

**MMLOS Modal Summary Page**

**Project:** Airport Road EA

**Corridor:** Airport Road

**Year / Scenario:** 2018

**Study Area:**



Overall Route Score

E

**Segment Summary**

**Segment 1**

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

Segment 1 Score

E

**Segment 2**

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

Segment 2 Score

C

**Signal Summary**

**Signal**

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

Signal 1 Score

C

**Notes:**

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

MMLOS Segment Evaluation

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

Segment Score

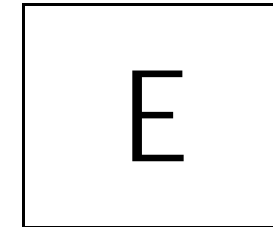


Photo / Proposed Cross-Section (where available):



Evaluation Criteria:

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

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
To	Walker Road East
Year / Condition	2018
Direction	Northbound-Southbound
MMLOS Mode	PLOS

Segment Score

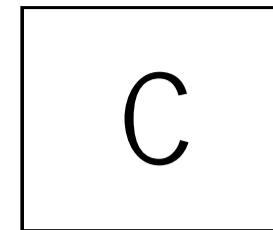


Photo / Proposed Cross-Section (where available):



Evaluation Criteria:

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

Notes:

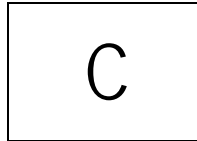
Both directions are evaluated at once since the cross-section is consistent across the corridor. Sidewalk width is based on the effective width after accounting for hydro poles, etc.

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 Distance & Conditions

Median?	N	
Total Travel lanes crossed	2	120 pts
Island refuge?	N	-4 pts

5.2 Signal Phasing & Timing Features

Left turn conflict	No left	0 pts
Right turn conflict	Permissive or yield control	-5 pts
Right turns on Red	RTOR allowed	-3 pts
Leading ped interval	No	-2 pts

5.3 Corner Radius

> 10m to 15m		-6 pts
Right turn	No channelization	0 pts

5.4 Crosswalk Treatment

Zebra stripe hi-vis markings		-4 pts
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**TOTAL PETS SCORE 96 pts**

**DELAY SCORE 25.1 sec**

Cycle length	70
Pedestrian Crossing Distance	15

PETS Score	Delay Score
A	C
Overall Approach Score	C

Northeast Approach



5.1 Crossing Distance & Conditions

Median?	N	
Total Travel lanes crossed	3	105 pts
Island refuge?	N	-4 pts

5.2 Signal Phasing & Timing Features

Left turn conflict	Permissive	-8 pts
Right turn conflict	Permissive or yield control	-5 pts
Right turns on Red	RTOR allowed	-3 pts
Leading ped interval	No	-2 pts

5.3 Corner Radius

> 10m to 15m		-6 pts
Right turn	No channelization	0 pts

5.4 Crosswalk Treatment

Zebra stripe hi-vis markings		-4 pts
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**TOTAL PETS SCORE 73 pts**

**DELAY SCORE 25.1 sec**

Cycle length	70
Pedestrian Crossing Distance	15

PETS Score	Delay Score
B	C
Overall Approach Score	C

Southeast Approach



5.1 Crossing Distance & Conditions

Median?	N	
Total Travel lanes crossed	3	105 pts
Island refuge?	N	-4 pts

5.2 Signal Phasing & Timing Features

Left turn conflict	Permissive	-8 pts
Right turn conflict	No right turn	0 pts
Right turns on Red	No right turn	0 pts
Leading ped interval	No	-2 pts

5.3 Corner Radius

> 15 to 25m		-8 pts
Right turn	No channelization	0 pts

5.4 Crosswalk Treatment

Zebra stripe hi-vis markings		-4 pts
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**TOTAL PETS SCORE 79 pts**

**DELAY SCORE 25.1 sec**

Cycle length	70
Pedestrian Crossing Distance	15

PETS Score	Delay Score
B	C
Overall Approach Score	C