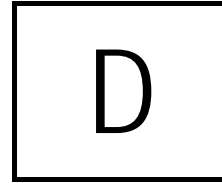


**MMLOS Modal Summary Page**

**Project:** Airport Road EA  
**Corridor:** Airport Road  
**Year / Scenario:** 2018 - Existing Conditions  
**Study Area:**



Overall Route Score

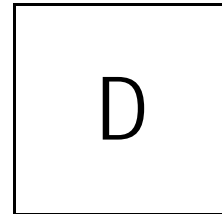


**Segment Summary**

**Segment 1**

Street	Airport Road
From	Hilltop Drive
To	Caledon Trail Pathway
Year / Condition	2018 - Existing Conditions
Direction	Northbound / Southbound
MMLOS Mode	BLOS

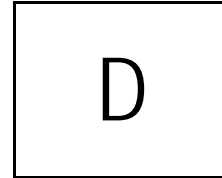
Segment 1 Score



**Segment 2**

Street	Airport Road
From	Caledon Trail Pathway
To	Walker Road
Year / Condition	2018 - Existing Conditions
Direction	Northbound / Southbound
MMLOS Mode	BLOS

Segment 1 Score

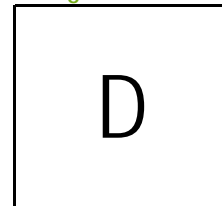


**Signal Summary**

**Signal 1**

Street	Airport Road
@	Old Church Road
Approach	Northbound / Southbound
Year / Condition	2018 - Existing Conditions
MMLOS Mode	BLOS

Signal 1 Score



MMLOS Segment Evaluation

Street	Airport Road
From	Hilltop Drive
To	Caledon Trail Pathway
Year / Condition	Existing Conditions -2018
Direction	Northbound / Southbound
MMLOS Mode	BLOS

Segment Score

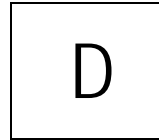


Photo / Proposed Cross-Section (where available):



Evaluation Criteria:

Type of Bikeway	LOS
Physically Separated Bikeway (cycle tracks, limited to curbs, raised medians, bollards and parking lanes adjacent to the bike lane along the travelled way i.e. not curbside).	A
Bike Lanes Not Adjacent Parking Lane - Select Worst Scoring Criteria	
No. of Travel Lanes	A
	B
	C
	D
Bike Lane Width	A
	B
	C
Operating Speed	A
	C
	E
Bike lane blockage (commercial areas)	A
	C
Bike Lanes Adjacent to curbside Parking Lane - Select Worst Scoring Criteria	
No. of Travel Lanes	A
	C
Bike Lane and Parking Lane Width	A
	B
	C
Operating Speed	A
	B
	D
	F
Bike lane blockage (commercial areas)	A
	C
Mixed Traffic	
No. of Travel Lanes and Operating Speed	A
	B
	B
	D
	D
	E
	E
	F
Unsignalized Crossing along Route: no median refuge	
No. of Travel Lanes on Side Street and Operating Speed	A
	B
	B
	C
	C
	D
	E
	E
	F
	F
Unsignalized Crossing along Route: with median refuge (≥ 1.8 m wide)	
No. of Travel Lanes on Side Street and Operating Speed	A
	A
	B
	B
	B
	C
	C
	D
	D
	E
	E
	F
	F



Notes:

Segment has the same treatment in both the eastbound and westbound directions, so only one evaluation is needed.

MMLOS Segment Evaluation

Street	Airport Road
From	Caledon Trail Pathway
To	Walker Road
Year / Condition	Caledon Trail Pathway
Direction	Northbound / Southbound
MMLOS Mode	BLOS

Segment Score

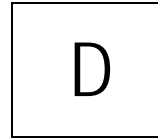


Photo / Proposed Cross-Section (where available):



Evaluation Criteria:

Type of Bikeway		LOS
<b>Physically Separated Bikeway</b> (cycle tracks, protected bike lanes and multi-use paths). Physical separation refers to, but is not limited to, curbs, raised medians, bollards and bollard-in-pile configurations.	<b>Not applicable - shared route</b>	<b>A</b>
<b>Bike Lanes Not Adjacent to Parking Lane - Select Worst Scoring Criteria</b>		
No. of Travel Lanes	1 travel lane in each direction	A
	2 travel lanes in each direction separated by a raised median	B
	2 travel lanes in each direction without a separating median	C
	More than 2 travel lanes in each direction	D
Bike Lane Width	≥ 3 m wide bike lane (includes marked buffer and paved gutter width)	A
	≥ 2 m wide bike lane (includes marked buffer and paved gutter width)	B
	≥ 2 m wide bike lane (includes marked buffer and paved gutter width)	C
Operating Speed	≤ 40 km/h operating speed	A
	60 km/h operating speed	C
	≥ 70 km/h operating speed	E
Bike lane blockage (commercial areas)	Rare	A
	Frequent	C
<b>Bike Lanes Adjacent to curbside Parking Lane - Select Worst Scoring Criteria</b>		
No. of Travel Lanes	1 travel lane in each direction	A
	2 or more travel lanes in each direction	C
	4.5 m wide bike lane plus parking lane (includes marked buffer and paved gutter width)	A
Bike Lane and Parking Lane Width	4.25 m wide bike lane plus parking lane (includes marked buffer and paved gutter width)	B
	≤ 4.0 m wide bike lane plus parking lane (includes marked buffer and paved gutter width)	C
Operating Speed	≤ 40 km/h operating speed	A
	50 km/h operating speed	B
	60 km/h operating speed	D
	> 70 km/h operating speed	F
Bike lane blockage (commercial areas)	Rare	A
	Frequent	C
<b>Mixed Traffic</b>		
No. of Travel Lanes and Operating Speed	2 travel lanes: ≤ 40 km/h: no marked centerline or classified as residential	A
	2 to 3 travel lanes: ≤ 40 km/h	B
	2 travel lanes: 50 km/h: no marked centerline or classified as residential	B
	2 to 3 travel lanes: 50 km/h	D
	4 to 5 travel lanes: ≤ 40 km/h	D
	4 to 5 travel lanes: ≥ 50 km/h	E
	6 or more travel lanes: ≤ 40 km/h	E
≥ 60 km/h	F	
<b>Unsignalized Crossing along Route: no median refuge</b>		
No. of Travel Lanes on Side Street and Operating Speed	3 or less lanes being crossed: ≤ 40 km/h	A
	4 to 5 lanes being crossed: ≤ 40 km/h	B
	3 or less lanes being crossed: 50 km/h	B
	4 to 5 lanes being crossed: 50 km/h	C
	3 or less lanes being crossed: ≥ 65 km/h	C
	4 to 5 lanes being crossed: ≥ 40 km/h	D
	6 or more lanes being crossed: ≤ 40 km/h	E
3 or less lanes being crossed: ≥ 65 km/h	E	
6 or more lanes being crossed: ≥ 50 km/h	F	
4 to 5 lanes being crossed: ≥ 65 km/h	F	
<b>Unsignalized Crossing along Route: with median refuge (≥ 1.8 m wide)</b>		
No. of Travel Lanes on Side Street and Operating Speed	5 or less lanes being crossed: ≤ 40 km/h	A
	3 or less lanes being crossed: 50 km/h	A
	6 or more lanes being crossed: ≤ 40 km/h	B
	4 to 5 lanes being crossed: ≥ 40 km/h	B
	3 or less lanes being crossed: ≥ 65 km/h	B
	4 to 5 lanes being crossed: 50 km/h	C
	6 or more lanes being crossed: ≥ 65 km/h	C
4 to 5 lanes being crossed: 60 km/h	C	
3 or less lanes being crossed: ≥ 65 km/h	D	
6 or more lanes being crossed: 60 km/h	E	
4 to 5 lanes being crossed: ≥ 65 km/h	E	
6 or more lanes being crossed: ≥ 65 km/h	F	

Notes:  
 Segment has the same treatment in both the eastbound and westbound directions, so only one evaluation is needed.

MMLOS Signal Evaluation

Main Street	Airport Road
Minor Street	Old Church Road
Approaches	South
Year / Condition	2018 - Existing Conditions
Direction	Northbound / Southbound
MMLOS Mode	BLOS

Signal Score

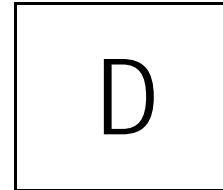


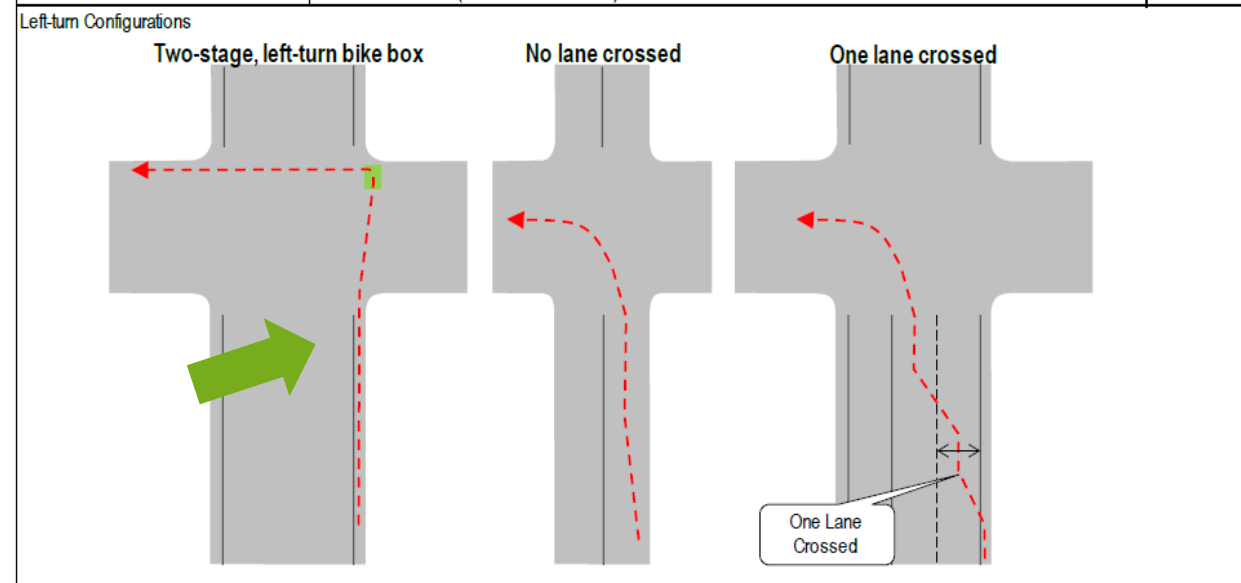
Photo / Proposed Cross-Section (where available):

South Approach



Mixed Traffic on a Signalized Intersection Approach		
Right-turn Lane and Turning Speed of Motorists	Right-turn lane 25 to 50 m long, turning speed $\leq 25$ km/h (based on curb radii and angle of intersection)	D
	Right-turn lane 25 to 50 m long, turning speed $> 25$ km/h (based on curb radii and angle of intersection)	E
	Right-turn lane longer than 50 m	F
	Dual right-turn lanes (shared or exclusive)	F
Cyclist Making a Left-turn and Operating Speed of Motorists (refer to figure)	Two-stage, left-turn bike box; $\leq 50$ km/h	A
	No lane crossed, $\leq 50$ km/h	B
	1 lane crossed, $\leq 40$ km/h	B
	No lane crossed, $\geq 60$ km/h	D
	1 lane crossed, 50 km/h	D
	2 or more lanes crossed, $\leq 40$ km/h	D
	1 lane crossed, $\geq 60$ km/h	F
	2 or more lanes crossed, $\geq 50$ km/h	F
All other single left-turn lane configurations	F	
Dual left-turn lanes (shared or exclusive)	F	

Not applicable - T-intersection so no left turns



MMLOS Signal Evaluation

Main Street	Airport Road
Minor Street	Old Church Road
Approaches	South
Year / Condition	2018 - Existing Conditions
Direction	Northbound / Southbound
MMLOS Mode	BLOS

Signal Score

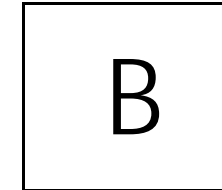


Photo / Proposed Cross-Section (where available):

North Approach



Mixed Traffic on a Signalized Intersection Approach		
Right-turn Lane and Turning Speed of Motorists	Right-turn lane 25 to 50 m long, turning speed $\leq 25$ km/h (based on curb radii and angle of intersection)	D
	Right-turn lane 25 to 50 m long, turning speed $> 25$ km/h (based on curb radii and angle of intersection)	E
	Right-turn lane longer than 50 m	F
	Dual right-turn lanes (shared or exclusive)	F
Cyclist Making a Left-turn and Operating Speed of Motorists (refer to figure)	Two-stage, left-turn bike box; $\leq 50$ km/h	A
	No lane crossed, $\leq 50$ km/h	B
	1 lane crossed, $\leq 40$ km/h	B
	No lane crossed, $\geq 60$ km/h	D
	1 lane crossed, 50 km/h	D
	2 or more lanes crossed, $\leq 40$ km/h	D
	1 lane crossed, $\geq 60$ km/h	F
	2 or more lanes crossed, $\geq 50$ km/h	F
All other single left-turn lane configurations	F	
Dual left-turn lanes (shared or exclusive)	F	

Not applicable - T-intersection so no right turns

