F

Appendix F MMLOS Analysis: Post Development with Improvements



Actual	u know and for detailed or summary results p	В	D	D	В
CENARIO:		opment AM Peak (With Impro			<u> </u>
еа Туре:	Urban Main Street				
MODE	☆	%	1=		
pe			SIGNALIZED INTERSECTIONS		
Target (Custom if necessary)	В	В	D	D	D
Adjustment for Planning Direction	Upwards	Upwards	None	None	None
Reasons for adjustment (if applicable)	Pedestrian Priority Area	100 Ave District Connector			
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)					
Actual	В	В	D	D	В
		Active Transportatio	n Design Check		
	Are marked pedestrian crossing	s provided to connect all approa	ching pedestrian facilities?		Yes
Does the approaching bike	facility continue at a consistent w	idth up to the edge of the interse	ection (crosswalk or curb edge of	intersecting roadway)?	Yes
Is a continuo	us amount of space and accompa	nnying pavement makings delinea	ated for cyclists through the inter	section?	Yes
Does the intersection design provi	de features which facilitate all th	e intended turn movements for o etc)?	cyclists (e.g. bike boxes, queuing s	space, protected intersection,	Yes
		ns with Disabilities Act (AODA) ar rds (if applicable) been considere			Yes
		MMLOS Eva	aluation		
Measure 1	Enhanced Pedestrian Measures	Enhanced Bicycle Facilities	Transit Priority Measures	Average Effective Turning Radius (m)	% of Movements with Dedicated Turn Lanes
Wedsure 1	0.76 - 1	> 1	No transit priority measures at any approaches for transit	Less than 11	60 - 84%
Measure 2	Average Effective Turning Radius (m)	Average Effective Turning Radius (m)	Transit Movement Delay (s)	Car Level of Service	Intersection Delay (s)
ivicasure 2	Less than 9	Less than 9	21 - 35	С	21 - 35
	Signal Cycle Length (s)	Signal Cycle Length (s)	Pedestrian Level of Service	-	-
Measure 3	Signal Cycle Length (s) 91 -105	Signal Cycle Length (s)	Pedestrian Level of Service	•	
				- -	
Measure 3 Measure 4	91 -105 Number of Uncontrolled	91 - 105 Number of Uncontrolled			-

Actual	u know and for detailed or summary results p	В	D	Е	С
CENARIO:		opment PM Peak (With Impro			
еа Туре:	Urban Main Street				
MODE	☆	્	1 🔁		
pe			SIGNALIZED INTERSECTIONS		
Target (Custom if necessary)	В	В	D	D	D
Adjustment for Planning Direction	Upwards	Upwards	None	None	None
Reasons for adjustment (if applicable)	Pedestrian Priority Area	100 Ave District Connector			
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)					
Actual	В	В	D	E	С
		Active Transportatio	n Design Check		
	Are marked pedestrian crossing	s provided to connect all approa	ching pedestrian facilities?		Yes
Does the approaching bike	facility continue at a consistent w	idth up to the edge of the interse	ection (crosswalk or curb edge of	intersecting roadway)?	Yes
Is a continuo	us amount of space and accompa	nnying pavement makings delinea	ated for cyclists through the inter	section?	Yes
Does the intersection design provi	de features which facilitate all th	e intended turn movements for o etc)?	cyclists (e.g. bike boxes, queuing s	space, protected intersection,	Yes
		ns with Disabilities Act (AODA) ar rds (if applicable) been considere			Yes
		MMLOS Eva	aluation		
Measure 1	Enhanced Pedestrian Measures	Enhanced Bicycle Facilities	Transit Priority Measures	Average Effective Turning Radius (m)	% of Movements with Dedicated Turn Lanes
Wedsure 1	0.76 - 1	> 1	No transit priority measures at any approaches for transit	Less than 11	60 - 84%
Measure 2	Average Effective Turning Radius (m)	Average Effective Turning Radius (m)	Transit Movement Delay (s)	Car Level of Service	Intersection Delay (s)
ivieasure z	Less than 9	Less than 9	36 - 55	D	26.55
					36 - 55
	Signal Cycle Length (s)	Signal Cycle Length (s)	Pedestrian Level of Service	-	36 - 55
Measure 3	Signal Cycle Length (s)	Signal Cycle Length (s)	Pedestrian Level of Service	-	
Measure 3 Measure 4	106 -120 Number of Uncontrolled	106 - 120 Number of Uncontrolled			-

Actual	know and for detailed or summary results p	oresentation	D	E	D
ENARIO:	Jasper Ave & 109 St Post-Dev	volonment AM Peak (With In		<u> </u>	U
еликто: Ра Туре:	Urban Main Street	velopment Alvi Peuk (vvitn in	iprovementsj		
	2	A.	.6		
MODE	T	ો ં	1₩		
 oe			SIGNALIZED INTERSECTIONS		
Target (Custom if necessary)	В	С	D	D	D
Adjustment for Planning Direction	Upwards	None	None	None	None
easons for adjustment (if applicable)	Pedestrian Priority				
Adjustment for Strategic Policy	None	None	None	None	None
teasons for adjustment (if applicable)					
Actual	В	E	D	E	D
		Active Transportation	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	idth up to the edge of the interse	ection (crosswalk or curb edge of	intersecting roadway)?	Yes
boes the approaching since i	delity continue at a consistent w	iam up to the eage of the interst	contain (crosswant or cars cage or	microcoming roddway).	163
Is a continuo	us amount of space and accompa	nying pavement makings delinea	ated for cyclists through the inter	section?	No
Is a continuo	us amount of space and accompa	nying pavement makings delinea	ated for cyclists through the inter	section?	No
					No
					No Yes
	features which facilitate all the in	ntended turn movements for cyc	lists (e.g. bike boxes, queuing spa		Yes
	features which facilitate all the in	ntended turn movements for cyc	lists (e.g. bike boxes, queuing spa		
	features which facilitate all the in	ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considere	lists (e.g. bike boxes, queuing spa nd municipal accessibility d?		Yes
	features which facilitate all the in Have Accessibility for Ontarian standar	ntended turn movements for cycons with Disabilities Act (AODA) and sift applicable) been considered MMLOS Eva	lists (e.g. bike boxes, queuing spand municipal accessibility d?	ce, protected intersection, etc)?	Yes
oes the intersection design provide	features which facilitate all the in	ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considere	lists (e.g. bike boxes, queuing spa nd municipal accessibility d?		Yes
	features which facilitate all the in Have Accessibility for Ontarian standar Enhanced Pedestrian Measures	ntended turn movements for cyc ns with Disabilities Act (AODA) and (if applicable) been considered MMLOS Evaluation Enhanced Bicycle Facilities	lists (e.g. bike boxes, queuing spand municipal accessibility d? aluation Transit Priority Measures No transit priority measures at any	ce, protected intersection, etc)? Average Effective Turning Radius (m)	Yes Yes % of Movements with Dedicated Turn Lanes
es the intersection design provide	features which facilitate all the in Have Accessibility for Ontarian standar	ntended turn movements for cycons with Disabilities Act (AODA) and sift applicable) been considered MMLOS Eva	lists (e.g. bike boxes, queuing spand municipal accessibility d? aluation Transit Priority Measures	ce, protected intersection, etc)?	Yes Yes % of Movements with
es the intersection design provide	features which facilitate all the in Have Accessibility for Ontarial standar Enhanced Pedestrian Measures > 1 Average Effective Turning Radius	ntended turn movements for cyc ns with Disabilities Act (AODA) ards (if applicable) been considere MMLOS Eva Enhanced Bicycle Facilities 0 Average Effective Turning Radius	lists (e.g. bike boxes, queuing spand municipal accessibility d? aluation Transit Priority Measures No transit priority measures at any	ce, protected intersection, etc)? Average Effective Turning Radius (m)	Yes Yes % of Movements with Dedicated Turn Lanes
es the intersection design provide	features which facilitate all the in Have Accessibility for Ontarial standar Enhanced Pedestrian Measures > 1	ntended turn movements for cyc ns with Disabilities Act (AODA) ar rds (if applicable) been considere MMLOS Eve Enhanced Bicycle Facilities	lists (e.g. bike boxes, queuing spand municipal accessibility d? 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 60 - 84%
es the intersection design provide Measure 1	features which facilitate all the in Have Accessibility for Ontarial standar Enhanced Pedestrian Measures > 1 Average Effective Turning Radius	ntended turn movements for cyc ns with Disabilities Act (AODA) ards (if applicable) been considere MMLOS Eva Enhanced Bicycle Facilities 0 Average Effective Turning Radius	lists (e.g. bike boxes, queuing spand municipal accessibility d? 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 60 - 84%
es the intersection design provide Measure 1	features which facilitate all the in Have Accessibility for Ontarial standar Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m) 11.0 - 12.9	ntended turn movements for cyc ns with Disabilities Act (AODA) at rds (if applicable) been considere MMLOS Eve Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) 11.0 - 12.9	lists (e.g. bike boxes, queuing spand municipal accessibility d? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s)	Average Effective Turning Radius (m) 11 - 12 Car Level of Service	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 > 1 Average Effective Turning Radius (m)	ntended turn movements for cyc ns with Disabilities Act (AODA) ards (if applicable) been considere MMLOS Eva Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m)	lists (e.g. bike boxes, queuing spand municipal accessibility d? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s)	Average Effective Turning Radius (m) 11 - 12 Car Level of Service	Yes Yes % of Movements with Dedicated Turn Lanes 60 - 84% Intersection Delay (s)
es the intersection design provide Measure 1	Features which facilitate all the in Have Accessibility for Ontarial standar Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m) 11.0 - 12.9 Signal Cycle Length (s)	ntended turn movements for cyc ns with Disabilities Act (AODA) ards (if applicable) been considere MMLOS Eve Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) 11.0 - 12.9 Signal Cycle Length (s)	lists (e.g. bike boxes, queuing spand municipal accessibility d? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) 56 - 80 Pedestrian Level of Service	Average Effective Turning Radius (m) 11 - 12 Car Level of Service	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 Ontarial standar Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m) 11.0 - 12.9	ntended turn movements for cyc ns with Disabilities Act (AODA) at rds (if applicable) been considere MMLOS Eve Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) 11.0 - 12.9	lists (e.g. bike boxes, queuing spand municipal accessibility d? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s)	Average Effective Turning Radius (m) 11 - 12 Car Level of Service	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 Ontarial standar Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m) 11.0 - 12.9 Signal Cycle Length (s) 91 -105 Number of Uncontrolled	ntended turn movements for cyc ns with Disabilities Act (AODA) are reds (if applicable) been considered MMLOS Events Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) 11.0 - 12.9 Signal Cycle Length (s) 91 - 105	lists (e.g. bike boxes, queuing spand municipal accessibility d? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) 56 - 80 Pedestrian Level of Service	Average Effective Turning Radius (m) 11 - 12 Car Level of Service F	Yes Yes % of Movements with Dedicated Turn Lanes 60 - 84% Intersection Delay (s) Greater than 80
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) 91 - 105	ntended turn movements for cyc ns with Disabilities Act (AODA) and sets (if applicable) been considered MMLOS Events Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) 11.0 - 12.9 Signal Cycle Length (s)	lists (e.g. bike boxes, queuing spand municipal accessibility d? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) 56 - 80 Pedestrian Level of Service	Average Effective Turning Radius (m) 11 - 12 Car Level of Service	Yes Yes % of Movements with Dedicated Turn Lanes 60 - 84% Intersection Delay (s)

S AND DATA ENTRY - Use this to enter what you		presentation			
Actual	В	Е	D	E	D
CENARIO:		velopment PM Peak (With Im	provements)		
rea Туре:	Urban Main Street				
MODE	*	્	1 ₩		
			SIGNALIZED INTERSECTIONS		
Target (Custom if necessary)	В	С	D	D	D
Adjustment for Planning Direction Reasons for adjustment (if applicable)	Upwards Pedestrian Priority	None	None	None	None
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)	None	None	None	None	None
Actual	В	E	D	E	D
71000001	U	Active Transportation		<u> </u>	D D
	Are marked pedestrian crossing	gs provided to connect all approa	ching pedestrian facilities?		Yes
Does the approaching bike	facility continue at a consistent w	vidth up to the edge of the 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?	No
					No Yes
Is a continuo oes the intersection design provide	features which facilitate all the in		lists (e.g. bike boxes, queuing spa		
	features which facilitate all the in	ntended turn movements for cyc	lists (e.g. bike boxes, queuing spa nd municipal accessibility d?		Yes
pes the intersection design provide	features which facilitate all the in	ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considere	lists (e.g. bike boxes, queuing spa nd municipal accessibility d?		Yes
	features which facilitate all the in the interest of the second of the s	ntended turn movements for cycons with Disabilities Act (AODA) ards (if applicable) been considere	lists (e.g. bike boxes, queuing spand municipal accessibility d?	ce, protected intersection, etc)?	Yes Yes % of Movements with
pes the intersection design provide Measure 1	features which facilitate all the in Have Accessibility for Ontarian standar Enhanced Pedestrian Measures	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 spand municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any	ce, protected intersection, etc)? Average Effective Turning Radius (m)	Yes Yes % of Movements with Dedicated Turn Lanes
pes 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 MMLOS EV. Enhanced Bicycle Facilities 0 Average Effective Turning Radius	lists (e.g. bike boxes, queuing spand municipal accessibility and? Transit Priority Measures No transit priority measures at any approaches for transit	Average Effective Turning Radius (m)	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 > 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)	lists (e.g. bike boxes, queuing spand municipal accessibility and? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s)	Average Effective Turning Radius (m) 11 - 12 Car Level of Service	Yes Yes Wof Movements with Dedicated Turn Lanes 60 - 84% Intersection Delay (s)
pes the intersection design provide Measure 1	features which facilitate all the in Have Accessibility for Ontarial standar Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m) 11.0 - 12.9	ns with Disabilities Act (AODA) a rds (if applicable) been considere MIMLOS EV Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) 11.0 - 12.9	nd municipal accessibility d? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s)	Average Effective Turning Radius (m) 11 - 12 Car Level of Service	Yes Yes Wes Wof Movements with Dedicated Turn Lanes 60 - 84% Intersection Delay (s) Greater than 80
Measure 1 Measure 2	features which facilitate all the in Have Accessibility for Ontarial standar Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m) 11.0 - 12.9 Signal Cycle Length (s)	ns with Disabilities Act (AODA) a rds (if applicable) been considere MIMLOS EV Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) 11.0 - 12.9 Signal Cycle Length (s)	lists (e.g. bike boxes, queuing spand municipal accessibility and? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) 56 - 80 Pedestrian Level of Service	Average Effective Turning Radius (m) 11 - 12 Car Level of Service	Yes Yes % of Movements with Dedicated Turn Lanes 60 - 84% Intersection Delay (s) Greater than 80

	know and for detailed or summary results p	resentation			
Actual	С	Е	С	E	D
CENARIO: rea Type:	104 Ave & 109 St Post-Develo Urban Main Street	opment AM Peak (With Impro	ovements)		
MODE	Ķ	% 0	<u> 1</u>		
ype			SIGNALIZED INTERSECTIONS		
Target (Custom if necessary)	В	С	С	D	D
Adjustment for Planning Direction	Upwards	None	Upwards	None	None
Reasons for adjustment (if applicable)	Pedestrian Priority Area		Valley Line LRT 110X Rapidbus R9X Rapidbus		
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)					
Actual	С	E	С	Е	D
		Active Transportation	n Design Check		
	Are marked pedestrian crossing	s provided to connect all approa	ching pedestrian facilities?		Yes
Does the approaching bike f	acility continue at a consistent wi	idth up to the edge of the interso	ection (crosswalk or curb edge of	intersecting roadway)?	No
ls a continuo					
is a continuo	us amount of space and accompa	nying pavement makings deline	ated for cyclists through the inter	rsection?	No
Does the intersection design provide					No Yes
	de features which facilitate all the	e intended turn movements for (cyclists (e.g. bike boxes, queuing control of the c		
	de features which facilitate all the	e intended turn movements for o etc)? ns with Disabilities Act (AODA) ar	cyclists (e.g. bike boxes, queuing and municipal accessibility		Yes
	de features which facilitate all the	e intended turn movements for o etc)? ns with Disabilities Act (AODA) and ds (if applicable) been considere	cyclists (e.g. bike boxes, queuing and municipal accessibility d? aluation Transit Priority Measures		Yes
Does the intersection design provides	de features which facilitate all the Have Accessibility for Ontarian standar	e intended turn movements for etc)? ns with Disabilities Act (AODA) and ds (if applicable) been considered MMLOS Even	cyclists (e.g. bike boxes, queuing and municipal accessibility d?	space, protected intersection, Average Effective Turning Radius	Yes Yes % of Movements with
Does the intersection design provided in the intersection design p	de features which facilitate all the Have Accessibility for Ontariar standar	e intended turn movements for etc)? ns with Disabilities Act (AODA) and ds (if applicable) been considered MMLOS Event	cyclists (e.g. bike boxes, queuing and municipal accessibility d? aluation Transit Priority Measures Transit priority measures at a minimum of one but not all	space, protected intersection, Average Effective Turning Radius (m)	Yes Yes % of Movements with Dedicated Turn Lanes
Does the intersection design provides	de features which facilitate all the Have Accessibility for Ontariar standar Enhanced Pedestrian Measures > 1 Average Effective Turning Radius	e intended turn movements for etc)? In swith Disabilities Act (AODA) at ds (if applicable) been considered MMLOS Evaluation of the control	cyclists (e.g. bike boxes, queuing and municipal accessibility d? aluation Transit Priority Measures Transit priority measures at a minimum of one but not all approaches for transit	Average Effective Turning Radius (m)	Yes Yes Wes Mor Movements with Dedicated Turn Lanes 35 - 59%
Does the intersection design provided Measure 1 Measure 2	de features which facilitate all the Have Accessibility for Ontariar standar Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m)	e intended turn movements for etc)? Ins with Disabilities Act (AODA) and ds (if applicable) been considered MMLOS Evaluation Enhanced Bicycle Facilities O Average Effective Turning Radius (m)	cyclists (e.g. bike boxes, queuing and municipal accessibility d? aluation Transit Priority Measures Transit priority measures at a minimum of one but not all approaches for transit Transit Movement Delay (s)	Average Effective Turning Radius (m) 11 - 12 Car Level of Service	Yes Yes Wof Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s)
Does the intersection design provided in the intersection design p	Have Accessibility for Ontarian standar Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m) 11.0 - 12.9	e intended turn movements for etc)? Ins with Disabilities Act (AODA) at ds (if applicable) been considered MMLOS Eva Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) 11.0 - 12.9	aluation Transit Priority Measures Transit priority measures at a minimum of one but not all approaches for transit Transit Movement Delay (s)	Average Effective Turning Radius (m) 11 - 12 Car Level of Service	Yes Yes Wes Wof Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s)
Does the intersection design provided Measure 1 Measure 2	Have Accessibility for Ontarian standar Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m) 11.0 - 12.9 Signal Cycle Length (s)	e intended turn movements for etc)? Ins with Disabilities Act (AODA) and ds (if applicable) been considered MMLOS Evaluation Enhanced Bicycle Facilities O Average Effective Turning Radius (m) 11.0 - 12.9 Signal Cycle Length (s)	cyclists (e.g. bike boxes, queuing sound municipal accessibility d? aluation Transit Priority Measures Transit priority measures at a minimum of one but not all approaches for transit Transit Movement Delay (s) 21 - 35 Pedestrian Level of Service	Average Effective Turning Radius (m) 11 - 12 Car Level of Service	Yes Yes Wes Wof Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s)

OS AND DATA ENTRY - Use this to enter what you		oresentation 		_	_
Actual CENARIO:	104 Ava & 109 St Post David	opment PM Peak (With Impro	C	Е	D
еа Туре:	Urban Main Street	opinent rivi reak (vvitii iiipit	veniensj		
MODE	*	્	<u>•</u>		
			CICNALIZED INTERCECTIONS		
Target (Custom if necessary)	В	С	SIGNALIZED INTERSECTIONS C	D	D
Adjustment for Planning Direction	Upwards	None	Upwards	None	None
7.4.3.4.4.4.4.4.4.4.4.4.4.4.4.4.4.4.4.4.	Opwarus	None	Valley Line LRT	None	None
Reasons for adjustment (if applicable)	Pedestrian Priority Area		110X Rapidbus R9X Rapidbus		
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)			-		
Actual	С	Active Transportatio	С	Е	D
	Are marked pedestrian crossing	gs provided to connect all approa	ching pedestrian facilities?		Yes
Does the approaching bike	facility continue at a consistent w	ridth up to the edge of the interse	ection (crosswalk or curb edge of	intersecting roadway)?	No
Is a continuo	us amount of space and accompa	anying pavement makings delinea	ated for cyclists through the inter	rsection?	No
Does the intersection design provi	ide features which facilitate all th	e intended turn movements for o	cyclists (e.g. bike boxes, queuing	space, protected intersection,	Yes
		ns with Disabilities Act (AODA) ar			Yes
		MMLOS Eva	aluation		
Measure 1	Enhanced Pedestrian Measures	Enhanced Bicycle Facilities	Transit Priority Measures	Average Effective Turning Radius (m)	% of Movements with Dedicated Turn Lanes
ivicusure 1	>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)
Measure 2	11.0 - 12.9	11.0 - 12.9	36 - 55	E	56 - 80
	Signal Cycle Length (s)	Signal Cycle Length (s)	Pedestrian Level of Service	-	-
Measure 3	Greater than 120	Greater than 120	С		
	Number of Uncontrolled Conflicts (conflicts/approach)	Number of Uncontrolled Conflicts (conflicts/approach)	-	-	-
Maacura 4					
Measure 4	1.0	Greater than 3			

OS AND DATA ENTRY - Use this to enter what you Actual	know and for detailed or summary results p	B	D	D	С
CENARIO:		ppment AM Peak (With Impro			
еа Туре:	Urban Main Street				
MODE	፟ 大	%	1=		
pe			SIGNALIZED INTERSECTIONS		
Target (Custom if necessary)	В	В	D	D	D
Adjustment for Planning Direction	Upwards	Upwards	None	None	None
Reasons for adjustment (if applicable)	Pedestrian Priority Area	102 Ave District Connector	110110		
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)					
Actual	В	В	D	D	С
		Active Transportatio	n Design Check		
	Are marked pedestrian crossing	s provided to connect all approa	ching pedestrian facilities?		Yes
Does the approaching bike	facility continue at a consistent w	idth up to the edge of the interse	ection (crosswalk or curb edge of	intersecting roadway)?	Yes
Is a continuo	us amount of space and accompa	nying pavement makings delinea	ated for cyclists through the inter	section?	Yes
Does the intersection design provi	ide features which facilitate all th	e intended turn movements for o etc)?	cyclists (e.g. bike boxes, queuing s	pace, protected intersection,	Yes
		ns with Disabilities Act (AODA) ar ds (if applicable) been considere			Yes
		MMLOS Eva	aluation		
Measure 1	Enhanced Pedestrian Measures	Enhanced Bicycle Facilities	Transit Priority Measures	Average Effective Turning Radius (m)	% of Movements with Dedicated Turn Lanes
ivicasure 1	>1	> 1	No transit priority measures at any approaches for transit	11 - 12	35 - 59%
Monture 3	Average Effective Turning Radius (m)	Average Effective Turning Radius (m)	Transit Movement Delay (s)	Car Level of Service	Intersection Delay (s)
Measure 2	11.0 - 12.9	11.0 - 12.9	36 - 55	D	36 - 55
	Signal Cycle Length (s)	Signal Cycle Length (s)	Pedestrian Level of Service	-	-
Measure 3	91 -105	91 - 105	В		
Manus 1	Number of Uncontrolled Conflicts (conflicts/approach)	Number of Uncontrolled Conflicts (conflicts/approach)	-	-	-
Measure 4				·	

Actual	know and for detailed or summary results p	В	D	Е	D
ENARIO:		opment PM Peak (With Impro			
еа Туре:	Urban Main Street				
MODE	☆	્	1 🔁		
pe			SIGNALIZED INTERSECTIONS		
Target (Custom if necessary)	В	В	D	D	D
Adjustment for Planning Direction	Upwards	Upwards	None	None	None
Reasons for adjustment (if applicable)	Pedestrian Priority Area	102 Ave District Connector			
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)					
Actual	В	В	D	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	acility continue at a consistent w	idth up to the edge of the interse	ection (crosswalk or curb edge of	intersecting roadway)?	Yes
Is a continuo	us amount of space and accompa	nying pavement makings delinea	ated for cyclists through the inter	section?	Yes
Does the intersection design provi	de features which facilitate all th	e intended turn movements for c etc)?	cyclists (e.g. bike boxes, queuing	space, protected intersection,	Yes
		ns with Disabilities Act (AODA) ar ds (if applicable) been considere			Yes
		MMLOS Eva	aluation		
Measure 1	Enhanced Pedestrian Measures	Enhanced Bicycle Facilities	Transit Priority Measures	Average Effective Turning Radius (m)	% of Movements with Dedicated Turn Lanes
Wedsure 1	>1	>1	Transit priority measures at a minimum of one but not all	11 - 12	
			approaches for transit		35 - 59%
Massure 2	Average Effective Turning Radius (m)	Average Effective Turning Radius (m)		Car Level of Service	35 - 59% Intersection Delay (s)
Measure 2	Average Effective Turning Radius		approaches for transit	Car Level of Service	
	Average Effective Turning Radius (m)	(m)	approaches for transit Transit Movement Delay (s)		Intersection Delay (s)
Measure 2 Measure 3	Average Effective Turning Radius (m) 11.0 - 12.9	(m) 11.0 - 12.9	approaches for transit Transit Movement Delay (s) Greater than 80	F	Intersection Delay (s) Greater than 80
Measure 3	Average Effective Turning Radius (m) 11.0 - 12.9 Signal Cycle Length (s)	(m) 11.0 - 12.9 Signal Cycle Length (s)	approaches for transit Transit Movement Delay (s) Greater than 80 Pedestrian Level of Service	F	Intersection Delay (s) Greater than 80
	Average Effective Turning Radius (m) 11.0 - 12.9 Signal Cycle Length (s) 106 -120 Number of Uncontrolled	(m) 11.0 - 12.9 Signal Cycle Length (s) 106 - 120 Number of Uncontrolled	approaches for transit Transit Movement Delay (s) Greater than 80 Pedestrian Level of Service	F -	Intersection Delay (s) Greater than 80 -

AND DATA ENTRY - Use this to enter what y					
Actual	В	D	С	E	С
ENARIO: ea Type:	SPR & 124 St Post-Developm Urban Main Street	ent AM Peak (With Improver	nents)		
ей туре.	•				
MODE		5 0	† 🔂		
	71		47 7	0 0	• •
oe			SIGNALIZED INTERSECTIONS		
Target (Custom if necessary)	В	С	С	D	D
Adjustment for Planning Direction	Upwards	None	Upwards	None	None
easons for adjustment (if applicable)	Pedestrian Priority Area	None	Valley Line LRT	None	None
Adjustment for Strategic Policy	None	None	None	None	None
leasons for adjustment (if applicable)	110110	Helic	110110	110110	THE STATE OF THE S
Actual	В	D	С	E	С
		Active Transportation	on Design Check		
	Are marked pedestrian crossing	gs provided to connect all approa	ching pedestrian facilities?		Yes
Danatha annuachina hiba	facility continue at a consistent			:	Al -
Does the approaching bike	tacility continue at a consistent w	liath up to the eage of the inters	ection (crosswalk or curb edge of	intersecting roadway)?	No
	,				
		anying pavement makings deline	ated for cyclists through the inter	section?	No
	ous amount of space and accompa	anying pavement makings delinea	ated for cyclists through the inter	section?	No
		anying pavement makings deline:	ated for cyclists through the inter	section?	No
Is a continu					No Yes
Is a continu	ous amount of space and accompa				
Is a continu	ous amount of space and accompa	ntended turn movements for cyc	lists (e.g. bike boxes, queuing spa		Yes
Is a continu	ous amount of space and accompa e features which facilitate all the i Have Accessibility for Ontaria		lists (e.g. bike boxes, queuing spa		
Is a continu	ous amount of space and accompa e features which facilitate all the i Have Accessibility for Ontaria	ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considere	lists (e.g. bike boxes, queuing spa nd municipal accessibility d?		Yes
Is a continu	ous amount of space and accompa e features which facilitate all the i Have Accessibility for Ontaria	ntended turn movements for cyc	lists (e.g. bike boxes, queuing spa nd municipal accessibility d?	nce, protected intersection, etc)?	Yes
Is a continu	ous amount of space and accompa e features which facilitate all the i Have Accessibility for Ontaria	ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considere	lists (e.g. bike boxes, queuing spa nd municipal accessibility d?		Yes
Is a continu	ous amount of space and accompa e features which facilitate all the i Have Accessibility for Ontaria standar	ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Evo	lists (e.g. bike boxes, queuing spand municipal accessibility d? aluation Transit Priority Measures Transit priority measures at a	Average Effective Turning Radius	Yes Yes % of Movements with Dedicated Turn Lanes
Is a continu	ous amount of space and accompa e features which facilitate all the i Have Accessibility for Ontaria standa	ntended turn movements for cycons with Disabilities Act (AODA) ards (if applicable) been considere	lists (e.g. bike boxes, queuing spand municipal accessibility d? aluation Transit Priority Measures	ice, protected intersection, etc)?	Yes Yes % of Movements with
Is a continu	e features which facilitate all the i Have Accessibility for Ontaria standar Enhanced Pedestrian Measures >1 Average Effective Turning Radius	ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Evi Enhanced Bicycle Facilities 0 Average Effective Turning Radius	lists (e.g. bike boxes, queuing spand municipal accessibility d? aluation Transit Priority Measures Transit priority measures at a minimum of one but not all approaches for transit	Average Effective Turning Radius (m) Less than 11	Yes Yes % of Movements with Dedicated Turn Lanes 35 - 59%
Is a continu	e features which facilitate all the i Have Accessibility for Ontaria standar Enhanced Pedestrian Measures	ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Eve Enhanced Bicycle Facilities	nd municipal accessibility d? aluation Transit Priority Measures Transit priority measures at a minimum of one but not all	Average Effective Turning Radius	Yes Yes % of Movements with Dedicated Turn Lanes
Is a continutes the intersection design provides design provides design provides design provides de	e features which facilitate all the i Have Accessibility for Ontaria standar Enhanced Pedestrian Measures >1 Average Effective Turning Radius	ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Evi Enhanced Bicycle Facilities 0 Average Effective Turning Radius	lists (e.g. bike boxes, queuing spand municipal accessibility d? aluation Transit Priority Measures Transit priority measures at a minimum of one but not all approaches for transit	Average Effective Turning Radius (m) Less than 11	Yes Yes % of Movements with Dedicated Turn Lanes 35 - 59%
Is a continuous the intersection design provid	e features which facilitate all the i Have Accessibility for Ontaria 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 Evi Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m)	lists (e.g. bike boxes, queuing spand municipal accessibility d? aluation Transit Priority Measures Transit priority measures at a minimum of one but not all approaches for transit Transit Movement Delay (s)	Average Effective Turning Radius (m) Less than 11 Car Level of Service	Yes Yes % of Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s)
Is a continuous the intersection design provid	e features which facilitate all the i Have Accessibility for Ontaria 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 Evi Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m)	lists (e.g. bike boxes, queuing spand municipal accessibility d? aluation Transit Priority Measures Transit priority measures at a minimum of one but not all approaches for transit Transit Movement Delay (s)	Average Effective Turning Radius (m) Less than 11 Car Level of Service	Yes Yes % of Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s)
Is a continutes the intersection design provides design provides design provides design provides de	e features which facilitate all the i Have Accessibility for Ontaria standar Enhanced Pedestrian Measures >1 Average Effective Turning Radius (m) 9.0 - 10.9	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	lists (e.g. bike boxes, queuing spand municipal accessibility d? aluation Transit Priority Measures Transit priority measures at a minimum of one but not all approaches for transit Transit Movement Delay (s)	Average Effective Turning Radius (m) Less than 11 Car Level of Service	Yes Yes % of Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s)
Is a continu wes the intersection design provid Measure 1 Measure 2	e features which facilitate all the i Have Accessibility for Ontaria standar Enhanced Pedestrian Measures >1 Average Effective Turning Radius (m) 9.0 - 10.9	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	lists (e.g. bike boxes, queuing spand municipal accessibility d? aluation Transit Priority Measures Transit priority measures at a minimum of one but not all approaches for transit Transit Movement Delay (s)	Average Effective Turning Radius (m) Less than 11 Car Level of Service	Yes Yes % of Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s)
Is a continu wes the intersection design provid Measure 1 Measure 2	e features which facilitate all the i Have Accessibility for Ontaria standar Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s)	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 municipal accessibility d? aluation Transit Priority Measures Transit priority measures at a minimum of one but not all approaches for transit Transit Movement Delay (s) 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 35 - 59% Intersection Delay (s)
Is a continues the intersection design provides Measure 1 Measure 2 Measure 3	e features which facilitate all the i Have Accessibility for Ontarial standar Enhanced Pedestrian Measures >1 Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s)	ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Ev. Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s)	lists (e.g. bike boxes, queuing spand municipal accessibility d? aluation Transit Priority Measures Transit priority measures at a minimum of one but not all approaches for transit Transit Movement Delay (s) 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 35 - 59% Intersection Delay (s)
Is a continu es the intersection design provid Measure 1 Measure 2	e features which facilitate all the i Have Accessibility for Ontaria standar Enhanced Pedestrian Measures >1 Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s) 106 -120 Number of Uncontrolled	ns with Disabilities Act (AODA) a rds (if applicable) been considere MIMLOS Evi Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s) 106 - 120 Number of Uncontrolled	lists (e.g. bike boxes, queuing spand municipal accessibility d? aluation Transit Priority Measures Transit priority measures at a minimum of one but not all approaches for transit Transit Movement Delay (s) 21 - 35 Pedestrian Level of Service	Average Effective Turning Radius (m) Less than 11 Car Level of Service D	Yes Yes Wes Wof Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s) 36 - 55

OS AND DATA ENTRY - Use this to enter what yo	u know and for detailed or summary results	presentation			
Actual	В	D	В	E	С
CENARIO:		ent PM Peak (With Improven	nents)		
rea Туре:	Urban Main Street				
MODE	★	%	1 ₩		
pe			SIGNALIZED INTERSECTIONS		
Target (Custom if necessary)	В	С	C	D	D
Adjustment for Planning Direction	Upwards	None	Upwards	None	None
leasons for adjustment (if applicable)	Pedestrian Priority Area	140116	Valley Line LRT	140116	110110
Adjustment for Strategic Policy	None	None	None	None	None
teasons for adjustment (if applicable)					
Actual	В	D	В	E	С
		Active Transportatio	n Design Check		
	Are marked pedestrian crossing	gs provided to connect all approa	ching pedestrian facilities?		Yes
Does the approaching bike	facility continue at a consistent w	idth up to the edge of the interse	ection (crosswalk or curb edge of	intersecting roadway)?	No
Is a continuo	ous amount of space and accompa	nying pavement makings delinea	ated for cyclists through the inter	section?	No
es the intersection design provide	features which facilitate all the i	ntended turn movements for cycl	lists (e.g. bike boxes, queuing spa	ce, protected intersection, etc)?	Yes
		ns with Disabilities Act (AODA) ards (if applicable) been considere			Yes
		MMLOS Eva	aluation		
	Enhanced Pedestrian Measures	Enhanced Bicycle Facilities	Transit Priority Measures	Average Effective Turning Radius (m)	% of Movements with Dedicated Turn Lanes
Measure 1	>1	0	Transit priority measures at a minimum of one but not all approaches for transit	Less than 11	35 - 59%
	Average Effective Turning Radius (m)	Average Effective Turning Radius (m)	Transit Movement Delay (s)	Car Level of Service	Intersection Delay (s)
Measure 2	9.0 - 10.9	9.0 - 10.9	11 - 20	D	36 - 55
	Signal Cycle Length (s)	Signal Cycle Length (s)	Pedestrian Level of Service	-	-
Measure 3	106 -120	106 - 120	В		
Measure 4	Number of Uncontrolled Conflicts (conflicts/approach)	Number of Uncontrolled Conflicts (conflicts/approach)	-	-	-
ivicasui c 4	1.1 - 1.5	1.6 - 2.0			

	ı know and for detailed or summary results i				
Actual	В	D	D	D	С
ENARIO:		opment AM Peak (With Impr	ovements)		
еа Туре:	Urban Main Street				
MODE	 	5 0	† 🔂		
		00		0 0	
oe			SIGNALIZED INTERSECTIONS		
Target (Custom if necessary)	В	С	D	D	D
Adjustment for Planning Direction	Upwards	None	None	None	None
easons for adjustment (if applicable)	Pedestrian Priority Area	None	None	None	None
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)					
Actual	В	D	D	D	С
		Active Transportation	on Design Check		
	Are marked pedestrian crossing	s provided to connect all approa	ching pedestrian facilities?		Yes
Does the approaching bike f	acility continue at a consistent w	idth up to the edge of the inters	ection (crosswalk or curb edge of	intersecting roadway)?	No
	,				140
Is a continuo	us amount of space and accompa	nying pavement makings deline	ated for cyclists through the inter	section?	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 pes the intersection design provide					No
	features which facilitate all the i	ntended turn movements for cyc	lists (e.g. bike boxes, queuing spa		
	features which facilitate all the in	ntended turn movements for cyc	lists (e.g. bike boxes, queuing spa		
	features which facilitate all the in	ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considere	lists (e.g. bike boxes, queuing spa nd municipal accessibility d?		Yes
	features which facilitate all the in	ntended turn movements for cyc	lists (e.g. bike boxes, queuing spa nd municipal accessibility d?		Yes
	features which facilitate all the in	ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considere	lists (e.g. bike boxes, queuing spa nd municipal accessibility d?	ce, protected intersection, etc)?	Yes Yes % of Movements with
	features which facilitate all the i Have Accessibility for Ontarial standal	ntended turn movements for cycles with Disabilities Act (AODA) and (if applicable) been considered MMLOS Eva	lists (e.g. bike boxes, queuing spand municipal accessibility d? aluation Transit Priority Measures	ce, protected intersection, etc)?	Yes
pes the intersection design provide	features which facilitate all the i Have Accessibility for Ontarial standal	ntended turn movements for cycles with Disabilities Act (AODA) and (if applicable) been considered MMLOS Eva	lists (e.g. bike boxes, queuing spand municipal accessibility d?	ce, protected intersection, etc)?	Yes Yes % of Movements with
es the intersection design provide	features which facilitate all the in Have Accessibility for Ontarial standar Enhanced Pedestrian Measures > 1	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 spand municipal accessibility d? 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%
es the intersection design provide Measure 1	features which facilitate all the in Have Accessibility for Ontarial standar Enhanced Pedestrian Measures	ntended turn movements for cycles with Disabilities Act (AODA) and (if applicable) been considered MMLOS Events Enhanced Bicycle Facilities	lists (e.g. bike boxes, queuing spand municipal accessibility d? aluation Transit Priority Measures No transit priority measures at any	ce, protected intersection, etc)? Average Effective Turning Radius	Yes Yes % of Movements with Dedicated Turn Lanes
es the intersection design provide	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 Evi Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m)	lists (e.g. bike boxes, queuing spand municipal accessibility d? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s)	Average Effective Turning Radius (m) Less than 11 Car Level of Service	Yes Yes % of Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s)
es the intersection design provide Measure 1	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 Evi Enhanced Bicycle Facilities 0 Average Effective Turning Radius	lists (e.g. bike boxes, queuing spand municipal accessibility d? 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%
es the intersection design provide Measure 1	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 Evi Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m)	lists (e.g. bike boxes, queuing spand municipal accessibility d? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s)	Average Effective Turning Radius (m) Less than 11 Car Level of Service	Yes Yes % of Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s)
es the intersection design provide Measure 1	features which facilitate all the in Have Accessibility for Ontarial 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 considere MMLOS Eve Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) 9.0 - 10.9	lists (e.g. bike boxes, queuing spand municipal accessibility d? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s)	Average Effective Turning Radius (m) 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 Ontarial 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 considere MMLOS Eve Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) 9.0 - 10.9	lists (e.g. bike boxes, queuing spand municipal accessibility d? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s)	Average Effective Turning Radius (m) 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 Ontarial standar Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s) 91 -105	ntended turn movements for cyc 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 municipal accessibility d? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) 21 - 35 Pedestrian Level of Service	Average Effective Turning Radius (m) Less than 11 Car Level of Service	Yes Yes Wes Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s)
Measure 1 Measure 2 Measure 3	Features which facilitate all the in Have Accessibility for Ontarial standar Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s)	ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Ev Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s)	lists (e.g. bike boxes, queuing spand municipal accessibility d? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) 21 - 35 Pedestrian Level of Service	Average Effective Turning Radius (m) Less than 11 Car Level of Service	Yes Yes Wes Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s)
Measure 1 Measure 2	features which facilitate all the in Have Accessibility for Ontarial standar Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s) 91 -105 Number of Uncontrolled	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) 9.0 - 10.9 Signal Cycle Length (s) 91 - 105 Number of Uncontrolled	lists (e.g. bike boxes, queuing spand municipal accessibility d? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) 21 - 35 Pedestrian Level of Service	Average Effective Turning Radius (m) Less than 11 Car Level of Service C	Yes Yes % of Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s) 21 - 35

AND DATA ENTRY - Use this to enter what y			the state of the s	the state of the s	
Actual	В	D	D	E	С
ENARIO:		opment PM Peak (With Impr	ovements)		
га Туре:	Urban Main Street				
MODE	*	5	↑ 🔂		
		0 0		0 0	-
De			SIGNALIZED INTERSECTIONS		
Target (Custom if necessary)	В	С	D	D	D
Adjustment for Planning Direction	Upwards	None	None	None	None
easons for adjustment (if applicable)	Pedestrian Priority Area	None	None	None	None
Adjustment for Strategic Policy	None	None	None	None	None
easons for adjustment (if applicable)					
Actual	В	D	D	E	С
		Active Transportation	on Design Check		
	Are marked pedestrian crossing	gs provided to connect all approa	ching pedestrian facilities?		Yes
			action (avacanually av augh adap of	Character and and another	
Does the approaching bike	facility continue at a consistent w				I NO
Does the approaching bike	facility continue at a consistent w	nath up to the eage of the inters	ection (crosswark or curb eage or	intersecting roadway):	No
Does the approaching bike	facility continue at a consistent w	nath up to the eage of the inters	ection (crosswark or curb edge or	intersecting roadway);	No
	facility continue at a consistent wo				No No
	·				
Is a continu	ous amount of space and accompa	anying pavement makings deline	ated for cyclists through the inter	section?	No
Is a continu	·	anying pavement makings deline	ated for cyclists through the inter	section?	
Is a continu	ous amount of space and accompa	anying pavement makings deline	ated for cyclists through the inter	section?	No
Is a continu	ous amount of space and accompa e features which facilitate all the i Have Accessibility for Ontaria	nnying pavement makings deline ntended turn movements for cyc ns with Disabilities Act (AODA) a	ated for cyclists through the inter- clists (e.g. bike boxes, queuing spa nd municipal accessibility	section?	No
Is a continu	ous amount of space and accompa e features which facilitate all the i Have Accessibility for Ontaria	nnying pavement makings deline ntended turn movements for cyc	ated for cyclists through the inter- clists (e.g. bike boxes, queuing spa nd municipal accessibility	section?	No Yes
Is a continu	ous amount of space and accompa e features which facilitate all the i Have Accessibility for Ontaria	nnying pavement makings deline ntended turn movements for cyc ns with Disabilities Act (AODA) a	ated for cyclists through the inter- clists (e.g. bike boxes, queuing spa and municipal accessibility	section?	No Yes
Is a continu	ous amount of space and accompa e features which facilitate all the i Have Accessibility for Ontaria	nnying pavement makings deline ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considere	ated for cyclists through the inter- clists (e.g. bike boxes, queuing spa nd municipal accessibility ed?	section? ce, protected intersection, etc)? Average Effective Turning Radius	No Yes Yes Yes
Is a continu	ous amount of space and accompa e features which facilitate all the i Have Accessibility for Ontaria standa	nnying pavement makings deline ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considere	ated for cyclists through the inter- clists (e.g. bike boxes, queuing spand municipal accessibility ed? aluation Transit Priority Measures	section? ce, protected intersection, etc)?	No Yes Yes
Is a continu	ous amount of space and accompa e features which facilitate all the i Have Accessibility for Ontaria standa	nnying pavement makings deline ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considere	ated for cyclists through the inter- clists (e.g. bike boxes, queuing spa nd municipal accessibility ed?	section? ce, protected intersection, etc)? Average Effective Turning Radius	No Yes Yes Yes
Is a continues the intersection design provid	ous amount of space and accompa e features which facilitate all the i Have Accessibility for Ontaria standa	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 inter- clists (e.g. bike boxes, queuing spand 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 Yes % of Movements with Dedicated Turn Lanes 35 - 59%
Is a continuous the intersection design provides design provides d	ous amount of space and accompa e features which facilitate all the i Have Accessibility for Ontaria standa	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 inter- clists (e.g. bike boxes, queuing spand municipal accessibility and? Transit Priority Measures No transit priority measures at any	section? ce, protected intersection, etc)? Average Effective Turning Radius (m)	Yes Yes Yes % of Movements with Dedicated Turn Lanes
Is a continues the intersection design provid	e features which facilitate all the i Have Accessibility for Ontaria standa Enhanced Pedestrian Measures >1 Average Effective Turning Radius (m)	nnying pavement makings deline Intended turn movements for cyc Ins with Disabilities Act (AODA) a Ind (if applicable) been considered MMLOS EV Enhanced Bicycle Facilities O Average Effective Turning Radius (m)	ated for cyclists through the inter- clists (e.g. bike boxes, queuing spand municipal accessibility and? 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 Yes % of Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s)
Is a continuous the intersection design provides design provides d	e features which facilitate all the i Have Accessibility for Ontaria standa Enhanced Pedestrian Measures >1 Average Effective Turning Radius	nnying pavement makings deline Intended turn movements for cyc Ins with Disabilities Act (AODA) a Ind (if applicable) been considered MMLOS EV Enhanced Bicycle Facilities O Average Effective Turning Radius	ated for cyclists through the inter- clists (e.g. bike boxes, queuing spand 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 Yes % of Movements with Dedicated Turn Lanes 35 - 59%
Is a continues the intersection design provides design provides design provides design provides des	e features which facilitate all the i Have Accessibility for Ontaria standa Enhanced Pedestrian Measures >1 Average Effective Turning Radius (m)	nnying pavement makings deline Intended turn movements for cyc Ins with Disabilities Act (AODA) a Ind (if applicable) been considered MMLOS EV Enhanced Bicycle Facilities O Average Effective Turning Radius (m)	ated for cyclists through the inter- clists (e.g. bike boxes, queuing spand municipal accessibility and? 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 Yes % of Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s)
Is a continuous the intersection design provides design provides d	e features which facilitate all the i Have Accessibility for Ontaria standa Enhanced Pedestrian Measures >1 Average Effective Turning Radius (m) 9.0 - 10.9	nnying pavement makings deline Intended turn movements for cycles Ins with Disabilities Act (AODA) a Ind (if applicable) been considered MMLOS EV Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) 9.0 - 10.9	ated for cyclists through the inter- clists (e.g. bike boxes, queuing spand municipal accessibility and? 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 Yes % of Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s)
Is a continuous the intersection design provides the intersection	e features which facilitate all the i Have Accessibility for Ontaria standa Enhanced Pedestrian Measures >1 Average Effective Turning Radius (m) 9.0 - 10.9	nnying pavement makings deline Intended turn movements for cycles Ins with Disabilities Act (AODA) a Ind (if applicable) been considered MMLOS EV Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) 9.0 - 10.9	ated for cyclists through the inter- clists (e.g. bike boxes, queuing spand municipal accessibility and? 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 Yes % of Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s)
Is a continuous the intersection design provides the intersection	e features which facilitate all the i Have Accessibility for Ontaria standa Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s)	nnying pavement makings deline Intended turn movements for cycles Ins with Disabilities Act (AODA) a Ins with Disabilities Act (AODA) a	ated for cyclists through the intersellists (e.g. bike boxes, queuing spand 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	Average Effective Turning Radius (m) Less than 11 Car Level of Service	Yes Yes Yes % of Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s)
Is a continues the intersection design provides Measure 1 Measure 2 Measure 3	e features which facilitate all the i Have Accessibility for Ontaria standa Enhanced Pedestrian Measures >1 Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s)	nnying pavement makings deline Intended turn movements for cycles Ins with Disabilities Act (AODA) a Ins with Disabilities Act (AODA) a	ated for cyclists through the intersellists (e.g. bike boxes, queuing spand 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	Average Effective Turning Radius (m) Less than 11 Car Level of Service	Yes Yes Yes % of Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s)
Is a continuous the intersection design provides the intersection	e features which facilitate all the i Have Accessibility for Ontaria standa Enhanced Pedestrian Measures >1 Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s) 106 - 120 Number of Uncontrolled	nnying pavement makings deline Intended turn movements for cycles Ins with Disabilities Act (AODA) and (if applicable) been considered MMLOS EV Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s) 106 - 120 Number of Uncontrolled	ated for cyclists through the intersellists (e.g. bike boxes, queuing spand 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	Average Effective Turning Radius (m) Less than 11 Car Level of Service D	Yes Yes Wes Mof Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s) 36 - 55

OS AND DATA ENTRY - Use this to enter what yo	u know and for detailed or summary results	presentation			
Actual	В	D	D	D	С
CENARIO:		opment AM Peak (With Impr	ovements)		
еа Туре:	Urban Main Street				
MODE	*	્	1=		
pe			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	None	None	None	None
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)					
Actual	В	D	D	D	С
		Active Transportation	n Design Check		
	Are marked pedestrian crossing	s provided to connect all approa	ching pedestrian facilities?		Yes
Does the approaching bike	facility continue at a consistent w	idth up to the edge of the interse	ection (crosswalk or curb edge of	intersecting roadway)?	No
Is a continuo	ous amount of space and accompa	nying pavement makings delinea	ited for cyclists through the inters	section?	No
oes the intersection design provide	features which facilitate all the i	ntended turn movements for cyc	lists (e.g. bike boxes, queuing spa	ce, protected intersection, etc)?	Yes
		ns with Disabilities Act (AODA) ards (if applicable) been considere			Yes
		MMLOS Eva	aluation		
	Enhanced Pedestrian Measures	Enhanced Bicycle Facilities	Transit Priority Measures	Average Effective Turning Radius (m)	% of Movements with Dedicated Turn Lanes
Measure 1	>1	0	No transit priority measures at any approaches for transit	Less than 11	10 - 34%
Manager 2	Average Effective Turning Radius (m)	Average Effective Turning Radius (m)	Transit Movement Delay (s)	Car Level of Service	Intersection Delay (s)
Measure 2	Less than 9	Less than 9	21 - 35	С	21 - 35
	Signal Cycle Length (s)	Signal Cycle Length (s)	Pedestrian Level of Service	-	
					-
Measure 3	91 -105	91 - 105	В		•
Measure 3 Measure 4	91 -105 Number of Uncontrolled Conflicts (conflicts/approach)	91 - 105 Number of Uncontrolled Conflicts (conflicts/approach)	В -		-

	ı know and for detailed or summary results ı		_	_	
Actual	В	D	D	E	D
ENARIO:	111 Ave & 124 St Post-Develor Urban Main Street	opment PM Peak (With Impr	ovements)		
еа Туре:	•				
MODE	│	~	† 🔂		
	/	<u> </u>			
pe			SIGNALIZED INTERSECTIONS		
Target (Custom if necessary)	В	С	D	D	D
Adjustment for Planning Direction	Upwards	None	None	None	None
easons for adjustment (if applicable)	Pedestrian Priority Areas	110110	110110	110110	
Adjustment for Strategic Policy	None	None	None	None	None
teasons for adjustment (if applicable)					
Actual	В		D	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
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 i	ntended turn movements for cyc	lists (e.g. bike boxes, queuing spa		
	features which facilitate all the in	ntended turn movements for cyc	lists (e.g. bike boxes, queuing spa		
	features which facilitate all the in	ntended turn movements for cyc ns with Disabilities Act (AODA) a ds (if applicable) been considere	lists (e.g. bike boxes, queuing spa nd municipal accessibility d?		Yes
	features which facilitate all the in	ntended turn movements for cyc	lists (e.g. bike boxes, queuing spa nd municipal accessibility d?		Yes
	features which facilitate all the in	ntended turn movements for cyc ns with Disabilities Act (AODA) a ds (if applicable) been considere	lists (e.g. bike boxes, queuing spa nd municipal accessibility d?	ce, protected intersection, etc)?	Yes Yes % of Movements with
	features which facilitate all the in Have Accessibility for Ontarian standar	ntended turn movements for cycles with Disabilities Act (AODA) and (if applicable) been considered MMLOS Eva	lists (e.g. bike boxes, queuing spand municipal accessibility ed? aluation Transit Priority Measures	ce, protected intersection, etc)?	Yes
es the intersection design provide	features which facilitate all the in Have Accessibility for Ontarian standar	ntended turn movements for cycles with Disabilities Act (AODA) and (if applicable) been considered MMLOS Eva	lists (e.g. bike boxes, queuing spand municipal accessibility d?	ce, protected intersection, etc)?	Yes Yes % of Movements with
es the intersection design provide	features which facilitate all the in Have Accessibility for Ontarial standar Enhanced Pedestrian Measures > 1	ntended turn movements for cycles with Disabilities Act (AODA) and (if applicable) been considered MMLOS Events Enhanced Bicycle Facilities	lists (e.g. bike boxes, queuing spand municipal accessibility and? 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 10 - 34%
es the intersection design provide Measure 1	features which facilitate all the in Have Accessibility for Ontarian standar Enhanced Pedestrian Measures	ntended turn movements for cycles with Disabilities Act (AODA) and (if applicable) been considered MMLOS Events Enhanced Bicycle Facilities	lists (e.g. bike boxes, queuing spand municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any	ce, protected intersection, etc)? Average Effective Turning Radius	Yes Yes % of Movements with Dedicated Turn Lanes
es the intersection design provide	features which facilitate all the in Have Accessibility for Ontarial standar Enhanced Pedestrian Measures > 1 Average Effective Turning Radius	ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Evi Enhanced Bicycle Facilities 0 Average Effective Turning Radius	lists (e.g. bike boxes, queuing spand municipal accessibility and? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s)	Average Effective Turning Radius (m) Less than 11 Car Level of Service	Yes Yes % of Movements with Dedicated Turn Lanes 10 - 34% Intersection Delay (s)
es the intersection design provide Measure 1	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 Evi Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m)	lists (e.g. bike boxes, queuing spand municipal accessibility and? 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 10 - 34%
es the intersection design provide Measure 1	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 Evi Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m)	lists (e.g. bike boxes, queuing spand municipal accessibility and? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s)	Average Effective Turning Radius (m) Less than 11 Car Level of Service	Yes Yes % of Movements with Dedicated Turn Lanes 10 - 34% Intersection Delay (s)
es the intersection design provide Measure 1	features which facilitate all the in Have Accessibility for Ontarial standar Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m) Less than 9	ntended turn movements for cycles with Disabilities Act (AODA) and so (if applicable) been considered. MMLOS Events Enhanced Bicycle Facilities O Average Effective Turning Radius (m) Less than 9	lists (e.g. bike boxes, queuing spand municipal accessibility and? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) 36 - 55	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)
Measure 1 Measure 2	features which facilitate all the in Have Accessibility for Ontarial standar Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m) Less than 9	ntended turn movements for cycles with Disabilities Act (AODA) and so (if applicable) been considered. MMLOS Events Enhanced Bicycle Facilities O Average Effective Turning Radius (m) Less than 9	lists (e.g. bike boxes, queuing spand municipal accessibility and? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) 36 - 55	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)
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) 106 -120	ntended turn movements for cyc ns with Disabilities Act (AODA) a ds (if applicable) been considere MMLOS Ev Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) Less than 9 Signal Cycle Length (s)	lists (e.g. bike boxes, queuing spand municipal accessibility and? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) 36 - 55 Pedestrian Level of Service	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)
Measure 1 Measure 2 Measure 3	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 cycles with Disabilities Act (AODA) and so (if applicable) been considered. MMLOS Events and the second sec	lists (e.g. bike boxes, queuing spand municipal accessibility and? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) 36 - 55 Pedestrian Level of Service	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)
Measure 1 Measure 2	features which facilitate all the in Have Accessibility for Ontarial standar Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m) Less than 9 Signal Cycle Length (s) 106 -120 Number of Uncontrolled	mtended turn movements for cycles with Disabilities Act (AODA) and so (if applicable) been considered. MMLOS Evolution Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) Less than 9 Signal Cycle Length (s) 106 - 120 Number of Uncontrolled	lists (e.g. bike boxes, queuing spand municipal accessibility and? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) 36 - 55 Pedestrian Level of Service	Average Effective Turning Radius (m) Less than 11 Car Level of Service D	Yes Yes Wes Morements with Dedicated Turn Lanes 10 - 34% Intersection Delay (s) 36 - 55

LOS AND DATA ENTRY - Use this to enter what yo	u know and for detailed or summary results	presentation			
Actual	С	D	С	F	D
SCENARIO: Area Type:	118 Ave & 124 St Post-Devel Urban Main Street	opment AM Peak (With Impr	ovements)		
MODE	†	્	1 ₽		
Tuno	'		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	D	С	F	D
		Active Transportation	n Design Check		
	Are marked pedestrian crossing	s provided to connect all approa	ching pedestrian facilities?		Yes
Does the approaching bike	facility continue at a consistent w	idth up to the edge of the interse	ection (crosswalk or curb edge of	intersecting roadway)?	No
Is a continuo	ous amount of space and accompa	nying pavement makings delinea	ated for cyclists through the inter	section?	No
Does the intersection design provide	features which facilitate all the i	ntended turn movements for cyc	lists (e.g. bike boxes, queuing spa	nce, protected intersection, etc)?	Yes
		ns with Disabilities Act (AODA) ards (if applicable) been considere			Yes
		MMLOS Eva	aluation		
	Enhanced Pedestrian Measures	Enhanced Bicycle Facilities	Transit Priority Measures	Average Effective Turning Radius (m)	% of Movements with Dedicated Turn Lanes
Measure 1	>1	0	Transit priority measures at a minimum of one but not all approaches for transit	Less than 11	35 - 59%
Measure 2	Average Effective Turning Radius (m)	Average Effective Turning Radius (m)	Transit Movement Delay (s)	Car Level of Service	Intersection Delay (s)
iviedsure 2	9.0 - 10.9	9.0 - 10.9	36 - 55	F	Greater than 80
Manager 2	Signal Cycle Length (s)	Signal Cycle Length (s)	Pedestrian Level of Service	-	-
Measure 3	91 -105	91 - 105	С		
Measure 4	Number of Uncontrolled Conflicts (conflicts/approach)	Number of Uncontrolled Conflicts (conflicts/approach)	-	-	-
ivicasui C 4	2.6 - 3.0	Greater than 3			

OS AND DATA ENTRY - Use this to enter what you	u know and for detailed or summary results	oresentation			
Actual	С	Е	С	D	С
CENARIO:		opment PM Peak (With Impro	ovements)		
еа Туре:	Urban Main Street				
MODE	 	્	1=		
pe			SIGNALIZED INTERSECTIONS		
Target (Custom if necessary)	С	С	C	D	D
Adjustment for Planning Direction	None	None	Upwards	None	None
teasons for adjustment (if applicable)	None	None	R12 Rapid Bus	None	IVOITE
Adjustment for Strategic Policy	None	None	None	None	None
teasons for adjustment (if applicable)					
Actual	С	Е	С	D	С
		Active Transportatio	n Design Check		
	Are marked pedestrian crossing	s provided to connect all approa	ching pedestrian facilities?		Yes
Does the approaching bike f	facility continue at a consistent w	idth up to the edge of the interse	ection (crosswalk or curb edge of	intersecting roadway)?	No
Is a continuo	us amount of space and accompa	nying pavement makings delinea	ated for cyclists through the inter	section?	No
oes the intersection design provide	features which facilitate all the i	ntended turn movements for cycl	lists (e.g. bike boxes, queuing spa	ce, protected intersection, etc)?	Yes
		ns with Disabilities Act (AODA) ards (if applicable) been considere			Yes
		MMLOS Eva	aluation		
	Enhanced Pedestrian Measures	Enhanced Bicycle Facilities	Transit Priority Measures	Average Effective Turning Radius (m)	% of Movements with Dedicated Turn Lanes
Measure 1	>1	0	Transit priority measures at a minimum of one but not all approaches for transit	Less than 11	35 - 59%
	Average Effective Turning Radius (m)	Average Effective Turning Radius (m)	Transit Movement Delay (s)	Car Level of Service	Intersection Delay (s)
Measure 2	9.0 - 10.9	9.0 - 10.9	21 - 35	С	21 - 35
	Signal Cycle Length (s)	Signal Cycle Length (s)	Pedestrian Level of Service		-
Measure 3	106 -120	106 - 120	С		
Measure 4	Number of Uncontrolled Conflicts (conflicts/approach)	Number of Uncontrolled Conflicts (conflicts/approach)	-		-
IVICUSUIC 4	2.6 - 3.0	Greater than 3			

OS AND DATA ENTRY - Use this to enter what you Actual	B	B	С	Е	С
CENARIO:		opment AM Peak (With Impro			
еа Туре:	Urban Main Street				
MODE	†	~	1=		
pe			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	В	В	С	E	С
		Active Transportation	n Design Check		li e
	Are marked pedestrian crossing	gs provided to connect all approa	ching pedestrian facilities?		Yes
Does the approaching bike	facility continue at a consistent w	idth up to the edge of the interse	ction (crosswalk or curb edge of	intersecting roadway)?	Yes
Is a continuo	us amount of space and accompa	nying pavement makings delinea	ited for cyclists through the inter	rsection?	Yes
Does the intersection design provi	de features which facilitate all th	e intended turn movements for c etc)?	yclists (e.g. bike boxes, queuing	space, protected intersection,	Yes
		ns with Disabilities Act (AODA) and and side (if applicable) been considered			Yes
		MMLOS Eva	luation		
Measure 1	Enhanced Pedestrian Measures	Enhanced Bicycle Facilities	Transit Priority Measures	Average Effective Turning Radius (m)	% of Movements with Dedicated Turn Lanes
Medsure 1	>1	> 1	Transit priority measures at a minimum of one but not all approaches for transit	Less than 11	60 - 84%
Measure 2	Average Effective Turning Radius (m)	Average Effective Turning Radius (m)	Transit Movement Delay (s)	Car Level of Service	Intersection Delay (s)
ivicasule Z	9.0 - 10.9	9.0 - 10.9	21 - 35	D	36 - 55
	Signal Cycle Length (s)	Signal Cycle Length (s)	Pedestrian Level of Service	-	-
Measure 3	106 -120	106 - 120	В		
	Number of Uncontrolled	Number of Uncontrolled		-	
M	Conflicts (conflicts/approach)	Conflicts (conflicts/approach)			•
Measure 4	Conflicts (conflicts/approach)	Conflicts (conflicts/approach) 1.1 - 1.5	•		-

OS AND DATA ENTRY - Use this to enter what you Actual	B	B	С	Е	С
CENARIO:		opment PM Peak (With Impro			
еа Туре:	Urban Main Street				
MODE	†	%	1 🚘		
pe			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	В	В	С	E	C
		Active Transportatio	n Design Check		1
	Are marked pedestrian crossing	gs provided to connect all approa	ching pedestrian facilities?		Yes
Does the approaching bike f	facility continue at a consistent w	idth up to the edge of the interse	ection (crosswalk or curb edge of	intersecting roadway)?	Yes
Is a continuo	us amount of space and accompa	nying pavement makings delinea	ated for cyclists through the inter	rsection?	Yes
Does the intersection design provi	ide features which facilitate all th	e intended turn movements for c etc)?	yclists (e.g. bike boxes, queuing	space, protected intersection,	Yes
		ns with Disabilities Act (AODA) ar			Yes
		MMLOS Eva	aluation		<u>I</u>
Measure 1	Enhanced Pedestrian Measures	Enhanced Bicycle Facilities	Transit Priority Measures	Average Effective Turning Radius (m)	% of Movements with Dedicated Turn Lanes
ivicasure 1	>1	> 1	Transit priority measures at a minimum of one but not all approaches for transit	Less than 11	60 - 84%
Monture 3	Average Effective Turning Radius (m)	Average Effective Turning Radius (m)	Transit Movement Delay (s)	Car Level of Service	Intersection Delay (s)
Measure 2	9.0 - 10.9	9.0 - 10.9	21 - 35	D	36 - 55
	Signal Cycle Length (s)	Signal Cycle Length (s)	Pedestrian Level of Service	-	-
Measure 3	106 -120	106 - 120	В		
M	Number of Uncontrolled Conflicts (conflicts/approach)	Number of Uncontrolled Conflicts (conflicts/approach)	-	-	-
Measure 4	1.1 - 1.5	1.1 - 1.5			

Actual B E C E C ARIO: 104 Ave & 116 St Post-Development AM (With Improvements) ype: Urban Main Street MODE SIGNALIZED INTERSECTIONS Target (Custom if necessary) B C C C D D Lustment for Planning Direction Upwards None Upwards None None ons for adjustment (if applicable) Pedestrian Priority Area Valley Line LRT None None None None None None Actual B C E C Active Transportation Design Check Yes	ne
MODE SIGNALIZED INTERSECTIONS Target (Custom if necessary) B C C D D Sustment for Planning Direction Ons for adjustment (if applicable) Pedestrian Priority Area None None None None None None None Non	ne
SIGNALIZED INTERSECTIONS Target (Custom if necessary) B C C C D D D Sustment for Planning Direction Ons for adjustment (if applicable) Ons for adjustment (if applicable) Actual B C SIGNALIZED INTERSECTIONS C D D D D SIGNALIZED INTERSECTIONS C D D D D SIGNALIZED INTERSECTIONS None	ne
SIGNALIZED INTERSECTIONS Target (Custom if necessary) B C C C D D D Sustment for Planning Direction Upwards None Upwards Valley Line LRT Upwards Upw	ne
SIGNALIZED INTERSECTIONS Target (Custom if necessary) B C C C D D D Sustment for Planning Direction Upwards None Upwards Valley Line LRT Upwards Upw	ne
Target (Custom if necessary) B C C C D D D iustment for Planning Direction Upwards None Upwards None None Ons for adjustment (if applicable) Ons for adjustment (if applicable) Actual B C C C D D D D D D D D D D D D D D D	ne
Target (Custom if necessary) B C C C D D D iustment for Planning Direction Upwards None Upwards None None Ons for adjustment (if applicable) Ons for adjustment (if applicable) Actual B C C C D D D D D D D D D D D D D D D	ne
Sustment for Planning Direction Ons for adjustment (if applicable) Pedestrian Priority Area Valley Line LRT None None None None None None None Non	ne
ons for adjustment (if applicable) Actual Pedestrian Priority Area None No	ne
djustment for Strategic Policy None None None None None None None None	
Actual B C E C Active Transportation Design Check	
Active Transportation Design Check	
	5
Are marked pedestrian crossings provided to connect all approaching pedestrian facilities? Yes	S
Are marked pedestrian crossings provided to connect all approaching pedestrian facilities? Yes	S
Does the approaching bike facility continue at a consistent width up to the edge of the intersection (crosswalk or curb edge of intersecting roadway)?	
Does the approaching bike facility continue at a consistent width up to the edge of the intersection (crosswalk or curb edge of intersecting roadway)? No	,
Is a continuous amount of space and accompanying pavement makings delineated for cyclists through the intersection?)
the intersection design provide features which facilitate all the intended turn movements for cyclists (e.g. bike boxes, queuing space, protected intersection, etc)?	S
Have Accessibility for Ontarians with Disabilities Act (AODA) and municipal accessibility Yes	S
standards (if applicable) been considered?	,
MMLOS Evaluation	
Enhanced Bedestries Managers	ents with
Enhanced Pedestrian Measures Enhanced Bicycle Facilities Transit Priority Measures (m) Dedicated Turn Measure 1	urn Lanes
Transit priority measures at a solution of the but not all less than 11 solution of the but not all less than 11 solution of the but not all less than 11 solution of the but not all less than 11 solution of the but not all less than 11 solution of the but not all less than 11 solution of the but not all less than 11 solution of the but not all less than 11 solution of the but not all less than 11 solution of the but not all less than 11 solution of the but not all less than 12 solution of the but not all less than 12 solution of the but not all less than 12 solution of the but not all less than 12 solution of the but not all less than 12 solution of the but not all less than 12 solution of the but not all less than 12 solution of the but not all less than 12 solution of the but not all less than 12 solution of the but not all less than 12 solution of the but not all less than 12 solution of the but not all less than 12 solution of the but not all less than 12 solution of the but not all less than 12 solution of the but not all less than 12 solution of the but not all less than 13 solution of the but not all less than 13 solution of the but not all less than 13 solution of the but not all less than 13 solution of the but not all less than 13 solution of the but not all less than 13 solution of the but not all less than 14 solution of the but not all less than 15 solution of the but not all less than 15 solution of the but not all less than 15 solution of the but not all less than 15 solution of the but not all less than 15 solution of the but not all less than 15 solution of the but not all less than 15 solution of the but not all less than 15 solution of the but not all less than 15 solution of the but not all less than 15 solution of the but not all less than 15 solution of the but not all less than 15 solution of the but not all less than 15 solution of the but not all less than 15 solution of the but not all less than 15 solution of the but not all less than 15 solution of the but not all less than 15 soluti	4%
approaches for transit	
Average Effective Turning Radius (m) Average Effective Turning Radius (m) Transit Movement Delay (s) Car Level of Service Intersection Del	Delay (s)
Measure 2	
9.0 - 10.9 9.0 - 10.9 36 - 55 E 56 - 80	80
Signal Cycle Length (s) Signal Cycle Length (s) Pedestrian Level of Service	
Signal Cycle Length (s) Signal Cycle Length (s) Pedestrian Level of Service	
106 - 120 106 - 120 B	
Number of Uncontrolled Number of Uncontrolled	
Measure 4 Conflicts (conflicts/approach) Conflicts (conflicts/approach)	

and the second s	u know and for detailed or summary results	Diesentation			
Actual	В	E	С	F	D
SCENARIO:		opment PM (With Improvem	ents)		
Агеа Туре:	Urban Main Street		_		
MODE	*	%	1₽		
·ype			SIGNALIZED INTERSECTIONS		
Target (Custom if necessary)	В	С	С	D	D
Adjustment for Planning Direction	Upwards	None	Upwards	None	None
Reasons for adjustment (if applicable)	Pedestrian Priority Area		Valley Line LRT		
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)					
Actual	В	Ε	С	F	D
		Active Transportation	n Design Check		
	Are marked pedestrian crossing	s provided to connect all approa	ching pedestrian facilities?		Yes
Does the approaching bike	facility continue at a consistent w	idth up to the edge of the interse	ection (crosswalk or curb edge of	intersecting roadway)?	No
Is a continuo	ous amount of space and accompa	nying pavement makings delinea	sted for cyclists through the inter	section?	No
Ooes the intersection design provide	features which facilitate all the i	ntended turn movements for cyc	lists (e.g. bike boxes, queuing spa	ce, protected intersection, etc)?	Yes
		ns with Disabilities Act (AODA) ards (if applicable) been considere			
					Yes
		MMLOS Eva			Yes
Massure 1	Enhanced Pedestrian Measures	MMLOS Eva		Average Effective Turning Radius (m)	Yes % of Movements with Dedicated Turn Lanes
Measure 1	Enhanced Pedestrian Measures		aluation		% of Movements with
		Enhanced Bicycle Facilities	Transit Priority Measures Transit priority measures at a minimum of one but not all	(m)	% of Movements with Dedicated Turn Lanes
Measure 1 Measure 2	> 1 Average Effective Turning Radius	Enhanced Bicycle Facilities O Average Effective Turning Radius	Transit Priority Measures Transit priority measures at a minimum of one but not all approaches for transit	(m) Less than 11	% of Movements with Dedicated Turn Lanes 60 - 84%
Measure 2	> 1 Average Effective Turning Radius (m)	Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m)	Transit Priority Measures Transit priority measures at a minimum of one but not all approaches for transit Transit Movement Delay (s)	(m) Less than 11 Car Level of Service	% of Movements with Dedicated Turn Lanes 60 - 84% Intersection Delay (s)
	> 1 Average Effective Turning Radius (m) 9.0 - 10.9	Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) 9.0 - 10.9	Transit Priority Measures Transit priority measures at a minimum of one but not all approaches for transit Transit Movement Delay (s)	(m) Less than 11 Car Level of Service F	% of Movements with Dedicated Turn Lanes 60 - 84% Intersection Delay (s) Greater than 80
Measure 2	> 1 Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s)	Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s)	Transit Priority Measures Transit priority measures at a minimum of one but not all approaches for transit Transit Movement Delay (s) 56 - 80 Pedestrian Level of Service	(m) Less than 11 Car Level of Service F	% of Movements with Dedicated Turn Lanes 60 - 84% Intersection Delay (s) Greater than 80

Antoni	u know and for detailed or summary results	JI ESCHLULION			
Actual	В	D	В	E	С
SCENARIO:		opment AM With Improveme	ents)		
Агеа Туре:	Urban Main Street	_	_		
MODE	*	્	1₽		
·ype			SIGNALIZED INTERSECTIONS		
Target (Custom if necessary)	В	С	С	D	D
Adjustment for Planning Direction	Upwards	None	Upwards	None	None
Reasons for adjustment (if applicable)	Pedestrian Priority Area		Valley Line LRT		
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)					
Actual	В	D	В	E	С
		Active Transportatio	n Design Check		
	Are marked pedestrian crossing	s provided to connect all approa	ching pedestrian facilities?		Yes
Does the approaching bike	facility continue at a consistent w	idth up to the edge of the interse	ection (crosswalk or curb edge of	intersecting roadway)?	No
Is a continuo	ous amount of space and accompa	nying pavement makings delinea	ated for cyclists through the inter	section?	No
Ooes the intersection design provide	features which facilitate all the i	ntended turn movements for cycl	lists (e.g. bike boxes, queuing spa	ce, protected intersection, etc)?	Yes
		ns with Disabilities Act (AODA) ards (if applicable) been considere			
			u:		Yes
		MMLOS Eva			Yes
Manage 1	Enhanced Pedestrian Measures	MMLOS Eva		Average Effective Turning Radius (m)	Yes % of Movements with Dedicated Turn Lanes
Measure 1	Enhanced Pedestrian Measures		aluation		% of Movements with
		Enhanced Bicycle Facilities	Transit Priority Measures Transit priority measures at a minimum of one but not all	(m)	% of Movements with Dedicated Turn Lanes
Measure 1 Measure 2	> 1 Average Effective Turning Radius	Enhanced Bicycle Facilities 0 Average Effective Turning Radius	Transit Priority Measures Transit priority measures at a minimum of one but not all approaches for transit	(m) Less than 11	% of Movements with Dedicated Turn Lanes 35 - 59%
Measure 2	> 1 Average Effective Turning Radius (m)	Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m)	Transit Priority Measures Transit priority measures at a minimum of one but not all approaches for transit Transit Movement Delay (s)	(m) Less than 11 Car Level of Service	% of Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s)
	> 1 Average Effective Turning Radius (m) 9.0 - 10.9	Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) 9.0 - 10.9	Transit Priority Measures Transit priority measures at a minimum of one but not all approaches for transit Transit Movement Delay (s)	(m) Less than 11 Car Level of Service D	% of Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s)
Measure 2	> 1 Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s)	Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s)	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	(m) Less than 11 Car Level of Service D	% of Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s)

LOS AND DATA ENTRY - Use this to enter what you	know and for detailed or summary results p	presentation			
Actual	В	Е	С	E	D
SCENARIO:		lopment PM With Improveme	ents)		
Area Type:	Urban Main Street				
MODE	*	%	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	В	E	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 interse	ection (crosswalk or curb edge of	intersecting roadway)?	No
Is a continuo	us amount of space and accompa	nying pavement makings delinea	ated for cyclists through the inter	section?	No
Ooes the intersection design provide	features which facilitate all the i	ntended turn movements for cyc	lists (e.g. bike boxes, queuing spa	ce, protected intersection, etc)?	Yes
		ns with Disabilities Act (AODA) ards (if applicable) been considere			Yes
		MMLOS Eva	aluation		
	Enhanced Pedestrian Measures	Enhanced Bicycle Facilities	Transit Priority Measures	Average Effective Turning Radius (m)	% of Movements with Dedicated Turn Lanes
Measure 1	>1	0	Transit priority measures at a minimum of one but not all approaches for transit	Less than 11	35 - 59%
Measure 2	Average Effective Turning Radius (m)	Average Effective Turning Radius (m)	Transit Movement Delay (s)	Car Level of Service	Intersection Delay (s)
iviedsui e Z	9.0 - 10.9	9.0 - 10.9	21 - 35	Е	56 - 80
Mossing 2	Signal Cycle Length (s)	Signal Cycle Length (s)	Pedestrian Level of Service	-	-
Measure 3	Greater than 120	Greater than 120	В		
Measure 4	Number of Uncontrolled Conflicts (conflicts/approach)	Number of Uncontrolled Conflicts (conflicts/approach)	-	-	-
		1	1		

OS AND DATA ENTRY - Use this to enter what you						
Actual	В	В	С	С	С	
CENARIO:	Jasper Ave & 121 St Post-De	velopment AM (With Improve	ements)			
rea Туре:	•			<u> </u>		
MODE	 	્	↑ 🔂			
	7.					
ре			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	В	В	С	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	facility continue at a consistent w	idth up to the edge of the interso	ection (crosswalk or curb edge of	intersecting roadway)?	Yes	
Is a continuo	ous amount of space and accompa	nying pavement makings deline	ated for cyclists through the inters	section?	Yes	
oes the intersection design provide	features which facilitate all the i	ntended turn movements for cyc	lists (e.g. bike boxes, queuing spa	ce, protected intersection, etc)?	Yes	
		ns with Disabilities Act (AODA) and and the considered (if applicable) been considered the consi			Yes	
		MMLOS Eva	aluation			
Measure 1	Enhanced Pedestrian Measures	Enhanced Bicycle Facilities	Transit Priority Measures	Average Effective Turning Radius (m)	% of Movements with Dedicated Turn Lanes	
ivieasure 1	>1	>1	No transit priority measures at any approaches for transit	11 - 12	10 - 34%	
Marriera 2	Average Effective Turning Radius (m)	Average Effective Turning Radius (m)	Transit Movement Delay (s)	Car Level of Service	Intersection Delay (s)	
Measure 2	9.0 - 10.9	9.0 - 10.9	11 - 20	В		
	Signal Cycle Length (s)	Signal Cycle Length (s)	Pedestrian Level of Service	-	-	
Measure 3	Signal Cycle Length (s) 91 -105	Signal Cycle Length (s)	Pedestrian Level of Service	-	-	
Measure 3 Measure 4				-	-	

Actual					
	В	В	D	D	D
CENARIO:	Jasper Ave & 121 St Post-De Urban Main Street	velopment PM (With Improve	ements)		
rea Туре:	•			<u> </u>	
MODE	 	્	↑ 🔂		
pe			SIGNALIZED INTERSECTIONS		
Target (Custom if necessary)	В	В	D	D	D
Adjustment for Planning Direction	Upwards	Upwards	None	None	None
Reasons for adjustment (if applicable)	Pedestrian Priority Area	121 St District Connector			
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)					
Actual	В	В	D	D	D
		Active Transportation	on Design Check		
	Are marked pedestrian crossing	s provided to connect all approa	ching pedestrian facilities?		Yes
Does the approaching bike	facility continue at a consistent w	idth up to the edge of the interso	ection (crosswalk or curb edge of	intersecting roadway)?	Yes
Is a continuo	ous amount of space and accompa	nying pavement makings delinea	ated for cyclists through the inters	section?	Yes
oes the intersection design provide	e features which facilitate all the i	ntended turn movements for cyc	lists (e.g. bike boxes, queuing spa	ce, protected intersection, etc)?	
			, , , , , , , , , , , , , , , , , , , ,		Yes
		ns with Disabilities Act (AODA) ards (if applicable) been considere	nd municipal accessibility		Yes
		rds (if applicable) been considere	nd municipal accessibility d?		
Massura 1			nd municipal accessibility d?	Average Effective Turning Radius (m)	
Measure 1	standa	rds (if applicable) been considere MMLOS Eva	nd municipal accessibility d? aluation	Average Effective Turning Radius	Yes % of Movements with
	standa Enhanced Pedestrian Measures	MMLOS Eva	nd municipal accessibility d? aluation Transit Priority Measures No transit priority measures at any	Average Effective Turning Radius (m)	Yes % of Movements with Dedicated Turn Lanes
Measure 1 Measure 2	Enhanced Pedestrian Measures > 1 Average Effective Turning Radius	MMLOS Evanue Enhanced Bicycle Facilities > 1 Average Effective Turning Radius	nd municipal accessibility d? aluation Transit Priority Measures No transit priority measures at any approaches for transit	Average Effective Turning Radius (m)	Yes % of Movements with Dedicated Turn Lanes 10 - 34%
Measure 2	Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m)	MMLOS Evanue Enhanced Bicycle Facilities > 1 Average Effective Turning Radius (m)	nd municipal accessibility d? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s)	Average Effective Turning Radius (m) 11 - 12 Car Level of Service	% of Movements with Dedicated Turn Lanes 10 - 34% Intersection Delay (s)
	Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m) 9.0 - 10.9	Enhanced Bicycle Facilities > 1 Average Effective Turning Radius (m) 9.0 - 10.9	nd municipal accessibility d? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) 36-55	Average Effective Turning Radius (m) 11 - 12 Car Level of Service	% of Movements with Dedicated Turn Lanes 10 - 34% Intersection Delay (s)
Measure 2	Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s)	Enhanced Bicycle Facilities > 1 Average Effective Turning Radius (m) 9.0 - 10.9 Signal Cycle Length (s)	nd municipal accessibility d? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) 36 - 55 Pedestrian Level of Service	Average Effective Turning Radius (m) 11 - 12 Car Level of Service	% of Movements with Dedicated Turn Lanes 10 - 34% Intersection Delay (s)

Actual				_	_
	В	D	D	E	D
ENARIO: ea Type:	Jasper Ave & 116 St Post-Del Urban Main Street	velopment AM (With Improv	ements)		
и турс.	2	*		_	
MODE	 	်	<u>1</u>		
_	7.			_	
эе			SIGNALIZED INTERSECTIONS		
Target (Custom if necessary)	В	С	D	D	D
Adjustment for Planning Direction	Upwards	None	None	None	None
easons for adjustment (if applicable)	Pedestrian Priority Area				
Adjustment for Strategic Policy	None	None	None	None	None
teasons for adjustment (if applicable)					
Actual	В	D	D	E	D
		Active Transportation	on Design Check		
	Are marked pedestrian crossing	gs 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
es the intersection design provide	Control of the Contro				
	reatures which facilitate all the i	ntended turn movements for cyc	lists (e.g. bike boxes, queuing spa	ce, protected intersection, etc)?	Yes
	Have Accessibility for Ontaria	ntended turn movements for cyc ns with Disabilities Act (AODA) a rds (if applicable) been considere	nd municipal accessibility	ce, protected intersection, etc)?	Yes
	Have Accessibility for Ontaria	ns with Disabilities Act (AODA) a rds (if applicable) been considere	nd municipal accessibility ed?	ce, protected intersection, etc)?	
	Have Accessibility for Ontaria	ns with Disabilities Act (AODA) a	nd municipal accessibility ed?	ce, protected intersection, etc)? Average Effective Turning Radius	
Measure 1	Have Accessibility for Ontarial standar	ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS EV	nd municipal accessibility ed? aluation	Average Effective Turning Radius	Yes % of Movements with
	Have Accessibility for Ontarial standar	ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS EV Enhanced Bicycle Facilities	nd municipal accessibility alved? aluation Transit Priority Measures No transit priority measures at any	Average Effective Turning Radius (m)	Yes % of Movements with Dedicated Turn Lanes
Measure 1 Measure 2	Have Accessibility for Ontarial standar Enhanced Pedestrian Measures > 1 Average Effective Turning Radius	ms with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Ev. Enhanced Bicycle Facilities 0 Average Effective Turning Radius	nd municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any approaches for transit	Average Effective Turning Radius (m) Less than 11	Yes % of Movements with Dedicated Turn Lanes 35 - 59%
Measure 2	Have Accessibility for Ontarial standar Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m)	ms with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS Ev. Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m)	nd municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s)	Average Effective Turning Radius (m) Less than 11 Car Level of Service	% of Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s)
	Have Accessibility for Ontarial standard standar	ms with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS EV Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) Less than 9	nd municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) 56 - 80	Average Effective Turning Radius (m) Less than 11 Car Level of Service	% of Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s)
Measure 2 Measure 3	Have Accessibility for Ontarian standar Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m) Less than 9 Signal Cycle Length (s)	ns with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS EV Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) Less than 9 Signal Cycle Length (s)	nd municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) 56 - 80 Pedestrian Level of Service	Average Effective Turning Radius (m) Less than 11 Car Level of Service	Yes % of Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s)
Measure 2	Have Accessibility for Ontarian standard Standar	ms with Disabilities Act (AODA) a rds (if applicable) been considere MMLOS EV Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) Less than 9 Signal Cycle Length (s) 91 - 105 Number of Uncontrolled	nd municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) 56 - 80 Pedestrian Level of Service	Average Effective Turning Radius (m) Less than 11 Car Level of Service E	Yes % of Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s) 56 - 80

Actual			_	_	
	В	D	D	E	С
ENARIO: ea Type:	Jasper Ave & 116 St Post-Del Urban Main Street	velopment PM (With Improve	ements)		
за туре:	2	*			
MODE	 	્	<u>1</u>		
					
 pe			SIGNALIZED INTERSECTIONS		
Target (Custom if necessary)	В	С	D	D	D
Adjustment for Planning Direction	Upwards	None	None	None	None
easons for adjustment (if applicable)	Pedestrian Priority Area				
Adjustment for Strategic Policy	None	None	None	None	None
easons for adjustment (if applicable)					
Actual	В	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 t	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
es the intersection design provide	features which facilitate all the i	ntended turn movements for cyc	lists (e.g. bike boxes, queuing spa	ce, protected intersection, etc)?	Yes
					103
		ns with Disabilities Act (AODA) a rds (if applicable) been considere			Yes
		rds (if applicable) been considere	ed?		
Manural			ed?	Average Effective Turning Radius (m)	
Measure 1	standa	rds (if applicable) been considere MMLOS EV	aluation		Yes % of Movements with
	Standar Enhanced Pedestrian Measures	MMLOS EV	aluation Transit Priority Measures No transit priority measures at any	(m)	Yes % of Movements with Dedicated Turn Lanes
Measure 1 Measure 2	Standar Enhanced Pedestrian Measures > 1 Average Effective Turning Radius	MMLOS EV Enhanced Bicycle Facilities 0 Average Effective Turning Radius	Transit Priority Measures No transit priority measures at any approaches for transit	(m) Less than 11	Yes % of Movements with Dedicated Turn Lanes 35 - 59%
Measure 2	Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m)	MMLOS EV Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m)	Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s)	(m) Less than 11 Car Level of Service	% of Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s)
	Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m) Less than 9	MMLOS EV Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) Less than 9	Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) 36 - 55	(m) Less than 11 Car Level of Service D	% of Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s)
Measure 2 Measure 3	Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m) Less than 9 Signal Cycle Length (s)	MMLOS EV Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) Less than 9 Signal Cycle Length (s)	Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) 36 - 55 Pedestrian Level of Service	(m) Less than 11 Car Level of Service D	Yes % of Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s)
Measure 2	Enhanced Pedestrian Measures > 1 Average Effective Turning Radius (m) Less than 9 Signal Cycle Length (s) 106 -120 Number of Uncontrolled	MMLOS EV Enhanced Bicycle Facilities 0 Average Effective Turning Radius (m) Less than 9 Signal Cycle Length (s) 106 - 120 Number of Uncontrolled	Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) 36 - 55 Pedestrian Level of Service	(m) Less than 11 Car Level of Service D	Yes % of Movements with Dedicated Turn Lanes 35 - 59% Intersection Delay (s) 36 - 55

OS AND DATA ENTRY - Use this to enter what you	u know and for detailed or summary results	presentation			
Actual	В	В	D	E	D
CENARIO:		opment AM (With Improvem	ents)		
rea Туре:	Urban Boulevard				
MODE	*	્	1=		
pe			SIGNALIZED INTERSECTIONS		
Target (Custom if necessary)	В	В	D		Е
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	В	В	D	E	D
		Active Transportation	n Design Check		
	Are marked pedestrian crossing	gs provided to connect all approa	ching pedestrian facilities?		Yes
Does the approaching bike	facility continue at a consistent w	ridth up to the edge of the interse	ection (crosswalk or curb edge of	intersecting roadway)?	Yes
Is a continuo	ous amount of space and accompa	nying pavement makings delinea	ated for cyclists through the inter	section?	Yes
oes the intersection design provide	features which facilitate all the i	ntended turn movements for cyc	lists (e.g. bike boxes, queuing spa	ce, protected intersection, etc)?	Yes
		ns with Disabilities Act (AODA) ards (if applicable) been considere			Yes
		MMLOS Eva	aluation		
M	Enhanced Pedestrian Measures	Enhanced Bicycle Facilities	Transit Priority Measures	Average Effective Turning Radius (m)	% of Movements with Dedicated Turn Lanes
Measure 1	>1	>1	No transit priority measures at any approaches for transit	Less than 11	10 - 34%
Manager 2	Average Effective Turning Radius (m)	Average Effective Turning Radius (m)	Transit Movement Delay (s)	Car Level of Service	Intersection Delay (s)
Measure 2	Less than 9	Less than 9	56 - 80	Е	56 - 80
	Signal Cycle Length (s)	Signal Cycle Length (s)	Pedestrian Level of Service	-	-
Measure 3	91 -105	91 - 105	В		
Measure 4	Number of Uncontrolled Conflicts (conflicts/approach)	Number of Uncontrolled Conflicts (conflicts/approach)	-	-	-

LOS AND DATA ENTRY - Use this to enter what you	know and for detailed or summary results p	oresentation			
Actual	В	В	D	E	D
SCENARIO:	100 Ave & 116 St Post-Develo	opment PM (With Improvem	ents)		
Area Type:	Urban Boulevard				
MODE	 	્	1₽		
Tuno			SIGNALIZED INTERSECTIONS		
Type Target (Custom if necessary)	В	В	D		E
Adjustment for Planning Direction	Upwards	None	None	None	None
Reasons for adjustment (if applicable)	Pedestrian Priority Area	None	None	None	None
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)					
Actual	В	В	D	E	D
		Active Transportation	n Design Check		
	Are marked pedestrian crossing	s provided to connect all approa	ching pedestrian facilities?		Yes
Does the approaching bike f	acility continue at a consistent w	idth up to the edge of the interse	ection (crosswalk or curb edge of	intersecting roadway)?	Yes
Is a continuo	us amount of space and accompa	nying pavement makings delinea	ated for cyclists through the inter	section?	Yes
Does the intersection design provide	features which facilitate all the in	ntended turn movements for cyc	lists (e.g. bike boxes, queuing spa	ce, protected intersection, etc)?	Yes
		ns with Disabilities Act (AODA) and disconsidere			Yes
		MMLOS Eva	aluation		
M	Enhanced Pedestrian Measures	Enhanced Bicycle Facilities	Transit Priority Measures	Average Effective Turning Radius (m)	% of Movements with Dedicated Turn Lanes
Measure 1	> 1	> 1	No transit priority measures at any approaches for transit	Less than 11	10 - 34%
Measure 2	Average Effective Turning Radius (m)	Average Effective Turning Radius (m)	Transit Movement Delay (s)	Car Level of Service	Intersection Delay (s)
ivieasure 2	Less than 9	Less than 9	36 - 55	D	36 - 55
Manager 2	Signal Cycle Length (s)	Signal Cycle Length (s)	Pedestrian Level of Service	-	-
Measure 3	106 -120	106 - 120	В		
Measure 4	Number of Uncontrolled Conflicts (conflicts/approach)	Number of Uncontrolled Conflicts (conflicts/approach)	-	-	-
Meddal C 4	1.6 - 2.0	1.0			

S AND DATA ENTRY - Use this to enter what yo Actual	ou know and for detailed or summary results p	B	D	Α	Α
CENARIO:		ment AM (With Improvemen		^	
геа Туре:	Urban Boulevard				
MODE	ⅉ	%	1=		
уре			SIGNALIZED INTERSECTIONS		
Target (Custom if necessary)	С	В	D		Е
Adjustment for Planning Direction	None	None	None	None	None
Reasons for adjustment (if applicable)	IVOILE	None	rtone	ivone	IVOITE
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)					
Actual	В	В	D	Α	A
		Active Transportation	on Design Check		
	Are marked pedestrian crossing	s provided to connect all approa	ching pedestrian facilities?		Yes
Does the approaching bike	facility continue at a consistent w	idth up to the edge of the inters	ection (crosswalk or curb edge of	intersecting roadway)?	Yes
Is a continuo	ous amount of space and accompa	nying pavement makings deline	ated for cyclists through the inter	section?	Yes
Is a continuo Does the intersection design prov					Yes Yes
	ide features which facilitate all th Have Accessibility for Ontaria	e intended turn movements for	cyclists (e.g. bike boxes, queuing s		
	ide features which facilitate all th Have Accessibility for Ontaria	e intended turn movements for etc)? ns with Disabilities Act (AODA) a rds (if applicable) been considere	cyclists (e.g. bike boxes, queuing sometimes) and municipal accessibility accessibility and municipal accessibility accessibility accessibility accessibility accessibility and municipal accessibility accessibilit		Yes
Does the intersection design prov	ide features which facilitate all th Have Accessibility for Ontaria	e intended turn movements for etc)? ns with Disabilities Act (AODA) a	cyclists (e.g. bike boxes, queuing sometimes) and municipal accessibility accessibility and municipal accessibility accessibility accessibility accessibility accessibility and municipal accessibility accessibilit		Yes
	ide features which facilitate all th Have Accessibility for Ontaria standai	e intended turn movements for etc)? ns with Disabilities Act (AODA) ands (if applicable) been considered MMLOS EV.	cyclists (e.g. bike boxes, queuing sond municipal accessibility and municipal accessibility accessibility and municipal accessibility and municipal accessibility and municipal accessibility and municipal accessibility accessibility and municipal accessibility accessibility and municipal accessibility accessibility accessibility and municipal accessibility accessib	space, protected intersection, Average Effective Turning Radius	Yes Yes % of Movements with
Does the intersection design prov	ide features which facilitate all th Have Accessibility for Ontarial standar Enhanced Pedestrian Measures	e intended turn movements for etc)? ns with Disabilities Act (AODA) ards (if applicable) been considered MMLOS EV	cyclists (e.g. bike boxes, queuing sound municipal accessibility ad? Transit Priority Measures No transit priority measures at any	Space, protected intersection, Average Effective Turning Radius (m)	Yes Yes % of Movements with Dedicated Turn Lanes
Does the intersection design prov	ide features which facilitate all th Have Accessibility for Ontarial standar Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius	e intended turn movements for etc)? ns with Disabilities Act (AODA) a rds (if applicable) been considered MMLOS Evaluation Enhanced Bicycle Facilities 0.76 - 1 Average Effective Turning Radius	cyclists (e.g. bike boxes, queuing sound municipal accessibility ad? Transit Priority Measures No transit priority measures at any approaches for transit	Average Effective Turning Radius (m) Greater than 18	Yes Yes % of Movements with Dedicated Turn Lanes 85 - 100%
Does the intersection design prov Measure 1 Measure 2	ide features which facilitate all th Have Accessibility for Ontarial standar Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius (m)	e intended turn movements for etc)? ns with Disabilities Act (AODA) ards (if applicable) been considered MMLOS Ev. Enhanced Bicycle Facilities 0.76 - 1 Average Effective Turning Radius (m)	cyclists (e.g. bike boxes, queuing sound municipal accessibility ad? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s)	Average Effective Turning Radius (m) Greater than 18 Car Level of Service	Yes Yes Wes Morements with Dedicated Turn Lanes 85 - 100% Intersection Delay (s)
Does the intersection design prov	ide features which facilitate all th Have Accessibility for Ontarial standar Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius (m) Less than 9	e intended turn movements for etc)? ns with Disabilities Act (AODA) ards (if applicable) been considered MMLOS Events Enhanced Bicycle Facilities 0.76 - 1 Average Effective Turning Radius (m) Less than 9	aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s)	Average Effective Turning Radius (m) Greater than 18 Car Level of Service	Yes Yes Yes % of Movements with Dedicated Turn Lanes 85 - 100% Intersection Delay (s) 11 - 20
Does the intersection design prov Measure 1 Measure 2	Have Accessibility for Ontarial standar Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius (m) Less than 9 Signal Cycle Length (s)	e intended turn movements for etc)? Ins with Disabilities Act (AODA) a rds (if applicable) been considered MMLOS Ev. Enhanced Bicycle Facilities 0.76 - 1 Average Effective Turning Radius (m) Less than 9 Signal Cycle Length (s)	cyclists (e.g. bike boxes, queuing sound municipal accessibility and municipal accessibility accessibility and municipal accessibility and municipal accessibility accessibility and municipal accessibility accessi	Average Effective Turning Radius (m) Greater than 18 Car Level of Service	Yes Yes Wof Movements with Dedicated Turn Lanes 85 - 100% Intersection Delay (s)

OS AND DATA ENTRY - Use this to enter what yo Actual	В	В	D	В	В
CENARIO:	SPR & 102 Ave Post-Develop				
геа Туре:	Urban Boulevard				
MODE	†	્	1 ■		
rpe			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	В	D	В	В
		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	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 some some some some some some some some		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 ds (if applicable) been considere	cyclists (e.g. bike boxes, queuing some some some some some some some some		Yes
	de features which facilitate all th Have Accessibility for Ontaria standaı	e intended turn movements for etc)? ns with Disabilities Act (AODA) and (if applicable) been considered MMLOS EV	nd municipal accessibility ed?	space, protected intersection, Average Effective Turning Radius	Yes Yes % of Movements with
Does the intersection design provi	de features which facilitate all th Have Accessibility for Ontarial standal	e intended turn movements for etc)? Ins with Disabilities Act (AODA) and (if applicable) been considered MMLOS EV Enhanced Bicycle Facilities	nd municipal accessibility ed? Transit Priority Measures No transit priority measures at any	Space, protected intersection, Average Effective Turning Radius (m)	Yes Yes % of Movements with Dedicated Turn Lanes
Does the intersection design provi	Have Accessibility for Ontarial standar Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius	e intended turn movements for etc)? ns with Disabilities Act (AODA) ards (if applicable) been considered MMLOS EV Enhanced Bicycle Facilities 0.76 - 1 Average Effective Turning Radius	nd municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any approaches for transit	Average Effective Turning Radius (m) Greater than 18	Yes Yes Wes More Movements with Dedicated Turn Lanes 85 - 100%
Does the intersection design provi	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) ards (if applicable) been considered MMLOS EV Enhanced Bicycle Facilities 0.76 - 1 Average Effective Turning Radius (m)	nd municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s)	Average Effective Turning Radius (m) 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	Have Accessibility for Ontarial standar Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius (m) Less than 9	e intended turn movements for etc)? ns with Disabilities Act (AODA) ards (if applicable) been considere MIMLOS EV Enhanced Bicycle Facilities 0.76 - 1 Average Effective Turning Radius (m) Less than 9	nd municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s)	Average Effective Turning Radius (m) Greater than 18 Car Level of Service	Yes Yes Wof Movements with Dedicated Turn Lanes 85 - 100% Intersection Delay (s)
Does the intersection design provi	de features which facilitate all th Have Accessibility for Ontarial standar Enhanced Pedestrian Measures 0.76 - 1 Average Effective Turning Radius (m) Less than 9 Signal Cycle Length (s)	e intended turn movements for etc)? Ins with Disabilities Act (AODA) a rds (if applicable) been considered MMLOS EV Enhanced Bicycle Facilities 0.76 - 1 Average Effective Turning Radius (m) Less than 9 Signal Cycle Length (s)	nd municipal accessibility ed? aluation Transit Priority Measures No transit priority measures at any approaches for transit Transit Movement Delay (s) 21 - 35 Pedestrian Level of Service	Average Effective Turning Radius (m) Greater than 18 Car Level of Service	Yes Yes Wof Movements with Dedicated Turn Lanes 85 - 100% Intersection Delay (s)