

Alternatives	Do Nothing	Two-Lane Urban Cross-Section with Reduced Lane Widths, Wider Sidewalk on Both Sides, Provisional Width for Future Designated Cycling Facility, and Streetscaping between Parking Lay-bys from Caledon Trailway to Walker Road	Two-Lane Urban Cross-Section with Reduced Lane Widths, Sidewalk on Both Sides, On-Street Buffered Bike Lanes on Both Sides, and Streetscaping between Parking Lay-bys on West Side from Caledon Trailway to Walker Road	Two-Lane Urban Cross-Section with Reduced Lane Widths, Improved Sidewalk on East Side, Multi-use Path on West Side, and Streetscaping between Parking Lay-bys from Caledon Trailway to Walker Road	Two-Lane Urban Cross-Section with Reduced Lane Widths, Multi-Use Path on Both Sides, and Streetscaping between Parking Lay-bys on West Side from Caledon Trailway to Walker Road	Two-Lane Urban Cross-Section with Reduced Lane Widths, Sidewalk and Cycle Track on Both Sides, and Streetscaping between Parking Lay-bys on West Side from Caledon Trailway to Walker Road
<b>Transportation</b>						
<b>Improves traffic operations</b>	• No change to traffic operations	• Acceptable traffic operations	• Acceptable traffic operations	• Acceptable traffic operations	• Acceptable traffic operations	• Acceptable traffic operations
<b>Improves traffic safety</b>	• No change to traffic safety	• Reduced lane widths to encourage slower traffic speeds	• Reduced lane widths to encourage slower traffic speeds	• Reduced lane widths to encourage slower traffic speeds	• Reduced lane widths to encourage slower traffic speeds	• Reduced lane widths to encourage slower traffic speeds
<b>Encourages some trucks to use other truck routes</b>	• No change to truck traffic	• Slower traffic speeds as a result of reduced lane widths may encourage truck diversion	• Slower traffic speeds as a result of reduced lane widths may encourage truck diversion	• Slower traffic speeds as a result of reduced lane widths may encourage truck diversion	• Slower traffic speeds as a result of reduced lane widths may encourage truck diversion	• Slower traffic speeds as a result of reduced lane widths may encourage truck diversion
<b>Improves road geometrics</b>	• No change to road alignment	• Improvements to road geometry	• Improvements to road geometry	• Improvements to road geometry	• Improvements to road geometry	• Improvements to road geometry
<b>Conforms to transportation planning policies and plans</b>	• Not consistent with transportation planning policies and plans	• Generally consistent with transportation planning policies and plans  • Specific to vulnerable road users: • The Region of Peel Active Transportation Implementation Plan identifies bike lanes on Airport Road through Caledon East  • The Region of Peel Sustainable Transportation Strategy adopts a complete streets policy where all modes of travel are considered in designing roads; A priority of the Strategy is providing comfortable, continuous cycling facilities • The Region of Peel is pursuing a Vision Zero target for vulnerable road users (relevant to high traffic and trucks through Caledon East, pointing to protected or designated infrastructure) • The Town of Caledon Transportation Master Plan shows Airport Road as a future bike lane and additional connections with east-west on-road cycling routes using Old Church Road and Walker Road	• Generally consistent with transportation planning policies and plans  • Specific to vulnerable road users: • The Region of Peel Active Transportation Implementation Plan identifies bike lanes on Airport Road through Caledon East; Environmental Assessment Studies further assess and/or confirm policy recommendations based on local conditions  • The Region of Peel Sustainable Transportation Strategy adopts a complete streets policy where all modes of travel are considered in designing roads; A priority of the Strategy is providing comfortable, continuous cycling facilities • The Region of Peel is pursuing a Vision Zero target for vulnerable road users (relevant to high traffic and trucks through Caledon East, pointing to protected or designated infrastructure) • The Town of Caledon Transportation Master Plan shows Airport Road as a future bike lane and additional connections with east-west on-road cycling routes using Old Church Road and Walker Road	• Generally consistent with transportation planning policies and plans  • Specific to vulnerable road users: • Although cyclists are served by the multi-use path, the Region of Peel Active Transportation Implementation Plan identifies bike lanes on Airport Road through Caledon East; Environmental Assessment Studies further assess and/or confirm policy recommendations based on local conditions • The Region of Peel Sustainable Transportation Strategy adopts a complete streets policy where all modes of travel are considered in designing roads; A priority of the Strategy is providing comfortable, continuous cycling facilities • The Region of Peel is pursuing a Vision Zero target for vulnerable road users (relevant to high traffic and trucks through Caledon East, pointing to protected or designated infrastructure) • Although the Town of Caledon Transportation Master Plan shows Airport Road as a future bike lane route, the Town suggested consideration for (1) bike lanes that accommodate parking, and (2) a multi-use trail with appropriate crossing treatments at driveways and intersections; The Town's Master Plan shows additional connections with east-west on-road cycling routes using Old Church Road and Walker Road	• Generally consistent with transportation planning policies and plans  • Specific to vulnerable road users: • Although cyclists are served by the multi-use paths, the Region of Peel Active Transportation Implementation Plan identifies bike lanes on Airport Road through Caledon East; Environmental Assessment Studies further assess and/or confirm policy recommendations based on local conditions • The Region of Peel Sustainable Transportation Strategy adopts a complete streets policy where all modes of travel are considered in designing roads; A priority of the Strategy is providing comfortable, continuous cycling facilities • The Region of Peel is pursuing a Vision Zero target for vulnerable road users (relevant to high traffic and trucks through Caledon East, pointing to protected or designated infrastructure) • Although the Town of Caledon Transportation Master Plan shows Airport Road as a future bike lane route, the Town suggested consideration for (1) bike lanes that accommodate parking, and (2) a multi-use trail with appropriate crossing treatments at driveways and intersections; The Town's Master Plan shows additional connections with east-west on-road cycling routes using Old Church Road and Walker Road	• Generally consistent with transportation planning policies and plans  • Specific to vulnerable road users: • The Region of Peel Active Transportation Implementation Plan identifies bike lanes on Airport Road through Caledon East; 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<b>Maintains emergency response time</b>	• No change to emergency response time	• No major barriers to emergency routes anticipated • Design will accommodate emergency vehicles	• No major barriers to emergency routes anticipated • Design will accommodate emergency vehicles	• Curb bulb-out designs may impact efficiency of emergency routes • Design will accommodate emergency vehicles	• Curb bulb-out designs may impact efficiency of emergency routes • Design will accommodate emergency vehicles	• Curb bulb-out designs may impact efficiency of emergency routes • Design will accommodate emergency vehicles
<b>Natural Environment</b>						
<b>Complies with Provincial environmental planning policies</b>	• Located within Oak Ridges Moraine (south of Cranston Drive to Caledon Trailway and north of Walker Road to Leamster Trail)	• Generally consistent with Oak Ridges Moraine (ORM) Conservation Plan	• Provides active transportation facilities which contribute to a range of transportation options which is consistent with policy 18.1a of the ORM Plan: "encouraging the development of communities that provide their residents with convenient access to an appropriate mix of employment, transportation options and local services and a full range of housing and public service facilities".	• Provides active transportation facilities which contribute to a range of transportation options which is consistent with policy 18.1a of the ORM Plan: "encouraging the development of communities that provide their residents with convenient access to an appropriate mix of employment, transportation options and local services and a full range of housing and public service facilities".	• Provides active transportation facilities which contribute to a range of transportation options which is consistent with policy 18.1a of the ORM Plan: "encouraging the development of communities that provide their residents with convenient access to an appropriate mix of employment, transportation options and local services and a full range of housing and public service facilities".	• Provides active transportation facilities which contribute to a range of transportation options which is consistent with policy 18.1a of the ORM Plan: "encouraging the development of communities that provide their residents with convenient access to an appropriate mix of employment, transportation options and local services and a full range of housing and public service facilities".
	• Located within Greenbelt Plan Area (south of Cranston Drive to Caledon Trailway)	• Generally consistent with Greenbelt Plan	• Provides active transportation facilities which contribute to a range of transportation options which is consistent with policies of the Greenbelt Plan. Caledon East is a Settlement Area under the Greenbelt Plan and the policies for settlement areas support complete communities (e.g., mixed-use neighbourhoods) that offer opportunities for people of all ages and abilities to conveniently access most necessities for daily living, including a mix of jobs, local stores and services, housing, transportation options and public service facilities.	• Provides active transportation facilities which contribute to a range of transportation options which is consistent with policies of the Greenbelt Plan. Caledon East is a Settlement Area under the Greenbelt Plan and the policies for settlement areas support complete communities (e.g., mixed-use neighbourhoods) that offer opportunities for people of all ages and abilities to conveniently access most necessities for daily living, including a mix of jobs, local stores and services, housing, transportation options and public service facilities.	• Provides active transportation facilities which contribute to a range of transportation options which is consistent with policies of the Greenbelt Plan. Caledon East is a Settlement Area under the Greenbelt Plan and the policies for settlement areas support complete communities (e.g., mixed-use neighbourhoods) that offer opportunities for people of all ages and abilities to conveniently access most necessities for daily living, including a mix of jobs, local stores and services, housing, transportation options and public service facilities.	• Provides active transportation facilities which contribute to a range of transportation options which is consistent with policies of the Greenbelt Plan. Caledon East is a Settlement Area under the Greenbelt Plan and the policies for settlement areas support complete communities (e.g., mixed-use neighbourhoods) that offer opportunities for people of all ages and abilities to conveniently access most necessities for daily living, including a mix of jobs, local stores and services, housing, transportation options and public service facilities.
<b>Avoids or reduces negative impacts on natural heritage features and wildlife and wildlife habitat</b>	• Avoids negative impacts on natural heritage features and wildlife and wildlife habitat	• Encroaches into provincially significant wetland; No impacts to locally significant wetland • Minor tree removal • Moderate extension to one culvert crossing • No anticipated impacts to species at risk and their habitat	• Encroaches into provincially significant wetland; No impacts to locally significant wetland • Minor tree removal • Moderate extension to one culvert crossing • No anticipated impacts to species at risk and their habitat	• Encroaches into provincially significant wetland; No impacts to locally significant wetland • Minor tree removal • Moderate extension to one culvert crossing • No anticipated impacts to species at risk and their habitat	• Encroaches into provincially significant wetland; No impacts to locally significant wetland • Minor tree removal • Moderate extension to one culvert crossing • No anticipated impacts to species at risk and their habitat	• Encroaches into provincially significant wetland; No impacts to locally significant wetland • Minor tree removal • Moderate extension to one culvert crossing • No anticipated impacts to species at risk and their habitat
<b>Introduces opportunity to protect and/or enhance natural heritage features and wildlife and wildlife habitat</b>	• No opportunity to enhance natural heritage features and wildlife and wildlife habitat	• No opportunity to enhance natural heritage features and wildlife and wildlife habitat	• No opportunity to enhance natural heritage features and wildlife and wildlife habitat	• No opportunity to enhance natural heritage features and wildlife and wildlife habitat	• No opportunity to enhance natural heritage features and wildlife and wildlife habitat	• No opportunity to enhance natural heritage features and wildlife and wildlife habitat
<b>Maintains or reduces risk for natural hazards</b>	• No opportunity to reduce risk for natural hazards	• Generally similar impervious area contributing to stormwater runoff as existing condition • Opportunity to treat stormwater runoff • Sediment and erosion control will be applied during construction	• Generally similar impervious area contributing to stormwater runoff as existing condition • Opportunity to treat stormwater runoff • Sediment and erosion control will be applied during construction	• Generally similar impervious area contributing to stormwater runoff as existing condition • Opportunity to treat stormwater runoff • Sediment and erosion control will be applied during construction	• Generally similar impervious area contributing to stormwater runoff as existing condition • Opportunity to treat stormwater runoff • Sediment and erosion control will be applied during construction	• Generally similar impervious area contributing to stormwater runoff as existing condition • Opportunity to treat stormwater runoff • Sediment and erosion control will be applied during construction
<b>Protects sources of drinking water</b>	• Located within Wellhead Protection Area • Majority of corridor is within Highly Vulnerable Aquifer Area • Sections of corridor are within Significant Groundwater Recharge Areas	• Located within Wellhead Protection Area • Majority of corridor is within Highly Vulnerable Aquifer Area • Sections of corridor are within Significant Groundwater Recharge Areas	• Located within Wellhead Protection Area • Majority of corridor is within Highly Vulnerable Aquifer Area • Sections of corridor are within Significant Groundwater Recharge Areas	• Located within Wellhead Protection Area • Majority of corridor is within Highly Vulnerable Aquifer Area • Sections of corridor are within Significant Groundwater Recharge Areas	• Located within Wellhead Protection Area • Majority of corridor is within Highly Vulnerable Aquifer Area • Sections of corridor are within Significant Groundwater Recharge Areas	• Located within Wellhead Protection Area • Majority of corridor is within Highly Vulnerable Aquifer Area • Sections of corridor are within Significant Groundwater Recharge Areas
<b>Provides opportunity to adapt to or mitigate the effects of climate change</b>	• No opportunity to adapt to or mitigate the effects of climate change	• Potential for low impact development may be restricted in wellhead protection areas • No significant impact on greenhouse gas emissions anticipated	• Potential for low impact development may be restricted in wellhead protection areas • No significant impact on greenhouse gas emissions anticipated	• Potential for low impact development may be restricted in wellhead protection areas • No significant impact on greenhouse gas emissions anticipated	• Potential for low impact development may be restricted in wellhead protection areas • No significant impact on greenhouse gas emissions anticipated	• Potential for low impact development may be restricted in wellhead protection areas • No significant impact on greenhouse gas emissions anticipated
<b>Healthy Communities</b>						
<b>Provides for active transportation</b>	• No active transportation facilities	• Wider sidewalks and provision for designated cycling facility (likely bike lanes due to available space) to accommodate pedestrians and cyclists  • Long-term potential for improved cycling facility; If bike lanes, possibly more desirable than multi-use path(s) or cycle tracks for utilitarian cyclists (e.g., long-distance or commuter cyclists) and less for recreational cyclists  • Insufficient space between Hilltop Drive and Caledon Trailway for future cycling facility due to constraints of property and retaining walls (relocation of existing retaining walls within road right-of-way would impact hydro poles); • Can be mitigated by diverting cyclists to signed bike route through east neighbourhood	• New sidewalks and bike lanes to accommodate pedestrians and cyclists  • Improved cycling facility; Possibly more desirable than multi-use path(s) or cycle tracks for utilitarian cyclists (e.g., long-distance or commuter cyclists) and less for recreational cyclists  • Insufficient space between Hilltop Drive and Caledon Trailway for bike lanes due to constraints of property and retaining walls (relocation of existing retaining walls within road right-of-way would impact hydro poles); • Can be mitigated by diverting cyclists to signed bike route through east neighbourhood	• Sidewalk and multi-use path to accommodate pedestrians and cyclists  • Poor cycling facility due to high pedestrian activity, direct business frontages, frequent driveways, and parking activity; Possibly more desirable than bike lanes for recreational cyclists and less desirable than bike lanes or cycle tracks for utilitarian cyclists  • Insufficient space between Hilltop Drive and Caledon Trailway for multi-use path due to constraints of property and retaining walls (relocation of existing retaining walls within road right-of-way would impact hydro poles); • Can be mitigated by diverting cyclists to signed bike route through east neighbourhood	• Multi-use paths to accommodate pedestrians and cyclists  • Poor cycling facility with high pedestrian activity, direct business frontages, frequent driveways, and parking activity; Possibly more desirable than bike lanes for recreational cyclists and less desirable than bike lanes or cycle tracks for utilitarian cyclists  • Insufficient space between Hilltop Drive and Caledon Trailway for multi-use paths due to constraints of property and retaining walls (relocation of existing retaining walls within road right-of-way would impact hydro poles); • Can be mitigated by diverting cyclists to signed bike route through east neighbourhood	• Improved sidewalk and cycle tracks to accommodate pedestrians and cyclists, although insufficient space available for cycle tracks without major impacts to utilities  • Improved cycling facility; Possibly more desirable than bike lanes or multi-use path(s) for recreational cyclists and less desirable than bike lanes for utilitarian cyclists  • Insufficient space between Hilltop Drive to Caledon Trailway for cycle tracks due to constraints of property and retaining walls (relocation of existing retaining walls within road right-of-way would impact hydro poles); • Can be mitigated by diverting cyclists to signed bike route through east neighbourhood

Alternatives	Detailed Evaluation of Alternative Design Concepts							
	Do Nothing	Two-Lane Urban Cross-Section with Reduced Lane Widths, Wider Sidewalk on Both Sides, Provisional Width for Future Designated Cycling Facility, and Streetscaping between Parking Lay-bys from Caledon Trailway to Walker Road	Two-Lane Urban Cross-Section with Reduced Lane Widths, Sidewalk on Both Sides, On-Street Buffered Bike Lanes on Both Sides, and Streetscaping between Parking Lay-bys on West Side from Caledon Trailway to Walker Road	Two-Lane Urban Cross-Section with Reduced Lane Widths, Improved Sidewalk on East Side, Multi-use Path on West Side, and Streetscaping between Parking Lay-bys from Caledon Trailway to Walker Road	Two-Lane Urban Cross-Section with Reduced Lane Widths, Multi-Use Path on Both Sides, and Streetscaping between Parking Lay-bys on West Side from Caledon Trailway to Walker Road	Two-Lane Urban Cross-Section with Reduced Lane Widths, Sidewalk and Cycle Track on Both Sides, and Streetscaping between Parking Lay-bys on West Side from Caledon Trailway to Walker Road		
Criteria		<ul style="list-style-type: none"> <li>Lack of cycling facilities along this section of Airport Road may deter potential cycling</li> <li>If bike lanes, potential for greater sightlines for users exiting driveways and Caledon Trailway than provided in alternatives with multi-use path(s) or cycle tracks</li> </ul>	<ul style="list-style-type: none"> <li>Lack of cycling facilities along this section of Airport Road may deter potential cycling</li> <li>Greater sightlines for users exiting driveways and Caledon Trailway than provided in alternatives with multi-use path(s) or cycle tracks</li> </ul>	<ul style="list-style-type: none"> <li>Lack of cycling facilities along this section of Airport Road may deter potential cycling</li> <li>Less sightlines for users exiting driveways and Caledon Trailway than provided in alternatives with bike lanes or cycle tracks; Treatments at driveways with limited sightlines, such as speed bumps or mirrors, could be considered subject to property impacts</li> </ul>	<ul style="list-style-type: none"> <li>Lack of cycling facilities along this section of Airport Road may deter potential cycling</li> <li>Less sightlines for users exiting driveways and Caledon Trailway than provided in alternatives with bike lanes or cycle tracks; Treatments at driveways with limited sightlines, such as speed bumps or mirrors, could be considered subject to property impacts</li> </ul>	<ul style="list-style-type: none"> <li>Lack of cycling facilities along this section of Airport Road may deter potential cycling</li> <li>Less sightlines for users exiting driveways and Caledon Trailway than provided in alternatives with bike lanes; Treatments at driveways with limited sightlines, such as speed bumps or mirrors, could be considered subject to property impacts</li> </ul>		
	<ul style="list-style-type: none"> <li>Does not meet Region of Peel and Transportation Association of Canada (TAC) Guidelines for Active Transportation</li> </ul>	<ul style="list-style-type: none"> <li>Bike Lanes are less preferred by design guidelines for roads with design speed greater than 50 km/h or designated for trucks</li> </ul>	<ul style="list-style-type: none"> <li>Bike Lanes are less preferred by design guidelines for roads with design speed greater than 50 km/h or designated for trucks</li> </ul>	<ul style="list-style-type: none"> <li>Compatible with design guidelines for roads with design speed greater than 50 km/h or designated for trucks</li> </ul>	<ul style="list-style-type: none"> <li>Compatible with design guidelines for roads with design speed greater than 50 km/h or designated for trucks</li> </ul>	<ul style="list-style-type: none"> <li>Compatible with design guidelines for roads with design speed greater than 50 km/h or designated for trucks</li> </ul>		
Promotes healthy, age-friendly and accessible environments	<ul style="list-style-type: none"> <li>Reduces risk of chronic conditions through active transportation</li> </ul>	<ul style="list-style-type: none"> <li>No opportunity to promote healthy (active) environments</li> </ul>	<ul style="list-style-type: none"> <li>Continuity of pedestrian and cycling facilities between rural and urban areas is dependent on evaluation of alternative design concepts for Transitional Area (Rural to Urban)</li> <li>This segment of Airport Road provides direct access to the Caledon Trailway, a major cycling generator that is part of the Greenbelt Route and TransCanada Trail; There is a lack of parallel cycling routes crossing Centreville Creek</li> <li>Potential for future separated walking and cycling facility, except for pedestrian only facility from south of Hilltop Drive to Caledon Trailway (which can be mitigated by diverting cyclists to signed bike route through east neighbourhood)</li> <li>If bike lanes, potentially less separation between pedestrians (sidewalk) and roadway than alternatives with multi-use path(s) or cycle tracks (pedestrians are separated from road by splash pad, layby parking and streetscaping; Cycling facility may be designated on-road)</li> <li>If bike lanes, potential for less comfort for a wider variety of cyclists (e.g. recreational) than alternatives with multi-use path(s) or cycle tracks; Little or no separation anticipated between future or existing cyclists and motorized traffic; Potential future buffer between bike lane and travel lane is less than separation in alternatives with multi-use path(s) or cycle tracks; At parking layby locations, potential for future buffer to protect door zone of parked vehicles with less to no buffer between bike lane and travel lane</li> <li>Increased access to destinations within Study corridor by active means, although with longer distance for future cyclists between south of Hilltop Drive and Caledon Trailway due to potential detour</li> <li>No reduction in design speed within urban area</li> <li>Limited opportunities to propose tree locations due to constrained right-of-way, however the Region intends to plant as many trees as possible within the urban area, with consideration to provide shade for active transportation infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>Continuity of pedestrian and cycling facilities between rural and urban areas is dependent on evaluation of alternative design concepts for Transitional Area (Rural to Urban)</li> <li>This segment of Airport Road provides direct access to the Caledon Trailway, a major cycling generator that is part of the Greenbelt Route and TransCanada Trail; There is a lack of parallel routes crossing Centreville Creek</li> <li>Separated walking and cycling facility, except for pedestrian only facility from south of Hilltop Drive to Caledon Trailway (which can be mitigated by diverting cyclists to signed bike route through east neighbourhood)</li> <li>Less physical separation between pedestrians (sidewalk) and roadway than alternatives with multi-use path(s) or cycle tracks (pedestrians are separated from road by splash pad, layby parking and streetscaping; Cycling facility is designated on-road)</li> <li>Less comfortable for a wider variety of cyclists (e.g., recreational) than alternatives with multi-use path(s) or cycle tracks; Little to no separation between cyclists and motorized traffic; Potential buffer between bike lane and travel lane is less than separation in alternatives with multi-use path(s) or cycle tracks; At parking layby locations, potential for buffer to protect door zone of parked vehicles with less to no buffer between bike lane and travel lane</li> <li>Increased access to destinations within Study corridor by active means, although with longer distance for cyclists between south of Hilltop Drive and Caledon Trailway due to potential detour</li> <li>No reduction in design speed within urban area</li> <li>Limited opportunities to propose tree locations due to constrained right-of-way, however the Region intends to plant as many trees as possible within the urban area, with consideration to provide shade for active transportation infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>Continuity of pedestrian and cycling facilities between rural and urban areas is dependent on evaluation of alternative design concepts for Transitional Area (Rural to Urban)</li> <li>This segment of Airport Road provides direct access to the Caledon Trailway, a major cycling generator that is part of the Greenbelt Route and TransCanada Trail; There is a lack of parallel routes crossing Centreville Creek</li> <li>Shared walking and cycling facility, except for pedestrian only facility from south of Hilltop Drive to Caledon Trailway (which can be mitigated by diverting cyclists to signed bike route through east neighbourhood)</li> <li>Greater physical separation between pedestrians and cyclists (multi-use path) and roadway than alternatives with bike lanes (pedestrians are separated from road by splash pad, layby parking and streetscaping; Cycling facility is off-road)</li> <li>Less overall cyclist comfort than alternatives with bike lanes or cycle tracks due to high pedestrian activity, direct business frontages, frequent driveways, and parking activity; Crosses numerous driveways in Caledon East, with potential for a bumpy ride and collisions at driveways; Provides wide separation between cyclists and motorized traffic with no separation between cyclists and pedestrians</li> <li>Increased access to destinations within Study corridor by active means, although with longer distance for cyclists between south of Hilltop Drive and Caledon Trailway due to potential detour</li> <li>No reduction in design speed within urban area</li> <li>Number of trees within urban area may increase to extent possible, with consideration to provide shade for active transportation infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>Continuity of pedestrian and cycling facilities between rural and urban areas is dependent on evaluation of alternative design concepts for Transitional Area (Rural to Urban)</li> <li>This segment of Airport Road provides direct access to the Caledon Trailway, a major cycling generator that is part of the Greenbelt Route and TransCanada Trail; 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There is a lack of parallel routes crossing Centreville Creek</li> <li>Separated walking and cycling facility, except pedestrian only facility from south of Hilltop Drive to Caledon Trailway (which can be mitigated by diverting cyclists to signed bike route through east neighbourhood)</li> <li>Greater physical separation between pedestrians (sidewalk) and roadway than in alternatives with bike lanes or multi-use path(s) (pedestrians are separated from road by splash pad, raised cycle track, layby parking and streetscaping)</li> <li>Improved cyclist comfort due to vertical and horizontal separation between cyclists and motorized traffic (including splash pad); Curb extensions around parking provide more protection than bike lanes for cyclists near intersections</li> <li>Increased access to destinations within Study corridor by active means, although with longer distance for cyclists between south of Hilltop Drive and Caledon Trailway due to potential detour</li> <li>No reduction in design speed within urban area</li> <li>Limited opportunities to propose tree locations due to constrained right-of-way, however the Region intends to plant as many trees as possible within the urban area, with consideration to provide shade for active transportation infrastructure</li> </ul>	
		Supports age friendly and accessible living	<ul style="list-style-type: none"> <li>Not improved to standards of Accessibility for Ontarians with Disabilities Act</li> </ul>	<ul style="list-style-type: none"> <li>Designed to standards of Accessibility for Ontarians with Disabilities Act</li> </ul>	<ul style="list-style-type: none"> <li>Designed to standards of Accessibility for Ontarians with Disabilities Act</li> </ul>	<ul style="list-style-type: none"> <li>Designed to standards of Accessibility for Ontarians with Disabilities Act</li> </ul>	<ul style="list-style-type: none"> <li>Designed to standards of Accessibility for Ontarians with Disabilities Act</li> </ul>	
		Reduces risk of respiratory and cardiovascular outcomes associated with exposure to traffic related air pollution	<ul style="list-style-type: none"> <li>Avoids air quality impacts</li> </ul>	<ul style="list-style-type: none"> <li>Air quality impacts are similar to air quality impacts of future no-build scenario</li> <li>Increased dust during construction will be controlled by Emissions Management Plan</li> </ul>	<ul style="list-style-type: none"> <li>Air quality impacts are similar to air quality impacts of future no-build scenario</li> <li>Increased dust during construction will be controlled by Emissions Management Plan</li> </ul>	<ul style="list-style-type: none"> <li>Air quality impacts are similar to air quality impacts of future no-build scenario</li> <li>Increased dust during construction will be controlled by Emissions Management Plan</li> </ul>	<ul style="list-style-type: none"> <li>Air quality impacts are similar to air quality impacts of future no-build scenario</li> <li>Increased dust during construction will be controlled by Emissions Management Plan</li> </ul>	
		Avoids or reduces noise impacts	<ul style="list-style-type: none"> <li>Avoids noise impacts</li> </ul>	<ul style="list-style-type: none"> <li>Future sound levels are predicted to exceed threshold (60 dba) in some areas of sensitive receptors, although noise barriers will be implemented where warranted</li> <li>Changes to future sound levels are expected to be small between Caledon Trailway and south of Walker Road</li> <li>Increased noise during construction will be controlled by Construction Code of Practice</li> </ul>	<ul style="list-style-type: none"> <li>Future sound levels are predicted to exceed threshold (60 dba) in some areas of sensitive receptors, although noise barriers will be implemented where warranted</li> <li>Changes to future sound levels are expected to be small between Caledon Trailway and south of Walker Road</li> <li>Increased noise during construction will be controlled by Construction Code of Practice</li> </ul>	<ul style="list-style-type: none"> <li>Future sound levels are predicted to exceed threshold (60 dba) in some areas of sensitive receptors, although noise barriers will be implemented where warranted</li> <li>Changes to future sound levels are expected to be small between Caledon Trailway and south of Walker Road</li> <li>Increased noise during construction will be controlled by Construction Code of Practice</li> </ul>	<ul style="list-style-type: none"> <li>Future sound levels are predicted to exceed threshold (60 dba) in some areas of sensitive receptors, although noise barriers will be implemented where warranted</li> <li>Changes to future sound levels are expected to be small between Caledon Trailway and south of Walker Road</li> <li>Increased noise during construction will be controlled by Construction Code of Practice</li> </ul>	
		<b>Social, Cultural and Economic Environment</b>						
		Conforms to Municipal planning policies and community plans	<ul style="list-style-type: none"> <li>Not consistent with Municipal planning policies and community plans</li> </ul>	<ul style="list-style-type: none"> <li>Generally consistent with Region of Peel Official Plan</li> <li>Generally consistent with Town of Caledon Official Plan</li> <li>Generally consistent with Caledon East Community Improvement Plan</li> </ul>	<ul style="list-style-type: none"> <li>Generally consistent with Region of Peel Official Plan</li> <li>Consistent with Policy 5.9.5.9.1 of the Town of Caledon Official Plan "The Town will encourage the development of a system of bicycle and pedestrian facilities to link major public open spaces, activity centres and the transportation network in a manner that enhances the quality of life for residents, businesses and visitors."</li> <li>Supports the Caledon East Community Improvement Plan, specifically "Maintaining and improving public space, pedestrian linkages, and active transportation, in consideration of the Healthy Development Index"</li> </ul>	<ul style="list-style-type: none"> <li>Generally consistent with Region of Peel Official Plan</li> <li>Consistent with Policy 5.9.5.9.1 of the Town of Caledon Official Plan "The Town will encourage the development of a system of bicycle and pedestrian facilities to link major public open spaces, activity centres and the transportation network in a manner that enhances the quality of life for residents, businesses and visitors."</li> <li>Supports the Caledon East Community Improvement Plan, specifically "Maintaining and improving public space, pedestrian linkages, and active transportation, in consideration of the Healthy Development Index"</li> </ul>	<ul style="list-style-type: none"> <li>Generally consistent with Region of Peel Official Plan</li> <li>Consistent with Policy 5.9.5.9.1 of the Town of Caledon Official Plan "The Town will encourage the development of a system of bicycle and pedestrian facilities to link major public open spaces, activity centres and the transportation network in a manner that enhances the quality of life for residents, businesses and visitors."</li> <li>Supports the Caledon East Community Improvement Plan, specifically "Maintaining and improving public space, pedestrian linkages, and active transportation, in consideration of the Healthy Development Index"</li> </ul>	
		Compatible with existing and planned future land uses	<ul style="list-style-type: none"> <li>No impact on existing and planned future land uses</li> </ul>	<ul style="list-style-type: none"> <li>Urban cross-section is compatible with existing and planned future land uses</li> </ul>	<ul style="list-style-type: none"> <li>Urban cross-section is compatible with existing and planned future land uses</li> </ul>	<ul style="list-style-type: none"> <li>Urban cross-section is compatible with existing and planned future land uses</li> </ul>	<ul style="list-style-type: none"> <li>Urban cross-section is compatible with existing and planned future land uses</li> </ul>	
Avoids or reduces property impacts	<ul style="list-style-type: none"> <li>Avoids property impacts</li> </ul>	<ul style="list-style-type: none"> <li>No impacts to property, buildings/structures and property access outside intersection improvements</li> </ul>	<ul style="list-style-type: none"> <li>No impacts to property, buildings/structures and property access outside intersection improvements</li> </ul>	<ul style="list-style-type: none"> <li>No impacts to property, buildings/structures and property access outside intersection improvements</li> </ul>	<ul style="list-style-type: none"> <li>No impacts to property, buildings/structures and property access outside intersection improvements</li> </ul>			
Avoids or reduces negative impacts on cultural heritage features	<ul style="list-style-type: none"> <li>Avoids negative impacts on cultural heritage features</li> </ul>	<ul style="list-style-type: none"> <li>Adjacent to approximately 15 cultural heritage resources, including 3 designated properties and 12 properties listed on the Built Heritage Register; Also adjacent to one Heritage Character Area; One Canadian Heritage River</li> </ul>	<ul style="list-style-type: none"> <li>Adjacent to approximately 15 cultural heritage resources, including 3 designated properties and 12 properties listed on the Built Heritage Register; Also adjacent to one Heritage Character Area; One Canadian Heritage River</li> </ul>	<ul style="list-style-type: none"> <li>Adjacent to approximately 15 cultural heritage resources, including 3 designated properties and 12 properties listed on the Built Heritage Register; Also adjacent to one Heritage Character Area; One Canadian Heritage River</li> </ul>	<ul style="list-style-type: none"> <li>Adjacent to approximately 15 cultural heritage resources, including 3 designated properties and 12 properties listed on the Built Heritage Register; Also adjacent to one Heritage Character Area; One Canadian Heritage River</li> </ul>			

Alternatives	Detailed Evaluation of Alternative Design Concepts					
	Do Nothing	Two-Lane Urban Cross-Section with Reduced Lane Widths, Wider Sidewalk on Both Sides, Provisional Width for Future Designated Cycling Facility, and Streetscaping between Parking Lay-bys from Caledon Trailway to Walker Road	Two-Lane Urban Cross-Section with Reduced Lane Widths, Sidewalk on Both Sides, On-Street Buffered Bike Lanes on Both Sides, and Streetscaping between Parking Lay-bys on West Side from Caledon Trailway to Walker Road	Two-Lane Urban Cross-Section with Reduced Lane Widths, Improved Sidewalk on East Side, Multi-use Path on West Side, and Streetscaping between Parking Lay-bys from Caledon Trailway to Walker Road	Two-Lane Urban Cross-Section with Reduced Lane Widths, Multi-Use Path on Both Sides, and Streetscaping between Parking Lay-bys on West Side from Caledon Trailway to Walker Road	Two-Lane Urban Cross-Section with Reduced Lane Widths, Sidewalk and Cycle Track on Both Sides, and Streetscaping between Parking Lay-bys on West Side from Caledon Trailway to Walker Road
<b>Criteria</b>		<ul style="list-style-type: none"> <li>Stage 2 Archaeological Assessment required in areas beyond disturbed right-of-way; Three areas adjacent to the right-of-way require Stage 2 Archaeological Assessment</li> </ul>	<ul style="list-style-type: none"> <li>Stage 2 Archaeological Assessment required in areas beyond disturbed right-of-way; Three areas adjacent to the right-of-way require Stage 2 Archaeological Assessment</li> </ul>	<ul style="list-style-type: none"> <li>Stage 2 Archaeological Assessment required in areas beyond disturbed right-of-way; Three areas adjacent to the right-of-way require Stage 2 Archaeological Assessment</li> </ul>	<ul style="list-style-type: none"> <li>Stage 2 Archaeological Assessment required in areas beyond disturbed right-of-way; Three areas adjacent to the right-of-way require Stage 2 Archaeological Assessment</li> </ul>	<ul style="list-style-type: none"> <li>Stage 2 Archaeological Assessment required in areas beyond disturbed right-of-way; Three areas adjacent to the right-of-way require Stage 2 Archaeological Assessment</li> </ul>
<b>Supports goods movement</b>	<ul style="list-style-type: none"> <li>Airport Road is a goods movement corridor</li> </ul>	<ul style="list-style-type: none"> <li>Airport Road will remain as a goods movement corridor</li> <li>Design will accommodate transport and commercial trucks</li> </ul>	<ul style="list-style-type: none"> <li>Airport Road will remain as a goods movement corridor</li> <li>Design will accommodate transport and commercial trucks</li> </ul>	<ul style="list-style-type: none"> <li>Airport Road will remain as a goods movement corridor</li> <li>Design will accommodate transport and commercial trucks</li> </ul>	<ul style="list-style-type: none"> <li>Airport Road will remain as a goods movement corridor</li> <li>Design will accommodate transport and commercial trucks</li> </ul>	<ul style="list-style-type: none"> <li>Airport Road will remain as a goods movement corridor</li> <li>Design will accommodate transport and commercial trucks</li> </ul>
<b>Supports local economic sustainability</b>	<ul style="list-style-type: none"> <li>No impact on customer access to business frontages</li> <li>No impact to on-street parking</li> <li>No impact to tourism potential</li> <li>No opportunity to improve streetscape and aesthetics</li> <li>South of Cranston Drive to Hilltop Drive is located within Prime Agricultural Area</li> </ul>	<ul style="list-style-type: none"> <li>No impact on customer access to business frontages</li> <li>If bike lanes, loss of on-street parking on east side of road with some loss on west side; If alternate cycling facility with less pedestrian path (larger width than sidewalk and smaller width than multi-use path), potential for less loss of parking than other alternatives</li> <li>Parking study indicates:                             <ul style="list-style-type: none"> <li>On weekdays, on-street parking on the east side is fully used with regular use (slight oversupply) of parking on the west side</li> <li>On weekends, on-street parking on the east and west side is under-used</li> </ul> </li> <li>Overall, on-street parking is under-used on a net basis</li> <li>Most on-street parking is convenience-based; Mapping indicates off-street business-related parking is present, except one business with no off-street parking and one business with one parking space approximately 30m from Emma Street</li> <li>Access to/from Caledon Trailway maximizes tourism potential of trail, encouraging cyclists and hikers to visit businesses and services</li> <li>Potential for improvements to streetscape and aesthetics, with potential to maintain or enhance treelined corridor to balance street form and function</li> <li>On-street parking in Caledon East is considered by the Town of Caledon as part of the Streetscape; Parking removal on one side may reduce streetscaping in this context</li> <li>No impact on Prime Agricultural Area</li> <li>Designing for farm vehicles not ideal in urban area with raised curbs</li> </ul>	<ul style="list-style-type: none"> <li>No impact on customer access to business frontages</li> <li>Loss of on-street parking on east side of road with some loss on west side</li> <li>Parking study indicates:                             <ul style="list-style-type: none"> <li>On weekdays, on-street parking on the east side is fully used with regular use (slight oversupply) of parking on the west side</li> <li>On weekends, on-street parking on the east and west side is under-used</li> </ul> </li> <li>Overall, on-street parking is under-used on a net basis</li> <li>Most on-street parking is convenience-based; Mapping indicates off-street business-related parking is present, except one business with no off-street parking and one business with one parking space approximately 30m from Emma Street</li> <li>Access to/from Caledon Trailway maximizes tourism potential of trail, encouraging cyclists and hikers to visit businesses and services</li> <li>Potential for improvements to streetscape and aesthetics, with potential to maintain or enhance treelined corridor to balance street form and function</li> <li>On-street parking in Caledon East is considered by the Town of Caledon as part of the Streetscape; Parking removal on one side may reduce streetscaping in this context</li> <li>No impact on Prime Agricultural Area</li> <li>Designing for farm vehicles not ideal in urban area with raised curbs</li> </ul>	<ul style="list-style-type: none"> <li>No impact on customer access to business frontages provided multi-use path is designed with some clearance to building frontage (e.g., 0.5-1.0m from building face)</li> <li>Less loss of on-street parking on east and west side compared to other alternatives</li> <li>Access to/from Caledon Trailway maximizes tourism potential of trail, encouraging cyclists and hikers to visit businesses and services</li> <li>Potential for improvements to streetscape and aesthetics, with potential to maintain or enhance treelined corridor to balance street form and function</li> <li>On-street parking in Caledon East is considered by the Town of Caledon as part of the Streetscape; Less parking removal would be preferred for streetscaping in this context</li> <li>No impact on Prime Agricultural Area</li> <li>Designing for farm vehicles not ideal in urban area with raised curbs</li> </ul>	<ul style="list-style-type: none"> <li>No impact on customer access to business frontages provided multi-use paths are designed with some clearance to building frontage (e.g., 0.5-1.0m from building face)</li> <li>Loss of on-street parking on east side of road with some loss on west side</li> <li>Parking study indicates:                             <ul style="list-style-type: none"> <li>On weekdays, on-street parking on the east side is fully used with regular use (slight oversupply) of parking on the west side</li> <li>On weekends, on-street parking on the east and west side is under-used</li> </ul> </li> <li>Overall, on-street parking is under-used on a net basis</li> <li>Most on-street parking is convenience-based; Mapping indicates off-street business-related parking is present, except one business with no off-street parking and one business with one parking space approximately 30m from Emma Street</li> <li>Access to/from Caledon Trailway maximizes tourism potential of trail, encouraging cyclists and hikers to visit businesses and services</li> <li>Potential for improvements to streetscape and aesthetics, with potential to maintain or enhance treelined corridor to balance street form and function</li> <li>On-street parking in Caledon East is considered by the Town of Caledon as part of the Streetscape; Parking removal on one side would reduce streetscaping in this context</li> <li>No impact on Prime Agricultural Area</li> <li>Designing for farm vehicles not ideal in urban area with raised curbs</li> </ul>	<ul style="list-style-type: none"> <li>No impact on customer access to business frontages</li> <li>Loss of on-street parking on east side of road with some loss on west side</li> <li>Parking study indicates:                             <ul style="list-style-type: none"> <li>On weekdays, on-street parking on the east side is fully used with regular use (slight oversupply) of parking on the west side</li> <li>On weekends, on-street parking on the east and west side is under-used</li> </ul> </li> <li>Overall, on-street parking is under-used on a net basis</li> <li>Most on-street parking is convenience-based; Mapping indicates off-street business-related parking is present, except one business with no off-street parking and one business with one parking space approximately 30m from Emma Street</li> <li>Access to/from Caledon Trailway maximizes tourism potential of trail, encouraging cyclists and hikers to visit businesses and services</li> <li>Potential for improvements to streetscape and aesthetics, with potential to maintain or enhance treelined corridor to balance street form and function</li> <li>On-street parking in Caledon East is considered by the Town of Caledon as part of the Streetscape; Parking removal on one side would reduce streetscaping in this context</li> <li>No impact on Prime Agricultural Area</li> <li>Designing for farm vehicles not ideal in urban area with raised curbs</li> </ul>
<b>Reduces complexity of construction</b>	<ul style="list-style-type: none"> <li>No conflict with utilities and municipal infrastructure</li> <li>No construction staging</li> <li>No construction cost</li> <li>No change to operations and maintenance cost</li> </ul>	<ul style="list-style-type: none"> <li>If bike lanes, utility and municipal infrastructure to be relocated or impacted</li> <li>Between Hilltop Drive and Caledon Trailway, future cycling facility on Airport Road versus signed cycling detour in east neighbourhood would impact hydro poles due to relocation of existing retaining walls within road right-of-way</li> <li>Potential for moderate temporary traffic impact due to staging of storm sewers and bridge widening</li> <li>Full boulevard reconstruction and potential drainage modification</li> <li>Potential for high cost to construct due to full boulevard reconstruction with potential for moderate drainage, street lighting and material costs</li> <li>Similar ongoing cost to operate and maintain as do nothing</li> </ul>	<ul style="list-style-type: none"> <li>Utility and municipal infrastructure to be relocated or impacted; Between Hilltop Drive and Caledon Trailway, bike lanes on Airport Road versus signed cycling detour in east neighbourhood would impact hydro poles due to relocation of existing retaining walls within road right-of-way</li> <li>Significant temporary traffic impact due to staging of storm sewers, burying hydro poles and bridge widening</li> <li>Full boulevard reconstruction and potential drainage modification</li> <li>High cost to construct due to full boulevard reconstruction with moderate drainage, street lighting, burying hydro poles and material costs</li> <li>Similar ongoing cost to operate and maintain as do nothing, however maintenance needs may increase if bollards or physical barrier is used in bike lane buffer</li> </ul>	<ul style="list-style-type: none"> <li>Utility and municipal infrastructure to be relocated; Between Hilltop Drive and Caledon Trailway, multi-use path on Airport Road versus signed cycling detour in east neighbourhood would impact hydro poles due to relocation of existing retaining walls within road right-of-way</li> <li>Moderate temporary traffic impact due to staging of storm sewers and bridge widening</li> <li>Full boulevard reconstruction and potential drainage modification</li> <li>Moderate cost to construct due to full boulevard reconstruction with moderate drainage, street lighting and material costs</li> <li>Moderate ongoing cost to operate and maintain</li> </ul>	<ul style="list-style-type: none"> <li>Utility and municipal infrastructure to be relocated or buried underground to accommodate multi-use path on both sides; Between Hilltop Drive and Caledon Trailway, multi-use paths on Airport Road versus signed cycling detour in east neighbourhood would impact hydro poles due to relocation of existing retaining walls within road right-of-way</li> <li>Significant temporary traffic impact due to staging of storm sewers, burying hydro poles and bridge widening</li> <li>Full boulevard reconstruction and potential drainage modification</li> <li>High cost to construct due to full boulevard reconstruction with moderate drainage, street lighting, burying hydro poles and material costs</li> <li>Moderate ongoing cost to operate and maintain</li> </ul>	<ul style="list-style-type: none"> <li>Utility and municipal infrastructure to be relocated or buried underground to accommodate cycle tracks; Between Hilltop Drive and Caledon Trailway, cycle tracks on Airport Road versus signed cycling detour in east neighbourhood would impact hydro poles due to relocation of existing retaining walls within road right-of-way</li> <li>Significant temporary traffic impact due to staging of storm sewers, burying hydro poles and bridge widening</li> <li>Full boulevard reconstruction and potential drainage modification</li> <li>High cost to construct due to full boulevard reconstruction with moderate drainage, street lighting and material costs plus associated cost of burying hydro utility</li> <li>Moderate ongoing cost to operate and maintain</li> </ul>
<b>Evaluation</b>	<b>Not Carried Forward</b>	<b>Not Preferred for existing and short-term conditions</b>	<b>Less Preferred in EA due to less separation between bike and travel lanes and loss of east side parking (Note preferred from cycling perspective)</b>	<b>Preferred in EA due to greater separation between bike and travel lanes and minimum loss of parking (Note not preferred from cycling perspective)</b>	<b>Less Preferred than multi-use path on one side due to loss of east side parking (Note not preferred from cycling perspective)</b>	<b>Less Preferred in EA due to construction complexity and loss of east side parking (Note preferred from cycling perspective if cost is acceptable)</b>
<b>Summary</b>	Does not address problem and opportunity (included for comparison)	Provisional width of cross-section for long-term conditions does not fully support existing transportation policies or address existing opportunity for corridor improvements for vulnerable road users	Buffered bike lanes are consistent with existing transportation policy and provide continuity with local east-west on-road cycling routes and the Caledon Trailway. However, separation between bike lane and travel lane is less compared to other alternatives. Further, the buffer between the bike lane and travel lane is removed to provide door zone buffer at locations of parking layby.	Preferred if parking removal on east side is not acceptable or desired to accommodate improved active transportation facilities.  Less preferred than cycle tracks due to less comfort for recreational and utilitarian cyclists from high pedestrian activity, direct business frontages, frequent driveways, and parking activity.	More preferred than bike lanes due to more separation between recreational cyclists and motorized traffic, and less preferred than cycle tracks due to less comfort for recreational and utilitarian cyclists from high pedestrian activity, direct business frontages, frequent driveways, and parking activity.	Preferred over bike lanes and multi-use path(s) due to enhanced separation between all road users. However, construction complexity and cost of burying utilities is significantly higher than other alternatives.
		Provisional width of cross-section may limit type of active transportation facilities under long-term conditions	Overall, on-street parking in Caledon East appears to be underutilized. However, full utilization on the east side is evident on weekdays. Presently there are minor opportunities for parking replacement in Caledon East.  Further, the Town of Caledon and some of the Public have indicated a preference to maintain on-street parking to support businesses and road character. Although on-street parking appears to be utilized often as a convenient alternative to available off-street parking, it is considered by the Town of Caledon as part of the Caledon East streetscape.	Based on parking study results and comments by the Town of Caledon and Public to date, this alternative is shown as the preliminary preferred option for agency and Public feedback.	Overall, on-street parking in Caledon East appears to be underutilized. However, full utilization on the east side is evident on weekdays. Presently there are minor opportunities for parking replacement in Caledon East.  Further, the Town of Caledon and some of the Public have indicated a preference to maintain on-street parking to support businesses and road character. Although on-street parking appears to be utilized often as a convenient alternative to available off-street parking, it is considered by the Town of Caledon as part of the Caledon East streetscape.	Overall, on-street parking in Caledon East appears to be underutilized. However, full utilization on the east side is evident on weekdays. Presently there are minor opportunities for parking replacement in Caledon East.  Further, the Town of Caledon and some of the Public have indicated a preference to maintain on-street parking to support businesses and road character. Although on-street parking appears to be utilized often as a convenient alternative to available off-street parking, it is considered by the Town of Caledon as part of the Caledon East streetscape.