

Criteria	Alternatives	Do Nothing	Reduced Lane Widths with Paved Shoulders and Rumble Strips	Reduced Lane Widths, Sidewalks and On-Street Buffered Bike Lanes	Reduced Lane Widths, Sidewalk on East Side and Multi-use Path on West Side	Reduced Lane Widths and Multi-Use Paths
Transportation		Not Preferred	Neutral	Preferred	Preferred	Preferred
		<ul style="list-style-type: none"> No change to traffic operations No change to road alignment 	<ul style="list-style-type: none"> Acceptable traffic operations with reduced lane widths to encourage slower traffic speeds, which in turn may encourage truck diversion No change to road alignment 	<ul style="list-style-type: none"> Acceptable traffic operations with reduced lane widths to encourage slower traffic speeds, which in turn may encourage truck diversion Improvements to road geometry 	<ul style="list-style-type: none"> Acceptable traffic operations with reduced lane widths to encourage slower traffic speeds, which in turn may encourage truck diversion Improvements to road geometry 	<ul style="list-style-type: none"> Acceptable traffic operations with reduced lane widths to encourage slower traffic speeds, which in turn may encourage truck diversion Improvements to road geometry
Natural Environment		Neutral	Preferred	Not Preferred	Not Preferred	Not Preferred
		<ul style="list-style-type: none"> Avoids negative impacts on natural heritage features and wildlife and wildlife habitat No opportunity to enhance natural heritage features and wildlife and wildlife habitat No opportunity to reduce risk for natural hazards No opportunity to adapt to or mitigate the effects of climate change 	<ul style="list-style-type: none"> Minimal impacts to natural heritage features Does not increase potential for vehicle-wildlife conflicts Generally similar impervious area contributing to stormwater runoff No change to treatment (existing ditches) for stormwater runoff Potential for low impact development 	<ul style="list-style-type: none"> Encroaches into locally significant wetlands and minimum protection zones; May result in a direct loss of an unevaluated wetland community Moderate tree removal Minor extension to culvert No opportunity to enhance natural heritage features and wildlife and wildlife habitat Generally similar impervious area contributing to stormwater runoff as existing condition Opportunity to treat stormwater runoff Potential for low impact development may be restricted in wellhead protection areas 	<ul style="list-style-type: none"> Encroaches into locally significant wetlands and minimum protection zones; May result in a direct loss of an unevaluated wetland community Moderate tree removal Minor extension to culvert No opportunity to enhance natural heritage features and wildlife and wildlife habitat Generally similar impervious area contributing to stormwater runoff as existing condition Opportunity to treat stormwater runoff Potential for low impact development may be restricted in wellhead protection areas 	<ul style="list-style-type: none"> Encroaches into locally significant wetlands and minimum protection zones; May result in a direct loss of an unevaluated wetland community Moderate tree removal Minor extension to culvert No opportunity to enhance natural heritage features and wildlife and wildlife habitat Generally similar impervious area contributing to stormwater runoff as existing condition Opportunity to treat stormwater runoff Potential for low impact development may be restricted in wellhead protection areas
Healthy Communities		Not Preferred	Not Preferred	Neutral	Neutral	Neutral
		<ul style="list-style-type: none"> Sidewalk gap between Cranston Drive and Hilltop Drive No opportunity to promote healthy (active) environments Not improved to standards of Accessibility for Ontarians with Disabilities Act 	<ul style="list-style-type: none"> Does not fill sidewalk gap between Cranston Drive and Hilltop Drive Improved surface conditions for cycling and walking Continuous cycling facilities between paved shoulder in rural area and urban area No separation between pedestrians and cyclists Buffer (separation) between pedestrians and roadway; Rumble strips deter vehicles from crossing over to shoulder Paved shoulders improve surface accessibility compared to granular shoulders Limited potential for tree planting in rural cross-section Paved shoulders may not be comfortable for all pedestrians and cyclists 	<ul style="list-style-type: none"> Fills sidewalk gap between Cranston Drive and south of Hilltop Drive; Provides active transportation link between Mono Road community and Caledon East Improved cycling facility; Possibly more desirable than multi-use path(s) for utilitarian cyclists (e.g., long-distance or commuter cyclists) and less for recreational cyclists Continuous cycling facilities between paved shoulder in rural area and bike lane in urban area Separated walking and cycling facility Less physical separation between pedestrians (sidewalk) and roadway than alternatives with multi-use path(s); Cycling facility is designated on-road Less comfort for recreational cyclists than alternatives with multi-use path(s); 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) Number of trees within urban area will increase to extent possible, with consideration to provide shade for active transportation infrastructure Designed to standards of Accessibility for Ontarians with Disabilities Act 	<ul style="list-style-type: none"> Fills sidewalk gap between Cranston Drive and south of Hilltop Drive; Provides active transportation link between Mono Road community and Caledon East Improved cycling facility; Possibly more desirable than bike lanes for recreational cyclists and less desirable than bike lanes for utilitarian cyclists Non-continuous pedestrian and cycling facilities between paved shoulder in rural area and sidewalk or multi-use path in urban area Shared walking and cycling facility More physical separation between pedestrians or cyclists (multi-use path) and the roadway than alternatives with bike lanes; Cycling facility is off-road Less overall cyclist comfort than alternatives with bike lanes; Provides wide separation between cyclists and motorized traffic with no separation between cyclists and pedestrians Number of trees within urban area will increase to extent possible, with consideration to provide shade for active transportation infrastructure Designed to standards of Accessibility for Ontarians with Disabilities Act 	<ul style="list-style-type: none"> Fills sidewalk gap between Cranston Drive and south of Hilltop Drive; Provides active transportation link between Mono Road community and Caledon East Improved cycling facility; Possibly more desirable than bike lanes for recreational cyclists and less desirable than bike lanes for utilitarian cyclists Non-continuous pedestrian and cycling facilities between paved shoulder in rural area and multi-use path in urban area Shared walking and cycling facility More physical separation between pedestrians or cyclists (multi-use paths) with the roadway than alternatives with bike lanes; Cycling facility is off-road Less overall cyclist comfort than alternatives with bike lanes; Provides wide separation between cyclists and motorized traffic with no separation between cyclists and pedestrians Number of trees within urban area will increase to extent possible, with consideration to provide shade for active transportation infrastructure Designed to standards of Accessibility for Ontarians with Disabilities Act
Social, Cultural and Economic Environment		Neutral	Preferred in Rural Area	Not Preferred	Not Preferred	Preferred in Urban Area
		<ul style="list-style-type: none"> No impact on existing and planned future land uses Avoids negative impacts on cultural heritage features No opportunity to improve streetscape and aesthetics South of Cranston Drive to Hilltop Drive is located within Prime Agricultural Area No conflict with utilities and municipal infrastructure No construction staging No construction cost 	<ul style="list-style-type: none"> Rural cross-sections are generally upgraded to urban within settlement areas, however the settlement area of Mono Road is outside the development area and will remain within a rural area Limited potential for tree planting in rural cross-section Accommodates for farm vehicles No conflict with utilities and municipal infrastructure Minor temporary traffic impact due to construction staging Minor boulevard construction and grading improvements Low cost to construct due to less drainage, street lighting and material costs compared to other alternatives 	<ul style="list-style-type: none"> Urban cross-section is compatible with existing and planned future land uses between south of Cranston Drive to south of Hilltop Drive Impacts to cultural heritage features can be avoided or mitigated Potential for improvements to streetscape and aesthetics, with potential to maintain or enhance treelined corridor to balance street form and function Designing for farm vehicles not ideal in urban area with raised curbs; Potential for farm vehicles to encroach onto bike lane Minor utility and municipal infrastructure to be relocated or impacted Moderate temporary traffic impact due to staging of storm sewers Full boulevard reconstruction and potential drainage modification High cost to construct due to full boulevard reconstruction with higher drainage, street lighting and material costs than other alternatives 	<ul style="list-style-type: none"> Urban cross-section is compatible with existing and planned future land uses between south of Cranston Drive to south of Hilltop Drive Impacts to cultural heritage features can be avoided or mitigated Potential for improvements to streetscape and aesthetics, with potential to maintain or enhance treelined corridor to balance street form and function Designing for farm vehicles not ideal in urban area with raised curbs Minor utility and municipal infrastructure to be relocated Moderate temporary traffic impact due to staging of storm sewers Full boulevard reconstruction and potential drainage modification Moderate cost to construct due to full boulevard reconstruction with moderate drainage, street lighting and material costs compared to other alternatives 	<ul style="list-style-type: none"> Urban cross-section is compatible with existing and planned future land uses between south of Cranston Drive to south of Hilltop Drive Impacts to cultural heritage features can be avoided or mitigated Potential for improvements to streetscape and aesthetics, with potential to maintain or enhance treelined corridor to balance street form and function Designing for farm vehicles not ideal in urban area with raised curbs Utility and municipal infrastructure to be relocated Moderate temporary traffic impact due to staging of storm sewers Full boulevard reconstruction and potential drainage modification Moderate cost to construct due to full boulevard reconstruction with moderate drainage, street lighting and material costs compared to other alternatives

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	<ul style="list-style-type: none"> No change to operations and maintenance cost 	<ul style="list-style-type: none"> Low operations and maintenance cost 	<ul style="list-style-type: none"> Moderate cost to operate and maintain 	<ul style="list-style-type: none"> Moderate ongoing cost to operate and maintain 	<ul style="list-style-type: none"> Moderate ongoing cost to operate and maintain
	<p align="center">Not Carried Forward</p>	<p align="center">Preferred in EA for the rural section between Olde Base Line Road and Cranston Drive</p>	<p align="center">Not Preferred in EA due to less separation between bike lane and travel lane</p>	<p align="center">Not Preferred in EA due to less separation between bike and travel lanes on east side</p>	<p align="center">Preferred in EA for the urban section between Cranston Drive and south of Hilltop Drive</p>
Summary	Does not address problem and opportunity (included for comparison)	Provides a functional cycling and walking facility adjacent to predominately agricultural land uses between Olde Base Line Road and Cranston Drive (provides improved conditions for cycling and walking in rural area compared to existing). Low cost to construct compared to other alternatives.	Continuous with cycling facilities proposed in rural and urban areas. However, separation between bike lane and travel lane is less compared to other alternatives; and bike lanes are anticipated to be less comfortable for recreational cyclists. The cost to construct is anticipated to be higher than other alternatives, with moderate cost to operate and maintain.	Semi-continuous pedestrian and cycling facilities between rural and urban area, and fills sidewalk gap between Cranston Drive and south of Hilltop Drive. More desirable than bike lanes for recreational cyclists with wide separation between cyclists and motorized traffic. Less cost to construct than bike lanes with moderate operations and maintenance costs compared to other alternatives. Less preferred than multi-use path on both sides due to less separation between bike and travel lanes on east side.	Non-continuous pedestrian and cycling facilities between rural and urban area, however fills sidewalk gap between Cranston Drive and south of Hilltop Drive. More desirable than bike lanes for recreational cyclists with wide separation between cyclists and motorized traffic. Less cost to construct than bike lanes with moderate operations and maintenance costs compared to other urban alternatives.