yes
Does the intersection design provide	features which facilitate all the in Have Accessibility for Ontarian	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 ed?		Yes
	features which facilitate all the in Have Accessibility for Ontarian standar	ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Eva	lists (e.g. bike boxes, queuing spa nd municipal accessibility ed? aluation	ace, protected intersection, etc)?	Yes Yes % of Movements with
Does the intersection design provide	features which facilitate all the in Have Accessibility for Ontarian standar	ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Eva Enhanced Bicycle Facilities	lists (e.g. bike boxes, queuing spand nd municipal accessibility ed? aluation Transit Priority Measures Transit priority measures at a minimum of one but not all	ace, protected intersection, etc)?	Yes Yes % of Movements with Dedicated Turn Lanes
Does the intersection design provide	features which facilitate all the in Have Accessibility for Ontarian standar Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius	ntended turn movements for cycons with Disabilities Act (AODA) a rds (if applicable) been considered MIMLOS Evaluation of the second Bicycle Facilities of Average Effective Turning Radius	lists (e.g. bike boxes, queuing spand and municipal accessibility 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 Yes % of Movements with Dedicated Turn Lanes 60 - 84%
Does the intersection design provide Measure 1 Measure 2	features which facilitate all the in Have Accessibility for Ontarian standar Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius (m)	ntended turn movements for cycons with Disabilities Act (AODA) a rds (if applicable) been considered MIMLOS Evaluation of the second structure of the	lists (e.g. bike boxes, queuing spand and municipal accessibility 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 Yes % of Movements with Dedicated Turn Lanes 60 - 84% Intersection Delay (s)
Does the intersection design provide	features which facilitate all the in Have Accessibility for Ontarian standar Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius (m) 9.0 - 10.9	ntended turn movements for cyce ns with Disabilities Act (AODA) a rds (if applicable) been considered MIMLOS Eva Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) 9.0 - 10.9	lists (e.g. bike boxes, queuing spand and municipal accessibility aluation Transit Priority Measures Transit priority measures at a minimum of one but not all approaches for transit Transit Movement Delay (s) 21 - 35	Average Effective Turning Radius (m) Less than 11 Car Level of Service E	Yes Yes % of Movements with Dedicated Turn Lanes 60 - 84% Intersection Delay (s)
Does the intersection design provide Measure 1 Measure 2	features which facilitate all the in Have Accessibility for Ontarian standar Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s)	ntended turn movements for cyce ns with Disabilities Act (AODA) a rds (if applicable) been considered MMLOS Eve Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s)	lists (e.g. bike boxes, queuing spand nd municipal accessibility aluation Transit Priority Measures Transit priority measures at a minimum of one but not all 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 E	Yes Yes % of Movements with Dedicated Turn Lanes 60 - 84% Intersection Delay (s)

Actual	С	D	С	E	С
SCENARIO:	104 Ave & 112 St (Post Devel	lopment AM Without Improv	ements)		
Area Type:	Urban Main Street				
MODE		ోం	₽₽₽₽		
			SIGNALIZED INTERSECTIONS		
ype Target (Custom if necessary)	В	С	C	D	D
Adjustment for Planning Direction Reasons for adjustment (if applicable)	Upwards Pedestrian Priority Area	None	Upwards Valley Line LRT	None	None
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)	None	None	None	None	None
Actual	С	D	С	Ε	С
		Active Transportatio		-	
	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)?	No
Is a continuo	us amount of space and accompa	nying pavement makings deline	ated for cyclists through the inter	section?	No
	· · ·				No Yes
	features which facilitate all the in Have Accessibility for Ontarian		lists (e.g. bike boxes, queuing spa nd municipal accessibility		
	features which facilitate all the in Have Accessibility for Ontarian	ntended turn movements for cyc	lists (e.g. bike boxes, queuing spa nd municipal accessibility ed?		Yes
Does the intersection design provide	features which facilitate all the in Have Accessibility for Ontarian	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 ed?		Yes
	features which facilitate all the in Have Accessibility for Ontarian standar	ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Eva	lists (e.g. bike boxes, queuing spa nd municipal accessibility ed? aluation	ice, protected intersection, etc)?	Yes Yes % of Movements with
Does the intersection design provide	features which facilitate all the in Have Accessibility for Ontarian standar	ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Eva Enhanced Bicycle Facilities	lists (e.g. bike boxes, queuing spand nd municipal accessibility ed? aluation Transit Priority Measures Transit priority measures at a minimum of one but not all	ce, protected intersection, etc)?	Yes Yes % of Movements with Dedicated Turn Lanes
oes the intersection design provide	features which facilitate all the in Have Accessibility for Ontarian standar Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius	ntended turn movements for cycons with Disabilities Act (AODA) a rds (if applicable) been considered MIMLOS Evaluation Enhanced Bicycle Facilities	lists (e.g. bike boxes, queuing spand and municipal accessibility 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 Yes % of Movements with Dedicated Turn Lanes 35 - 59%
Does the intersection design provide Measure 1 Measure 2	features which facilitate all the in Have Accessibility for Ontarian standar Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius (m)	ntended turn movements for cycons with Disabilities Act (AODA) a rds (if applicable) been considered MIMLOS Evaluation of the second Bicycle Facilities of Average Effective Turning Radius (m)	lists (e.g. bike boxes, queuing spand and municipal accessibility 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 Yes % of Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s)
oes the intersection design provide	features which facilitate all the in Have Accessibility for Ontarian standar Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius (m) 9.0 - 10.9	ntended turn movements for cyce ns with Disabilities Act (AODA) a rds (if applicable) been considered MMLOS Eva Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) 9.0 - 10.9	lists (e.g. bike boxes, queuing spand and municipal accessibility aluation Transit Priority Measures Transit priority measures at a minimum of one but not all approaches for transit Transit Movement Delay (s) 11 - 20	Average Effective Turning Radius (m) Less than 11 Car Level of Service D	Yes Yes % of Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s)
Measure 1 Measure 2	features which facilitate all the in Have Accessibility for Ontarian standar Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s)	ntended turn movements for cyce ns with Disabilities Act (AODA) a rds (if applicable) been considered MMLOS Eve Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s)	lists (e.g. bike boxes, queuing spand nd municipal accessibility aluation Transit Priority Measures Transit priority measures at a minimum of one but not all approaches for transit Transit Movement Delay (s) 11 - 20 Pedestrian Level of Service	Average Effective Turning Radius (m) Less than 11 Car Level of Service D	Yes Yes % of Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s)

OS AND DATA ENTRY - Use this to enter what you					
Actual	С	E	С	E	С
SCENARIO:	104 Ave & 112 St (Post Devel	lopment PM Without Improv	ements)		
Area Type:	Urban Main Street	~			
MODE		্র্			
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		
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)					
Actual	С	E	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	acility continue at a consistent w	ridth 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 deline:	ated for cyclists through the inter	section?	No
					No Yes
	features which facilitate all the in Have Accessibility for Ontarian		lists (e.g. bike boxes, queuing spa nd municipal accessibility		
	features which facilitate all the in Have Accessibility for Ontarian	ntended turn movements for cyc	lists (e.g. bike boxes, queuing spa nd municipal accessibility nd?		Yes
Does the intersection design provide	features which facilitate all the in Have Accessibility for Ontarian	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 ed? aluation Transit Priority Measures		Yes
	features which facilitate all the in Have Accessibility for Ontarian standar	ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Eva	lists (e.g. bike boxes, queuing spa nd municipal accessibility id? aluation	Ice, protected intersection, etc)?	Yes Yes
Does the intersection design provide	features which facilitate all the in Have Accessibility for Ontarian standar	ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Eva Enhanced Bicycle Facilities	lists (e.g. bike boxes, queuing spand nd municipal accessibility ed? aluation Transit Priority Measures Transit priority measures at a minimum of one but not all	Ice, protected intersection, etc)?	Yes Yes % of Movements with Dedicated Turn Lanes
Does the intersection design provide	features which facilitate all the in Have Accessibility for Ontarian standar Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius	ntended turn movements for cycons with Disabilities Act (AODA) a rds (if applicable) been considered MIMLOS Eva Enhanced Bicycle Facilities	lists (e.g. bike boxes, queuing spand and municipal accessibility 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 Yes % of Movements with Dedicated Turn Lanes 35 - 59%
Does the intersection design provide Measure 1 Measure 2	features which facilitate all the in Have Accessibility for Ontarian standar Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius (m)	ntended turn movements for cyco ns with Disabilities Act (AODA) a rds (if applicable) been considere MIMLOS Eva Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m)	lists (e.g. bike boxes, queuing spand and municipal accessibility 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 Yes % of Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s)
Does the intersection design provide	features which facilitate all the in Have Accessibility for Ontarian standar Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius (m) 9.0 - 10.9	ntended turn movements for cyce ns with Disabilities Act (AODA) a rds (if applicable) been considered MMLOS Eve Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) 9.0 - 10.9	dists (e.g. bike boxes, queuing spanned municipal accessibility ed? aluation Transit Priority Measures Transit priority measures at a minimum of one but not all approaches for transit Transit Movement Delay (s) 11 - 20	Average Effective Turning Radius (m) Less than 11 Car Level of Service D	Yes Yes % of Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s)
Does the intersection design provide Measure 1 Measure 2	features which facilitate all the in Have Accessibility for Ontarian standar Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s)	ntended turn movements for cyce ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Eve Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s)	lists (e.g. bike boxes, queuing spand and municipal accessibility ed? aluation Transit Priority Measures Transit priority measures at a minimum of one but not all approaches for transit Transit Movement Delay (s) 11 - 20 Pedestrian Level of Service	Average Effective Turning Radius (m) Less than 11 Car Level of Service D	Yes Yes % of Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s)

OS AND DATA ENTRY - Use this to enter what you					
Actual	С	В	D	С	С
SCENARIO:	Jasper Ave & 121 St Post-Dev	velopment AM (Without Imp	rovements)		
Area Type: MODE	Urban Main Street	6 0	† ■		
MODE	λ	0.0			
			SIGNALIZED INTERSECTIONS		
ype Target (Custom if necessary)	В	В	D	D	D
Adjustment for Planning Direction				None	None
Reasons for adjustment (if applicable)	Upwards Pedestrian Priority Area	Upwards 121 St District Connector	None	None	None
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)	Hone	None	None	Home	Hone
Actual	С	В	D	С	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	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	anying pavement makings deline	ated for cyclists through the inters	section?	Yes
					Yes
	features which facilitate all the i Have Accessibility for Ontaria		lists (e.g. bike boxes, queuing spa nd municipal accessibility		
	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 nd?		Yes
Does the intersection design provide	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 nd?		Yes
	features which facilitate all the i Have Accessibility for Ontarian standan	ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Ev	lists (e.g. bike boxes, queuing spa nd municipal accessibility ed? aluation	ce, protected intersection, etc)?	Yes Yes % of Movements with
Does the intersection design provide	features which facilitate all the in Have Accessibility for Ontarian standar	ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Ev Enhanced Bicycle Facilities	lists (e.g. bike boxes, queuing spa nd municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any	ce, protected intersection, etc)?	Yes Yes % of Movements with Dedicated Turn Lanes
ooes the intersection design provide	features which facilitate all the in Have Accessibility for Ontarian standar Enhanced Pedestrian Measures > 1 Average Effective Turning Radius	ntended turn movements for cycons with Disabilities Act (AODA) a rds (if applicable) been considered MIMLOS Ev Enhanced Bicycle Facilities	lists (e.g. bike boxes, queuing spand and municipal accessibility aluation 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%
Does the intersection design provide Measure 1 Measure 2	features which facilitate all the in Have Accessibility for Ontarian standar Enhanced Pedestrian Measures >1 Average Effective Turning Radius (m)	ntended turn movements for cycons with Disabilities Act (AODA) a rds (if applicable) been considered MIMLOS Events Enhanced Bicycle Facilities > 1 Average Effective Turning Radius (m)	lists (e.g. bike boxes, queuing spand and municipal accessibility aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s)	ce, protected intersection, etc)? Average Effective Turning Radius (m) 11 - 12 Car Level of Service	Yes Yes % of Movements with Dedicated Turn Lanes 10 - 34% Intersection Delay (s)
oes the intersection design provide	features which facilitate all the in Have Accessibility for Ontarian standard Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m) 9.0 - 10.9	ntended turn movements for cyco ns with Disabilities Act (AODA) a rds (if applicable) been considered MIMLOS Ev. Enhanced Bicycle Facilities > 1 Average Effective Turning Radius (m) 9.0 - 10.9	lists (e.g. bike boxes, queuing spand and municipal accessibility aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) 11 - 20	ce, protected intersection, etc)? Average Effective Turning Radius (m) 11 - 12 Car Level of Service B	Yes Yes % of Movements with Dedicated Turn Lanes 10 - 34% Intersection Delay (s)
Measure 1 Measure 2	features which facilitate all the in Have Accessibility for Ontarian standard Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s)	ntended turn movements for cyce ns with Disabilities Act (AODA) a rds (if applicable) been considered 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 and municipal accessibility aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) 11 - 20 Pedestrian Level of Service	ce, protected intersection, etc)? Average Effective Turning Radius (m) 11 - 12 Car Level of Service B	Yes Yes % of Movements with Dedicated Turn Lanes 10 - 34% Intersection Delay (s)

OS AND DATA ENTRY - Use this to enter what you					
Actual	С	В	D	D	D
SCENARIO:	Jasper Ave & 121 St Post-De	velopment PM (Without Impl	rovements)		
Area Type:	Urban Main Street				
MODE	★	র্ত	1		
Гуре			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	D
		Active Transportation	on Design Check	í	
	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	ridth 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	inying pavement makings deline:	ated for cyclists through the inter	section?	Yes
					Yes Yes
	features which facilitate all the i Have Accessibility for Ontaria		lists (e.g. bike boxes, queuing spa nd municipal accessibility		
	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 ed?		Yes
Does the intersection design provide	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 ed?		Yes
	features which facilitate all the i Have Accessibility for Ontarian standar	ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Eve	ilists (e.g. bike boxes, queuing spa nd municipal accessibility ed? aluation	ce, protected intersection, etc)?	Yes Yes % of Movements with
Does the intersection design provide	features which facilitate all the in Have Accessibility for Ontarian standar	ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Eva Enhanced Bicycle Facilities	clists (e.g. bike boxes, queuing spand nd municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any	ce, protected intersection, etc)?	Yes Yes % of Movements with Dedicated Turn Lanes
Does the intersection design provide	features which facilitate all the in Have Accessibility for Ontarian standar Enhanced Pedestrian Measures > 1 Average Effective Turning Radius	ntended turn movements for cycons with Disabilities Act (AODA) a rds (if applicable) been considered MIMLOS Eva Enhanced Bicycle Facilities > 1 Average Effective Turning Radius	clists (e.g. bike boxes, queuing spand nd municipal accessibility ed? aluation 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%
Does the intersection design provide Measure 1 Measure 2	features which facilitate all the in Have Accessibility for Ontarian standar Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m)	ntended turn movements for cyco ns with Disabilities Act (AODA) a rds (if applicable) been considere MIMLOS Eva Enhanced Bicycle Facilities > 1 Average Effective Turning Radius (m)	clists (e.g. bike boxes, queuing spand and municipal accessibility aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s)	ce, protected intersection, etc)? Average Effective Turning Radius (m) 11 - 12 Car Level of Service	Yes Yes % of Movements with Dedicated Turn Lanes 10 - 34% Intersection Delay (s)
Does the intersection design provide	features which facilitate all the in Have Accessibility for Ontarian standard Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m) 9.0 - 10.9	ntended turn movements for cyce ns with Disabilities Act (AODA) a rds (if applicable) been considered MMLOS Eve Enhanced Bicycle Facilities > 1 Average Effective Turning Radius (m) 9.0 - 10.9	clists (e.g. bike boxes, queuing spand and municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) 36 - 55	ce, protected intersection, etc)? Average Effective Turning Radius (m) 11 - 12 Car Level of Service	Yes Yes % of Movements with Dedicated Turn Lanes 10 - 34% Intersection Delay (s)
Does the intersection design provide Measure 1 Measure 2	features which facilitate all the in Have Accessibility for Ontarian standard Enhanced Pedestrian Measures >1 Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s)	ntended turn movements for cyce 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 Signal Cycle Length (s)	clists (e.g. bike boxes, queuing spand and municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) 36 - 55 Pedestrian Level of Service	ce, protected intersection, etc)? Average Effective Turning Radius (m) 11 - 12 Car Level of Service	Yes Yes % of Movements with Dedicated Turn Lanes 10 - 34% Intersection Delay (s)

OS AND DATA ENTRY - Use this to enter what you	know and for detailed or summary results	presentation			
Actual	С	D	D	E	С
SCENARIO:	Jasper Ave & 116 St Post-Dev	velopment AM (Without Imp	rovements)		
Area Type:	Urban Main Street				
MODE	★	র্ন			
Гуре			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	E	С
		Active Transportati	on Design Check		
	Are marked pedestrian crossing	s provided to connect all approa	ching pedestrian facilities?		Yes
Does the approaching hike (acility continue at a consistent w	ridth up to the edge of the inters	ection (crosswalk or curb edge of	intersecting roadway)?	No
poes the approximity pixer	,				
		inying pavement makings deline	ated for cyclists through the inters	section?	No
Is a continuo	us amount of space and accompa				No Yes
	us amount of space and accompa features which facilitate all the in Have Accessibility for Ontarian		lists (e.g. bike boxes, queuing spa nd municipal accessibility		
Is a continuo	us amount of space and accompa features which facilitate all the in Have Accessibility for Ontarian	ntended turn movements for cyons with Disabilities Act (AODA) a	lists (e.g. bike boxes, queuing spa nd municipal accessibility ed?		Yes
Is a continuo Does the intersection design provide	us amount of space and accompa features which facilitate all the in Have Accessibility for Ontarian	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 ed?		Yes
Is a continuo	us amount of space and accompa features which facilitate all the in Have Accessibility for Ontarian standar	ntended turn movements for cyons ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Ev	lists (e.g. bike boxes, queuing spa nd municipal accessibility ed? aluation	ce, protected intersection, etc)?	Yes Yes % of Movements with
boes the intersection design provide Measure 1	us amount of space and accompa features which facilitate all the in Have Accessibility for Ontarian standar	ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considerd MMLOS Ev Enhanced Bicycle Facilities	clists (e.g. bike boxes, queuing spa nd municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any	ce, protected intersection, etc)?	Yes Yes % of Movements with Dedicated Turn Lanes
Is a continuo loes the intersection design provide	us amount of space and accompa features which facilitate all the in Have Accessibility for Ontarian 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 Ev Enhanced Bicycle Facilities 0 Average Effective Turning Radius	clists (e.g. bike boxes, queuing spand nd municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any approaches for transit	ce, protected intersection, etc)? Average Effective Turning Radius (m) Less than 11	Yes Yes % of Movements with Dedicated Turn Lanes 35 - 59%
Is a continuor loses the intersection design provide Measure 1 Measure 2	us amount of space and accompa features which facilitate all the in Have Accessibility for Ontarian standar 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 Ev Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m)	clists (e.g. bike boxes, queuing spand and municipal accessibility aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s)	ce, protected intersection, etc)? 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)
Does the intersection design provide Measure 1	us amount of space and accompa features which facilitate all the in Have Accessibility for Ontarian standar Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m) Less than 9	ntended turn movements for cyclosed and the second	clists (e.g. bike boxes, queuing spand and municipal accessibility aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) 36 - 55	ce, protected intersection, etc)? 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)
Is a continuor loses the intersection design provide Measure 1 Measure 2	us amount of space and accompation features which facilitate all the in Have Accessibility for Ontarian standar Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m) Less than 9 Signal Cycle Length (s)	ntended turn movements for cycl ns with Disabilities Act (AODA) a rds (if applicable) been considered MMLOS Ev Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) Less than 9 Signal Cycle Length (s)	clists (e.g. bike boxes, queuing spand and municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) 36 - 55 Pedestrian Level of Service	ce, protected intersection, etc)? 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)

OS AND DATA ENTRY - Use this to enter what you	know and for detailed or summary results	presentation			
Actual	С	D	D	E	С
SCENARIO:	Jasper Ave & 116 St Post-Dev	velopment PM (Without Imp	rovements)		
Area Type:	Urban Main Street	•			
MODE	★	র্জত	1		
Гуре			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	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	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 deline	ated for cyclists through the inters	section?	No
					No Yes
Is a continuo	features which facilitate all the in Have Accessibility for Ontariar		lists (e.g. bike boxes, queuing spa nd municipal accessibility		
	features which facilitate all the in Have Accessibility for Ontariar	ntended turn movements for cyc	lists (e.g. bike boxes, queuing spa nd municipal accessibility ed?		Yes
Does the intersection design provide	features which facilitate all the in Have Accessibility for Ontariar	ntended turn movements for cyons ns with Disabilities Act (AODA) a rds (if applicable) been considere	lists (e.g. bike boxes, queuing spa nd municipal accessibility ed?		Yes
	features which facilitate all the in Have Accessibility for Ontariar standar	ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Ev	lists (e.g. bike boxes, queuing spa nd municipal accessibility ed? aluation	ce, protected intersection, etc)?	Yes Yes % of Movements with
oes the intersection design provide	features which facilitate all the in Have Accessibility for Ontarian standar	ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Ev Enhanced Bicycle Facilities	clists (e.g. bike boxes, queuing spa nd municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any	ce, protected intersection, etc)?	Yes Yes % of Movements with Dedicated Turn Lanes
oes the intersection design provide	features which facilitate all the in Have Accessibility for Ontarian 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 MIMLOS Ev Enhanced Bicycle Facilities 0 Average Effective Turning Radius	clists (e.g. bike boxes, queuing spand nd municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any approaches for transit	ce, protected intersection, etc)? Average Effective Turning Radius (m) Less than 11	Yes Yes % of Movements with Dedicated Turn Lanes 35 - 59%
Measure 1 Measure 2	features which facilitate all the in Have Accessibility for Ontarian standar Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m)	ntended turn movements for cycons with Disabilities Act (AODA) a rds (if applicable) been considered MIMLOS Ev Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m)	clists (e.g. bike boxes, queuing spand and municipal accessibility aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s)	ce, protected intersection, etc)? 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)
Does the intersection design provide	features which facilitate all the in Have Accessibility for Ontarian standar Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m) Less than 9	ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considered MIMLOS Ev Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) Less than 9	dists (e.g. bike boxes, queuing spand and municipal accessibility aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) 36 - 55	ce, protected intersection, etc)? 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 Measure 2	features which facilitate all the in Have Accessibility for Ontarian standar Enhanced Pedestrian Measures >1 Average Effective Turning Radius (m) Less than 9 Signal Cycle Length (s)	ntended turn movements for cycl ns with Disabilities Act (AODA) a rds (if applicable) been considered MMLOS Ev Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) Less than 9 Signal Cycle Length (s)	clists (e.g. bike boxes, queuing spand and municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) 36 - 55 Pedestrian Level of Service	ce, protected intersection, etc)? 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)

OS AND DATA ENTRY - Use this to enter what you	know and jor actance of summary results				
Actual	С	D	E	E	D
CENARIO:	100 Ave & 116 St Post-Devel	opment AM (Without Impro	vements)		
Area Type:	Urban Boulevard				
MODE	★	র্ন	1 		
уре			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				
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)					
Actual	C	D	E	E	D
		Active Transportati	on Design Check		
	Are marked pedestrian crossing	s provided to connect all approa	aching 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	us amount of space and accompa	nying pavement makings deline	ated for cyclists through the inter	section?	No
Is a continuo loes the intersection design provide	· · ·				No
	features which facilitate all the i Have Accessibility for Ontaria		lists (e.g. bike boxes, queuing spa nd municipal accessibility		
	features which facilitate all the i Have Accessibility for Ontarian	ntended turn movements for cyons with Disabilities Act (AODA) a	clists (e.g. bike boxes, queuing spa nd municipal accessibility ed?		No
oes the intersection design provide	features which facilitate all the i Have Accessibility for Ontarian	ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considere	clists (e.g. bike boxes, queuing spa nd municipal accessibility ed?		No
	features which facilitate all the i Have Accessibility for Ontarian standan	ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Ev	clists (e.g. bike boxes, queuing spa nd municipal accessibility ed? aluation	ce, protected intersection, etc)?	No Yes % of Movements with
oes the intersection design provide	features which facilitate all the i Have Accessibility for Ontarian standar	ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considere MIMLOS Ev Enhanced Bicycle Facilities	clists (e.g. bike boxes, queuing spand and municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any	ce, protected intersection, etc)?	No Yes % of Movements with Dedicated Turn Lanes
oes the intersection design provide	features which facilitate all the in Have Accessibility for Ontarian standar Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius	ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considere MIMLOS Ev Enhanced Bicycle Facilities 0 Average Effective Turning Radius	clists (e.g. bike boxes, queuing spand and municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any approaches for transit	ce, protected intersection, etc)? Average Effective Turning Radius (m) Less than 11	No Yes % of Movements with Dedicated Turn Lanes 10 - 34%
oes the intersection design provide Measure 1 Measure 2	features which facilitate all the in Have Accessibility for Ontarian standard Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius (m)	ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been consider MMLOS Ev Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m)	clists (e.g. bike boxes, queuing spand and municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s)	ce, protected intersection, etc)? Average Effective Turning Radius (m) Less than 11 Car Level of Service	No Yes % of Movements with Dedicated Turn Lanes 10 - 34% Intersection Delay (s)
oes the intersection design provide	features which facilitate all the in Have Accessibility for Ontarian standard Enhanced Pedestrian Measures 0.76 - 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 considered MIMLOS Ev Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) 9.0 - 10.9	clists (e.g. bike boxes, queuing spand and municipal accessibility ad? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) 56 - 80	ce, protected intersection, etc)? Average Effective Turning Radius (m) Less than 11 Car Level of Service	No Yes % of Movements with Dedicated Turn Lanes 10 - 34% Intersection Delay (s)
oes the intersection design provide Measure 1 Measure 2	features which facilitate all the in Have Accessibility for Ontarian standard Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s)	ntended turn movements for cycloses with Disabilities Act (AODA) a rds (if applicable) been considered MIMLOS Events and the second sec	clists (e.g. bike boxes, queuing spand and municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) 56 - 80 Pedestrian Level of Service	ce, protected intersection, etc)? Average Effective Turning Radius (m) Less than 11 Car Level of Service	No Yes % of Movements with Dedicated Turn Lanes 10 - 34% Intersection Delay (s)

OS AND DATA ENTRY - Use this to enter what you					
Actual	С	D	E	E	D
CENARIO:	100 Ave & 116 St Post-Devel	opment PM (Without Improv	vements)		
Area Type:	Urban Boulevard	•			
MODE	*	র্নত	1 		
уре			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				
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)					
Actual	С	D	E	E	D
		Active Transportation	on Design Check		
	Are marked pedestrian crossing	gs provided to connect all approa	aching pedestrian facilities?		Yes
Does the approaching bike	facility continue at a consistent w	vidth 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	anying pavement makings deline	ated for cyclists through the inter	section?	No
Is a continuo Does the intersection design provide	· · ·				No
	features which facilitate all the i Have Accessibility for Ontaria		lists (e.g. bike boxes, queuing spa		
	features which facilitate all the i Have Accessibility for Ontarian	ntended turn movements for cyons with Disabilities Act (AODA) a	clists (e.g. bike boxes, queuing spa nd municipal accessibility ed?		No
Does the intersection design provide	features which facilitate all the i Have Accessibility for Ontarian	ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considere	clists (e.g. bike boxes, queuing spa nd municipal accessibility ed?		No
	features which facilitate all the i Have Accessibility for Ontarian standan	ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Ev	clists (e.g. bike boxes, queuing spa nd municipal accessibility ed? aluation	ce, protected intersection, etc)?	No Yes % of Movements with
Does the intersection design provide	features which facilitate all the i Have Accessibility for Ontarian standar	ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considerd <u>MMLOS Ev</u> Enhanced Bicycle Facilities	clists (e.g. bike boxes, queuing spand and municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any	ce, protected intersection, etc)?	No Yes % of Movements with Dedicated Turn Lanes
ooes the intersection design provide	features which facilitate all the in Have Accessibility for Ontarian standar Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius	ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been consider MMLOS Ev Enhanced Bicycle Facilities 0 Average Effective Turning Radius	clists (e.g. bike boxes, queuing spand and municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any approaches for transit	ce, protected intersection, etc)? Average Effective Turning Radius (m) Less than 11	No Yes % of Movements with Dedicated Turn Lanes 10 - 34%
Measure 1 Measure 2	features which facilitate all the in Have Accessibility for Ontarian standard Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius (m)	ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been consider MMLOS Ev Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m)	clists (e.g. bike boxes, queuing spand and municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s)	ce, protected intersection, etc)? Average Effective Turning Radius (m) Less than 11 Car Level of Service	No Yes % of Movements with Dedicated Turn Lanes 10 - 34% Intersection Delay (s)
oes the intersection design provide	features which facilitate all the in Have Accessibility for Ontarian standard Enhanced Pedestrian Measures 0.76 - 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 considered MIMLOS Ev Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) 9.0 - 10.9	clists (e.g. bike boxes, queuing spand and municipal accessibility ad? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) 56 - 80	ce, protected intersection, etc)? Average Effective Turning Radius (m) Less than 11 Car Level of Service	No Yes % of Movements with Dedicated Turn Lanes 10 - 34% Intersection Delay (s)
Measure 1 Measure 2	features which facilitate all the in Have Accessibility for Ontarian standard Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s)	ntended turn movements for cycl ns with Disabilities Act (AODA) a rds (if applicable) been considered MMLOS Ev Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s)	clists (e.g. bike boxes, queuing spand and municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) 56 - 80 Pedestrian Level of Service	ce, protected intersection, etc)? Average Effective Turning Radius (m) Less than 11 Car Level of Service	No Yes % of Movements with Dedicated Turn Lanes 10 - 34% Intersection Delay (s)

Actual					
	В	С	D	Α	Α
SCENARIO:	SPR & 102 Ave Post-Develop	ment AM (Without Improven	nents)		
Area Type:	Urban Boulevard				
MODE	×	র্জত	1 		
Туре			SIGNALIZED INTERSECTIONS		
Target (Custom if necessary)	С	В	D		E
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			
	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	nying pavement makings deline	ated for cyclists through the inter	section?	Yes
Is a continuo Does the intersection design provi	· · ·				Yes Yes
	de features which facilitate all the Have Accessibility for Ontarian	e intended turn movements for	cyclists (e.g. bike boxes, queuing s		
	de features which facilitate all the Have Accessibility for Ontarian	e intended turn movements for etc)? ns with Disabilities Act (AODA) a	cyclists (e.g. bike boxes, queuing s nd municipal accessibility rd?		Yes
Does the intersection design provi	de features which facilitate all the Have Accessibility for Ontarian	e intended turn movements for etc)? ns with Disabilities Act (AODA) a rds (if applicable) been considere	cyclists (e.g. bike boxes, queuing s nd municipal accessibility rd?		Yes
	de features which facilitate all the Have Accessibility for Ontarian standar	e intended turn movements for etc)? ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Ev	cyclists (e.g. bike boxes, queuing s nd municipal accessibility sd? aluation	space, protected intersection,	Yes Yes % of Movements with
Does the intersection design provi	de features which facilitate all the Have Accessibility for Ontarian standar	e intended turn movements for etc)? ns with Disabilities Act (AODA) a ds (if applicable) been considere <u>MMLOS Ev</u> Enhanced Bicycle Facilities	cyclists (e.g. bike boxes, queuing s nd municipal accessibility aluation 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 provi	de features which facilitate all the Have Accessibility for Ontarian standar Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius	e intended turn movements for etc)? ns with Disabilities Act (AODA) a cds (if applicable) been considered MMLOS Ev Enhanced Bicycle Facilities 0.01 - 0.25 Average Effective Turning Radius	cyclists (e.g. bike boxes, queuing s and municipal accessibility aluation Transit Priority Measures No transit priority measures at any approaches for transit	space, protected intersection, Average Effective Turning Radius (m) Greater than 18	Yes Yes % of Movements with Dedicated Turn Lanes 85 - 100%
Does the intersection design provi	de features which facilitate all the Have Accessibility for Ontarian standar Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius (m)	e intended turn movements for etc)? ns with Disabilities Act (AODA) a cds (if applicable) been considere MMLOS Ev Enhanced Bicycle Facilities 0.01 - 0.25 Average Effective Turning Radius (m)	cyclists (e.g. bike boxes, queuing s and municipal accessibility aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s)	space, protected intersection, Average Effective Turning Radius (m) Greater than 18 Car Level of Service	Yes Yes % of Movements with Dedicated Turn Lanes 85 - 100% Intersection Delay (s)
Does the intersection design provi	de features which facilitate all the Have Accessibility for Ontarian 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) a rds (if applicable) been considered MIMLOS Ev Enhanced Bicycle Facilities 0.01 - 0.25 Average Effective Turning Radius (m) Less than 9	cyclists (e.g. bike boxes, queuing s and municipal accessibility aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) 11 - 20	space, protected intersection, Average Effective Turning Radius (m) Greater than 18 Car Level of Service	Yes Yes % of Movements with Dedicated Turn Lanes 85 - 100% Intersection Delay (s)
Does the intersection design provi	de features which facilitate all the Have Accessibility for Ontarian 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)? ns 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 s and municipal accessibility aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) 11 - 20 Pedestrian Level of Service	space, protected intersection, Average Effective Turning Radius (m) Greater than 18 Car Level of Service	Yes Yes % of Movements with Dedicated Turn Lanes 85 - 100% Intersection Delay (s)

and the second secon					
Actual	В	С	D	В	В
SCENARIO:	SPR & 102 Ave Post-Develop	ment PM (Without Improven	ients)		
Area Type:	Urban Boulevard				
MODE	×	র্জত	1		
Туре			SIGNALIZED INTERSECTIONS		
Target (Custom if necessary)	С	В	D		E
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	В	В
		Active Transportation			
	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	nying pavement makings deline	ated for cyclists through the inter	section?	Yes
Is a continuo Does the intersection design provi					Yes Yes
	de features which facilitate all th Have Accessibility for Ontaria	e intended turn movements for	cyclists (e.g. bike boxes, queuing s		
	de 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 s nd municipal accessibility ed?		Yes
Does the intersection design provi	de 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 s nd municipal accessibility ed?		Yes
	de features which facilitate all th Have Accessibility for Ontaria standa	e intended turn movements for etc)? ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Ev	cyclists (e.g. bike boxes, queuing s nd municipal accessibility sd? aluation	space, protected intersection,	Yes Yes % of Movements with
Does the intersection design provi	de features which facilitate all th Have Accessibility for Ontaria standar	e intended turn movements for etc)? ns with Disabilities Act (AODA) a rds (if applicable) been considere <u>MMLOS Ev</u> Enhanced Bicycle Facilities	cyclists (e.g. bike boxes, queuing s nd municipal accessibility ed? aluation 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 provi	de features which facilitate all th Have Accessibility for Ontaria 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 Ev Enhanced Bicycle Facilities 0.01 - 0.25 Average Effective Turning Radius	cyclists (e.g. bike boxes, queuing s and municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any approaches for transit	Space, protected intersection, Average Effective Turning Radius (m) Greater than 18	Yes Yes % of Movements with Dedicated Turn Lanes 85 - 100%
Does the intersection design provi	de features which facilitate all th Have Accessibility for Ontaria standar Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius (m)	e intended turn movements for etc)? ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Ev Enhanced Bicycle Facilities 0.01 - 0.25 Average Effective Turning Radius (m)	cyclists (e.g. bike boxes, queuing s and municipal accessibility aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s)	Space, protected intersection, Average Effective Turning Radius (m) Greater than 18 Car Level of Service	Yes Yes % of Movements with Dedicated Turn Lanes 85 - 100% Intersection Delay (s)
Does the intersection design provi	de features which facilitate all th Have Accessibility for Ontaria standar Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius (m) Less than 9	e intended turn movements for etc)? Ins with Disabilities Act (AODA) a rds (if applicable) been considered MIMLOS Ev Enhanced Bicycle Facilities 0.01 - 0.25 Average Effective Turning Radius (m) Less than 9	cyclists (e.g. bike boxes, queuing s and municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) 21 - 35	Space, protected intersection, Average Effective Turning Radius (m) Greater than 18 Car Level of Service	Yes Yes % of Movements with Dedicated Turn Lanes 85 - 100% Intersection Delay (s)
Does the intersection design provi	de features which facilitate all th Have Accessibility for Ontarian 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 s and municipal accessibility aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) 21 - 35 Pedestrian Level of Service	Space, protected intersection, Average Effective Turning Radius (m) Greater than 18 Car Level of Service	Yes Yes % of Movements with Dedicated Turn Lanes 85 - 100% Intersection Delay (s)