

Appendix H Recommended Corridor MMLOS



OS AND DATA ENTRY - Use this to enter what yo	u know and for detailed or summary results	presentation			
Actual	В		В	E	D
SCENARIO:	109 Street (Wîhkwêntôwin)				
Area Type:	Urban Main Street				
MODE	*	્	1		
			SEGMENTS		
Target (Custom if necessary)	В	С	C	D	D
Adjustment for Planning Direction Reasons for adjustment (if applicable)	Upwards	None	Upwards	None	None
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)	None	None	None	None	None
Actual	В		В	E	D
		Active Transportation			
		property in question)			
Does the bicycle facility select	ed correspond with the minimum	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	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	MIMLOS Eva		nograph (Figure 6.1, 6.2)? Width of Curb Lane (m)	No 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	Width of Curb Lane (m)	Mid-block V/C Ratio
	Pedestrian Facility Width (m) Greater than 3.0	MMLOS Eva	aluation Transit Facility Type Dedicated lanes	Width of Curb Lane (m) Less than 3.4	Mid-block V/C Ratio 0.90 - 1.00
Measure 1 Measure 2	Pedestrian Facility Width (m) Greater than 3.0 Pedestrian Buffer Width (m)	MMLOS Eva	aluation Transit Facility Type Dedicated lanes 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 0.90 - 1.00 Curb Lane Conflicts
Measure 1	Pedestrian Facility Width (m) Greater than 3.0 Pedestrian Buffer Width (m) 1.3 - 1.5 Max Distance Between Controlled	MIMLOS Eva Bike Facility Width per Direction (m) Bike Buffer Width (m) Conflicts with Other Modes	aluation Transit Facility Type Dedicated lanes 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	Mid-block V/C Ratio 0.90 - 1.00 Curb Lane Conflicts 5-6
Measure 1 Measure 2	Pedestrian Facility Width (m) Greater than 3.0 Pedestrian Buffer Width (m) 1.3 - 1.5 Max Distance Between Controlled Crossings (m)	MIMLOS Eva Bike Facility Width per Direction (m) Bike Buffer Width (m) Conflicts with Other Modes	aluation Transit Facility Type Dedicated lanes 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	Mid-block V/C Ratio 0.90 - 1.00 Curb Lane Conflicts 5-6

OS AND DATA ENTRY - Use this to enter what yo	u know and for detailed or summary results	presentation			
Actual	В		В	E	D
CENARIO:	124 Street				
Area Type:	Urban Main Street				
MODE	*	્	1		
			SEGMENTS		
Target (Custom if necessary)	В	С	D	D	D
Adjustment for Planning Direction					
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	В		В	E	D
		Active Transportation			
		property in question)			
Does the bicycle facility select	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 select	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 select	ed correspond with the minimun	n appropriate facility type identifi		nograph (Figure 6.1, 6.2)?	No
	ed correspond with the minimun			mograph (Figure 6.1, 6.2)? Width of Curb Lane (m)	No 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	Width of Curb Lane (m)	Mid-block V/C Ratio
	Pedestrian Facility Width (m)	MIMLOS Eva	aluation Transit Facility Type Dedicated lanes	Width of Curb Lane (m) Less than 3.4	Mid-block V/C Ratio 0.70 - 0.79
Measure 1 Measure 2	Pedestrian Facility Width (m) 2.6 - 3.0 Pedestrian Buffer Width (m)	MIMLOS Eva	aluation Transit Facility Type Dedicated lanes 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 0.70 - 0.79 Curb Lane Conflicts
Measure 1	Pedestrian Facility Width (m) 2.6 - 3.0 Pedestrian Buffer Width (m) 1.6 - 2.0 Max Distance Between Controlled	MIMLOS Eva	aluation Transit Facility Type Dedicated lanes 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	Mid-block V/C Ratio 0.70 - 0.79 Curb Lane Conflicts 9+
Measure 1 Measure 2	Pedestrian Facility Width (m) 2.6 - 3.0 Pedestrian Buffer Width (m) 1.6 - 2.0 Max Distance Between Controlled Crossings (m)	MIMLOS Eva	aluation Transit Facility Type Dedicated lanes 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	Mid-block V/C Ratio 0.70 - 0.79 Curb Lane Conflicts 9+

S AND DATA ENTRY - Use this to enter what	_		_	_	_
Actual	В		Α	E	D
ENARIO: ea Type:	104 Avenue Urban Main Street				
ей туре.	•	*		_	
MODE	│ ★	્ર ં	1 ₩		
pe	_		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	В		Α	E	D
		Active Transportation	on Design Check		
the pedestrian facilities provide	e direct access to all properties alo	ng the segment? (Direct access car	n be provided by an adjacent facil	ity or designated crossing to the	
		property in question)			
		MMLOS Eva	aluation		
	Pedestrian Facility Width (m)	MMLOS Eve	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) Less than 3.4	Mid-block V/C Ratio 0.70 - 0.79
Measure 1			Transit Facility Type		
Measure 1 Measure 2	2.6 - 3.0	Bike Facility Width per Direction (m)	Transit Facility Type Dedicated lanes	Less than 3.4	0.70 - 0.79
	2.6 - 3.0	Bike Facility Width per Direction (m)	Transit Facility Type Dedicated lanes Transit Passenger Amenities Abundance of passenger amenities such as shelters, seating, shade	Less than 3.4	0.70 - 0.79
	2.6 - 3.0 Pedestrian Buffer Width (m)	Bike Facility Width per Direction (m)	Transit Facility Type Dedicated lanes Transit Passenger Amenities Abundance of passenger amenities such as shelters, seating, shade trees, etc.	Less than 3.4 Car Level of Service D	0.70 - 0.79 Curb Lane Conflicts 9+
Measure 2	2.6 - 3.0 Pedestrian Buffer Width (m) 1.6 - 2.0	Bike Facility Width per Direction (m) Bike Buffer Width (m)	Transit Facility Type Dedicated lanes Transit Passenger Amenities Abundance of passenger amenities such as shelters, seating, shade	Less than 3.4 Car Level of Service	0.70 - 0.79 Curb Lane Conflicts
	2.6 - 3.0 Pedestrian Buffer Width (m) 1.6 - 2.0 Max Distance Between Controlled Crossings (m)	Bike Facility Width per Direction (m) Bike Buffer Width (m) Conflicts with Other Modes	Transit Facility Type Dedicated lanes Transit Passenger Amenities Abundance of passenger amenities such as shelters, seating, shade trees, etc. Pedestrian Level of Service	Less than 3.4 Car Level of Service D	0.70 - 0.79 Curb Lane Conflicts 9+
Measure 2	2.6 - 3.0 Pedestrian Buffer Width (m) 1.6 - 2.0 Max Distance Between Controlled	Bike Facility Width per Direction (m) Bike Buffer Width (m) Conflicts with Other Modes	Transit Facility Type Dedicated lanes Transit Passenger Amenities Abundance of passenger amenities such as shelters, seating, shade trees, etc.	Less than 3.4 Car Level of Service D	0.70 - 0.79 Curb Lane Conflicts 9+
Measure 2	2.6 - 3.0 Pedestrian Buffer Width (m) 1.6 - 2.0 Max Distance Between Controlled Crossings (m)	Bike Facility Width per Direction (m) Bike Buffer Width (m) Conflicts with Other Modes	Transit Facility Type Dedicated lanes Transit Passenger Amenities Abundance of passenger amenities such as shelters, seating, shade trees, etc. Pedestrian Level of Service	Less than 3.4 Car Level of Service D	0.70 - 0.79 Curb Lane Conflicts 9+
Measure 2	2.6 - 3.0 Pedestrian Buffer Width (m) 1.6 - 2.0 Max Distance Between Controlled Crossings (m)	Bike Facility Width per Direction (m) Bike Buffer Width (m) Conflicts with Other Modes (in-lane conflicts and cross point conflicts)	Transit Facility Type Dedicated lanes Transit Passenger Amenities Abundance of passenger amenities such as shelters, seating, shade trees, etc. Pedestrian Level of Service	Less than 3.4 Car Level of Service D	0.70 - 0.79 Curb Lane Conflicts 9+

S AND DATA ENTRY - Use this to enter what y	ou know and for detailed or summary results	presentation			
Actual	В		С	E	D
CENARIO:	Jasper Avenue				
rea Туре:	Urban Main Street				
MODE	*	્	<u>1</u>		
rpe			SEGMENTS		·
Target (Custom if necessary)	В	С	D	D	D
Adjustment for Planning Direction	Upwards	None	None	None	None
Reasons for adjustment (if applicable)	Opwards	None	IVOIIC	None	TVOITE
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)					
Actual	В		С	E	D
		Active Transportation	n Design Check		
the pedestrian facilities provide	direct access to all properties alor	property in question)	The provided by an adjacent facility	ity of designated crossing to the	The state of the s
					No
Does the bicycle facility selec	ted 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 selec	ted correspond with the minimun	n appropriate facility type identifi	ed in the context appropriate nor	nograph (Figure 6.1, 6.2)?	INO
Does the bicycle facility selec	ted correspond with the minimun			nograph (Figure 6.1, 6.2)?	INO
Does the bicycle facility selec		MMLOS Eva	aluation		Mid-block V/C Ratio
Does the bicycle facility select	Pedestrian Facility Width (m)			Width of Curb Lane (m) Less than 3.4	
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)	MIMLOS Eva	Transit Facility Type Mixed traffic with > 1 lane per direction	Width of Curb Lane (m) Less than 3.4	Mid-block V/C Ratio 0.80 - 0.89
Measure 1 Measure 2	Pedestrian Facility Width (m) 2.1 - 2.5 Pedestrian Buffer Width (m)	MIMLOS Eva	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 0.80 - 0.89 Curb Lane Conflicts
Measure 1	Pedestrian Facility Width (m) 2.1 - 2.5 Pedestrian Buffer Width (m) Greater than 2.5 Max Distance Between Controlled	MIMLOS Eva 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.	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 7-8
Measure 1 Measure 2	Pedestrian Facility Width (m) 2.1 - 2.5 Pedestrian Buffer Width (m) Greater than 2.5 Max Distance Between Controlled Crossings (m)	MIMLOS Eva 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	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 7-8

AND DATA ENTRY - Use this to enter what ye					
Actual	Α	В			D
ENARIO:	100 Avenue				
еа Туре:	Urban Boulevard				
MODE	^	5	1₽		
		0 0	-L- TT	0 0	-
pe			SEGMENTS		
Target (Custom if necessary)	В	В	D		Е
Adjustment for Planning Direction	Upwards	None	None	None	None
teasons for adjustment (if applicable)	· · · · · · · · · · · · · · · · · · ·				
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)					
Actual	Α	В			D
		Active Transportatio	n Design Check		
the pedestrian facilities provide	direct access to all properties alor	ng the segment? (Direct access car	be provided by an adjacent facil	lity or designated crossing to the	
	, ,	property in question)			<u> </u>
Does the bicycle facility selec	ted correspond with the milliman	n appropriate facility type identific	ed in the context appropriate noi	llograph (Figure 6.1, 6.2):	Yes
		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
Measure 1	Pedestrian Facility Width (m)			Width of Curb Lane (m)	Mid-block V/C Ratio 0.90 - 1.00
		Bike Facility Width per Direction (m)		Width of Curb Lane (m) Car Level of Service	
Measure 1 Measure 2	2.6 - 3.0	Bike Facility Width per Direction (m) 1.6 - 1.8	Transit Facility Type		0.90 - 1.00
Measure 2	2.6 - 3.0 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
	2.6 - 3.0 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	2.6 - 3.0 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)	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 y	ou know and for detailed or summary results	presentation			
Actual	В	В	Α	D	С
CENARIO:	Stony Plain Road (with LRT)				
rea Туре:	Urban Main Street				
MODE	*	્	1 ₽		
pe			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	В	В	Α	D	C
		Active Transportation	on Design Check		1
	direct access to all properties alon	property in question)			Yes
Does the higygle facility selec	ted correspond with the minimum	annronriate facility type identifi	ied in the context annronriate nor	nograph (Figure 6.1, 6.2)?	No
Does the bicycle facility selec	ted correspond with the minimum	n appropriate facility type identifi	ied in the context appropriate nor	nograph (Figure 6.1, 6.2)?	No
Does the bicycle facility selec	ted correspond with the minimum	n appropriate facility type identifi	ied in the context appropriate nor	nograph (Figure 6.1, 6.2)?	No
Does the bicycle facility selec	ted correspond with the minimum			nograph (Figure 6.1, 6.2)?	No
Does the bicycle facility selec	ted correspond with the minimum	MMLOS Ev		nograph (Figure 6.1, 6.2)? Width of Curb Lane (m)	No Mid-block V/C Ratio
Does the bicycle facility selection. Measure 1		MMLOS Ev	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)	MIMLOS Evo	aluation Transit Facility Type Dedicated lanes	Width of Curb Lane (m) Less than 3.4	Mid-block V/C Ratio 0.80 - 0.89
Measure 1 Measure 2	Pedestrian Facility Width (m) 2.6 - 3.0 Pedestrian Buffer Width (m)	MMLOS Evaluation (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 trees, etc.	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) 2.6 - 3.0 Pedestrian Buffer Width (m) 1.6 - 2.0 Max Distance Between Controlled	MIMLOS Evaluation (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) 2.6 - 3.0 Pedestrian Buffer Width (m) 1.6 - 2.0 Max Distance Between Controlled Crossings (m)	MIMLOS Evaluation (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

S AND DATA ENTRY - Use this to enter what y	ou know and for detailed or summary results	presentation			
Actual	В	F	С	D	D
CENARIO:	Stony Plain Road (without L	RT)			
rea Туре:	Urban Main Street	•			
MODE	*	્ર	<u>1</u>		
rpe			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	В	F	С	D	D
		Active Transportation	n Design Check		
the pedestrian facilities provide	direct access to all properties alor	property in question)	i be provided by an adjacent facil	ity or designated crossing to the	Yes
					Nie
Does the bicycle facility selec	ted 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 selec	ted 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 selec	ted correspond with the minimun	n appropriate facility type identifi	ed in the context appropriate nor	nograph (Figure 6.1, 6.2)?	INO
Does the bicycle facility selec	ted correspond with the minimun	n appropriate facility type identifi	ed in the context appropriate nor	nograph (Figure 6.1, 6.2)?	INO
Does the bicycle facility selec	ted correspond with the minimun	n appropriate facility type identifi		nograph (Figure 6.1, 6.2)?	NO
	ted correspond with the minimun			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)	MINLOS Eva Bike Facility Width per Direction (m)	Transit Facility Type Mixed traffic with > 1 lane per direction	Width of Curb Lane (m) 3.4 - 3.6	Mid-block V/C Ratio 0.80 - 0.89
Measure 1 Measure 2	Pedestrian Facility Width (m) 2.1 - 2.5 Pedestrian Buffer Width (m)	MINLOS Eva 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,	Width of Curb Lane (m) 3.4 - 3.6 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) 1.6 - 2.0 Max Distance Between Controlled	MIMLOS Eva 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 Moderate presence of passenger amenities such as shelters, seating, shade trees, etc.	Width of Curb Lane (m) 3.4 - 3.6 Car Level of Service	Mid-block V/C Ratio 0.80 - 0.89 Curb Lane Conflicts 7-8
Measure 1 Measure 2	Pedestrian Facility Width (m) 2.1 - 2.5 Pedestrian Buffer Width (m) 1.6 - 2.0 Max Distance Between Controlled Crossings (m)	MIMLOS 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)	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) 3.4 - 3.6 Car Level of Service	Mid-block V/C Ratio 0.80 - 0.89 Curb Lane Conflicts 7-8

S AND DATA ENTRY - Use this to enter what y	ou know and for detailed or summary results	presentation			
Actual	С	F	В	D	В
CENARIO:	156 Street / Meadowlark Ro	pad			
еа Туре:	Urban Main Street				
MODE	*	્	1 ₩		
pe			SEGMENTS		
Target (Custom if necessary)	В	С	С	D	D
Adjustment for Planning Direction	Upwards	None	Upwards	None	None
Reasons for adjustment (if applicable)		Trong	LRT	110110	
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)					
Actual	С	F	В	D	В
		Active Transportation	on Design Check		(
the pedestrian radinates provide	aneet access to an properties alor	ng the segment? (Direct access car property in question)	The provided by an adjacent rain	rey or designated crossing to the	
Does the bicycle facility selec	ted 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 selec	ted 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 selec	ted correspond with the minimun			nograph (Figure 6.1, 6.2)?	No
Does the bicycle facility selec	ted correspond with the minimun	MMLOS Eva		nograph (Figure 6.1, 6.2)?	No
	ted correspond with the minimun			mograph (Figure 6.1, 6.2)? Width of Curb Lane (m)	No 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	Width of Curb Lane (m)	Mid-block V/C Ratio
	Pedestrian Facility Width (m)	MIMLOS 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 0.60 - 0.69
Measure 1 Measure 2	Pedestrian Facility Width (m) 2.6 - 3.0 Pedestrian Buffer Width (m)	MIMLOS Eva Bike Facility Width per Direction (m)	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) 2.6 - 3.0 Pedestrian Buffer Width (m) 1.6 - 2.0 Max Distance Between Controlled	MIMLOS Eva Bike Facility Width per Direction (m) Less than 1.2 Bike Buffer Width (m) Conflicts with Other Modes	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 0.60 - 0.69 Curb Lane Conflicts 3-4
Measure 1 Measure 2	Pedestrian Facility Width (m) 2.6 - 3.0 Pedestrian Buffer Width (m) 1.6 - 2.0 Max Distance Between Controlled Crossings (m)	MIMLOS 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)	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 0.60 - 0.69 Curb Lane Conflicts 3-4

S AND DATA ENTRY - Use this to enter what y	ou know and for detailed or summary results	presentation			
Actual	В	С	В	D	E
CENARIO:	109 Street (Garneau)				
rea Туре:	Urban Main Street	, e		<u></u>	
MODE	★	્ર	1 ₩		
			_+		
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)			B1 and B2 Routes		
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)	_		_	_	_
Actual	В	С	В	D	Е
		Active Transportation	n Design Check		
		property in question)			
	and an accompanies of the first and the first	n appropriate facility type identifi	ed in the context appropriate non	nograph (Figure 6.1, 6.2)?	No
Does the bicycle facility selec	ted correspond with the minimum				
Does the bicycle facility selec	ted correspond with the minimum				
Does the bicycle facility selec	ted correspond with the minimum				
Does the bicycle facility selec	ted correspond with the minimum	MMLOS Eva			
	Pedestrian Facility Width (m)			Width of Curb Lane (m)	Mid-block V/C Ratio
Does the bicycle facility selection. Measure 1		MMLOS Eva	aluation		
Measure 1	Pedestrian Facility Width (m)	MMLOS EV: Bike Facility Width per Direction (m) 1.6 - 1.8 Bike Buffer Width (m)	aluation Transit Facility Type	Width of Curb Lane (m)	Mid-block V/C Ratio
	Pedestrian Facility Width (m)	MIMLOS Evaluation (m) 1.6 - 1.8	aluation Transit Facility Type Dedicated lanes	Width of Curb Lane (m) 3.4 - 3.6	Mid-block V/C Ratio 0.90 - 1.00
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 width is 0.3 - 0.5	Transit Facility Type Dedicated lanes Transit Passenger Amenities Abundance of passenger amenities such as shelters, seating, shade	Width of Curb Lane (m) 3.4 - 3.6 Car Level of Service	Mid-block V/C Ratio 0.90 - 1.00 Curb Lane Conflicts
Measure 1	Pedestrian Facility Width (m) 2.1 - 2.5 Pedestrian Buffer Width (m) 1.6 - 2.0 Max Distance Between Controlled	MIMLOS Eva Bike Facility Width per Direction (m) 1.6 - 1.8 Bike Buffer Width (m) nas physical measures and bumer width is 0.3 - 0.5 OR Conflicts with Other Modes	Transit Facility Type Dedicated lanes Transit Passenger Amenities Abundance of passenger amenities such as shelters, seating, shade trees, etc.	Width of Curb Lane (m) 3.4 - 3.6 Car Level of Service	Mid-block V/C Ratio 0.90 - 1.00 Curb Lane Conflicts 7-8
Measure 1 Measure 2	Pedestrian Facility Width (m) 2.1 - 2.5 Pedestrian Buffer Width (m) 1.6 - 2.0 Max Distance Between Controlled Crossings (m)	MIMLOS Evaluation (m) 1.6 - 1.8 Bike Buffer Width (m) nas physical measures and duner width is 0.3 - 0.5 OR Conflicts with Other Modes (in-lane conflicts and cross point conflicts)	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	Mid-block V/C Ratio 0.90 - 1.00 Curb Lane Conflicts 7-8

OS AND DATA ENTRY - Use this to enter what yo	u know and for detailed or summary results	presentation			
Actual	В	В	Α	С	В
SCENARIO:	114 Street				
Area Type:	Urban Main Street				
MODE	*	्र	1 ₽		
Гуре			SEGMENTS		
Target (Custom if necessary)	В	С	C	D	D
Adjustment for Planning Direction	Upwards	None	Upwards	None	None
Reasons for adjustment (if applicable)	Opwarus	None	LRT	None	None
Adjustment for Strategic Policy	None	None	None	None	None
Reasons for adjustment (if applicable)	None	None	None	None	None
Actual	В	В	A	С	В
		Active Transportation			_
Oo 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	ty 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 non	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 non	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 minimum	MMLOS Ev		nograph (Figure 6.1, 6.2)? Width of Curb Lane (m)	No 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	Width of Curb Lane (m)	Mid-block V/C Ratio
	Pedestrian Facility Width (m) Greater than 3.0	MIMLOS Evo Bike Facility Width per Direction (m) 1.6 - 1.8	aluation Transit Facility Type Dedicated lanes	Width of Curb Lane (m) 3.4 - 3.6	Mid-block V/C Ratio 0.60 - 0.69
Measure 1 Measure 2	Pedestrian Facility Width (m) Greater than 3.0 Pedestrian Buffer Width (m)	MMLOS Evanor Bike Facility Width per Direction (m) 1.6 - 1.8 Bike Buffer Width (m) Has physical measures AND buffer	Dedicated lanes Transit Passenger Amenities Abundance of passenger amenities such as shelters, seating, shade trees, etc.	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) Greater than 3.0 Pedestrian Buffer Width (m) 1.3 - 1.5 Max Distance Between Controlled	MIMLOS Evanor 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	Dedicated lanes Transit Passenger Amenities Abundance of passenger amenities such as shelters, seating, shade trees, etc.	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) Greater than 3.0 Pedestrian Buffer Width (m) 1.3 - 1.5 Max Distance Between Controlled Crossings (m)	MIMLOS Evaluation (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	Mid-block V/C Ratio 0.60 - 0.69 Curb Lane Conflicts 3-4

OS AND DATA ENTRY - Use this to enter what you	ı know and for detailed or summary results				
Actual	В	F	В	E	D
CENARIO:	82 Avenue				
Area Type:	Urban Main Street				
MODE	*	્	1 🛋		
`vno			SEGMENTS		
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	В	F	В	E	D
		Active Transportation		_	
Oo the pedestrian facilities provide d	an properties divi	property in question)	The state of the s		
Does the bicycle facility select	ed correspond with the minimur	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 minimur	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 minimur			nograph (Figure 6.1, 6.2)?	No
Does the bicycle facility select	ed correspond with the minimur	m appropriate facility type identifi		nograph (Figure 6.1, 6.2)?	No
	ed correspond with the minimur Pedestrian Facility Width (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)	MIMLOS Eva Bike Facility Width per Direction (m)	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) 1.8 - 2.0 Pedestrian Buffer Width (m)	MIMLOS Eva Bike Facility Width per Direction (m)	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) 2.1 - 2.5 Max Distance Between Controlled	MIMLOS Eva Bike Facility Width per Direction (m) Less than 1.2 Bike Buffer Width (m) Conflicts with Other Modes	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 0.60 - 0.69 Curb Lane Conflicts 9+
Measure 1 Measure 2	Pedestrian Facility Width (m) 1.8 - 2.0 Pedestrian Buffer Width (m) 2.1 - 2.5 Max Distance Between Controlled Crossings (m)	MIMLOS 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)	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	Mid-block V/C Ratio 0.60 - 0.69 Curb Lane Conflicts

S AND DATA ENTRY - Use this to enter what yo	·				
Actual	В	F	В	D	С
CENARIO:	87 Avenue Urban Main Street				
rea Type:	†	્ર	<u>•</u>		
pe			SEGMENTS		
Target (Custom if necessary)	В	C	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)					
Actual	В	F	В	D	С
		Active Transportatio	n Design Check		
the pedestrian facilities provide of	lirect access to all properties alo	ng the segment? (Direct access car property in question)	n be provided by an adjacent facil	ity or designated crossing to the	Yes
		m annronriate 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 minimul	mappropriate facility type facilities	ea in the context appropriate nor		NO.
Does the bicycle facility select	ed correspond with the minimul	mappropriate racinty type racinting	an the context appropriate nor		
Does the bicycle facility select	ed correspond with the minimu				
Does the bicycle facility select	ed correspond with the minimul	MMLOS Eva			
	Pedestrian Facility Width (m)			Width of Curb Lane (m)	Mid-block V/C Ratio
Does the bicycle facility select Measure 1		MMLOS Eva	aluation		
Measure 1	Pedestrian Facility Width (m)	MIMLOS 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)	MIMLOS Eva Bike Facility Width per Direction (m) Less than 1.2	Transit Facility Type Mixed traffic with > 1 lane per direction	Width of Curb Lane (m) Less than 3.4	Mid-block V/C Ratio 0.70 - 0.79
Measure 1 Measure 2	Pedestrian Facility Width (m) 1.8 - 2.0 Pedestrian Buffer Width (m)	MIMLOS Eva Bike Facility Width per Direction (m) Less than 1.2	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 0.70 - 0.79 Curb Lane Conflicts
Measure 1	Pedestrian Facility Width (m) 1.8 - 2.0 Pedestrian Buffer Width (m) 2.1 - 2.5 Max Distance Between Controlled	MIMLOS Eva 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 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 0.70 - 0.79 Curb Lane Conflicts 5-6
Measure 1 Measure 2	Pedestrian Facility Width (m) 1.8 - 2.0 Pedestrian Buffer Width (m) 2.1 - 2.5 Max Distance Between Controlled Crossings (m)	MIMLOS 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)	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 0.70 - 0.79 Curb Lane Conflicts 5-6