INTERSECTION BLOS - RESULTS

Score	Letter Grade
5	A
4	В
3	С
2	D
1	E
0	F

V (MPH)	j G	0	R (FT)
10	o	0.38	18
15	o	0.32	47
20	0	0.27	99
25	0	0.22	174

NOTES Unsignalized intersections get penalized as they do not provide indication for safe turning Signalized T-intersections are bumped up because there are less movements impacting cyclists If radius is larger than 14 m, then turning speed > 25km/hr Any intersections with RT > 50m and more than 2 lanes to cross turning --> BLOS F

Interse	otion	Clar	rk Avenue and	l Bathurst St	reet
interse	ction	NORTH	SOUTH	EAST	WEST
	Right turn lane length	>50m	>50m	>50m	>50m
	Turning Speed (based on curb radii)	>25km/h	>25km/h	>25km/h	>25km/h
	Dual right-turn lanes?	No	No	No	No
	Right Turn LOS	F	F	F	F
6	Operating Speed	60 km/h	60 km/h	50 km/h	50 km/h
BLOS	Number of Lanes Crossed	2 or more	2 or more	2 or more	2 or more
8	Two-stage, left-turn bike box?	No	No	No	No
	Dual left-turn lanes (share or exclusive)?	No	No	No	No
	Left Turn LOS	F	F	F	F
	Overall Approach LOS (average)	F	F	F	F
	LEVEL OF SERVICE		F		

Intoreo	stion	Cla	ark Ave W and	d S Promena	ade	
ntersection		NORTH	SOUTH	EAST	WEST	
	Right turn lane length	25m to 50m		25m to 50m		
	Turning Speed (based on curb radii)	>25km/h		>25km/h		
	Dual right-turn lanes?	No		No		
	Right Turn LOS	E		E		
s	Operating Speed	50 km/h			50 km/h	
BLOS	Number of Lanes Crossed	1 lane			2 or more	
	Two-stage, left-turn bike box?	No			No	
	Dual left-turn lanes (share or exclusive)?	No			No	
	Left Turn LOS	D			F	
	Overall Approach LOS (average)	D/E		E	F	improve by 1 due to it being a signalized T-inte
	LEVEL OF SERVICE		0			

Interse	ation	Clark D	rive and New	Westminster	r Drive
interse		NORTH	SOUTH	EAST	WEST
	Right turn lane length	None	None	>50m	>50m
	Turning Speed (based on curb radii)	>25km/h	>25km/h	>25km/h	>25km/h
	Dual right-turn lanes?	No	No	No	No
	Right Turn LOS	D	D	F	F
	Operating Speed	40 km/h	50 km/h	50 km/h	50 km/h
BLOS	Number of Lanes Crossed	2 or more	2 or more	2 or more	2 or more
В	Two-stage, left-turn bike box?	No	No	No	No
	Dual left-turn lanes (share or exclusive)?	No	No	No	No
	Left Turn LOS	F	F	F	F
	Overall Approach LOS (average)	E	E	F	F
	LEVEL OF SERVICE		E		

Interse	ation	Westminster	Drive and We	st Promenad	e / Brownridg
interse	ction	NORTH	SOUTH	EAST	WEST
	Right turn lane length	None	None	None	None
	Turning Speed (based on curb radii)	=<25km/h	=<25km/h	=<25km/h	=<25km/h
	Dual right-turn lanes?	No	No	No	No
	Right Turn LOS	С	С	С	С
ŝ	Operating Speed	40 km/h	40 km/h	40 km/h	40 km/h
BLOS	Number of Lanes Crossed	2 or more	2 or more	1 lane	1 lane
-	Two-stage, left-turn bike box?	No	No	No	No
	Dual left-turn lanes (share or exclusive)?	No	No	No	No
	Left Turn LOS	D	D	В	В
	Overall Approach LOS (average)	C/D	C/D	B/C	B/C
	LEVEL OF SERVICE		C	:	

	Intersed	tion	New Westminster Drive and Centre Street				
	interset		NORTH	SOUTH	EAST	WEST	
		Right turn lane length	None	None	None	None	
		Turning Speed (based on curb radii)	=<25km/h	=<25km/h	=<25km/h	=<25km/h	
		Dual right-turn lanes?	No	No	No	No	
VIVA: Under		Right Turn LOS	С	С	А	А	raised bike lanes
Construction	<i>"</i>	Operating Speed	50 km/h	50 km/h	60 km/h	60 km/h	
Construction	BLOS	Number of Lanes Crossed	2 or more	2 or more	2 or more	2 or more	
	—	Two-stage, left-turn bike box?	No	No	Yes	Yes	
		Dual left-turn lanes (share or exclusive)?	No	No	No	No	
		Left Turn LOS	F	F	В	В	2-stage, left-turn bike box
		Overall Approach LOS (average)	D/E	D/E	A/B	A/B	
		LEVEL OF SERVICE		C			

Intoroa	tersection		New Westminster Drive and Katerina Avenue				
interse		NORTH	SOUTH	EAST	WEST	not done	
	Right turn lane length	None	None	None	None	minor	
	Turning Speed (based on curb radii)	=<25km/h	=<25km/h	=<25km/h	=<25km/h	unsignalize	
	Dual right-turn lanes?	No	No	No	No		
	Right Turn LOS	С	С	С	С		
~	Operating Speed	50 km/h	50 km/h	50 km/h	50 km/h		
BLOS	Number of Lanes Crossed	2 or more	2 or more	1 lane	1 lane		
B	Two-stage, left-turn bike box?	No	No	No	No		
	Dual left-turn lanes (share or exclusive)?	No	No	No	No		
	Left Turn LOS	F	F	D	D		
	Overall Approach LOS (average)	D/E	D/E	F	F	1	
	LEVEL OF SERVICE		C)			

Interne	ation	New West	minster Drive	and North P	ark Road
ntersection		NORTH	SOUTH	EAST	WEST
	Right turn lane length	None	None	None	None
	Turning Speed (based on curb radii)	=<25km/h	=<25km/h	=<25km/h	=<25km/h
	Dual right-turn lanes?	No	No	No	No
	Right Turn LOS	С	С	С	С
6	Operating Speed	50 km/h	50 km/h	50 km/h	50 km/h
BLOS	Number of Lanes Crossed	2 or more	2 or more	1 lane	1 lane
8	Two-stage, left-turn bike box?	No	No	No	No
	Dual left-turn lanes (share or exclusive)?	No	No	No	No
	Left Turn LOS	F	F	D	D
	Overall Approach LOS (average)	D/E	D/E	F	F
	LEVEL OF SERVICE		C)	

Interne	ation	New Westmir	nster Drive an	d Beverly Gl	en Boulevard
interse	ntersection		SOUTH	EAST	WEST
	Right turn lane length	None	None	None	None
	Turning Speed (based on curb radii)	=<25km/h	=<25km/h	=<25km/h	=<25km/h
	Dual right-turn lanes?	No	No	No	No
	Right Turn LOS	С	С	С	С
<i>"</i>	Operating Speed	50 km/h	50 km/h	40 km/h	40 km/h
BLOS	Number of Lanes Crossed	2 or more	2 or more	1 lane	1 lane
—	Two-stage, left-turn bike box?	No	No	No	No
	Dual left-turn lanes (share or exclusive)?	No	No	No	No
	Left Turn LOS	F	F	В	В
	Overall Approach LOS (average)	D/E	D/E	B/C	B/C
	LEVEL OF SERVICE		0)	

Interee	ation	Atkinson an	nd Highcliffe D	Drive / Rosed	ale Heights
interse	ntersection		SOUTH	EAST	WEST
	Right turn lane length	None	None	None	None
	Turning Speed (based on curb radii)	=<25km/h	=<25km/h	=<25km/h	=<25km/h
	Dual right-turn lanes?	No	No	No	No
	Right Turn LOS	С	С	С	С
	Operating Speed	40 km/h	40 km/h	50 km/h	50 km/h
BLOS	Number of Lanes Crossed	1 lane	None	2 or more	2 or more
В	Two-stage, left-turn bike box?	No	No	No	No
	Dual left-turn lanes (share or exclusive)?	No	No	No	No
	Left Turn LOS	В	В	F	F
	Overall Approach LOS (average)	B/C	B/C	D/E	D/E
	LEVEL OF SERVICE		D)	

Interse	ation	tkinson and E	dmond Seag	er Drive / Ros	sedale Height
11110130	ntersection		SOUTH	EAST	WEST
	Right turn lane length	None	None	None	None
	Turning Speed (based on curb radii)	=<25km/h	=<25km/h	=<25km/h	=<25km/h
	Dual right-turn lanes?	No	No	No	No
	Right Turn LOS	С	С	С	С
6	Operating Speed	50 km/h	40 km/h	40 km/h	40 km/h
BLOS	Number of Lanes Crossed	2 or more	2 or more	1 lane	1 lane
m	Two-stage, left-turn bike box?	No	No	No	No
	Dual left-turn lanes (share or exclusive)?	No	No	No	No
	Left Turn LOS	F	D	В	В
	Overall Approach LOS (average)	D/E	C/D	B/C	B/C
	LEVEL OF SERVICE		C	;	

Interse	ation	Atkin	son Avenue	and Centre S	treet
interse	ction	NORTH	SOUTH	EAST	WEST
	Right turn lane length	None	None	None	None
	Turning Speed (based on curb radii)	=<25km/h	=<25km/h	=<25km/h	=<25km/h
	Dual right-turn lanes?	No	No	No	No
	Right Turn LOS	С	С	С	С
~	Operating Speed	50 km/h	40 km/h	40 km/h	50 km/h
BLOS	Number of Lanes Crossed	2 or more	2 or more	2 or more	2 or more
B	Two-stage, left-turn bike box?	No	No	No	No
	Dual left-turn lanes (share or exclusive)?	No	No	No	No
	Left Turn LOS	F	D	D	F
	Overall Approach LOS (average)	D/E	C/D	C/D	D/E
	LEVEL OF SERVICE		0)	

Intersed	tion	Atkinson Ave	nue and Mano	or Gate / Cam	pbell Avenue
interset		NORTH	SOUTH	EAST	WEST
	Right turn lane length	None	None	None	None
	Turning Speed (based on curb radii)	=<25km/h	=<25km/h	=<25km/h	=<25km/h
	Dual right-turn lanes?	No	No	No	No
	Right Turn LOS	С	С	С	С
<i>"</i>	Operating Speed	40 km/h	40 km/h	40 km/h	40 km/h
BLOS	Number of Lanes Crossed	1 lane	1 lane	None	None
-	Two-stage, left-turn bike box?	No	No	No	No
	Dual left-turn lanes (share or exclusive)?	No	No	No	No
	Left Turn LOS	В	В	В	В
	Overall Approach LOS (average)	B/C	B/C	B/C	B/C
	LEVEL OF SERVICE		C	;	

Interse	ation	Atkins	son Avenue a	nd Arnold Av	<i>renue</i>
inter se		NORTH	SOUTH	EAST	WEST
	Right turn lane length	None	None	None	None
	Turning Speed (based on curb radii)	=<25km/h	=<25km/h	=<25km/h	=<25km/h
	Dual right-turn lanes?		No	No	No
	Right Turn LOS	С	С	С	С
<i>"</i>	Operating Speed	40 km/h	40 km/h	40 km/h	40 km/h
BLOS	Number of Lanes Crossed	1 lane	1 lane	None	None
-	Two-stage, left-turn bike box?	No	No	No	No
	Dual left-turn lanes (share or exclusive)?	No	No	No	No
	Left Turn LOS	В	В	В	В
	Overall Approach LOS (average)	B/C	B/C	B/C	B/C
	LEVEL OF SERVICE		C	;	

Interse	ation	Atkinson.	Avenue and S	Spring Gate E	Boulevard
IIIterse	51011	NORTH	SOUTH	EAST	WEST
	Right turn lane length	None	None	None	None
	Turning Speed (based on curb radii)		=<25km/h	=<25km/h	=<25km/h
Dual righ	Dual right-turn lanes?	No	No	No	No
	Right Turn LOS	С	С	С	С
<i>"</i>	Operating Speed	50 km/h	50 km/h	40 km/h	50 km/h
BLOS	Number of Lanes Crossed	1 lane	1 lane	None	None
—	Two-stage, left-turn bike box?	No	No	No	No
	Dual left-turn lanes (share or exclusive)?	No	No	No	No
	Left Turn LOS	D	D	В	В
	Overall Approach LOS (average)	C/D	C/D	B/C	B/C
	LEVEL OF SERVICE		C	:	

Interse	ation	Atkinso	n Avenue and	d Clark Avenu	e West			
interse		NORTH	SOUTH	EAST	WEST			
	Right turn lane length	None	None	25m to 50m	None			
	Turning Speed (based on curb radii)	=<25km/h	=<25km/h	=<25km/h	=<25km/h			
	Dual right-turn lanes?	No	No	No	No			
	Right Turn LOS	С	С	D	С			
6	Operating Speed	50 km/h	50 km/h	50 km/h	50			
BLOS	Number of Lanes Crossed	1 lane	1 lane	2 or more	2 or more			
æ	Two-stage, left-turn bike box?	No	No	No	No			
	Dual left-turn lanes (share or exclusive)?	No	No	No	No			
	Left Turn LOS	D	D	F	F			
	Overall Approach LOS (average)	C/D	C/D	E	D/E			
	LEVEL OF SERVICE		D					

Interse	ation	Bath	urst Street and	East Pron	nenade
interse	cuon	NORTH	SOUTH	EAST	WEST
	Right turn lane length	None			None
	Turning Speed (based on curb radii)	>25km/h			>25km/h
	Dual right-turn lanes? Right Turn LOS				No
					D
ر س	Operating Speed	60 km/h	60 km/h		60 km/h
BLOS	Number of Lanes Crossed	1 lane	1 lane		2 or more
—	Two-stage, left-turn bike box?	No	No		No
	Dual left-turn lanes (share or exclusive)?	No	No		No
	Left Turn LOS	F	F		F
	Overall Approach LOS (average)		F		E
	LEVEL OF SERVICE		E		

Interse	ation	Dis	era Drive and	Unnamed Ro	bad
interse	ction	NORTH	SOUTH	EAST	WEST
	Right turn lane length	None	None	None	None
	Turning Speed (based on curb radii)	=<25km/h	=<25km/h	=<25km/h	=<25km/h
	Dual right-turn lanes?	No	No	No	No
	Right Turn LOS	С	С	С	С
<i>"</i>	Operating Speed	50 km/h	50 km/h	50 km/h	50 km/h
BLOS	Number of Lanes Crossed	1 lane	1 lane	1 lane	1 lane
—	Two-stage, left-turn bike box?	No	No	No	No
	Dual left-turn lanes (share or exclusive)?	No	No	No	No
	Left Turn LOS	D	D	D	D
	Overall Approach LOS (average)	C/D	C/D	C/D	C/D
	LEVEL OF SERVICE		C	:	

VIVA: Under	Interse	otion	Disera Drive	/ North Prom	enade and C	entre Street	
Construction	interse	ction	NORTH	SOUTH	EAST	WEST	
		Right turn lane length	None	None	None	None	
		Turning Speed (based on curb radii)	=<25km/h	=<25km/h	=<25km/h	=<25km/h	
		Dual right-turn lanes?	No	No	No	No	
		Right Turn LOS	С	С	A	А	raised bike lanes on east and west approaches
Reference Drawing	6	Operating Speed	50 km/h	50 km/h	60 km/h	60 km/h	
PM104	BLOS	Number of Lanes Crossed	1 lane	2 or more	2 or more	2 or more	
FW1104	—	Two-stage, left-turn bike box?	No	No	Yes	Yes	
		Dual left-turn lanes (share or exclusive)?	No	No	No	No	
		Left Turn LOS	D	F	В	В	2-stage, left-turn bike box
		Overall Approach LOS (average)	D	D/E	A/B	A/B	
		LEVEL OF SERVICE		C	;		

VIVA: Under	Interse	tion	Bath	urst Street a	nd Centre St	reet	
Construction	interset		NORTH	SOUTH	EAST	WEST	
		Right turn lane length	25m to 50m	None	None	None	
		Turning Speed (based on curb radii)	=<25km/h	=<25km/h	=<25km/h	=<25km/h	
		Dual right-turn lanes?	No	No	No	No	
		Right Turn LOS	A	A	A	А	raised bike lanes on all approaches
Deference Drawing	<i>"</i>	Operating Speed	60 km/h	60 km/h	50 km/h	60 km/h	
Reference Drawing PM104	BLOS	Number of Lanes Crossed	2 or more	2 or more	2 or more	2 or more	
FIVI104	—	Two-stage, left-turn bike box?	Yes	Yes	Yes	Yes	
		Dual left-turn lanes (share or exclusive)?	No	No	No	No	
		Left Turn LOS	В	В	А	В	2-stage, left-turn bike box
		Overall Approach LOS (average)	A/B	A/B	Α	A/B	
		LEVEL OF SERVICE		A	L		
							•

VIVA: Under	Interse	ction	Bathurs	t St and Beve	erly Glen Bou	ılevard	
Construction	interse	cuon	NORTH	SOUTH	EAST	WEST	
		Right turn lane length	25m to 50m	None	None	None	
		Turning Speed (based on curb radii)	=<25km/h	=<25km/h	=<25km/h	=<25km/h	
		Dual right-turn lanes?	No	No	No	No	
		Right Turn LOS	A	А	С	С	raised bike lanes on north and south approaches
Deference Drewing	6	Operating Speed	60 km/h	60 km/h	50 km/h	40 km/h	
Reference Drawing PM104	BLOS	Number of Lanes Crossed	2 or more	2 or more	2 or more	2 or more	
FIVI104	—	Two-stage, left-turn bike box?	No	No	Yes	Yes	
		Dual left-turn lanes (share or exclusive)?	No	No	No	No	
		Left Turn LOS	F	F	A	В	no left-turning bike boxes
		Overall Approach LOS (average)	C/D	C/D	В	B/C	
		LEVEL OF SERVICE		С]

VIVA: Under	Interse	ation	thurst St and I	Vew Westmin	ster Blvd / A	tkinson Aven	
Construction	interse	cuon	NORTH	SOUTH	EAST	WEST	
		Right turn lane length	25m to 50m	None	None	None	
		Turning Speed (based on curb radii)	=<25km/h	=<25km/h	=<25km/h	=<25km/h	
		Dual right-turn lanes?	No	No	No	No	
		Right Turn LOS	A	Α	С	С	raised bike lanes
Deference Drewing	6	Operating Speed	60 km/h	60 km/h	50 km/h	50 km/hr	
Reference Drawing PM104	BLOS	Number of Lanes Crossed	2 or more	2 or more	2 or more	2 or more	
FW1104	—	Two-stage, left-turn bike box?	Yes	Yes	No	No	
		Dual left-turn lanes (share or exclusive)?	No	No	No	No	
		Left Turn LOS	В	В	F	F	2-stage, left-turn bike box on north and south approaches
		Overall Approach LOS (average)	A/B	A/B	D/E	D/E	
		LEVEL OF SERVICE		C			

T intersection	Internet	4i	Promen	ade Circle an	d North Pro	menade
	Intersed	tion	NORTH	SOUTH	EAST	WEST
		Right turn lane length	25m to 50m		>50m	
		Turning Speed (based on curb radii)	=<25km/h		=<25km/h	
		Dual right-turn lanes?	No		No	
		Right Turn LOS	D		F	
	ω.	Operating Speed	50 km/h			30 km/hr
	BLOS	Number of Lanes Crossed	1 lane			1 lane
	—	Two-stage, left-turn bike box?	No			No
		Dual left-turn lanes (share or exclusive)?	No			No
		Left Turn LOS	D			В
		Overall Approach LOS (average)	D		F	В
		LEVEL OF SERVICE		D		
		Adjusted LOS		E		

T-intersection

Interco	Intersection		nade Circle and	d West Pro	menade
Interse		NORTH	SOUTH	EAST	WEST
	Right turn lane length	None			None
	Turning Speed (based on curb radii)	=<25km/h			=<25km/h
	Dual right-turn lanes?	No			No
	Right Turn LOS	С			С
s	Operating Speed		30 km/h		30 km/hr
BLOS	Number of Lanes Crossed		1 lane		1 lane
ш	Two-stage, left-turn bike box?		No		No
	Dual left-turn lanes (share or exclusive)?		No		No
	Left Turn LOS		В		В
	Overall Approach LOS (average)		В		B/C
	LEVEL OF SERVICE		В		
	Adjusted LOS		C		

T-intersection

Interse	ation	Promei	nade Circle and	South Pro	menade
interse	clion	NORTH	SOUTH	EAST	WEST
	Right turn lane length		25m to 50m		>50m
	Turning Speed (based on curb radii)		=<25km/h		=<25km/h
	Dual right-turn lanes?		No		No
	Right Turn LOS		D		F
	Operating Speed		50 km/h	30 km/h	
BLOS	Number of Lanes Crossed		1 lane	1 lane	
8	Two-stage, left-turn bike box?		No	No	
	Dual left-turn lanes (share or exclusive)?		No	No	
	Left Turn LOS		D	В	
	Overall Approach LOS (average)		D	В	F
	LEVEL OF SERVICE		D		
	Adjusted LOS		E		

enalize as there are no signals to indicate when turns can be completed

T-intersection

Interse	ction	Prome	nade Circle ar	nd East Pror	menade
inter se		NORTH	SOUTH	EAST	WEST
	Right turn lane length		>50m	>50m	
	Turning Speed (based on curb radii)		=<25km/h	=<25km/h	
	Dual right-turn lanes?		No	No	
	Right Turn LOS		F	F	
6	Operating Speed	30 km/h		50 km/h	
BLOS	Number of Lanes Crossed	1 lane		2 or more	
-	Two-stage, left-turn bike box?	No		No	
	Dual left-turn lanes (share or exclusive)?	No		No	
	Left Turn LOS	В		F	
	Overall Approach LOS (average)	В	F	F	
	LEVEL OF SERVICE		E		
	Adjusted LOS		F		

T-intersection

Interse	ation	Prome	Promenade Circle and East Promenade				
interse	cuon	NORTH	SOUTH	EAST	WEST		
	Right turn lane length		None	None			
	Turning Speed (based on curb radii)		=<25km/h	=<25km/h			
	Dual right-turn lanes?		No	No			
	Right Turn LOS		С	С			
~	Operating Speed	30 km/h		50 km/h			
BLOS	Number of Lanes Crossed	1 lane		None			
8	Two-stage, left-turn bike box?	No		No			
	Dual left-turn lanes (share or exclusive)?	No		No			
	Left Turn LOS	В		В			
	Overall Approach LOS (average)	В	С	B/C			
	LEVEL OF SERVICE		В				
	Adjusted LOS		С				

penalize as there are no signals to indicate when turns can be completed

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VIVA: Under	Intersection		ntre Street and Vaughan Boulevard / Carl Tennen Stre			rl Tennen Str	
Construction			NORTH	SOUTH	EAST	WEST	
		Right turn lane length	None	None	None	None	
		Turning Speed (based on curb radii)	=<25km/h	=<25km/h	=<25km/h	=<25km/h	
		Dual right-turn lanes?	No	No	No	No	
		Right Turn LOS	С	С	С	С	raised bike lanes
Deference Drewing	<i>"</i>	Operating Speed	50 km/h	50 km/h	60 km/h	60 km/h	
Reference Drawing PM104	BLOS	Number of Lanes Crossed	1 lane	1 lane	2 or more	2 or more	
FIVI104		Two-stage, left-turn bike box?	No	No	Yes	Yes	
		Dual left-turn lanes (share or exclusive)?	No	No	No	No	
		Left Turn LOS	D	D	В	В	2-stage, left-turn bike box on north and south approaches
		Overall Approach LOS (average)	C/D	C/D	B/C	B/C	
		LEVEL OF SERVICE		(:		

T-intersection

Interse	ation	Kater	ina Avenue ar	nd McArthur	Drive	
interse	ction	NORTH	SOUTH	EAST	WEST	
	Right turn lane length		None	None		
	Turning Speed (based on curb radii)		=<25km/h	=<25km/h		
	Dual right-turn lanes?		No	No		
	Right Turn LOS		С	С		
<i>"</i>	Operating Speed	50 km/hr		50 km/h		
BLOS	Number of Lanes Crossed	None		None		
—	Two-stage, left-turn bike box?	No		No		
	Dual left-turn lanes (share or exclusive)?	No		No		
	Left Turn LOS	В		В		
	Overall Approach LOS (average)	В		B/C		
	LEVEL OF SERVICE		В			
	Adjusted LOS	В				

Intoreo	ntersection		tminster Drive	and Katerin	a Avenue
merse	ction	NORTH	SOUTH	EAST	WEST
	Right turn lane length	None	None	None	None
	Turning Speed (based on curb radii)	>25km/h	>25km/h	>25km/h	>25km/h
	Dual right-turn lanes?	No	No	No	No
	Right Turn LOS	C/D	C/D	C/D	C/D
ŝ	Operating Speed	50 km/h	50 km/h	50 km/h	50 km/h
BLOS	Number of Lanes Crossed	2 or more	2 or more	1 lane	1 lane
ш	Two-stage, left-turn bike box?	No	No	No	No
	Dual left-turn lanes (share or exclusive)?	No	No	No	No
	Left Turn LOS	F	F	D	D
	Overall Approach LOS (average)	D/E	D/E	D	D
	LEVEL OF SERVICE		E		

Segment BLOS - Results

* Bike Facility Type

4 = Mixed Traffic

1 = Physically separated bikeway 2 = Bike Lanes not adjacent to parking 3 = Bike Lanes adjacent to parking Table 3.2 Minimum Design Speed of Different Road Classes as per TAC Guide

Road Classification	Minimum Design Speed, km/h	Vaughan Existing Design Speed	Recommendation Design Speed
Locals	30-50	50	60 (10 km/hr above the posted speed limit)
Collectors	50-80	50	80 (20 km/hr above the posted speed limit)
Minor Arterial	50-70	60	80 (20 km/hr above the posted speed limit)

**For mixed traffic, report traffic lanes in both directions. All else report in the direction of travel.

Raised bike lanes: part of the vivaNext rapidway project on Highway 7 West and Bathurst & Centre is bicycle lanes at the same level as sidewalks, separated from oncoming traffic by a curb



what the street will look like

Highway 7 West will look like with 3 lanes of through traffic [Bathurst & Centre Streets will have 2 lanes].

Clark Avenue

From	New Westminster Drive	South Promenade	Bathurst Street
Το	South Promenade	Bathurst Street	Atkinson Avenue
Segment BLOS	Segment 1	Segment 2	Segment 3
Bikeway Type*	4	4	4
No. Travel Lanes**	4	6	4
Bike Lane width (if applicable)	n/a	n/a	n/a
Operating Speed (kph)	50	50	50
Bike Lane Blockage (if applicable)	NA	NA	NA
LOS	E	F	E

New Westminster Drive

From	Clarke Avenue West	Centre Street	
То	Centre Street	Bathurst Street	
Segment BLOS	Segment 1	Segment 2	
Bikeway Type*	4	4	
No. Travel Lanes**	4	4	
Bike Lane width (if applicable)	n/a	n/a	
Operating Speed (kph)	40	50	
Bike Lane Blockage (if applicable)	NA	NA	
LOS	D	E	

Atkinson Avenue

From	Bathurst Street	Heights	(north access)	Centre Street
То	Highcliffe Drive / Rosedale Heights	Karmin Education Centre (north access)	Centre Street	Clark Avenue West
Segment BLOS	Segment 1	Segment 2	Segment 3	Segment 4
Bikeway Type*	4	4	4	4
No. Travel Lanes**	4	4	4	4
Bike Lane width (if applicable)	n/a	n/a	n/a	n/a
Operating Speed (kph)	50	50	40	40
Bike Lane Blockage (if applicable)	NA	NA	NA	NA
LOS	E	E	D	D

Centre Street	VIVA CONST			
From	Vaughan Boulevard / Carl Tennen Street	New Westminster Drive	North Promenade / Disera Drive	Bathurst Street
То	New Westminster Drive	North Promenade / Disera Drive	Bathurst Street	Atkinson Avenue
Segment BLOS	Segment 1	Segment 2	Segment 3	Segment 4
Bikeway Type*	1	1	1	4
No. Travel Lanes**	2	2	2	4
Bike Lane width (if applicable)	1.9	1.9	1.9	n/a
Operating Speed (kph)	60	60	60	50
Bike Lane Blockage (if applicable)	NA	NA	NA	NA
LOS	Α	Α	Α	E

Bathurst Street

Bathurst Street			VIVA CONST	
From	Clark Avenue West	East Promenade	Centre Street	Beverly Glen Boulevard
То	East Promenade	Centre Street	Beverly Glen Boulevard	New Westminster Drive / Atkinson Avenue
Segment BLOS	Segment 1	Segment 2	Segment 3	Segment 4
Bikeway Type*	4	4	1	1
No. Travel Lanes**	6	4	2	2
Bike Lane width (if applicable)	n/a	n/a	1.9	1.9
Operating Speed (kph)	60	60	60	60
Bike Lane Blockage (if applicable)	NA	NA	NA	NA
LOS	F	F	Α	Α

Abbeywood Gate / Disera Drive / North Promenade

From	Kingsbridge Circle	Beverly Glen Boulevard	North Park Road	Centre Street	Promenade Circle
То	Beverly Glen Boulevard	North Park Road	Centre Street	Promenade Circle	Promenade Circle
Segment BLOS	Segment 1	Segment 2	Segment 3	Segment 4	Segment 5
Bikeway Type*	4	4	4	4	4
No. Travel Lanes**	2	2	3	4	2
Bike Lane width (if applicable)	n/a	n/a	n/a	n/a	n/a
Operating Speed (kph)	50	50	50	30	30
Bike Lane Blockage (if applicable)	NA	NA	NA	NA	n/a
LOS	В	В	D	D	В

(marked as Class 5 / residential) marked as Class 5 / residential)

Promenade Circle

From	North Promenade	West Promenade	South Promenade	East Promenade
То	West Promenade	South Promenade	East Promenade	North Promenade
Segment BLOS	Segment 1	Segment 2	Segment 3	Segment 4
Bikeway Type*	4	4	4	4
No. Travel Lanes**	4	4	4	4
Bike Lane width (if applicable)	n/a	n/a	n/a	n/a
Operating Speed (kph)	30	30	30	30
Bike Lane Blockage (if applicable)	NA	NA	NA	NA
LOS	D	D	D	D

West Promenade

From	New Westminster Drive
То	Promenade Circle
Segment BLOS	Segment 1
Bikeway Type*	4
No. Travel Lanes**	4
Bike Lane width (if applicable)	n/a
Operating Speed (kph)	30
Bike Lane Blockage (if applicable)	NA
LOS	D

South Promenade

From	Clark Avenue West
То	Promenade Circle
Segment BLOS	Segment 1
Bikeway Type*	4
No. Travel Lanes**	4
Bike Lane width (if applicable)	n/a
Operating Speed (kph)	30
Bike Lane Blockage (if applicable)	NA
LOS	D

East Promenade

From	Bathurst Street
То	Promenade Circle
Segment BLOS	Segment 1
Bikeway Type*	4
No. Travel Lanes**	5
Bike Lane width (if applicable)	n/a
Operating Speed (kph)	30
Bike Lane Blockage (if applicable)	NA
LOS	D

Vaughan Boulevard

From	Centre Street
То	Lawrie Road
Segment BLOS	Segment 1
Bikeway Type*	4
No. Travel Lanes**	3
Bike Lane width (if applicable)	n/a
Operating Speed (kph)	50
Bike Lane Blockage (if applicable)	NA
LOS	D

McArthur Drive

From	Katerina Ave
То	Cul-de-sac
Segment BLOS	Segment 1
Bikeway Type*	4
No. Travel Lanes**	2
Bike Lane width (if applicable)	n/a
Operating Speed (kph)	50
Bike Lane Blockage (if applicable)	NA
LOS	В

Katerina Ave

From	McArthur Drive
То	New Westminster Drive
Segment BLOS	Segment 1
Bikeway Type*	4
No. Travel Lanes**	2
Bike Lane width (if applicable)	n/a
Operating Speed (kph)	50
Bike Lane Blockage (if applicable)	NA
LOS	В

Intersection PLOS - Results

Intersection

Lanes

RTOR

Lanes

Median

Island Refuge

Conflicting Left Turn

E Conflicting Right Turn RTOR Ped Leading Interval

Crosswalk Type

and context

LEVEL OF SERVICE Adjusted LOS based on location

Ped Leading Interval

Corner Radius (largest)

Median

Island Refuge

Conflicting Left Turn

Conflicting Right Turn

Ped Leading Interval

LEVEL OF SERVICE Adjusted LOS based on location and context

Intersection

Crosswalk Type

Corner Radius (largest)

Notes:

1. it was assumed that vivaNext intersections will maintain there existing traffic signals for the identification of turning movement types . driver judgment, pedestrians will feel less safe where a car is waiting to make the turn in their vicinity.

100

-4

0

-5

-3

-2

-8

74

72

-4

0

-5

-3

-2

-8

-4

46

3. Intersections PLOS scores were adjusted on an individual basis to better capture the conditions within the specific context.

Int	ersection			Clark Avenue	and Bat	hurst Street			
	ersection	NORTH		SOUTH		EAST		WEST	
	Lanes	7	55	7	55	6	65	6	65
	Median	Yes	55	Yes	55	Yes	05	Yes	00
	Island Refuge	No	-4	No	-4	No	-4	No	-4
	Conflicting Left Turn	Protected	0	Protected	0	Protected	0	Protected	0
ian	Conflicting Right Turn	Permissive or yield control	-5	Permissive or yield control	-5	Permissive or yield control	-5	Permissive or yield control	-5
estr	RTOR	RTOR allowed	-3	RTOR allowed	-3	RTOR allowed	-3	RTOR allowed	-3
Ped	Conflicting Right Turn RTOR Ped Leading Interval	No	-2	No	-2	No	-2	No	-2
	Corner Radius (largest)	> 15m to 25m	-8	> 10m to 15m	-6	> 10m to 15m	-6	> 15m to 25m	-8
	Crosswalk Type	Standard transverse markings	-7	Standard transverse markings	-7	Standard transverse markings	-7	Standard transverse markings	-7
	LEVEL OF SERVICE	F (26)	26	F (28)	28	E (38)	38	E (36)	36
	LEVEL OF SERVICE				F				
	Adjusted LOS based on location and context				F				

Clark Ave W and S Pr

Е

Point

72

-4

0

-5

-3

-8

-4

46

Е

EAST

6

Yes

No

Permissive

No right turn

RTOR prohibited

No

> 15m to 25m

Zebra stripe hi-vis markings

E (40)

EAST

Selection

Yes

No

Protected

Permissive or yield control

RTOR allowed

No

> 15m to 25m

Zebra stripe hi-vis markings

E (39)

65

-4

-7

0

.2

-8

40

Point

65

-4

0

-5

-3

.8

.4

39

WEST

5

Yes

No

No left turn/prohibited

Permissive or vield control

RTOR allowed

No

> 15m to 25m

Zebra stripe hi-vis markings

D (49)

WEST

Selection

6

No

Protected

No right turn

RTOR allowed

No

> 15m to 25m

E (39)

Zebra stripe hi-vis marl

75

-4

0

-5

-3

-2

-8

-4

49

Point

60

-4

0 -3 -2 -8

-4

39

no adjustment necessary

no adjustment necessary

SOUTH

Clark Ave ai

SOUTH

Selection

No

No

Protected

Permissive or yield control

. RTOR allowed

No

> 15m to 25m

D (46)

Zebra stripe hi-vis mar

NORTH

4

Yes

No

Protected

Permissive or vield control

RTOR allowed

No

> 15m to 25m

C (74)

NORTH

No

No

Protected

Permissive or yield control

RTOR allowed

No

> 15m to 25m

D (46)

Zebra stripe hi-vis mar

electior

Zebra stripe hi-vis marki

					New Westminster Drive and We	est Prome				
		Intersection	NORTH		SOUTH		EAST		WEST	
			Selection		Selection	Point	Selection	Point	Selection	Point
		Lanes Median	5 No	72	5 No	72	4 No	95	4	95
		Island Refuge	No	-4	No	-4	No	-4	No	-4
		Conflicting Left Turn	Permissive	-7	Permissive	-7	Permissive	-7	Protected	0
		Conflicting Right Turn	Permissive or yield control	-5	Permissive or yield control	-5	Permissive or yield control	-5	Permissive or yield control	-5
	stri	RTOR	RTOR allowed	-3	RTOR allowed	-3	RTOR allowed	-3	RTOR allowed	-3
	Pedestri	Ped Leading Interval	No	-2	No	-2	No	-2	No	-2
		Corner Radius (largest)	> 10m to 15m	-6	> 10m to 15m	-6	> 10m to 15m	-6	> 10m to 15m	-6
		Crosswalk Type	Standard transverse markings	-7	Standard transverse markings	-7	Standard transverse markings	-7	Standard transverse markings	-7
		LEVEL OF SERVICE	E (38)	38	E (38)	38	C (61)	61	C (68)	68
						E				
-		Adjusted LOS based on location and context				E				
_										
CONS					New Westminster Dr	rive and C				
ing Ref		Intersection	NORTH		SOUTH		EAST		WEST	
	_		Selection		Selection	Point	Selection 7	Point	Selection	Point
		Lanes Median	5 No	72	5 Yes	75	Yes	55	7 Yes	55
		Island Refuge	No	-4	No	-4	Yes	0	Yes	0
ned tha		Conflicting Left Turn	Protected	0	Protected	0	Protected	0	Protected	0
			Permissive or yield control	-5	Permissive or yield control	-5	Permissive or yield control	-5	Permissive or yield control	-5
	stri	Conflicting Right Turn RTOR	RTOR allowed	-3	RTOR allowed	-3	RTOR allowed	-3	RTOR allowed	-3
	Pede	Ped Leading Interval	No	-2	No	-2	No	-2	No	-2
		Corner Radius (largest)	> 5m to 10m	-5	> 5m to 10m	-5	> 5m to 10m	-5	> 5m to 10m	-5
		Crosswalk Type	Textured/coloured pavement	-4	Textured/coloured pavement	-4	Textured/coloured pavement	-4	Textured/coloured pavement	-4
		LEVEL OF SERVICE	D (49)	49	D (52)	52	E (36)	36	E (36)	36
		LEVEL OF SERVICE				E				

				New Westminster Drive an	d Beverl	ly Glen Boulevard			
	Intersection	NORTH		SOUTH		EAST		WEST	
		Selection		Selection	Point	Selection	Point	Selection	Point
	Lanes	5	72	5	72	3	105	3	105
	Median	No	12	No		Yes	100	Yes	100
	Island Refuge	No	-4	No	-4	No	-4	No	-4
	Conflicting Left Turn	Protected	0	Protected	0	Permissive	-7	Permissive	-7
ian	Conflicting Right Turn RTOR	Permissive or yield control	-5	Permissive or yield control	-5	Permissive or yield control	-5	Permissive or yield control	-5
estr	RTOR	RTOR allowed	-3	RTOR allowed	-3	RTOR allowed	-3	RTOR allowed	-3
Ped	Ped Leading Interval	No	-2	No	-2	No	-2	No	-2
	Corner Radius (largest)	> 5m to 10m	-5	> 5m to 10m	-5	> 5m to 10m	-5	> 5m to 10m	-5
	Crosswalk Type	Standard transverse markings	-7	Standard transverse markings	-7	Standard transverse markings	-7	Standard transverse markings	-7
	LEVEL OF SERVICE	D (46)	46	D (46)	46	C (72)	72	C (72)	72
					D				
	Adjusted LOS based on location and context				с				

				Atkinson Avenue and Highcl	liffe Drive	e / Rosedale Heights			
	Intersection	NORTH		SOUTH		EAST		WEST	
		Selection		Selection	Point	Selection	Point	Selection	Point
	Lanes	2	105	2	105	5	72	5	72
	Median	No	100	No	100	No		No	
	Island Refuge	No	-4	No	-4	No	-4	No	-4
	Conflicting Left Turn	Protected	0	Protected	0	Protected	0	Protected	0
an	Conflicting Right Turn	Permissive or yield control	-5	Permissive or yield control	-5	Permissive or yield control	-5	Permissive or yield control	-5
estr	RTOR Ped Leading Interval	RTOR allowed	-3	RTOR allowed	-3	RTOR allowed	-3	RTOR allowed	-3
Ped	Ped Leading Interval	No	-2	No	-2	No	-2	No	-2
	Corner Radius (largest)	> 5m to 10m	-5	> 5m to 10m	-5	> 5m to 10m	-5	> 5m to 10m	-5
	Crosswalk Type	Standard transverse markings	-7	Standard transverse markings	-7	Standard transverse markings	-7	Standard transverse markings	-7
	LEVEL OF SERVICE	B (79)	79	B (79)	79	D (46)	46	D (46)	46
	LEVEL OF SERVICE				D				
	Adjusted LOS based on location and context				D				

			A	tkinson Avenue and Rosedale	Heights	Edmund Seager Drive			
	Intersection	NORTH		SOUTH		EAST		WEST	
		Selection		Selection	Point	Selection	Point	Selection	Point
	Lanes	5	72	5	72	3	100	3	100
	Median	No		No	12	No	100	No	100
	Island Refuge	No	-4	No	-4	No	-4	No	-4
	Conflicting Left Turn	Permissive	-7	Permissive	-7	Permissive	-7	Permissive	-7
ian	Conflicting Right Turn	Permissive or yield control	-5	Permissive or yield control	-5	Permissive or yield control	-5	Permissive or yield control	-5
estr	RTOR	RTOR allowed	-3	RTOR allowed	-3	RTOR allowed	-3	RTOR allowed	-3
Be	Conflicting Right Turn RTOR Ped Leading Interval	No	-2	No	-2	No	-2	No	-2
	Corner Radius (largest)	> 5m to 10m	-5	> 5m to 10m	-5	> 5m to 10m	-5	> 5m to 10m	-5
	Crosswalk Type	Standard transverse markings	-7	Standard transverse markings	-7	Standard transverse markings	-7	Standard transverse markings	-7
	LEVEL OF SERVICE	E (39)	39	E (39)	39	C (67)	67	C (67)	67
	LEVEL OF SERVICE				E				
	Adjusted LOS based on location and context				E				

				Atkinson Avenue	and Cent	re Street			
	Intersection	NORTH		SOUTH		EAST		WEST	
		Selection		Selection	Point	Selection	Point	Selection	Point
	Lanes	5	75	5	75	5	75	5	75
	Median	Yes	15	Yes	15	Yes	15	Yes	15
	Island Refuge	No	-4	No	-4	No	-4	No	-4
	Conflicting Left Turn	Protected	0	Protected	0	Protected	0	Protected	0
0	Conflicting Right Turn	Permissive or yield control	-5	Permissive or yield control	-5	Permissive or yield control	-5	Permissive or yield control	-5
Leuesu Idil	RTOR	RTOR allowed	-3	RTOR allowed	-3	RTOR allowed	-3	RTOR allowed	-3
2	Ped Leading Interval	No	-2	No	-2	No	-2	No	-2
	Corner Radius (largest)	> 10m to 15m	-6	> 10m to 15m	-6	> 10m to 15m	-6	> 10m to 15m	-6
	Crosswalk Type	No marking	-10	Faded / unclear markings	-9	Faded / unclear markings	-9	Faded / unclear markings	-9
	LEVEL OF SERVICE	D (45)	45	D (46)	46	D (46)	46	D (46)	46
	LEVEL OF SERVICE				D				
	Adjusted LOS based on location and context				D				

Г				Atkinson Avenue and Ma	anor Gate	/ Campbell Ave			
	Intersection	NORTH		SOUTH		EAST		WEST	
		Selection		Selection	Point	Selection	Point	Selection	Point
	Lanes	4	95	4	95	2	105	2	105
	Median	No		No	00	No	100	No	
	Island Refuge	No	-4	No	-4	No	-4	No	-4
	Conflicting Left Turn	Permissive	-7	Permissive	-7	Permissive	-7	Permissive	-7
an	Conflicting Right Turn	Permissive or yield control	-5	Permissive or yield control	-5	Permissive or yield control	-5	Permissive or yield control	-5
estr	Conflicting Right Turn RTOR Ped Leading Interval	RTOR allowed	-3	RTOR allowed	-3	RTOR allowed	-3	RTOR allowed	-3
Ped	Ped Leading Interval	No	-2	No	-2	No	-2	No	-2
	Corner Radius (largest)	> 5m to 10m	-5	> 5m to 10m	-5	> 5m to 10m	-5	> 5m to 10m	-5
	Crosswalk Type	Standard transverse markings	-7	Standard transverse markings	-7	Standard transverse markings	-7	Standard transverse markings	-7
	LEVEL OF SERVICE	C (62)	62	C (62)	62	C (72)	72	C (72)	72
	LEVEL OF SERVICE				C				
	Adjusted LOS based on location and context				с				

				Atkinson Avenue a	and Arnol	d Avenue			
	Intersection	NORTH		SOUTH		EAST		WEST	
		Selection		Selection	Point	Selection	Point	Selection	Point
	Lanes	4	95	4	95	2	105	2	105
	Median	No		No		No		No	
	Island Refuge	No	-4	No	-4	No	-4	No	-4
	Conflicting Left Turn	Permissive	-7	Permissive	-7	Permissive	-7	Permissive	-7
ian	Conflicting Right Turn	Permissive or yield control	-5	Permissive or yield control	-5	Permissive or yield control	-5	Permissive or yield control	-5
estr	Conflicting Right Turn RTOR Ped Leading Interval	RTOR allowed	-3	RTOR allowed	-3	RTOR allowed	-3	RTOR allowed	-3
Ped	Ped Leading Interval	No	-2	No	-2	No	-2	No	-2
	Corner Radius (largest)	> 5m to 10m	-5	> 5m to 10m	-5	> 5m to 10m	-5	> 5m to 10m	-5
	Crosswalk Type	Standard transverse markings	-7	Standard transverse markings	-7	Standard transverse markings	-7	Standard transverse markings	-7
	LEVEL OF SERVICE	C (62)	62	C (62)	62	C (72)	72	C (72)	72
	LEVEL OF SERVICE				С				
	Adjusted LOS based on location and context				с				

				Atkinson Avenue and	Spring Ga	ate Boulevard			
	Intersection	NORTH		SOUTH		EAST		WEST	
		Selection		Selection	Point	Selection	Point	Selection	Point
	Lanes	4	95	4	95	2	105	2	105
	Median	No	00	No	00	No	100	No	
	Island Refuge	No	-4	No	-4	No	-4	No	-4
	Conflicting Left Turn	Permissive	-7	Permissive	-7	Permissive	-7	Permissive	-7
Ian	Conflicting Right Turn	Permissive or yield control	-5	Permissive or yield control	-5	Permissive or yield control	-5	Permissive or yield control	-5
estr	Conflicting Right Turn RTOR	RTOR allowed	-3	RTOR allowed	-3	RTOR allowed	-3	RTOR allowed	-3
Ped P	Ped Leading Interval	No	-2	No	-2	No	-2	No	-2
	Corner Radius (largest)	> 5m to 10m	-5	> 5m to 10m	-5	> 5m to 10m	-5	> 5m to 10m	-5
	Crosswalk Type	Standard transverse markings	-7	Standard transverse markings	-7	Standard transverse markings	-7	Standard transverse markings	-7
	LEVEL OF SERVICE	C (62)	62	C (62)	62	C (72)	72	C (72)	72
	LEVEL OF SERVICE				С				
	Adjusted LOS based on location and context				с				

Г				Atkinson Avenue	and Clark	Avenue			
	Intersection	NORTH		SOUTH		EAST		WEST	
		Selection		Selection	Point	Selection	Point	Selection	Point
	Lanes	4	95	3	100	6	65	5	75
	Median	No	00	No	100	Yes	00	Yes	
	Island Refuge	No	-4	No	-4	No	-4	No	-4
	Conflicting Left Turn	Protected	0	Permissive	-7	Permissive	-7	Protected	0
an	Conflicting Right Turn	Permissive or yield control	-5	Permissive or yield control	-5	Permissive or yield control	-5	Permissive or yield control	-5
estri	Conflicting Right Turn RTOR	RTOR allowed	-3	RTOR allowed	-3	RTOR allowed	-3	RTOR allowed	-3
Ped	Ped Leading Interval	No	-2	No	-2	No	-2	No	-2
	Corner Radius (largest)	> 10m to 15m	-6	> 10m to 15m	-6	> 10m to 15m	-6	> 10m to 15m	-6
	Crosswalk Type	Raised crosswalk	0	Zebra stripe hi-vis markings	-4	Zebra stripe hi-vis markings	-4	Zebra stripe hi-vis markings	-4
	LEVEL OF SERVICE	B (75)	75	C (69)	69	E (34)	34	D (51)	51
	LEVEL OF SERVICE				E				
	Adjusted LOS based on location and context				E				

VIVA Under					Centre Street and North	Promenad	le / Disera Drive			
Reference D	Inter	ection	NORTH		SOUTH		EAST		WEST	
			Selection		Selection	Point	Selection	Point	Selection	Point
	Lanes		3	100	5	75	7	55	7	55
	Median		No	100	Yes	15	Yes	55	Yes	55
	Island Refuge		No	-4	No	-4	Yes	0	Yes	0
	Conflicting Left	urn	Protected	0	Protected	0	Permissive	-7	Permissive	-7
	E Conflicting Righ	Turn	Permissive or yield control	-5	Permissive or yield control	-5	Permissive or yield control	-5	Permissive or yield control	-5
	RTOR Ped Leading Inf		RTOR allowed	-3	RTOR allowed	-3	RTOR allowed	-3	RTOR allowed	-3
	Ped Leading Int	erval	No	-2	No	-2	No	-2	No	-2
	Corner Radius (argest)	> 5m to 10m	-5	> 5m to 10m	-5	> 5m to 10m	-5	> 5m to 10m	-5
	Crosswalk Type		Textured/coloured pavement	-4	Textured/coloured pavement	-4	Textured/coloured pavement	-4	Textured/coloured pavement	-4
	LEVEL OF SER	VICE	B (77)	77	D (52)	52	F (29)	29	F (29)	29
	LEVEL OF SEP	VICE				F				
-	Adjusted LOS	ased on location				E				
	and context					-				

adjustment due to improved streetscaping and corner plazas

			Bathurst Street an	d East Proi	menade				
Intersection	NORTH		SOUTH		EAST		WEST		
	Selection		Selection	Point	Selection	Point	Selection	Point	
Lanes	5	72	6	65			5	75	
Median	No		Yes	00			Yes		
Island Refuge	Yes	0	No	-4			No	-4	
Conflicting Left Turn	Permissive	-7	No left turn/prohibited	0			Protected	0	
Conflicting Right Turn RTOR Ped Leading Interval	No right turn	0	Permissive or yield control	-5			Permissive or yield control	-5	
RTOR	RTOR prohibited	0	RTOR allowed	-3			RTOR allowed	-3	
Ped Leading Interval	No	-2	No	-2			No	-2	
Corner Radius (largest)	> 15m to 25m	-8	> 15m to 25m	-8			> 15m to 25m	-8	
Crosswalk Type	Standard transverse markings	-7	Standard transverse markings	-7			Standard transverse markings	-7	
LEVEL OF SERVICE	D (48)	48	E (36)	36			D (46)	46	
LEVEL OF SERVICE				E					
Adjusted LOS based on location and context				E					

Г				Disera Drive and	l Unname	d Road			
	Intersection	NORTH		SOUTH		EAST		WEST	
		Selection		Selection	Point	Selection	Point	Selection	Point
	Lanes	3	100	3	100	3	100	3	100
	Median	No	100	No	100	No	100	No	100
	Island Refuge	No	-4	No	-4	No	-4	No	-4
	Conflicting Left Turn	Permissive	-7	Permissive	-7	Permissive	-7	Permissive	-7
ian	Conflicting Right Turn	Permissive or yield control	-5	Permissive or yield control	-5	Permissive or yield control	-5	Permissive or yield control	-5
estr	RTOR	RTOR allowed	-3	RTOR allowed	-3	RTOR allowed	-3	RTOR allowed	-3
Ped	Conflicting Right Turn RTOR Ped Leading Interval	No	-2	No	-2	No	-2	No	-2
	Corner Radius (largest)	> 5m to 10m	-5	> 5m to 10m	-5	> 5m to 10m	-5	> 5m to 10m	-5
	Crosswalk Type	Textured/coloured pavement	-4	Textured/coloured pavement	-4	Textured/coloured pavement	-4	Textured/coloured pavement	-4
	LEVEL OF SERVICE	C (70)	70	C (70)	70	C (70)	70	C (70)	70
					С				
	Adjusted LOS based on location and context				в				

VIVA Under					Bathurst Street	and Centr	e Street			
Reference D		Intersection	NORTH		SOUTH		EAST		WEST	
			Selection		Selection	Point	Selection	Point	Selection	Point
		Lanes	8	40	7	55	5	75	8	40
		Median	Yes	40	Yes	55	Yes	15	Yes	40
		Island Refuge	Yes	0	Yes	0	Yes	0	Yes	0
		Conflicting Left Turn	Protected	0	Protected	0	Protected	0	Protected	0
	rian	Conflicting Right Turn	Permissive or yield control	-5	Permissive or yield control	-5	Permissive or yield control	-5	Permissive or yield control	-5
	esti	RTOR	RTOR allowed	-3	RTOR allowed	-3	RTOR allowed	-3	RTOR allowed	-3
	Ped	Conflicting Right Turn RTOR Ped Leading Interval	No	-2	No	-2	No	-2	No	-2
		Corner Radius (largest)	> 5m to 10m	-5	> 5m to 10m	-5	> 5m to 10m	-5	> 5m to 10m	-5
		Crosswalk Type	Textured/coloured pavement	-4	Textured/coloured pavement	-4	Textured/coloured pavement	-4	Textured/coloured pavement	-4
			F (21)	21	E (36)	36	D (56)	56	F (21)	21
	LEVEL OF SERVICE	LEVEL OF SERVICE				F				
		Adjusted LOS based on location and context				F				

VIVA Under	-			Bathurst St and Be	verly Glen B	oulevard			
Reference [Intersection	NORTH		SOUTH		EAST		WEST	
		Selection		Selection	Point	Selection	Point	Selection	Point
	Lanes	7	55	7	55			4	100
	Median	Yes	00	Yes	00			Yes	100
	Island Refuge	Yes	0	Yes	0			Yes	0
	Conflicting Left Turn	Permissive	-7	No left turn/prohibited	0			Permissive	-7
	.E Conflicting Right Turn	No right turn	0	Permissive or yield control	-5			Permissive or yield control	-5
	to RTOR	RTOR allowed	-3	RTOR prohibited	0			RTOR allowed	-3
	E Conflicting Right Turn RTOR Ped Leading Interval	No	-2	No	-2			No	-2
	Corner Radius (largest)	> 5m to 10m	-5	> 5m to 10m	-5			> 5m to 10m	-5
	Crosswalk Type	Textured/coloured pavement	-4	Textured/coloured pavement	-4			Textured/coloured pavement	-4
	LEVEL OF SERVICE	E (34)	34	E (39)	39			C (74)	74
	LEVEL OF SERVICE				E				
	Adjusted LOS based on location and context				E				

VIVA Under				E	Bathurst Street and New Westr	ninster Dı	rive / Atkinson Avenue			
Reference [Intersection	NORTH	NORTH			EAST		WEST	
			Selection		Selection	Point	Selection	Point	Selection	Point
	Г	Lanes	7	55	7	55	5	75	6	65
		Median	Yes	00	Yes	00	Yes		Yes	
		Island Refuge	Yes	0	Yes	0	No	-4	No	-4
		Conflicting Left Turn	Protected	0	Protected	0	Protected	0	Protected	0
	ian	Conflicting Right Turn	Permissive or yield control	-5	Permissive or yield control	-5	Permissive or yield control	-5	Permissive or yield control	-5
	estr	Conflicting Right Turn RTOR Ped Leading Interval	RTOR allowed	-3	RTOR allowed	-3	RTOR allowed	-3	RTOR allowed	-3
	Ped	Ped Leading Interval	No	-2	No	-2	No	-2	No	-2
		Corner Radius (largest)	> 5m to 10m	-5	> 5m to 10m	-5	> 5m to 10m	-5	> 5m to 10m	-5
		Crosswalk Type	Textured/coloured pavement	-4	Textured/coloured pavement	-4	Textured/coloured pavement	-4	Textured/coloured pavement	-4
		LEVEL OF SERVICE	E (36)	36	E (36)	36	D (52)	52	E (42)	42
						E				
		Adjusted LOS based on location and context				E				

unsignalized T intersection _

				Promenade Circle and North	Promenade			
	Intersection	NORTH		SOUTH	EAST		WEST	
		Selection			Selection	Point	Selection	Point
	Lanes	4	95		4	95	4	95
	Median	No			No	55	No	
	Island Refuge	No	-4		No	-4	No	-4
	Conflicting Left Turn	Permissive	-7		Permissive	-7	No left turn/prohibited	0
ian	Conflicting Right Turn	Permissive or yield control	-5		No right turn	0	Permissive or yield control	-5
estr	RTOR	RTOR allowed	-3		RTOR allowed	-3	RTOR allowed	-3
Ped	Conflicting Right Turn RTOR Ped Leading Interval	No	-2		No	-2	No	-2
	Corner Radius (largest)	> 10m to 15m	-6		> 10m to 15m	-6	> 5m to 10m	-5
	Crosswalk Type	No marking	-10		No marking	-10	No marking	-10
	LEVEL OF SERVICE	D (58)	58		C (63)	63	C (66)	66
				D				
	Adjusted LOS based on location and context			D				

unsignalized T intersection

				Promenade Circle	and West F	Promenade		
	Intersection	NORTH		SOUTH			WEST	
		Selection		Selection	Point		Selection	Point
	Lanes	4	95	4	95		4	95
	Median	No		No	55		No	
	Island Refuge	No	-4	No	-4		No	-4
	Conflicting Left Turn	Permissive	-7	No left turn/prohibited	0		Permissive	-7
estrian	Conflicting Right Turn	No right turn	0	Permissive or yield control	-5		Permissive or yield control	-5
	Conflicting Right Turn RTOR Ped Leading Interval	RTOR allowed	-3	RTOR prohibited	0		RTOR allowed	-3
Ped	Ped Leading Interval	No	-2	No	-2		No	-2
	Corner Radius (largest)	> 10m to 15m	-6	> 10m to 15m	-6		> 10m to 15m	-6
	Crosswalk Type	Standard transverse markings	-7	No marking	-10		Faded / unclear markings	-9
	LEVEL OF SERVICE	C (66)	66	C (68)	68		D (59)	59
	LEVEL OF SERVICE				D			
	Adjusted LOS based on location and context				D			
T	intersection							

and context unsignalized T intersection

Г		Promenade Circle a	nd South	Promenade			
	Intersection	SOUTH		EAST		WEST	
		Selection	Point	Selection	Point	Selection	Point
	Lanes	4	95	4	95	4	95
	Median	No	00	No	50	No	
	Island Refuge	No	-4	Yes	0	No	-4
	Conflicting Left Turn	Permissive	-7	No left turn/prohibited	0	Permissive	-7
ian	Conflicting Right Turn	Permissive or yield control	-5	Permissive or yield control	-5	No right turn	0
Petr	Conflicting Right Turn RTOR	RTOR allowed	-3	RTOR prohibited	0	RTOR allowed	-3
Ped	Ped Leading Interval	No	-2	No	-2	No	-2
	Corner Radius (largest)	> 10m to 15m	-6	> 10m to 15m	-6	> 10m to 15m	-6
	Crosswalk Type	No marking	-10	Faded / unclear markings	-9	Faded / unclear markings	-9
	LEVEL OF SERVICE	D (58)	58	C (73)	73	C (64)	64
	LEVEL OF SERVICE		D				
	Adjusted LOS based on location and context		D				

				Katerina Avenue and	New Westr	minster Drive				
	Intersection	NORTH Selection		SOUTH	SOUTH		EAST			
				Selection	Point	Selection	Point	Selection	Point	
	Lanes	5	75	5	75	2	105	2	105	
	Median	Yes	10	Yes	10	No	100	No	100	
	Island Refuge	No	-4	No	-4	No	-4	No	-4	
	Conflicting Left Turn	Permissive	-7	Permissive	-7	Permissive	-7	Permissive	-7	
	Conflicting Right Turn	Permissive or yield control	-5	Permissive or yield control	-5	Permissive or yield control	-5	Permissive or yield control	-5	
Pedestrian	RTOR	RTOR allowed	-3	RTOR allowed	-3	RTOR allowed	-3	RTOR allowed	-3	
<u>e</u>	Ped Leading Interval	No	-2	No	-2	No	-2	No	-2	
_	Corner Radius (largest)	> 10m to 15m	-6	> 10m to 15m	-6	> 10m to 15m	-6	> 10m to 15m	-6	
	Crosswalk Type	No marking	-10	No marking	-10	No marking	-10	No marking	-10	
	LEVEL OF SERVICE	E (38)	38	E (38)	38	C (68)	68	C (68)	68	
	LEVEL OF SERVICE				E					
	Adjusted LOS based on location and context									

unsignalize

ed T	intersection							
Г				Katerina Avenue	e and McArth	nur Drive		
	Intersection	NORTH		SOUTH		EAST		
		Selection		Selection	Point	Selection	Point	
Г	Lanes	2	105	2	105	2	105	
	Median	No	100	No	100	No	100	
	Island Refuge	No	-4	No	-4	No	-4	
	Conflicting Left Turn	No left turn/prohibited	0	Permissive	-7	Permissive	-7	
ian	Conflicting Right Turn RTOR Ped Leading Interval	Permissive or yield control	-5	No right turn	0	Permissive or yield control	-5	
estr	RTOR	RTOR prohibited	0	RTOR allowed	-3	RTOR allowed	-3	
Ped	Ped Leading Interval	No	-2	No	-2	No	-2	
	Corner Radius (largest)	> 5m to 10m	-5	> 5m to 10m	-5	> 5m to 10m	-5	
	Crosswalk Type	No marking	-10	No marking	-10	Zebra stripe hi-vis markings	-4	
	LEVEL OF SERVICE	B (79)	79	C (74)	74	B (75)	75	
	LEVEL OF SERVICE				С			
	Adjusted LOS based on location and context							

unsignalize

				Centre Street and Vaughan E	Boulevard	/ Carl Tennen Street			
	Intersection	NORTH		SOUTH		EAST		WEST	
		Selection		Selection	Point	Selection	Point	Selection	Point
	Lanes	3	100	3	100	7	55	7	55
	Median	No	100	No	100	Yes	55	Yes	55
	Island Refuge	No	-4	No	-4	Yes	0	Yes	0
	Conflicting Left Turn	Protected	0	Protected	0	Permissive	-7	Permissive	-7
ian	Conflicting Right Turn	Permissive or yield control	-5	Permissive or yield control	-5	Permissive or yield control	-5	Permissive or yield control	-5
	RTOR	RTOR allowed	-3	RTOR allowed	-3	RTOR allowed	-3	RTOR allowed	-3
Ped	Ped Leading Interval	No	-2	No	-2	No	-2	No	-2
1	Corner Radius (largest)	> 5m to 10m	-5	> 5m to 10m	-5	> 5m to 10m	-5	> 10m to 15m	-6
	Crosswalk Type	Textured/coloured pavement	-4	Textured/coloured pavement	-4	Textured/coloured pavement	-4	Textured/coloured pavement	-4
	LEVEL OF SERVICE	B (77)	77	B (77)	77	F (29)	29	F (28)	28
	LEVEL OF SERVICE				F				
	Adjusted LOS based on location and context				E				

PM-102

		Selection		Selection	Point	Selection	Point		
	Lanes	4	95	4	95	2	105		
	Median	No		No		No			
	Island Refuge	No	-4	No	-4	No	-4		
	Conflicting Left Turn	No left turn/prohibited	0	Permissive	-7	Permissive	-7		
ian	Conflicting Right Turn	Permissive or yield control	-5	No right turn	0	Permissive or yield control	-5		
Pedestrian	RTOR	RTOR prohibited	0	RTOR allowed	-3	RTOR allowed	-3		
Ped	Ped Leading Interval	No	-2	No	-2	No	-2		
_	Corner Radius (largest)	> 5m to 10m	-5	> 5m to 10m	-5	> 5m to 10m	-5		
	Crosswalk Type	No marking	-10	Standard transverse markings	-7	Standard transverse markings	-7		
	LEVEL OF SERVICE	C (69)	69	C (67)	67	C (72)	72		
	LEVEL OF SERVICE				С				
	Adjusted LOS based on location and context				D				
				Centre Street and Vaughan E	Boulevard	I / Carl Tennen Street			
	Intersection	NORTH		SOUTH		EAST		WEST	
		Selection		Selection	Point	Selection	Point	Selection	Point
	Lanas	2		2		7		7	T

unsignalized T intersection

Intersection

NORTH

Selection

				Promenade Circle a	nd East F	Promenade		
	Intersection	NORTH		SOUTH		EAST		
		Selection		Selection	Point	Selection	Point	
	Lanes	4	95	4	95	5	75	
	Median	No		No	50	Yes		
	Island Refuge	No	-4	Yes	0	No	-4	
	Conflicting Left Turn	No left turn/prohibited	0	Permissive	-7	Permissive	-7	
	Conflicting Right Turn	Permissive or yield control	-5	No right turn	0	Permissive or yield control	-5	
	RTOR	RTOR prohibited	0	RTOR allowed	-3	RTOR allowed	-3	
ē	Conflicting Right Turn RTOR Ped Leading Interval	No	-2	No	-2	No	-2	
	Corner Radius (largest)	> 10m to 15m	-6	> 10m to 15m	-6	> 10m to 15m	-6	
	Crosswalk Type	Faded / unclear markings	-9	Standard transverse markings	-7	No marking	-10	
	LEVEL OF SERVICE	C (69)	69	C (70)	70	E (38)	38	
					E			
	Adjusted LOS based on location and context				E			

cle and F

SOUTH

Selection

EAST

Selection

Point

Point

adjustment due to improved streetscaping and corner plazas and the fact that north and south anoroaches provide much better I OS.

Penalized because no curbs at northeast and northwest corners for pedestrians

Segment PLOS - Results

Clark Avenue			New Westminster Drive	South Promenade	Bathurst Street	
		То	South Promenade	Bathurst Street	Atkinson Avenue	
	Segment PLOS		Segment 1	Segment 2	Segment 3	
		Sidewalk Width (m)	1.5	1.5	1.5	
		Boulevard Width (m)	3.5 to 4	0.3 to 2	2 to 4	
	a de	AADT	15540	17640	20050	based on existing balanced counts converted to AADT (assumption: peak flow in both directions * 10)
	North Side	Presence of on-street parking or other equivalent barrier **	No	No	No	
	_	Operating Speed (km/h)	50	50	50	
		LOS	D	E	D	
		Sidewalk Width	1.5	1.5	1.5	
		Boulevard Width	3 to 4	3 to 4	2.2 to 3.6	
	ğ	AADT	15540	17640	20050	based on existing balanced counts converted to AADT (assumption: peak flow in both directions * 10)
	South Side	Presence of on-street parking or other equivalent barrier **	No	No	No	
		Operating Speed (km/h)	50	50	50	
		LOS	D	D	D	
		** A boulevard width of >= 4.5m	is considered he	re to be an 'equivalent ba	errier'; this does not ne	cessarily reflect the presence of parking or an actual barrier

New Westminster D	rive	From	Clarke Avenue West	Centre Street	
_		To	Centre Street	Bathurst Street	
5	Segment PLOS		Segment 2	Segment 3	
		Sidewalk Width (m)	1.5	1.5	
		Boulevard Width (m)	4.5 to 5	3.5 to 3.7	
		AADT	13650	12600	based on existing balanced counts converted to AADT (assumption: peak flow in both directions * 10)
		Presence of on-street parking or other equivalent barrier **	Yes	No	
		Operating Speed (km/h)	40	50	
		LOS	С	D	
		Sidewalk Width	1.5	1.5	
		Boulevard Width	5 to 5.4	3	
	Side	AADT	13650	12600	based on existing balanced counts converted to AADT (assumption: peak flow in both directions * 10)
	ă	Presence of on-street parking or other equivalent barrier **	Yes	Yes	
	-	Operating Speed (km/h)	40	50	
		LOS	С	D	
_		** A boulevard width of >= 4.5m	is considered he	re to be an 'equivalent ba	arrier'; this does not necessarily reflect the presence of parking or an actual barrier

Atkinson Avenue		From	Bathurst Street	Highcliffe Drive / Rosedale Heights	Karmin Education Centre (north access)	Centre Street	
		То	Highcliffe Drive / Rosedale Heights	Karmin Education Centre (north access)	Centre Street	Clark Avenue West	
	Segment PLOS		Segment 1	Segment 2	Segment 3	Segment 4	
[Sidewalk Width (m)	1.5	1.5	1.5	1.5	
	North Side / East Side	Boulevard Width (m)	2 to 2.3	2	3 to 3.3	2.6 to 3.5	
		AADT	9760	7380	7380	14580	based on existing balanced cou
	th Side	Presence of on-street parking or other equivalent barrier **	No	Yes, barrier	No	No	
	ş	Operating Speed (km/h)	50	50	40	40	
	_	LOS	D	С	C	C	
[sic	Sidewalk Width	2.5	2.5	2.5	2.5	
	et et	Boulevard Width	4.5 to 4.8	3.3 to 4.8	4.5 to 4.8	3.5 to 7.3	
	/ West	AADT	9760	7380	7380	14580	based on existing balanced cou
	South Side /	Presence of on-street parking or other equivalent barrier **	Yes	Yes	Yes	Yes	
	, The second sec	Operating Speed (km/h)	50	50	40	40	1
	ŝ	LOS	с	С	С	C	1
		** A boulevard width of >= 4.5m	is considered he	re to be an 'equivalent ba	errier'; this does not ne	cessarily reflect the presence	e of parking or an actual barrier



at atkinson and Dundurn

Centre Street	From	Vaughan Boulevard	New Westminster Drive	North Promenade / Disera Drive	Bathurst Street	150m East of Bathurst
	Тс	New Westminster Drive	North Promenade / Disera Drive	Bathurst Street	150m East of Bathurst	Atkinson Avenue
Segment I	PLOS	Segment 1	Segment 2	Segment 3	Segment 4	Segment 5
Reference Drawing	Sidewalk Width (m)	2	2	2	1.5	1.5
PM104	Boulevard Width (m)	4 to 5	4 to 5	4 to 5	4 to 5	2.7 to 3.5
	AADT	>3000	>3000	>3000	>3000	>3000
	Presence of on-street parking or other equivalent barrier **	Yes	Yes	Yes	Yes	No
	Operating Speed (km/h)	60	60	60	50	50
	LOS	В	В	В	C	D
	Sidewalk Width	2	2	2	1.5	1.5
	Boulevard Width	4 to 5	2.8	4 to 5	4 to 7	4.7 to 8
000	AADT	>3000	>3000	>3000	>3000	>3000
4	Presence of on-street parking or other equivalent barrier **	Yes	No, buffer is less than 4 5m	Yes	Yes	Yes
	Operating Speed (km/h)	60	60	60	50	50
	LOS	В	C	В	С	C



					VIVA: UNDER CONST	RUCTION	
Bathurst Street			Clark Avenue West	East Promenade	Centre Street	Beverly Glen Boulevard	
		То	East Promenade	Centre Street	Beverly Glen Boulevard	New Westminster Drive / Atkinson Avenue	
	Segment PLOS		Segment 1	Segment 2	Segment 3	Segment 4	
		Sidewalk Width (m)	1.5	1.5	2	2	
		Boulevard Width (m)	2.2 to 5.5	2 to 6	6.5 to 8	5.9 to 7.3	
	8	AADT	>3000	>3000	>3000	>3000	
	East Side	Presence of on-street parking or other equivalent barrier **	No	No	Yes	Yes	
		Operating Speed (km/h)	60	60	60	60	
		LOS	E	E	В	В	
		Sidewalk Width (m)	1.5	1.8	2	2	
		Boulevard Width (m)	6 to 6.3	5 to 7	5.2	5.2	
	Side	AADT	>3000	>3000	>3000	>3000	
	West S	Presence of on-street parking or other equivalent barrier **	Yes	Yes	Yes	Yes	
		Operating Speed (km/h)	60	60	60	60	
		LOS	D	D	В	В	
		** A boulevard width of >= 4.5m	is considered he	ere to be an 'equivalent ba	rrier'; this does not ne	cessarily reflect the presence	of parking or an ac

 *** A backward widh d'>-4 5m is considered here be an required tainter" its does not necessarily reflect the presence of parking or at **Segment PLOS**
 From Segment 2 Segment PLOS

 Segment 2 Segment PLOS

 Segment 2 Segment 2 Segment PLOS

 Segment 2 Segment 2

Promenade Circle

5

	From	North Promenade	West Promenade		South Promenade	East Promenade
	То	West Promenade	South Promenade		East Promenade	North Promenade
Segment PLOS		Segment 1	Segment 2	Segment PLOS	Segment 3	Segment 4
	Sidewalk Width (m)	0	0		0	0
	Boulevard Width (m)	0	0		0	0
음	AADT	5387	3801	8	1200	2450
East Side	Presence of on-street parking or other equivalent barrier **	No	No	East Side	No	No
	Operating Speed (km/h)	30	30		30	30
	LOS	F	F		F	F
	Sidewalk Width (m)	1.5	1.5		0	0
	Boulevard Width (m)	0 to 2.3	2	1	0	0
đe	AADT	5387	3801	ę	1200	2450
West Side	Presence of on-street parking or other equivalent barrier **	No	No	West Side	No	No
	Operating Speed (km/h)	30	30		30	30

West Promenade		From	New Westminster Drive	Promenade Circle
		То	Promenade Circle	Promenade Mall
	Segment PLOS		Segment 1	Segment 2
		Sidewalk Width (m)	1.5	1.5
		Boulevard Width (m)	2.4 to 3.5	2.3
	e e	AADT	5945	>3000
	North Side	Presence of on-street parking or other equivalent barrier ** Operating Speed (km/h)	No	Yes
			50	30
	LOS	LOS	E	D
		Sidewalk Width (m)	1.5	
		Boulevard Width (m)	2.8 to 3.2	
	5	AADT	5945	
	S outh Side	Presence of on-street parking or other equivalent barrier **	No	
		Operating Speed (km/h)	50	
		LOS	E	

South Promenade		From	Clark Avenue West		
		То			
	Segment PLOS		Segment 1		
		Sidewalk Width (m)	1.5		
		Boulevard Width (m)	2	1	
	٩	AADT	3150		
	East Side	Presence of on-street parking or other equivalent barrier **	No		
		Operating Speed (km/h)	50	1	
		LOS	F		
		Sidewalk Width (m)	1.5		
		Boulevard Width (m)	2		
	٩	AADT	3150	1	
	West Side	Presence of on-street parking or other equivalent barrier **	No		
		Operating Speed (km/h)	50		
		LOS	F		
				•	
East Promenade		From	Bathurst Street	Promenade Circle]
		То	Promenade Circle	Promenade Mail	1
	Segment PLOS		Segment 1	Segment 2	
		Sidewalk Width (m)	1.5	3	1
		Boulevard Width (m)	2.5 to 3	3	1
	Ū.	AADT	2350	n/a	
	North Side	AADT Presence of on-street parking or other equivalent barrier **	2350 No		
	North Sld	Presence of on-street parking		n/a	
	North Sld	Presence of on-street parking or other equivalent barrier **	No	n/a Yes	A is for the pedest
	North Sid	Presence of on-street parking or other equivalent barrier ** Operating Speed (km/h)	No 50	n/a Yes 30	A is for the pedest
		Presence of on-street parking or other equivalent barrier ** Operating Speed (km/h) LOS	No 50 C	n/a Yes 30 A	A is for the pedest
		Presence of on-street parking or other equivalent barrier ** Operating Speed (km/h) LOS Sidewalk Width (m)	No 50 C 1.5	n/a Yes 30 A 3	A is for the pedest
	South Side North Sid	Presence of on-street parking or other equivalent barrier ** Operating Speed (km/h) LOS Sidewalk Width (m) Boulevard Width (m)	No 50 C 1.5 2 to 3	n/a Yes 30 A 3 3	A is for the pedest
		Presence of on-street parking or other equivalent barrier ** Operating Speed (km/h) LOS Sidewalk Width (m) Boulevard Width (m) AADT Presence of on-street parking	No 50 C 1.5 2 to 3 2350	n/a Yes 30 A 3 3 n/a	A is for the pedest
		Presence of on-street parking or other equivalent barrier ** Operating Speed (km/h) LOS Sidewalk Wildth (m) Boulevard Wildth (m) AADT Presence of on-street parking or other equivalent barrier **	No 50 C 1.5 2 to 3 2350 No	n/a Yes 30 A 3 3 n/a Yes	A is for the pedest



cle	From	Bathurst Street
	То	Promenade Circle
Segment PLOS		Segment 1
	Sidewalk Width (m)	0
	Boulevard Width (m)	2.5 to 3
ep	AADT	1300
North Side	Presence of on-street parking or other equivalent barrier **	No
	Operating Speed (km/h)	50
	LOS	F
	Sidewalk Width (m)	1.5
	Boulevard Width (m)	3
de de	AADT	1300
South Side	Presence of on-street parking or other equivalent barrier **	No
	Operating Speed (km/h)	50
	LOS	c

Promenade

McArthur Drive



han Boulevard	From	Centre Street		
	To	Lawrie Road		
Segment PLOS		Segment 1		
	Sidewalk Width (m)	0		
	Boulevard Width (m)	n/a		
e	AADT	n/a		
West Side	Presence of on-street parking or other equivalent barrier **	n/a		
	or other equivalent barrier ** Operating Speed (km/h) 50			
	LOS	Lawrie Road Segment 1 0 n/a n/a n/a		
	Sidewalk Width (m)	1.5		
	Boulevard Width (m)	1 to 2m		
8	AADT	<3000		
East Side	Presence of on-street parking or other equivalent barrier **	No		
	Operating Speed (km/h)	50		
	LOS	С		

	From	Katerina Ave
	To	Cul-de-sac
Segment PLOS		Segment 1
	Sidewalk Width (m)	0
	Boulevard Width (m)	n/a
용	AADT	n/a
West Side	Presence of on-street parking or other equivalent barrier **	n/a
	Operating Speed (km/h)	50
	LOS	F
	Sidewalk Width (m)	0
	Boulevard Width (m)	n/a
문	AADT	n/a
East Side	Presence of on-street parking or other equivalent barrier **	n/a
	Operating Speed (km/h)	50
	LOS	F

		From	McArthur Drive	Miriam Garden Way
aterina Avenue		То	Miriam Garden Way	New Westminster Drive
	Segment PLOS		Segment 1	Segment 2
		Sidewalk Width (m)	0	1.5
		Boulevard Width (m)	n/a	3.5-4
	8	AADT	n/a	<3000
	North Side	Presence of on-street parking or other equivalent barrier **	n/a	n/a
	_	Operating Speed (km/h)	50	50
		LOS	F	С
		Sidewalk Width (m)	1.5	1.5
		Boulevard Width (m)	3.5	3.5-4
	8	AADT	<3000	<3000
	S outh Side	Presence of on-street parking or other equivalent barrier **	n/a	n/a
		Operating Speed (km/h)	50	50
		LOS	С	С