

Criteria	Alternatives	Do Nothing	Reduced Lane Widths with Multi-Use Path on West Side and Paved Shoulder and Rumble Strip on East Side	Reduced Lane Widths with Multi-Use Path on West Side and New Sidewalk and Buffered Bike Lane on East Side
Transportation		<b>Not Preferred</b>	<b>Preferred</b>	<b>Preferred</b>
		<ul style="list-style-type: none"> <li>No change to traffic operations and safety</li> <li>No change to emergency response time</li> </ul>	<ul style="list-style-type: none"> <li>Acceptable traffic operations with reduced lane widths to encourage slower traffic speeds, which in turn may encourage truck diversion</li> <li>Two-way roads with raised centre median provide less sufficient space for emergency vehicles</li> </ul>	<ul style="list-style-type: none"> <li>Acceptable traffic operations with reduced lane widths to encourage slower traffic speeds, which in turn may encourage truck diversion</li> <li>Two-way roads without raised centre median provide sufficient space for emergency vehicles</li> </ul>
Natural Environment		<b>Neutral</b>	<b>Preferred</b>	<b>Not Preferred</b>
		<ul style="list-style-type: none"> <li>No change to natural heritage features and wildlife and wildlife habitat</li> <li>No opportunity to enhance natural heritage features and wildlife and wildlife habitat</li> </ul>	<ul style="list-style-type: none"> <li>Encroaches into minimum protection zones and rare vegetation community; Potential indirect impacts to Butternut Tree</li> <li>Moderate to minor extensions to culverts</li> <li>Partially urbanizing corridor may increase potential for vehicle-wildlife conflicts</li> </ul>	<ul style="list-style-type: none"> <li>Encroaches into minimum protection zones and rare vegetation community; Potential indirect impacts to Butternut Tree</li> <li>Moderate extensions to culverts</li> <li>Urbanizing corridor may increase potential for vehicle-wildlife conflicts</li> </ul>
Healthy Communities		<b>Not Preferred</b>	<b>Not Preferred</b>	<b>Preferred</b>
		<ul style="list-style-type: none"> <li>No opportunity to promote healthy (active) environments</li> <li>No opportunity to support age friendly and accessible living</li> </ul>	<ul style="list-style-type: none"> <li>Continues to provide walkway between Walker Road and Leamster Trail</li> <li>Non-continuous pedestrian and cycling facilities between rural and urban areas</li> <li>Separation between pedestrians and cyclists</li> <li>Wide separation between pedestrians and roadway on west side; Rumble strips deter vehicles from crossing over to shoulder on east side</li> <li>Paved shoulders may not be comfortable for all cyclists</li> </ul>	<ul style="list-style-type: none"> <li>Provides sidewalk on east side between Walker Road and Leamster Trail, however nearest crossing is at Walker Road</li> <li>Continuity of paved buffered bike lane to paved shoulder on east side for cyclists entering rural area</li> <li>No separation between pedestrians and cyclists</li> <li>Wide separation between pedestrians and roadway on west side; Buffer (separation) between cyclists and travel lane on east side</li> <li>Multi-use path may not be comfortable for all pedestrians and cyclists</li> </ul>
Social, Cultural and Economic Environment		<b>Neutral</b>	<b>Preferred</b>	<b>Not Preferred</b>
		<ul style="list-style-type: none"> <li>Avoids negative impacts on cultural heritage features</li> <li>No opportunity to improve local economic sustainability</li> <li>No conflict with utility and municipal infrastructure</li> <li>No construction staging</li> <li>No construction cost</li> <li>No change to operations and maintenance cost</li> </ul>	<p style="text-align: center;">Impacts to cultural heritage features can be avoided or mitigated</p> <ul style="list-style-type: none"> <li>Potential for raised centre median with gateway feature between Walker Road and Leamster Trail</li> <li>Utility and municipal infrastructure to be relocated</li> <li>Minor temporary traffic impact due to construction staging</li> <li>Moderate cost to construct due to drainage</li> <li>Moderate cost to operate and maintain</li> </ul>	<ul style="list-style-type: none"> <li>No potential for raised centre median with gateway feature between Walker Road and Leamster Trail</li> <li>Utility and municipal infrastructure to be relocated; May require additional street lighting</li> <li>Moderate temporary traffic impact due to staging of storm sewers</li> <li>High cost to construct due to drainage, street lighting and material</li> <li>High cost to operate and maintain</li> </ul>
Summary		<b>Not Carried Forward</b>	<b>Preferred</b>	<b>Not Preferred</b>
		Does not address problem and opportunity	Suitable for transition from urban to rural area by retaining existing path on west side for northbound pedestrians and cyclists, and improving existing conditions on east side with paved shoulders for cyclists, resulting in less cost to construct and operate/maintain than alternative with multi-use path, sidewalk and bike lanes	Higher cost to construct and operate/maintain than alternative with pathway and paved shoulders