

# Evaluation Table

## Appendix 2: Figure 2-5

Alternative Criteria	Do Nothing No improvements made within the Study Area 13.0 m pavement width	Alternative #1 11.8 m pavement width	Alternative #2 15.1 m pavement width	Alternative #3 12.2 m pavement width	Alternative #4 14.2 m pavement width
<b>Urban Design</b> Support of BIA Streetscape Strategy <ul style="list-style-type: none"> <li>• Opportunity for greening</li> <li>• Opportunity for wider boulevard area for gateways/corners</li> </ul>	Does not support BIA streetscape strategy <ul style="list-style-type: none"> <li>• No opportunity for additional greening</li> <li>• No opportunity for wider boulevards</li> </ul>	Partially supports BIA streetscape strategy <ul style="list-style-type: none"> <li>• Reduced pavement width allows for possible greening on east side only</li> <li>• Reduced pavement width allows for possible wider boulevards on east side only</li> </ul>	Does not support BIA streetscape strategy <ul style="list-style-type: none"> <li>• Increased pavement width does not allow for additional greening</li> <li>• Increased pavement width does not allow for wider boulevards</li> </ul>	Supports BIA streetscape strategy <ul style="list-style-type: none"> <li>• Reduced pavement width allows for possible greening</li> <li>• Reduced pavement width allows for possible wider boulevards</li> </ul>	Does not support BIA streetscape strategy <ul style="list-style-type: none"> <li>• Increased pavement width does not allow for additional greening</li> <li>• Increased pavement width does not allow for wider boulevards</li> </ul>
<b>Transportation</b> <ul style="list-style-type: none"> <li>• Pedestrian</li> <li>• Cyclist</li> <li>• Transit</li> <li>• Traffic Operations and Capacity</li> </ul>	<ul style="list-style-type: none"> <li>• No change in pavement width               <ul style="list-style-type: none"> <li>- No change in sidewalk width</li> <li>- No change in crossing distances for pedestrians</li> </ul> </li> <li>• No improvements for cyclists</li> <li>• Transit operations remain the same</li> <li>• No change in traffic conditions</li> </ul>	<ul style="list-style-type: none"> <li>• Reduced pavement width               <ul style="list-style-type: none"> <li>- Wider sidewalk width on east side only</li> <li>- Shorter crossing distances for pedestrians</li> </ul> </li> <li>• Conditions for northbound cyclists worse than existing</li> <li>• Transit operations remain the same</li> <li>• No change in traffic conditions</li> </ul>	<ul style="list-style-type: none"> <li>• Increased pavement width               <ul style="list-style-type: none"> <li>- Reduces sidewalk widths on both sides</li> <li>- Longer crossing distances for pedestrians</li> </ul> </li> <li>• Exclusive cyclist lanes provides best conditions for cyclists</li> <li>• Transit operations remain the same</li> <li>• No change in traffic conditions</li> </ul>	<ul style="list-style-type: none"> <li>• Reduced pavement width               <ul style="list-style-type: none"> <li>- Wider sidewalk widths on both sides</li> <li>- Shorter crossing distances for pedestrians</li> </ul> </li> <li>• Improved conditions for cyclists due to wider traffic lanes</li> <li>• Minor increase in travel time for transit due to the removal of the southbound curb lane</li> <li>• Morning peak period southbound traffic capacity reduced but LOS still acceptable as capacity still exceeds demand</li> </ul>	<ul style="list-style-type: none"> <li>• Increased pavement width               <ul style="list-style-type: none"> <li>- Reduces sidewalk widths on both sides</li> <li>- Longer crossing distances for pedestrians</li> </ul> </li> <li>• Exclusive cyclist lanes provides best conditions for cyclists</li> <li>• Minor increase in travel time for transit due to the removal of the southbound curb lane</li> <li>• Morning peak period southbound traffic capacity reduced but LOS still acceptable as capacity still exceeds demand</li> </ul>
<b>Socio-Economic Environment</b> <ul style="list-style-type: none"> <li>• Private Property</li> <li>• Heritage Features</li> <li>• Noise</li> <li>• On-Street Parking</li> </ul>	<ul style="list-style-type: none"> <li>• No private property acquisitions</li> <li>• No anticipated impacts to heritage features</li> <li>• No anticipated changes in noise</li> <li>• No change to on-street parking</li> </ul>	<ul style="list-style-type: none"> <li>• No private property acquisitions</li> <li>• No anticipated impacts to heritage features</li> <li>• No anticipated changes in noise</li> <li>• No change to on-street parking</li> </ul>	<ul style="list-style-type: none"> <li>• No private property acquisitions</li> <li>• No anticipated impacts to heritage features</li> <li>• No anticipated changes in noise</li> <li>• Reduced on-street parking due to prohibition of parking on west side</li> </ul>	<ul style="list-style-type: none"> <li>• No private property acquisitions</li> <li>• No anticipated impacts to heritage features</li> <li>• No anticipated changes in noise</li> <li>• On-street parking allowed on both sides of street at all times</li> </ul>	<ul style="list-style-type: none"> <li>• No private property acquisitions</li> <li>• No anticipated impacts to heritage features</li> <li>• No anticipated changes in noise</li> <li>• On-street parking allowed on both sides of street at all times</li> </ul>
<b>Natural Environment</b> <ul style="list-style-type: none"> <li>• Existing trees</li> <li>• Air Quality</li> <li>• Stormwater</li> </ul>	<ul style="list-style-type: none"> <li>• No change to existing trees</li> <li>• No change to air quality</li> <li>• No change to stormwater run-off</li> </ul>	<ul style="list-style-type: none"> <li>• No anticipated change to existing trees</li> <li>• No anticipated significant change to air quality</li> <li>• No anticipated change to stormwater run-off</li> </ul>	<ul style="list-style-type: none"> <li>• Potential for significant impacts to existing trees on west side</li> <li>• No anticipated significant change to air quality</li> <li>• No anticipated change to stormwater run-off</li> </ul>	<ul style="list-style-type: none"> <li>• No anticipated change to existing trees</li> <li>• No anticipated significant change to air quality</li> <li>• No anticipated change to stormwater run-off</li> </ul>	<ul style="list-style-type: none"> <li>• Potential for impacts to existing trees</li> <li>• No anticipated significant change to air quality</li> <li>• No anticipated change to stormwater run-off</li> </ul>
<b>Costs</b> <ul style="list-style-type: none"> <li>• Construction Costs</li> </ul>	Lowest cost <ul style="list-style-type: none"> <li>• Regularly scheduled maintenance</li> </ul>	Low cost <ul style="list-style-type: none"> <li>• Construction on east side only</li> </ul>	Highest cost <ul style="list-style-type: none"> <li>• Construction on both sides of the road</li> <li>• Potential for more significant impacts to utilities due to boulevard narrowing</li> </ul>	Medium cost <ul style="list-style-type: none"> <li>• Construction on both sides of the road</li> <li>• Potential for some impacts to utilities</li> </ul>	Medium cost <ul style="list-style-type: none"> <li>• Construction on both sides of the road</li> <li>• Potential for some impacts to utilities</li> </ul>