

## Appendix G Existing Corridor MMLOS

Actual					
	C		D	D	D
SCENARIO:	109 Street (Wîhkwêntôwin)				
Area Type:	Urban Main Street				
MODE	<b>★</b>	র্নত	1 <b>E</b>		
Туре			SEGMENTS		
Target (Custom if necessary)	В	С	С	D	D
Adjustment for Planning Direction	Upwards	None	Upwards	None	None
Reasons for adjustment (if applicable)					
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)					
Actual	С		D	D	D
		Active Transportatio			
Do the pedestrian facilities provide d	neur access to an properties alon	property in question)	r be provided by an adjacent facil	ity of designated crossing to the	Yes
Does the bicycle facility selected	ed correspond with the minimum	appropriate facility type identifi	ed in the context appropriate nor	nograph (Figure 6.1, 6.2)?	No
		MMLOS Ev;	aluation		
	Pedestrian Facility Width (m)	MMLOS Eva Bike Facility Width per Direction (m)	aluation Transit Facility Type	Width of Curb Lane (m)	Mid-block V/C Ratio
Measure 1	Pedestrian Facility Width (m) Greater than 3.0			Width of Curb Lane (m) 3.4 - 3.6	Mid-block V/C Ratio
			Transit Facility Type Mixed traffic with > 1 lane per		
Measure 1 Measure 2	Greater than 3.0	Bike Facility Width per Direction (m)	Transit Facility Type Mixed traffic with > 1 lane per direction	3.4 - 3.6	0.70 - 0.79
Measure 2	Greater than 3.0 Pedestrian Buffer Width (m)	Bike Facility Width per Direction (m)	Transit Facility Type         Mixed traffic with > 1 lane per direction         Transit Passenger Amenities         Low presence of passenger amenities such as shelters, seating,	3.4 - 3.6 Car Level of Service	0.70 - 0.79 Curb Lane Conflicts
	Greater than 3.0 Pedestrian Buffer Width (m) 1.0 - 1.2 Max Distance Between Controlled	Bike Facility Width per Direction (m) Bike Buffer Width (m) Conflicts with Other Modes	Transit Facility Type         Mixed traffic with > 1 lane per direction         Transit Passenger Amenities         Low presence of passenger amenities such as shelters, seating, shade trees, etc.	3.4 - 3.6 Car Level of Service	0.70 - 0.79 Curb Lane Conflicts
Measure 2	Greater than 3.0 Pedestrian Buffer Width (m) 1.0 - 1.2 Max Distance Between Controlled Crossings (m)	Bike Facility Width per Direction (m) Bike Buffer Width (m) Conflicts with Other Modes	Transit Facility Type         Mixed traffic with > 1 lane per direction         Transit Passenger Amenities         Low presence of passenger amenities such as shelters, seating, shade trees, etc.         Pedestrian Level of Service	3.4 - 3.6 Car Level of Service	0.70 - 0.79 Curb Lane Conflicts

DS AND DATA ENTRY - Use this to enter what yo	u know and for detailed or summary results	presentation			
Actual	В		С	E	D
CENARIO:	124 Street				
rea Type:	Urban Main Street				
MODE		র্ন	1 <b></b>		
			—		
уре			SEGMENTS		
Target (Custom if necessary)	В	С	D	D	D
Adjustment for Planning Direction	Upwards	None	None	None	None
Reasons for adjustment (if applicable)					
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)				_	
Actual	В	Active Transportatio	С	E	D
		n annronriato facility type identifi	ad in the context engraphics nor		No
Does the bicycle facility select	ed correspond with the minimun		ed in the context appropriate non	nograph (Figure 6.1, 6.2)?	
Does the bicycle facility select	ed correspond with the minimun	MMLOS Eva Bike Facility Width per Direction (m)		Width of Curb Lane (m)	Mid-block V/C Ratio
Does the bicycle facility select		MMLOS Eva	aluation		
Measure 1	Pedestrian Facility Width (m)	MMLOS Eva	aluation Transit Facility Type Mixed traffic with > 1 lane per	Width of Curb Lane (m)	Mid-block V/C Ratio
	Pedestrian Facility Width (m) 2.6 - 3.0	MMLOS Eva Bike Facility Width per Direction (m)	aluation Transit Facility Type Mixed traffic with > 1 lane per direction	Width of Curb Lane (m) Less than 3.4	Mid-block V/C Ratio
Measure 1 Measure 2	Pedestrian Facility Width (m) 2.6 - 3.0 Pedestrian Buffer Width (m)	MMLOS Eva Bike Facility Width per Direction (m)	Aluation Transit Facility Type Mixed traffic with > 1 lane per direction Transit Passenger Amenities Moderate presence of passenger amenities such as shelters, seating,	Width of Curb Lane (m) Less than 3.4 Car Level of Service	Mid-block V/C Ratio 0.60 - 0.69 Curb Lane Conflicts
Measure 1	Pedestrian Facility Width (m) 2.6 - 3.0 Pedestrian Buffer Width (m) 1.3 - 1.5 Max Distance Between Controlled	MMLOS Eva Bike Facility Width per Direction (m) Bike Buffer Width (m)	aluation Transit Facility Type Mixed traffic with > 1 lane per direction Transit Passenger Amenities Moderate presence of passenger amenities such as shelters, seating, shade trees, etc.	Width of Curb Lane (m) Less than 3.4 Car Level of Service D	Mid-block V/C Ratio 0.60 - 0.69 Curb Lane Conflicts 9+
Measure 1 Measure 2	Pedestrian Facility Width (m) 2.6 - 3.0 Pedestrian Buffer Width (m) 1.3 - 1.5 Max Distance Between Controlled Crossings (m)	MMLOS Eva Bike Facility Width per Direction (m) Bike Buffer Width (m)	Aluation Transit Facility Type Mixed traffic with > 1 lane per direction Transit Passenger Amenities Moderate presence of passenger amenities such as shelters, seating, shade trees, etc. Pedestrian Level of Service	Width of Curb Lane (m) Less than 3.4 Car Level of Service D	Mid-block V/C Ratio 0.60 - 0.69 Curb Lane Conflicts 9+

Actual	С		В	E	D
SCENARIO:	104 Avenue				
Area Type:	Urban Main Street	-			
MODE	×	র্নত	1		
Туре			SEGMENTS		
Target (Custom if necessary)	В	С	С	D	D
Adjustment for Planning Direction	Upwards	None	Upwards	None	None
Reasons for adjustment (if applicable)			LRT		
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)					
Actual	С		В	E	D
	a	Active Transportatio			
Do the pedestrian facilities provide d	nett access to an properties alor	property in question)	r be provided by an adjacent fach	try of designated crossing to the	
			ad in the context engraphists nor	nograph (Figure 6.1.6.2)?	No
Does the bicycle facility selecte	ed correspond with the minimun	n appropriate facility type identifi	ed in the context appropriate nor		
Does the bicycle facility selecte	ed correspond with the minimum	n appropriate facility type identifi	ed in the context appropriate nor		
Does the bicycle facility selecte	ed correspond with the minimum				
Does the bicycle facility selecte	ed correspond with the minimum	mappropriate facility type identifiend			
Does the bicycle facility selecte	ed correspond with the minimum Pedestrian Facility Width (m)			Width of Curb Lane (m)	Mid-block V/C Ratio
		MMLOS Eva	aluation		
Measure 1	Pedestrian Facility Width (m)	MMLOS Eva	aluation Transit Facility Type	Width of Curb Lane (m)	Mid-block V/C Ratio
	Pedestrian Facility Width (m) 2.1 - 2.5	MMLOS Eva Bike Facility Width per Direction (m)	aluation Transit Facility Type Dedicated lanes	Width of Curb Lane (m) Less than 3.4	Mid-block V/C Ratio
Measure 1 Measure 2	Pedestrian Facility Width (m) 2.1 - 2.5 Pedestrian Buffer Width (m)	MMLOS Eva Bike Facility Width per Direction (m)	Aluation Transit Facility Type Dedicated lanes Transit Passenger Amenities Abundance of passenger amenities such as shelters, seating, shade	Width of Curb Lane (m) Less than 3.4 Car Level of Service	Mid-block V/C Ratio 0.70 - 0.79 Curb Lane Conflicts
Measure 1	Pedestrian Facility Width (m) 2.1 - 2.5 Pedestrian Buffer Width (m) 1.3 - 1.5 Max Distance Between Controlled	MMLOS Eva Bike Facility Width per Direction (m) Bike Buffer Width (m)	aluation Transit Facility Type Dedicated lanes Transit Passenger Amenities Abundance of passenger amenities such as shelters, seating, shade trees, etc.	Width of Curb Lane (m) Less than 3.4 Car Level of Service	Mid-block V/C Ratio 0.70 - 0.79 Curb Lane Conflicts
Measure 1 Measure 2	Pedestrian Facility Width (m) 2.1 - 2.5 Pedestrian Buffer Width (m) 1.3 - 1.5 Max Distance Between Controlled Crossings (m)	MMLOS Eva Bike Facility Width per Direction (m) Bike Buffer Width (m)	Aluation Transit Facility Type Dedicated lanes Transit Passenger Amenities Abundance of passenger amenities such as shelters, seating, shade trees, etc. Pedestrian Level of Service	Width of Curb Lane (m) Less than 3.4 Car Level of Service	Mid-block V/C Ratio 0.70 - 0.79 Curb Lane Conflicts

Actual					
	В		С	E	D
SCENARIO:	Jasper Avenue				
Area Type:	Urban Main Street	•			
MODE	<b>*</b>	র্নত	<b>1</b>		
Гуре			SEGMENTS		
Target (Custom if necessary)	В	С	D	D	D
Adjustment for Planning Direction	Upwards	None	None	None	None
Reasons for adjustment (if applicable)	•				
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)					
Actual	В		С	E	D
	• • • • • • • • • • • • • • • • • • •	Active Transportatio	on Design Check		
Do the pedestrian facilities provide d	irect access to all properties alor	ng the segment? (Direct access can property in question)	n be provided by an adjacent facil	ity or designated crossing to the	A STREET
Does the bicycle facility selected	ed correspond with the minimun	n appropriate facility type identifi	ed in the context appropriate nor	nograph (Figure 6.1, 6.2)?	No
		MMLOS Eva	aluation		
	Pedestrian Facility Width (m)	MMLOS Eva Bike Facility Width per Direction (m)	aluation Transit Facility Type	Width of Curb Lane (m)	Mid-block V/C Ratio
Measure 1	Pedestrian Facility Width (m) 2.1 - 2.5			Width of Curb Lane (m) Less than 3.4	Mid-block V/C Ratio 0.80 - 0.89
			Transit Facility Type Mixed traffic with > 1 lane per		
Measure 1 Measure 2	2.1 - 2.5	Bike Facility Width per Direction (m)	Transit Facility Type Mixed traffic with > 1 lane per direction	Less than 3.4	0.80 - 0.89
Measure 2	2.1 - 2.5 Pedestrian Buffer Width (m)	Bike Facility Width per Direction (m)	Transit Facility Type         Mixed traffic with > 1 lane per direction         Transit Passenger Amenities         Moderate presence of passenger amenities such as shelters, seating,	Less than 3.4 Car Level of Service	0.80 - 0.89 Curb Lane Conflicts
	2.1 - 2.5 Pedestrian Buffer Width (m) Greater than 2.5 Max Distance Between Controlled	Bike Facility Width per Direction (m) Bike Buffer Width (m) Conflicts with Other Modes	Transit Facility Type         Mixed traffic with > 1 lane per direction         Transit Passenger Amenities         Moderate presence of passenger amenities such as shelters, seating, shade trees, etc.	Less than 3.4 Car Level of Service	0.80 - 0.89 Curb Lane Conflicts
Measure 2	2.1 - 2.5 Pedestrian Buffer Width (m) Greater than 2.5 Max Distance Between Controlled Crossings (m)	Bike Facility Width per Direction (m) Bike Buffer Width (m) Conflicts with Other Modes	Transit Facility Type         Mixed traffic with > 1 lane per direction         Transit Passenger Amenities         Moderate presence of passenger amenities such as shelters, seating, shade trees, etc.         Pedestrian Level of Service	Less than 3.4 Car Level of Service	0.80 - 0.89 Curb Lane Conflicts

Actual		presentation			
	В	D			D
SCENARIO:	100 Avenue				
Area Type:	Urban Boulevard	-			
MODE	×	্র	1 <b></b>		
Туре			SEGMENTS		
Target (Custom if necessary)	В	В	D		E
Adjustment for Planning Direction	Upwards	None	None	None	None
Reasons for adjustment (if applicable)	opticities	None	None	None	None
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)					
Actual	В	D			D
		Active Transportatio	n Design Check		
Do the pedestrian facilities provide d	nett attess to an properties alon	property in question)	n pe provided by an adjacent raci	inty of designated crossing to the	Yes
Does the bicycle facility select	ed correspond with the minimum	appropriate facility type identified	ed in the context appropriate no	mograph (Figure 6.1, 6.2)?	Yes
		MMLOS Eva	luation		
Measure 1	Pedestrian Facility Width (m)	MMLOS Eva Bike Facility Width per Direction (m)	Iluation Transit Facility Type	Width of Curb Lane (m)	Mid-block V/C Ratio
Measure 1	Pedestrian Facility Width (m)			Width of Curb Lane (m)	Mid-block V/C Ratio
		Bike Facility Width per Direction (m)		Width of Curb Lane (m) Car Level of Service	
Measure 1 Measure 2	2.1 - 2.5	Bike Facility Width per Direction (m)	Transit Facility Type		0.90 - 1.00
Measure 2	2.1 - 2.5 Pedestrian Buffer Width (m)	Bike Facility Width per Direction (m) 1.6 - 1.8 Bike Buffer Width (m) Has physical measures AND buffer	Transit Facility Type		0.90 - 1.00 Curb Lane Conflicts
	2.1 - 2.5 Pedestrian Buffer Width (m) Greater than 2.5 Max Distance Between Controlled	Bike Facility Width per Direction (m) 1.6 - 1.8 Bike Buffer Width (m) Has physical measures AND buffer width is 0.5 - 1 Conflicts with Other Modes	Transit Facility Type Transit Passenger Amenities	Car Level of Service	0.90 - 1.00 Curb Lane Conflicts 5-6
Measure 2	2.1 - 2.5 Pedestrian Buffer Width (m) Greater than 2.5 Max Distance Between Controlled Crossings (m)	Bike Facility Width per Direction (m) 1.6 - 1.8 Bike Buffer Width (m) Has physical measures AND buffer width is 0.5 - 1 Conflicts with Other Modes (in-lane conflicts and cross point conflicts) One "moderate" conflict indicator	Transit Facility Type Transit Passenger Amenities	Car Level of Service	0.90 - 1.00 Curb Lane Conflicts 5-6

S AND DATA ENTRY - Use this to enter what yo	u know and for detailed or summary results	presentation			
Actual	D	В	В	D	С
CENARIO:	Stony Plain Road (with LRT)				
еа Туре:	Urban Main Street	•			
MODE	<b>*</b>	র্ত	1		
			SEGMENTS		
/pe Target (Custom if necessary)	В	С	C	D	D
Adjustment for Planning Direction Reasons for adjustment (if applicable)	Upwards	None	Upwards LRT	None	None
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)	None	None	None	None	None
Actual	D	В	В	D	С
		Active Transportation		-	-
o the pedestrian facilities provide d	lirect access to all properties alon	ng the segment? (Direct access can property in question)	n be provided by an adjacent facil	ty or designated crossing to the	Yes
Does the bicycle facility select	ed correspond with the minimum	n appropriate facility type identifi	ed in the context appropriate non	nograph (Figure 6.1, 6.2)?	No
Does the bicycle facility select	ed correspond with the minimum	n appropriate facility type identifi	ed in the context appropriate non	nograph (Figure 6.1, 6.2)?	No
Does the bicycle facility select	ed correspond with the minimum	n appropriate facility type identifi	ed in the context appropriate non	nograph (Figure 6.1, 6.2)?	No
Does the bicycle facility select	ed correspond with the minimum			nograph (Figure 6.1, 6.2)?	No
	ed correspond with the minimum	n appropriate facility type identifi MMLOS Eva Bike Facility Width per Direction (m)		width of Curb Lane (m)	No
Does the bicycle facility select		MMLOS Eva	aluation		
Measure 1	Pedestrian Facility Width (m)	MMLOS Eva Bike Facility Width per Direction (m)	aluation Transit Facility Type	Width of Curb Lane (m)	Mid-block V/C Ratio
	Pedestrian Facility Width (m) 2.1 - 2.5	MMLOS Eva Bike Facility Width per Direction (m) 1.6 - 1.8	aluation Transit Facility Type Dedicated lanes	Width of Curb Lane (m) Less than 3.4	Mid-block V/C Ratio
Measure 1 Measure 2	Pedestrian Facility Width (m) 2.1 - 2.5 Pedestrian Buffer Width (m)	MMLOS Eva Bike Facility Width per Direction (m) 1.6 - 1.8 Bike Buffer Width (m) Has physical measures AND buffer	aluation Transit Facility Type Dedicated lanes Transit Passenger Amenities Abundance of passenger amenities such as shelters, seating, shade	Width of Curb Lane (m) Less than 3.4 Car Level of Service	Mid-block V/C Ratio 0.80 - 0.89 Curb Lane Conflicts
Measure 1	Pedestrian Facility Width (m) 2.1 - 2.5 Pedestrian Buffer Width (m) 1.3 - 1.5 Max Distance Between Controlled	MMLOS Eva Bike Facility Width per Direction (m) 1.6 - 1.8 Bike Buffer Width (m) Has physical measures AND buffer width > 1 Conflicts with Other Modes	aluation Transit Facility Type Dedicated lanes Transit Passenger Amenities Abundance of passenger amenities such as shelters, seating, shade trees, etc.	Width of Curb Lane (m) Less than 3.4 Car Level of Service C	Mid-block V/C Ratio 0.80 - 0.89 Curb Lane Conflicts 3-4
Measure 1 Measure 2	Pedestrian Facility Width (m) 2.1 - 2.5 Pedestrian Buffer Width (m) 1.3 - 1.5 Max Distance Between Controlled Crossings (m)	MMLOS Eva Bike Facility Width per Direction (m) 1.6 - 1.8 Bike Buffer Width (m) Has physical measures AND buffer width > 1 Conflicts with Other Modes (in-lane conflicts and cross point conflicts)	aluation Transit Facility Type Dedicated lanes Transit Passenger Amenities Abundance of passenger amenities such as shelters, seating, shade trees, etc. Pedestrian Level of Service	Width of Curb Lane (m) Less than 3.4 Car Level of Service C	Mid-block V/C Ratio 0.80 - 0.89 Curb Lane Conflicts 3-4

		presentation			
Actual	E	F	D	С	D
SCENARIO:	Stony Plain Road (without L	RT)			
Area Type:	Urban Main Street				
MODE	<b>★</b>	র্নত	1		
Туре			SEGMENTS		
Target (Custom if necessary)	В	С	D	D	D
Adjustment for Planning Direction	Upwards	None	None	None	None
Reasons for adjustment (if applicable)			LRT		
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)					
Actual	Е	F	D	С	D
		Active Transportatio			_
		property in question)			
Does the bicycle facility selecte	ed correspond with the minimum	appropriate facility type identifie	ed in the context appropriate non	ograph (Figure 6.1, 6.2)?	No
		MMLOS Eva	aluation		
	Pedestrian Facility Width (m)	MMLOS Eva Bike Facility Width per Direction (m)	aluation Transit Facility Type	Width of Curb Lane (m)	Mid-block V/C Ratio
Measure 1	Pedestrian Facility Width (m)			Width of Curb Lane (m) 3.4 - 3.6	Mid-block V/C Ratio
		Bike Facility Width per Direction (m)	Transit Facility Type Mixed traffic with > 1 lane per		
Measure 1 Measure 2	1.8 - 2.0	Bike Facility Width per Direction (m)	Transit Facility Type Mixed traffic with > 1 lane per direction	3.4 - 3.6	0.70 - 0.79
Measure 2	1.8 - 2.0 Pedestrian Buffer Width (m)	Bike Facility Width per Direction (m)	Transit Facility Type         Mixed traffic with > 1 lane per direction         Transit Passenger Amenities         Low presence of passenger amenities such as shelters, seating,	3.4 - 3.6 Car Level of Service	0.70 - 0.79 Curb Lane Conflicts
	1.8 - 2.0         Pedestrian Buffer Width (m)         Less than 1.0         Max Distance Between Controlled	Bike Facility Width per Direction (m) Less than 1.2 Bike Buffer Width (m) Conflicts with Other Modes	Transit Facility Type         Mixed traffic with > 1 lane per direction         Transit Passenger Amenities         Low presence of passenger amenities such as shelters, seating, shade trees, etc.	3.4 - 3.6 Car Level of Service C	0.70 - 0.79 Curb Lane Conflicts
Measure 2	1.8 - 2.0         Pedestrian Buffer Width (m)         Less than 1.0         Max Distance Between Controlled Crossings (m)	Bike Facility Width per Direction (m) Less than 1.2 Bike Buffer Width (m) Conflicts with Other Modes (in-lane conflicts and cross point conflicts)	Transit Facility Type         Mixed traffic with > 1 lane per direction         Transit Passenger Amenities         Low presence of passenger amenities such as shelters, seating, shade trees, etc.         Pedestrian Level of Service	3.4 - 3.6 Car Level of Service C	0.70 - 0.79 Curb Lane Conflicts

S AND DATA ENTRY - Use this to enter what yo	u know and for detailed or summary results	presentation			
Actual	D	F	В	D	В
CENARIO:	156 Street / Meadowlark Ro	pad			
rea Туре:	Urban Main Street	•			
MODE	A A A A A A A A A A A A A A A A A A A	র্ণত	<b>1</b>		
			SEGMENTS		
/pe Target (Custom if necessary)	В	С		D	D
			C		D
Adjustment for Planning Direction Reasons for adjustment (if applicable)	Upwards	None	Upwards LRT	None	None
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)	None	None	None	None	None
Actual	D	F	В	D	В
		Active Transportatio		_	_
o the pedestrian facilities provide d	lirect access to all properties alon	ng the segment? (Direct access can property in question)	n be provided by an adjacent facil	ity or designated crossing to the	Yes
Does the bicycle facility select	ed correspond with the minimum	n appropriate facility type identifi	ed in the context appropriate non	nograph (Figure 6.1, 6.2)?	No
Does the bicycle facility select	ed correspond with the minimum	n appropriate facility type identifi	ed in the context appropriate non	nograph (Figure 6.1, 6.2)?	No
Does the bicycle facility select	ed correspond with the minimum	n appropriate facility type identifi	ed in the context appropriate non	nograph (Figure 6.1, 6.2)?	No
Does the bicycle facility select	ed correspond with the minimum			nograph (Figure 6.1, 6.2)?	No
	ed correspond with the minimum	n appropriate facility type identifi MMLOS Eva Bike Facility Width per Direction (m)		Nograph (Figure 6.1, 6.2)?	No
Does the bicycle facility select		MMLOS Eva	aluation		
Measure 1	Pedestrian Facility Width (m)	MMLOS Eva Bike Facility Width per Direction (m)	aluation Transit Facility Type	Width of Curb Lane (m)	Mid-block V/C Ratio
	Pedestrian Facility Width (m) 2.1 - 2.5	MMLOS Eva Bike Facility Width per Direction (m) Less than 1.2	aluation Transit Facility Type Dedicated lanes	Width of Curb Lane (m) Less than 3.4	Mid-block V/C Ratio 0.60 - 0.69
Measure 1 Measure 2	Pedestrian Facility Width (m) 2.1 - 2.5 Pedestrian Buffer Width (m)	MMLOS Eva Bike Facility Width per Direction (m) Less than 1.2	Aluation Transit Facility Type Dedicated lanes Transit Passenger Amenities Abundance of passenger amenities such as shelters, seating, shade	Width of Curb Lane (m) Less than 3.4 Car Level of Service	Mid-block V/C Ratio 0.60 - 0.69 Curb Lane Conflicts
Measure 1	Pedestrian Facility Width (m) 2.1 - 2.5 Pedestrian Buffer Width (m) 1.3 - 1.5 Max Distance Between Controlled	MMLOS Eva Bike Facility Width per Direction (m) Less than 1.2 Bike Buffer Width (m)	aluation Transit Facility Type Dedicated lanes Transit Passenger Amenities Such as shelters, seating, shade trees, etc.	Width of Curb Lane (m) Less than 3.4 Car Level of Service B	Mid-block V/C Ratio 0.60 - 0.69 Curb Lane Conflicts 3-4
Measure 1 Measure 2	Pedestrian Facility Width (m) 2.1 - 2.5 Pedestrian Buffer Width (m) 1.3 - 1.5 Max Distance Between Controlled Crossings (m)	MMLOS Eva Bike Facility Width per Direction (m) Less than 1.2 Bike Buffer Width (m) Conflicts with Other Modes (in-lane conflicts and cross point conflicts)	Aluation Transit Facility Type Dedicated lanes Transit Passenger Amenities Such as shelters, seating, shade trees, etc. Pedestrian Level of Service	Width of Curb Lane (m) Less than 3.4 Car Level of Service B	Mid-block V/C Ratio 0.60 - 0.69 Curb Lane Conflicts 3-4

Actual		presentation			
	C	С	С	D	D
SCENARIO:	109 Street (Garneau)				
Area Type:	Urban Main Street				
MODE	<b>†</b>	র্নত	<b>1</b>		
Гуре			SEGMENTS		
Target (Custom if necessary)	В	С	С	D	D
Adjustment for Planning Direction	Upwards	None	Upwards	None	None
Reasons for adjustment (if applicable)			B1 and B2 Routes		
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)					
Actual	С	С	С	D	D
		Active Transportatio	on Design Check		
Do the pedestrian facilities provide d	rect access to all properties alon	g the segment? (Direct access car property in question)	i be provided by an adjacent facil	ity or designated crossing to the	i es
Does the bicycle facility selected	ed correspond with the minimum	n appropriate facility type identifi	ed in the context appropriate non	nograph (Figure 6.1, 6.2)?	No
		MMLOS Eva	aluation		
	Pedestrian Facility Width (m)	MMLOS Eva Bike Facility Width per Direction (m)	aluation Transit Facility Type	Width of Curb Lane (m)	Mid-block V/C Ratio
Measure 1	Pedestrian Facility Width (m)			Width of Curb Lane (m) 3.4 - 3.6	Mid-block V/C Ratio
		Bike Facility Width per Direction (m) 1.6 - 1.8 Bike Buffer Width (m)	Transit Facility Type Mixed traffic with > 1 lane per		
Measure 1 Measure 2	2.1 - 2.5	Bike Facility Width per Direction (m)	Transit Facility Type Mixed traffic with > 1 lane per direction	3.4 - 3.6	0.80 - 0.89
Measure 2	2.1 - 2.5 Pedestrian Buffer Width (m)	Bike Facility Width per Direction (m) 1.6 - 1.8 Bike Buffer Width (m) Has physical measures and burner- width is 0.3 - 0.5	Transit Facility Type         Mixed traffic with > 1 lane per direction         Transit Passenger Amenities         Moderate presence of passenger amenities such as shelters, seating,	3.4 - 3.6 Car Level of Service	0.80 - 0.89 Curb Lane Conflicts
	2.1 - 2.5 Pedestrian Buffer Width (m) 1.0 - 1.2 Max Distance Between Controlled	Bike Facility Width per Direction (m)  1.6 - 1.8  Bike Buffer Width (m) Has physical measures and burler width is 0.3 - 0.5 OR Conflicts with Other Modes	Transit Facility Type Mixed traffic with > 1 lane per direction Transit Passenger Amenities Moderate presence of passenger amenities such as shelters, seating, shade trees, etc.	3.4 - 3.6 Car Level of Service	0.80 - 0.89 Curb Lane Conflicts
Measure 2	2.1 - 2.5 Pedestrian Buffer Width (m) 1.0 - 1.2 Max Distance Between Controlled Crossings (m)	Bike Facility Width per Direction (m)  1.6 - 1.8  Bike Buffer Width (m)  Has physical measures and burler width is 0.3 - 0.5 OR Conflicts with Other Modes (in-lane conflicts and cross point conflicts)	Transit Facility Type         Mixed traffic with > 1 lane per direction         Transit Passenger Amenities         Moderate presence of passenger amenities such as shelters, seating, shade trees, etc.         Pedestrian Level of Service	3.4 - 3.6 Car Level of Service	0.80 - 0.89 Curb Lane Conflicts

S AND DATA ENTRY - Use this to enter what you	know and for detailed or summary results	presentation			
Actual	D	В	В	С	В
CENARIO:	114 Street				
rea Type:	Urban Main Street				
MODE		র্ন	1 <b></b>		
уре			SEGMENTS		
Target (Custom if necessary)	В	С	С	D	D
Adjustment for Planning Direction	Upwards	None	Upwards	None	None
Reasons for adjustment (if applicable)			LRT		
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)					
Actual	D	B Antice Treasure static	B B	С	В
		Active Transportation			
the pedestrian facilities provide d	irect access to all properties alor	ng the segment? (Direct access ca property in question)	n be provided by an adjacent facil	ity or designated crossing to the	Yes
		broberty in decoursely			
		n appropriate facility type identifi	ed in the context appropriate non	nograph (Figure 6.1, 6.2)?	No
Does the bicycle facility selected	ed correspond with the minimun				
Does the bicycle facility selected	ed correspond with the minimun		са со солосно арри органо пол		
Does the bicycle facility selecte	ed correspond with the minimun				
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Does the bicycle facility selecte	ed Correspond with the minimun Pedestrian Facility Width (m)	MMLOS Eva Bike Facility Width per Direction (m)		Width of Curb Lane (m)	Mid-block V/C Ratio
Does the bicycle facility selecte		MMLOS Ev	aluation		Mid-block V/C Ratio
		MMLOS Ev	aluation		
	Pedestrian Facility Width (m)	MMLOS Eva Bike Facility Width per Direction (m)	aluation Transit Facility Type	Width of Curb Lane (m)	Mid-block V/C Ratio
	Pedestrian Facility Width (m) 2.1 - 2.5 Pedestrian Buffer Width (m)	MMLOS Eva Bike Facility Width per Direction (m) 1.6 - 1.8 Bike Buffer Width (m)	aluation Transit Facility Type Dedicated lanes Transit Passenger Amenities Abundance of passenger amenities	Width of Curb Lane (m) 3.4 - 3.6 Car Level of Service	Mid-block V/C Ratio 0.60 - 0.69 Curb Lane Conflicts
Measure 1	Pedestrian Facility Width (m) 2.1 - 2.5	MMLOS Eva Bike Facility Width per Direction (m) 1.6 - 1.8	aluation Transit Facility Type Dedicated lanes Transit Passenger Amenities	Width of Curb Lane (m) 3.4 - 3.6	Mid-block V/C Ratio
Measure 1	Pedestrian Facility Width (m) 2.1 - 2.5 Pedestrian Buffer Width (m) Less than 1.0 Max Distance Between Controlled	MMLOS Eva Bike Facility Width per Direction (m) 1.6 - 1.8 Bike Buffer Width (m) Has physical measures AND buffer width > 1 Conflicts with Other Modes	aluation Transit Facility Type Dedicated lanes Transit Passenger Amenities Abundance of passenger amenities such as shelters, seating, shade trees, etc. Perdestrian lawal of Service	Width of Curb Lane (m) 3.4 - 3.6 Car Level of Service B	Mid-block V/C Ratio 0.60 - 0.69 Curb Lane Conflicts
Measure 1	Pedestrian Facility Width (m) 2.1 - 2.5 Pedestrian Buffer Width (m) Less than 1.0	MMLOS Eva Bike Facility Width per Direction (m) 1.6 - 1.8 Bike Buffer Width (m) Has physical measures AND buffer width > 1	aluation Transit Facility Type Dedicated lanes Transit Passenger Amenities Abundance of passenger amenities such as shelters, seating, shade trees, etc. Perdestrian lawal of Service	Width of Curb Lane (m) 3.4 - 3.6 Car Level of Service	Mid-block V/C Ratio 0.60 - 0.69 Curb Lane Conflicts 3-4
Measure 1 Measure 2	Pedestrian Facility Width (m) 2.1 - 2.5 Pedestrian Buffer Width (m) Less than 1.0 Max Distance Between Controlled	MMLOS Eva Bike Facility Width per Direction (m) 1.6 - 1.8 Bike Buffer Width (m) Has physical measures AND buffer width > 1 Conflicts with Other Modes	aluation Transit Facility Type Dedicated lanes Transit Passenger Amenities Abundance of passenger amenities such as shelters, seating, shade trees, etc. Perdestrian lawal of Service	Width of Curb Lane (m) 3.4 - 3.6 Car Level of Service B	Mid-block V/C Ratio 0.60 - 0.69 Curb Lane Conflicts 3-4
Measure 1 Measure 2	Pedestrian Facility Width (m) 2.1 - 2.5 Pedestrian Buffer Width (m) Less than 1.0 Max Distance Between Controlled Crossings (m)	MMLOS Eva Bike Facility Width per Direction (m) 1.6 - 1.8 Bike Buffer Width (m) Has physical measures AND buffer width > 1 Conflicts with Other Modes (in-lane conflicts and cross point conflicts)	aluation         Transit Facility Type         Dedicated lanes         Transit Passenger Amenities         Abundance of passenger amenities such as shelters, seating, shade trees, etc.         Pedestrian Level of Service	Width of Curb Lane (m) 3.4 - 3.6 Car Level of Service B	Mid-block V/C Ratio 0.60 - 0.69 Curb Lane Conflicts 3-4
Measure 1 Measure 2 Measure 3	Pedestrian Facility Width (m) 2.1 - 2.5 Pedestrian Buffer Width (m) Less than 1.0 Max Distance Between Controlled Crossings (m)	MMLOS Eva Bike Facility Width per Direction (m) 1.6 - 1.8 Bike Buffer Width (m) Has physical measures AND buffer width > 1 Conflicts with Other Modes (in-lane conflicts and cross point conflicts)	aluation         Transit Facility Type         Dedicated lanes         Transit Passenger Amenities         Abundance of passenger amenities such as shelters, seating, shade trees, etc.         Pedestrian Level of Service	Width of Curb Lane (m) 3.4 - 3.6 Car Level of Service B	Mid-block V/C Ratio 0.60 - 0.69 Curb Lane Conflicts 3-4
Measure 1 Measure 2	Pedestrian Facility Width (m) 2.1 - 2.5 Pedestrian Buffer Width (m) Less than 1.0 Max Distance Between Controlled Crossings (m)	MMLOS Eve Bike Facility Width per Direction (m) 1.6 - 1.8 Bike Buffer Width (m) Has physical measures AND buffer width > 1 Conflicts with Other Modes (in-lane conflicts and cross point conflicts) Two "low" conflict indicators	aluation Transit Facility Type Dedicated lanes Transit Passenger Amenities Such as shelters, seating, shade trees, etc. Pedestrian Level of Service D	Width of Curb Lane (m) 3.4 - 3.6 Car Level of Service B	Mid-block V/C Ratio 0.60 - 0.69 Curb Lane Conflicts 3-4

DS AND DATA ENTRY - Use this to enter what you	i know and for detailed or summary results				
Actual	D	F	С	E	D
CENARIO:	82 Avenue				
rea Type:	Urban Main Street				
MODE	★	র্ণত	<b>1</b>		
100			SEGMENTS		
ype Target (Custom if necessary)	В	С	D	D	D
Adjustment for Planning Direction		None	None	None	None
Reasons for adjustment (if applicable)	Upwards	None	None	None	None
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)	None	None	None	None	None
Actual	D	F	С	E	D
	•	Active Transportatio	n Design Check		
o the pedestrian facilities provide d	irect access to all properties alor	ng the segment? (Direct access can property in question)	be provided by an adjacent facil	ity or designated crossing to the	
		property in question/			
					Ma
Does the bicycle facility selected	ed correspond with the minimun	n appropriate facility type identifi	ed in the context appropriate non	hograph (Figure 6.1, 6.2)?	No
Does the bicycle facility selecte	ed correspond with the minimun	n appropriate facility type identifi	ed in the context appropriate non	nograph (Figure 6.1, 6.2)?	NO
Does the bicycle facility selecte	ed correspond with the minimun	n appropriate facility type identifi	ed in the context appropriate non	nograph (Figure 6.1, 6.2)?	NO
Does the bicycle facility selecte	ed correspond with the minimun	n appropriate facility type identifi	ed in the context appropriate non	nograph (Figure 6.1, 6.2)?	NO
Does the bicycle facility selecte	ed correspond with the minimun	n appropriate facility type identifi	ed in the context appropriate non	nograph (Figure 6.1, 6.2)?	NO
Does the bicycle facility selecte	ed correspond with the minimun	n appropriate facility type identifi	ed in the context appropriate non	nograph (Figure 6.1, 6.2)?	NO
Does the bicycle facility selecte	ed correspond with the minimun	n appropriate facility type identifi	ed in the context appropriate non	nograph (Figure 6.1, 6.2)?	NO
Does the bicycle facility selecte	ed correspond with the minimun	n appropriate facility type identifi	ed in the context appropriate non	lograph (Figure 6.1, 6.2)?	
Does the bicycle facility selecte	ed correspond with the minimun	n appropriate facility type identifi	ed in the context appropriate non	nograph (Figure 6.1, 6.2)?	
Does the bicycle facility selecte	ed correspond with the minimun	n appropriate facility type identifi MMLOS Eva		nograph (Figure 6.1, 6.2)?	
	ed correspond with the minimun			Width of Curb Lane (m)	Nid-block V/C Ratio
Does the bicycle facility selected		MMLOS Eva	aluation		
Measure 1	Pedestrian Facility Width (m)	MMLOS Eva Bike Facility Width per Direction (m)	aluation Transit Facility Type Mixed traffic with > 1 lane per	Width of Curb Lane (m)	Mid-block V/C Ratio
	Pedestrian Facility Width (m) 1.8 - 2.0	MMLOS Eva Bike Facility Width per Direction (m) Less than 1.2	aluation Transit Facility Type Mixed traffic with > 1 lane per direction	Width of Curb Lane (m) Less than 3.4	Mid-block V/C Ratio 0.60 - 0.69
Measure 1 Measure 2	Pedestrian Facility Width (m)	MMLOS Eva Bike Facility Width per Direction (m) Less than 1.2	Aluation Transit Facility Type Mixed traffic with > 1 lane per direction Transit Passenger Amenities Abundance of passenger amenities such as shelters, seating, shade	Width of Curb Lane (m) Less than 3.4 Car Level of Service	Mid-block V/C Ratio 0.60 - 0.69 Curb Lane Conflicts
Measure 1	Pedestrian Facility Width (m)  1.8 - 2.0  Pedestrian Buffer Width (m)  Less than 1.0  Max Distance Between Controlled	MMLOS Eva Bike Facility Width per Direction (m) Less than 1.2 Bike Buffer Width (m)	Aluation Transit Facility Type Mixed traffic with > 1 lane per direction Transit Passenger Amenities Abundance of passenger amenities such as shelters, seating, shade trees, etc.	Width of Curb Lane (m) Less than 3.4 Car Level of Service D	Mid-block V/C Ratio 0.60 - 0.69 Curb Lane Conflicts 9+
Measure 1 Measure 2	Pedestrian Facility Width (m)  1.8 - 2.0  Pedestrian Buffer Width (m)  Less than 1.0  Max Distance Between Controlled Crossings (m)	MMLOS Eva Bike Facility Width per Direction (m) Less than 1.2 Bike Buffer Width (m) Conflicts with Other Modes (in-lane conflicts and cross point conflicts)	Aluation Transit Facility Type Mixed traffic with > 1 lane per direction Transit Passenger Amenities Abundance of passenger amenities such as shelters, seating, shade trees, etc. Pedestrian Level of Service	Width of Curb Lane (m) Less than 3.4 Car Level of Service D	Mid-block V/C Ratio 0.60 - 0.69 Curb Lane Conflicts 9+
Measure 1 Measure 2	Pedestrian Facility Width (m)  1.8 - 2.0  Pedestrian Buffer Width (m)  Less than 1.0  Max Distance Between Controlled Crossings (m)	MMLOS Eva Bike Facility Width per Direction (m) Less than 1.2 Bike Buffer Width (m) Conflicts with Other Modes (in-lane conflicts and cross point conflicts) Two "high" conflict indicators	Aluation Transit Facility Type Mixed traffic with > 1 lane per direction Transit Passenger Amenities Abundance of passenger amenities such as shelters, seating, shade trees, etc. Pedestrian Level of Service D	Width of Curb Lane (m) Less than 3.4 Car Level of Service D -	Mid-block V/C Ratio 0.60 - 0.69 0.4 9+

S AND DATA ENTRY - Use this to enter what yo	u know and for detailed or summary results	presentation			
Actual	С	F	С	D	С
CENARIO:	87 Avenue				
еа Туре:	Urban Main Street				
MODE	★	র্তৃত	1		
			SEGMENTS		
/pe Target (Custom if necessary)	В	С	C	D	D
Adjustment for Planning Direction	Upwards	None	Upwards	None	None
Reasons for adjustment (if applicable) Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)	None	None	None	None	None
Actual	С	F	С	D	С
		Active Transportatio			<u> </u>
o the pedestrian facilities provide o	direct access to all properties alor	ng the segment? (Direct access can property in question)	n be provided by an adjacent facil	ity or designated crossing to the	Yes
Does the bicycle facility select	ed correspond with the minimun	n appropriate facility type identifi	ed in the context appropriate nor	nograph (Figure 6.1, 6.2)?	No
Does the bicycle facility select	ed correspond with the minimun	n appropriate facility type identifi	ed in the context appropriate nor	nograph (Figure 6.1, 6.2)?	No
Does the bicycle facility select	ed correspond with the minimun	n appropriate facility type identifi	ed in the context appropriate nor	nograph (Figure 6.1, 6.2)?	No
Does the bicycle facility select	ed correspond with the minimun			nograph (Figure 6.1, 6.2)?	No
Does the bicycle facility select	ed correspond with the minimun	n appropriate facility type identifi MMLOS Eva		nograph (Figure 6.1, 6.2)?	No
	ed correspond with the minimun			Nograph (Figure 6.1, 6.2)?	No
Does the bicycle facility select		MMLOS Eva	aluation		
Measure 1	Pedestrian Facility Width (m)	MMLOS Eva Bike Facility Width per Direction (m)	aluation Transit Facility Type Mixed traffic with > 1 lane per	Width of Curb Lane (m)	Mid-block V/C Ratio
	Pedestrian Facility Width (m) 1.8 - 2.0	MMLOS Eva Bike Facility Width per Direction (m) Less than 1.2	aluation Transit Facility Type Mixed traffic with > 1 lane per direction	Width of Curb Lane (m) Less than 3.4	Mid-block V/C Ratio
Measure 1 Measure 2	Pedestrian Facility Width (m)	MMLOS Eva Bike Facility Width per Direction (m) Less than 1.2	Aluation Transit Facility Type Mixed traffic with > 1 lane per direction Transit Passenger Amenities Abundance of passenger amenities such as shelters, seating, shade	Width of Curb Lane (m) Less than 3.4 Car Level of Service	Mid-block V/C Ratio O.70 - 0.79 Curb Lane Conflicts
Measure 1	Pedestrian Facility Width (m)  1.8 - 2.0  Pedestrian Buffer Width (m)  1.6 - 2.0  Max Distance Between Controlled	MMLOS Eva Bike Facility Width per Direction (m) Less than 1.2 Bike Buffer Width (m)	Aluation Transit Facility Type Mixed traffic with > 1 lane per direction Transit Passenger Amenities Abundance of passenger amenities such as shelters, seating, shade trees, etc.	Width of Curb Lane (m) Less than 3.4 Car Level of Service C	Mid-block V/C Ratio Curb Lane Conflicts 5-6
Measure 1 Measure 2	Pedestrian Facility Width (m)  Pedestrian Buffer Width (m)  1.8 - 2.0  Pedestrian Buffer Width (m)  1.6 - 2.0  Max Distance Between Controlled Crossings (m)	MMLOS Eva Bike Facility Width per Direction (m) Less than 1.2 Bike Buffer Width (m) Conflicts with Other Modes (in-lane conflicts and cross point conflicts)	Aluation Transit Facility Type Mixed traffic with > 1 lane per direction Transit Passenger Amenities Abundance of passenger amenities such as shelters, seating, shade trees, etc. Pedestrian Level of Service	Width of Curb Lane (m) Less than 3.4 Car Level of Service C	Mid-block V/C Ratio Curb Lane Conflicts 5-6