MMLOS Modal Summary Page Project: Airport Road EA Corridor: Airport Road Year / Scenario: 2018 Study Area: Study Area:

Airport, Hilltop to Caledon Trailway Signal 1 - Bank @ 5th Avenue

Segment 2 - Caledon Trailway Path to Walker Drive

Segment Summary

Segment 1

Street	Airport Road
From	Hilltop Drive
То	Caledon Trailway Path
Year / Condition	2018
Direction	Northbound-Southbound
MMLOS Mode	PLOS

Segment 2

Street	Airport Road
From	Caledon Trailway Path
То	Walker Road East
Year / Condition	2018
Direction	Northbound-Southbound
MMLOS Mode	PLOS

Signal Summary

Signal

Street	Airport Road
@	Old Church Road
Approach	All
Year / Condition	2018
MMLOS Mode	PLOS

Notes:

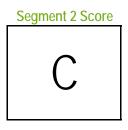
Segments have the same treatment in both the northbound and southbound directions, so only one segment evaluation is needed for each block.

Overall Route Score

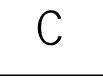








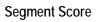


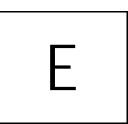


MMLOS Segment Evaluation

Street	Airport Road			
From	Hilltop Drive			
То	Caledon Trailway Path			
Year / Condition	2018			
Direction	Northbound-Southbound			
MMLOS Mode	PLOS			

Photo / Proposed Cross-Section (where available):







Evaluation Criteria:

		Motor Vehicle		Segment PLOS				
Sidewalk Width (m)	Boulevard Width (m)	Traffic Volume	Presence of On- street Parking	Operating Speed (km/h)				
(11)	(iii)	(AADT)	Succurating	≤30	>30 or 50	>50 or 60	>60 ¹	
		≤ 3000	N/A	А	А	А	В	
	> 2	> 3000	Yes	А	В	В	N/A	
		> 2000	No	А	В	С	D	
		≤ 3000	N/A	А	А	А	В	
2.0 or more	0.5 to 2	> 3000	Yes	А	В	С	N/A	
		> 3000	No	А	С	D	E	
		≤ 3000	NA	А	В	С	D	
	0	> 3000	Yes	В	В	D	N/A	
		> 3000	No	В	С	E	F	
		≤ 3000	N/A	А	А	А	В	
	> 2	> 3000	Yes	А	В	С	N/A	
			No	А	С	D	E	
	0.5 to 2	≤ 3000	N/A	А	В	В	D	
1.8		> 3000	Yes	А	С	С	N/A	
			No	В	С	E	E	
	0	≤ 3000	N/A	А	В	С	D	
) > 3000	Yes	В	С	D	N/A	
			No	С	D	F	F	
		≤ 3000	N/A	С	С	С	С	
	> 2	> 3000	Yes	С	С	D	N/A	
			No	С	D	E	E	
1.5		≤ 3000	N/A	С	С	С	D	
	0.5 to 2	> 3000	Yes	С	С	D	N/A	
		> 3000	No	D	E	E	E	
	0	Ν	/A	D	E	F ²	F ²	
<1.5		N/A		F ³	F ³	F ³	F ³	
No sidewalk		N/A		C ⁴	F ³	F ³	F ³	

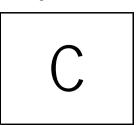
Notes: Both directions are evaluated at once since the cross-section is consistent across the corridor. Sidewalk width is based on the effective width after accounting for hydro poles, etc.

MMLOS Segment Evaluation

Street	Airport Road			
From	Caledon Trailway Path			
То	Walker Road East			
Year / Condition	2018			
Direction	Northbound-Southbound			
MMLOS Mode	PLOS			

Photo / Proposed Cross-Section (where available):

Segment Score





Evaluation Criteria:

		Motor Vehicle	Motor Vahiele	Segment PLOS			
Sidewalk Width (m)	Boulevard Width (m)	Traffic Volume	Presence of On- street Parking	Operating Speed (km/h)			
(1)	(11)	(AADT)	Street Farking	≤30	>30 or 50	>50 or 60	>60 1
		≤ 3000	N/A	А	А	А	В
	> 2	. 2000	Yes	А	В	В	N/A
		> 3000	No	А	В	С	D
		≤ 3000	N/A	А	А	А	В
2.0 or more	0.5 to 2	> 3000	Yes	А	В	С	N/A
		> 3000	No	А	С	D	E
		≤ 3000	NA	А	В	С	D
	0	> 3000	Yes	В	В	D	N/A
		> 3000	No	В	С	E	F
	> 2	≤ 3000	N/A	А	А	А	В
		> 3000	Yes	А	В	С	N/A
			No	А	С	D	E
		≤ 3000	N/A	А	В	В	D
1.8	0.5 to 2	> 3000	Yes	А	С	С	N/A
			No	В	С	E	E
		≤ 3000	N/A	А	В	С	D
	0	> 3000	Yes	В	С	D	N/A
		> 3000	No	С	D	F	F
		≤ 3000	N/A	С	С	С	С
	> 2	> 3000	Yes	С	С	D	N/A
1.5		> 2000	No	С	D	E	E
		≤ 3000	N/A	С	С	С	D
	0.5 to 2	> 3000	Yes	С	С	D	N/A
		> 3000	No	D	E	E	E
	0	N	/A	D	Е	F ²	F ²

	0	10/7 (d	L	•	•
<1.5		N/A	F ³	F ³	F ³	F ³
No sidewalk		N/A	C ⁴	F ³	F ³	F ³

Notes:

Both directions are evaluated at once since the cross-section is consistent across the corridor. Sidewalk width is based on the effective width after accounting for hydro poles, etc.

MMLOS Signal Evaluation

Main Street	Airport Road
Minor Street	Old Church Road
Approaches	All (see below)
Year / Condition	2018
Direction	All (see below)
MMLOS Mode	PLOS



Overall Intersection Score



Northwest



5.1 Crossing Dis Median? N Total Travel lane 2 Island refuge? N	stance & Condition	120	pts	5.1 Crossing Median? N Total Travel la 3 Island refuge? N
5.2 Signal Phasi Left turn conflict No left Right turn conflic Permissive or y Right turns on Re RTOR allowed Leading ped inte No	vield control ed	0 -5 -3	pts pts pts pts	5.2 Signal Ph Left turn confl Permissive Right turn con Permissive Right turns on RTOR allow Leading ped i No
5.3 Corner Radii > 10m to 15m Right turn No channelizat	ion reatment	C	pts pts	5.3 Corner Ra > 10m to 15 Right turn No channel
Zebra stripe hi-	Ū		pts	Zebra stripe
DELAY SCORE Cycle length 70 Pedestrian Cross 15	PETSI Score		sec	DELAY SCOF Cycle length 70 Pedestrian Cr 15
	Overall Approach Score	С]	

Northeast Approach



5.1 Crossing Dis Median? N	stance & Condition	s				
Total Travel lane	s crossed		105 pts			
Island refuge? N			-4 pts			
5.2 Signal Phasi Left turn conflict	ing & Timing Featu	res				
Permissive Right turn conflic	ł		-8 pts			
Permissive or	vield control		-5 pts			
Right turns on Re RTOR allowed			-3 pts			
Leading ped inte No	rval		-2 pts			
5.3 Corner Radion > 10m to 15m Right turn						
No channelizat	lion		0 pts			
5.4 Crosswalk T Zebra stripe hi-			-4 pts			
TOTAL PETSI S	CORE		73 pts			
DELAY SCORE Cycle length 70			25.1 sec			
Pedestrian Cross	sing Distance					
	PETSI Score	Delay Scor	е			
	В	С				
	Overall	-				
	Approach Score	С				

Southeast Approach



Median?	stance & Condition	S	
Total Travel lane	s crossed		105 pts
Island refuge?			105 pt3
N			-4 pts
5.2 Signal Phasi Left turn conflict	ing & Timing Featu	res	
Permissive			-8 pts
Right turn conflic No right turn	t		0 pts
Right turns on Re	ed		0 pis
No right turn	nvol		0 pts
Leading ped inte No	IVAI		-2 pts
5.3 Corner Radi > 15 to 25m Right turn	us		-8 pts
No channelizat	ion		0 pts
5.4 Crosswalk T Zebra stripe hi			-4 pts
TOTAL PETSI S	CORE		79 pts
DELAY SCORE Cycle length 70			25.1 sec
Pedestrian Cross	ing Distance		
15	PETSI Score	Delay Scor	e
	В	С	
	Overall		
	Approach Score	С	
]