

CLB Street Design Decision Support and Audit Tool

Audit Tool Template

Step 1: Input data

Provide some information about the street you're reviewing. The functional classification and context are used to inform the CLB Typology.

Street name	_____	Right of way width (m)	_____
Location	_____	Traffic volume (ADT)	_____
Functional classification	_____	On BLAST network?	_____
Context			

Step 2: Select Typology

Select the preferred CLB Typology, considering the information provided in Step 1. Suggested typologies are highlighted.

Selected CLB typology	_____	CLB Typologies
		Urban Avenue Neighbourhood Street
		Transitional Avenue Rural Road
		Main Street Rural Settlement Road
		Connector

Select a typology above. Suggested typologies are highlighted to the right.

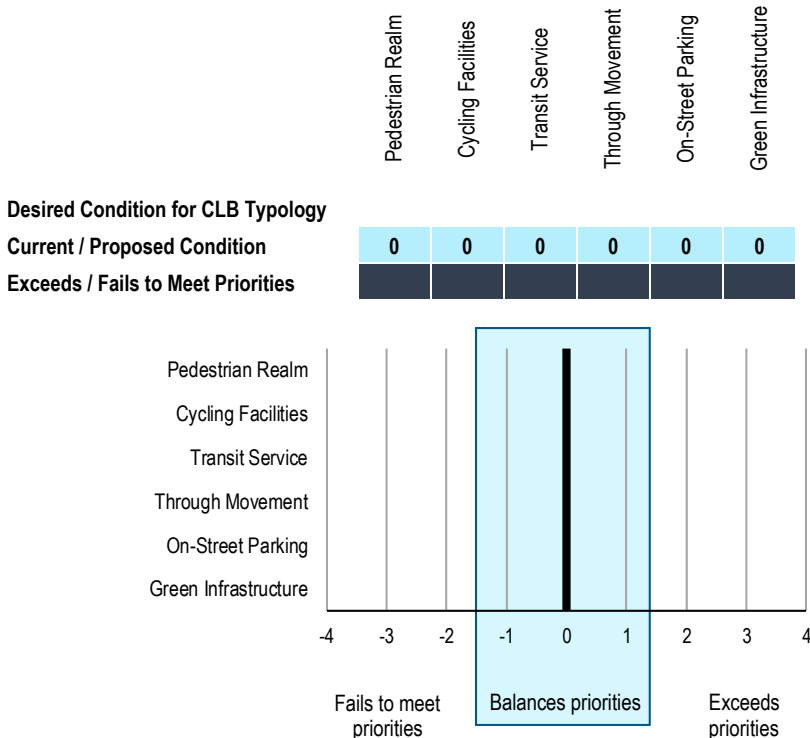
Step 3: Assess Current/Proposed Street Conditions

Enter a value from 1 to 5 for each of the street elements, considering either the existing conditions or potential future conditions. Refer to the Condition Definitions for a description of each of the condition values.

Pedestrian Realm	_____	Through Movement	_____
Cycling Facilities	_____	On-Street Parking	_____
Transit Service	_____	Green Infrastructure	_____

Step 4: Review Results

Review the results shown below. Priorities are balanced if all street elements fall within the shaded area. If some street elements exceed priorities, consider reallocating street space to improve conditions for elements that are failing to meet priorities. Return to Step 3 and make adjustments until a satisfactory result is achieved.



Condition Definitions

Pedestrian Realm

	Urban	Rural
1	No sidewalk or multi-use path (MUP)	Possible granular/soft shoulder
2	1.5 m pedestrian clearway (may be adjacent to curb)	1.2 m paved shoulder
3	1.8 m pedestrian clearway with 0.5 m edge zone (measured from back of curb) - or - 3.0 m MUP with 0.6 m edge zone Street trees / furnishing zone if feasible	1.5 m paved shoulder
4	2.0 m pedestrian clearway with 1.0 m edge zone - or - 3.5 m MUP with 1.5 m edge zone Street trees and pedestrian amenities in planting/furnishing zone	3.0 m MUP, physically separated from travelled portion of roadway
5	2.5 m ped clearway with 1.0 m edge zone Animated pedestrian corridor with street trees, pedestrian amenities, active street frontages and public art	3.0 m MUP, beyond clear zone of roadway

Cycling Facilities

	Urban	Rural
1	No cycling facilities , sub-standard facilities, or facilities that are not contextually appropriate (based on Book 18 nomograph)	Possible granular/soft shoulder
2	Shared operations , preferably on roadway with no marked centreline. Posted speed: Max 40 km/h (30 km/h preferred) Volume: Max 3,000 ADT (<1,500 ADT preferred)	1.2 m paved shoulder
3	Bike lane , buffered bike lane, or advisory bike lane, in conditions supported by Book 18 nomograph. - or - Separated bike lane , cycle track, or MUP, minimum 1.5 m (one way), 3.0 m (two way). Separation may be semi-permeable (e.g. flex bollards or mountable curb).	1.5 m paved shoulder - or - Advisory bike lane
4	Separated bike lane, cycle track, or MUP, minimum 1.8 m (one way), 3.5 m (two way) Separation elements are non-permeable (e.g. barrier curb, low-wall concrete barrier) Minimum 0.6 m buffer or edge zone.	Buffered paved shoulder - or - 3.0 m MUP, physically separated from travelled portion of roadway
5	Cycle track or MUP, minimum 2.0 m (one way), 4.0 m (two way) Minimum 1.5 m edge zone (may be reduced to 1.0 m for one-way cycle tracks on 40-50 km/h roads).	3.0 m MUP, beyond clear zone of roadway

Transit Service

1	No transit service or transit service where stop has no hard surface pad
2	Local transit service. Stops have hard surface pad allowing passenger boarding/alighting from all doors
3	Frequent local transit service. Most stops have shelters and basic amenities
4	Frequent local service or limited stop express service with significant transit priority elements (e.g. queue jump lanes, transit signal priority) Most stops have enhanced amenities (e.g. interior heating, real-time arrival information, fare vending machines)
5	Rapid transit service with dedicated transit lanes and comprehensive priority measures Most stops have enhanced amenities consistent with category 4

Through Movement (Vehicles and Freight)

	Urban	Rural
1	Design treatments promote slow speeds and divert through traffic. No marked centreline. Drivers may need to alternate directions, yielding to oncoming traffic.	Less than 6.0 m pavement No paved shoulder
2	Maximum one lane per direction, two lanes total (mid-block). Centreline may or may not be marked. No continuous centre turn lane. May include auxiliary turn lane at intersections.	6.0 to 7.0 m pavement Centreline may or may not be marked No paved shoulder
3	Maximum one lane per direction, three lanes total (mid-block). May include continuous centre turn lane. May include auxiliary turn lanes at intersections. Total mid-block lane width < 10 m (excluding bike lanes and dedicated parking lanes).	Two lane roadway with marked centreline Minimum 1.0 m paved shoulders
4	Maximum two lanes per direction, four or five lanes total (mid-block). May include centre median or continuous centre turn lane. May include auxiliary turn lanes at intersections. Total mid-block lane width < 16 m.	Two lane roadway with marked centreline Minimum 1.5 m paved shoulders
5	More than two lanes per direction or more than five lanes total. - or - Two or more left turn lanes at intersections. - or - Total mid-block lane width >= 16 m	Three or more lane roadway

On-Street Parking

1	On-street parking is not provided.
2	Permanent or off-peak parking if there is sufficient space in the ROW and demand cannot be met with off-street supply. Parking may be provided in specific locations only (where needed, or where curbside space is available), and may not be provided on every block . Parking may be on one or both sides of the street.
3	Permanent or off-peak parking is provided. Parking is provided on most blocks along the majority of the curb on one or both sides of the street.
4	Permanent parking on one side of the street in dedicated parking lane, typically with curb bulb-outs at intersections and crossings. Passenger drop-off, freight loading, and accessible parking where required.
5	Permanent parking on both sides of the street in dedicated parking lane with curb bulb-outs at intersections and crossings. Passenger drop-off, freight loading, and accessible parking where required.

Green Infrastructure

1	Street trees and stormwater management practices are not actively provided.
	Tree canopy fails to meet coverage guideline.
	Planting arrangement has substandard soil volumes and planting configuration.
2	Tree canopy at maturity meets coverage guideline in some locations.
	Design incorporates low impact development (LID) features where possible.
3	Tree canopy at maturity meets coverage guideline in most locations.
	Species diversity is achieved.
	Design incorporates low impact development (LID) features where possible.
4	Tree canopy at maturity exceeds coverage guideline.
	Species diversity is achieved.
	Design incorporates low impact development (LID) features.
5	Tree canopy at maturity exceeds coverage guideline
	Sustainability, resilience and ecological principles are primary themes of the design.
	LID incorporated in a comprehensive manner.

Desired Conditions for CLB Typologies

	Pedestrian Realm	Cycling Facilities	Transit Service	Transit Service (on BLAST network)	Through Movement	On- Street Parking	Green Instructure
Urban Avenue	4	4	4	5	3	2	3
Transitioning Avenue	5	5	4	5	4	1	3
Main Street	4	4	3	4	2	4	4
Connector	4	4	3	3	2	2	4
Industrial Street	4	4	3	3	3	1	2
Neighbourhood Street	3	2	1	1	1	3	4
Rural Road	1	4	1	3	4	1	2
Rural Settlement Road	4	3	2	3	3	3	3