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

Airport Road
Hilltop Drive
Caledon Trail Pathway
2018 - Existing Conditions
Northbound / Southbound
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

Jighai i	
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
То	Caledon Trail Pathway
Year / Condition	Existing Conditions -2018
Direction	Northbound / Southbound
MMLOS Mode	BLOS

Segment Score

Photo / Proposed Cross-Section (where available):



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4 to 5 Not applicable 5 no unsignalized B 3 or les crossings along the corridor th 6 or more large 5 being proposed, 50 km/h CC	Unsignalized Crossing along Route	3 or less lanes being crossed; 6 or more lanes being crossed; 4 to 5 lanes being crossed; ≥ 65: with median refuge (≥ 1.8 m wic 5 or less lanes being crossed; ≤	≥ 50 km/h km/h je) ≤ 40 km/h	F F A
No. of Travel Lanes on Side Street 3 or les crossings along the corridor/h but Operation Speed	Jnsignalized Crossing along Route	3 or less lanes being crossed: ≥ 6 or more lanes being crossed: ≥ 6 to more lanes being crossed: ≥ 6 to with median refuge (≥ 1.8 m wides to see the seed of the	≥ 50 km/h km/h de) 4 40 km/h 50 km/h	F F A
No. of Travel Lanes on Side Street	Jnsignalized Crossing along Route	3 or less lanes being crossed; ≥ 6 or more lanes being crossed; ≥ 4 to 5 lanes being crossed; ≥ 6 : with median refuge € 1.8 m wides to the state of the state o	≥ 50 km/h 5 km/h 16) 6 40 km/h 50 km/h 50 km/h	F F A A B
and Operating Cheed	Unsignalized Crossing along Route	3 or less lanes being crossed: 2 6 or more lanes being crossed; 2 4 to 5 lanes being crossed; 2 5: with median refuge (2 1.8 m wide) 5 or less lanes being crossed; 3 3 or less lanes being crossed; 5 6 Not applicable - no unsignosed; 5 4 Not applicable - no unsignosed; 5 6 Not applicable - no unsignosed; 5 7 8 Not applicable - no unsignosed; 5 8 Not app	≥ 50 km/h km/h je) 4 0 km/h 50 km/h 50 km/h All km/h halized	F F A A B B
and Operating Operating A to E lance height proceeds 40 limits		3 or less lanes being crossed: 2 6 or more lanes being crossed; 2 4 to 5 lanes being crossed; 2 5: with median refuge (2 1.8 m wide) 5 or less lanes being crossed; 3 3 or less lanes being crossed; 5 6 Not applicable - no unsignosed; 5 4 Not applicable - no unsignosed; 5 6 Not applicable - no unsignosed; 5 7 8 Not applicable - no unsignosed; 5 8 Not app	≥ 50 km/h km/h je) 4 0 km/h 50 km/h 50 km/h All km/h halized	F F A A B B
4 to 5 laties being crossed; 60 km/m	No. of Travel Lanes on Side Street	3 or less lanes being crossed; 2 6 or more lanes being crossed; 4 to 5 lanes being crossed; 5 of the being crossed; 5 of less lanes being crossed; 5 or less lanes being crossed; 5 or less lanes being crossed; 6 or less lanes being crossed; 5 or les	≥ 50 km/h de) ≤ 40 km/h 50 km/h 50 km/h 50 km/h 50 km/h 50 km/h 50 km/h	F F A A B B B
2 / - / - / - / -	No. of Travel Lanes on Side Street	3 or less lanes being crossed; 2 6 or more lanes being crossed; 6 or more lanes being crossed; 4 to 5 lanes being crossed; 5 of the median refuge (£ 1.8 m who sometimes of the solution of th	≥ 50 km/h is km/h ig) ≤ 40 km/h 50 km/h 50 km/h adized rridor n 50 km/h m/h	F F A A B B C C
3 or less lanes being crossed; ≥ 65 km/h D	No. of Travel Lanes on Side Street	3 or less lanes being crossed; 2 6 or more lanes being crossed; 4 10 5 lanes being crossed; 5 2 with median refuge (£ 1.8 m wide) 5 or less lanes being crossed; 5 3 or less lanes being crossed; 5 4 or Not applicable - no unsign and the corollar consistency of the corollar corollar corollar consistency of the corollar corollar corollar corollar corollar corollar co	≥ 50 km/h km/h de) ≤ 40 km/h 50 km/h 50 km/h 50 km/h 50 km/h 2 65 km/h	F F A A B B C C C
6 or more lanes being crossed; 60 km/h E	No. of Travel Lanes on Side Street	3 or less lanes being crossed: 2 6 or more lanes being crossed: 5 6 or more lanes being crossed: 2 6 to state being crossed: 5 of less lanes being crossed: 5 or less lanes being crossed: 5 or less lanes being crossed: 5 or lanes lanes being crossed: 5 or more lanes being crossed: 5 or more lanes being crossed: 6 or more lanes being crossed: 6 or more lanes being crossed: 6	≥ 50 km/h de) 4 00 km/h 50 km/h 50 km/h 50 km/h 4 0 km/h analized rridor/h 50 km/h 60 km/h 60 km/h 60 km/h	F F A A B B C C C D
and Operating Speed 4 to 5 lanes being crossed: 60 km/h	Unsignalized Crossing along Route	3 or less lanes being crossed: ≥ 6 or more lanes being crossed: ≥ 6 to more lanes being crossed: ≥ 6 to with median refuge (≥ 1.8 m wides to see the seed of the	≥ 50 km/h km/h de) 4 40 km/h 50 km/h	F F A A
3 or less lanes being crossed: > 65 km/h		3 or less lanes being crossed; 2 6 or more lanes being crossed; 6 or more lanes being crossed; 4 to 5 lanes being crossed; 5 of: with median refuge (£ 1.8 m wides to 1.8 m s. m	≥ 50 km/h is km/h ig) ≤ 40 km/h 50 km/h 50 km/h adized rridor n 50 km/h m/h	F F A A B B C C
	No. of Travel Lanes on Side Street	3 or less lanes being crossed; 2 6 or more lanes being crossed; 4 10 5 lanes being crossed; 5 2 with median refuge (£ 1.8 m wide) 5 or less lanes being crossed; 5 3 or less lanes being crossed; 5 4 or Not applicable - no unsign and the corollar consistency of the corollar corollar corollar consistency of the corollar corollar corollar corollar corollar corollar co	≥ 50 km/h km/h de) ≤ 40 km/h 50 km/h 50 km/h 50 km/h 50 km/h 2 65 km/h	F F A A B B C C C
	No. of Travel Lanes on Side Street	3 or less lanes being crossed: 2 6 or more lanes being crossed: 5 6 or more lanes being crossed: 2 6 to state being crossed: 5 of less lanes being crossed: 5 or less lanes being crossed: 5 or less lanes being crossed: 5 or lanes lanes being crossed: 5 or more lanes being crossed: 5 or more lanes being crossed: 6 or more lanes being crossed: 6 or more lanes being crossed: 6	≥ 50 km/h de) 4 00 km/h 50 km/h 50 km/h 50 km/h 4 0 km/h analized rridor/h 50 km/h 60 km/h 60 km/h 60 km/h	F F A A B B C C C D

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
То	Walker Road
Year / Condition	Caledon Trail Pathway
Direction	Northbound / Southbound
MMLOS Mode	BLOS



D

Photo / Proposed Cross-Section (where available):



Evaluation Criteria:			
Type of Bikeway		7	LOS
Physically Separated Bikeway (cycle	e tracks, protected bike lanes and multi-use i	aths). Physical separation refers to, but is not	_
limited to, curbs, raised medians, bo			Α
Bike Lanes Not Adjacent Parking La		and drong the travolled way not not darpshaey.	
g	1 traveriane in each direction		А
	2 travel lanes in each direction separated b	v a raicad madian	В
No. of Travel Lanes	2 travel lanes in each direction without a se		С
	More than 2 travel lanes in each direction	parating median	
		1	D
	≥ 1.8 m wide bike lane (includes marked b		Α
Bike Lane Width	Not applicable - shared route	marked buffer and paved gutter width)	В
	≥ 1.2 m to <1.3 m wide bike lane (includes	marked buffer and paved gutter width)	С
	≤ 50 km/h operating speed		Α
Operating Speed	60 km/h operating speed		С
	> 70 km/h operating speed		Е
Bike lane blockage	Rare		A
(commercial areas)	Frequent		C
Dike Lance Adjacent to curheide De			C
DIKE Lanes Aujacent to curbside Pa	arking Lane - Select Worst Scoring Criteria		
No. of Travel Lanes	1 travel lane in each direction		A
	2 or more travel lanes in each direction		С
		ludes marked buffer and paved gutter width)	Α
Diko Lano and Darking Lano Mil-III-	4.25 m wide bike lane plus parking lane (in	cludes marked buffer and paved gutter width)	В
Bike Lane and Parking Lane Width	≤ 4.0 m wide hike lane plus parking lane (in	udes marked buffer and paved gutter width)	С
	IO km/h operating speed		Α
	Not applicable - shared route		В
Operating Speed			
	60 km/h operating speed		D
	> לע km/n operating speed		F
Bike lane blockage	Rare		Α
(commercial areas)	Frequent		С
Mixed Traffic			
	2 travel lanes; ≤ 40 km/h; no marked cente	rline or classified as residential	Α
	2 to 3 travel lanes; ≤ 40 km/h		В
	2 travel lanes; 50 km/h; no marked centerlii	ne or classified as residential	_B_
No. of Travel Lanes and Operating	2 to 3 travel lanes; 50 km/h	ne or classified as residential	D
Speed	4 to 5 travel lanes; ≤ 40 km/h		
Speed			Ь
	4 to 5 travel lanes; ≥ 50 km/h		E
	6 or more travel lanes; ≤ 40 km/h		E F
≥ 60 km/h			
Unsignalized Crossing along Route	: no median refuge		
	3 or less lanes being crossed; ≤ 40 km/h		Α
	4 to 5 lanes being crossed; ≤ 40 km/h		В
	3 or less lanes being crossed; 50 km/h		В
	4 to 5 lanes being crossed; 50 km/h	7	С
No. of Travel Lanes on Side Street	3 or le Not applicable - no unsignalized		С
and Operating Speed			D
and operating speed	4 lio 5 lacrossings along the corridor 6 or more lanes being crossed; ≤ 40 km/h		E
	3 or less lanes being crossed; ≥ 65 km/h		E
			F
	6 or more lanes being crossed; ≥ 50 km/h		
	4 to 5 lanes being crossed; ≥ 65 km/h		F
Unsignalized Crossing along Route	: with median refuge (> 1.8 m wide)		
	5 or less lanes being crossed; ≤ 40 km/h		Α
	3 or less lanes being crossed; 50 km/h		Α
	3 of less laties being crossed, 30 kill/li		В
	6 or more lanes being crossed; ≤ 40 km/h		
	6 or more lanes being crossed; ≤ 40 km/h 4 to 5 Not applicable sno unsignalized		В
	6 or more lanes being crossed; ≤ 40 km/h 4 to 5 Not applicable sno unsignalized		
	6 or more lanes being crossed; ≤ 40 km/h		B B
	6 or more lanes being crossed: < 40 km/h 4 to 5Not applicableno unsignalized 3 or les crossings along the corridor/h 6 or more lanes being crossed; 50 km/h		B B C
	6 prince lane being crossings along the corridor // 3 or les crossings along the corridor // 6 crossings along the corridor // 4 to 5 lanes being crossed; 60 km/h		B B C
No. of Travel Lanes on Side Street and Operating Speed	6 In the land applicable - no unsignalized 3 In es crossing along the corridor in 6 In the land along the corridor in 4 to 5 lanes being crossed: 60 km/h 3 or less lanes being crossed; ≥ 65 km/h		B B C C
	Not applicable - no unsignalized Not applicable - no unsignalized or crossings along the corridor not be correctly not be corridor not be corridor not be corridor not be corridor not be correctly not be correc		B B C C D
	6 In the land applicable - no unsignalized 3 In es crossing along the corridor in 6 In the land along the corridor in 4 to 5 lanes being crossed: 60 km/h 3 or less lanes being crossed; ≥ 65 km/h		B B C C

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

MMLOS Signal Evaluation

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



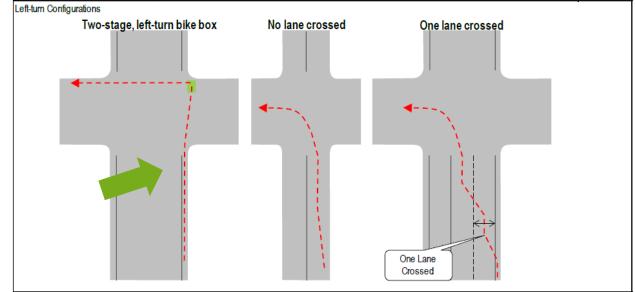


Photo / Proposed Cross-Section (where available):

South Approach



Mixed Traffic on a Signalized Interse	ction Approach			
	Right-turn lane 25 to 50 m long,	turning speed \leq 25 km/h (based on curb radii a	and angle of intersection)	D
Right-turn Lane and Turning Speed of	Right-turn lane 25 to 50 m long,	turning speed > 25 km/h (based on curb radii a	nd angle of intersection)	٦
Motorists	Right-turn lane longer than 50 m	1		F
	Dual right-turn lanes (shared or	exclusive)		F
	Two-stage, left-turn bike box; ≤	50 km/h		Α
	No lane crossed, ≤ 50 km/h		В	
	1 lane crossed, ≤ 40 km/h			В
Cyclist Making a Left-turn and	No lane crossed, ≥ 60 km/h	Not applicable - T-intersection so no		D
Operating Speed of Motorists (refer to figure)	1 lane crossed, 50 km/h	left turns		D
	2 or more lanes crossed, ≤ 40			D
io ligule)	1 lane crossed, ≥ 60 km/h			F
	2 or more lanes crossed, ≥ 50 km/h		F	
	All other single left-turn lane co	nfigurations		F
	Dual left-turn lanes (shared or e	exclusive)		F



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

B

Photo / Proposed Cross-Section (where available):

North Approach



Mixed Traffic on a Signalized Interse	ction Approach		
	Right-turn lane 25 to 50 m long, turning speed ≤ 25 km/h (based of	n curb radii and angle of intersection) Not applicable - T-intersection so	. 2.
Right-turn Lane and Turning Speed of	Right-turn lane 25 to 50 m long, turning speed > 25 km/h (based o	r curb radii and angle ormensection)	no right
Motorists	Right-turn lane longer than 50 m	turns	F
	Dual right-turn lanes (shared or exclusive)		ř
	Two-stage, left-turn bike box; ≤ 50 km/h		A
	No lane crossed, ≤ 50 km/h		В
	1 lane crossed, ≤ 40 km/h		В
Oveliat Making a Laft town and	No lane crossed, ≥ 60 km/h		D
Cyclist Making a Left-turn and Operating Speed of Motorists (refer	1 lane crossed, 50 km/h		D
	2 or more lanes crossed, ≤ 40 km/h		D
to figure)	1 lane crossed, ≥ 60 km/h		F
	2 or more lanes crossed, ≥ 50 km/h		F
	All other single left-turn lane configurations		F
	Dual left-turn lanes (shared or exclusive)		F

