

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 and 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	Not Preferred	Preferred	Preferred	Preferred	Preferred	Preferred
	<ul style="list-style-type: none"> Not consistent with transportation planning policies and plans 	<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 Generally consistent with transportation planning policies and plans, most notably: 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) 	<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 Generally consistent with transportation planning policies and plans, most notably: The Region of Peel Active Transportation Implementation Plan identifies bike lanes on Airport Road through Caledon East The Town of Caledon Transportation Master Plan shows Airport Road with a future bike lane and additional connections with east-west on-road cycling routes using Old Church Road and Walker Road 	<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 Generally consistent with transportation planning policies and plans, most notably: A priority of the Region of Peel Sustainable Transportation Strategy is providing comfortable, continuous cycling facilities Although the Town of Caledon Transportation Master Plan shows Airport Road with a future bike lane, 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 Curb bulb-out designs may impact efficiency of emergency routes, although road design will accommodate emergency vehicles 	<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. Generally consistent with transportation planning policies and plans, most notably: A priority of the Region of Peel Sustainable Transportation Strategy is providing comfortable, continuous cycling facilities Although the Town of Caledon Transportation Master Plan shows Airport Road with a future bike lane, 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 Curb bulb-out designs may impact efficiency of emergency routes, although road design will accommodate emergency vehicles 	<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 Generally consistent with transportation planning policies and plans, most notably: A priority of the Region of Peel Sustainable Transportation 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) Curb bulb-out designs may impact efficiency of emergency routes, although road design will accommodate emergency vehicles
Transportation	Preferred	Not Preferred	Not 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 	<ul style="list-style-type: none"> Encroaches into provincially significant wetland with minor tree removal and moderate extension to one culvert crossing 	<ul style="list-style-type: none"> Encroaches into provincially significant wetland with minor tree removal and moderate extension to one culvert crossing 	<ul style="list-style-type: none"> Encroaches into provincially significant wetland with minor tree removal and moderate extension to one culvert crossing 	<ul style="list-style-type: none"> Encroaches into provincially significant wetland with minor tree removal and moderate extension to one culvert crossing 	<ul style="list-style-type: none"> Encroaches into provincially significant wetland with minor tree removal and moderate extension to one culvert crossing
Natural Environment	Not Preferred	Not Preferred	Not Preferred	Not Preferred	Not Preferred	Preferred
	<ul style="list-style-type: none"> No active transportation facilities 	<ul style="list-style-type: none"> Long-term potential does not address short term needs for improved cycling facility 	<ul style="list-style-type: none"> 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 due to difference in physical separation between on and off road users, and comfort Bike lanes are less preferred by design guidelines for roads with design speed greater than 50 km/h or designated for trucks 	<ul style="list-style-type: none"> Greater physical separation between pedestrians or cyclists (multi-use path) and roadway than alternatives with bike lanes Considered a poor cycling facility due to high pedestrian activity, direct business frontages, frequent driveways, and parking activity (which can affect overall cyclist comfort) Less sightlines for users exiting driveways and Caledon Trailway than provided in alternatives with bike lanes or cycle tracks; However, treatments at driveways with limited sightlines, such as speed bumps or mirrors, could be considered subject to property impacts 	<ul style="list-style-type: none"> Greater physical separation between pedestrians or cyclists (multi-use path) and roadway than alternatives with bike lanes Considered a poor cycling facility due to high pedestrian activity, direct business frontages, frequent driveways, and parking activity (which can affect overall cyclist comfort) Less sightlines for users exiting driveways and Caledon Trailway than provided in alternatives with bike lanes or cycle tracks; However, treatments at driveways with limited sightlines, such as speed bumps or mirrors, could be considered subject to property impacts 	<ul style="list-style-type: none"> Improved cyclist comfort due to vertical and/or horizontal separation between pedestrians (sidewalk), cyclists and motorized traffic
Healthy Communities	Due to insufficient space between Hilltop Drive and Caledon Trailway, cyclists will be diverted to signed bike route through east neighbourhood					
	Neutral	Neutral	Not Preferred	Preferred	Not Preferred	Not Preferred
Social, Cultural and Economic Environment	<ul style="list-style-type: none"> Avoids negative impacts and opportunities for improvements 	<ul style="list-style-type: none"> Potential loss of on-street parking, subject to future cycling facility Potential impacts to utilities and municipal infrastructure, subject to future cycling facility 	<ul style="list-style-type: none"> Loss of on-street parking on east side of road with some loss on west side; Removal would affect parking utilization and streetscaping Utility and municipal infrastructure to be relocated or potentially impacted 	<ul style="list-style-type: none"> Less loss of on-street parking on east and west side compared to other alternatives 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) Utility and municipal infrastructure to be relocated 	<ul style="list-style-type: none"> Loss of on-street parking on east side of road with some loss on west side; Removal would affect parking utilization and streetscaping Utility and municipal infrastructure to be relocated or buried underground to accommodate multi-use path on both sides 	<ul style="list-style-type: none"> Loss of on-street parking on east side of road with some loss on west side; Removal would affect parking utilization and streetscaping Utility and municipal infrastructure to be relocated or buried underground to accommodate cycle tracks
	Between Hilltop Drive and Caledon Trailway, cycling facilities 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					
Summary	Not Carried Forward	Not Preferred for existing and short-term conditions	Not Preferred in EA due to less separation between bike and travel lanes, and loss of east side parking (Note preferred from cycling perspective)	Preferred in EA due to greater separation between bike and travel lanes, and minimum loss of parking (Note not preferred from cycling perspective)	Not Preferred in EA (less preferred than multi-use path on one side) due to loss of east side parking (Note not preferred from cycling perspective)	Not Preferred in EA due to construction complexity, and loss of east side parking (Note preferred from cycling perspective if cost is acceptable)
	<ul style="list-style-type: none"> Does not address problem and opportunity (included for comparison) 	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> 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. 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. Presently, there are minor opportunities for parking replacement in Caledon East. 	<ul style="list-style-type: none"> 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. This alternative is preferred if parking removal on east side is not desired to accommodate multi-use paths or cycle tracks on both sides, and due to moderate construction complexity and cost. 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. Presently, there are minor opportunities for parking replacement in Caledon East. 	<ul style="list-style-type: none"> 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. This alternative is not preferred if parking removal on east side is not desired to accommodate multi-use paths on both sides. 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. Presently, there are minor opportunities for parking replacement in Caledon East. 	<ul style="list-style-type: none"> 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. Further, this alternative is not preferred if parking removal on east side is not desired to accommodate cycle tracks on both sides. 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. Presently, there are minor opportunities for parking replacement in Caledon East.