Environmental Study Report

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ΙΒΙ

Wyecroft Road Improvements from Bronte Road to Kerr Street Appendix K: Detailed Evaluation Tables for Planning Alternatives



Sinclair Rd

Submitted to Town of Oakville by IBI Group January 2020 West Segment

		Option 1	Option 2	Option 3	Option 4	Option 5	Option 6	Option 7	
West Segment: Br	onte Road to Fourteen Mile Creek	Do Nothing	Traffic Diversion to Alternate Routes	Transportation Demand Management	Transportation Systems Management	Infrastructure Improvements for AT	Transit Priority Measures and AT	Infrastructure Improvements for All Modes	L
Criteria	Metrics	Score (1-5)	Score	Score	Score	Score	Score	Score	Notes
Transportation									
Traffic capacity	Provides appropriate capacity to move people and goods (all modes)	0	O	O	O				Optio
Traffic network	Improves access to major roads	0	0	0	0	O		•	Optio for AT
Transit service	Improves the quality, reliability and integration of transit with other modes	0	•	٠	•	•			Optio reliab Optio conne infras
Transit Network	Improves the quality, reliability and service of Oakville Transit	0	•	O	٠	0	•		No im would conge Optio
Active transportation	Supports active mobility choices such as walking and cycling that is universally accessible, direct, comfortable and convenient	0	0	0	O				Optio transp faciliti
Emergency management response	Improves access for emergency responders within the corridor	0	O	O	O	O			Optio reduct for en impro respo
	Improves safety at intersections and crossing locations	0	0	0	O		•	•	Optio benef impro users
Roadway safety	Maintains sightlines between modes	0	0	0	0		•		Optio infras Optio alignr impro
	Easy-to-understand configuration to users "self-explaining roads"	O	O	O	O	•	•	•	Optio config and a impro
	Summary	0	O	O	O				

Legend
east preferred 🔿 🕒 🕒 🛑 Most preferred
\$
n 7 improves capacity for all modes.

on 7 improves access for all modes. Option 6 improves access T users and transit users. Options 1-4 do not improve access.

ons 2-4 may relieve some congestion and improve transit bility. Option 5 would improve integration of transit with AT. on 6 would improve all three metrics. Option 7 would improve ections with AT and provide additional opportunities for transit structure to improve the quality and reliability of transit.

provements are made through Options 1 and 5. Options 2-4 d result in a slight reduction of through traffic and/or reduced estion. Option 6 includes improvements specific to transit. In 7 improves capacity and improvements specific to transit.

ns 5-7 provide infrastructure improvements to support active portation. Options 1-4 do not improve pedestrian or cycling les.

Ins 2-6 would result in a slight reduction of through traffic and/or ced congestion. Options 5 and 6 do not improve response time mergency responders. Option 7 includes capacity ovements, which would improve response time for emergency onders.

on 4 would improve safety by improving signal timing, which is ficial for pedestrians and cyclists. Options 5, 6 and 7 would ove intersections and crossings for AT, transit and vehicle

on 5 would slightly improve sightlines and awareness by adding structure for active transportation. Option 6 slightly more than on 5. Option 7 would provide opportunity to address horizontal ment constraints for all road users. Options 1-4 do not provide ovements over the existing condition.

on 5, 6 and 7 would provide an easy-to-understand guration, with space for active transportation and transit priority, appropriate capacity for vehicles. Options 1-4 do not provide ovements over the existing condition.

		Option 1	Option 2	Option 3	Option 4	Option 5	Option 6	Option 7	
West Segment: Br	onte Road to Fourteen Mile Creek	Do Nothing	Traffic Diversion to Alternate Routes	Transportation Demand Management	Transportation Systems Management	Infrastructure Improvements for AT	Transit Priority Measures and AT	Infrastructure Improvements for All Modes	L
Social Environm	nent								
Supports appropriate intensification	Supports land use	0	٠	٠	•				The c Trans a MTS mode future impro Option suppo
	Improves business access (post construction)						•		Option slight custor
	Improves community cohesiveness	0	0		٠	4			Peopl choos sense impro conne transit indivic impro comm
Community building	Improves quality of life and health and safety	0	0		0	•			Option both r life an the qu faciliti cross- and le does n envirc indivic do no
	Improves corridor aesthetics	0	0	0	0				Corric consti
	Reduces impact of heavy truck traffic	0	0	0	0	•	•		Option suppor oppor do no



orridor, while largely industrial in nature, includes a Major it Station Area (MTSA). Options 6 and 7 best suit the goals of SA, which includes encouraging commuters to use alternative s of transportation to reach the transit station, and support land use and density. Option 5 does not include corridor vements for transit, but improves the corridor for AT users. ns 2-4 would make small reduction in congestion, but not ort future land use.

ns 1-2 do not improve business access. Options 3-5 provide improvement to business access for employees and mers. Options 6-7 provide most improvement to all modes.

le generally interact with others more when taking transit or sing AT modes of transportation than when driving. In this e, Options 6 and 7 would encourage users to take these s, which would improve community cohesiveness. Option 5 ves AT, which would encourage more users, providing more ection opportunities. While Option 3 does not improve AT or t, a large component of TDM is carpooling and encouraging duals to take alternative modes of transportation, which ves community cohesiveness. Options 1-2 do not improve nunity cohesiveness.

n 6 would improve both AT and transit on the corridor, making nodes more attractive choices which improves the quality of d health of residents. Option 5 improves AT, which improves ality of life and health of residents. Option 7 would improve es for all modes, but widening the road would increase the -section, which makes the environment less conducive to AT ess safe due to the larger crossing distances. While Option 3 not improve AT or transit, when implemented it is onmentally friendly, as it reduces congestion and encourages duals to take alternative modes of transportation. Options 1-2 improve quality of life and health and safety.

for aesthetics would only be improved in Options 5-7, as ruction is required. No construction is required for Options 1-4.

n 7 would provide opportunities to provide infrastructure to ort heavy truck traffic. Options 5 and 6 provide some tunities to balance other modes with truck traffic. Options 1-4 t provide improvements over the existing condition.

		Option 1	Option 2	Option 3	Option 4	Option 5	Option 6	Option 7	
West Segment: Bro	onte Road to Fourteen Mile Creek	Do Nothing	Traffic Diversion to Alternate Routes	Transportation Demand Management	Transportation Systems Management	Infrastructure Improvements for AT	Transit Priority Measures and AT	Infrastructure Improvements for All Modes	L
Construction	Minimal duration of construction								No co
phase impacts	Minimizes property requirements						O	0	No co
Noise and	Reduces noise (post construction)	0	٠	٠	٠	٠	٠	٠	Option conge reduc levels in traf for mo which meas
vibration impacts	Reduces vibrations (post construction)	0	٠	٠	•	٠	•	•	Option conge some Vibrat reduc Oppon in wid for vib
Travel time	Reduces travel time for all modes	0	•	•			•	•	Option should and tr would corrid
Cultural heritage impacts	Maintains existing built cultural heritage features and avoids impacts to archaeological resources					•	•		No co constr the ar There
Emergency access	Maintains emergency access (post construction)								Option Option impro- widen throug
	Summary	0	O	0					

Most preferred

east preferred O O O

nstruction required for Options 1-4.

nstruction required for Options 1-4.

on 1 does not address increasing traffic demand, increasing estion will increase noise levels. Options 2-5 will result in some ction in traffic demand and operational improvements. Noise s unlikely to be reduced. Option 6 results in a greater reduction ffic demand and more operational improvements. Opportunity ore noise mitigation measures. Option 7 results in wider roads, n places noise closer to receptors. Potential for noise mitigation sures if required.

In 1 does not address increasing traffic demand, increasing estion will increase vibration levels. Options 2-5 will result in a reduction in traffic demand and operational improvements. tion levels unlikely to be reduced. Option 6 results in a greater ction in traffic demand and more operational improvements. ortunity for more vibration mitigation measures. Option 7 results der roads, which places vibrations closer to receptors. Potential bration mitigation measures if required.

In 7 improves infrastructure for all modes, therefore travel time and decrease for all modes. Option 6 reduces travel time for AT ransit. Option 5 would reduce travel times for AT. Option 4 d reduce travel times associated with intersections within the for. Options 2 and 3 would result in minimal time savings.

nstruction required for Options 1-4. Options 5-7 require ruction, and therefore there is the potential for disturbance to ea of potential archaeological resources west of Bronte Road. are no cultural heritage features in the study area.

ns 1-5 have no anticipated difference in emergency access. n 6 provides intersection or corridor widening which may we emergency access at intersections. Option 7 includes hing for capacity which would improve emergency access ghout the segment.

		Option 1	Option 2	Option 3	Option 4	Option 5	Option 6	Option 7	
West Segment: Bro	onte Road to Fourteen Mile Creek	Do Nothing	Traffic Diversion to Alternate Routes	Transportation Demand Management	Transportation Systems Management	Infrastructure Improvements for AT	Transit Priority Measures and AT	Infrastructure Improvements for All Modes	L
Natural Environ	ment				, v				
Environmentally Sensitive Areas	Minimizes disturbances to ESA	-	-	-	-	-	-		No ES
ANSIs	Minimizes disturbances to areas of natural and scientific interest	-	-	-	-	-	-	-	No Al
Woodlands	Improves integrity of woodlands and woodland function	-	-	-	-	-	-	-	There
Treescape	Improves treescape	0	0	0	0	•	•		There treeso const treeso way a
Creeks	Minimizes impacts to creeks, surface and groundwater features and their hydrological functions								Optio Fourte cross there
Wetlands	Minimizes impacts to provincially and locally designated wetlands								There Fourte oppor signifi
Wildlife and birds	Minimizes impacts to wildlife habitat, fish habitat, the habitat of endangered and threatened species, and significant wildlife habitat					4	4		There widen wildlif requir wildlif widen
Vegetation	Minimizes impacts to vegetation					4	•		Option be rer there requir
Floodplains	Avoids encroachment into the floodplain								Regio requir into th have northy Line i
Resilience	Minimizes potential impacts to and risk from natural hazards (flooding, erosion, and unstable bedrock/soils)	0	0	0	0				Optio infras infras
	Summary								

east preferred O O O O O O O O O O O O O O O O O O O
SAs within this corridor segment. NSIs within this corridor segment.
SAs within this corridor segment. NSIs within this corridor segment.
NSIs within this corridor segment. e are no woodlands within this corridor segment.
e are no woodlands within this corridor segment.
e would be no construction with Options 1-4, therefore the cape would be the same as today. Options 5-7 require ruction, therefore there would be opportunities to improve the cape, however with more widening there may be less right-of- wailable for trees.
ns 1-4 do not require widening, therefore no impact to een Mile Creek. Also no opportunity to address existing ing. Options 5, 6 and 7 requires some widening, therefore would be some impact to Fourteen Mile Creek.
e are potential impacts to the locally significant wetland at een Mile Creek with Options 5, 6 and 7, along with potential tunities to mitigate impacts. There are no provincially icant wetlands within this corridor segment.
e is limited habitat in this segment. Options 1-4 do not require ning, therefore there would be no additional disruptions to e and wildlife habitat than what exists today. Options 5 and 6 res some widening, therefore there would be some impact to e and wildlife habitat and Option 7 would require the most ning.
ns 1-4 do not require widening, therefore no vegetation would moved. Options 5 and 6 require some widening, therefore would be some impact to vegetation and Option 7 would re the most widening.
onal floodplain around Fourteen Mile Creek. Options 1-4 do not re widening, therefore there would be no further encroachment the floodplains within the corridor. Options 5, 6 and 7 could increasing potential to encroach on the flood plain both the west and northeast quadrants of the Wyecroft Road and Third intersection.
ns 1-4 do not provide opportunity to increase resiliency of tructure to natural hazards. Options 5-7 would allow for tructure improvements to increase resiliency.

		Option 1	Option 2	Option 3	Option 4	Option 5	Option 6	Option 7	
West Segment: Bro	onte Road to Fourteen Mile Creek	Do Nothing	Traffic Diversion to Alternate Routes	Transportation Demand Management	Transportation Systems Management	Infrastructure Improvements for AT	Transit Priority Measures and AT	Infrastructure Improvements for All Modes	Lo
Technical									
Stormwater management	Improves stormwater quality and reduces stormwater quantity	0	0	0	0				Optior improv detrim
Utilities	Minimizes the number of utility relocations required	•	•	•	•	•		•	Optior be rec may b more require
Structures	Provides opportunity to improve or rehabilitate existing structures	0	0	0	0				Existir provid oppor structi
Illumination	Minimizes illumination requirements	•	•	•	•			•	Optior additio additio illumin larges requin
Policy framework	Supports existing municipal and provincial policy framework	0	0	٠	0				Provin transit the po would increa condu provin improv friendl
	Summary								

Legend

east preferred O O O O O Most preferred

ns 5-7 require construction, providing the opportunity to ve existing facilities, however a wider cross-section also has nental impacts on stormwater quality and quantity.

ns 1-4 do not require widening, therefore no relocations would quired. Option 5 requires adding AT facilities, therefore there be some impacts to existing utilities, Options 6 would require widening at intersections than Option 5, and Option 7 would e the most widening and utility relocations.

ng structures need to be improved/rehabilitated. Options 6-7 le opportunity to address this need. Option 5 provides potential tunity. Options 1-4 provide no opportunity to address existing ures.

ns 1-4 do not require widening therefore there are no onal illumination requirements. Option 5 would require onal illumination for AT facilities. Option 6 requires additional nation for AT facilities and wider intersections. Option 7 has the st cross-section, which would have the greatest illumination ements.

ncial and local policies support encouraging the use of AT and t. In this sense, Option 6 improves both modes, which supports plicies more than Option 5, which only improves AT. Option 7 improve facilities for all modes, but widening the road would ase the cross-section, which makes the environment less icive to AT. Option 3 is encouraged by municipal and icial policies (PPS, GGH, OP, TMP, ATMP), while it does not ve AT or transit, when implemented it is environmentally ly, as it reduces congestion.

		Option 1	Option 2	Option 3	Option 4	Option 5	Option 6	Option 7	
West Segment: Bro	onte Road to Fourteen Mile Creek	Do Nothing	Traffic Diversion to Alternate Routes	Transportation Demand Management	Transportation Systems Management	Infrastructure Improvements for AT	Transit Priority Measures and AT	Infrastructure Improvements for All Modes	L
Cost									
Capital costs	Lower capital costs including infrastructure and construction		4	•	•			٠	Optior requir constr infrast
	Lower operating costs based on the required labour, energy, and maintenance costs	•	•			O	O	0	Optior Optior AT/tra costs
Operating and life-cycle costs	Infrastructure renewal and ability to reduce long-term costs	0	0	0	0	٠		4	Optior structu this in provid 7 prov opport within
	Summary		•	0	0	O	0	O	

Legend
east preferred O O O O Most preferred
n 1 requires no construction or infrastructure. Options 2-4 re infrastructure to operate. Options 5 and 6 require ruction and infrastructure. Option 7 requires construction and tructure, which has been planned in the Town's capital budget.
ns 1 - 4 would require on-going labour and maintenance. ns 5 and 6 would require maintenance costs to maintain the ansit facilities. Option 7 has the widest cross-section, raising associated with maintaining the roadway.
ns 1-4 do not provide opportunity for infrastructure renewal of ures. Deferring capital cost is likely to result in future costs as afrastructure reaches the end of its service life. Option 5 des some opportunity for infrastructure renewal. Options 6 and vide the most opportunity for infrastructure renewal, but less trunity than the rest of the corridor due to the lack of structures the segment.

Middle Segment

		Option 1	Option 2	Option 3	Option 4	Option 5	Option 6	Option 7	Γ
Middle Segment: Fo	ourteen Mile Creek to 1146 South Service Road	Do Nothing	Traffic Diversion to Alternate Routes	Transportation Demand Management	Transportation Systems Management	Infrastructure Improvements for AT	Transit Priority Measures and AT	Infrastructure Improvements for All Modes	
Criteria	Metrics	Score (1-5)	Score	Score	Score	Score	Score	Score	No
Transportation Traffic capacity	Provides appropriate capacity to move people and goods (all modes)	0	C	٢	٢		•		0
Traffic network	Improves access to major roads	0	0	0	0	O		•	O fo
Transit service	Improves the quality, reliability and integration of transit with other modes	0	٠	٠	٠	•	•		O re O co in
Transit network	Improves the quality, reliability and service of Oakville Transit	0	٠	٠	٠	0	•		N w cc O
Active transportation	Supports active mobility choices such as walking and cycling that is universally accessible, direct, comfortable and convenient	0	0	0	٠	•	•		O in ac ac O
Emergency management response	Improves access for emergency responders within the corridor	0	٠	٠	٠	0	0		O ar re ca er
	Improves safety at intersections and crossing locations	0	0	0	٠		•	•	O be in us
Roadway safety	Maintains sightlines between modes	0	0	0	0		•		O in O al in
	Easy-to-understand configuration to users "self- explaining roads"	٠	٠	O	O	•	•	•	O co pi pi
	Summary	0	٠				4		

Legend
Least preferred 🔿 🕒
tes
ption 7 improves capacity for all modes.
otion 7 improves access for all modes. Option 6 improves access r AT users and transit users. Options 1-4 do not improve access.
otions 2-4 may relieve some congestion and improve transit liability. Option 5 would improve integration of transit with AT. otion 6 would improve all three metrics. Option 7 would improve innections with AT and provide additional opportunities for transit frastructure to improve the quality and reliability of transit.
o improvements are made through Options 1 and 5. Options 2-4 ould result in a slight reduction of through traffic and/or reduced ngestion. Option 6 includes improvements specific to transit. otion 7 improves capacity and improvements specific to transit.
btion 5 best supports a range of AT users with dedicated irastructure and fewer traffic lanes. Option 6 may include Iditional lanes at intersections, increasing crossing distances and aking this option slightly less supportive. Option 7 includes Iditional traffic lanes making this option slightly less supportive. Dations 1-4 do not improve pedestrian or cycling facilities. Dations 2-4 would result in a slight reduction of through traffic Id/or reduced congestion. Options 5 and 6 do not improve sponse time for emergency responders. Option 7 includes
pacity improvements, which would improve response time for nergency responders. Dotion 4 would improve safety by improving signal timing, which is eneficial for pedestrians and cyclists. Options 5, 6 and 7 would prove intersections and crossings for AT, transit and vehicle ters.
ption 5 would slightly improve sightlines and awareness by adding trastructure for active transportation. Option 6 slightly more than ption 5. Option 7 would provide opportunity to address horizontal gnment constraints for all road users. Options 1-4 do not provide provements over the existing condition.
otion 5, 6 and 7 would provide an easy-to-understand nfiguration, with space for active transportation and transit iority, and appropriate capacity for vehicles. Options 1-4 do not ovide improvements over the existing condition.

			Option 2	Option 3	Option 4	Option 5	Option 6	Option 7	Γ
Middle Segment: Fo	urteen Mile Creek to 1146 South Service Road	Do Nothing	Traffic Diversion to Alternate Routes	Transportation Demand Management	Transportation Systems Management	Infrastructure Improvements for AT	Transit Priority Measures and AT	Infrastructure Improvements for All Modes	
Social Environm	nent								
Supports	Supports land use	0	0		0	0	0	•	Th bu O th
intensification	Improves business access (post construction)						•		O sli cı
Community building	Improves community cohesiveness	0	0		٢	4			Pe ch se im cc tra in irr cc
	Improves quality of life and health and safety	0	0		0	4		4	O bo life th fa cr ar do er in do
	Improves corridor aesthetics	0	0	0	0				C(cc
	Reduces impact of heavy truck traffic	0	0	0	0	•			O su op do
Construction	Minimal duration of construction								N
phase Impacts	Minimizes property requirements						O	0	N



idividuals to take alternative modes of transportation. Options 1-2 o not improve quality of life and health and safety.

orridor aesthetics would only be improved in Options 5-7, as onstruction is required. No construction is required for Options 1-4.

pption 7 would provide opportunities to provide infrastructure to upport heavy truck traffic. Options 5 and 6 provide some pportunities to balance other modes with truck traffic. Options 1-4 o not provide improvements over the existing condition.

o construction required for Options 1-4.

lo construction required for Options 1-4.

		Option 1	Option 2	Option 3	Option 4	Option 5	Option 6	Option 7	Γ
Middle Segment: Fo	ourteen Mile Creek to 1146 South Service Road	Do Nothing	Traffic Diversion to Alternate Routes	Transportation Demand Management	Transportation Systems Management	Infrastructure Improvements for AT	Transit Priority Measures and AT	Infrastructure Improvements for All Modes	
Noise and	Reduces noise (post construction)	0	٠	٢	٠	٠	٠	٠	O re le in fo w m
vibration impacts	Reduces vibrations (post construction)	0	٠		٢	٢	٠	٠	O sc Vi re O in fo
Travel time	Reduces travel time for all modes	0	٠	٠	٢		•		O sh ar cc th in
Cultural heritage impacts	Maintains existing built cultural heritage features and avoids impacts to archaeological resources	•	•			•	•		No cc th or in
Emergency access Maintains emergency access (post construction							•		O In Wi th
Summary		0							



pption 7 improves infrastructure for all modes, therefore travel time hould decrease for all modes. Option 6 reduces travel time for AT nd transit. Option 5 would reduce travel times for AT. Option 4 rould reduce travel times associated with intersections within the prridor, but the only signals within the corridor are at each end, so here would be minimal time savings. Options 2 and 3 would result a minimal time savings.

o construction required for Options 1-4. Options 5-7 require onstruction, and therefore there is the potential for disturbance to ne area of potential archaeological resources east of the first curve in the South Service Road. There are no cultural heritage features the study area.

ptions 1-5 have no anticipated difference in emergency access. ption 6 provides intersection or corridor widening which may nprove emergency access at intersections. Option 7 includes idening for capacity which would improve emergency access proughout the segment.

		Option 1	Option 2	Option 3	Option 4	Option 5	Option 6	Option 7	
Middle Segment: Fo	ourteen Mile Creek to 1146 South Service Road	Do Nothing	Traffic Diversion to Alternate Routes	Transportation Demand Management	Transportation Systems Management	Infrastructure Improvements for AT	Transit Priority Measures and AT	Infrastructure Improvements for All Modes	
Natural Environ	ment								
Environmentally Sensitive Areas	Minimizes disturbances to ESA		-	-	-	-	-	-	N
ANSIs	Minimizes disturbances to areas of natural and scientific interest	-	-	-	-	-	-	-	N
Woodlands	Improves integrity of woodland and woodland function	-	-	-	-	-	-	-	ΤI
Treescape	Improves treescape	0	0	0	0				TI tro co tro w
Creeks	Minimizes impacts to creeks, surface and groundwater features and their hydrological functions								O e w cr si in
Wetlands	Minimizes impacts to provincially and locally designated wetlands	-	-	-		-	-	-	TI co
Wildlife and birds	Minimizes impacts to wildlife habitat, fish habitat, the habitat of endangered and threatened species, and significant wildlife habitat	•				•	•		TI W re W W
Vegetation	Minimizes impacts to vegetation				•	•	•		O be th re
Floodplains	Avoids encroachment into the floodplain	•	•		•	•	•		O fu O th
Resilience	Minimizes potential impacts to and risk from natural hazards (flooding, erosion, and unstable bedrock/soils)	0	0	0	0				O in w co
Summary						•	•	•	



		Option 1	Option 2	Option 3	Option 4	Option 5	Option 6	Option 7	
Middle Segment: Fo	ourteen Mile Creek to 1146 South Service Road	Do Nothing	Traffic Diversion to Alternate Routes	Transportation Demand Management	Transportation Systems Management	Infrastructure Improvements for AT	Transit Priority Measures and AT	Infrastructure Improvements for All Modes	
Technical									
Stormwater management	Improves stormwater quality and reduces stormwater quantity	0	0	0	0				Opt imp deti
Utilities	Minimizes the number of utility relocations required					•		٢	Opt be r may mor req
Structures	Provides opportunity to improve or rehabilitate existing structures	0	0	0	0				Exis prov pote exis
Illumination	Minimizes illumination requirements	•						٠	Opt add add illur the illur
Policy framework	cy framework Supports existing municipal and provincial policy framework		0	٠	0				Pro tran sup Opt road env mur whil env
	Summary							•	

Legend								
Least preferred 🔿 💽 🕘 🔵 Most preferred								
Options 5-7 require construction, providing the opportunity to nprove existing facilities, however a wider cross-section also has letrimental impacts on stormwater quality and quantity.								
Options 1-4 do not require widening, therefore no relocations would be required. Option 5 requires adding AT facilities, therefore there hay be some impacts to existing utilities, Option 6 would require nore widening at intersections than Option 5, and Option 7 would equire the most widening and utility relocations.								
xisting structures need to be improved/rehabilitated. Options 6-7 rovide opportunity to address this need. Option 5 provides otential opportunity. Options 1-4 provide no opportunity to address existing structures.								
Deptions 1-4 do not require widening therefore there are no additional illumination requirements. Option 5 would require additional illumination for AT facilities. Option 6 requires additional lumination for AT facilities and wider intersections. Option 7 has the largest cross-section, which would have the greatest lumination requirements.								
Provincial and local policies support encouraging the use of AT and ransit. In this sense, Option 6 improves both modes, which upports the policies more than Option 5, which only improves AT. Option 7 would improve facilities for all modes, but widening the oad would increase the cross-section, which makes the environment less conducive to AT. Option 3 is encouraged by nunicipal and provincial policies (PPS, GGH, OP, TMP, ATMP), while it does not improve AT or transit, when implemented it is environmentally friendly, as it reduces congestion.								

		Option 1	Option 2	Option 3	Option 4	Option 5	Option 6	Option 7	
Middle Segment: Fo	ourteen Mile Creek to 1146 South Service Road	Do Nothing	Traffic Diversion to Alternate Routes	Transportation Demand Management	Transportation Systems Management	Infrastructure Improvements for AT	Transit Priority Measures and AT	Infrastructure Improvements for All Modes	
Cost									
Capital costs	Lower capital costs including infrastructure and construction	•	•						O re cc in bu
	Lower operating costs based on the required labour, energy, and maintenance costs	•	•			٠	٠	0	0 0 A co
Operating and life-cycle costs	Infrastructure renewal and ability to reduce long- term costs	0	0	0	0				O st th pr 7
	Summary	•							

Legend
Least preferred 🔿 🕒
otion 1 requires no construction or infrastructure. Options 2-4 quire infrastructure to operate. Options 5 and 6 require nstruction and infrastructure. Option 7 requires construction and rastructure, which has been planned in the Town's capital idget.
otions 1 - 4 would require on-going labour and maintenance. otions 5 and 6 would require maintenance costs to maintain the F/transit facilities. Option 7 has the widest cross-section, raising sts associated with maintaining the roadway.
otions 1-4 do not provide opportunity for infrastructure renewal of ructures. Deferring capital cost is likely to result in future costs as s infrastructure reaches the end of its service life. Option 5 ovides some opportunity for infrastructure renewal. Options 6 and provide the most opportunity for infrastructure renewal.

East Segment

		Option 1	Option 2	Option 3	Option 4	Option 5	Option 6	Option 7	
East Segment: ' Road to Kerr St	1146 South Service reet	Do Nothing	Traffic Diversion to Alternate Routes	Transportation Demand Management	Transportation Systems Management	Infrastructure Improvements for AT	Transit Priority Measures and AT	Infrastructure Improvements for All Modes	Least preferred
Criteria	Metrics	Score (1-5)	Score	Score	Score	Score	Score	Score	Notes
Transportation									
Traffic capacity	Provides appropriate capacity to move people and goods (all modes)	0	٠	٠	٠		•		Option 7 improves capacity for a
Traffic network	Improves access to major roads	0	0	0	0	O		•	Option 7 improves access for al users. Options 1-4 do not impro
Transit service	Improves the quality, reliability and integration of transit with other modes	0	O	O	٠	•			Options 2-4 may relieve some c improve integration of transit wit would improve connections with infrastructure to improve the qua
Transit network	Improves the quality, reliability and service of Oakville Transit	0	O	O	O	0	4		No improvements are made thro reduction of through traffic and/o specific to transit. Option 7 impr
Active transportation	Supports active mobility choices such as walking and cycling that is universally accessible, direct, comfortable and convenient	0	0	0	٠		•		Option 5 best supports a range lanes. Option 6 may include add and making this option slightly le making this option slightly less s facilities.
Emergency management response	Improves access for emergency responders within the corridor	0	۰	٠	٠	0	0		Options 2-4 would result in a slig Options 5 and 6 do not improve capacity improvements, which w
	Improves safety at intersections and crossing locations	0	0	0	٠		•	•	Option 4 would improve safety b and cyclists. Options 5, 6 and 7 vehicle users.
Roadway safety	Maintains sightlines between modes	0	0	0	0		•		Option 5 would slightly improve transportation. Option 6 slightly address horizontal alignment co improvements over the existing
	Easy-to-understand configuration to users "self-explaining roads"	O	O	O	O				Option 5, 6 and 7 would provide transportation and transit priority provide improvements over the
	Summary	0	O						

Legend		
	Most p	referred

all modes.

Il modes. Option 6 improves access for AT users and transit ove access.

congestion and improve transit reliability. Option 5 would th AT. Option 6 would improve all three metrics. Option 7 on AT and provide additional opportunities for transit ality and reliability of transit.

ough Options 1 and 5. Options 2-4 would result in a slight or reduced congestion. Option 6 includes improvements roves capacity and improvements specific to transit.

of AT users with dedicated infrastructure and fewer traffic ditional lanes at intersections, increasing crossing distances ess supportive. Option 7 includes additional traffic lanes supportive. Options 1-4 do not improve pedestrian or cycling

ght reduction of through traffic and/or reduced congestion. response time for emergency responders. Option 7 includes would improve response time for emergency responders.

by improving signal timing, which is beneficial for pedestrians would improve intersections and crossings for AT, transit and

sightlines and awareness by adding infrastructure for active more than Option 5. Option 7 would provide opportunity to onstraints for all road users. Options 1-4 do not provide condition.

e an easy-to-understand configuration, with space for active y, and appropriate capacity for vehicles. Options 1-4 do not existing condition.

		Option 1	Option 2	Option 3	Option 4	Option 5	Option 6	Option 7	
East Segment: Road to Kerr St	1146 South Service reet	Do Nothing	Traffic Diversion to Alternate Routes	Transportation Demand Management	Transportation Systems Management	Infrastructure Improvements for AT	Transit Priority Measures and AT	Infrastructure Improvements for All Modes	Least preferred
Social Environm	Social Environment								
Supports appropriate intensification	Supports land use	0	O	O	O		•		This corridor segment is comprise other corridor segments. The en best supports existing land uses
	Improves business access (post construction)	•					•	•	Options 1-2 do not improve busi business access for employees modes.
Community building	Improves community cohesiveness	0	0		٠	4			People generally interact with ot transportation than when driving modes, which would improve co encourage more users, providing facilities for all modes, but wider the environment less conducive improve AT or transit, a large co take alternative modes of transp 2 do not improve community coh
	Improves quality of life and health and safety	0	0		0	•			Option 6 would improve both AT attractive choices which improve improves AT, which improves th improve facilities for all modes, b which makes the environment le distances. While Option 3 does environmentally friendly, as it rea alternative modes of transportati safety.
	Improves corridor aesthetics	0	0	0	0				Corridor aesthetics would only b construction is required for Optic
	Reduces impact of heavy truck traffic	0	0	0	0				Option 7 would provide opportun Options 5 and 6 provide some o 1-4 do not provide improvements
Construction	Minimal duration of construction								No construction required for Opt
phase Impacts	Minimizes property requirements						O	0	No construction required for Opt

O O O O O Most preferred

sed of more commercial and employment land uses than the prioright vironment is generally autocentric and therefore Option 7

iness access. Options 3-5 provide slight improvement to and customers. Options 6-7 provide most improvement to all

thers more when taking transit or choosing AT modes of g. In this sense, Option 6 would encourage users to take these ommunity cohesiveness. Option 5 improves AT, which would ag more connection opportunities. Option 7 would improve ning the road would increase the cross-section, which makes to AT and lessen the benefits. While Option 3 does not omponent of TDM is carpooling and encouraging individuals to portation, which improves community cohesiveness. Options 1hesiveness.

T and transit on the corridor, making both modes more es the quality of life and health of residents. Option 5 ne quality of life and health of residents. Option 7 would but widening the road would increase the cross-section, ess conducive to AT and less safe due to the larger crossing not improve AT or transit, when implemented it is educes congestion and encourages individuals to take tion. Options 1-2 do not improve quality of life and health and

e improved in Options 5-7, as construction is required. No ons 1-4.

nities to provide infrastructure to support heavy truck traffic. opportunities to balance other modes with truck traffic. Options ts over the existing condition.

ions 1-4.

ions 1-4.

		Option 1	Option 2	Option 3	Option 4	Option 5	Option 6	Option 7	
East Segment: 1 Road to Kerr St	1146 South Service reet	Do Nothing	Traffic Diversion to Alternate Routes	Transportation Demand Management	Transportation Systems Management	Infrastructure Improvements for AT	Transit Priority Measures and AT	Infrastructure Improvements for All Modes	Least preferred
Noise and	Reduces noise (post construction)	0	٠	٠	٠	٠	٠	٠	Option 1 does not address incre noise levels. Options 2-5 will res improvements. Noise levels unli traffic demand and more operat measures. Option 7 results in w for noise mitigation measures if
vibration impacts	Reduces vibrations (post construction)	0	٠	٠	٠	٠	٠	٠	Option 1 does not address incre- vibration levels. Options 2-5 will improvements. Vibration levels in traffic demand and more oper- mitigation measures. Option 7 re- receptors. Potential for vibration
Travel time	Reduces travel time for all modes	0	٠	•			•		Option 7 improves infrastructure for all modes. Option 6 reduces times for AT. Option 4 would red corridor. Options 2 and 3 would travel time.
Cultural heritage impacts	Maintains existing built cultural heritage features and avoids impacts to archaeological resources	-	-	-	-	-	-	-	There are no cultural heritage re corridor segment.
Emergency access	Maintains emergency access (post construction)						•		Options 1-5 have no anticipated intersection or corridor widening Option 7 includes widening for o the segment.
	Summary	0	O						

O O O O O Most preferred

easing traffic demand, increasing congestion will increase sult in some reduction in traffic demand and operational ikely to be reduced. Option 6 results in a greater reduction in tional improvements. Opportunity for more noise mitigation vider roads, which places noise closer to receptors. Potential f required.

easing traffic demand, increasing congestion will increase I result in some reduction in traffic demand and operational unlikely to be reduced. Option 6 results in a greater reduction rational improvements. Opportunity for more vibration results in wider roads, which places vibrations closer to mitigation measures if required.

e for all modes, therefore travel time should reduce the most travel time for AT and transit. Option 5 would reduce travel duce travel times associated with intersections within the result in minimal time savings. Option 1 would not reduce

esources or known archaeological resources within this

I difference in emergency access. Option 6 provides g which may improve emergency access at intersections. capacity which would improve emergency access throughout

		Option 1	Option 2	Option 3	Option 4	Option 5	Option 6	Option 7	
East Segment: Road to Kerr St	1146 South Service treet	Do Nothing	Traffic Diversion to Alternate Routes	Transportation Demand Management	Transportation Systems Management	Infrastructure Improvements for AT	Transit Priority Measures and AT	Infrastructure Improvements for All Modes	Least preferred
Natural Environ	nment								
Environmentally Sensitive Areas	Minimizes disturbances to ESA	-	-	-	-	-	-	-	No ESAs within this corridor seg
ANSIs	Minimizes disturbances to areas of natural and scientific interest	-	-	-	-	-	-	-	No ANSIs within this corridor se
Woodlands	Improves integrity of woodland and woodland function	0	0	0	0	0	0	0	There are no woodlands within t
Treescape	Improves treescape	0	0	0	0		•		There would be no construction as today. Options 5-7 require co the treescape, however with mo
Creeks	Minimizes impacts to creeks, surface and groundwater features and their hydrological functions	•		•	•				Options 1-4 do not require wide Also no opportunity to address e therefore there would be some i
Wetlands	Minimizes impacts to provincially and locally designated wetlands	-	-	-	-	-	-	-	There are no provincially or loca
Wildlife and birds	Minimizes impacts to wildlife habitat, fish habitat, the habitat of endangered and threatened species, and significant wildlife habitat					4			There is limited habitat in this se would be no additional disruptio Options 5 and 6 requires some and wildlife habitat and Option 7
Vegetation	Minimizes impacts to vegetation					•			Options 1-4 do not require wide and 6 require some widening, th 7 would require the most wideni
Floodplains	Avoids encroachment into the floodplain								Options 1-4 do not require wide the floodplains within the corrido encroach on the flood plain loca
Resilience	Minimizes potential impacts to and risk from natural hazards (flooding, erosion, and unstable bedrock/soils)	0	0	0	0				Options 1-4 do not require wide hazards. Options 5 - 7 require s however they would also provide Ditches are at capacity near We
	Summary						O	0	

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O O O O O Most preferred

gment.

egment.

his segment.

with Options 1-4, therefore the treescape would be the same onstruction, therefore there would be opportunities to improve ore widening there may be less right-of-way available for trees.

ning, therefore no impact to Taplow and Glen Oak Creeks. existing crossing. Options 5, 6 and 7 requires some widening, impact to Taplow and Glen Oak Creeks

ally significant wetlands within this corridor segment.

egment. Options 1-4 do not require widening, therefore there ons to wildlife and wildlife habitat than what exists today. widening, therefore there would be some impact to wildlife 7 would require the most widening.

ning, therefore no vegetation would be removed. Options 5 nerefore there would be some impact to vegetation and Option ing.

ening, therefore there would be no further encroachment into or. Options 5, 6 and 7 could have increasing potential to ated around Taplow and Glen Oak Creeks.

ning, therefore there would be no impacts to/risks of natural some widening, therefore there would be some impacts, e some opportunities to address existing flooding concerns. eller Court, resulting in localized ponding.

East Segment: 1146 South Service Road to Kerr Street Technical		Option 1	Option 2	Option 3	Option 4	Option 5	Option 6	Option 7	
		Do Nothing	Traffic Diversion to Alternate Routes	Transportation Demand Management	Transportation Systems Management	Infrastructure Improvements for AT	Transit Priority Measures and AT	Infrastructure Improvements for All Modes	Least preferred
Stormwater management	Improves stormwater quality and reduces stormwater quantity	0	0	0	0				Options 5-7 require construction however a wider cross-section a quantity.
Utilities	Minimizes the number of utility relocations required					•		٠	Options 1-4 do not require wider requires adding AT facilities, the 6 would require more widening a most widening and utility relocat
Structures	Provides opportunity to improve or rehabilitate existing structures	0	0	0	0				Existing structures need to be im address this need. Option 5 prov opportunity to address existing s
Illumination	Minimizes illumination requirements	•		•				٠	Options 1-4 do not require wider requirements. Option 5 would re additional illumination for AT fac section, which would have the gr
Policy framework	Supports existing municipal and provincial policy framework	0	0	٠	0	4		•	Provincial and local policies sup Option 6 improves both modes, improves AT. Option 7 would im increase the cross-section, whic encouraged by municipal and pr not improve AT or transit, when congestion.
Summary								4	

O O O O O Most preferred

, providing the opportunity to improve existing facilities, Iso has detrimental impacts on stormwater quality and

ning, therefore no relocations would be required. Option 5 prefore there may be some impacts to existing utilities, Option at intersections than Option 5, and Option 7 would require the ions.

nproved/rehabilitated. Options 6-7 provide opportunity to vides potential opportunity. Options 1-4 provide no structures.

ning therefore there are no additional illumination quire additional illumination for AT facilities. Option 6 requires ilities and wider intersections. Option 7 has the largest crossreatest illumination requirements.

opport encouraging the use of AT and transit. In this sense, which supports the policies more than Option 5, which only approve facilities for all modes, but widening the road would ch makes the environment less conducive to AT. Option 3 is rovincial policies (PPS, GGH, OP, TMP, ATMP), while it does implemented it is environmentally friendly, as it reduces

East Segment: 1146 South Service Road to Kerr Street		Option 1	Option 2	Option 3	Option 4	Option 5	Option 6	Option 7	
		Do Nothing	Traffic Diversion to Alternate Routes	Transportation Demand Management	Transportation Systems Management	Infrastructure Improvements for AT	Transit Priority Measures and AT	Infrastructure Improvements for All Modes	Least preferred
Cost									
Capital costs	Lower capital costs including infrastructure and construction		•	•	•			O	Option 1 requires no construction operate. Option 5 and 6 requires construction and infrastructure,
Operating and life-cycle costs	Lower operating costs based on the required labour, energy, and maintenance costs	•	•			O	٠	0	Options 1 - 4 would require on-g maintenance costs to maintain t raising costs associated with ma
	Infrastructure renewal and ability to reduce long term costs	0	0	0	0	•	•		Options 1-4 do not provide oppor capital cost is likely to result in f service life. Options 5 and 6 pro provides the most opportunity for culverts and structures out of th
Summary									

O O O O O Most preferred

on or infrastructure. Option 2-4 require infrastructure to es construction and infrastructure. Option 7 requires which has been planned in the Town's capital budget.

going labour and maintenance. Options 5 and 6 would require the AT/transit facilities. Option 7 has the widest cross-section, naintaining the roadway.

ortunity for infrastructure renewal of structures. Deferring future costs as this infrastructure reaches the end of its ovide some opportunity for infrastructure renewal. Option 7 or infrastructure renewal, as this segment contains the most ne corridor.