

INTERSECTION BLOS - RESULTS

Score	Letter Grade
5	A
4	B
3	C
2	D
1	E
0	F

V (MPH)	B	F	R (FT)
10	0	0.36	18
15	0	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

Intersection		Clark Avenue and Bathurst Street			
		NORTH	SOUTH	EAST	WEST
BLOS	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
	Operating Speed	60 km/h	60 km/h	50 km/h	50 km/h
	Number of Lanes Crossed	2 or more	2 or more	2 or more	2 or more
	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			

Intersection		Clark Ave W and S Promenade			
		NORTH	SOUTH	EAST	WEST
BLOS	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	
	Operating Speed	50 km/h			50 km/h
	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
LEVEL OF SERVICE		D			

improve by 1 due to it being a signalized T-intersection

Intersection		Clark Drive and New Westminster Drive			
		NORTH	SOUTH	EAST	WEST
BLOS	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
	Number of Lanes Crossed	2 or more	2 or more	2 or more	2 or more
	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			

Intersection		Westminster Drive and West Promenade / Brownrigg			
		NORTH	SOUTH	EAST	WEST
BLOS	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	C	C	C
	Operating Speed	40 km/h	40 km/h	40 km/h	40 km/h
	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	B	B
	Overall Approach LOS (average)	C/D	C/D	B/C	B/C
LEVEL OF SERVICE		C			

VIVA: Under Construction

Intersection		New Westminster Drive and Centre Street			
		NORTH	SOUTH	EAST	WEST
BLOS	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	C	A	A
	Operating Speed	50 km/h	50 km/h	60 km/h	60 km/h
	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	B	B
	Overall Approach LOS (average)	D/E	D/E	A/B	A/B
LEVEL OF SERVICE		C			

raised bike lanes

2-stage, left-turn bike box

Intersection		New Westminster Drive and Katerina Avenue			
		NORTH	SOUTH	EAST	WEST
BLOS	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	C	C	C
	Operating Speed	50 km/h	50 km/h	50 km/h	50 km/h
	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	D	D
	Overall Approach LOS (average)	D/E	D/E	F	F
LEVEL OF SERVICE		D			

not done
minor
unsignalized

Intersection		New Westminster Drive and North Park Road			
		NORTH	SOUTH	EAST	WEST
BLOS	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	C	C	C
	Operating Speed	50 km/h	50 km/h	50 km/h	50 km/h
	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	D	D
	Overall Approach LOS (average)	D/E	D/E	F	F
LEVEL OF SERVICE		D			

Intersection		New Westminster Drive and Beverly Glen Boulevard			
		NORTH	SOUTH	EAST	WEST
BLOS	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	C	C	C
	Operating Speed	50 km/h	50 km/h	40 km/h	40 km/h
	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	B	B
	Overall Approach LOS (average)	D/E	D/E	B/C	B/C
LEVEL OF SERVICE		D			

Intersection		Atkinson and Highcliffe Drive / Rosedale Heights			
		NORTH	SOUTH	EAST	WEST
BLOS	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	C	C	C
	Operating Speed	40 km/h	40 km/h	50 km/h	50 km/h
	Number of Lanes Crossed	1 lane	None	2 or more	2 or more
	Two-stage, left-turn bike box?	No	No	No	No
	Dual left-turn lanes (share or exclusive)?	No	No	No	No
	Left Turn LOS	B	B	F	F
	Overall Approach LOS (average)	B/C	B/C	D/E	D/E
LEVEL OF SERVICE		D			

Intersection		<i>Atkinson and Edmond Seager Drive / Rosedale Height</i>			
		NORTH	SOUTH	EAST	WEST
BLOS	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	C	C	C
	Operating Speed	50 km/h	40 km/h	40 km/h	40 km/h
	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	D	B	B
	Overall Approach LOS (average)	D/E	C/D	B/C	B/C
LEVEL OF SERVICE	C				

Intersection		<i>Atkinson Avenue and Centre Street</i>			
		NORTH	SOUTH	EAST	WEST
BLOS	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	C	C	C
	Operating Speed	50 km/h	40 km/h	40 km/h	50 km/h
	Number of Lanes Crossed	2 or more	2 or more	2 or more	2 or more
	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	D				

Intersection		<i>Atkinson Avenue and Manor Gate / Campbell Avenue</i>			
		NORTH	SOUTH	EAST	WEST
BLOS	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	C	C	C
	Operating Speed	40 km/h	40 km/h	40 km/h	40 km/h
	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	B	B	B	B
	Overall Approach LOS (average)	B/C	B/C	B/C	B/C
LEVEL OF SERVICE	C				

Intersection		<i>Atkinson Avenue and Arnold Avenue</i>			
		NORTH	SOUTH	EAST	WEST
BLOS	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	C	C	C
	Operating Speed	40 km/h	40 km/h	40 km/h	40 km/h
	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	B	B	B	B
	Overall Approach LOS (average)	B/C	B/C	B/C	B/C
LEVEL OF SERVICE	C				

Intersection		<i>Atkinson Avenue and Spring Gate Boulevard</i>			
		NORTH	SOUTH	EAST	WEST
BLOS	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	C	C	C
	Operating Speed	50 km/h	50 km/h	40 km/h	50 km/h
	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	B	B
	Overall Approach LOS (average)	C/D	C/D	B/C	B/C
LEVEL OF SERVICE	C				

Intersection		Atkinson Avenue and Clark Avenue West			
		NORTH	SOUTH	EAST	WEST
BLOS	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	C	C	D	C
	Operating Speed	50 km/h	50 km/h	50 km/h	50
	Number of Lanes Crossed	1 lane	1 lane	2 or more	2 or more
	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			

Intersection		Bathurst Street and East Promenade			
		NORTH	SOUTH	EAST	WEST
BLOS	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	D			D
	Operating Speed	60 km/h	60 km/h		60 km/h
	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)	E	F		E
LEVEL OF SERVICE		E			

Intersection		Disera Drive and Unnamed Road			
		NORTH	SOUTH	EAST	WEST
BLOS	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	C	C	C
	Operating Speed	50 km/h	50 km/h	50 km/h	50 km/h
	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			

Intersection		Disera Drive / North Promenade and Centre Street				
		NORTH	SOUTH	EAST	WEST	
BLOS	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	C	A	A	raised bike lanes on east and west approaches
	Operating Speed	50 km/h	50 km/h	60 km/h	60 km/h	
	Number of Lanes Crossed	1 lane	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	D	F	B	B	2-stage, left-turn bike box
	Overall Approach LOS (average)	D	D/E	A/B	A/B	
LEVEL OF SERVICE		C				

Intersection		Bathurst Street and Centre Street				
		NORTH	SOUTH	EAST	WEST	
BLOS	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	A	raised bike lanes on all approaches
	Operating Speed	60 km/h	60 km/h	50 km/h	60 km/h	
	Number of Lanes Crossed	2 or more	2 or more	2 or more	2 or more	
	Two-stage, left-turn bike box?	Yes	Yes	Yes	Yes	
	Dual left-turn lanes (share or exclusive)?	No	No	No	No	
	Left Turn LOS	B	B	A	B	2-stage, left-turn bike box
	Overall Approach LOS (average)	A/B	A/B	A	A/B	
LEVEL OF SERVICE		A				

VIVA: Under Construction	Intersection		Bathurst St and Beverly Glen Boulevard			
			NORTH	SOUTH	EAST	WEST
Reference Drawing PM104	BLOS	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	C	C
		Operating Speed	60 km/h	60 km/h	50 km/h	40 km/h
		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	A	B
		Overall Approach LOS (average)	C/D	C/D	B	B/C
LEVEL OF SERVICE		C				

raised bike lanes on north and south approaches

no left-turning bike boxes

VIVA: Under Construction	Intersection		thurst St and New Westminster Blvd / Atkinson Aven			
			NORTH	SOUTH	EAST	WEST
Reference Drawing PM104	BLOS	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	C	C
		Operating Speed	60 km/h	60 km/h	50 km/h	50 km/hr
		Number of Lanes Crossed	2 or more	2 or more	2 or more	2 or more
		Two-stage, left-turn bike box?	Yes	Yes	No	No
		Dual left-turn lanes (share or exclusive)?	No	No	No	No
		Left Turn LOS	B	B	F	F
		Overall Approach LOS (average)	A/B	A/B	D/E	D/E
LEVEL OF SERVICE		C				

raised bike lanes

2-stage, left-turn bike box on north and south approaches

T intersection

	Intersection		Promenade Circle and North Promenade			
			NORTH	SOUTH	EAST	WEST
BLOS	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/hr
	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				B
	Overall Approach LOS (average)	D			F	B
LEVEL OF SERVICE		D				
Adjusted LOS		E				

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

T-intersection

	Intersection		Promenade Circle and West Promenade			
			NORTH	SOUTH	EAST	WEST
BLOS	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	C				C
	Operating Speed			30 km/h		30 km/hr
	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			B		B
	Overall Approach LOS (average)			B		B/C
LEVEL OF SERVICE		B				
Adjusted LOS		C				

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

T-intersection

	Intersection		Promenade Circle and South Promenade			
			NORTH	SOUTH	EAST	WEST
BLOS	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	
	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	B	
	Overall Approach LOS (average)			D	B	F
LEVEL OF SERVICE		D				
Adjusted LOS		E				

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

T-intersection

Intersection		Promenade Circle and East Promenade			
		NORTH	SOUTH	EAST	WEST
BLOS	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	
	Operating Speed	30 km/h		50 km/h	
	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	B		F	
	Overall Approach LOS (average)	B	F	F	
LEVEL OF SERVICE	E				
Adjusted LOS	F				

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

T-intersection

Intersection		Promenade Circle and East Promenade			
		NORTH	SOUTH	EAST	WEST
BLOS	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		C	C	
	Operating Speed	30 km/h		50 km/h	
	Number of Lanes Crossed	1 lane		None	
	Two-stage, left-turn bike box?	No		No	
	Dual left-turn lanes (share or exclusive)?	No		No	
	Left Turn LOS	B		B	
	Overall Approach LOS (average)	B	C	B/C	
LEVEL OF SERVICE	B				
Adjusted LOS	C				

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

VIVA: Under Construction

Reference Drawing PM104

Intersection		Centre Street and Vaughan Boulevard / Carl Tennen Str			
		NORTH	SOUTH	EAST	WEST
BLOS	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	C	C	C
	Operating Speed	50 km/h	50 km/h	60 km/h	60 km/h
	Number of Lanes Crossed	1 lane	1 lane	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	D	D	B	B
	Overall Approach LOS (average)	C/D	C/D	B/C	B/C
LEVEL OF SERVICE	C				

raised bike lanes

2-stage, left-turn bike box on north and south approaches

T-intersection

Intersection		Katerina Avenue and McArthur Drive			
		NORTH	SOUTH	EAST	WEST
BLOS	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		C	C	
	Operating Speed	50 km/hr		50 km/h	
	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	B		B	
	Overall Approach LOS (average)	B		B/C	
LEVEL OF SERVICE	B				
Adjusted LOS	B				

Intersection		New Westminster Drive and Katerina Avenue			
		NORTH	SOUTH	EAST	WEST
BLOS	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
	Operating Speed	50 km/h	50 km/h	50 km/h	50 km/h
	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	D	D
	Overall Approach LOS (average)	D/E	D/E	D	D
	LEVEL OF SERVICE	E			

Penalize as there is no signal indicating when to cross

Segment BLOS - Results

* Bike Facility Type

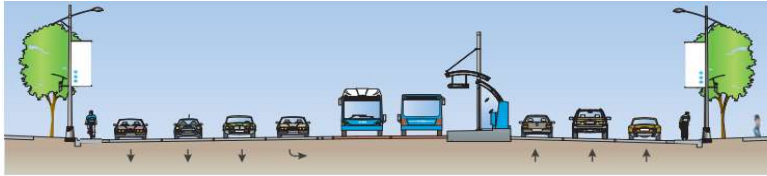
- 1 = Physically separated bikeway
- 2 = Bike Lanes not adjacent to parking
- 3 = Bike Lanes adjacent to parking
- 4 = Mixed Traffic

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

Shown is a cross section of what 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
To	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
To	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	Highcliffe Drive / Rosedale Heights	Karmin Education Centre (north access)	Centre Street
To	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	
To	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	A	A	A	E	

Bathurst Street		VIVA CONST			
From	Clark Avenue West	East Promenade	Centre Street	Beverly Glen Boulevard	
To	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	A	A	

Abbeywood Gate / Disera Drive / North Promenade					
From	Kingsbridge Circle	Beverly Glen Boulevard	North Park Road	Centre Street	Promenade Circle
To	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	B	B	D	D	B

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

Promenade Circle				
From	North Promenade	West Promenade	South Promenade	East Promenade
To	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
To	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
To	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
To	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
To	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
To	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	B

Katerina Ave

From	McArthur Drive
To	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	B

Intersection PLOS - Results

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.

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

Intersection		Clark Avenue and Bathurst Street							
		NORTH		SOUTH		EAST		WEST	
Pedestrian	Lanes	7	55	7	55	6	65	6	65
	Median	Yes		Yes		Yes		Yes	
	Island Refuge	No	-4	No	-4	No	-4	No	-4
	Conflicting Left Turn	Protected	0	Protected	0	Protected	0	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
	RTOR	RTOR allowed	-3	RTOR allowed	-3	RTOR allowed	-3	RTOR allowed	-3
	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)		F (28)		E (38)		E (36)	
Adjusted LOS based on location and context		F							

no adjustment necessary

Intersection		Clark Ave W and S Promenade							
		NORTH		SOUTH		EAST		WEST	
Pedestrian	Lanes	4	100			6	65	5	75
	Median	Yes				Yes		Yes	
	Island Refuge	No	-4			No	-4	No	-4
	Conflicting Left Turn	Protected	0			Permissive	-7	No left turn/prohibited	0
	Conflicting Right Turn	Permissive or yield control	-5			No right turn	0	Permissive or yield control	-5
	RTOR	RTOR allowed	-3			RTOR prohibited	0	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	Zebra stripe hi-vis markings	-4			Zebra stripe hi-vis markings	-4	Zebra stripe hi-vis markings	-4
LEVEL OF SERVICE		C (74)				E (40)		D (49)	
Adjusted LOS based on location and context		E							

no adjustment necessary

Intersection		Clark Ave and New Westminster Drive							
		NORTH		SOUTH		EAST		WEST	
		Selection		Selection	Point	Selection	Point	Selection	Point
Pedestrian	Lanes	5	72	5	72	6	65	6	60
	Median	No		No		Yes			
	Island Refuge	No	-4	No	-4	No	-4	No	-4
	Conflicting Left Turn	Protected	0	Protected	0	Protected	0	Protected	0
	Conflicting Right Turn	Permissive or yield control	-5	Permissive or yield control	-5	Permissive or yield control	-5	No right turn	0
	RTOR	RTOR allowed	-3	RTOR allowed	-3	RTOR allowed	-3	RTOR allowed	-3
	Ped Leading Interval	No	-2	No	-2	No	-2	No	-2
	Corner Radius (largest)	> 15m to 25m	-8	> 15m to 25m	-8	> 15m to 25m	-8	> 15m to 25m	-8
	Crosswalk Type	Zebra stripe hi-vis markings	-4	Zebra stripe hi-vis markings	-4	Zebra stripe hi-vis markings	-4	Zebra stripe hi-vis markings	-4
LEVEL OF SERVICE		D (46)		D (46)		E (39)		E (39)	
Adjusted LOS based on location and context		E							

no adjustment necessary

Intersection		New Westminster Drive and West Promenade / Brownridge Dr						Point		
		NORTH		SOUTH		EAST			WEST	
		Selection	Point	Selection	Point	Selection	Point		Selection	Point
Pedestrian	Lanes	5	72	5	72	4	95	4	95	
	Median	No		No		No		No		
	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	
	RTOR	RTOR allowed	-3	RTOR allowed	-3	RTOR allowed	-3	RTOR allowed	-3	
	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	
Adjusted LOS based on location and context		E						no adjustment necessary		

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assumed the

Intersection		New Westminster Drive and Centre Street						Point		
		NORTH		SOUTH		EAST			WEST	
		Selection	Point	Selection	Point	Selection	Point		Selection	Point
Pedestrian	Lanes	5	72	5	75	7	55	7	55	
	Median	No		Yes		Yes		Yes		
	Island Refuge	No	-4	No	-4	Yes	0	Yes	0	
	Conflicting Left Turn	Protected	0	Protected	0	Protected	0	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	
	RTOR	RTOR allowed	-3	RTOR allowed	-3	RTOR allowed	-3	RTOR allowed	-3	
	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	
Adjusted LOS based on location and context		D						adjustment due to improved streetscaping and corner plazas		

Intersection		New Westminster Drive and Beverly Glen Boulevard						Point		
		NORTH		SOUTH		EAST			WEST	
		Selection	Point	Selection	Point	Selection	Point		Selection	Point
Pedestrian	Lanes	5	72	5	72	3	105	3	105	
	Median	No		No		Yes		Yes		
	Island Refuge	No	-4	No	-4	No	-4	No	-4	
	Conflicting Left Turn	Protected	0	Protected	0	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	
	RTOR	RTOR allowed	-3	RTOR allowed	-3	RTOR allowed	-3	RTOR allowed	-3	
	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	
Adjusted LOS based on location and context		C						Corner plazas at this location add separation and improve overall quality of pedestrian realm		

Intersection		Atkinson Avenue and Highcliffe Drive / Rosedale Heights						Point		
		NORTH		SOUTH		EAST			WEST	
		Selection	Point	Selection	Point	Selection	Point		Selection	Point
Pedestrian	Lanes	2	105	2	105	5	72	5	72	
	Median	No		No		No		No		
	Island Refuge	No	-4	No	-4	No	-4	No	-4	
	Conflicting Left Turn	Protected	0	Protected	0	Protected	0	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	
	RTOR	RTOR allowed	-3	RTOR allowed	-3	RTOR allowed	-3	RTOR allowed	-3	
	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	
Adjusted LOS based on location and context		D						no adjustment necessary		

Intersection		Atkinson Avenue and Rosedale Heights / Edmund Seager Drive						Point		
		NORTH		SOUTH		EAST			WEST	
		Selection	Point	Selection	Point	Selection	Point		Selection	Point
Pedestrian	Lanes	5	72	5	72	3	100	3	100	
	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	
	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 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	
Adjusted LOS based on location and context		E						no adjustment necessary		

Intersection		Atkinson Avenue and Centre Street							
		NORTH		SOUTH		EAST		WEST	
		Selection	Point	Selection	Point	Selection	Point	Selection	Point
Pedestrian	Lanes	5	75	5	75	5	75	5	75
	Median	Yes		Yes		Yes		Yes	
	Island Refuge	No	-4	No	-4	No	-4	No	-4
	Conflicting Left Turn	Protected	0	Protected	0	Protected	0	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
	RTOR	RTOR allowed	-3	RTOR allowed	-3	RTOR allowed	-3	RTOR allowed	-3
	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)		D (46)		D (46)		D (46)	
Adjusted LOS based on location and context		D							

no adjustments required

Intersection		Atkinson Avenue and Manor Gate / Campbell Ave							
		NORTH		SOUTH		EAST		WEST	
		Selection	Point	Selection	Point	Selection	Point	Selection	Point
Pedestrian	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
	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 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)		C (62)		C (72)		C (72)	
Adjusted LOS based on location and context		C							

no adjustments required

Intersection		Atkinson Avenue and Arnold Avenue							
		NORTH		SOUTH		EAST		WEST	
		Selection	Point	Selection	Point	Selection	Point	Selection	Point
Pedestrian	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
	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 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)		C (62)		C (72)		C (72)	
Adjusted LOS based on location and context		C							

no adjustments required

Intersection		Atkinson Avenue and Spring Gate Boulevard							
		NORTH		SOUTH		EAST		WEST	
		Selection	Point	Selection	Point	Selection	Point	Selection	Point
Pedestrian	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
	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 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)		C (62)		C (72)		C (72)	
Adjusted LOS based on location and context		C							

no adjustments required

Intersection		Atkinson Avenue and Clark Avenue							
		NORTH		SOUTH		EAST		WEST	
		Selection	Point	Selection	Point	Selection	Point	Selection	Point
Pedestrian	Lanes	4	95	3	100	6	65	5	75
	Median	No		No		Yes		Yes	
	Island Refuge	No	-4	No	-4	No	-4	No	-4
	Conflicting Left Turn	Protected	0	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
	RTOR	RTOR allowed	-3	RTOR allowed	-3	RTOR allowed	-3	RTOR allowed	-3
	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)		C (69)		E (34)		D (51)	
Adjusted LOS based on location and context		E							

no adjustments required

VIVA Under Reference D

Intersection		Centre Street and North Promenade / Disera Drive						Point		
		NORTH		SOUTH		EAST			WEST	
		Selection	Point	Selection	Point	Selection	Point		Selection	Point
Pedestrian	Lanes	3	100	5	75	7	55	7	55	
	Median	No		Yes		Yes		Yes		
	Island Refuge	No	-4	No	-4	Yes	0	Yes	0	
	Conflicting Left Turn	Protected	0	Protected	0	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	
	RTOR	RTOR allowed	-3	RTOR allowed	-3	RTOR allowed	-3	RTOR allowed	-3	
	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	B (77)		D (52)		F (29)		F (29)		29
Adjusted LOS based on location and context		E								

adjustment due to improved streetscaping and corner plazas

Intersection		Bathurst Street and East Promenade						Point		
		NORTH		SOUTH		EAST			WEST	
		Selection	Point	Selection	Point	Selection	Point		Selection	Point
Pedestrian	Lanes	5	72	6	65			5	75	
	Median	No		Yes				Yes		
	Island Refuge	Yes	0	No	-4			No	-4	
	Conflicting Left Turn	Permissive	-7	No left turn/prohibited	0			Protected	0	
	Conflicting Right Turn	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)		E (36)				D (46)		46
Adjusted LOS based on location and context		E								

no adjustments required

Intersection		Disera Drive and Unnamed Road						Point		
		NORTH		SOUTH		EAST			WEST	
		Selection	Point	Selection	Point	Selection	Point		Selection	Point
Pedestrian	Lanes	3	100	3	100	3	100	3	100	
	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	
	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 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)		C (70)		C (70)		C (70)		70
Adjusted LOS based on location and context		B								

Increase by a point due to the streetscaping at the corners that provide additional separation for pedestrians and improve the experience

VIVA Under Reference D

Intersection		Bathurst Street and Centre Street						Point		
		NORTH		SOUTH		EAST			WEST	
		Selection	Point	Selection	Point	Selection	Point		Selection	Point
Pedestrian	Lanes	8	40	7	55	5	75	8	40	
	Median	Yes		Yes		Yes		Yes		
	Island Refuge	Yes	0	Yes	0	Yes	0	Yes	0	
	Conflicting Left Turn	Protected	0	Protected	0	Protected	0	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	
	RTOR	RTOR allowed	-3	RTOR allowed	-3	RTOR allowed	-3	RTOR allowed	-3	
	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	F (21)		E (36)		D (56)		F (21)		21
Adjusted LOS based on location and context		F								

no adjustments required

VIVA Under Reference D

Intersection		Bathurst St and Beverly Glen Boulevard						Point		
		NORTH		SOUTH		EAST			WEST	
		Selection	Point	Selection	Point	Selection	Point		Selection	Point
Pedestrian	Lanes	7	55	7	55			4	100	
	Median	Yes		Yes				Yes		
	Island Refuge	Yes	0	Yes	0			Yes	0	
	Conflicting Left Turn	Permissive	-7	No left turn/prohibited	0			Permissive	-7	
	Conflicting Right Turn	No right turn	0	Permissive or yield control	-5			Permissive or yield control	-5	
	RTOR	RTOR allowed	-3	RTOR prohibited	0			RTOR allowed	-3	
	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)		E (39)				C (74)		74
Adjusted LOS based on location and context		E								

no adjustments required

Intersection		Bathurst Street and New Westminster Drive / Atkinson Avenue							
		NORTH		SOUTH		EAST		WEST	
		Selection	Point	Selection	Point	Selection	Point	Selection	
Pedestrian	Lanes	7	55	7	55	5	75	6	65
	Median	Yes		Yes		Yes		Yes	
	Island Refuge	Yes	0	Yes	0	No	-4	No	-4
	Conflicting Left Turn	Protected	0	Protected	0	Protected	0	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
	RTOR	RTOR allowed	-3	RTOR allowed	-3	RTOR allowed	-3	RTOR allowed	-3
	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	
Adjusted LOS based on location and context		E							no adjustments required

unsignalized T intersection

Intersection		Promenade Circle and North Promenade							
		NORTH		SOUTH		EAST		WEST	
		Selection	Point	Selection	Point	Selection	Point	Selection	
Pedestrian	Lanes	4	95			4	95	4	95
	Median	No				No		No	
	Island Refuge	No	-4			No	-4	No	-4
	Conflicting Left Turn	Permissive	-7			Permissive	-7	No left turn/prohibited	0
	Conflicting Right Turn	Permissive or yield control	-5			No right turn	0	Permissive or yield control	-5
	RTOR	RTOR allowed	-3			RTOR allowed	-3	RTOR allowed	-3
	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	
Adjusted LOS based on location and context		D						no adjustments required	

unsignalized T intersection

Intersection		Promenade Circle and West Promenade						
		NORTH		SOUTH		WEST		
		Selection	Point	Selection	Point	Selection	Point	
Pedestrian	Lanes	4	95	4	95	4	95	
	Median	No		No		No		
	Island Refuge	No	-4	No	-4	No	-4	
	Conflicting Left Turn	Permissive	-7	No left turn/prohibited	0	Permissive	-7	
	Conflicting Right Turn	No right turn	0	Permissive or yield control	-5	Permissive or yield control	-5	
	RTOR	RTOR allowed	-3	RTOR prohibited	0	RTOR allowed	-3	
	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		
Adjusted LOS based on location and context		D						no adjustments required

unsignalized T intersection

Intersection		Promenade Circle and South Promenade						
		SOUTH		EAST		WEST		
		Selection	Point	Selection	Point	Selection	Point	
Pedestrian	Lanes	4	95	4	95	4	95	
	Median	No		No		No		
	Island Refuge	No	-4	Yes	0	No	-4	
	Conflicting Left Turn	Permissive	-7	No left turn/prohibited	0	Permissive	-7	
	Conflicting Right Turn	Permissive or yield control	-5	Permissive or yield control	-5	No right turn	0	
	RTOR	RTOR allowed	-3	RTOR prohibited	0	RTOR allowed	-3	
	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		
Adjusted LOS based on location and context		D						no adjustments required

unsignalized T intersection

Intersection		Promenade Circle and East Promenade					
		NORTH		SOUTH		EAST	
		Selection	Point	Selection	Point	Selection	Point
Pedestrian	Lanes	4	95	4	95	5	75
	Median	No		No		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
	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	
Adjusted LOS based on location and context		E					

no adjustments required

unsignalized T intersection

Intersection		Promenade Circle and Promenade Circle Access (Northeast quad)					
		NORTH		SOUTH		EAST	
		Selection	Point	Selection	Point	Selection	Point
Pedestrian	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
	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
	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	
Adjusted LOS based on location and context		D					

Penalized because no curbs at northeast and northwest corners for pedestrians

PM-102

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

adjustment due to improved streetscaping and corner plazas and the fact that north and south approaches provide much better LOS

unsignalized T intersection

Intersection		Katerina Avenue and McArthur Drive					
		NORTH		SOUTH		EAST	
		Selection	Point	Selection	Point	Selection	Point
Pedestrian	Lanes	2	105	2	105	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
	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
	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	
Adjusted LOS based on location and context		C					

unsignalized intersection

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

Segment PLOS - Results

Clark Avenue

		From	New Westminster Drive	South Promenade	Bathurst Street
		To	South Promenade	Bathurst Street	Atkinson Avenue
Segment PLOS		Segment 1	Segment 2	Segment 3	
North Side	Sidewalk Width (m)	1.5	1.5	1.5	
	Boulevard Width (m)	3.5 to 4	0.3 to 2	2 to 4	
	AADT	15540	17640	20050	based on existing balanced counts converted to AADT (assumption: peak flow in both directions * 10)
	Presence of on-street parking or other equivalent barrier **	No	No	No	
	Operating Speed (km/h)	50	50	50	
LOS	D	E	D		
South Side	Sidewalk Width (m)	1.5	1.5	1.5	
	Boulevard Width (m)	3 to 4	3 to 4	2.2 to 3.6	
	AADT	15540	17640	20050	based on existing balanced counts converted to AADT (assumption: peak flow in both directions * 10)
	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 here to be an 'equivalent barrier', this does not necessarily reflect the presence of parking or an actual barrier

New Westminster Drive

		From	Clark Avenue West	Centre Street
		To	Centre Street	Bathurst Street
Segment PLOS		Segment 2	Segment 3	
East Side	Sidewalk Width (m)	1.5	1.5	
	Boulevard Width (m)	4.5 to 5	3.5 to 3.7	
	AADT	13650	12600	
	Presence of on-street parking or other equivalent barrier **	Yes	No	
	Operating Speed (km/h)	40	50	
LOS	C	D		
West Side	Sidewalk Width (m)	1.5	1.5	
	Boulevard Width (m)	5 to 5.4	3	
	AADT	13650	12600	
	Presence of on-street parking or other equivalent barrier **	Yes	Yes	
	Operating Speed (km/h)	40	50	
LOS	C	D		

** A boulevard width of >= 4.5m is considered here to be an 'equivalent barrier', this does not necessarily reflect the presence of parking or an actual barrier

Atkinson Avenue

		From	Bathurst Street	Highcliffe Drive / Rosevale Heights	Karmen Education Centre (north access)	Centre Street
		To	Highcliffe Drive / Rosevale Heights	Karmen Education Centre (south access)	Centre Street	Clark Avenue West
Segment PLOS		Segment 1	Segment 2	Segment 3	Segment 4	
North Side / East Side	Sidewalk Width (m)	1.5	1.5	1.5	1.5	
	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 counts converted to AADT (as
	Presence of on-street parking or other equivalent barrier **	No	Yes, barrier	No	No	
	Operating Speed (km/h)	50	50	40	40	
LOS	D	C	C	C		
South Side / West Side	Sidewalk Width (m)	2.5	2.5	2.5	2.5	
	Boulevard Width (m)	4.5 to 4.8	3.3 to 4.8	4.5 to 4.8	3.5 to 7.3	
	AADT	9760	7380	7380	14580	based on existing balanced counts converted to AADT (as
	Presence of on-street parking or other equivalent barrier **	Yes	Yes	Yes	Yes	
	Operating Speed (km/h)	50	50	40	40	
LOS	C	C	C	C		

** A boulevard width of >= 4.5m is considered here to be an 'equivalent barrier', this does not necessarily reflect the presence of parking or an actual barrier



at atkinson and Dundrum

Centre Street

Reference Drawing PM104

		VIAL UNDER CONSTRUCTION					
		From	Vaughan Boulevard	New Westminster Drive	North Promenade / Disera Drive	Bathurst Street	150m East of Bathurst
		To	New Westminster Drive	North Promenade / Disera Drive	Bathurst Street	150m East of Bathurst	Alderson Avenue
Segment PLOS		Segment 1	Segment 2	Segment 3	Segment 4	Segment 5	
North Side	Sidewalk Width (m)	2	2	2	1.5	1.5	
	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	B	B	B	C	D		
South Side	Sidewalk Width (m)	2	2	2	1.5	1.5	
	Boulevard Width (m)	4 to 5	2.8	4 to 5	4 to 7	4.7 to 8	
	AADT	>3000	>3000	>3000	>3000	>3000	
	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	B	C	B	C	C		

** A boulevard width of >= 4.5m is considered here to be an 'equivalent barrier', this does not necessarily reflect the presence of parking or an actual barrier



Bathurst Street

		VIVA: UNDER CONSTRUCTION				
		From	East Promenade	Centre Street	Beverly Glen Boulevard	Beverly Glen Boulevard
		To	East Promenade	Centre Street	Beverly Glen Boulevard	New Westminster Drive / Allison Avenue
Segment PLOS			Segment 1	Segment 2	Segment 3	Segment 4
East Side	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
	AADT		>3000	>3000	>3000	>3000
	Presence of on-street parking or other equivalent barrier **		No	No	Yes	Yes
	Operating Speed (km/h)		60	60	60	60
LOS		E	E	B	B	
West Side	Sidewalk Width (m)		1.5	1.8	2	2
	Boulevard Width (m)		6 to 6.3	5 to 7	5.2	5.2
	AADT		>3000	>3000	>3000	>3000
	Presence of on-street parking or other equivalent barrier **		Yes	Yes	Yes	Yes
	Operating Speed (km/h)		60	60	60	60
LOS		D	D	B	B	

** A boulevard width of >= 4.5m is considered here to be an 'equivalent barrier'; this does not necessarily reflect the presence of parking or an actual barrier

Abbeewood Gate / Disera Drive / North Promenade

		From	Beverly Glen Boulevard	50m south of North Park Road	Centre Street	Promenade Circle	Promenade Circle
		To	Beverly Glen Boulevard	50m south of North Park Road	Centre Street	Promenade Circle	Promenade Circle
Segment PLOS			Segment 1	Segment 2	Segment 3	Segment 4	Segment 5
East Side	Sidewalk Width (m)		1.5	1.5	>2.5	1.5	1.5
	Boulevard Width (m)		3.3	3	2.8 to 4	1 to 3	0.3
	AADT		<3000	<3000	7120	7480	>3000
	Presence of on-street parking or other equivalent barrier **		No	No	Yes, On-street parking + planters	No	No
	Operating Speed (km/h)		50	50	50	50	50
LOS		C	C	B	D	E	
West Side	Sidewalk Width (m)		0	1.5	>2.5	1.5	
	Boulevard Width (m)		0	3 to 3.3	2.3 to 4.3	0 to 2	
	AADT		<3000	<3000	7120	7480	
	Presence of on-street parking or other equivalent barrier **		No	No	Yes, On-street parking + planters	No	
	Operating Speed (km/h)		50	50	50	50	
LOS		F	C	B	E		

Promenade Circle

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

West Promenade

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

South Promenade

		From	To
		Clark Avenue West	Promenade Circle
Segment PLOS		Segment 1	
East Side	Sidewalk Width (m)	1.5	
	Boulevard Width (m)	2	
	AADT	3150	
	Presence of on-street parking or other equivalent barrier **	No	
	Operating Speed (km/h)	50	
LOS		E	
West Side	Sidewalk Width (m)	1.5	
	Boulevard Width (m)	2	
	AADT	3150	
	Presence of on-street parking or other equivalent barrier **	No	
	Operating Speed (km/h)	50	
LOS		E	

East Promenade

		From	To	Promenade Circle	Promenade Mall
		Bathurst Street	Promenade Circle		
Segment PLOS		Segment 1		Segment 2	
North Side	Sidewalk Width (m)	1.5	3		
	Boulevard Width (m)	2.5 to 3	3		
	AADT	2350	n/a		
	Presence of on-street parking or other equivalent barrier **	No	Yes		
	Operating Speed (km/h)	50	30		
LOS		C	A		
South Side	Sidewalk Width (m)	1.5	3		
	Boulevard Width (m)	2 to 3	3		
	AADT	2350	n/a		
	Presence of on-street parking or other equivalent barrier **	No	Yes		
	Operating Speed (km/h)	50	30		
LOS		C	A		

A is for the pedestrian walkway leading to the mall seen here:



A is for the pedestrian walkway leading to the mall seen here:

Promenade Circle

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



Vaughan Boulevard

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

McArthur Drive

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

Katrina Avenue

		From	To	Minam Garden Way	New Westminster Drive
		McArthur Drive	Minam Garden Way		
Segment PLOS		Segment 1		Segment 2	
North Side	Sidewalk Width (m)	0	1.5		
	Boulevard Width (m)	n/a	3.5-4		
	AADT	n/a	<3000		
	Presence of on-street parking or other equivalent barrier **	n/a	n/a		
	Operating Speed (km/h)	50	50		
LOS		F	C		
South Side	Sidewalk Width (m)	1.5	1.5		
	Boulevard Width (m)	3.5	3.5-4		
	AADT	<3000	<3000		
	Presence of on-street parking or other equivalent barrier **	n/a	n/a		
	Operating Speed (km/h)	50	50		
LOS		C	C		