

Pedestrian Level of Service: Segments

| 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 ¹ |
| 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 | NA | 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 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 |

Pedestrian Level of Service: Intersections

The level of service for pedestrians is determined through a points system. The total number of points from tables 5.1 to 5.4 determine the level of service of the intersection for the pedestrians.

| 5.1 Crossing Distance & Conditions | | |
|------------------------------------|-----------|---------------------|
| Total travel lanes crossed | No median | With Median (>2.4m) |
| 2 | 120 | 120 |
| 3 | 105 | 105 |
| 4 | 88 | 90 |
| 5 | 72 | 75 |
| 6 | 55 | 60 |
| 7 | 39 | 45 |
| 8 | 23 | 30 |
| 9 | 6 | 15 |
| 10 | -10 | 0 |
| Island Refuge | Points | |
| No | -4 | |
| Yes | 0 | |

| 5.2 Signal Phasing & Timing Features | |
|--------------------------------------|--------|
| Left turn conflict | Points |
| Permissive | -8 |
| Protected/permissive | -8 |
| Protected | 0 |
| No left turn/prohibited | 0 |
| Right turn conflict ("Right_turns") | Points |
| Permissive or yield control | -5 |
| Protected/permissive | -5 |
| Protected | 0 |
| No right turn | 0 |
| Right turns on red ("RTOR") | Points |
| RTOR allowed | -3 |
| RTOR prohibited at certain time(s) | -2 |
| RTOR prohibited | 0 |
| Leading ped interval? ("LPI") | Points |
| No | -2 |
| Yes | 0 |

| 5.3 Corner Radius | |
|-----------------------------------|--------|
| Corner radius | Points |
| Greater than 25m | -9 |
| > 15m to 25m | -8 |
| > 10m to 15m | -6 |
| > 5m to 10m | -5 |
| > 3m to 5m | -4 |
| Less than/equal to 3m | -3 |
| No right turn | 0 |
| Right turn channel with receiving | -3 |
| Right turn "smart channel" | 2 |

| 5.4 Crosswalk Treatment | |
|------------------------------|--------|
| Crosswalk treatment | Points |
| Standard transverse markings | -7 |
| Textured/coloured pavement | -4 |
| Zebra stripe hi-vis markings | -4 |
| Raised crosswalk | 0 |

| Pedestrian Exposure to Traffic LOS | |
|------------------------------------|-----|
| Points threshold | LOS |
| ≥ 90 | A |
| ≥ 75 | B |
| ≥ 60 | C |
| ≥ 45 | D |
| ≥ 30 | E |
| < 30 | F |

Bicycle Level of Service: Segments

| Type of Bikeway | | LOS |
|--|--|-----|
| Physically Separated Bikeway (cycle tracks, protected bike lanes and multi-use paths). Physical separation refers to, but is not 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 | 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 | F |
| Bike Lane Width | > 1.8 m wide bike lane (includes marked buffer and paved gutter width) | A |
| | ≥1.5 m to <1.8 m wide bike lane (includes marked buffer and paved gutter width) | B |
| | ≥1.2 m to <1.5 m wide bike lane (includes marked buffer and paved gutter width) | C |
| Operating Speed | ≤ 50 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 |
| Bike Lanes Adjacent to curbside Parking Lane - Select Worst Scoring Criteria | | |
| No. of Travel Lanes | 1 travel lane in each direction | A |
| | 2 or more travel lanes in each direction | C |
| Bike Lane Width | 4.5 m wide bike lane plus parking lane (includes marked buffer and paved gutter width) | A |
| | 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 |
| Mixed Traffic | | |
| No. of Travel Lanes and Operating | 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 |
| Unsignalized Crossing along Route: no median refuge | | |
| No. of Travel Lanes on Side Street | 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; 60 km/h | C |
| | 4 to 5 lanes being crossed; 60 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 | |
| Unsignalized Crossing along Route: with median refuge (> 1.8 m wide) | | |
| No. of Travel Lanes on Side Street | 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; 50 km/h | B |
| | 3 or less lanes being crossed; 60 km/h | B |
| | 6 or more lanes being crossed; 50 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 |

Bicycle Level of Service: Intersections

| Bikeway and Intersection Type | | |
|---|---|---|
| Bike Lanes or higher order facility on a Signalized Intersection Approach | | |
| Right-turn Lane and Turning Speed of Motorists | No impact on LTS (as long as cycling facility remains to the right of any turn lane - otherwise see pocket bike lanes below) | A |
| Cyclist Making a Left-turn and Operating Speed of Motorists (refer to figure) | Two-stage, left-turn bike box; ≤ 50 km/h | A |
| | No lane crossed, ≤ 50 km/h | B |
| | 1 lane crossed, ≤ 40 km/h | B |
| | No lane crossed, ≥ 60 km/h | C |
| | 1 lane crossed, 50 km/h | C |
| | 2 or more lanes crossed, ≤ 40 km/h | D |
| | 1 lane crossed, ≥ 60 km/h | E |
| | 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 | |
| Pocket Bike Lanes on a Signalized Intersection Approach | | |
| Right-turn Lane and Turning Speed of Motorists | Right-turn lane introduced to the right of the bike lane and ≤ 50 m long, turning speed ≤ 25 km/h (based on curb radii and angle of intersection) | B |
| | Right-turn lane introduced to the right of the bike lane and > 50 m long, turning speed ≤ 30 km/h (based on curb radii and angle of intersection) | D |
| | Bike lane shifts to the left of the right-turn lane, turning speed ≤ 25 km/h (based on curb radii and angle of intersection) | D |
| | Right-turn lane with any other configurations | 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; ≤ 50 km/h | A |
| | No lane crossed, ≤ 50 km/h | B |
| | 1 lane crossed, ≤ 40 km/h | B |
| | No lane crossed, ≥ 60 km/h | C |
| | 1 lane crossed, 50 km/h | C |
| | 2 or more lanes crossed, ≤ 40 km/h | D |
| | 1 lane crossed, ≥ 60 km/h | E |
| | 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 | |
| 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 ≤ 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; ≤ 50 km/h | A |
| | No lane crossed, ≤ 50 km/h | B |
| | 1 lane crossed, ≤ 40 km/h | B |
| | No lane crossed, ≥ 60 km/h | D |
| | 1 lane crossed, 50 km/h | D |
| | 2 or more lanes crossed, ≤ 40 km/h | D |
| | 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 |